VOLUME I
REPORT & HEC-1 INPUT/OUTPUT

Loop 303 Corridor/White Tanks
Area Drainage Master Plan Update
Contract FCD 99-40

Prepared for

Flood Control District of Maricopa County

URS

URS Job No. E1-00001526

November 4, 2002

Loop 303 Corridor/White Tanks Area Drainage Master Plan Update Contract FCD 99-40

Existing Condition Hydrology

Prepared for:

Flood Control District of Maricopa County

November 2002

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EXISTING CONDITION
HYDROLOGY
Loop 303 Corridor/White Tanks
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1.0 INTRODUCTION

The purpose of this report is to document the results of the updated existing condition HEC-1 hydrology model submitted to the Flood Control District of Maricopa County (FCDMC) for the Loop 303 Corridor/White Tanks Area Drainage Master Plan Update (ADMP Update). The results of the updated HEC-1 model will supercede those prepared by WLB and submitted with the "Flood Study Technical Data Notebook," dated May 28, 1992, produced for the "White Tanks/Agua Fria Area Drainage Master Study." From this point forward, that study will be referred to as the WLB Study.

The project area is located west of the Agua Fria River and is bounded on the north by the McMicken Dam and US 60, on the west by the White Tanks Mountains, on the east by the Agua Fria River and on the south by the Salt/Gila rivers. For a more detailed description of the project and location, see the "Draft Data Collection Report," February 2000. See Figure 1.1.

For simplicity, multiple groupings of sub basins were created and labeled as Super Basins. These groupings were based upon major drainage divides or boundaries found throughout the project area. In other words, all of the sub basins within a particular Super Basin will ultimately discharge to a common point downstream. The super basin concept allows the reader to quickly identify the general geographic location of a sub basin relative to the overall project area. Major super basin divides include existing canals, ridge lines, existing or improved channels, etc.

This report will briefly describe any changes in modeling assumptions, methodology or the project area that have occurred since the WLB Study. Such changes include the recent construction of flood control structures, land use within sub basins, updated approach to modeling technique, revised input for all HEC-1 variables with new assigned values, and more detailed soil information.

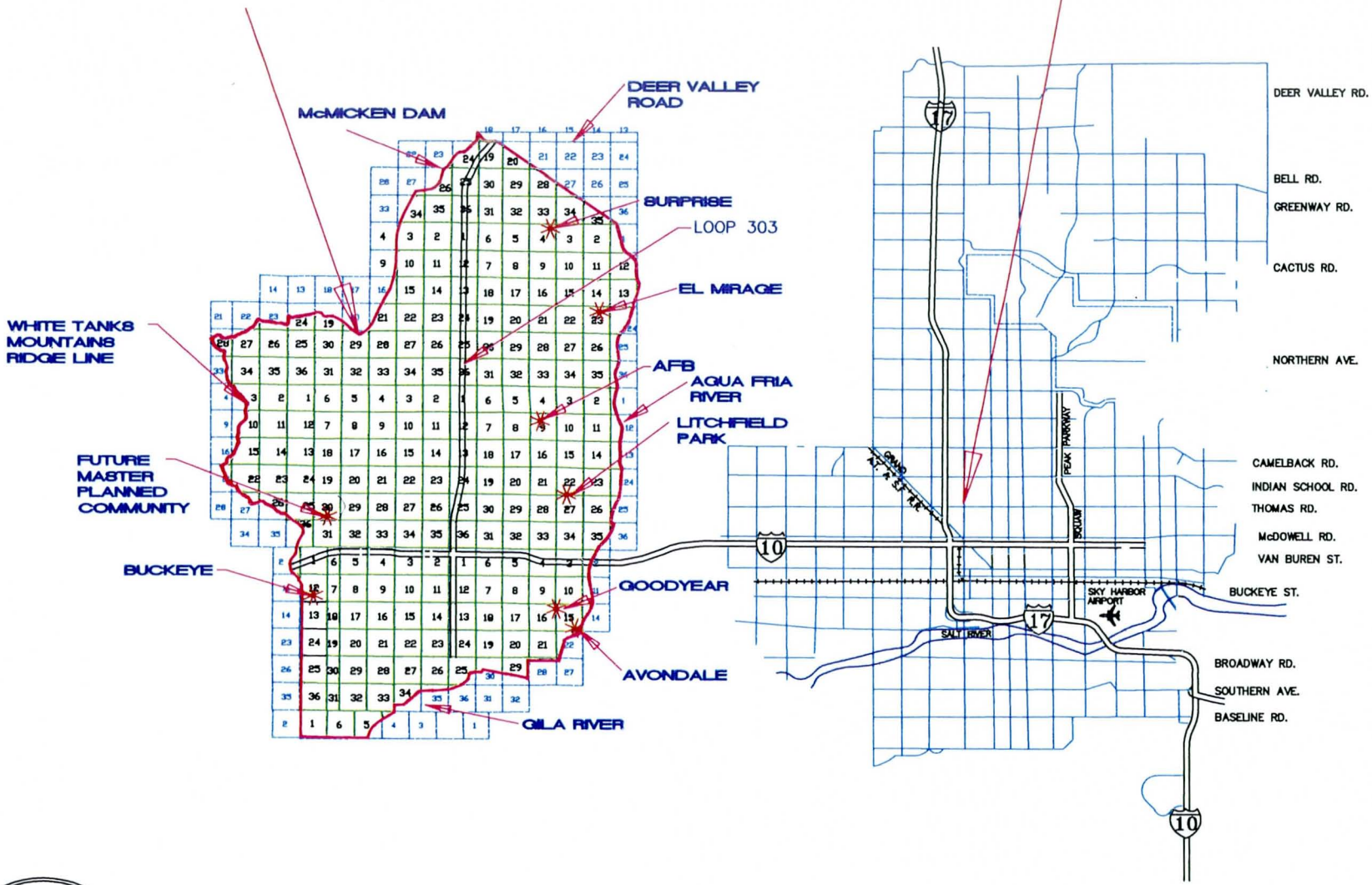
In addition to changes that have occurred since the WLB Study was completed, other changes to the effect of retention due to existing methodology, assumptions regarding the extent of development, land use and proposed development will be summarized.

1.1 ADMP UPDATE HYDROLOGIC MODEL

As with the WLB Study, the hydrologic modeling used with the ADMP Update was prepared using the HEC-1 Flood Hydrograph Package computer program created by the U.S. Army Corps of Engineer's Hydrologic Engineering Center. The following input data methods were used with the ADMP Update study. These are the same methods used with the WLB Study.

LOOP 303 PROJECT AREA BOUNDARY

DOWNTOWN PHOENIX



FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

VICINITY MAP
N.T.S.

URS

FIGURE 1.1

Rainfall – The SCS Type II rainfall distribution was used to model the rainfall pattern expected during the 100-year, 24-hour storm event.

Precipitation – The total 100-year, 24-hour precipitation was estimated using the isopluvial map on Figure 2.13 from the FCDMC Hydrology Manual Volume II, 1995. This value was estimated by the WLB Study as 4.03 inches and was verified by this study.

Aerial Reduction Factor(s) – Using the JD card in the HEC-1 model, the aerial reduction factors from table 2.1a in the FCDMC Hydrology Manual were used to simulate the effect of increased distance from the storm center on rainfall intensity.

Hydrograph Generation – The hydrograph generation was done using UI cards to simulate the S-Valley Hydrograph for each individual sub basin. The UI records were generated using the FCDMC MCUHP2 program.

Rainfall Runoff Estimation – The Green and Ampt method for determining the amount of rainfall runoff on a given sub basin was used in this study.

1.2 ASSUMPTIONS

There were several assumptions associated with the development of the ADMP Update existing condition HEC-1 model for the project area. Below is a brief summary of the assumptions used.

Existing Development – All development visible on the aerial photo (flown in January 2000) was assumed to be developed. A few other areas were included based on field reconnaissance conducted several weeks after the flight date. Large drainage systems that were proposed by various approved master planned communities and observed to be under construction during field visits were also considered to be existing. It should be noted that the original intent was to include all development with final approved drainage reports as of May 15, 2000. This approach was abandoned when it became clear that many of these developments, while approved, might never actually be built.

Transmission Losses – Transmission losses were removed from the HEC-1 model. This was due to a lack of adequate calibration data.

Onsite Retention in Developed Areas – It was recommended by FCDMC that only 80% of the reported value for retention provided by a given development within the project area would be reflected by the HEC-1 model. This should account for any decrease in efficiency of constructed basins due to siltation, variations from the design during construction, addition of aesthetic berms and mounds decreasing calculated (designed) capacity and/or site grading field changes

that may have eliminated some areas from those contributing to the runoff at a particular retention basin.

Sub Basin Boundary Areas – The digitized version of the sub basin boundary map provided by the FCDMC does not exactly match the hand-drawn version submitted with the WLB Study. Consequently, measurement of the digitized areas does not exactly match those used in the model. Since the areas used in the model correspond to the sub basins drawn by WLB, the areas used in the model are assumed to be correct. If a sub basin boundary was changed as a result of the ADMP Update, then the revised boundary was drawn and the area recalculated.

Existing Borrow Pits on Caterpillar/DMB Property – The borrow pits that currently exist in the White Tanks Watershed on the Caterpillar property where the developer (DMB) is proposing a master planned community have been modeled as existing. According to the DMB report for this master plan, the borrow pits will be replaced in kind with similar basins to provide an equivalent amount of retention volume.

Routes and Diverts – In sub basins where there were no significant changes since the WLB Study, routes and diverts were assumed to be the same. See the "Loop 303 Corridor Existing Condition Routes, Diverts, Stage-Storage," by URS, March 23, 2001. If the route in the WLB Study was through a wash or channel that was incorporated into a development, or mass grading changed the direction of flow between sub basins, new routes were developed and input to the ADMP Update HEC-1 model.

1.3 OTHER RELEVANT STUDIES

Other drainage studies that have been conducted in the project area by others since the WLB Study have been reviewed and incorporated into the ADMP Update where appropriate.

Recently, a study of the watershed area contributing to the peak discharges at the White Tanks Flood Retarding Structure (FRS) #3 was conducted by the Engineering Application/ Development Branch Manager of the FCDMC. The report, "Hydrologic Analysis for White Tanks Flood Retarding Structure No. 3 Watershed," dated May 11, 2000, was prepared after comparison of runoff volumes computed by the WLB Study were made with those computed by the Natural Resources Conservation Service (NRCS) TR-20 model. This comparison showed that the volume of runoff computed at the White Tanks FRS #3 under the WLB Study was approximately 60% less than that computed under the NRCS study.

It was discovered that the values for the saturated hydraulic conductivity described with the XKSAT variable in WLB Study, were overestimated for all of the soil types present in the

watershed. In fact, the WLB Study used XKSAT values that were much higher than those currently documented in the FCDMC Drainage Design Hydrology Manual (DDHM), 1995. However, even the values documented in the FCDMC DDHM are too high when compared with the NRCS' soil hydrologic group classification. The reason for this is based on the theory that as the volume of rock material within the soil-rock matrix increases, the hydraulic conductivity of the soil decreases. This effect is not considered in the XKSAT values given in the FCDMC's DDHM.

A verification field trip was conducted by FCDMC and NRCS staff to determine the correct estimates for the volumetric rock percentage within the White Tanks FRS #3 structure watershed soil groups. Based on the results of this field trip, a final hydrologic model was developed by modifying the XKSAT values within the HEC-1 model prepared during the WLB Study. Additionally the revised model does not account for transmission losses since these have been determined too complex to accurately estimate.

The output from the modified model showed higher volume estimates in the individual sub basins within the White Tanks FRS #3 watershed from approximately 11% to 89%. The average increase in volume produced throughout the watershed was approximately 54%. Similarly, the peak discharges generated within the watershed increased from 8% to 54% with an average increase of approximately 29%.

It was decided that the revised XKSAT values developed by the detailed study of soils conducted by the FCDMC staff described above would be used to design the White Tanks FRS #3 improvements only.

For consistency with the current FCDMC DDHM, the values documented in the DDHM for the XKSAT variable were applied to all of the sub basins in ADMP Update project area including the White Tanks FRS #3. These values are lower than those used with the WLB Study and therefore produce higher volumes and peak discharges however they are higher than those associated with the above analysis for White Tanks FRS #3.

2.0 SUB BASIN PARAMETER REVISIONS

Some of the parameters used to describe the physical characteristics of individual sub basins were changed as a part of the ADMP Data Existing Condition HEC-1 model. While some of the changed parameters were a result of recent development in the project area, others were due to new assigned values for certain variables or more detailed source data that have recently become available.

2.1 SOILS

Since the WLB Study, the soils mapping available in the ADMP Update project area has become more detailed. Given these new data, some of the parameters for sub basins have changed and were updated in the current study.

2.1.1 WLB Study

The soils map used in the WLB Study was a simple Soil Conservation Service (SCS) (now the NRCS) map showing four basic soil groups: A, B, C and D. The WLB Study used this map with their sub basin map to determine the percentage of each soil group present within a given sub basin. Soil groups A through D vary in infiltration, hydraulic conductivity and other properties. In general, Soil group A soils are characterized by high infiltration and relatively low run-off while Soil group D soils are characterized by low infiltration and relatively high run-off.

Using the SCS map, HEC-1 input variables dependent on soil type such as initial abstraction (IA), hydraulic conductivity (XKSAT), etc., were determined for each sub basin and input.

2.1.2 Updated Soil Information

Since the time of the WLB Study, a more comprehensive and detailed soil coverage map published by the NRCS was available for use in the project area.

The NRCS map provides several sub-categories within and across the four SCS categories (A-D) described above. Since the variables initial abstraction, volumetric moisture deficit, wetting front suction and hydraulic conductivity (IA, DTHETA, PSIF, XKSAT) are all soil dependent variables and will vary according to soil type, they were estimated based on the more detailed (NRCS) map and input to the model. See Figure 2.1.

Table 2.1

RTIMP Comparison URS vs. WLB

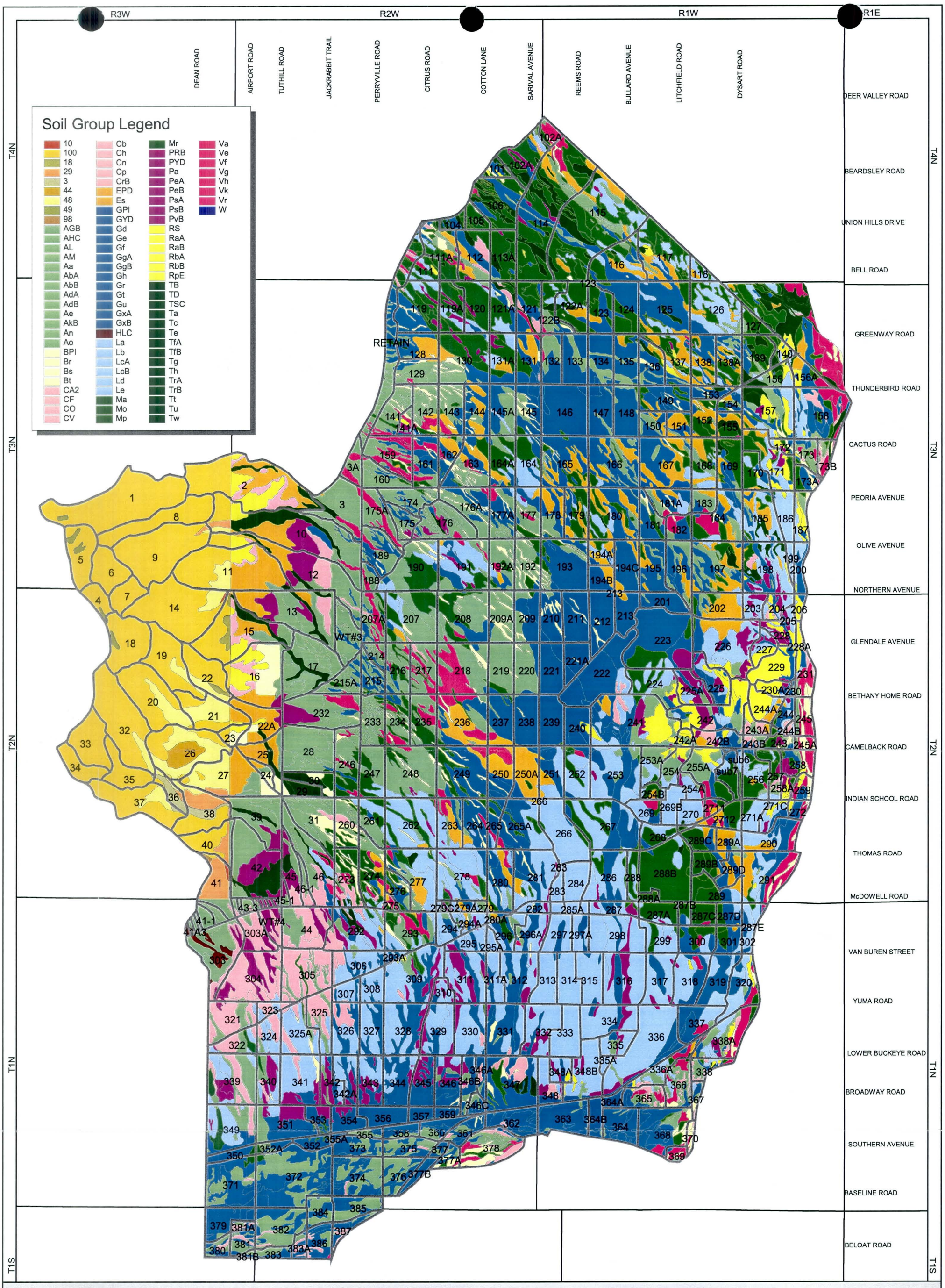
WLB Basin ID	WLB %IMP	URS Basin ID	URS %IMP
21	4.7	21	7
22	7.4	22	8
23	10.6	23	26
27	0.3	27	21
30	0.2	30	32
37	8.4	37	9
40	7	40	11
111	0	111	25
		111A	18
112	0	112	21
114	0	114	26
115	0	115	27
116	0	116	28
117	8	117	26
118	0	118	80
122	0	122A	35
		122B	35
126	0	126	25
133	0	133	8
135	0	135	15
		138A	30
139	0	139	26
157	0	157	12
158	6	158	25
198	0	198	12
245	0	245	18
254	0	254	8
		SUB6	20
		SUB7	3
256	0	256	3
266	0	266	14
267	0	267	14
268	0	268	30
269	0	269	30
		269B	15
		2711	20
271	0	2712	2
281	0	281	1
286	0	286	7
289	0	289	27
		289A	27
		289B	15
		289C	1
290	0	290	11
291	0	291	20
295	0	295	5

Table 2.1.xls

Table 2.1

RTIMP Comparison URS vs. WLB

WLB Basin ID	%IMP	URS Basin ID	%IMP
296	0	296	8
		296A	6
298	0	298	16
299	0	299	14
313	0	313	20
314	0	314	7
330	6	330	9
333	0	333	12
113A	0	113A	30
192A	0	192A	5
22A	1	22A	6
243A	5	243A	30
243B	0	243B	18
244A	0	244A	9
265A	0	265A	2
271A	0	271A	13
279A	0	279A	90
279B	0	279B	90
279C	0	279C	90
287A	0	287A	16
287B	0	287B	54
287C	0	287C	48
287E	0	287E	59
288B	0	288B	14
289A	0	289D	26
336A	2	336A	3



Legend

Drainage Area Boundary

380 Sub-basin Identification No.

N
W E
S

1 0 1 2

Scale in Miles

Map Produced 06/08/01

SOIL GROUP MAP
Loop 303 Corridor/White Tanks Area
Drainage Master Plan Update
Existing Condition

Figure 2.1

FLOOD CONTROL DISTRICT of MARICOPA COUNTY

URS

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2.1.3 Change in Assigned Values for XKSAT Variable

The assigned XKSAT values used with the ADMP Update model are from Table 4.2 in the Drainage Design Manual for Maricopa County, Volume 1 Hydrology, dated 1995. The assigned values used in the WLB model tend to produce higher runoff rates for like soil groups. For consistency with currently accepted FCDMC procedures, all of the (XKSAT) values were selected based on the NRCS map and using the County Hydrology Manual mentioned above and adjusted to reflect the estimated vegetative cover using the aerial photograph. This resulted in new soil parameter input variables (XKSAT, IA, PSIF) and unit hydrographs for every sub basin in the project area. Interestingly, while all of the XKSAT values were recalculated, some recalculated XKSAT values were the same as those used in the original study.

In several cases, the XKSAT values changed significantly producing as much as a 20% increase in discharge while in others the values remained relatively unchanged and produced a runoff estimate within 5% or less of the original.

2.2 PERCENT IMPERVIOUS

One of the most sensitive variables to development in HEC-1 is the RTIMP value. This variable estimates that portion of a sub basin that is impervious to infiltration of rainfall given a specific land use. When it was determined that a change in land use had occurred since the WLB Study, the extent of the development within the sub basin was estimated. By overlaying the sub basin map with the aerial photo, the portion of the total sub basin area that had experienced development was determined.

Using Table 4.2a in the FCDMC *Drainage Design Manual*, Volume I, the value for RTIMP was determined based on the land use for the development that occurred in each sub area. Sub basins in which the percent impervious was changed are listed in Table 2.1.

3.0 CHANGE IN LAND USE OF SUPER BASINS

Since the time of the WLB Study, there has been some change in land use within the super basins defined by the ADMP Update. The land uses present within the majority of these super basins at the time of the WLB Study were primarily agriculture with some open desert. In addition, there were some residential areas located within or near the small local city centers throughout the project area. Finally, there was some very low density residential/ranch areas in various locations throughout the ADMP Update project area. Since the time of the original study, an increasing amount of agriculture, open space and natural desert land uses has changed to residential, commercial, industrial and recreational. See Figure 3.1 for the super basin locations within the ADMP Update project area.

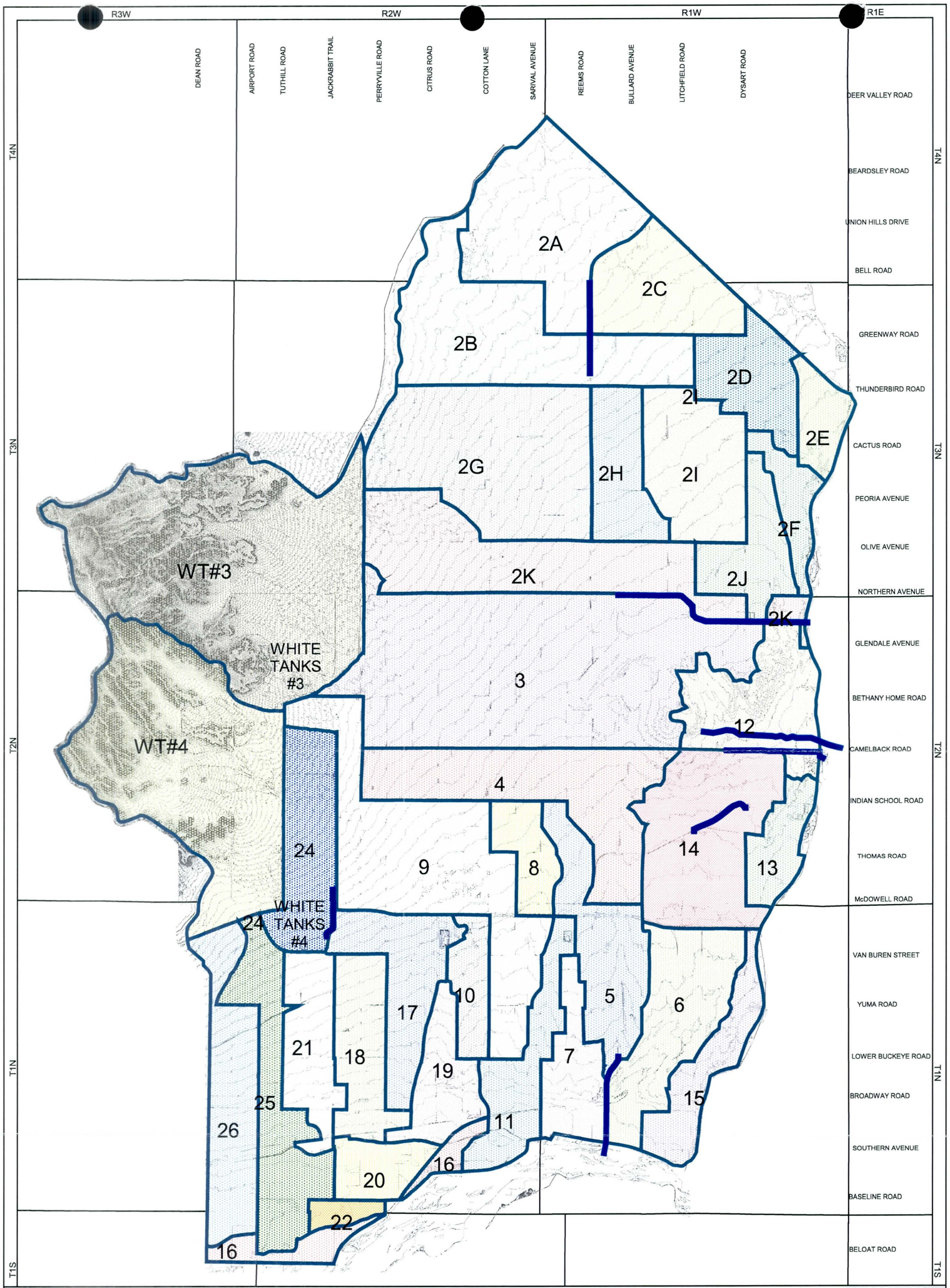
3.1 EXTENT OF DEVELOPMENT DURING WLB STUDY

At the time of the WLB Study, the project area was mainly agricultural with a few areas of concentrated development. These areas were mainly within the Cities of Goodyear, Avondale, Surprise, El Mirage and Litchfield Park as well as portions of unincorporated Maricopa County. Development outside of these localized concentrations was very sparse and generally separated by large expanses of open fields, agriculture and desert.

Using a combination of a 1996 aerial photograph and the HEC-1 input file for the existing condition model produced by the WLB Study, URS was able to estimate the extent of development existing at the time of the WLB Study and included in the WLB Study HEC-1 model.

The following information resulted from the above analysis and has been provided for general background. It is not meant to be a comprehensive list, rather the intent is to list the general location of the major development present in the ADMP Update project area at the time of the WLB Study. This will give a reference for comparison with currently existing development. The following development will be described in terms of the super basins used with the ADMP Update. Super basins not specifically addressed below were either mostly undeveloped, primarily agriculture or a combination of each.

Super Basin #2A – Super Basin #2A is located within the City of Surprise. At the time of the original study, this area was being developed in portions of Sun City Grand and Sun City West. From inspection of the 1996 aerial photograph, the amount of development present was approximately 7% of the total super basin area.



Legend

Drainage Area Boundary

2C Super Basins

Existing Flood Control Facility

N
W E
S

1 0 1 2

Scale in Miles

Map Produced 06/08/01

SUPER BASIN KEY MAP
Loop 303 Corridor/White Tanks Area
Drainage Master Plan Update
Existing Condition

Figure 3.1

FLOOD CONTROL DISTRICT of MARICOPA COUNTY

URS

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Super Basin 2B – At the time of the WLB study, super basin 2B contained mostly agriculture with some low density residential. This development was located in the north-west corner of the super basin. The development present in 1996 in Super Basin 2B was approximately 8% of the total super basin area.

Super Basin 2C – At the time of the WLB study, super basin 2C contained mostly agriculture with some residential development located within the north-central portion of the super basin. The development present in 1996 in Super Basin 2C was approximately 26% of the total super basin area.

Super Basin(s) #2D, #2E – These super basins are located within the City of El Mirage. Since the WLB Study, Super Basins #2D and #2E have undergone significant development. The amount of development present in 1996 in Super Basins #2D and #2E was approximately 15% and 30% of the total super basin area, respectively.

Super Basin 2F – At the time of the WLB study, super basin 2F contained mostly agriculture with some low density residential. The development was located in the north-central portion of the super basin. The development present in 1996 in Super Basin 2F was approximately 20% of the total super basin area.

Super Basin 2J – At the time of the WLB study, super basin 2J contained mostly agriculture with some low density residential. This development was located in the northern portion of the super basin. The development present in 1996 in Super Basin 2J was approximately 10% of the total super basin area.

Super Basin #3 – Super Basin #3, located in a portion of unincorporated Maricopa County, contained a large developed area known as Clearwater Farms as well as Luke Air Force Base (LAFB). Clearwater Farms is roughly bound by Estrella/Reems Road on the west, Northern Avenue on the north, Bethany Home Road on the south and Cotton Lane on the east. LAFB, located east of Clearwater Farms, is roughly bounded by Sarival Avenue on the west, Glendale Avenue on the north, Bethany Home Road on the south and Bullard Avenue on the east. The development present in 1996 in Super Basin 3 was approximately 35% of the total super basin area.

Super Basin #4 – Super Basin #4, located in the City of Goodyear contained mostly agriculture with some residential development. The residential development was located within the eastern portion of the super basin. The development present in 1996 in Super Basin 4 was approximately 15% of the total super basin area.

Super Basin #6 – Super Basin #6, located within the City of Goodyear, mostly agriculture with some residential development. The residential development is located within the center of the super basin. The development present in 1996 in Super Basin 7 was approximately 40% of the total super basin area.

Super Basin #7 – Super Basin #7, located within the City of Goodyear, contained the Goodyear Airport or the Goodyear Phoenix Airport. The airport is roughly bounded by Estrella/Reems Road on the west, Buckeye Road on the north, Broadway Road on the south and Litchfield Road on the east. In addition, there was highly concentrated residential and commercial development present in the northeast and east portions of the super basin. The development present in 1996 in Super Basin 7 was approximately 5% of the total super basin area.

Super Basin #9 – Super Basin #9, located in unincorporated Maricopa County, contained the Perryville Prison facility. The prison is roughly bounded by Citrus Road on the west, Thomas Road on the north, I-10 on the south and Cotton Lane on the east. In addition, there is a small residential development present just south and west of the main prison complex on the north side of I-10. The development present in 1996 in Super Basin 9 was approximately 10% of the total super basin area.

Super Basin #11 – Super Basin #1, located in portions of unincorporated Maricopa County and the City of Goodyear, was mostly agriculture at the time of the WLB Study. The super basin also contained some residential development. This development was located within the southern half of the super basin just north of MC 85. The development present in 1996 in Super Basin 11 was approximately 12% of the total super basin area.

Super Basin #13 – Super Basin #13, located within the northwest corner of the City of Avondale, contained fairly high-density residential development at the time of the WLB Study. This area is roughly bounded by Dysart Road on the west, Thomas Road on the north, I-10 on the south and the Agua Fria River on the east. The development present in 1996 in Super Basin 13 was approximately 20% of the total super basin area.

Super Basin #14 – Super Basin #14 spans across a portion of the City of Goodyear and the City of Litchfield Park. From inspection of the 1996 aerial photograph Litchfield Park was fully developed. Litchfield Park is roughly bounded by Litchfield Road on the west, Camelback Road on the north, Indian School Road on the south and El Mirage Road on the east. In addition, a portion of the Palm Valley Phase I development was constructed. This portion of Palm Valley is located in the southeast corner of Super Basin 14. The development present in 1996 in Super Basin 14 was approximately 50% of the total super basin area.

The predominant land use outside of the super basins described above was primarily farmland with some ranches and very low density residential areas. Some commercial/industrial land uses also existed in various locations throughout the ADMP Update project area.

In addition to the development that existed at the time of the original study, there were also a few flood control structures in place. These included the McMicken Dam and the White Tanks FRS Structures #3 and #4. These facilities were constructed by the SCS in response to severe flooding which occurred throughout the project area in the summer of 1951. The Dysart Drain was also constructed to protect LAFB and downstream areas from flooding. The drain was originally constructed in the early 1960's and was recently improved to restore conveyance capacity lost due to more than 30 years of subsidence. The ADOT detention basins along I-10 were designed in the 1970's and constructed as part of the I-10 highway project.

For more detail regarding these facilities, refer to Section 2.0 of the "Draft Data Collection Report" for the Loop 303 Corridor/White Tanks Area Drainage Master Plan Update, dated February 2000.

3.2 CURRENT EXTENT OF EXISTING DEVELOPMENT

Significant development has occurred throughout the project area, since the time of the WLB Study. Large master planned communities such as Sun City Grand, Palm Valley, Pebble Creek and many others have been developing in phases. Most of these developments are not yet fully built out but have significantly altered the existing hydrologic conditions in the project area. Table 3.1 provides a list of known existing and ongoing developments in the ADMP Update project area.

For the purpose of determining the general change in overall development in areas where land use changes have occurred since the WLB Study was completed, criteria defining relative development in the super basins throughout the ADMP Update project area have been defined. Classifications representing the increase in development or the 'new' development (i.e., development that has occurred since the WLB Study) in any given area have been defined as follows:

Mostly Undeveloped to Date – This is defined as a region in which the total footprint or area of new development relative to the total super basin area in which it occurs is between 0 and 10%.

Slightly Developed to Date – This is defined as a region in which the total footprint or area of new development relative to the total super basin area in which it occurs is between 10 and 20%.

Super Basin vs. Known Development

Table 3.1

Super Basin	Existing Development	Area (ac)	Proposed Development	Retention Provided	Ongoing Development	Area (ac)	Retention Provided	[1]Date
1	-----	-----	-----	-----	-----	-----	-----	-----
	-----	-----	Caterpillar Master Plan		-----	-----		-----
2A	Happy Trails	[3]400	-----	[5]100-yr,1-hr	-----	-----	-----	-----
	Bell West Ranch	258	-----	[6]100-yr,2-hr	-----	-----	-----	Mar-99
	-----	-----	-----	-----	Mountain Vista Ranch	572	[9]Unknown	1-Jun-98
	-----	-----	-----	-----	[8]Sun City Grand	3700	[6]100-yr,2-hr	Dec-94
2B	Arizona Traditions	530	-----	[6]100-yr,2-hr	-----	-----	-----	1-Jan-96
	-----	-----	Villages of Surprise South		-----	-----	-----	-----
	-----	-----	Surprise Farms		-----	-----	-----	-----
	-----	-----	Sierra Montanna		-----	-----	-----	-----
	Waddell Ranches	[3]240	-----	none	-----	-----	-----	-----
	-----	-----	Legacy Parc		-----	-----		-----
	-----	-----	Country Side	-----	Greenway Parc	160	[5]100-yr,2-hr	18-Mar-99
	-----	-----	Tash Subdivision	-----	-----	-----		-----
	-----	-----	-----	-----	-----	-----		-----
	-----	-----	-----	-----	Ashton Ranch	156	[6]100-yr,2-hr	14-Nov-97
	-----	-----	Royal Ranch		-----	-----		-----
	-----	-----	MHE Proposed		-----	-----		-----
2C	West Point Town Center	595		[5]100-yr,2-hr	-----	-----	-----	1-Jul-96
	Parke Row/Sun Village	19/360	-----	[6]100-yr,2-hr	-----	-----	-----	6-Nov-97
	[7]Kingswood Parke	360	-----	[5]100-yr,2-hr	-----	-----	-----	20-Mar-95
	-----	-----	-----	-----	-----	-----	-----	-----
2D	Roseview	297	-----	[5]100-yr,2-hr	-----	-----	-----	1-Aug-98
	[2]Original Square Mile	[3]220	-----	none	-----	-----	-----	-----
2H	-----	-----	Rancho Gabriella	-----	-----	-----	-----	-----
2I	-----	-----	Mountain Gate	-----	-----	-----	-----	-----
	-----	-----	Legacy Meadows	-----	-----	-----	-----	-----
	-----	-----	-----	-----	Butler Property	[3]80	none	-----
2K	-----	-----	-----	-----	-----	-----	-----	-----
	Falcon Dunes	[3]640	White Tanks Foothills	[5]450	-----	-----	-----	-----
3	Clearwater Farms	[3]2056	-----	none	-----	-----	-----	-----
	Montana Farms	30	-----	none	-----	-----	-----	-----
	Luke Air Force Base	[3]2640	-----	none	-----	-----	-----	-----
4	-----	-----	-----	-----	-----	-----	-----	-----
	-----	-----	-----	-----	-----	-----	-----	-----

1. Date of drainage report for existing and ongoing developments only. "-----" indicates no drainage report.
2. 420 acres outside of ADMP Update project boundary.
3. No report, area estimated from aerial.
4. Report gives total master planned area only.
5. Report not found or provided retention volumes not clearly specified, therefore volume estimated.
6. From drainage report.
7. Excess retention reallocated to provide 100-year, 2-hour volume. Original design for 100-year, 1-hour - see "Master Drainage Report Update for Kingswood Parke Phase One", 5/1/95.
8. From "Master Drainage Report for Del Webb's Grand Avenue Property", 12/94
9. The rainfall depth used to compute this retention requirement was P = 2.6", $P_{100yr,1hr}$ = 2.4" and $P_{100yr,2hr}$ = 2.6"

1. Date of drainage report for existing and ongoing developments only.

Super Basin vs. Known Development

Table 3.1

Super Basin	Existing Development	Area (ac)	Proposed Development	Retention Provided	Ongoing Development	Area (ac)	Retention Provided	[1]Date
	[4]Pebble Creek Phase I&II	[3]500	-----	[6]100-yr,6hr	-----	-----	-----	1-Sep-92
	-----	-----	-----	-----	-----	-----	-----	-----
5	Snyders of Hanover	35	City Center	[5]100-yr,6hr	Rancho Mirage	57	[6]100-yr,6hr	Jan-98; Jun-99
	-----		Southwest Specialty Foods					
	-----	-----	Centerra		-----	-----		-----
	[4]Pebble Creek Phase I&II	[3]500	Estrella Aerospace	[6]100-yr,6hr	-----	-----	-----	Aug-98
6	Goodyear Airport	[3]870	-----	none	-----	-----	-----	-----
7	Estrella Vista	180	Sarival Village	[6]100-yr,6hr	-----	-----	-----	Aug-98
	-----	-----	-----	-----	-----	-----	-----	-----
8	-----	-----	-----	-----	-----	-----	-----	-----
9	Perryville Prison	[3]640	-----	none	-----	-----	-----	-----
	-----	-----	Camelback Farms	-----	Canyon Trails	2000	[6]100-yr,6hr	12-Nov-99
	Canada Village	[3]35	-----	none	-----	-----	-----	-----
10	-----	-----	-----	-----	Canyon Trails	2000	[6]100-yr,6hr	12-Nov-99
	-----	-----	-----	-----	Cotton Flower	97.5	[6]100-yr,6hr	Aug-99
11	Sarival Gardens	107	Wade Acres	[6]100-yr,6hr	Wild Flower Ranch	[3]340	[5]100-yr,2-hr	Nov-99; Apr-96
	-----	-----	Pueblo Verde		-----	-----		-----
	-----	-----	Estrella Industrial Park		-----	-----		-----
	-----	-----	-----		-----	-----		-----
12	-----	-----	-----	-----	-----	-----	-----	-----
	-----	-----	Wigwam Creek		-----	-----		-----
13	-----	-----	-----	-----	Sage Creek	101	[6]100-yr,6hr	1-Feb-00
	Corte Sierra Units I&II	630	-----	[5]100-yr,2-hr	-----	-----	-----	Jul-99
14	Litchfield Park	[3]1050	-----	[6]100-yr,24hr	-----	-----	-----	Mar-89
	-----	-----	-----	-----	[4]Palm Valley	[3]1800	[6]100-yr,6hr	Jul-99
17	-----	-----	-----	-----	-----	-----	-----	-----
19	-----	-----	-----	-----	-----	-----	-----	-----
	-----	-----	Canyon Trails III		-----			-----
21	-----	-----	Blue Horizon		-----	-----	-----	-----
	Primrose Estates	[3]160	-----	none	-----	-----	-----	-----
23	-----	-----	-----	-----	-----	-----	-----	-----
24	-----	-----	Litchfield Heights	-----	-----	-----	-----	-----
	-----	-----	Pasqualetti Mountain Ranch	-----	-----	-----	-----	-----
25	-----	-----	-----	-----	-----	-----	-----	-----
26	-----	-----	-----	-----	-----	-----	-----	-----

1. Date of drainage report for existing and ongoing developments only. "-----" indicates no drainage report.
2. 420 acres outside of ADMP Update project boundary.
3. No report, area estimated from aerial.
4. Report gives total master planned area only.
5. Report not found, therefore volume estimated.
6. From drainage report.
7. Excess retention reallocated to provide 100-year, 2-hour volume. Original design for 100-year, 1-hour - see "Master Drainage Report Update for Kingswood Parke Phase One", 5/1/95.
8. From "Master Drainage Report for Del Webb's Grand Avenue Property", 12/94
9. The rainfall depth used to compute this retention requirement was P = 2.6", $P_{100yr,1hr}$ = 2.4" and $P_{100yr,2hr}$ = 2.6"

1. Date of drainage report for existing and ongoing developments only.

Moderately Developed to Date – This is defined as a region in which the total footprint or area of new development relative to the total super basin area in which it occurs is between 20 and 30%.

Highly Developed to Date – This is defined as a region in which the total footprint or area of new development relative to the total super basin area in which it occurs is greater than 30%.

The percentages indicated above were estimated by overlaying the ADMP Update sub basin map with the January 2000 color aerial photo. By comparing the 1996 aerial photo with the January 2000 aerial photo areas of new development were identified and outlined on the ADMP Update sub basin map. The footprint area of these new developed areas was estimated by inspection and divided by the total super basin area in which they occurred to obtain a percentage. The super basins were then classified using the above criteria. See Table 3.2.

Some portions of the project area have developed more rapidly then others. The following section briefly summarizes the Super Basins in which development has occurred since the WLB Study was completed. See Table 3.3 for a list of super basins where new development has occurred since the completion of the WLB Study.

Mostly Undeveloped to Date – Although there are several proposed developments associated with Super Basins #1, #2F-#2J, #3-#4, #6, #9, #12 and #15 through #26 these areas have experienced little or no development since the WLB Study and remain largely undeveloped at this time. These areas are primarily located within the White Tanks mountains, south of I-10 and west of Cotton Lane and north of the Dysart Drain west of El Mirage. The known developments both existing and ongoing associated with the super basins mentioned above are listed on Table 3.1.

Slightly Developed – Super Basins #2B, #2K, #5, #7, #8, #10 through #11 and #14 have all experienced a slight amount of development since the time of the WLB Study. Again, the majority of the developments proposed in these Super Basins have not yet been built. These areas are primarily located within portions of the City of Surprise (north of Thunderbird Road and west of Reems Road), the City of Goodyear (north of I-10, east of Cotton Lane and south of 1-10 west of Bullard Wash). The known developments both existing and ongoing associated with these super basins are listed on Table 3.1.

Moderately Developed – Super Basin #2E has experienced a moderate amount of development since the time of the WLB Study. While a significant portion of the development proposed in this area has been constructed, a large portion is only partially developed and is occurring in phases. This area is located within the City of El Mirage (north of Peoria Avenue, east of El Mirage Road and south of Grand Avenue). The name of the developments both existing and

Criteria for Relative Development Comparison of Super Basins

Table 3.2

Super Basin	[1]Approximate Percentage of Existing Development During WLB Study in Super Basin	[2]Approximate Percentage of New Development in Super Basin	[3]Approximate Percentage of *Total* Current Development in Super Basin	Extent of New Development Since the WLB Study			
				Mostly Undeveloped to Date	Slightly Developed to Date	Moderately Developed to Date	Highly Developed to Date
1	-----	0%	0%	0%			
2A	7%	65%	72%				65%
2B	8%	10%	18%		10%		
2C	26%	35%	61%				35%
2D	15%	35%	50%				35%
2E	30%	30%	60%			30%	
2F	20%	0%	20%	0%			
2G	-----	0%	0%	0%			
2H	-----	0%	0%	0%			
2I	-----	0%	0%	0%			
2J	10%	0%	10%	0%			
2K	-----	10%	10%		10%		
3	35%	0%	35%	0%			
4	15%	7%	22%	7%			
5	-----	20%	20%		20%		
6	40%	0%	40%	0%			
7	5%	16%	21%		16%		
8	-----	13%	13%		13%		
9	10%	8%	18%	8%			
10	-----	20%	20%		20%		
11	12%	15%	27%		15%		
12	-----	0%	0%	0%			
13	20%	40%	60%				40%
14	50%	12%	62%		12%		
15	-----	0%	0%	0%			
16	-----	0%	0%	0%			

1. This is the approximate ratio of existing development area at the time of the WLB Study to total super basin area.
2. This is the ratio of new development area to total super basin area.
3. This is the sum of existing and new development area in the super basin.

Criteria for Relative Development Comparison of Super Basins

Table 3.2

Super Basin	[1]Approximate Percentage of Existing Development During WLB Study in Super Basin	[2]Approximate Percentage of New Development in Super Basin	[3]Approximate Percentage of *Total* Current Development in Super Basin	Extent of New Development Since the WLB Study			
				Mostly Undeveloped to Date	Slightly Developed to Date	Moderately Developed to Date	Highly Developed to Date
17	-----	0%	0%	0%			
18	-----	0%	0%	0%			
19	-----	0%	0%	0%			
20	-----	0%	0%	0%			
21	-----	7%	0%	7%			
22	-----	0%	0%	0%			
23	-----	0%	0%	0%			
24	-----	0%	0%	0%			
25	-----	0%	0%	0%			
26	-----	0%	0%	0%			

1. This is the approximate ratio of existing development area at the time of the WLB Study to total super basin area.
2. This is the ratio of new development area to total super basin area.
3. This is the sum of existing and new development area in the super basin.

New Development in Super Basins

Table 3.3

Super Basin	[1]Sub Basin In Which New Development Has Occurred	[2]Approximate Percentage of New Development in Super Basin	Development Name	Report (Y/N)
1(WT#3)	-----	0	-----	-----
2A	112	65%	[3]Happy Trails	N
	113A		Bell West Ranch	Y
	114		Sun City Grand	Y
	115			
	122A		Mountain Vista Ranch	Y
2B	111	10%	Arizona Traditions	Y
	111A			
	133		Greenway Parc	Y
	135		Ashton Ranch	Y
2C	116	35%	Kingswood Park	Y
	118		[3]WalMart/Home Depot	Y
	117		[3]Park Row/Sun Village	Y
	126		West Point Towne Center	Y
2D	138A	35%	Roseview	Y
	139			
	157		Unknown	N
	172		Unknown	N
2E	158	30	Unknown	N
2F	-----	0	-----	-----
2G	-----	0	-----	-----
2H	-----	0	-----	-----
2I	-----	0	-----	-----
2J	-----	0	-----	-----
2K	194B	10	Falcon Dunes	N
3	-----	0	-----	
4	267	7	Pebble Creek Phase I	Y
5	266	20%	Pebble Creek Phase II	Y
	298		Rancho Mirage	Y
			Snyder's of Hanover	Y
6	-----	0	-----	-----
7	314	16%	Wildflower Ranch	Y
	333		[3]Estrella Vista	Y
	348A		Sarival Village	Y
8	265A	13%	Pebble Creek Phase II	Y
	281			
9	296	8%	Canyon Trails	Y
	296A			
10	330	20	Cotton Flower	Y
11	313	15	Wildflower Ranch	Y
12	-----	0	-----	-----

1. New development refers to any development that has taken place since the WLB Study.
2. This is the ratio of new development area to total super basin area.
3. Development shows on the 1996 aerial however, it did not exist at the time the WLB ADMS was complete, 10/92.

New Development in Super Basins

Table 3.3

Super Basin	[1]Super Basin In Which New Development Has Occurred	[2]Approximate Percentage of New Development in Super Basin	Development Name	Report (Y/N)
13	271C 290 291	40%	Sage Creek [3]Corte Sierra	Y Y
14	[3]268 [3]289 [3]289A 289B 289D 288B	12%	Palm Valley Phase I&II	Y
15	-----	0	-----	-----
16	-----	0	-----	-----
17	-----	0	-----	-----
18	-----	0	-----	-----
19	-----	0	-----	-----
20	-----	0	-----	-----
21	325 325A	7%	Primrose Estates	Y
22	-----	0	-----	-----
23(WT#4)	-----	0	-----	-----
24	-----	0	-----	-----
25	-----	0	-----	-----
26	-----	0	-----	-----

1. New development refers to any development that has taken place since the WLB Study.
2. This is the ratio of new development area to total super basin area.
3. Development shows on the 1996 aerial however, it did not exist at the time the WLB ADMS was complete, 10/92.

ongoing associated with super basin 2E are not known and therefore have not been included on Table 3.1.

Highly Developed – Super Basins #2A, #2C, #2D and #13 have all experienced a significant amount of development to date. These areas are primarily located within the City of Surprise (north of Greenway Road), the City of El Mirage (east of Dysart Road) and the City of Avondale (east of Dysart Road just north of I-10). The known developments both existing and ongoing associated with these super basins are listed on Table 3.1.

3.3 EFFECT OF EXISTING DEVELOPMENT ON EXISTING HYDROLOGY

The general effect of development on a previously undeveloped watershed is to increase the impervious area, concentrate flow and change the way in which hydrographs combine within the overall watershed.

In most cases, a proposed development is required to convey offsite flow through or around its property. In the Loop 303 watershed, there are many cases where offsite flow is in the form of sheet flow due to the flat terrain east of the White Tanks Mountains where most of the development is taking place.

Once a development constructs channels or other hydraulic structures to capture this offsite flow, it has essentially concentrated previously unconcentrated runoff, thereby increasing the velocity of the discharge and decreasing time of concentration. In this way, development can significantly change the way in which the hydrograph associated with the offsite flow will now combine with other hydrographs further downstream.

Similarly, the shape of the hydrograph generated on the developed site could be significantly different in shape, magnitude of peak flow and volume. The result of a development concentrating discharges in gutters or storm drains and the overall impervious nature of development relative to undeveloped land usually results in much higher discharges and volumes of runoff. For this reason, the majority of development within the ADMP Update area have provided onsite retention for the 100-year storm event. Depending upon the location of a development within the project area the regulating municipality may require the retention of the 100-year, 1-hour, 2-hour or 6-hour storm event. Onsite retention usually reduces the overall peak discharge and volume leaving a developed area. Table 3.1 provides a list of existing and ongoing developments and the storm event used to design retention provided onsite.

When modeling existing conditions and comparing with developed conditions, the existing condition model is modified to reflect the development. Values for soils and tables defining input

variables based on soils should be constant. This allows the modeler to make direct comparisons between the existing and developed condition with confidence that development is the only difference in the two hydrologic models.

With the comparison of the ADMP Update existing hydrology model to the existing condition model produced by WLB, care must be taken when making comparisons between the two. One reason is that the actual assigned value of the XKSAT variables has changed since the WLB Study. Therefore, the number used to represent the XKSAT parameter for a given soil is different depending on which assigned value was applied. If the currently accepted assigned value for the XKSAT variables had been used to create an alternate model at the time the WLB Study with no other changes, there would be significant differences in the discharges calculated by HEC-1.

Another reason for using caution when making comparisons between the WLB and URS models is that the WLB model used only four soil groups (SCS) and the URS ADMP Update model uses the more detailed map produced by NRCS. See Section 2.1 for more detail regarding changes to the soil parameters in the ADMP Update model.

In addition, transmission losses which occur in channels due to infiltration during the routing of discharge were included in portions of the WLB model but were not considered with the ADMP Update model.

The use of a more detailed soil map alone may result in different discharges for the two models using the same assigned value of the XKSAT variable. Since both soil information and XKSAT variable assigned values were updated since the WLB Study, the discharge and volume results for all sub basins may be expected to change.

Taking the above points in mind, it is important to use a combination of common sense and general knowledge of the watershed to make broad/general comparisons between the WLB HEC-1 and the URS HEC-1 models.

As described above, the general effect of existing development in the ADMP Update watershed has been to increase the percentage of impervious area within the sub basin where the development is taking place. Additionally, the requirement that development must pass offsite flow through and/or around its property has resulted in concentrating runoff that was previously in the form of sheet flow, increasing velocities and reducing the time to concentration for the sub basin as a whole.

Generally, due to the enforcement of retention requirements by local cities and/or Maricopa County, the development within the project area provides onsite retention basins that collect and store the onsite runoff generated by the 100-year storm event for various storm durations. Since these onsite basins are generally retention basins and do not release the floodwater once it has been impounded, there is a decrease in the overall peak discharges and runoff volume leaving developed sub basin areas.

Exceptions to this may occur when the amount of previously undeveloped area within the sub basin becomes impervious and the proportion of the developed area to the total sub basin area is very high or close to a ratio of 1.0. This generally occurs in smaller sub basins with commercial/industrial land uses. In these areas, when the volume of run-off exceeds onsite retention, peak discharges may exceed those associated with the undeveloped condition.

With the exception of the City of Goodyear, all of the municipalities present in the ADMP Update project area currently require that the runoff generated by the 100-year, 2-hour storm event be retained onsite for any proposed development. The City of Goodyear requires that the stormwater runoff generated by the 100-year, 6-hour storm event be retained. The City of Surprise has recently changed their requirement from the 100-year, 1-hour storm event to the 100-year, 2-hour storm event. See Table 3.4.

3.4 PROPOSED DEVELOPMENT

There are currently 38 known proposed developments within the project area. The majority of these are large master planned communities. Most are located within the City of Goodyear and the City of Surprise. Although these developments were not modeled for the existing condition, they will be accounted for in the future condition model.

Several areas that are currently undeveloped or are being used for agriculture have been platted for new subdivisions and/or master planned communities. One example is the DMB/Caterpillar property in the White Tanks Mountains. This area is approximately 9,000 acres of undeveloped desert which has historically been used as a testing ground for the Caterpillar Tractor Company. This master plan community incorporates several different land uses including residential, and recreational.

Other large master plans that are approved but not yet fully built-out include Canyon Trails south of I-10 in the City of Goodyear and portions of Pebble Creek Phase II north of I-10 and west Bullard Avenue. In short, the majority of the approximately 220-square-mile area which is currently either undeveloped or an agriculture land use is proposed for development in the future.

Table 3.4

Onsite Retention Requirement for Proposed Development

City	Storm Event (year/hour)
[1]Surprise	100/2
Avondale	100/2
Litchfield Park	100/2
Goodyear	100/6
El Mirage	100/2
Buckeye	100/2
County	100/2

1. Previously, the requirement was the 100-year, 1-hour storm event, City of Surprise, . Surprise Municipal Code title 16 - Subdivision, Surprise Comprehensive Development Guide, January 1997.
2. New 100-year, 2-hour requirement per phone conversation with City of Surprise, 4/9/01 & 5/9/01.

4.0 MODEL MODIFICATIONS

Although the ADMP Update HEC-1 model was based on the WLB Study, several modifications were required to maintain consistency with both currently accepted modeling procedures as well as more up-to-date data regarding area soils, new sub basin boundaries, routes, diverts, land use and revised assigned values for the XKSAT variable. Changes to assigned values for XKSAT and soil coverage were discussed in preceding sections of this report.

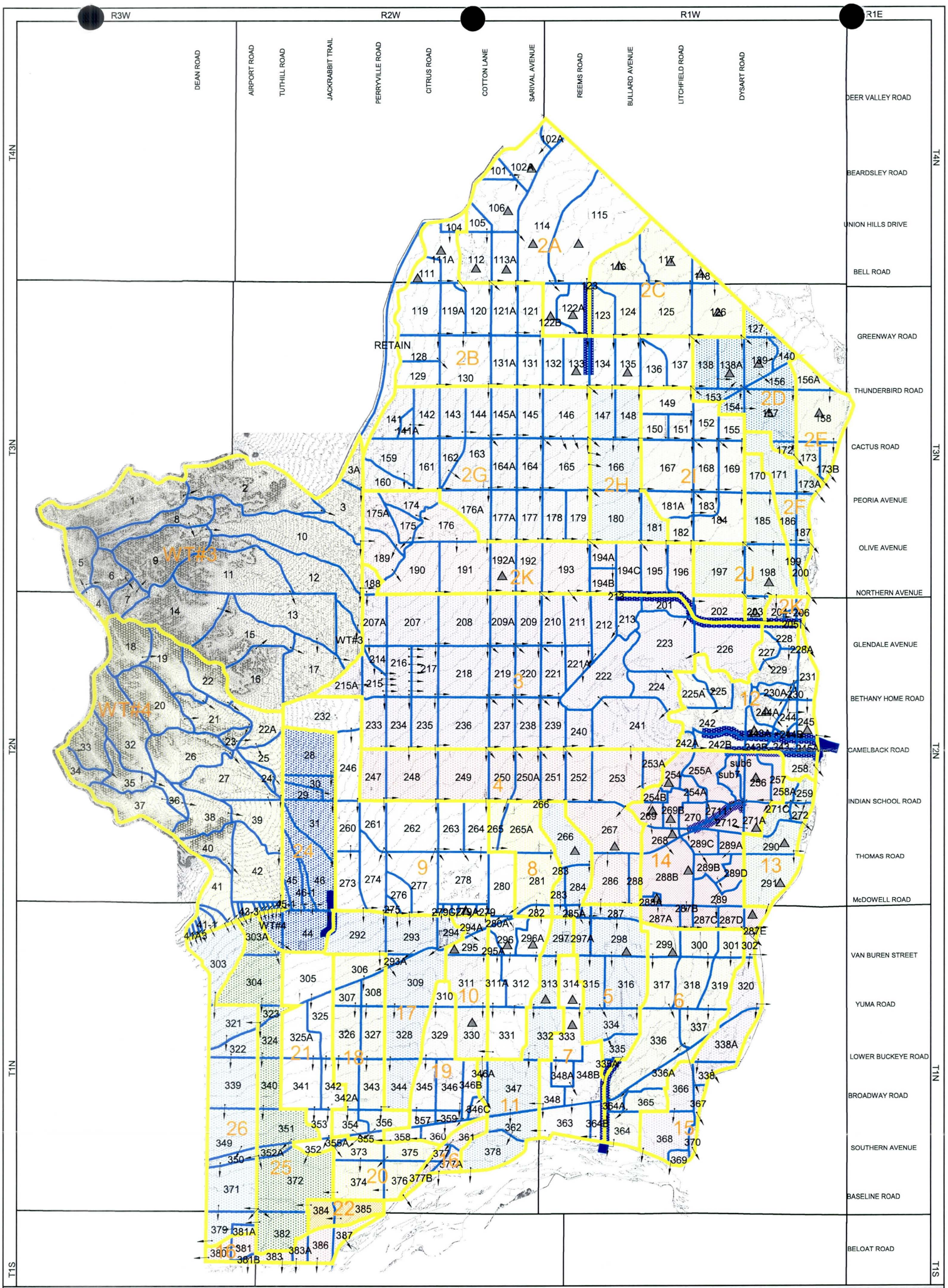
Two parameters that were changed in the ADMP Update HEC-1 input were the NQ (number of hydrograph ordinates to be computed), STRM and TRDA variables. The STRM and TRDA variables are related to the average precipitation in inches and the area in square miles, respectively. These variables are used to model the effects of aerial reduction factors on the storm event. The values used for the STRM variable were derived from Table 2.1a in the "Drainage Design Manual for Maricopa County, Arizona, Volume I Hydrology." Changes to sub basin boundaries, diverts, routes and land use are briefly described and summarized in following sections. Figure 4.1 shows the sub basin locations.

4.1 SUB BASIN BOUNDARIES

In order to incorporate HEC-1 models associated with existing development into the revised ADMP existing condition HEC-1 model, it was necessary to consolidate sub-areas delineated by specific development into areas more appropriate to a regional study. Sub basin preparation sheets were then created for the consolidated area and entered into the HEC-1 model.

In some cases, sub basins that were undeveloped at the time of the WLB study that are currently developed did not have drainage reports and/or models available for use with the restudy. In such cases, the aerial photo was studied and field reconnaissance was conducted to determine any changes to the original sub basin boundary lines established during the WLB Study. In certain instances, mass grading on these developed sites resulted in changes to sub basin boundary lines and flow patterns between sub basins.

Based on this information, new boundary lines for sub basins were constructed where appropriate and the sub basin preparation sheets were regenerated for the updated boundary condition. Factors reflecting RTIMP and vegetative cover were determined by inspection in the field and of the aerial photo. Table 4.1 lists all of the original sub basins from the WLB study that were changed under the restudy. The table summarizes the reason for the change and indicates the new sub basin name(s).



Legend

- Drainage Area Boundary
- Super Basins Boundary
- 2C Super Basins Label
- Flow Path
- Retention
- 111 Sub-basin Identification No.
- *△ Off-line Detention Basin
- Existing Flood Control Facility

N W E S

1 0 1 2

Scale in Miles

Map Produced 08/22/01

SUB BASIN MAP
Loop 303 Corridor/White Tanks Area
Drainage Master Plan Update
Existing Condition

Figure 2.6

FLOOD CONTROL DISTRICT of MARICOPA COUNTY

URS

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Table 4.1

Summary of Sub Basin Boundary Changes

WLB Sub Basin	Revised Sub Basin	Development	Reason for Change to Boundary	[2]Outside Boundary Changed (Y/N)	Comments
100	114	Sun City Grand	[1]Mass Grading	Y	WLB area removed
103	114	Sun City Grand	[1]Mass Grading	Y	
107	114	Sun City Grand	[1]Mass Grading	Y	
108	114	Sun City Grand	[1]Mass Grading	Y	
	115	Sun City Grand	[1]Mass Grading	n/a	
109	115	Sun City Grand	[1]Mass Grading	Y	
110	117	Park Row	[1]Mass Grading	Y	WLB area removed
111	111A	Arizona Tradtions	[1]Mass Grading	N	
	111	Arizona Tradtions	[1]Mass Grading	n/a	
112	111A	Arizona Tradtions	[1]Mass Grading	Y	
	112	Happy Trails	[1]Mass Grading	n/a	
113	114	Sun City Grand	[1]Mass Grading	Y	
114	114	Sun City Grand	[1]Mass Grading	Y	
	115	Sun City Grand	[1]Mass Grading	n/a	
115	115	Sun City Grand	[1]Mass Grading	Y	
116	115	Sun City Grand	[1]Mass Grading	Y	
	116	Kingswood Park	[1]Mass Grading	n/a	
117	117	Parke Row/Sun Village	[1]Mass Grading	Y	
138	138A	Open Field	Field Visit	N	
	138	Roseview	[1]Mass Grading	n/a	
194	194A	Open Field	Field Visit	N	
	194B	Falcon Dunes	[1]Mass Grading	n/a	
	194C	Open Field	Field Visit	n/a	
242	242	Colter Channel	Field Visit	N	
	242B	Colter Channel	Field Visit	n/a	
254	254	Palm Valley	[1]Mass Grading	Y	
	254B	Palm Valley	[1]Mass Grading	n/a	
	269B	Palm Valley	[1]Mass Grading	n/a	

1. Boundary change verified by either a field visit, drainage report or combination.
2. Refers to sub basin identification used in WLB Study.

Table 4.1

Summary of Sub Basin Boundary Changes

WLB Sub Basin	Revised Sub Basin	Development	Reason for Change to Boundary	[2]Outside Boundary Changed (Y/N)	Comments
255	255A	Litchfield Park/RID Overchute	Field Visit	Y	
	SUB6	Litchfield Park/RID Overchute	Field Visit	n/a	
	SUB7	Litchfield Park/RID Overchute	Field Visit	n/a	
266	266	Pebble Creek Phase II	Field Visit/Report	Y	
267	266	Pebble Creek Phase II	Field Visit/Report	Y	
	267	Pebble Creek Phase I	Field Visit/Report	n/a	
268	253	Pebble Creek Phase I	Field Visit/Report	Y	
	267	Pebble Creek Phase I	Field Visit/Report	n/a	
	269	Pebble Creek Phase I	Field Visit/Report	n/a	
269	268	Palm Valley	[1]Mass Grading	Y	
	269	Palm Valley	[1]Mass Grading	n/a	
	269B	Palm Valley	[1]Mass Grading	n/a	
270	270	Litchfield Park/RID Overchute	[1]Mass Grading	Y	
	2711	RID Overchute	[1]Mass Grading	n/a	
	2712	Palm Valley	[1]Mass Grading	n/a	
271	2711	RID Overchute	[1]Mass Grading	Y	
	2712	Palm Valley	[1]Mass Grading	n/a	
281	281	Pebble Creek Phase II	[1]Mass Grading	Y	
283	283	Pebble Creek Phase II	[1]Mass Grading	Y	
284	284	Pebble Creek Phase II	[1]Mass Grading	Y	
289	289	Palm Valley	[1]Mass Grading	Y	
	289B	Palm Valley	[1]Mass Grading	n/a	
	289C	Palm Valley	[1]Mass Grading	n/a	
296	296	Wild Flower Ranch	[1]Mass Grading	Y	
	296A	Wild Flower Ranch	[1]Mass Grading	n/a	
304	304	White Tanks FRS #4	Field Visit	Y	
335	335A	Bullard Outfall Channel	Plans, Report, Field Visit	Y	
	335	Bullard Outfall Channel	Plans, Report, Field Visit	n/a	
336	336	Goodyear Airport/Bullard Outfall Channel	Plans, Report, Field Visit	Y	

1. Boundary change verified by either a field visit, drainage report or combination.
2. Refers to sub basin identification used in WLB Study.

Table 4.1

Summary of Sub Basin Boundary Changes

WLB Sub Basin	Revised Sub Basin	Development	Reason for Change to Boundary	[2]Outside Boundary Changed (Y/N)	Comments
364	364A	Bullard Outfall Channel	Plans, Report, Field Visit	Y	
	364B	Bullard Outfall Channel	Plans, Report, Field Visit	n/a	
254A	254A	Litchfield Park/RID Overchute	Field Visit	Y	
117A	117	Park Row	[1]Mass Grading	Y	WLB area removed
265A	265A	Pebble Creek Phase II	[1]Mass Grading	Y	
271B	271A	RID Overchute	[1]Mass Grading	Y	
271C	271C	Sage Creek	[1]Mass Grading	Y	
288A	288A	Palm Valley	[1]Mass Grading	Y	
	288B	Palm Valley	[1]Mass Grading	n/a	
288B	288B	Palm Valley	[1]Mass Grading	Y	
289A	289	Palm Valley	[1]Mass Grading	Y	
	289B	Palm Valley	[1]Mass Grading	n/a	
	289D	Palm Valley	[1]Mass Grading	n/a	
303A	303A	White Tanks FRS #4	Field Visit	Y	
336B	348B	Bullard Outfall Channel	Plans, Report, Field Visit	Y	
364A	364A	Bullard Outfall Channel	Plans, Report, Field Visit	Y	
	364B	Bullard Outfall Channel	Plans, Report, Field Visit	n/a	

1. Boundary change verified by either a field visit, drainage report or combination.
2. Refers to sub basin identification used in WLB Study.

4.2 LAND USE

Land use changes in the project area were determined through a combination of field reconnaissance, analysis of the aerial photo and review of current drainage reports and construction documents. By comparing the 1996 aerial photo against the 2000 aerial photo, land use changes in specific sub basins were easily and quickly identified. Once these sub basins were identified, reports describing the development were used to gain specific information as to density of the development, retention provided and proposed improvements. In some cases, there were no reports available and the relevant parameters had to be estimated by using the regulations of the appropriate city or regulating municipality.

These changes were accounted for by adjusting the RTIMP variable on the HEC-1 LG input card. Generally, land use changed from agriculture to some form of development. In most cases, development was in the form of residential with some open space as part of a master planned community. Table 2.1 summarizes the sub basins where land use changes are reflected by revised percent impervious.

4.3 ROUTES

Routes were prepared according to the normal depth channel routing procedures using the RS, RC, RX and RY cards. This method was used in the WLB Study too. In several cases, physical changes to sub basin boundaries and general flow patterns within developed sub basins were significant and warranted updating the route data. This was the case in areas where mass grading for a development changed flow patterns and diversions.

In areas where no significant changes occurred to routing paths, the WLB Study routing data were retained. In the case where there was a flow route defined by a natural low point or wash and development maintained the feature but regraded it, the original route data were maintained. In other words, if the feature was relatively straight before the development was complete and meanders were added to it for aesthetic purposes, the original routing data were retained. It was decided that changing all of the routes to reflect minor grading changes would have little impact on the final discharge values and would be difficult to evaluate.

The NSTPS variable found on the RS card in the HEC-1 input data set describes the number of steps used by the HEC-1 storage routing procedures. This variable is a function of velocity and requires an initial estimate for calculation. In some cases, NSTPS variables calculated by WLB and shown on the WLB calculation sheets were different than those in the HEC-1 model. These values were revised based upon actual velocities calculated and output by the ADMP Update

HEC-1 file. For cases of no land use changes (no development), the NSTPS variable in HEC-1 was retained even if it was slightly different from those shown on the calculation data sheets.

4.4 DIVERTS

Since the WLB Study was completed, there were several new developments resulting in mass grading of various sub basins. This effectively changed sub basin boundaries and, in some cases, the diverts associated with them.

When it was determined that there might be a change to an existing divert, field reconnaissance was conducted and the 2-foot contour interval (CI) topographic map was used to recalculate or eliminate the existing divert. In some cases, recent development and sub basin boundary changes created new diverts.

All new or revised diverts were calculated using a cross section to generate inflow and outflow estimates for several stages. This information was input to the DI and DQ cards and the backup data sheets provided under separate cover.

In the case of subdivision walls that may divert and store runoff, it was decided that these walls would influence the diversion of storm water but not provide new storage or additional storage volume.

4.5 RETENTION

Retention has been provided by several new developments throughout the ADMP Update project area. In the case where a drainage report was available for a given development, the reported value for the amount of retention provided onsite was first reduced by 20% and then input into the ADMP Update HEC-1 model by using the DSTRMX (Field 2) on the DT card. This effectively models the retention provided by a given development.

In many cases, there was neither a drainage report or construction documents available for estimating the amount of retention volume provided within a given development. In this situation, the onsite retention requirement of the regulating municipality under which the development was bound was used to calculate the appropriate retention volume. This was done using the developed sub basin area to calculate the amount of retention it would be required to provide by the regulating municipality. As stated previously, the required amount of volume calculated was reduced by 20% and reflected in the ADMP Update HEC-1 model on the DT card. The retention volume diversion calculations are available under separate cover. See

Table 3.4 for a list of the municipalities present in the ADMP Update area and the associated onsite retention requirement.

5.0 RESULTS

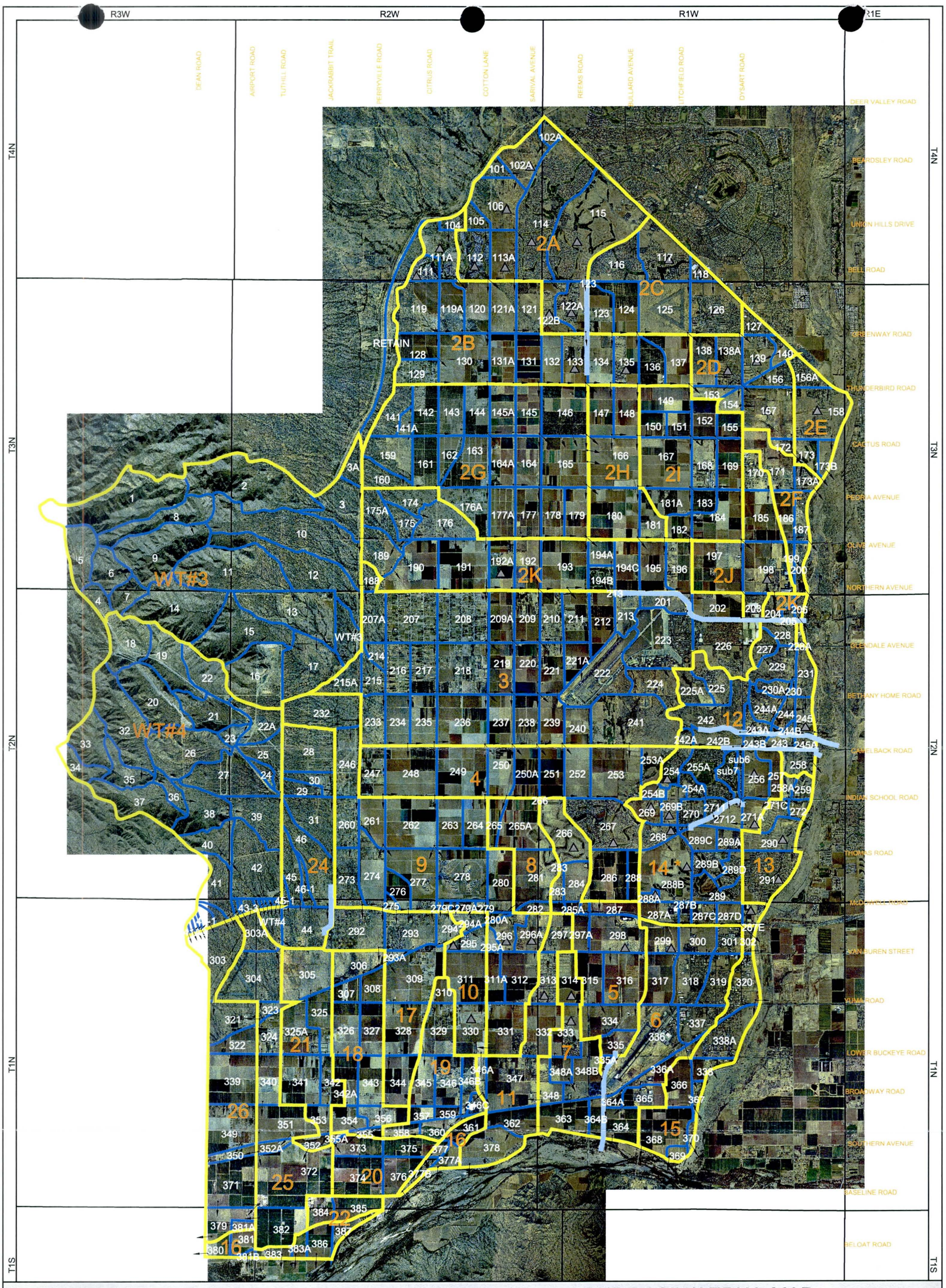
Although most of the sub basins present in the ADMP Update project area are going to be developed or are planned to be developed in the near future, the majority have not yet experienced any significant change since the WLB Study. For this reason, there is no point in discussing these areas in detail. The following discussion will focus only on those areas in which there has been a significant amount of activity since the WLB Study. In these areas the discharges estimated by the WLB model have been compared with those estimated by the existing condition URS ADMP Update model.

As with any update model when making comparisons between the ADMP Update model and the WLB Study model, it is important to note that this is not entirely a direct comparison. While the WLB Study model uses the same basic modeling approach, some changes to the assigned values of the XKSAT variable and more detailed soils information significantly impact runoff estimates produced by HEC-1 (Section 2.1). Figure 5.1 represents the sub basins and the color aerial photograph (January 2000).

5.1 RECENT DEVELOPMENT

As discussed in Section 3.0, there have been several new developments constructed since the WLB Study was completed. Since a detailed discussion of each of these developments is time consuming and of little value, only a few of the most hydrologically significant developments are discussed in detail. The developments chosen for this discussion occur in areas where are significant change since the WLB Study and where the effects of this recent development are the most significant. For a comprehensive list of known recent development, refer to Table 3.3. Table 3.3 shows both the super basin and sub basin in which the new/recent development occurs and indicates whether there is a drainage report associated with the development. Refer to Table 3.1 for a list of all known existing developments including those present at the time of the WLB Study. Table 3.1 also indicates the size of each development in acres.

Table 5.1 has been prepared to show discharge comparisons at points of interest for the sub basins discussed below. The table provides a means of comparison between the discharges calculated by the WLB Study model versus those calculated in the ADMP Update model. Refer to Table 5.1 for the following discussion.



Legend

- Super Basin Boundary
- Drainage Area Boundary
- 2C Super Basins
- Flow Path
- Retention
- 111 Sub-basin Identification No.
- Off-line Detention Basin
- Existing Flood Control Facility

N W E S

1 0 1 2

Scale in Miles

Map Produced 06/08/01

SUB BASIN/AERIAL MAP
Loop 303 Corridor/White Tanks Area
Drainage Master Plan Update
Existing Condition

Figure 5.1

FLOOD CONTROL DISTRICT of MARICOPA COUNTY

URS

x:\loop303\e1-00001526\gis\aprs\11x17_photo.apr

Table 5.1

Impact of Development on Peak Discharge

Development	Approximate Area of Development (acres)	Sub Basin (WLB)	Sub Basin (URS)	[1]Undeveloped Peak Discharge (cfs)	Time of Peak (h:m)	[2]Developed Peak Discharge (cfs)	Time of Peak (h:m)	[3]Exiting Peak Discharge (cfs)	Time of Peak (h:m)
Happy Trails	[5]400	112	112	534	12:20	846	12:15	393	12:40
Arizona Traditions	[4]530	112	111A	534	12:20	870	12:15	271	12:25
Sun Village	[5]440	117	117	359	13:20	920	12:35	364	13:05
Kingswood Parke	[4]360	116	116	575	13:18	872	12:20	233	12:40
Wal*Mart, Home Depot, Etc...	[5]102	118	118	126	12:50	326	12:05	253	12:10
Roseview	[4]297	138	138A	587	13:20	717	12:10	257	12:30
Pebble Creek Phase I&II	[5]500	266	266	181	12:20	923	12:25	0	n/a
	"	267	266&267	[6]n/a	[6]n/a	[6]n/a	[6]n/a	[6]n/a	[6]n/a
	"	269	268	[6]n/a	[6]n/a	[6]n/a	[6]n/a	[6]n/a	[6]n/a
Estrella Vista	[4]180	333	333	388	13:05	558	12:30	558	12:30
Palm Valley Phase I	[5]850	289	289	519	13:50	492	12:10	[7]n/a	[7]n/a
		289A	289A	326	13:10	326	12:10	[7]n/a	[7]n/a
			289B			569	12:05	[7]n/a	[7]n/a
			289C			383	12:10	[7]n/a	[7]n/a
			289D			388	12:10	[7]n/a	[7]n/a
		Total:							
Corte Sierra Units I&II	[5]630	291	291	454	13:15	1555	12:10	118	12:40

1. Based on the WLB model.
2. Based on the URS model.
3. This is the flow exiting the sub basin attenuated by onsite retention.
4. Per drainage report.
5. Per aerial photo.
6. Areas too different to compare directly.
7. Areas drain directly to the ADOT basins.

Super Basin 2A:

Sub basin 112 – Happy Trails (approximately 400 acres) is one of two golf resort communities that was built in a portion of the original sub basin 112 from the WLB Study model. The second is Arizona Traditions (approximately 530 acres). These developments are located within the City of Surprise. The property line separating these two developments is also the new boundary line that cuts the original sub basin 112 into two new sub basins (112 and 111A).

Both Happy Trails and Arizona Traditions have performed mass grading which has changed the internal flow patterns of the sub basin. Although mass grading of the two areas has resulted in different hydrograph combinations downstream, it is obvious that the development within this area has increased the overall runoff produced onsite.

The combined peak flow rates leaving these developed sub basins after retention are somewhat less than in the undeveloped case. The reduction in peak flow rates leaving the sub basins can be attributed to the effects of the onsite retention provided by each of the developments.

Super Basin 2C:

Sub basin 116 – Kingswood Parke is a large master planned community (360 acres) located within sub basin 116 in the City of Surprise. This development has implemented a network of recreational parks and lakes that serve as retention basins which are connected by earthen drainage channels. Due to the development of Kingswood Parke, the discharges produced onsite have increased significantly from the time of the WLB Study.

Through the provision of onsite retention in Kingswood Parke the peak discharge leaving the retention basin provided in sub basin 116 is much lower than the discharge leaving the sub basin modeled in the WLB Study.

Sub basin 117 – Sub basin 117 has experienced development since the original study. The Parke Row/Sun Village development(s) has significantly increased the amount of runoff produced within sub basin 117. Parke Row and Sun Village are residential developments located within the City of Surprise (approximately 19 and 440 acres, respectively).

The undeveloped discharge produced onsite estimated by the WLB Study model is significantly lower than that produced in the ADMP Update (developed condition) model. Due to the onsite retention, the post development peak discharge leaving the retention basin is approximately the same as the pre-development discharge.

Sub basin 118 – Sub basin 118 has undergone significant land use changes since the WLB Study. With the development of several commercial businesses including a WalMart and Home Depot, the area of this once undeveloped sub basin has been almost completely covered with impervious area.

Since the volume of runoff provided by the development within the area was not available by the report, it was manually calculated for the 100-year, 2-hour storm even per the City of Surprise standards. With the reduction of this calculated volume by the agreed upon 80%, the total effective volume modeled for this sub basin was approximately 14.7 ac-ft.

The ADMP Update model raised the WLB Study RTIMP variable from 0 to 80 to represent the large proportion of concrete, asphalt and roofing associated with this development. Additionally, the revised values for the IA, XKSAT, PSIF and DTHETA parameters all suggest higher runoff than before. These changes are attributed to the use of the NRCS soil map and the changes to the assigned value of the XKSAT parameter.

The results of the comparison of the WLB Study (undeveloped) runoff and volume with the ADMP Update (developed) runoff showed that the undeveloped condition produced a much lower discharge relative to the developed discharge. After modeling the onsite retention, the flow exiting the sub basin was still higher than the WLB Study discharge. The reason for this is due to the fact that the 100-year, 2-hour volume provided by the onsite retention basin is approximately one half of the total volume generated onsite by the 100-year, 24-hour storm.

Super Basin 2D:

Sub basin 138 – Sub basin 138 experienced mass grading associated with the recent development of Roseview (approximately 297 acres). Roseview is a residential development located in the City of Surprise.

The grading associated with this development resulted in a new sub basin within 138 labeled 138A. Runoff from sub basin 138 and 138A under the developed (ADMP Update) condition was much higher than the peak flow generated by the existing condition modeled by the WLB Study. Onsite retention provided as part of the new development effectively reduced the peak flow rate leaving the retention basin to less than the pre-developed condition.

Super Basin 4, 5 and 14:

Sub basin(s) 266, 267 and 268 – Pebble Creek Phases I and II is a very large master planned community located within the City of Goodyear (approximately 500 acres). This is a residential

community with several golf courses and lake features. The lakes and golf courses serve to convey storm water runoff throughout the development and provide the retention necessary to retain the volume generated onsite by the 100-year, 6-hr storm event.

The pre-developed peak discharge from area 266 represents a small portion of Pebble Creek Phase II. This was the only sub basin that retained the same general shape as its original boundary. The actual area within the boundary is higher since, although the general shape is similar, the boundary was expanded proportionally to reflect the effects of mass grading. With this in mind, an indirect comparison of peaks can be made using a ratio and proportion. The original area of sub basin 266 was approximately 40% of the revised. Therefore, if the values for peak flow are reduced by this amount, a general comparison can be seen.

Since the total volume generated in sub basin 266 is less than that provided by the retention, the actual post developed discharge leaving sub basin 266 is zero.

Other sub basin boundaries containing portions of the Pebble Creek development have changed significantly enough to preclude a simple/direct comparison of pre-developed peak discharges with developed peak discharges on a sub basin by sub basin basis. Additionally, the shapes are so different that even a ratio and proportion comparison is not possible.

Super Basin 7:

Sub basin 333 – Sub basin 333 has experienced some moderate development with the construction of the Estrella Vista Master Plan (approximately 180 acres) located in the City of Goodyear, Arizona. The pre-developed peak discharge from sub basin was increased significantly with development.

The effect of the retention volume provided onsite within Estrella Vista is not enough to lower the developed peak generated within the entire sub basin 333. This is obvious since the total volume of flow produced within the partially developed sub basin 333 (45 ac-ft) is approximately five times the volume provided (8.7 ac-ft) within Estrella Vista development.

Although the master drainage plan for Estrella Vista documents a total volume provided by proposed retention basins of 20.2 ac-ft, three of the nine parcels providing retention have not yet been constructed. Cumulatively, these three parcels provide 9.3 ac-ft of volume. Therefore, only 8.7 ac-ft of volume was used in the ADMP Update model ((20.2 – 9.3) * 0.8).

Since Estrella Vista only accounts for a portion of the entire sub basin 333, it cannot be expected to retain the entire 45 ac-ft, rather only a portion of such based upon the volume generated within

its own project boundary. Upon full build-out of the rest of sub basin 333, the exiting peak discharge would be expected to drop below the undeveloped (WLB Study) value.

Super Basin 13:

Sub basin 291 – Sub basin 291 contains the large master plan community Corte Sierra Units I and II (approximately 630 acres).

The undeveloped peak discharge from sub basin 291 is approximately 30% of the developed peak. In addition to the usual reasons for increases in developed peaks, the magnitude of this increase can be attributed to the fact the Corte Sierra development encompasses almost all of sub basin 291. The development has significantly increased the percent impervious over the entire sub basin area. The large amount of onsite retention volume provided onsite effectively attenuates the post developed discharge to approximately 25% of the predeveloped value.

Super Basin 14:

Sub basin(s) 289 and 289A – These sub basins add up to roughly the same area as sub basins 289 and 289A-D from the ADMP Update model. The areas have been further divided to simulate new boundaries created by the mass grading associated with the Palm Valley Phase I development. Palm Valley Phase I (approximately 850 acres) is part of an approximately 9,000-acre master planned community that incorporates recreational parks and golf courses into drainage basins and conveyance ways.

The total (directly added) peak discharge from this general area in the WLB Study model was 40% of the total (directly added) peak discharge from this area under the ADMP Update (URS) model or post developed condition.

This increased discharge is representative of an increase to the percent impervious as well as differences in IA, XKSAT, DTHETA and PSIF. The undeveloped values for IA and DTHETA are significantly higher than those for developed conditions. The higher values for these variables will lead to less runoff and therefore lower peak discharges. Additionally, the large increase in RTIMP in the developed condition will produce much higher peak discharges over a given area.

There is no onsite retention provided in Palm Valley Phase I, therefore, the developed condition peak flow rates do not experience any attenuation. The reason for the lack of onsite retention in Phase I is due to the idea that the existing ADOT basins downstream were designed to accept the post-developed runoff from this watershed. The post-developed design storm event used to

analyze the ADOT Basins was the 50-year storm event. Documentation in the "Palm Valley Phase I Golf Course LOMR," by the WLB Group, dated February 2, 1998, indicates that the basins have an excess capacity. The report further states that the basins provide adequate volume to safely retain the post developed volume generated within the Palm Valley Phase I development during the 100-year, 24-hour storm event. The ADOT basins will be discussed in more detail in Section 5.2 of this report.

5.2 IMPACT OF DEVELOPMENT AND MODELING REVISIONS TO EXISTING FLOOD CONTROL FACILITIES

There have been several flood control facilities designed and constructed within the ADMP Update project area since the completion of the WLB Study. Although most of these facilities were built by FCDMC, some were either constructed by private development or completed under inter-governmental agreements (IGA) between the FCDMC and local city governments.

With the development of the ADMP Update HEC-1 model, it is important to determine the impacts of the revised model and resultant peak discharges upon the recently constructed flood control facilities. In addition to the recent flood control structures, key existing flood control corridors and/or basins were also included in the above summary of results to determine the extent to which the revised hydrology model may have affected them.

The following section briefly describes each facility/corridor and summarize the effect of the revised hydrologic model on each. The following information has been tabulated and presented in more detail in Table 5.2.

Bullard Wash Outfall Channel – The Bullard Wash Outfall Channel was built and designed as a first step in the channelization of the historic Bullard Wash corridor from Thomas Road to the Salt/Gila Rivers. This particular reach of the channelized corridor recommended by the WLB Study begins at the Salt/Gila Rivers and extends north to approximately Lower Buckeye Road.

The design discharge used for this reach of the Bullard Channel was 3,200 cfs. The discharge calculated with the revised HEC-1 in the ADMP Update was 2,485 cfs. The apparent drop in discharge is largely due to a significant volume of retention provided by several upstream developments constructed since the WLB Study.

The peak discharge associated with the ADMP Update occurs earlier than the discharge used in the design. This is reflected by the fact that upstream development has not only provided onsite retention volume but is concentrating flow through and around the developed areas. This

Table 5.2

Existing Discharge vs. Design Discharge for Existing Flood Control Facilities

Existing Flood Control Facility	Design/WLB Concentration Point CP	Design Discharge (cfs)	Time of Peak (hr:min)	ADMP Update Concentration Point CP	ADMP Update Discharge (cfs)	Time of Peak (hr:min)	Design Discharge Source Documents
Bullard Wash through Goodyear Planned Regional Center - McDowell north to Thomas	CP286	3400	-----	CP286	2553	14:20	[1]Conditional Letter of Map Revision (CLOMR) Technical Data Notebook, for Bullard Wash, Maricopa County Arizona, by JE Fuller/Hydrology & Geomorphology, June 1999
	CP287	3538	-----	CP287	2521	14:30	" " "
Bullard Wash from Lower Buckeye Road North to I-10	[2]CP334	[3]3191	-----	CP334	2398	15:35	" " "
	[2]CP316	[3]2742	-----	CP316	2252	15:20	" " "
	[2]CP298	[3]2764	-----	CP298	2260	14:55	" " "
Bullard Wash Outfall Channel from Salt/Gila to Lower Buckeye Road	[4]CP364A	3200	20:00	[5]BLRD3	2485	16:00	Bullard Wash Channel Improvements - Technical Data Notebook,Volume 1 of 2, By: Flood Control District of Maricopa County (FCDMC) - 2-99; & Volume II by Sverdrup Civil & Wood Patel - 11-98
Bullard Wash through Pebble Creek Phase II - McDowell north to Camelback	[7]CPS6A	3703	15:40	CP253	2640	13:20	Palm Valley Master Drainage Study, by WLB,dated 2-2-98
	[7]CPS6	3872	16:10	CP267	2557	13:45	" " "
	[7]CPS29	3812	16:35	CP286	2553	14:20	" " "
RID outfall channel through Palm Valley Phase II - McDowell north to Camelback	RS55	1260	-----	CP287C	1414	13:55	Palm Valley Master Drainage Study, by WLB,dated 2-2-98
	RCS57A	1347	-----	CP289	1239	13:30	" " "
	RSCS53	1486	-----	CP289D	1376	13:00	" " "
	CS336A	1579	-----	CP289B	1762	12:35	" " "
	CPS36	1492	-----	CP289C	1636	12:20	" " "
[8]Bullard Wash north of Camelback & adjacent to LAFB	CP221A	380	-----	CP221A	451	14:40	White Tanks / Agua Fria Area Drainage Master Plan, The WLB Group, 3/95
	CP221	590	-----	CP221	573	15:25	" " "
Indian School Road Interim Channel (Sarival Road to Bullard Wash)	CP250A	1250; [6]510	-----	CP250A	554	14:55	Addendum to Drainage Design Report for Palm Valley Phase II A Indian School Road Interim Condition Channel, WLB, 8/99
	CP251	1420; [6]560	-----	CP251	1503	16:30	" " "
	CP252	2670; [6]560	-----	CP252	1536	16:50	" " "
	CP253	3390; [6]3860	-----	CP253	2640	13:20	" " "
Dysart Drain from Falcon Dunes Golf Course to the Agua Fria River	CP194	[9]510;**448**	-----	SR194B & CP194C	[10]284 & 748	18:50 & 13:25	White Tanks / Agua Fria Area Drainage Master Plan, The WLB Group, 3/95 & Figure 3 from "Dysart Drain Improvements Project", 90% Plans, Wood Patel & NBS/Lowry, 9-94
	CP195	[9]960;**1772**	-----	CP195	1360	18:00	" " "
	CP196	[9]1200;**2300**	-----	CP196	1483	18:05	" " "
	CP202	[9]1400;**2287**	-----	CP202	1480	18:15	" " "
	CP205	[9]2400;**3984**	-----	CP205	2294	17:35	" " "
Colter Channel from east of Litchfield Road to the Agua Fria River	D242F	1060	-----	CP242	1054	12:10	Hydrology of Colter Channel, Contributing Drainage Area, FCDMC, 7/8/92
	CPNV1	1161	-----	CP243A	1160	10:15	
	CPNV2	1088	-----	CP243A			
	CPNV3	1080	-----	CP243A			" " "
	D243	1210	-----	CP244B	1160	12:20	" " "
	245	1900	-----	CP245	1132	12:20	" " "
White Tanks Flood Retarding Structure #4 Inlet Channel	I10WT4	2206	----	I10WT4	2216	13:00	Flood Control District of Maricopa County, White Tanks Flood Retention Structure No. 4 Inlet improvements, Dibble and Associates Consulting Engineers, 7-29-93
ADOT Detention Basins	CP287A	[11]618	13:50	CP287A	245	12:35	White Tanks / Agua Fria Area Drainage Master Plan, The WLB Group, 3/95 & Palm Valley Phase I Golf Course LOMR, the WLB Group, 2-2-98
	CP287B	[1]212; [12]1064	14:15; 12:05	CP287B	687	12:20	" " "
	CP287C	[11]649	16:50	CP287C	1414	13:55	" " "
	CP287D	[1]382; [12]1421	19:35; 12:05	CP287D	460	15:00	" " "

1. Study extends from approximately McDowell Road and Bullard Wash to approximately 1900' downstream of Thomas Road.
2. Report did not include a HEC-1 model or sub basin map. CP's are inferred by the location of 'significant change in discharge shown on CLOMR Floodplain Map.
3. Note: Current thinking is to allow 3200cfs in Bullard South of I-10 - this requires an update to the JE Fuller CLOMR in this reach.
4. See HEC-1 file in report labeled "BULLAB3.dat".
5. Nomenclature change per FCD comments, 3-13-01.
6. Low flow assumes Camelback Road Channel is in place directly north. Note: Camelback Road Channel is NOT in place and therefore, not reflected by the URS model.
7. See Palm Valley Master Drainage Study Developed Conditions Drainage Area Map, 1-8-98 & HEC-1 'PVFUT52.dat'.
8. See WLB Area Drainage Master Plan 11"x17" plan sheets, "Bullard Watershed", 3/95.
9. Discharges from WLB ADMP and 90% Plans by Wood Patel/NBS Lowry. Bold value denotes the design discharge shown on Figure 3.0 from 90% Plans Submittal.
10. Sub basin 194 was divided into A, B and C in the URS model based on basin as-built plans. CP194B not included with WLB or 90% Plan reports.
11. Dishcarge from WLB ADMS.
12. Discharge from "Palm Valley Phase I LOMR" and represents total inflow to ADOT these two basins.
13. Discharge reported in the Sun City Grand LOMR.

Table 5.2

Existing Discharge vs. Design Discharge for Existing Flood Control Facilities

Existing Flood Control Facility	Design/WLB Concentration Point CP	Design Discharge (cfs)	Time of Peak (hr:min)	ADMP Update Concentration Point CP	ADMP Update Discharge (cfs)	Time of Peak (hr:min)	Design Discharge Source Documents
Reems Road Channel - Bell Road to Greenway	CP122	414	14:45	CP122A	911	14:00	Conditional Letter of Map Revision, Reems Road, Mountain Vista Ranch Development, Robert Bein, William Frost and Associates, 7-99
Reems Road Channel - Greenway Road to Hearn Road (1/2 mile north of Waddell)	CP122	[13]743	-----	CP133	1005	14:25	Drainage Report for Greenway Parc at Surprise (One - Three), 3/99-7/99 and Channelization of Reems Road Floodplain Greenway Road to Hearn Road and Conditional Letter of Map Revisioin Application, 6/99
Lower El Mirage Wash	CP154	789	16:25	LLE1	366	16:00	The Lower El Mirage Wash Channelization and Tributary a Portion of the El Mirage Master Drainage Plan, 1-14-00
	R154	784	16:40	RLLE1	363	16:20	" " "
	2I157	1216	16:45	2I157	725	12:55	" " "
	D126	856	13:20	D126	776	12:50	" " "
	R126	838	13:30	RLE	692	13:00	" " "
	CP139	1372	13:25	LE1	870	13:00	" " "
	R139	1347	13:30	RLE1	806	13:05	" " "
	CP156	1431	13:25	LE2	965	13:00	" " "
	R156S	1389	13:35	RLE2	891	13:15	" " "
	CP157	1638	14:05	LE3	1487	12:55	" " "
	R157	1634	14:10	RLE3	1512	12:55	" " "
	CP172	1635	14:10	LE4	1573	12:55	" " "
Camelback Rod Channel	CP242A	135	12:05	242A	204	12:00	Camelback Road Litchfield Road to El Mirage Road Final Drainage Report, 7/98, CBA
	CP503	505	12:10	CP242B	678	12:10	" " "
	CP506	603	12:10	CP243	650	12:25	" " "
	CP509	725	12:15	CP245A	617	12:35	" " "
White Tanks FRS #3	CPWT3	[14]6,649	12:55	CPWT3	7,760	12:55	White Tanks / Agua Fria Area Drainage Master Plan, The WLB Group, 3/95
White Tanks FRS #4	CPWT4	[15]6,026	13:00	CPWT4	6,896	12:55	White Tanks / Agua Fria Area Drainage Master Plan, The WLB Group, 3/96
McMicken Dam	[16]N/A	[16]N/A	[16]N/A	[16]N/A	[16]N/A	[16]N/A	USACOE, 1956

1. Study extends from approximately McDowell Road and Bullard Wash to approximately 1900' downstream of Thomas Road.
2. Report did not include a HEC-1 model or sub basin map. CP's are inferred by the location of 'significant change in discharge shown on CLOMR Floodplain Map.
3. Note: Current thinking is to allow 3200cfs in Bullard South of I-10 - this requires an update to the JE Fuller CLOMR in this reach.
4. See HEC-1 file in report labeled "BULLAB3.dat".
5. Nomenclature change per FCD comments, 3-13-01.
6. Low flow assumes Camelback Road Channel is in place directly north. Note: Camelback Road Channel is NOT in place and therefore, not reflected by the URS model.
7. See Palm Valley Master Drainage Study Developed Conditions Drainage Area Map, 1-8-98 & HEC-1 'PVFUT52.dat'.
8. See WLB Area Drainage Master Plan 11"x17" plan sheets, "Bullard Watershed", 3/95.
9. Discharges from WLB ADMP and 90% Plans by Wood Patel/NBS Lowry. Bold value denotes the design discharge shown on Figure 3.0 from 90% Plans Submittal.
10. Sub basin 194 was divided into A, B and C in the URS model based on basin as-built plans. CP194B not included with WLB or 90% Plan reports.
11. Dishcarge from WLB ADMS.
12. Discharge from "Palm Valley Phase I LOMR" and represents total inflow to ADOT these two basins.
13. Discharge reported in the Sun City Grand LOMR.
14. The design discharge is not given in the original design report by the U.S. Army Corps of Engineers, 1956. This report only gives the faclility capacity in ac-ft of approximately 2,655.
15. The design discharge is not given in the original design report by the U.S. Army Corps of Engineers, 1956. This report only gives the faclility capacity in ac-ft of approximately 1,036.
16. The design discharge is not given in the original design report by the U.S. Army Corps of Engineers, 1956. This report only gives the faclility capacity in ac-ft of approximately 30,500. This facility is not directly studied in the WLB Study or the ADMP Update.

concentration and increased conveyance efficiency effectively reduces the overall time to peak at downstream concentration points (CP).

Bullard Corridor – Lower Buckeye to I-10 – This segment of the Bullard Wash corridor is the next segment of the overall channelization project by the City of Goodyear. Proposed development along the corridor has agreed to set aside an approximately 300-foot wide corridor to allow the construction of a conveyance cross section proposed by the City of Goodyear. For more information on this corridor, see Section 2.0 of the "Draft Level II Phase I Technical Memorandum for the Bullard Wash – Thomas Road to Lower Buckeye," September 2000.

The cross section will be used as both a flood control channel and a multi-use aesthetic corridor featuring parks, paths and trails.

A Conditional Letter of Map Revision (CLOMR) for this segment of the Bullard Wash was prepared by JE Fuller/Hydrology & Geomorphology in June of 1999. It is important to note that the CLOMR shows several discharge values through this reach that are lower than the 3,200 cfs used to design the downstream portion of the existing Bullard Outfall Channel. This is important since 3,200 cfs may be the design discharge used when constructing this portion of the wash improvements. Use of this higher discharge could require a new CLOMR with revised water surface elevations. These water surface elevations are used by proposed adjacent development when designing finish floor elevations for proposed structures.

Since the JE Fuller CLOMR is based on the existing channel section through this area, the CLOMR would already require updating since the improved hydraulic section proposed would also produce different water surface elevations. The main reason for the JE Fuller CLOMR was to reflect the effect of the recently completed Dysart Drain improvements on these key downstream corridors.

Bullard Wash Corridor – Goodyear Planned Regional Center – The segment of the Bullard Wash through the Goodyear Planned Regional Center has also been studied as part of the JE Fuller CLOMR. As stated earlier, this segment of the wash will be constructed using the 300-foot cross section proposed by the City of Goodyear. The CLOMR was mainly prepared to reflect the recent completion of the Dysart Drain improvements and the effect of cutting off previously overtopping discharges from downstream portions of the ADMP Update area including the Bullard Wash.

The discharges through this portion of the Bullard Wash are actually lower in the ADMP Update HEC-1 model than those used with the CLOMR. This presents an opportunity to route more

storm water runoff from other parts of the watershed through this reach without adversely impacting the water surface elevations used in the CLOMR.

Again, a new CLOMR would be required based on the improved hydraulic section proposed by the City of Goodyear as well as final discharge values determined from the routing of storm water runoff upstream from this location.

Bullard Wash – Pebble Creek Phase II – This portion of the Bullard Wash traverses the Pebble Creek Phase II golf course. The wash is graded to convey storm water through the golf course and is routed through constructed retention areas.

Discharge values reported by the "Palm Valley Master Drainage Study" through this reach are lower than those estimated using the ADMP Update model. Again, the decrease is due to the effects of retained storm water upstream in several new developments.

The lower discharge rates in the ADMP Update indicate that more storm water may be routed through this corridor from other parts of the watershed. A CLOMR would be required through this reach to reflect the change in water surface elevation due to the changed discharge values.

RID Outlet Channel – Palm Valley Phase II – This portion of the Palm Valley development conveys storm water from the Roosevelt Irrigation District Overchute (RID) as well as adjacent drainage basins through the Palm Valley golf course to the existing ADOT detention basins. In general, the discharges through this corridor have decreased; however, there was an approximate 10% increase in runoff in the upstream reach. This is primarily due to significant increases in percent impervious within sub basins 2711, sub6 and sub7 (Litchfield Park) and 289B and 289C (Palm Valley Phase II). No additional retention was provided for the reason that these ongoing master planned communities have already met the imposed retention requirements.

The decreased discharges were due to the effects of onsite storage routing through golf course features located in sub basins 289, 289B and 289D.

Bullard Wash – North of Camelback Adjacent to LAFB – This portion of the Bullard Wash remains undeveloped and is not currently part of the proposed future channelization. This area is of interest since it is directly adjacent to LAFB. The discharges in this area have decreased since the WLB Study. The lower peak flow rates reflect the result of the recently completed Dysart Drain improvements.

The discharges shown in Table 5.2 under the "Design Discharge" column are from the WLB Area Drainage Master Plan and reflect the estimated impacts to the peak flow in this area after proposed improvement of the Dysart Drain.

Indian School Road Interim Drainage Channel – This facility was constructed as part of the Palm Valley Phase II development to provide protection from offsite flow north of Indian School Road. Ultimately, there will be a parallel channel constructed along Camelback Road as well as onsite retention facilities with the ultimate build-out of the entire Palm Valley Master Planned development north of Indian School.

Dysart Drain – Falcon Dunes to the Agua Fria River – The Dysart Drain facility was originally constructed in the 1960's to provide protection against flooding. Over the course of 30 years since its construction, portions of the drain experienced severe subsidence. In fact, subsidence was so severe that the longitudinal channel slope became adverse toward the downstream end.

Due to this subsidence, the Dysart Drain could no longer convey the 100-year peak discharge. As a result, in the early 1990's storm water runoff produced by heavy rainfall within the project area caused extensive flooding on LAFB directly downstream of the Dysart Drain. This deficiency in the Dysart Drain's conveyance capacity prompted an improvement project to restore the facility. The new design was based on future subsidence estimates in an effort to prevent a similar loss of capacity with the newly restored facility.

For more detail on the Dysart Drain and land subsidence in the area, refer to the Draft Data Collection Report, February 2000.

The ADMP Update HEC-1 model shows reduced discharges along the entire Dysart Drain. This is primarily due to the effects of retained storm water by several developments upstream.

Colter Channel – The Colter Channel was constructed to provide an outfall for the storm water runoff generated within the developed area which is part of Super Basin #12. Portions of development adjacent to the Colter Channel on the north donated right-of-way for the channel in exchange for relaxed onsite retention requirements. Therefore, the channel has been designed to convey the storm water runoff during the post-developed condition for portions of the contributing watershed.

The design discharges used with the Colter Channel are generally higher than those computed with the ADMP Update HEC-1 model. It is interesting to note that dividing the ADMP Update sub basin 243 results in a slightly lower peak discharge at the Colter Channel in the "Hydrology of Colter Channel Contributing Area" report 7/92. This is primarily due to the sub division of

sub basin 243 in the Colter Channel report. Two of the three sub areas resulting from this division of sub basin 243 are modeled as developed (NV2 & NV3) while the third area (NV1) is modeled as undeveloped.

In the ADMP Update model, sub basin 243 is modeled as one area with a weighted RTIMP value assigned based upon the developed and undeveloped portions of the area. This difference combined with the effects of routing discharge from one area to the next (Colter Channel HEC-1) results in a peak discharge that is approximately 7% lower than the peak computed with the ADMP Update model.

White Tanks Flood Retarding Structure #4 Inlet Channel – This inlet channel was constructed as part of a recommendation from the WLB ADMP. The channel design discharge is essentially identical to the ADMP Update discharge.

ADOT Detention Basins – The ADOT detention basins were constructed as part of the original I-10 highway project. These basins provide retention volume for the entire Palm Valley Phase I development directly upstream. The combined discharge into the two basins farthest west is very similar (slightly less) to the post-developed condition discharge reported in the "Palm Valley Phase I Golf Course LOMR." The combined discharge into the two basins farthest east is more difficult to directly compare due to the larger difference in time to peak. However, direct addition of these peaks indicates an increase in inflow of approximately 11%.

The total estimated volume available within the existing ADOT basins is approximately 1,000 ac-ft. This includes any freeboard that may be available within the basins. The total volume draining to the facilities as estimated by the ADMP Update HEC-1 model is 641 ac-ft. This value was obtained by adding the volumes associated with the following operations: 287D, CP287C, R288B, 287B and CP287A. This implies that the ADOT basins have excess storage volume available for peak attenuation of future runoff.

Reems Road Channel – Construction of a channel along Reems Road was recommended in the WLB Study. Two developments recently constructed along Reems Road have each performed hydrologic analysis based on 'current' conditions and have designed and built portions of this channel.

The first of these developments is the Mountain Vista Ranch development. Mountain Vista Ranch parallels Reems Road on the west from Bell Road south to Greenway Road. According to the hydrologic analysis, the flow rate used for the channel design is approximately half of the discharge calculated by the ADMP Update.

Upon inspection of the hydrologic models and sub basin maps used for the two models, the difference seems to be a result of two important parameters. The first reason for this difference is that the Mountain Vista Ranch (MVR) CLOMR hydrology does not appear to reduce the onsite retention in contributing offsite sub basins by the 20% described in Section 4.0 of this report.

The second reason for the large difference in discharge is that the MVR CLOMR uses Reems Road as a hard boundary on the east. According to the maps included with the MVR CLOMR, Reems Road has a straight north-south alignment and precludes runoff from the sub basin areas to the northeast of the Reems Road/Bell Road intersection from entrance to the Reems Road Channel. Based on field reconnaissance MVR CLOMR sub basins 100, 100A, 102, 103, 107, 108, 113, 114 and 115 were consolidated into the ADMP Update sub basins 114 and 115.

Due to substantial regrading in Sun City Grand the Reems Road alignment north of Bell Road was shifted significantly to the east. Since the roadway directs runoff on the west south along its alignment, this results in a 30% increase in the area that contributes to the peak discharge in the Reems Road Channel.

The second development constructing a portion of the Reems Road Channel is the Greenway Parc at Surprise (GPS) One through Three. This development uses a flow rate that was reported by the MVR CLOMR as "Flow in cfs from 1388 LMR." The MVR CLOMR showed that this peak flow was revised to 414 cfs due to the incorporation of retention basins proposed with the MVR development, use of the FCDMC depth area reduction ratios and the exclusion of Arizona Traditions from the contributing drainage area.

Again, GPS does not account for the change in the Reems Road alignment and the resulting increase in contributing area nor does it assume an 80% efficiency of proposed onsite retention in upstream developments.

Lower El Mirage Wash – The Lower El Mirage Wash and Tributary are in the process of being channelized to reduce the effective floodplain and increase the amount of area available to development. This corridor is in the CLOMR process.

According to WLB study, discharges in this area were on the order of approximately 800 cfs to approximately 1,640 cfs. By comparison, the ADMP Update HEC-1 model predicts discharges from approximately 360 cfs to 870 cfs. The time to peak at the locations within this corridor varied depending on the existing condition of the contributing sub basin area at any given point.

At concentration points (CP) 154 (LLE1), 157 (LE3) and 172 (LE4) the time to peak decreased while at CP's 139 (LE1) and 156 (LE2), the time to peak was about the same. By inspection of

the aerial photo, and development reports in the adjacent area, approximately 1/3 of the total contributing area (direct and indirect) at CP's 154 (LLE1), 157 (LE3) and 172 (LE4) have onsite retention however, the modeling of the recently constructed channelization of Lower El Mirage Wash had the effect of peak discharges and decreasing the time to peak. At CP's 139 (LE1) and 156 (LE2), the effect of development and concentrated storm water runoff has resulted in a decrease in the time to peak, however, overall peak discharge is still reduced due to upstream retention.

Camelback Road Channel – The Camelback Road Channel was recently constructed by the Maricopa County Department of Transportation (MCDOT) from Litchfield Road to El Mirage Road. The channel was designed to eliminate flow breakouts at Dysart road and El Mirage road for the 100-year, 24-hour storm event. The channel discharge values shown in the design report are somewhat lower (6% on average) than the values calculated by the ADMP Update HEC-1 model.

The difference in discharge is most likely due to the differences in the modeling methods and parameters used by the Cella Barr Model (Camelback Road Channel Design Report).

The Cella Barr model uses Muskingum-Cunge routing vs. the normal depth method in the ADMP Update and the soil parameters used on the LG card are different. Probably the most important difference between the models is the point rainfall depths shown on the JD cards. The Cella Barr model shows a maximum rainfall depth of 3.8 inches vs. 4.03 inches used in the ADMP Update.

White Tanks FRS #3 & #4 – The existing White Tanks FRS #3, White Tanks FRS #4 and McMicken Dam were built in the 1950's after severe flooding in the summer of 1951 caused an approximate 3 million dollars in direct damages. The original design volume for these structures was approximately 2,655 ac-ft (WT FRS #3) and 1,036 ac-ft (WT FRS #4), respectively. The WLB Study showed an approximate 3,000 ac-ft and 1,690 ac-ft capacity at each structure, respectively. The volumes used with the WLB Study were obtained by assuming 3 feet of freeboard from the last elevation shown on the HEC-1 rating curve. Subtracting the freeboard from this elevation and using the corresponding storage value provided the above estimate for capacity. The elevation-storage rating curves have not been changed in the ADMP Update for these facilities.

The White Tanks FRS #3 is currently being studied by the FCDMC and may be replaced in kind with one or more flood control basins. While providing the same level of flood control, these basins would also provide multi-use and recreational opportunities.

The reason for the replacement of White Tanks FRS #3 stems from the fact that in the 47 years since its construction the facility has experienced significant crest settlement due to land subsidence. The facility has also experienced cracking due to subsidence. Other issues relating to safety and inspection requirements by federal and state agencies have played a role in the FCDMC's decision to pursue possible dam replacement options.

Design discharges used for the improvement study were taken from the hydrologic model developed by FCDMC staff discussed in Section 1.1. These discharges are higher than those estimated by either the WLB Study or the ADMP Update. Therefore these discharges are more conservative than those estimated with either the WLB Study or the ADMP Update HEC-1 models. According the FCDMC study, approximately 1,968 ac-ft drain to the existing White Tanks FRS #3. By comparison, 719 ac-ft and 912 ac-ft were estimated to drain to the facility by the WLB Study and ADMP Update, respectively.

The volume of storm water draining to the existing White Tanks FRS #4 has increased from approximately 626 ac-ft in the WLB Study to approximately 767 ac-ft in the ADMP Update. Although this structure is not currently being studied by the FCDMC, it may eventually be considered for replacement due issues similar to those discussed with White Tanks FRS #3.

The increased discharge and volume estimates at both the White Tanks FRS #3 and #4 are a result of changes to the soil parameters used to describe the infiltration and runoff characteristics in the contributing watersheds. These values changed due to revisions in the assigned values for the XKSAT variable and updated NRCS soils coverage maps. No significant development has occurred in these watersheds since the WLB Study.

The McMicken Dam – Like the White Tanks FRS #3 and #4, the McMicken Dam was constructed to protect downstream areas from severe flooding following the floods in the early 1950's. Although the dam is not being specifically studied as a part of the ADMP Update study, it is crucial to the hydrologic model developed for the ADMP Update project area. This dam cuts off a significant amount of stormwater from an approximately 247 square mile drainage area. The flow from this area is retained behind the dam and discharged to the Agua Fria River via principal and emergency spillways that route excessive discharge around the ADMP Update project boundary on the north.

6.0 CONCLUSIONS

Since the completion of the WLB Study in the early 1990's, several factors have contributed to changes in the existing condition HEC-1 hydrologic model used to predict 100-year, 24-hour peak discharges at key points within the watershed. Among these factors are changes to both the physical characteristics present in the ADMP project watershed area as well as changes to hydraulic conductivity (XKSAT) assigned values and accepted modeling techniques in general. Additionally, more detailed information regarding area topography and soils has become available that required some modification of various HEC-1 input parameters.

When considering all of the changes to the HEC-1 model since the WLB Study, two distinct categories begin to emerge. The first category involves land use or physical change that has occurred in the watershed since the completion of the original study was complete. These changes include the following examples:

- Construction of new flood control facilities
- Construction of planned area developments
- Construction of onsite retention within developed areas
- Mass grading resulting in new drainage boundaries between sub basins

These are changes that would impact the existing peak discharges when all other modeling inputs are held constant.

The second category of changes include parameters that impact the existing peak discharges calculated by the model if no physical change had occurred in the project area since the completion of the WLB Study. These changes include the following examples:

- Changes in assigned value for the XKSAT parameter regardless of physical changes in the watershed
- Changes in modeling technique such as excluding transmission losses
- Updated soil group information

The second category changes make direct comparisons between the WLB Study HEC-1 model and the ADMP Update HEC-1 very difficult and general at best.

Development throughout the ADMP Update project area has been fairly constant since the completion of the WLB Study and is increasing in intensity. Several master planned communities are either being constructed or are proposed for future development. Currently, there are several sub divisions under construction with many more approved and platted that will begin construction soon. Most of the recent development has occurred in the City of Surprise, the City of El Mirage and the City of Goodyear.

Development in the City of Surprise due to the Sun City West development as well as many other smaller projects has been concentrated north of Bell Road. Development that has occurred in the City of Goodyear has been mainly concentrated in the northwest and western portions of the city limits. Finally, significant development has taken place in the City of El Mirage east of the intersection of Litchfield Road and Thunderbird Road both north and south of Thunderbird Road.

While the general effect of the above development has been to increase and concentrate onsite discharge due to increased impervious surfaces such as roads, sidewalks and building roofs, the enforcement of onsite retention requirements by local government agencies tends to attenuate the peak discharge exiting developed sub basins. Additionally, many of these developments are required to either pass offsite discharge through or around their property limits. Constructed channels and inlets collect and concentrate offsite storm water. This usually increases flow velocities and decreases the time of peak at the exit point from the development. Since the onsite peaks are significantly attenuated, the result is usually a lower time of peak and peak discharge.

With the large amount of undeveloped land present in the project area that is already platted or planned for future development, it will be very important that a flood control backbone system of channels and basins be implemented to provide both an outfall and relief to surrounding areas. It is also very important that onsite retention requirements continue to be strictly enforced so that overall peak discharges throughout the watershed area do not increase. With the magnitude of the proposed master planned communities within the project area as large as 9,000 acres (DMB/Caterpillar Master Plan), this will be very important to downstream land owners where lack of retention on developed property upstream could result in significant flooding and drainage to property.

As mentioned above, most of the development that has taken place since the WLB Study has actually reduced the peak discharges. However, some exceptions have been noted throughout the watershed. One such exception occurred in sub basin 118. In this case, the percent of impervious area relative to the overall sub basin area was so large that the amount of volume generated

during the developed condition was larger than the design storm required for retention by the City of Surprise.

The retention requirements throughout the ADMP Update project area although based on the 100-year storm event range in duration from 1, 2 or 6 hours. In the case of sub basin 118 the parking area, building footprint and other developed impervious features associated with the Home Depot, Wal-Mart and other commercial businesses was extremely large. Therefore, the 100-year, 24-hour storm event modeled by the ADMP Update produced a larger volume of runoff than the provided onsite retention could attenuate.

Another example of an area where peak discharges significantly increased was in sub basins 289 and 289A. These sub basins make up the Palm Valley Phase I Master Planned Community. This area significantly increased the exiting peak discharge. Since the plan for the development prior to final approval was to drain the post development peak discharge to the existing ADOT basins, the increase in peak was accounted for and does not adversely impact downstream land owners.

In addition to the recent development within the ADMP Update area, recent construction and rehabilitation of proposed and existing flood control facilities has to mitigate flood hazards throughout the watershed.

Since the modeled discharge changed based on not only land use but on modeling procedures and changes in assigned value for the XKSAT parameter, the peak discharges computed at concentration points along the flood control facilities present within the project area are extremely important. In almost every case, the peak discharge associated with a particular flood control channel or facility was lower in the ADMP Update HEC-1 model than the design value used to construct the facility.

While some minor increases in discharge were noted along flood control channels built along various master planned communities, these were generally not significant. One exception was the golf course channel through Palm Valley Phase II north of McDowell Road downstream from the RID overchute. Three out of five concentration points along the channel experienced increases in peak flow from 6 to 10%. The design of this channel should be examined to ensure that the hydraulic section can still safely convey the peak discharge resulting from the 100-year, 24-hour storm event.

Other facilities where design discharges increased were the Reems Road Channel reaches recently constructed adjacent to the Greenway Parc and Mountain Vista Sub divisions, the ADOT detention facilities and the Camelback Road Channel.

Increased discharges at the ADOT basins are expected since the Palm Valley Phase I development received approval to drain the onsite post developed discharge directly to the basins.

The large increase to the discharges along the Reems Road channel are a result of mass grading upstream where the contributing watershed area increased by 30%. These channel segments will probably require further improvement in the future to safely convey the 100-year, 24-hour peak discharge.

Finally, the increase in the peak discharges along the Camelback Road Channel are on the order of 10 to 30% and are most likely due to the changes in modeling assumptions, techniques and assigned value for the XKSAT parameter discussed above. Again, this channel may require improvement to safely convey the 100-year, 24-hour peak discharge.

Peak inflow rates to the White Tanks FRS #3 and #4 have increased due to changes in assigned values for soil parameters in contributing watershed areas alone. No development has taken place in the contributing watersheds since the WLB Study. Since both structures have excess capacity, this increase in discharge and volume is not critical; however, concerns over the age of these facilities and dam safety requirements may result in their improvement and/or replacement.

While the ADMP Update existing condition HEC-1 model provides a reasonable estimate for peak discharges produced throughout the project area, it should be noted that this area is extremely dynamic. Due to the ever-changing nature of both actual land use as well as future proposed land use further updates to the "existing condition" hydrologic model will be required in the next few years.

In certain locations throughout the ADMP Update area, there are existing features that are either diverting or ponding storm water runoff. Discharges along these features have not been analyzed with a hydraulic model to determine the potential for overtopping of the structure or possible flow break-out locations. Such an analysis may be warranted in a variety of locations and may be conducted at a later date under the optional services provision within this contract.

7.0 REFERENCES

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McMicken Dam Flood Control Constructed in 1955-56 by Corps of Engineers, U.S. Army, 1956.

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APPENDIX

Peak Discharge Comparison

WLB vs. ADMP Update

Concentration Point Comparison
Original ADMS vs. URS Model Output
FCDMC ADMP

Original ADMS		
Station	Peak Flow (cfs)	Time to Peak (hours)
1	1342	12.5
2	1174	12.75
3	828	12.33
4	339	12.25
5	716	12.25
6	591	12.08
7	390	12.08
8	704	12.33
9	1096	12.42
10	1173	12.75
11	1313	12.5
12	1149	12.58
13	1170	12.42
14	1163	12.33
15	1039	12.42
16	1255	12.42
17	929	12.25
18	923	12.17
19	622	12.42
20	861	12.33
21	688	12.42
22	525	12.25
23	289	12.08
24	207	12.25
25	500	12.33
26	943	12.5
27	999	12.42
28	747	12.5
29	228	12.25
30	244	12.33
31	525	12.5
32	956	12.42
33	643	12.25
34	361	12.25
35	400	12.25
36	193	12.25
37	672	12.42
38	715	12.25
39	588	12.5
40	525	12.25
41	567	12.42
42	1029	12.5
43	23	12
44	300	12.25
45	401	12.42
46	651	12.58
100	283	12.58
101	233	12.25
102	135	12.42

URS - 9/30/2002		
Station	Peak Flow (cfs)	Time to Peak (hours)
1	1719	12.42
2	1339	12.75
3	863	12.33
4	396	12.25
5	927	12.25
6	746	12.08
7	494	12.08
8	890	12.33
9	1402	12.33
10	1357	12.75
11	1559	12.42
12	1214	12.5
13	1223	12.42
14	1548	12.33
15	1272	12.42
16	1206	12.42
17	1036	12.33
18	1179	12.17
19	819	12.42
20	1218	12.33
21	913	12.42
22	730	12.25
23	310	12.08
24	193	12.25
25	560	12.33
26	1333	12.5
27	1153	12.33
28	734	12.5
29	262	12.25
30	338	12.25
31	580	12.5
32	1154	12.33
33	811	12.25
34	457	12.25
35	510	12.17
36	301	12.25
37	909	12.42
38	911	12.25
39	628	12.5
40	586	12.25
41	536	12.42
42	1055	12.5
43	23	12
44	287	12.25
45	845	12
46	525	12.58
101	215	12.25

Concentration Point Comparison
Original ADMS vs. URS Model Output
FCDMC ADMP

Original ADMS			URS - 9/30/2002		
Station	Peak Flow (cfs)	Time to Peak (hours)	Station	Peak Flow (cfs)	Time to Peak (hours)
103	286	12.92			
104	236	12.17	104	218	12.25
105	354	12.25	105	306	12.25
106	871	12.5	106	712	12.5
107	398	13.08			
108	478	13.25			
109	536	13.25			
110	270	12.83			
111	443	12.67	111	482	12.08
112	534	13.33	112	846	12.25
113	431	13.08			
114	326	13	114	2117	12.75
115	379	13.08	115	2122	12.67
116	575	13.5	116	872	12.33
117	335	12.83	117	920	12.58
118	126	12.83	118	326	12.08
119	600	13.17	119	544	13.17
120	397	13.25	120	388	13.25
121	325	12.92	121	360	12.92
122	552	13.33			
123	338	13	123	320	13
124	355	13.33	124	331	13.33
125	1044	12.5	125	934	12.5
126	562	13.33	126	1038	12.5
127	469	12.08	127	456	12.08
128	312	12.92	128	299	12.92
129	378	12.67	129	339	12.67
130	647	13.25	130	571	13.25
131	355	13.08	131	317	13.08
132	271	13	132	253	13
133	328	13.08	133	304	12.83
134	334	13.08	134	313	13.08
135	315	13.17	135	373	12.67
136	315	13.08	136	291	13.08
137	307	13.42	137	280	13.42
138	587	13.33	138	278	13
139	338	13.08	139	719	12.25
140	194	12.67	140	180	12.67
141	460	12.33	141	484	12.33
142	351	13	142	305	13
143	354	13	143	300	13
144	351	13	144	328	13
145	328	13.08	145	297	13.08
146	548	13.17	146	523	13.17
147	342	13	147	325	13
148	328	13	148	307	13
149	312	13.08	149	293	13.08
150	193	12.75	150	188	12.75
151	208	12.75	151	200	12.75

Concentration Point Comparison
Original ADMS vs. URS Model Output
FCDMC ADMP

Original ADMS			URS - 9/30/2002		
Station	Peak Flow (cfs)	Time to Peak (hours)	Station	Peak Flow (cfs)	Time to Peak (hours)
152	284	12.92	152	252	12.92
153	112	13.33	153	117	13.33
154	171	12.58	154	174	12.58
155	250	12.75	155	255	12.75
156	252	12.75	156	233	12.75
157	946	12.58	157	610	12.83
158	494	13.08	158	1195	12.33
159	531	12.33	159	608	12.33
160	432	12.42	160	409	12.42
161	294	13	161	310	13
162	268	12.5	162	268	12.5
163	551	12.92	163	492	12.92
164	363	13.08	164	314	13.08
165	548	13.25	165	507	13.25
166	533	13.33	166	496	13.33
167	528	13.33	167	501	13.33
168	340	13.17	168	312	13.17
169	368	13.17	169	384	13.17
170	301	12.67	170	296	12.67
171	409	13.42	171	386	13.42
172	122	12.58	172	111	12.58
173	198	13	173	193	13
174	612	12.25	174	572	12.25
175	375	12.25	175	354	12.25
176	701	12.42	176	635	12.42
177	336	13.08	177	291	13.08
178	298	13.08	178	274	13.08
179	333	13.08	179	293	13.08
180	574	13.33	180	515	13.33
181	283	12.92	181	258	12.92
182	212	12.75	182	191	12.75
183	258	12.42	183	226	12.42
184	531	13.17	184	465	13.17
185	465	13.08	185	443	13.08
186	187	13.25	186	180	13.25
187	81	12	187	75	12
188	240	12.25	188	256	12.25
189	521	12.42	189	514	12.42
190	657	12.92	190	534	12.92
191	610	13.25	191	545	13.25
192	346	13.08	192	282	13.08
193	545	13.25	193	502	13.25
194	535	13.42			
195	256	13.5	195	239	13.5
196	313	13	196	284	13
197	524	13.5	197	468	13.5
198	494	13.42	198	547	13.08
199	74	13.08	199	71	13.08
200	231	12.67	200	216	12.67

Concentration Point Comparison
Original ADMS vs. URS Model Output
FCDMC ADMP

Original ADMS			URS - 9/30/2002		
Station	Peak Flow (cfs)	Time to Peak (hours)	Station	Peak Flow (cfs)	Time to Peak (hours)
201	420	12.33	201	379	12.33
202	258	13.42	202	235	13.42
203	162	12.25	203	145	12.25
204	381	12.25	204	366	12.25
205	125	12.08	205	112	12.08
206	188	12.17	206	182	12.17
207	619	13.25	207	508	13.25
208	632	13.17	208	530	13.17
209	336	13.08	209	308	13.08
210	296	13.08	210	283	13.08
211	309	13.08	211	300	13.08
212	279	13.42	212	268	13.42
213	373	12.5	213	335	12.5
214	208	12.25	214	196	12.25
215	419	12.33	215	383	12.33
216	366	12.92	216	301	12.92
217	350	13	217	309	13
218	624	13.25	218	498	13.25
219	343	13.08	219	278	13.08
220	335	13.08	220	281	13.08
221	303	13.08	221	292	13.08
222	541	13.58	222	493	13.58
223	1763	12.42	223	1689	12.42
224	1054	12.33	224	1022	12.33
225	460	12.42	225	430	12.5
226	1573	12.33	226	1426	12.33
227	331	12.25	227	311	12.25
228	361	12.33	228	326	12.33
229	724	12.17	229	702	12.17
230	56	12.33	230	59	12.33
231	265	12.42	231	303	12.42
232	1006	12.42	232	953	12.42
233	496	12.42	233	464	12.42
234	347	13.17	234	280	13.17
235	303	13.17	235	243	13.17
236	582	13.25	236	516	13.25
237	300	13.25	237	280	13.25
238	314	13.17	238	301	13.17
239	313	13.08	239	300	13.08
240	282	13	240	266	13
241	1436	12.5	241	1380	12.5
242	965	12.67	242	1063	12.17
243	298	12.33	243	293	12.08
244	200	12.58	244	95	13
245	181	13.17	245	168	12.83
246	670	12.5	246	619	12.5
247	330	13.08	247	303	13.08
248	592	13.25	248	471	13.25
249	571	13.25	249	514	13.25

Concentration Point Comparison
Original ADMS vs. URS Model Output
FCDMC ADMP

Original ADMS			URS - 9/30/2002		
Station	Peak Flow (cfs)	Time to Peak (hours)	Station	Peak Flow (cfs)	Time to Peak (hours)
250	316	13.08	250	294	13.08
251	313	13.17	251	302	13.17
252	326	13.17	252	294	13.17
253	641	13.17	253	493	13
254	556	12.58	254	434	12.17
255	1512	12.25			
256	326	13	256	297	12.83
257	217	13.42	257	207	13.42
258	334	12.42	258	355	12.42
259	242	12.25	259	263	12.17
260	536	12.33	260	523	12.33
261	264	13.17	261	212	13.17
262	616	13.25	262	509	13.25
263	328	13.08	263	291	13.08
264	337	13	264	318	13
265	118	13.33	265	98	13.08
266	181	13.33	266	923	12.42
267	335	13.17	267	1412	12.42
268	589	13.25	268	513	12.08
269	491	13	269	405	12.17
270	446	12.25	270	548	12.08
271	377	13.25			
272	231	12.25	272	267	12.25
273	671	12.42	273	624	12.42
274	329	13.5	274	282	13.5
275	136	12.42	275	117	12.42
276	187	13	276	167	13
277	570	13.08	277	495	13.08
278	537	13.33	278	452	13.33
279	79	12.25	279	71	12.25
280	340	13.33	280	313	13.33
281	487	13.25	281	393	13
282	161	12.33	282	160	12.33
283	102	13.08	283	84	12.75
284	326	13.17	284	201	12.75
285	56	12.33	285	55	12.33
286	473	13.08	286	420	12.92
287	223	12.67	287	211	12.67
288	160	13.25	288	125	13.25
289	519	13.83	289	492	12.17
290	413	12.67	290	453	12.67
291	454	13.25	291	1555	12.17
292	1004	12.5	292	903	12.5
293	679	12.67	293	586	12.67
294	274	12.17	294	237	12.25
295	419	12.25	295	428	12.25
296	565	13	296	339	12.58
297	240	13.17	297	231	13.17
298	591	13	298	654	12.75

Concentration Point Comparison
Original ADMS vs. URS Model Output
FCDMC ADMP

Original ADMS		
Station	Peak Flow (cfs)	Time to Peak (hours)
299	289	13
300	353	12.83
301	535	12.17
302	242	12.17
303	910	12.67
304	1221	12.33
305	666	13
306	367	12.92
307	219	12.58
308	270	12.75
309	666	13.17
310	183	12.58
311	420	13.33
312	423	13.17
313	258	13.17
314	293	13
315	278	13.25
316	512	13.17
317	341	13.25
318	581	12.67
319	577	12.5
320	677	12.42
321	942	12.17
322	261	12.92
323	181	12.33
324	279	12.83
325	294	13.25
326	373	13
327	373	13
328	521	12.92
329	496	12.83
330	467	12.83
331	489	13.08
332	353	13.17
333	388	13.08
334	452	13
335	277	12.92
336	552	13.92
337	744	12.25
338	260	12.58
339	625	13.17
340	348	13
341	506	13.08
342	327	12.83
343	323	13.17
344	343	13.33
345	296	13
346	403	12.75
347	671	13.08

URS - 9/30/2002		
Station	Peak Flow (cfs)	Time to Peak (hours)
299	324	12.75
300	348	12.83
301	504	12.17
302	225	12.17
303	626	12.67
304	1104	12.33
305	525	13
306	343	12.92
307	208	12.58
308	260	12.75
309	606	13.17
310	165	12.58
311	402	13.33
312	415	13.17
313	651	12.17
314	337	12.67
315	266	13.25
316	502	13.17
317	323	13.25
318	547	12.67
319	531	12.5
320	685	12.42
321	866	12.17
322	212	12.92
323	162	12.33
324	237	12.83
325	242	13.25
326	344	13
327	358	13
328	473	12.92
329	455	12.83
330	484	12.67
331	468	13.08
332	315	13.17
333	558	12.5
334	269	12.5
335	400	12.67
336	540	13.92
337	694	12.25
338	255	12.58
339	511	13.17
340	283	13
341	427	13.08
342	278	12.83
343	297	13.17
344	325	13.33
345	273	13
346	358	12.75
347	595	13.08

Concentration Point Comparison
Original ADMS vs. URS Model Output
FCDMC ADMP

Original ADMS		
Station	Peak Flow (cfs)	Time to Peak (hours)
348	283	12.75
349	654	13
350	106	13.33
351	607	12.83
352	150	12.75
353	183	12.75
354	315	12.58
355	85	12.92
356	346	12.58
357	132	12.67
358	119	13.17
359	104	12.58
360	168	13
361	138	13.17
362	339	12.83
363	360	13.25
364	559	13
365	272	12.83
366	289	13
367	240	12.08
368	367	13.58
369	133	12.25
370	61	12.33
371	487	13.67
372	796	13.75
373	386	12.75
374	459	13.5
375	262	13.42
376	344	13
377	120	12.42
378	349	13.42
379	220	13.58
380	188	12.83
381	184	12.92
382	539	13.17
383	154	12.92
384	262	12.83
385	298	13.17
386	222	13.25
387	205	13
100A	212	12.5
102A	525	12.58
113A	409	13.08
117A	195	12.83
119A	356	13.17
121A	324	12.92

URS - 9/30/2002		
Station	Peak Flow (cfs)	Time to Peak (hours)
348	261	12.75
349	580	13
350	101	13.33
351	540	12.83
352	144	12.75
353	167	12.75
354	297	12.58
355	90	12.92
356	333	12.58
357	128	12.67
358	122	13.17
359	101	12.58
360	176	13
361	147	13.17
362	325	12.83
363	343	13.25
364	305	13.08
365	267	12.83
366	249	13
367	245	12.08
368	367	13.58
369	171	12.25
370	60	12.33
371	533	13.67
372	884	13.75
373	398	12.75
374	493	13.5
375	274	13.42
376	357	13
377	120	12.42
378	415	13.42
379	214	13.58
380	199	12.83
381	191	12.92
382	552	13.17
383	161	12.92
384	271	12.83
385	314	13.17
386	241	13.25
387	221	13
2711	226	12
2712	705	12.17
100A	173	12.5
102A	462	12.5
111A	870	12.25
113A	772	12.25
119A	296	13.17
121A	366	12.92

Concentration Point Comparison
Original ADMS vs. URS Model Output
FCDMC ADMP

Original ADMS			URS - 9/30/2002		
Station	Peak Flow (cfs)	Time to Peak (hours)	Station	Peak Flow (cfs)	Time to Peak (hours)
			122A	587	12.25
			122B	734	12.25
131A	354	13.08	131A	316	13.08
			138A	717	12.17
141A	202	12.17	141A	214	12.17
145A	327	13.08	145A	287	13.08
156A	508	12.17	156A	501	12.17
158A	114	13.25			
158B	483	13			
158C	105	12.58			
158D	560	12.25			
158E	767	12.17			
164A	365	13.08	164A	309	13.08
173A	191	12.75	173A	161	12.75
173B	88	12.83	173B	110	12.83
175A	362	12.5	175A	417	12.5
176A	378	13.25	176A	327	13.25
177A	334	13.08	177A	293	13.08
181A	249	13.17	181A	227	13.17
192A	345	13.08	192A	327	12.83
			194A	210	12.75
			194B	206	12.75
			194C	707	13.42
207A	469	12.42	207A	497	12.42
209A	335	13.08	209A	276	13.08
215A	497	12.42	215A	453	12.42
221A	175	13.25	221A	172	13.25
225A	441	12.42	225A	409	12.42
228A	125	12.17	228A	129	12.08
22A	764	12.25	22A	733	12.25
230A	292	12.17	230A	287	12.17
242A	161	12.08	242A	204	12
			242B	607	12.17
243A	253	12.42	243A	353	12.08
243B	64	12.67	243B	120	12.25
244A	486	12.17	244A	220	12.08
			244B	46	12.58
			245A	132	12.17
250A	308	13.17	250A	296	13.17
253A	291	12.33	253A	253	12.33
254A	443	12.08	254A	340	12.08
			254B	246	12.08
			255A	916	12.25
258A	150	12.25	258A	140	12.25
265A	627	13.08	265A	506	12.83
			269B	410	12.17
271A	95	13.33	271A	260	12.58
271B	109	12.83			
271C	263	12.17	271C	278	12.17

Concentration Point Comparison
Original ADMS vs. URS Model Output
FCDMC ADMP

Original ADMS			URS - 9/30/2002		
Station	Peak Flow (cfs)	Time to Peak (hours)	Station	Peak Flow (cfs)	Time to Peak (hours)
279A	89	12.33	279A	185	12
279B	46	12.25	279B	81	12
279C	78	12.25	279C	136	12
279D	33	12.17	279D	30	12.17
280A	53	12.75	280A	50	12.75
285A	82	12.33	285A	80	12.33
285B	83	12.33	285B	81	12.33
287A	331	12.83	287A	246	12.58
287B	127	12.5	287B	155	12.17
287C	270	12.67	287C	315	12.25
287D	239	12.67	287D	234	12.67
287E	194	12.58	287E	365	12.17
288A	607	13.33	288A	63	12.5
288B	179	13.42	288B	864	12.58
289A	326	13.17	289A	326	12.17
			289B	569	12.08
			289C	383	12.17
			289D	388	12.17
293A	76	12.5	293A	73	12.5
294A	368	12.25	294A	338	12.25
295A	114	12.08	295A	106	12.08
			296A	394	12.42
297A	206	12.92	297A	198	12.92
303A	531	12.25	303A	486	12.25
311A	241	12.92	311A	248	12.92
325A	404	13.08	325A	337	13.08
			335A	107	12.25
336A	149	14	336A	78	13.5
336B	168	12			
338A	736	12.42	338A	766	12.42
342A	240	13.17	342A	224	13.17
346A	110	13	346A	102	13
346B	159	13.25	346B	146	13.25
346C	135	12.5	346C	131	12.5
348A	229	12.58	348A	215	12.58
348B	355	13.33	348B	391	13.33
352A	89	13.08	352A	84	13.08
355A	46	12.5	355A	47	12.5
364A	99	12.25	364A	92	12.67
			364B	146	13.08
377A	188	13	377A	184	13
377B	58	13.58	377B	55	13.58
381A	115	12.58	381A	123	12.58
381B	67	12.75	381B	69	12.75
383A	122	13	383A	134	13
3A	296	12.33	3A	313	12.33
41-1	208	12.17	41-1	223	12.17
41-2	143	12.17	41-2	150	12.17
41A	91	12.08	41A	92	12

Concentration Point Comparison
Original ADMS vs. URS Model Output
FCDMC ADMP

Original ADMS		
Station	Peak Flow (cfs)	Time to Peak (hours)
41A1	48	12
41A2	60	12
41A3	69	12
43-1	76	12.08
43-2	19	12
43-3	107	12
43-4	64	12
43-5	43	12
43-6	45	12
43-7	45	12
43-8	23	12
45-1	143	12.08
46-1	184	12.25
CP10	5141	12.75
CP10	3655	12.75
CP10	1486	12.75
CP100	283	12.58
CP101	635	12.5
CP102	753	12.5
CP107	1044	12.75
CP108	1158	12.75
CP109	535	13.25
CP112	790	13.33
CP113	556	13.08
CP113A	560	13.08
CP114	376	13.08
CP115	2705	13.17
CP116	892	13.75
CP117	1172	13.75
CP119	706	13.17
CP119A	533	13.25
CP12	4125	12.83
CP120	1056	13.33
CP121	708	13
CP121A	465	12.92
CP122	2976	13.58
CP124	665	13.33
CP125	1318	14.08
CP126	856	13.33
CP128	537	13.25
CP13	1743	12.58
CP130	1703	13.42
CP131	1909	13.5
CP131A	1102	13.58

URS - 9/30/2002		
Station	Peak Flow (cfs)	Time to Peak (hours)
41A1	47	12
41A2	64	12
41A3	61	12
43-1	73	12.08
43-2	19	12
43-3	106	12
43-4	64	12
43-5	44	12
43-6	44	12
43-7	46	12
43-8	23	12
45-1	137	12.08
46-1	151	12.25
CP10	6970	12.83
CP102A	597	12.42
CP106	409	12.83
CP111A	271	12.42
CP112	393	12.67
CP113A	766	12.25
CP114	860	13.5
CP115	513	13.58
CP117	454	13.08
CP119A	439	13.25
CP12	4724	12.83
CP120	857	13.33
CP121	692	12.92
CP121A	402	12.92
CP122A	911	14
CP122B	719	12.25
CP124	618	13.33
CP125	924	12.5
CP126	776	12.83
CP128	481	12.92
CP13	2062	12.58
CP130	1457	13.42
CP131	1727	13.5
CP131A	979	13.58

Concentration Point Comparison
Original ADMS vs. URS Model Output
FCDMC ADMP

Original ADMS		
Station	Peak Flow (cfs)	Time to Peak (hours)
CP132	460	13.58
CP133	725	14.33
CP134	2847	14
CP135	970	14.08
CP136	931	14.92
CP137	1306	14.5
CP138	1326	15
CP138	1651	15.42
CP139	569	13.33
CP141A	540	12.33
CP142	692	12.5
CP143	992	13
CP144	1398	13.67
CP145	2946	14
CP145A	1467	13.25
CP146	1441	14.08
CP147	2010	14.42
CP148	323	13
CP149	533	13.58
CP15	1920	12.5
CP150	196	12.75
CP151	638	13.75
CP152	320	13.25
CP153	423	16.17
CP154	1017	16
CP155	243	12.75
CP156	598	13
CP157	1733	15
CP158	557	14.17
CP158A	577	13.17
CP158B	483	13
CP160	955	12.42
CP161	1032	12.58
CP163	1575	13
CP164	2141	13.25
CP164A	1865	13.17
CP165	3187	15.08
CP166	1975	15.58
CP167	1870	15.92
CP168	515	13.5
CP169	491	13.83
CP17	3428	12.75
CP172	1729	15.08
CP173	1706	15.42
CP173A	421	13.58
CP173B	496	14.58
CP175A	687	12.42
CP176	792	12.5

URS - 9/30/2002		
Station	Peak Flow (cfs)	Time to Peak (hours)
CP132	415	13.58
CP133	1005	14.42
CP134	558	13.25
CP135	389	12.83
CP136	527	13.17
CP137	867	13.5
CP138	314	14.08
CP138A	453	16.08
CP139	870	13
CP141A	571	12.33
CP142	690	12.5
CP143	921	12.92
CP144	1199	13.08
CP145	2498	14
CP145A	1318	13.25
CP146	727	13.5
CP147	372	15.33
CP148	291	13
CP149	400	13.67
CP15	2485	12.5
CP150	183	12.75
CP151	531	13.42
CP152	266	13
CP153	234	15.83
CP154	366	16
CP155	237	12.75
CP156	965	13
CP157	1487	12.92
CP158	534	12.58
CP160	996	12.42
CP161	1087	12.58
CP163	1565	13
CP164	1944	13.25
CP164A	1765	13.17
CP165	1945	15.17
CP166	506	13.42
CP167	924	13.75
CP168	424	13.58
CP169	463	13.83
CP17	4474	12.67
CP172	1573	12.92
CP173	1519	13.33
CP173A	387	13.67
CP173B	257	13.17
CP175A	721	12.42
CP176	708	12.5

Concentration Point Comparison
Original ADMS vs. URS Model Output
FCDMC ADMP

Original ADMS		
Station	Peak Flow (cfs)	Time to Peak (hours)
CP176A	378	13.25
CP177	902	13.75
CP177A	581	13.17
CP178	993	13.42
CP179	3923	14.17
CP180	1797	14.33
CP181	292	14.75
CP181A	1200	16.25
CP182	903	16.58
CP183	1078	16.42
CP184	1574	17.5
CP185	552	13.67
CP187	173	13.67
CP188	1457	12.83
CP189	940	12.58
CP19	1353	12.33
CP190	1336	13.08
CP191	2358	13.25
CP191	1019	13.25
CP192	1241	13.75
CP192A	1140	13.5
CP193	2347	14.5
CP194	875	13.5
CP195	2559	15.5
CP196	945	17.42
CP197	611	18.42
CP198	1418	19.17
CP2	2284	12.75
CP200	231	12.67
CP201	2025	15.67
CP202	565	13.42
CP203	598	18.92
CP204	1721	19.25
CP205	1721	19.33
CP206	1722	19.33
CP207A	1450	13
CP208	2175	13.33
CP209	1285	14.08
CP209A	1706	13.58
CP21	1933	12.42
CP210	304	13.08
CP212	1350	15.58
CP214	1392	13.08
CP215	1484	12.42
CP217	372	13.08

URS - 9/30/2002		
Station	Peak Flow (cfs)	Time to Peak (hours)
CP176A	322	13.25
CP177	738	13.75
CP177A	493	13.17
CP178	810	13.42
CP179	1834	14
CP180	1185	16.5
CP181	240	12.92
CP181A	736	13.83
CP182	582	14.17
CP183	638	14.17
CP184	1085	15.25
CP185	486	13.67
CP187	166	13.67
CP188	2696	12.83
CP189	954	12.58
CP19	1799	12.33
CP190	1221	13.08
CP191	2048	13.25
CP192	742	13.83
CP192A	699	13.58
CP193	926	14.42
CP194A	192	12.75
CP194B	921	14.75
CP194C	748	13.42
CP195	1360	18
CP196	1483	18.08
CP197	435	16.17
CP198	1111	16.75
CP2	2821	12.75
CP200	216	12.67
CP202	1480	18.25
CP203	431	16.58
CP204	2295	17.5
CP205	2294	17.58
CP206	153	12.17
CP207A	2660	13
CP208	1969	13.58
CP209	796	14.17
CP209A	1479	13.67
CP21	2606	12.42
CP210	277	13.08
CP211	287	13.08
CP212	289	13.75
CP214	2603	13.08
CP215	375	12.5
CP217	1538	13.5

Concentration Point Comparison
Original ADMS vs. URS Model Output
FCDMC ADMP

Original ADMS		
Station	Peak Flow (cfs)	Time to Peak (hours)
CP218	669	13.25
CP219	1270	14.58
CP220	1241	14.58
CP221	1018	15.17
CP221A	1377	16.17
CP222	1380	16.5
CP223	2480	16.33
CP224	2410	16.58
CP225	959	12.42
CP226	1483	12.33
CP229	863	12.33
CP22A	1108	12.33
CP23	288	12.08
CP230	672	12.42
CP230A	530	12.25
CP231	279	12.5
CP233	1685	12.58
CP234	2084	12.83
CP235	1467	13.42
CP236	1222	13.58
CP237	993	13.83
CP238	1226	15.25
CP239	2367	16.17
CP240	634	16.5
CP241	4216	17.08
CP242	1051	12.58
CP243	1462	12.67
CP243A	1263	12.67
CP243B	1112	12.67
CP244	1195	12.5
CP244A	485	12.17
CP245	1861	13.17
CP246	1239	12.58
CP248	2174	13.67
CP249	694	14
CP25	1414	12.42
CP250	909	14.42
CP250A	1254	14.58
CP251	2394	16.5
CP252	439	16.83
CP253	4103	17.67
CP255	1512	12.25
CP256	325	13
CP259	243	12.25

URS - 9/30/2002		
Station	Peak Flow (cfs)	Time to Peak (hours)
CP218	491	13.92
CP219	1060	14.75
CP220	895	14.67
CP221	573	15.42
CP221A	451	14.67
CP222	499	15.08
CP223	1534	12.42
CP224	1856	12.5
CP225	832	12.42
CP229	771	12.33
CP22A	1285	12.33
CP23	909	12.92
CP230	637	12.33
CP230A	508	12.25
CP231	305	12.5
CP233	722	12.5
CP234	1594	13.17
CP235	2048	13.75
CP236	1213	14.08
CP237	867	14.08
CP238	1044	15.33
CP239	1852	15.92
CP240	544	13
CP241	2376	12.92
CP242	1054	12.17
CP242B	678	12.17
CP243	650	12.42
CP243A	1160	12.25
CP243B	768	12.25
CP244	746	12.58
CP244A	215	12.08
CP244B	1160	12.33
CP245	1132	12.33
CP245A	617	12.58
CP246	1150	12.58
CP248	1900	14
CP249	567	14.25
CP25	1670	12.42
CP250	710	14.75
CP250A	554	14.92
CP251	1503	16.5
CP252	1536	16.83
CP253	2640	13.33
CP254B	244	12.08
CP255A	1107	12.17
CP256	296	12.83
CP259	262	12.17

Concentration Point Comparison
Original ADMS vs. URS Model Output
FCDMC ADMP

Original ADMS		
Station	Peak Flow (cfs)	Time to Peak (hours)
CP260	1336	12.75
CP261	264	13.17
CP262	2219	13.83
CP263	1071	14.08
CP264	412	14.33
CP265A	604	13.08
CP266	1964	16.75
CP267	2106	16.92
CP268	4676	17.92
CP269	491	13
CP27	3011	12.5
CP270	520	12.33
CP271	1104	13.5
CP271A	284	13.42
CP271B	109	12.83
CP271C	263	12.17
CP272	304	12.25
CP273	1407	12.83
CP274	687	13.17
CP275	135	12.42
CP276	186	13
CP277	606	13.17
CP278	1660	15.42
CP279	1632	15.58
CP279A	88	12.42
CP279B	45	12.25
CP279C	76	12.25
CP279D	32	12.17
CP280	826	16.17
CP280A	585	17.58
CP281	742	13.92
CP282	669	14.17
CP283	231	17.33
CP284	1266	17.58
CP285	1007	18
CP285A	1259	17.83
CP285B	229	17.58
CP286	4638	18.5
CP287	5293	18.58
CP287A	618	13.83
CP287B	212	14.25
CP287C	649	16.83
CP287D	382	19.58
CP287E	199	12.58
CP288A	606	13.33

URS - 9/30/2002		
Station	Peak Flow (cfs)	Time to Peak (hours)
CP260	1237	12.75
CP261	212	13.17
CP262	1820	14.17
CP263	854	14.42
CP264	332	13.08
CP265	507	13.75
CP265A	587	14
CP267	2557	13.75
CP268	914	12.17
CP269	592	12.17
CP27	3741	12.5
CP2711	338	12.08
CP2712	1359	12.25
CP271A	260	12.58
CP271C	274	12.17
CP272	318	12.25
CP273	1275	12.92
CP274	541	13.17
CP275	113	12.42
CP276	162	13
CP277	471	13.08
CP278	1372	15.75
CP279	1337	16
CP279A	34	12.58
CP279B	74	12
CP279C	126	12
CP279D	27	12.17
CP280	660	16.5
CP280A	466	17.92
CP281	631	13.75
CP282	571	14
CP284	199	12.75
CP285	49	12.33
CP285A	71	12.33
CP285B	79	12.33
CP286	2553	14.33
CP287	2521	14.5
CP287A	245	12.58
CP287B	687	12.33
CP287C	1414	13.92
CP287D	460	15
CP288B	1207	12.58

Concentration Point Comparison
Original ADMS vs. URS Model Output
FCDMC ADMP

Original ADMS		
Station	Peak Flow (cfs)	Time to Peak (hours)
CP289	660	16.17
CP291	453	13.25
CP292	1704	13.25
CP293	1408	13.5
CP293A	1367	14.08
CP294	264	12.17
CP294A	730	15.92
CP295	722	16.08
CP296	674	18.83
CP297	230	13.17
CP297A	519	18.33
CP298	4491	19.83
CP3	2245	12.92
CP3	1755	12.92
CP3	490	12.92
CP30	879	12.5
CP302	241	12.17
CP303	911	12.67
CP303A	516	12.25
CP304	1646	12.42
CP306	974	13
CP308	1063	13.25
CP309	1190	15.25
CP31	1258	12.58
CP311	721	13
CP311A	270	12.92
CP312	645	20
CP313	247	13.17
CP315	510	19.92
CP316	4483	20.08
CP317	341	13.25
CP318	580	12.67
CP319	578	12.5
CP320	675	12.42
CP321	1309	12.25
CP322	1104	13
CP323	1600	12.58
CP324	1180	13.25
CP325	880	13.33
CP326	533	13.08
CP327	1232	13.5
CP328	1086	16.5
CP329	663	12.83
CP33	1003	12.25
CP330	1446	13.08

URS - 9/30/2002		
Station	Peak Flow (cfs)	Time to Peak (hours)
CP289	1239	13.58
CP289B	1762	12.58
CP289C	1636	12.33
CP289D	1376	13
CP291	116	12.67
CP292	1508	13.33
CP293	1130	13.58
CP293A	1101	14.17
CP294	223	12.25
CP294A	638	16.25
CP295	632	16.42
CP296	463	18.33
CP296A	533	16
CP297	208	13.17
CP297A	214	12.92
CP298	2260	14.92
CP3	2823	12.83
CP3	0	0
CP30	923	12.5
CP302	221	12.17
CP303	621	12.67
CP303A	479	12.25
CP304	1474	12.42
CP306	807	13
CP308	888	13.25
CP309	932	15.5
CP31	1368	12.58
CP311	618	16.83
CP311A	267	12.92
CP312	830	19.83
CP313	5	12.92
CP315	249	13.25
CP316	2252	15.33
CP317	322	13.25
CP318	547	12.67
CP319	531	12.5
CP320	676	12.42
CP321	1084	12.25
CP322	660	13.17
CP323	1417	12.58
CP324	921	13.33
CP325	689	13.33
CP326	489	13.08
CP327	1024	13.5
CP328	815	16.83
CP329	600	12.83
CP33	1259	12.25
CP330	1108	13.17

Concentration Point Comparison
Original ADMS vs. URS Model Output
FCDMC ADMP

Original ADMS		
Station	Peak Flow (cfs)	Time to Peak (hours)
CP331	632	21.25
CP332	388	13.75
CP333	388	13.08
CP334	4960	20.33
CP335	4949	20.58
CP336	4943	20.75
CP336A	4942	20.75
CP337	1120	12.83
CP337B	58	13.58
CP338	852	12.67
CP338A	734	12.42
CP339	1396	13.33
CP340	1090	13.67
CP341	518	13.92
CP342	858	13.75
CP342A	625	13.58
CP343	1821	13.83
CP344	974	17.33
CP345	756	13.17
CP346A	1404	13.5
CP346B	1268	14.25
CP346C	1244	14.08
CP347	635	13.08
CP348A	379	13.42
CP348B	667	13.42
CP349	1430	13.83
CP35	2155	12.33
CP350	1417	14.25
CP351	1053	14
CP352	1238	14.33
CP352A	925	14.75
CP353	1291	13.92
CP354	604	13.92
CP355	2031	14.75
CP356	1792	14.08
CP357	750	13.42
CP358	896	18
CP359	1281	14.42
CP36	2886	12.42
CP360	1026	15.83
CP362	4429	22.33
CP363	4435	21.92
CP364	3139	21.08
CP364A	4940	20.83
CP368	367	13.58
CP371	1698	20.67
CP372	2124	19.42

URS - 9/30/2002		
Station	Peak Flow (cfs)	Time to Peak (hours)
CP331	822	21
CP332	281	13.17
CP333	555	12.5
CP334	2398	15.58
CP335	2340	15.92
CP335A	2334	16
CP336	704	13.92
CP337	1020	12.83
CP337B	55	13.58
CP338	869	12.67
CP338A	755	12.42
CP339	846	13.5
CP340	826	13.75
CP341	425	13.08
CP342	648	13.75
CP342A	565	13.58
CP343	1502	13.83
CP344	730	17.83
CP345	671	13.17
CP346A	1075	13.67
CP346B	961	21.83
CP346C	980	14.33
CP347	521	13.08
CP348A	594	12.92
CP348B	877	13.25
CP349	873	14
CP35	2717	12.25
CP350	872	14.5
CP351	763	14.08
CP352	925	14.42
CP352A	674	15
CP353	982	14
CP354	546	13.92
CP355	1735	14.75
CP356	1481	14.08
CP357	663	13.42
CP358	922	24.83
CP359	895	14.75
CP36	3736	12.33
CP360	941	22.92
CP362	1321	14.67
CP363	1155	13.92
CP364	302	13.08
CP364A	120	12.75
CP367	392	13.92
CP368	366	13.58
CP371	1251	21.5
CP372	1487	20.17

Concentration Point Comparison
Original ADMS vs. URS Model Output
FCDMC ADMP

Original ADMS			URS - 9/30/2002		
Station	Peak Flow (cfs)	Time to Peak (hours)	Station	Peak Flow (cfs)	Time to Peak (hours)
CP373	1770	15.92	CP373	1343	16.08
CP374	1870	16.83	CP374	1377	17.25
CP377	120	12.42	CP377	119	12.42
CP378	4403	23.17	CP378	1193	16.5
CP379	1797	21.67	CP379	1466	16.67
CP38	3253	12.42	CP38	4305	12.42
CP380	188	12.83	CP380	198	12.83
CP382	556	13.17	CP382	544	13.17
CP384	269	14.33	CP384	309	14.25
CP39	6110	12.67	CP39	7708	12.58
CP41	567	12.42	CP41	535	12.42
CP41	484	12.5			
CP41-1	208	12.17	CP41-1	222	12.17
CP41-1	103	12.33			
CP41-2	143	12.17	CP41-2	149	12.17
CP41-2	0	0.08			
CP41A	91	12.08	CP41A	91	12
CP41A	0	0.08			
CP41A1	0	0.08	CP41A1	0	0
CP41A2	60	12	CP41A2	63	12
CP41A2	36	12			
CP41A3	86	12.08	CP41A3	83	12.08
CP41A3	0	0.08			
CP42	7140	12.67	CP42	8776	12.67
CP43	6786	12.83	CP43	8794	12.75
CP43	4061	12.92			
CP43	1441	12.92			
CP43-1	465	12.58	CP43-1	423	12.58
CP43-1	0	0.08			
CP43-1	282	12.83			
CP43-2	19	12	CP43-2	18	12
CP43-2	0	0.08			
CP43-2	10	12.17			
CP43-3	107	12	CP43-3	103	12
CP43-3	0	0.08			
CP43-3	23	12.17			
CP43-4	64	12	CP43-4	61	12
CP43-4	0	0.08			
CP43-4	21	12.17			
CP43-5	43	12	CP43-5	42	12
CP43-5	0	0.08			
CP43-5	19	12.17			
CP43-6	45	12	CP43-6	43	12
CP43-6	0	0.08			
CP43-6	6	12.17			
CP43-7	45	12	CP43-7	44	12
CP43-7	0	0.08			
CP43-7	20	12.08			
CP43-8	23	12	CP43-8	22	12

Concentration Point Comparison
Original ADMS vs. URS Model Output
FCDMC ADMP

Original ADMS		
Station	Peak Flow (cfs)	Time to Peak (hours)
CP43-8	0	0.08
CP43-8	12	12.08
CP45	1030	13.08
CP45	485	13.17
CP45	330	13.17
CP45-1	1440	12.92
CP45-1	1104	13
CP45-1	325	13
CP46	1737	12.67
CP46-1	316	13.25
CP46-1	0	0.08
CP46-1	118	13.42
CP5	1053	12.25
CP7	1668	12.17
CP9	3227	12.33
CPWT3	6649	12.92
CPWT4	6026	13
CPWTAF	9459	24.83
WT3	413	12.5
WT4	997	12.25

URS - 9/30/2002		
Station	Peak Flow (cfs)	Time to Peak (hours)
CP44	4880	12.92
CP45	2581	12.92
CP45-1	3296	12.83
CP46	1672	12.75
CP46-1	1567	13.08
CP5	1315	12.25
CP6	1854	12.17
CP7	2245	12.17
CP9	4190	12.33
CPWT3	7760	12.92
CPWT4	6896	12.92
SUB6	183	12.17
SUB7	413	12.17
WT3	383	12.5
WT4	919	12.25

```
****************************************
*                                      *
*   FLOOD HYDROGRAPH PACKAGE  (HEC-1)  *
*             JUN   1998               *
*           VERSION 4.1                *
*                                      *
*  RUN DATE   30SEP02  TIME  07:22:06  *
*                                      *
****************************************
```

```
****************************************
*                                      *
*    U.S. ARMY CORPS OF ENGINEERS      *
*    HYDROLOGIC ENGINEERING CENTER     *
*          609 SECOND STREET           *
*       DAVIS, CALIFORNIA 95616        *
*          (916) 756-1104              *
*                                      *
****************************************
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X     X  XXXXXXX   XXXXX          X
X     X  X        X     X        XX
X     X  X        X               X
XXXXXXX  XXXX     X        XXXXX  X
X     X  X        X               X
X     X  X        X     X         X
X     X  XXXXXXX   XXXXX         XXX
```

THIS PROGRAM REPLACES ALL PREVIOUS VERSIONS OF HEC-1 KNOWN AS HEC1 (JAN 73), HEC1GS, HEC1DB, AND HEC1KW.

THE DEFINITIONS OF VARIABLES -RTIMP- AND -RTIOR- HAVE CHANGED FROM THOSE USED WITH THE 1973-STYLE INPUT STRUCTURE.
THE DEFINITION OF -AMSKK- ON RM-CARD WAS CHANGED WITH REVISIONS DATED 28 SEP 81. THIS IS THE FORTRAN77 VERSION
NEW OPTIONS: DAMBREAK OUTFLOW SUBMERGENCE , SINGLE EVENT DAMAGE CALCULATION, DSS:WRITE STAGE FREQUENCY,
DSS:READ TIME SERIES AT DESIRED CALCULATION INTERVAL LOSS RATE:GREEN AND AMPT INFILTRATION
KINEMATIC WAVE: NEW FINITE DIFFERENCE ALGORITHM

```
LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

  1           ID        ***THE RESULTS OF THE FLOODPLAIN FLOW SPLIT ANALYSIS
  2           ID        ***AT PERRYVILLE & 83RD AVE BETWEEN GLENDALE AND BETHANY
  3           ID        ***HOME ROAD HAVE BEEN INCORPORATED INTO THIS MODEL
  4           ID
  5           ID         **ADOT BASIN GEOMETRY REPRESENTS MOST RECENT 2' CONTOURS**
  6           ID         WHITE TANKS AREA DRAINAGE MASTER STUDY *UPDATE*
  7           ID         Original MODEL BY THE WLB Group for FCDMC AS PART OF THE WHITE
  8           ID         TANKS/AGUA FRIA ADMS, Date: October 1991
  9           ID
 10           ID         REVISED HYDROLOGY HEC-1 RUN FOR WHITE TANKS ADMS
 11           ID         100-YEAR, 24-HOUR STORM                  original file: WTADMS.24
 12           ID
 13           ID
 14           ID         REVISED CONTRIBUTING AREAS ALONG CACTUS WEST OF REEMS AND
 15           ID         IN ADOT WATERSHED AREA
 16           ID
 17           ID
 18           ID
 19           ID                                        REVISED BY URS     DATE: 9-30-02
 20           ID                                                           FILE: L303M7K.DAT
 21           ID
 22           ID        NOTES:
 23           ID        1. THIS HEC-1 MODEL CONTAINS THE FOLLOWING SUPER BASINS: WHITE TANKS 3,
 24           ID           2A, 2B, 2C, 2D, 2E, 2F, 2G, 2H, 2I, 2J, 2K, 2 & 3, 4 THRU 26.
 25           ID        2. REVISED TO REFLECT UPDATED SOILS MAPS AND NEW DEVELOPMENT.
 26           ID        3. AVERAGE XKSAT VALUES FOR EACH SUBBASIN WAS RECEIVED FROM FCDMC
 27           ID           GIS DATA AND THEN ADJUSTED FOR VEGETATION, OR LEFT AS ORIGINALLY IN
 28           ID           THE WLB MODEL.
 29           ID        4. FOR NEW DEVELOPMENTS ONLY 80% OF REPORTED PROVIDED RETENTION
 30           ID           WAS INCLUDED IN THIS MODEL (AS A CONSERVATIVE ESTIMATE). RETENTION
 31           ID           CAPACITIES WERE ESTIMATED BY EEC FOR DEVELOPMENTS WITH NO
 32           ID           DRAINAGE REPORTS.
 33           ID        5. REVISED DRAINAGE BOUNDARIES BASED UPON FIELD INSPECTION OF SUN CITY.
 34           ID           GRAND.  COMBINED SEVERAL BASINS TOGETHER TO MAKE NEW BASINS 114 &115.
 35           ID           ALSO REROUTED SUBBASINS 100A, 101, 102A AND 106 TO THE SOUTH TO 113A.
 36           ID        6. CHANNEL ROUTE ALONG REEMS ROAD UPDATED TO REFLECT NEW CONSTRUCTION.
 37           ID        7. REVISED SCS TYPE II RAINFALL DISTRIBUTION FOR THE 24-HOUR GENERAL
 38           ID           STORM.
 39           ID        8. REVISED RAINFALL DEPTH-AREA REDUCTION FACTORS.
 40           ID        9. PSIF WERE ADJUSTED BASED ON THE VALUES OF XKSAT AND WERE EDITED INTO
 41           ID           THE DATA FILE BY THE FCDMC.
 42           ID       10. AVERAGE XKSAT VALUES FOR SUBBASINS WITH BORROW PITS (WHITE TANKS
 43           ID           AREAS #3 & #4) WERE ESTIMATED BY EEC.
 44           ID
              *DIAGRAM
 45           IT       5                    600
 46           IO       5
 47           IN      15
 48           JD    4.03    .001
 49           PC    .000    .002    .005    .008    .011    .014    .017    .020    .023    .026
 50           PC    .029    .032    .035    .038    .041    .044    .048    .052    .056    .060
 51           PC    .064    .068    .072    .076    .080    .085    .090    .095    .100    .105
 52           PC    .110    .115    .120    .126    .133    .140    .147    .155    .163    .172
 53           PC    .181    .191    .203    .218    .236    .257    .283    .387    .663    .707
 54           PC    .735    .758    .776    .791    .804    .815    .825    .834    .842    .849
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

  55          PC    .856    .863    .869    .875    .881    .887    .893    .898    .903    .908
  56          PC    .913    .918    .922    .926    .930    .934    .938    .942    .946    .950
  57          PC    .953    .956    .959    .962    .965    .968    .971    .974    .977    .980
  58          PC    .983    .986    .989    .992    .995    .998    1.00   1.000   1.000   1.000
  59          JD    3.79      10
  60          JD    3.51      50
  61          JD    3.39     100
  62          JD    3.29     200
              * ***************************************************************************
              * **************THE FOLLOWING SECTION IS WHITE TANKS 3**********************
              * ***************************************************************************
              * ******TRANSMISSION LOSSES REMOVED - 4/25/00 - ERE*************************
              * ***************************************************************************
              *

  63          KK       1
  64          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 1.
  65          KM   RAINFALL DEPTH OF 4.00 WAS SPACIALLY REDUCED AS SHOWN BY THE PB RECORD
  66          KM   AN AREAL REDUCTION COEFFICIENT OF 1.000 WAS USED
  67          BA    1.94
              *     LG    0.35    0.15   7.981   0.082  19.802
  68          LG     .20     .35    4.00     .52   10.00
  69          UI    182.    327.    743.    975.   1188.   1505.   2189.   1955.   1537.   1242.
  70          UI    988.    748.    415.    308.    229.    182.     63.     56.     56.     56.
  71          UI     56.      0.      0.      0.      0.      0.      0.      0.      0.      0.
  72          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

  73          KK    RCP1
  74          KM        ROUTE FLOW FROM CP1 TO CP2.
  75          RS       5              -1       0
  76          RC     .06     .04     .06   17800   .0469
  77          RX    1000    1125    1300    1390    1405    1490    1590    1750
  78          RY    1440    1439    1437    1428    1428    1439    1442    1444
              *

  79          KK       2
  80          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 2.
  81          BA    1.82
              *     LG    0.35   0.154   6.959   0.119  21.855
  82          LG     .18     .35    4.55     .37   12.00
  83          UI    115.    115.    259.    443.    557.    643.    728.    849.   1014.   1348.
  84          UI   1418.   1145.    985.    864.    735.    634.    545.    404.    268.    202.
  85          UI    189.    143.    115.    102.     35.     35.     35.     35.     35.     35.
  86          UI     35.      0.      0.      0.      0.      0.      0.      0.      0.      0.
  87          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

  88          KK     CP2
  89          KM        ADD HYDROGRAPHS AT CP2.
  90          HC       2    3.76
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

 91           KK    RCP2
 92           KM        ROUTE COMBINED HYDROGRAPHS AT CP2 TO CP3.
 93           RS       2              -1       0
 94           RC     .06     .035     .06    4500    .0111
 95           RX    1000     1100    1350    1705     1735    1780    1850    2000
 96           RY    1304     1302    1302    1298     1298    1303    1302    1305
              *

 97           KK      3A
 98           KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 3A
 99           BA     .29
100           LG     .15      .35    4.30     .42      .00
101           UI     34.      90.    165.    213.     289.    411.    312.    240.    181.    121.
102           UI     60.      47.     32.     10.      10.     10.     10.      0.      0.      0.
103           UI      0.       0.      0.      0.       0.      0.      0.      0.      0.      0.

104           KK   RCP3A
105           KM        ROUTE FLOW FROM CP3A TO CP3
106           RS       2              -1       0
107           RC     .03      .03     .05    5300    .0060
108           RX    1000     1023    1032    1046     1058    1067    1250    1540
109           RY    1289     1288    1286    1284     1284    1286    1288    1291
              *

110           KK       3
111           KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 3.
112           BA     .81
113           LG     .15      .35    4.45     .38      .00
114           UI     90.     226.    427.    550.     718.   1081.    912.    702.    537.    401.
115           UI    208.     151.     97.     59.      28.     28.     28.     28.      0.      0.
116           UI      0.       0.      0.      0.       0.      0.      0.      0.      0.      0.

117           KK   I1CP3
118           KM        ADD HYDROGRAPHS AT I1CP3
119           HC       2     1.1

120           KK     CP3
121           KM        ADD HYDROGRAPHS AT CP3.
122           HC       2    4.86
              * PER URS FLOODPLAIN ANALYSIS BY MIKE R.
              * TURN OFF DIVERT PER CULVERT IMPROVEMENT BY 'SONORAN RIDGE REALESTATE'
              * ALSO BY DIRECTION OF MIKE DUNCAN AT FCDMC PER HIS PHONE CONVERSATION
              * WITH SONORAN RIDGE ON 2-14-02.

123           KK      D3
124           KM        DIVERT FLOWS THAT WILL OVERTOP THE BEARDSLEY CANAL AT OLIVE AVENUE.  THE
125           KM        HEC-2 DIVERSION RATING CURVE MODELED BY THE FLOOD CONTROL DISTRICT IS
126           KM        INCORPORATED HERE.
127           DT   DI189
128           DI       0    1000    2000    3000     5000    6000    6800    8000
129           DQ       0       0       0       0        0       0       0       0
              * DQ     0       0     435     660     1570    2070    2520    3260
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

 130          KK    RCP3
 131          KM        ROUTE FLOW FROM CP3 TO CP10.
 132          RS       2              -1       0
 133          RC     .05     .03     .05    5280   .0083
 134          RX    1010    1015    1020    1050    1100    1275    1580    1750
 135          RY    1251    1249    1249    1245    1245    1250    1250    1254
              *

 136          KK       4
 137          KM        RUNOFF HYDROGRAPH FORM SUB-BASIN 4.
 138          BA     .30
              *    LG    0.35    0.15    8.01   0.081  18.504
 139          LG     .20     .35    4.35     .44    9.00
 140          UI     47.    191.    286.    443.    513.    346.    237.    115.     67.     36.
 141          UI     14.     14.      0.      0.      0.      0.      0.      0.      0.      0.
 142          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
              *

 143          KK       5
 144          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 5.
 145          BA     .72
              *    LG    0.35    0.15   8.023   0.081  17.926
 146          LG     .20     .35    4.30     .45    9.00
 147          UI    109.    433.    653.    981.   1241.    852.    594.    323.    177.    104.
 148          UI     33.     33.     33.      0.      0.      0.      0.      0.      0.      0.
 149          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

 150          KK     CP5
 151          KM        ADD HYDROGRAPHS AT CP5.
 152          HC       2    1.02

 153          KK    RCP5
 154          KM        ROUTE COMBINED HYDROGRAPHS AT CP5 TO CP6.
 155          RS       1              -1       0
 156          RC     .08     .05     .08    2400   .0833
 157          RX     955     970     985    1000    1020    1035    1050    1065
 158          RY    2815    2810    2805    2800    2800    2805    2810    2815
              *

 159          KK       6
 160          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 6.
 161          BA     .45
              *    LG    0.35    0.15   7.976   0.082      20
 162          LG     .20     .35    3.95     .53   10.00
 163          UI    206.    627.   1145.    834.    421.    154.     53.     33.      0.      0.
 164          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

 165          KK     CP6
 166          KM        ADD HYDROGRAPHS AT CP6.
 167          HC       2    1.47
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

 168          KK    RCP6
 169          KM        ROUTE COMBINED HYDROGRAPHS AT CP6 TO CP7.
 170          RS       1              -1       0
 171          RC     .08      .05     .08    2400    .0833
 172          RX     955      970     985    1000     1020    1035    1050    1065
 173          RY    2815     2810    2805    2800     2800    2805    2810    2815
              *

 174          KK       7
 175          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 7.
 176          BA     .31
              *    LG    0.35    0.15   7.976   0.082      20
 177          LG     .20      .35    3.95     .53   10.00
 178          UI    124.     383.    708.    610.    347.    132.     54.     21.      0.      0.
 179          UI      0.       0.      0.      0.      0.      0.      0.      0.      0.      0.

 180          KK     CP7
 181          KM        ADD HYDROGRAPHS AT CP7.
 182          HC       2    1.78

 183          KK    RCP7
 184          KM        ROUTE COMBINED HYDROGRAPHS AT CP7 TO CP9.
 185          RS       3              -1       0
 186          RC     .08      .05     .08   10200   .07745
 187          RX    1000     1045    1120    1195    1230    1300    1350    1450
 188          RY    1910     1880    1850    1838    1838    1850    1880    1910
              *

 189          KK       9
 190          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 9.
 191          BA    1.40
              *    LG    0.35    0.15   7.909   0.084  19.572
 192          LG     .20      .35    4.00     .52   10.00
 193          UI    155.     380.    725.    933.   1213.   1828.   1593.   1225.    939.    707.
 194          UI    389.     261.    178.    116.     47.     47.     47.     47.      0.      0.
 195          UI      0.       0.      0.      0.      0.      0.      0.      0.      0.      0.

 196          KK   I1CP9
 197          KM        ADD HYDROGRAPHS AT CP9.
 198          HC       2    3.18
              *

 199          KK       8
 200          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 8.
 201          BA     .81
              *    LG    0.35    0.15   7.976   0.082      20
 202          LG     .20      .35    3.95     .53   10.00
 203          UI    103.     314.    536.    704.   1058.   1138.    821.    608.    420.    207.
 204          UI    147.      95.     31.     31.     31.      0.      0.      0.      0.      0.
 205          UI      0.       0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

 206          KK     CP9
 207          KM        ADD HYDROGRAPHS AT CP9.
 208          HC       2    3.99

 209          KK    RCP9
 210          KM        ROUTE COMBINED HYDROGRAPHS AT CP9 TO CP10.
 211          RS       8              -1       0
 212          RC     .06    .035     .06   19200   .0232
 213          RX    1000    1085    1310    1395    1415    1450    1630    1665
 214          RY    1317    1314    1311    1308    1308    1314    1314    1317
              *

 215          KK      10
 216          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 10.
 217          BA    2.02
              *     LG   0.347   0.248   5.124   0.254    4.52
 218          LG     .16     .35    4.55     .36    4.00
 219          UI    119.    119.    219.    428.    547.    632.    709.    813.    930.   1153.
 220          UI   1500.   1391.   1155.   1006.    893.    765.    668.    577.    473.    323.
 221          UI    210.    201.    191.    119.    119.     84.     36.     36.     36.     36.
 222          UI     36.     36.     36.     36.      0.      0.      0.      0.      0.      0.
 223          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

 224          KK  I1CP10
 225          KM        ADD HYDROGRAPHS AT I1CP10
 226          HC       2    6.01

 227          KK    CP10
 228          KM        ADD HYDROGRAPHS AT CP10
 229          HC       2   10.87

 230          KK    1D10
 231          KM    PER URS FLOODPLAIN STUDY BY MIKE R. AND BOB D. ON 2-14-02
 232          DT  1DI188
 233          DI       0    6483    9725
 234          DQ       0     951    1475

 235          KK    2D10
 236          KM        FLOW TO WHITE TANKS #3 UNDER NORTHERN AVE.  THE HEC-2 DIVERSION RATING
 237          KM        CURVE MODELED BY THE FLOOD CONTROL DISTRICT IS INCORPORATED HERE.
 238          DT  2DI188
 239          DI       0    1000    3000    4497    5000    6000    8000   10000
 240          DQ       0       0     770    1277    1450    1710    2470    3240

 241          KK   RCP10
 242          KM        ROUTE FLOW AT CP10 TO CP12.
 243          RS       1              -1       0
 244          RC     .03     .03     .05    3500   .0057
 245          RX     995    1000    1020    1055    1085    1165    1250    1330
 246          RY    1221    1220    1220    1211    1211    1218    1220    1222
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

 247          KK      12
 248          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 12.
 249          BA    1.38
 250          LG     .16     .35    4.80     .31    3.00
 251          UI    111.    129.    394.    536.    636.    759.    932.   1314.   1276.   1007.
 252          UI    850.    696.    573.    444.    263.    191.    169.    111.     91.     34.
 253          UI     34.     34.     34.     34.     34.      0.      0.      0.      0.      0.
 254          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

 255          KK    CP12
 256          KM        ADD HYDROGRAPHS AT CP12.
 257          HC       2   12.25

 258          KK   RCP12
 259          KM        ROUTE COMBINED HYDROGRAPHS AT CP12 TO CPWT3
 260          RS       2              -1       0
 261          RC     .03     .03     .04    4800   .0031
 262          RX     995    1000    1020    1080    1200    1530    1665    1760
 263          RY    1211    1211    1210    1196    1196    1200    1204    1204
              *

 264          KK      11
 265          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 11.
 266          BA    1.56
              *    LG    0.35    0.15    7.25   0.107  13.299
 267          LG     .18     .37    5.20     .27    7.00
 268          UI    143.    245.    572.    756.    914.   1143.   1651.   1622.   1253.   1025.
 269          UI    821.    642.    392.    248.    210.    143.     85.     44.     44.     44.
 270          UI     44.      0.      0.      0.      0.      0.      0.      0.      0.      0.
 271          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

 272          KK   RCP11
 273          KM        ROUTE HYROGRAPH FROM CP11 TO CP13.
 274          RS       3              -1       0
 275          RC     .06    .035     .06   10200   .0098
 276          RX    1000    1070    1300    1480    1510    1525    1555    1600
 277          RY    1233    1232    1230    1222    1222    1230    1232    1233
              *

 278          KK      13
 279          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 13.
 280          BA    1.30
 281          LG     .15     .35    4.55     .35     .00
 282          UI    120.    210.    484.    639.    774.    972.   1415.   1334.   1039.    847.
 283          UI    674.    527.    304.    206.    167.    120.     60.     37.     37.     37.
 284          UI     37.      0.      0.      0.      0.      0.      0.      0.      0.      0.
 285          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

 286          KK    CP13
 287          KM        ADD HYDROGRAPHS AT CP13.
 288          HC       2    2.86
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

 289          KK   RCP13
 290          KM        ROUTE COMBINED HYDROGRAPHS AT CP13 TO CP17
 291          RS       2              -1       0
 292          RC     .03      .03      .04    2400    .0042
 293          RX    1000     1025     1040    1065     1085     1110     1175     1200
 294          RY    1206     1198     1196    1194     1194     1198     1198     1201
              *

 295          KK      14
 296          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 14.
 297          BA    1.47
              *     LG    0.35    0.15   7.974   0.082  18.195
 298          LG     .20      .35     4.30     .45     9.00
 299          UI    166.     421.     789.   1018.    1340.    1997.    1636.    1264.     961.     700.
 300          UI    363.     275.     166.     93.      51.      51.      51.      0.       0.       0.
 301          UI      0.       0.       0.      0.       0.       0.       0.      0.       0.       0.

 302          KK   RCP14
 303          KM        ROUTE FLOW FROM CP14 TO CP15.
 304          RS       4              -1       0
 305          RC     .06     .035      .06    8800   .02556
 306          RX    1000     1030     1075    1200     1220     1280     1415     1480
 307          RY    1296     1295     1294    1288     1288     1294     1296     1300
              *

 308          KK      15
 309          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 15.
 310          BA    1.26
              *     LG    0.35   0.194   6.561   0.142   15.67
 311          LG     .18      .35     4.40     .41     7.00
 312          UI    130.     282.     577.    747.     939.    1325.    1550.    1154.     918.     712.
 313          UI    517.     276.     216.    137.      92.      40.      40.      40.      40.       0.
 314          UI      0.       0.       0.      0.       0.       0.       0.      0.       0.       0.
 315          UI      0.       0.       0.      0.       0.       0.       0.      0.       0.       0.

 316          KK  I1CP15
 317          KM        ADD HYDROGRAPHS AT I1CP15
 318          HC       2    2.73
              *

 319          KK      16
 320          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 16.
 321          BA    1.13
 322          LG     .17      .35     4.65     .34    11.00
 323          UI    115.     239.     502.    650.     811.    1121.    1392.    1050.     840.     656.
 324          UI    500.     270.     194.    138.     102.      35.      35.      35.      35.       0.
 325          UI      0.       0.       0.      0.       0.       0.       0.      0.       0.       0.
 326          UI      0.       0.       0.      0.       0.       0.       0.      0.       0.       0.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

 327          KK    SR16
 328          KM        STORAGE ROUTE THROUGH THE CATERPILLAR DETENTION BASIN IN SUBWATERSHED 16
 329          RS       1    STOR       0       0
 330          SV       0       1      31     114     270     502     807    1319    1388    1460
 331          SQ       0       0       0       0       0       0       0       0       0     135
 332          SE    1198    1200    1210    1220    1230    1240    1250    1260    1261    1262
              *

 333          KK    CP15
 334          KM        ADD HYDROGRAPHS AT CP15.
 335          HC       2    3.90

 336          KK   RCP15
 337          KM        ROUTE COMBINED HYDROGRAPHS AT CP15 TO CP17.
 338          RS       3              -1       0
 339          RC     .06    .035     .06    6800   .0079
 340          RX    1000    1310    1380    1540    1640    1670    1700    1910
 341          RY    1234    1232    1228    1226    1226    1228    1232    1235
              *

 342          KK      17
 343          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 17
 344          BA    1.07
 345          LG     .19     .35    4.10     .46     .00
 346          UI    115.    273.    532.    685.    876.   1316.   1252.    953.    740.    568.
 347          UI    348.    199.    154.    112.     35.     35.     35.     35.      0.      0.
 348          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

 349          KK  I1CP17
 350          KM        ADD HYDROGRAPHS AT I1CP17.
 351          HC       2    4.97

 352          KK    CP17
 353          KM        ADD HYDROGRAPHS AT CP17.
 354          HC       2    7.83

 355          KK   RCP17
 356          KM        ROUTE FLOW FROM CP17 TO CPWT3
 357          RS       2              -1       0
 358          RC     .06     .04     .04    1600   .0022
 359          RX    1000    1220    1280    1470    1530    1660    1680    1685
 360          RY    1196    1194    1190    1182    1182    1210    1211    1212
              *

 361          KK     WT3
 362          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN WT3
 363          BA     .44
 364          LG     .35     .35    4.65     .30     .00
 365          UI     36.     43.    128.    174.    206.    247.    305.    432.    401.    318.
 366          UI    268.    220.    180.    135.     79.     61.     51.     36.     25.     11.
 367          UI     11.     11.     11.     11.      0.      0.      0.      0.      0.      0.
 368          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

 369          KK  I1CWT3
 370          KM        ADD HYDROGRAPHS AT I1CPWT3
 371          HC       2    8.27

 372          KK   CPWT3
              * KO     3
 373          KM        ADD HYDROGRAPHS AT CPWT3
 374          HC       2   20.52

 375          KK   SRWT3
 376          KM        STORAGE ROUTE THROUGH WHITE TANKS STRUCTURE #3.
 377          RS       1    STOR       0       0
 378          SV       0       1      14      42      91     203     466     958    1704    2716
 379          SV    3012    3325    3657    4006
 380          SQ       0       0       0       0       0       0       0       0       0       0
 381          SQ       0    3550    9000   17600
 382          SE    1174    1176    1180    1184    1188    1192    1196    1200    1204    1208
 383          SE    1209    1210    1211    1212
 384          SS    1209       0       0       0
 385          ST  1212.1    7667     2.2     1.5
 386          SW    1000    1995    3000    4000    4988    6008    7007
 387          SE  1212.1  1212.4 1212.63 1213.32 1214.72 1214.94  1214.8
              *
              * ************************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 2C WITH NEW SOILS*****
              * ************************************************************************
              *

 388          KK     116
 389          KM   BASIN 116
 390          KM    L=      1.4  Lca=       .8   S=   14.1  Kn= .030  LAG= 27.8
 391          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
 392          BA     .66
 393          LG     .28     .25    4.90     .33   28.00
 394          UI     80.    227.    406.    527.    750.    948.    693.    525.    387.    215.
 395          UI    135.     88.     49.     25.     25.     25.      0.      0.      0.      0.
 396          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

 397          KK  116OUT
 398          KM    Divert Retention in Subbasin 116
 399          DT  116RET    49.4
 400          DI       0   10000
 401          DQ       0   10000

 402          KK    R116
 403          KM        ROUTE FLOW FROM CP116 TO CP117
 404          RS       4              -1       0
 405          RC     .05    .022    .022    4300   .0037
 406          RX    1000    1001    1002    1155    1185    1200    1240    1295
 407          RY    1220    1220    1220    1218    1218  1218.5    1218    1221
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

 408          KK     117
              *
 409          KM   BASIN 117
 410          KM    L=      2.0  Lca=      1.0   S=   20.6  Kn= .043  LAG=  45.2
 411          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
 412          BA     .92
 413          LG     .31      .25     5.60      .23    26.00
 414          UI     68.      68.     223.     307.     373.     433.     516.     675.     861.     722.
 415          UI    596.     509.     423.     353.     283.     174.     120.     112.      74.      68.
 416          UI     31.      21.      21.      21.      21.      21.      0.       0.       0.       0.
 417          UI      0.       0.       0.       0.       0.       0.      0.       0.       0.       0.

 418          KK  117OUT
 419          KM    Divert Retention in Subbasin 117
 420          DT  117RET    68.9
 421          DI       0   10000
 422          DQ       0   10000

 423          KK   CP117
 424          KM        Add Hydrographs at CP117
 425          HC       2    1.65

 426          KK    R117
 427          KM        ROUTE FLOW FROM CP117 TO CP125
 428          RS       5              -1       0
 429          RC    .022     .022     .025    5450    .0033
 430          RX    1000     1001     1002    1025     1060    1355    1765    1910
 431          RY    1197     1197     1197    1196     1196    1198    1200    1201
              *

 432          KK     123
 433          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 123
 434          BA     .44
 435          LG     .50      .00     5.76      .32      .00
 436          UI     20.      20.      20.      51.      74.      90.     103.     114.     124.     138.
 437          UI    155.     175.     222.     259.     243.     208.     184.     167.     152.     134.
 438          UI    121.     107.      97.      81.      60.      41.      36.      34.      33.      23.
 439          UI     20.      20.      13.       6.       6.       6.       6.       6.       6.       6.
 440          UI      6.       6.       6.       0.       0.       0.       0.       0.       0.       0.
 441          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

 442          KK    D123
 443          KM        DIVERT TO CP134 FROM CP123
 444          KM        Revised DQ record, old record "* DQ" is for divert to 124
 445          DT   DI134
 446          DI       0       94      177      293      448      683     1014     1440     1964     2593
              * DQ     0       94      177      293      448      448      448      448      448        4
 447          DQ       0        0        0        0        0      235      566      992     1516     2145
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

 448          KK    R123
 449          KM        ROUTE REMAINDER FROM CP123 TO CP124
 450          RS       4              -1       0
 451          RC    .075    .035    .035    2640   .0038
 452          RX    1000    1350    1690    2040    2130    2148    2149    2150
 453          RY    1216    1214    1212    1210    1210    1211    1211    1211
              *

 454          KK     124
 455          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 124
 456          BA     .57
 457          LG     .50     .00    5.76     .32     .00
 458          UI     20.     20.     20.     20.     50.     70.     80.     94.    102.    111.
 459          UI    118.    128.    138.    152.    163.    188.    228.    254.    257.    223.
 460          UI    201.    183.    170.    159.    146.    133.    122.    112.    102.     95.
 461          UI     82.     66.     57.     36.     36.     34.     33.     33.     21.     20.
 462          UI     20.     20.     12.      6.      6.      6.      6.      6.      6.      6.
 463          UI      6.      6.      6.      6.      6.      6.      0.      0.      0.      0.
 464          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

 465          KK   CP124
 466          KM        ADD HYDROGRAPHS AT CP124
 467          HC       2    1.65

 468          KK   1D124
 469          KM        DIVERT TO CP136 FROM CP124
 470          DT   DI136
 471          DI       0      42      84     232     605    1435    2923
 472          DQ       0      25      51     128     292     519     798

 473          KK   2D124
 474          KM        DIVERT TO CP135 FROM CP124
 475          KM        Revised DQ record, old record "* DQ" is for divert to 125
 476          DT   DI135
 477          DI       0      17      33     104     313     916    2125
              * DQ     0      17      33      82     189     341     534
 478          DQ       0       0       0      22     124     575    1591

 479          KK    R124
 480          KM        ROUTE FLOW FROM CP124 TO CP125
 481          RS       7              -1       0
 482          RC    .025    .022    .022    5280   .0034
 483          RX    1000    1220    1400    1660    1680    1708    1709    1710
 484          RY    1200    1198    1196    1194    1194    1195    1195    1195
              *

 485          KK     125
 486          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 125
 487          BA    1.00
 488          LG     .35    0.33    5.00     .27     .00
 489          UI     86.     123     322     430     515     626     837    1062     852     701
 490          UI     572     465     369     217     148     129     86.      62      26     26.
 491          UI     26.     26.     26.      0.      0.      0.      0.      0.      0.      0.
 492          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

 493          KK   1I125
 494          KM        ADD HYDROGRAPHS AT 1I125
 495          HC       2    2.01

 496          KK   CP125
 497          KM        ADD HYDROGRAPHS AT CP125
 498          HC       2    3.66

 499          KK   1D125
 500          KM        DIVERT TO CP137 FROM CP125
 501          DT   DI137
 502          DI       0      29     228     748    1285    2526    4403    6923   10115
 503          DQ       0      10      76     249     428     842    1468    2308    3372

 504          KK   2D125
 505          KM        DIVERT TO CP138 FROM CP125
 506          DT   DI138
 507          DI       0      19     152     499     857    1684    2935    4615    6743
 508          DQ       0      10      76     249     428     842    1468    2308    3372

 509          KK    R125
 510          KM        ROUTE REMAINDER FLOW FROM CP125 TO CP126
 511          RS       4              -1       0
 512          RC     .05     .03     .03    5280   .0038
 513          RX    1000    1350    1570    1590    1630    1645    1650    1670
 514          RY    1184    1182    1180    1176    1176    1180    1182    1183
              *

 515          KK     118
 516          KM   BASIN 118
 517          KM    L=      1.0  Lca=       .4   S=   20.6  Kn= .027  LAG=  16.0
 518          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
 519          BA     .16
 520          LG     .10     .25    4.90     .41   80.00
 521          UI     55.    174.    304.    339.    202.     93.     43.     14.     10.      0.
 522          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
 523          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

 524          KK  118OUT
 525          KM    Divert Retention in Subbasin 118
 526          DT  118RET    14.7
 527          DI       0   10000
 528          DQ       0   10000

 529          KK    R118
 530          KM        ROUTE FLOW FROM CP118 TO CP126
 531          RS      21              -1       0
 532          RC    .035    .035    .075    7500   .0045
 533          RX    1000    1001    1030    1140    1260    1660    2349    2350
 534          RY  1192.5  1192.5    1192    1190    1190    1191    1192    1192
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

 535          KK     126
 536          KM   BASIN 126
 537          KM    L=       1.8  Lca=       1.0   S=   19.3  Kn= .038  LAG=  38.5
 538          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
 539          BA     .95
 540          LG     .30      .25     5.10      .27    25.00
 541          UI     83.     127.     319.     424.     507.     623.     846.    1029.     793.     655.
 542          UI    529.     428.     317.     181.     140.     107.      83.      38.      25.      25.
 543          UI     25.      25.       0.       0.       0.       0.       0.       0.       0.       0.
 544          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

 545          KK  126OUT
 546          KM    Divert Retention in Subbasin 126
 547          DT  126RET    63.9
 548          DI       0   10000
 549          DQ       0   10000

 550          KK   1I126
 551          KM        ADD HYDROGRAPHS AT CP126 (R118+126)
 552          HC       2    1.11

 553          KK   CP126
 554          KM        ADD HYDROGRAPHS AT CP126 (R118+R125+126)
 555          HC       2    4.75
              * MODIFY BASED ON RECENTLY CONSTRUCTED CHANNEL IN EL MIRAGE

 556          KK    D126
 557          KM        DIVERT TO CP139 FROM CP126
 558          KM        based on a 80/20 split from WLB model
 559          DT   DI139
 560          DI       0     100     200     400     800    1200    1600    2000    2400    2800
 561          DQ       0     100     200     400     800    1200    1600    2000    2400    2800

 562          KK    R126
 563          KM        ROUTE FLOW FROM CP126 TO CP138
 564          RS       8              -1       0
 565          RC    .035     .035    .075    5280   .0030
 566          RX    1000     1001    1002    1010    1180    1560    2020    2200
 567          RY    1161     1161    1161    1160    1160    1162    1164    1165
              *
              * ************************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 2A WITH NEW SOILS*****
              * ************************************************************************
              *

 568          KK    100A
 569          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 100A
 570          BA     .18
 571          LG     .50      .00     4.32    0.62      .00
 572          UI     15.      18.      53.      72.      85.     102.     127.     179.     163.     130.
 573          UI    109.      90.      73.      54.      31.      25.      20.      15.       9.       5.
 574          UI      5.       5.       5.       5.       0.       0.       0.       0.       0.       0.
 575          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

 576          KK   R100A
 577          KM        ROUTE FLOW FROM CP100A TO CP102A
 578          RS      10                -1        0
 579          RC    0.04    0.035    0.04     4500  0.0036
 580          RX    1000     1270    1500     1530    1570    1600    1606    1612
 581          RY    1318     1316    1315   1314.5  1314.5    1315    1316    1318
              *

 582          KK    102A
 583          KM        RUNOFF HYDROGRAPH FROM SUB-SUBIN 102A.
 584          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
 585          KM    L=       1.0  Lca=        .4   S=   20.0  Kn= .071  LAG=  40.9
 586          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
 587          BA     .51
 588          LG     .40      .25     5.00      .31      .00
 589          UI     42.      53.     152.     205.     244.     294.     368.     517.     453.     364.
 590          UI    305.     249.     204.     144.      83.      70.      53.      42.      21.      13.
 591          UI     13.      13.      13.      13.       0.       0.       0.       0.       0.       0.
 592          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

 593          KK  1I102A
 594          KM        ADD HYDROGRAPHS AT 1I102A
 595          HC       2    0.69
              *

 596          KK     101
 597          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 101.
 598          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
 599          KM    L=        .7  Lca=        .4   S=   21.6  Kn= .050  LAG=  24.5
 600          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
 601          BA     .16
 602          LG     .35      .37     5.20      .23      .00
 603          UI     22.      76.     122.     166.     259.     205.     150.     106.      54.      34.
 604          UI     21.       7.       7.       7.       0.       0.       0.       0.       0.       0.
 605          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

 606          KK    R101
 607          KM        ROUTE FLOW FROM CP101 TO CP102A
 608          RS       1                -1        0
 609          RC    0.04    0.035    0.04      600  0.0067
 610          RX    1000     1240    1290     1310    1340    1350    1410    1500
 611          RY    1326     1324    1322     1320    1320    1322    1322    1322

 612          KK  CP102A
 613          KM        ADD HYDROGRAPHS AT CP102A
 614          HC       2    0.75

 615          KK  102AOT
 616          KM        DIVERT OUT TEMPORARY RETENTION
 617          KM        RUNOFF FROM 101,102A AND 100A APPEAR TO CONCENTRATE
 618          KM        IN TEMPORARY RETENTION BASIN.
 619          DT  102ART    30.4
 620          DI       0   10000
 621          DQ       0   10000
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

 622          KK   R102A
 623          KM        ROUTE FLOW FROM CP102A TO CP106
 624          RS       7              -1       0
 625          RC    0.04   0.035    0.04    5280  0.0042
 626          RX    1000    1400    1730    1750    1790    1810    1816    1822
 627          RY    1308    1306    1304    1303    1303    1304    1306    1308
              *

 628          KK     106
 629          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 106.
 630          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
 631          KM    L=       1.3  Lca=        .8   S=   18.9  Kn= .050  LAG=  41.8
 632          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
 633          BA     .77
 634          LG     .35     .38    5.60     .20     .00
 635          UI     62.     73.    220.    300.    357.    426.    524.    739.    709.    561.
 636          UI    473.    388.    318.    245.    145.    107.     93.     62.     49.     19.
 637          UI     19.     19.     19.     19.      0.      0.      0.      0.      0.      0.
 638          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

 639          KK  106OUT
 640          KM        DIVERT OUT TEMPORARY RETENTION
 641          DT  106RET    32.8
 642          DI       0   10000
 643          DQ       0   10000
              *

 644          KK   CP106
 645          KM        ADD HYDROGRAPHS AT CP106
 646          HC       2    1.70

 647          KK    R106
 648          KM   ******************************************************************************
 649          KM             RUNOFF ROUTED FROM CP106 TO CP114 AS DIRECTED BY FCDMC PER APPROVED
 650          KM     STANELY ENG. LOMR FOR FOR SUN CITY GRAND.
 651          KM
 652          KM             ** RX AND RY CARDS IN SCI R106 USED TEN FIELDS INSTEAD OF EIGHT (HEC-1
 653          KM     MAX),THEREFORE THE RIGHT OVERBANK AREA WAS ASSUMED
 654          KM   ******************************************************************************
 655          KM
 656          RS       8              -1       0
 657          RC    0.05   0.050    0.05    6800  0.0031
 658          RX    1000    1032    1040    1085    1093    1108    1240    1390
 659          RY    1293    1291    1289    1288    1290    1292    1291    1295
              *

 660          KK     105
 661          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 105
 662          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
 663          KM    L=        .8  Lca=        .3   S=   30.8  Kn= .050  LAG=  21.8
 664          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
 665          BA     .21
 666          LG     .35     .38    5.60     .20     .00
 667          UI     33.    132.    198.    303.    363.    246.    169.     85.     49.     27.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

 668          UI     10.     10.     10.      0.      0.      0.      0.      0.      0.      0.
 669          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

 670          KK    R105
 671          KM        ROUTE FLOW FROM CP105 TO CP112
 672          RS       3              -1       0
 673          RC    .022    .022     .03    5220   .0044
 674          RX    1000    1001    1010    1020    1040    1050    1099    1100
 675          RY    1303    1303    1303    1302    1302    1304    1305    1305
              *

 676          KK     112
 677          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 112
 678          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
 679          KM    L=      1.6  Lca=       .8   S=   22.0  Kn= .030  LAG=  26.4
 680          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
 681          BA     .63
 682          LG     .32     .25    5.10     .30   21.00
 683          UI     80.    249.    422.    557.    846.    879.    635.    468.    319.    156.
 684          UI    111.     70.     25.     25.     25.      0.      0.      0.      0.      0.
 685          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

 686          KK  112OUT
 687          KM        DIVERSION-RETENTION AT 112
 688          DT  112RET   43.68
 689          DI       0   10000
 690          DQ       0   10000

 691          KK   CP112
 692          KM        ADD HYDROGRAPHS AT CP112.
 693          HC       2    0.82
              *
              *       INSERT HYDROGRAPH STEP INTO ORIGINAL WTADMS.24 TO REFLECT RETENTION
              *       STORAGE - SUM OF ALL HAPPY TRAILS DEAD STORAGE RETENTION IN
              *       SUB-BASIN 112
              *

 694          KK   1D112
 695          KM        DIVERT TO CP120  FROM CP112
 696          DT   DI120
 697          DI       0      48     165     355     625     981    1434    1990
 698          DQ       0      16      55     118     208     327     478     663

 699          KK   2D112
 700          KM        DIVERT TO CP121A FROM CP112
 701          DT  1D121A
 702          DI       0      32     110     237     417     654     956    1327
 703          DQ       0      16      55     118     208     327     478     663

 704          KK    R112
 705          KM        ROUTE REMAINDER FROM CP112 TO CP113A
 706          RS       6              -1       0
 707          RC    .075    .035    .035    2640   .0023
 708          RX    1000    1490    1830    2600    2770    2788    2789    2790
 709          RY    1290    1288    1286    1284    1284    1285    1285    1285
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

 710          KK    113A
 711          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 113A
 712          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
 713          KM    L=      1.4  Lca=       .8   S=   26.9  Kn= .030  LAG=  24.1
 714          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
 715          BA     .50
 716          LG     .25     .25    5.80     .21   30.00
 717          UI     70.    248.    391.    540.    829.    632.    460.    319.    152.    100.
 718          UI     59.     21.     21.     21.      0.      0.      0.      0.      0.      0.
 719          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
              *
              *       INSERT HYDROGRAPH STEP INTO ORIGINAL WTADMS.24 TO REFLECT RETENTION
              *       STORAGE - SUM OF ALL BELL WEST RANCH DEAD STORAGE RETENTION IN
              *       SUB-BASIN 113A
              *

 720          KK  113AOT
 721          KM       DIVERSION-RETENTION AT 113A
 722          DT  113ART   18.71
 723          DI       0   10000
 724          DQ       0   10000

 725          KK  CP113A
 726          KM       ADD HYDROGRAPHS AT CP113A (R106+R112+113A)
 727          HC       2    1.34

 728          KK   D113A
 729          KM       DIVERT TO CP121A FROM CP113A
 730          DT  2D121A
 731          DI       0     185     545     642     893    1913
 732          DQ       0       0       0      12      74     467

 733          KK   R113A
 734          KM       ROUTE REMAINDER FROM CP113A TO CP114
              * RY stations were increased by 2' at the ends to contain flow
 735          RS       4              -1       0
 736          RC    .035    .035    .035    2500   .0032
 737          RX    1000    1020    1199    1200    1300    1301    1320    1340
 738          RY    1282    1279    1280    1279    1279    1280    1279    1282
              *

 739          KK     114
 740          KM   BASIN 114 (revised)
 741          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
 742          KM    L=      3.5  Lca=      1.9   S=   19.3  Kn= .033  LAG=  55.4
 743          BA    2.47
 744          LG     .29     .25    5.70     .23   26.00
 745          UI    150.    150.    305.    550.    710.    817.    921.   1063.   1228.   1601.
 746          UI   1921.   1626.   1371.   1209.   1047.    907.    774.    660.    482.    304.
 747          UI    259.    247.    172.    150.    127.     46.     46.     46.     46.     46.
 748          UI     46.     46.     46.      0.      0.      0.      0.      0.      0.      0.
 749          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
              *
              *       INSERT HYDROGRAPH STEP INTO ORIGINAL WTADMS.24 TO REFLECT RETENTION
              *       STORAGE IN SUN CITY GRAND SUB-BASIN 114
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

 750          KK  114OUT
 751          KM        DIVERSION-RETENTION AT 114
 752          DT  114RET  192.94
 753          DI       0   10000
 754          DQ       0   10000

 755          KK   CP114
 756          KM        ADD HYDROGRAPHS AT CP114.
 757          HC       3    5.26
              * DIVERT AT 114 USING DIVERT FROM ORIGINAL WLB STUDY, WHICH COMPARES TO STUDY
              * FOR MOUNTAIN VISTA RANCH PREPARED BY AMERICAN ENGINEERING

 758          KK    D114
 759          KM        DIVERT FLOW FROM CP114 TO CP122B
 760          DT  DI122B
 761          DI       0     105     354     622    1153    1882
 762          DQ       0       0     195     395     845    1480

 763          KK    R114
 764          KM        ROUTE REMAINER FROM CP114 TO CP115
 765          RS       6              -1       0
 766          RC    .075     .04     .04    2100   .0038
 767          RX    1000    1020    1100    1850    2030    2048    2049    2050
 768          RY    1266    1264    1262    1260    1260    1261    1261    1261
              *

 769          KK     115
 770          KM   BASIN 115  (revised)
 771          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
 772          KM    L=      3.2  Lca=      1.5   S=   13.9  Kn= .033  LAG=  51.8
 773          BA    2.40
 774          LG     .28     .25    5.40     .26   27.00
 775          UI    156.    156.    375.    620.    769.    884.   1016.   1182.   1464.   1956.
 776          UI   1788.   1466.   1273.   1098.    940.    795.    661.    468.    275.    262.
 777          UI    234.    156.    156.     66.     48.     48.     48.     48.     48.     48.
 778          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
 779          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
              *       INSERT HYDROGRAPH STEP INTO ORIGINAL WTADMS.24 TO REFLECT RETENTION
              *       STORAGE IN SUN CITY GRAND SUB-BASIN 115

 780          KK  115OUT
 781          KM        DIVERSION-RETENTION AT 115
 782          DT  115RET  195.39
 783          DI       0   10000
 784          DQ       0   10000

 785          KK   CP115
 786          KM        ADD HYDROGRAPHS AT CP115
 787          HC       2    7.59
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

 788          KK    R115
 789          KM        CHANNEL ROUTE FROM CP115 TO CP122A
 790          RS       5              -1       0
 791          RC    .021    .021    .021    5180   .0028
 792          RX    1000    1055    1110    1122    1128    1140    1145  1145.1
 793          RY    1249  1248.5    1249    1246    1246    1249    1249    1252
              *

 794          KK    122A
 795          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 122A
 796          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
 797          KM    L=      1.6  Lca=       .8   S=   23.5  Kn= .030  LAG=  25.9
 798          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
 799          BA   0.382
 800          LG     .24    0.21    5.30    0.19   35.00
 801          UI     50.    159.    264.    351.    546.    519.    378.    277.    180.     86.
 802          UI     62.     35.     15.     15.     15.      0.      0.      0.      0.      0.
 803          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
              *       INSERT HYDROGRAPH STEP INTO ORIGINAL WTADMS.24 TO REFLECT RETENTION
              *       STORAGE IN MOUNTAIN VISTA RANCH SUBDIVISION.
              *       SUB-BASIN 122

 804          KK  122AOT
 805          KM        DIVERSION-RETENTION IN MOUNTAIN VISTA RANCH
 806          KM        57% OF TOTAL RETENTION FOR MT. VISTA RANCH IN THIS SUBBASIN
 807          DT  122ART   30.54
 808          DI       0   10000
 809          DQ       0   10000

 810          KK  1I122A
 811          KM        ADD HYDROGRAPHS AT INTERMEDIATE POINT TO CP122A
 812          HC       2    8.33
              * move to CP114 at divert 1D122

 813          KK    D114
 814          KM        RETRIEVE DIVERT DI122B AT CP114
 815          DR  DI122B

 816          KK    R114
 817          KM        ROUTE DIVERTED FLOW FROM CP114 TO CP122B
              * end stations raised by 1.5' to contain flow
 818          RS       5              -1       0
 819          RC     .03     .03     .03    6200   .0033
 820          RX     980    1000    1004    1008    1040    1044    1048    1060
 821          RY  1261.0    1258    1257    1256    1256    1257    1258  1261.0
              *

 822          KK    122B
 823          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 122B
 824          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
 825          KM    L=      1.6  Lca=       .8   S=   23.2  Kn= .029  LAG=  25.2
 826          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
 827          BA    0.51
 828          LG     .24    0.25    6.40    0.29   35.00
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

 829          UI     68.    227.    369.    496.    781.    672.    492.    356.    202.    115.
 830          UI     73.     34.     21.     21.     21.      0.      0.      0.      0.      0.
 831          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

 832          KK  122BOT
 833          KM        DIVERSION-RETENTION IN MOUNTAIN VISTA RANCH
 834          KM        43% OF TOTAL RETENTION FOR MT. VISTA RANCH IN THIS SUBBASIN
 835          DT  122BRT   23.04
 836          DI       0   10000
 837          DQ       0   10000

 838          KK  CP122B
 839          KM        ADD HYDROGRAPHS AT CP122B
 840          HC       2    5.66

 841          KK   R122B
 842          KM        ROUTE FLOW FROM CP122B TO CP122A
 843          RS       1              -1       0
 844          RC    .035    .018    .035    1580   .0038
 845          RX    1000    1010    1020  1020.1  1079.9    1080    1090    1100
 846          RY    1232    1230  1229.5    1229    1229  1229.5    1230    1232

 847          KK  CP122A
 848          KM        ADD HYDROGRAPHS AT CP122A       (CP122A+122BOT+R115)
 849          HC       2    8.49

 850          KK  1R122A
 851          KM        CHANNEL ROUTE BETWEEN CP122A AND CP133  (new)
 852          KM        This channel continues along Reemes from Green field for 1/2 mile
 853          RS       2              -1       0
 854          RC    .018    .035    .035    2640   .0042
 855          RX    1000    1030    1060    1076    1101    1117    1118    1119
 856          RY    1222    1222    1222    1218    1218    1222    1223    1224

 857          KK  2R122A
 858          KM        CHANNEL ROUTE BETWEEN CP122A AND CP133  (WLB - original modified for
 859          KM                                                 length)
 860          RS       7              -1       0
 861          RC     .05     .05    .075    2640   .0038
 862          RX    1000    1001    1002    1015    1235    1600    2030    2220
 863          RY    1219    1219    1219    1218    1218    1220    1222    1224
              *
              * ************************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 2B WITH NEW SOILS*****
              * ************************************************************************
              *

 864          KK     111
 865          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 111.
 866          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
 867          KM    L=        .7  Lca=        .4   S=   17.6  Kn= .030  LAG=  16.2
 868          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
 869          BA     .26
 870          LG     .25     .25    5.40     .26   25.00
 871          UI     87.    280.    482.    563.    338.    161.     73.     26.     17.      0.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

 872          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
 873          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
              *       INSERT HYDROGRAPH STEP INTO ORIGINAL WTADMS.24 TO REFLECT RETENTION
              *       STORAGE - SUM OF ALL ARIZONA TRADITIONS RETENTION IN
              *       SUB-BASIN 111

 874          KK  111OUT
 875          KM        DIVERSION-RETENTION
 876          DT  111RET   12.46
 877          DI       0   10000
 878          DQ       0   10000

 879          KK    R111
 880          KM        ROUTE FROM CP111 TO CP111A
 881          RS       3              -1       0
 882          RC    .075    .035    .035    1800   .0039
 883          RX    1000    1570    2040    2370    2440    2468    2469    2470
 884          RY    1312    1310    1308    1306    1306    1307    1307    1307
              *

 885          KK     104
 886          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 104
 887          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
 888          KM    L=        .6  Lca=        .3   S=   16.2  Kn= .050  LAG=  22.1
 889          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
 890          BA     .15
 891          LG     .35     .39    5.70     .19     .00
 892          UI     23.     91.    137.    207.    259.    177.    123.     65.     36.     21.
 893          UI      7.      7.      7.      0.      0.      0.      0.      0.      0.      0.
 894          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

 895          KK    R104
 896          KM        ROUTE FLOW FROM CP104 TO CP111A
 897          RS      53              -1       0
 898          RC    .075    .075    .075    6552   .0056
 899          RX    1000    1001    1230    1270    1750    2000    2380    2650
 900          RY    1321    1321    1320    1318    1318    1319    1318    1320
              *

 901          KK    111A
 902          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 111A.
 903          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
 904          KM    L=        .7  Lca=        .4   S=   17.6  Kn= .030  LAG=  16.2
 905          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
 906          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
 907          KM    L=       1.5  Lca=        .9   S=   34.0  Kn= .030  LAG=  24.8
 908          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
 909          BA     .61
 910          LG     .23     .26    5.30     .27   18.00
 911          UI     83.    283.    455.    616.    968.    792.    580.    414.    220.    136.
 912          UI     83.     31.     25.     25.      0.      0.      0.      0.      0.      0.
 913          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

914           KK  111AOT
915           KM        DIVERSION-RETENTION AT 111A
916           DT  111ART   55.65
917           DI       0   10000
918           DQ       0   10000

919           KK  CP111A
920           KM        ADD HYDROGRAPHS AT CP111A
921           HC       3    0.97
              *     ADDED R111A, BASED ON WLB OVERLAND CHANNEL ROUTES

922           KK   R111A
923           KM          ROUTE FLOW FROM CP111A TO CP120
924           RS      25              -1       0
925           RC     .05     .05     .05    5700   .0028
926           RX    1000    1001    1002    1045    1150    1570    1960    2350
927           RY    1249    1249    1249    1248    1248    1250    1252    1254
              *

928           KK     119
929           KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 119
930           BA     .86
931           LG     .50     .00    5.40     .38     .00
932           UI     36.     36.     36.     58.    120.    142.    168.    185.    202.    218.
933           UI    241.    267.    292.    350.    424.    469.    404.    355.    319.    293.
934           UI    270.    241.    219.    197.    178.    161.    131.    103.     68.     63.
935           UI     60.     59.     47.     36.     36.     36.     16.     11.     11.     11.
936           UI     11.     11.     11.     11.     11.     11.     11.     11.      0.      0.
937           UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

938           KK    D119
939           KM        DIVERT TO CP128 FROM CP119
940           DT   DI128
941           DI       0      42     139     286     485     739    1052    1425
942           DQ       0      25      81     167     283     429     607     819

943           KK    R119
944           KM        ROUTE REMAINDER FROM CP119 TO CP119A
945           RS       6              -1       0
946           RC    .075    .035    .035    2640   .0015
947           RX    1000    1001    1450    1800    1820    1838    1839    1840
948           RY    1292    1292    1290    1288    1288    1289    1289    1289
              *

949           KK    119A
950           KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 119A
951           BA     .47
952           LG     .50     .00    5.40     .38     .00
953           UI     19.     19.     19.     29.     64.     75.     90.     98.    107.    116.
954           UI    128.    142.    154.    181.    219.    254.    226.    197.    177.    162.
955           UI    150.    134.    121.    111.     98.     91.     77.     59.     46.     34.
956           UI     33.     32.     31.     19.     19.     19.     16.      6.      6.      6.
957           UI      6.      6.      6.      6.      6.      6.      6.      6.      6.      0.
958           UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

 959          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

 960          KK  CP119A
 961          KM        ADD HYDROGRAPHS AT CP119A
 962          HC       2    1.26

 963          KK   D119A
 964          KM        DIVERT TO CP130 FROM CP119A
 965          DT   DI130
 966          DI       0      13      46     100     177     281     413     577     774    1007
 967          DI    1279    1600    1978
 968          DQ       0       0       0       0       0       0       0       0       0       0
 969          DQ       0       9      31

 970          KK   R119A
 971          KM        ROUTE REMAINDER FROM CP119A TO CP120
 972          RS       2              -1       0
 973          RC    .035    .035    .035    2300   .0096
 974          RX    1000    1001    1002    1180    1200    1213    1214    1215
 975          RY    1278    1278    1278    1276    1276    1277    1277    1277
              *

 976          KK     120
 977          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 120
 978          BA     .54
 979          LG     .50     .00    7.30     .17     .00
 980          UI     21.     21.     21.     23.     69.     79.     94.    105.    115.    123.
 981          UI    134.    148.    161.    179.    212.    257.    277.    239.    211.    191.
 982          UI    176.    164.    147.    133.    124.    109.    101.     88.     70.     57.
 983          UI     37.     37.     35.     35.     28.     21.     21.     21.     13.      6.
 984          UI      6.      6.      6.      6.      6.      6.      6.      6.      6.      6.
 985          UI      6.      0.      0.      0.      0.      0.      0.      0.      0.      0.
 986          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

 987          KK   1I120
 988          KM        ADD HYDROGRAPHS AT 1I120
 989          HC       3    2.88

 990          KK   1D112
 991          KM        RETURN DIVERT AT CP112
 992          DR   DI120

 993          KK    R112
 994          KM        ROUTE FLOW FROM CP112 TO CP120
 995          RS       8              -1       0
 996          RC    .035    .035    .075    5270   .0044
 997          RX    1000    1001    1002    1020    1040    1340    1820    2030
 998          RY    1281    1281    1281    1280    1280    1282    1284    1286

 999          KK   CP120
1000          KM        ADD HYDROGRAPHS AT CP120.
1001          HC       2    3.58
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

1002          KK    R120
1003          KM        ROUTE FLOWS FROM CP120 TO CP130
1004          RS       5              -1       0
1005          RC     .03     .03     .06    5280   .0032
1006          RX    1000    1001    1002    1020    1040    1090    1520    1830
1007          RY    1261    1261    1261    1260    1260    1262    1264    1266

1008          KK    D119
1009          KM        RETURN DIVERT AT CP119
1010          DR   DI128

1011          KK    R119
1012          KM        ROUTE FLOW CP119 TO CP128
1013          RS       4              -1       0
1014          RC    .035    .035     .06    2640   .0015
1015          RX    1000    1001    1002    1010    1045    1085    1460    1710
1016          RY    1287    1287    1287    1286    1286    1288    1290    1292
              *

1017          KK     128
1018          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 128
1019          BA     .41
1020          LG     .50     .00    4.90     .47     .00
1021          UI     22.     22.     25.     73.     90.    106.    120.    133.    151.    170.
1022          UI    206.    264.    270.    223.    195.    175.    155.    136.    119.    105.
1023          UI     89.     64.     41.     38.     36.     29.     22.     22.     14.      7.
1024          UI      7.      7.      7.      7.      7.      7.      7.      7.      0.      0.
1025          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

1026          KK   CP128
1027          KM        ADD HYDROGRAPHS AT CP128
1028          HC       2    1.27

1029          KK    R128
1030          KM        ROUTE FLOW FROM CP128 TO CP130
1031          RS      38              -1       0
1032          RC    .075    .075    .075    6240   .0062
1033          RX    1000    1400    1770    2240    3260    3468    3469    3470
1034          RY    1272    1270    1268    1266    1266    1267    1267    1267

1035          KK   D119A
1036          KM        RETURN DIVERT AT CP119A
1037          DR   DI130

1038          KK   R119A
1039          KM        ROUTE FLOW FROM CP119A TO CP130
1040          RS       5              -1       0
1041          RC     .08     .08     .08    6318   .0062
1042          RX    1000    1400    1770    2240    3260    3468    3469    3470
1043          RY    1272    1270    1268    1266    1266    1267    1267    1267
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

1044          KK     130
1045          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 130
1046          BA    1.00
1047          LG     .50      .00     5.40      .38      .00
1048          UI     37.      37.      37.      37.     108.     133.     156.     177.     194.     210.
1049          UI    225.     244.     269.     289.     327.     397.     453.     482.     418.     371.
1050          UI    338.     312.     291.     264.     241.     221.     202.     184.     170.     142.
1051          UI    108.      85.      66.      65.      61.      61.      46.      37.      37.      37.
1052          UI     25.      11.      11.      11.      11.      11.      11.      11.      11.      11.
1053          UI     11.      11.      11.      11.       0.       0.       0.       0.       0.       0.
1054          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

1055          KK   1I130
1056          KM        ADD HYDROGRAPHS AT 1I130
1057          HC       3    3.77
              *

1058          KK     129
1059          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 129
1060          BA     .43
1061          LG     .42      .05     4.32      .59     4.00
1062          UI     28.      28.      72.     116.     143.     164.     189.     222.     287.     360.
1063          UI    312.     259.     226.     192.     164.     139.     109.      71.      50.      47.
1064          UI     36.      28.      23.       9.       9.       9.       9.       9.       9.       9.
1065          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.
1066          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

1067          KK    R129
1068          KM        ROUTE FLOW FROM CP129 TO CP130
1069          RS       9               -1       0
1070          RC    .075      .04      .04     5280     .006
1071          RX    1000     1250     1450     2070     2080     2098     2099     2100
1072          RY    1270     1268     1266     1264     1264     1265     1265     1265

1073          KK   CP130
1074          KM        ADD HYDROGRAPHS AT CP130.
1075          HC       3    5.37

1076          KK    D130
1077          KM        DIVERT TO CP144 FROM CP130
1078          DT   DI144
1079          DI       0       37      124      257      440      743     1487     2233     3928     6436
1080          DQ       0        0        0        0        0      196      657     1133     2198     3747

1081          KK    R130
1082          KM        ROUTE REMAINDER FROM CP130 TO CP131A
1083          RS       8               -1
1084          RC    .075      .04      .04     2640    .0057
1085          RX    1000     1001     1640     2050     2290     2328     2329     2330
1086          RY    1234     1234     1232     1230     1230     1231     1231     1231
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

1087          KK    131A
1088          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 131A
1089          BA     .49
1090          LG     .50     .00    5.00     .45     .00
1091          UI     22.     22.     22.     48.     77.     93.    106.    119.    129.    142.
1092          UI    159.    175.    208.    256.    285.    243.    212.    191.    174.    158.
1093          UI    141.    128.    112.    103.     86.     64.     45.     39.     36.     36.
1094          UI     27.     22.     22.     19.      7.      7.      7.      7.      7.      7.
1095          UI      7.      7.      7.      7.      7.      0.      0.      0.      0.      0.
1096          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

1097          KK  CP131A
1098          KM        ADD HYDROGRAPHS AT CP131A
1099          HC       2    5.87

1100          KK   R131A
1101          KM        ROUTE FLOW FROM CP131A TO R131
1102          RS       8              -1
1103          RC    .075     .04     .04    2640   .0051
1104          RX    1000    1001    1640    2050    2290    2328    2329    2330
1105          RY    1234    1234    1232    1230    1230    1231    1231    1231
              *

1106          KK     131
1107          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 131
1108          BA     .49
1109          LG     .50     .00    5.00     .45     .00
1110          UI     22.     22.     22.     49.     78.     94.    107.    120.    130.    143.
1111          UI    161.    177.    212.    261.    285.    241.    211.    190.    174.    157.
1112          UI    140.    127.    111.    103.     83.     63.     42.     39.     36.     36.
1113          UI     25.     22.     22.     17.      7.      7.      7.      7.      7.      7.
1114          UI      7.      7.      7.      7.      0.      0.      0.      0.      0.      0.
1115          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

1116          KK   1I131
1117          KM        ADD HYDROGRAPHS AT CP131
1118          HC       2    9.57

1119          KK   2D112
1120          KM        RETURN DIVERT AT CP112
1121          DR  1D121A

1122          KK    R112
1123          KM        ROUTE FLOW FROM CP112 TO CP121A
1124          RS       6              -1       0
1125          RC     .05    .022     .05    6700   .0034
1126          RX    1000    1180    1205    1225    1295    1320    1345    1670
1127          RY    1265    1264    1262    1260    1260    1262    1264    1265
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

1128          KK    121A
1129          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 121A
1130          BA     .50
1131          LG     .46     .09    5.76     .28     .00
1132          UI     26.     26.     30.     89.    109.    129.    146.    161.    183.    205.
1133          UI    248.    317.    331.    274.    238.    214.    190.    166.    147.    129.
1134          UI    109.     80.     52.     46.     43.     37.     26.     26.     19.      8.
1135          UI      8.      8.      8.      8.      8.      8.      8.      8.      0.      0.
1136          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

1137          KK  1I121A
1138          KM        ADD HYDROGRAPHS AT 1I121A
1139          HC       2    1.34

1140          KK   D113A
1141          KM        RETURN DIVERT AT CP113A
1142          DR  2D121A

1143          KK   R113A
1144          KM        ROUTE FLOW FROM CP113A TO CP121A
1145          RS       6              -1       0
1146          RC     .05    .025     .05    5280   .0047
1147          RX    1000    1001    1002    1020    1170    1200    1290    1500
1148          RY    1278    1278    1278    1276    1276    1278    1279    1280

1149          KK  CP121A
1150          KM        ADD HYDROGRAPHS AT CP121A
1151          HC       2    3.54

1152          KK   R121A
1153          KM        ROUTE FLOW FROM CP121A TO CP121
1154          RS       2              -1       0
1155          RC    .035    .035    .035    2640   .0096
1156          RX    1000    1001    1002    1180    1200    1213    1214    1215
1157          RY    1278    1278    1278    1276    1276    1277    1277    1277
              *

1158          KK     121
1159          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 121
1160          BA     .50
1161          LG     .46     .09    5.52     .31     .00
1162          UI     26.     26.     31.     90.    110.    130.    147.    163.    185.    209.
1163          UI    253.    325.    328.    272.    237.    213.    189.    165.    145.    127.
1164          UI    107.     77.     49.     46.     44.     35.     26.     26.     16.      8.
1165          UI      8.      8.      8.      8.      8.      8.      8.      0.      0.      0.
1166          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

1167          KK   CP121
1168          KM        ADD HYDROGRAPHS AT CP121
1169          HC       2    4.03
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


1170          KK    R121
1171          KM        ROUTE FLOW FROM CP121 TO CP131
1172          RS       7              -1       0
1173          RC    .035    .035    .075    5280   .0055
1174          RX    1000    1001    1002    1050    1115    1450    1910    1570
1175          RY    1239    1239    1239    1238    1238    1239    1240    1242

1176          KK   CP131
1177          KM        ADD HYDROGRAPHS AT CP131.
1178          HC       2   10.47

1179          KK    D131
1180          KM        DIVERT TO CP145 FROM CP131
1181          DT   DI145
1182          DI       0      60     608    1900    3801    6042    9665
1183          DQ       0      39     491    1546    2353    4171    6841

1184          KK    R131
1185          KM        ROUTE REMAINDER FROM CP131 TO CP132
1186          RS       4              -1       0
1187          RC    .075    .035    .035    2150   .0028
1188          RX    1000    1370    1760    2150    2165    2173    2174    2175
1189          RY    1224    1222    1220    1218    1218    1219    1219    1219
              *

1190          KK     132
1191          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 132
1192          BA     .41
1193          LG     .50     .00    4.32     .62     .00
1194          UI      19      19      19      49      70      86      98     108     118     132
1195          UI     147     169     212     248     223     191     170     155     140     124
1196          UI     112      98      89      70      55      34      34      32      30      19
1197          UI      19      19       8       6       6       6       6       6       6       6
1198          UI       6       6       0       0       0       0       0       0       0       0
1199          UI       0       0       0       0       0       0       0       0       0       0

1200          KK   CP132
1201          KM        ADD HYDROGRAPHS AT CP132
1202          HC       2    9.97

1203          KK    R132
1204          KM        ROUTE FLOW FROM CP132 TO CP133
1205          RS       5              -1       0
1206          RC     .08     .04     .04    2640    .003
1207          RX    1000    1400    1670    2050    2230    2258    2259    2260
1208          RY    1218    1216    1214    1212    1212    1213    1213    1213
              *

1209          KK     133
1210          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 133
1211          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
1212          KM    L=      1.1  Lca=       .6   S=   30.4  Kn= .097  LAG=  61.2
1213          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
1214          BA     .50
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

1215          LG     .44     .25    4.65     .48    8.00
1216          UI     27.     27.     39.     95.    118.    139.    156.    174.    201.    229.
1217          UI    295.    352.    309.    261.    231.    207.    178.    158.    137.    116.
1218          UI     86.     56.     48.     45.     37.     27.     27.     15.      8.      8.
1219          UI      8.      8.      8.      8.      8.      8.      0.      0.      0.      0.
1220          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

1221          KK  133OUT
1222          KM        DIVERSION-RETENTION
1223          DT  133RET    9.36
1224          DI       0   10000
1225          DQ       0   10000

1226          KK   1I133
1227          KM        ADD HYDROGRAPHS AT 1I133
1228          HC       2   11.37

1229          KK   CP133
1230          KM        ADD HYDROGRAPHS AT CP133
1231          HC       2   15.93

1232          KK   1D133
1233          KM        DIVERT TO CP146 FROM CP133
1234          DT   DI146
1235          DI       0      80     341    1081    2600    4587    7337
1236          DQ       0      32     136     432    1040    1835    2935

1237          KK   2D133
1238          KM        DIVERT TO CP147 FROM CP133
1239          DT   1D147
1240          DI       0      48     205     649    1560    2752    4402
1241          DQ       0      16      68     216     520     917    1467

1242          KK    R133
1243          KM        ROUTE REMAINDER FROM CP133 TO CP134
1244          RS       4              -1       0
1245          RC     .06    .035    .035    2640   .0049
1246          RX    1000    1340    1600    1815    1860    1888    1889    1890
1247          RY    1206    1204    1202    1200    1200    1203    1203    1203
              *

1248          KK     134
1249          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 134
1250          BA     .50
1251          LG     .50     .00    4.74     .51     .00
1252          UI     22.     22.     22.     49.     79.     95.    108.    122.    132.    145.
1253          UI    162.    178.    213.    261.    291.    248.    216.    195.    178.    161.
1254          UI    143.    131.    114.    105.     88.     65.     46.     39.     37.     37.
1255          UI     27.     22.     22.     20.      7.      7.      7.      7.      7.      7.
1256          UI      7.      7.      7.      7.      7.      0.      0.      0.      0.      0.
1257          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

1258          KK    D123
1259          KM        RETURN DIVERT AT CP123
1260          DR   DI134

1261          KK    R123
1262          KM        ROUTE DIVERT FROM CP123 TO CP134
1263          RS       6              -1       0
1264          RC     .04      .04    .075    5280   .0038
1265          RX    1000     1001    1002    1045    1150    1570    1960    2350
1266          RY    1209     1209    1209    1208    1208    1210    1212    1214

1267          KK   CP134
1268          KM        ADD HYDROGRAPHS AT CP134
1269          HC       3   16.87

1270          KK    D134
1271          KM        DIVERT TO CP147 FROM CP134
1272          DT   2D147
1273          DI       0       26     162     614    1050    2192    3494    6483   10967
1274          DQ       0        0      62     352     697    1575    2539    4742    8027

1275          KK    R134
1276          KM        ROUTE REMAINDER FROM CP134 TO CP135
1277          RS       2              -1       0
1278          RC     .06      .03     .03    2640   .0045
1279          RX    1000     1490    1950    2015    2040    2048    2049    2050
1280          RY    1194     1192    1190    1188    1188    1189    1189    1189

1281          KK   1D124
1282          KM        RETURN DIVERT AT CP124
1283          DR   DI135

1284          KK    R124
1285          KM        ROUTE RUNOFF FROM CP124 TO CP135
1286          RS      10              -1       0
1287          RC    .035     .035    .075    5280   .0042
1288          RX    1000     1001    1002    1020    1070    1360    1800    2190
1289          RY    1195     1195    1195    1194    1194    1196    1198    1200
              *

1290          KK     135
1291          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 135
1292          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
1293          KM    L=       1.2  Lca=        .6   S=    27.1  Kn= .076  LAG=  50.9
1294          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
1295          BA     .49
1296          LG     .38      .25    4.65     .45   15.00
1297          UI     32.      32.     81.    132.    162.    187.    215.    252.    324.    410.
1298          UI    356.     296.    258.    219.    187.    159.    126.     81.     57.     53.
1299          UI     41.      32.     27.     10.     10.     10.     10.     10.     10.     10.
1300          UI      0.       0.      0.      0.      0.      0.      0.      0.      0.      0.
1301          UI      0.       0.      0.      0.      0.      0.      0.      0.      0.      0.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

1302          KK  135OUT
1303          KM        DIVERSION-RETENTION
1304          DT  135RET   18.00
1305          DI       0   10000
1306          DQ       0   10000

1307          KK   CP135
1308          KM        ADD HYDROGRAPHS AT CP135
1309          HC       3   17.92

1310          KK    D135
1311          KM        DIVERT TO CP148 FROM CP135
1312          DT   DI148
1313          DI       0      24     136     323     849    1809    2524    4155    6589    8820
1314          DQ       0       0       0      21     135     427     747    1477    2566    3013

1315          KK    R135
1316          KM        ROUTE REMAINDER FROM CP135 TO CP136
1317          RS       4              -1       0
1318          RC    .075    .035    .035    2640   .0038
1319          RX    1000    1430    1790    2250    2275    2298    2299    2300
1320          RY    1182    1180    1178    1176    1176    1177    1177    1177

1321          KK   2D124
1322          KM        RETURN DIVERT AT CP124
1323          DR   DI136

1324          KK    R124
1325          KM        ROUTE FLOW FROM CP124 TO CP136
1326          RS      50              -1       0
1327          RC     .07     .07     .07    6084   .0053
1328          RX    1000    1001    1002    1260    2160    2448    2449    2450
1329          RY    1193    1193    1193    1192    1192    1193    1193    1193
              *

1330          KK     136
1331          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 136
1332          BA     .46
1333          LG     .50     .00    4.82     .49     .00
1334          UI     21.     21.     21.     45.     73.     88.    100.    112.    122.    134.
1335          UI    150.    165.    198.    243.    268.    227.    198.    179.    164.    147.
1336          UI    131.    120.    105.     96.     79.     59.     40.     36.     34.     34.
1337          UI     24.     21.     21.     17.      6.      6.      6.      6.      6.      6.
1338          UI      6.      6.      6.      6.      6.      0.      0.      0.      0.      0.
1339          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

1340          KK   1I136
1341          KM        ADD HYDROGRAPHS AT 1I136
1342          HC       2    1.03
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


1343          KK   CP136
1344          KM        ADD HYDROGRAPHS AT CP136
1345          HC       2   18.33

1346          KK    R136
1347          KM        ROUTE FLOW FROM CP136 TO CP137
1348          RS       5              -1       0
1349          RC     .08     .035    .035    2640    .0042
1350          RX    1000     1370    1790    3210     3270    3298    3299    3300
1351          RY    1170     1168    1166    1164     1164    1165    1165    1165

1352          KK   1D125
1353          KM        RETURN DIVERT AT CP125
1354          DR   DI137

1355          KK    R125
1356          KM        ROUTE FLOW FROM CP125 TO CP137
1357          RS       8              -1       0
1358          RC    .035     .035    .075    5280    .0047
1359          RX    1000     1001    1002    1030     1175    1640    2135    2600
1360          RY    1171     1171    1171  1169.5     1170    1172    1174    1176
              *

1361          KK     137
1362          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 137
1363          BA     .54
1364          LG     .50      .00    5.10     .43     .00
1365          UI     18.      18.     18.     18.     37.     61.     70.     82.     89.     98.
1366          UI    104.     111.    120.    131.    141.    153.    179.    210.    240.    227.
1367          UI    200.     180.    166.    154.    145.    134.    121.    113.    104.     94.
1368          UI     88.      79.     67.     53.     41.     32.     32.     30.     30.     27.
1369          UI     18.      18.     18.     18.     10.      6.      6.      6.      6.      6.
1370          UI      6.       6.      6.      6.      6.      6.      6.      6.      6.      0.
1371          UI      0.       0.      0.      0.      0.      0.      0.      0.      0.      0.
1372          UI      0.       0.      0.      0.      0.      0.      0.      0.      0.      0.

1373          KK   CP137
1374          KM        ADD HYDROGRAPHS AT CP137 (137 + DR137 FROM 125 + 136)
1375          HC       3    21.6

1376          KK   1D137
1377          KM        DIVERT FROM CP137 TO CP149
1378          DT   DI149
1379          DI       0       6     169     684    1659    3199    5400    8353   12141
1380          DQ       0       2      56     228     553    1066    1800    2784    4047

1381          KK   2D137
1382          KM        DIVERT FROM CP137 TO CP153
1383          DT   DI153
1384          DI       0       4     113     456    1106    2133    3600    6553    8094
1385          DQ       0       2      56     228     553    1066    1800    2784    4047
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

1386          KK    R137
1387          KM        ROUTE FLOW FROM CP137 TO CP138
1388          RS      22              -1       0
1389          RC     .08     .03     .03     2640   .0021
1390          RX    1000    2200    2310     2320    2340    2368    2369    2370
1391          RY    1162    1156  1156.5     1156    1156    1157    1157    1157

1392          KK   2D125
1393          KM        RETURN DIVERT AT CP125
1394          DR   DI138

1395          KK    R125
1396          KM        ROUTE FLOW FROM CP125 TO CP138
1397          RS      50              -1       0
1398          RC    .075    .075    .075     7500   .0048
1399          RX    1000    1050    1100     1200    2020    2198    2250    2300
1400          RY    1171  1170.5  1170.5     1170    1170  1170.5  1170.5    1171
              *

1401          KK     138
1402          KM   BASIN 138
1403          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
1404          KM    L=      1.0  Lca=       .5   S=   28.0  Kn= .120  LAG=  70.5
1405          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
1406          BA     .54
1407          LG     .50     .25    5.00     .43     .00
1408          UI     26.     26.     26.     70.     96.    119.    133.    147.    162.    182.
1409          UI    201.    239.    298.    336.    285.    247.    221.    202.    178.    159.
1410          UI    142.    126.    109.     83.     59.     46.     43.     42.     31.     26.
1411          UI     26.     17.      8.      8.      8.      8.      8.      8.      8.      8.
1412          UI      8.      8.      0.      0.      0.      0.      0.      0.      0.      0.
1413          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

1414          KK   1I138
1415          KM        ADD HYDROGRAPHS AT CP138
1416          HC       2   22.08

1417          KK   CP138
1418          KM        ADD HYDROGRAPHS AT CP138 (137 + 138)
1419          HC       2   22.08

1420          KK    R138
1421          KM        ROUTE REMAINDER FROM CP138 TO CP138A
1422          RS      22              -1       0
1423          RC     .08     .03     .03     2640   .0021
1424          RX    1000    2200    2310     2320    2340    2368    2369    2370
1425          RY    1162    1156  1156.5     1156    1156    1157    1157    1157
              *
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

1426          KK    138A
1427          KM   BASIN 138A
1428          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
1429          KM    L=       1.3  Lca=        .6   S=   24.0  Kn= .030  LAG=  21.4
1430          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
1431          BA     .46
1432          LG     .25      .25     4.90      .32    30.00
1433          UI     75.     299.     448.     701.     781.     527.     357.     169.     100.      51.
1434          UI     22.      22.       0.       0.       0.       0.       0.       0.       0.       0.
1435          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

1436          KK  138AOT
1437          KM        DIVERSION-RETENTION
1438          DT  138ART   34.44
1439          DI       0   10000
1440          DQ       0   10000

1441          KK  1I138A
1442          KM        ADD HYDROGRAPHS AT CP138 (138 + 138A)
1443          HC       2   23.70

1444          KK  2I138A
1445          KM        ADD HYDROGRAPHS AT CP138 (138 + 126)
1446          HC       2   24.81
              *
              * ************************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 2D WITH NEW SOILS*****
              * ************************************************************************
              *

1447          KK   2D137
1448          KM        RETURN DIVERT AT CP137
1449          DR   DI153

1450          KK    R137
1451          KM        ROUTE FLOW FROM CP137 TO CP153
1452          RS      51              -1       0
1453          RC    .075     .075     .075    5600    .0018
1454          RX     900     1000     1200    1450    1800    2000    2300    2450
1455          RY  1156.5     1156     1155  1154.7  1154.7    1155    1156  1156.5
              *

1456          KK     153
1457          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 153
1458          BA     .20
1459          LG     .50      .00     5.76     0.32     .00
1460          UI      7.       7.       7.       7.     17.      24.      28.      33.      35.      39.
1461          UI     41.      44.      48.      53.     56.      65.      79.      87.      91.      79.
1462          UI     71.      65.      60.      56.     52.      47.      43.      40.      36.      33.
1463          UI     29.      24.      20.      13.     12.      12.      12.      12.       8.       7.
1464          UI      7.       7.       5.       2.      2.       2.       2.       2.       2.       2.
1465          UI      2.       2.       2.       2.      2.       2.       0.       0.       0.       0.
1466          UI      0.       0.       0.       0.      0.       0.       0.       0.       0.       0.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

1467          KK   CP153
1468          KM        ADD HYDROGRAPHS AT CP153
1469          HC       2   21.92

1470          KK  CP138A
1471          KM        ADD HYDROGRAPHS AT CP138A
1472          HC       2   23.68

1473          KK   D138A
1474          KM        DIVERT TO CP154 FROM CP138A
1475          DT   DI154
1476          DI       0      44     392    1366    3326    6347   10546   16046
1477          DQ       0      30     268     874    1974    3682    6100    9324

1478          KK   R138A
1479          KM        ROUTE REMAINDER FROM CP138A TO CP157
1480          RS      15              -1       0
1481          RC    .075     .04    .075    6708   .0051
1482          RX    1000    1001    1580    2290    2450    2710    2799    2800
1483          RY    1140    1140    1138    1136    1136    1138    1140    1140

1484          KK   D138A
1485          KM        RETURN DIVERT AT CP138A
1486          DR   DI154
              * MODIFY BASED ON RECENTLY CONSTRUCTED CHANNEL IN EL MIRAGE

1487          KK    RLLE
1488          KM    ROUTE REMAINDER FROM CP138A TO CP157
1489          RS       1              -1       0
1490          RC    0.03    0.03    0.03    2020   0.004
1491          RX       0       4       8      12      20    41.5    51.1    82.3
1492          RY      10       8       6       4       0       0     4.8      10
              * KK R138A
              * KM      ROUTE FLOW FROM CP138A TO CP154
              * RS    15              -1       0
              * RC   .08     .08     .08    2640   .0026
              * RX  1000    1001    1002    1025    1160    1840    2099    2100
              * RY  1145    1145    1145    1144    1144    1146    1148    1148
              *

1493          KK     154
1494          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 154
1495          BA     .17
1496          LG     .50     .00    5.88     .30     .00
1497          UI     12.     12.     36.     53.     64.     74.     87.    106.    146.    142.
1498          UI    114.     98.     82.     69.     58.     43.     27.     21.     19.     12.
1499          UI     12.      5.      4.      4.      4.      4.      4.      4.      0.      0.
1500          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
              * MODIFY BASED ON RECENTLY CONSTRUCTED CHANNEL IN EL MIRAGE
              * KK CP154
              * KM      ADD HYDROGRAPHS AT CP154
              * HC     2   24.19
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

1501          KK    LLE1
1502          KM        ADD HYDROGRAPHS AT CP154
1503          HC       2    0.33
              * MODIFY BASED ON RECENTLY CONSTRUCTED CHANNEL IN EL MIRAGE
              * KK  R154
              * KM      ROUTE FLOW FROM CP154 TO CP157
              * RS    19              -1       0
              * RC   .07     .06     .07    5800   .0048
              * RX  1000    1001    1580    2290    2450    2710    3199    3200
              * RY  1140    1140    1138    1136    1136    1138    1140    1140

1504          KK   RLLE1
1505          KM        ROUTE FLOW FROM CP154 TO CP157
1506          RS     4.7              -1       0
1507          RC    0.03    0.03    0.03    4950  0.0039
1508          RX       0      30      38      54    76.5     104     139     154
1509          RY      10       4       4       0       0       0       7      10
              *

1510          KK     157
1511          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 157
1512          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
1513          KM    L=      1.3  Lca=       .6   S=   26.8  Kn= .084  LAG=  59.9
1514          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
1515          BA     .89
1516          LG     .40     .25    5.20     .36   12.00
1517          UI     50.     50.     78.    175.    219.    257.    289.    326.    373.    435.
1518          UI    560.    646.    535.    458.    407.    359.    312.    272.    238.    189.
1519          UI    133.     89.     84.     82.     51.     50.     43.     15.     15.     15.
1520          UI     15.     15.     15.     15.     15.      0.      0.      0.      0.      0.
1521          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

1522          KK  157OUT
1523          KM    Divert Retention in Subbasin 157
1524          DT  157RET   26.96
1525          DI       0   10000
1526          DQ       0   10000

1527          KK   1I157
1528          KM        ADD HYDROGRAPHS AT 1I157
1529          HC       2   25.08

1530          KK   2I157
1531          KM        ADD HYDROGRAPHS AT 2I157
1532          HC       2   25.08
              *

1533          KK     127
1534          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 127
1535          BA     .22
1536          LG     .12     .18    7.00     .14   20.00
1537          UI     90.    276.    510.    430.    243.     91.     37.     15.      0.      0.
1538          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

1539          KK    R127
1540          KM        ROUTE FLOW FROM CP127 TO CP139
1541          RS      29              -1       0
1542          RC     .08     .08     .08    3744   .0032
1543          RX    1000    1001    1002    1410    1820    2410    2860    3000
1544          RY    1155    1155    1155    1154    1154    1156    1158    1159
              *

1545          KK     139
1546          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 139
1547          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
1548          KM    L=      1.0  Lca=      .5   S=   17.0  Kn= .039  LAG=  24.5
1549          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
1550          BA     .47
1551          LG     .27     .24    6.20     .19   26.00
1552          UI     65.    224.    357.    488.    760.    602.    440.    311.    158.    100.
1553          UI     63.     20.     20.     20.      0.      0.      0.      0.      0.      0.
1554          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

1555          KK  139OUT
1556          KM    Divert Retention in Subbasin 139
1557          DT  139RET   29.95
1558          DI       0   10000
1559          DQ       0   10000

1560          KK   1I139
1561          KM       ADD HYDROGRAPHS AT 1I139
1562          HC       2     .69

1563          KK    D126
1564          KM        RETURN DIVERT AT CP126
1565          DR   DI139
              * KK  R126
              * KM      ROUTE FLOW FROM CP126 TO CP139
              * RS    29              -1       0
              * RC   .08     .08     .08    3744   .0032
              * RX  1000    1001    1002    1410    1820    2410    2860    3000
              * RY  1155    1155    1155    1154    1154    1156    1158    1159

1566          KK     RLE
1567          KM        ROUTE FLOW FROM CP126 TO CP139
1568          RS     5.1              -1       0
1569          RC    0.03    0.03    0.03    3852  0.0047
1570          RX       0      48      56      64      73      85      98     146
1571          RY      12       0       0       0       0       0       0      12

1572          KK   2I139
1573          KM       ADD HYDROGRAPHS AT 2I139
1574          HC       2    7.04
              *
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

1575          KK     140
1576          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 140
1577          BA     .18
1578          LG     .50     .00    5.64     .34      8
1579          UI     13.     13.     35.     53.     65.     75.     88.    104.    142.    155.
1580          UI    123.    105.     90.     76.     64.     52.     33.     22.     21.     16.
1581          UI     13.      9.      4.      4.      4.      4.      4.      4.      0.      0.
1582          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
              * MODIFY BASED ON RECENTLY CONSTRUCTED CHANNEL IN EL MIRAGE
              * KK CP139
              * KM      ADD HYDROGRAPHS AT CP139
              * HC     2    5.60

1583          KK     LE1
1584          KM        ADD HYDROGRAPHS AT CP139
1585          HC       2    0.88
              *
              * MODIFY BASED ON RECENTLY CONSTRUCTED CHANNEL IN EL MIRAGE
              * KK SR139
              * KM      STOAGE ROUTE BEHIND RAILROAD.
              * RS     1    STOR       0       0
              * SV     0    1.14    3.12    6.43   29.35
              * SQ     0       0     170    1037    5977
              * SE1046.2  1047.2  1047.5    1048    1049
              *
              * KK  R139
              * KM      ROUTE FLOW FROM CP139 TO CP156
              * RS     9              -1       0
              * RC  .075    .075    .075    2028   .0059
              * RX  1000    1310    1500    1610    1850    2020    3199    3200
              * RY  1147    1146    1144    1143    1143    1144    1146    1146

1586          KK    RLE1
1587          KM        ROUTE FLOW FROM CP139 TO CP156
1588          RS     1.3              -1       0
1589          RC    0.03    0.03    0.03    1743  0.0028
1590          RX       0      48      56      64      73      85      98     146
1591          RY      12       0       0       0       0       0       0      12
              *

1592          KK     156
1593          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 156
1594          BA     .30
1595          LG     .35     .09    5.00     .41    8.00
1596          UI     18.     18.     33.     64.     82.     94.    106.    121.    139.    173.
1597          UI    223.    206.    171.    149.    132.    113.     99.     85.     69.     47.
1598          UI     31.     30.     28.     18.     18.     12.      5.      5.      5.      5.
1599          UI      5.      5.      5.      5.      0.      0.      0.      0.      0.      0.
1600          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
              * MODIFY BASED ON RECENTLY CONSTRUCTED CHANNEL IN EL MIRAGE
              * KK CP156
              * KM      ADD HYDROGRAPHS AT CP156
              * HC     2    1.17
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

1601          KK     LE2
1602          KM        ADD HYDROGRAPHS AT CP156
1603          HC       2    1.18
              * MODIFY BASED ON RECENTLY CONSTRUCTED CHANNEL IN EL MIRAGE
              * KK  R156
              * KM      ROUTE FLOW FROM CP156 TO CP157
              * RS    34              -1       0
              * RC   .05     .05    .075    5850   .0036
              * RX  1000    1001    1002    1020    1110    1400    1900    2320
              * RY  1133    1133    1133    1132    1132    1133    1131    1133

1604          KK    RLE2
1605          KM        ROUTE FLOW FROM CP156 TO CP157
1606          RS     4.3              -1       0
1607          RC    0.03    0.03    0.03    6848  0.0038
1608          RX       0      48      56      64      73      85      98     146
1609          RY      12       0       0       0       0       0       0      12
              * MODIFY BASED ON RECENTLY CONSTRUCTED CHANNEL IN EL MIRAGE
              * KK CP157
              * KM      ADD HYDROGRAPHS AT CP157
              * HC     2   26.25

1610          KK     LE3
1611          KM        ADD HYDROGRAPHS AT CP157
1612          HC       2    1.65
              * MODIFY BASED ON RECENTLY CONSTRUCTED CHANNEL IN EL MIRAGE
              * KK  R157
              * KM      ROUTE FLOW FROM CP157 TO CP172
              * RS     3              -1       0
              * RC  .035    .022     .06    1150   .0035
              * RX  1000    1001    1020    1035    1075    1090    1210    1770
              * RY  1117    1117    1116    1114    1114    1115    1113    1117

1613          KK   1RLE3
1614          KM        ROUTE FLOW FROM CP157 TO CP172
1615          RS       1              -1       0
1616          RC    0.03    0.03    0.03     750  0.0044
1617          RX       0      48      56      64      73      85      98     146
1618          RY      12       0       0       0       0       0       0      12

1619          KK   2RLE3
1620          KM        ROUTE FLOW FROM CP157 TO CP172
1621          RS       1              -1       0
1622          RC    0.03    0.03    0.03     100  0.0044
1623          RX       0      48      56      64      73      85      98     146
1624          RY      12       0       0       0       0       0       0      12
              *

1625          KK     172
1626          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 172
1627          BA     .12
1628          LG     .50     .00    4.58     .55     .00
1629          UI      9.      9.     28.     39.     47.     55.     66.     82.    112.     96.
1630          UI     79.     68.     56.     47.     39.     26.     16.     15.     11.      9.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

1631          UI      6.      3.      3.      3.      3.      3.      3.      0.      0.      0.
1632          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
              * MODIFY BASED ON RECENTLY CONSTRUCTED CHANNEL IN EL MIRAGE
              * KK CP172
              * KM      ADD HYDROGRAPHS AT CP172
              * HC     2   26.37

1633          KK     LE4
1634          KM        ADD HYDROGRAPHS AT CP172
1635          HC       2    1.77

1636          KK    R172
1637          KM        ROUTE FLOW FROM CP172 TO CP173
1638          RS       4              -1       0
1639          RC    .075     .03    .075    4500   .0042
1640          RX    1000    1200    1360    1380    1430    1470    1639    1640
1641          RY    1111    1110    1108    1106    1106    1108    1110    1110
              *

1642          KK     173
1643          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 173
1644          BA     .31
1645          LG     .50     .00    4.00     .74     6.3
1646          UI     15.     15.     15.     43.     57.     71.     79.     87.     96.    109.
1647          UI    121.    146.    184.    191.    160.    139.    125.    114.    100.     90.
1648          UI     79.     71.     57.     43.     27.     26.     25.     22.     15.     15.
1649          UI     14.      5.      5.      5.      5.      5.      5.      5.      5.      5.
1650          UI      5.      0.      0.      0.      0.      0.      0.      0.      0.      0.
1651          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

1652          KK   CP173
1653          KM        ADD HYDROGRAPHS AT CP173
1654          HC       2   26.68
              *
              * ***********************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 2E WITH NEW SOILS*****
              * ***********************************************************************
              *

1655          KK    156A
1656          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 156A
1657          BA     .31
1658          LG     .12     .25    4.38     .46   20.00
1659          UI     82.    276.    434.    664.    443.    275.    114.     65.     18.     18.
1660          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
1661          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

1662          KK   R156A
1663          KM        ROUTE FLOW FROM CP156A TO CP158
1664          RS      34              -1       0
1665          RC     .07     .07     .07    5400   .0030
1666          RX    1000    1001    1002    1380    2200    2838    2839    2840
1667          RY    1117    1117    1117    1116    1116    1118    1118    1118
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

1668          KK     158
1669          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 158
1670          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
1671          KM    L=       1.4  Lca=        .7   S=   20.7  Kn= .034  LAG=  27.3
1672          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
1673          BA     .97
1674          LG     .27      .26     4.20      .48    25.00
1675          UI    120.     350.     615.     802.   1158.   1393.   1004.    753.    547.    280.
1676          UI    196.     120.      54.      37.     37.     37.      0.      0.      0.      0.
1677          UI      0.       0.       0.       0.      0.      0.      0.      0.      0.      0.

1678          KK  158OUT
1679          KM    Divert Retention in Subbasin 158
1680          DT  158RET   61.74
1681          DI       0   10000
1682          DQ       0   10000

1683          KK   CP158
1684          KM        ADD HYDROGRAPHS AT CP158
1685          HC       2    1.28

1686          KK    R158
1687          KM        ROUTE FLOW FROM CP158 TO CP173B
1688          RS       6               -1       0
1689          RC     .07      .04      .07     4524    .0035
1690          RX    1000     1001     1240     1360    1440    1500    1650    1750
1691          RY    1113     1113     1112     1110    1110    1112    1114    1115
              *

1692          KK    173B
1693          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 173B
1694          BA     .20
1695          LG     .46      .11     3.50     0.89     .00
1696          UI     12.      12.      21.      42.     53.     61.     69.     78.     90.    109.
1697          UI    143.     141.     116.     101.     89.     77.     67.     58.     49.     35.
1698          UI     22.      20.      19.      13.     12.     11.      4.      4.      4.      4.
1699          UI      4.       4.       4.       4.      0.      0.      0.      0.      0.      0.
1700          UI      0.       0.       0.       0.      0.      0.      0.      0.      0.      0.

1701          KK  CP173B
1702          KM        ADD HYDROGRAPHS AT CP173B
1703          HC       2    1.48
              * KKRC173B
              * KM       ADD HYDROGRAPHS AT RCP173B
              * HC     2    3.44

1704          KK   AFR2E
1705          KM        ADD HYDROGRAPHS AT RCP173
1706          HC       2   30.12
```

```
LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

1707          KK   RR173
1708          KM        RIVER ROUTE FLOW FROM RCP173 TO RCP173A
1709          RS       1              -1       0
1710          RC    .035    .035    .035    1650   .0050
1711          RX    1000    1001    1002    1042    2042    2082    2083    2084
1712          RY    1101    1101    1101    1091    1091    1101    1101    1101
              *
              * ***********************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 2F WITH NEW SOILS*****
              * ***********************************************************************
              *

1713          KK     171
1714          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 171
1715          BA     .70
1716          LG     .50     .00    5.40     .38     8.5
1717          UI     24.     24.     24.     24.     47.     78.     91.    106.    115.    126.
1718          UI    135.    143.    154.    169.    181.    197.    229.    271.    307.    296.
1719          UI    260.    235.    215.    200.    188.    174.    157.    147.    137.    122.
1720          UI    114.    105.     90.     68.     56.     42.     42.     39.     39.     38.
1721          UI     24.     24.     24.     24.     15.      7.      7.      7.      7.      7.
1722          UI      7.      7.      7.      7.      7.      7.      7.      7.      7.      0.
1723          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
1724          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

1725          KK    R171
1726          KM        ROUTE FLOW FROM CP171 TO CP173A
1727          RS       3              -1       0
1728          RC    .075     .04     .04    2100   .0076
1729          RX    1000    1001    1170    1940    2005    2048    2049    2050
1730          RY    1105    1105    1104    1102    1102    1103    1103    1103
              *

1731          KK    173A
1732          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 173A
1733          BA     .20
1734          LG     .50     .00    4.32     .62     9.4
1735          UI     12.     12.     26.     46.     58.     67.     76.     88.    102.    133.
1736          UI    158.    130.    110.     97.     83.     73.     62.     52.     37.     22.
1737          UI     21.     20.     12.     12.      8.      4.      4.      4.      4.      4.
1738          UI      4.      4.      0.      0.      0.      0.      0.      0.      0.      0.
1739          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

1740          KK  CP173A
1741          KM        ADD HYDROGRAPHS AT CP173A
1742          HC       2     .90

1743          KK  AFR2F1
1744          KM        ADD HYDROGRAPHS AT RCP173A
1745          HC       2   31.02
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

1746          KK  RR173A
1747          KM        RIVER ROUTE FLOW FROM RCP173A TO RCP187
1748          RS       3              -1       0
1749          RC    .035    .035    .035    5600   .0050
1750          RX    1000    1001    1002    1042    2042    2082    2083    2084
1751          RY    1092    1092    1092    1082    1082    1092    1092    1092
              *

1752          KK     186
1753          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 186
1754          BA     .33
1755          LG     .50     .00    4.90     .47     .00
1756          UI     12.     12.     12.     12.     35.     44.     51.     58.     64.     69.
1757          UI     74.     80.     88.     95.    108.    131.    149.    159.    138.    123.
1758          UI    112.    103.     96.     87.     80.     73.     67.     61.     56.     47.
1759          UI     36.     29.     22.     21.     20.     20.     15.     12.     12.     12.
1760          UI      9.      4.      4.      4.      4.      4.      4.      4.      4.      4.
1761          UI      4.      4.      4.      4.      0.      0.      0.      0.      0.      0.
1762          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

1763          KK    R186
1764          KM        ROUTE FLOW FROM CP186 TO CP187
1765          RS       5              -1       0
1766          RC     .08     .04     .04    1950   .0035
1767          RX    1000    1001    1200    1320    1690    1828    1829    1830
1768          RY    1097    1097    1096  1094.5  1094.5    1095    1095    1095
              *

1769          KK     187
1770          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 187
1771          BA     .35
1772          LG     .46    0.10    4.58     .48     .00
1773          UI     66.    147.     37.      5.      0.      0.      0.      0.      0.      0.
1774          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

1775          KK   CP187
1776          KM        ADD HYDROGRAPHS AT CP187
1777          HC       2     .68

1778          KK  AFR2F2
1779          KM        ADD HYDROGRAPHS AT RCP187
1780          HC       2   31.70

1781          KK   RR187
1782          KM        RIVER ROUTE FLOW FROM RCP187 TO RCP200
1783          RS       3              -1       0
1784          RC    .035    .035    .035    5460   .0050
1785          RX    1000    1001    1002    1042    2042    2082    2083    2084
1786          RY    1080    1080    1080    1070    1070    1080    1080    1080
              *
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


1787          KK     199
1788          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 199
1789          BA     .11
1790          LG     .50     .00    4.90     .47     .00
1791          UI      5.      5.      5.     11.     17.     21.     24.     27.     29.     32.
1792          UI     36.     40.     48.     59.     64.     54.     47.     43.     39.     35.
1793          UI     31.     28.     25.     23.     18.     14.      9.      9.      8.      8.
1794          UI      5.      5.      5.      4.      2.      2.      2.      2.      2.      2.
1795          UI      2.      2.      2.      2.      0.      0.      0.      0.      0.      0.
1796          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

1797          KK    R199
1798          KM        ROUTE FLOW FROM CP199 TO CP200
1799          RS       9              -1       0
1800          RC     .08     .08     .08    2180   .0138
1801          RX    1000    1001    1002    1150    1700    1948    1949    1950
1802          RY    1077    1077    1077    1076    1076    1077    1077    1077
              *

1803          KK     200
1804          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 200
1805          BA     .29
1806          LG     .43     .18    4.90     .38     .00
1807          UI     19.     19.     44.     74.     92.    105.    121.    140.    172.    230.
1808          UI    220.    179.    155.    135.    115.     98.     82.     59.     36.     32.
1809          UI     30.     19.     19.     11.      6.      6.      6.      6.      6.      6.
1810          UI      6.      0.      0.      0.      0.      0.      0.      0.      0.      0.
1811          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

1812          KK   CP200
1813          KM        ADD HYDROGRAPHS AT CP200
1814          HC       2     .40

1815          KK  AFR2F3
1816          KM        ADD HYDROGRAPHS AT RCP200
1817          HC       2   32.10

1818          KK   RR200
1819          KM        RIVER ROUTE FLOW FROM RCP200 TO RCP206
1820          RS       2              -1       0
1821          RC    .035    .035    .035    2960   .0050
1822          RX    1000    1001    1002    1042    2042    2082    2083    2084
1823          RY    1070    1070    1070    1060    1060    1070    1070    1070
              *
              * ***************************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 2G WITH NEW SOILS*****
              * ***************************************************************************
              *
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


1824          KK     141
1825          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 141
1826          BA     .47
1827          LG     .35     .34    4.20     .39     .00
1828          UI     52.    126.    241.    310.    403.    607.    538.    413.    317.    239.
1829          UI    135.     88.     61.     41.     16.     16.     16.     16.      0.      0.
1830          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

1831          KK    R141
1832          KM        ROUTE FLOW FROM CP141 TO CP141A
1833          RS       1              -1       0
1834          RC    .025    .022    .022    1650   .0091
1835          RX    1000    1580    2170    2200    2230    2248    2249    2250
1836          RY    1194    1192    1190    1188    1188    1189    1189    1189
              *

1837          KK    141A
1838          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 141A
1839          BA     .15
1840          LG     .35     .35    4.32     .37     .00
1841          UI     35.    122.    188.    302.    213.    138.     62.     34.     13.      8.
1842          UI      8.      0.      0.      0.      0.      0.      0.      0.      0.      0.
1843          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

1844          KK  CP141A
1845          KM        ADD HYDROGRAPHS AT CP141A
1846          HC       2     .62

1847          KK   R141A
1848          KM        ROUTE FLOW FROM CP141A TO CP142
1849          RS       2              -1       0
1850          RC     .06    .035    .035    2640   .0079
1851          RX    1000    1620    2100    2220    2250    2268    2269    2270
1852          RY    1276    1274    1272    1270    1270    1271    1271    1271
              *

1853          KK     142
1854          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 142
1855          BA     .51
1856          LG     .50     .00    4.20     .66     .00
1857          UI     24.     24.     24.     59.     86.    105.    119.    132.    144.    161.
1858          UI    180.    203.    258.    300.    281.    241.    213.    194.    176.    155.
1859          UI    140.    124.    112.     94.     70.     48.     42.     39.     39.     26.
1860          UI     24.     24.     16.      7.      7.      7.      7.      7.      7.      7.
1861          UI      7.      7.      7.      0.      0.      0.      0.      0.      0.      0.
1862          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

1863          KK   CP142
1864          KM        ADD HYDROGRAPHS AT CP142
1865          HC       2    1.13
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

1866          KK    R142
1867          KM        ROUTE FLOW FROM CP142 TO CP143
1868          RS       8              -1       0
1869          RC     .07    .022    .022    2640    .0075
1870          RX    1000    1800    2235    2250    2275    2288    2289    2290
1871          RY    1250    1245    1247    1246    1246    1247    1247    1247
              *

1872          KK     143
1873          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 143
1874          BA     .50
1875          LG     .50     .00    4.28     .64     .00
1876          UI     23.     23.     23.     57.     83.    101.    116.    128.    140.    155.
1877          UI    174.    196.    248.    289.    279.    237.    210.    190.    174.    153.
1878          UI    138.    123.    110.     94.     71.     50.     41.     39.     38.     28.
1879          UI     23.     23.     18.      7.      7.      7.      7.      7.      7.      7.
1880          UI      7.      7.      7.      0.      0.      0.      0.      0.      0.      0.
1881          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

1882          KK   CP143
1883          KM        ADD HYDROGRAPHS AT CP143
1884          HC       2    1.63

1885          KK    R143
1886          KM        ROUTE FLOW FROM CP143 TO CP144
1887          RS       2              -1       0
1888          RC     .07     .03     .03    2640    .0072
1889          RX    1000    1490    2250    2370    2380    2394    2398    2400
1890          RY    1238    1236    1234    1232    1232    1233    1233    1233

1891          KK    D130
1892          KM        RETURN DIVERT AT CP130
1893          DR   DI144

1894          KK    R130
1895          KM        ROUTE FLOW FROM CP130 TO CP144
1896          RS       7              -1       0
1897          RC    .035    .035    .075    5280    .0049
1898          RX    1000    1001    1002    1020    1110    1570    2080    2370
1899          RY    1239    1239    1239    1238    1238    1240    1242    1244
              *

1900          KK     144
1901          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 144
1902          BA     .51
1903          LG     .50     .00    4.74     .51     .00
1904          UI     23.     23.     23.     58.     85.    103.    118.    130.    142.    159.
1905          UI    178.    200.    253.    294.    285.    242.    215.    194.    177.    156.
1906          UI    141.    125.    112.     96.     72.     51.     42.     39.     39.     28.
1907          UI     23.     23.     18.      7.      7.      7.      7.      7.      7.      7.
1908          UI      7.      7.      7.      0.      0.      0.      0.      0.      0.      0.
1909          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


1910          KK   1I144
1911          KM        ADD HYDROGRAPHS AT CP144
1912          HC       2    6.05

1913          KK   CP144
1914          KM        ADD HYDROGRAPHS AT CP144
1915          HC       2    7.68

1916          KK    D144
1917          KM        DIVERT TO CP164A FROM CP144
1918          DT  DI164A
1919          DI       0     407    1451    2130    3746    6248    9200   13452
1920          DQ       0       0     123     241     602    1278    1864    3217

1921          KK    R144
1922          KM        ROUTE FLOW FROM CP144 TO CP145A
1923          RS       7              -1       0
1924          RC    .075     .04     .04    2640   .0045
1925          RX    1000    1001    1630    2095    2150    2198    2199    2200
1926          RY    1220    1216    1216    1214    1214    1215    1215    1215
              *

1927          KK    145A
1928          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 145A
1929          BA     .49
1930          LG     .50     .00    4.44     .59     .00
1931          UI     21.     21.     21.     41.     73.     87.    101.    113.    122.    134.
1932          UI    149.    163.    188.    234.    270.    255.    219.    195.    178.    163.
1933          UI    146.    131.    119.    106.     96.     78.     61.     39.     37.     35.
1934          UI     35.     25.     21.     21.     19.      6.      6.      6.      6.      6.
1935          UI      6.      6.      6.      6.      6.      6.      0.      0.      0.      0.
1936          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

1937          KK  CP145A
1938          KM        ADD HYDROGRAPHS AT CP145A
1939          HC       2    8.17

1940          KK   R145A
1941          KM        ROUTE REMAINDER FROM CP145A TO CP145
1942          RS       7              -1       0
1943          RC    .075     .04     .04    2640   .0045
1944          RX    1000    1001    1630    2095    2150    2198    2199    2200
1945          RY    1220    1216    1216    1214    1214    1215    1215    1215

1946          KK    D131
1947          KM        RETURN DIVERT AT CP131
1948          DR   DI145

1949          KK    R131
1950          KM        ROUTE FLOW FROM CP131 TO CP145
1951          RS       8              -1       0
1952          RC     .04     .04    .075    5280   .0043
1953          RX    1000    1001    1002    1020    1050    1820    2210    2230
1954          RY    1213    1213    1213    1212    1212    1214    1216    1218
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

1955          KK     145
1956          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 145
1957          BA     .48
1958          LG     .50     .00    4.66     .53     .00
1959          UI     21.     21.     21.     47.     76.     91.    104.    117.    126.    139.
1960          UI    156.    171.    204.    251.    279.    238.    208.    187.    171.    155.
1961          UI    138.    125.    110.    101.     84.     63.     44.     38.     36.     35.
1962          UI     26.     21.     21.     19.      7.      7.      7.      7.      7.      7.
1963          UI      7.      7.      7.      7.      7.      0.      0.      0.      0.      0.
1964          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

1965          KK   1I145
1966          KM        ADD HYDROGRAPHS AT CP145
1967          HC       2     9.0

1968          KK   CP145
1969          KM        ADD HYDROGRAPHS AT CP145
1970          HC       2   11.63

1971          KK   1D145
1972          KM        DIVERT TO CP164 FROM CP145
1973          DT   DI164
1974          DI       0      37     218     475    1177    1902    3592    5561    8738
1975          DQ       0       0       0      34     193     517    1285    1864    3181

1976          KK   2D145
1977          KM        DIVERT TO CP165 FROM CP145
1978          DT   DI165
1979          DI       0      37     218     441     984    1385    2307    3697    5557
1980          DQ       0       0       0     111     383     584    1044    1740    2690
              *
              * THE FOLLOWING DATA WAS TAKEN FROM THE "OFF SITE FLOW ANALYSIS FOR
              * RANCHO GABRIELA PHASES 3 & 4" BY DAVID EVANS & ASSOCIATES, 7-2001
              *
              * KK  R145
              * KM      ROUTE REMAINDER FROM CP145 TO CP146
              * RS     5               -1       0
              * RC  .075    .035    .035    4850   .0056
              * RX  1000    1320    1650    1930    1955    1968    1969    1970
              * RY  1192    1190    1188    1186    1186    1187    1187    1187

1981          KK   R145B
              * KO     1
1982          KM   ROUTE FLOW FROM CP145 TO DIVERSION ALONG CACTUS
1983          RS       3               -1       0
1984          RC    0.75   0.035   0.035    2200  0.0056
1985          RX    1000    1420    1425    1430    1435    1469    1487    1507
1986          RY    1192    1191    1188    1188    1189    1191    1190    1191
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9.......10


1987          KK   3D145
1988          KM   DIVERT INTO FIELD SOUTH
1989          DT  DI165B
1990          DI       0     100     200     500     700     955
1991          DQ       0     2.3    66.3   347.4   545.1   792.8

1992          KK   R145C
1993          KM   ROUTE REMAINDER FROM CP145 TO 4D145
1994          RS       2              -1       0
1995          RC   0.035   0.035   0.035    1650   .0056
1996          RX    1000    1007    1012    1019    1029    1043    1056    1078
1997          RY    1180    1178    1175    1175    1177    1177    1177    1177

1998          KK   4D145
1999          KM   DIVERT INTO FIELD TO SOUTH
2000          DT  DI165C
2001          DI       0    97.7   133.7   152.6   154.9   162.2
2002          DQ       0    16.3    47.9    66.7    68.8    78.2

2003          KK   R145D
2004          KM   ROUTE REMAINDER FROM CP145 TO CP146
2005          RS       1              -1       0
2006          RC   0.035   0.035   0.035    1000  0.0056
2007          RX    1000    1007    1012    1019    1029    1043    1056    1078
2008          RY    1180    1178    1175    1175    1177    1177    1177    1177

2009          KK   1D133
2010          KM        RETURN DIVERT AT CP133
2011          DR   DI146

2012          KK    R133
2013          KM        ROUTE FLOW FROM CP133 TO CP146
2014          RS       8              -1       0
2015          RC    .035    .035    .075    5280   .0068
2016          RX    1000    1001    1002    1015    1080    1440    1740    2130
2017          RY    1187    1187    1187    1186    1186    1188    1190    1192
              *

2018          KK     146
2019          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 146
2020          BA     .90
2021          LG     .50     .00    4.90     .47     .00
2022          UI     36.     36.     36.     47.    119.    138.    166.    182.    199.    215.
2023          UI    233.    260.    281.    323.    399.    452.    449.    386.    344.    314.
2024          UI    290.    266.    238.    217.    197.    178.    161.    132.    104.     70.
2025          UI     64.     61.     59.     52.     36.     36.     36.     25.     11.     11.
2026          UI     11.     11.     11.     11.     11.     11.     11.     11.     11.     11.
2027          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
2028          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

2029          KK   1I146
2030          KM        ADD HYDROGRAPHS AT CP146
2031          HC       2   15.02

2032          KK   CP146
2033          KM        ADD HYDROGRAPHS AT CP146
2034          HC       2   18.49
              *
              * REPLACED PER DAVID EVANS AND ASSOCIATES "OFF-SITE FLOW ANALYSIS, RANCHO
              * GABRIELLA PHASES 3 &4", 7-2001
              *
              * KK  D146
              * KM      DIVERT TO CP166 FROM CP146
              * DT 1D166
              * DI     0     240    5000
              * DQ     0       0    4760
              * KK  R146
              * KM      ROUTE FLOW FROM CP146 TO CP165
              * RS     7              -1       0
              * RC   .04     .04    .075    5280   .0047
              * RX  1000    1001    1002    1035    1085    1570    2180    2500
              * RY 1159    1159    1159    1158    1158    1160    1162    1163

2035          KK    D146
2036          KM        DIVERT TO CP166 FROM CP146
2037          DT   1D166
2038          DI       0     100     200     300     400     500     737
2039          DQ       0       0       0      38     161     182     252

2040          KK   R146A
2041          KM        ROUTE FLOW FROM CP146 TO CP165
2042          RS       1              -1       0
2043          RC   0.035    0.02   0.035    1300  0.0047
2044          RX    1000    1012    1012    1031    1050    1050    1056    1062
2045          RY     4.1     1.1     0.6       0     0.6     1.1     2.6     4.1

2046          KK   4D145
2047          KM   RETURN DIVERT AT 4D145
2048          DR  DI165C

2049          KK   R145E
2050          KM   ROUTE FLOW FROM 4D145 TO 1D165
2051          RS       7              -1       0
2052          RC    0.08    0.08    0.08    1450  0.0069
2053          RX    1000    1001    1420    1730    2220    2470    2999    3000
2054          RY    1177    1177    1176    1175    1175    1176    1177    1177

2055          KK   1D165
2056          KM   ADD HYDROGRAPHS AT 1D165
2057          HC       2   18.49
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

2058          KK   D146B
2059          KM   DIVERT WEIR FLOW TO SOUTHEAST TOWARDS RANCHO GABREILA PROJECT
2060          DT   DIRB1
2061          DI       0     517     600
2062          DQ     178     178     178

2063          KK   R146B
2064          KM   ROUTE FLOW FROM 1D165 TO 2D165
2065          RS       1              -1       0
2066          RC   0.035    0.02   0.035    1350  0.0047
2067          RX    1000    1012    1012    1031    1050    1050    1056    1062
2068          RY     4.1     1.1     0.6       0     0.6     1.1     2.6     4.1

2069          KK   3D145
2070          KM   RETURN DIVERT AT 3D145
2071          DR  DI165B

2072          KK   R145F
2073          KM   ROUTE FLOW FROM 3D145 TO 2D165
2074          RS      11              -1       0
2075          RC    0.08    0.08    0.08    3850  0.0069
2076          RX    1000    1001    1420    1730    2220    2470    2999    3000
2077          RY    1177    1177    1176    1175    1175    1176    1177    1177

2078          KK   2D165
2079          KM   ADD HYDROGRAPHS AT 2D165
2080          HC       2   18.49

2081          KK   D146C
2082          KM   DIVERT WEIR FLOW TO SOUTHEAST TOWARDS RANCHO GABRIELA PROJECT
2083          DT   DIRB2
2084          DI       0     983    1000
2085          DQ       0     496     505

2086          KK   R146C
2087          KM   ROUTE FLOW FROM 1D165 TO 2D165
2088          RS     1.4              -1       0
2089          RC   0.035    0.02   0.035    2600  0.0047
2090          RX    1000    1012    1012    1031    1050    1050    1056    1062
2091          RY     4.1     1.1     0.6       0     0.6     1.1     2.6     4.1
              *
              * END DEA MODIFICATIONS
              *

2092          KK     159
2093          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 159
2094          BA     .58
2095          LG     .35     .34    4.15     .40     .00
2096          UI     66.    169.    316.    407.    539.    797.    641.    495.    375.    269.
2097          UI    139.    105.     66.     33.     20.     20.     20.      0.      0.      0.
2098          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


2099          KK    R159
2100          KM        ROUTE FLOW FROM CP159 TO CP160
2101          RS       1              -1       0
2102          RC    .022     .022     .025     830    .0036
2103          RX    1000     1001     1002     1020    1060     1150     1320     1440
2104          RY    1265     1265     1265     1264    1264     1266     1268     1270
              *

2105          KK     160
2106          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 160
2107          BA     .39
2108          LG     .35      .33     4.58      .32     .00
2109          UI     41.      92.     184.     238.    301.     435.     474.     354.     279.     216.
2110          UI    150.      79.      64.      41.     22.      13.      13.      13.      13.      0.
2111          UI      0.       0.       0.       0.      0.       0.       0.       0.       0.      0.
2112          UI      0.       0.       0.       0.      0.       0.       0.       0.       0.      0.

2113          KK   CP160
2114          KM        ADD HYDROGRAPHS AT CP160
2115          HC       2     .97

2116          KK    R160
2117          KM        ROUTE FLOW FROM CP160 TO CP161
2118          RS       3              -1       0
2119          RC    .075      .04      .04     2650   .0072
2120          RX    1000     1001     1210     1630    1670     1688     1689     1690
2121          RY    1259     1259     1258     1256    1256     1257     1257     1257
              *

2122          KK     161
2123          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 161
2124          BA     .50
2125          LG     .49      .03     4.44      .56     .00
2126          UI     24.      24.      24.      70.     92.     114.     127.     140.     155.     176.
2127          UI    195.     236.     297.     307.    258.     225.     202.     184.     161.     145.
2128          UI    127.     115.      93.      70.     43.      42.      40.      36.      24.      24.
2129          UI     23.       7.       7.       7.      7.       7.       7.       7.       7.       7.
2130          UI      7.       0.       0.       0.      0.       0.       0.       0.       0.       0.
2131          UI      0.       0.       0.       0.      0.       0.       0.       0.       0.       0.

2132          KK   CP161
2133          KM        ADD HYDROGRAPHS AT CP161
2134          HC       2    1.47

2135          KK    R161
2136          KM        ROUTE FLOW FROM CP161 TO CP163
2137          RS       6              -1       0
2138          RC     .08      .04      .04     5280   .0074
2139          RX    1000     1500     1910     2455    2470     2488     2489     2490
2140          RY    1226     1224     1222     1220    1220     1221     1221     1221
              *
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

2141          KK     162
2142          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 162
2143          BA     .25
2144          LG     .50     .00    4.74     .51     .00
2145          UI     22.     35.     86.    114.    137.    169.    233.    270.    206.    170.
2146          UI    138.    110.     78.     44.     37.     26.     22.      7.      7.      7.
2147          UI      7.      7.      0.      0.      0.      0.      0.      0.      0.      0.
2148          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

2149          KK    R162
2150          KM        ROUTE FLOW FROM CP162 TO CP163
2151          RS       8              -1       0
2152          RC     .08     .04     .04    5460   .0062
2153          RX    1000    1500    1910    2455    2470    2488    2489    2490
2154          RY    1226    1224    1222    1220    1220    1221    1221    1221
              *

2155          KK     163
2156          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 163
2157          BA     .75
2158          LG     .50     .00    4.58     .55     .00
2159          UI     37.     37.     37.    107.    140.    173.    193.    212.    235.    267.
2160          UI    296.    361.    456.    458.    383.    336.    303.    274.    240.    216.
2161          UI    187.    170.    133.    101.     65.     63.     60.     51.     37.     37.
2162          UI     30.     11.     11.     11.     11.     11.     11.     11.     11.     11.
2163          UI     11.      0.      0.      0.      0.      0.      0.      0.      0.      0.
2164          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

2165          KK   1I163
2166          KM        ADD HYDROGRAPHS AT CP163
2167          HC       2     1.0

2168          KK   CP163
2169          KM        ADD HYDROGRAPHS AT CP163
2170          HC       2    2.47

2171          KK    D163
2172          KM        DIVERT TO CP176A FROM CP163
2173          DT  DI176A
2174          DI       0      72     427    1229    2615    4708    5777    6545    8336   11092
2175          DQ       0       0       0       0       0       0       9      95     329     762

2176          KK    R163
2177          KM        ROUTE REMAINDER FROM CP163 TO CP164A
2178          RS       2              -1       0
2179          RC     .06    .035    .035    2640   .0078
2180          RX    1000    1410    1900    2110    2150    2168    2169    2170
2181          RY    1188    1186    1184    1182    1182    1183    1183    1183
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


2182          KK   D144
2183          KM        RETURN DIVERT AT CP144
2184          DR  DI164A

2185          KK   R144
2186          KM        ROUTE FLOW FROM CP144 TO  CP164A
2187          RS     46              -1       0
2188          RC    .07     .07     .07    6400   .0058
2189          RX   1000    1001    1002    1400    1910    2610    2669    2670
2190          RY   1203    1203    1203    1202    1202    1204    1205    1205
              *

2191          KK   164A
2192          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 164A
2193          BA    .49
2194          LG    .50     .00    4.74     .51     .00
2195          UI    22.     22.     22.     51.     79.     96.    110.    122.    133.    147.
2196          UI   164.    182.    220.    273.    282.    238.    209.    189.    174.    154.
2197          UI   138.    124.    111.     98.     78.     60.     39.     39.     36.     35.
2198          UI    22.     22.     22.     11.      7.      7.      7.      7.      7.      7.
2199          UI     7.      7.      7.      7.      0.      0.      0.      0.      0.      0.
2200          UI     0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

2201          KK  1I164A
2202          KM        ADD HYDROGRAPHS AT CP164A
2203          HC      2    8.17

2204          KK  CP164A
2205          KM        ADD HYDROGRAPHS AT CP164A
2206          HC      2   10.64

2207          KK   R164A
2208          KM        ROUTE FLOW FROM CP164A TO CP164
2209          RS      2              -1       0
2210          RC    .06    .035    .035    2640   .0072
2211          RX   1000    1410    1900    2110    2150    2168    2169    2170
2212          RY   1188    1186    1184    1182    1182    1183    1183    1183
              *

2213          KK    164
2214          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 164
2215          BA    .49
2216          LG    .50     .00    4.90     .47     .00
2217          UI    22.     22.     22.     49.     78.     94.    107.    120.    130.    143.
2218          UI   161.    177.    212.    261.    285.    241.    211.    190.    174.    157.
2219          UI   140.    127.    111.    103.     83.     63.     42.     39.     36.     36.
2220          UI    25.     22.     22.     17.      7.      7.      7.      7.      7.      7.
2221          UI     7.      7.      7.      7.      0.      0.      0.      0.      0.      0.
2222          UI     0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


2223          KK   1I164
2224          KM        ADD HYDROGRAPHS AT CP164
2225          HC       2   11.13

2226          KK   1D145
2227          KM        RETURN DIVERT AT CP145
2228          DR   DI164

2229          KK    R145
2230          KM        ROUTE FLOW FROM CP145 TO CP164
2231          RS       7              -1       0
2232          RC    .035     .035    .075    5280   .0058
2233          RX    1000     1001    1002    1040    1170    1520    1910    2190
2234          RY    1185     1185    1185    1184    1184    1186    1188    1190

2235          KK   CP164
2236          KM        ADD HYDROGRAPHS AT CP164
2237          HC       2   15.08

2238          KK    D164
2239          KM        DIVERT TO CP177 FROM CP164
2240          DT   DI177
2241          DI       0      295    1091    2467    4521    7345   11030
2242          DQ       0       22     124     352     743    1329    2143

2243          KK    R164
2244          KM        ROUTE REMAINDER FROM CP164 TO CP165
2245          RS       7              -1       0
2246          RC     .04      .04    .075    4900   .0043
2247          RX    1000     1250    1730    2220    2320    2338    2339    2340
2248          RY    1164     1162    1160    1158    1158    1159    1159    1159

2249          KK   2D145
2250          KM        RETURN DIVERT AT CP145
2251          DR   DI165

2252          KK    R145
2253          KM        ROUTE FLOW FROM CP145 TO CP165
2254          RS      38              -1       0
2255          RC     .08      .08     .08    7500   .0069
2256          RX    1000     1001    1420    1730    2220    2470    2999    3000
2257          RY    1177     1177    1176    1175    1175    1176    1177    1177
              *

2258          KK     165
2259          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 165
2260          BA     .90
2261          LG     .50      .00    4.82     .49     .00
2262          UI     35.      35.     35.     38.    115.    131.    156.    173.    191.    204.
2263          UI    223.     244.    267.    295.    349.    422.    463.    401.    353.    320.
2264          UI    294.     274.    246.    223.    206.    184.    169.    149.    120.     99.
2265          UI     62.      62.     59.     58.     49.     35.     35.     35.     25.     11.
2266          UI     11.      11.     11.     11.     11.     11.     11.     11.     11.     11.
2267          UI     11.       0.      0.      0.      0.      0.      0.      0.      0.      0.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

2268          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

2269          KK   1I165
2270          KM        ADD HYDROGRAPHS AT CP165
2271          HC       2   12.53

2272          KK   2I165
2273          KM        ADD HYDROGRAPHS AT CP165
2274          HC       2   15.98

2275          KK   CP165
2276          KM        ADD HYDROGRAPHS AT CP165
2277          HC       2   22.84

2278          KK    D165
2279          KM        DIVERT TO CP180 FROM CP165
2280          DT   DI180
2281          DI       0    1000    5000
2282          DQ       0       0    4000

2283          KK    R165
2284          KM        ROUTE FLOW FROM CP165 TO CP179
2285          RS       7              -1       0
2286          RC    .022    .022     .04    5280   .0038
2287          RX    1000    1001    1002    1030    1075    1090    1250    2000
2288          RY    1135    1135    1135    1134    1134    1135    1133    1137

2289          KK    D163
2290          KM        RETURN DIVERT AT CP163
2291          DR  DI176A

2292          KK    R163
2293          KM        ROUTE FLOW FROM CP163 TO CP176A
2294          RS       6              -1       0
2295          RC    .035    .035    .075    5280   .0040
2296          RX    1000    1001    1002    1010    1025    1320    1620    1845
2297          RY    1197    1197    1197    1196    1196    1198    1200    1202
              *

2298          KK    176A
2299          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 176A
2300          BA     .62
2301          LG     .50     .00    4.32     .62       1
2302          UI     24.     24.     24.     24.     79.     89.    106.    118.    131.    139.
2303          UI    151.    166.    182.    200.    236.    283.    318.    279.    245.    221.
2304          UI    203.    189.    171.    155.    142.    129.    117.    105.     87.     69.
2305          UI     46.     43.     41.     40.     37.     24.     24.     24.     21.      7.
2306          UI      7.      7.      7.      7.      7.      7.      7.      7.      7.      7.
2307          UI      7.      0.      0.      0.      0.      0.      0.      0.      0.      0.
2308          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

2309          KK  CP176A
2310          KM        ADD HYDROGRAPHS AT CP176A
2311          HC       2    3.09

2312          KK   D176A
2313          KM        DIVERT TO CP191 FROM CP176A
2314          DT   DI191
2315          DI       0      47     164     349     497    1107    2599    4968    8289
2316          DQ       0       0       0       0       0      60     278     719    1444

2317          KK   R176A
2318          KM        ROUTE REMAINDER FROM CP176A TO CP177A
2319          RS       4              -1       0
2320          RC    .075     .04     .04    2640   .0064
2321          RX    1000    1200    1545    2020    2145    2168    2169    2170
2322          RY    1173    1172    1170    1168    1168    1169    1169    1169
              *

2323          KK    177A
2324          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 177A
2325          BA     .49
2326          LG     .50     .00    4.38     .60     .00
2327          UI     22.     22.     22.     49.     78.     94.    107.    120.    130.    143.
2328          UI    161.    177.    212.    261.    285.    241.    211.    190.    174.    157.
2329          UI    140.    127.    111.    103.     83.     63.     42.     39.     36.     36.
2330          UI     25.     22.     22.     17.      7.      7.      7.      7.      7.      7.
2331          UI      7.      7.      7.      7.      0.      0.      0.      0.      0.      0.
2332          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

2333          KK  CP177A
2334          KM        ADD HYDROGRAPHS AT CP177A
2335          HC       2    3.58

2336          KK   R177A
2337          KM        ROUTE FLOW FROM CP177A TO CP177
2338          RS       8              -1       0
2339          RC    .075     .04     .04    2640   .0064
2340          RX    1000    1200    1545    2020    2145    2168    2169    2170
2341          RY    1173    1172    1170    1168    1168    1169    1169    1169
              *

2342          KK     177
2343          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 177
2344          BA     .49
2345          LG     .50     .00    4.32     .62     .00
2346          UI     22.     22.     22.     51.     79.     96.    110.    122.    133.    147.
2347          UI    164.    182.    220.    273.    282.    238.    209.    189.    174.    154.
2348          UI    138.    124.    111.     98.     78.     60.     39.     39.     36.     35.
2349          UI     22.     22.     22.     11.      7.      7.      7.      7.      7.      7.
2350          UI      7.      7.      7.      7.      0.      0.      0.      0.      0.      0.
2351          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

2352          KK   1I177
2353          KM        ADD HYDROGRAPHS AT CP177
2354          HC       2    4.07

2355          KK    D164
2356          KM        RETURN DIVERT AT CP164
2357          DR   DI177

2358          KK    R164
2359          KM        ROUTE FLOW FROM CP164 TO CP177
2360          RS      11              -1       0
2361          RC    .035     .035     .07    5280   .0032
2362          RX    1000     1001    1002    1020    1040    1290    1540    1810
2363          RY    1159     1159    1159    1158    1158    1160    1162    1164

2364          KK   CP177
2365          KM        ADD HYDROGRAPHS AT CP177
2366          HC       2   16.68

2367          KK    R177
2368          KM        ROUTE FLOW FROM CP177 TO CP178
2369          RS       3              -1       0
2370          RC     .07      .04     .04    2250   .0067
2371          RX    1000     1170    1550    2020    2060    2078    2079    2080
2372          RY    1149     1148    1146    1144    1144    1145    1145    1145
              *

2373          KK     178
2374          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 178
2375          BA     .44
2376          LG     .50      .00    4.66     .53     .00
2377          UI     20.      20.     20.     46.     71.     86.     98.    109.    119.    131.
2378          UI    147.     162.    196.    244.    253.    214.    188.    170.    156.    139.
2379          UI    124.     112.    100.     89.     71.     55.     35.     35.     33.     32.
2380          UI     20.      20.     20.     11.      6.      6.      6.      6.      6.      6.
2381          UI      6.       6.      6.      6.      0.      0.      0.      0.      0.      0.
2382          UI      0.       0.      0.      0.      0.      0.      0.      0.      0.      0.

2383          KK   CP178
2384          KM        ADD HYDROGRAPHS AT CP178
2385          HC       2   17.12

2386          KK    R178
2387          KM        ROUTE FLOW FROM CP178 TO CP179
2388          RS       5              -1       0
2389          RC    .075      .04     .04    2640   .0034
2390          RX    1000     1040    1560    2110    2320    2348    2349    2350
2391          RY    1137     1136    1134    1132    1132    1133    1133    1133
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

2392          KK     179
2393          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 179
2394          BA     .46
2395          LG     .50     .00    5.00     .45     .00
2396          UI     20.     20.     20.     41.     70.     84.     97.    109.    117.    129.
2397          UI    144.    158.    184.    225.    264.    234.    203.    181.    165.    152.
2398          UI    135.    122.    109.     98.     86.     68.     52.     36.     35.     33.
2399          UI     32.     20.     20.     20.     12.      6.      6.      6.      6.      6.
2400          UI      6.      6.      6.      6.      6.      0.      0.      0.      0.      0.
2401          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

2402          KK   1I179
2403          KM        ADD HYDROGRAPHS AT CP179
2404          HC       2   17.58

2405          KK   CP179
2406          KM        ADD HYDROGRAPHS AT CP179
2407          HC       2   25.34

2408          KK   1D179
2409          KM        DIVERT TO CP193 FROM CP179
2410          DT   DI193
2411          DI       0     480    2000    5000
2412          DQ       0       0    1000    1000

2413          KK   2D179
2414          KM        DIVERT TO CP194A FROM CP179
2415          DT  DI194A
2416          DI       0     240    1000    4000
2417          DQ       0       0     240     240

2418          KK    R179
2419          KM        ROUTE REMAINDER FROM CP179 TO CP180
2420          RS       4              -1       0
2421          RC     .07    .022    .022    5280   .0025
2422          RX    1000    1320    1700    1820    1840    1868    1869    1870
2423          RY    1124    1122    1120    1118    1118    1119    1119    1119
              *
              * ***************************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 2H WITH NEW SOILS*****
              * ***************************************************************************
              *

2424          KK     180
2425          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 180
2426          BA     .99
2427          LG     .50     .00    4.90     .47     .00
2428          UI     35.     35.     35.     35.     84.    120.    138.    163.    176.    191.
2429          UI    203.    220.    238.    261.    280.    321.    391.    430.    449.    390.
2430          UI    350.    319.    296.    277.    255.    231.    214.    196.    178.    166.
2431          UI    146.    120.    101.     66.     62.     60.     57.     57.     41.     35.
2432          UI     35.     35.     26.     11.     11.     11.     11.     11.     11.     11.
2433          UI     11.     11.     11.     11.     11.     11.      0.      0.      0.      0.
2434          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


2435          KK   1I180
2436          KM        ADD HYDROGRAPHS AT CP180
2437          HC       2   26.33

2438          KK   2D133
2439          KM        RETURN DIVERT AT CP133
2440          DR   1D147

2441          KK    R133
2442          KM        ROUTE FLOW FROM CP133 TO CP147
2443          RS      55              -1       0
2444          RC     .07     .07     .07    6552   .0063
2445          RX    1000    1001    1720    1900    2290    2460    2619    2620
2446          RY    1189    1189    1188  1187.5  1187.5    1188    1189    1189
              *

2447          KK     147
2448          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 147
2449          BA     .50
2450          LG     .50     .00    4.82     .49     .00
2451          UI     23.     23.     23.     57.     84.    102.    116.    128.    140.    156.
2452          UI    175.    197.    249.    289.    278.    237.    210.    190.    174.    153.
2453          UI    138.    123.    110.     94.     70.     50.     41.     39.     38.     27.
2454          UI     23.     23.     18.      7.      7.      7.      7.      7.      7.      7.
2455          UI      7.      7.      7.      0.      0.      0.      0.      0.      0.      0.
2456          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

2457          KK   1I147
2458          KM        ADD HYDROGRAPHS AT CP147
2459          HC       2   14.62

2460          KK    D134
2461          KM        RETURN DIVERT AT CP134
2462          DR   2D147

2463          KK    R134
2464          KM        ROUTE FLOW FROM CP134 TO CP147
2465          RS       7              -1       0
2466          RC     .05     .05     .15    5280   .0053
2467          RX    1000    1001    1002    1020    1190    1580    2180    2700
2468          RY    1187    1187    1187    1186    1186    1188    1190    1192

2469          KK  CP147
2470          KM        ADD HYDROGRAPHS AT CP147
2471          HC       2   15.92

2472          KK    D147
2473          KM        DIVERT TO CP166 FROM CP147
2474          DT   2D166
2475          DI       0     108    1147    2026    4338    8063   13066
2476          DQ       0     108    1129    1961    3822    6531   10041
```

```
LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


2477          KK    R147
2478          KM        ROUTE REMAINDER FROM CP147 TO CP148
2479          RS       4              -1       0
2480          RC    .075     .04     .04    2640   .0038
2481          RX    1000    1420    1800    2230    2340    2368    2369    2370
2482          RY    1164    1162    1160    1158    1158    1159    1159    1159
              *

2483          KK     148
2484          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 148
2485          BA     .48
2486          LG     .50     .00    4.82     .49     .00
2487          UI     22.     22.     22.     51.     78.     95.    109.    120.    131.    145.
2488          UI    162.    181.    222.    270.    274.    232.    204.    185.    169.    150.
2489          UI    135.    120.    108.     94.     74.     56.     39.     38.     36.     32.
2490          UI     22.     22.     22.      9.      7.      7.      7.      7.      7.      7.
2491          UI      7.      7.      7.      7.      0.      0.      0.      0.      0.      0.
2492          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

2493          KK   1I148
2494          KM        ADD HYDROGRAPHS AT CP148
2495          HC       2   16.40

2496          KK    D135
2497          KM        RETURN DIVERT AT CP135
2498          DR   DI148

2499          KK    R135
2500          KM        ROUTE FLOW FROM CP135 TO CP148
2501          RS      10              -1       0
2502          RC    .035    .035    .075    5280   .0049
2503          RX    1000    1001    1002    1070    1130    1400    1780    2250
2504          RY    1171    1171    1171    1170    1170    1172    1174    1176

2505          KK   CP148
2506          KM        ADD HYDROGRAPHS AT CP148
2507          HC       2   17.46

2508          KK    D148
2509          KM        DIVERT TO CP150 FROM CP148
2510          DT   DI150
2511          DI       0       3     104     399     807    1777    2687    5053    8363
2512          DQ       0       1      16      60     106     241     472    1000    1788

2513          KK    R148
2514          KM        ROUTE REMAINDER FROM CP148 TO CP166
2515          RS       6              -1       0
2516          RC     .04     .04    .075    5280   .0030
2517          RX    1000    1001    1002    1045    1330    2030    2380    2700
2518          RY    1153    1153    1153    1152    1152    1154    1156    1157
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


2519          KK    D147
2520          KM        RETURN DIVERT AT CP147
2521          DR   2D166

2522          KK    R147
2523          KM        ROUTE FLOW FROM CP147 TO CP166
2524          RS      29              -1       0
2525          RC     .08     .08     .08    6240   .0042
2526          RX    1000    1001    1220    1720    2460    2998    2999    3000
2527          RY    1155    1155    1154    1152    1152  1153.5  1153.5  1153.5
              *

2528          KK     166
2529          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 166
2530          BA     .98
2531          LG     .50     .00    4.74     .51     .00
2532          UI     34.     34.     34.     34.     81.    118.    135.    160.    172.    188.
2533          UI    199.    215.    233.    256.    273.    312.    378.    420.    447.    390.
2534          UI    348.    317.    294.    275.    255.    230.    213.    197.    177.    165.
2535          UI    148.    123.     99.     71.     61.     60.     57.     57.     44.     34.
2536          UI     34.     34.     31.     11.     11.     11.     11.     11.     11.     11.
2537          UI     11.     11.     11.     11.     11.     11.     11.      0.      0.      0.
2538          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

2539          KK    D146
2540          KM        RETURN DIVERT AT CP146
2541          DR   1D166

2542          KK    R146
2543          KM        ROUTE FLOW FROM CP146 TO CP166
2544          RS       8              -1       0
2545          RC    0.07    0.07    0.07    7470  0.0041
2546          RX    1000    1001    1220    1720    2460    2998    2999    3000
2547          RY    1155    1155    1154    1152    1152  1153.5  1153.5  1153.5

2548          KK   1I166
2549          KM        ADD HYDROGRAPHS AT CP166
2550          HC       2   19.47

2551          KK   2I166
2552          KM        ADD HYDROGRAPHS AT CP166
2553          HC       2   21.45

2554          KK   CP166
2555          KM        ADD HYDROGRAPHS AT CP166
2556          HC       2   22.45

2557          KK    D166
2558          KM        DIVERT TO CP167 FROM CP166
2559          DT   DI167
2560          DI       0      67     296     813    1921    3730    6346    9869
2561          DQ       0      67     296     765    1709    3184    5250    7966
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


2562          KK    R166
2563          KM        ROUTE REMAINDER FROM CP166 TO CP180
2564          RS      11              -1       0
2565          RC    .035     .035    .075    5280   .0051
2566          RX    1000     1001    1002    1020    1060    1420    2010    2320
2567          RY    1125     1125    1125    1124    1124    1126    1128    1130

2568          KK    D165
2569          KM        RETURN DIVERT AT CP165
2570          DR   DI180

2571          KK    R165
2572          KM        ROUTE FLOW FROM CP165 TO CP180
2573          RS       8              -1       0
2574          RC    0.07     0.07    0.07    7470  0.0043
2575          RX    1000     1001    1470    1820    2510    2910    3299    3300
2576          RY    1133     1133    1132    1131    1131    1132    1133    1133

2577          KK   1I180
2578          KM        ADD HYDROGRAPHS AT CP180
2579          HC       2   30.29

2580          KK   CP180
2581          KM        ADD HYDROGRAPHS AT CP180
2582          HC       2   30.29

2583          KK    D180
2584          KM        DIVERT TO CP195 FROM CP180
2585          DT   1D195
2586          DI       0       6     234     802    1724    3040    4789
2587          DQ       0       6     206     687    1448    2510    3899

2588          KK    R180
2589          KM        ROUTE REMAINDER FROM CP180 TO CP181
2590          RS       7              -1       0
2591          RC    .075     .04     .04    1350   .0007
2592          RX    1000     1001    1410    2240    2270    2298    2299    2300
2593          RY    1116     1116    1114    1112    1112    1113    1113    1113
              *

2594          KK     181
2595          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 181
2596          BA     .37
2597          LG     .50      .00    4.58     .55     .00
2598          UI     19.      19.     20.     65.     79.     93.    106.    117.    132.    148.
2599          UI    177.     224.    248.    206.    178.    159.    143.    124.    111.     97.
2600          UI     83.      63.     44.     34.     32.     31.     19.     19.     18.      6.
2601          UI      6.       6.      6.      6.      6.      6.      6.      6.      0.      0.
2602          UI      0.       0.      0.      0.      0.      0.      0.      0.      0.      0.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

2603          KK   CP181
2604          KM        ADD HYDROGRAPHS AT CP181
2605          HC       2   30.66

2606          KK    D181
2607          KM        DIVERT TO CP195 FROM CP181
2608          DT   2D195
2609          DI       0     100     200     328     500    1251    3000    6011
2610          DQ       0     100     200     328     500    1026    2250    4208

2611          KK    R181
2612          KM        ROUTE REMAINDER FROM CP181 TO CP182
2613          RS       7              -1       0
2614          RC    .075     .04     .04    2900   .0024
2615          RX    1000    1190    1640    2305    2340    2358    2359    2360
2616          RY    1111    1110    1108    1106    1106    1107    1107    1107
              *
              * ************************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 2I WITH NEW SOILS*****
              * ************************************************************************
              *

2617          KK     182
2618          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 182
2619          BA     .24
2620          LG     .50     .00    4.44     .58     .00
2621          UI     15.     15.     32.     56.     71.     83.     93.    108.    127.    167.
2622          UI    190.    154.    131.    116.     99.     85.     73.     60.     40.     26.
2623          UI     25.     22.     15.     15.      7.      5.      5.      5.      5.      5.
2624          UI      5.      5.      0.      0.      0.      0.      0.      0.      0.      0.
2625          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

2626          KK   1I182
2627          KM        ADD HYDROGRAPHS AT CP182
2628          HC       2    30.9

2629          KK    D148
2630          KM        RETURN DIVERT AT CP148
2631          DR   DI150

2632          KK    R148
2633          KM        ROUTE FLOW FROM CP148 TO CP150
2634          RS       7              -1       0
2635          RC    .075    .035    .035    2640   .0026
2636          RX    1000    1350    1830    2240    2340    2368    2369    2370
2637          RY    1158    1156    1154    1152    1152    1153    1153    1153
              *

2638          KK     150
2639          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 150
2640          BA     .23
2641          LG     .50     .00    4.90     .47     .00
2642          UI     14.     14.     27.     50.     65.     74.     84.     96.    110.    144.
2643          UI    175.    154.    129.    113.     99.     85.     74.     64.     47.     32.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

2644          UI     24.     23.     18.     14.     14.      5.      4.      4.      4.      4.
2645          UI      4.      4.      4.      0.      0.      0.      0.      0.      0.      0.
2646          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

2647          KK   CP150
2648          KM        ADD HYDROGRAPHS AT CP150
2649          HC       2   17.69

2650          KK    R150
2651          KM        ROUTE FLOW FROM CP150 TO CP151
2652          RS       6              -1       0
2653          RC    .075    .035    .035    2640   .0030
2654          RX    1000    1250    1720    2110    2300    2348    2349    2350
2655          RY    1149    1148    1146    1144    1144    1145    1145    1145
              *

2656          KK     151
2657          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 151
2658          BA     .25
2659          LG     .50     .00    4.90     .47     .00
2660          UI     15.     15.     27.     53.     67.     78.     87.    100.    114.    140.
2661          UI    184.    173.    143.    125.    111.     95.     83.     72.     60.     41.
2662          UI     26.     25.     24.     15.     15.     11.      4.      4.      4.      4.
2663          UI      4.      4.      4.      4.      0.      0.      0.      0.      0.      0.
2664          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

2665          KK   1I151
2666          KM        ADD HYDROGRAPHS AT CP151
2667          HC       2   17.94

2668          KK   1D137
2669          KM        RETURN DIVERT AT CP137
2670          DR   DI149

2671          KK    R137
2672          KM        ROUTE FLOW FROM CP137 TO CP149
2673          RS       4              -1       0
2674          RC    .035    .035     .08    2640   .0038
2675          RX    1000    1001    1002    1015    1070    1470    1830    2350
2676          RY    1157    1157    1157    1156    1156    1158    1160    1162
              *

2677          KK     149
2678          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 149
2679          BA     .48
2680          LG     .50     .00    4.66     .53     .00
2681          UI     21.     21.     21.     43.     73.     88.    101.    114.    122.    134.
2682          UI    150.    164.    192.    235.    275.    245.    211.    189.    173.    158.
2683          UI    140.    127.    114.    102.     90.     71.     54.     37.     36.     34.
2684          UI     33.     21.     21.     21.     13.      6.      6.      6.      6.      6.
2685          UI      6.      6.      6.      6.      6.      0.      0.      0.      0.      0.
2686          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


2687          KK   CP149
2688          KM        ADD HYDROGRAPHS AT CP149
2689          HC       2   22.20

2690          KK    R149
2691          KM        ROUTE FLOW FROM CP149 TO CP151
2692          RS       5              -1       0
2693          RC    .035    .035     .07    2640   .0038
2694          RX    1000    1001    1002    1030    1200    2050    2315    2350
2695          RY    1143    1143    1143    1142    1142    1144    1146    1147

2696          KK   CP151
2697          KM        ADD HYDROGRAPHS AT CP151
2698          HC       2   23.66

2699          KK   1D151
2700          KM        DIVERT TO CP168 FROM CP151
2701          DT   1D168
2702          DI       0      22      73     360     833    1579    2881    4702    7044
2703          DQ       0       0      17     113     270     519     953    1560    2341

2704          KK   2D151
2705          KM        DIVERT TO CP152 FROM CP151
2706          DT   DI152
2707          DI       0      22      56     247     563    1060    1928    3142    4703
2708          DQ       0       0      17     113     270     519     953    1560    2341

2709          KK    R151
2710          KM        ROUTE REMAINDER FROM CP151 TO CP167
2711          RS      11              -1       0
2712          RC    .035    .035     .07    5280   .0030
2713          RX    1000    1001    1002    1015    1085    1500    1770    2400
2714          RY    1129    1129    1129    1128    1128    1130    1132    1134
              *

2715          KK     167
2716          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 167
2717          BA     .97
2718          LG     .50     .00    4.90     .47     .00
2719          UI     34.     34.     34.     34.     80.    117.    133.    158.    170.    186.
2720          UI    197.    213.    231.    253.    270.    309.    374.    415.    443.    386.
2721          UI    344.    314.    291.    272.    252.    227.    211.    195.    175.    163.
2722          UI    146.    122.     98.     71.     60.     59.     56.     56.     44.     34.
2723          UI     34.     34.     31.     10.     10.     10.     10.     10.     10.     10.
2724          UI     10.     10.     10.     10.     10.     10.     10.      0.      0.      0.
2725          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

2726          KK   1I167
2727          KM        ADD HYDROGRAPHS AT CP167
2728          HC       2   24.63
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

2729          KK    D166
2730          KM        RETURN DIVERT AT CP166
2731          DR   DI167

2732          KK    R166
2733          KM        ROUTE FLOW FROM CP166 TO CP167
2734          RS       5              -1       0
2735          RC     .08     .025     .025    5280    .0028
2736          RX    1000     1510     2000    2250     2290     2318     2319     2320
2737          RY    1136     1134     1132    1130     1130     1131     1131     1131

2738          KK   CP167
2739          KM        ADD HYDROGRAPHS AT CP167
2740          HC       2   25.61

2741          KK   1D167
2742          KM        DIVERT TO CP183 FROM CP167
2743          DT   1D183
2744          DI       0      274     1281    3337     6703    11624    18322
2745          DQ       0        0      335    1021     2143     3783     6016

2746          KK   2D167
2747          KM        DIVERT TO CP168 FROM CP167
2748          DT   2D168
2749          DI       0      274      946    2316     4560     7841    12306
2750          DQ       0        0       64     250      587     1107     1838

2751          KK    R167
2752          KM        ROUTE REMAINDER FROM CP167 TO CP181A
2753          RS       4              -1       0
2754          RC    .035     .035      .08    2400    .0046
2755          RX    1000     1001     1002    1020     1080     1740     2169     2170
2756          RY    1119     1119     1119    1118     1118     1120     1119     1119
              *

2757          KK    181A
2758          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 181A
2759          BA     .39
2760          LG     .50      .00     4.58     .55      .00
2761          UI     16.      16.      16.     28.      55.      65.      77.      85.      93.     100.
2762          UI    111.     123.     136.    162.     199.     212.     181.     159.     144.     133.
2763          UI    121.     108.      98.     89.      80.      71.      57.      45.      29.      29.
2764          UI     27.      27.      19.     16.      16.      16.       5.       5.       5.       5.
2765          UI      5.       5.       5.      5.       5.       5.       5.       5.       0.       0.
2766          UI      0.       0.       0.      0.       0.       0.       0.       0.       0.       0.

2767          KK  CP181A
2768          KM        ADD HYDROGRAPHS AT CP181A
2769          HC       2    26.0
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

2770          KK   D181A
2771          KM        DIVERT TO CP183 FROM CP181A
2772          DT   2D183
2773          DI       0     133     491    1117    1637    2812    4542    6810    9620
2774          DQ       0      12      77     241     451     927    1631    2557    3709

2775          KK   R181A
2776          KM        ROUTE REMAINDER FROM CP181A TO CP182
2777          RS       5              -1       0
2778          RC     .04     .04     .08    2870   .0031
2779          RX    1000    1001    1002    1015    1075    1570    1880    2100
2780          RY    1109    1109    1109    1108    1108    1110    1112    1113

2781          KK   CP182
2782          KM        ADD HYDROGRAPHS AT CP182
2783          HC       2   38.46

2784          KK    D182
2785          KM        DIVERT TO CP196 FROM CP182
2786          DT   DI196
2787          DI       0     173     611    1337    2388    3802
2788          DQ       0      88     310     659    1212    1929

2789          KK    R182
2790          KM        ROUTE REMAINDER FROM CP182 TO CP184
2791          RS      14              -1       0
2792          RC    .075     .04     .04    5280   .0023
2793          RX    1000    1001    1700    2340    2450    2463    2464    2465
2794          RY    1104    1104    1102    1100    1100    1101    1101    1101

2795          KK   2D151
2796          KM        RETURN DIVERT AT CP151
2797          DR   DI152

2798          KK    R151
2799          KM        ROUTE FLOW FROM CP151 TO CP152
2800          RS       6              -1       0
2801          RC     .08    .035    .035    2600   .0027
2802          RX    1000    1090    1710    2160    2240    2268    2269    2270
2803          RY    1141    1140    1138    1136    1136    1137    1137    1137
              *

2804          KK     152
2805          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 152
2806          BA     .35
2807          LG     .50     .00    5.10     .43     .00
2808          UI     17.     17.     17.     54.     69.     83.     94.    103.    114.    129.
2809          UI    147.    187.    221.    206.    175.    155.    140.    124.    110.     97.
2810          UI     86.     74.     56.     39.     31.     29.     29.     18.     17.     17.
2811          UI      7.      5.      5.      5.      5.      5.      5.      5.      5.      5.
2812          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
2813          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

2814          KK   CP152
2815          KM        ADD HYDROGRAPHS AT CP152
2816          HC       2   24.01

2817          KK   1D152
2818          KM        DIVERT TO CP169 FROM CP152
2819          DT   1D169
2820          DI       0     334     482    1536    3508    6291    9848   14192
2821          DQ       0       0      49     400    1058    1986    3171    4619

2822          KK   2D152
2823          KM        DIVERT TO CP155 FROM CP152
2824          DT   DI155
2825          DI       0     334     433    1136    2450    4305    6677    9573
2826          DQ       0       0      49     400    1058    1986    3171    4619

2827          KK    R152
2828          KM        ROUTE REMAINDER FROM CP152 TO CP168
2829          RS      10                -1       0
2830          RC    .035    .035    .075    5280   .0034
2831          RX    1000    1001    1002    1020    1110    1450    1880    2100
2832          RY    1123    1123    1123    1122    1122    1124    1126    1127

2833          KK   1D151
2834          KM        RETURN DIVERT AT CP151
2835          DR   1D168

2836          KK    R151
2837          KM        ROUTE FLOW FROM CP151 TO CP168
2838          RS      56                -1       0
2839          RC    .075    .075    .075    5928   .0042
2840          RX    1000    1001    1002    1180    2100    2458    2459    2460
2841          RY    1135    1135    1135    1134    1134    1135    1135    1135
              *

2842          KK     168
2843          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 168
2844          BA     .51
2845          LG     .50     .00    5.00     .45     .00
2846          UI     21.     21.     21.     37.     73.     86.    101.    111.    122.    132.
2847          UI    145.    162.    179.    213.    262.    277.    236.    208.    188.    173.
2848          UI    158.    141.    128.    116.    104.     92.     73.     58.     38.     38.
2849          UI     35.     35.     24.     21.     21.     20.      7.      7.      7.      7.
2850          UI      7.      7.      7.      7.      7.      7.      7.      0.      0.      0.
2851          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

2852          KK   1I168
2853          KM        ADD HYDROGRAPHS AT CP168
2854          HC       2   24.17
```

```
LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

2855          KK   2D167
2856          KM        RETURN DIVERT AT CP167
2857          DR   2D168

2858          KK    R167
2859          KM        ROUTE FLOW FROM CP167 TO CP168
2860          RS      10              -1       0
2861          RC    .075     .04     .04    2600   .0035
2862          RX    1000    1060    1460    2050    2315    2328    2329    2330
2863          RY    1125    1124    1122    1120    1120    1121    1121    1121

2864          KK   2I168
2865          KM        ADD HYDROGRAPHS AT CP168
2866          HC       2   26.12

2867          KK   CP168
2868          KM        ADD HYDROGRAPHS AT CP168
2869          HC       2   26.47

2870          KK    D168
2871          KM        DIVERT TO CP169 FROM CP168
2872          DT   2D169
2873          DI       0       4     282    1072    2510    4582    7322   10770
2874          DQ       0       0      59     334     981    1974    3330    5068

2875          KK    R168
2876          KM        ROUTE REMAINDER FROM CP168 TO CP183
2877          RS       5              -1       0
2878          RC     .04     .04    .075    2400   .0029
2879          RX    1000    1001    1002    1010    1030    1480    2259    2260
2880          RY    1113    1113    1113    1112    1112    1114    1116    1116

2881          KK   1D167
2882          KM        RETURN DIVERT AT CP167
2883          DR   1D183

2884          KK    R167
2885          KM        ROUTE FLOW FROM CP167 TO CP183
2886          RS      19              -1       0
2887          RC    .075    .075    .075    2250   .0071
2888          RX    1000    1001    1002    1210    2310    2558    2559    2560
2889          RY    1115    1115    1115    1114    1114    1115    1115    1115
              *

2890          KK     183
2891          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 183
2892          BA     .21
2893          LG     .50     .00    4.32     .62     .00
2894          UI     20.     38.     84.    109.    134.    172.    247.    206.    164.    131.
2895          UI    104.     74.     40.     33.     22.     16.      6.      6.      6.      6.
2896          UI      6.      0.      0.      0.      0.      0.      0.      0.      0.      0.
2897          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
```

```
LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


2898          KK   1I183
2899          KM        ADD HYDROGRAPHS AT CP183
2900          HC       2   25.82

2901          KK   D181A
2902          KM        RETURN DIVERT AT CP181A
2903          DR   2D183

2904          KK   R181A
2905          KM        ROUTE FLOW FROM CP181A TO CP183
2906          RS       3              -1       0
2907          RC     .08     .04     .04    1250   .0040
2908          RX    1000    1001    1420    1850    1870    1888    1889    1890
2909          RY    1114    1114    1112    1110    1110    1111    1111    1111

2910          KK   2I183
2911          KM        ADD HYDROGRAPHS AT CP183
2912          HC       2   26.21

2913          KK   CP183
2914          KM        ADD HYDROGRAPHS AT CP183
2915          HC       2   27.07

2916          KK    R183
2917          KM        ROUTE FLOW FROM CP183 TO CP184
2918          RS      28              -1       0
2919          RC     .08     .08     .08    4520   .0035
2920          RX    1000    1001    1215    1910    2630    3250    3499    3500
2921          RY    1101    1101    1100    1098    1098    1100    1101    1101
              *

2922          KK     184
2923          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 184
2924          BA     .79
2925          LG     .50     .00    4.74     .51     .00
2926          UI     33.     33.     33.     53.    110.    130.    154.    170.    186.    200.
2927          UI    221.    245.    268.    321.    389.    431.    371.    326.    293.    269.
2928          UI    248.    221.    201.    182.    164.    148.    121.     94.     63.     58.
2929          UI     55.     54.     43.     33.     33.     33.     15.     10.     10.     10.
2930          UI     10.     10.     10.     10.     10.     10.     10.     10.      0.      0.
2931          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

2932          KK   1I184
2933          KM        ADD HYDROGRAPHS AT CP184
2934          HC       2   27.86

2935          KK   2I184
2936          KM        ADD HYDROGRAPHS AT CP184
2937          HC       2   40.32
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


2938          KK    D152
2939          KM        RETURN DIVERT AT CP152
2940          DR   DI155

2941          KK    R152
2942          KM        ROUTE FLOW FROM CP152 TO CP155
2943          RS      14              -1       0
2944          RC    .075     .04     .04    2640   .0019
2945          RX    1000    1040    1580    2090    2360    2363    2364    2365
2946          RY  1135.2    1134    1132    1130    1130    1131    1131    1131
              *

2947          KK     155
2948          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 155
2949          BA     .26
2950          LG     .50     .00    7.30     .17     .00
2951          UI     15.     15.     29.     56.     72.     83.     93.    107.    122.    156.
2952          UI    195.    177.    147.    129.    113.     98.     85.     73.     57.     39.
2953          UI     27.     26.     23.     15.     15.      8.      5.      5.      5.      5.
2954          UI      5.      5.      5.      0.      0.      0.      0.      0.      0.      0.
2955          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

2956          KK   CP155
2957          KM        ADD HYDROGRAPHS AT CP155
2958          HC       2   24.27

2959          KK    R155
2960          KM        ROUTE FLOW FROM CP155 TO CP169
2961          RS      17              -1       0
2962          RC     .04     .04     .07    5280   .0036
2963          RX    1000    1001    1002    1020    1690    2220    2269    2270
2964          RY    1117    1117    1117    1116    1116    1118    1119    1119

2965          KK    D152
2966          KM        RETURN DIVERT AT CP152
2967          DR   1D169

2968          KK    R152
2969          KM        ROUTE FLOW FROM CP152 TO CP169
2970          RS       7              -1       0
2971          RC     .08     .08     .08    5928   .0040
2972          RX    1000    1001    1002    1190    2510    2898    2899    2900
2973          RY    1121    1121    1121    1120    1120    1121    1121    1121
              *

2974          KK     169
2975          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 169
2976          BA     .51
2977          LG     .50     .00    7.30     .17     .00
2978          UI     21.     21.     21.     35.     72.     84.    100.    110.    120.    130.
2979          UI    143.    159.    174.    209.    253.    278.    239.    210.    189.    174.
2980          UI    160.    142.    130.    117.    106.     95.     77.     61.     39.     38.
2981          UI     35.     35.     27.     21.     21.     21.      9.      7.      7.      7.
2982          UI      7.      7.      7.      7.      7.      7.      7.      7.      0.      0.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

2983          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

2984          KK   1I169
2985          KM        ADD HYDROGRAPHS AT CP169
2986          HC       2   24.52

2987          KK   2I169
2988          KM        ADD HYDROGRAPHS AT CP169
2989          HC       2   25.13

2990          KK    D168
2991          KM        RETURN DIVERT AT CP168
2992          DR   2D169

2993          KK    R168
2994          KM        ROUTE FLOW FROM CP168 TO CP169
2995          RS       9              -1       0
2996          RC     .08     .035    .035    2640   .0023
2997          RX    1000     1001    1440    1890    2100    2148    2149    2150
2998          RY    1116     1116    1114    1112    1112    1113    1113    1113

2999          KK   CP169
3000          KM        ADD HYDROGRAPHS AT CP169
3001          HC       2   27.24

3002          KK    R169
3003          KM        ROUTE FLOW FROM CP169 TO CP184
3004          RS      10              -1       0
3005          RC     .08     .04     .04    5280   .0032
3006          RX    1000     1001    1002    1020    1100    1670    2099    2100
3007          RY    1111     1111    1111    1110    1110    1112    1113    1113

3008          KK   CP184
3009          KM        ADD HYDROGRAPHS AT CP184
3010          HC       2   41.09

3011          KK   1D184
3012          KM        DIVERT TO CP197 FROM CP184
3013          DT   DI197
3014          DI       0     350    1274    2834    4789    7664
3015          DQ       0     140     509    1134    1916    3066

3016          KK   2D184
3017          KM        DIVERT TO CP198 FROM CP184
3018          DT   DI198
3019          DI       0     210     765    1700    2873    4598
3020          DQ       0     140     509    1134    1911    3066

3021          KK    R184
3022          KM        ROUTE REMAINDER FROM CP184 TO CP185
3023          RS       8              -1       0
3024          RC    .075     .04     .04    1400   .0007
3025          RX    1000     1001    1170    1970    2260    2308    2309    2310
3026          RY    1095     1095    1094    1092    1092    1093    1093    1093
              *
              * ***************************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 2J WITH NEW SOILS*****
              * ***************************************************************************
              *
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

3027          KK     170
3028          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 170
3029          BA     .29
3030          LG     .41     .04    7.30     .16    5.00
3031          UI     19.     19.     48.     77.     95.    110.    126.    148.    189.    242.
3032          UI    212.    175.    153.    130.    112.     94.     76.     49.     34.     32.
3033          UI     25.     19.     17.      6.      6.      6.      6.      6.      6.      6.
3034          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
3035          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

3036          KK    R170
3037          KM        ROUTE FLOW FROM CP170 TO CP185
3038          RS      16              -1       0
3039          RC    .035    .035    .035    5280   .0032
3040          RX    1000    1001    1002    2100    2280    2338    2339    2340
3041          RY    1101    1101    1101    1100    1100    1101    1101    1101
              *

3042          KK     185
3043          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 185
3044          BA     .69
3045          LG     .50     .00    5.10     .43     .00
3046          UI     30.     30.     30.     62.    105.    126.    145.    163.    176.    193.
3047          UI    216.    236.    277.    338.    395.    352.    304.    272.    248.    227.
3048          UI    202.    183.    164.    147.    129.    101.     78.     53.     52.     50.
3049          UI     48.     30.     30.     30.     19.      9.      9.      9.      9.      9.
3050          UI      9.      9.      9.      9.      9.      0.      0.      0.      0.      0.
3051          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

3052          KK   1I185
3053          KM        ADD HYDROGRAPHS AT CP185
3054          HC       2     .98

3055          KK   CP185
3056          KM        ADD HYDROGRAPHS AT CP185
3057          HC       2   44.55

3058          KK    R185
3059          KM        ROUTE FLOW FROM CP185 TO CP198
3060          RS       9              -1       0
3061          RC    .075    .075    .075    5450   .0022
3062          RX    1000    1001    1090    1410    1950    2190    2219    2220
3063          RY    1086    1086    1084    1083    1083    1084    1085    1085

3064          KK   2D184
3065          KM        RETURN DIVERT AT CP184
3066          DR   DI198

3067          KK    R184
3068          KM        ROUTE FLOW FROM CP184 TO CP198
3069          RS      55              -1       0
3070          RC    .075    .075    .075    6630   .0020
3071          RX    1000    1001    1025    1220    1990    2010    2099    2100
3072          RY    1085    1085    1084    1083    1083    1084    1085    1085
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

3073          KK     198
3074          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 198
3075          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
3076          KM    L=       1.3  Lca=        .6   S=   10.3  Kn= .091  LAG=  77.1
3077          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
3078          BA     .90
3079          LG     .42      .09     4.80      .44    12.00
3080          UI     39.      39.      39.      80.     137.     165.     189.     213.     229.     252.
3081          UI    281.     308.     360.     441.     515.     461.     398.     356.     325.     298.
3082          UI    264.     239.     215.     192.     169.     133.     103.      70.      69.      65.
3083          UI     63.      39.      39.      39.      25.      12.      12.      12.      12.      12.
3084          UI     12.      12.      12.      12.      12.      12.       0.       0.       0.       0.
3085          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

3086          KK  198OUT
3087          KM        DIVERSION-RETENTION
3088          DT  198RET   14.60
3089          DI       0   10000
3090          DQ       0   10000

3091          KK   1I198
3092          KM        ADD HYDROGRAPHS AT CP198
3093          HC       2   41.97

3094          KK   2I198
3095          KM        ADD HYDROGRAPHS AT CP198
3096          HC       2   42.95

3097          KK   1D184
3098          KM        RETURN DIVERT AT CP184
3099          DR   DI197

3100          KK    R184
3101          KM        ROUTE REMAINDER FROM CP184 TO CP197
3102          RS      18              -1       0
3103          RC     .04      .04      .08     5280    .0025
3104          RX    1000     1001     1002     1015     1870     2300     2699     2700
3105          RY    1087     1087     1087     1086     1086     1088     1089     1089
              *

3106          KK     197
3107          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 197
3108          BA    1.00
3109          LG     .50      .00     4.66      .53      .00
3110          UI     32.      32.      32.      32.      46.     106.     119.     135.     152.     164.
3111          UI    177.     187.     200.     216.     235.     250.     276.     318.     371.     423.
3112          UI    402.     355.     321.     296.     276.     259.     242.     222.     204.     191.
3113          UI    175.     161.     151.     133.     112.      93.      68.      57.      57.      53.
3114          UI     53.      52.      32.      32.      32.      32.      27.      10.      10.      10.
3115          UI     10.      10.      10.      10.      10.      10.      10.      10.      10.      10.
3116          UI     10.      10.       0.       0.       0.       0.       0.       0.       0.       0.
3117          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

3118          KK   CP197
3119          KM        ADD HYDROGRAPHS AT CP197
3120          HC       2   42.06

3121          KK    R197
3122          KM        ROUTE FLOW FROM CP197 TO CP203
3123          RS       8              -1       0
3124          RC    .035    .035    .015    2650   .0004
3125          RX    1000    1001    1002    1030    1200    1350    1809    1810
3126          RY    1078    1078    1078  1077.5  1077.5    1078    1080    1080
              *

3127          KK     203
3128          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 203
3129          BA     .11
3130          LG     .35     .38    4.82     .29     .00
3131          UI     16.     60.     92.    131.    189.    135.     96.     62.     29.     19.
3132          UI      9.      5.      5.      0.      0.      0.      0.      0.      0.      0.
3133          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

3134          KK  203OUT
3135          KM        DIVERSION-RETENTION
3136          DT  203RET    6.65
3137          DI       0   10000
3138          DQ       0   10000

3139          KK   CP203
3140          KM        ADD HYDROGRAPHS AT CP203
3141          HC       2   42.17

3142          KK   CP198
3143          KM        ADD HYDROGRAPHS AT CP198
3144          HC       2   44.06

3145          KK    R198
3146          KM        ROUTE FLOW FROM CP198 TO CP204
3147          RS       2              -1       0
3148          RC     .03    .025     .03    3120   .0029
3149          RX    1000    1050    1070    1090    1190    1220    1230    1270
3150          RY    1083    1082    1078    1076    1076    1078    1080    1083
              *
              * ***********************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 2K WITH NEW SOILS*****
              * ***********************************************************************
              *

3151          KK     204
3152          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 204
3153          BA     .27
3154          LG     .35     .37    4.82     .29     .00
3155          UI     42.    172.    257.    396.    462.    312.    214.    105.     61.     33.
3156          UI     13.     13.      0.      0.      0.      0.      0.      0.      0.      0.
3157          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


3158          KK   1I204
3159          KM        ADD HYDROGRAPHS AT CP204
3160          HC       2   44.33
              *

3161          KK     174
3162          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 174
3163          BA     .45
3164          LG     .35     .33    4.58     .32     .00
3165          UI     62.    218.    346.    474.    735.    574.    418.    294.    145.     94.
3166          UI     57.     19.     19.     19.      0.      0.      0.      0.      0.      0.
3167          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

3168          KK    R174
3169          KM        ROUTE FLOW FROM CP174 TO CP176
3170          RS       7              -1       0
3171          RC    .025    .025    .025    7020   .0073
3172          RX    1000    1040    1100    1200    1600    1620    1630    1750
3173          RY    1223    1222    1220    1218    1218    1220    1222    1224
              *

3174          KK     175
3175          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 175
3176          BA     .28
3177          LG     .35     .33    4.66    0.31     .00
3178          UI     38.    128.    207.    279.    440.    364.    267.    192.    103.     63.
3179          UI     38.     15.     12.     12.      0.      0.      0.      0.      0.      0.
3180          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

3181          KK    D175
3182          KM        DIVERT TO CP175A FROM CP175
3183          DT  DI175A
3184          DI       0      53     200     459     854    1367    2544    4308    6658    9613
3185          DQ       0      53     200     459     854    1047    1478    2105    2915    3906

3186          KK    R175
3187          KM        ROUTE REMAINDER FROM CP175 TO CP176
3188          RS       5              -1       0
3189          RC    .025    .022    .022    6500   .0074
3190          RX    1000    1100    1300    1420    1470    1558    1559    1560
3191          RY    1226    1224    1222    1220    1220    1222    1222    1222
              *

3192          KK     176
3193          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 176
3194          BA     .67
3195          LG     .35     .34    4.20     .39     .00
3196          UI     66.    128.    279.    362.    449.    588.    817.    642.    515.    407.
3197          UI    319.    208.    115.     99.     66.     37.     20.     20.     20.     20.
3198          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
3199          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

3200          KK   1I176
3201          KM        ADD HYDROGRAPHS AT CP176
3202          HC       2     .95

3203          KK   CP176
3204          KM        ADD HYDROGRAPHS AT CP176
3205          HC       2    1.40

3206          KK    R176
3207          KM        ROUTE FLOW FROM CP176 TO CP191
3208          RS       5              -1       0
3209          RC    .035    .035    .075    5540   .0067
3210          RX    1000    1001    1002    1025    1100    1400    1720    2050
3211          RY    1163    1163    1163    1162    1162    1164    1166    1168

3212          KK    D175
3213          KM        RETURN DIVERT AT CP175
3214          DR  DI175A

3215          KK    R175
3216          KM        ROUTE FLOW FROM CP175 TO CP175A
3217          RS       2              -1       0
3218          RC    .022    .022    .025    1560   .0013
3219          RX    1000    1001    1002    1020    1055    1150    1190    1390
3220          RY    1136    1136    1136    1134    1134    1136    1138    1140
              *

3221          KK    175A
3222          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 175A
3223          BA     .47
3224          LG     .35     .33    4.20     .39     .00
3225          UI     42.     66.    162.    215.    258.    317.    439.    507.    388.    320.
3226          UI    258.    207.    147.     82.     69.     48.     41.     13.     13.     13.
3227          UI     13.     13.      0.      0.      0.      0.      0.      0.      0.      0.
3228          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

3229          KK  CP175A
3230          KM        ADD HYDROGRAPHS AT CP175A
3231          HC       2     .75

3232          KK   R175A
3233          KM        ROUTE FLOW FROM CP175A TO CP189
3234          RS      11              -1       0
3235          RC    .022    .022    .025    3300   .0009
3236          RX    1000    1001    1002    1020    1035    1170    1460    1720
3237          RY    1233    1233    1233    1232    1232    1234    1236    1238

3238          KK     CP3
3239          KM        RETURN DIVERTED HYDROGRAPH AT CP3 (FROM  HEC-1 MODEL)
3240          DR   DI189
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

3241          KK      R3
3242          KM        ROUTE FLOW AT CP3 TO CP189
3243          RS       5              -1       0
3244          RC     .05     .035     .05    4500    .0038
3245          RX    1000     1040    1175    1250     1275    1350    1430    1750
3246          RY    1261     1260  1260.5    1258     1258  1260.5    1258    1261

3247          KK   1I189
3248          KM        ADD HYDROGRAPHS AT CP189
3249          HC       2    5.81
              *

3250          KK     189
3251          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 189
3252          BA     .51
3253          LG     .35      .35    4.44     .34     .00
3254          UI     52.     110.    229.    298.    372.    516.    631.    471.    376.    293.
3255          UI    219.     118.     88.     59.     43.     16.     16.     16.     16.      0.
3256          UI      0.       0.      0.      0.      0.      0.      0.      0.      0.      0.
3257          UI      0.       0.      0.      0.      0.      0.      0.      0.      0.      0.

3258          KK   CP189
3259          KM        ADD HYDROGRAPHS AT CP189
3260          HC       2    6.32

3261          KK    R189
3262          KM        ROUTE FLOW FROM CP189 TO CP190
3263          RS       8              -1       0
3264          RC     .08     .035    .035    6900    .0057
3265          RX    1000     1270    1700    2040     2090    2118    2119    2120
3266          RY    1212     1210    1208    1206     1206    1207    1207    1207
              *

3267          KK     190
3268          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 190
3269          BA     .86
3270          LG     .50      .00    4.44     .74     .00
3271          UI     44.      44.     44.    141.    176.    209.    238.    261.    292.    331.
3272          UI    381.     482.    570.    492.    422.    374.    339.    297.    264.    232.
3273          UI    207.     167.    124.     77.     76.     72.     59.     44.     44.     31.
3274          UI     13.      13.     13.     13.     13.     13.     13.     13.     13.      0.
3275          UI      0.       0.      0.      0.      0.      0.      0.      0.      0.      0.
3276          UI      0.       0.      0.      0.      0.      0.      0.      0.      0.      0.

3277          KK   CP190
3278          KM        ADD HYDROGRAPHS AT CP190
3279          HC       2    7.18

3280          KK    R190
3281          KM        ROUTE FLOW FROM CP190 TO CP191
3282          RS       5              -1
3283          RC    .075     .035    .035    5280    .0076
3284          RX    1000     1260    2080    2310     2330    2358    2359    2360
3285          RY    1182     1180    1178    1176     1176    1177    1177    1177
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

3286          KK   D176A
3287          KM        RETURN DIVERT AT CP176A
3288          DR   DI191

3289          KK   R176A
3290          KM        ROUTE FLOW FROM CP176A TO CP191
3291          RS       4              -1       0
3292          RC    .035    .035     .08    5280   .0062
3293          RX    1000    1001    1002    1025    1100    1400    1720    2050
3294          RY    1163    1163    1163    1162    1162    1164    1166    1168

3295          KK   1I191
3296          KM        ADD HYDROGRAPHS AT CP191
3297          HC       3   11.39
              *

3298          KK     191
3299          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 191
3300          BA     .99
3301          LG     .50     .00    4.66     .53     .00
3302          UI     39.     39.     39.     40.    127.    144.    170.    189.    210.    223.
3303          UI    243.    267.    293.    322.    381.    459.    509.    443.    389.    353.
3304          UI    324.    301.    272.    247.    227.    204.    186.    166.    135.    111.
3305          UI     70.     68.     65.     63.     56.     39.     39.     39.     30.     12.
3306          UI     12.     12.     12.     12.     12.     12.     12.     12.     12.     12.
3307          UI     12.      0.      0.      0.      0.      0.      0.      0.      0.      0.
3308          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

3309          KK   CP191
3310          KM        ADD HYDROGRAPHS AT CP191
3311          HC       2   12.38

3312          KK    D191
3313          KM        DIVERT TO CP208 FROM CP191
3314          DT   1D208
3315          DI       0      80     468    1339    2000    3000    4000    5000    6000
3316          DQ       0      80     468    1339    1339    1339    1339    1339    1339

3317          KK    R191
3318          KM        ROUTE REMAINDER FROM CP191 TO CP192A
3319          RS       5              -1       0
3320          RC     .08     .04     .04    2640   .0045
3321          RX    1000    1350    1800    2200    2225    2278    2279    2280
3322          RY    1148    1146    1144    1142    1142    1143    1143    1143
              *

3323          KK    192A
3324          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 192A
3325          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
3326          KM    L=       1.1  Lca=        .6   S=   31.3  Kn= .098  LAG=  61.4
3327          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
3328          BA     .50
3329          LG     .45     .07    4.30     .60    5.00
3330          UI     27.     27.     38.     94.    116.    137.    153.    171.    197.    224.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

3331          UI    289.    345.    306.    259.    229.    205.    177.    157.    136.    116.
3332          UI     86.     57.     48.     44.     38.     27.     27.     17.      8.      8.
3333          UI      8.      8.      8.      8.      8.      8.      0.      0.      0.      0.
3334          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

3335          KK  192AOT
3336          KM        DIVERSION-RETENTION
3337          DT  192ART    5.33
3338          DI       0   10000
3339          DQ       0   10000

3340          KK  CP192A
3341          KM        ADD HYDROGRAPHS AT CP192A
3342          HC       2   12.68

3343          KK   R192A
3344          KM        ROUTE REMAINDER FROM CP192A TO CP192
3345          RS       9              -1       0
3346          RC     .08     .04     .04    2640   .0045
3347          RX    1000    1350    1800    2200    2225    2278    2279    2280
3348          RY    1148    1146    1144    1142    1142    1143    1143    1143
              *

3349          KK     192
3350          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 192
3351          BA     .50
3352          LG     .50     .00    4.05     .72     .00
3353          UI     22.     22.     22.     51.     80.     96.    110.    123.    134.    147.
3354          UI    165.    182.    219.    270.    290.    245.    215.    193.    178.    159.
3355          UI    142.    129.    114.    104.     83.     64.     41.     40.     37.     37.
3356          UI     24.     22.     22.     16.      7.      7.      7.      7.      7.      7.
3357          UI      7.      7.      7.      7.      0.      0.      0.      0.      0.      0.
3358          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

3359          KK   CP192
3360          KM        ADD HYDROGRAPHS AT CP192
3361          HC       2   13.38

3362          KK   1D192
3363          KM        DIVERT TO CP209 FROM CP192
3364          DT   1D209
3365          DI       0     126     480     965    3703    6169    9453
3366          DQ       0     126     419     853    3404    5491    8154

3367          KK   2D192
3368          KM        DIVERT TO CP210 FROM CP192
3369          DT   1D210
3370          DI       0      61     112     299     678    1299    2208
3371          DQ       0       0       0       0       0     433     736
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

3372          KK    R192
3373          KM        ROUTE REMAINDER FROM CP192 TO MIDSECTION LINE
3374          RS       5              -1       0
3375          RC     .08     .025    .022    2475    .0044
3376          RX    1000    1380    1800    2160    2195    2230    2275    2310
3377          RY    1124    1122    1120    1118    1118    1119    1116    1119
              *

3378          KK   1D193
3379          KM        DIVERT AT MIDSECTION OF 193 TO CP211
3380          DT   DI211
3381          DI       0     100     200     400     600     800    1000    2000
3382          DQ       0      80     160     320     480     640     800    1600

3383          KK   R192
3384          KM        ROUTE REMAINDER FROM D193 TO CP193
3385          RS       5              -1       0
3386          RC     .08     .025    .022    2475    .0044
3387          RX    1000    1380    1800    2160    2195    2230    2275    2310
3388          RY    1124    1122    1120    1118    1118    1119    1116    1119
              *

3389          KK     193
3390          KM        RUNOFF FROM SUBBASIN 193
3391          BA     .91
3392          LG     .50     .00    4.66     .53     .00
3393          UI     36.     36.     36.     38.    117.    133.    158.    175.    193.    206.
3394          UI    225.    247.    270.    299.    353.    426.    468.    405.    357.    324.
3395          UI    297.    277.    249.    226.    209.    186.    170.    151.    122.    100.
3396          UI     63.     63.     59.     58.     50.     36.     36.     36.     25.     11.
3397          UI     11.     11.     11.     11.     11.     11.     11.     11.     11.     11.
3398          UI     11.      0.      0.      0.      0.      0.      0.      0.      0.      0.
3399          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

3400          KK   1I193
3401          KM        ADD HYDROGRAPHS AT CP193
3402          HC       2   14.29

3403          KK   1D179
3404          KM        RETURN DIVERT AT CP179
3405          DR   DI193

3406          KK    R179
3407          KM        ROUTE FLOW FROM CP179 TO CP193
3408          RS       7              -1       0
3409          RC    .022    .022     .06    5280    .0040
3410          RX    1000    1001    1002    1010    1050    1070    1150    1970
3411          RY    1113    1113    1113    1112    1112    1113    1112    1118
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

3412          KK   CP193
3413          KM        ADD HYDROGRAPHS AT CP193
3414          HC       2   39.17
              * DI212 HAS BEEN REMOVED PER FIELD VISIT AND REVISED CALCULATIONS 4-16-01
              * KK 2D193
              * KM      DIVERT TO CP212 FROM CP193
              * DT DI212
              * DI     0     500     520     580     650    1000    1500    2000    2347    30
              * DQ     0       0       4      27      67     332     768    1219    1535    21

3415          KK    R193
3416          KM        ROUTE REMAINDER FROM CP193 TO CP194
3417          RS       7              -1       0
3418          RC     .05    .020    .022    2640   .0015
3419          RX    1000    1940    1995    2020    2040    2050    2069    2070
3420          RY    1104    1100    1101    1098    1098    1100    1101    1101

3421          KK   2D179
3422          KM        RETURN DIVERT AT CP179
3423          DR  DI194A

3424          KK    R179
3425          KM        ROUTE FLOW FROM CP179 TO CP194A
3426          RS       8              -1       0
3427          RC    .075    .075    .075    7500   .0039
3428          RX    1000    1001    1002    1360    2780    2998    2999    3000
3429          RY    1109    1109    1109    1108    1108    1109    1109    1109
              *

3430          KK    194A
3431          KM   BASIN 194A
3432          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
3433          KM    L=        .7  Lca=        .4   S=   26.8  Kn= .120  LAG=  54.8
3434          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
3435          BA     .25
3436          LG     .50     .00    3.75     .46     .00
3437          UI     15.     15.     32.     57.     73.     84.     95.    110.    128.    167.
3438          UI    198.    162.    138.    122.    104.     91.     77.     65.     46.     28.
3439          UI     26.     25.     15.     15.     10.      5.      5.      5.      5.      5.
3440          UI      5.      5.      0.      0.      0.      0.      0.      0.      0.      0.
3441          UI      0.      0.      0.      0.      0.      0.      0.      0.

3442          KK  CP194A
3443          KM        ADD HYDROGRAPHS AT CP194A
3444          HC       2   36.84
              *

3445          KK    194B
3446          KM   BASIN 194B
3447          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
3448          KM    L=        .7  Lca=        .4   S=   23.9  Kn= .120  LAG=  56.0
3449          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
3450          BA     .25
3451          LG     .50     .00    3.75     .46     .00
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

3452          UI     15.     15.     30.     55.     71.     81.     91.    105.    121.    158.
3453          UI    191.    167.    140.    123.    108.     92.     80.     69.     51.     34.
3454          UI     26.     25.     19.     15.     15.      5.      5.      5.      5.      5.
3455          UI      5.      5.      5.      0.      0.      0.      0.      0.      0.      0.
3456          UI      0.      0.      0.      0.      0.      0.      0.      0.

3457          KK  CP194B
              * KO     1                                21
3458          KM        ADD HYDROGRAPHS AT CP194B
3459          HC       3   36.84

3460          KK  SR194B
              * KO     1                                21
3461          KM        STORAGE ROUTE THROUGH 74-ACRE DETENTION BASIN 1 AT CP194B
3462          KM        BASIN MODIFIED TO INCORPORATE GOLF COURSE ROUGH GEOMETRY (SFC 3/31/95)
3463          KM        1 - 6' X 6' BOX CULVERT - INLET ELEVATION = 1089.85
3464          KM        DISCHARGES TO DYSART DRAIN
3465          KM       ***************************************************
3466          KM        NOTE: BASIN HAS NOT BEEN AS-BUILT eec
3467          KM       ***************************************************
3468          RS       1    STOR      0       0
3469          SV       0    13.5   41.42   83.54  133.61  216.27  563.72
3470          SQ       0      67     110     160     211     300     555
3471          SE  1089.9  1092.5  1093.5  1094.5  1095.5    1097    1102

3472          KK   R194B
3473          KM        ROUTE DETENTION BASIN FLOWS FROM CP194B TO CP194C
3474          RS       7              -1       0
3475          RC    .016    .016    .016    2640   .0011
3476          RX    2000    2007    2013    2020    2030    2037    2043    2050
3477          RY  1099.5  1096.2  1092.8  1089.5  1089.5  1092.8  1096.2  1099.5
              *

3478          KK    194C
3479          KM   BASIN 194C
3480          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
3481          KM    L=      1.1  Lca=       .6   S=   20.5  Kn= .120  LAG=  81.5
3482          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
3483          BA     .49
3484          LG     .50     .00    3.75     .46     .00
3485          UI     20.     20.     20.     32.     68.     80.     95.    104.    114.    123
3486          UI    136.    150.    164.    195.    236.    267.    232.    203.    183.    167
3487          UI    155.    138.    126.    114.    102.     94.     78.     58.     42.     36
3488          UI     34.     33.     29.     20.     20.     20.     12.      6.      6.      6
3489          UI      6.      6.      6.      6.      6.      6.      6.      6.      0.      0
3490          UI      0.      0.      0.      0.      0.      0.      0.      0.
              *

3491          KK  CP194C
3492          KM        ADD HYDROGRAPHS AT CP194
3493          HC       2   37.33
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


3494          KK   R194C
3495          KM        ROUTE FLOW FROM CP194C TO CP195
3496          RS       2              -1       0
3497          RC    .016    .016    .016    3750   .0011
3498          RX    2000    2007    2013    2020    2030    2037    2043    2050
3499          RY  1094.5  1091.2  1087.8  1084.5  1084.5  1087.8  1091.2  1094.5

3500          KK    D180
3501          KM        RETURN DIVERT AT CP180
3502          DR   1D195

3503          KK    R180
3504          KM        ROUTE FLOW FROM CP180 TO CP195
3505          RS      40              -1       0
3506          RC     .08     .08     .08    7050   .0031
3507          RX    1000    1001    1002    1350    2300    2448    2449    2450
3508          RY    1101    1101    1100    1099    1099    1100    1101    1101
              *

3509          KK     195
3510          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 195
3511          BA     .49
3512          LG     .50     .00    4.82     .49     .00
3513          UI     16.     16.     16.     16.     27.     53.     61.     70.     77.     84.
3514          UI     90.     95.    102.    110.    121.    128.    145.    172.    193.    215.
3515          UI    190.    169.    154.    143.    133.    126.    115.    106.     98.     91.
3516          UI     83.     77.     70.     60.     46.     38.     29.     29.     27.     26.
3517          UI     26.     17.     16.     16.     16.     13.      5.      5.      5.      5.
3518          UI      5.      5.      5.      5.      5.      5.      5.      5.      5.      5.
3519          UI      5.      0.      0.      0.      0.      0.      0.      0.      0.      0.
3520          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

3521          KK   1I195
3522          KM        ADD HYDROGRAPHS AT CP195
3523          HC       2   33.41

3524          KK    D181
3525          KM        RETURN DIVERT AT CP181
3526          DR   2D195

3527          KK    R181
3528          KM        ROUTE FLOW FROM CP181 TO CP195
3529          RS       4              -1       0
3530          RC    .022    .022     .07    6400   .0033
3531          RX    1000    1001    1002    1040    1055    1080    1899    1900
3532          RY    1103    1103    1103    1098    1098    1102    1103    1103

3533          KK   CP195
3534          KM        ADD HYDROGRAPHS AT CP195
3535          HC       3   41.02
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

3536          KK    R195
3537          KM        ROUTE FLOW FROM CP195 TO CP196
3538          RS       1              -1       0
3539          RC    .016    .016    .016    2800    .0011
3540          RX    1000    1006    1013    1020    1030    1037    1043    1050
3541          RY    1085    1082    1078    1074    1074    1078    1082    1085

3542          KK    D182
3543          KM        RETURN DIVERT AT CP182
3544          DR   DI196

3545          KK    R182
3546          KM        ROUTE FLOW FROM CP182 TO CP196
3547          RS      13              -1       0
3548          RC    .025    .025     .04    5280    .0034
3549          RX    1000    1001    1002    1030    1060    1115    1220    1750
3550          RY    1097    1097    1097    1096    1096  1096.5  1095.5    1097
              *

3551          KK     196
3552          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 196
3553          BA     .47
3554          LG     .46     .03    4.58     .53    2.00
3555          UI     21.     21.     21.     50.     76.     92.    106.    117.    128.    142.
3556          UI    159.    176.    215.    264.    269.    227.    200.    181.    166.    147.
3557          UI    132.    118.    106.     93.     73.     56.     38.     37.     35.     32.
3558          UI     21.     21.     21.      9.      7.      7.      7.      7.      7.      7.
3559          UI      7.      7.      7.      7.      0.      0.      0.      0.      0.      0.
3560          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

3561          KK   1I196
3562          KM        ADD HYDROGRAPHS AT CP196
3563          HC       2   38.90

3564          KK   CP196
3565          KM        ADD HYDROGRAPHS AT CP196
3566          HC       2   51.58

3567          KK    R196
3568          KM        ROUTE FLOW FROM CP196 TO CP202
3569          RS       2              -1       0
3570          RC     .02    .016     .02    5460    .0015
3571          RX    1000    1001    1008    1020    1030    1042    1074    1075
3572          RY    1085    1078    1076    1070    1070    1076    1078    1085
              *

3573          KK     202
3574          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 202
3575          BA     .48
3576          LG     .50     .00    4.82     .49     .00
3577          UI     16.     16.     16.     16.     28.     52.     60.     69.     76.     83.
3578          UI     89.     95.    102.    110.    120.    128.    146.    175.    193.    209.
3579          UI    184.    165.    150.    139.    130.    122.    111.    103.     95.     88.
3580          UI     80.     75.     66.     55.     46.     33.     28.     28.     26.     26.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

3581          UI     23.     16.     16.     16.     16.      9.      5.      5.      5.      5.
3582          UI      5.      5.      5.      5.      5.      5.      5.      5.      5.      5.
3583          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
3584          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

3585          KK   CP202
3586          KM        ADD HYDROGRAPHS AT CP202
3587          HC       2   52.06

3588          KK    R202
3589          KM        ROUTE FLOW FROM CP202 TO CP204
3590          RS       2              -1       0
3591          RC    .022    .016    .022    4200   .0009
3592          RX    1000    1001    1008    1020    1030    1042    1074    1075
3593          RY    1093    1083    1079    1073    1073    1079    1083    1093

3594          KK   CP204
3595          KM        ADD HYDROGRAPHS AT CP204
3596          HC       2   57.76

3597          KK    R204
3598          KM        ROUTE FLOW FROM CP204 TO CP205
3599          RS       1              -1       0
3600          RC    .022    .016    .022    1050  0.0009
3601          RX    1000    1001    1008    1020    1030    1042    1074    1075
3602          RY    1080    1080    1073    1067    1067    1073    1073    1078
              *

3603          KK     205
3604          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 205
3605          BA     .06
3606          LG     .35     .36    4.28     .38     .00
3607          UI     40.    117.    176.     90.     28.      9.      5.      0.      0.      0.
3608          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

3609          KK   CP205
3610          KM        ADD HYDROGRAPHS AT CP205
3611          HC       2   57.82

3612          KK    R205
3613          KM        ROUTE FLOW FROM CP205 TO CP206
3614          RS       1              -1       0
3615          RC    .022    .016    .022    1100   .0009
3616          RX    1000    1001    1008    1020    1030    1042    1074    1075
3617          RY    1080    1080    1072    1066    1066    1072    1080    1080
              *

3618          KK     206
3619          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 206
3620          BA     .12
3621          LG     .35     .35    4.50     .33     .00
3622          UI     30.    102.    159.    252.    175.    112.     49.     27.     10.      7.
3623          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
3624          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9.......10

3625          KK   CP206
3626          KM        ADD HYDROGRAPHS AT CP206
3627          HC       2   58.31

3628          KK  RCP206
3629          KM        ADD HYDROGRAPHS AT RCP206
3630          HC       2   68.69

3631          KK   RR206
3632          KM        RIVER ROUTE RCP206 TO RCP228A
3633          RS       1              -1       0
3634          RC    .035    .035    .035    2500   .0036
3635          RX    1000    1001    1002    1042    2042    2082    2083    2084
3636          RY    1070    1070    1070    1060    1060    1070    1070    1070
              *

3637          KK    228A
3638          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 228A
3639          BA     .08
3640          LG     .35     .35    4.32     .37       6
3641          UI     27.     86.    150.    170.    102.     47.     22.      7.      5.      0.
3642          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
3643          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

3644          KK   AFR2K
3645          KM        ADD HYDROGRAPHS AT RCP228A
3646          HC       2   68.77

3647          KK   R228A
3648          KM        RIVER ROUTE RCP228A TO RCP245
3649          RS      11              -1       0
3650          RC    .035    .035    .035   10560   .0025
3651          RX    1000    1001    1002    1042    2042    2082    2083    2084
3652          RY    1066    1066    1066    1050    1050    1066    1066    1066
              * Sam Hanna 2/1/01
              * KK2R228A
              * KM      THIS IS AN ARTIFICALLY DIVERTED HYDROGRAPH TO BE RETRIEVED LATER
              * DTDR228A
              * DI     0    1000    2000    4000    6000    8000
              * DQ     0    1000    2000    4000    6000    8000
              *
              * ************************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 3  WITH NEW SOILS*****
              * ************************************************************************
              *
              * 1D10 AND 2D10 ARE MODIFICATIONS PER FLOODPLAIN ANALYSIS BY URS

3653          KK    1D10
3654          KM        RETURN DIVERTED HYDROGRAPH FROM WT#3 HEC-1 MODEL
3655          DR  1DI188
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


3656          KK    2D10
3657          KM        RETURN DIVERTED HYDROGRAPH FROM WT#3 HEC-1 MODEL
3658          DR  2DI188

3659          KK   1I188
3660          KM   ADD ORIGINAL DIVERT 2DI188 (DI188) WITH ADDED DIVERT 1DI188
3661          HC       2   11.08

3662          KK     R10
3663          KM        ROUTE FLOW AT CP10 TO CP188
3664          RS       1              -1       0
3665          RC     .06     .04     .06    1000   .0044
3666          RX    1000    1050    1150    1240    1300    1350    1400    1405
3667          RY    1228  1227.5    1226    1225    1225    1226  1227.5    1228
              *

3668          KK     188
3669          KM        RUNOFFF HYDROGRAPH FROM SUB-BASIN 188
3670          BA     .19
3671          LG     .35     .33    4.44     .34     .00
3672          UI     29.    120.    179.    274.    326.    221.    152.     76.     44.     24.
3673          UI      9.      9.      0.      0.      0.      0.      0.      0.      0.      0.
3674          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

3675          KK   CP188
3676          KM        ADD HYDROGRAPHS AT CP188
3677          HC       2   11.08

3678          KK    R188
3679          KM        ROUTE FLOW FROM CP188 TO CP207A
3680          RS       3              -1
3681          RC    .025    .022    .025    5460   .0079
3682          RX    1000    1100    1200    1210    1230    1335    1355    1510
3683          RY    1240    1214    1212    1210    1210    1212    1214    1240
              *

3684          KK    207A
3685          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 207A
3686          BA     .50
3687          LG     .35     .34    4.15     .40     .00
3688          UI     53.    124.    244.    314.    400.    593.    595.    448.    350.    270.
3689          UI    176.     93.     76.     53.     20.     16.     16.     16.      0.      0.
3690          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

3691          KK  CP207A
3692          KM        ADD HYDROGRAPHS AT CP207A
3693          HC       2   11.58

3694          KK   R207A
              * KO     1                                21
3695          KM        ROUTE FLOW FROM CP207A TO CP214
3696          RS       2              -1
3697          RC    .022    .022    .025    3200   .0069
3698          RX    1000    1020    1030    1045    1065    1085    1325    1490
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

3699          RY    1179    1176    1172    1170    1170    1172    1174    1176
              *

3700          KK     214
              * KO     1                              21
3701          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 214
3702          BA     .16
3703          LG     .35     .35    4.16     .40     .00
3704          UI     22.     81.    127.    176.    267.    201.    146.    100.     47.     31.
3705          UI     18.      7.      7.      7.      0.      0.      0.      0.      0.      0.
3706          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

3707          KK   CP214
              * KO     1                              21
3708          KM        ADD HYDROGRAPHS AT CP214
3709          HC       2   11.74

3710          KK    R214
3711          KM        ROUTE FLOW FROM CP214 TO CP215
3712          RS       1              -1
3713          RC    .022    .022    .025    2250   .0049
3714          RX    1000    1010    1030    1045    1070    1150    1190    1310
3715          RY    1061    1060    1058    1056    1056    1058    1060    1062
              *

3716          KK    215A
3717          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 215A
3718          BA     .45
3719          LG     .35     .33    4.32     .37     .00
3720          UI     47.    103.    209.    271.    341.    487.    551.    410.    325.    252.
3721          UI    178.     95.     77.     47.     29.     14.     14.     14.     14.      0.
3722          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
3723          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

3724          KK   R215A
3725          KM        ROUTE FLOW FROM CP215A TO CP215
3726          RS       2              -1
3727          RC    .025     .02    .025    2800   .0046
3728          RX    1000    1190    1425    1435    1455    1478    1479    1480
3729          RY    1158    1156    1154    1152    1152    1159    1159    1159
              *

3730          KK     215
3731          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 215
3732          BA     .35
3733          LG     .35     .34    4.66     .31     .00
3734          UI     39.     95.    181.    233.    303.    457.    398.    306.    235.    177.
3735          UI     98.     65.     45.     29.     12.     12.     12.     12.      0.      0.
3736          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
              *
              * THE FOLLOWING DIVERSIONS ARE SPECIFIC TO EXISTING SUB BASIN BOUDNARIES AS
              * WELL AS THE 100-YEAR 24-HOUR STORM EVENT.  ANY FUTURE  MODELS BASED
              * ON THIS ADMP UPDATE MUST RE-EVALUATE ALL OF THE DIVERSIONS ASSOCIATED WITH
              * PERRYVILLE ROAD AND 185TH AVENUE FOLLOWING BELOW.  THESE DIVERSIONS ARE
              * SPECIFIC TO BOTH EXISTING SUB BASIN BOUNDARIES AND GEOMETRY AS WELL AS
              * THE 100-YEAR HOUR STORM EVENT.
              *
              * THE PROPOSED NORTH INLET CHANNEL TO THE EXISTING WHITE TANKS FRS#3 WILL
              * RENDER THE FLOW SPLITS ALONG PERRYVILLE AND 185TH (MODELED BELOW)
              * INACCURATE DUE TO SIGNIFICANT CHANGES TO THE PEAK INFLOWS AT THE DIVERSION
              * TABLES. AS A RESULT, THE DIVERSIONS MODELED BELOW ARE NOT INCLUDED WITH THE
              * PROPSOED CONDITION HYDROLOGY MODELS ASSOCIATED WITH THE ADMP UPDATE
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

3737          KK   1I215
3738          KM        ADD HYDROGRAPHS AT CP215
3739          HC       2     .80

3740          KK   2I215
3741          KM        ADD HYDROGRAPHS AT CP215
3742          HC       2   12.54

3743          KK   3I215
3744          KM   DIVERT FLOWS THAT WILL OVERTOP PERRYVILLE ROAD NORTH OF BETHANY
3745          DT  1DI216
3746          DI       0    1297    2784    4733
3747          DQ       0       0    1559    2741

3748          KK   4I215
3749          KM   DIVERT FLOWS THAT WILL OVERTOP PERRYVILLE ROAD NORTH OF BETHANY
3750          DT  2DI216
3751          DI       0      52    1225    1992
3752          DQ       0       0     722    1150

3753          KK   5I215
3754          KM   DIVERT FLOWS THAT WILL OVERTOP PERRYVILLE ROAD NORTH OF BETHANY
3755          DT  3DI216
3756          DI       0     190     503     842
3757          DQ       0       0       0       0

3758          KK   CP215
3759          KM   DIVERT FLOWS THAT WILL OVERTOP PERRYVILLE ROAD NORTH OF BETHANY
3760          DT  4DI216
3761          DI       0      51     516     842
3762          DQ       0       0     154     194

3763          KK    R215
3764          KM        ROUTE FLOW FROM CP215 TO CP233
3765          RS       3              -1
3766          RC     .02     .02    .025    5280   .0032
3767          RX    1000    1010    1020    1030    1050    1070    1190    1540
3768          RY    1043    1042    1040    1038    1038    1040    1042    1044
              *

3769          KK     233
3770          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 233
3771          BA     .50
3772          LG     .35     .35    4.10     .41     .00
3773          UI     49.     94.    206.    267.    331.    430.    604.    483.    386.    306.
3774          UI    242.    163.     86.     76.     49.     31.     15.     15.     15.     15.
3775          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
3776          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

3777          KK   CP233
3778          KM        ADD HYDROGRAPHS AT CP233
3779          HC       2   13.04

3780          KK    R233
3781          KM        ROUTE FLOW FROM CP233 TO CP234
3782          RS       2              -1
3783          RC    .075    .035    .035    2640   .0057
3784          RX    1000    1200    1540    1930    1965    1980    2009    2010
3785          RY    1031    1030    1028    1026    1026    1028    1029    1029
              *
              *
              * THE FOLLOWING DIVERSIONS ARE SPECIFIC TO EXISTING SUB BASIN BOUDNARIES AS
              * WELL AS THE 100-YEAR 24-HOUR STORM EVENT.  ANY FUTURE  MODELS BASED
              * ON THIS ADMP UPDATE MUST RE-EVALUATE ALL OF THE DIVERSIONS ASSOCIATED WITH
              * PERRYVILLE ROAD AND 185TH AVENUE FOLLOWING BELOW.  THESE DIVERSIONS ARE
              * SPECIFIC TO BOTH EXISTING SUB BASIN BOUNDARIES AND GEOMETRY AS WELL AS
              * THE 100-YEAR HOUR STORM EVENT.
              *
              * THE PROPOSED NORTH INLET CHANNEL TO THE EXISTING WHITE TANKS FRS#3 WILL
              * RENDER THE FLOW SPLITS ALONG PERRYVILLE AND 185TH (MODELED BELOW)
              * INACCURATE DUE TO SIGNIFICANT CHANGES TO THE PEAK INFLOWS AT THE DIVERSION
              * TABLES. AS A RESULT, THE DIVERSIONS MODELED BELOW ARE NOT INCLUDED WITH THE
              * PROPSOED CONDITION HYDROLOGY MODELS ASSOCIATED WITH THE ADMP UPDATE
              *

3786          KK     216
3787          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 216
3788          BA     .51
3789          LG     .46     .09    4.10     .63     .00
3790          UI     26.     26.     27.     88.    108.    128.    145.    160.    180.    203.
3791          UI    240.    304.    342.    285.    246.    220.    198.    172.    154.    134.
3792          UI    117.     89.     63.     47.     44.     43.     27.     26.     26.      9.
3793          UI      8.      8.      8.      8.      8.      8.      8.      8.      0.      0.
3794          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
              * SPLIT SUB BASIN 216 INTO OVERLAND FLOW SEGMENTS FOR COMBINATION AT EACH DIVERT
              * LOCATION ALONG 183RD AVENUE

3795          KK  1D216I
3796          KM   DIVERT 216 OVERLAND FLOW (ASSUME 50 CFS ADDITIONAL OVERLAND FLOW AT
3797          KM   EACH SUCCESSIVE CP DOWNSTREAM ALONG 83RD AVENUE
3798          DT  1OL216
3799          DI       0      50    1000
3800          DQ       0      50      50

3801          KK  2D216I
3802          KM   DIVERT 216 OVERLAND FLOW (ASSUME 50 CFS ADDITIONAL OVERLAND FLOW AT
3803          KM   EACH SUCCESSIVE CP DOWNSTREAM ALONG 83RD AVENUE
3804          DT  2OL216
3805          DI       0      50    1000
3806          DQ       0      50      50
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

3807          KK  3D216I
3808          KM   DIVERT 216 OVERLAND FLOW (ASSUME 50 CFS ADDITIONAL OVERLAND FLOW AT
3809          KM   EACH SUCCESSIVE CP DOWNSTREAM ALONG 83RD AVENUE
3810          DT  3OL216
3811          DI       0      50    1000
3812          DQ       0      50      50

3813          KK  4D216I
3814          KM   DIVERT 216 OVERLAND FLOW (ASSUME 50 CFS ADDITIONAL OVERLAND FLOW AT
3815          KM   EACH SUCCESSIVE CP DOWNSTREAM ALONG 83RD AVENUE
3816          DT  4OL216
3817          DI       0      50    1000
3818          DQ       0      50      50

3819          KK  5D216I
3820          KM   DIVERT 216 OVERLAND FLOW (ASSUME 50 CFS ADDITIONAL OVERLAND FLOW AT
3821          KM   EACH SUCCESSIVE CP DOWNSTREAM ALONG 83RD AVENUE
3822          DT  5OL216
3823          DI       0      50    1000
3824          DQ       0      50      50

3825          KK   1D215
3826          KM    RETURN DIVERT EAST SIDE OF PERRYVILLE AND ROUTE TO SOUTHEAST IN SUB 216
3827          DR  1DI216
              * PERRYVILLE ROAD IS ALSO 186TH AVENUE

3828          KK  1DI186
3829          KM   ASSUME APPROX. 17% OF PERRYVILLE BREAK FROM SEC 18 TO 16 FLOWS EAST TO
3830          KM   183RD AVENUE
3831          DT   3D183
3832          DI       0    1560    2500
3833          DQ       0    1285    2060

3834          KK   1I216
3835          KM   COMBINE HYDROGRAPHS AT 183RD AVE.
3836          HC       2   13.58

3837          KK   1D216
3838          KM   DIVERT FLOWS THAT WILL OVERTOP 183RD NORTH OF BETHANY
3839          DT  1DI217
3840          DI       0      72     325     553    1560    1600
3841          DQ       0       0     142     282     900     930

3842          KK   1216I
3843          KM    RETURN DIVERT EAST SIDE OF PERRYVILLE IN SUB 216
3844          DR  1OL216

3845          KK  1DI183
3846          KM    RETURN DIVERT EAST SIDE OF PERRYVILLE AND ROUTE TO SOUTHEAST IN SUB 216
3847          DR   3D183
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

3848          KK   2I216
3849          KM   COMBINE HYDROGRAPHS AT 183RD AVE.
3850          HC       3   13.58
              * PERRYVILLE ROAD IS ALSO 186TH AVENUE

3851          KK  2DI186
3852          KM   ASSUME APPROX. 28% OF PERRYVILLE BREAK FROM SEC 18 TO 16 FLOWS EAST TO
3853          KM   183RD AVENUE
3854          DT   4D183
3855          DI       0    1285    2500
3856          DQ       0     925    1800

3857          KK   2D216
3858          KM   DIVERT FLOWS THAT WILL OVERTOP 183RD NORTH OF BETHANY
3859          DT  2DI217
3860          DI       0     132     556     945    1560    1600
3861          DQ       0       0     237     414     680     690

3862          KK   2216I
3863          KM    RETURN DIVERT EAST SIDE OF PERRYVILLE IN SUB 216
3864          DR  2OL216

3865          KK  2DI183
3866          KM    RETURN DIVERT EAST SIDE OF PERRYVILLE AND ROUTE TO SOUTHEAST IN SUB 216
3867          DR   4D183

3868          KK   3I216
3869          KM   COMBINE HYDROGRAPHS AT 183RD AVE.
3870          HC       3   13.58
              * PERRYVILLE ROAD IS ALSO 186TH AVENUE

3871          KK  3DI186
3872          KM   ASSUME APPROX. 41% OF PERRYVILLE BREAK FROM SEC 18 TO 16 FLOWS EAST TO
3873          KM   183RD AVENUE
3874          DT   5D183
3875          DI       0     925    2500
3876          DQ       0     380    1030

3877          KK   3D216
3878          KM   DIVERT FLOWS THAT WILL OVERTOP 183RD NORTH OF BETHANY
3879          DT  3DI217
3880          DI       0     800     831    1413    1560    1600
3881          DQ       0       0       7      55      58      60

3882          KK   3216I
3883          KM    RETURN DIVERT EAST SIDE OF PERRYVILLE IN SUB 216
3884          DR  3OL216

3885          KK  3DI183
3886          KM    RETURN DIVERT EAST SIDE OF PERRYVILLE AND ROUTE TO SOUTHEAST IN SUB 216
3887          DR   5D183
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

3888          KK   4I216
3889          KM   COMBINE HYDROGRAPHS AT 183RD AVE.
3890          HC       3   13.58

3891          KK   2D215
3892          KM    RETURN DIVERT EAST SIDE OF PERRYVILLE AND ROUTE TO SOUTHEAST IN SUB 216
3893          DR  2DI216

3894          KK   2I216
3895          KM   COMBINE WITH FLOWS FROM THE WEST AT 183RD AVE.
3896          HC       2   13.58

3897          KK   3D215
3898          KM    RETURN DIVERT EAST SIDE OF PERRYVILLE AND ROUTE TO SOUTHEAST IN SUB 216
3899          DR  3DI216

3900          KK   3I216
3901          KM   COMBINE WITH FLOW FROM WEST JUST US OF CP216
3902          HC       2   13.58

3903          KK   4D216
3904          KM   DIVERT FLOWS THAT WILL OVERTOP 183RD NORTH OF BETHANY
3905          DT  4DI217
3906          DI       0    1008    2008    3413
3907          DQ       0       0     151     457

3908          KK   4D215
3909          KM    RETURN DIVERT EAST SIDE OF PERRYVILLE AND ROUTE TO SOUTHEAST IN SUB 216
3910          DR  4DI216

3911          KK   5I216
3912          KM   COMBINE WITH FLOW FROM WEST JUST US CP216
3913          HC       2   13.58

3914          KK   4216I
3915          KM    RETURN DIVERT EAST SIDE OF PERRYVILLE IN SUB 216
3916          DR  4OL216

3917          KK   6I216
3918          KM   COMBINE HYDROGRAPHS AT 183RD AVE.
3919          HC       2   13.58

3920          KK   5D216
3921          KM   DIVERT FLOWS THAT WILL OVERTOP 183RD NORTH OF BETHANY
3922          DT  5DI217
3923          DI       0     308    2532    4304
3924          DQ       0       0     911    1538

3925          KK   5216I
3926          KM    RETURN DIVERT EAST SIDE OF PERRYVILLE IN SUB 216
3927          DR  5OL216
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


3928          KK   7I216
3929          KM   COMBINE HYDROGRAPHS AT 183RD AVE.
3930          HC       2   13.58

3931          KK   6D216
3932          KM   DIVERT FLOWS THAT WILL OVERTOP 183RD NORTH OF BETHANY
3933          DT  6DI217
3934          DI       0     123    1247    2766
3935          DQ       0       0     424     980
              * KK CP216
              * KM COMBINE HYDROGRAPHS AT CP216
              * HC     2   13.58
              * KK RD215
              * KM ROUTE FLOW PERRYVILLE OVERLAND THROUGH SUB 216
              * RS   4.3              -1
              * RC 0.035   0.035   0.035    4745  0.0053
              * RX     0     290     355     452     524     568     750     868
              * RY  1163    1162    1160    1160    1162    1162    1160  1162.5

3936          KK    R216
3937          KM        ROUTE FLOW FROM CP216 TO CP234
3938          RS       4              -1
3939          RC     .02     .02     .04    5280   .0044
3940          RX    1000    1015    1020    1035    1070    1080    1140    1400
3941          RY    1031    1030    1028    1026    1026    1028    1030    1032
              *

3942          KK     234
3943          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 234
3944          BA     .53
3945          LG     .50     .00    4.05     .72     .00
3946          UI     22.     22.     22.     35.     74.     87.    103.    113.    124.    134.
3947          UI    148.    164.    179.    214.    259.    289.    250.    219.    197.    181.
3948          UI    167.    149.    136.    122.    110.    100.     82.     63.     43.     39.
3949          UI     37.     36.     30.     22.     22.     22.     11.      7.      7.      7.
3950          UI      7.      7.      7.      7.      7.      7.      7.      7.      0.      0.
3951          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

3952          KK   1I234
3953          KM        ADD HYDROGRAPHS AT CP234
3954          HC       2    1.04

3955          KK   CP234
3956          KM        ADD HYDROGRAPHS AT CP234
3957          HC       2   14.08

3958          KK    D234
3959          KM        DIVERT FROM CP234 TO CP248
3960          DT   1D248
3961          DI       0     290     677    3521   13393
3962          DQ       0       0     174    1824   10224
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

3963          KK    R234
3964          KM        ROUTE REMAINDER FROM CP234 TO CP235
3965          RS       3              -1
3966          RC     .06    .025    .025    2640   .0023
3967          RX    1000    1460    1900    1915    1930    1958    1959    1960
3968          RY    1018    1016    1016    1014    1014    1015    1015    1015
              *

3969          KK     207
3970          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 207
3971          BA    1.00
3972          LG     .50     .00    4.20     .66     .00
3973          UI     39.     39.     39.     39.    125.    143.    169.    187.    209.    222.
3974          UI    241.    263.    291.    316.    374.    445.    510.    454.    399.    358.
3975          UI    329.    306.    280.    252.    231.    210.    191.    174.    145.    111.
3976          UI     83.     68.     66.     63.     63.     40.     39.     39.     39.     14.
3977          UI     12.     12.     12.     12.     12.     12.     12.     12.     12.     12.
3978          UI     12.     12.      0.      0.      0.      0.      0.      0.      0.      0.
3979          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

3980          KK    D207
3981          KM        DIVERT FROM CP207 TO CP208
3982          DT   2D208
3983          DI       0    1709   12182
3984          DQ       0    1314    6607

3985          KK    R207
3986          KM        ROUTE REMAINDER FROM CP207 TO CP217
3987          RS       8              -1
3988          RC    .035    .035    .075    5280   .0057
3989          RX    1000    1001    1002    1015    1060    1490    1740    2250
3990          RY    1151    1151    1151    1150    1150    1152    1154    1156
              *
              *
              * THE FOLLOWING DIVERSIONS ARE SPECIFIC TO EXISTING SUB BASIN BOUDNARIES AS
              * WELL AS THE 100-YEAR 24-HOUR STORM EVENT.  ANY FUTURE  MODELS BASED
              * ON THIS ADMP UPDATE MUST RE-EVALUATE ALL OF THE DIVERSIONS ASSOCIATED WITH
              * PERRYVILLE ROAD AND 185TH AVENUE FOLLOWING BELOW.  THESE DIVERSIONS ARE
              * SPECIFIC TO BOTH EXISTING SUB BASIN BOUNDARIES AND GEOMETRY AS WELL AS
              * THE 100-YEAR HOUR STORM EVENT.
              *
              * THE PROPOSED NORTH INLET CHANNEL TO THE EXISTING WHITE TANKS FRS#3 WILL
              * RENDER THE FLOW SPLITS ALONG PERRYVILLE AND 185TH (MODELED BELOW)
              * INACCURATE DUE TO SIGNIFICANT CHANGES TO THE PEAK INFLOWS AT THE DIVERSION
              * TABLES. AS A RESULT, THE DIVERSIONS MODELED BELOW ARE NOT INCLUDED WITH THE
              * PROPSOED CONDITION HYDROLOGY MODELS ASSOCIATED WITH THE ADMP UPDATE
              *

3991          KK     217
3992          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 217
3993          BA     .49
3994          LG     .50     .00    4.66     .53     .00
3995          UI     22.     22.     22.     54.     81.     98.    112.    124.    135.    150.
3996          UI    167.    188.    233.    278.    278.    235.    207.    188.    172.    152.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

3997          UI    137.    122.    109.     95.     73.     54.     40.     38.     37.     31.
3998          UI     22.     22.     22.      7.      7.      7.      7.      7.      7.      7.
3999          UI      7.      7.      7.      7.      0.      0.      0.      0.      0.      0.
4000          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

4001          KK   1D216
4002          KM   RETURN DIVERT EAST AT 183RD AVE
4003          DR  1DI217

4004          KK   2I216
4005          KM   COMBINE DIVERTED FLOW AT 183RD AND ROUTE TO CP217
4006          HC       2   12.54

4007          KK   2D216
4008          KM   RETURN DIVERT EAST AT 183RD AVE
4009          DR  2DI217

4010          KK   3I216
4011          KM   COMBINE DIVERTED FLOW AT 183RD AND ROUTE TO CP217
4012          HC       2   12.54

4013          KK   3D216
4014          KM   RETURN DIVERT EAST AT 83RD AVE
4015          DR  3DI217

4016          KK   4I216
4017          KM   COMBINE DIVERTED FLOW AT 183RD AND ROUTE TO CP217
4018          HC       2   12.54

4019          KK   4D216
4020          KM   RETURN DIVERT EAST AT 83RD AVE
4021          DR  4DI217

4022          KK   5I216
4023          KM   COMBINE DIVERTED FLOW AT 183RD AND ROUTE TO CP217
4024          HC       2   12.54

4025          KK   5D216
4026          KM   RETURN DIVERT EAST AT 83RD AVE
4027          DR  5DI217

4028          KK   6I216
4029          KM   COMBINE DIVERTED FLOW AT 183RD AND ROUTE TO CP217
4030          HC       2   12.54

4031          KK   6D216
4032          KM   RETURN DIVERT EAST AT 83RD AVE
4033          DR  6DI217

4034          KK   7I216
4035          KM   COMBINE DIVERTED FLOW AT 183RD AND ROUTE TO CP217
4036          HC       2   12.54
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

4037          KK   RD216
4038          KM   ROUTE FLOW 183RD OVERLAND THROUGH SUB 217
4039          RS     2.8              -1
4040          RC   0.035   0.035   0.035  4949.7  0.0057
4041          RX       0     849  1113.6    1552    1981    2488    2616    2990
4042          RY    1156    1154    1153    1153  1151.5    1152    1154    1156

4043          KK   CP217
4044          KM        ADD HYDROGRAPHS AT CP217
4045          HC       2   14.03

4046          KK    D217
4047          KM        DIVERT FROM CP217 TO CP218
4048          DT   DI218
4049          DI       0      90     884    6576   28127
4050          DQ       0      51     163    1840   10674

4051          KK    R217
4052          KM        ROUTE REMAINDER FROM CP217 TO CP235
4053          RS       7              -1
4054          RC     .02     .03    .075    5280   .0036
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


4019          KK   4D216
4020          KM   RETURN DIVERT EAST AT 83RD AVE
4021          DR  4DI217

4022          KK   5I216
4023          KM   COMBINE DIVERTED FLOW AT 183RD AND ROUTE TO CP217
4024          HC       2   12.54

4025          KK   5D216
4026          KM   RETURN DIVERT EAST AT 83RD AVE
4027          DR  5DI217

4028          KK   6I216
4029          KM   COMBINE DIVERTED FLOW AT 183RD AND ROUTE TO CP217
4030          HC       2   12.54

4031          KK   6D216
4032          KM   RETURN DIVERT EAST AT 83RD AVE
4033          DR  6DI217

4034          KK   7I216
4035          KM   COMBINE DIVERTED FLOW AT 183RD AND ROUTE TO CP217
4036          HC       2   12.54

4037          KK   RD216
4038          KM   ROUTE FLOW 183RD OVERLAND THROUGH SUB 217
4039          RS     2.8              -1
4040          RC   0.035   0.035   0.035  4949.7  0.0057
4041          RX       0     849  1113.6    1552    1981    2488    2616    2990
4042          RY    1156    1154    1153    1153  1151.5    1152    1154    1156

4043          KK   CP217
4044          KM        ADD HYDROGRAPHS AT CP217
4045          HC       2   14.03

4046          KK    D217
4047          KM        DIVERT FROM CP217 TO CP218
4048          DT   DI218
4049          DI       0      90     884    6576   28127
4050          DQ       0      51     163    1840   10674

4051          KK    R217
4052          KM        ROUTE REMAINDER FROM CP217 TO CP235
4053          RS       7              -1
4054          RC     .02     .03    .075    5280   .0036
4055          RX    1000    1020    1035    1040    1050    1300    1640    1790
4056          RY    1015    1014    1015    1014    1014    1016    1018    1019
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

4057          KK     235
4058          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 235
4059          BA     .47
4060          LG     .50     .00    4.00     .74     .00
4061          UI     19.     19.     19.     28.     63.     74.     89.     98.    106.    115.
4062          UI    126.    140.    152.    178.    216.    251.    228.    198.    177.    162.
4063          UI    150.    135.    122.    112.     99.     91.     79.     62.     49.     34.
4064          UI     33.     31.     31.     21.     19.     19.     19.      6.      6.      6.
4065          UI      6.      6.      6.      6.      6.      6.      6.      6.      6.      0.
4066          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
4067          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

4068          KK   1I235
4069          KM        ADD HYDROGRAPHS AT CP235
4070          HC       2    1.96

4071          KK   CP235
4072          KM        ADD HYDROGRAPHS AT CP235
4073          HC       2   16.04

4074          KK    D235
4075          KM        DIVERT FROM CP235 TO CP248
4076          DT   2D248
4077          DI       0     158     313    4490    9737
4078          DQ       0       0     155    2380    5077

4079          KK    R235
4080          KM        ROUTE REMAINDER FROM CP235 TO CP236
4081          RS       5              -1
4082          RC     .04     .02     .02    5280   .0051
4083          RX    1000    1640    1660    1675    1685    1778    1779    1780
4084          RY    1097    1094    1095    1094    1094    1095    1095    1095

4085          KK    D191
4086          KM         RETURN DIVERTED HYDROGRAPH AT CP291 IN THE WTPHS1 HEC-1 MODEL
4087          DR   1D208

4088          KK    R191
4089          KM        ROUTE FLOW FROM CP191 TO CP208
4090          RS       5              -1       0
4091          RC    .022    .022    .050    5280   .0040
4092          RX    1000    1001    1002    1045    1110    1130    1160    1890
4093          RY    1143    1143    1143    1142    1142    1143  1141.5    1150
              *

4094          KK     208
4095          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 208
4096          BA    1.00
4097          LG     .50     .00    4.20     .66     .00
4098          UI     40.     40.     40.     57.    133.    156.    188.    206.    224.    243.
4099          UI    265.    294.    320.    371.    453.    523.    489.    424.    379.    346.
4100          UI    321.    290.    262.    239.    215.    195.    172.    137.    110.     72.
4101          UI     72.     67.     67.     50.     40.     40.     40.     17.     12.     12.
4102          UI     12.     12.     12.     12.     12.     12.     12.     12.     12.      0.
```

```
LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

4103          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
4104          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

4105          KK   1I208
4106          KM        ADD HYDROGRAPHS AT CP208
4107          HC       2   13.18

4108          KK    D207
4109          KM        RETURN DIVERT AT CP207
4110          DR   2D208

4111          KK    R207
4112          KM        ROUTE FLOW FROM CP207 TO CP208
4113          RS       8              -1
4114          RC    .075    .035    .035    5280   .0059
4115          RX    1000    1001    1350    2000    2020    2038    2039    2040
4116          RY    1056    1056    1054    1052    1052    1053    1053    1053

4117          KK   CP208
4118          KM        ADD HYDROGRAPHS AT CP208
4119          HC       2   14.18

4120          KK   1D208
4121          KM        DIVERT FROM CP208 TO CP219
4122          DT   1D219
4123          DI       0     599    5129    9299
4124          DQ       0     406    1039    1295

4125          KK   2D208
4126          KM        DIVERT FROM CP208 TO CP209A
4127          DT  DI209A
4128          DI       0     193    4090    8004
4129          DQ       0     193    4066    7610

4130          KK    R208
4131          KM        ROUTE REMAINDER FROM CP208 TO CP218
4132          RS      13              -1
4133          RC    .025    .025    .035    5280   .0047
4134          RX    1000    1001    1002    1010    1040    1055    1100    2010
4135          RY    1123    1123    1123    1122    1122    1125    1124    1130
              *

4136          KK     218
4137          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 218
4138          BA    1.00
4139          LG     .50     .00    4.05     .72     .00
4140          UI     39.     39.     39.     41.    128.    145.    172.    191.    212.    225.
4141          UI    246.    269.    295.    325.    385.    463.    514.    447.    393.    356.
4142          UI    327.    304.    275.    249.    229.    206.    188.    168.    136.    112.
4143          UI     71.     69.     65.     64.     57.     39.     39.     39.     31.     12.
4144          UI     12.     12.     12.     12.     12.     12.     12.     12.     12.     12.
4145          UI     12.      0.      0.      0.      0.      0.      0.      0.      0.      0.
4146          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


4147          KK   1I218
4148          KM        ADD HYDROGRAPHS AT CP218
4149          HC       2   15.18

4150          KK    D217
4151          KM        RETURN DIVERT AT CP217
4152          DR   DI218

4153          KK    R217
4154          KM        ROUTE FLOW FROM CP217 TO CP218
4155          RS      10              -1
4156          RC    .075     .035     .035    5280   .0047
4157          RX    1000     1190     1650    1980    2030    2048    2049    2050
4158          RY    1123     1122     1120    1118    1118    1119    1119    1119

4159          KK   CP218
4160          KM        ADD HYDROGRAPHS AT CP218
4161          HC       2   28.21

4162          KK   1D218
4163          KM        DIVERT FROM CP218 TO CP237
4164          DT   DI237
4165          DI       0       68    1086   10670
4166          DQ       0       68     664    2533

4167          KK   2D218
4168          KM        DIVERT FROM CP218 TO CP219
4169          DT   2D219
4170          DI       0        0     422    8137
4171          DQ       0        0      99    2461

4172          KK    R218
4173          KM        ROUTE REMAINDER FROM CP218 TO CP236
4174          RS       5              -1
4175          RC     .02      .02     .075    5280   .0040
4176          RX    1000     1001     1002    1020    1090    1100    1210    1720
4177          RY    1097     1097     1097    1096    1096    1099    1098    1102
              *

4178          KK     236
4179          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 236
4180          BA    1.00
4181          LG     .50      .00     4.44     .59     .00
4182          UI     38.      38.      38.     38.    113.    137.    160.    180.    199.    214.
4183          UI    229.     251.     276.    297.    343.    419.    470.    474.    411.    366.
4184          UI    334.     310.     288.    261.    236.    220.    196.    181.    161.    132.
4185          UI    108.      70.      67.     64.     62.     60.     38.     38.     38.     38.
4186          UI     12.      12.      12.     12.     12.     12.     12.     12.     12.     12.
4187          UI     12.      12.      12.      0.      0.      0.      0.      0.      0.      0.
4188          UI      0.       0.       0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

4189          KK   1I236
4190          KM        ADD HYDROGRAPHS AT CP236
4191          HC       2   16.67

4192          KK   CP236
4193          KM        ADD HYDROGRAPHS AT CP236
4194          HC       2   26.34

4195          KK   1D236
4196          KM        DIVERT FROM CP236 TO CP249
4197          DT  DI249
4198          DI       0     236     411    6597   30351
4199          DQ       0       0      38    2223    8777

4200          KK   2D236
4201          KM        DIVERT FROM CP236 TO CP250
4202          DT   1D250
4203          DI       0     236     373    4374   21574
4204          DQ       0       0     124    2251    8636

4205          KK    R236
4206          KM        ROUTE REMAINDER FROM CP236 TO CP237
4207          RS       2              -1
4208          RC     .02     .02     .02    2640   .0038
4209          RX    1000    1070    1100    1120    1150    1178    1179    1180
4210          RY    1079    1075    1082    1076    1076    1077    1077    1077
              *

4211          KK    209A
4212          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 209A
4213          BA     .50
4214          LG     .50     .00    4.10     .70     .00
4215          UI     22.     22.     22.     42.     75.     89.    103.    115.    124.    137.
4216          UI    152.    166.    191.    238.    275.    260.    224.    199.    181.    167.
4217          UI    149.    134.    121.    108.     99.     80.     62.     40.     38.     36.
4218          UI     35.     26.     22.     22.     20.      7.      7.      7.      7.      7.
4219          UI      7.      7.      7.      7.      7.      7.      0.      0.      0.      0.
4220          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

4221          KK   1D208
4222          KM        RETURN DIVERT AT CP208
4223          DR  DI209A

4224          KK    R208
4225          KM        ROUTE FLOW FROM CP208 TO CP209A
4226          RS       2              -1
4227          RC     .75     .03     .03    2640   .0045
4228          RX    1000    1490    1890    1950    1970    1998    1999    2000
4229          RY    1130    1128    1126    1124    1124    1125    1125    1125
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

4230          KK  CP209A
4231          KM        ADD HYDROGRAPHS AT CP209A
4232          HC       2   14.68

4233          KK  1D209A
4234          KM        DIVERT FROM CP209A TO CP220
4235          DT   1D220
4236          DI       0      57    5215   28650
4237          DQ       0      39    1907    3775

4238          KK  2D209A
4239          KM        DIVERT FROM CP209A TO CP209
4240          DT   2D209
4241          DI       0      18    3308   24875
4242          DQ       0       0     900   10854

4243          KK   R209A
4244          KM        ROUTE REMAINDER FROM CP209A TO CP219
4245          RS       7              -1
4246          RC    .035    .035    .075    5280   .0045
4247          RX    1000    1001    1002    1010    1200    1500    1880    2100
4248          RY    1113    1113    1113    1112    1112    1114    1116    1117

4249          KK   2D208
4250          KM        RETURN DIVERT AT CP208
4251          DR   1D219

4252          KK    R208
4253          KM        ROUTE FLOW FROM CP208 TO CP219
4254          RS      22              -1
4255          RC    .075    .075    .075    6070   .0059
4256          RX    1000    1001    1002    1270    2570    2698    2699    2700
4257          RY    1115    1115    1115    1114    1114    1115    1115    1115
              *

4258          KK     219
4259          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 219
4260          BA     .50
4261          LG     .50     .00    4.05     .72     .00
4262          UI     22.     22.     22.     45.     77.     92.    105.    119.    128.    140.
4263          UI    158.    173.    202.    247.    289.    253.    220.    196.    180.    164.
4264          UI    146.    132.    119.    106.     93.     72.     55.     39.     38.     36.
4265          UI     33.     22.     22.     22.     12.      7.      7.      7.      7.      7.
4266          UI      7.      7.      7.      7.      7.      0.      0.      0.      0.      0.
4267          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

4268          KK   1I219
4269          KM        ADD HYDROGRAPHS AT CP219
4270          HC       2   14.68
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

4271          KK   2I219
4272          KM        ADD HYDROGRAPHS AT CP219
4273          HC       2   15.18

4274          KK   2D218
4275          KM        RETURN DIVERT AT CP218
4276          DR   2D219

4277          KK    R218
4278          KM        ROUTE FLOW FROM CP218 TO CP219
4279          RS      12              -1
4280          RC    .075     .04     .04    2640   .0045
4281          RX    1000    1110    1290    1600    2050    2108    2109    2110
4282          RY    1101    1100    1098    1096    1096    1097    1097    1097

4283          KK   CP219
4284          KM        ADD HYDROGRAPHS AT CP219
4285          HC       2   29.21

4286          KK   1D219
4287          KM        DIVERT FROM CP219 TO CP238
4288          DT   DI238
4289          DI       0      70    1410   16774
4290          DQ       0      68     990   10452

4291          KK   2D219
4292          KM        DIVERT FROM CP219 TO CP220
4293          DT   2D220
4294          DI       0       2     420    6322
4295          DQ       0       0     174    3073

4296          KK    R219
4297          KM        ROUTE REMAINDER FROM CP219 TO CP237
4298          RS      14              -1
4299          RC    .035    .035    .075    5280   .0036
4300          RX    1000    1001    1002    1020    1300    1820    2099    2100
4301          RY    1087    1087    1087    1086    1086    1088    1089    1089

4302          KK   1D218
4303          KM        RETURN DIVERT AT CP218
4304          DR   DI237

4305          KK    R218
4306          KM        ROUTE FLOW FROM CP218 TO CP237
4307          RS      14              -1
4308          RC    .035    .035    .075    6700   .0046
4309          RX    1000    1001    1002    1020    1300    1820    2099    2100
4310          RY    1087    1087    1087    1086    1086    1088    1089    1089
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

4311          KK     237
4312          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 237
4313          BA     .50
4314          LG     .50      .00     4.90      .51      .00
4315          UI     20.      20.      20.      23.      65.      74.      88.      98.     108.     115.
4316          UI    126.     139.     151.     169.     204.     241.     255.     219.     195.     176.
4317          UI    162.     150.     135.     123.     113.     100.      93.      80.      62.      49.
4318          UI     35.      35.      32.      32.      23.      20.      20.      20.       9.       6.
4319          UI      6.       6.       6.       6.       6.       6.       6.       6.       6.       6.
4320          UI      6.       0.       0.       0.       0.       0.       0.       0.       0.       0.
4321          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

4322          KK   1I237
4323          KM        ADD HYDROGRAPHS AT CP237
4324          HC       2   16.17

4325          KK   2I237
4326          KM        ADD HYDROGRAPHS AT CP237
4327          HC       2   17.17

4328          KK   CP237
4329          KM        ADD HYDROGRAPHS AT CP237
4330          HC       2   27.84

4331          KK   1D237
4332          KM        DIVERT FROM CP237 TO CP250
4333          DT   2D250
4334          DI       0      292      346      629     3340    24038
4335          DQ       0        0        0      103     1577    11878

4336          KK   2D237
4337          KM        DIVERT FROM CP237 TO CP250A
4338          DT  1D250A
4339          DI       0      292      346      526     1763    12160
4340          DQ       0        0       54      203      974     3738

4341          KK    R237
4342          KM        ROUTE REMAINDER FROM CP237 TO CP238
4343          RS       1               -1
4344          RC     .04      .02      .02     2640    .0049
4345          RX    1000     1545     1560     1570     1585     1618     1619     1620
4346          RY    1069     1066     1067   1062.5   1062.5     1067     1067     1067

4347          KK   1D192
4348          KM        RETURN DIVERTED HYDROGRAPH FROM WTPHS1 HEC-1 MODEL
4349          DR   1D209

4350          KK    R192
4351          KM        ROUTE FLOW FROM CP192 TO CP209
4352          RS       5               -1        0
4353          RC    .035     .035      .15     5280    .0045
4354          RX    1000     1001     1002     1015     1200     1470     1840     2300
4355          RY    1111     1111     1111     1110     1110     1112     1114     1116
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

4356          KK     209
4357          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 209
4358          BA     .50
4359          LG     .50     .00    4.58     .55     .00
4360          UI     22.     22.     22.     51.     80.     97.    111.    123.    134.    148.
4361          UI    166.    183.    221.    273.    289.    244.    215.    193.    178.    158.
4362          UI    141.    128.    113.    103.     82.     64.     40.     40.     37.     37.
4363          UI     23.     22.     22.     14.      7.      7.      7.      7.      7.      7.
4364          UI      7.      7.      7.      7.      0.      0.      0.      0.      0.      0.
4365          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

4366          KK   1I209
4367          KM        ADD HYDROGRAPHS AT CP209
4368          HC       2   13.68

4369          KK  2D209A
4370          KM        RETURN DIVERT AT CP209A
4371          DR   2D209

4372          KK   R209A
4373          KM        ROUTE FLOW FROM CP209A TO CP209
4374          RS       7              -1
4375          RC    .075    .035    .035    2640   .0057
4376          RX    1000    1240    1700    1980    1990    3028    3029    3030
4377          RY    1117    1116    1114    1112    1112    1113    1113    1113

4378          KK   CP209
4379          KM        ADD HYDROGRAPHS AT CP209
4380          HC       2   16.18

4381          KK   1D209
4382          KM        DIVERT FROM CP209 TO CP221
4383          DT   1D221
4384          DI       0      39    3983   16787
4385          DQ       0      34    1666    5085

4386          KK   2D209
4387          KM        DIVERT FROM CP209 TO CP210
4388          DT   2D210
4389          DI       0       5    2317   11702
4390          DQ       0       0     703    5354

4391          KK    R209
4392          KM        ROUTE REMAINDER FROM CP209 TO CP220
4393          RS       7              -1
4394          RC    .035    .035    .075    5280   .0040
4395          RX    1000    1001    1002    1015    1180    1560    1820    2050
4396          RY    1091    1091    1091    1090    1090    1092    1094    1095
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

4397          KK  1D209A
4398          KM        RETURN DIVERT AT CP209A
4399          DR   1D220

4400          KK   R209A
4401          KM        ROUTE FLOW FROM CP209A TO CP220
4402          RS      12              -1
4403          RC    .075    .075    .075    6230   .0058
4404          RX    1000    1001    1002    1090    1280    1298    1299    1300
4405          RY    1140    1107    1107    1106    1106    1107    1107    1140
              *

4406          KK     220
4407          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 220
4408          BA     .50
4409          LG     .50     .00    4.20     .66     .00
4410          UI     22.     22.     22.     41.     74.     89.    103.    115.    124.    136.
4411          UI    151.    166.    189.    237.    272.    262.    224.    199.    182.    167.
4412          UI    150.    134.    122.    109.    100.     81.     62.     42.     38.     36.
4413          UI     35.     27.     22.     22.     21.      7.      7.      7.      7.      7.
4414          UI      7.      7.      7.      7.      7.      7.      0.      0.      0.      0.
4415          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

4416          KK   1I220
4417          KM        ADD HYDROGRAPHS AT CP220
4418          HC       2   15.18

4419          KK   2I220
4420          KM        ADD HYDROGRAPHS AT CP220
4421          HC       2   16.68

4422          KK   2D219
4423          KM        RETURN DIVERT AT CP219
4424          DR   2D220

4425          KK    R219
4426          KM        ROUTE FLOW FROM CP219 TO CP220
4427          RS       3              -1
4428          RC    .075    .020    .020    2640   .0045
4429          RX    1000    1460    1670    1700    1730    1768    1769    1770
4430          RY    1088    1085    1087    1080    1080    1087    1087    1087

4431          KK   CP220
4432          KM        ADD HYDROGRAPHS AT CP220
4433          HC       2   30.71

4434          KK   1D220
4435          KM        DIVERT FROM CP220 TO CP239
4436          DT   DI239
4437          DI       0     735    9080   34764
4438          DQ       0     537    3765    9314
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

4439          KK   2D220
4440          KM        DIVERT FROM CP220 TO CP221
4441          DT   2D221
4442          DI       0     198    5315   25450
4443          DQ       0     174    4011   17035

4444          KK    R220
4445          KM        ROUTE REMAINDER FROM CP220 TO CP238
4446          RS      15              -1
4447          RC    .035    .035    .075    5280   .0038
4448          RX    1000    1001    1002    1020    1150    1670    1869    1870
4449          RY    1033    1033    1033    1032    1032    1034    1036    1036

4450          KK   1D219
4451          KM        RETURN DIVERT AT CP219
4452          DR   DI238

4453          KK    R219
4454          KM        ROUTE FLOW FROM CP219 TO CP238
4455          RS       8              -1
4456          RC    .035    .035    .075    6230   .0051
4457          RX    1000    1001    1002    1020    1150    1670    1869    1870
4458          RY    1033    1033    1033    1032    1032    1034    1036    1036
              *

4459          KK     238
4460          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 238
4461          BA     .50
4462          LG     .50     .00    4.90     .47     .00
4463          UI     21.     21.     21.     34.     70.     83.     98.    108.    118.    127.
4464          UI    140.    156.    170.    204.    247.    273.    234.    206.    185.    170.
4465          UI    157.    140.    127.    115.    104.     93.     76.     60.     39.     37.
4466          UI     35.     34.     27.     21.     21.     21.      9.      6.      6.      6.
4467          UI      6.      6.      6.      6.      6.      6.      6.      6.      0.      0.
4468          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

4469          KK   1I238
4470          KM        ADD HYDROGRAPHS AT CP238
4471          HC       2   17.17

4472          KK   2I238
4473          KM        ADD HYDROGRAPHS AT CP238
4474          HC       2   18.67

4475          KK   CP238
4476          KM        ADD HYDROGRAPHS AT CP238
4477          HC       2   30.34

4478          KK   1D238
4479          KM        DIVERT FROM CP238 TO CP250A
4480          DT  2D250A
4481          DI       0     180     568    2711    8584   18252
4482          DQ       0       0       0     184     837    2617
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

4483          KK   2D238
4484          KM        DIVERT FROM CP238 TO CP251
4485          DT   1D251
4486          DI       0     180     568    2527    7747   15635
4487          DQ       0       0       0     522    2262    4829

4488          KK    R238
4489          KM        ROUTE REMAINDER FROM CP238 TO CP239
4490          RS       4              -1
4491          RC    .075     .02     .02    2640   .0023
4492          RX    1000    1230    1780    1790    1800    1810    1829    1830
4493          RY    1062    1060    1058    1056    1056    1058    1059    1059

4494          KK   2D192
4495          KM        RETURN DIVERTED HYDROGRAPH FROM WTPHS1 HEC-1 MODEL
4496          DR   1D210

4497          KK    R192
4498          KM        ROUTE FLOW FROM CP192 TO CP210
4499          RS       7              -1       0
4500          RC     .15     .15     .15    5900   .0054
4501          RX    1000    1001    1002    1050    2400    2548    2549    2550
4502          RY  1113.5    1113    1113    1112    1112    1113    1113  1113.5
              *

4503          KK     210
4504          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 210
4505          BA     .46
4506          LG     .50     .00    4.66     .53     .00
4507          UI     20.     20.     20.     42.     71.     85.     97.    110.    118.    130.
4508          UI    146.    160.    188.    230.    266.    232.    202.    180.    165.    151.
4509          UI    133.    121.    108.     97.     84.     65.     49.     36.     35.     33.
4510          UI     29.     20.     20.     20.      9.      6.      6.      6.      6.      6.
4511          UI      6.      6.      6.      6.      6.      0.      0.      0.      0.      0.
4512          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

4513          KK   1I210
4514          KM        ADD HYDROGRAPHS AT CP210
4515          HC       2   13.64

4516          KK   2D209
4517          KM        RETURN DIVERT AT CP209
4518          DR   2D210

4519          KK    R209
4520          KM        ROUTE FLOW FROM CP209 TO CP210
4521          RS       6              -1
4522          RC    .075    .035    .035    2560   .0030
4523          RX    1000    1001    1630    2120    2250    2268    2269    2270
4524          RY    1102    1102    1100    1098    1098    1099    1099    1099
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

4525          KK   CP210
4526          KM        ADD HYDROGRAPHS AT CP210
4527          HC       2   16.58

4528          KK    R210
4529          KM        ROUTE FLOW FROM CP210 TO CP221
4530          RS      14              -1
4531          RC    .035    .035    .075    5450   .0033
4532          RX    1000    1001    1002    1020    1280    1880    2469    2470
4533          RY    1083    1083    1083    1082    1082    1084    1086    1088

4534          KK   1D209
4535          KM        RETURN DIVERT AT CP209
4536          DR   1D221

4537          KK    R209
4538          KM        ROUTE FLOW FROM CP209 TO CP221
4539          RS      22              -1
4540          RC    .075    .075    .075    5910   .0044
4541          RX    1000    1001    1002    1120    2150    2278    2279    2280
4542          RY    1091    1091    1091    1090    1090    1091    1091    1091
              *

4543          KK     221
4544          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 221
4545          BA     .48
4546          LG     .50     .00    4.90     .47     .00
4547          UI     20.     20.     20.     36.     69.     82.     96.    106.    116.    126.
4548          UI    139.    154.    172.    210.    250.    258.    220.    194.    176.    162.
4549          UI    147.    132.    120.    107.     97.     84.     66.     50.     36.     35.
4550          UI     33.     33.     20.     20.     20.     15.      6.      6.      6.      6.
4551          UI      6.      6.      6.      6.      6.      6.      6.      0.      0.      0.
4552          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

4553          KK   1I221
4554          KM        ADD HYDROGRAPHS AT CP221
4555          HC       2   16.66

4556          KK   2I221
4557          KM        ADD HYDROGRAPHS AT CP221
4558          HC       2   17.06

4559          KK   2D220
4560          KM        RETURN DIVERT AT CP220
4561          DR   2D221

4562          KK    R220
4563          KM        ROUTE FLOW FROM CP220 TO CP221
4564          RS       4              -1
4565          RC    .075    .035    .035    2200   .0023
4566          RX    1000    1001    1470    1870    2160    2178    2179    2180
4567          RY    1082    1082    1080    1078    1078    1081    1081    1081
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

4568          KK   CP221
4569          KM        ADD HYDROGRAPHS AT CP221
4570          HC       2   31.65

4571          KK    R221
4572          KM        ROUTE FLOW FROM CP221 TO CP239
4573          RS      20              -1
4574          RC    .075    .075    .075    5750   .0032
4575          RX    1000    1001    1002    1320    2850    2998    2999    2999
4576          RY    1100    1071    1071    1070    1070    1071    1071    1100

4577          KK   1D220
4578          KM        RETURN DIVERT AT CP220
4579          DR   DI239

4580          KK    R220
4581          KM        ROUTE FLOW FROM CP220 TO CP239
4582          RS      21              -1
4583          RC    .075    .075    .075    5750   .0045
4584          RX    1000    1001    1002    1320    2850    2998    2999    3000
4585          RY    1071    1071    1071    1070    1070    1071    1071    1071
              *

4586          KK     239
4587          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 239
4588          BA     .48
4589          LG     .50     .00    4.90     .47     .00
4590          UI     21.     21.     21.     41.     72.     86.    100.    112.    120.    133.
4591          UI    148.    161.    188.    231.    269.    247.    213.    191.    173.    159.
4592          UI    142.    128.    115.    104.     92.     74.     59.     37.     37.     34.
4593          UI     34.     23.     21.     21.     17.      6.      6.      6.      6.      6.
4594          UI      6.      6.      6.      6.      6.      6.      0.      0.      0.      0.
4595          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

4596          KK   1I239
4597          KM        ADD HYDROGRAPHS AT CP239
4598          HC       2   18.65

4599          KK   2I239
4600          KM        ADD HYDROGRAPHS AT CP239
4601          HC       2   19.59

4602          KK   CP239
4603          KM        ADD HYDROGRAPHS AT CP239
4604          HC       2   31.76

4605          KK   1D239
4606          KM        DIVERT FROM CP239 TO CP251
4607          DT   2D251
4608          DI       0     283     389     786    3215
4609          DQ       0       0      69     333    2481
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

4610          KK   2D239
4611          KM        DIVERT FROM CP239 TO CP252
4612          DT   DI252
4613          DI       0     283     320     632    3061
4614          DQ       0       0     0.0   179.0    2327

4615          KK    R239
4616          KM        ROUTE REMAINDER FROM CP239 TO CP240
4617          RS       5              -1
4618          RC     .05     .02     .02    2640   .0007
4619          RX    1000    1510    1755    1765    1775    1785    1809    1810
4620          RY    1058    1056    1054    1052    1052    1054    1055    1055
              *

4621          KK     240
4622          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 240
4623          BA     .40
4624          LG     .50     .00    4.74     .51     .00
4625          UI     19.     19.     19.     53.     71.     89.     99.    110.    121.    136.
4626          UI    151.    180.    225.    249.    209.    182.    163.    149.    131.    117.
4627          UI    104.     92.     79.     59.     41.     34.     32.     32.     21.     19.
4628          UI     19.     11.      6.      6.      6.      6.      6.      6.      6.      6.
4629          UI      6.      0.      0.      0.      0.      0.      0.      0.      0.      0.
4630          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

4631          KK   CP240
4632          KM        ADD HYDROGRAPHS AT CP240
4633          HC       2   32.16

4634          KK    R240
4635          KM        ROUTE FLOW FROM CP240 TO CP241
4636          RS       5              -1
4637          RC    .025     .02     .02    3600   .0011
4638          RX    1000    1280    1620    1745    1770    1798    1799    1800
4639          RY    1056    1054    1052    1050    1050    1051    1051    1051
              *

4640          KK     213
4641          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 213
4642          BA     .35
4643          LG     .35     .35    4.90     .28     .00
4644          UI     31.     51.    124.    164.    197.    244.    345.    374.    285.    235.
4645          UI    189.    151.    103.     56.     52.     32.     26.     10.     10.     10.
4646          UI     10.     10.      0.      0.      0.      0.      0.      0.      0.      0.
4647          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

4648          KK    R213
4649          KM        ROUTE FLOW FROM CP213 TO CP212
4650          RS       8              -1
4651          RC    .025    .022    .025    4060   .0002
4652          RX    1000    1001    1140    1220    1290    1478    1479    1480
4653          RY  1077.7  1077.7    1076    1074    1074    1076  1077.7  1077.7
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

4654          KK     212
4655          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 212
4656          BA     .54
4657          LG     .50     .00    4.82     .49     .00
4658          UI     18.     18.     18.     18.     34.     59.     69.     80.     87.     95.
4659          UI    102.    109.    116.    127.    137.    148.    171.    205.    226.    232.
4660          UI    203.    183.    167.    155.    146.    135.    124.    114.    106.     97.
4661          UI     89.     84.     70.     57.     49.     32.     32.     31.     30.     30.
4662          UI     22.     18.     18.     18.     17.      6.      6.      6.      6.      6.
4663          UI      6.      6.      6.      6.      6.      6.      6.      6.      6.      0.
4664          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
4665          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
              * DI212 REMOVED PER FIELD VISIT AND REVISED CALCULATIONS 4-16-01
              * KK 2D193
              * KM      RETURN DIVERTED HYDROGRAPH FROM WTPHS1 HEC-1 MODEL
              * DR DI212
              * KK  R193
              * KM      ROUTE FLOW FROM CP193 TO CP212
              * RS     5              -1       0
              * RC  .022    .022     .06    8500   .0038
              * RX  1000    1001    1002    1035    1070    1085    1140    2450
              * RY1095.5    1095    1095    1094    1094    1095    1094    1100
              * KK 1I212
              * KM      ADD HYDROGRAPHS AT CP212
              * HC     2   36.88

4666          KK   SR212
4667          KM        STORAGE ROUTE THROUGH CP212
4668          RS       1    STOR       0       0
4669          SV       0    2.48   13.74   26.18   63.33
4670          SQ       0       0       0     483    6314
4671          SE  1077.1    1078  1079.4    1080    1081

4672          KK   CP212
4673          KM        ADD HYDROGRAPHS AT CP212
4674          HC       2   37.23

4675          KK    R212
4676          KM        ROUTE FLOW FROM CP212 TO CP221A
4677          RS      11              -1
4678          RC    .025    .022    .025    5000   .0002
4679          RX    1000    1001    1070    1090    1220    1287    1289    1290
4680          RY    1077    1077    1076    1074    1074    1079    1079    1079
              *

4681          KK   1D193
4682          KM        RETURN DIVERTED HYDROGRAPH FROM
4683          DR   DI211
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

4684          KK    R193
4685          KM        ROUTE FLOW FROM DI211 TO CP211
4686          RS      17              -1       0
4687          RC     .15     .15     .15    5300   .0030
4688          RX    1000    1001    1002    1050    2400    2548    2549    2550
4689          RY  1113.5    1113    1113    1112    1112    1113    1113  1113.5

4690          KK     211
4691          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 211
4692          BA     .49
4693          LG     .50     .00    4.82     .49     .00
4694          UI     21.     21.     21.     40.     72.     86.    100.    112.    121.    132.
4695          UI    147.    162.    183.    231.    264.    258.    220.    196.    178.    165.
4696          UI    147.    132.    120.    107.     98.     81.     60.     43.     37.     35.
4697          UI     35.     28.     21.     21.     21.      8.      6.      6.      6.      6.
4698          UI      6.      6.      6.      6.      6.      6.      0.      0.      0.      0.
4699          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

4700          KK   CP211
4701          KM        COMBINE DIVERT FROM 193
4702          HC       2   13.87

4703          KK    R211
4704          KM        ROUTE FLOW FROM TO CP221A
4705          RS       9              -1
4706          RC    .035    .035    .075    5400   .0009
4707          RX    1000    1001    1002    1020    1100    1620    2119    2120
4708          RY    1081    1081    1081    1080    1080    1082    1084    1084
              *

4709          KK    221A
4710          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 221A
4711          BA     .31
4712          LG     .50     .00    4.82     .49     .00
4713          UI     12.     12.     12.     12.     36.     43.     50.     57.     63.     67.
4714          UI     72.     79.     87.     94.    109.    132.    151.    145.    126.    113.
4715          UI    103.     96.     88.     80.     73.     67.     60.     56.     48.     38.
4716          UI     32.     21.     21.     20.     19.     17.     12.     12.     12.      9.
4717          UI      4.      4.      4.      4.      4.      4.      4.      4.      4.      4.
4718          UI      4.      4.      4.      0.      0.      0.      0.      0.      0.      0.
4719          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

4720          KK  1I221A
4721          KM        ADD HYDROGRAPHS AT CP221A
4722          HC       2     .80

4723          KK  SR221A
4724          KM        STORAGE ROUTE THROUGH CP221A
4725          RS       1    STOR       0       0
4726          SV       0    1.31    8.04   28.16      40
4727          SQ       0       0       0    2250    5262
4728          SE    1077    1078  1078.9    1080  1080.5
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

4729          KK  CP221A
4730          KM        ADD HYDROGRAPHS AT CP221A
4731          HC       2   38.03

4732          KK   R221A
4733          KM        ROUTE FLOW FROM CP221A TO CP222
4734          RS       6              -1
4735          RC    .025    .022    .022    7800   .0024
4736          RX    1000    1001    1070    1090    1220    1287    1289    1290
4737          RY    1077    1077    1076    1074    1074    1079    1079    1079
              *

4738          KK     222
4739          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 222
4740          BA    1.10
4741          LG     .31     .35    4.82     .28   15.00
4742          UI     34.     34.     34.     34.     34.    112.    121.    135.    158.    168.
4743          UI    184.    194.    205.    219.    237.    257.    272.    305.    354.    407.
4744          UI    455.    414.    370.    337.    311.    291.    274.    257.    236.    218.
4745          UI    204.    189.    173.    163.    148.    130.     98.     87.     60.     60.
4746          UI     58.     56.     56.     47.     34.     34.     34.     34.     24.     10.
4747          UI     10.     10.     10.     10.     10.     10.     10.     10.     10.     10.
4748          UI     10.     10.     10.     10.      0.      0.      0.      0.      0.      0.
4749          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

4750          KK   CP222
4751          KM        ADD HYDROGRAPHS AT CP222
4752          HC       2   39.13

4753          KK    R222
4754          KM        ROUTE FLOW FROM CP222 TO CP241
4755          RS       8              -1
4756          RC     .03    .025     .03    5770   .0022
4757          RX    1000    1100    1320    1540    2350    2470    2630    2710
4758          RY    1057    1056    1054    1052    1052    1054    1056    1057
              *

4759          KK     226
4760          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 226
4761          BA    1.18
4762          LG     .15     .26    4.82     .36   17.00
4763          UI    134.    343.    641.    827.   1094.   1619.   1306.   1008.    765.    549.
4764          UI    283.    214.    134.     68.     41.     41.     41.      0.      0.      0.
4765          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

4766          KK   SR226
4767          KM        STORAGE ROUTE THROUGH CP226
4768          RS       1    STOR       0       0
4769          SV       0    0.24    3.34   18.04   51.44  102.84  171.74
4770          SQ       0       0      21     136     428     875    1487
4771          SE  1075.2  1075.5    1076  1076.5    1077  1077.5    1078
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

4772          KK    R226
4773          KM        ROUTE REMAINDER FROM CP226 TO CP223
4774          RS      26              -1       0
4775          RC     .05     .05     .05    7840   .0011
4776          RX    1000    1200    1300    1500    1600    1800    1900    2000
4777          RY    1100  1074.5    1074    1073    1073    1074  1074.5    1100
              *

4778          KK     201
4779          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 201
4780          BA     .34
4781          LG     .35     .35    4.82     .29     .00
4782          UI     38.     96.    180.    233.    304.    457.    381.    294.    225.    166.
4783          UI     86.     64.     40.     24.     12.     12.     12.      0.      0.      0.
4784          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

4785          KK    R201
4786          KM        ROUTE FLOW FROM CP201 TO CP223
4787          RS      19              -1       0
4788          RC     .05    .035    .050    7000   .0017
4789          RX    1000    1200    1300    1500    1600    1800    1900    2000
4790          RY    1078  1074.5    1074    1073    1073    1074  1074.5    1078
              *

4791          KK     223
4792          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 223
4793          BA    1.26
4794          LG     .12     .33    5.52     .19   72.00
4795          UI    119.    218.    491.    643.    786.   1003.   1453.   1254.    993.    797.
4796          UI    634.    465.    257.    200.    140.    112.     37.     37.     37.     37.
4797          UI     37.      0.      0.      0.      0.      0.      0.      0.      0.      0.
4798          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

4799          KK   1I223
4800          KM        ADD HYDROGRAPHS AT CP223 (223 + 201)
4801          HC       2     1.6

4802          KK   CP223
4803          KM        ADD HYDROGRAPHS AT CP223 (223 + 226)
4804          HC       2   54.67

4805          KK    R223
4806          KM        ROUTE REMAINDER FROM CP223 TO CP224
4807          RS       4              -1
4808          RC     .03     .025    .03    2900   .0017
4809          RX    1000    1120    1350    1590    1780    1960    2129    2130
4810          RY    1067    1066    1064    1063    1063    1064  1065.5  1065.5
              *
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

4811          KK     224
4812          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 224
4813          BA     .80
4814          LG     .35     .32    5.64     .20       6
4815          UI     94.    258.    469.    606.    833.   1145.    854.    655.    492.    310.
4816          UI    163.    121.     79.     29.     29.     29.     29.      0.      0.      0.
4817          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

4818          KK   CP224
4819          KM        ADD HYDROGRAPHS AT CP224 (224 + 223)
4820          HC       2   55.47

4821          KK    R224
4822          KM        ROUTE FLOW FROM CP224 TO CP241
4823          RS       7              -1
4824          RC     .03    .025     .03    5460   .0027
4825          RX    1000    1100    1320    1540    2350    2470    2630    2710
4826          RY    1057    1056    1054    1052    1052    1054    1056    1057
              *

4827          KK     241
4828          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 241
4829          BA    1.51
4830          LG     .38     .28    4.74     .34     .00
4831          UI    133.    206.    513.    682.    817.   1005.   1376.   1635.   1253.   1036.
4832          UI    834.    673.    488.    276.    223.    162.    133.     50.     41.     41.
4833          UI     41.     41.      0.      0.      0.      0.      0.      0.      0.      0.
4834          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

4835          KK   1I241
4836          KM        ADD HYDROGRAPHS AT CP241 (241 + 224)
4837          HC       2   56.98

4838          KK   2I241
4839          KM        ADD HYDROGRAPHS AT CP241 (241 + 222)
4840          HC       2   59.77

4841          KK   CP241
4842          KM        ADD HYDROGRAPHS AT CP241 (241 + 240)
4843          HC       2   78.75

4844          KK   SR241
4845          KM        STORAGE ROUTE THROUGH CP241
4846          RS       1    STOR       0       0
4847          SV       0     .09     .65     .94    8.45   16.94
4848          SQ       0       4     280     324    1773    7505
4849          SE  1042.2    1044    1046  1046.3    1048    1049

4850          KK    R241
4851          KM        ROUTE FLOW FROM CP241 TO CP253
4852          RS       4              -1
4853          RC    .075     .03    .075    5700   .0039
4854          RX    1000    1001    1440    1565    1585    1700    2324    2325
4855          RY    1030    1030    1028    1026    1026    1028    1030    1030
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

4856          KK     253
4857          KM   BASIN 253
4858          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
4859          KM    L=      1.2  Lca=       .6   S=   23.4  Kn= .120  LAG=  84.8
4860          KM    AGRICULTURAL S-GRAPH WAS USED FOR THIS BASIN
4861          BA    1.01
4862          LG     .50     .00    5.40     .38     .00
4863          UI     44.     44.     44.     65.     93.    138.    210.    260.    242.    270.
4864          UI    354.    323.    370.    370.    370.    370.    368.    308.    308.    335.
4865          UI    324.    231.    234.    264.    191.    168.    161.    132.    123.    137.
4866          UI    105.     84.     74.     71.     62.     54.     54.     45.     40.     40.
4867          UI     40.     28.     25.     25.     25.     25.     25.     15.      6.      6.
4868          UI      6.      6.      6.      6.      6.      6.      6.      6.      6.      6.
4869          UI      6.      6.      6.      6.      6.      6.      6.      6.      6.      6.
4870          UI      6.      6.      6.      6.      6.      0.      0.      0.      0.      0.
4871          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

4872          KK   1I253
4873          KM        ADD HYDROGRAPHS AT CP253
4874          HC       2   79.75
              *

4875          KK    253A
4876          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 253A
4877          BA     .25
4878          LG     .32     .33    4.05     .49       1
4879          UI     29.     75.    139.    179.    239.    349.    274.    211.    160.    111.
4880          UI     57.     43.     29.     12.      9.      9.      9.      0.      0.      0.
4881          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

4882          KK   R253A
4883          KM        ROUTE FLOW FROM CP253A TO CP253
4884          RS      10              -1
4885          RC    .075    .075    .075    2800   .0030
4886          RX    1000    1001    1010    1110    1320    1480    1709    1710
4887          RY    1027    1027    1026    1025    1025    1026    1027    1027

4888          KK   2I253
4889          KM        ADD HYDROGRAPHS AT CP253
4890          HC       2    80.0
              *
              * ***************************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 4  WITH NEW SOILS*****
              * ***************************************************************************
              *

4891          KK     247
4892          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 247
4893          BA     .50
4894          LG     .50     .00    4.00    0.48     .00
4895          UI     21.     21.     21.     38.     72.     85.    100.    111.    121.    131.
4896          UI    145.    161.    180.    219.    261.    269.    229.    203.    183.    169.
4897          UI    153.    137.    125.    111.    101.     88.     68.     52.     37.     37.
4898          UI     35.     34.     21.     21.     21.     15.      6.      6.      6.      6.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

4899          UI      6.      6.      6.      6.      6.      6.      6.      0.      0.      0.
4900          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

4901          KK    D247
4902          KM        DIVERT FROM CP247 TO CP261
4903          DT   DI261
4904          DI       0    3183    4006    8756   30610
4905          DQ       0       0       0     293    4086

4906          KK    R247
4907          KM        ROUTE REMAINDER FROM CP247 TO CP248
4908          RS       6              -1
4909          RC    .075     .03     .03    5280   .0049
4910          RX    1000    1370    1800    1950    2080    2108    2109    2110
4911          RY    1100    1098    1096    1094    1094    1095    1095    1095
              *

4912          KK     248
4913          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 248
4914          BA    1.00
4915          LG     .50     .00    4.00    0.74     .00
4916          UI     37.     37.     37.     37.    108.    134.    156.    177.    194.    210.
4917          UI    225.    245.    269.    290.    328.    399.    454.    482.    417.    371.
4918          UI    338.    312.    291.    264.    241.    221.    201.    184.    169.    142.
4919          UI    107.     84.     66.     65.     61.     61.     45.     37.     37.     37.
4920          UI     24.     11.     11.     11.     11.     11.     11.     11.     11.     11.
4921          UI     11.     11.     11.     11.      0.      0.      0.      0.      0.      0.
4922          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

4923          KK    D234
4924          KM        RETURN DIVERT AT CP234
4925          DR   1D248

4926          KK    R234
4927          KM        ROUTE FLOW FROM CP234 TO CP248
4928          RS       5              -1
4929          RC     .02     .02     .04    6550   .0050
4930          RX    1000    1001    1002    1040    1090    1100    1130    2000
4931          RY    1101    1101    1101    1100    1100    1101    1100    1102

4932          KK   1I248
4933          KM        ADD HYDROGRAPHS AT CP248
4934          HC       2   15.08

4935          KK   2I248
4936          KM        ADD HYDROGRAPHS AT CP248
4937          HC       2   15.58

4938          KK    D235
4939          KM        RETURN DIVERT AT CP235
4940          DR   2D248
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

4941          KK    R235
4942          KM        ROUTE FLOW FROM CP235 TO CP248
4943          RS       4              -1
4944          RC     .02      .02     .04     5280    .0051
4945          RX    1000     1001    1002     1040    1090    1100    1130    2000
4946          RY    1101     1101    1101     1100    1100    1101    1100    1102

4947          KK   CP248
4948          KM        ADD HYDROGRAPHS AT CP248
4949          HC       2   17.54

4950          KK    D248
4951          KM        DIVERT FROM CP248 TO CP262
4952          DT   DI262
4953          DI       0      691    6380   18685
4954          DQ       0      683    5565   15348

4955          KK    R248
4956          KM        ROUTE REMAINDER FROM CP248 TO CP249
4957          RS      10              -1
4958          RC    .075     .035    .035     5280    .0036
4959          RX    1000     1290    1690     1970    2000    2028    2029    2030
4960          RY    1085     1084    1082     1080    1080    1081    1081    1081
              *

4961          KK     249
4962          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 249
4963          BA    1.00
4964          LG     .50      .00    4.44     0.59     .00
4965          UI     37.      37.     37.      37.    112.    136.    159.    179.    197.    213.
4966          UI    228.     249.    274.     294.    338.    415.    461.    478.    412.    368.
4967          UI    335.     310.    290.     261.    238.    220.    198.    181.    163.    135.
4968          UI    108.      75.     66.      64.     62.     62.     39.     37.     37.     37.
4969          UI     17.      11.     11.      11.     11.     11.     11.     11.     11.     11.
4970          UI     11.      11.     11.       0.      0.      0.      0.      0.      0.      0.
4971          UI      0.       0.      0.       0.      0.      0.      0.      0.      0.      0.

4972          KK   1I249
4973          KM        ADD HYDROGRAPHS AT CP249
4974          HC       2   18.54

4975          KK   1D236
4976          KM        RETURN DIVERT AT CP236
4977          DR   DI249

4978          KK    R236
4979          KM        ROUTE FLOW FROM CP236 TO CP249
4980          RS       6              -1
4981          RC     .02      .02    .075     5280    .0036
4982          RX    1000     1001    1002     1040    1100    1110    1280    1520
4983          RY    1073     1073    1073     1072    1072    1074    1076    1078
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

4984          KK   CP249
4985          KM        ADD HYDROGRAPHS AT CP249
4986          HC       2   28.84

4987          KK    D249
4988          KM        DIVERT FROM CP249 TO CP264
4989          DT   DI264
4990          DI       0      72     654    2109    5685
4991          DQ       0       0      66     481    1754

4992          KK    R249
4993          KM        ROUTE REMAINDER FROM CP249 TO CP250
4994          RS       6              -1
4995          RC     .05     .03     .03    5280   .0040
4996          RX    1000    1580    1660    1670    1705    1728    1729    1730
4997          RY    1100    1058    1059    1058    1058    1059    1059    1100

4998          KK   2D236
4999          KM        RETURN DIVERT AT CP236
5000          DR   1D250

5001          KK    R236
5002          KM        ROUTE FLOW FROM CP236 TO CP250
5003          RS      39              -1
5004          RC    .075    .075    .075    7540   .0047
5005          RX    1000    1001    1002    1140    2330    2718    2719    2720
5006          RY    1071    1071    1071    1070    1070    1071    1071    1071
              *

5007          KK     250
5008          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 250
5009          BA     .49
5010          LG     .50     .00    4.66    0.53     .00
5011          UI     21.     21.     21.     40.     72.     86.    100.    112.    121.    132.
5012          UI    147.    161.    183.    230.    263.    258.    221.    196.    178.    165.
5013          UI    147.    132.    121.    107.     98.     82.     60.     43.     37.     35.
5014          UI     35.     28.     21.     21.     21.      8.      6.      6.      6.      6.
5015          UI      6.      6.      6.      6.      6.      6.      0.      0.      0.      0.
5016          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

5017          KK   1I250
5018          KM        ADD HYDROGRAPHS AT CP250
5019          HC       2   26.83

5020          KK   1D237
5021          KM        RETURN DIVERT AT CP237
5022          DR   2D250

5023          KK    R237
5024          KM        ROUTE FLOW FROM CP237 TO CP250
5025          RS      10              -1
5026          RC    .035    .035    .075    5280   .0032
5027          RX    1000    1001    1002    1010    1120    1670    1929    1930
5028          RY  1058.5  1058.5  1058.5    1058    1058    1060    1061    1061
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

5029          KK   2I250
5030          KM        ADD HYDROGRAPHS AT CP250
5031          HC       2   28.33

5032          KK   CP250
5033          KM        ADD HYDROGRAPHS AT CP250
5034          HC       2   30.83

5035          KK    D250
5036          KM        DIVERT FROM CP250 TO CP265
5037          KM        LOOP 303 AND INDIAN SCHOOL ROAD
5038          DT   DI265
5039          DI       0      64     200     400     500    1000
5040          DQ       0       0     136     336     436     936

5041          KK    R250
5042          KM        ROUTE FLOW FROM CP250 TO CP250A
5043          RS       5              -1
5044          RC     .05     .03     .03    3050   .0036
5045          RX    1000    1580    1660    1670    1705    1728    1729    1730
5046          RY    1100    1050    1051    1050    1050    1051    1051    1100

5047          KK   2D237
5048          KM        RETURN DIVERT AT CP237
5049          DR  1D250A

5050          KK    R237
5051          KM        ROUTE FLOW FROM CP237 TO CP250A
5052          RS      12              -1
5053          RC     .02    .035    .075    6550   .0040
5054          RX    1000    1030    1050    1070    1220    1580    1839    1840
5055          RY    1051    1050    1051    1050    1050    1052    1054    1054
              *

5056          KK    250A
5057          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 250A
5058          BA     .51
5059          LG     .50     .00    4.90     .47     .00
5060          UI     20.     20.     20.     25.     67.     77.     92.    102.    111.    120.
5061          UI    130.    145.    157.    178.    220.    251.    257.    221.    196.    179.
5062          UI    165.    152.    136.    125.    113.    102.     94.     78.     59.     44.
5063          UI     36.     35.     33.     33.     20.     20.     20.     18.      6.      6.
5064          UI      6.      6.      6.      6.      6.      6.      6.      6.      6.      6.
5065          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
5066          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

5067          KK  1I250A
5068          KM        ADD HYDROGRAPHS AT CP250A
5069          HC       2   28.35
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

5070          KK   1D238
5071          KM        RETURN DIVERT AT CP238
5072          DR  2D250A

5073          KK    R238
5074          KM        ROUTE FLOW FROM CP238 TO CP250A
5075          RS      20              -1
5076          RC     .02     .035     .075     5280    .0030
5077          RX    1000     1030     1050     1070     1220     1580     1839     1040
5078          RY    1051     1050     1051     1050     1050     1052     1054     1054

5079          KK  2I250A
5080          KM        ADD HYDROGRAPHS AT CP250A
5081          HC       2   30.85

5082          KK  CP250A
5083          KM        ADD HYDROGRAPHS AT CP250A
5084          HC       2   33.84

5085          KK   R250A
5086          KM        ROUTE  FROM CP250A TO CP251
5087          RS       3              -1
5088          RC    .075      .03      .03     2550    .0031
5089          RX    1000     1001     1440     1650     1680     1708     1709     1710
5090          RY    1043     1043     1042     1040     1040     1041     1041     1041

5091          KK   2D238
5092          KM        RETURN DIVERT AT CP238
5093          DR   1D251

5094          KK    R238
5095          KM        ROUTE FLOW FROM CP238 TO CP251
5096          RS      42              -1
5097          RC    .075     .075     .075     5910    .0041
5098          RX    1000     1001     1002     1120     2210     2488     2489     2490
5099          RY    1047     1047     1047     1046     1046     1047     1047     1047
              *

5100          KK     251
5101          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 251
5102          BA     .50
5103          LG     .50      .00     4.90     0.47      .00
5104          UI     21.      21.      21.      34.      70.      83.      98.     108.     118.     127.
5105          UI    141.     156.     171.     204.     248.     273.     234.     206.     185.     170.
5106          UI    157.     140.     127.     115.     104.      93.      75.      60.      38.      37.
5107          UI     35.      34.      27.      21.      21.      21.       9.       6.       6.       6.
5108          UI      6.       6.       6.       6.       6.       6.       6.       6.       0.       0.
5109          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

5110          KK   1I251
5111          KM        ADD HYDROGRAPHS AT CP251
5112          HC       2   30.84

5113          KK   1D239
5114          KM        RETURN DIVERT AT CP239
5115          DR   2D251

5116          KK    R239
5117          KM        ROUTE FLOW FROM CP239 TO CP251
5118          RS       6              -1
5119          RC    .035    .035    .075    5280   .0034
5120          RX    1000    1001    1002    1055    1095    1770    1959    1960
5121          RY    1049    1049    1049    1048    1048    1050    1051    1051

5122          KK   2I251
5123          KM        ADD HYDROGRAPHS AT CP251
5124          HC       2   32.26

5125          KK   CP251
5126          KM        ADD HYDROGRAPHS AT CP251
5127          HC       2   35.76

5128          KK    R251
5129          KM        ROUTE FROM CP251 TO CP252
5130          RS       6              -1
5131          RC    .075    .035    .035    2640   .0019
5132          RX    1000    1001    1240    1880    1970    1998    1999    2000
5133          RY    1039    1039    1038    1036    1036    1037    1037    1037
              *

5134          KK     252
5135          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 252
5136          BA     .50
5137          LG     .50     .00    4.74    0.51     .00
5138          UI     21.     21.     21.     33.     69.     81.     97.    106.    116.    125.
5139          UI    138.    153.    167.    199.    241.    272.    237.    207.    187.    171.
5140          UI    158.    141.    128.    116.    104.     96.     79.     59.     43.     37.
5141          UI     35.     34.     30.     21.     21.     21.     13.      6.      6.      6.
5142          UI      6.      6.      6.      6.      6.      6.      6.      6.      0.      0.
5143          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

5144          KK   2D239
5145          KM        RETURN DIVERT AT CP239
5146          DR   DI252

5147          KK    R239
5148          KM        ROUTE FLOW FROM CP239 TO CP252
5149          RS      14              -1
5150          RC   0.075   0.075   0.075    6000  0.0033
5151          RX    1000    1010    1075    1525    2010    2025    2035  2035.5
5152          RY    1010    1010  1008.5  1008.5  1008.5    1010    1010    1010
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


5153          KK   CP252
5154          KM        ADD HYDROGRAPHS AT CP252
5155          HC       3   36.26

5156          KK    R252
5157          KM        ROUTE FROM CP252 TO CP253
5158          RS      11              -1
5159          RC    .075    0.35    .035    2900    .0028
5160          RX    1000    1001    1002    1910    1930    1958    1959    1960
5161          RY    1037    1032    1030    1028    1028    1029    1029    1037

5162          KK   CP253
5163          KM        ADD HYDROGRAPHS AT CP253
5164          HC       2   84.50

5165          KK    R253
5166          KM        ROUTE FLOW FROM CP253 TO CP268
5167          RS       6              -1
5168          RC    .075     .03    .075    5500    .0039
5169          RX    1000    1001    1440    1565    1585    1700    2324    2325
5170          RY    1031    1030    1028    1026    1026    1028    1030    1031
              *

5171          KK     267
5172          KM   BASIN 267
5173          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
5174          KM    L=      1.9  Lca=       .9   S=   12.4  Kn= .030  LAG=  32.4
5175          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
5176          BA    1.19
5177          LG     .23     .25    5.60     .26   14.00
5178          UI    124.    272.    554.    716.    901.   1285.   1465.   1089.    864.    671.
5179          UI    477.    254.    205.    124.     80.     38.     38.     38.     38.      0.
5180          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
5181          UI      0.      0.

5182          KK  267OUT
5183          KM        DIVERT ONSITE RETENTION VOLUME  (Pebble Creek Phase 1)
5184          DT  267RET   105.12
5185          DI       0   10000
5186          DQ       0   10000

5187          KK   CP267
5188          KM        ADD HYDROGRAPHS AT CP267
5189          HC       2   70.64

5190          KK    R267
5191          KM        ROUTE FLOW FROM CP267 TO CP286
5192          RS      11              -1
5193          RC    .075     .05    .075    6700    .0031
5194          RX    1000    1001    1260    1650    2410    2870    2059    2060
5195          RY    1003    1003    1002    1000    1000    1002    1004    1004
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

5196          KK     286
5197          KM   BASIN 286
5198          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
5199          KM    L=       1.2  Lca=        .4   S=   18.6  Kn= .113  LAG=  70.2
5200          KM    AGRICULTURAL S-GRAPH WAS USED FOR THIS BASIN
5201          BA     .70
5202          LG     .47     .03    5.80     .30    7.00
5203          UI     37.     37.     39.     77.    111.    181.    220.    202.    293.    267.
5204          UI    309.    309.    309.    309.    259.    257.    280.    224.    194.    217.
5205          UI    149.    140.    116.    104.    115.     77.     67.     59.     52.     45.
5206          UI     44.     34.     34.     34.     22.     21.     21.     21.     21.     10.
5207          UI      5.      5.      5.      5.      5.      5.      5.      5.      5.      5.
5208          UI      5.      5.      5.      5.      5.      5.      5.      5.      5.      5.
5209          UI      5.      5.      0.      0.      0.      0.      0.      0.      0.      0.
5210          UI      0.      0.      0.      0.      0.      0.      0.      0.

5211          KK   1I286
5212          KM        ADD HYDROGRAPHS AT CP286
5213          HC       2   86.98
              *

5214          KK     288
5215          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 288
5216          BA     .22
5217          LG     .50     .00    4.90    0.47     .00
5218          UI      8.      8.      8.      8.     27.     31.     37.     41.     46.     49.
5219          UI     53.     58.     64.     69.     82.     98.    112.    100.     88.     79.
5220          UI     72.     67.     62.     56.     51.     46.     42.     39.     32.     24.
5221          UI     18.     15.     15.     14.     14.      9.      8.      8.      8.      3.
5222          UI      3.      3.      3.      3.      3.      3.      3.      3.      3.      3.
5223          UI      3.      3.      0.      0.      0.      0.      0.      0.      0.      0.
5224          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

5225          KK    R288
5226          KM        ROUTE FLOW FROM CP288 TO CP286
5227          RS       3              -1
5228          RC    .035    .035    .075    1500   .0033
5229          RX    1000    1001    1002    1040    1055    1280    1849    1850
5230          RY     997     997     997     996     996     998    1000    1000

5231          KK   CP286
5232          KM        ADD HYDROGRAPHS AT CP286
5233          HC       2   71.63

5234          KK    R286
5235          KM        ROUTE FLOW FROM CP286 TO CP287
5236          RS       2              -1
5237          RC    .075    .075    .075    1100   .0027
5238          RX    1000    1001    1210    1510    1950    2360    2529    2530
5239          RY    1000     993     992     990     990     992     993    1000
              *
              * ***************************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 5  WITH NEW SOILS*****
              * ***************************************************************************
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

5240          KK     283
5241          KM   BASIN 283
5242          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
5243          KM    L=        .8  Lca=        .3   S=   11.2  Kn= .120  LAG=  63.5
5244          KM    AGRICULTURAL S-GRAPH WAS USED FOR THIS BASIN
5245          BA     .14
5246          LG     .50      .00     4.80      .47      .00
5247          UI      8.       8.      11.      17.      32.      46.      43.      58.      60.      67.
5248          UI     67.      67.      63.      56.      59.      54.      42.      47.      33.      30.
5249          UI     24.      23.      23.      15.      13.      12.      10.      10.       7.       7.
5250          UI      7.       5.       5.       5.       5.       3.       1.       1.       1.       1.
5251          UI      1.       1.       1.       1.       1.       1.       1.       1.       1.       1.
5252          UI      1.       1.       1.       1.       1.       1.       0.       0.       0.       0.
5253          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

5254          KK    R283
5255          KM        ROUTE FLOW FROM CP283 TO CP285B
5256          RS       5               -1
5257          RC    .075     .075     .075     1100    .0045
5258          RX    1000     1001     1002     1070     1700     1748     1849     1850
5259          RY    1001     1001     1001     1000     1000     1001     1001     1001
              *

5260          KK    285B
5261          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 285B
5262          BA     .06
5263          LG     .50      .00     4.90      .47      .00
5264          UI      7.      20.      36.      47.      65.      86.      63.      48.      36.      21.
5265          UI     12.       9.       5.       2.       2.       2.       0.       0.       0.       0.
5266          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

5267          KK  CP285B
5268          KM        ADD HYDROGRAPHS AT CP285B
5269          HC       2   36.31

5270          KK  SR285B
5271          KM        STORAGE ROUTE THROUGH CP285B
5272          RS       1    STOR        0        0
5273          SV       0      .7     5.68     7.84     10.0
5274          SQ       0      16      227      435     1468
5275          SE  1005.5  1006.9   1009.5   1010.0   1011.0

5276          KK   D285B
5277          KM        DIVERT FROM CP285B TO CP297
5278          DT   DI297
5279          DI       0      16      227      435
5280          DQ       0      16      227      274

5281          KK   R285B
5282          KM        ROUTE REMAINDER FROM CP285B TO CP285A
5283          RS       7               -1
5284          RC    .075     .035     .035     1072    .0009
5285          RX    1000     1001     1002     1280     1550     1598     1599     1600
5286          RY    1011     1011     1011     1010     1010     1015     1015     1015
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

5287          KK     266
5288          KM   BASIN 266
5289          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
5290          KM    L=       1.9  Lca=       1.1   S=   14.1  Kn= .030  LAG=  34.2
5291          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
5292          BA     .85
5293          LG     .23      .25     4.80      .36    14.00
5294          UI     84.     165.     358.     464.     575.     762.    1036.     811.     650.     513.
5295          UI    401.     255.     146.     122.      84.      43.      26.      26.      26.      26.
5296          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.
5297          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

5298          KK  266OUT
5299          KM        DIVERT ONSITE RETENTION VOLUME  (Pebble Creek Phase 2)
5300          DT  266RET    83.4
5301          DI       0   10000
5302          DQ       0   10000

5303          KK    R266
5304          KM        ROUTE REMAINDER TO CP284
5305          KM        CHANGED FLOW PATH AND ROUTE NAME
5306          RS       6              -1
5307          RC    .025     .025     .05    4000    .0008
5308          RX    1000     1001    1002    1040     1060    1190    1740    1940
5309          RY    1013     1013    1013    1012     1012    1014    1016    1017
              *

5310          KK     284
5311          KM   BASIN 284
5312          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
5313          KM    L=        .8  Lca=        .4   S=   17.5  Kn= .120  LAG=  65.1
5314          KM    AGRICULTURAL S-GRAPH WAS USED FOR THIS BASIN
5315          BA     .34
5316          LG     .50      .00     4.80      .47      .00
5317          UI     19.      19.      25.      40.      72.     105.     109.     124.     148.     161.
5318          UI    161.     161.     161.     135.     135.     150.     101.     105.      99.      74.
5319          UI     66.      55.      58.      44.      35.      31.      27.      24.      21.      17.
5320          UI     17.      15.      11.      11.      11.      11.       6.       2.       2.       2.
5321          UI      2.       2.       2.       2.       2.       2.       2.       2.       2.       2.
5322          UI      2.       2.       2.       2.       2.       2.       2.       2.       0.       0.
5323          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

5324          KK   CP284
5325          KM        ADD HYDROGRAPHS AT CP284
5326          HC       2    1.15

5327          KK   SR284
5328          KM        STORAGE ROUTE THROUGH CP284
5329          RS       1    STOR       0       0
5330          SV       0     .18   25.77  34.058   60.22   83.97
5331          SQ       0       0       0       0     457    2222
5332          SE  1007.6    1008    1010  1010.3    1011  1011.5
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

5333          KK    R284
5334          KM        ROUTE FLOW FROM CP284 TO CP285A
5335          RS       2              -1
5336          RC    .075    .075    .075    1050   .0076
5337          RX    1000    1001    1002    1020    1440    1448    1449    1450
5338          RY    1050    1009    1009    1008    1008    1009    1009    1050
              *

5339          KK    285A
5340          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 285A
5341          BA     .06
5342          LG     .50     .00    4.90     .47     .00
5343          UI      7.     18.     33.     43.     57.     84.     66.     51.     38.     27.
5344          UI     14.     10.      7.      3.      2.      2.      2.      0.      0.      0.
5345          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

5346          KK  1I285A
5347          KM        ADD HYDROGRAPHS AT CP285A
5348          HC       2   37.89

5349          KK  CP285A
5350          KM        ADD HYDROGRAPHS AT CP285A
5351          HC       2   37.89

5352          KK  SR285A
5353          KM        STORAGE ROUTE THROUGH CP285A
5354          RS       1    STOR       0       0
5355          SV       0     .13    4.35    4.40    5.19    6.89   15.46
5356          SQ       0      35     193   196.5   246.5   925.5    3914
5357          SE   999.7  1000.7 1005.47  1005.5  1006.0  1006.5  1007.5

5358          KK   D285A
5359          KM        DIVERT FROM CP285A TO CP297A
5360          DT  1D297A
5361          DI       0      35     193     196     246     925
5362          DQ       0      35     193     196     218     237

5363          KK   R285A
5364          KM        ROUTE REMAINDER FROM CP285A TO CP285
5365          RS       2              -1
5366          RC     .07     .02    .025    1745   .0029
5367          RX    1000    1001    1530    1540    1550    1560    1570    1610
5368          RY    1010     999     998     996     996     998    1000    1010
              *

5369          KK     285
5370          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 285
5371          BA     .04
5372          LG     .50     .00    4.90     .47     .00
5373          UI      5.     14.     25.     32.     46.     58.     42.     32.     23.     12.
5374          UI      8.      5.      3.      1.      1.      1.      0.      0.      0.      0.
5375          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

5376          KK   CP285
5377          KM        ADD HYDROGRAPHS AT CP285
5378          HC       2   37.93

5379          KK   SR285
5380          KM        STORAGE ROUTE THROUGH CP285
5381          RS       1    STOR       0       0
5382          SV       0     .17    1.61    4.19
5383          SQ       0      82     694    1687
5384          SE  1002.8    1003  1003.5    1004

5385          KK    D285
5386          KM        DIVERT FROM CP285 TO CP297A
5387          DT  2D297A
5388          DI       0      82     694    1687
5389          DQ       0      23     188     462

5390          KK    R285
5391          KM        ROUTE REMAINDER  FROM CP285 TO CP287
5392          RS       2              -1       0
5393          RC    .075     .02    .025    2460   .0061
5394          RX    1000    1001    1530    1540    1550    1560    1570    1610
5395          RY     999     999     998     996     996     998    1000    1010
              *

5396          KK     287
5397          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 287
5398          BA     .23
5399          LG     .50     .00    5.20     .41     .00
5400          UI     15.     15.     39.     63.     77.     89.    103.    121.    158.    194.
5401          UI    165.    138.    120.    102.     87.     74.     56.     36.     27.     25.
5402          UI     18.     15.     11.      5.      5.      5.      5.      5.      5.      5.
5403          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
5404          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

5405          KK   1I287
5406          KM        ADD HYDROGRAPHS AT CP287
5407          HC       2   88.27

5408          KK   CP287
5409          KM        ADD HYDROGRAPHS AT CP287
5410          HC       2   88.27

5411          KK   SR287
5412          KM        STORAGE ROUTE THROUGH CP287
5413          RS       1    STOR       0       0
5414          SV       0   14.18   61.23  266.05  356.54  502.54
5415          SQ       0     373    2288    4167    5000    6570
5416          SE     988     990     992     994   994.5  995.23
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

5417          KK     298
5418          KM   BASIN 298
5419          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
5420          KM    L=      1.1  Lca=       .5   S=   20.4  Kn= .088  LAG=  57.1
5421          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
5422          BA     .84
5423          LG     .36     .10    4.80     .44   16.00
5424          UI     50.     50.     92.    179.    229.    264.    296.    340.    389.    484.
5425          UI    626.    577.    480.    419.    371.    318.    278.    240.    194.    133.
5426          UI     88.     83.     79.     50.     50.     34.     15.     15.     15.     15.
5427          UI     15.     15.     15.     15.      0.      0.      0.      0.      0.      0.
5428          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

5429          KK  298OUT
5430          KM    Divert Retention in Subbasin 298
5431          DT  298RET    27.5
5432          DI       0   10000
5433          DQ       0   10000

5434          KK   CP298
5435          KM        ADD HYDROGRAPHS AT CP298
5436          HC       2   89.11

5437          KK   SR298
5438          KM        STORAGE ROUTE THROUGH CP298
5439          RS       1    STOR       0       0
5440          SV       0     .08    7.03    9.28   32.19   53.97
5441          SQ       0       0       0       0    2881    8075
5442          SE   975.5     976     978   978.3     980     981

5443          KK    R298
5444          KM        ROUTE FLOW FROM CP298 TO CP316
5445          RS       6              -1       0
5446          RC     .05     .03     .05    5280    .003
5447          RX    1000    1100    1210    1410    1830    2030    2140    2310
5448          RY     980     978     976     974     974     976     978     980
              *

5449          KK     316
5450          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 316
5451          BA     .82
5452          LG     .50     .00    5.40     .38     .00
5453          UI     33.     33.     33.     43.    108.    125.    151.    165.    181.    195.
5454          UI    212.    236.    255.    293.    363.    410.    409.    352.    314.    286.
5455          UI    264.    243.    217.    198.    180.    163.    147.    121.     94.     65.
5456          UI     58.     55.     54.     48.     33.     33.     33.     24.     10.     10.
5457          UI     10.     10.     10.     10.     10.     10.     10.     10.     10.     10.
5458          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
5459          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


5460          KK   CP316
5461          KM        ADD HYDROGRAPHS AT CP316
5462          HC       2   75.20

5463          KK    R316
5464          KM        ROUTE FLOW FROM CP316 TO CP334
5465          RS       4              -1       0
5466          RC     .06     .03     .06    3280    .003
5467          RX    1000    1360    1570    1590    1780    2070    2280    2400
5468          RY     966   960.5     961     960     960     962     964     965
              *

5469          KK     334
5470          KM   BASIN 334
5471          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
5472          KM    L=        .9  Lca=       .4   S=   21.6  Kn= .085  LAG=  46.3
5473          KM    AGRICULTURAL S-GRAPH WAS USED FOR THIS BASIN
5474          BA     .62
5475          LG     .50     .26    3.70     .89     .00
5476          UI     49.     52.    113.    222.    283.    358.    385.    415.    415.    364.
5477          UI    362.    309.    276.    215.    174.    142.    132.     88.     76.     61.
5478          UI     51.     45.     37.     28.     28.     26.      6.      6.      6.      6.
5479          UI      6.      6.      6.      6.      6.      6.      6.      6.      6.      6.
5480          UI      6.      0.      0.      0.      0.      0.      0.      0.      0.      0.
5481          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

5482          KK   1I334
5483          KM        ADD HYDROGRAPHS AT CP334
5484          HC       2   90.57

5485          KK    D285
5486          KM        RETURN DIVERT AT CP285
5487          DR  2D297A

5488          KK    R285
5489          KM        ROUTE FLOW FROM CP285 TO CP297A
5490          RS       5              -1       0
5491          RC     .03     .03     .07    3950    .003
5492          RX    1000    1001    1002    1020    1050    1460    1819    1820
5493          RY    1050     997     997     996     996     998     999    1050

5494          KK   D285A
5495          KM        RETURN DIVERT AT 285A
5496          DR  1D297A

5497          KK   R285A
5498          KM        ROUTE FLOW FROM CP285A TO CP297A
5499          RS       5              -1       0
5500          RC     .03     .03     .07    4370   .0041
5501          RX    1000    1001    1002    1020    1050    1460    1819    1820
5502          RY   997.5     997     997     996     996     998     999     999
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

5503          KK    297A
5504          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 297A
5505          BA     .27
5506          LG     .50      .00     4.90      .47      .00
5507          UI     14.      14.      17.      48.      59.      70.      79.      88.     100.     112.
5508          UI    136.     175.     178.     147.     128.     115.     102.      89.      78.      69.
5509          UI     58.      42.      26.      25.      23.      19.      14.      14.       9.       4.
5510          UI      4.       4.       4.       4.       4.       4.       4.       0.       0.       0.
5511          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

5512          KK  1I297A
5513          KM        ADD HYDROGRAPHS AT CP297A
5514          HC       2   38.16

5515          KK  CP297A
5516          KM        ADD HYDROGRAPHS AT CP297A
5517          HC       2   38.20

5518          KK   R297A
5519          KM        ROUTE FLOW FROM CP297A TO CP315
5520          RS      19               -1
5521          RC    .075     .075     .075     5620    .0032
5522          RX    1000     1001     1002     1090     1910     2148     2149     2150
5523          RY    1000      985      985      984      984      985      985     1000
              *

5524          KK     315
5525          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 315
5526          BA     .47
5527          LG     .50      .00     4.90      .47      .00
5528          UI     18.      18.      18.      18.      59.      67.      79.      88.      98.     104.
5529          UI    113.     124.     136.     148.     175.     209.     239.     214.     188.     168.
5530          UI    155.     144.     131.     119.     109.      99.      90.      82.      69.      52.
5531          UI     39.      32.      31.      30.      30.      19.      18.      18.      18.       7.
5532          UI      6.       6.       6.       6.       6.       6.       6.       6.       6.       6.
5533          UI      6.       6.       0.       0.       0.       0.       0.       0.       0.       0.
5534          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

5535          KK   CP315
5536          KM        ADD HYDROGRAPHS AT CP315
5537          HC       2   38.67

5538          KK    R315
5539          KM        ROUTE FLOW FROM CP315 TO CP334
5540          RS      11               -1
5541          RC     .06      .06      .06     4370    .0046
5542          RX    1000     1001     1002     1130     2070     2208     2209     2210
5543          RY     963      963      963      962      962      963      963      963
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


5544          KK   CP334
5545          KM        ADD HYDROGRAPHS AT CP334
5546          HC       2   76.29

5547          KK    R334
5548          KM        ROUTE FLOW FROM CP334 TO CP335
5549          RS       2              -1
5550          RC     .04     .02     .04    3450   .0035
5551          RX    1000    1380    1430    1450    1465    1470    1540    2040
5552          RY    1054    1050    1051    1050    1050    1051    1050    1054
              *

5553          KK     335
5554          KM   BASIN 335
5555          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
5556          KM    L=        .9  Lca=        .3   S=   46.7  Kn= .120  LAG=  52.7
5557          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
5558          BA     .43
5559          LG     .50     .00    5.70     .32     .00
5560          UI     28.     28.     64.    108.    135.    156.    177.    207.    250.    334.
5561          UI    332.    269.    232.    203.    173.    148.    126.     92.     58.     48.
5562          UI     45.     30.     28.     19.      8.      8.      8.      8.      8.      8.
5563          UI      8.      0.      0.      0.      0.      0.      0.      0.      0.      0.
5564          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
              *

5565          KK   CP335
5566          KM        ADD HYDROGRAPHS AT CP335
5567          HC       2   76.54
              *

5568          KK    R335
5569          KM        ROUTE FLOW FROM CP335 TO  CP335A
5570          RS       2              -1
5571          RC     .03    0.03    0.03    2200 0.00121
5572          RX    1000    1004    1005    1023    1103    1130    1131    1135
5573          RY     997     996     996     987     987     996     996     997
              *

5574          KK    335A
5575          KM   BASIN 335A
5576          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
5577          KM    L=        .3  Lca=        .1   S=   30.8  Kn= .120  LAG=  22.5
5578          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
5579          BA     .07
5580          LG     .50     .00    5.10     .42     .00
5581          UI     10.     40.     60.     89.    117.     81.     57.     33.     17.     10.
5582          UI      4.      3.      3.      0.      0.      0.      0.      0.      0.      0.
5583          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

5584          KK  CP335A
5585          KM        COMBINE FLOW AT 335A IN BULLARD CHANNEL
5586          HC       2
              *

5587          KK   R335A
5588          KM        ROUTE FLOW FROM CP335A TO CP336
5589          RS       2              -1
5590          RC     .03     0.03     0.03    2000 0.00121
5591          RX    1000     1004     1005     1023     1103     1130     1131     1135
5592          RY     997      996      996      987      987      996      996      997
              *
              * ***********************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 6  WITH NEW SOILS*****
              * ***********************************************************************
              *

5593          KK    299
5594          KM   BASIN 299
5595          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
5596          KM    L=        .8  Lca=        .3   S=   13.8  Kn= .106  LAG=  55.4
5597          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
5598          BA     .40
5599          LG     .43      .06     4.80      .47    14.00
5600          UI     24.      24.      49.      89.     115.     132.     149.     172.     199.     259.
5601          UI    311.     263.     222.     196.     170.     147.     125.     107.      78.      49.
5602          UI     42.      40.      28.      24.      21.       7.       7.       7.       7.       7.
5603          UI      7.       7.       7.       0.       0.       0.       0.       0.       0.       0.
5604          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

5605          KK  299OUT
5606          KM    Divert Retention in Subbasin 299
5607          DT  299RET    8.45
5608          DI       0   10000
5609          DQ       0   10000

5610          KK    R299
5611          KM        ROUTE FLOW FROM CP299 TO CP317
5612          RS      21              -1
5613          RC     .06      .06      .06     5460    .0033
5614          RX    1000     1001     1002     1420     1840     2220     2514     2515
5615          RY     980      980      980      978      978      980      982      982
              *

5616          KK     317
5617          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 317
5618          BA     .57
5619          LG     .50      .00     4.82      .49      .00
5620          UI     22.      22.      22.      25.      73.      84.     100.     111.     122.     130.
5621          UI    142.     157.     171.     190.     226.     272.     292.     252.     223.     202.
5622          UI    186.     172.     155.     140.     130.     115.     106.      93.      73.      59.
5623          UI     40.      40.      37.      37.      29.      22.      22.      22.      13.       7.
5624          UI      7.       7.       7.       7.       7.       7.       7.       7.       7.       7.
5625          UI      7.       0.       0.       0.       0.       0.       0.       0.       0.       0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

5626          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

5627          KK   CP317
5628          KM        ADD HYDROGRAPHS AT CP317
5629          HC       2    0.95

5630          KK    R317
5631          KM        ROUTE FLOW FROM CP317 TO CP336
5632          RS      13              -1
5633          RC     .04     .02     .04   12170   .0032
5634          RX    1000    1070    1170    1210    1270    1290    1410    1450
5635          RY     944     942     940     938     938     940     942     943
              *

5636          KK     300
5637          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 300
5638          BA     .39
5639          LG     .50     .00    5.88     .30    11.7
5640          UI     22.     22.     39.     80.    101.    118.    132.    150.    172.    208.
5641          UI    271.    278.    227.    197.    176.    152.    133.    114.     97.     72.
5642          UI     46.     39.     37.     29.     22.     22.      9.      7.      7.      7.
5643          UI      7.      7.      7.      7.      0.      0.      0.      0.      0.      0.
5644          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

5645          KK    R300
5646          KM        ROUTE FLOW FROM CP300 TO CP318
5647          RS      21              -1
5648          RC     .05     .05     .05    5620   .0028
5649          RX    1000    1001    1002    1190    1800    2268    2269    2270
5650          RY     975     975     975     974     974     976     976     976
              *

5651          KK     318
5652          KM         RUNOFF HYDROGRAPH FROM SUB-BASIN 318
5653          BA     .62
5654          LG     .27     .14    5.20     .36   12.00
5655          UI     43.     43.    119.    181.    222.    254.    299.    354.    475.    537.
5656          UI    428.    363.    313.    264.    222.    183.    124.     76.     71.     58.
5657          UI     43.     36.     13.     13.     13.     13.     13.     13.     13.      0.
5658          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
5659          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

5660          KK   CP318
5661          KM        ADD HYDROGRAPHS AT CP318
5662          HC       2    1.01

5663          KK    R318
5664          KM        ROUTE FLOW FROM CP318 TO CP337
5665          RS       4              -1
5666          RC     .03     .03     .03    2000   .0029
5667          RX    1000    1001    1280    1440    2180    2420    2469    2470
5668          RY    1063    1063    1062    1061    1061    1062    1063    1063
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

5669          KK     301
5670          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 301
5671          BA     .30
5672          LG     .24      .28     5.30      .27    10.00
5673          UI     80.     269.     424.     644.     427.     263.     110.      61.      17.      17.
5674          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.
5675          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

5676          KK    R301
5677          KM        ROUTE FLOW FROM CP301 TO CP319
5678          RS      24               -1
5679          RC     .05      .05      .05     6240    .0024
5680          RX    1000     1001     1002     1250     2020     2280     2349     2350
5681          RY     973      973      972      970      970      972      973      973
              *

5682          KK     319
5683          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 319
5684          BA     .54
5685          LG     .23      .18     4.90      .40    14.00
5686          UI     45.      61.     167.     225.     268.     324.     414.     570.     471.     383.
5687          UI    317.     259.     208.     140.      80.      74.      48.      44.      14.      14.
5688          UI     14.      14.      14.       0.       0.       0.       0.       0.       0.       0.
5689          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

5690          KK   CP319
5691          KM        ADD HYDROGRAPHS AT CP319
5692          HC       2     0.84

5693          KK    R319
5694          KM        ROUTE FLOW FROM CP319 TO CP337
5695          RS       6               -1
5696          RC     .03      .03      .03     2400    .0027
5697          RX    1000     1001     1280     1440     2180     2420     2469     2470
5698          RY    1063     1063     1062     1061     1061     1062     1063     1063
              *

5699          KK     337
5700          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 337
5701          BA     .49
5702          LG     .19      .30     4.90      .32    23.50
5703          UI     68.     238.     378.     519.     803.     624.     455.     319.     156.     101.
5704          UI     61.      21.      21.      21.       0.       0.       0.       0.       0.       0.
5705          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

5706          KK   CP337
5707          KM        ADD HYDROGRAPHS AT CP337
5708          HC       3     2.34
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

5709          KK   SR337
5710          KM        STORAGE ROUTE THROUGH CP337
5711          RS       1    STOR       0       0
5712          SV       0     .06    3.14   15.08   45.28  110.59  221.78  290.44  449.81
5713          SQ       0      10     100     250     370     380     383     383    8928
5714          SE   951.3     952     954     956     958     960     962   962.8     964

5715          KK    D337
5716          KM        DIVERT FLOW IN 96" STORM DRAIN TO AGUA FRIA RIVER AT CP367
5717          DT   DI367
5718          DI       0      10     100     250     370     380     383     383    8928
5719          DQ       0      10     100     250     370     380     383     383     383

5720          KK    R337
5721          KM        ROUTE FLOW FROM CP337 TO CP336
5722          RS      11              -1
5723          RC     .03     .03     .03    9830   .0034
5724          RX    1000    1080    1130    1240    1660    1770    1810    1830
5725          RY    1057    1056    1054    1052    1052    1054    1056    1057

5726          KK   1I336
5727          KM        ADD HYDROGRAPHS AT CP336
5728          HC       2   33.31

5729          KK     336
5730          KM   BASIN 336
5731          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
5732          KM    L=      2.3  Lca=      1.4   S=   20.6  Kn= .107  LAG= 133.0
5733          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
5734          BA    1.36
5735          LG     .44     .05    4.90     .45   13.00
5736          UI     34.     34.     34.     34.     34.     34.    104.    113.    132.    143.
5737          UI    159.    168.    181.    190.    199.    209.    221.    235.    252.    265.
5738          UI    280.    309.    350.    403.    432.    455.    410.    374.    346.    323.
5739          UI    305.    289.    276.    263.    244.    228.    215.    204.    192.    178.
5740          UI    168.    159.    144.    132.    100.     99.     68.     61.     61.     59.
5741          UI     56.     56.     56.     42.     34.     34.     34.     34.     34.     22.
5742          UI     11.     11.     11.     11.     11.     11.     11.     11.     11.     11.
5743          UI     11.     11.     11.     11.     11.     11.     11.     11.     11.      0.
5744          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
5745          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

5746          KK   CP336
5747          KM        ADD HYDROGRAPHS AT CP336
5748          HC       2   88.01

5749          KK    R336
5750          KM        ROUTE FLOW FROM CP336 TO BLRD2
5751          RS       1              -1       0
5752          RC    0.03    0.03    0.03    1000  .00112
5753          RX    1000    1004    1005    1023    1103    1121    1122    1126
5754          RY     997     996     996     987     987     996     996     997
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

5755          KK  BLRD2
5756          KM        ADD HYDROGRAPHS AT BLRD2
5757          HC       2   94.97
              *
              *

5758          KK    336A
5759          KM   BASIN 336A
5760          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
5761          KM    L=       2.1  Lca=       1.1   S=   20.7  Kn= .111  LAG= 122.0
5762          KM    AGRICULTURAL S-GRAPH WAS USED FOR THIS BASIN
5763          BA     .37
5764          LG     .47      .25     4.25      .65     3.00
5765          UI     11.      11.      11.      11.      11.      22.      23.      30.      39.      58.
5766          UI     59.      73.      59.      65.      78.      93.      81.      94.      94.      94.
5767          UI     94.      94.      94.      94.      85.      78.      78.      78.      88.      88.
5768          UI     59.      59.      59.      66.      61.      46.      43.      43.      39.      34.
5769          UI     32.      31.      36.      31.      21.      21.      19.      18.      18.      16.
5770          UI     14.      14.      14.      13.      10.      10.      10.      10.      10.       7.
5771          UI      6.       6.       6.       6.       6.       6.       6.       6.       3.       1.
5772          UI      1.       1.       1.       1.       1.       1.       1.       1.       1.       1.
5773          UI      1.       1.       1.       1.       1.       1.       1.       1.       1.       1.
5774          UI      1.       1.       1.       1.       1.       1.       1.       1.       1.       1.
5775          UI      1.       1.       1.       1.       1.       1.       1.       1.       1.       0.
5776          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.
5777          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

5778          KK   R336A
5779          KM        ROUTE FLOW FROM CP336A TO CP364A
5780          RS       2              -1
5781          RC     .03      .02      .03     4210    .0056
5782          RX    1000     1020     1025     1030     1070    1100     1180     1310
5783          RY    1050     1030     1028     1026     1026  1028.5     1027     1050
              *

5784          KK    364A
5785          KM   BASIN 364A
5786          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
5787          KM    L=        .6  Lca=       .3   S=   17.2  Kn= .120  LAG=  49.8
5788          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
5789          BA     .10
5790          LG     .50      .00     4.80      .47      .00
5791          UI      7.       7.      18.      29.      35.      40.      47.      55.      73.      88.
5792          UI     72.      61.      53.      44.      38.      32.      23.      14.      12.      11.
5793          UI      7.       7.       3.       2.       2.       2.       2.       2.       2.       0.
5794          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.
5795          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

5796          KK  CP364A
5797          KM        ADD HYDROGRAPHS AT CP364A
5798          HC       2    0.44
              *

5799          KK  BLRD3
5800          KM        ADD HYDROGRAPHS AT BLRD3
5801          KM        ADDED TO FLOW IN BULLARD CHANNEL
5802          HC       2   97.93
              *

5803          KK  RBLRD3
5804          KM        ROUTE FLOW TO BID CANAL
5805          RS       3              -1
5806          RC     .03     .03     .03    3300  .00146
5807          RX    1000    1004    1005    1023    1103    1121    1122    1126
5808          RY     997     996     996     987     987     996     996     997
              *

5809          KK     365
5810          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 365
5811          BA     .38
5812          LG     .50     .00    4.15     .68     .00
5813          UI     22.     22.     37.     78.     98.    114.    128.    145.    167.    200.
5814          UI    261.    272.    222.    192.    172.    148.    130.    111.     96.     71.
5815          UI     47.     38.     36.     29.     22.     22.      9.      7.      7.      7.
5816          UI      7.      7.      7.      7.      0.      0.      0.      0.      0.      0.
5817          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
              *

5818          KK    R365
5819          KM        ROUTE FLOW FROM CP365 TO CP364
5820          RS      26              -1
5821          RC    .035    .035    .075    7020   .0017
5822          RX    1000    1001    1015    1140    1560    1700    2009    2010
5823          RY     915     915     914   913.5   913.5     914     915     915
              *

5824          KK     364
5825          KM   BASIN 364
5826          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
5827          KM    L=      1.0  Lca=       .4   S=   12.0  Kn= .120  LAG=  79.6
5828          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
5829          BA     .49
5830          LG     .50     .00    5.00     .43     .00
5831          UI     21.     21.     21.     37.     71.     84.     98.    109.    119.    129.
5832          UI    142.    158.    176.    215.    256.    264.    225.    199.    180.    166.
5833          UI    151.    135.    123.    109.     99.     86.     67.     51.     37.     36.
5834          UI     34.     33.     21.     21.     21.     15.      6.      6.      6.      6.
5835          UI      6.      6.      6.      6.      6.      6.      6.      0.      0.      0.
5836          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

5837          KK   CP364
5838          KM        ADD HYDROGRAPHS AT I1364
5839          KM        PEAK FLOW FROM 364 DOES NOT COMBINED WITH BULLARD CHANNEL
5840          KM        UNTIL AFTER SPILLING INTO RIVER
5841          HC       2    1.60
              *

5842          KK   SR364
5843          KM        STORAGE ROUTE CP364 BEHIND BUCKEYE CANAL
5844          RS       1    STOR       0       0
5845          SV       0     .91    4.65    6.88   14.06   22.19   33.52
5846          SQ       0       0       0      21     506    4186    7154
5847          SE     908     910     911   911.3     912   912.5   913.0
              *

5848          KK    AFR6
5849          KM        ADD HYDROGRAPHS AT AFR6
5850          HC       3  103.03
              * KK  D364
              * KM      DIVERT FROM CP364 TO GILA RIVER
              * DTDIGILA
              * DI     0      21     506    4186
              * DQ     0      21     163     597
              * KK  R364
              * KM      ROUTE REMAINDER FROM CP364 TO CP363
              * RS    16              -1
              * RC  .075     .06    .075    5770   .0016
              * RX  1000    1001    1040    1200    2040    2180    2239    2240
              * RY   950     907     906     905     905     906     907     950
              *
              * ************************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 7  WITH NEW SOILS*****
              * ************************************************************************
              *

5851          KK    364B
5852          KM   BASIN 364B
5853          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
5854          KM    L=        .9  Lca=        .4   S=    9.2  Kn= .120  LAG=  78.0
5855          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
5856          BA     .23
5857          LG     .50     .00    5.00     .43     .00
5858          UI     10.     10.     10.     19.     34.     41.     47.     53.     57.     62.
5859          UI     69.     76.     87.    109.    126.    118.    102.     91.     83.     76.
5860          UI     68.     61.     55.     49.     45.     36.     28.     18.     17.     16.
5861          UI     16.     12.     10.     10.      9.      3.      3.      3.      3.      3.
5862          UI      3.      3.      3.      3.      3.      3.      0.      0.      0.      0.
5863          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

5864          KK   R364B
5865          KM        ROUTE REMAINDER FROM CP364B TO CP363
5866          RS      16              -1
5867          RC    .075     .06    .075    5770   .0016
5868          RX    1000    1001    1040    1200    2040    2180    2239    2240
5869          RY     950     907     906     905     905     906     907     950
              *

5870          KK     363
5871          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 363
5872          BA     .63
5873          LG     .50     .00    4.90     .47     .00
5874          UI     23.     23.     23.     23.     68.     84.     98.    112.    122.    132.
5875          UI    142.    154.    170.    183.    207.    252.    286.    303.    262.    234.
5876          UI    213.    196.    183.    166.    152.    139.    127.    116.    106.     90.
5877          UI     67.     53.     41.     41.     38.     38.     28.     23.     23.     23.
5878          UI     15.      7.      7.      7.      7.      7.      7.      7.      7.      7.
5879          UI      7.      7.      7.      7.      0.      0.      0.      0.      0.      0.
5880          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

5881          KK   1I363
5882          KM        COMBINE AT CP363
5883          HC       2    0.86
              *

5884          KK     314
5885          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 314
5886          BA     .42
5887          LG     .37     .09    4.80     .44    7.00
5888          UI     27.     27.     63.    105.    132.    151.    173.    201.    245.    328.
5889          UI    320.    260.    225.    196.    166.    142.    120.     87.     54.     46.
5890          UI     44.     28.     27.     17.      8.      8.      8.      8.      8.      8.
5891          UI      8.      0.      0.      0.      0.      0.      0.      0.      0.      0.
5892          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
              *

5893          KK  314OUT
5894          KM        Divert retention at subbasin 314
5895          DT  314RET   17.30
5896          DI       0   10000
5897          DQ       0   10000
              *

5898          KK    R314
5899          KM        ROUTE FLOW FROM CP314 TO CP333
5900          RS      25              -1
5901          RC    .075    .075    .075    5770   .0040
5902          RX    1000    1001    1200    1690    2100    2788    2789    2790
5903          RY     967     967     966     964     964     966     966     966
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

5904          KK     333
5905          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 333
5906          BA     .58
5907          LG     .27      .15     4.80      .41    12.00
5908          UI     47.      58.     170.     231.     274.     329.     408.     576.     525.     419.
5909          UI    352.     289.     235.     173.     101.      80.      65.      47.      30.      15.
5910          UI     15.      15.      15.      15.      0.       0.       0.       0.       0.       0.
5911          UI      0.       0.       0.       0.      0.       0.       0.       0.       0.       0.
              *

5912          KK  333OUT
5913          KM         DIVERT RETENTION at Subbasin 333
5914          DT  333RET     8.7
5915          DI       0   10000
5916          DQ       0   10000
              *

5917          KK   CP333
5918          KM        ADD HYDROGRAPHS AT CP333
5919          HC       2     1.0
              *

5920          KK    R333
5921          KM        ROUTE FLOW FROM CP333 TO  CP348A
5922          RS       8              -1
5923          RC     .06      .04      .06     2700    .0048
5924          RX    1000     1001     1005     1600     2210     2560     2900     3020
5925          RY     947      947      946      944      944      946      948      949
              *

5926          KK    348A
5927          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 348A
5928          BA     .22
5929          LG     .50      .00     4.74      .51      .00
5930          UI     17.      18.      61.      81.      97.     115.     138.     190.     211.     164.
5931          UI    138.     114.      95.      77.      52.      30.      28.      20.      17.       8.
5932          UI      5.       5.       5.       5.       5.       0.       0.       0.       0.       0.
5933          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

5934          KK  CP348A
5935          KM        ADD HYDROGRAPHS AT CP348A
5936          HC       2    1.22

5937          KK   R348A
5938          KM        ROUTE FLOW FROM CP348A TO CP348B
5939          RS       4              -1
5940          RC     .03      .03     .075     4050    .0077
5941          RX    1000     1005     1010     1040     1100     1370     1450     1470
5942          RY  1032.5   1032.5     1032     1030     1030     1032     1034   1034.5
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

5943          KK  348B
5944          KM   BASIN 348B
5945          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
5946          KM    L=       1.6  Lca=        .7   S=   26.7  Kn= .114  LAG=  94.9
5947          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
5948          BA     .78
5949          LG     .49      .03     4.70      .47      .00
5950          UI     28.      28.      28.      28.      68.      95.     109.     129.     139.     152.
5951          UI    161.     175.     189.     208.     223.     257.     311.     346.     352.     305.
5952          UI    274.     251.     232.     217.     199.     181.     167.     153.     139.     130.
5953          UI    112.      91.      78.      49.      49.      47.      45.      45.      29.      28.
5954          UI     28.      28.      17.       8.       8.       8.       8.       8.       8.       8.
5955          UI      8.       8.       8.       8.       8.       8.       0.       0.       0.       0.
5956          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.
              *

5957          KK  CP348B
5958          KM        ADD HYDROGRAPHS AT CP348B
5959          HC       2    1.75
              *

5960          KK  SR348B
5961          KM        STORAGE ROUTE BEHIND S.P.R.R. AT CP348B
5962          RS       1    STOR       0       0
5963          SV       0     .08    8.33   14.16   23.37
5964          SQ       0      50     285     778    4586
5965          SE   908.5   910.1     914     915     916
              *

5966          KK   R348B
5967          KM        ROUTE FLOW FROM CP348B TO CP363
5968          RS      10              -1       0
5969          RC    .075     .06    .075    3100   .0029
5970          RX    1000    1001    1040    1200    2040    2180    2239    2240
5971          RY     907     907     906     905     905     906     907     907

5972          KK   1I363
5973          KM        ADD HYDROGRAPHS AT CP363
5974          HC       2    2.38
              *

5975          KK     348
5976          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 348
5977          BA     .34
5978          LG     .50      .00     4.66      .53      .00
5979          UI     20.      20.      35.      71.      90.     104.     117.     133.     153.     187.
5980          UI    244.     239.     196.     171.     152.     131.     114.      98.      83.      60.
5981          UI     37.      34.      33.      22.      20.      18.       6.       6.       6.       6.
5982          UI      6.       6.       6.       6.       0.       0.       0.       0.       0.       0.
5983          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

5984          KK   SR348
5985          KM        STORAGE ROUTE BEHIND SOUTHERN PACIFIC RAILROAD
5986          RS       1    STOR       0       0
5987          SV       0       0     .72    2.12   15.51   22.03
5988          SQ       0      .5       5       9    3101    5661
5989          SE   906.6   907.6     908   908.3   909.6     910

5990          KK    D348
5991          KM        DIVERT FROM CP348 TO CP347
5992          DT   DI347
5993          DI       0    3083    5640
5994          DQ       0       0     165

5995          KK    R348
5996          KM        ROUTE REMAINDER FROM CP348 TO CP363
5997          RS       8              -1
5998          RC    .075     .06    .075    1600   .0025
5999          RX    1000    1001    1040    1200    2040    2180    2239    2240
6000          RY     907     907     906     905     905     906     907     907

6001          KK   CP363
6002          KM        ADD HYDROGRAPHS AT CP363
6003          HC       2    2.58
              *
              *  END OF SB 7
              *

6004          KK    R363
6005          KM        ROUTE FLOW FROM CP363 TO CP362
6006          RS      10              -1
6007          RC    .075    .075    .075    3350   .0015
6008          RX    1000    1001    1002    1300    2040    2628    2629    2630
6009          RY     950     903     903     902     902     904     904     950
              *

6010          KK     362
6011          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 362
6012          BA     .42
6013          LG     .50     .00    5.20     .42     .00
6014          UI     23.     23.     31.     79.     98.    115.    130.    144.    166.    188.
6015          UI    242.    290.    263.    222.    195.    175.    152.    135.    116.    101.
6016          UI     76.     51.     41.     38.     34.     23.     23.     17.      7.      7.
6017          UI      7.      7.      7.      7.      7.      7.      0.      0.      0.      0.
6018          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

6019          KK   1I362
6020          KM        ADD HYDROGRAPHS AT CP362
6021          HC       2    3.14
              *
              * ************************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 8  WITH NEW SOILS*****
              * ************************************************************************
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

6022          KK     265
6023          KM   BASIN 265
6024          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
6025          KM    L=       1.2  Lca=        .8   S=    18.6  Kn= .120  LAG=  95.6
6026          KM    AGRICULTURAL S-GRAPH WAS USED FOR THIS BASIN
6027          BA     .25
6028          LG     .50      .00     4.50      .57      .00
6029          UI     10.      10.      10.      10.      20.      21.      34.      50.      58.      54.
6030          UI     56.      73.      71.      81.      81.      81.      81.      81.      81.      69.
6031          UI     68.      68.      74.      66.      51.      52.      58.      44.      37.      37.
6032          UI     31.      28.      27.      31.      21.      18.      17.      16.      15.      12.
6033          UI     12.      12.       9.       9.       9.       9.       7.       5.       5.       5.
6034          UI      5.       5.       5.       4.       1.       1.       1.       1.       1.       1.
6035          UI      1.       1.       1.       1.       1.       1.       1.       1.       1.       1.
6036          UI      1.       1.       1.       1.       1.       1.       1.       1.       1.       1.
6037          UI      1.       1.       1.       1.       1.       0.       0.       0.       0.       0.
6038          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

6039          KK    D250
6040          KM        RETURN DIVERT AT CP250
6041          DR   DI265

6042          KK    R250
6043          KM        ROUTE DI265 TO CP265
6044          RS       6               -1      0.0
6045          RC    0.05    0.035    0.05     5400   0.0033
6046          RX       0       50     100      150      160      210      260      310
6047          RY    1056     1054    1052     1049     1049     1052     1054     1056

6048          KK   CP265
6049          KM        ADD HYDROGRAPHS AT CP265
6050          HC       2   32.03

6051          KK    R265
6052          KM        ROUTE FLOW FROM CP265 TO CP265A
6053          RS      12               -1
6054          RC    .075     .035     .035     5250    .0029
6055          RX    1000     1210     1730     1960     2050     2078     2079     2080
6056          RY    1041     1040     1038     1036     1036     1037     1037     1037
              *

6057          KK    265A
6058          KM   BASIN 265A
6059          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
6060          KM    L=       1.2  Lca=        .4   S=    21.0  Kn= .108  LAG=  68.7
6061          KM    AGRICULTURAL S-GRAPH WAS USED FOR THIS BASIN
6062          BA     .92
6063          LG     .47      .03     4.70      .48      6.7
6064          UI     49.      49.      56.     104.     155.     252.     295.     286.     383.     382.
6065          UI    415.     415.     415.     397.     346.     359.     371.     259.     272.     257.
6066          UI    192.     177.     145.     145.     133.      94.      81.      78.      61.      61.
6067          UI     49.      45.      45.      35.      28.      28.      28.      28.      16.       6.
6068          UI      6.       6.       6.       6.       6.       6.       6.       6.       6.       6.
6069          UI      6.       6.       6.       6.       6.       6.       6.       6.       6.       6.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

6070          UI      6.      0.      0.      0.      0.      0.      0.      0.      0.      0.
6071          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

6072          KK  CP265A
6073          KM        ADD HYDROGRAPHS AT CP265A
6074          HC       2    32.9

6075          KK   R265A
6076          KM        ROUTE FLOW FROM CP265A TO CP281
6077          RS      15              -1
6078          RC    .075     .05    .075    5280   .0036
6079          RX    1000    1001    1210    2060    2090    2760    2969    2970
6080          RY    1017    1017    1016    1014    1014    1016    1017    1017

6081          KK     281
6082          KM   BASIN 281
6083          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
6084          KM    L=      1.3  Lca=       .6   S=   18.9  Kn= .113  LAG=  84.5
6085          KM    AGRICULTURAL S-GRAPH WAS USED FOR THIS BASIN
6086          BA     .85
6087          LG     .49     .02    4.80     .46     5.4
6088          UI     37.     37.     37.     55.     78.    117.    178.    220.    202.    230.
6089          UI    297.    275.    312.    312.    312.    312.    306.    260.    260.    282.
6090          UI    268.    195.    199.    224.    154.    142.    133.    110.    104.    117.
6091          UI     83.     71.     61.     60.     50.     46.     46.     36.     34.     34.
6092          UI     34.     22.     21.     21.     21.     21.     21.     10.      5.      5.
6093          UI      5.      5.      5.      5.      5.      5.      5.      5.      5.      5.
6094          UI      5.      5.      5.      5.      5.      5.      5.      5.      5.      5.
6095          UI      5.      5.      5.      5.      5.      0.      0.      0.      0.      0.
6096          UI      0.      0.      0.      0.      0.      0.      0.      0.

6097          KK   CP281
6098          KM        ADD HYDROGRAPHS AT CP281
6099          HC       2   28.12

6100          KK   SR281
6101          KM        STORAGE ROUTE THROUGH CP281
6102          RS       1    STOR       0       0
6103          SV       0    1.75    6.79   71.75
6104          SQ       0       0       0    8539
6105          SE  1007.5    1008  1008.4    1010

6106          KK    D281
6107          KM        DIVERT FLOW AT CP281 TO CP280
6108          DT   DI280
6109          DI       0    8539
6110          DQ       0     646

6111          KK    R281
6112          KM        ROUTE FLOW FROM CP281 TO CP282
6113          RS       5              -1
6114          RC    .075    .075    .075    1450   .0041
6115          RX    1000    1001    1002    1040    1720    1868    1869    1870
6116          RY    1050    1003    1003    1002    1002    1003    1003    1050
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

6117          KK     282
6118          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 282
6119          BA     .12
6120          LG     .50     .00    5.30    0.40     .00
6121          UI     13.     33.     63.     81.    106.    159.    136.    104.     80.     60.
6122          UI     32.     22.     15.      9.      4.      4.      4.      4.      0.      0.
6123          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

6124          KK   CP282
6125          KM        ADD HYDROGRAPHS AT CP282
6126          HC       2   28.25

6127          KK   SR282
6128          KM        STORAGE ROUTE THROUGH CP282
6129          RS       1    STOR       0       0
6130          SV       0    .045     .51    2.64   41.53
6131          SQ       0       1      87     121    1009
6132          SE  996.25  997.15  1001.7  1002.0  1004.0

6133          KK    R282
6134          KM        ROUTE FLOW FROM CP282 TO CP296A
6135          RS       5              -1       0
6136          RC    0.05    0.03    0.05    5000  0.0011
6137          RX    1000    1050    1100    1120    1142    1162    1212    1262
6138          RY     998   997.5     997     992     992     997   997.5     998
              *
              * ***************************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 9  WITH NEW SOILS*****
              * ***************************************************************************
              *

6139          KK    296A
6140          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 296A
6141          BA     .39
6142          LG     .28     .32    4.65     .32    6.00
6143          UI     37.     67.    151.    198.    242.    309.    447.    383.    304.    244.
6144          UI    194.    141.     78.     61.     42.     33.     11.     11.     11.     11.
6145          UI     11.      0.      0.      0.      0.      0.      0.      0.      0.      0.
6146          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

6147          KK  CP296A
6148          KM        ADD HYDROLGRAPHS AT CP296A
6149          HC       2   28.66

6150          KK  296AOT
6151          KM        Storage divert at subbasin 296A (Canyon Trails development)
6152          KM        SYSTEM HAS BEEN DESIGNED TO ACCEPT OFFSITE FLOWS
6153          DT  296ART    28.0
6154          DI       0   10000
6155          DQ       0   10000
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

6156          KK   R296A
6157          KM        ROUTE FLOW FROM CP296A TO CP312
6158          RS      10              -1       0
6159          RC   0.075    0.03   0.075    6280  0.0037
6160          RX    1000    1001    1190    1620    1640    1660    1900    2620
6161          RY    1077    1077    1076    1074    1074    1075    1074    1075
              *

6162          KK     232
6163          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 232
6164          BA     .93
6165          LG     .35     .33    4.44    0.34     .00
6166          UI     97.    217.    437.    565.    713.   1028.   1134.    844.    667.    517.
6167          UI    361.    190.    154.     97.     56.     30.     30.     30.     30.      0.
6168          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
6169          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

6170          KK    R232
6171          KM        ROUTE FLOW FROM CP232 TO CP246
6172          RS       6              -1
6173          RC    .022    .022    .025    7800   .0033
6174          RX    1000    1030    1080    1105    1120    1135    1300    1400
6175          RY    1047    1046    1047    1044    1044    1046    1048    1050
              *

6176          KK     246
6177          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 246
6178          BA     .75
6179          LG     .35     .35    4.05    0.42     .00
6180          UI     63.     88.    236.    316.    378.    458.    595.    794.    648.    529.
6181          UI    436.    355.    284.    182.    111.    103.     63.     55.     19.     19.
6182          UI     19.     19.     19.      0.      0.      0.      0.      0.      0.      0.
6183          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

6184          KK   CP246
6185          KM        ADD HYDROGRAPHS AT CP246
6186          HC       2    1.68

6187          KK    R246
6188          KM        ROUTE FLOW FROM CP246 TO CP260
6189          RS       3              -1
6190          RC    .022    .022    .025    5280   .0053
6191          RX    1000    1001    1002    1025    1060    1120    1300    1480
6192          RY    1113    1113    1113    1112    1112    1114    1116    1118
              *

6193          KK     260
6194          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 260
6195          BA     .50
6196          LG     .30     .33    4.00    0.46    4.00
6197          UI     57.    146.    273.    352.    467.    689.    552.    426.    323.    230.
6198          UI    119.     90.     57.     27.     17.     17.     17.      0.      0.      0.
6199          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


6200          KK   CP260
6201          KM        ADD HYDROGRAPHS AT CP260
6202          HC       2    2.18

6203          KK    R260
6204          KM        ROUTE FLOW FROM CP260 TO CP273
6205          RS       4              -1
6206          RC    .022    .022    .025    6100    .0072
6207          RX    1000    1001    1002    1030    1090    1130    1210    1450
6208          RY    1093    1093    1093    1092    1092    1093    1092    1096
              *

6209          KK     273
6210          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 273
6211          BA     .65
6212          LG     .33     .34    4.05    0.43    2.00
6213          UI     66.    137.    288.    373.    466.    643.    800.    605.    484.    378.
6214          UI    289.    156.    112.     80.     60.     20.     20.     20.     20.      0.
6215          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
6216          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

6217          KK   CP273
6218          KM        ADD HYDROGRAPHS AT CP273
6219          HC       2    2.83

6220          KK   SR273
6221          KM        STORAGE ROUTE THROUGH CP273
6222          RS       1    STOR       0       0
6223          SV       0    .022     1.6    3.82    7.92   11.72
6224          SQ       0      40     525     850    1700    2560
6225          SE  1053.6    1054    1056    1057    1058  1058.5

6226          KK    D273
6227          KM        DIVERT FROM CP273 TO CP292
6228          DT   1D292
6229          DI       0      40     525     850    1700
6230          DQ       0      40     525     850    1050

6231          KK    R273
6232          KM        ROUTE REMAINDER FROM CP273 TO CP274
6233          RS       2              -1
6234          RC     .07    .025    .025    1900    .0074
6235          RX    1000    1130    1300    1580    1630    1658    1659    1660
6236          RY    1055    1054    1052    1050    1050    1057    1057    1057
              *

6237          KK     261
6238          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 261
6239          BA     .41
6240          LG     .50     .00    4.00    0.74     .00
6241          UI     17.     17.     17.     24.     55.     65.     78.     85.     93.    101.
6242          UI    110.    122.    133.    155.    188.    218.    199.    173.    155.    142.
6243          UI    131.    118.    107.     98.     87.     80.     69.     54.     43.     30.
6244          UI     29.     27.     27.     19.     17.     17.     17.      5.      5.      5.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

6245          UI      5.      5.      5.      5.      5.      5.      5.      5.      5.      0.
6246          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
6247          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

6248          KK    D247
6249          KM        RETURN DIVERT AT CP247
6250          DR   DI261

6251          KK    R247
6252          KM        ROUTE FLOW FROM CP247 TO CP261
6253          RS       6              -1
6254          RC     .03     .03    .075           .0051
6255          RX    1000    1001    1002    1020    1090    1220    1460    1760
6256          RY    1101    1101    1101    1100    1100    1102    1104    1106

6257          KK   CP261
6258          KM        ADD HYDROGRAPHS AT CP261
6259          HC       2     .91

6260          KK    D261
6261          KM        DIVERT FROM CP261 TO CP277
6262          DT   DI277
6263          DI       0       7     271    3982
6264          DQ       0       0     101    2114

6265          KK    R261
6266          KM        ROUTE REMAINDER FROM CP261 TO CP274
6267          RS       9              -1
6268          RC    .030    .030    .075    6200   .0065
6269          RX    1000    1001    1002    1015    1035    1370    1650    1970
6270          RY    1071    1071    1071    1070    1070    1072    1074    1076
              *

6271          KK     274
6272          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 274
6273          BA     .66
6274          LG     .50     .00    4.10    0.70     .00
6275          UI     21.     21.     21.     21.     30.     70.     78.     89.    100.    108.
6276          UI    116.    123.    131.    142.    154.    164.    180.    208.    244.    275.
6277          UI    268.    235.    213.    196.    182.    171.    160.    147.    136.    126.
6278          UI    117.    107.    100.     89.     76.     61.     47.     37.     37.     35.
6279          UI     35.     35.     22.     21.     21.     21.     20.      6.      6.      6.
6280          UI      6.      6.      6.      6.      6.      6.      6.      6.      6.      6.
6281          UI      6.      6.      0.      0.      0.      0.      0.      0.      0.      0.
6282          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

6283          KK   1I274
6284          KM        ADD HYDROGRAPHS AT CP274
6285          HC       2    1.57
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

6286          KK   CP274
6287          KM        ADD HYDROGRAPHS AT CP274
6288          HC       2    4.40

6289          KK   SR274
6290          KM        STORAGE ROUTE THROUGH CP274
6291          RS       1    STOR       0       0
6292          SV       0     .08    1.55    3.21    5.54
6293          SQ       0      40     665    1100    1490
6294          SE  1043.5    1044    1046    1047    1048

6295          KK    D274
6296          KM        DIVERT FROM CP274 TO CP292
6297          DT   2D292
6298          DI       0      40     665    1100    1490
6299          DQ       0      40     665    1100    1100

6300          KK    R274
6301          KM        ROUTE REMAINDER FROM CP274 TO CP275
6302          RS       2              -1
6303          RC    .075    .035    .035    1350   .0058
6304          RX    1000    1001    1120    1300    1610    1698    1699    1700
6305          RY    1045    1045    1044    1042    1042    1061    1061    1061
              *

6306          KK     275
6307          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 275
6308          BA     .11
6309          LG     .50     .00    4.20    0.66     .00
6310          UI     10.     19.     43.     57.     69.     89.    128.    109.     86.     69.
6311          UI     55.     40.     22.     17.     12.      9.      3.      3.      3.      3.
6312          UI      3.      0.      0.      0.      0.      0.      0.      0.      0.      0.
6313          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

6314          KK   CP275
6315          KM        ADD HYDROGRAPHS AT CP275
6316          HC       2    4.51

6317          KK   SR275
6318          KM        STORAGE ROUTE THROUGH CP275
6319          RS       1    STOR       0       0
6320          SV       0    3.47   10.56   14.12   23.26
6321          SQ       0     100     188     244    1303
6322          SE  1037.6    1040  1041.5    1042    1043

6323          KK    D275
6324          KM        DIVERT FROM CP275 TO CP293
6325          DT   1D293
6326          DI       0     100     188     244    1303
6327          DQ       0     100     188     216     260
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

6328          KK    R275
6329          KM        ROUTE REMAINDER FROM CP275 TO CP276
6330          RS       1              -1
6331          RC    .075    .030    .030    1230   .0040
6332          RX    1000    1001    1120    1480    1870    1890    1909    1910
6333          RY    1043    1043    1042    1040    1040    1042    1043    1043
              *

6334          KK     276
6335          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 276
6336          BA     .26
6337          LG     .50     .00    4.38    0.60     .00
6338          UI     13.     13.     13.     36.     47.     59.     66.     73.     80.     91.
6339          UI    101.    122.    153.    160.    134.    117.    105.     96.     84.     75.
6340          UI     66.     60.     49.     36.     23.     22.     21.     19.     13.     13.
6341          UI     13.      4.      4.      4.      4.      4.      4.      4.      4.      4.
6342          UI      4.      0.      0.      0.      0.      0.      0.      0.      0.      0.
6343          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

6344          KK   CP276
6345          KM        ADD HYDROGRAPHS AT CP276
6346          HC       2    4.77

6347          KK   SR276
6348          KM        STORAGE ROUTE THROUGH CP276
6349          RS       1    STOR       0       0
6350          SV       0     .23    1.37    1.97    4.62
6351          SQ       0      18      75     115    1063
6352          SE  1032.9    1034  1035.5    1036    1037

6353          KK    D276
6354          KM        DIVERT FROM CP276 TO CP293
6355          DT   2D293
6356          DI       0      18      75     115    1063
6357          DQ       0      18      75      87     108

6358          KK    R276
6359          KM        ROUTE REMAINDER FROM CP276 TO CP277
6360          RS       4              -1
6361          RC    .075    .025    .025    2684   .0041
6362          RX    1000    1190    1420    1530    1560    1570    1590    1620
6363          RY    1037    1036    1034    1032    1032    1034    1036    1039

6364          KK    D248
6365          KM        RETURN DIVERT AT CP248
6366          DR   DI262

6367          KK    R248
6368          KM        ROUTE FLOW FROM CP248 TO CP262
6369          RS       5              -1
6370          RC     .03     .03    .075    5280   .0053
6371          RX    1000    1001    1002    1060    1150    1520    1889    1890
6372          RY    1071    1071    1071    1070    1070    1072    1074    1074
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

6373          KK     262
6374          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 262
6375          BA    1.03
6376          LG     .50      .00     4.00     0.74      .00
6377          UI     40.      40.      40.      42.     132.     149.     177.     197.     218.     232.
6378          UI    253.     277.     304.     335.     396.     477.     529.     461.     405.     367.
6379          UI    337.     314.     283.     257.     236.     212.     193.     173.     141.     115.
6380          UI     73.      71.      67.      66.      59.      40.      40.      40.      32.      12.
6381          UI     12.      12.      12.      12.      12.      12.      12.      12.      12.      12.
6382          UI     12.       0.       0.       0.       0.       0.       0.       0.       0.       0.
6383          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

6384          KK   CP262
6385          KM        ADD HYDROGRAPHS AT CP262
6386          HC       2   18.57

6387          KK   1D262
6388          KM        DIVERT FROM CP262 TO CP278
6389          DT   1D278
6390          DI       0        8       12     1885    12547
6391          DQ       0        0        4      644     1672

6392          KK   2D262
6393          KM        DIVERT FROM CP262 TO CP263
6394          DT   DI263
6395          DI       0        8        8     1241    10875
6396          DQ       0        8        8      867     5869

6397          KK    R262
6398          KM        ROUTE REMAINDER FROM CP262 TO CP277
6399          RS      13               -1
6400          RC     .04      .04     .075     6300    .0049
6401          RX    1000     1001     1002     1020     1270     1820     2189     2190
6402          RY    1047     1047     1047     1046     1046     1048     1050     1050

6403          KK    D261
6404          KM        RETURN DIVERT AT CP261
6405          DR   DI277

6406          KK    R261
6407          KM        ROUTE FLOW FROM CP261 TO CP277
6408          RS      66               -1        0
6409          RC    .075     .075     .075     8450    .0070
6410          RX    1000     1001     1002     1150     2300     2598     2599     2600
6411          RY  1067.5     1067     1067     1066     1066     1067     1067   1067.5
              *

6412          KK     277
6413          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 277
6414          BA     .91
6415          LG     .43      .09     4.44     0.52     2.00
6416          UI     40.      40.      40.      79.     137.     164.     189.     212.     229.     252.
6417          UI    280.     306.     357.     439.     511.     468.     404.     361.     328.     302.
6418          UI    269.     243.     218.     196.     174.     140.     110.      70.      70.      65.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

6419          UI     65.     42.     40.     40.     31.     12.     12.     12.     12.     12.
6420          UI     12.     12.     12.     12.     12.     12.      0.      0.      0.      0.
6421          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

6422          KK   1I277
6423          KM        ADD HYDROGRAPHS AT CP277
6424          HC       2    1.82

6425          KK   2I277
6426          KM        ADD HYDROGRAPHS AT CP277
6427          HC       2   19.48

6428          KK   CP277
6429          KM        ADD HYDROGRAPHS AT CP277
6430          HC       2   24.25

6431          KK   SR277
6432          KM        STORAGE ROUTE THROUGH CP277
6433          RS       1    STOR       0       0
6434          SV       0     .22    3.46   10.83   17.67
6435          SQ       0     255     525    2380    3410
6436          SE  1022.1    1024    1026  1027.3    1028

6437          KK    D277
6438          KM        DIVERT FROM CP277 TO CP293
6439          DT   3D293
6440          DI       0     255     525    2380    3410
6441          DQ       0     255     525    2380    2800

6442          KK    R277
6443          KM         ROUTE REMAINDER FROM CP277 TO CP279D
6444          RS       1              -1
6445          RC    .075    .035    .035     400   .0075
6446          RX    1000    1001    1130    1520    1860    1875    1899    1900
6447          RY    1025    1025    1024    1022    1022    1024    1025    1025
              *

6448          KK    279D
6449          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 279D
6450          BA     .02
6451          LG     .50     .00    4.15     .68     .00
6452          UI      4.     14.     21.     35.     32.     22.     14.      6.      4.      1.
6453          UI      1.      1.      0.      0.      0.      0.      0.      0.      0.      0.
6454          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

6455          KK  CP279D
6456          KM        ADD HYDROGRAPHS AT CP279D
6457          HC       2   24.27

6458          KK  SR279D
6459          KM        STORAGE ROUTE THROUGH CP279D
6460          RS       1    STOR       0       0
6461          SV       0     .03     .48
6462          SQ       0       0     162
6463          SE  1023.3  1023.5    1024
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

6464          KK   D279D
6465          KM        DIVERT FROM CP279D TO CP294
6466          DT   1D294
6467          DI       0       0     162     500    1000
6468          DQ       0       0     160     490     980

6469          KK   R279D
6470          KM        ROUTE REMAINDER FROM CP279D TO CP279C
6471          RS       2              -1
6472          RC    .075    .035    .035     900    .011
6473          RX    1000    1001    1130    1520    1860    1875    1899    1900
6474          RY    1025    1025    1024    1022    1022    1024    1025    1025
              *

6475          KK    279C
6476          KM   BASIN 279C
6477          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
6478          KM    L=        .3  Lca=        .1   S=   28.0  Kn= .030  LAG=   6.2
6479          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
6480          BA     .05
6481          LG     .06     .25    4.40     .32   90.00
6482          UI    118.    225.     38.      0.      0.      0.      0.      0.      0.      0.
6483          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

6484          KK  CP279C
6485          KM        ADD HYDROGRAPHS AT CP279C
6486          HC       2   24.32

6487          KK  SR279C
6488          KM        STORAGE ROUTE THROUGH CP279C
6489          RS       1    STOR       0       0
6490          SV       0    3.41   13.27
6491          SQ       0      89    1095
6492          SE  1020.4  1022.5    1024

6493          KK   D279C
6494          KM        DIVERT FROM CP279C TO CP294
6495          DT   2D294
6496          DI       0      89    1095
6497          DQ       0      89     140

6498          KK   R279C
6499          KM        ROUTE REMAINDER FROM CP279C TO CP279B
6500          RS       1              -1
6501          RC    .075    .035    .035     840   .0024
6502          RX    1000    1001    1130    1520    1860    1875    1899    1900
6503          RY    1025    1025    1024    1022    1022    1024    1025    1025
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

6504          KK    279B
6505          KM   BASIN 279B
6506          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
6507          KM    L=        .3  Lca=        .1   S=   12.0  Kn= .030  LAG=   7.3
6508          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
6509          BA     .03
6510          LG     .06      .26     3.74      .46    90.00
6511          UI     51.     129.      44.       7.       0.       0.       0.       0.       0.       0.
6512          UI      0.       0.       0.       0.       0.       0.       0.       0.

6513          KK  CP279B
6514          KM        ADD HYDROGRAPHS AT CP279B
6515          HC       2   24.32

6516          KK  SR279B
6517          KM        STORAGE ROUTE THROUGH CP279B
6518          RS       1    STOR       0       0
6519          SV       0     .14     .22    1.12
6520          SQ       0      10     195    2221
6521          SE  1017.2    1020  1020.5    1022

6522          KK   D279B
6523          KM        DIVERT FROM CP279B TO CP294A
6524          DT  1D294A
6525          DI       0      10     195    2221
6526          DQ       0      10      11      15

6527          KK   R279B
6528          KM        ROUTE REMAINDER FROM CP279B TO CP279A
6529          RS      12              -1
6530          RC    .075    .035    .035    1540   .0023
6531          RX    1000    1001    1130    1520    1860    1875    1899    1900
6532          RY    1025    1025    1024    1022    1022    1024    1025    1025
              *

6533          KK    279A
6534          KM   BASIN 279A
6535          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
6536          KM    L=        .3  Lca=        .2   S=   25.0  Kn= .030  LAG=   7.9
6537          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
6538          BA     .07
6539          LG     .06      .25     4.70      .26    90.00
6540          UI    103.     284.     125.      23.       0.       0.       0.       0.       0.       0.
6541          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

6542          KK  279AOT
6543          KM        DIVERT OUT RETENTION VOLUME
6544          DT  279ART    16.8
6545          DI       0   10000
6546          DQ       0   10000
```

```
LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

6547          KK  CP279A
6548          KM        ADD HYDROGRAPHS AT CP279A
6549          HC       2   24.42

6550          KK   D279A
6551          KM        DIVERT FROM CP279A TO CP294A
6552          DT  2D294A
6553          DI       0      22      79     177     453
6554          DQ       0      22      79     177     258

6555          KK   R279A
6556          KM        ROUTE REMAINDER FROM CP279A TO CP279
6557          RS       3              -1
6558          RC    .075    .035    .035    1515   .0023
6559          RX    1000    1001    1130    1520    1860    1875    1899    1900
6560          RY    1025    1025    1024    1022    1022    1024    1025    1025
              *

6561          KK     279
6562          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 279
6563          BA     .05
6564          LG     .50     .00    4.32     .62     .00
6565          UI      7.     26.     40.     56.     84.     63.     45.     30.     14.      9.
6566          UI      5.      2.      2.      2.      0.      0.      0.      0.      0.      0.
6567          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

6568          KK   1I279
6569          KM        ADD HYDROGRAPHS AT CP279
6570          HC       2   24.47

6571          KK   2D262
6572          KM        RETURN DIVERT AT CP262
6573          DR   DI263

6574          KK    R262
6575          KM        ROUTE FLOW FROM CP262 TO CP263
6576          RS       4              -1
6577          RC    .075    .035    .035    2640   .0027
6578          RX    1000    1001    1300    1820    1860    1870    1879    1880
6579          RY    1056    1056    1054    1052    1052    1054    1055    1055
              *

6580          KK     263
6581          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 263
6582          BA     .50
6583          LG     .50     .00    4.32    0.62     .00
6584          UI     22.     22.     22.     44.     76.     91.    105.    118.    127.    139.
6585          UI    156.    170.    199.    244.    285.    256.    221.    197.    180.    165.
6586          UI    147.    133.    119.    107.     94.     74.     58.     39.     38.     36.
6587          UI     35.     22.     22.     22.     14.      7.      7.      7.      7.      7.
6588          UI      7.      7.      7.      7.      7.      7.      0.      0.      0.      0.
6589          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


6590          KK   CP263
6591          KM        ADD HYDROGRAPHS AT CP263
6592          HC       2   19.07

6593          KK    D263
6594          KM        DIVERT FROM CP263 TO CP278
6595          DT   2D278
6596          DI       0     922    2066   25246
6597          DQ       0     653    1253   17563

6598          KK    R263
6599          KM        ROUTE REMAINDER FROM CP263 TO CP264
6600          RS       4              -1
6601          RC    .075    .035    .035    1900   .0037
6602          RX    1000    1001    1320    1710    1990    1993    1994    1995
6603          RY    1050    1050    1048    1046    1046    1047    1047    1047

6604          KK    D249
6605          KM        RETURN DIVERT AT CP249
6606          DR   DI264

6607          KK    R249
6608          KM        ROUTE FLOW FROM CP249 TO CP264
6609          RS       9              -1
6610          RC    .075    .035    .035    5280   .0044
6611          RX    1000    1001    1002    1020    1040    1060    1130    2030
6612          RY    1057    1057    1057    1056    1056    1057    1056    1059
              *

6613          KK     264
6614          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 264
6615          BA     .50
6616          LG     .50     .00    4.58    0.55     .00
6617          UI     23.     23.     23.     58.     84.    103.    117.    130.    141.    158.
6618          UI    177.    200.    254.    296.    275.    235.    209.    190.    172.    152.
6619          UI    137.    121.    110.     92.     67.     46.     41.     38.     38.     25.
6620          UI     23.     23.     14.      7.      7.      7.      7.      7.      7.      7.
6621          UI      7.      7.      7.      0.      0.      0.      0.      0.      0.      0.
6622          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

6623          KK   1I264
6624          KM        ADD HYDROGRAPHS AT CP264
6625          HC       2   29.34

6626          KK   CP264
6627          KM        ADD HYDROGRAPHS AT CP264
6628          HC       2   30.87

6629          KK    R264
6630          KM        ROUTE REMAINDER FROM CP264 TO CP278
6631          RS      18              -1
6632          RC     .05    .075    .075    5280   .0047
6633          RX    1000    1045    1120    1200    1580    1630    1649    1650
6634          RY    1027    1026    1027    1026    1026    1028    1029    1029
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

6635          KK   1D262
6636          KM        RETURN DIVERT AT CP262
6637          DR   1D278

6638          KK    R262
6639          KM        ROUTE FLOW FROM CP262 TO CP278
6640          RS      28              -1
6641          RC    .075    .075    .075   10140   .0038
6642          RX    1000    1001    1002    1030    1500    1528    1529    1530
6643          RY    1050    1039    1039    1038    1038    1039    1039    1050

6644          KK    D263
6645          KM        RETURN DIVERT AT CP263
6646          DR   2D278

6647          KK    R263
6648          KM        ROUTE FLOW FROM CP263 TO CP278
6649          RS      19              -1
6650          RC     .05    .075    .075    7300   .0044
6651          RX    1000    1045    1120    1200    1580    1630    1649    1650
6652          RY    1027    1026    1027    1026    1026    1028    1029    1029

6653          KK   1I278
6654          KM        ADD HYDROGRAPHS AT CP278
6655          HC       2   19.07

6656          KK   2I278
6657          KM        ADD HYDROGRAPHS AT CP278
6658          HC       2   30.87
              *

6659          KK     278
6660          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 278
6661          BA    1.00
6662          LG     .42     .13    4.38    0.52    2.00
6663          UI     36.     36.     36.     36.    100.    129.    150.    173.    188.    203.
6664          UI    219.    235.    260.    280.    309.    362.    433.    483.    429.    379.
6665          UI    342.    315.    294.    272.    245.    226.    208.    187.    174.    153.
6666          UI    124.    105.     66.     65.     62.     60.     60.     37.     36.     36.
6667          UI     36.     18.     11.     11.     11.     11.     11.     11.     11.     11.
6668          UI     11.     11.     11.     11.     11.      0.      0.      0.      0.      0.
6669          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

6670          KK   CP278
6671          KM        ADD HYDROGRAPHS AT CP278
6672          HC       2   31.87

6673          KK    R278
6674          KM        ROUTE REMAINDER FROM CP278 TO CP279
6675          RS       3              -1
6676          RC    .035    .035    .075    1850   .0022
6677          RX    1000    1001    1002    1030    1200    1430    1549    1550
6678          RY    1017    1017    1017    1016    1016    1018    1019    1019
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

6679          KK   CP279
6680          KM        ADD HYDROGRAPHS AT CP279
6681          HC       2   36.14

6682          KK   SR279
6683          KM        STORAGE ROUTE THROUGH CP279
6684          RS       1    STOR       0       0
6685          SV       0     .08     .59    1.16    2.25     7.5   13.25
6686          SQ       0      36     131     457    1087    3812    5907
6687          SE  1009.2    1012    1014  1014.5    1015    1016  1016.5

6688          KK    D279
6689          KM        DIVERT FLOW FROM CP279 TO CP294A
6690          DT  3D294A
6691          DI       0      36     131     457    1087    3812    5907
6692          DQ       0      36     131     306     562    1438    2092

6693          KK    R279
6694          KM        ROUTE REMAINDER FROM CP279 TO CP280
6695          RS       3              -1       0
6696          RC     .04     .04     .03    2700   .0012
6697          RX    1000    1200    1500    1550    1650    1690    1760    1800
6698          RY    1016    1012    1011  1010.6  1010.6    1012    1020    1028
              *

6699          KK     280
6700          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 280
6701          BA     .61
6702          LG     .50     .00    4.66    0.53    0.00
6703          UI     22.     22.     22.     22.     55.     76.     87.    102.    111.    120.
6704          UI    128.    138.    150.    165.    178.    206.    248.    280.    271.    237.
6705          UI    213.    195.    181.    170.    153.    141.    130.    119.    108.    101.
6706          UI     85.     67.     56.     39.     39.     36.     36.     33.     22.     22.
6707          UI     22.     22.      9.      7.      7.      7.      7.      7.      7.      7.
6708          UI      7.      7.      7.      7.      7.      7.      0.      0.      0.      0.
6709          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

6710          KK    D281
6711          KM        RETURN DIVERT AT CP281
6712          DR   DI280

6713          KK    R281
6714          KM        ROUTE DIVERT AT CP281 TO CP280
6715          RS       1              -1       0
6716          RC     .07     .05     .07     380   .0039
6717          RX    1000    1001    1060    1080    1120    1170    1320    2010
6718          RY    1010    1010    1008  1007.5  1007.5    1008    1009    1010

6719          KK   1I280
6720          KM        ADD HYDROGRAPHS AT CP280
6721          HC       2   36.47
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

6722          KK   CP280
6723          KM        ADD HYDROGRAPHS AT CP280
6724          HC       2   43.77

6725          KK   SR280
6726          KM        STORAGE ROUTE THROUGH CP280
6727          RS       1    STOR       0       0
6728          SV       0     .28   58.73   98.67
6729          SQ       0     106     676    3050
6730          SE    1007    1008    1010    1012

6731          KK    R280
6732          KM        ROUTE FLOW FROM CP280 TO CP280A
6733          RS      10              -1
6734          RC     .06     .06     .06    2400   .0002
6735          RX    1000    1050    1090    1120    1410    1498    1499    1500
6736          RY    1026    1020    1010    1008    1008  1008.5  1008.5    1012
              *

6737          KK   280A
6738          KM        RUNOFF HYDROGRAPH FROM 280A
6739          BA     .06
6740          LG     .50     .00    4.66     .53     .00
6741          UI      4.      4.      9.     15.     18.     21.     24.     28.     34.     45.
6742          UI     47.     38.     32.     28.     24.     21.     18.     13.      9.      7.
6743          UI      6.      5.      4.      3.      1.      1.      1.      1.      1.      1.
6744          UI      1.      0.      0.      0.      0.      0.      0.      0.      0.      0.
6745          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

6746          KK  CP280A
6747          KM        ADD HYDROGRAPHS AT CP280A
6748          HC       2   43.83

6749          KK  SR280A
6750          KM        STORAGE ROUTE THROUGH CP280A
6751          RS       1    STOR       0       0
6752          SV       0    6.24   21.77   28.91
6753          SQ       0       0       0     726
6754          SE  1007.4  1008.0  1008.7    1009

6755          KK   R280A
6756          KM        ROUTE FLOW FROM CP280A TO CP296
6757          RS       5              -1       0
6758          RC    0.05    0.03    0.05    4200   0.001
6759          RX    1000    1050    1100    1116    1145    1161    1211    1261
6760          RY     998   997.5     997     993     993     997   997.5     998
              *

6761          KK     296
6762          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 296
6763          BA     .38
6764          LG     .28     .26    4.70     .35    8.00
6765          UI     30.     33.    105.    142.    169.    201.    245.    343.    353.    276.
6766          UI    233.    192.    158.    127.     78.     52.     49.     30.     29.      9.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

6767          UI      9.      9.      9.      9.      9.      0.      0.      0.      0.      0.
6768          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

6769          KK   CP296
6770          KM        ADD HYDROGRAPHS AT CP296
6771          HC       2   44.21

6772          KK  296RET
6773          KM        Storage Divert at subbasin 296 (Canyon Trails development)
6774          KM        SYSTEM HAS BEEN DESIGNED TO ACCEPT OFFSITE FLOWS
6775          DT  296OUT    36.8
6776          DI       0   10000
6777          DQ       0   10000

6778          KK    R296
6779          KM        ROUTE FLOW FROM CP296 TO CP312
6780          RS      10              -1
6781          RC    .075     .03    .075    6280   .0037
6782          RX    1000    1001    1190    1620    1640    1660    1900    2620
6783          RY    1077    1077    1076    1074    1074    1075    1074    1075
              *

6784          KK     312
6785          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 312
6786          BA     .66
6787          LG     .50     .00    5.30     .40     .00
6788          UI     28.     28.     28.     47.     93.    110.    130.    143.    157.    170.
6789          UI    187.    208.    230.    274.    335.    359.    307.    270.    244.    224.
6790          UI    206.    183.    167.    150.    135.    120.     96.     77.     49.     49.
6791          UI     45.     45.     32.     28.     28.     27.      8.      8.      8.      8.
6792          UI      8.      8.      8.      8.      8.      8.      8.      8.      0.      0.
6793          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

6794          KK   CP312
6795          KM        ADD HRDOGRAPHS AT CP312
6796          HC       3    47.4

6797          KK    R312
6798          KM        ROUTE FLOW FROM CP312 TO CP331
6799          RS      27              -1
6800          RC    .075    .075    .075    6240   .0043
6801          RX    1000    1001    1002    1240    1920    2118    2119    2120
6802          RY     956     951     951     950     950     951     951     956
              *

6803          KK     331
6804          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 331
6805          BA     .75
6806          LG     .46     .02    5.00     .44    2.00
6807          UI     33.     33.     33.     66.    114.    136.    157.    176.    190.    209.
6808          UI    233.    255.    298.    365.    427.    384.    331.    296.    270.    248.
6809          UI    220.    199.    179.    160.    142.    112.     87.     58.     57.     54.
6810          UI     53.     33.     33.     33.     22.     10.     10.     10.     10.     10.
6811          UI     10.     10.     10.     10.     10.     10.      0.      0.      0.      0.
6812          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

6813          KK   1I331
6814          KM        ADD HYDROGRAPHS AT CP331
6815          HC       2   48.15
              *

6816          KK    295A
6817          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 295A
6818          BA     .06
6819          LG     .32      .34     4.74      .31     3.00
6820          UI     25.      75.     140.     117.      66.      25.      10.       4.       0.       0.
6821          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

6822          KK   R295A
6823          KM        ROUTE FLOW FROM CP295A TO CP311A
6824          RS      16               -1
6825          RC    .075     .035     .035     5280    .0049
6826          RX    1000     1001     1270     2180     2195     2210     2229     2230
6827          RY     981      981      980      978      978      980      981      981
              *

6828          KK    311A
6829          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 311A
6830          BA     .31
6831          LG     .50      .00     5.76      .32      .00
6832          UI     16.      16.      18.      55.      67.      79.      89.      99.     112.     125.
6833          UI    151.     192.     207.     171.     148.     133.     119.     104.      92.      80.
6834          UI     69.      51.      35.      29.      27.      25.      16.      16.      14.       5.
6835          UI      5.       5.       5.       5.       5.       5.       5.       5.       0.       0.
6836          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

6837          KK  CP311A
6838          KM        ADD HYDROGRAPHS AT CP311A
6839          HC       2     .37

6840          KK   R311A
6841          KM        ROUTE FLOW FROM CP311A TO CP331
6842          RS      12               -1
6843          RC    .075     .035     .035     5280    .0051
6844          RX    1000     1001     1002     1130     1710     1720     1749     1750
6845          RY     955      955      955      954      954      956      957      957

6846          KK   CP331
6847          KM        ADD HYDROGRAPHS AT CP331
6848          HC       2   48.52
              *
              * ***********************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 10 WITH NEW SOILS*****
              * ***********************************************************************
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


6849          KK    D279
6850          KM        RETURN DIVERT AT CP279
6851          DR  3D294A

6852          KK    R279
6853          KM        ROUTE FLOW FROM CP279 TO CP294A
6854          RS       5              -1
6855          RC     .03     .03     .03    2340   .0017
6856          RX    1000    1001    1002    1040    1670    1940    1999    2000
6857          RY    1050    1011    1011    1010    1010    1012    1013    1050
              *

6858          KK    294A
6859          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 294A
6860          BA     .26
6861          LG     .35     .35    4.90     .28     .00
6862          UI     36.    126.    200.    275.    425.    331.    242.    169.     83.     54.
6863          UI     33.     11.     11.     11.      0.      0.      0.      0.      0.      0.
6864          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

6865          KK  1I294A
6866          KM        ADD HYDROGRAPHS AT CP294A
6867          HC       2    36.4

6868          KK   D279B
6869          KM        RETURN DIVERT AT CP279B
6870          DR  1D294A

6871          KK   R279B
6872          KM        ROUTE FLOW FROM CP279B TO CP294A
6873          RS      15              -1       0
6874          RC     .03     .03     .03    2340   .0047
6875          RX    1000    1001    1002    1090    1400    1620    1870    1970
6876          RY    1012  1011.5    1011    1010    1010    1012    1014    1015

6877          KK  2I294A
6878          KM        ADD HYDROGRAPHS AT CP294A
6879          HC       2    36.4

6880          KK   D279A
6881          KM        RETURN DIVERT AT CP279A
6882          DR  2D294A

6883          KK   R279A
6884          KM        ROUTE FLOW FROM CP279A TO CP294A
6885          RS       6              -1       0
6886          RC     .03     .03     .03    1700   .0035
6887          RX    1000    1001    1002    1090    1400    1620    1870    1970
6888          RY    1012  1011.5    1011    1010    1010    1012    1014    1015
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

6889          KK  CP294A
6890          KM        ADD HYDROGRAPHS AT CP294A
6891          HC       2    36.4

6892          KK  SR294A
6893          KM        STORAGE ROUTE BEHIND ROOSEVELT AT CP294A
6894          RS       1    STOR       0       0
6895          SV       0    3.78    5.29    57.3
6896          SQ       0       0      46   16968
6897          SE  1006.7  1007.8    1008    1010

6898          KK   R294A
6899          KM        ROUTE FLOW FROM CP294A TO CP295
6900          RS       2              -1       0
6901          RC    .025    .022    .025    3430   .0047
6902          RX    1000    1001    1060    1120    1190    1220    1240    1270
6903          RY    1104    1103    1102    1101    1101    1102    1104    1106
              *

6904          KK     295
6905          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 295
6906          BA     .31
6907          LG     .29     .33    5.10     .26    5.00
6908          UI     44.    159.    248.    346.    521.    388.    280.    190.     90.     59.
6909          UI     33.     13.     13.     13.      0.      0.      0.      0.      0.      0.
6910          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

6911          KK  295OUT
6912          KM        Storage divert at Subbasin 295
6913          DT  295RET    5.80
6914          DI       0   10000
6915          DQ       0   10000

6916          KK   CP295
6917          KM        ADD HYDROGRAPHS AT CP295
6918          HC       2   36.71

6919          KK    R295
6920          KM        ROUTE FLOW FROM CP295 TO CP311
6921          RS       5              -1
6922          RC     .03     .03    .075    5280   .0049
6923          RX    1000    1001    1002    1025    1040    1370    2149    2150
6924          RY     987     987     987     986     986     988     990     990
              *

6925          KK     311
6926          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 311
6927          BA     .73
6928          LG     .50       0    4.58    0.44     .00
6929          UI     27.     27.     27.     27.     77.     97.    113.    128.    140.    152.
6930          UI    163.    177.    195.    210.    236.    283.    328.    353.    307.    272.
6931          UI    247.    228.    213.    194.    177.    162.    148.    135.    125.    105.
6932          UI     81.     66.     48.     48.     44.     44.     36.     27.     27.     27.
6933          UI     22.      8.      8.      8.      8.      8.      8.      8.      8.      8.
```

```
LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

6934          UI      8.      8.      8.      8.      0.      0.      0.      0.      0.      0.
6935          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

6936          KK   CP311
6937          KM        ADD HYDROGRAPHS AT CP311
6938          HC       2   37.44

6939          KK    R311
6940          KM        ROUTE FLOW FROM CP311 TO CP330
6941          RS       5              -1
6942          RC    .030    .030     .06    5280   .0051
6943          RX    1000    1001    1002    1030    1030    1140    1190    1240
6944          RY     948     947     947     946     946     948   948.5     949
              *

6945          KK     330
6946          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 330
6947          BA     .59
6948          LG     .33     .11    4.65     .46    9.00
6949          UI     39.     39.    100.    161.    198.    228.    263.    308.    404.    496.
6950          UI    425.    354.    308.    261.    223.    190.    144.     93.     69.     65.
6951          UI     46.     39.     28.     12.     12.     12.     12.     12.     12.     12.
6952          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
6953          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

6954          KK  330OUT
6955          KM        Storage Divert at Subbasin 330
6956          DT  330RET   21.25
6957          DI       0   10000
6958          DQ       0   10000

6959          KK   1I330
6960          KM        ADD HYDROGRAPHS AT CP330
6961          HC       2   38.03

6962          KK   CP330
6963          KM        ADD HYDROGRAPHS AT CP330 INCLUDING HYDROGRAPH AT CP331
6964          HC       2   48.59

6965          KK    R330
6966          KM        ROUTE FLOW FROM CP330 TO CP346A
6967          RS       4              -1
6968          RC    .075    .035    .075    4500   .0045
6969          RX    1000    1200    1500    1675    1780    2300    2650    3250
6970          RY     936     934     932     930     930     932     934     936
              *
              * ************************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 11 WITH NEW SOILS*****
              * ************************************************************************
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


6971          KK    346A
6972          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 346A
6973          BA     .16
6974          LG     .50     .00    4.66     .53     .00
6975          UI      7.      7.      7.     18.     27.     32.     37.     41.     45.     49.
6976          UI     55.     62.     78.     92.     90.     76.     67.     61.     56.     49.
6977          UI     44.     40.     35.     30.     23.     17.     13.     12.     12.      9.
6978          UI      7.      7.      6.      2.      2.      2.      2.      2.      2.      2.
6979          UI      2.      2.      2.      0.      0.      0.      0.      0.      0.      0.
6980          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

6981          KK  CP346A
6982          KM        ADD HYDROGRAPHS AT CP346A
6983          HC       2   48.75

6984          KK   D346A
6985          KM        DIVERT FLOW AT CP346A TO CP346B
6986          DT  DI346C
6987          DI       0     530    1173    4502    9188
6988          DQ       0     530    1088    3758    7301

6989          KK   R346A
6990          KM        ROUTE REMAINDER FROM CP346A TO CP347
6991          RS      20              -1
6992          RC    .075    .035    .035    3500   .0009
6993          RX    1000    1001    1520    2090    2210    2228    2229    2230
6994          RY     914     914     912     910     910     911     911     911

6995          KK   D285B
6996          KM        RETURN DIVERT AT CP285B
6997          DR   DI297

6998          KK   R285B
6999          KM        ROUTE FLOW FROM CP285B TO CP297
7000          RS      24              -1
7001          RC    .075    .075    .075    4210   .0040
7002          RX    1000    1001    1002    1500    2200    2658    2659    2660
7003          RY     998     998     998     996     996     998     998     998
              *

7004          KK     297
7005          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 297
7006          BA     .38
7007          LG     .50     .00    4.90     .47     .00
7008          UI     16.     16.     16.     27.     54.     64.     75.     83.     91.     98.
7009          UI    108.    120.    133.    159.    195.    206.    176.    155.    140.    129.
7010          UI    118.    105.     96.     86.     77.     69.     55.     43.     28.     28.
7011          UI     26.     26.     18.     16.     16.     15.      5.      5.      5.      5.
7012          UI      5.      5.      5.      5.      5.      5.      5.      0.      0.      0.
7013          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


7014          KK   CP297
7015          KM        ADD HYDROGRAPHS AT CP297
7016          HC       2   36.74

7017          KK   SR297
7018          KM        STORAGE ROUTE THROUGH CP297
7019          RS       1    STOR       0       0
7020          SV       0   12.78   129.9  397.18  596.18  803.38  825.63
7021          SQ       0       0       0       0       0       0     555
7022          SE   932.9     940     960     980     990   999.1  1000.0

7023          KK    R297
7024          KM        ROUTE FLOW FROM CP297 TO CP313
7025          RS       7              -1       0
7026          RC     .05     .03     .05    6200    .001
7027          RX    1000    1050    1100    1124    1152    1176    1226    1276
7028          RY     983   982.5     982     978     978     982   982.5     983
              *

7029          KK     313
7030          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 313
7031          BA     .43
7032          LG     .12     .25    4.80     .36   20.00
7033          UI     72.    284.    426.    676.    723.    489.    328.    149.     91.     44.
7034          UI     21.     21.      0.      0.      0.      0.      0.      0.      0.      0.
7035          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

7036          KK  313OUT
7037          KM        Storage Divert at Subbasin 313
7038          DT  313RET   32.20
7039          DI       0   10000
7040          DQ       0   10000

7041          KK   CP313
7042          KM        ADD HYDROGRAPHS AT CP313
7043          HC       2   37.12

7044          KK    R313
7045          KM        ROUTE FLOW FROM CP313 TO CP332
7046          RS      14              -1
7047          RC    .075    .035    .035    6000   .0042
7048          RX    1000    1070    1390    1560    1870    1888    1889    1890
7049          RY     965     964     962     960     960     961     961     961
              *

7050          KK     332
7051          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 332
7052          BA     .56
7053          LG     .46     .03    4.74     .50    2.00
7054          UI     23.     23.     23.     33.     75.     88.    106.    116.    126.    137.
7055          UI    149.    166.    180.    210.    255.    296.    272.    237.    211.    193.
7056          UI    179.    162.    146.    134.    119.    109.     95.     75.     60.     40.
7057          UI     40.     37.     37.     26.     23.     23.     23.      8.      7.      7.
7058          UI      7.      7.      7.      7.      7.      7.      7.      7.      7.      0.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

7059          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
7060          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

7061          KK   CP332
7062          KM        ADD HYDROGRAPHS AT CP332
7063          HC       2   37.68

7064          KK    R332
7065          KM        ROUTE FLOW FROM CP332 TO CP347
7066          RS      19              -1
7067          RC    .075     .06    .075    5770   .0062
7068          RX    1000    1001    1070    1300    2000    2150    2169    2170
7069          RY     942     942     940     938     938     940     942     942
              *

7070          KK     347
7071          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 347
7072          BA    1.02
7073          LG     .46     .03    4.50     .55    2.00
7074          UI     45.     45.     45.     96.    158.    190.    218.    245.    264.    290.
7075          UI    326.    357.    422.    517.    592.    511.    445.    399.    366.    332.
7076          UI    295.    267.    238.    215.    185.    141.    104.     80.     77.     74.
7077          UI     62.     45.     45.     45.     17.     14.     14.     14.     14.     14.
7078          UI     14.     14.     14.     14.     14.      0.      0.      0.      0.      0.
7079          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

7080          KK   1I347
7081          KM        ADD HYDROGRAPHS AT CP347
7082          HC       2    38.7

7083          KK   2I347
7084          KM        ADD HYDROGRAPHS AT CP347
7085          HC       2   52.64

7086          KK    D348
7087          KM        RETURN DIVERT AT CP348
7088          DR   DI347

7089          KK    R348
7090          KM        ROUTE FLOW FROM CP348 TO CP347
7091          RS       7              -1       0
7092          RC    .035    .035     .07    2000   .0003
7093          RX    1000    1001    1002    1130    1260    1500    1919    1920
7094          RY   911.8   911.8   911.8   908.8   908.8     910     911     912

7095          KK   CP347
7096          KM        ADD HYDROGRAPHS AT CP347
7097          HC       2   52.98

7098          KK   SR347
7099          KM        STORAGE ROUTE THROUGH CP347
7100          RS       1    STOR       0       0
7101          SV       0     .04      .1     .12     .26   58.75  156.65
7102          SQ       0      11      14      23     370    7710   38388
7103          SE   904.4   905.2   905.5     906   908.1     910   911.2
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

7104          KK    R347
7105          KM        ROUTE FLOW FROM CP347 TO CP362
7106          RS       9              -1
7107          RC    .075    .075    .075    2650   .0026
7108          RX    1000    1001    1002    1300    2040    2628    2629    2630
7109          RY     903     903     903     902     902     904     904     904

7110          KK   CP362
7111          KM        ADD HYDROGRAPHS AT CP362
7112          HC       2     5.7

7113          KK   SR362
7114          KM        STORAGE ROUTE THROUGH CP362
7115          RS       1    STOR       0       0
7116          SV       0    1.34   39.55   47.85   76.85  115.71
7117          SQ       0       0       0      47     761   10373
7118          SE   899.1     900   901.8     902   902.5   903.5

7119          KK    R362
7120          KM        ROUTE FLOW FROM CP362 TO CP378
7121          RS      20              -1
7122          RC    .075    .075    .075    6400   .0017
7123          RX    1000    1001    1002    1200    2950    2978    2979    2980
7124          RY     925     897     897     896     896     897     897     925
              *

7125          KK     378
7126          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 378
7127          BA     .78
7128          LG     .50     .00    5.52     .36     .00
7129          UI     26.     26.     26.     26.     48.     86.     99.    115.    126.    137.
7130          UI    146.    156.    167.    183.    197.    212.    244.    294.    322.    337.
7131          UI    295.    264.    242.    225.    210.    197.    180.    165.    154.    141.
7132          UI    129.    121.    103.     84.     74.     46.     46.     45.     43.     43.
7133          UI     33.     26.     26.     26.     26.      9.      8.      8.      8.      8.
7134          UI      8.      8.      8.      8.      8.      8.      8.      8.      8.      8.
7135          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
7136          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

7137          KK   CP378
7138          KM        ADD HYDROGRAPHS AT CP378
7139          HC       2  119.88
              * Sam Hanna 2/1/01

7140          KK   AFR11
7141          KM        ADD HYDROGRAPHS AT AFR11
7142          HC       2  151.98
              *
              * ***************************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 12 WITH NEW SOILS*****
              * ***************************************************************************
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

7143          KK     225
7144          KM        RUNOFF FROM SUBBASIN 225
7145          BA     .43
7146          LG     .30     .33    5.10     .27    4.00
7147          UI     39.     67.    156.    206.    250.    311.    448.    450.    347.    284.
7148          UI    227.    179.    112.     68.     59.     39.     25.     12.     12.     12.
7149          UI     12.     12.      0.      0.      0.      0.      0.      0.      0.      0.
7150          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
              *

7151          KK    225A
7152          KM        RUNOFF FROM SUBBASIN 225A
7153          BA     .37
7154          LG     .35     .35    5.30     .23     .00
7155          UI     38.     82.    169.    219.    275.    386.    456.    340.    271.    210.
7156          UI    153.     82.     64.     41.     28.     12.     12.     12.     12.      0.
7157          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
7158          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

7159          KK   CP225
7160          KM        ADD HYDROGRAPHS AT CP225
7161          HC       2     .80

7162          KK   SR225
7163          KM        STORAGE ROUTE THROUGH LITCHFIELD PARK DETENTION FACILITY
7164          RS       1    STOR       0       0
7165          SV       0     .15    4.51   15.36   32.82   74.75  118.94  130.82  143.56  173.50
7166          SQ       0       2       7      15      43      82     110     116    1359    6554
7167          SE  1058.8    1059    1060    1061    1062    1064    1066  1066.5    1067    1068

7168          KK    R225
7169          KM        ROUTE REMAINDER FROM CP225 TO CP242
7170          RS      11              -1       0
7171          RC     .06     .03     .06    6480   .0033
7172          RX     800     930     955     995    1005    1020    1360    1525
7173          RY    1064    1060    1058    1057    1057    1058    1060    1064
              *

7174          KK     242
              * KO     1                              21
7175          KM        RUNOFF FROM SUBBASIN 242
7176          KM    AREA MODIFIED PER COLTER CHANNEL REPORT 7-92 BY FCDMC
7177          KM    INPUT PARAMETERS REGENERATED WITH MCUHP2 USING 2' CI TOPO
7178          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
7179          KM    L=       .99  Lca=       .84   S=   55.0  Kn= .030  LAG=  18.8
7180          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
7181          BA    0.71
7182          LG     .35     .35     4.7     0.3     .00
7183          UI     166     579     887    1450    1059     695     327     172      75      39
7184          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
7185          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

7186          KK   CP242
7187          KM        ADD HYDROGRAPHS AT CP242
7188          HC       2    1.94

7189          KK    R242
7190          KM        ROUTE FLOWS FROM CP242 TO CP243A
7191          RS       2              -1       0
7192          RC     .04    .025     .04    2640   .0036
7193          RX    1000    1007    1014    1050    1095    1131    1138    1145
7194          RY    1000    1000     998     997     997     998    1000    1000
              *

7195          KK    243A
7196          KM        RUNOFF FROM SUBBASIN 243A
7197          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
7198          KM    L=        .9  Lca=        .4   S=   82.7  Kn= .030  LAG=  13.2
7199          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
7200          BA     .18
7201          LG     .25     .25    4.30     .45   30.00
7202          UI     94.    279.    492.    315.    135.     52.     14.      0.      0.      0.
7203          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

7204          KK  243AOT
7205          KM    Divert Retention in Subbasin 243A
7206          DT  243ART    3.82
7207          DI       0   10000
7208          DQ       0   10000

7209          KK  CP243A
7210          KM        ADD HYDROGRAPHS AT CP243A
7211          HC       2    1.81

7212          KK   R243A
7213          KM        ROUTE FLOWS FROM CP243A TO CP244
7214          RS       2              -1       0
7215          RC     .04    .025     .04    2640   .0036
7216          RX    1000    1007    1014    1048    1093    1127    1134    1141
7217          RY    1000    1000     998     997     997     998    1000    1000
              *

7218          KK     227
7219          KM        RUNOFF FROM SUBBASIN 227
7220          BA     .23
7221          LG     .32     .34    4.74     .31    3.00
7222          UI     34.    132.    200.    294.    397.    277.    195.    117.     58.     36.
7223          UI     14.     10.     10.      0.      0.      0.      0.      0.      0.      0.
7224          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

7225          KK    R227
7226          KM        ROUTE FLOWS FROM CP227 TO CP229
7227          RS       6              -1       0
7228          RC     .02    .045     .07    4400   .0061
7229          RX    1000    1010    1020    1040    1055    1150    1275    1325
7230          RY  1050.9  1050.5  1050.5    1050    1050    1052    1054    1056
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

7231          KK     228
7232          KM        RUNOFF FROM SUBBASIN 228
7233          BA     .28
7234          LG     .35     .36    4.74     .30     .00
7235          UI     34.     96.    172.    224.    319.    402.    293.    222.    164.     91.
7236          UI     57.     37.     20.     10.     10.     10.      0.      0.      0.      0.
7237          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

7238          KK    R228
7239          KM        ROUTE FLOWS FROM CP228 TO CP229
7240          RS       5              -1       0
7241          RC     .02    .045     .07    3550   .0061
7242          RX    1000    1010    1020    1040    1055    1150    1275    1325
7243          RY  1050.9  1050.5  1050.5    1050    1050    1052    1054    1056
              *

7244          KK     229
7245          KM        RUNOFF FROM SUBBASIN 229
7246          BA     .51
7247          LG     .33     .34    4.66     .32    2.00
7248          UI     86.    338.    507.    805.    853.    577.    387.    174.    107.     51.
7249          UI     25.     25.      0.      0.      0.      0.      0.      0.      0.      0.
7250          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

7251          KK   CP229
7252          KM        ADD HYDROGRAHS AT CP229
7253          HC       3    1.02

7254          KK   1D229
7255          KM        DIVERT FLOW FROM CP229 TO CP230
7256          DT   1D230
7257          DI       0     612    1224    2470    3990    4952
7258          DQ       0     133     265     750    1379    2121

7259          KK   2D229
7260          KM        DIVERT FLOW FROM CP229 TO CP231
7261          DT   DI231
7262          DI       0     523    1047    1970    3071    3538
7263          DQ       0     133     265     750    1379    2121

7264          KK    R229
7265          KM        ROUTE REMAINDER FROM CP229 TO CP230A
7266          RS       4              -1       0
7267          RC     .03    .035     .07    2100   .0011
7268          RX    1000    1005    1010    1020    1040    1050    1060    1140
7269          RY    1047    1047  1046.5    1046    1046    1047    1048    1050
              *

7270          KK    230A
7271          KM        RUNOFF FROM SUBBASIN 230A
7272          BA     .18
7273          LG     .35     .35    4.66     .31       2
7274          UI     54.    177.    293.    390.    243.    133.     55.     25.     11.     11.
7275          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

7276          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

7277          KK  CP230A
7278          KM        ADD HYDROGRAPHS AT CP230A
7279          HC       2    1.20

7280          KK   D230A
7281          KM        DIVERT FLOW FROM CP230A TO CP230
7282          DT   2D230
7283          DI       0      26     221     743    1717    3247    5429
7284          DQ       0      17     190     653    1515    2867    4799

7285          KK   R230A
7286          KM        ROUTE REMAINDER FROM CP230A TO CP244A
7287          RS      10              -1       0
7288          RC     .07    .045     .07    1400  .00043
7289          RX    1000    1005    1010    1040    1110    1150    1275    1400
7290          RY    1046    1046    1046  1043.5    1044    1046    1047    1048
              *

7291          KK    244A
7292          KM        RUNOFF FROM SUBBASIN 244A
7293          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
7294          KM    L=        .8  Lca=        .3   S=   80.4  Kn= .030  LAG=  10.9
7295          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
7296          BA     .11
7297          LG     .32     .32    4.70     .31    9.00
7298          UI     86.    261.    317.    133.     39.     10.      0.      0.      0.      0.
7299          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

7300          KK  244AOT
7301          KM    Divert Retention in Subbasin 244A
7302          DT  244ART    2.40
7303          DI       0   10000
7304          DQ       0   10000

7305          KK  CP244A
7306          KM        ADD HYDROGRAPHS AT CP244A
7307          HC       2    1.51

7308          KK   R244A
7309          KM        ROUTE FLOWS FROM CP244A TO CP244
7310          RS       5              -1       0
7311          RC     .05     .05     .05    1650  .00625
7312          RX    1000    1200    1400    1700    2175    3000    3160    3300
7313          RY    1040    1039    1038    1036    1036    1038    1039    1040
              *

7314          KK     244
7315          KM   BASIN 244
7316          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
7317          KM    L=        .7  Lca=        .4   S=    7.5  Kn= .118  LAG=  70.3
7318          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
7319          BA     .19
7320          LG     .50     .25    4.55     .50     .00
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

7321          UI      9.      9.      9.     25.     34.     42.     47.     52.     57.     64.
7322          UI     71.     85.    106.    118.    100.     87.     78.     71.     63.     56.
7323          UI     50.     44.     38.     29.     20.     16.     15.     15.     10.      9.
7324          UI      9.      6.      3.      3.      3.      3.      3.      3.      3.      3.
7325          UI      3.      0.      0.      0.      0.      0.      0.      0.      0.      0.
7326          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

7327          KK   1I244
7328          KM        ADD HYDROGRAPHS AT CP244
7329          HC       2     1.5

7330          KK   1D229
7331          KM        RETURN DIVERT AT CP229
7332          DR   1D230

7333          KK    R229
7334          KM        ROUTE FLOW FROM CP229 TO CP230
7335          RS       2              -1       0
7336          RC     .02    .045     .06    1850    .005
7337          RX     980     985     990    1000    1020    1040    1100    1150
7338          RY    1044  1043.5  1043.5    1042    1042    1044  1044.5    1045
              *

7339          KK     230
7340          KM        RUNOFF FROM SUBBASIN 230
7341          BA     .04
7342          LG     .50     .00    5.88     .30     .00
7343          UI      5.     13.     24.     31.     43.     57.     43.     33.     24.     15.
7344          UI      8.      6.      4.      1.      1.      1.      0.      0.      0.      0.
7345          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

7346          KK   1I230
7347          KM        ADD HYDROGRAPHS AT CP230
7348          HC       2    1.06

7349          KK   D230A
7350          KM        RETURN DIVERT AT  CP230A
7351          DR   2D230

7352          KK   R230A
7353          KM        ROUTE FLOW FROM CP230A TO CP230
7354          RS       1              -1       0
7355          RC     .05    .035     .03    1000   .0091
7356          RX    1000    1005    1010    1020    1040    1060    1100    1300
7357          RY    1041  1040.5  1040.5    1040    1040  1040.5    1038  1040.5

7358          KK   CP230
7359          KM        ADD HYDROGRAPHS AT CP230
7360          HC       2    1.24
```

```
LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

7361          KK    R230
7362          KM        ROUTE FLOW FROM CP230 TO CP244
7363          RS       2              -1       0
7364          RC     .03     .04     .05    1450   .0027
7365          RX    1000    1010    1020    1030    1050    1110    1250    1475
7366          RY  1034.5    1034    1034  1032.5  1032.5    1034    1035    1036

7367          KK   CP244
7368          KM        ADD HYDROGRAPHS AT CP244
7369          HC       2    1.54
              * ADD IN DI245 FROM WLB STUDY 4-26-01

7370          KK    D244
7371          KM        DIVERT FLOW FROM CP244 TO CP245
7372          DT   DI245
7373          DI       0       4      20      37     409    1849    4296
7374          DQ       0       0       0       0     354    1750    4133

7375          KK    R244
7376          KM        ROUTE REMAINDER FROM CP244 TO CP243
7377          RS       5              -1       0
7378          RC    .025    .035     .06    2800   .0016
7379          RX    1000    1015    1020    1025    1035    1040    1060    1080
7380          RY  1032.3    1032    1032    1031    1031    1032    1034  1034.5
              * INSERT SUB BASIN 244B 4-26-01

7381          KK    244B
7382          KM   BASIN 244B
7383          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
7384          KM    L=        .4  Lca=        .3   S=   27.9  Kn= .118  LAG=  42.0
7385          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
7386          BA     .06
7387          LG     .50     .25    4.55     .51     .00
7388          UI      5.      6.     17.     23.     28.     33.     40.     57.     56.     44.
7389          UI     37.     30.     25.     20.     12.      8.      7.      5.      4.      1.
7390          UI      1.      1.      1.      1.      1.      0.      0.      0.      0.      0.
7391          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

7392          KK  CP244B
7393          KM        ADD HYDROGRAPHS AT CP244B
7394          HC       3     1.6

7395          KK   R244B
7396          KM        ROUTE FLOW FROM CP244 TO CP245
7397          RS       2              -1       0
7398          RC     .04    .025     .04    2640   .0036
7399          RX    1000    1007    1014    1048    1093    1127    1134    1141
7400          RY    1000    1000     796     795     795     796    1000    1000
```

```
LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


7401          KK   2D229
7402          KM        RETURN DIVERT AT CP229
7403          DR   DI231

7404          KK    R229
7405          KM        ROUTE FLOW FROM CP229 TO CP231
7406          RS       7              -1       0
7407          RC     .07     .05     .07    2400    .002
7408          RX    1000    1010    1040    1075    1110    1340    1600    1830
7409          RY  1038.5    1038    1036    1035    1035    1036    1038  1038.5
              *

7410          KK     231
7411          KM        RUNOFF FROM SUBBASIN 231
7412          BA     .35
7413          LG     .37     .31   3.775     .54     .00
7414          UI     34.     65.    143.    186.    230.    299.    422.    339.    271.    215.
7415          UI    170.    115.     61.     54.     34.     22.     10.     10.     10.     10.
7416          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
7417          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

7418          KK   CP231
7419          KM        ADD HYDROGRAPHS AT CP231
7420          HC       2    1.37

7421          KK    R231
7422          KM        ROUTE FLOW FROM CP231 TO CP245
7423          RS      19              -1       0
7424          RC     .07     .05     .07    6300    .002
7425          RX    1000    1010    1040    1075    1110    1310    1600    1830
7426          RY  1032.5    1032    1030    1029    1029    1030    1032  1032.5
              * RETURN DIVERT ADDED 4-26-01

7427          KK    D244
7428          KM        RETURN DIVERT AT CP244
7429          DR   DI245

7430          KK    R244
7431          KM        ROUTE FLOW FROM CP244 TO CP245
7432          RS      11              -1       0
7433          RC     .07     .05     .07    5300    .002
7434          RX    1000    1010    1040    1075    1110    1340    1600    1830
7435          RY  1032.5    1032    1030    1029    1029    1030    1032  1032.5

7436          KK   1I245
7437          KM        ADD HYDROGRAPHS AT CP245
7438          HC       2     1.8
              *
```

```
LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


7439          KK     245
7440          KM        RUNOFF FROM SUBBASIN 245
7441          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
7442          KM    L=      1.0  Lca=       .5   S=   13.8  Kn= .090  LAG=  60.5
7443          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
7444          BA     .24
7445          LG     .38     .25    5.10     .40   18.00
7446          UI     13.     13.     20.     47.     58.     68.     76.     86.     98.    113.
7447          UI    146.    173.    146.    125.    110.     98.     85.     75.     65.     54.
7448          UI     39.     24.     23.     22.     16.     13.     13.      5.      4.      4.
7449          UI      4.      4.      4.      4.      4.      4.      0.      0.      0.      0.
7450          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

7451          KK  245OUT
7452          KM    Divert Retention in Subbasin 245
7453          DT  245RET    8.11
7454          DI       0   10000
7455          DQ       0   10000

7456          KK   CP245
7457          KM             ADD HYDROGRAPHS AT CP245
7458          HC       3    4.16
              * Sam Hanna 2/1/01

7459          KK  AFR121
7460          KM             ADD HYDROGRAPHS AT AFR12-1
7461          HC       2  156.14
              *
              * KKDR228A
              * KM      RETREIVE RIVER ROUTED HYDROGRAPH FROM EARLIER IN PROGRAM
              * DRDR228A
              * KKRCP245
              * KM      ADD HYDROGRAPHS AT CP245
              * HC     2   73.82
              * KK RR245
              * KM      RIVER ROUTE FLOW FROM RCP245 TO RCP245A
              * RS     3              -1       0
              * RC  .035    .035    .035    2800   .0025
              * RX  1000    1001    1002    1042    2042    2082    2083    2084
              * RY  1051    1051    1051    1035    1035    1051    1051    1051
              *

7462          KK    242A
7463          KM        RUNOFF FROM SUBBASIN 242A
7464          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
7465          KM    L=       .4  Lca=       .2   S=   41.5  Kn= .030  LAG=   8.4
7466          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
7467          BA     .10
7468          LG     .35     .35    4.25     .41     .00
7469          UI    130.    382.    206.     44.     12.      0.      0.      0.      0.      0.
7470          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

7471          KK   R242A
7472          KM        ROUTE FLOW FROM CP242A TO CP242B
7473          RS       4              -1       0
7474          RC     .05      .03      .05     5000     .002
7475          RX    1000     1004     1018     1022     1028     1034     1046     1050
7476          RY    1001      998      998      995      995      998      998     1001
              *

7477          KK    242B
7478          KM        RUNOFF FROM SUBBASIN 242B
7479          KM   BASIN 242B
7480          KM    AREA MODIFIED PER COLTER CHANNEL REPORT 7-92 BY FCDMC
7481          KM    INPUT PARAMETERS REGENERATED WITH MCUHP2 USING 2' CI TOPO
7482          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
7483          KM    L=        1.2  Lca=        .6   S=   38.8  Kn= .030  LAG=  19.5
7484          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
7485          BA    0.41
7486          LG     .35      .35     4.80      .29      .00
7487          UI      88      315      478      795      631      419      226      110       56       22
7488          UI      22       0.       0.       0.       0.       0.       0.       0.       0.       0.

7489          KK  CP242B
7490          KM        ADD HYDROGRAPHS AT CP242B.
7491          HC       2    0.40

7492          KK   R242B
7493          KM        ROUTE FLOWS FROM CP242B TO CP243B
7494          RS       2              -1       0
7495          RC     .05      .03      .05     1600     .002
7496          RX    1000     1004     1018     1022     1028     1034     1046     1050
7497          RY    1001      998      998      995      995      998      998     1001
              *

7498          KK    243B
7499          KM        RUNOFF FROM SUBBASIN 243B
7500          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
7501          KM    L=        .5  Lca=        .3   S=   31.6  Kn= .065  LAG=  22.0
7502          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
7503          BA     .09
7504          LG     .35      .25     4.25      .56    18.00
7505          UI     14.      55.      83.     126.     155.     106.      73.      38.      21.      12.
7506          UI      4.       4.       4.       0.       0.       0.       0.       0.       0.       0.
7507          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

7508          KK  CP243B
7509          KM        ADD HYDROGRAPHS AT CP243B
7510          HC       2    0.54

7511          KK   R243B
7512          KM        ROUTE FLOWS FROM CP243B TO CP243
7513          RS       3              -1       0
7514          RC     .05      .03      .05     3600     .002
7515          RX    1000     1004     1018     1022     1028     1034     1046     1050
7516          RY  1001.5      998      998      995      995      998      998   1001.5
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

7517          KK     243
7518          KM        RUNOFF FROM SUBBASIN 243
7519          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
7520          KM    L=        .5  Lca=        .3   S=   25.5  Kn= .030  LAG=  10.5
7521          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
7522          BA     .15
7523          LG     .35      .35     4.90     .28      .00
7524          UI    107.     318.     441.    206.      62.      17.       0.       0.       0.       0.
7525          UI      0.       0.       0.      0.       0.       0.       0.       0.       0.       0.

7526          KK   CP243
7527          KM        ADD HYDROGRAPHS AT CP243
7528          HC       2    0.54

7529          KK    R243
7530          KM        ROUTE FLOWS FROM CP243 TO CP245A
7531          RS       2               -1       0
7532          RC     .05      .03      .05     2200     .002
7533          RX    1000     1004     1018     1022     1028     1034     1046     1050
7534          RY    1001      998      998      995      995      998      998     1001
              *

7535          KK    245A
7536          KM   BASIN 245A
7537          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
7538          KM    L=        .4  Lca=        .2   S=   17.5  Kn= .050  LAG=  16.0
7539          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
7540          BA     .09
7541          LG     .35      .35     3.74     .51      .00
7542          UI     31.      98.     171.    191.     114.      52.      24.       8.       6.       0.
7543          UI      0.       0.       0.      0.       0.       0.       0.       0.       0.       0.
7544          UI      0.       0.       0.      0.       0.       0.       0.       0.       0.       0.
              * Sam Hanna

7545          KK  CP245A
7546          KM        ADD HYDROGRAPHS AT CP245A
7547          HC       2  1.46
              * KKRC245A
              * KM      ADD HYDROGRAPHS AT CP245
              * HC     3   0.8

7548          KK  RR245A
7549          KM        RIVER ROUTE RCP245A TO RCP258
7550          RS       3               -1       0
7551          RC    .035     .035     .035    2800    .0025
7552          RX    1000     1001     1002     1042     2042     2082     2083     2084
7553          RY    1051     1051     1051     1035     1035     1051     1051     1051
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

7554          KK     258
7555          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 258
7556          BA     .38
7557          LG     .37     .29    4.28     .42     .00
7558          UI     36.     68.    152.    198.    243.    313.    449.    373.    297.    237.
7559          UI    187.    133.     72.     60.     39.     29.     11.     11.     11.     11.
7560          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
7561          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

7562          KK   SR258
7563          KM        STORAGE ROUTE CP258 BEHIND DIKE
7564          RS       1    STOR       0       0
7565          SV       0   19.92   134.9   400.5   799.6  1272.6  1673.8  1874.5
7566          SQ       0       0       0       0       0       0       0    3377
7567          SE     967     970     980     990    1000    1010    1017    1020

7568          KK  AFR122
7569          KM        ADD HYDROGRAPHS AT AFR12-2
7570          HC       3   74.98

7571          KK  RCP258
7572          KM        ADD HYDROGRAPHS AT CP258
7573          HC       2   74.98
              * KK RR258
              * KM      RIVER ROUTE FROM RCP258 TO RCP272
              * RS     7              -1       0
              * RC  .035    .035    .035    4500   .0025
              * RX  1000    1001    1002    1042    2042    2082    2083    2084
              * RY  1015    1015    1015    1000    1000    1015    1015    1015
              *
              * ***************************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 13 WITH NEW SOILS*****
              * ***************************************************************************
              *

7574          KK    258A
7575          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 258A
7576          BA     .12
7577          LG     .35     .35    3.95     .44     .00
7578          UI     16.     54.     88.    119.    187.    157.    115.     83.     45.     27.
7579          UI     16.      7.      5.      5.      0.      0.      0.      0.      0.      0.
7580          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

7581          KK  1D258A
7582          KM        DIVERT FROM CP258A TO CP272
7583          DT   DI272
7584          DI       0      39     236    1644
7585          DQ       0      39     187    1186
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

7586          KK  2D258A
7587          KM        DIVERT FROM CP258A TO CP259
7588          DT   DI259
7589          DI       0       0      49     458
7590          DQ       0       0      33     169

7591          KK   R258A
7592          KM        ROUTE REMAINDER FROM CP258A TO CP271C
7593          RS       9              -1
7594          RC    .025    .025    .025    2180   .0041
7595          RX    1000    1040    1150    1200    1300    1328    1329    1330
7596          RY    1019    1018    1016    1015    1015    1016    1016    1016
              *

7597          KK   271C
7598          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 271C
7599          BA     .18
7600          LG     .35     .35    4.38     .36    34.5
7601          UI     32.    122.    184.    297.    296.    201.    131.     58.     36.     15.
7602          UI      9.      9.      0.      0.      0.      0.      0.      0.      0.      0.
7603          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

7604          KK  CP271C
7605          KM        ADD HYDROGRAPHS AT CP271C
              * Sam Hanna 2/1/01
7606          HC       2     .79
              * HC     3     .79

7607          KK  SR271C
7608          KM        STORAGE ROUTE CP271C
7609          RS       1    STOR       0       0
7610          SV       0     .15    5.23   20.11   27.05   30.97
7611          SQ       0       0       0       0       0     205
7612          SE     999    1000    1005    1010  1011.4    1012

7613          KK   R271C
7614          KM        ROUTE FLOW FROM CP271C TO CP272
7615          RS       3              -1       0
7616          RC     .04     .04     .04     570    .002
7617          RX    1000    1001    1020    1100    1590    1598    1599    1600
7618          RY    1010    1010    1008    1006    1006    1008    1010    1010

7619          KK   D258A
7620          KM        RETURN DIVERT AT CP258A
7621          DR   DI259

7622          KK   R258A
7623          KM        ROUTE FLOW FROM CP258A TO CP259
7624          RS       4              -1
7625          RC     .03    .025    .025    1300   .0054
7626          RX    1000    1001    1002    1250    1390    1418    1419    1420
7627          RY    1017    1017    1017    1016    1016  1016.5  1016.5  1016.5
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

7628          KK     259
7629          KM         RUNOFF HYDROGRAPH FROM SUB-BASIN 259
7630          BA     .20
7631          LG     .35      .35     4.15     0.40      .00
7632          UI     35.     135.     203.     328.     330.     224.     146.      65.      40.      18.
7633          UI     10.      10.       0.       0.       0.       0.       0.       0.       0.       0.
7634          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

7635          KK   CP259
7636          KM         ADD HYDROGRAPHS AT CP259
7637          HC       2     .32

7638          KK   SR259
7639          KM         STORAGE ROUTE CP259 BEHIND INDIAN SCHOOL ROAD
7640          RS       1    STOR       0       0
7641          SV       0    3.98   43.83  130.22  190.44  243.82  300.38
7642          SQ       0       0       0       0       0       0     651
7643          SE    1009    1010    1012    1014    1015  1015.2    1016

7644          KK    R259
7645          KM         ROUTE FLOW FROM CP259 TO CP272
7646          RS       1              -1       0
7647          RC     .04     .04     .04     980    .015
7648          RX    1000    1001    1090    1110    1300    1328    1329    1330
7649          RY    1004    1004    1000     996     996    1000    1000    1000

7650          KK   D258A
7651          KM         RETURN DIVERT AT CP258A
7652          DR   DI272

7653          KK   R258A
7654          KM         ROUTE FLOW FROM CP258A TO CP272
7655          RS       5              -1       0
7656          RC     .04     .04     .04    1600    .019
7657          RX    1000    1001    1002    1030    1320    1329    1330    1340
7658          RY  1019.5    1019    1019    1018    1018    1020    1020    1020

7659          KK   1I272
7660          KM         ADD HYDROGRAPHS AT CP272
7661          HC       2     .32
              *

7662          KK     272
7663          KM         RUNOFF HYDROGRAPH FROM SUB-BASIN 272
7664          BA     .20
7665          LG     .35      .35      4.5     .33      .00
7666          UI     30.     122.     183.     276.     345.     235.     164.      87.      48.      28.
7667          UI      9.       9.       9.       0.       0.       0.       0.       0.       0.       0.
7668          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


7669          KK   2I272
7670          KM        ADD HYDROGRAPHS AT CP272
7671          HC       2     .52

7672          KK   CP272
7673          KM        ADD HYDROGRAPHS AT CP272
7674          HC       2    1.19

7675          KK   SR272
7676          KM        STORAGE ROUTE CP272 BEHIND DIKE
7677          RS       1    STOR       0       0
7678          SV       0    6.05   27.55    51.2     128  1065.4 1132.58 1239.28
7679          SQ       0       0       0       0       0       0       0    1196
7680          SE     960     970     980     990    1000    1010  1010.8    1012
              * KKRCP272
              * KM      ADD HYDROGRAPHS AT CP272
              * HC     2   75.39
              * KK RR272
              * KM      RIVER ROUTE FROM RCP272 TO RCP290
              * RS     4              -1       0
              * RC  .035    .035    .035    3400   .0025
              * RX  1000    1001    1002    1042    2042    2082    2083    2084
              * RY  1009    1009    1009     994     994    1009    1009    1009
              * KK  CPRR
              * KM    COMBINE ADDED TO REMOVE HYDROGRAPH
              * HC      2
              *

7681          KK     290
7682          KM   BASIN 290
7683          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
7684          KM    L=      1.3  Lca=       .4   S=   18.8  Kn= .071  LAG=  48.2
7685          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
7686          BA     .55
7687          LG     .29     .14    4.55     .49   11.00
7688          UI     38.     38.    109.    163.    200.    230.    271.    323.    438.    473.
7689          UI    375.    320.    274.    232.    193.    157.     99.     68.     63.     47.
7690          UI     38.     27.     12.     12.     12.     12.     12.     12.      0.      0.
7691          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

7692          KK  290OUT
7693          KM        DIVERT OUT RETNTION VOLUME
7694          DT  290RET    21.4
7695          DI       0   10000
7696          DQ       0   10000

7697          KK   SR290
7698          KM        STORAGE ROUTE CP290 BEHIND THE AGUA FRIA RIVER DIKE
7699          RS       1    STOR       0       0
7700          SV       0    1.12    2.67    6.94   17.54   77.94
7701          SQ       0     112     122     130     867   13222
7702          SE   991.0   995.5     996   996.4     997     999
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

7703          KK    D290
7704          KM        DIVERT FLOW FROM CP290 TO CP291
7705          DT   DI291
7706          DI       0     112     122     130     867   13222
7707          DQ       0       0       0       0     725   13080

7708          KK  AFR132
7709          KM        ADD HYDROGRAPHS AT AFR13-2
7710          HC       2   75.39
              * KKRCP290
              * KM      ADD HYDROGRAPHS IN AGUA FRIA RIVER AT RIVER CONCENTRATION POINT RCP290
              * HC     2   75.94
              * KK RR290
              * KM      RIVER ROUTE RCP290 TO RCP287E
              * RS    10              -1       0
              * RC  .035    .035    .035    8700   .0018
              * RX  1000    1001    1002    1042    2042    2082    2083    2084
              * RY   999     999     999     984     984     999     999     999

7711          KK    D290
7712          KM        RETURN DIVERT AT CP290
7713          DR   DI291

7714          KK    R290
7715          KM        ROUTE DIVERT FROM CP290 TO CP291
7716          RS      48              -1       0
7717          RC    .075    .075    .075    6240   .0026
7718          RX    1000    1001    1002    1160    2330    2350    2359    2360
7719          RY     990     989     989     988     988     990     992     992
              *

7720          KK     291
7721          KM   BASIN 291
7722          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
7723          KM    L=      1.1  Lca=       .6   S=   24.5  Kn= .030  LAG=  19.4
7724          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
7725          BA     .99
7726          LG     .12     .25    4.60     .40   20.00
7727          UI    214.    765.   1160.   1931.   1521.   1010.    540.    264.    133.     53.
7728          UI     53.      0.      0.      0.      0.      0.      0.      0.      0.      0.
7729          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

7730          KK  291OUT
7731          KM        DIVERT OUT RETENTION VOLUME
7732          DT  291RET    71.4
7733          DI       0   10000
7734          DQ       0   10000

7735          KK   CP291
7736          KM        ADD HYDROGRAPHS AT CP291
7737          HC       2    1.54
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

7738          KK   SR291
7739          KM        STORAGE ROUTE CP291 BEHIND MCDOWELL ROAD
7740          RS       1    STOR       0       0
7741          SV       0       0      .4    8.44   48.26  135.42  178.77   286.6
7742          SQ       0       3      42     126     129     261     294     984
7743          SE     978     979     980     982     984     986   986.7     988

7744          KK    R291
7745          KM        ROUTE FLOW FROM CP291 TO CP287E
7746          RS       9              -1
7747          RC    .035    .035    .075    2180   .0009
7748          RX    1000    1001    1002    1020    1260    1470    1530    1760
7749          RY     990     990     990     984     984     986     988     989
              *

7750          KK   287E
7751          KM   BASIN 287E
7752          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
7753          KM    L=        .5  Lca=        .3   S=    22.0  Kn= .050  LAG=  18.2
7754          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
7755          BA     .20
7756          LG     .17     .26    4.80     .40   59.00
7757          UI     51.    173.    269.    423.    290.    185.     79.     44.     15.     11.
7758          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
7759          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

7760          KK  287E0T
7761          KM        DIVERT RETENTION FOR COMMERCIAL AND RES. AREAS
7762          DT  287ERT    14.4
7763          DI       0   10000
7764          DQ       0   10000

7765          KK   I287E
7766          KM        ADD HYDROGRAPHS AT 287E
7767          HC       2    1.74
              * KKSR287E
              * KM      STORAGE ROUTE AT CP287E BEHIND I-10
              * RS     1    STOR       0       0
              * SV     0    3.03   35.23   85.43  192.71  248.66
              * SQ     0       0       0      19      58     717
              * SE 981.4     982   984.1   986.1   989.1   990.1
              * KK D287E
              * KM      DIVERT FLOW THROUGH 1-36" PIPE UNDER I-10
              * DT DI302
              * DI     0      19      58     717   13580
              * DQ     0      19      58      65      70
              * KKRC287E
              * KM      ADD HYDROGRAPHS IN AGUA FRIA AT RCP287E
              * HC     2   77.13
              * KKRR287E
              * KM      RIVER ROUTE RC287E TO RCP302
              * RS     3              -1       0
              * RC  .035    .035    .035    3200   .0026
              * RX  1000    1001    1002    1042    2042    2082    2083    2084
              * RY   990     990     990     974     974     990     990     990
              * KKRR287E
              * KM      COMBINE TO CLEAR STACK
              * HC     3
              *
              * ***********************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 14 WITH NEW SOILS*****
              * ***********************************************************************
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

7768          KK    288A
7769          KM   BASIN 288A
7770          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
7771          KM    L=        .4  Lca=        .2   S=   13.3  Kn= .120  LAG=  44.6
7772          KM    AGRICULTURAL S-GRAPH WAS USED FOR THIS BASIN
7773          BA     .07
7774          LG     .50     .00    5.30     .38     .00
7775          UI      6.      7.     14.     27.     33.     42.     48.     49.     48.     41.
7776          UI     44.     30.     31.     22.     17.     17.     11.      9.      7.      6.
7777          UI      5.      5.      3.      3.      3.      1.      1.      1.      1.      1.
7778          UI      1.      1.      1.      1.      1.      1.      1.      1.      1.      0.
7779          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
7780          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

7781          KK  288AOT
7782          KM        DIVERT ONSITE RETENTION VOLUME
7783          DT  288ART     3.2
7784          DI       0   10000
7785          DQ       0   10000

7786          KK   R288A
7787          KM        ROUTE R288A TO ADOT BASIN
7788          KM        OVERLAND SHEET FLOW
7789          RS       2              -1
7790          RC    0.05   0.045    0.05    1500 0.00133
7791          RX       0       4      14      17      18      21      31      35
7792          RY     992     991     991     990     990     991     991     992
              *

7793          KK    287A
7794          KM   BASIN 287A
7795          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
7796          KM    L=        .9  Lca=        .3   S=   24.4  Kn= .104  LAG=  52
7797          KM    AGRICULTURAL S-GRAPH WAS USED FOR THIS BASIN
7798          BA     .34
7799          LG     .42    0.06    4.70     .49   16.00
7800          UI     24.     24.      46      83     140     134     178     201     202     202
7801          UI    182     170     177     126     134      95      81      69      66      44
7802          UI     39      31      29      22      22      16      14      14      14       5
7803          UI      3.      3.      3.      3.      3.      3.      3.      3.      3.      3.
7804          UI      3.      3.      3.      3.      3.      0.      0.      0.      0.      0.
7805          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

7806          KK  CP287A
              * KO     1                                21
7807          KM        ADD HYDROGRAPHS AT CP287A
7808          HC       2    0.41
              * BELOW: BASED ON RECENT 2' CI DATA
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

7809          KK  SR287A
              * KO     1                                21
7810          KM        STORAGE ROUTE CP287A IN I-10 DETENTION BASIN
7811          RS       1    STOR       0       0
7812          SV       0    9.46   52.88  120.61  265.17  348.06
7813          SE   975.7     978     980     982     986     988
7814          SQ       0       7      55      55      55     329
7815          SE   975.7     978     980     988   988.8     990
              * BELOW: WLB STUDY DATA
              * KKSR287A
              * KM      STORAGE ROUTE CP287A IN I-10 DETENTION BASIN
              * RS     1    STOR       0       0
              * SV     0   14.44   60.06   374.5  423.01  438.91
              * SQ     0       7      55      55      55     329
              * SE 975.7     978     980     988   988.8     990

7816          KK   R287A
7817          KM        ROUTE FLOW FROM CP287A TO CP287B
7818          RS       7              -1       0
7819          RC    .035    .035    .035    1200    .001
7820          RX    1000    1001    1050    1060    1660    1760    1780    1800
7821          RY     988     988     980     978     978     980     986     988
              *

7822          KK     254
7823          KM   BASIN 254
7824          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
7825          KM    L=      1.0  Lca=       .5   S=   36.7  Kn= .030  LAG=  16.1
7826          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
7827          BA     .28
7828          LG     .34     .25    4.35     .48     9.1
7829          UI     93.    297.    515.    588.    352.    164.     75.     26.     18.      0.
7830          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
7831          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

7832          KK  254OUT
7833          KM        DIVERT OUT 31 AC-FT FOR STORAGE BEHIND AIRLINE CANAL
7834          KM        THIS STORAGE WILL BE REVISED WHEN THE AREA DOWN STREAM IS DEVELOPED
7835          DT  254RET    29.6
7836          DI       0   10000
7837          DQ       0   10000

7838          KK    R254
7839          KM        ROUTE 254 AFTER RETENTION TO CP254B
7840          RS       2              -1       0
7841          RC    0.05    0.04    0.05    1600   0.005
7842          RX       0       1      21      41      51      71      91      92
7843          RY   10360    1029    1029    1028    1028    1029    1029    1030
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

7844          KK    254B
7845          KM   BASIN 254B
7846          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
7847          KM    L=        .3  Lca=        .2   S=   30.0  Kn= .050  LAG=  11.6
7848          KM    DESERT/RANGELAND S-GRAPH WAS USED FOR THE BASIN
7849          BA     .13
7850          LG     .35      .35     4.65      .30      .00
7851          UI     90.     310.     326.     167.      79.      36.      15.       9.       0.       0.
7852          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

7853          KK  CP254B
7854          KM        COMBINE R254 AND 254B
7855          HC       2    0.43

7856          KK   R254B
7857          KM        ROUTE CP254B TO CP269
7858          RS       4              -1
7859          RC   0.035    0.03   0.035    3000   0.003
7860          RX       0      10      20      38      48      60      65      70
7861          RY    1025    1020    1020    1017    1017    1020    1020    1025
              *

7862          KK     269
7863          KM   BASIN SUB BASIN 269
7864          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
7865          KM    L=        .8  Lca=        .4   S=   14.5  Kn= .030  LAG=  17.4
7866          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
7867          BA     .23
7868          LG     .11      .26     4.65      .39     37.9
7869          UI     65.     215.     344.     499.     320.     189.      78.      38.      14.      14.
7870          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.
7871          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

7872          KK  269OUT
7873          KM        DIVERT ONSITE RETENTION VOLUME
7874          DT  269RET     2.5
7875          DI       0   10000
7876          DQ       0   10000

7877          KK   CP269
7878          KM        COMBINE CP254B AND CP269
7879          HC       2    0.69

7880          KK    R269
7881          KM        ROUTE CP269B TO CP268
7882          RS       3              -1
7883          RC   0.035     .03    .035    1700   0.002
7884          RX      11      12      18      36      46      64      70      71
7885          RY    1010    1009    1007    1004    1004    1007    1009    1010
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

7886          KK    269B
7887          KM   BASIN 269B
7888          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
7889          KM    L=        .8  Lca=        .4   S=   29.1  Kn= .035  LAG=  20.0
7890          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
7891          BA     .27
7892          LG     .17      .27     3.95      .54      34
7893          UI     53.     194.     294.     489.     419.     282.     168.      76.      44.      14.
7894          UI     14.       0.       0.       0.       0.       0.       0.       0.       0.       0.
7895          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

7896          KK  269BOT
7897          KM        DIVERT ONSITE RETENTION VOLUME
7898          DT  269BRT    12.4
7899          DI       0   10000
7900          DQ       0   10000

7901          KK   R269B
7902          KM        ROUTE CP269B TO CP268
7903          RS       2              -1
7904          RC   0.035   0.035    .035    1700   0.002
7905          RX       0       5      18      42      54      82      90      94
7906          RY    1010    1009    1007    1005    1005    1007    1009    1010
              *

7907          KK     268
7908          KM   BASIN 268
7909          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
7910          KM    L=        .5  Lca=        .3   S=   17.0  Kn= .030  LAG=  12.0
7911          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
7912          BA     .24
7913          LG     .11      .26     4.80      .36    37.4
7914          UI    155.     455.     708.     374.     120.      38.      21.       0.       0.       0.
7915          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

7916          KK  268OUT
7917          KM        DIVERT ONSITE RETENTION VOLUME
7918          KM        (COMMERCIAL AREA ONLY)
7919          DT  268RET     1.6
7920          DI       0   10000
7921          DQ       0   10000

7922          KK   CP268
7923          KM        COMBINE R269B, R269 AND 268
7924          HC       3    1.24

7925          KK  DI2881
7926          KM    *** DIVERT ADDED BY EEC 2-11-01 PER PV PHASE 2 DRAINAGE REPORT
7927          KM        PALM VALLEY DEVELOPED CONDITION DISCHARGES
7928          KM        DIRECTLY TO ADOT BASINS. DEVELOPMENT DOES NOT AFFECT TIMING
7929          KM        OF THE HYDROGRAPH TO INFLUANCE THE VOLUME REQUIRED IN THE ADOT BASINS
7930          KM        THERFORE, FLOW FROM PALM VALLEY IS DISCHARGED OR DIVERTED TO THE ADOT
7931          KM        DIVERTED  FLOW EVENTUALLY ENTERS ADOT BASIN AFTER OUTFALL
7932          KM        CHANNEL FLOW RECEDES.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

7933          KM      ****************************************************
7934          KM        DIVERT FLOW ABOVE 350 CFS TO PARK DETENTION BASIN
7935          DT   D288B
7936          DI     200     350     450     600     800     900
7937          DQ       0       0     100     250     450     550

7938          KK    R268
7939          KM        ROUTE CP268 TO CP288B
7940          RS       3              -1
7941          RC   0.035   0.035    .035    2200   0.013
7942          RX      72      73      74      90     117     153     221     222
7943          RY    1000    1000    1000   996.6   996.6  1003.1  1003.3  1003.3

7944          KK    288B
7945          KM   BASIN 288B
7946          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
7947          KM    L=      1.4  Lca=       .7   S=   11.8  Kn= .048  LAG=  42.9
7948          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
7949          BA     .93
7950          LG     .30     .20    4.90     .37    13.9
7951          UI     73.     78.    257.    344.    413.    489.    591.    815.    889.    694.
7952          UI    585.    483.    401.    325.    216.    129.    120.     83.     73.     32.
7953          UI     22.     22.     22.     22.     22.      0.      0.      0.      0.      0.
7954          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

7955          KK  CP288B
7956          KM        COMBINE R268 AND 288B
7957          HC       2    2.34

7958          KK  DI2882
7959          KM    *** DIVERT ADDED BY EEC 2-11-01 PER P.V. PHASE 2 DRAINAGE REPORT
7960          KM        PALM VALLEY DEVELOPED CONDITION DISCHARGES
7961          KM        DIRECTLY TO ADOT BASINS. DEVELOPMENT DOES NOT AFFECT TIMING
7962          KM        OF THE HYDROGRAPH TO INFLUANCE THE VOLUME REQUIRED IN THE ADOT BASINS
7963          KM        THERFORE, FLOW FROM PALM VALLEY IS DISCHARGED OR DIVERTED TO THE ADOT
7964          KM        DIVERTED  FLOW EVENTUALLY ENTERS ADOT BASIN AFTER OUTFALL
7965          KM        CHANNEL FLOW RECEDES.
7966          KM      ****************************************************
7967          KM        SECOND DIVERT FOR PALM VALLEY GOLF COURSE
7968          KM        FLOW INTO DRIVING RANGE OFFLINE BASIN
7969          DT   D288B
7970          DI       0     200     400     600    1000    1200
7971          DQ       0       0       0     200     400     800

7972          KK   R288B
              * KO     1                              21
7973          KM        ROUTE CP288B TO CP287B
7974          RS       1              -1
7975          RC   0.035    0.02    .035    1500    .003
7976          RX    1000    1001    1011    1031    1051    1071    1081    1082
7977          RY    1000     999     999     994     994     999     999    1000
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

7978          KK    287B
              * KO     1                                21
7979          KM   BASIN 287B
7980          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
7981          KM    L=        .5  Lca=        .2   S=   36.2  Kn= .066  LAG=  21.0
7982          KM    AGRICULTURAL S-GRAPH WAS USED FOR THIS BASIN
7983          BA     .10
7984          LG     .23      .21    4.65     .48    55.7
7985          UI     20.      71.    119.    148.    130.    103.     63.     44.     25.     17.
7986          UI     11.       8.      2.      2.      2.      2.      2.      2.      0.      0.
7987          UI      0.       0.      0.      0.      0.      0.      0.      0.      0.      0.

7988          KK  CP287B
              * KO     1                                21
7989          KM        ADD HYDROGRAPHS AT CP287B
7990          HC       3    2.84
              * BELOW: BASED ON RECENT 2' CI DATA

7991          KK  SR287B
              * KO     1                                21
7992          KM        STORAGE ROUTE CP287B IN I-10 DETENTION BASIN
7993          RS       1    STOR       0       0
7994          SV       0   11.35   32.69      57  108.98  136.43
7995          SE   974.6     978     980     982     986     988
7996          SQ       0       2      60     800     953
7997          SE   974.6     978     980   987.3     988
              * BELOW: WLB STUDY DATA
              * KKSR287B
              * KM       STORAGE ROUTE CP287B IN I-10 DETENTION BASIN
              * RS     1    STOR       0       0
              * SV     0   17.05   38.57  132.52   143.0
              * SQ     0       2      60     800     953
              * SE 974.6     978     980   987.3     988

7998          KK   R287B
7999          KM        ROUTE FLOW FROM CP287B TO CP287C
8000          RS      13              -1       0
8001          RC    .035    .035    .035    2450    .001
8002          RX    1000    1001    1030    1050    1670    1690    1719    1720
8003          RY     986     986     980     978     978     980     986     986
              *

8004          KK    2711
8005          KM    SUBASINS MODIFIED BY FCD FOR RID CANAL OVER-CHUTE
8006          KM    NEW SUBBASIN, PART OF THE PREVIOUS SUBBASIN 271 NORTH OF INDIAN SCHOOL
8007          BA    0.11
8008          LG     0.2    0.25     4.3    0.39      20
8009          UI      93     288     306     118      33      11       0       0       0       0
8010          UI       0       0       0       0       0       0       0       0       0       0
              *
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LINE        ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

8011        KK    254A
8012        KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 254A
            * BA   .22
            * Among 0.22 mi^2, 0.02 mi^2 goes to the west of Litchfield Road
8013        BA     .20
8014        LG     .12     .19    3.95     .58   20.00
            * UI   79.    248.    444.    456.    271.    115.     56.     15.     14.
            * UI    0.      0.      0.      0.      0.      0.      0.      0.      0.
            * UI    0.      0.      0.      0.      0.      0.      0.      0.      0.
8015        UI     72.    225.    404.    415.    246.    104.     51.     14.     13.      0.
8016        UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
8017        UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

8018        KK   R254A
8019        KM        ROUTE FLOW FROM CP254A TO CP270A
8020        KM        FROM CP254A TO THE PROPOSED INDIAN SCHOOL BYPASS
8021        RS       2              -1
8022        RC    0.05    0.05    0.05    2100  0.0025
8023        RX    1000    1001    1002    1180    1310    1398    1399    1400
8024        RY    1050    1017    1017    1016    1016    1017    1017    1050

8025        KK  CP2711
            * 2/21/96, change "HC    3" to "HC    2". Flow from CP255A will not be
            * combined here.
8026        HC       2    0.33
            * The following was modified on 2/21/1996 at FCD.

8027        KK   R2711  REVISED CHANNEL
8028        KM        ROUTE FLOW FROM CP2711 TO MERGING POINT
8029        RS       1    FLOW      -1
            * RC 0.014   0.014   0.014    1650  0.0008
8030        RC   0.015   0.015   0.015    1025  0.0015
            * B=6
8031        RX       0       5      15      20      26      31      41      46
8032        RY      10      10      10       5       5      10      10      10
            *

8033        KK     257
8034        KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 257
8035        BA     .34
8036        LG     .50     .00    6.40    0.25     .00
8037        UI     12.     12.     12.     12.     27.     40.     46.     55.     59.     65.
8038        UI     69.     74.     80.     88.     93.    106.    127.    144.    156.    136.
8039        UI    122.    111.    102.     96.     89.     81.     74.     69.     62.     57.
8040        UI     53.     45.     34.     27.     21.     21.     20.     20.     17.     12.
8041        UI     12.     12.     12.      5.      4.      4.      4.      4.      4.      4.
8042        UI      4.      4.      4.      4.      4.      4.      4.      0.      0.      0.
8043        UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

8044          KK    D257
8045          KM        DIVERT FROM CP257 TO CP271A
8046          DT  DI271A
8047          DI       0      56    1308
8048          DQ       0       0     922

8049          KK    R257
8050          KM        ROUTE DIVERT FROM CP257 TO CP256
8051          RS      12              -1       0
8052          RC    .035    .035    .075    2680   .0018
8053          RX    1000    1001    1002    1010    1540    1858    1859    1860
8054          RY  1025.5    1025    1025    1024    1024    1025    1025  1025.5
              *

8055          KK    256
8056          KM   BASIN 256
8057          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
8058          KM    L=      1.1  Lca=       .4   S=   17.9  Kn= .106  LAG=  64.9
8059          KM    AGRICULTURAL S-GRAPH WAS USED FOR THIS BASIN
8060          BA     .43
8061          LG     .44     .03    6.60     .22       6
8062          UI     24.     24.     32.     51.     93.    135.    138.    160.    190.    205.
8063          UI    205.    205.    205.    171.    174.    189.    128.    135.    123.     94.
8064          UI     83.     70.     75.     54.     44.     39.     33.     30.     27.     22.
8065          UI     22.     18.     14.     14.     14.     14.      7.      3.      3.      3.
8066          UI      3.      3.      3.      3.      3.      3.      3.      3.      3.      3.
8067          UI      3.      3.      3.      3.      3.      3.      3.      3.      0.      0.
8068          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

8069          KK  256OUT
8070          KM        DIVERT ONSITE RETENTION VOLUME
8071          DT  256RET     5.0
8072          DI       0   10000
8073          DQ       0   10000

8074          KK   CP256
8075          KM        ADD HYDROGRAPHS AR before subbasin SUB7
8076          HC       2    0.77
              *

8077          KK    SUB6
8078          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
8079          KM    L=      1.1  Lca=       .6   S=   19.0  Kn= .030  LAG=  20.0
8080          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
8081          BA     .10
8082          LG     .17     .20    6.00     .16   20.00
8083          UI     21.     75.    114.    189.    162.    109.     65.     30.     17.      5.
8084          UI      5.      0.      0.      0.      0.      0.      0.      0.      0.      0.
8085          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

8086          KK    SUB7
8087          KM   BASIN SUB7
8088          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
8089          KM    L=       1.0  Lca=        .5   S=   21.0  Kn= .030  LAG=  19.0
8090          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
8091          BA     .24
8092          LG     .19      .19    6.80     .20    3.00
8093          UI     55.     192.    294.    483.    362.    238.    117.     60.     28.     13.
8094          UI     13.      0.      0.      0.      0.      0.      0.      0.      0.      0.
8095          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

8096          KK      D7
8097          KM   DIVERT D7 TO CP255A
8098          DT  DI255A
8099          DI       0     250
8100          DQ       0     125

8101          KK   I2712
8102          KM        ADD HYDROGRAPHS AT INTERSECTION OF DYSART RD AND Ind. Sc. Rd
8103          HC       3    1.11

8104          KK    R256
8105          KM
8106          KM      FLOW IS ROUTED DOWN THE WEST SIDE OF DYSART ROAD WITHIN THE EXISTING
8107          KM      CHANNEL
8108          KM      APPROXIMATELY 160 CFS FLOWS ALONG THE EAST SIDE OF DYSART RD.
8109          RS       3    FLOW      -1
8110          RC   0.035   0.035   0.035    3100  0.0014
8111          RX       0       5      10      20      40      50      65      70
8112          RY      12      11      10       5       5      10      11      12
              *

8113          KK    271A
8114          KM   BASIN 271A
8115          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
8116          KM    L=        .9  Lca=        .5   S=    8.8  Kn= .061  LAG=  42.8
8117          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
8118          BA     .24
8119          LG     .25      .16    4.80     .41    46.2
8120          UI     19.      20.     67.     90.    108.    128.    154.    214.    230.    180.
8121          UI    152.     125.    104.     84.     55.     34.     31.     21.     19.      8.
8122          UI      6.       6.      6.      6.      6.      0.      0.      0.      0.      0.
8123          UI      0.       0.      0.      0.      0.      0.      0.      0.      0.      0.

8124          KK  271AOT
8125          KM        DIVERT ONSITE RETENTION VOLUME
8126          DT  217ART    11.1
8127          DI       0   10000
8128          DQ       0   10000
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

8129          KK    D257
8130          KM        RETURN DIVERT AT CP257
8131          DR  DI271A

8132          KK   R257
8133          KM        ROUTE DI257 THRU CP271A
8134          RS       5              -1     0.0
8135          RC    0.03    0.03    0.05    4800   0.002
8136          RX       0     0.1       1       7      17      23      73      93
8137          RY    1010    1005    1005    1003    1003    1005    1008    1010

8138          KK  CP271A
8139          KM    COMBINE AT CP271A
8140          HC       2    0.48

8141          KK  1I271A
8142          KM        ADD HYDROGRAPHS AT CP271A
8143          HC       2    1.59

8144          KK   R271A
8145          KM        ROUTE FLOW FROM CP271A TO DETENTION BASIN AT CP271 **REVISED BY FCD
8146          KM         *ALSO MODIFIED BY EEC TO ACCOUNT FOR RECENT DEVELOPMENT (Sage Creek)*
8147          KM        REMEASURED LENGTH AT 3400 (FROM PREVIOUS 2000)
8148          KM        EXISTING CHANNEL, 2750 FT LONG, SLOPE=0.001; 6:1 SIDE SLOPES
8149          RS       3    FLOW      -1
              * RC 0.035   0.035   0.035    2750   0.001
              * the length = 2750-400 =2350 ft because part of MCDOT channel becomes
              * part of detention basin 4
8150          RC   0.035   0.035   0.035    2350   0.001
8151          RX       0      10      20      45      75     100     110     120
8152          RY      11      10      10       6       6      10      10      11
              *

8153          KK    255A
8154          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 255A (NEW BY FCD)
8155          BA   .5968
8156          LG     .20     .22    3.88     .29   12.00
8157          UI     91.    359.    542.    814.   1029.    707.    492.    268.    147.     86.
8158          UI     28.     28.     28.      0.      0.      0.      0.      0.      0.      0.
8159          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

8160          KK     D7
8161          KM        RETURN DIVERT TO 255A
8162          DR  DI255A

8163          KK  CP255A
8164          KM        ADD HYDROGRAPHS AT CP255A
8165          HC       2    0.84
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


8166          KK    R255
              * KO     1
8167          KM        ROUTE FLOW ALONG INDIAN SCHOOL BYPASS AND A PATH SOUTHEAST TO
8168          KM        2712 (around the circle)
8169          KM       ASSUME CHANNEL UNLINED, D= 5FT , V<3.93 FT/SEC
8170          KM        B=40', 4:1 side slope
8171          KM       The length is 1350 ft, which is the half of 2700 ft from
8172          KM       previous study (2/21/96, FCD)
8173          RS       2    FLOW      -1
8174          RC   0.035   0.035   0.035    1350  0.0015
              * B=42, T=82 ft after running flowmaster using computer Q=1200
8175          RX      18      19      20      40      82     102     103     104
8176          RY      10      10      10       5       5      10      10      10
              * Above water will go to 2712
              * ********************************
              * 2/21/1996, FCD

8177          KK   R2712
8178          KM        ROUTE FLOW INTO 2712
8179          KM       ASSUME CHANNEL UNLINED, D=5 FT, V<3.93 FT/SEC
8180          KM       40FT BOTTOM WIDTH, 4:1 SIDE SLOPES, LENGTH = 1500 FT
              * the length is reduced, so use NSTPS=1
8181          RS       1    FLOW      -1
              * the length is reduced because the new basin of 18 AC-FT is put at the
              * end of the reach. The length of the channel is 868 ft based on SFC's plan.
              * the total length of R2712 and R255 is 2218 ft.  Since R255 is 1350 ft,
              * R2712 = 2218-1350 = 868 ft
8182          RC   0.035   0.035   0.035     868  0.0015
              * B=42, T=82 ft after running flowmaster using computer Q=1200
8183          RX      18      19      20      40      82     102     103     104
8184          RY      10      10      10       5       5      10      10      10
              * ************
              *

8185          KK    2712
              * KO     1
8186          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 2712
8187          BA     .46
8188          LG     .35     .25    4.30     .39       2
8189          UI     117     397     618     973     667     425     181     102      34      26
8190          UI       0       0       0       0       0       0       0       0       0       0

8191          KK   I2712
              * KO     1       1
8192          KM   COMBINE THREE FLOWS
8193          HC       3    1.11

8194          KK   SR271
              * KO     2       2 (2/14/96)
8195          KM        STORAGE ROUTE CP271 BEHIND ROOSEVELT CANAL
8196          KM        THIS INCLUDES THE TWO EXISTING STORAGE BASINS, THE ADDITIONAL STORAGE
8197          KM        OF 14.7 CUFT OF THE PROPOSED BASIN AND FLOODPLAIN PONDING
8198          KM        STAGE/STORAGE BASED ON 1014'
8199          RS       1    STOR       0
              * added a portion of MCDOT channel to the new rating curve
              * obtained from SFC (May, 6, 1997) by fax
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

8200          SV        0      5.7    14.59    24.23    34.64    40.24
8201          SE     1008     1009     1010     1011     1012   1012.5
              * B=20' (the newest HEC-2 results from ridjob2i.dat by FCD)
8202          SQ        0      217      433      650      866     1083
8203          SE   1008.3 1009.24 1009.95 1010.68 1011.48 1012.29

8204          KK    R271
              * KO      1
8205          KM    ROUTE CP271 TO THE MERGING POINT OF TWO CHANNELS
              * RS      1    FLOW      -1
              * use Muskingum-Cunge, since outflow is greater than the inflow
8206          RD
8207          RC   0.015   0.015   0.015     675  0.0015
              * The new depth = 5ft, new bottom width = 20 ft, new side slope = 1:1
8208          RX      10      11      12   17.00    37.0      42      43      44
8209          RY      10      10      10     5.0     5.0      10      10      10

8210          KK  MERGE
              * KO      1
8211          KM        COMBINED Q ALONG INDIAN SCH.RD. INTO OVERCHUTE
8212          HC       2    1.34

8213          KK  R271_1
8214          KM    ROUTE THE MERGING POINT OF TWO CHANNELS TO LITCH, 3/8/96, FCD
8215          RD
8216          RC   0.015   0.015   0.015     625  0.0015
8217          RX      10      11      12      12      42      42      43      44
8218          RY      10      10      10     5.0     5.0      10      10      10
              *

8219          KK     270
8220          KM   BASIN 270
8221          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN** REVISED BY FCD
8222          KM    L=        .7  Lca=       .3   S=   10.5  Kn= .030  LAG=  16.0
8223          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
              * BA   .30
              * 0.0064 mi^2 of 0.3 mi^2 contributes to the west of Litchfield Road
8224          BA   .2936
8225          LG     .16     .22    3.58     .38    35.4
              * UI  103.    326.    570.    635.    379.    174.     80.     26.     19.
              * UI    0.      0.      0.      0.      0.      0.      0.      0.      0.
              * UI    0.      0.      0.      0.      0.      0.      0.      0.      0.
8226          UI    100.    319.    558.    621.    371.    170.     78.     26.     19.      0.
8227          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
8228          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

8229          KK  CP2712
8230          KM    PEAK DISCHARGE AT THE RID CANAL OVER-CHUTE (RENAMED BY EEC)
8231          HC       2    1.77
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

8232          KK  R2712
8233          KM        ROUTE CP2712 TO CP289C
8234          RS       4              -1
8235          RC   0.045    0.03   0.045    3200  0.0025
8236          RX       0      10      20      44      74      98     108     118
8237          RY    1009    1007    1006    1000    1000    1006    1007    1009

8238          KK    289C
              *
8239          KM   BASIN 289C
8240          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
8241          KM    L=        .6  Lca=        .3   S=   12.7  Kn= .050  LAG=  23.0
8242          KM    DESERT/RANGELAND S-GRAPH WAS USED FOR THE BASIN
8243          BA     .30
8244          LG     .35     .36    5.10     .24    1.00
8245          UI     43.    160.    301.    397.    405.    317.    217.    148.    100.     72.
8246          UI     47.     30.     21.     11.     11.     11.      0.      0.      0.      0.
8247          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

8248          KK  CP289C
8249          KM        COMBINE CP2712 AND 289C
8250          HC       2    3.11

8251          KK   R289C
8252          KM        ROUTE CP289C TO CP289B
8253          KM        EXISTING GOLF COURSE
8254          RS       4              -1
8255          RC   0.045   0.035   0.045    3500   0.002
8256          RX       0      50     100     200     300     400     450     500
8257          RY    1010    1008    1005    1003    1003    1005    1008    1010
              *

8258          KK    289A
8259          KM   BASIN 289A
8260          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
8261          KM    L=        .5  Lca=        .3   S=   15.1  Kn= .044  LAG=  17.8
8262          KM    DESERT/RANGELAND S-GRAPH WAS USED FOR THE BASIN
8263          BA     .21
8264          LG     .26     .35    4.55     .32   27.00
8265          UI     52.    201.    337.    360.    253.    155.     94.     58.     34.     22.
8266          UI      9.      9.      9.      0.      0.      0.      0.      0.      0.      0.
8267          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

8268          KK   R289A
8269          KM        ROUTE 289A TO CP289B
8270          KM        EXISTING GOLF COURSE
8271          RS       4              -1
8272          RC    0.05   0.035   0.045    3800   0.002
8273          RX       0      20      40      90     120     170     190     210
8274          RY    1010    1008    1006    1002    1002    1006    1008    1010
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

8275          KK    289B
8276          KM   BASIN 289B
8277          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
8278          KM    L=        .6  Lca=        .3   S=     6.3  Kn= .030  LAG=  15.8
8279          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
8280          BA     .29
8281          LG     .27      .18     6.80      .16   15.00
8282          UI    103.     325.     576.     610.    363.     159.      76.      22.      19.       0.
8283          UI      0.       0.       0.       0.      0.       0.       0.       0.       0.       0.
8284          UI      0.       0.       0.       0.      0.       0.       0.       0.       0.       0.

8285          KK  CP289B
8286          KM        COMBINE CP289C, 289A A,D 289B
8287          HC       3    3.63

8288          KK  SR289B
8289          KM        STORAGE ROUTE THRU SUB-BASIN 289B
8290          RS       1    STOR             0.0
8291          SV      .0     .41     2.31     7.73   19.51    41.27    41.27
8292          SE    1086    1088     1090     1092    1094     1096     1098
8293          SQ      .0    50.0    300.0    700.0  1150.0   1650.0   2500.0

8294          KK   R289B
8295          KM        ROUTE SR289B TO CP 289D
8296          KM        EXISTING GOLF COURSE
8297          RS       1              -1
8298          RC    0.05   0.035    0.045     1000   0.001
8299          RX       0      20       40       90     120      170      190      210
8300          RY    1010    1008     1006     1002    1002     1005     1008     1010
              *

8301          KK    289D
8302          KM   BASIN 289D
8303          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
8304          KM    L=        .9  Lca=        .6   S=    11.7  Kn= .030  LAG=  21.4
8305          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
8306          BA     .26
8307          LG     .16      .26     4.79      .36   26.00
8308          UI     42.     165.     248.     388.    432.     292.     198.      93.      55.      28.
8309          UI     12.      12.       0.       0.      0.       0.       0.       0.       0.       0.
8310          UI      0.       0.       0.       0.      0.       0.       0.       0.       0.       0.

8311          KK  CP289D
8312          KM         COMBINE SR289B AND 289D
8313          HC       2    3.88

8314          KK  SR289D
8315          KM        STORAGE ROUTE THRU SUB-BASIN 289D
8316          RS       1    STOR             0.0
8317          SV       0    1.08     5.22    14.24   30.78    57.78    57.78
8318          SE    1084    1086     1088     1090    1092     1094     1096
8319          SQ     0.0    50.0    300.0    700.0  1150.0   1650.0   2500.0
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


8320          KK   R289D
8321          KM        ROUTE SR289B TO CP 289D
8322          KM        EXISTING GOLF COURSE
8323          RS       1              -1
8324          RC    0.05   0.035   0.045    1000   0.002
8325          RX       0      20      40      90     120     170     190     210
8326          RY    1010    1008    1006    1002    1002    1005    1008    1010
              *

8327          KK     289
8328          KM   BASIN 289
8329          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
8330          KM    L=        .8  Lca=        .3   S=    7.5  Kn=.030  LAG=  16.7
8331          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
8332          BA     .27
8333          LG     .28     .27    6.20     .20    29.2
8334          UI     82.    269.    450.    577.    356.    187.     80.     34.     17.      0.
8335          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
8336          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

8337          KK   CP289
8338          KM        COMBINE 289 AND R289D
8339          HC       2    4.31

8340          KK   SR289
8341          KM        STORAGE ROUTE THRU SUB-BASIN 289 TO ADOT BASINS
8342          RS       1    STOR             0.0
8343          SV     0.0    0.38    2.54   10.32   29.86   65.72  121.66
8344          SE    1080    1082    1084    1086    1088    1090    1092
8345          SQ     0.0    50.0   300.0   700.0  1150.0  1650.0  2500

8346          KK   R289
8347          KM        ROUTE SR289 TO CP 287C
8348          RS       1              -1
8349          RC    0.05   0.035   0.045    1000   0.002
8350          RX       0      20      40      90     120     170     190     210
8351          RY    1010    1008    1006    1002    1002    1005    1008    1010
              *

8352          KK    287C
8353          KM   BASIN 287C
8354          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
8355          KM    L=        .6  Lca=        .3   S=   29.0  Kn= .072  LAG=  29.2
8356          KM    AGRICULTURAL S-GRAPH WAS USED FOR THIS BASIN
8357          BA     .23
8358          LG     .27     .15    8.40     .11   48.00
8359          UI     29.     61.    153.    198.    244.    237.    209.    170.    133.     90.
8360          UI     72.     46.     34.     27.     18.     16.      8.      4.      4.      4.
8361          UI      4.      4.      4.      4.      4.      4.      0.      0.      0.      0.
8362          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


8363          KK  1I287C
8364          KM       COMBINE 287B AT CP287C
8365          HC       2    4.54

8366          KK  CP287C
              * KO     1                              21
8367          KM       COMBINE 287C AND SR289
8368          HC       2    7.36
              * BELOW: BASED ON RECENT 2' CI DATA

8369          KK  SR287C
              * KO     1                              21
8370          KM        STORAGE ROUTE CP287C IN AN I-10 DETENTION BASIN
8371          RS       1    STOR       0       0
8372          SV       0   25.10   71.68  127.08  189.52  324.54  402.14
8373          SE   972.5     976     978     980     982     986     988
8374          SQ       0       6     460     460     460     657
8375          SE   972.5     976     980     988   988.6     990
              * BELOW: WLB STUDY DATA
              * KKSR287C
              * KM       STORAGE ROUTE CP287C IN AN I-10 DETENTION BASIN
              * RS     1    STOR       0       0
              * SV     0   37.15  141.31  425.75  453.25  562.86
              * SQ     0       6     460     460     460     657
              * SE 972.5     976     980     988   988.6     990

8376          KK   R287C
8377          KM        ROUTE FLOW FROM CP287C TO CP287D
8378          RS       7              -1       0
8379          RC    .035    .035    .035    2150   .0009
8380          RX    1000    1001    1040    1060    1670    1700    1740    1800
8381          RY     988     988     980     974     974     980     986     990
              *

8382          KK    287D
              * KO     1                              21
8383          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 287D
8384          BA     .23
8385          LG     .50     .00    6.00    0.28     .00
8386          UI     16.     16.     44.     67.     82.     94.    110.    130.    174.    200.
8387          UI    159.    135.    117.     98.     83.     68.     48.     28.     27.     22.
8388          UI     16.     14.      5.      5.      5.      5.      5.      5.      5.      0.
8389          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
8390          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

8391          KK  CP287D
              * KO     1                              21
8392          KM        ADD HYDROGRAPHS AT CP287D
8393          HC       2    7.59
              * BELOW: BASED ON RECENT 2' CI DATA
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

8394          KK  SR287D
              * KO     1                                21
8395          KM        STORAGE ROUTE CP287D IN AN I-10 DETENTION BASIN
8396          RS       1    STOR       0       0
8397          SV       0   19.83   60.59  109.71  161.17  215.52  334.65  399.54
8398          SE   970.5     974     976     978     980     982     986     988
8399          SQ       0      36      60      81      86      87
8400          SE   970.5     974     980     988     990   990.5
              * BELOW: WLB STUDY DATA
              * KKSR287D
              * KM       STORAGE ROUTE CP287D IN AN I-10 DETENTION BASIN
              * RS     1    STOR       0       0
              * SV     0   30.21  162.42   403.5  496.83  532.82
              * SQ     0      36      60      81      86      87
              * SE 970.5     974     980     988     990   990.5

8401          KK   R287D
8402          KM        ROUTE FLOW FROM CP287D TO RCP302
8403          RK    5620   .0006    .012          CIRC       4

8404          KK  1RC302
8405          KM        ADD HYDROGRAPHS AT RCP302
8406          HC       2   85.71
              * Sam Hanna 2/1/01

8407          KK   D287E
8408          KM        DIVERT FLOW THROUGH 1-36" PIPE UNDER I-10
8409          DT   DI302
8410          DI       0      19      58     717   13580
8411          DQ       0      19      58      65      70

8412          KK   AFR14
8413          KM        ADD HYDROGRAPHS AT AFR14
8414          HC       2    1.74
              *
              * ************************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 15 WITH NEW SOILS*****
              * ************************************************************************
              *

8415          KK   D278E
8416          KM        RETURN DIVERT AT CP287E
8417          DR   DI302

8418          KK   R287E
8419          KM        ROUTE DIVERT FROM CP287E TO CP302
8420          RS      16              -1
8421          RC     .03     .03     .03    2960   .0041
8422          RX    1000    1001    1002    1010    1300    1650    1799    1800
8423          RY     986     986     986     978     978     980     982     982
              *
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

8424          KK     302
8425          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 302
8426          BA     .15
8427          LG     .30     .33    4.90     .29    4.00
8428          UI     29.    108.    163.    271.    238.    161.     99.     43.     26.      8.
8429          UI      8.      8.      0.      0.      0.      0.      0.      0.      0.      0.
8430          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

8431          KK   CP302
8432          KM        ADD HYDROGRAPHS AT CP302
8433          HC       2    1.89

8434          KK   SR302
8435          KM        STORAGE ROUTE AT CP302 BEHIND VAN BUREN ROAD
8436          RS       1    STOR       0       0
8437          SV       0    1.16    7.44   17.82   22.15   60.86
8438          SQ       0      16      38      49     117    3687
8439          SE     972     974     976   977.6     978     980

8440          KK    D302
8441          KM        DIVERT FLOW SOUTH OVER VAN BUREN ROAD AT CP302
8442          DT   DI320
8443          DI       0      16      38      49     117    3687
8444          DQ       0       0       0       0      66    3625

8445          KK  RCP302
8446          KM        ADD HYDROGRAPHS IN AGUA FRIA RIVER AT 302
8447          HC       2   85.71
              * KK RR302
              * KM       RIVER ROUTE RCP302 TP RCP320
              * Sam Hanna 2/1/01
              * RS     6              -1       0
              * RC  .035    .035    .035    5280   .0026
              * RX  1000    1001    1002    1042    2042    2082    2083    2084
              * RY   975     975     975     960     960     975     975     975

8448          KK    D302
8449          KM        RETURN DIVERT AT CP302
8450          DR   DI320

8451          KK    R302
8452          KM        ROUTE FLOW FROM CP302 TO CP320
8453          RS     9              -1
8454          RC   .03     .03    .035    5620   .0014
8455          RX  1000    1001    1030    1140    1640    1770    1820    1840
8456          RY  1075    1075    1066    1065    1065    1066    1068    1070
              *

8457          KK     320
8458          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 320
8459          BA     .64
8460          LG     .22     .30    4.66     .36   14.50
8461          UI     63.    125.    270.    349.    434.    575.    780.    610.    489.    386.
8462          UI    301.    191.    110.     92.     63.     32.     19.     19.     19.     19.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

8463          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
8464          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

8465          KK   CP320
8466          KM        ADD HYDROGRAPHS AT CP320
8467          HC       2    2.53

8468          KK   SR320
8469          KM        STORAGE ROUTE CP320 BEHIND S.P.R.R.
8470          RS       1    STOR       0       0
8471          SV       0    4.15   34.22   71.09  141.43  276.96  481.06  516.31  604.41  744.46
8472          SQ       0      16      50      71      87     100     112     114    1335   10496
8473          SE     956     958     960     962     964     966     968   968.3     969     970

8474          KK    D320
8475          KM        DIVERT FLOW SOUTH ACROSS S.P.R.R. FROM CP320 TO CP338A
8476          DT  DI338A
8477          DI       0      16      50      71      87     100     112     114    1335   10496
8478          DQ       0       0       0       0       0       0       0       0    1218   10373
              * Sam Hanna 2/1/01

8479          KK  AF152A
              * KKRCP320
8480          KM        ADD HYDROGRAPHS AT RCP320 IN AGUA FRIA RIVER
8481          HC       2   86.35
              * KK RR320
              * KM      RIVER ROUTE RCP320 TO RCP338
              * RS    10              -1       0
              * RC  .035    .035    .035   10000   .0033
              * RX  1000    1001    1002    1042    2042    2082    2083    2084
              * RY   956     956     956     942     942     956     956     956

8482          KK    D320
8483          KM        RETURN DIVERT AT CP320
8484          DR  DI338A

8485          KK    R320
8486          KM        ROUTE FLOW FROM CP320 TO CP338A
8487          RS       7              -1
8488          RC     .03     .03     .03    6240   .0035
8489          RX    1000    1030    1150    1240    1600    1720    1999    2000
8490          RY    1055    1048    1046    1045    1045    1046    1047    1047
              *

8491          KK    338A
8492          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 338A
8493          BA     .77
8494          LG     .24     .29    3.91     .54   10.00
8495          UI     81.    183.    366.    472.    597.    868.    933.    697.    549.    424.
8496          UI    292.    152.    125.     81.     42.     25.     25.     25.     25.      0.
8497          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
8498          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

8499          KK  CP338A
8500          KM        ADD HYDROGRAPHS AT CP338A
8501          HC       2    3.30

8502          KK  SR338A
8503          KM        STORAGE ROUTE THROUGH 3 - 11 X 6 CBC'S AT CP338A
8504          RS       1   STOR       0       0
8505          SV       0     .51    9.12   39.14   44.37
8506          SQ       0       3     729    1410    1493
8507          SE   939.6     942     944   945.8     946

8508          KK   R338A
8509          KM        ROUTE FLOW FROM CP338A TO CP338
8510          RS       4              -1
8511          RC     .05     .03     .05    3900   .0033
8512          RX    1000    1001    1030    1040    1170    1185    1195    1260
8513          RY     947     947     940     936     936     940     942     944
              *

8514          KK     338
8515          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 338
8516          BA     .31
8517          LG     .49     .03    4.28     .62     .00
8518          UI     22.     22.     67.     97.    118.    136.    161.    197.    270.    257.
8519          UI    207.    178.    149.    126.    106.     76.     47.     38.     34.     22.
8520          UI     22.      7.      7.      7.      7.      7.      7.      7.      0.      0.
8521          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

8522          KK   CP338
8523          KM        ADD HYDROGRAPHS AT CP338
8524          HC       2    3.61
              * KKRCP338
              * KM       ADD HYDROGRAPHS  IN AGUA FRIA RIVER AT RCP338
              * HC     2   87.43
              * KK RR338
              * KM       RIVER ROUTE RCP338 TO RCP367
              * RS     3              -1       0
              * RC  .035    .035    .035    2800    .004
              * RX  1000    1001    1002    1042    2042    2082    2083    2084
              * RY   946     946     946     928     928     946     946     946
              *

8525          KK  AF152B
8526          KM        ADD HYDROGRAPHS AT AF152B
8527          HC       2   89.96
              * REMOVED OPERATION PER FCDMC COMMENTS ON 3-14-01
              * KK1RC367
              * KM       ADD HYDROGRAPHS AT RCP367 IN AGUA FRIA RIVER
              * HC     2   89.88
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

8528          KK    D337
8529          KM        RETURN PIPE DIVERT IN 96" STORM DRAIN
8530          DR   DI367

8531          KK    R337
8532          KM         ROUTE 96" STORM DRAIN FLOW FROM CP337 TO RCP367
8533          RK    8500   .0013    .012            CIRC       8
              * Sam Hanna 2/1/01

8534          KK     367
8535          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 367
8536          BA     .15
8537          LG     .35     .35    4.28     .38     .00
8538          UI     59.    181.    333.    299.    174.     67.     29.     10.     10.      0.
8539          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
8540          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

8541          KK   CP367
              * KKRCP367
8542          KM        ADD HYDROGRAPHS AT CP367
8543          HC       2   89.88
              * KK RR367
              * KM      RIVER ROUTE RCP367 TO RCP370
              * RS     7              -1       0
              * RC  .035    .035    .035    5900   .0022
              * RX  1000    1001    1002    1042    2042    2082    2083    2084
              * RY   932     932     932     920     920     932     932     932
              *

8544          KK  AFR153
8545          KM        ADD HYDROGRAPHS After 367 at AFR15-3
8546          HC       2   89.88

8547          KK     370
8548          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 370
8549          BA     .07
8550          LG     .35     .35    3.03     .82     .00
8551          UI      8.     23.     42.     54.     76.    100.     74.     57.     42.     25.
8552          UI     14.     10.      6.      3.      3.      3.      0.      0.      0.      0.
8553          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
              * Sam Hanna

8554          KK  AFR154
8555          KM        ADD HYDROGRAPHS After 370 at AFR15-4
8556          HC       2   89.88
              * KKRCP370
              * KM      ADD HYDROGRAPHS AT CP370
              * HC     2   89.99
              * KK RR370
              * KM      RIVER ROUTE RCP370 TO RCP369
              * RS     8              -1       0
              * RC  .035    .035    .035    7000   .0025
              * RX  1000    1001    1002    1042    2042    2082    2083    2084
              * RY   916     916     916     900     900     916     916     916
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

8557          KK     369
8558          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 369
8559          BA     .15
8560          LG     .35     .35   3.775     .50     .00
8561          UI     21.     73.    115.    158.    245.    191.    139.     98.     48.     31.
8562          UI     19.      6.      6.      6.      0.      0.      0.      0.      0.      0.
8563          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
              * Sam Hanna

8564          KK   GR151
8565          KM        ADD HYDROGRAPHS After 369 at AFR15-5
8566          HC       2   89.88
              * KKRCP369
              * KM      ADD HYDROGRAPHS AT RCP369
              * HC     2   90.14
              * KK RR369
              * KM      RIVER ROUTE RCP369 TO RCP368
              * RS     3              -1       0
              * RC  .035    .035    .035    2300   .0025
              * RX  1000    1001    1002    1042    2042    2082    2083    2084
              * RY   914     914     914     900     900     914     914     914
              *

8567          KK     366
8568          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 366
8569          BA     .44
8570          LG     .50     .00    3.95     .76     .00
8571          UI     20.     20.     20.     49.     73.     89.    101.    112.    122.    136.
8572          UI    152.    171.    215.    252.    247.    210.    186.    168.    153.    136.
8573          UI    122.    109.     97.     84.     64.     46.     36.     34.     33.     26.
8574          UI     20.     20.     17.      6.      6.      6.      6.      6.      6.      6.
8575          UI      6.      6.      6.      0.      0.      0.      0.      0.      0.      0.
8576          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

8577          KK    R366
8578          KM        ROUTE FLOW FROM CP366 TO CP368
8579          RS     40              -1
8580          RC   .075    .075    .075    6080   .0025
8581          RX   1000    1001    1040    1300    2340    2650    2699    2700
8582          RY    923     923     922     921     921     922     923     923
              *

8583          KK     368
8584          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 368
8585          BA     .83
8586          LG     .50     .00    4.74     .51     .00
8587          UI     25.     25.     25.     25.     25.     73.     85.     95.    113.    120.
8588          UI    130.    138.    146.    156.    167.    181.    192.    206.    238.    283.
8589          UI    301.    330.    292.    263.    242.    224.    210.    199.    186.    172.
8590          UI    159.    149.    139.    127.    120.    111.     95.     76.     71.     44.
8591          UI     44.     44.     41.     41.     41.     25.     25.     25.     25.     25.
8592          UI     11.      8.      8.      8.      8.      8.      8.      8.      8.      8.
8593          UI      8.      8.      8.      8.      8.      8.      8.      0.      0.      0.
8594          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

8595          KK   CP368
8596          KM        ADD HYDROGRAPHS AT CP368
8597          HC       2    1.27
              *

8598          KK   SR368
8599          KM        STORAGE ROUTE CP368 BEHIND BUCKEYE CANAL
8600          RS       1    STOR       0       0
8601          SV       0    1.84    7.82   26.86  173.63
8602          SQ       0       0       0     247    6031
8603          SE     914     916   916.9     918     920
              * Sam Hanna

8604          KK   GR152
8605          KM        ADD HYDROGRAPHS After 368 at AFR15-6
8606          HC       2   89.88
              * KK RR368
              * KM      RIVER ROUTE RCP368 TO RCP364
              * RS      6              -1       0
              * RC  .035    .035    .035    5700   .0025
              * RX  1000    1001    1002    1042    2042    2082    2083    2084
              * RY   910     902     902     890     890     902     902     910
              *
              * Sam Hanna 2/1
              * KK  D364
              * KM      RETURN DIVERT AT CP364
              * DRDIGILA
              * KKRCP364
              * KM      ADD HYDROGRAPHS AT RCP364
              * HC     2  133.69
              * KK RR364
              * KM      RIVER ROUTE RCP364 TO RCP378
              * RS    16              -1       0
              * RC  .035    .035    .035   14200   .0025
              * RX  1000    1001    1002    1042    2042    2082    2083    2084
              * RY   910     910     910     890     890     910     910     910
              * KKRCP378
              * KM      ADD HYDROGRAPHS AT RCP378
              * HC     2  156.07
              * KK RR378
              * KM      RIVER ROUTE RCP378 TO RCP377A
              * RS     3              -1       0
              * RC  .035    .035    .035    2500   .0020
              * RX  1000    1001    1002    1042    2042    2082    2083    2084
              * RY   892     892     892     878     878     892     892     892
              *
              * ***************************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 16 WITH NEW SOILS*****
              * ***************************************************************************
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

8607          KK    377A
8608          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 377A
8609          BA     .27
8610          LG     .50     .00    5.10     .43     .00
8611          UI     13.     13.     13.     32.     46.     56.     64.     71.     77.     86.
8612          UI     96.    110.    139.    162.    148.    126.    112.    102.     92.     82.
8613          UI     74.     64.     59.     48.     36.     23.     22.     21.     20.     13.
8614          UI     13.     13.      6.      4.      4.      4.      4.      4.      4.      4.
8615          UI      4.      4.      4.      0.      0.      0.      0.      0.      0.      0.
8616          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
              * Sam Hanna

8617          KK   GR161
8618          KM        ADD HYDROGRAPHS After 377A at AFR16-1
8619          HC       2   89.88
              * KKRC377A
              * KM      ADD HYDROGRAPHS AT RCP377A
              * HC     2    6.62
              * KKRR377A
              * KM      RIVER ROUTE RCP377A TO RCP377B
              * RS     5              -1       0
              * RC  .035    .035    .035    4800    .002
              * RX  1000    1001    1002    1042    2042    2082    2083    2084
              * RY   896     896     896     875     875     896     896     896
              *

8620          KK     361
8621          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 361
8622          BA     .21
8623          LG     .50     .00    6.60     .23     .00
8624          UI      8.      8.      8.     11.     28.     32.     39.     42.     46.     50.
8625          UI     54.     60.     65.     75.     93.    105.    105.     90.     80.     73.
8626          UI     68.     62.     55.     51.     46.     42.     38.     31.     24.     17.
8627          UI     15.     14.     14.     12.      8.      8.      8.      6.      3.      3.
8628          UI      3.      3.      3.      3.      3.      3.      3.      3.      3.      3.
8629          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
8630          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

8631          KK   SR361
8632          KM        STORAGE ROUTE CP361 BEHIND BUCKEYE CANAL
8633          RS       1    STOR       0       0
8634          SV       0    1.54   41.94   65.51
8635          SQ       0       0       0     253
8636          SE   895.3     896     898   898.5

8637          KK    R361
8638          KM        ROUTE FLOW FROM CP361 TO CP377
8639          RS       7              -1
8640          RC    .075    .075    .075    2150   .0005
8641          RX    1000    1001    1002    1070    2070    2080    2099    2100
8642          RY     895     895     895     894     894     896     897     897
              *
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

8643          KK     377
8644          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 377
8645          BA     .09
8646          LG     .50      .00     6.00      .28      .00
8647          UI      9.      19.      40.      52.      65.      90.     111.      83.      67.      52.
8648          UI     40.      21.      15.      11.       8.       3.       3.       3.       3.       0.
8649          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.
8650          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

8651          KK   CP377
8652          KM        ADD HYDROGRAPHS AT CP377
8653          HC       2    0.35

8654          KK   SR377
8655          KM        STORAGE ROUTE CP377
8656          RS       1    STOR       0       0
8657          SV       0   38.24   88.81  135.71
8658          SQ       0       0       0    1332
8659          SE   892.2     894   895.1     896

8660          KK    R377
8661          KM        ROUTE FLOW FROM CP377 TO CP377B
8662          RS      19              -1       0
8663          RC    .075    .075    .075    5620   .0009
8664          RX    1000    1001    1002    1050    1740    1758    1759    1760
8665          RY    1095    1095    1095    1094    1094    1095    1095    1095
              *

8666          KK    377B
8667          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 377B
8668          BA     .12
8669          LG     .42      .05    4.90      .45    4.00
8670          UI      4.       4.       4.       4.       4.      12.      13.      15.      17.      19.
8671          UI     20.      21.      23.      24.      26.      28.      30.      34.      40.      45.
8672          UI     50.      45.      40.      36.      34.      32.      30.      28.      26.      24.
8673          UI     22.      20.      19.      18.      16.      13.      11.       9.       7.       7.
8674          UI      6.       6.       6.       4.       4.       4.       4.       4.       2.       1.
8675          UI      1.       1.       1.       1.       1.       1.       1.       1.       1.       1.
8676          UI      1.       1.       1.       1.       0.       0.       0.       0.       0.       0.
8677          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.
              * Sam Hanna

8678          KK  CP337B
8679          KM        ADD HYDROGRAPHS AT CP377B
8680          HC       2     .42
              * Sam Hanna-RJS

8681          KK   GR162
              * KKRC377B
8682          KM        ADD HYDROGRAPHS After CP377B
8683          HC       2  156.76
              * KKRR377B
              * KM      RIVER ROUTE RCP377B TO RCP387
              * RS    10              -1       0
              * RC  .035    .035    .035    9200    .002
              * RX  1000    1001    1002    1042    2042    2082    2083    2084
              * RY   878     878     878     868     868     878     878     878
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

8684          KK     387
8685          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 387
8686          BA     .25
8687          LG     .50     .00    8.40     .11     .00
8688          UI     12.     12.     12.     34.     45.     57.     63.     69.     77.     86.
8689          UI     96.    115.    145.    155.    130.    113.    102.     92.     81.     73.
8690          UI     64.     57.     48.     35.     24.     21.     20.     19.     12.     12.
8691          UI     12.      5.      4.      4.      4.      4.      4.      4.      4.      4.
8692          UI      4.      0.      0.      0.      0.      0.      0.      0.      0.      0.
8693          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

8694          KK   GR163
8695          KM        ADD HYDROGRAPHS AT GR163
8696          HC       2  157.01
              * Sam Hanna
              * KKRCP387
              * KM      ADD HYDROGRAPHS AT CP387
              * HC     2    6.44
              * KK RR387
              * KM      RIVER ROUTE RCP387 TO RCP386
              * RS     3              -1       0
              * RC  .035    .035    .035    2800   .0025
              * RX  1000    1001    1002    1042    2042    2082    2083    2084
              * RY   872     872     872     860     860     872     872     872
              *

8697          KK     386
8698          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 386
8699          BA     .35
8700          LG     .50     .00    7.00     .19     .00
8701          UI     13.     13.     13.     13.     41.     48.     57.     64.     70.     76.
8702          UI     81.     89.     98.    105.    122.    148.    168.    164.    143.    128.
8703          UI    117.    108.    100.     91.     82.     76.     68.     63.     55.     44.
8704          UI     37.     23.     23.     22.     22.     20.     13.     13.     13.     12.
8705          UI      4.      4.      4.      4.      4.      4.      4.      4.      4.      4.
8706          UI      4.      4.      4.      0.      0.      0.      0.      0.      0.      0.
8707          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
              * KK GR164
              * KM      ADD HYDROGRAPHS AT GR164
              * HC     2  157.36
              * Sam Hanna

8708          KK   GR164
8709          KM        ADD HYDROGRAPHS After CP386
8710          HC       2  157.76
              * KK RR386
              * KM      RIVER ROUTE RCP386 TO RCP383A
              * RS     2              -1       0
              * RC  .035    .035    .035    1800   .0025
              * RX  1000    1001    1002    1042    2042    2082    2083    2084
              * RY   870     870     870     860     860     870     870     870
              *
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

8711          KK    383A
8712          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 383A
8713          BA     .16
8714          LG     .50     .00    8.00     .13     .00
8715          UI      7.      7.      7.     17.     26.     32.     37.     40.     44.     49.
8716          UI     55.     61.     76.     91.     91.     77.     68.     61.     56.     50.
8717          UI     45.     40.     36.     31.     24.     18.     13.     12.     12.     10.
8718          UI      7.      7.      7.      2.      2.      2.      2.      2.      2.      2.
8719          UI      2.      2.      2.      2.      0.      0.      0.      0.      0.      0.
8720          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
              * RJS

8721          KK   GR165
8722          KM        ADD HYDROGRAPHS AT GR165
8723          HC       2  157.52
              * Sam Hanna
              * KKRC383A
              * KM      ADD HYDROGRAPHS AT RCP383A
              * HC     2  157.52
              * KKRR383A
              * KM      RIVER ROUTE RCP383A TO RCP383
              * RS     4              -1       0
              * RC  .035    .035    .035    3700    .002
              * RX  1000    1001    1002    1042    2042    2082    2083    2084
              * RY   873     873     873     860     860     873     873     873
              *

8724          KK     383
8725          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 383
8726          BA     .18
8727          LG     .50     .00    7.30     .17     .00
8728          UI      9.      9.     10.     31.     38.     45.     51.     56.     64.     72.
8729          UI     85.    107.    121.    100.     87.     78.     70.     61.     54.     47.
8730          UI     41.     31.     22.     17.     16.     15.     10.      9.      9.      3.
8731          UI      3.      3.      3.      3.      3.      3.      3.      3.      0.      0.
8732          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
              * RJS
              * Sam Hanna

8733          KK   GR166
8734          KM        ADD HYDROGRAPHS AT GR166
8735          HC       2  157.76
              * KK RR383
              * KM      RIVER ROUTE RCP383 TO RCP381B
              * RS     3              -1       0
              * RC  .035    .035    .035    2700    .002
              * RX  1000    1001    1002    1042    2042    2082    2083    2084
              * RY   866     866     866     854     854     866     866     866
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

8736          KK    381B
8737          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 381B
8738          BA     .07
8739          LG     .50      .00     7.00      .19      .00
8740          UI      4.       4.       8.      15.      19.      22.      25.      29.      33.      43.
8741          UI     53.      47.      39.      35.      30.      26.      23.      20.      15.      10.
8742          UI      7.       7.       6.       4.       4.       2.       1.       1.       1.       1.
8743          UI      1.       1.       1.       0.       0.       0.       0.       0.       0.       0.
8744          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.
              * Sam Hanna

8745          KK   GR167
              * KKRC381B
8746          KM        ADD HYDROGRAPHS AT RCP381B
8747          HC       2  157.77
              * KKRR381B
              * KM      RIVER ROUTE RCP381B TO RCP380
              * RS     3               -1        0
              * RC  .035     .035     .035     2600     .002
              * RX  1000     1001     1002     1042     2042     2082     2083     2084
              * RY   864      864      864      850      850      864      864      864
              *

8748          KK     381
8749          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 381
8750          BA     .21
8751          LG     .50      .00     8.00      .13      .00
8752          UI     11.      11.      11.      35.      44.      52.      59.      65.      73.      82.
8753          UI     96.     121.     140.     119.     102.      91.      82.      72.      64.      56.
8754          UI     50.      38.      28.      19.      18.      18.      13.      11.      11.       6.
8755          UI      3.       3.       3.       3.       3.       3.       3.       3.       3.       0.
8756          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.
8757          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

8758          KK   SR381
8759          KM        STORAGE ROUTE CP381
8760          RS       1    STOR       0        0
8761          SV       0   11.22   90.09
8762          SQ       0       0    2174
8763          SE   866.3   866.9     868

8764          KK    R381
8765          KM        ROUTE FLOW AT CP381 TO CP380
8766          RS      38               -1
8767          RC    .075     .075     .075     3430    .0015
8768          RX    1000     1001     1002     1240     2120     2358     2359     2360
8769          RY    1064     1064     1064   1062.5   1062.5     1063     1063     1063
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

8770          KK     380
8771          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 380
8772          BA     .20
8773          LG     .50     .00    8.70     .09     .00
8774          UI     11.     11.     17.     39.     49.     57.     64.     72.     83.     96.
8775          UI    124.    145.    121.    103.     92.     81.     70.     62.     54.     44.
8776          UI     31.     20.     19.     18.     12.     11.     11.      3.      3.      3.
8777          UI      3.      3.      3.      3.      3.      0.      0.      0.      0.      0.
8778          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

8779          KK   CP380
8780          KM        ADD HYDROGRAPHS AT CP380
8781          HC       2     .41

8782          KK  RCP380
8783          KM        ADD HYDROGRAPHS AT RCP380
8784          HC       2  158.18
              *
              * ************************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 17 WITH NEW SOILS*****
              * ************************************************************************
              *

8785          KK    D273
8786          KM        RETURN DIVERT AT CP273
8787          DR   1D292

8788          KK    R273
8789          KM        ROUTE FLOW FROM CP273 TO CP292
8790          RS       6              -1
8791          RC    .025     .02    .025    9670   .0042
8792          RX    1000    1001    1002    1025    1050    1150    1450    1630
8793          RY    1050    1027    1027    1026    1026    1028    1030    1050
              *

8794          KK     292
8795          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 292
8796          BA     .96
8797          LG     .30     .27    4.58     .39    6.00
8798          UI     86.    139.    337.    446.    537.    663.    932.   1030.    785.    647.
8799          UI    521.    419.    284.    157.    142.     90.     75.     26.     26.     26.
8800          UI     26.     26.      0.      0.      0.      0.      0.      0.      0.      0.
8801          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

8802          KK   1I292
8803          KM        ADD HYDROGRAPHS AT CP292
8804          HC       2    3.79

8805          KK    D274
8806          KM        RETURN DIVERT AT CP274
8807          DR   2D292
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

8808          KK    R274
8809          KM        ROUTE DIVERT FROM CP274 TO CP292
8810          RS       3              -1       0
8811          RC    .025    .025    .025    4300    .007
8812          RX    1000    1001    1002    1025    1050    1150    1450    1630
8813          RY    1050    1027    1027    1026    1026    1028    1030    1050

8814          KK   CP292
8815          KM        ADD HYDROGRAPHS AT CP292
8816          HC       2    5.36

8817          KK    D292
8818          KM        DIVERT FROM CP292 TO CP306
8819          DT   1D306
8820          DI       0       6     301    1014    2937    5622
8821          DQ       0       6     145     510    1579    2942

8822          KK    R292
8823          KM        ROUTE REMAINDER FROM CP292 TO CP293
8824          RS       3              -1
8825          RC    .075     .03     .03    2200   .0027
8826          RX    1000    1140    1440    1730    1810    1828    1829    1830
8827          RY    1015    1014    1012    1010    1010    1011    1011    1011

8828          KK    D275
8829          KM        RETURN DIVERT AT CP275
8830          DR   1D293

8831          KK    R275
8832          KM        ROUTE FLOW FROM CP275 TO CP293
8833          RS      24              -1
8834          RC    .075    .075    .075    4210   .0074
8835          RX    1000    1001    1002    1090    1420    2090    2299    2300
8836          RY    1019    1019    1019    1018    1018    1020    1021    1021

8837          KK    D276
8838          KM        RETURN DIVERT AT CP276
8839          DR   2D293

8840          KK    R276
8841          KM        ROUTE FLOW FROM CP276 TO CP293
8842          RS      24              -1
8843          RC    .075    .075    .075    4210   .0066
8844          RX    1000    1001    1002    1090    1420    2090    2299    2300
8845          RY    1019    1019    1019    1018    1018    1020    1021    1021

8846          KK   1I293
8847          KM        ADD HYDROGRAPHS AT CP293
8848          HC       2    4.77
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

8849          KK     293
8850          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 293
8851          BA     .77
8852          LG     .44      .07     4.58      .50     2.00
8853          UI     49.      49.     113.     191.     239.     276.     314.     366.     442.     591.
8854          UI    593.     480.     413.     362.     308.     263.     225.     164.     105.      85.
8855          UI     81.      55.      49.      36.      15.      15.      15.      15.      15.      15.
8856          UI     15.       0.       0.       0.       0.       0.       0.       0.       0.       0.
8857          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

8858          KK   2I293
8859          KM        ADD HYDROGRAPHS AT CP293
8860          HC       2    5.54

8861          KK    D277
8862          KM        RETURN DIVERT AT CP277
8863          DR   3D293

8864          KK    R277
8865          KM        ROUTE DIVERT FROM CP277 TO CP293
8866          RS       7              -1       0
8867          RC    .035     .035     .075    5400    .0031
8868          RX    1000     1001     1002    1040     1110     1150     1750     2130
8869          RY    1014     1011     1011    1010     1010     1012     1014     1016

8870          KK   3I293
8871          KM        ADD HYDROGRAPHS AT CP293
8872          HC       2   25.02

8873          KK   CP293
8874          KM        ADD HYDROGRAPHS AT CP293
8875          HC       2   25.98

8876          KK   SR293
8877          KM        STORAGE ROUTE BEHIND ROOSEVELT CANAL AT CP293
8878          RS       1    STOR       0       0
8879          SV       0    8.72   22.32    35.0
8880          SQ       0       0    1450    3600
8881          SE  1006.4  1007.4    1008  1008.5

8882          KK    R293
8883          KM        ROUTE FLOW FROM CP293 TO CP293A
8884          RS      11              -1       0
8885          RC    .075     .075     .075    2650    .0008
8886          RX    1000     1001     1002    1090     1300     1430     1769     1770
8887          RY    1010     1006     1006    1005     1005     1006     1008     1010
              *

8888          KK    293A
8889          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 293A
8890          BA     .07
8891          LG     .50      .00     4.82      .49      .00
8892          UI      6.       7.      21.      29.      34.      41.      51.      72.      62.      50.
8893          UI     42.      34.      28.      19.      11.      10.       7.       6.       3.       2.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

8894          UI      2.      2.      2.      2.      0.      0.      0.      0.      0.      0.
8895          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

8896          KK  CP293A
8897          KM        ADD HYDROGRAPHS AT CP293A
8898          HC       2   26.05

8899          KK  SR293A
8900          KM        STORAGE ROUTE BEHIND ROOSEVELT CANAL AT CP293A
8901          RS       1    STOR       0       0
8902          SV       0     3.5    8.24   18.67   34.37   48.42
8903          SQ       0       0       0       0     891    2563
8904          SE  1002.5    1004  1004.6  1005.3    1006  1006.5

8905          KK   D293A
8906          KM        DIVERT FROM CP293A TO CP306
8907          DT   2D306
8908          DI       0     409     891
8909          DQ       0      41      91

8910          KK   R293A
8911          KM        ROUTE REMAINDER FROM CP293A TO CP309
8912          RS      20              -1       0
8913          RC    .075    .075    .075    5930   .0057
8914          RX    1000    1001    1002    1270    2340    2598    2599    2600
8915          RY  1083.5    1083    1083    1082    1082    1083    1083  1083.5

8916          KK   D279D
8917          KM        RETURN DIVERT AT CP279D
8918          DR   1D294

8919          KK   R279D
8920          KM        ROUTE FLOW FROM CP279D TO CP294
8921          RS      28              -1
8922          RC     .03     .03     .03    3400   .0047
8923          RX    1000    1001    1060    1080    2250    2270    2290    2310
8924          RY    1019    1019    1018    1016    1016    1018    1020    1021

8925          KK   D279C
8926          KM        RETURN DIVERT AT CP279C
8927          DR   2D294

8928          KK   R279C
8929          KM        ROUTE FLOW FROM CP279C TO CP294
8930          RS      24              -1
8931          RC     .03     .03     .03    3400   .0038
8932          RX    1000    1001    1060    1080    2250    2270    2290    2310
8933          RY    1019    1019    1018    1016    1016    1018    1020    1021

8934          KK   1I294
8935          KM        ADD HYDROGRAPHS AT CP294
8936          HC       2   24.32
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

8937          KK     294
8938          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 294
8939          BA     .18
8940          LG     .35      .35     4.32      .37      .00
8941          UI     29.     116.     174.     272.     306.     206.     140.      67.      39.      20.
8942          UI      9.       9.       0.       0.       0.       0.       0.       0.       0.       0.
8943          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

8944          KK   CP294
8945          KM        ADD HYDROGRAPHS AT CP294
8946          HC       2    24.5

8947          KK   SR294
8948          KM        STORAGE ROUTE THROUGH CP294
8949          RS       1    STOR        0        0
8950          SV       0    6.32    19.56   300.91   635.31   899.95   942.11   979.46
8951          SQ       0       0        0        0        0        0      715     2198
8952          SE   970.4     972      980      990     1000     1007     1008   1008.8

8953          KK   R294
8954          KM        ROUTE FLOW FROM CP294 TO CP309
8955          RS       5               -1
8956          RC    .075     .075     .075     6240    .0058
8957          RX    1000     1001     1020     1230     1880     2300     2350     2440
8958          RY     993      993      992      990      990      992      994      995
              *

8959          KK     309
8960          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 309
8961          BA    1.07
8962          LG     .50      .00     4.66      .53      .00
8963          UI     43.      43.      43.      59.     142.     165.     200.     218.     238.     258.
8964          UI    281.     312.     339.     392.     481.     551.     528.     455.     407.     371.
8965          UI    344.     313.     282.     256.     232.     209.     187.     151.     123.      76.
8966          UI     76.      72.      71.      57.      43.      43.      43.      23.      13.      13.
8967          UI     13.      13.      13.      13.      13.      13.      13.      13.      13.       0.
8968          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.
8969          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

8970          KK   1I309
8971          KM        ADD HYDROGRAPHS AT CP309
8972          HC       2   25.57

8973          KK   CP309
8974          KM        ADD HYDROGRAPHS AT CP309
8975          HC       2   27.37

8976          KK    R309
8977          KM        ROUTE FLOW FROM CP309 TO CP328
8978          RS      17               -1
8979          RC    .075      .07     .075     5770    .0047
8980          RX    1000     1060     1200     1460     2160     2838     2839     2840
8981          RY    1063     1062     1060     1058     1058     1060     1060     1060
              *
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

8982          KK     328
8983          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 328
8984          BA     .76
8985          LG     .46     .09    4.82     .44     .00
8986          UI     37.     37.     37.    111.    144.    177.    198.    218.    242.    274.
8987          UI    305.    380.    468.    459.    385.    339.    306.    275.    241.    217.
8988          UI    189.    168.    130.     96.     66.     64.     62.     47.     37.     37.
8989          UI     26.     11.     11.     11.     11.     11.     11.     11.     11.     11.
8990          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
8991          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

8992          KK   CP328
8993          KM        ADD HYDROGRAPHS AT CP328
8994          HC       2   28.13

8995          KK    R328
8996          KM        ROUTE FLOW FROM CP328 TO CP344
8997          RS       7              -1
8998          RC     .06    .035    .075    6240   .0053
8999          RX    1000    1001    1265    1270    1290    1400    1700    2150
9000          RY     933     933     932     930     930     931     930     933
              *

9001          KK     344
9002          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 344
9003          BA     .61
9004          LG     .50     .00    4.82     .49     .00
9005          UI     22.     22.     22.     22.     60.     79.     91.    105.    114.    123.
9006          UI    133.    143.    158.    170.    188.    220.    262.    294.    262.    231.
9007          UI    209.    192.    179.    166.    150.    138.    128.    114.    106.     94.
9008          UI     77.     64.     42.     39.     38.     37.     37.     23.     22.     22.
9009          UI     22.     12.      7.      7.      7.      7.      7.      7.      7.      7.
9010          UI      7.      7.      7.      7.      7.      0.      0.      0.      0.      0.
9011          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

9012          KK   CP344
9013          KM        ADD HYDROGRAPHS AT CP344
9014          HC       2   28.74
              *
              * ***************************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 18 WITH NEW SOILS*****
              * ***************************************************************************
              *

9015          KK    D292
9016          KM        RETURN DIVERT AT CP292
9017          DR   1D306

9018          KK    R292
9019          KM        ROUTE FLOW FROM CP292 TO CP306
9020          RS       4              -1
9021          RC    .035    .035    .075    2500   .0032
9022          RX    1000    1001    1002    1015    1035    1770    2009    2010
9023          RY    1012    1009    1009    1008    1008    1010    1012    1012
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

9024          KK   D293A
9025          KM        RETURN DIVERT AT CP293A
9026          DR   2D306

9027          KK   R293A
9028          KM        ROUTE FLOW FROM CP293A TO CP306
9029          RS       4              -1       0
9030          RC     .03     .03     .075    1200   .0008
9031          RX    1000    1001     1002    1030    1090    1200    1530    1760
9032          RY    1007    1006     1006    1005    1005    1006    1008    1010

9033          KK   1I306
9034          KM        ADD HYDROGRAPHS AT CP306
9035          HC       2   26.05
              *

9036          KK     306
9037          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 306
9038          BA     .49
9039          LG     .50     .00    4.74     .51     .00
9040          UI     25.     25.     25.     80.    100.    119.    136.    149.    167.    189.
9041          UI    218.    275.    325.    280.    240.    213.    193.    169.    150.    132.
9042          UI    118.     94.     70.     44.     43.     41.     33.     25.     25.     17.
9043          UI      8.      8.      8.      8.      8.      8.      8.      8.      8.      0.
9044          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
9045          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

9046          KK   CP306
9047          KM        ADD HYDROGRAPHS AT CP306
9048          HC       2   26.54

9049          KK   SR306
9050          KM        STORAGE ROUTE BEHIND ROOSEVELT CANAL AT CP306
9051          RS       1    STOR       0       0
9052          SV       0    3.71   13.04
9053          SQ       0       0    3426
9054          SE  1004.5  1005.3    1006

9055          KK    R306
9056          KM        ROUTE FLOW FROM CP306 TO CP308
9057          RS       5              -1
9058          RC    .035    .035    .075    3740   .0072
9059          RX    1000    1001    1002    1020    1410    1760    2059    2060
9060          RY     997     997     997     996     996     998     999     999
              *

9061          KK     308
9062          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 308
9063          BA     .32
9064          LG     .50     .00    4.90     .47     .00
9065          UI     19.     19.     36.     69.     89.    102.    115.    132.    151.    194.
9066          UI    241.    217.    181.    159.    139.    120.    104.     90.     69.     47.
9067          UI     34.     32.     27.     19.     19.     10.      6.      6.      6.      6.
9068          UI      6.      6.      6.      0.      0.      0.      0.      0.      0.      0.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

9069          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

9070          KK   CP308
9071          KM        ADD HYDROGRAPHS AT CP308
9072          HC       2   26.86

9073          KK    R308
9074          KM        ROUTE FLOW FROM CP308 TO CP327
9075          RS       4              -1
9076          RC     .03     .03    .075    5280    .007
9077          RX    1000    1001    1015    1020    1040    1260    1820    2050
9078          RY     957     957     956     954     954     956     958     959
              *

9079          KK     327
9080          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 327
9081          BA     .53
9082          LG     .50     .00    4.90     .47     .00
9083          UI     25.     25.     25.     68.     93.    115.    129.    143.    157.    177.
9084          UI    195.    231.    287.    329.    282.    244.    218.    199.    177.    157.
9085          UI    140.    125.    108.     84.     61.     45.     43.     41.     32.     25.
9086          UI     25.     20.      8.      8.      8.      8.      8.      8.      8.      8.
9087          UI      8.      8.      0.      0.      0.      0.      0.      0.      0.      0.
9088          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

9089          KK   CP327
9090          KM        ADD HYDROGRAPHS AT CP327
9091          HC       2   27.39

9092          KK    R327
9093          KM        ROUTE FLOW FROM CP327 TO CP343
9094          RS       3              -1
9095          RC     .02     .02     .05    5280   .0061
9096          RX    1000    1001    1015    1020    1035    1045    1410    1820
9097          RY     931     931     930     928     928     930     932     933
              *

9098          KK     343
9099          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 343
9100          BA     .51
9101          LG     .50     .00    4.66     .53     .00
9102          UI     21.     21.     21.     33.     71.     83.     99.    109.    119.    128.
9103          UI    142.    157.    171.    204.    247.    278.    241.    211.    190.    174.
9104          UI    161.    144.    131.    118.    106.     98.     80.     61.     43.     37.
9105          UI     36.     35.     30.     21.     21.     21.     12.      6.      6.      6.
9106          UI      6.      6.      6.      6.      6.      6.      6.      6.      0.      0.
9107          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

9108          KK  1IC343
9109          KM        ADD HYDROGRAPHS AT CP343
9110          HC       2   27.90
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

9111          KK   CP343
9112          KM        ADD HYDROGRAPHS AT CP343 AND CP344
9113          HC       2   30.59

9114          KK    R343
9115          KM        ROUTE FLOW FROM CP343 AND CP344 TO CP356
9116          RS       3            -1
9117          RC     .07    .035     .07    2100    .0048
9118          RX    1000    1670    2250    2265    2400    2818    2819    2820
9119          RY    1010    1002    1003    1002    1002    1003    1003    1010
              *

9120          KK     356
9121          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 356
9122          BA     .35
9123          LG     .50     .00    4.90     .47     .00
9124          UI     26.     26.     81.    114.    138.    160.    191.    238.    324.    281.
9125          UI    229.    197.    164.    137.    113.     77.     45.     43.     33.     26.
9126          UI     17.      8.      8.      8.      8.      8.      8.      0.      0.      0.
9127          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

9128          KK   CP356
9129          KM        ADD HYDROGRAPHS AT CP356
9130          HC       2   30.94

9131          KK   SR356
9132          KM        STORAGE ROUTE BEHIND S.P.R.R. AT CP356
9133          RS       1    STOR       0       0
9134          SV       0     .22    18.8   41.67   62.23   82.48
9135          SQ       0      24      57      67     798    3073
9136          SE   894.5     896     898   898.9   899.5   900.0

9137          KK    R356
9138          KM        ROUTE FLOW FROM CP356 TO CP355
9139          RS       5            -1
9140          RC    .075    .075    .075    1300    .0004
9141          RX    1000    1001    1002    1040    2290    2348    2349    2350
9142          RY     900     895     895     894     894     895     895     900
              *

9143          KK     355
9144          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 355
9145          BA     .10
9146          LG     .50     .00    7.60    0.15     .00
9147          UI      5.      5.      5.     17.     21.     24.     28.     31.     34.     39.
9148          UI     45.     57.     67.     57.     49.     43.     39.     34.     31.     27.
9149          UI     24.     19.     14.      9.      9.      8.      6.      5.      5.      3.
9150          UI      2.      2.      2.      2.      2.      2.      2.      2.      2.      0.
9151          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
9152          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

9153          KK   1I355
9154          KM        ADD HYDROGRAPHS AT CP355
9155          HC       2   31.04
              *

9156          KK     307
9157          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 307
9158          BA     .21
9159          LG     .50     .00    4.82     .49     .00
9160          UI     17.     18.     58.     78.     94.    111.    135.    188.    199.    155.
9161          UI    131.    108.     89.     72.     46.     29.     27.     18.     17.      6.
9162          UI      5.      5.      5.      5.      5.      0.      0.      0.      0.      0.
9163          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

9164          KK    R307
9165          KM        ROUTE FLOW FROM CP307 TO CP326
9166          RS      10              -1       0
9167          RC    .035    .035    .075    5280   .0066
9168          RX    1000    1001    1002    1015    1040    1800    2089    2090
9169          RY     962     961     961     960     960     962     963     963
              *

9170          KK     326
9171          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 326
9172          BA     .54
9173          LG     .50     .00    4.66     .53     .00
9174          UI     25.     25.     25.     61.     90.    110.    126.    138.    151.    168.
9175          UI    189.    212.    269.    312.    301.    256.    227.    205.    188.    165.
9176          UI    149.    133.    119.    101.     76.     54.     44.     42.     41.     30.
9177          UI     25.     25.     19.      8.      8.      8.      8.      8.      8.      8.
9178          UI      8.      8.      8.      0.      0.      0.      0.      0.      0.      0.
9179          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

9180          KK   CP326
9181          KM        ADD HYDROGRAPHS AT CP326
9182          HC       2     .75

9183          KK    R326
9184          KM        ROUTE FLOW FROM CP326 TO CP342A
9185          RS       8              -1       0
9186          RC    .035    .035    .075    5280   .0068
9187          RX    1000    1001    1002    1015    1100    1950    2219    2220
9188          RY     934     933     933     932     932     934     935     935
              *

9189          KK    342A
9190          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 342A
9191          BA     .38
9192          LG     .50     .00    4.74     .51     .00
9193          UI     16.     16.     16.     25.     53.     62.     74.     81.     88.     95.
9194          UI    105.    117.    127.    151.    183.    207.    180.    157.    142.    130.
9195          UI    120.    107.     97.     88.     79.     73.     60.     45.     33.     28.
9196          UI     27.     26.     23.     16.     16.     16.     10.      5.      5.      5.
9197          UI      5.      5.      5.      5.      5.      5.      5.      5.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

9198          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

9199          KK  CP342A
9200          KM        ADD HYDROGRAPHS AT CP342A
9201          HC       2    1.13

9202          KK   R342A
9203          KM        ROUTE FLOW FROM CP342A TO CP354
9204          RS       5              -1       0
9205          RC     .05     .05    .075    2960   .0061
9206          RX    1000    1001    1002    1010    1420    1878    1879    1880
9207          RY     910     909     909     908     908     910     910     910
              *

9208          KK     354
9209          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 354
9210          BA     .31
9211          LG     .50     .00    4.82     .49     .00
9212          UI     23.     23.     76.    104.    127.    147.    175.    232.    291.    242.
9213          UI    200.    171.    142.    118.     94.     57.     40.     38.     24.     23.
9214          UI      9.      7.      7.      7.      7.      7.      0.      0.      0.      0.
9215          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

9216          KK   CP354
9217          KM        ADD HYDROGRAPHS AT CP354
9218          HC       2    1.44

9219          KK   SR354
9220          KM        STORAGE ROUTE BEHIND S.P.R.R. AT CP354
9221          RS       1    STOR       0       0
9222          SV       0     .24   17.91   40.51
9223          SQ       0      74     252    1465
9224          SE     887   891.9     895     896

9225          KK    R354
9226          KM        ROUTE FLOW FROM CP354 TO CP355
9227          RS      10              -1       0
9228          RC     .07     .07     .07    1700   .0009
9229          RX    1000    1001    1002    1040    2290    2348    2349    2350
9230          RY   895.5     895     895     894     894     895     895   895.5

9231          KK   2I355
9232          KM        ADD HYDROGRAPHS AT CP355
9233          HC       2   32.48
              *
              * ***************************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 19 WITH NEW SOILS*****
              * ***************************************************************************
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

9234          KK     310
9235          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 310
9236          BA     .19
9237          LG     .50      .00     4.38      .60      .00
9238          UI     14.      14.      40.      59.      71.      82.      97.     118.     162.     159.
9239          UI    128.     109.      92.      78.      65.      48.      30.      23.      22.      14.
9240          UI     14.       6.       4.       4.       4.       4.       4.       4.       0.       0.
9241          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

9242          KK    R310
9243          KM        ROUTE FLOW FROM CP310 TO CP329
9244          RS       4               -1
9245          RC     .06     .025     .075     5280     .007
9246          RX    1000     1001     1245     1250     1260     1350     1600     1820
9247          RY     945      945      944      942      942      945      944      945
              *

9248          KK     329
9249          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 329
9250          BA     .63
9251          LG     .43      .07     4.74      .47     3.00
9252          UI     36.      36.      62.     129.     163.     190.     213.     241.     277.     334.
9253          UI    435.     449.     368.     318.     284.     245.     216.     184.     158.     117.
9254          UI     76.      63.      60.      47.      36.      36.      15.      11.      11.      11.
9255          UI     11.      11.      11.      11.       0.       0.       0.       0.       0.       0.
9256          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

9257          KK   CP329
9258          KM        ADD HYDROGRAPHS AT CP329
9259          HC       2     .82

9260          KK    R329
9261          KM        ROUTE FLOW FROM CP329 TO CP345
9262          RS       3               -1
9263          RC     .02      .02      .04     5280    .0066
9264          RX    1000     1001     1002     1020     1035     1040     1130     1720
9265          RY     931      931      931      930      930      931      930      932
              *

9266          KK     345
9267          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 345
9268          BA     .43
9269          LG     .50      .00     4.82      .53      .00
9270          UI     20.      20.      20.      48.      71.      86.      99.     109.     119.     133.
9271          UI    149.     167.     209.     246.     242.     205.     181.     164.     150.     133.
9272          UI    119.     107.      95.      82.      63.      45.      35.      33.      32.      25.
9273          UI     20.      20.      17.       6.       6.       6.       6.       6.       6.       6.
9274          UI      6.       6.       6.       0.       0.       0.       0.       0.       0.       0.
9275          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

9276          KK   CP345
9277          KM        ADD HYDROGRAPHS AT CP345
9278          HC       2    1.25

9279          KK    R345
9280          KM        ROUTE FLOW FROM CP345 TO CP357
9281          RS       4              -1
9282          RC     .07     .07     .07    1300   .0031
9283          RX    1000    1001    1002    1020    2100    2238    2239    2240
9284          RY     910     901     901     900     900     901     901     910
              *

9285          KK     357
9286          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 357
9287          BA     .14
9288          LG     .50     .00    4.90     .47     .00
9289          UI     10.     10.     26.     40.     49.     57.     66.     78.    104.    122.
9290          UI     98.     82.     71.     60.     51.     42.     30.     18.     16.     14.
9291          UI     10.      9.      3.      3.      3.      3.      3.      3.      3.      0.
9292          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
9293          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

9294          KK   CP357
9295          KM        ADD HYDROGRAPHS AT CP357
9296          HC       2    1.39
              *

9297          KK     346
9298          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 346
9299          BA     .51
9300          LG     .45     .12    4.58     .47     .00
9301          UI     31.     31.     60.    111.    143.    165.    185.    213.    244.    319.
9302          UI    386.    342.    287.    252.    220.    190.    164.    142.    106.     71.
9303          UI     54.     50.     41.     31.     31.     12.      9.      9.      9.      9.
9304          UI      9.      9.      9.      0.      0.      0.      0.      0.      0.      0.
9305          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

9306          KK    R346
9307          KM        ROUTE FLOW FROM CP346 TO CP359
9308          RS       6              -1
9309          RC     .07     .07     .07    1300   .0031
9310          RX    1000    1001    1002    1300    2170    2198    2199    2200
9311          RY     902     902     902     900     900     901     901     901
              *

9312          KK     359
9313          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 359
9314          BA     .10
9315          LG     .50     .00    4.90     .47     .00
9316          UI      8.      8.     27.     37.     44.     52.     63.     86.     96.     75.
9317          UI     63.     52.     43.     35.     24.     14.     13.      9.      8.      4.
9318          UI      2.      2.      2.      2.      2.      0.      0.      0.      0.      0.
9319          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


9320          KK   1I359
9321          KM        ADD HYDROGRAPHS AT CP359
9322          HC       2     .61

9323          KK   2I359
9324          KM        ADD HYDROGRAPHS AT CP359 AND CP357
9325          HC       2     2.0

9326          KK   D346A
9327          KM        RETURN DIVERT AT CP346A
9328          DR  DI346C

9329          KK   R346A
9330          KM        ROUTE DIVERT AT CP346A TO CP346C
9331          RS       8              -1       0
9332          RC     .07     .07     .07    3120   .0026
9333          RX    1000    1001    1002    1050    1510    1560    1840    2090
9334          RY     915     915     915     914     914     915     913     916
              *

9335          KK    346C
9336          KM        RUNOFF FROM SUBBASIN 346C
9337          BA     .12
9338          LG     .50     .00    4.82     .49     .00
9339          UI     11.     17.     42.     55.     66.     82.    113.    129.     99.     81.
9340          UI     66.     53.     37.     21.     18.     12.     10.      3.      3.      3.
9341          UI      3.      3.      0.      0.      0.      0.      0.      0.      0.      0.
9342          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

9343          KK  CP346C
9344          KM        ADD HYDROGRAPHS AT CP346C
9345          HC       2   38.31

9346          KK  SR346C
9347          KM        STORAGE ROUTE BEHIND S.P.R.R. SPUR AT CP346C
9348          RS       1    STOR       0       0
9349          SV       0     .55   10.29   18.98   32.91   43.76
9350          SQ       0       0       0       0    1040    2866
9351          SE   905.4     906     908     909     910   910.5
              *

9352          KK    346B
9353          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 346B
9354          BA     .27
9355          LG     .50     .00    4.58     .55     .00
9356          UI     10.     10.     10.     10.     32.     38.     44.     49.     55.     59.
9357          UI     63.     69.     76.     83.     96.    116.    133.    125.    109.     98.
9358          UI     90.     83.     77.     69.     63.     58.     52.     48.     41.     33.
9359          UI     27.     18.     18.     17.     17.     14.     10.     10.     10.      7.
9360          UI      3.      3.      3.      3.      3.      3.      3.      3.      3.      3.
9361          UI      3.      3.      0.      0.      0.      0.      0.      0.      0.      0.
9362          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

9363          KK  CP346B
9364          KM        ADD HYDROGRAPHS AT CP346B
9365          HC       2   38.58

9366          KK  SR346B
9367          KM        STORAGE ROUTE BEHIND S.P.R.R. AT CP346B
9368          RS       1    STOR       0       0
9369          SV       0     .84    1.72    3.88    7.13   16.26
9370          SQ       0       0      27     349    1675    5428
9371          SE     907   907.7     908   908.5     909     910

9372          KK   D346B
9373          KM        DIVERT FLOW FROM CP346B TO CP360
9374          DT   DI360
9375          DI       0      27     349    1675    5428
9376          DQ       0       0      69     423    2390

9377          KK   R346B
9378          KM        ROUTE REMAINDER FROM CP346B TO CP359
9379          RS       5              -1       0
9380          RC    .035    .035     .07    2600   .0038
9381          RX    1000    1001    1002    1020    1310    2038    2039    2040
9382          RY     910     903     903   901.5   901.5     904     904     910

9383          KK   CP359
9384          KM        ADD HYDROGRAPHS AT CP359
9385          HC       2   40.58

9386          KK   SR359
9387          KM        STORAGE ROUTE BEHIND S.P.R.R. AT CP357 AND CP359
9388          RS       1    STOR       0       0
9389          SV       0     .17   40.13  133.48  154.54  192.63
9390          SQ       0      90     120     242     937    1741
9391          SE   894.5     898     900   901.7     902   902.5

9392          KK    R359
9393          KM        ROUTE FLOW FROM CP357 AND CP359 TO CP360
9394          RS      10              -1
9395          RC    .075    .075    .075    1790   .0022
9396          RX    1000    1001    1002    1220    2380    2758    2759    2760
9397          RY     900     897     897     896     896     897     897     900
              *

9398          KK     360
9399          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 360
9400          BA     .25
9401          LG     .46     .08    6.60     .20     .00
9402          UI     11.     11.     11.     27.     41.     50.     57.     63.     69.     76.
9403          UI     85.     95.    117.    142.    142.    120.    106.     96.     88.     78.
9404          UI     70.     63.     56.     49.     38.     28.     20.     20.     19.     16.
9405          UI     11.     11.     11.      4.      3.      3.      3.      3.      3.      3.
9406          UI      3.      3.      3.      3.      0.      0.      0.      0.      0.      0.
9407          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

9408          KK   1I360
9409          KM        ADD HYDROGRAPHS AT CP360
9410          HC       2   40.83

9411          KK   D346B
9412          KM        RETURN DIVERT AT CP346B
9413          DR   DI360

9414          KK   R346B
9415          KM        ROUTE FLOW FROM CP346B TO CP360
9416          RS      15              -1       0
9417          RC    .075    .075    .075    4990   .0028
9418          RX    1000    1001    1025    1035    1120    1250    1570    1650
9419          RY     903     903     902     900     900     902     904     905

9420          KK   CP360
9421          KM        ADD HYDROGRAPHS AT CP360
9422          HC       2   40.83

9423          KK   SR360
9424          KM        STORAGE ROUTE AT CP360
9425          RS       1    STOR       0       0
9426          SV       0    6.01   19.07   75.17
9427          SQ       0       0       0    1938
9428          SE   893.2     894   894.6     896

9429          KK   R360
9430          KM        ROUTE FLOW FROM CP360 TO CP358
9431          RS      19              -1
9432          RC    .075    .075    .075    4060   .0002
9433          RX    1000    1001    1002    1020    1420    1580    1979    1980
9434          RY     900     896     896     894     894     896     898     900
              *

9435          KK     358
9436          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 358
9437          BA     .19
9438          LG     .50     .00    5.76     .32     .00
9439          UI      8.      8.      8.      9.     25.     29.     34.     38.     41.     45.
9440          UI     48.     54.     58.     66.     81.     93.     96.     83.     73.     67.
9441          UI     61.     57.     51.     47.     42.     38.     35.     29.     22.     17.
9442          UI     13.     13.     12.     12.      8.      8.      8.      7.      2.      2.
9443          UI      2.      2.      2.      2.      2.      2.      2.      2.      2.      2.
9444          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
9445          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

9446          KK   CP358
9447          KM        ADD HYDROGRAPHS AT CP358
9448          HC       2   41.02
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

9449          KK   SR358
9450          KM        STORAGE ROUTE OVER PERRYVILLE ROAD AT CP358
9451          RS       1    STOR       0       0
9452          SV       0   26.03   53.59   93.06  152.89
9453          SQ       0       0       0     837    5651
9454          SE   892.5     894   894.7   895.5   896.5

9455          KK    R358
9456          KM        ROUTE FLOW FROM CP358 TO CP355
9457          RS       3              -1
9458          RC    .075    .075    .075     550   .0009
9459          RX    1000    1001    1002    1040    2290    2348    2349    2350
9460          RY     900     895     895     894     894     895     895     900

9461          KK   CP355
9462          KM        ADD HYDROGRAPHS AT CP355
9463          HC       2   48.68

9464          KK   SR355
9465          KM        STORAGE ROUTE OVER BUCKEYE CANAL AT CP355
9466          RS       1    STOR       0       0
9467          SV       0     3.8   61.42    88.6  116.74  146.56  179.56
9468          SQ       0       0       0       0    1011    3120    5732
9469          SE   890.2     892     894   894.5     895   895.5     899
              *
              * ************************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 20 WITH NEW SOILS*****
              * ************************************************************************
              *

9470          KK    R355
9471          KM        ROUTE FLOW FROM CP355 TO CP373
9472          RS      12              -1
9473          RC    .075    .075    .075    3120   .0022
9474          RX    1000    1001    1020    1240    2190    2500    2639    2640
9475          RY     900     887     886     885     885     886     887     900
              *

9476          KK     373
9477          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 373
9478          BA     .43
9479          LG     .50     .00    6.40     .25     .00
9480          UI     26.     26.     49.     93.    119.    137.    154.    178.    203.    260.
9481          UI    323.    291.    243.    213.    187.    161.    140.    121.     92.     63.
9482          UI     45.     42.     37.     26.     26.     13.      8.      8.      8.      8.
9483          UI      8.      8.      8.      0.      0.      0.      0.      0.      0.      0.
9484          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

9485          KK   1I373
9486          KM        ADD HYDROGRAPHS AT CP373
9487          HC       2   49.11
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

9488          KK    355A
9489          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 355A
9490          BA     .04
9491          LG     .50      .00     5.52      .36      .00
9492          UI      4.       6.      14.      19.      23.      28.      39.      43.      33.      27.
9493          UI     22.      17.      12.       6.       6.       4.       3.       1.       1.       1.
9494          UI      1.       1.       0.       0.       0.       0.       0.       0.       0.       0.
9495          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

9496          KK   SR355A
9497          KM        STORAGE ROUTE OVER BUCKEYE CANAL AT CP355A
9498          RS       1    STOR        0        0
9499          SV       0   16.98    25.08    37.53
9500          SQ       0       0        0      725
9501          SE   892.3     894    894.4      895

9502          KK   R355A
9503          KM        ROUTE FLOW FROM CP355A TO CP373
9504          RS       6               -1
9505          RC    .075     .075     .075     3590    .0025
9506          RX    1000     1001     1002     1100     1570     1588     1589     1590
9507          RY     889      889      889      888      888      889      889      889

9508          KK   CP373
9509          KM        ADD HYDROGRAPHS AT CP373
9510          HC       2   49.15

9511          KK    R373
9512          KM        ROUTE FLOW FROM CP373 TO CP374
9513          RS      14               -1
9514          RC    .075     .075     .075     3900    .0013
9515          RX    1000     1001     1060     1180     1660     1840     2099     2100
9516          RY     890      881      880      879      879      880      881      890
              *

9517          KK     374
9518          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 374
9519          BA     .76
9520          LG     .50      .00     8.00      .13      .00
9521          UI     25.      25.      25.      25.      42.      82.      94.     108.     119.     130.
9522          UI    139.     148.     159.     171.     187.     198.     224.     265.     300.     333.
9523          UI    294.     263.     239.     221.     207.     195.     178.     164.     153.     141.
9524          UI    128.     120.     109.      93.      72.      59.      44.      44.      42.      41.
9525          UI     41.      26.      25.      25.      25.      21.       8.       8.       8.       8.
9526          UI      8.       8.       8.       8.       8.       8.       8.       8.       8.       8.
9527          UI      8.       0.       0.       0.       0.       0.       0.       0.       0.       0.
9528          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

9529          KK   1I374
9530          KM        ADD HYDROGRAPHS AT CP374
9531          HC       2   49.91
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

9532          KK     375
9533          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 375
9534          BA     .41
9535          LG     .50      .00     7.60      .15      .00
9536          UI     14.      14.      14.      14.      33.      49.      56.      66.      71.      78.
9537          UI     83.      89.      97.     106.     113.     128.     154.     173.     188.     164.
9538          UI    147.     133.     123.     115.     107.      97.      89.      84.      75.      69.
9539          UI     63.      54.      41.      33.      25.      25.      24.      24.      21.      14.
9540          UI     14.      14.      14.       5.       4.       4.       4.       4.       4.       4.
9541          UI      4.       4.       4.       4.       4.       4.       4.       0.       0.       0.
9542          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

9543          KK    R375
9544          KM        ROUTE FLOW FROM CP375 TO CP374
9545          RS      39               -1
9546          RC    .075     .075     .075     5930    .0017
9547          RX    1000     1001     1002     1170     2040     2298     2299     2300
9548          RY     884      884      884      883      883      884      884      884

9549          KK   2I374
9550          KM        ADD HYDROGRAPHS AT CP374
9551          HC       2   50.32
              *

9552          KK     376
9553          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 376
9554          BA     .42
9555          LG     .50      .00     7.60      .15      .00
9556          UI     20.      20.      20.      55.      74.      92.     103.     114.     126.     141.
9557          UI    157.     186.     232.     261.     222.     192.     172.     157.     139.     124.
9558          UI    110.      98.      85.      64.      46.      35.      34.      33.      24.      20.
9559          UI     20.      14.       6.       6.       6.       6.       6.       6.       6.       6.
9560          UI      6.       6.       0.       0.       0.       0.       0.       0.       0.       0.
9561          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

9562          KK    R376
9563          KM        ROUTE FLOW FROM CP376 TO CP374
9564          RS      32               -1
9565          RC    .075     .075     .075     5460    .0016
9566          RX    1000     1001     1002     1170     2040     2298     2299     2300
9567          RY     884      884      884      883      883      884      884      884

9568          KK   CP374
9569          KM        ADD HYDROGRAPHS AT CP374
9570          HC       2   50.74

9571          KK    R374
9572          KM        ROUTE FLOW FROM CP374 TO CP372
9573          RS      25               -1
9574          RC    .075     .075     .075    10300    .0011
9575          RX    1000     1001     1002     1020     2060     2238     2239     2240
9576          RY    1075     1073     1073     1072     1072     1073     1073     1075
              *
              * ***************************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 21 WITH NEW SOILS*****
              * ***************************************************************************
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

9577          KK     305
9578          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 305
9579          BA     .92
9580          LG     .50      .00     3.95      .76      .00
9581          UI     43.      43.      43.     108.     156.     191.     217.     240.     262.     293.
9582          UI    327.     372.     470.     548.     505.     432.     383.     349.     316.     279.
9583          UI    252.     221.     202.     166.     123.      82.      76.      70.      70.      44.
9584          UI     43.      43.      24.      13.      13.      13.      13.      13.      13.      13.
9585          UI     13.      13.      13.       0.       0.       0.       0.       0.       0.       0.
9586          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

9587          KK   SR305
9588          KM        STORAGE ROUTE OVER ROOSEVELT CANAL AT CP305
9589          RS       1    STOR       0       0
9590          SV       0     .32    4.52   15.06   24.62
9591          SQ       0       0       0     845    4777
9592          SE  1001.5    1002    1003    1004  1004.5

9593          KK    R305
9594          KM        ROUTE FLOW FROM CP305 TO CP325
9595          RS       4              -1
9596          RC    .025    .025     .07    6880   .0067
9597          RX    1000    1001    1002    1030    1040    1070    1800    2100
9598          RY     975     975     975     974     974     976     978     979
              *

9599          KK     325
9600          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 325
9601          BA     .49
9602          LG     .50      .00     4.10      .70      .00
9603          UI     19.      19.      19.      19.      57.      68.      80.      89.      99.     106.
9604          UI    114.     125.     137.     148.     171.     208.     236.     230.     200.     178.
9605          UI    163.     151.     140.     126.     115.     107.      95.      88.      77.      62.
9606          UI     51.      33.      33.      31.      30.      27.      19.      19.      19.      16.
9607          UI      6.       6.       6.       6.       6.       6.       6.       6.       6.       6.
9608          UI      6.       6.       6.       0.       0.       0.       0.       0.       0.       0.
9609          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

9610          KK   CP325
9611          KM        ADD HYDROGRAPHS AT CP325
9612          HC       2    1.41

9613          KK    R325
9614          KM        ROUTE FLOW FROM CP325 TO CP342
9615          RS       5              -1
9616          RC    .035    .035    .075    5280   .0074
9617          RX    1000    1001    1002    1040    1090    1800    1999    2000
9618          RY     949     949     949     948     948     950     951     951
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

9619          KK     342
9620          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 342
9621          BA     .39
9622          LG     .50      .00     4.32      .62      .00
9623          UI     22.      22.      33.      76.      95.     112.     125.     141.     161.     187.
9624          UI    240.     283.     236.     202.     179.     158.     138.     120.     105.      86.
9625          UI     61.      39.      37.      36.      24.      22.      21.       7.       7.       7.
9626          UI      7.       7.       7.       7.       7.       0.       0.       0.       0.       0.
9627          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

9628          KK   CP342
9629          KM        ADD HYDROGRAPHS AT CP342
9630          HC       2     1.80

9631          KK    R342
9632          KM        ROUTE FLOW FROM CP342 TO CP353
9633          RS       2               -1
9634          RC     .03      .03     .075     2850    .0067
9635          RX    1000     1001     1002     1020     1040     1280     1640     2100
9636          RY     901      901      901      900      900      902      904      906
              *

9637          KK    325A
9638          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 325A
9639          BA     .61
9640          LG     .50      .00     4.00      .74      .00
9641          UI     27.      27.      27.      57.      94.     113.     130.     146.     158.     173.
9642          UI    194.     213.     251.     308.     354.     306.     267.     239.     219.     199.
9643          UI    177.     160.     143.     129.     111.      85.      63.      48.      46.      44.
9644          UI     38.      27.      27.      27.      11.       8.       8.       8.       8.       8.
9645          UI      8.       8.       8.       8.       8.       0.       0.       0.       0.       0.
9646          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

9647          KK   R325A
9648          KM        ROUTE FLOW FROM CP325A TO CP341
9649          RS      19               -1        0
9650          RC    .075     .075     .075     5300    .0072
9651          RX    1000     1001     1002     1060     2010     2310     2345     2350
9652          RY     954      953      952      952      954      954      955      955
              *

9653          KK     341
9654          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 341
9655          BA     .79
9656          LG     .50      .00     4.05      .72      .00
9657          UI     34.      34.      34.      63.     116.     138.     161.     179.     194.     212.
9658          UI    235.     259.     293.     369.     421.     418.     357.     317.     288.     266.
9659          UI    238.     214.     195.     172.     159.     133.      99.      72.      60.      57.
9660          UI     56.      46.      34.      34.      34.      15.      10.      10.      10.      10.
9661          UI     10.      10.      10.      10.      10.      10.       0.       0.       0.       0.
9662          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10


9663          KK   CP341
9664          KM        ADD HYDROGRAPHS AT CP341
9665          HC       2    1.40

9666          KK    R341
9667          KM        ROUTE FLOW FROM CP341 TO CP353
9668          RS      13              -1
9669          RC    .075    .075    .075    3910   .0064
9670          RX    1000    1001    1002    1150    2350    2398    2399    2400
9671          RY     913     913     913     912     912     913     913     913
              *

9672          KK     353
9673          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 353
9674          BA     .22
9675          LG     .50     .00    4.58     .55     .00
9676          UI     13.     13.     22.     46.     58.     67.     75.     86.     98.    120.
9677          UI    156.    155.    127.    111.     99.     85.     74.     64.     54.     39.
9678          UI     25.     22.     21.     15.     13.     12.      4.      4.      4.      4.
9679          UI      4.      4.      4.      4.      0.      0.      0.      0.      0.      0.
9680          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

9681          KK   1I353
9682          KM        ADD HYDROGRAPHS AT CP353
9683          HC       2    1.62

9684          KK   CP353
9685          KM        ADD HYDROGRAPHS AT CP353
9686          HC       2    3.42

9687          KK   SR353
9688          KM        STORAGE ROUTE THROUGH S.P.R.R. AT CP353
9689          RS       1    STOR       0       0
9690          SV       0     .19     .54    3.31    7.74
9691          SQ       0     138     153    1483    3332
9692          SE   894.4     898   898.4     890   890.5

9693          KK    R353
9694          KM        ROUTE FLOW FROM CP353 TO CP352
9695          RS       5              -1
9696          RC    .075     .05    .075    3120   .0019
9697          RX    1000    1001    1002    1030    1440    1520    1619    1620
9698          RY     895     895     895     892     892     894     895     895
              *

9699          KK     352
9700          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 352
9701          BA     .18
9702          LG     .50     .00    4.82     .49     .00
9703          UI     11.     11.     19.     38.     49.     56.     63.     72.     83.    102.
9704          UI    134.    124.    103.     90.     80.     68.     60.     51.     42.     29.
9705          UI     19.     18.     17.     11.     11.      8.      3.      3.      3.      3.
9706          UI      3.      3.      3.      3.      0.      0.      0.      0.      0.      0.
9707          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

9708          KK   CP352
9709          KM        ADD HYDROGRAPHS AT CP352
9710          HC       2    3.60

9711          KK   SR352
9712          KM        STORAGE ROUTE OVER BUCKEYE CANAL AT CP352
9713          RS       1    STOR       0       0
9714          SV       0     .08   14.16   18.99   64.86
9715          SQ       0       0       0      21    2267
9716          SE   889.9     890   891.7     892     894

9717          KK    R352
9718          KM        ROUTE FLOW FROM CP352 TO CP372
9719          RS      34              -1
9720          RC    .075    .075    .075   10300   .0022
9721          RX    1000    1001    1002    1020    2060    2238    2239    2240
9722          RY    1075    1073    1073    1072    1072    1073    1073    1075
              *
              * ***************************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 22 WITH NEW SOILS*****
              * ***************************************************************************
              *

9723          KK     372
9724          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 372
9725          BA    1.62
9726          LG     .50     .00    7.30     .17     .00
9727          UI     45.     45.     45.     45.     45.     91.    148.    167.    184.    209.
9728          UI    221.    241.    253.    266.    282.    302.    324.    343.    366.    406.
9729          UI    462.    530.    597.    576.    514.    468.    434.    406.    381.    363.
9730          UI    342.    316.    295.    277.    262.    239.    224.    212.    192.    172.
9731          UI    130.    126.     80.     80.     80.     75.     74.     74.     58.     45.
9732          UI     45.     45.     45.     45.     14.     14.     14.     14.     14.     14.
9733          UI     14.     14.     14.     14.     14.     14.     14.     14.     14.     14.
9734          UI     14.     14.      0.      0.      0.      0.      0.      0.      0.      0.
9735          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

9736          KK   1I372
9737          KM        ADD HYDROGRAPHS AT CP372
9738          HC       3   55.96
              *

9739          KK     385
9740          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 385
9741          BA     .39
9742          LG     .50     .00    9.50     .08     .00
9743          UI     16.     16.     16.     25.     53.     63.     75.     82.     90.     97.
9744          UI    107.    119.    129.    153.    184.    212.    186.    162.    146.    134.
9745          UI    124.    111.    100.     92.     81.     75.     63.     48.     36.     28.
9746          UI     27.     26.     25.     16.     16.     16.     12.      5.      5.      5.
9747          UI      5.      5.      5.      5.      5.      5.      5.      5.      0.      0.
9748          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

9749          KK    R385
9750          KM        ROUTE FLOW FROM CP385 TO CP384
9751          RS      20              -1
9752          RC    .075    .075    .075    2960   .0014
9753          RX    1000    1001    1002    1050    2100    2228    2229    2230
9754          RY    1078    1078    1078    1076    1076    1077    1077    1077
              *

9755          KK     384
9756          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 384
9757          BA     .29
9758          LG     .46    0.02    8.70     .09    2.00
9759          UI     15.     15.     19.     53.     65.     77.     86.     96.    109.    123.
9760          UI    150.    193.    188.    157.    137.    123.    108.     95.     83.     73.
9761          UI     59.     43.     27.     26.     25.     19.     15.     15.      7.      5.
9762          UI      5.      5.      5.      5.      5.      5.      5.      0.      0.      0.
9763          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

9764          KK   CP384
9765          KM        ADD HYDROGRAPHS AT CP384
9766          HC       2     .65

9767          KK    R384
9768          KM        ROUTE FLOW FROM CP384 TO CP372
9769          RS      36              -1
9770          RC    .075    .075    .075    5460   .0013
9771          RX    1000    1001    1010    1025    1980    2188    2189    2190
9772          RY    1075    1075    1074    1072    1072    1073    1073    1073

9773          KK   2I372
9774          KM        ADD HYDROGRAPHS AT CP372
9775          HC       2   56.61
              *
              * ************************************************************************
              * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 23 WITH NEW SOILS*****
              * ************************************************************************
              *

9776          KK      18
9777          KM   BASIN 18
9778          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
9779          KM    L=      1.3  Lca=       .6   S=  920.0  Kn= .050  LAG=  18.0
9780          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
9781          KM   RAINFALL DEPTH OF 4.03 WAS SPACIALLY REDUCED AS SHOWN BY THE PB RECORD
9782          KM   AN AREAL REDUCTION COEFFICIENT OF 1.000 WAS USED
9783          BA     .81
9784          LG     .20     .35    4.20     .48   10.00
9785          UI    211.    714.   1117.   1727.   1163.    730.    304.    173.     52.     46.
9786          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
9787          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

9788          KK     R18
9789          KM        ROUTE FLOW FROM CP18 TO CP19.
9790          RS       2              -1       0
9791          RC     .08     .05     .08    7800   .0615
9792          RX    1000    1030    1080    1097    1120    1140    1205    1218
9793          RY    1520    1518    1514    1510    1510    1512    1518    1520
              *

9794          KK      19
9795          KM    BASIN 19
9796          KM     THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
9797          KM     L=       2.1  Lca=       1.0   S=  353.9  Kn= .050  LAG=  31.6
9798          KM     PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
9799          BA     .79
9800          LG     .19     .35    4.45     .41    9.00
9801          UI     84.    194.    384.    495.    629.    930.    942.    709.    555.    428.
9802          UI    283.    147.    121.     84.     33.     26.     26.     26.      0.      0.
9803          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

9804          KK     CP19
9805          KM        ADD HYDROGRAPHS AT CP19.
9806          HC       2

9807          KK     R19
9808          KM        ROUTE COMBINED HYDROGRPAH AT CP19 TO CP21.
9809          RS       2              -1       0
9810          RC     .06     .04     .06    5772   .0246
9811          RX    1000    1010    1025    1040    1055    1069    1080    1100
9812          RY    1466    1464    1460    1458    1458    1460    1466    1467
              *

9813          KK      21
9814          KM    BASIN 21
9815          KM     THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
9816          KM     L=       1.8  Lca=        .9   S=  182.7  Kn= .050  LAG=  31.8
9817          KM     PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
9818          BA     .79
9819          LG     .19     .40    6.00     .20    7.00
9820          UI     84.    191.    379.    489.    621.    910.    950.    712.    560.    431.
9821          UI    293.    150.    124.     84.     38.     26.     26.     26.      0.      0.
9822          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

9823          KK   I1CP21
9824          KM        ADD HYDROGRAPHS AT CP21.
9825          HC       2
              *

9826          KK      20
9827          KM    BASIN 20
9828          KM     THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
9829          KM     L=       2.1  Lca=       1.0   S=  425.4  Kn= .050  LAG=  30.3
9830          KM     PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
9831          BA     1.07
9832          LG     .19     .35    4.90     .31    8.00
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

9833          UI    119.    295.    561.    722.    941.   1418.   1209.    930.    712.    533.
9834          UI    283.    200.    131.     82.     36.     36.     36.     36.      0.      0.
9835          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

9836          KK    SR20
9837          KM        STORAGE ROUTE THROUGH RETENTION BASIN AT CP20.
9838          RS       1    STOR       0       0
9839          SV       0    1.05    9.43   26.91   54.31   92.89  138.67  176.47  190.08  219.05
9840          SV  249.57
9841          SQ       0       0       0       0       0       0       0       0     265    1377
9842          SQ    2963
9843          SE    1443    1446    1450    1454    1458    1462    1466    1469    1470    1472
9844          SE    1474

9845          KK     R20
9846          KM        ROUTE REMAINDER OF FLOW AT CP20  TO CP21
9847          RS       4              -1       0
9848          RC     .06    .045     .06    6240   .0208
9849          RX    1000    1012    1025    1032    1050    1057    1070    1092
9850          RY    1424    1422    1420    1418    1418    1420    1422    1424

9851          KK    CP21
9852          KM        ADD HYDROGRAPHS AT CP21.
9853          HC       2

9854          KK    SR21
9855          KM         STORAGE ROUTE THROUGH RETENTION BASIN AT CP21
9856          RS       1    STOR       0       0
9857          SV       0     .68   20.68   57.58   95.91  102.34  117.65     130
9858          SQ       0       0       0       0       0     265    1377    2000
9859          SE    1319    1320    1330    1340    1347    1348    1350    1351

9860          KK     R21
9861          KM        ROUTE REMAINDER OF FLOW AT CP21 TO CP23
9862          RS       1              -1       0
9863          RC     .03     .03     .05    2340   .0196
9864          RX    1000    1030    1050    1070    1145    1212    1225    1250
9865          RY    1310    1306    1304    1302    1302    1304    1306    1310
              *

9866          KK      23
9867          KM    BASIN 23
9868          KM     THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
9869          KM     L=       .4  Lca=       .2   S=    90.9  Kn= .050  LAG=  11.7
9870          KM     PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
9871          BA     .16
9872          LG     .18     .35    3.95     .51   26.00
9873          UI    108.    318.    471.    234.     72.     22.      0.      0.      0.      0.
9874          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

9875          KK    CP23
9876          KM        ADD HYDROGRAPHS AT CP23
9877          HC       2

9878          KK    SR23
9879          KM        STORAGE ROUTE THROUGH RETENTION BASIN AT CP23.
9880          RS       1    STOR       0       0
9881          SV       0    6.04   20.38   53.82  120.38  216.24  325.98  455.42   606.1  645.49
9882          SV  685.61  767.98
9883          SQ       0       0       0       0       0       0       0       0       0       0
9884          SQ     928    8950
9885          SE    1272    1276    1280    1284    1288    1292    1296    1300    1304    1305
9886          SE    1306    1308

9887          KK     R23
9888          KM        ROUTE REMAINDER OF FLOW AT CP23 TO CP22A
9889          RS       4              -1       0
9890          RC     .05     .03     .05    4992    .005
9891          RX     930     975    1000    1010    1030    1040    1041    1042
9892          RY    1397  1396.5    1396    1394    1394    1396  1396.5    1397
              *

9893          KK      22
9894          KM   BASIN 22
9895          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
9896          KM    L=       1.6  Lca=        .8   S=  426.6  Kn= .050  LAG=  25.0
9897          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
9898          BA     .57
9899          LG     .19     .35    4.80     .33    8.00
9900          UI     77.    258.    418.    563.    888.    743.    544.    393.    214.    129.
9901          UI     78.     33.     24.     24.      0.      0.      0.      0.      0.      0.
9902          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

9903          KK     R22
9904          KM        ROUTE FLOW FROM CP22 TO CP22A
9905          RS       3              -1       0
9906          RC     .05     .03     .05    6230    .025
9907          RX    1000    1030    1060    1070    1100    1115    1125    1150
9908          RY    1294    1292    1290    1288    1288    1290    1292    1294
              *

9909          KK     22A
9910          KM   BASIN 22A
9911          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
9912          KM    L=       1.2  Lca=        .5   S=  135.6  Kn= .050  LAG=  22.6
9913          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
9914          BA     .50
9915          LG     .15     .39    5.80     .20    6.00
9916          UI     74.    289.    439.    648.    861.    601.    422.    248.    126.     78.
9917          UI     28.     23.     23.      0.      0.      0.      0.      0.      0.      0.
9918          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

9919          KK  I1C22A
9920          KM        ADD HYDROGRAPHS AT CP22A
9921          HC       2

9922          KK   CP22A
9923          KM         ADD HYDROGRAPHS AT CP22A
9924          HC       2

9925          KK    R22A
9926          KM         ROUTE COMBINED HYDROGRAPHS AT CP22A TO CP25
9927          RS       4                -1       0
9928          RC     .03      .03      .05     7022    .0079
9929          RX    1000     1030     1040     1047     1070     1097     1120     1200
9930          RY    1255     1254     1250     1248     1250     1252     1254     1255
              *

9931          KK      25
9932          KM   BASIN 25
9933          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
9934          KM    L=       1.3  Lca=        .7   S=   86.5  Kn= .050  LAG=  29.5
9935          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
9936          BA     .46
9937          LG     .15      .39     5.70      .21      .00
9938          UI     53.     136.     253.     326.     435.     638.     505.     390.     295.     208.
9939          UI    107.      81.      53.      23.      16.      16.      16.      0.       0.       0.
9940          UI      0.       0.       0.       0.       0.       0.       0.      0.       0.       0.

9941          KK  I1CP25
9942          KM         ADD HYDROGRAPHS AT CP25
9943          HC       2
              *

9944          KK      24
9945          KM   BASIN 24
9946          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
9947          KM    L=        .9  Lca=        .4   S=   78.7  Kn= .050  LAG=  22.2
9948          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
9949          BA     .14
9950          LG     .35      .35     4.80      .28      .00
9951          UI     21.      84.     127.     191.     241.     166.     115.      63.      34.      20.
9952          UI      7.       7.       7.       0.       0.       0.       0.       0.       0.       0.
9953          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

9954          KK    SR24
9955          KM         STORAGE ROUTE THROUGH RETENTION BASIN AT CP24
9956          RS       1     STOR        0        0
9957          SV       0      .46     2.96     16.6       86   221.55   282.99   306.59   357.02
9958          SQ       0        0        0        0        0        0        0       50     2598
9959          SE    1210     1214     1216     1220     1230     1240     1243     1244     1246
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

 9960         KK     R24
 9961         KM        ROUTE REMAINDER OF FLOW AT CP24 TO CP25
 9962         RS       1              -1       0
 9963         RC     .05      .03     .05    1326     .021
 9964         RX    1000     1040    1070    1100     1200     1220     1245     1265
 9965         RY    1234     1232    1230    1228     1228     1230     1232     1234

 9966         KK    CP25
 9967         KM        COMBINE HYDROGRAPHS AT CP25
 9968         HC       2

 9969         KK    SR25
 9970         KM        STORAGE ROUTE THROUGH RETENTION BASIN AT CP25
 9971         RS       1     STOR       0       0
 9972         SV       0     5.61   10.27   13.15   16.62   26.62
 9973         SQ       0        0       0       0     125    2273
 9974         SE    1204     1210    1212    1213    1214    1216
              *

 9975         KK      26
 9976         KM    BASIN 26
 9977         KM     THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
 9978         KM     L=       2.4  Lca=       1.2   S=  227.3  Kn= .050  LAG=  37.9
 9979         KM     PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
 9980         BA     1.16
 9981         LG      .17      .33    7.30     .11    3.00
 9982         UI     103.     163.    401.    532.    639.    787.   1092.   1251.    956.    788.
 9983         UI     637.     510.    359.    200.    171.    117.     99.     32.     32.     32.
 9984         UI      32.      32.      0.      0.      0.      0.      0.      0.      0.      0.
 9985         UI       0.       0.      0.      0.      0.      0.      0.      0.      0.      0.

 9986         KK     R26
 9987         KM        ROUTE FLOW FROM CP26 TO CP27
 9988         RS       4              -1       0
 9989         RC     .05      .03     .05    7020    .0157
 9990         RX    1000     1012    1025    1040     1090     1105     1112     1120
 9991         RY    1250     1248    1245    1242     1242     1244     1247     1250
              *

 9992         KK      27
 9993         KM    BASIN 27
 9994         KM     THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
 9995         KM     L=       1.9  Lca=        .9   S=  164.9  Kn= .050  LAG=  33.5
 9996         KM     PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
 9997         BA     1.00
 9998         LG      .15      .36    6.80     .13   21.00
 9999         UI     101.     187.    445.    661.    863.    948.    940.    830.    642.    495.
10000         UI     385.     294.    221.    175.    135.    107.     71.     69.     38.     24.
10001         UI      24.      24.     24.     24.      0.      0.      0.      0.      0.      0.
10002         UI       0.       0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

10003         KK  I1CP27
10004         KM        ADD HYDROGRAPHS AT CP27
10005         HC       2

10006         KK    SR27
10007         KM        STORAGE ROUTE THROUGH RETENTION BASIN AT CP27
10008         RS       1    STOR       0       0
10009         SV       0     .13    5.77    9.37   11.42   13.71   19.21
10010         SQ       0       0       0       0       0     550    4546
10011         SE    1203    1204    1210    1212    1213    1214    1216

10012         KK    CP27
10013         KM        ADD REMAINING FLOW OF CP25 & CP27 AT CP27
10014         HC       2

10015         KK     R27
10016         KM        ROUTE COMBINED REMAINDER FLOW AT CP27 TO CP39
10017         RS       3              -1       0
10018         RC     .03     .03     .05    5928   .0084
10019         RX    1000    1010    1020    1025    1055    1085    1175    1250
10020         RY    1210    1210    1210    1202    1202    1204    1206    1208
              *

10021         KK      34
10022         KM   BASIN 34
10023         KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10024         KM    L=      1.5  Lca=       .7   S=  675.7  Kn= .050  LAG=  21.6
10025         KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10026         BA     .36
10027         LG     .20     .35    3.95     .53   10.00
10028         UI     57.    230.    344.    531.    615.    415.    284.    139.     81.     43.
10029         UI     17.     17.      0.      0.      0.      0.      0.      0.      0.      0.
10030         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
              *

10031         KK      33
10032         KM   BASIN 33
10033         KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10034         KM    L=      1.6  Lca=       .8   S=  845.7  Kn= .050  LAG=  22.2
10035         KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10036         BA     .65
10037         LG     .20     .35    3.95     .53   10.00
10038         UI     99.    391.    590.    886.   1120.    769.    536.    291.    160.     94.
10039         UI     30.     30.     30.      0.      0.      0.      0.      0.      0.      0.
10040         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

10041         KK    CP33
10042         KM        ADD HYDROGRAPHS AT CP33
10043         HC       2
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

10044         KK     R33
10045         KM        ROUTE COMBINED HYDROGRAPHS AT CP33 TO CP35
10046         RS       2              -1       0
10047         RC     .08     .05     .08    4680    .0427
10048         RX    1000    1015    1022    1035    1050    1068    1092    1100
10049         RY    1800    1760    1720    1680    1680    1720    1760    1800
              *

10050         KK      35
10051         KM   BASIN 35
10052         KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10053         KM    L=       1.5  Lca=       .6   S=  614.3  Kn= .050  LAG=  20.5
10054         KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10055         BA     .39
10056         LG     .20     .35    3.95     .53   10.00
10057         UI     72.    273.    411.    675.    629.    427.    269.    119.     73.     27.
10058         UI     20.     20.      0.      0.      0.      0.      0.      0.      0.      0.
10059         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

10060         KK  I1CP35
10061         KM        ADD HYDROGRAPHS AT CP35
10062         HC       2
              *

10063         KK      32
10064         KM   BASIN 32
10065         KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10066         KM    L=       2.5  Lca=      1.2   S=  528.4  Kn= .050  LAG=  33.2
10067         KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10068         BA    1.29
10069         LG     .20     .35    4.35     .44   10.00
10070         UI    131.    247.    587.    872.   1128.   1236.   1219.   1063.    821.    631.
10071         UI    487.    375.    277.    222.    168.    134.     90.     90.     40.     32.
10072         UI     32.     32.     32.     32.      0.      0.      0.      0.      0.      0.
10073         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

10074         KK    CP35
10075         KM        ADD HYDROGRAPHS AT CP35
10076         HC       2

10077         KK     R35
10078         KM        ROUTE COMBINED HYDROGRAPHS AT CP35 TO CP36
10079         RS       2              -1       0
10080         RC     .06    .035     .06    5070    .0355
10081         RX    1000    1012    1023    1034    1045    1056    1067    1079
10082         RY    1429    1428    1426    1424    1424    1426    1428    1429
              *

10083         KK      36
10084         KM   BASIN 36
10085         KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10086         KM    L=       1.2  Lca=       .6   S=  178.0  Kn= .050  LAG=  23.4
10087         KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10088         BA     .24
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

10089         LG     .16     .35    4.30     .42    1.00
10090         UI     35.    128.    198.    280.    410.    297.    212.    139.     65.     43.
10091         UI     22.     11.     11.      0.      0.      0.      0.      0.      0.      0.
10092         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

10093         KK  I1CP36
10094         KM        ADD HYDROGRAPHS AT CP36
10095         HC       2
              *

10096         KK      37
10097         KM   BASIN 37
10098         KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10099         KM    L=       2.3  Lca=       1.0   S=  224.6  Kn= .050  LAG=  35.4
10100         KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10101         BA     .95
10102         LG     .19     .35    4.40     .42    9.00
10103         UI     90.    167.    374.    489.    599.    766.   1106.    941.    747.    597.
10104         UI    474.    343.    189.    151.    102.     80.     28.     28.     28.     28.
10105         UI     28.      0.      0.      0.      0.      0.      0.      0.      0.      0.
10106         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

10107         KK    CP36
10108         KM        ADD HYDROGRAPHS AT CP 36
10109         HC       2

10110         KK     R36
10111         KM        ROUTE COMBINED HYDROGRAPHS AT CP36 TO CP38
10112         RS       2              -1       0
10113         RC     .05     .03     .05    4836   .0198
10114         RX    1000    1008    1020    1032    1050    1112    1135    1183
10115         RY    1344    1342    1340    1338    1338    1340    1342    1344
              *

10116         KK      38
10117         KM   BASIN 38
10118         KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10119         KM    L=       1.3  Lca=        .6   S=  155.0  Kn= .050  LAG=  24.7
10120         KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10121         BA     .76
10122         LG     .17     .35    4.30     .43    4.00
10123         UI    104.    355.    570.    773.   1212.    982.    718.    511.    267.    167.
10124         UI    104.     35.     32.     32.      0.      0.      0.      0.      0.      0.
10125         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

10126         KK    CP38
10127         KM        ADD HYDROGRAPHS AT CP38
10128         HC       2

10129         KK    SR38
10130         KM        STORAGE ROUTE THROUGH RETENTION BASIN AT CP38
10131         RS       1    STOR       0       0
10132         SV       0    1.83   15.38   39.25   41.76   47.45   60.58
10133         SQ       0       0       0       0      44    2223    6550
10134         SE    1275    1280    1290  1297.5    1298    1300    1301
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

10135         KK     R38
10136         KM        ROUTE REMAINDER OF FLOW AT CP38 TO CP39
10137         RS       3                -1       0
10138         RC     .05     .03     .05    5438   .0167
10139         RX    1000    1005    1010    1025    1055    1085    1175    1250
10140         RY    1212    1211    1210    1202    1202    1204    1206    1208
              *

10141         KK      39
10142         KM    BASIN 39
10143         KM     THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10144         KM     L=       2.0  Lca=       1.0   S=   75.6  Kn= .050  LAG=  40.8
10145         KM     PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10146         BA     .77
10147         LG     .15     .35    4.20     .44     .00
10148         UI     63.     81.    231.    312.    371.    448.    561.    787.    684.    550.
10149         UI    461.    376.    308.    215.    124.    106.     79.     63.     30.     19.
10150         UI     19.     19.     19.     19.      0.      0.      0.      0.      0.      0.
10151         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

10152         KK   I1CP39
10153         KM        ADD HYDROGRAPHS AT CP39
10154         HC       2

10155         KK    CP39
10156         KM        ADD HYDROGRAPHS AT CP39
10157         HC       2

10158         KK     R39
10159         KM        ROUTE COMBINED HYDROGRAPH AT CP39 TO CP42
10160         RS       2                -1       0
10161         RC     .03     .03     .05    4836   .0141
10162         RX    1000    1005    1015    1025    1055    1070    1087    1130
10163         RY    1143    1142    1140    1132    1132    1136    1140    1142
              *

10164         KK      40
10165         KM    BASIN 40
10166         KM     THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10167         KM     L=       1.5  Lca=        .6   S=  264.5  Kn= .050  LAG=  24.0
10168         KM     PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10169         BA     .52
10170         LG     .18     .35    4.00     .50   11.00
10171         UI     73.    249.    484.    652.    688.    578.    401.    281.     0.      0.
10172         UI     93.     64.     50.     21.     18.     18.     18.      0.     0.      0.
10173         UI      0.      0.      0.      0.      0.      0.      0.      0.     0.      0.

10174         KK     R40
10175         KM        ROUTE FLOW FROM CP40 TO CP42
10176         RS       4                -1       0
10177         RC     .05     .03     .05    6396   .0086
10178         RX    1000    1010    1065    1095    1135    1155    1215    1220
10179         RY    1115    1114    1112    1110    1110    1112    1113    1113
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

10180         KK      42
10181         KM   BASIN 42
10182         KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10183         KM    L=       2.1  Lca=       1.0   S=   96.2  Kn= .050  LAG=  40.5
10184         KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10185         BA    1.18
10186         LG     .21      .35     4.70      .31      .00
10187         UI     98.     129.     359.     484.     576.     697.     880.    1224.    1040.     839.
10188         UI    700.     571.     465.     321.     180.     162.     114.      98.      38.      30.
10189         UI     30.      30.      30.      30.      0.       0.       0.       0.       0.       0.
10190         UI      0.       0.       0.       0.      0.       0.       0.       0.       0.       0.

10191         KK  I1CP42
10192         KM        ADD HYDROGRAPHS AT CP42
10193         HC       2

10194         KK    CP42
10195         KM        ADD HYDROGRAPHS AT CP42
10196         HC       2

10197         KK    SR42
10198         KM        STORAGE ROUTE THROUGH RETENTION BASIN AT CP42
10199         RS       1    STOR       0       0
10200         SV       0     .11   10.43   41.63    69.9   77.34    94.2  113.66   134.7  160.78
10201         SQ       0       0       0       0       0     163     844    2096    4630   13500
10202         SE  1071.5    1072    1080    1090    1095    1096    1098    1100    1102    1104

10203         KK     R42
10204         KM        ROUTE REMAINDER OF HYDROGRAPH AT CP42 TO CP43
10205         RS       1              -1       0
10206         RC     .03     .03     .05     858   .0151
10207         RX     900     950    1000    1030    1060    1075    1085    1090
10208         RY    1091    1088    1086    1084    1084    1086    1088    1091
              *

10209         KK    41A1
10210         KM   BASIN 41A1
10211         KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10212         KM    L=       .2  Lca=       .1   S=   90.5  Kn= .050  LAG=   7.3
10213         KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10214         BA     .02
10215         LG     .35      .39    5.80      .18      .00
10216         UI     34.      86.     29.       5.      0.       0.       0.       0.       0.       0.
10217         UI      0.       0.      0.       0.      0.       0.       0.       0.       0.       0.

10218         KK  SR41A1
10219         KM        STORAGE ROUTE THROUGH 30" CMP AT STA 6255+85 ON I-10.
10220         RS       1    STOR       0       0
10221         SV       0     .43     .53     .63     .74    1.24    1.65    3.40    6.20
10222         SQ       0      10      14      18      23      29      33     869    6050
10223         SE  1133.4 1134.91 1135.23 1135.58 1135.97 1137.62  1139.0  1140.3 1143.85
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

10224         KK  CP41A1
10225         KM        DIVERT FLOW FROM CP41A1 TO CP303
10226         DT   1D303
10227         DI       0      14      23      33     869    6050
10228         DQ       0      14      23      33      35      42

10229         KK   R41A1
10230         KM        ROUTE REMAINDER FROM CP41A1 TO CP41A2.
10231         RS       1              -1       0
10232         RC     .06     .03     .04     580   .0093
10233         RX     600     800     900     965    1000    1020    1030    1040
10234         RY    1147    1143    1142    1141    1141    1143    1145    1145
              *

10235         KK    41A2
10236         KM   BASIN 41A2
10237         KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10238         KM    L=        .2  Lca=        .1   S=   87.0  Kn= .050  LAG=   7.9
10239         KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10240         BA     .03
10241         LG     .35     .35    4.25     .39     .00
10242         UI     44.    122.     54.     10.      0.      0.      0.      0.      0.      0.
10243         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

10244         KK  CP41A2
10245         KM        ADD HYDROGRAPHS AT CP41A2.
10246         HC       2     .05

10247         KK  SR41A2
10248         KM        STORAGE ROUTE THROUGH 30" CMP AT STA 6261+65 ON I-10.
10249         RS       1    STOR       0       0
10250         SV       0     .10     .24     .31     .62    1.72
10251         SQ       0       8      19      24     624    2104
10252         SE  1132.7 1134.07 1134.98 1135.56 1137.34 1139.65

10253         KK   D41A2
10254         KM        DIVERT FLOW FROM CP41A2 TO CP303
10255         DT   2D303
10256         DI       0       8      19      24     624    2104
10257         DQ       0       8      19      24      30      36

10258         KK   R41A2
10259         KM        ROUTE REMAINDER FROM CP41A2 TO CP41A3.
10260         RS       1              -1       0
10261         RC     .06     .03     .04     595   .0093
10262         RX     600     800     900     965    1000    1020    1030    1040
10263         RY    1140    1136    1135    1134    1134    1136    1138    1140
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

10264         KK    41A3
10265         KM   BASIN 41A3
10266         KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10267         KM    L=        .3  Lca=        .1   S=   84.6  Kn= .050  LAG=   8.6
10268         KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10269         BA     .03
10270         LG     .35      .35    3.95     .44     .00
10271         UI     37.     112.     65.     14.      4.      0.      0.      0.      0.      0.
10272         UI      0.       0.      0.      0.      0.      0.      0.      0.      0.      0.

10273         KK  CP41A3
10274         KM        ADD HYDROGRAPHS AT CP41A3.
10275         HC       2     .08

10276         KK  SR41A3
10277         KM        STORAGE ROUTE THROUGH 30" CMP AT STA 6267+60 ON I-10
10278         RS       1    STOR       0       0
10279         SV       0     .86    1.05    1.25    1.48    2.51    2.84    4.15    5.46    8.08
10280         SQ       0      10      14      18      23      29      32     254     654     896
10281         SE  1128.6 1130.13 1130.45 1130.80 1131.19 1132.94  1133.5  1134.0  1134.5 1135.57

10282         KK   D41A3
10283         KM        DIVERT FLOW FROM CP41A3 TO CP303
10284         DT   3D303
10285         DI       0      10      14      18      23      29      32     254     659    1896
10286         DQ       0      10      14      18      23      29      32      33      34      35

10287         KK   R41A3
10288         KM        ROUTE REMAINDER FROM CP41A3 TO CP41A.
10289         RS       1              -1       0
10290         RC     .06     .03     .04     628   .0093
10291         RX     600     800     900     965    1000    1020    1030    1040
10292         RY    1135    1131    1130    1129    1129    1131    1133    1133
              *

10293         KK     41A
10294         KM   BASIN 41A
10295         KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10296         KM    L=        .3  Lca=        .2   S=   91.2  Kn= .050  LAG=  10.3
10297         KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10298         BA     .05
10299         LG     .35      .35    3.95     .44     .00
10300         UI     44.     138.    136.     50.     13.      5.      0.      0.      0.      0.
10301         UI      0.       0.      0.      0.      0.      0.      0.      0.      0.      0.

10302         KK   CP41A
10303         KM        ADD HYDROGRAPHS AT CP41A.
10304         HC       2     .13
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

10305         KK   SR41A
10306         KM        STORAGE ROUTE THROUGH 36" CMP AT STA 6273+88 ON I-10
10307         RS       1    STOR       0       0
10308         SV       0    1.22    2.65    3.07    3.20    4.78    6.37    7.96    9.57
10309         SQ       0      10      36      44      45     312     799    1429    2047
10310         SE  1124.4 1125.75 1127.38 1127.86  1128.0  1128.5  1129.0  1129.5 1129.92

10311         KK   D41A
10312         KM        DIVERT FLOW FROM CP41A TO CP303
10313         DT   4D303
10314         DI       0      10      36      44      45     312     799    1429    2047
10315         DQ       0      10      36      44      45      47      49      51      52

10316         KK   R41A
10317         KM        ROUTE REMAINDER FROM CP41A TO CP41-1.
10318         RS       1              -1       0
10319         RC     .06     .03     .04    1437   .0093
10320         RX     600     800     900     965    1000    1020    1030    1040
10321         RY    1122    1118    1117    1116    1116    1118    1120    1120
              *

10322         KK   41-1
10323         KM   BASIN 41-1
10324         KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10325         KM    L=        .6  Lca=        .3   S=   74.6  Kn= .050  LAG=  16.8
10326         KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10327         BA     .15
10328         LG     .35     .35    3.95     .44     .00
10329         UI     46.    150.    249.    324.    201.    108.     45.     20.      9.      9.
10330         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
10331         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

10332         KK  CP41-1
10333         KM        ADD HYDROGRAPHS AT CP41-1
10334         HC       2     .28

10335         KK  SR41-1
10336         KM        STORAGE ROUTE THROUGH 2-36" CMP AT STA 6288+25 ON I-10.
10337         RS       1    STOR       0       0
10338         SV       0     .73    3.47    3.94    4.53    5.12    5.71
10339         SQ       0      10      36      44     489    1300    2348
10340         SE  1112.7 1114.08 1115.71    1116  1116.5    1117  1117.5

10341         KK   D41-1
10342         KM        DIVERT FLOW FROM CP41-1 TO CP303
10343         DT   5D303
10344         DI       0      10      36      44     489    1300    2348
10345         DQ       0      10      36      44      47      50      52
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

10346         KK   R41-1
10347         KM        ROUTE REMAINDER FROM CP41-1 TO CP41-2.
10348         RS       1              -1       0
10349         RC     .06     .03     .04    1697   .0075
10350         RX     600     800     900     965    1000    1020    1030    1040
10351         RY    1104    1102    1101    1100    1100    1102    1104    1105
              *

10352         KK    41-2
10353         KM   BASIN 41-2
10354         KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10355         KM    L=        .7  Lca=        .3  S=   81.1  Kn= .050  LAG=  16.7
10356         KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10357         BA     .10
10358         LG     .35     .35    3.95     .44     .00
10359         UI     31.    101.    169.    216.    133.     70.     30.     13.      6.      0.
10360         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
10361         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

10362         KK  CP41-2
10363         KM        ADD HYDROGRAPHS AT CP41-2
10364         HC       2     .38

10365         KK  SR41-2
10366         KM        STORAGE ROUTE THROUGH 2-42" CMP AT STA 6305+22 ON I-10.
10367         RS       1    STOR       0       0
10368         SV       0     .84    1.23    1.78    2.46    3.31    4.34    5.61    7.63   11.57
10369         SV   13.47   15.30   19.63   19.01
10370         SQ       0      10      14      18      23      29      35      42      50      56
10371         SQ     201     419     469    1836
10372         SE  1099.2 1100.45  1100.7 1100.96 1101.23  1101.5 1101.83 1102.17 1102.83  1103.5
10373         SE  1103.8    1104  1104.5 1104.95

10374         KK   D41-2
10375         KM        DIVERT FLOW FROM CP41-2 TO CP303
10376         DT   6D303
10377         DI       0      10      14      18      23      29      35      42      50      56
10378         DI     201     419     469    1836
10379         DQ       0      10      14      18      23      29      35      42      50      56
10380         DQ      59      61      64      68

10381         KK   R41-2
10382         KM        ROUTE REMAINDER FROM CP41-2 TO CP41.
10383         RS       1              -1       0
10384         RC     .06     .03     .04     978   .0053
10385         RX     650     800     850     965    1000    1020    1030    1040
10386         RY    1100    1099    1098    1096    1096    1098    1100    1101
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

10387         KK      41
10388         KM   BASIN 41
10389         KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10390         KM    L=       1.6  Lca=        .8   S=   81.5  Kn= .050  LAG=  34.7
10391         KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10392         BA     .58
10393         LG     .21      .35     4.15      .44      .00
10394         UI     56.     108.     238.     309.     382.     496.     699.     562.     450.     357.
10395         UI    282.     192.     102.      90.      56.      38.      17.      17.      17.      17.
10396         UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.
10397         UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

10398         KK    CP41
10399         KM        ADD HYDROGRAPHS AT CP41
10400         HC       2     .68

10401         KK    SR41
10402         KM        STORAGE ROUTE THROUGH 2-36" CMP AT STA 6315+00 ON I-10.
10403         RS       1    STOR       0       0
10404         SV       0     .09     .37     .86    2.15    2.99    4.92    5.83    7.92   11.06
10405         SV   15.07
10406         SQ       0       8      11      15      24      30      36      42      43     400
10407         SQ    1219
10408         SE  1094.6 1095.91 1096.15 1096.42 1096.99 1097.30 1097.91 1099.12  1099.5  1100.0
10409         SE  1100.6

10410         KK     D41
10411         KM        DIVERT FLOW FROM CP41 TO CP303
10412         DT   7D303
10413         DI       0       8      11      15      24      30      36      42      43     400
10414         DI    1219
10415         DQ       0       8      11      15      24      30      36      42      43      46
10416         DQ      50

10417         KK     R41
10418         KM        ROUTE REMAINDER FROM CP41 TO CP43-1.
10419         RS       1              -1       0
10420         RC     .06     .03     .04     700   .0053
10421         RX     650     800     850     965    1000    1020    1030    1040
10422         RY    1098    1097    1096    1094    1094    1096    1098    1099
              *

10423         KK    43-1
10424         KM   BASIN 43-1
10425         KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10426         KM    L=        .4  Lca=        .2   S=   50.0  Kn= .050  LAG=  12.1
10427         KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10428         BA     .04
10429         LG     .35     .35    3.95      .44      .00
10430         UI     25.     74.    117.      63.      21.      7.       3.       0.       0.       0.
10431         UI      0.      0.      0.       0.       0.      0.       0.       0.       0.       0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

10432         KK  CP43-1
10433         KM        ADD HYDROGRAPHS AT CP43-1
10434         HC       2     1.0

10435         KK  SR43-1
10436         KM        STORAGE ROUTE THROUGH 5-48" CMP FROM STA 6319+32 TO STA 6324+32 ON I-10.
10437         RS       1    STOR       0       0
10438         SV       0     .37     .80    1.58    2.71    4.54    5.86    7.60   12.33   14.79
10439         SV   21.44
10440         SQ       0      32      60     102     120     220     260     301     357     501
10441         SQ    1057
10442         SE  1091.7 1092.82 1093.25 1093.72 1094.21 1094.77 1095.08 1095.43 1096.19  1096.5
10443         SE  1097.0

10444         KK   D43-1
10445         KM        DIVERT FLOW FROM CP43-1 TO CP303A
10446         DT  1D303A
10447         DI       0      32      60     102     120     220     260     301     357     501
10448         DI    1057
10449         DQ       0      32      60     102     120     220     260     301     357     378
10450         DQ     417

10451         KK   R43-1
10452         KM        ROUTE REMAINDER FROM CP43-1 TO CP43-2.
10453         RS       1              -1       0
10454         RC     .06     .03     .04     500    .005
10455         RX     600     725     800     965    1000    1020    1030    1040
10456         RY    1095    1094  1093.5    1093    1093    1094    1096    1097
              *

10457         KK    43-2
10458         KM   BASIN 43-2
10459         KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10460         KM    L=       .3  Lca=       .2   S=   60.0  Kn= .050  LAG=  10.2
10461         KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10462         BA     .01
10463         LG     .35     .35    3.95     .44     .00
10464         UI      9.     28.     27.     10.      2.      1.      0.      0.      0.      0.
10465         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

10466         KK  CP43-2
10467         KM        ADD HYDROGRAPHS AT CP43-2
10468         HC       2    1.01

10469         KK  SR43-2
10470         KM        STORAGE ROUTE THROUGH 36" CMP AT STA 6326+40 ON I-10.
10471         RS       1    STOR       0       0
10472         SV       0     .12     .38     .71    1.11    1.61    3.12    3.95    5.19    6.02
10473         SQ       0       8      12      15      20      24      36      38     128     222
10474         SE    1092 1093.28 1093.52 1093.78 1094.05 1094.35 1095.13  1095.5  1096.0  1096.3
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 LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

10475          KK   D43-2
10476          KM        DIVERT FLOW FROM CP43-2 TO CP303A
10477          DT  2D303A
10478          DI       0       8      12      15      20      24      36      38     128     222
10479          DQ       0       8      12      15      20      24      36      38      40      43

10480          KK   R43-2
10481          KM        ROUTE REMAINDER FROM CP43-2 TO CP43-3.
10482          RS       1              -1       0
10483          RC     .06     .03     .04    1000    .003
10484          RX     750     800     900     965    1000    1020    1030    1040
10485          RY  1096.5    1096    1094    1093    1093    1094    1096    1097
               *

10486          KK    43-3
10487          KM   BASIN 43-3
10488          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10489          KM    L=        .2  Lca=        .1   S=  75.0  Kn= .050  LAG=   8.2
10490          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10491          BA     .05
10492          LG     .35     .35    4.30     .40     .00
10493          UI     70.    200.     99.     20.      0.      0.      0.      0.      0.      0.
10494          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

10495          KK  CP43-3
10496          KM        ADD HYDROGRAPHS AT CP43-3.
10497          HC       2    1.06

10498          KK  SR43-3
10499          KM        STORAGE ROUTE THROUGH 3-36" CMPS FROM STA 6330+50 TO STA 6340+10 ON I-10
10500          RS       1    STOR       0       0
10501          SV       0    2.47    3.51    4.85    6.37    8.27   10.69   13.89   18.76   30.99
10502          SQ       0      27      36      48      63      78      93     165     364     951
10503          SE  1092.8 1094.12 1094.37 1094.65 1094.93 1095.24 1095.59    1096 1096.56 1097.79

10504          KK   D43-3
10505          KM        DIVERT FLOW FROM CP43-3 TO CP303A
10506          DT  3D303A
10507          DI       0      27      36      48      63      78      93     165     364     951
10508          DQ       0      27      36      48      63      78      93     102     114     135

10509          KK   R43-3
10510          KM        ROUTE REMAINDER FROM CP43-3 TO CP43-4.
10511          RS       1              -1       0
10512          RC     .06     .03     .04     800    .018
10513          RX     800     850     930     965    1000    1020    1030    1040
10514          RY  1096.5    1096    1094    1093    1093    1096    1097  1097.5
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

10515         KK    43-4
10516         KM   BASIN 43-4
10517         KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10518         KM    L=        .2  Lca=        .1   S=   63.6  Kn= .050  LAG=   8.0
10519         KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10520         BA     .03
10521         LG     .35      .35    4.25     .39     .00
10522         UI     43.     121.     55.     11.      0.      0.      0.      0.      0.      0.
10523         UI      0.       0.      0.      0.      0.      0.      0.      0.      0.      0.

10524         KK  CP43-4
10525         KM        ADD HYDROGRAPHS AT CP43-4
10526         HC       2    1.09

10527         KK  SR43-4
10528         KM        STORAGE ROUTE THROUGH 2-36" CMPS FROM STA 6343+25 TO STA 6345+65 ON I10
10529         RS       1    STOR       0       0
10530         SV       0     .89    1.27     1.8    2.43    3.24    3.31    4.75    7.05   12.83
10531         SQ       0      18      24      32      42      52      62     131     326     906
10532         SE  1092.8 1094.12 1094.37 1094.65 1094.93 1095.24 1095.59    1096 1096.56 1097.79

10533         KK   D43-4
10534         KM        DIVERT FLOW AT STA 6345+65
10535         DT  1DWT#4
10536         DI       0      18      24      32      42      52      62     131     326     906
10537         DQ       0      18      24      32      42      52      62      68      76      90

10538         KK   R43-4
10539         KM        ROUTE REMAINDER FROM CP43-4 TO CP43-5
10540         RS       1              -1       0
10541         RC     .06     .03     .04     500    .018
10542         RX     800     850     930     965    1000    1020    1030    1040
10543         RY  1096.5    1096    1094    1093    1093    1096    1097  1097.5
              *

10544         KK    43-5
10545         KM   BASIN 43-5
10546         KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10547         KM    L=        .2  Lca=        .1   S=   54.5  Kn= .050  LAG=   8.2
10548         KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10549         BA     .02
10550         LG     .35      .35    4.60     .31     .00
10551         UI     27.      78.     39.      8.      0.      0.      0.      0.      0.      0.
10552         UI      0.       0.      0.      0.      0.      0.      0.      0.      0.      0.

10553         KK  CP43-5
10554         KM        ADD HYDROGRAPHS AT CP43-5
10555         HC       2    1.11
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

10556         KK  SR43-5
10557         KM       STORAGE ROUTE THROUGH 36" CMP AT STA 6349+45 ON I-10
10558         RS       1    STOR       0       0
10559         SV       0     .09     .24     .44     .69     1.0    1.42    2.14    2.76    3.73
10560         SV    4.84    5.94
10561         SQ       0       9      13      17      22      27      34      40      42      44
10562         SQ     134     276
10563         SE  1089.8  1091.1 1091.35 1091.64 1091.94 1092.26 1092.62 1093.13  1093.5    1094
10564         SE  1094.5 1094.94

10565         KK   D43-5
10566         KM        DIVERT FLOW AT STA 6349+45.
10567         DT  2DWT#4
10568         DI       0       9      13      17      22      27      34      40      42      44
10569         DI     134     276
10570         DQ       0       9      13      17      22      27      34      40      42      44
10571         DQ      46      48

10572         KK   R43-5
10573         KM        ROUTE REMAINDER FROM CP43-5 TO CP43-6
10574         RS       1              -1       0
10575         RC     .06     .03     .04     455   .0068
10576         RX     800     850     930     965    1000    1020    1030    1040
10577         RY    1096    1094    1093    1092    1092    1094    1096  1097.5
              *

10578         KK    43-6
10579         KM   BASIN 43-6
10580         KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10581         KM    L=        .2  Lca=       .1   S=   63.2  Kn= .050  LAG=   7.3
10582         KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10583         BA     .02
10584         LG     .35     .35    4.45     .34     .00
10585         UI     34.     86.     29.      5.      0.      0.      0.      0.      0.      0.
10586         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

10587         KK  CP43-6
10588         KM        ADD HYDROGRAPHS AT CP43-6
10589         HC       2    1.13

10590         KK  SR43-6
10591         KM        STORAGE ROUTE THROUGH 36" CMP AT STA 6354+00 ON I-10
10592         RS       1    STOR       0       0
10593         SV       0    1.59    2.29    3.18    4.29    5.62    7.39    9.53   14.20   30.25
10594         SV   32.52      38   43.84   49.83   55.96   59.96
10595         SQ       0       9      13      17      22      27      33      39      47      55
10596         SQ      56     141     325     811    1440    2714
10597         SE  1089.3  1090.6 1090.84 1091.12 1091.42 1091.73 1092.09 1092.47 1093.23 1095.27
10598         SE  1095.5    1096  1096.5  1097.0  1097.5 1097.82
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

10599         KK   D43-6
10600         KM        DIVERT FLOW AT STA 6354+00.
10601         DT  3DWT#4
10602         DI       0       9      13      17      22      27      33      39      47      55
10603         DI      56     141     325     811    1440    2714
10604         DQ       0       9      13      17      22      27      33      39      47      55
10605         DQ      56      58      60      61      62      64

10606         KK   R43-6
10607         KM        ROUTE REMAINDER FROM CP43-6 TO CP43-7
10608         RS       1              -1       0
10609         RC     .06     .03     .04     300   .0162
10610         RX     750     800     930     965    1000    1020    1030    1040
10611         RY    1096    1094    1092    1090    1090    1092    1096  1097.5
              *

10612         KK    43-7
10613         KM   BASIN 43-7
10614         KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10615         KM    L=        .2  Lca=        .1   S=    75.0  Kn= .050  LAG=    6.1
10616         KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10617         BA     .02
10618         LG     .35     .35    4.60     .31     .00
10619         UI     49.     90.     14.      0.      0.      0.      0.      0.      0.      0.
10620         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

10621         KK  CP43-7
10622         KM        ADD HYDROGRAPHS AT CP43-7
10623         HC       2    1.15

10624         KK  SR43-7
10625         KM        STORAGE ROUTE THROUGH 36" CMP AT STA 6357+00 ON I-10
10626         RS       1    STOR       0       0
10627         SV       0     .27     .39     .55     .74     .98    1.30    1.78    2.23    5.12
10628         SQ       0      10      13      18      23      29      35      38     101     892
10629         SE  1087.6 1088.93 1089.20 1089.49 1089.80 1090.13 1090.51  1091.0 1091.39 1093.26

10630         KK   D43-7
10631         KM        DIVERT FLOW AT STA 6357+00.
10632         DT  4DWT#4
10633         DI       0      10      13      18      23      29      35      38     101     892
10634         DQ       0      10      13      18      23      29      35      38      40      42

10635         KK   R43-7
10636         KM        ROUTE REMAINDER FROM CP43-7 TO CP43-8
10637         RS       1              -1       0
10638         RC     .06     .03     .04     385    .018
10639         RX     700     800     850     965    1000    1020    1030    1040
10640         RY    1094    1093    1092    1090    1090    1092    1096  1097.5
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

10641         KK    43-8
10642         KM   BASIN 43-8
10643         KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10644         KM    L=        .1  Lca=        .1   S=   76.9  Kn= .050  LAG=   5.3
10645         KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10646         BA     .01
10647         LG     .35      .35    4.60      .31      .00
10648         UI    34.      39.      4.       0.       0.       0.       0.       0.       0.       0.
10649         UI     0.       0.      0.       0.       0.       0.       0.       0.       0.       0.

10650         KK  CP43-8
10651         KM        ADD HYDROGRAPHS AT CP43-8
10652         HC       2    1.16

10653         KK  SR43-8
10654         KM        STORAGE ROUTE THROUGH 36" CMP AT STA 6360+85 ON I-10
10655         RS       1    STOR       0       0
10656         SV       0     .22      .32      .46      .63      .89     1.74     3.41     4.93      6.3
10657         SV    6.87
10658         SQ       0       8       12       15       20       24       30       36       39      129
10659         SQ     186
10660         SE  1085.1 1086.38 1086.62 1086.88 1087.15 1087.48 1088.28 1089.33  1090.0  1090.5
10661         SE  1090.7

10662         KK   D43-8
10663         KM        DIVERT FLOW AT STA 6360+85.
10664         DT  5DWT#4
10665         DI       0       8       12       15       20       24       30       36       39      129
10666         DI     186
10667         DQ       0       8       12       15       20       24       30       36       39       41
10668         DQ      43

10669         KK   R43-8
10670         KM        ROUTE REMAINDER FROM CP43-8 TO CP43.
10671         RS       1              -1       0
10672         RC     .06      .03      .04      600     .008
10673         RX     800      850      930      965     1000     1020     1030     1040
10674         RY    1096     1092     1090     1088     1088     1090     1096   1097.5
              *

10675         KK      43
10676         KM   BASIN 43
10677         KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10678         KM    L=        .2  Lca=        .1   S=   94.1  Kn= .050  LAG=   6.2
10679         KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10680         BA     .01
10681         LG     .35      .35    4.35      .37      .00
10682         UI    24.      45.      8.       0.       0.       0.       0.       0.       0.       0.
10683         UI     0.       0.      0.       0.       0.       0.       0.       0.       0.       0.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

10684         KK  I1CP43
10685         KM        ADD HYDROGRAPHS AT CP43
10686         HC       2    1.17

10687         KK    CP43      .03
10688         KM        ADD HYDROGRAPHS AT CP43.
10689         HC       2   13.90

10690         KK    SR43
10691         KM        STORAGE ROUTE THROUGH 4-10X8 BC'S AT STA 6366+85 ON I-10.
10692         RS       1    STOR       0       0
10693         SV       0     .52    4.33   16.22   24.89   28.79   33.09   37.88   42.63   49.69
10694         SV   56.35
10695         SQ       0     920    1824    2976    3396    4770    4375    5215    6275    7575
10696         SQ   11000
10697         SE  1081.2 1085.18 1087.60 1090.19  1091.5  1092.0  1092.5    1093  1093.5    1094
10698         SE  1094.5

10699         KK    D43
10700         KM        DIVERT FLOW AT STA 6366+85 ON I-10 (TUTHILL DIKE).
10701         DT  DI45-1
10702         DI       0     920    1824    2976    3396    3713    4176    4734    6464
10703         DQ       0       0       0       0       0     177     500     918    2096

10704         KK    RD43
10705         KM        ROUTE REMAINDER FROM FROM CP43 TO CPWT4.
10706         RS       2              -1       0
10707         RC     .05     .03     .05    4000   .0083
10708         RX     800     900     965    1000    1050    1100    1200    1300
10709         RY    1076    1075    1075    1064    1064    1071    1071    1075

10710         KK   D43-4
10711         KM        RETURN DIVERT AT CP43-4
10712         DR  1DWT#4

10713         KK  RD43-4
10714         KM        ROUTE DIVERTED FLOW FROM CP43-4 TO CPWT4
10715         RS       2              -1       0
10716         RC    .045     .03    .045    4200   .0067
10717         RX     910     940     970     990    1000    1020    1060    1100
10718         RY    1064    1063    1062    1060    1060    1062    1063    1064

10719         KK   D43-5
10720         KM        RETURN DIVERT AT CP43-5
10721         DR  2DWT#4

10722         KK  RD43-5
10723         KM        ROUTE DIVERTED FLOW FROM CP43-5 TO CPWT4
10724         RS       2              -1       0
10725         RC    .045     .03    .045    4100   .0067
10726         RX     910     940     970     990    1000    1020    1060    1100
10727         RY    1064    1063    1062    1060    1060    1062    1063    1064
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 LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

10728          KK  I1CWT4
10729          KM        ADD HYDROGRAPHS AT CPWT4
10730          HC       2      .05

10731          KK   D43-6
10732          KM        RETURN DIVERT AT CP43-6
10733          DR  3DWT#4

10734          KK  RD43-6
10735          KM        ROUTE DIVERTED FLOW FROM CP43-6 TO CPWT4
10736          RS       2               -1       0
10737          RC    .045      .03     .045    4000    .0067
10738          RX     910      940      970     990     1000     1020     1060     1100
10739          RY    1064     1063     1062    1060     1060     1062     1063     1064

10740          KK  I2CWT4
10741          KM        ADD HYDROGRAPHS AT CPWT4
10742          HC       2      .07

10743          KK   D43-7
10744          KM        RETURN DIVERT AT CP43-7
10745          DR  4DWT#4

10746          KK  RD43-7
10747          KM        ROUTE DIVERTED FLOW FROM CP43-7 TO CPWT4
10748          RS       2               -1       0
10749          RC    .045      .03     .045    4000    .0067
10750          RX     910      940      970     990     1000     1020     1060     1100
10751          RY    1064     1063     1062    1060     1060     1062     1063     1064

10752          KK  I3CWT4
10753          KM        ADD HYDROGRAPHS AT CPWT4
10754          HC       2      .09

10755          KK   D43-8
10756          KM        RETURN DIVERT AT CP43-8
10757          DR  5DWT#4

10758          KK  RD43-8
10759          KM        ROUTE DIVERTED FLOW FROM CP43-8 TO CPWT4
10760          RS       2               -1       0
10761          RC    .045      .03     .045    4000    .0067
10762          RX     910      940      970     990     1000     1020     1060     1100
10763          RY    1064     1063     1062    1060     1060     1062     1063     1064

10764          KK  I4CWT4
10765          KM        ADD HYDROGRAPHS AT CPWT4
10766          HC       2      .10
               *
               * ***************************************************************************
               * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 24 WITH NEW SOILS*****
               * ***************************************************************************
               *
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 LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

10767          KK      44
10768          KM   BASIN 44
10769          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10770          KM    L=        .8  Lca=        .5   S=   59.2  Kn= .050  LAG=  22.2
10771          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10772          BA     .22
10773          LG     .35      .35    4.40     .36     .00
10774          UI     33.     132.    200.    300.    379.    260.    181.     99.     54.     32.
10775          UI     10.      10.     10.      0.      0.      0.      0.      0.      0.      0.
10776          UI      0.       0.      0.      0.      0.      0.      0.      0.      0.      0.

10777          KK  I5CWT4
10778          KM        ADD HYDROGRAPHS AT CPWT4
10779          HC       2      .32

10780          KK    CP44
10781          KM        ADD HYDROGRAPHS AT CPWT4.
10782          HC       2   14.12
               *

10783          KK    45-1
10784          KM   BASIN 45-1
10785          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10786          KM    L=        .6  Lca=        .2   S=   84.7  Kn= .050  LAG=  14.7
10787          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10788          BA     .08
10789          LG     .21      .35    4.45     .37     .00
10790          UI     33.     101.    188.    155.     87.     32.     13.      6.      0.      0.
10791          UI      0.       0.      0.      0.      0.      0.      0.      0.      0.      0.

10792          KK    D43
10793          KM        RETURN DIVERT AT CP43
10794          DR  DI45-1

10795          KK  CP45-1
10796          KM        ADD HYDROGRAPHS AT CP45-1
10797          HC       2   13.98

10798          KK  SR45-1
10799          KM        STORAGE ROUTE THROUGH 1-12X12 BC, 2-42" CMP AND 3-36" CMP FROM STA. 6368
10800          KM        +00 TO STA. 6375+20 ON I-10 (100' TO 800' EAST OF TUTHILL RD.).
10801          RS       1    STOR       0       0
10802          SV       0     .85    2.23    5.73   11.22   14.61   19.71
10803          SQ       0      51     156    1200    3130    4161    5509
10804          SE  1083.1 1084.78    1086  1087.4  1089.0  1089.5  1090.0

10805          KK   D45-1
10806          KM        DIVERT FLOW AT STA 6375+20
10807          DT  7DWT#4
10808          DI       0      51     156    1200    3130    4161    5509
10809          DQ       0      51     156     305     480     543     610
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

10810         KK   R45-1
10811         KM        ROUTE REMAINDER FROM CP45-1 TO CP45
10812         RS       1              -1       0
10813         RC     .04     .03     .04    1200   .0042
10814         RX     850     900     930     965    1000    1020    1030    1040
10815         RY    1086    1085    1084    1083    1083    1086    1090    1091
              *

10816         KK      45
10817         KM   BASIN 45
10818         KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10819         KM    L=       .1  Lca=       .8   S= 1110.0  Kn= .050  LAG=   7.3
10820         KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10821         BA     .38
10822         LG     .17     .35    4.70     .31     .00
10823         UI    647.   1636.    554.     86.      0.      0.      0.      0.      0.      0.
10824         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

10825         KK    CP45
10826         KM        ADD HYDROGRAPHS AT CP45
10827         HC       2   14.36

10828         KK    SR45
10829         KM        STORAGE ROUTE THROUGH 9-36" CMP'S FROM STA 6379+84 TO STA 6390+50 ON
10830         KM        I-10.
10831         RS       1    STOR       0       0
10832         SV       0    1.84    5.95   18.55   23.27   29.04    30.0
10833         SQ       0      41     132     317    1462    3517  3900.0
10834         SE  1081.1 1082.74  1084.0  1086.0  1086.5  1087.0  1088.5

10835         KK     D45
10836         KM        DIVERT FLOW AT STA 6390+50.
10837         DT  8DWT#4
10838         DI       0      41     132     317    1462    3517
10839         DQ       0      41     132     317     362     392

10840         KK     R45
10841         KM        ROUTE REMAINDER FROM CP45 TO CP46-1.
10842         RS       1              -1       0
10843         RC     .04     .03     .04    1500   .0031
10844         RX     850     900     930     965    1000    1020    1030    1040
10845         RY    1086    1082    1081    1080    1080    1082    1083    1086
              *

10846         KK    46-1
10847         KM   BASIN 46-1
10848         KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10849         KM    L=      1.2  Lca=       .5   S=   61.9  Kn= .050  LAG=  27.1
10850         KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10851         BA     .15
10852         LG     .19     .35    4.00     .47     .00
10853         UI     19.     51.    108.    152.    175.    169.    134.     97.     71.     51.
10854         UI     37.     27.     20.     13.     11.      5.      5.      5.      5.      0.
10855         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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 LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

10856          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

10857          KK  CP46-1
10858          KM        ADD HYDROGRAPHS AT CP46-1
10859          HC       2   14.51

10860          KK  SR46-1
10861          KM        STORAGE ROUTE THROUGH 5-36 CMP'S FROM STA 6395+75 TO STA 6400+60 ON
10862          KM        I-10.
10863          RS       1    STOR       0       0
10864          SV       0    1.07    4.71     9.0    11.7   14.88   18.65   23.01
10865          SQ       0      39     128     183     199     610    1351    5000
10866          SE  1078.3    1080  1081.5  1082.5  1083.0  1083.5  1084.0  1084.5

10867          KK   D46-1
10868          KM        DIVERT FLOW AT STA 6400+60.
10869          DT  9DWT#4
10870          DI       0      39     128     183     199     610    1351    2310
10871          DQ       0      39     128     183     199     210     225     244

10872          KK   R46-1
10873          KM        ROUTE REMAINDER FROM CP46-1 TO CP46.
10874          RS       1              -1       0
10875          RC     .04     .03     .04    2355   .0057
10876          RX     700     900     930     965    1000    1020    1030    1040
10877          RY    1076  1075.5    1075    1074    1074    1078    1080    1082
               *

10878          KK      46
10879          KM   BASIN 46
10880          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10881          KM    L=      2.4  Lca=      1.1   S=   59.3  Kn= .050  LAG=  47.9
10882          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10883          BA     .85
10884          LG     .19     .35    4.15     .44     .00
10885          UI     60.     60.    151.    258.    355.    439.    514.    556.    573.    554.
10886          UI    514.    430.    355.    299.    249.    208.    173.    142.    118.    101.
10887          UI     88.     63.     62.     41.     41.     41.     19.     15.     15.     15.
10888          UI     15.     15.     15.     15.     15.      0.      0.      0.      0.      0.
10889          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

10890          KK  I1CP46
10891          KM        ADD HYDROGRAPHS AT CP46
10892          HC       2   15.36
               *

10893          KK      28
10894          KM   BASIN 28
10895          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10896          KM    L=      1.7  Lca=       .9   S=   64.2  Kn= .050  LAG=  38.1
10897          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10898          BA     .86
10899          LG     .15     .35    4.10     .46     .00
10900          UI     76.    119.    295.    391.    469.    578.    795.    931.    712.    588.
10901          UI    474.    382.    273.    154.    127.     90.     76.     25.     23.     23.
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

10902         UI     23.     23.      0.      0.      0.      0.      0.      0.      0.      0.
10903         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

10904         KK     R28
10905         KM        ROUTE FLOW FROM CP28 TO CP30
10906         RS       2              -1
10907         RC     .03     .03     .05    2400    .027
10908         RX    1000    1001    1035    1050    1065    1075    1085    1095
10909         RY    1165    1165    1164    1162    1162    1164    1166    1168
              *

10910         KK      30
10911         KM   BASIN 30
10912         KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10913         KM    L=      1.1  Lca=       .5   S=   60.9  Kn= .050  LAG=  26.3
10914         KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10915         BA     .28
10916         LG     .15     .35    3.95     .49   32.00
10917         UI     36.    104.    215.    301.    340.    320.    243.    175.    125.     89.
10918         UI     64.     46.     33.     25.     15.      9.      9.      9.      9.      0.
10919         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
10920         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

10921         KK  I1CP30
10922         KM        ADD HYDROGRAPHS AT CP30
10923         HC       2
              *

10924         KK      29
10925         KM   BASIN 29
10926         KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10927         KM    L=       .9  Lca=       .4   S=   55.6  Kn= .050  LAG=  23.8
10928         KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10929         BA     .22
10930         LG     .15     .35    3.95     .49     .00
10931         UI     31.    113.    176.    245.    370.    276.    199.    135.     64.     42.
10932         UI     23.     10.     10.     10.      0.      0.      0.      0.      0.      0.
10933         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

10934         KK    SR29
10935         KM        STORAGE ROUTE THROUGH RETENTION BASIN AT CP29
10936         RS       1    STOR       0       0
10937         SV       0    0.99   12.73   23.45   36.25   50.68   54.76   59.33   83.20
10938         SQ       0       0       0       0       0       0       0      88    6226
10939         SE  1164.5    1166    1170    1172    1174    1176  1177.5    1178    1180

10940         KK     R29
10941         KM        ROUTE REMAINDER OF FLOW AT CP29 TO CP30
10942         RS       1              -1       0
10943         RC     .05     .03     .05    1200   .0021
10944         RX    1000    1042    1052    1060    1082    1090    1140    1170
10945         RY    1171    1170    1168    1166    1166    1168    1170    1172
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 LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

10946          KK    CP30
10947          KM        ADD HYDROGRAPHS AT CP30
10948          HC       2

10949          KK     R30
10950          KM        ROUTE COMBINED HYDROGRAPHS AT CP30 TO CP31
10951          RS       4              -1       0
10952          RC     .03     .03     .05    6770   .0069
10953          RX    1000    1025    1045    1070    1095    1110    1200    1550
10954          RY    1157    1156    1154    1152    1152    1154    1156    1158
               *

10955          KK      31
10956          KM   BASIN 31
10957          KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
10958          KM    L=       1.8  Lca=        .9   S=   56.7  Kn= .050  LAG=  39.8
10959          KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
10960          BA     .71
10961          LG     .19     .35    4.00     .47     .00
10962          UI     60.     83.    223.    299.    358.    434.    565.    751.    612.    500.
10963          UI    412.    335.    268.    171.    105.     97.     60.     52.     18.     18.
10964          UI     18.     18.     18.      0.      0.      0.      0.      0.      0.      0.
10965          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

10966          KK    CP31
10967          KM        ADD HYDROGRAPHS AT CP31
10968          HC       2

10969          KK     R31
10970          KM        ROUTE COMBINED HYDROGRAPH AT CP31 TO CP46
10971          RS       5              -1       0
10972          RC     .03     .03     .05    5800   .0082
10973          RX    1000    1012    1024    1035    1045    1053    1065    1098
10974          RY    1093    1092    1090    1088    1088    1090    1092    1094

10975          KK    CP46
10976          KM        ADD HYDROGRAPHS AT CP46.
10977          HC       2   17.43

10978          KK    SR46
10979          KM        STORAGE ROUTE THROUGH 5-10'X4' BC'S AT STA 6419+30 ON I-10.
10980          RS       1    STOR       0       0
10981          SV       0    1.08    3.13    4.28    5.18    7.54   12.96
10982          SQ       0     730    1460    1680    1834    2090    2420
10983          SE  1065.4 1068.42 1070.53  1071.4  1072.0  1073.0  1074.3

10984          KK     R46
10985          KM        ROUTE REMAINDER OF FLOW AT CP46 TO CPWT4
10986          RS       2              -1       0
10987          RC     .03     .03     .05    6800   .0067
10988          RX     910     930     940     950    1000    1020    1200    1400
10989          RY    1065    1064    1064    1060    1060    1064    1064    1065
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

10990         KK   D45-1
10991         KM        RETURN DIVERT AT  CP45-1
10992         DR  7DWT#4

10993         KK  RD45-1
10994         KM        ROUTE DIVERTED FLOW FROM CP45-1 TO CPWT4
10995         RS       2              -1       0
10996         RC    .045     .03    .045    4100   .0067
10997         RX     910     940     970     990    1000    1020    1060    1100
10998         RY    1064    1063    1062    1060    1060    1062    1063    1064

10999         KK     D45
11000         KM        RETURN DIVERT AT CP45
11001         DR  8DWT#4

11002         KK    RD45
11003         KM        ROUTE DIVERTED FLOW FROM  CP45  TO CPWT4.
11004         RS       2              -1       0
11005         RC    .045     .03    .045    4200   .0067
11006         RX     910     940     970     990    1000    1020    1060    1100
11007         RY    1064    1063    1062    1060    1060    1062    1063    1064

11008         KK  I7CWT4
11009         KM        ADD HYDROGRAPHS AT CPWT4
11010         HC       2   14.36

11011         KK   D46-1
11012         KM        RETURN DIVERT AT CP46-1
11013         DR  9DWT#4

11014         KK  RD46-1
11015         KM        ROUTE DIVERTED FLOW FROM CP46-1 TO CPWT4
11016         RS       3              -1       0
11017         RC    .045     .03    .045    4900   .0067
11018         RX     910     940     970     990    1000    1020    1060    1100
11019         RY    1064    1063    1062    1060    1060    1062    1063    1064

11020         KK  I8CWT4
11021         KM        ADD HYDROGRAPHS AT CPWT4
11022         HC       2   14.51
              *

11023         KK     WT4
11024         KM   BASIN WT4
11025         KM    THE FOLLOWING PARAMETERS WERE PROVIDED FOR THIS BASIN
11026         KM    L=        .9  Lca=        .5   S=   54.9  Kn= .050  LAG=  24.2
11027         KM    PHOENIX VALLEY S-GRAPH WAS USED FOR THIS BASIN
11028         BA     .77
11029         LG     .35     .35    4.20     .40     .00
11030         UI    107.    378.    598.    822.   1269.    977.    711.    497.    239.    156.
11031         UI     94.     33.     33.     33.      0.      0.      0.      0.      0.      0.
11032         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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LINE        ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

11033       KK  I9CWT4
11034       KM       ADD HYDROGRAPHS AT CPWT4
11035       HC       2   15.28

11036       KK  I10WT4
11037       KM       ADD HYDROGRAPHS AT CPWT4
11038       HC       2    18.2

11039       KK   CPWT4
            *
            * KO     1                                21
11040       KM       ADD ENTIRE FLOW TOGETHER THAT GETS TO WHITE TANKS STRUCTURE NO 4.
11041       HC       2   18.57

11042       KK    RS47
            *
            * KO     1                                21
11043       KM       STORAGE ROUTE TROUGH WHITE TANKS STRUCTURE NO. 4.
11044       RS       1    STOR       0       0
11045       SV       0    2.81      51     148     277     543    1269    1396    1690    2045
11046       SV    2246
11047       SQ       0       0       0       0       0       0       0     375    2600    6150
11048       SQ   14700
11049       SE     997    1000    1010    1020    1030    1040    1049    1050    1052    1054
11050       SE    1055
            *
            * ************************************************************************
            * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 25 WITH NEW SOILS*****
            * ************************************************************************
            *

11051       KK   D43-1
11052       KM       RETURN DIVERT AT CP43-1
11053       DR  1D303A

11054       KK   R43-1
11055       KM       ROUTE REMAINDER FROM CP43-1 TO CP303A
11056       RS      48              -1       0
11057       RC    .035    .035    .035    5300   .0091
11058       RX    1000    1090    1170    1250    1380    1400    1450    1630
11059       RY    1077  1075.8  1076.5    1076    1076  1076.5    1076    1077

11060       KK   D43-2
11061       KM       RETURN DIVERT AT CP43-2
11062       DR  2D303A

11063       KK   R43-2
11064       KM       ROUTE REMAINDER FROM CP43-2 TO CP303A
11065       RS       8              -1       0
11066       RC    .035    .035    .035    5300   .0091
11067       RX    1000    1090    1170    1250    1380    1400    1450    1630
11068       RY    1077  1075.8  1076.5    1076    1076  1076.5    1076    1077
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 LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

11069          KK   D43-3
11070          KM        RETURN DIVERT AT CP43-3
11071          DR  3D303A

11072          KK   R43-3
11073          KM        ROUTE REMAINDER FROM CP43-3 TO CP303A
11074          RS      13              -1       0
11075          RC    .035    .035    .035    4840   .0091
11076          RX    1000    1170    1240    1270    1440    1470    1490    1550
11077          RY    1069    1068  1068.5    1068    1068  1068.5  1067.8  1068.5
               *

11078          KK    303A
11079          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 303A
11080          BA     .42
11081          LG     .35     .35    4.15     .40     .10
11082          UI     56.    182.    299.    400.    629.    559.    409.    297.    178.     95.
11083          UI     63.     32.     17.     17.     17.     0.      0.      0.      0.      0.
11084          UI      0.      0.      0.      0.      0.     0.      0.      0.      0.      0.

11085          KK  1C303A
11086          KM        ADD HYDROGRAPHS AT CP303A
11087          HC       4    1.06

11088          KK  CP303A
11089          KM        ADD HYDROGRAPHS AT CP303A
11090          HC       2   1.48

11091          KK   R303A
11092          KM        ROUTE FLOW FROM CP303A TO CP304
11093          RS       3              -1
11094          RC    .025     .02    .025    5500   .0067
11095          RX    1000    1001    1015    1030    1055    1130    1490    2020
11096          RY    1041    1041    1040    1038    1038    1040    1042    1044
               *

11097          KK     304
11098          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 304
11099          BA    1.10
11100          LG     .35     .35    4.15     .40     .00
11101          UI    121.    293.    563.    724.    938.   1412.   1262.    968.    745.    562.
11102          UI    322.    205.    145.     98.     37.     37.     37.     37.      0.      0.
11103          UI      0.      0.      0.      0.      0.     0.      0.      0.      0.      0.

11104          KK   CP304
11105          KM        ADD HYDROGRAPHS AT CP304
11106          HC       2    2.58

11107          KK    R304
11108          KM        ROUTE FLOW FROM CP304 TO CP323
11109          RS       4              -1
11110          RC    .025    .025     .03    3280   .0018
11111          RX    1000    1001    1002    1090    1200    1270    1460    1750
11112          RY  1001.5  1001.5  1001.5    1001    1001    1002    1004    1006
               *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

11113         KK     323
11114         KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 323
11115         BA     .15
11116         LG     .38     .28    4.20     .44     .00
11117         UI     17.     46.     85.    109.    148.    212.    163.    125.     94.     64.
11118         UI     32.     25.     17.      5.      5.      5.      5.      0.      0.      0.
11119         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

11120         KK   CP323
11121         KM        ADD HYDROGRAPHS AT CP323
11122         HC       2    2.73

11123         KK   SR323
11124         KM        STORAGE ROUTE BEHIND THE ROOSEVELT CANAL AT CP323
11125         RS       1    STOR       0       0
11126         SV       0     .39   11.45   14.26   19.91
11127         SQ       0       0       0     128    2344
11128         SE   998.7    1000  1001.5  1001.8    1002

11129         KK    D323
11130         KM        DIVERT FROM CP323 TO CP321
11131         DT   DI321
11132         DI       0     128    1976
11133         DQ       0      64     138

11134         KK    R323
11135         KM        ROUTE REMAINDER FROM CP323 TO CP324
11136         RS       9              -1
11137         RC    .075    .075    .075    3900   .0085
11138         RX    1000    1001    1002    1100    2055    2060    2069    2070
11139         RY     991     991     991     990     990     992     993     993
              *

11140         KK     324
11141         KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 324
11142         BA     .36
11143         LG     .50     .00    4.15     .68     .00
11144         UI     19.     19.     23.     65.     80.     94.    106.    118.    134.    151.
11145         UI    183.    235.    236.    196.    171.    153.    136.    119.    105.     92.
11146         UI     77.     55.     34.     33.     31.     25.     19.     19.     11.      6.
11147         UI      6.      6.      6.      6.      6.      6.      6.      0.      0.      0.
11148         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

11149         KK   CP324
11150         KM        ADD HYDROGRAPHS AT CP324
11151         HC       2    3.09

11152         KK    R324
11153         KM        ROUTE FLOW FROM CP324 TO CP340
11154         RS       6              -1
11155         RC    .035    .035    .075    5280   .0078
11156         RX    1000    1001    1002    1030    1045    1770    2099    2100
11157         RY     933     933     933     932     932     934     935     935
              *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

11158         KK     340
11159         KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 340
11160         BA     .48
11161         LG     .50     .00    4.00     .74     .00
11162         UI     23.     23.     23.     62.     85.    105.    118.    130.    143.    161.
11163         UI    179.    212.    264.    298.    254.    220.    197.    180.    159.    142.
11164         UI    126.    112.     97.     74.     53.     41.     39.     38.     28.     23.
11165         UI     23.     16.      7.      7.      7.      7.      7.      7.      7.      7.
11166         UI      7.      7.      0.      0.      0.      0.      0.      0.      0.      0.
11167         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

11168         KK   CP340
11169         KM        ADD HYDROGRAPHS AT CP340
11170         HC       2    3.57

11171         KK    R340
11172         KM        ROUTE FLOW FROM CP340 TO CP351
11173         RS       5              -1
11174         RC    .075     .03    .075    4370   .0067
11175         RX    1000    1001    1105    1110    1120    1780    2179    2180
11176         RY     911     911     910     909     909     910     911     911
              *

11177         KK     351
11178         KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 351
11179         BA     .76
11180         LG     .50     .00    4.50     .57     .00
11181         UI     41.     41.     55.    142.    175.    207.    232.    259.    296.    334.
11182         UI    428.    520.    480.    404.    355.    319.    277.    245.    212.    186.
11183         UI    141.     98.     73.     69.     65.     41.     41.     34.     13.     13.
11184         UI     13.     13.     13.     13.     13.     13.     13.      0.      0.      0.
11185         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

11186         KK   CP351
11187         KM        ADD HYDROGRAPHS AT CP351
11188         HC       2    4.33

11189         KK   SR351
11190         KM        STORAGE ROUTE THROUGH S.P.R.R. AT CP351
11191         RS       1    STOR       0       0
11192         SV       0      .8     4.8   10.88   13.66   28.52   90.59
11193         SQ       0     495     715    1245    1453    7983   39402
11194         SE   888.5   892.5     894   895.5     896     898     900

11195         KK    R351
11196         KM        ROUTE FLOW FROM CP351 TO CP352A
11197         RS      10              -1
11198         RC    .075     .05    .075    4210    .001
11199         RX    1000    1001    1010    1030    1050    1300    1650    1800
11200         RY    1093    1093    1092    1090    1090    1092    1094    1095
              *
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 LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

11201          KK    352A
11202          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 352A
11203          BA     .13
11204          LG     .50      .00     4.90      .47      .00
11205          UI      6.       6.       6.      13.      21.      25.      28.      32.      35.      38.
11206          UI     43.      47.      56.      69.      76.      64.      56.      50.      46.      42.
11207          UI     37.      34.      30.      27.      22.      17.      11.      10.      10.      10.
11208          UI      7.       6.       6.       4.       2.       2.       2.       2.       2.       2.
11209          UI      2.       2.       2.       2.       0.       0.       0.       0.       0.       0.
11210          UI      0.       0.       0.       0.       0.       0.       0.       0.       0.       0.

11211          KK  CP352A
11212          KM        ADD HYDROGRAPHS AT CP352A
11213          HC       2    4.46

11214          KK  SR352A
11215          KM        STORAGE ROUTE BEHIND BUCKEYE CANAL AT CP352A
11216          RS       1    STOR       0       0
11217          SV       0     .48    8.48   24.76   49.68
11218          SQ       0       0       0       0    1664
11219          SE   884.7     888     890   891.1     892

11220          KK   D352A
11221          KM        DIVERT FROM CP352A TO CP350
11222          DT   DI350
11223          DI       0     311    1498
11224          DQ       0      35     166

11225          KK   R352A
11226          KM        ROUTE REMAINDER FROM CP352A TO CP372
11227          RS      17              -1
11228          RC    .075    .075    .075    5460   .0042
11229          RX    1000    1001    1002    1260    1950    1988    1989    1990
11230          RY     880     875     875     874     874     875     875     880

11231          KK   CP372
11232          KM        ADD HYDROGRAPHS AT CP372
11233          HC       2   61.07

11234          KK   1D372
11235          KM        DIVERT FROM CP372 TO CP371
11236          DT   DI371
11237          DI       0     923    2686
11238          DQ       0     785    2100

11239          KK   2D372
11240          KM        DIVERT FROM CP372 TO CP379
11241          DT   DI379
11242          DI       0     138     586
11243          DQ       0       0      92
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

11244         KK    R372
11245         KM        ROUTE REMAINDER FROM CP372 TO CP382
11246         RS       5              -1
11247         RC    .075    .075    .075     750   .0013
11248         RX    1000    1001    1240    1350    1680    1778    1779    1780
11249         RY    1070  1068.5    1068    1067    1067  1067.5  1067.5    1070
              *

11250         KK     382
11251         KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 382
11252         BA     .71
11253         LG     .50     .00    8.00     .13     .00
11254         UI     30.     30.     30.     49.    100.    118.    140.    154.    168.    182.
11255         UI    201.    223.    245.    293.    357.    387.    331.    291.    263.    242.
11256         UI    222.    197.    180.    162.    146.    130.    105.     85.     52.     52.
11257         UI     49.     49.     36.     30.     30.     30.     10.      9.      9.      9.
11258         UI      9.      9.      9.      9.      9.      9.      9.      9.      0.      0.
11259         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

11260         KK   CP382
11261         KM        ADD HYDROGRAPHS AT CP382
11262         HC       2   61.78

11263         KK    R382
11264         KM        ROUTE FLOW FROM CP382 TO CP379
11265         RS      59              -1
11266         RC    .075    .075    .075    7170   .0008
11267         RX    1000    1001    1002    1280    2080    2348    2349    2350
11268         RY     862     862     862   860.5   860.5     861     861     861

11269         KK   2D372
11270         KM        RETURN DIVERT AT CP372
11271         DR   DI379

11272         KK    R372
11273         KM        ROUTE FLOW FROM CP372 TO CP379
11274         RS      25              -1
11275         RC    .075    .075    .075    7490   .0009
11276         RX    1000    1001    1002    1280    2080    2348    2349    2350
11277         RY     865     862     862   860.5   860.5     861     861     865

11278         KK   1I379
11279         KM        ADD HYDROGRAPHS AT CP379
11280         HC       2   61.78
              *

11281         KK    381A
11282         KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 381A
11283         BA     .10
11284         LG     .50     .00    8.40     .11     .00
11285         UI      8.      9.     28.     37.     45.     53.     64.     89.     95.     74.
11286         UI     63.     52.     43.     34.     22.     14.     13.      8.      8.      3.
11287         UI      2.      2.      2.      2.      2.      0.      0.      0.      0.      0.
11288         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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 LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

11289          KK  SR381A
11290          KM        STORAGE ROUTE THROUGH BERM AT CP381A
11291          RS       1    STOR       0       0
11292          SV       0   13.51   74.44   84.11  134.52
11293          SQ       0       0       0      11    1196
11294          SE   864.7     866   867.8     868     869
               *
               * ************************************************************************
               * ***THE FOLLOWING SECTION TAKEN FROM NEW SUPER BASIN 26 WITH NEW SOILS*****
               * ************************************************************************
               *

11295          KK   R381A
11296          KM        ROUTE FLOW FROM CP381A TO CP379
11297          RS      19              -1
11298          RC    .075    .075    .075    5620   .0011
11299          RX    1000    1001    1002    1280    2080    2348    2349    2350
11300          RY     862     862     862   860.5   860.5     861     861     861

11301          KK   2I379
11302          KM        ADD HYDROGRAPHS AT CP379
11303          HC       2   61.88
               *

11304          KK     379
11305          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 379
11306          BA     .46
11307          LG     .50     .00    5.10     .43     .00
11308          UI     14.     14.     14.     14.     14.     41.     48.     53.     63.     67.
11309          UI     73.     77.     81.     87.     93.    101.    107.    116.    133.    158.
11310          UI    170.    182.    161.    145.    133.    124.    116.    110.    103.     95.
11311          UI     88.     82.     76.     70.     66.     60.     53.     40.     37.     25.
11312          UI     25.     24.     23.     23.     21.     14.     14.     14.     14.     14.
11313          UI      4.      4.      4.      4.      4.      4.      4.      4.      4.      4.
11314          UI      4.      4.      4.      4.      4.      4.      0.      0.      0.      0.
11315          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

11316          KK   3I379
11317          KM        ADD HYDROGRAPHS AT CP379
11318          HC       2   62.24

11319          KK   D41A1
11320          KM        RETURN DIVERT AT CP41A1
11321          DR   1D303

11322          KK   R41A1
11323          KM        ROUTE FLOW FROM CP41A1 TO CP303
11324          RS      18              -1       0
11325          RC    .035    .035    .035    7180    .014
11326          RX    1000    1210    1450    1530    1620    1690    1849    1850
11327          RY    1106  1105.5    1106    1104    1104    1106    1107    1107
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

11328         KK   D41A2
11329         KM        RETURN DIVERT AT CP41A2
11330         DR   2D303

11331         KK   R41A2
11332         KM        ROUTE FLOW FROM CP41A2 TO CP303
11333         RS      19              -1       0
11334         RC    .035    .035    .035    7330    .014
11335         RX    1000    1210    1450    1530    1620    1690    1849    1850
11336         RY    1106  1105.5    1106    1104    1104    1106    1107    1107

11337         KK   1I303
11338         KM        ADD HYDROGRAPHS AT CP303
11339         HC       2     .05

11340         KK   D41A3
11341         KM        RETURN DIVERT AT CP41A3
11342         DR   3D303

11343         KK   R41A3
11344         KM        ROUTE FLOW FROM CP41A3 TO CP303
11345         RS      25              -1       0
11346         RC    .035    .035    .035    9360    .010
11347         RX    1000    1210    1450    1530    1620    1690    1849    1850
11348         RY    1106  1105.5    1106    1104    1104    1106    1107    1107

11349         KK   2I303
11350         KM        ADD HYDROGRAPHS AT CP303
11351         HC       2     .08

11352         KK    D41A
11353         KM        RETURN DIVERT AT CP41A
11354         DR   4D303

11355         KK    R41A
11356         KM        ROUTE FLOW FROM CP41A TO CP303
11357         RS      26              -1       0
11358         RC    .035    .035    .035    9360   .0095
11359         RX    1000    1210    1450    1530    1620    1690    1849    1850
11360         RY    1106  1105.5    1106    1104    1104    1106    1107    1107

11361         KK   3I303
11362         KM        ADD HYDROGRAPHS AT CP303
11363         HC       2     .13

11364         KK   D41-1
11365         KM        RETURN DIVERT AT CP41-1
11366         DR   5D303
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

11367         KK   R41-1
11368         KM        ROUTE FLOW FROM CP41-1 TO CP303
11369         RS     28              -1       0
11370         RC   .035    .035    .035    9200   .0079
11371         RX   1000    1300    1510    1660    1850    1890    1940    2100
11372         RY  1080.5    1079  1080.5    1080    1080    1081  1080.5    1081

11373         KK   4I303
11374         KM        ADD HYDROGRAPHS AT CP303
11375         HC      2     .28

11376         KK   D41-2
11377         KM        RETURN DIVERT AT CP41-2
11378         DR   6D303

11379         KK   R41-2
11380         KM        ROUTE FLOW FROM CP41-2 TO CP303
11381         RS     33              -1       0
11382         RC   .035    .035    .035    9360   .0065
11383         RX   1000    1300    1510    1660    1850    1890    1940    2100
11384         RY  1080.5    1079  1080.5    1080    1080    1081  1080.5    1081

11385         KK   5I303
11386         KM        ADD HYDROGRAPHS AT CP303
11387         HC      2     .38

11388         KK    D41
11389         KM        RETURN DIVERT AT CP41
11390         DR   7D303

11391         KK    R41
11392         KM        ROUTE FLOW FROM CP41 TO CP303
11393         RS     30              -1       0
11394         RC   .035    .035    .035    9830   .0056
11395         RX   1000    1300    1510    1660    1850    1890    1940    2100
11396         RY  1080.5    1079  1080.5    1080    1080    1081  1080.5    1081

11397         KK   6I303
11398         KM        ADD HYDROGRAPHS AT CP303
11399         HC      2     .96
              *

11400         KK    303
11401         KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 303
11402         BA    .91
11403         IN     15
11404         LG    .35     .35    4.40     .37     .00
11405         UI    59.     59.    145.    237.    294.    337.    388.    452.    566.    748.
11406         UI   670.    551.    480.    411.    354.    297.    247.    166.    105.     99.
11407         UI    84.     59.     59.     19.     18.     18.     18.     18.     18.     18.
11408         UI     0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
11409         UI     0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
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 LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

 11410         KK   CP303
 11411         KM        ADD HYDROGRAPHS AT CP303
 11412         HC       2    2.17

 11413         KK    R303
 11414         KM        ROUTE FLOW FROM CP303 TO CP321
 11415         RS       1              -1
 11416         RC    .025    .025    .025     468   .0088
 11417         RX    1000    1001    1002    1100    2570    2648    2649    2650
 11418         RY    1019    1019    1019    1018    1018    1019    1019    1019
               *

 11419         KK     321
 11420         KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 321
 11421         BA     .66
 11422         LG     .35     .35    3.95     .44     .00
 11423         UI    129.    476.    720.   1193.   1047.    707.    432.    188.    116.     34.
 11424         UI     34.     34.      0.      0.      0.      0.      0.      0.      0.      0.
 11425         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

 11426         KK   1I321
 11427         KM        ADD HYDROGRAPHS AT CP321
 11428         HC       2    2.83

 11429         KK    D323
 11430         KM        RETURN DIVERT AT CP323
 11431         DR   DI321

 11432         KK    R323
 11433         KM        ROUTE FLOW FROM CP323 TO CP321
 11434         RS       9              -1
 11435         RC    .025    .025    .025    2500   .0008
 11436         RX    1000    1001    1002    1020    1260    1410    1660    1730
 11437         RY    1001    1001    1001    1000    1000    1002    1004    1006

 11438         KK   CP321
 11439         KM        ADD HYDROGRAPHS AT CP321
 11440         HC       2    4.60

 11441         KK   SR321
 11442         KM        STORAGE ROUTE CP321 BEHIND ROOSEVELT CANAL
 11443         RS       1    STOR       0       0
 11444         SV       0   11.57   43.45   85.42
 11445         SQ       0       0       0   10212
 11446         SE   998.8    1000  1001.1    1002

 11447         KK    R321
 11448         KM        ROUTE FLOW FROM CP321 TO CP322
 11449         RS       4              -1
 11450         RC    .075    .035    .035    3900   .0064
 11451         RX    1000    1001    1260    1570    1600    1618    1619    1620
 11452         RY     995     995     994     992     992     993     993     993
               *
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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

11453         KK     322
11454         KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 322
11455         BA     .34
11456         LG     .50     .00    4.00     .74     .00
11457         UI     17.     17.     17.     55.     69.     82.     94.    103.    115.    130.
11458         UI    149.    190.    224.    195.    167.    148.    135.    118.    105.     92.
11459         UI     82.     68.     50.     31.     30.     28.     24.     17.     17.     13.
11460         UI      5.      5.      5.      5.      5.      5.      5.      5.      5.      0.
11461         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
11462         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

11463         KK   CP322
11464         KM        ADD HYDROGRAPHS AT CP322
11465         HC       2    4.94

11466         KK    R322
11467         KM        ROUTE FLOW FROM CP322 TO CP339
11468         RS       3              -1
11469         RC    .035    .035    .075    5280   .0081
11470         RX    1000    1001    1002    1015    1070    1790    2099    2100
11471         RY     969     969     969     968     968     970     971     971
              *

11472         KK     339
11473         KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 339
11474         BA    1.00
11475         LG     .50     .00    4.10     .70     .00
11476         UI     40.     40.     40.     50.    131.    151.    181.    200.    219.    236.
11477         UI    256.    285.    308.    349.    433.    492.    504.    433.    384.    350.
11478         UI    323.    297.    266.    244.    221.    199.    184.    153.    115.     86.
11479         UI     70.     68.     65.     63.     40.     40.     40.     34.     12.     12.
11480         UI     12.     12.     12.     12.     12.     12.     12.     12.     12.     12.
11481         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.
11482         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

11483         KK   CP339
11484         KM        ADD HYDROGRAPHS AT CP339
11485         HC       2    5.94

11486         KK    R339
11487         KM        ROUTE FLOW FROM CP339 TO CP349
11488         RS       7              -1
11489         RC    .035    .035    .075    6550   .0053
11490         RX    1000    1001    1002    1020    1040    1820    2049    2050
11491         RY     907     907     907     906     906     908     909     909
              *

11492         KK     349
11493         KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 349
11494         BA     .93
11495         LG     .50     .00    4.44     .58     .00
11496         UI     43.     43.     43.    110.    158.    193.    220.    243.    265.    296.
11497         UI    331.    377.    476.    556.    510.    436.    387.    353.    319.    282.
11498         UI    255.    223.    204.    166.    125.     82.     77.     71.     71.     43.
```

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 LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

11499          UI     43.     43.     23.     13.     13.     13.     13.     13.     13.     13.
11500          UI     13.     13.     13.      0.      0.      0.      0.      0.      0.      0.
11501          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

11502          KK   CP349
11503          KM        ADD HYDROGRAPHS AT CP349
11504          HC       2    6.87

11505          KK   SR349
11506          KM        STORAGE ROUTE CP349 THROUGH S.P.R.R.
11507          RS       1    STOR       0       0
11508          SV       0       0    .085    5.76   14.59   29.99
11509          SQ       0       0     640    1680    2001    2916
11510          SE   889.1   890.9   894.1   896.1   897.1     898

11511          KK    R349
11512          KM        ROUTE FLOW FROM CP349 TO CP350
11513          RS       6              -1
11514          RC    .075     .05    .075    2960   .0024
11515          RX    1000    1001    1002    1100    1500    1620    1669    1670
11516          RY     900     890     890     889     889     890     890     900
               *

11517          KK     350
11518          KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 350
11519          BA     .19
11520          LG     .50     .00    4.82     .49     .00
11521          UI      7.      7.      7.      7.     18.     24.     28.     32.     35.     38.
11522          UI     40.     44.     48.     52.     56.     66.     78.     90.     83.     73.
11523          UI     66.     60.     56.     53.     48.     43.     40.     37.     33.     31.
11524          UI     26.     20.     16.     12.     12.     11.     11.      9.      7.      7.
11525          UI      7.      6.      2.      2.      2.      2.      2.      2.      2.      2.
11526          UI      2.      2.      2.      2.      2.      0.      0.      0.      0.      0.
11527          UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

11528          KK   1I350
11529          KM        ADD HYDROGRAPHS AT CP350
11530          HC       2    7.06

11531          KK   D352A
11532          KM        RETURN DIVERT AT CP352A
11533          DR   DI350

11534          KK   R352A
11535          KM        ROUTE FLOW FROM CP352A TO CP350
11536          RS      60              -1       0
11537          RC     .07     .07     .07    5400   .0004
11538          RX    1000    1001    1002    1100    1500    1620    1669    1670
11539          RY   890.5     890     890     889     889     890     890   890.5
```

```
LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

11540         KK   CP350
11541         KM        ADD HYDROGRAPHS AT CP350
11542         HC       2    8.79

11543         KK   SR350
11544         KM        STORAGE ROUTE CP350 BEHIND BUCKEYE CANAL
11545         RS       1    STOR       0       0
11546         SV       0    4.41   24.14   68.62
11547         SQ       0       0       0    3900
11548         SE   886.8     888     889     890

11549         KK    R350
11550         KM        ROUTE FLOW FROM CP350 TO CP371
11551         RS       7              -1
11552         RC    .075    .035    .035    4400   .0037
11553         RX    1000    1001    1160    2700    2900    2917    2918    2920
11554         RY     881     881     880     878     878     879     879     879
              *

11555         KK     371
11556         KM        RUNOFF HYDROGRAPH FROM SUB-BASIN 371
11557         BA     .93
11558         LG     .50     .00    7.30     .17     .00
11559         UI     27.     27.     27.     27.     27.     74.     92.    105.    121.    131.
11560         UI    141.    151.    159.    168.    180.    195.    208.    222.    248.    286.
11561         UI    326.    366.    337.    302.    276.    255.    238.    225.    213.    197.
11562         UI    182.    170.    160.    147.    136.    129.    115.    101.     79.     69.
11563         UI     48.     48.     47.     45.     45.     42.     27.     27.     27.     27.
11564         UI     27.     10.      8.      8.      8.      8.      8.      8.      8.      8.
11565         UI      8.      8.      8.      8.      8.      8.      8.      8.      0.      0.
11566         UI      0.      0.      0.      0.      0.      0.      0.      0.      0.      0.

11567         KK   1I371
11568         KM        ADD HYDROGRAPHS AT CP371
11569         HC       2    9.72

11570         KK   1D372
11571         KM        RETURN DIVERT AT CP372
11572         DR   DI371

11573         KK    R372
11574         KM        ROUTE FLOW FROM CP372 TO CP371
11575         RS      27              -1
11576         RC    .075    .075    .075    5300   .0009
11577         RX    1000    1001    1020    1200    1870    2020    2169    2170
11578         RY     870     865     864     863     863     864     865     870

11579         KK   CP371
11580         KM        ADD HYDROGRAPHS AT CP371
11581         HC       2    65.4
```

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LINE          ID.......1.......2.......3.......4.......5.......6.......7.......8.......9......10

11582         KK    R371
11583         KM        ROUTE FLOW FROM CP371 TO CP379
11584         RS      21              -1
11585         RC    .075    .075    .075    3600    .0006
11586         RX    1000    1001    1002    1280    2080    2348    2349    2350
11587         RY     865     862     862   860.5   860.5     861     861     865

11588         KK   CP379
11589         KM        ADD HYDROGRAPHS AT CP379
11590         HC       2   65.96

11591         KK   SR379
11592         KM        STORAGE ROUTE CP379 BEHIND CANAL
11593         RS       1    STOR       0       0
11594         SV       0     .38    7.22   66.02
11595         SQ       0       0       0    4817
11596         SE   858.7     860   860.7     862
              *
              * KKCPWTAF
              * KM      ADD HYDROGRAPHS FOR WATERSHED CONTRIBUTING TO THIS POINT
              * HC      2  183.74
11597         ZZ
```

SCHEMATIC DIAGRAM OF STREAM NETWORK

```
INF
I
                (V) ROUTING          (--->) DIVERSION OR PUMP FLOW
NO.             (.) CONNECTOR        (<---) RETURN OF DIVERTED OR PUMPED FLOW

 63                1
                   V
                   V
 73               RCP1
                    .
                    .
 79                 .            2
                    .            .
                    .            .
 88               CP2............
                   V
                   V
 91               RCP2
                    .
                    .
 97                 .           3A
                    .            V
                    .            V
104                 .         RCP3A
                    .            .
                    .            .
110                 .            .            3
                    .            .            .
                    .            .            .
117                 .         I1CP3............
                    .            .
                    .            .
120               CP3............
                    .
                    .
                    .-------->  DI189
123               D3
                   V
                   V
130               RCP3
                    .
                    .
136                 .            4
                    .            .
                    .            .
143                 .            .            5
                    .            .            .
                    .            .            .
150                 .         CP5............
                    .            V
                    .            V
153                 .         RCP5
                    .            .
                    .            .
159                 .            .            6
                    .            .            .
                    .            .            .
165                 .         CP6............
                    .            V
                    .            V
168                 .         RCP6
                    .            .
                    .            .
174                 .            .            7
                    .            .            .
                    .            .            .
180                 .         CP7............
                    .            V
                    .            V
                    .         RCP7
                    .            .
                    .            .
189                 .            .            9
                    .            .
```

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                .          .          .
196             .     I1CP9............
                .          .
                .          .
                .          .          8
                .          .          .
                .          .          .
206             .       CP9............
                .         V
                .         V
209             .      RCP9
                .          .
                .          .
215             .          .         10
                .          .          .
                .          .          .
224             .    I1CP10............
                .          .
                .          .
227          CP10............
                .
                .
232             .-------> 1DI188
230          1D10
                .
                .
238             .-------> 2DI188
235          2D10
                V
                V
241         RCP10
                .
                .
247             .         12
                .          .
                .          .
             CP12............
                V
                V
258         RCP12
                .
                .
264             .         11
                .          V
                .          V
272             .      RCP11
                .          .
                .          .
278             .          .         13
                .          .          .
                .          .          .
286             .       CP13............
                .          V
                .          V
289             .      RCP13
                .          .
                .          .
295             .          .         14
                .          .          V
                .          .          V
302             .          .       RCP14
                .          .          .
                .          .          .
308             .          .          .         15
                .          .          .          .
                .          .          .          .
316             .          .    I1CP15............
                .          .          .
                .          .          .
319             .          .          .         16
                .          .          .          V
                .          .          .          V
                .          .          .       SR16
                .          .          .          .
                .          .          .          .
333             .          .      CP15............
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                                  V
                                  V
                               RCP15
                                  .
                                  .
342                               .          17
                                  .           .
                                  .           .
349                            I1CP17...........
                                  .
                                  .
352                        CP17...........
                              V
                              V
355                        RCP17
                                  .
                                  .
361                               .        WT3
                                  .          .
                                  .          .
369                        I1CWT3...........
                                  .
                                  .
372                    CPWT3...........
                          V
                          V
375                    SRWT3
                                  .
                                  .
388                           116
                                  .
                                  .
399                               .-------> 116RET
397                        116OUT
                              V
                              V
                           R116
                                  .
                                  .
408                               .        117
                                  .          .
                                  .          .
420                               .          .-------> 117RET
418                               .     117OUT
                                  .          .
                                  .          .
423                        CP117...........
                              V
                              V
426                         R117
                                  .
                                  .
432                               .        123
                                  .          .
                                  .          .
445                               .          .-------> DI134
442                               .       D123
                                  .          V
                                  .          V
448                               .       R123
                                  .          .
                                  .          .
454                               .          .        124
                                  .          .         .
                                  .          .         .
465                               .     CP124...........
                                  .          .
                                  .          .
470                               .          .-------> DI136
468                               .     1D124
                                  .          .
                                  .          .
476                               .          .-------> DI135
473                               .     2D124
                                  .          V
                                  .          V
```

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479          .          .        R124
             .          .          .
             .          .          .
             .          .          .        125
             .          .          .          .
             .          .          .          .
493          .          .      1I125............
             .          .          .
             .          .          .
496          .     CP125............
             .          .
             .          .
501          .          .-------->   DI137
499          .     1D125
             .          .
             .          .
506          .          .-------->   DI138
504          .     2D125
             .         V
             .         V
509          .      R125
             .          .
             .          .
515          .          .        118
             .          .          .
             .          .          .
526          .          .          .-------->  118RET
524          .          .     118OUT
             .          .          V
             .          .          V
529          .          .       R118
             .          .          .
             .          .          .
535          .          .          .        126
             .          .          .          .
             .          .          .          .
             .          .          .          .-------->  126RET
             .          .          .     126OUT
             .          .          .          .
             .          .          .          .
550          .          .      1I126............
             .          .          .
             .          .          .
553          .     CP126............
             .          .
             .          .
559          .          .-------->   DI139
556          .      D126
             .         V
             .         V
562          .      R126
             .          .
             .          .
568          .          .       100A
             .          .          V
             .          .          V
576          .          .      R100A
             .          .          .
             .          .          .
582          .          .          .        102A
             .          .          .          .
             .          .          .          .
593          .          .     1I102A............
             .          .          .
             .          .          .
596          .          .          .         101
             .          .          .           V
             .          .          .           V
606          .          .          .        R101
             .          .          .          .
             .          .          .          .
             .          .     CP102A............
             .          .          .
             .          .          .
619          .          .          .-------->  102ART
615          .          .     102AOT
```

```
                    V
                    V
                 R102A
                    .
                    .
628                 .          106
                    .            .
                    .            .
641                 .            .-------> 106RET
639                 .       106OUT
                    .            .
                    .            .
644                 .   CP106............
                    V
                    V
647                 R106
                    .
                    .
660                 .          105
                    .            V
                    .            V
670                 .         R105
                    .            .
                    .            .
676                 .            .         112
                    .            .           .
                    .            .           .
688                 .            .           .-------> 112RET
686                 .            .      112OUT
                    .            .           .
                    .            .           .
691                 .       CP112............
                    .            .
                    .            .
696                 .            .-------> DI120
                    .       1D112
                    .            .
                    .            .
701                 .            .-------> 1D121A
699                 .       2D112
                    .            V
                    .            V
704                 .         R112
                    .            .
                    .            .
710                 .            .        113A
                    .            .          .
                    .            .          .
722                 .            .          .-------> 113ART
720                 .            .      113AOT
                    .            .          .
                    .            .          .
725                 .       CP113A...........
                    .            .
                    .            .
730                 .            .-------> 2D121A
728                 .       D113A
                    .            V
                    .            V
733                 .       R113A
                    .            .
                    .            .
739                 .            .         114
                    .            .           .
                    .            .           .
752                 .            .           .-------> 114RET
750                 .            .      114OUT
                    .            .           .
                    .            .           .
755                 .   CP114........................
                    .            .
                    .            .
760                 .-------> DI122B
758                 D114
                    V
                    V
```

```
763                 R114
                      .
                      .
                      .        115
                      .         .
                      .         .
782                   .         .-------> 115RET
780                   .     115OUT
                      .         .
                      .         .
785                 CP115............
                      V
                      V
788                 R115
                      .
                      .
794                   .       122A
                      .         .
                      .         .
807                   .         .-------> 122ART
804                   .     122AOT
                      .         .
                      .         .
810               1I122A............
                      .
                      .
815                   .         .<------- DI122B
813                   .       D114
                      .         V
                      .         V
816                   .       R114
                      .         .
                      .         .
822                   .         .       122B
                      .         .         .
                      .         .         .
                      .         .         .-------> 122BRT
                      .         .     122BOT
                      .         .         .
                      .         .         .
838                   .     CP122B............
                      .         V
                      .         V
841                   .      R122B
                      .         .
                      .         .
847               CP122A............
                      V
                      V
850               1R122A
                      V
                      V
857               2R122A
                      .
                      .
864                   .       111
                      .         .
                      .         .
876                   .         .-------> 111RET
874                   .     111OUT
                      .         V
                      .         V
879                   .      R111
                      .         .
                      .         .
885                   .         .       104
                      .         .         V
                      .         .         V
895                   .         .      R104
                      .         .         .
                      .         .         .
                      .         .         .       111A
                      .         .         .         .
                      .         .         .         .
916                   .         .         .         .-------> 111ART
914                   .         .         .     111AOT
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                                  .          .          .
                                  .          .          .
                                  CP111A.....................
                                      V
                                      V
922                                  R111A
                                  .
                                  .
928                               .        119
                                  .          .
                                  .          .
940                               .          .-------> DI128
938                               .      D119
                                  .          V
                                  .          V
943                               .      R119
                                  .          .
                                  .          .
949                               .          .       119A
                                  .          .         .
                                  .          .         .
960                               .    CP119A...........
                                  .          .
                                  .          .
965                               .          .-------> DI130
963                               .    D119A
                                  .          V
                                  .          V
970                               .    R119A
                                  .          .
                                  .          .
976                               .          .        120
                                  .          .         .
                                  .          .         .
987                               1I120.....................
                                  .
                                  .
                                  .          .<------- DI120
                                  .    1D112
                                  .          V
                                  .          V
993                               .     R112
                                  .          .
                                  .          .
999                               CP120...........
                                      V
                                      V
1002                               R120
                                  .
                                  .
1010                              .          .<------- DI128
1008                              .     D119
                                  .          V
                                  .          V
1011                              .     R119
                                  .          .
                                  .          .
1017                              .          .        128
                                  .          .         .
                                  .          .         .
1026                              .    CP128...........
                                  .          V
                                  .          V
1029                              .     R128
                                  .          .
                                  .          .
1037                              .          .          .<------- DI130
1035                              .          .      D119A
                                  .          .          V
                                  .          .          V
                                  .          .      R119A
                                  .          .          .
                                  .          .          .
1044                              .          .          .        130
                                  .          .          .         .
                                  .          .          .         .
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1055                                  1I130.......................
                                         .
                                         .
                                         .            129
                                         .              V
                                         .              V
1067                                     .           R129
                                         .              .
                                         .              .
1073                              CP130.......................
                                         .
                                         .
1078                                     .-------> DI144
1076                               D130
                                      V
                                      V
1081                               R130
                                         .
                                         .
1087                                     .       131A
                                         .          .
                                         .          .
1097                              CP131A............
                                      V
                                      V
1100                               R131A
                                         .
                                         .
1106                                     .        131
                                         .          .
                                         .          .
1116                               1I131............
                                         .
                                         .
1121                                     .          .<-------  1D121A
1119                                     .      2D112
                                         .          V
                                         .          V
                                         .       R112
                                         .          .
                                         .          .
1128                                     .          .        121A
                                         .          .          .
                                         .          .          .
1137                                     .     1I121A...........
                                         .          .
                                         .          .
1142                                     .          .           .<-------  2D121A
1140                                     .          .      D113A
                                         .          .          V
                                         .          .          V
1143                                     .          .      R113A
                                         .          .          .
                                         .          .          .
1149                                     .     CP121A...........
                                         .          V
                                         .          V
1152                                     .      R121A
                                         .          .
                                         .          .
1158                                     .          .         121
                                         .          .          .
                                         .          .          .
1167                                     .      CP121............
                                         .          V
                                         .          V
1170                                     .       R121
                                         .          .
                                         .          .
1176                               CP131............
                                         .
                                         .
                                         .-------> DI145
1179                               D131
                                      V
                                      V
```

```
1184                    R131
                          .
                          .
                          .        132
                          .          .
                          .          .
1200                    CP132............
                          V
                          V
1203                    R132
                          .
                          .
1209                      .        133
                          .          .
                          .          .
1223                      .          .-------> 133RET
1221                      .     133OUT
                          .          .
                          .          .
1226                    1I133............
                          .
                          .
1229                CP133............
                      .
                      .
1234                  .-------> DI146
1232                1D133
                      .
                      .
1239                  .-------> 1D147
1237                2D133
                      V
                      V
1242                 R133
                      .
                      .
1248                  .        134
                      .          .
                      .          .
1260                  .          .          .<-------  DI134
1258                  .          .       D123
                      .          .          V
                      .          .          V
1261                  .          .       R123
                      .          .          .
                      .          .          .
1267                CP134........................
                      .
                      .
1272                  .-------> 2D147
1270                 D134
                      V
                      V
1275                 R134
                      .
                      .
1283                  .          .<-------  DI135
1281                  .       1D124
                      .          V
                      .          V
1284                  .        R124
                      .          .
                      .          .
1290                  .          .        135
                      .          .          .
                      .          .          .
1304                  .          .          .-------> 135RET
1302                  .          .     135OUT
                      .          .          .
                      .          .          .
1307                CP135........................
                      .
                      .
1312                  .-------> DI148
1310                 D135
                      V
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                    V
1315              R135
                    .
                    .
                    .          .<-------   DI136
1321              .       2D124
                    .          V
                    .          V
1324              .        R124
                    .          .
                    .          .
1330              .          .         136
                    .          .           .
                    .          .           .
1340              .       1I136............
                    .          .
                    .          .
1343            CP136............
                    V
                    V
1346              R136
                    .
                    .
1354              .          .<-------   DI137
1352              .       1D125
                    .          V
                    .          V
1355              .        R125
                    .          .
                    .          .
1361              .          .         137
                    .          .           .
                    .          .           .
1373            CP137......................
                    .
                    .
1378              .-------> DI149
                1D137
                    .
                    .
1383              .-------> DI153
1381            2D137
                    V
                    V
1386              R137
                    .
                    .
1394              .          .<-------   DI138
1392              .       2D125
                    .          V
                    .          V
1395              .        R125
                    .          .
                    .          .
1401              .          .         138
                    .          .           .
                    .          .           .
1414              .       1I138............
                    .          .
                    .          .
1417            CP138............
                    V
                    V
1420              R138
                    .
                    .
1426              .        138A
                    .          .
                    .          .
1438              .          .-------> 138ART
1436              .      138AOT
                    .          .
                    .          .
1441            1I138A...........
                    .
                    .
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```
1444          2I138A............
                 .
                 .
                 .          .<-------   DI153
                 .      2D137
                 .          V
                 .          V
1450             .       R137
                 .          .
                 .          .
1456             .          .        153
                 .          .          .
                 .          .          .
1467             .      CP153............
                 .          .
                 .          .
1470          CP138A............
                 .
                 .
1475             .------->   DI154
1473          D138A
                 V
                 V
1478          R138A
                 .
                 .
1486             .          .<-------   DI154
1484             .      D138A
                 .          V
                 .          V
1487             .       RLLE
                 .          .
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1493             .          .        154
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                 .       LLE1............
                 .          V
                 .          V
1504             .      RLLE1
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1510             .          .        157
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1524             .          .          .------->  157RET
1522             .          .     157OUT
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1527             .      1I157............
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1530          2I157............
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1533             .        127
                 .          V
                 .          V
1539             .       R127
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1545             .          .        139
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1557             .          .          .------->  139RET
1555             .          .     139OUT
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1560             .      1I139............
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                 .          .          .<-------   DI139
                 .          .       D126
                 .          .          V
                 .          .          V
1566             .          .        RLE
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                 .      2I139...........
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1575             .          .        140
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1583             .        LE1...........
                 .          V
                 .          V
1586             .       RLE1
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1592             .          .        156
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1601             .        LE2...........
                 .          V
                 .          V
1604             .       RLE2
                 .          .
                 .          .
1610             .     LE3...........
                 .       V
                 .       V
1613             .    1RLE3
                 .       V
                 .       V
1619             .    2RLE3
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                 .       .
1625             .        172
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1633             .     LE4...........
                 .       V
                 .       V
1636             .     R172
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1642             .        173
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1652             .    CP173...........
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1655             .       156A
                 .          V
                 .          V
1662             .      R156A
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1668             .          .        158
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1680             .          .          .-------> 158RET
1678             .          .     158OUT
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1683             .      CP158...........
                 .          V
                 .          V
1686             .       R158
                 .          .
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1692             .          .       173B
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                 .          .          .
1701             .     CP173B...........
                 .          .
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1704             .    AFR2E...........
                 .       V
                 .       V
1707             .    RR173
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                    171
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                     V
1725               R171
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1731                 .          173A
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1740             CP173A............
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1743       AFR2F1............
                V
                V
1746       RR173A
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1752            186
                  V
                  V
1763            R186
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1769              .          187
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1775            CP187............
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1778       AFR2F2............
                V
                V
1781        RR187
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1787            199
                  V
                  V
1797            R199
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1803              .          200
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1812            CP200............
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1815       AFR2F3............
                V
                V
1818        RR200
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1824            141
                  V
                  V
1831            R141
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1837              .          141A
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1844         CP141A............
                  V
                  V
1847         R141A
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1863         CP142............
                  V
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                    V
1866              R142
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                    .          143
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1882            CP143............
                    V
                    V
1885              R143
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1893                .           .<-------   DI144
1891                .        D130
                    .           V
                    .           V
1894                .        R130
                    .            .
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1900                .            .         144
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1910                .       1I144............
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1913            CP144............
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                    .
1918                .-------> DI164A
1916              D144
                    V
                    V
1921              R144
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                    .        145A
                    .            .
                    .            .
1937            CP145A...........
                    V
                    V
1940            R145A
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1948                .           .<-------   DI145
1946                .        D131
                    .           V
                    .           V
1949                .        R131
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1955                .            .         145
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1965                .       1I145............
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1968            CP145............
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1973                .------->  DI164
1971            1D145
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1978                .------->  DI165
1976            2D145
                    V
                    V
1981            R145B
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                    .-------> DI165B
1987            3D145
                    V
                    V
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1992          R145C
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                .
              .-------> DI165C
1998        4D145
              V
              V
2003        R145D
                .
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                .          .<-------   DI146
2011
2009            .      1D133
                .          V
                .          V
2012            .       R133
                .          .
                .          .
2018            .          .        146
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2029            .      1I146............
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2032        CP146............
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2037          .------->  1D166
2035        D146
              V
              V
2040        R146A
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2048            .          .<-------  DI165C
2046            .      4D145
                .          V
                .          V
                .      R145E
                .          .
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2055        1D165............
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                .
2060          .------->  DIRB1
2058        D146B
              V
              V
2063        R146B
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2071            .          .<-------  DI165B
2069            .      3D145
                .          V
                .          V
2072            .      R145F
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2078        2D165............
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2083          .------->  DIRB2
2081        D146C
              V
              V
2086        R146C
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2092            .        159
                .          V
                .          V
                .       R159
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2105            .          .        160
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2113                    CP160............
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                         R160
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2122                        .        161
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2132                    CP161............
                            V
                            V
2135                     R161
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2141                        .        162
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2149                        .       R162
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2165                        .      1I163............
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2168                    CP163............
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2173                        .-------> DI176A
2171                     D163
                            V
                            V
2176                     R163
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                            .          .<-------  DI164A
                            .       D144
                            .          V
                            .          V
2185                        .       R144
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2191                        .          .       164A
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2201                        .     1I164A............
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2204                    CP164A...........
                            V
                            V
2207                     R164A
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2213                        .        164
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2223                     1I164............
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2228                        .          .<-------   DI164
2226                        .      1D145
                            .          V
                            .          V
2229                        .       R145
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2235                     CP164............
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                            .------->   DI177
2238                     D164
                            V
                            V
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2243                    R164
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                          .          .<-------   DI165
2249                      .      2D145
                          .          V
                          .          V
2252                      .       R145
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2258                      .          .         165
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2269                      .      1I165............
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2272                    2I165............
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2275                CP165............
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2280                      .-------->   DI180
2278                D165
                       V
                       V
2283                R165
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2291                      .<-------  DI176A
2289                    D163
                          V
                          V
2292                    R163
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                          .       176A
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2309                CP176A............
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2314                      .-------->   DI191
2312                   D176A
                          V
                          V
2317                   R176A
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2323                      .       177A
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2333                CP177A............
                          V
                          V
2336                   R177A
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2342                      .        177
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2352                   1I177............
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2357                      .          .<-------   DI177
2355                      .       D164
                          .          V
                          .          V
2358                      .       R164
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                       CP177............
                          V
                          V
2367                    R177
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2373                                  178
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2383                          CP178............
                                  V
                                  V
2386                           R178
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2392                                  179
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2402                          1I179............
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2405                     CP179............
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2410                              .-------->   DI193
2408                     1D179
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2415                              .-------->  DI194A
2413                     2D179
                                  V
                                  V
2418                      R179
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2424                                  180
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2435                     1I180............
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                                        .<-------   1D147
                              2D133
                                  V
                                  V
2441                           R133
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2447                                  147
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2457                          1I147............
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2462                                    .<-------   2D147
2460                                  D134
                                        V
                                        V
2463                                  R134
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2469                          CP147 ...........
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2474                                    .-------->   2D166
2472                           D147
                                  V
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2477                           R147
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2483                                  148
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2493                          1I148............
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2498                                    .<-------   DI148
2496                                  D135
                                        V
                                        V
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2499                                  R135
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                                CP148...........
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2510                                    .-------> DI150
2508                            D148
                                   V
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2513                            R148
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2521                                        .<-------  2D166
2519                                    D147
                                           V
                                           V
2522                                    R147
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2528                                        .        166
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2541                                        .         .          .<-------  1D166
2539                                        .         .       D146
                                            .         .          V
                                            .         .          V
2542                                        .         .       R146
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2548                                        .      1I166...........
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2551                                    2I166...........
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                                CP166...........
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2559                                    .-------> DI167
2557                            D166
                                   V
                                   V
2562                            R166
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2570                                        .<-------  DI180
2568                                    D165
                                           V
                                           V
2571                                    R165
                                        .
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2577                            1I180...........
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2580                        CP180...........
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2585                                    .-------> 1D195
2583                        D180
                                   V
                                   V
2588                        R180
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2594                                        181
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2603                        CP181...........
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2608                                    .-------> 2D195
2606                        D181
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2611                R181
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2626            1I182............
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2631                  .<-------   DI150
2629                D148
                      V
                      V
2632                R148
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2638                  .         150
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2647              CP150............
                      V
                      V
2650                R150
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2656                  .         151
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2665              1I151............
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2670                  .           .<-------   DI149
2668                  .       1D137
                      .           V
                      .           V
2671                  .        R137
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                      .           .         149
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2687                  .       CP149............
                      .           V
                      .           V
2690                  .        R149
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2696              CP151............
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2701                  .-------->  1D168
2699              1D151
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2706                  .-------->  DI152
2704              2D151
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                      V
2709                R151
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2715                  .         167
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2726              1I167............
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2731                  .           .<-------   DI167
2729                  .        R166
                      .           V
                      .           V
                      .        R166
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2738              CP167............
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2743                              .-------->   1D183
2741                          1D167
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2748                              .-------->   2D168
2746                          2D167
                                  V
                                  V
2751                           R167
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2757                              .        181A
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2767                      CP181A............
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2772                              .-------->   2D183
2770                          D181A
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                                  V
2775                          R181A
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2781                  CP182............
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2786                              .-------->   DI196
2784                       D182
                              V
                              V
2789                       R182
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2797                              .<--------   DI152
2795                          2D151
                                  V
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2798                           R151
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2804                              .         152
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2814                          CP152............
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2819                              .-------->   1D169
2817                          1D152
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2824                              .-------->   DI155
2822                          2D152
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                                  V
2827                           R152
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2835                              .           .<--------   1D168
2833                              .       1D151
                                  .           V
                                  .           V
2836                              .        R151
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2842                              .           .         168
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2852                              .       1I168............
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2855                              .           .       2D167
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2858                                                R167
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                                          2I168............
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2867                                CP168............
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2872                                        .------->   2D169
2870                                D168
                                       V
                                       V
2875                                R168
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2883                                                .<-------   1D183
2881                                          1D167
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2884                                           R167
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2890                                                .         183
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2898                                          1I183............
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2903                                                .           .<-------   2D183
2901                                                .       D181A
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2904                                                .       R181A
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                                          2I183............
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2913                                CP183............
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                                       V
2916                                R183
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2922                                                .         184
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2932                                1I184............
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2935                        2I184............
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2940                                        .<-------   DI155
2938                                D152
                                       V
                                       V
2941                                R152
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2947                                                .         155
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2956                                CP155............
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                                       V
2959                                R155
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                                                .       D152
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2968                                            .       R152
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                                     1I169............
2984                                             .
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                                 2I169............
2987                                             .
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2992                                     D168
2990                                        V
                                            V
                                         R168
2993                                        .
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2999                                        V
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3002                                        .
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3008                         CP184............
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3011                                        .
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3018                         2D184
3016                                        V
                                            V
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3021                                        .
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3042                                        .                 .
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3052                                        .
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3055                         CP185............
                                            V
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                                        R185
3058                                        .
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3066                                 2D184
3064                                        V
                                            V
                                        R184
3067                                        .
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3073                                        .                 .
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3088                                        .            198OUT
3086                                        .                 .
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                                     1I198............
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3094                         2I198............
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3099
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3097                    1D184
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                            V
                        R184
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3106                        .          197
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3118                    CP197............
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3121                    R197
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3127                        .          203
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3136                        .            .-------> 203RET
3134                        .      203OUT
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3139                    CP203............
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3142                CP198............
                        V
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3145                R198
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3151                    204
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3158                1I204............
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                        174
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3168                    R174
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3174                        .          175
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3183                        .            .-------> DI175A
3181                        .        D175
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                            .          V
3186                        .        R175
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3192                        .            .         176
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3200                        .       1I176............
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3203                    CP176............
                            V
                            V
3206                    R176
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3214                        .            .<------- DI175A
3212                        .        D175
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                            .          V
3215                        .        R175
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3221                        .            .         175A
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3229                        .       CP175A............
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                    V
                    V
                 R175A
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                    .<-------   DI189
3240                .
3238                .        CP3
                    .         V
                    .         V
3241                .        R3
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3247             1I189.........
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3250                .        189
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3258             CP189.........
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                    V
3261              R189
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3267                .        190
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3277             CP190.........
                    V
                    V
3280              R190
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                    .<-------   DI191
3288                .      D176A
3286                .        V
                    .        V
                    .      R176A
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3295         1I191.......................
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3298                .       191
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3309         CP191.........
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3314
3312          D191
                 V
                 V
3317          R191
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3323                .      192A
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                    .         .
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3337
3335                .    192AOT
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3340         CP192A........
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3343          R192A
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3349                .       192
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3359          CP192.........
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3364                .------->   1D209
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3362                    1D192
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                          .-------->   1D210
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                          V
3372                     R192
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3380                      .-------->   DI211
3378                    1D193
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                          V
3383                    R192
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3389                      .         193
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3400                    1I193............
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3405                      .           .<-------   DI193
3403                      .       1D179
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                          .           V
3406                      .        R179
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3412                    CP193............
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                          V
3415                     R193
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                          .           .<-------  DI194A
                          .       2D179
                          .           V
                          .           V
3424                      .        R179
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3430                      .           .        194A
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3442                      .      CP194A............
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3445                      .           .        194B
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3457                    CP194B........................
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3460                    SR194B
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3472                     R194B
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3478                      .        194C
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3491                    CP194C............
                          V
                          V
3494                     R194C
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                          .           .<-------   1D195
                          .        D180
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3503                      .        R180
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3509                                                195
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3521                                     1I195............
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3526                                                 .<-------   2D195
3524                                                 .       D181
                                                     .          V
                                                     .          V
3527                                                 .       R181
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3533                                 CP195......................
                                        V
                                        V
3536                                  R195
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3544                                    .          .<-------   DI196
3542                                    .      D182
                                        .         V
                                        .         V
3545                                    .      R182
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3551                                    .         .         196
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3561                                    .     1I196............
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3564                                 CP196............
                                        V
                                        V
                                      R196
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3573                                    .       202
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3585                                 CP202............
                                        V
                                        V
3588                                  R202
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3594                           CP204............
                                  V
                                  V
3597                            R204
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3603                                  .       205
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3609                           CP205............
                                  V
                                  V
3612                            R205
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3618                                  .       206
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3625                           CP206............
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3628                     RCP206............
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                            V
3631                      RR206
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3637                            228A
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                AFR2K............
                    V
                    V
3647            R228A
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3655                .           .<-------  1DI188
3653                .        1D10
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3658                .           .           .<-------  2DI188
3656                .           .        2D10
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3659                .       1I188............
                    .           V
                    .           V
3662                .         R10
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3668                .           .         188
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3675                .       CP188............
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3678                .         R188
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3684                .           .        207A
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3691                .      CP207A............
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                    .       R207A
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3700                .           .         214
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3707                .       CP214............
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                    .           V
3710                .         R214
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3716                .           .        215A
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                    .           .           V
3724                .           .       R215A
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3730                .           .           .         215
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3737                .           .       1I215............
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3740                .       2I215............
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3745                .           .-------->  1DI216
3743                .       3I215
                    .           .
                    .           .
3750                .           .-------->  2DI216
3748                .       4I215
                    .           .
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3755                .           .-------->  3DI216
3753                .       5I215
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3760                  .-------> 4DI216
3762
                   CP215
                      V
                      V
3763                R215
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3769                  .        233
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3777               CP233............
                      V
                      V
3780                R233
                      .
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3786                  .        216
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                      .         .
3798                  .         .-------> 1OL216
3795                  .     1D216I
                      .         .
                      .         .
3804                  .         .-------> 2OL216
3801                  .     2D216I
                      .         .
                      .         .
3810                  .         .-------> 3OL216
3807                  .     3D216I
                      .         .
                      .         .
3816                  .         .-------> 4OL216
3813                  .     4D216I
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                      .         .-------> 5OL216
                      .     5D216I
                      .         .
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                      .         .<-------  1DI216
3827                  .       1D215
3825                  .         .
                      .         .
                      .         .-------> 3D183
3831                  .      1DI186
3828                  .         .
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3834                  .    1I216............
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                      .         .
3839                  .         .-------> 1DI217
3837                  .    1D216
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3844                  .         .<-------  1OL216
3842                  .       1216I
                      .         .
                      .         .
3847                  .         .          .<-------  3D183
3845                  .         .      1DI183
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3848                  .    2I216........................
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                      .         .
3854                  .         .-------> 4D183
3851                  .    2DI186
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                      .         .-------> 2DI217
                      .    2D216
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3864                  .         .<-------  2OL216
3862                  .       2216I
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3867                                                  .<-------   4D183
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3868                                  3I216.......................

3874                                  .------->   5D183
3871                                3DI186

3879                                  .------->  3DI217
3877                                  3D216

3884                                                .<-------  3OL216
3882                                          3216I

3887                                                .<-------   5D183
3885                                            3DI183

3888                                  4I216......................

3893                                                .<-------  2DI216
3891                                          2D215

3894                                  2I216............

3899                                                .<-------  3DI216
3897                                          3D215

                                      3I216............

3905                                  .------->  4DI217
3903                                  4D216

3910                                                .<-------  4DI216
3908                                          4D215

3911                                  5I216............

3916                                                .<-------  4OL216
3914                                          4216I

3917                                  6I216............

3922                                  .------->  5DI217
3920                                  5D216

3927                                                .<-------  5OL216
3925                                          5216I

3928                                  7I216............

                                      .------->  6DI217
                                      6D216
                                          V
                                          V
3936                                   R216
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3942                                  234
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                                1I234............
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3955                         CP234............
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3960                                   .-------> 1D248
3958                         D234
                                V
                                V
3963                         R234
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3969                                207
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3982                                   .-------> 2D208
3980                                D207
                                       V
                                       V
3985                                R207
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3991                                      217
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                                           .
4003                                       .           .<-------  1DI217
4001                                       .       1D216
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4004                                    2I216............
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                                           .           .<-------  2DI217
                                           .       2D216
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4010                                    3I216............
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4015                                       .           .<-------  3DI217
4013                                       .       3D216
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4016                                    4I216............
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4021                                       .           .<-------  4DI217
4019                                       .       4D216
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4022                                    5I216............
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4027                                       .           .<-------  5DI217
4025                                       .       5D216
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4028                                    6I216............
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4033                                       .           .<-------  6DI217
4031                                       .       6D216
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4034                                    7I216............
                                           V
                                           V
4037                                    RD216
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4043                                CP217............
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                                  .-------> DI218
                              D217
                                 V
                                 V
4051                          R217
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4057                              .        235
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4068                          1I235...........
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4071                      CP235...........
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4076                              .-------> 2D248
4074                          D235
                                 V
                                 V
4079                          R235
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4087                              .<-------  1D208
4085                          D191
                                 V
                                 V
4088                          R191
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4094                              .        208
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4105                          1I208...........
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4110                              .          .<-------  2D208
4108                              .       D207
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                                  .          V
4111                              .       R207
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4117                          CP208...........
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4122                              .-------> 1D219
4120                          1D208
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4127                              .-------> DI209A
4125                          2D208
                                 V
                                 V
4130                          R208
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4136                              .        218
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4147                          1I218...........
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4152                              .          .<-------  DI218
4150                              .       D217
                                  .          V
                                  .          V
4153                              .       R217
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4159                          CP218...........
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4164                              .-------> DI237
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4162                    1D218
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                          .-------->   2D219
                        2D218
                          V
                          V
4172                     R218
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4178                      .         236
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4189                    1I236............
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4192                CP236............
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4197                  .-------->   DI249
4195                1D236
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4202                  .-------->   1D250
4200                2D236
                      V
                      V
4205                 R236
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                      .
4211                   209A
                          .
                          .
4223                      .          .<-------  DI209A
4221                      .       1D208
                          .          V
                          .          V
                          .        R208
                          .          .
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4230                  CP209A............
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4235                      .-------->   1D220
4233                  1D209A
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4240                      .-------->   2D209
4238                  2D209A
                          V
                          V
4243                   R209A
                          .
                          .
4251                      .          .<-------   1D219
4249                      .       2D208
                          .          V
                          .          V
4252                      .        R208
                          .          .
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4258                      .          .         219
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4268                      .       1I219............
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4271                   2I219............
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                          .       2D218
                          .          V
                          .          V
4277                      .        R218
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4283                CP219............
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                        .-------> DI238
4286                1D219
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4293                    .-------> 2D220
4291                2D219
                        V
                        V
4296                 R219
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4304                    .                .<-------  DI237
4302                    .            1D218
                        .                V
                        .                V
4305                    .             R218
                        .                .
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4311                    .                .          237
                        .                .            .
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4322                    .            1I237............
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4325                2I237............
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4328            CP237............
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                    .-------> 2D250
4333            1D237
4331                .
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                    .-------> 1D250A
4338            2D237
4336                V
                    V
4341             R237
                    .
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4349                    .<-------  1D209
4347                1D192
                        V
                        V
4350                 R192
                        .
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4356                    .         209
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4366                1I209............
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4371                    .           .<-------  2D209
4369                    .       2D209A
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4372                    .        R209A
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4378                CP209............
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4383                    .-------> 1D221
4381                1D209
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4388                    .-------> 2D210
4386                2D209
                        V
                        V
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4391                R209
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                      .          .<-------   1D220
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4400                  .      R209A
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4406                  .          .        220
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4416                  .      1I220............
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4419            2I220............
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4424                  .          .<-------   2D220
4422                  .      2D219
                      .          V
                      .          V
4425                  .       R219
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4431            CP220............
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4436                  .------->   DI239
4434            1D220
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4441                  .-------->   2D221
4439            2D220
                    V
                    V
                 R220
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4452                  .          .<-------   DI238
4450                  .      1D219
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4453                  .       R219
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4459                  .          .        238
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4469                  .      1I238............
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4472            2I238............
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4475        CP238............
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4480                  .-------> 2D250A
4478        1D238
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4485                  .------->   1D251
4483        2D238
                V
                V
4488         R238
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                      .          .<-------   1D210
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                      .          V
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4497                  .       R192
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4503                                  210
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                                  1I210............
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4516                                  2D209
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4519                                  R209
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4525                                  CP210............
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4528                                  R210
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4536                                    .<-------   1D221
4534                                  1D209
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                                        V
4537                                  R209
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4543                                    .         221
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4553                                  1I221............
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4556                                  2I221............
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4562                                  R220
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4568                                  CP221............
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4571                                  R221
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4579                                    .<-------   DI239
4577                                  1D220
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4580                                  R220
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4586                                    .         239
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4596                                  1I239............
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4599                                  2I239............
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4602                            CP239............
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4607                                    .-------->  2D251
4605                            1D239
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                                        .-------->  DI252
4610                            2D239
                                        V
                                        V
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4615                R239
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                      .          240
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4631                CP240............
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                      V
4634                R240
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4640                                V
                                    V
                                  R213
4648                                  .
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                                      .          212
4654                                  .            V
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                                      .         SR212
4666                                  .            .
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4672                              CP212............
                                    V
                                    V
                                  R212
4675                                  .
                                      .
                                      .          .<-------   DI211
4683                                  .       1D193
4681                                  .          V
                                      .          V
                                      .        R193
4684                                  .          .
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                                      .       CP211............
4700                                  .          V
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4703                                  .          .
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4709                                  .          .            .
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4723                                  .          .
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4729                              CP221A...........
                                    V
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                                  R221A
4732                                  .
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                                      .          222
4738                                  .            .
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4750                              CP222............
                                    V
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                                  R222
4753                                  .
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4766                                  .            V
                                      .            V
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                                R226
4772
                                                201
                                                  V
                                                  V
                                               R201
4785
                                                                223
4791
                                               1I223............
4799
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4802                                V
                                    V
                                R223
4805
                                                224
4811
                                R224............
4818                                V
                                    V
                                R224
4821
                                                241
4827
                                1I241............
4835
                        2I241............
4841
                CP241............
                    V
                    V
                SR241
4844                V
                    V
                R241
4850
                                253
4856
                1I253............
4872
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4875                                V
                                    V
                                R253A
4882
                2I253............
4888
                                247
4891
                                        -------->   DI261
4903
4901                            D247
                                    V
                                    V
                                R247
6
                                                248
4912
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4925                                  .<-------   1D248
4923                                D234
                                       V
                                       V
                                    R234
4930                                    .
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4932                     1I248............
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4935                2I248............
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4940                                .<-------   2D248
4938                             D235
                                    V
                                    V
4941                             R235
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4947                CP248............
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4952                     .------->   DI262
4950                 D248
                        V
                        V
4955                 R248
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4961                                 249
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4972                1I249............
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                                        .
                                    .<-------   DI249
                                 1D236
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                                    V
4978                             R236
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4984                CP249............
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4989                     .------->   DI264
4987                 D249
                        V
                        V
4992                 R249
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5000                                .<-------   1D250
4998                            2D236
                                    V
                                    V
5001                             R236
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5007                                        250
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5017                             1I250............
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5022                                        .<-------   2D250
5020                                    1D237
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                                        R237
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5029                             2I250............
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5032                CP250............
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                       .-------->   DI265
                    D250
                       V
                       V
5041                R250
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5049                   .          .<-------  1D250A
5047                   .      2D237
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                       .          V
5050                   .       R237
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5056                   .          .        250A
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5067                   .      1I250A............
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5072                   .          .          .<-------  2D250A
5070                   .          .      1D238
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5073                   .          .       R238
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5079                   .      2I250A............
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5082                CP250A...........
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                       V
                    R250A
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5093                   .          .<-------   1D251
5091                   .      2D238
                       .          V
                       .          V
5094                   .       R238
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5100                   .          .         251
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5110                   .      1I251............
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5115                   .          .          .<-------   2D251
5113                   .          .      1D239
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                       .          .          V
5116                   .          .       R239
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5122                   .      2I251............
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5125                CP251...........
                       V
                       V
5128                R251
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5134                   .         252
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                       .          .      2D239
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5147                   .          .       R239
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                              .       CP252.......................
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                              .         R252
5156                          .
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5162                  CP253............
                          V
                          V
5165                    R253
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5171                      .             267
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                          .               .
5184                      .               .------->  267RET
5182                      .        267OUT
                          .               .
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5187                  CP267............
                          V
                          V
5190                    R267
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                          .
5196                      .              286
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5211                  1I286............
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5214                      .              288
                          .                V
                          .                V
                          .              R288
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5231                  CP286............
                          V
                          V
5234                    R286
                          .
                          .
5240                      .              283
                          .                V
                          .                V
5254                      .              R283
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                          .                .
5260                      .                .         285B
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5267                      .          CP285B............
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                          .                V
5270                      .          SR285B
                          .                .
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5278                      .                .------->  DI297
5276                      .           D285B
                          .                V
                          .                V
5281                      .           R285B
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5287                      .                .          266
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                          .                .            .------->  266RET
                          .                .        266OUT
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                          .                .            V
5303                      .                .          R266
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5310                                                  284
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                                          CP284............
                                              V
                                              V
5327                                      SR284
                                              V
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5333                                       R284
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5339                                              285A
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5346                                      1I285A...........
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5349                                 CP285A............
                                          V
                                          V
5352                                 SR285A
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5360                                      .-------> 1D297A
5358                                  D285A
                                          V
                                          V
5363                                  R285A
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5369                                      .        285
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5376                                  CP285............
                                          V
                                          V
5379                                  SR285
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5387                                      .-------> 2D297A
5385                                   D285
                                          V
                                          V
5390                                   R285
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5396                                      .        287
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5405                                  1I287............
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5408                             CP287............
                                     V
                                     V
5411                             SR287
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5417                                   298
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5431                                      .-------> 298RET
5429                                 298OUT
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5434                             CP298............
                                     V
                                     V
                                 SR298
                                     V
                                     V
5443                              R298
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5449                    316
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                CP316............
                    V
                    V
5463            R316
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5469                    334
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5482            1I334............
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5487                     .<-------  2D297A
5485                    D285
                         V
                         V
5488                    R285
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5496                     .            .<-------  1D297A
5494                     .        D285A
                         .            V
                         .            V
5497                     .        R285A
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5503                     .            .        297A
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5512                     .        1I297A............
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5515                CP297A............
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                         V
5528                    R297A
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5524                     .          315
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5535                    CP315............
                         V
                         V
5538                    R315
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5544            CP334............
                    V
                    V
5547            R334
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5553                    335
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5565            CP335............
                    V
                    V
5568            R335
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5574                    335A
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5584            CP335A...........
                    V
                    V
                R335A
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5593                    299
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5607                              .-------> 299RET
                            299OUT
                                V
                                V
5610                          R299
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5616                            .        317
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5627                          CP317........
                                V
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5630                          R317
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5636                            .        300
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5645                            .       R300
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5651                            .          .        318
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5660                            .      CP318........
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5663                            .       R318
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5669                            .          .        301
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5676                            .          .       R301
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5682                            .          .          .         319
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5690                            .          .      CP319........
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5693                            .          .       R319
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5699                            .          .          .         337
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5706                            .       CP337........................
                                .          V
                                .          V
5709                            .       SR337
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5717                            .          .-------> DI367
5715                            .        D337
                                .          V
                                .          V
5720                            .        R337
                                .          .
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5726                          1I336........
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5729                            .         336
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5746                          CP336........
                                V
                                V
5749                          R336
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5755                      BLRD2 ........
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5758                    336A
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                          V
5778                    R336A
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5784                      .          364A
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5796                    CP364A............
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5799                BLRD3 ............
                      V
                      V
5803                RBLRD3
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5809                      .         365
                          .           V
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5818                      .        R365
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5824                      .           .          364
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5837                      .       CP364............
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                          .           V
5842                      .       SR364
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5848            AFR6......................
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                  .       364B
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5864              .      R364B
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5870              .          .        363
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5881              .      1I363............
                  .          .
                  .          .
5884              .          .        314
                  .          .          .
                  .          .          .
5895              .          .          .-------> 314RET
5893              .          .     314OUT
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                  .          .          V
5898              .          .       R314
                  .          .          .
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5904              .          .          .          333
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5914              .          .          .            .-------> 333RET
5912              .          .          .      333OUT
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5917              .          .       CP333............
                  .          .          V
                  .          .          V
5920              .          .       R333
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5926              .          .          .          348A
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5934                CP348A............
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                     R348A
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5943                     .        348B
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5957                CP348B............
                         V
                         V
5960                SR348B
                         V
                         V
5966                 R348B
                         .
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5972            1I363............
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5975                   348
                         V
                         V
5984                 SR348
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                         .
5992                     .-------->   DI347
5990                  D348
                         V
                         V
5995                  R348
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6001            CP363............
                    V
                    V
                 R363
                         .
                         .
6010                   362
                         .
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6019            1I362............
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6022                   265
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6041                     .          .<-------   DI265
6039                     .       D250
                         .          V
                         .          V
6042                     .       R250
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6048                  CP265............
                         V
                         V
6051                  R265
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6057                     .       265A
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6072                 CP265A...........
                         V
                         V
6075                 R265A
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                         .        281
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6097                 CP281............
                         V
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                    V
6100             SR281
                    .
                    .
                    .-------->   DI280
6106             D281
                    V
                    V
6111             R281
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6117                .         282
                    .           .
                    .           .
6124             CP282............
                    V
                    V
6127             SR282
                    V
                    V
6133             R282
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6139                .        296A
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6147             CP296A...........
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6153                .-------->  296ART
6150             296AOT
                    V
                    V
6156             R296A
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                    .         232
                    .           V
                    .           V
6170                .        R232
                    .           .
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6176                .           .         246
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                    .           .           .
6184                .       CP246............
                    .           V
                    .           V
6187                .        R246
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                    .           .
6193                .           .         260
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                    .           .           .
6200                .       CP260............
                    .           V
                    .           V
6203                .        R260
                    .           .
                    .           .
6209                .           .         273
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                    .           .           .
6217                .       CP273............
                    .           V
                    .           V
6220                .       SR273
                    .           .
                    .           .
6228                .           .-------->   1D292
                    .        D273
                    .           V
                    .           V
6231                .        R273
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6237                    261
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                         .<-------   DI261
6248                  D247
                         V
                         V
6251                  R247
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6257             CP261............
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6262                     .------->   DI277
6260              D261
                         V
                         V
6265              R261
                         .
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6271                     .       274
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6283             1I274............
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6286        CP274............
                 V
                 V
6289        SR274
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                 .
6297             .------->   2D292
6295         D274
                 V
                 V
             R274
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6306             .       275
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6314        CP275............
                 V
                 V
6317        SR275
                 .
                 .
6325             .------->   1D293
6323         D275
                 V
                 V
6328         R275
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6334             .       276
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                 .
6344        CP276............
                 V
                 V
6347        SR276
                 .
                 .
6355             .------->   2D293
6353         D276
                 V
                 V
6358         R276
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                 .<-------   DI262
6364             .       D248
                         V
                         V
6367             .       R248
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                                              262
                                               .
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                                      CP262.........
6384
                                         .------->  1D278
6389                                  1D262
6387
                                         .------->  DI263
6394                                  2D262
6392                                       V
                                           V
6397                                   R262

                                                       .<-------  DI277
6405                                            D261
6403                                               V
                                                   V
6406                                            R261
                                                   .
6412                                                       277
                                                             .
6422                                            1I277.........
                                                   .
6425                                   2I277.........
                                           .
                            CP277.........
                               V
                               V
6431                        SR277
                               .
6439                           .------->  3D293
6437                         D277
                               V
                               V
6442                         R277
                               .
6448                                   279D
                                         .
6455                        CP279D.........
                               V
                               V
6458                        SR279D
                               .
6466                           .------->  1D294
6464                         D279D
                               V
                               V
6469                         R279D
                               .
6475                                   279C
                                         .
6484                        CP279C.........
                               V
                               V
                            SR279C
                               .
6495                           .------->  2D294
6493                         D279C
                               V
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                    V
6498             R279C
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                    .          279B
6504                .            .
                    .            .
6513             CP279B............
                    V
                    V
6516             SR279B
                    .
                    .
                    .-------> 1D294A
6524
6522             D279B
                    V
                    V
6527             R279B
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                    .          279A
6533                .            .
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                    .            .-------> 279ART
6544
6542                .       279AOT
                    .            .
                    .            .
6547             CP279A............
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                    .
                    .-------> 2D294A
6552
6550             D279A
                    V
                    V
6555             R279A
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                    .          279
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6568             1I279............
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                    .            .<-------   DI263
6573
6571                .       2D262
                    .          V
                    .          V
6574                .       R262
                    .            .
                    .            .
6580                .            .         263
                    .            .           .
                    .            .           .
6590                .       CP263............
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                    .            .
                    .            .-------> 2D278
6595
6593                .       D263
                    .          V
                    .          V
6598                .       R263
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                    .            .<-------   DI264
6606
6604                .            .       D249
                    .            .          V
                    .            .          V
6607                .            .       R249
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6623                .            .       1I264............
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6626                    CP264............
                           V
                           V
                         R264
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                           .<-------   1D278
6637                 1D262
6635                    V
                        V
6638                 R262
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                           .
                           .<-------   2D278
6646                    D263
6644                       V
                           V
6647                    R263
                           .
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6653                 1I278............
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6656                2I278............
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6659                     278
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6670                CP278............
                           V
                           V
6673                 R278
                           .
                           .
6679          CP279............
                 V
                 V
              SR279
                 .
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6690             .-------> 3D294A
6688          D279
                 V
                 V
6693          R279
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6699                 280
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6712                       .<-------   DI280
6710                 D281
                        V
                        V
6713                 R281
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6719                1I280............
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6722          CP280............
                 V
                 V
6725          SR280
                 V
                 V
6731           R280
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6737                280A
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6746          CP280A...........
                 V
                 V
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6749          SR280A
                 V
                 V
              R280A
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                 .          296
6761             .            .
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              CP296............
6769             .
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                 .-------> 296OUT
6775
6772          296RET
                 V
                 V
              R296
6778             .
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                 .          312
6784             .            .
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6794  CP312........................
         V
         V
      R312
6797     .
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6803     .          .
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6813  1I331............
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6816     .         V
         .         V
         .      R295A
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6828     .         .          .
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         .     CP311A............
6837     .         V
         .         V
         .      R311A
6840     .         .
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6846  CP331............
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         .           .<-------  3D294A
6851     .
6849     .       D279
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         .         V
         .       R279
6852     .         .
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         .         .        294A
6858     .         .          .
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         .     1I294A............
6865     .         .
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         .         .            .<-------  1D294A
6870     .         .
6868     .         .       D279B
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         .         .       R279B
6871     .         .
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         .     2I294A............
6877     .         .
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6882
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6880                    D279A
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                        R279A
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6889            CP294A............
                    V
                    V
6892            SR294A
                    V
                    V
6898             R294A
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6904                        295
                            .
                            .
                            .-------> 295RET
6913
6911                    295OUT
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6916             CP295............
                    V
                    V
6919              R295
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6925                        311
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6936             CP311............
                    V
                    V
6939              R311
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                            330
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                            .-------> 330RET
6956
6954                    330OUT
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                            .
6959              1I330............
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6962        CP330............
                V
                V
6965         R330
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6971                346A
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6981        CP346A............
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            .-------> DI346C
6986
6984         D346A
                V
                V
6989         R346A
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                    .<-------   DI297
6997
6995              D285B
                    V
                    V
                  R285B
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7004                        297
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7014                    CP297............
                            V
                            V
                        SR297
                            V
                            V
7023                     R297
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7029                        .          313
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                            .           .-------> 313RET
7038                        .
7036                        .      313OUT
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7041                    CP313............
                            V
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7044                     R313
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7050                        .          332
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7061                    CP332............
                            V
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7064                     R332
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7070                        .          347
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7080                    1I347............
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                   2I347............
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7088                        .<-------  DI347
7086                    D348
                            V
                            V
7089                    R348
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7095               CP347............
                        V
                        V
7098               SR347
                        V
                        V
7104                R347
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7110          CP362............
                  V
                  V
7113          SR362
                  V
                  V
7119           R362
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7125                   378
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7137          CP378............
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      AFR11............
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7143           225
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7151                    225A
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                CP225............
                    V
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7162            SR225
                    V
                    V
7168             R225
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7174                    242
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7186            CP242............
                    V
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7189             R242
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7195                    243A
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7206                      .-------> 243ART
7204                  243AOT
                          .
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7209            CP243A...........
                    V
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7212             R243A
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7218                    227
                          V
                          V
                        R227
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7231                      .         228
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7238                      .         R228
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7244                      .           .         229
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7251                    CP229......................
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7256                      .-------> 1D230
7254                    1D229
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7261                      .-------> DI231
7259                    2D229
                          V
                          V
7264                     R229
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7270                      .         230A
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7277                  CP230A...........
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                          .-------> 2D230
                      D230A
                          V
                          V
7285                  R230A
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7291                    244A
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                          .-------> 244ART
7302
7300                 244AOT
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7305            CP244A............
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7308             R244A
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7314                   244
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7327             1I244............
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7332                      .<-------   1D230
7330                 1D229
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7333                  R229
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7339                      .         230
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7346                 1I230............
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7351                      .           .<-------   2D230
7349                      .       D230A
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7358                 CP230............
                          V
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7361                  R230
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7367            CP244............
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7372                 .-------> DI245
7370             D244
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7375             R244
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7381                   244B
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7392        CP244B........................
                 V
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7395         R244B
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7403                 .<-------   DI231
7401             2D229
                     V
                     V
7404             R229
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7410                   231
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7418            CP231............
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                                  V
                                  V
                                R231
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                                  .<-------   DI245
7429                              .
7427                              .      D244
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                                  .        V
7430                              .      R244
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7436                            1I245.......
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7439                              .        245
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7453                              .        .-------> 245RET
7451                              .      245OUT
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7456                          CP245.......................
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7459                  AFR121............
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7462                          242A
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7471                          R242A
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7477                              .        242B
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                              CP242B............
                                 V
                                 V
7492                          R242B
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7498                              .        243B
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7508                          CP243B............
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7511                          R243B
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7517                              .         243
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7526                          CP243............
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                                 V
7529                           R243
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7535                              .        245A
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7545                          CP245A............
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                                 V
7548                          RR245A
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                                  .         258
                                  .          V
                                  .          V
7562                              .       SR258
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7568          AFR122.......................
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RCP258............
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7574           258A
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7583             .-------->   DI272
7581          1D258A
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7588             .-------->   DI259
7586          2D258A
                 V
                 V
7591           R258A
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7597                     271C
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7604          CP271C............
                 V
                 V
7607          SR271C
                 V
                 V
7613           R271C
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7621                        .<-------   DI259
7619                     D258A
                 .           V
                 .           V
                 .        R258A
                 .           .
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7628                           259
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7635                     CP259............
                 .           V
                 .           V
7638                     SR259
                 .           V
                 .           V
7644                      R259
                 .           .
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7652                        .           .<-------   DI272
7650                           D258A
                 .           .     V
                 .           .     V
7653                           R258A
                 .           .     .
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7659                     1I272............
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7662                           272
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7669                     2I272............
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7672           CP272............
                 V
                 V
               SR272
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7681                        290
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7694                  .-------> 290RET
7692              290OUT
                     V
                     V
7697               SR290
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                     .-------> DI291
7705
7703               D290
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                     .
7708        AFR132............

                     .<-------  DI291
7713
7711               D290
                     V
                     V
7714               R290
                     .
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7720                     291
                         .
                         .
                         .-------> 291RET
7732
7730                  291OUT
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7735               CP291............
                     V
                     V
7738               SR291
                     V
                     V
7744               R291
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                         287E
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                         .-------> 287ERT
7762
7760                  287E0T
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7765               I287E............
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7768                     288A
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                         .-------> 288ART
7783
7781                  288AOT
                         V
                         V
7786                  R288A
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7793                         287A
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7806                  CP287A............
                         V
                         V
7809                  SR287A
                         V
                         V
7816                  R287A
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                             254
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                             .-------> 254RET
7835
7832                  254OUT
                             V
                             V
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7838                R254
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                      .        254B
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7853            CP254B............
                     V
                     V
7856            R254B
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7862                  .        269
                      .          .
                      .          .
7874                  .          .-------> 269RET
7872                  .     269OUT
                      .          .
                      .          .
7877            CP269............
                     V
                     V
7880             R269
                      .
                      .
7886                  .       269B
                      .          .
                      .          .
7898                  .          .-------> 269BRT
7896                  .     269BOT
                      .          V
                      .          V
7901                  .      R269B
                      .          .
                      .          .
7907                  .          .        268
                      .          .          .
                      .          .          .
7919                  .          .          .-------> 268RET
7916                  .          .     268OUT
                      .          .          .
                      .          .          .
7922            CP268........................
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                      .
7935                  .-------> D288B
7925            DI2881
                     V
                     V
7938             R268
                      .
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7944                  .       288B
                      .          .
                      .          .
7955            CP288B............
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7969                  .-------> D288B
7958            DI2882
                     V
                     V
7972             R288B
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7978                  .       287B
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7988        CP287B........................
                 V
                 V
7991        SR287B
                 V
                 V
7998         R287B
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8004          2711
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                .        254A
                .          V
                .          V
8018            .       R254A
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8025        CP2711............
                V
                V
8027        R2711
                .
                .
8033            .         257
                .          .
                .          .
8046            .          .-------> DI271A
8044            .       D257
                .          V
                .          V
8049            .       R257
                .          .
                .          .
8055            .          .        256
                .          .          .
                .          .          .
8071            .          .          .-------> 256RET
8069            .          .      256OUT
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                .          .          .
8074            .       CP256...........
                .          .
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8077            .          .        SUB6
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                .          .          .
8086            .          .          .        SUB7
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8098            .          .          .          .-------> DI255A
8096            .          .          .         D7
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8101            .       I2712.......................
                .          V
                .          V
8104            .       R256
                .          .
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8113            .          .        271A
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                .          .          .
8126            .          .          .-------> 217ART
8124            .          .      271AOT
                .          .          .
                .          .          .
8131            .          .          .          .<------- DI271A
8129            .          .          .        D257
                .          .          .          V
                .          .          .          V
8132            .          .          .       R257
                .          .          .          .
                .          .          .          .
8138            .          .      CP271A...........
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8141            .       1I271A..........
                .          V
                .          V
                .       R271A
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8153            .          .        255A
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                                                                  <------- DI255A
8162                                                                D7
8163                                                        CP255A............
                                                                V
                                                                V
8166                                                          R255
                                                                V
                                                                V
8177                                                        R2712

8185                                                                      2712

8191                                                 I2712......................
                                                         V
                                                         V
8194                                                 SR271
                                                         V
                                                         V
8204                                                  R271

8210                                   MERGE ............
                                           V
                                           V
8213                                   R271_1

8219                                                 270

                                       CP2712............
                                           V
                                           V
8232                                   R2712

8238                                                 289C

8248                                   CP289C............
                                           V
                                           V
8251                                    R289C

8258                                                 289A
                                                       V
                                                       V
8268                                                 R289A

8275                                                           289B

8285                                    CP289B......................
                                           V
                                           V
8288                                    SR289B
                                           V
                                           V
8294                                    R289B

8301                                                 289D

8311                                    CP289D............
                                           V
                                           V
8314                                    SR289D
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8320                                           R289D
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8327                                               .          289
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8337                                           CP289............
                                                  V
                                                  V
8340                                           SR289
                                                  V
                                                  V
8346                                           R289
                                                   .
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8352                                               .         287C
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8363                                          1I287C............
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8366                                     CP287C............
                                              V
                                              V
8369                                     SR287C
                                              V
                                              V
8376                                      R287C.
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8382                                            .        287D
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8391                                     CP287D............
                                              V
                                              V
                                         SR287D
                                              V
                                              V
8401                                      R287D
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8404                                1RC302............
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8409                                            .-------->   DI302
8407                                    D287E
                                                .
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8412                           AFR14............
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8417                                            .<--------   DI302
8415                                    D278E
                                            V
                                            V
8418                                    R287E
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8424                                            .         302
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8431                                    CP302............
                                            V
                                            V
8434                                    SR302
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                                                .-------->   DI320
                                         D302
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8445                           RCP302............
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8450                .<-------   DI320
8448             D302
                    V
                    V
8451             R302
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8457                .         320
                    .           .
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8465             CP320............
                    V
                    V
8468             SR320
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8476                .-------> DI338A
8474             D320
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                    .
8479        AF152A............

8484                .<-------  DI338A
8482             D320
                    V
                    V
8485             R320
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8491                .         338A
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                    .           .
8499             CP338A...........
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                    V
                 SR338A
                    V
                    V
8508             R338A
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8514                .         338
                    .           .
                    .           .
8522             CP338............
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8525        AF152B............

8530                .<-------   DI367
8528             D337
                    V
                    V
8531             R337
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8534                .         367
                    .           .
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8541             CP367............
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8544        AFR153............

8547                370
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                    .
            AFR154............

8557                369
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8564    GR151............
8577                366
                     V
                     V
                   R366
8583                                368
8595              CP368............
                     V
                     V
8598               SR368
8604    GR152............
8607                377A
8617    GR161............
8620                361
                     V
                     V
8631               SR361
                     V
                     V
8637                R361
                                    377
8651              CP377............
                     V
                     V
8654               SR377
                     V
                     V
8660                R377
8666                                377B
8678              CP337B............
8681    GR162............
8684                387
8694    GR163............
8697                386
8708    GR164............
                   383A
8721    GR165............
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8724                  383
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          GR166............
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8736                  381B
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8745      GR167............
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8748                  381
                       V
                       V
8758                 SR381
                       V
                       V
8764                  R381
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8770                   .          380
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8779                 CP380............
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8782      RCP380............
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8787                   .<-------   1D292
8785                  D273
                       V
                       V
8788                  R273
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                       .          292
                       .           .
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8802                 1I292............
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8807                   .           .<-------   2D292
8805                   .         D274
                       .           V
                       .           V
8808                   .         R274
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8814                 CP292............
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8819                   .-------->  1D306
8817                  D292
                       V
                       V
8822                  R292
                       .
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8830                   .           .<-------   1D293
8828                   .         D275
                       .           V
                       .           V
8831                   .         R275
                       .           .
                       .           .
8839                   .           .           .<-------   2D293
8837                   .           .         D276
                       .           .           V
                       .           .           V
                       .           .         R276
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8846                   .         1I293............
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8849                                  293
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                                2I293............
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8863                                   .<-------   3D293
8861                                D277
                                       V
                                       V
8864                                R277
                                       .
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8870                            3I293............
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                                       .
8873                    CP293............
                            V
                            V
8876                    SR293
                            V
                            V
8882                     R293
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8888                            293A
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                                   .
8896                    CP293A...........
                            V
                            V
8899                    SR293A
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8907                        .------->   2D306
8905                     D293A
                            V
                            V
8910                     R293A
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                            .
8918                            .<-------   1D294
8916                        D279D
                                V
                                V
8919                        R279D
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8927                            .           .<-------   2D294
8925                            .        D279C
                                .           V
                                .           V
8928                            .        R279C
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8934                        1I294............
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8937                            .         294
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8944                        CP294............
                                V
                                V
8947                        SR294
                                V
                                V
8953                         R294
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                                .         309
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8970                        1I309............
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8973                CP309............
                        V
                        V
                     R309
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8982                    .        328
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8992                CP328............
                        V
                        V
8995                 R328
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9001                    .        344
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                        .          .
9012                CP344............
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9017                    .          .<-------   1D306
9015                    .      D292
                        .        V
                        .        V
9018                    .      R292
                        .          .
                        .          .
9026                    .          .           .<-------   2D306
9024                    .          .      D293A
                        .          .        V
                        .          .        V
9027                    .          .      R293A
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                        .     1I306............
                        .          .
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9036                    .          .        306
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9046                    .     CP306............
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9049                    .     SR306
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9055                    .      R306
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9061                    .          .        308
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9070                    .     CP308............
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9073                    .      R308
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9079                    .          .        327
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9089                    .     CP327............
                        .        V
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9092                    .      R327
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9098                    .          .        343
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                        .    1IC343............
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9111                 CP343............
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                    V
                    V
9114              R343
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9120                .          356
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9128              CP356...........
                    V
                    V
9131              SR356
                    V
                    V
9137              R356
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9143                .          355
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9153              1I355...........
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9156                .          307
                    .            V
                    .            V
9164                .         R307
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9170                .            .          326
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                    .            .            .
9180                .        CP326...........
                    .            V
                    .            V
9183                .         R326
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                    .            .        342A
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9199                .       CP342A...........
                    .            V
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9202                .        R342A
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9208                .            .         354
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9216                .        CP354...........
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9219                .        SR354
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                    .            V
9225                .         R354
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9231              2I355...........
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9234                .          310
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                    .            V
9242                .         R310
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9248                .            .         329
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                    .        CP329...........
                    .            V
                    .            V
9260                .         R329
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9266                    345
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                CP345............
                    V
                    V
9279             R345
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9285                    357
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9294            CP357............
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9297                    346
                         V
                         V
9306                    R346
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9312                     .          359
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9320                    1I359............
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9323            2I359............
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9328                     .<-------  DI346C
9326                    D346A
                         V
                         V
9329                    R346A
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                         .          346C
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9343                    CP346C............
                         V
                         V
9346                    SR346C
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9352                     .          346B
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9363                    CP346B............
                         V
                         V
9366                    SR346B
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9374                     .-------->  DI360
9372                    D346B
                         V
                         V
9377                    R346B
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9383            CP359............
                    V
                    V
9386            SR359
                    V
                    V
9392             R359
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                        360
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9408            1I360............
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                                                  .<-------   DI360
9413                                        D346B
                                                V
                                                V
9414                                        R346B
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9420                                CP360............
                                        V
                                        V
9423                                SR360
                                        V
                                        V
9429                                 R360
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9435                                                358
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9446                                CP358............
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9449                                SR358
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9455                                 R358
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9461                        CP355............
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9464                        SR355
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                                V
9470                         R355
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9476                                  373
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9485                        1I373............
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9488                                  355A
                                        V
                                        V
9496                                SR355A
                                        V
                                        V
9502                                 R355A
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9508                        CP373............
                                V
                                V
9511                         R373
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9517                                  374
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9529                        1I374............
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9532                                  375
                                        V
                                        V
9543                                 R375
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                            2I374............
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9552                                  376
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                                  V
                                  V
                                R376
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9568                     CP374............
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                            V
9571                      R374
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9577                        305
                              V
                              V
9587                      SR305
                              V
                              V
9593                       R305
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9599                              .        325
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9610                      CP325............
                              V
                              V
9613                       R325
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9619                              .        342
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9628                      CP342............
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                              V
9631                       R342
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9637                              .       325A
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                              .          V
9647                              .      R325A
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9653                              .          .        341
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9663                              .      CP341............
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                              .          V
9666                              .       R341
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9672                              .          .        353
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9681                              .      1I353............
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9684                       CP353............
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9687                       SR353
                              V
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9693                        R353
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9699                              .        352
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                           CP352............
                              V
                              V
9711                       SR352
                              V
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                    V
9717              R352
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                    .          372
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9736        1I372.......................
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9739              385
                    V
                    V
9749              R385
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9755                .          384
                    .            .
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9764            CP384............
                    V
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9767              R384
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9773        2I372............
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9776               18
                    V
                    V
9788              R18
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9794                .           19
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            CP19............
                    V
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9807              R19
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9813                .           21
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9823        I1CP21............
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9826                .           20
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9836                .          SR20
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                    .            V
9845                .           R20
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9851            CP21............
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9854              SR21
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                    V
9860               R21
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9866                .           23
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9875            CP23............
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                    V
9878              SR23
                    V
                    V
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9887   R23
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9903   .           .
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9909   .           .           .
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       .      I1C22A...........
9919   .           .
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9922   CP22A........
          V
          V
9925    R22A
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       .          25
9931   .           .
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9941   I1CP25.......
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       .          24
9944   .           V
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       .          SR24
9954   .           V
       .           V
       .          R24
9960   .           .
       .           .
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       CP25........
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          V
9969    SR25
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9975   .           V
       .           V
       .          R26
9986   .           .
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9992   .           .           .
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       .      I1CP27...........
10003  .           V
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       .          SR27
10006  .           .
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10012  CP27........
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          V
10015   R27
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10021  .           .
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10031  .           .           .
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       .           .           .
       .          CP33........
10041  .           V
       .           V
       .          R33
10044  .           .
       .           .
       .           .          35
10050  .           .
```

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                              I1CP35...........
00
                                          32
0063
                                CP35...........
.0074                              V
                                   V
                                 R35
.0077
                                          36
10083
                               I1CP36...........
10093
                                          37
10096
                                 CP36...........
10107                              V
                                   V
                                 R36
10110
                                          38
10116
                                 CP38...........
10126                              V
                                   V
                                 SR38
10129                              V
                                   V
                                 R38
10135
                                          39
10141
                               I1CP39...........
10152
                     CP39............
10155                  V
                       V
                     R39
10158
                                 40
10164                              V
                                   V
                                 R40
10174
                                          42
10180
                               I1CP42...........
10191
                     CP42............
10194                  V
                       V
                     SR42
10197                  V
                       V
                     R42

                                41A1
10209                             V
```

```
                    V
                 SR41A1
10218                .
                     .
                     .-------> 1D303
10226
10224            CP41A1
                     V
                     V
                 R41A1
10229                .
                     .
                     .        41A2
10235                .          .
                     .          .
                 CP41A2............
10244                V
                     V
                 SR41A2
10247                .
                     .
                     .-------> 2D303
10255
10253            D41A2
                     V
                     V
                 R41A2
10258                .
                     .
                     .        41A3
10264                .          .
                     .          .
                 CP41A3............
10273                V
                     V
                 SR41A3
10276                .
                     .
                     .-------> 3D303
                 D41A3
                     V
                     V
                 R41A3
10287                .
                     .
                     .         41A
10293                .          .
                     .          .
                 CP41A............
10302                V
                     V
                 SR41A
10305                .
                     .
                     .-------> 4D303
10313
10311            D41A
                     V
                     V
                 R41A
10316                .
                     .
                     .        41-1
10322                .          .
                     .          .
                 CP41-1............
10332                V
                     V
                 SR41-1
10335                .
                     .
                     .-------> 5D303
10343
10341            D41-1
                     V
                     V
                 R41-1
10346                .
                     .
                     .        41-2
10352
```

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                    .          .
                    .          .
10                  CP41-2.........
                       V
                       V
10365               SR41-2
                       .
                       .
                       .-------> 6D303
10376
10374                D41-2
                       V
                       V
10381                R41-2
                       .
                       .
                       .        41
10387                  .          .
                       .          .
                       .          .
                     CP41...........
10398                  V
                       V
10401                SR41
                       .
                       .
                       .-------> 7D303
10412
10410                D41
                       V
                       V
10417                R41
                       .
                       .
                       .       43-1
10423                  .          .
                       .          .
                     CP43-1........
10432                  V
                       V
                     SR43-1
                       .
                       .
                       .-------> 1D303A
10446
10444                D43-1
                       V
                       V
10451                R43-1
                       .
                       .
                       .       43-2
10457                  .          .
                       .          .
                     CP43-2........
10466                  V
                       V
10469                SR43-2
                       .
                       .
                       .-------> 2D303A
10477
10475                D43-2
                       V
                       V
10480                R43-2
                       .
                       .
                       .       43-3
10486                  .          .
                       .          .
                     CP43-3........
10495                  V
                       V
10498                SR43-3
                       .
                       .
                       .-------> 3D303A
10506
10504                D43-3
                       V
                       V
```

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10509                    R43-3
                           .
                           .
                           .          43-4
                           .            .
                           .            .
10524                  CP43-4............
                          V
                          V
10527                  SR43-4
                           .
                           .
                           .-------> 1DWT#4
10535
10533                   D43-4
                          V
                          V
10538                   R43-4
                           .
                           .
                           .          43-5
10544                      .            .
                           .            .
10553                  CP43-5............
                          V
                          V
10556                  SR43-5
                           .
                           .
                           .-------> 2DWT#4
10567
10565                   D43-5
                          V
                          V
10572                   R43-5
                           .
                           .
                           .          43-6
10578                      .            .
                           .            .
10587                  CP43-6............
                          V
                          V
10590                  SR43-6
                           .
                           .
                           .-------> 3DWT#4
10601
10599                   D43-6
                          V
                          V
10606                   R43-6
                           .
                           .
                           .          43-7
10612                      .            .
                           .            .
10621                  CP43-7............
                          V
                          V
10624                  SR43-7
                           .
                           .
                           .-------> 4DWT#4
10632
10630                   D43-7
                          V
                          V
10635                   R43-7
                           .
                           .
                           .          43-8
10641                      .            .
                           .            .
                       CP43-8............
                          V
                          V
10653                  SR43-8
                           .
                           .
```

```
                    .-------> 5DWT#4
10664
10662          D43-8
                   V
                   V
               R43-8
                   .
                   .
                   .          43
10675              .           .
                   .           .
               I1CP43............
10684              .
                   .
CP43............
10687
   V
   V
SR43
10690
   .
   .-------> DI45-1
10701
10699
D43
   V
   V
RD43
10704
                   .<-------  1DWT#4
10712
10710          D43-4
                   V
                   V
               RD43-4
10713              .
                   .
                   .           .<-------  2DWT#4
10721              .       D43-5
10719              .           V
                   .           V
                   .      RD43-5
                   .           .
                   .           .
               I1CWT4............
10728              .
                   .
                   .           .<-------  3DWT#4
10733              .       D43-6
10731              .           V
                   .           V
                   .      RD43-6
10734              .           .
                   .           .
               I2CWT4............
10740              .
                   .
                   .           .<-------  4DWT#4
10745              .       D43-7
10743              .           V
                   .           V
                   .      RD43-7
10746              .           .
                   .           .
               I3CWT4............
10752              .
                   .
                   .           .<-------  5DWT#4
10757              .       D43-8
10755              .           V
                   .           V
                   .      RD43-8
10758              .           .
                   .           .
               I4CWT4............
                   .
                   .
                   .          44
10767              .           .
                   .           .
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10777                    I5CWT4............
                            .
                            .
                     CP44............
                            .
                            .
10783                    45-1
                            .
                            .
                            .<-------  DI45-1
10794                       .
10792                       .        D43
                            .          .
                            .          .
10795                    CP45-1............
                            V
                            V
10798                    SR45-1
                            .
                            .
                            .-------> 7DWT#4
10807
10805                    D45-1
                            V
                            V
10810                    R45-1
                            .
                            .
10816                       .          45
                            .           .
                            .           .
10825                    CP45............
                            V
                            V
10828                    SR45
                            .
                            .
10837                       .-------> 8DWT#4
10835                    D45
                            V
                            V
10840                    R45
                            .
                            .
10846                       .        46-1
                            .          .
                            .          .
10857                    CP46-1............
                            V
                            V
10860                    SR46-1
                            .
                            .
10869                       .-------> 9DWT#4
10867                    D46-1
                            V
                            V
10872                    R46-1
                            .
                            .
10878                       .          46
                            .           .
                            .           .
10890                    I1CP46............
                            .
                            .
10893                       .          28
                            .           V
                            .           V
10904                       .         R28
                            .           .
                            .           .
10910                       .           .          30
                            .           .           .
                            .           .           .
10921                       .      I1CP30............
                            .           .
                            .           .
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                                                  29
10924                                              V
                                                   V
                                                SR29
                                                   V
                                                   V
10940                                           R29
                                                   .
                                                   .
                                        CP30............
10946                                      V
                                           V
                                         R30
10949                                      .
                                           .
                                           .                31
10955                                      .                .
                                           .                .
                                        CP31............
10966                                      V
                                           V
                                         R31
10969                                      .
                                           .
                                 CP46............
10975                               V
                                    V
                                 SR46
10978                               V
                                    V
                                 R46
10984                               .
                                    .
                                    .<-------  7DWT#4
10992                           D45-1
10990                               V
                                    V
                                RD45-1
                                    .
                                    .
                                    .<-------  8DWT#4
11001                                       D45
10999                                        V
                                             V
                                          RD45
11002                                        .
                                             .
                                I7CWT4............
11008                               .
                                    .
                                    .<-------  9DWT#4
11013                                     D46-1
11011                                        V
                                             V
                                        RD46-1
11014                                        .
                                             .
                                I8CWT4............
11020                               .
                                    .
                                             WT4
11023                                        .
                                             .
                                I9CWT4............
11033                               .
                                    .
                         I10WT4............
11036                               .
                                    .
                     CPWT4............
11039                   V
                        V
                     RS47
11042                   .
                        .
                        .<-------  1D303A
11053
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11051                    D43-1
                             V
                             V
                         R43-1
                           .
                           .
                           .<-------  2D303A
11062
11060                  D43-2
                           V
                           V
11063                  R43-2
                           .
                           .
                           .<-------  3D303A
11071
11069                        D43-3
                                 V
                                 V
11072                        R43-3
                                 .
                                 .
                                 .        303A
11078                            .          .
                                 .          .
                                 .
11085                    1C303A.....................................
                           .
                           .
11088                CP303A............
                         V
                         V
11091                R303A
                         .
                         .
11097                          304
                             .
                             .
11104                CP304............
                         V
                         V
11107                R304
                         .
                         .
11113                          323
                             .
                             .
11120                CP323............
                         V
                         V
11123                SR323
                         .
                         .
11131                    .-------->   DI321
11129                D323
                         V
                         V
11134                R323
                         .
                         .
11140                          324
                             .
                             .
11149                CP324............
                         V
                         V
11152                R324
                         .
                         .
11158                          340
                             .
                             .
11168                CP340............
                         V
                         V
11171                R340
                         .
                         .
11177                          351
```

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11
                    CP351............
                        V
                        V
11189               SR351
                        V
                        V
11195                R351
                        .
                        .
                        .          352A
11201                   .            .
                        .            .
11211               CP352A...........
                        V
                        V
11214               SR352A
                        .
                        .
                        .-------->   DI350
11222
11220                D352A
                        V
                        V
11225                R352A
                        .
                        .
11231           CP372............
                    .
                    .
                    .-------->   DI371
11236
11234           1D372
                    .
                    .
                    .-------->   DI379
11241
11239           2D372
                    V
                    V
11244            R372
                    .
                    .
11250                   .      382
                        .        .
                        .        .
11260           CP382............
                    V
                    V
11263            R382
                    .
                    .
                    .          .<-------   DI379
11271
11269               .      2D372
                        .       V
                        .       V
11272                   .     R372
                        .       .
                        .       .
11278            1I379...........
                    .
                    .
11281                   .     381A
                        .       V
                        .       V
11289                   .   SR381A
                        .       V
                        .       V
11295                   .    R381A
                        .       .
                        .       .
11301            2I379...........
                    .
                    .
11304                   .      379
                        .        .
                        .        .
11316            3I379...........
```

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                    .<-------   1D303
D41A1
    V
    V
R41A1
                                .<-------   2D303
                          D41A2
                              V
                              V
                          R41A2
                                .
                                .
1I303............
                                .<-------   3D303
                          D41A3
                              V
                              V
                          R41A3
                                .
                                .
2I303............
                                .<-------   4D303
                           D41A
                              V
                              V
                           R41A
                                .
                                .
3I303............
                                .<-------   5D303
                          D41-1
                              V
                              V
                          R41-1
                                .
                                .
4I303............
                                .<-------   6D303
                          D41-2
                              V
                              V
                          R41-2
                                .
                                .
5I303............
                                .<-------   7D303
                            D41
                              V
                              V
                            R41
                                .
                                .
6I303............
                            303
                                .
                                .
CP303............
    V
    V
R303
```

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                    .
                    .
                    .          321
                    .            .
                    .            .
11426               1I321............
                    .
                    .
                    .            .<-------   DI321
11431               .
11429               .        D323
                    .          V
                    .          V
11432               .        R323
                    .            .
                    .            .
11438               CP321............
                        V
                        V
11441               SR321
                        V
                        V
11447                R321
                    .
                    .
11453               .          322
                    .            .
                    .            .
11463               CP322............
                        V
                        V
11466                R322
                    .
                    .
11472               .          339
                    .            .
                    .            .
                    CP339............
                        V
                        V
11486                R339
                    .
                    .
11492               .          349
                    .            .
                    .            .
11502               CP349............
                        V
                        V
11505               SR349
                        V
                        V
11511                R349
                    .
                    .
11517               .          350
                    .            .
                    .            .
11528               1I350............
                    .
                    .
                    .            .<-------   DI350
11533               .
11531               .        D352A
                    .          V
                    .          V
11534               .        R352A
                    .            .
                    .            .
11540                CP350............
                        V
                        V
                     SR350
                        V
                        V
11549                R350
                    .
                    .
```

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11555                                   371
                                         .
                                         .
                                  1I371.....
                                         .
                                         .
11572                                    .<-------   DI371
11570                                1D372
                                         V
                                         V
11573                                R372
                                         .
                                         .
11579                             CP371.....
                                     V
                                     V
11582                              R371
                                         .
                                         .
11588                        CP379.....
                                 V
                                 V
11591                        SR379
```

(***) RUNOFF ALSO COMPUTED AT THIS LOCATION

```
*****************************************
*                                       *
*   FLOOD HYDROGRAPH PACKAGE  (HEC-1)   *
*             JUN   1998                *
*           VERSION 4.1                 *
*                                       *
*  RUN DATE   30SEP02  TIME  07:22:06   *
*                                       *
*****************************************
```

```
*****************************************
*                                       *
*    U.S. ARMY CORPS OF ENGINEERS       *
*    HYDROLOGIC ENGINEERING CENTER      *
*          609 SECOND STREET            *
*       DAVIS, CALIFORNIA 95616         *
*           (916) 756-1104              *
*                                       *
*****************************************
```

```
***THE RESULTS OF THE FLOODPLAIN FLOW SPLIT ANALYSIS
***AT PERRYVILLE & 83RD AVE BETWEEN GLENDALE AND BETHANY
***HOME ROAD HAVE BEEN INCORPORATED INTO THIS MODEL

**ADOT BASIN GEOMETRY REPRESENTS MOST RECENT 2' CONTOURS**
WHITE TANKS AREA DRAINAGE MASTER STUDY *UPDATE*
Original MODEL BY THE WLB Group for FCDMC AS PART OF THE WHITE
TANKS/AGUA FRIA ADMS, Date: October 1991

REVISED HYDROLOGY HEC-1 RUN FOR WHITE TANKS ADMS
100-YEAR, 24-HOUR STORM                    original file: WTADMS.24


REVISED CONTRIBUTING AREAS ALONG CACTUS WEST OF REEMS AND
IN ADOT WATERSHED AREA


                                  REVISED BY URS     DATE: 9-30-02
                                                     FILE: L303M7K.DAT

NOTES:
1. THIS HEC-1 MODEL CONTAINS THE FOLLOWING SUPER BASINS: WHITE TANKS 3,
   2A, 2B, 2C, 2D, 2E, 2F, 2G, 2H, 2I, 2J, 2K, 2 & 3, 4 THRU 26.
2. REVISED TO REFLECT UPDATED SOILS MAPS AND NEW DEVELOPMENT.
3. AVERAGE XKSAT VALUES FOR EACH SUBBASIN WAS RECEIVED FROM FCDMC
   GIS DATA AND THEN ADJUSTED FOR VEGETATION, OR LEFT AS ORIGINALLY IN
   THE WLB MODEL.
4. FOR NEW DEVELOPMENTS ONLY 80% OF REPORTED PROVIDED RETENTION
   WAS INCLUDED IN THIS MODEL (AS A CONSERVATIVE ESTIMATE). RETENTION
   CAPACITIES WERE ESTIMATED BY EEC FOR DEVELOPMENTS WITH NO
   DRAINAGE REPORTS.
5. REVISED DRAINAGE BOUNDARIES BASED UPON FIELD INSPECTION OF SUN CITY.
   GRAND.  COMBINED SEVERAL BASINS TOGETHER TO MAKE NEW BASINS 114 &115.
   ALSO REROUTED SUBBASINS 100A, 101, 102A AND 106 TO THE SOUTH TO 113A.
6. CHANNEL ROUTE ALONG REEMS ROAD UPDATED TO REFLECT NEW CONSTRUCTION.
7. REVISED SCS TYPE II RAINFALL DISTRIBUTION FOR THE 24-HOUR GENERAL
   STORM.
8. REVISED RAINFALL DEPTH-AREA REDUCTION FACTORS.
9. PSIF WERE ADJUSTED BASED ON THE VALUES OF XKSAT AND WERE EDITED INTO
   THE DATA FILE BY THE FCDMC.
10. AVERAGE XKSAT VALUES FOR SUBBASINS WITH BORROW PITS (WHITE TANKS
    AREAS #3 & #4) WERE ESTIMATED BY EEC.


46 IO        OUTPUT CONTROL VARIABLES
                 IPRNT          5  PRINT CONTROL
                 IPLOT          0  PLOT CONTROL
                 QSCAL         0.  HYDROGRAPH PLOT SCALE

   IT        HYDROGRAPH TIME DATA
                  NMIN          5  MINUTES IN COMPUTATION INTERVAL
                 IDATE     1    0  STARTING DATE
                 ITIME        0000  STARTING TIME
                    NQ         600  NUMBER OF HYDROGRAPH ORDINATES
                NDDATE     3    0  ENDING DATE
                NDTIME        0155  ENDING TIME
                 ICENT          19  CENTURY MARK

            COMPUTATION INTERVAL     .08 HOURS
                 TOTAL TIME BASE   49.92 HOURS
```

ENGLISH UNITS

DRAINAGE AREA	SQUARE MILES
PRECIPITATION DEPTH	INCHES
LENGTH, ELEVATION	FEET
FLOW	CUBIC FEET PER SECOND
STORAGE VOLUME	ACRE-FEET
SURFACE AREA	ACRES
TEMPERATURE	DEGREES FAHRENHEIT

48 JD INDEX STORM NO. 1

STRM 4.03 PRECIPITATION DEPTH

TRDA .00 TRANSPOSITION DRAINAGE AREA

49 PI PRECIPITATION PATTERN

.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
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.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
.00	.00	.00	.00	.00	.00	.00	.01	.00	.01
.01	.01	.01	.01	.01	.01	.01	.01	.03	.03
.03	.09	.09	.09	.01	.01	.01	.01	.01	.01
.01	.01	.01	.01	.01	.01	.00	.00	.00	.00
.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
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.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
.00	.00	.00	.00	.00	.00	.00	.00		

59 JD INDEX STORM NO. 2

STRM 3.79 PRECIPITATION DEPTH

TRDA 10.00 TRANSPOSITION DRAINAGE AREA

0 PI PRECIPITATION PATTERN

.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
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INDEX STORM NO. 3
STRM 3.51 PRECIPITATION DEPTH
TRDA 50.00 TRANSPOSITION DRAINAGE AREA

0 PI PRECIPITATION PATTERN

.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
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61 JD INDEX STORM NO. 4
STRM 3.39 PRECIPITATION DEPTH
TRDA 100.00 TRANSPOSITION DRAINAGE AREA

0 PI PRECIPITATION PATTERN

.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
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62 JD INDEX STORM NO. 5
STRM 3.29 PRECIPITATION DEPTH
TRDA 200.00 TRANSPOSITION DRAINAGE AREA

0 PI PRECIPITATION PATTERN

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WARNING --- ROUTED OUTFLOW (879.) IS GREATER THAN MAXIMUM OUTFLOW (860.) IN STORAGE-OUTFLOW TABLE

WARNING --- ROUTED OUTFLOW (930.) IS GREATER THAN MAXIMUM OUTFLOW (860.) IN STORAGE-OUTFLOW TABLE

WARNING --- ROUTED OUTFLOW (971.) IS GREATER THAN MAXIMUM OUTFLOW (860.) IN STORAGE-OUTFLOW TABLE

WARNING --- ROUTED OUTFLOW (1001.) IS GREATER THAN MAXIMUM OUTFLOW (860.) IN STORAGE-OUTFLOW TABLE

WARNING --- ROUTED OUTFLOW (1022.) IS GREATER THAN MAXIMUM OUTFLOW (860.) IN STORAGE-OUTFLOW TABLE

WARNING --- ROUTED OUTFLOW (1035.) IS GREATER THAN MAXIMUM OUTFLOW (860.) IN STORAGE-OUTFLOW TABLE

WARNING --- ROUTED OUTFLOW (1040.) IS GREATER THAN MAXIMUM OUTFLOW (860.) IN STORAGE-OUTFLOW TABLE

WARNING --- ROUTED OUTFLOW (1038.) IS GREATER THAN MAXIMUM OUTFLOW (860.) IN STORAGE-OUTFLOW TABLE

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WARNING --- ROUTED OUTFLOW (984.) IS GREATER THAN MAXIMUM OUTFLOW (860.) IN STORAGE-OUTFLOW TABLE

WARNING --- ROUTED OUTFLOW (954.) IS GREATER THAN MAXIMUM OUTFLOW (860.) IN STORAGE-OUTFLOW TABLE

WARNING --- ROUTED OUTFLOW (924.) IS GREATER THAN MAXIMUM OUTFLOW (860.) IN STORAGE-OUTFLOW TABLE

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WARNING --- ROUTED OUTFLOW (936.) IS GREATER THAN MAXIMUM OUTFLOW (860.) IN STORAGE-OUTFLOW TABLE

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WARNING --- ROUTED OUTFLOW (1027.) IS GREATER THAN MAXIMUM OUTFLOW (860.) IN STORAGE-OUTFLOW TABLE

WARNING --- ROUTED OUTFLOW (1030.) IS GREATER THAN MAXIMUM OUTFLOW (860.) IN STORAGE-OUTFLOW TABLE

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WARNING --- ROUTED OUTFLOW (   2932.) IS GREATER THAN MAXIMUM OUTFLOW (   2835.) IN STORAGE-OUTFLOW TABLE
WARNING --- ROUTED OUTFLOW (   3095.) IS GREATER THAN MAXIMUM OUTFLOW (   2835.) IN STORAGE-OUTFLOW TABLE
WARNING --- ROUTED OUTFLOW (   3014.) IS GREATER THAN MAXIMUM OUTFLOW (   2835.) IN STORAGE-OUTFLOW TABLE
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RUNOFF SUMMARY
FLOW IN CUBIC FEET PER SECOND
TIME IN HOURS, AREA IN SQUARE MILES

OPERATION	STATION	PEAK FLOW	TIME OF PEAK	AVERAGE FLOW FOR MAXIMUM PERIOD 6-HOUR	24-HOUR	72-HOUR	BASIN AREA	MAXIMUM STAGE	TIME OF MAX STAGE
HYDROGRAPH AT	1	1719.	12.42	222.	61.	29.	1.94		
ROUTED TO	RCP1	1503.	12.75	222.	61.	29.	1.94		
HYDROGRAPH AT	2	1339.	12.75	237.	66.	32.	1.82		
2 COMBINED AT	CP2	2821.	12.75	456.	126.	61.	3.76		
ROUTED TO	RCP2	2599.	12.92	455.	126.	61.	3.76		
HYDROGRAPH AT	3A	313.	12.33	31.	8.	4.	.29		
ROUTED TO	RCP3A	250.	12.50	31.	8.	4.	.29		
HYDROGRAPH AT	3	863.	12.33	89.	22.	11.	.81		
2 COMBINED AT	I1CP3	1048.	12.42	119.	30.	14.	1.10		
2 COMBINED AT	CP3	2823.	12.83	571.	155.	75.	4.86		
DIVERSION TO	DI189	0.	.00	0.	0.	0.	4.86		
HYDROGRAPH AT	D3	2823.	12.83	571.	155.	75.	4.86		
ROUTED TO	RCP3	2710.	13.00	571.	155.	75.	4.86		
HYDROGRAPH AT	4	396.	12.25	36.	10.	5.	.30		
HYDROGRAPH AT	5	927.	12.25	86.	23.	11.	.72		
2 COMBINED AT	CP5	1315.	12.25	121.	33.	16.	1.02		
ROUTED TO	RCP5	1312.	12.25	121.	33.	16.	1.02		
HYDROGRAPH AT	6	746.	12.08	52.	14.	7.	.45		
2 COMBINED AT	CP6	1854.	12.17	172.	47.	23.	1.47		
ROUTED TO	RCP6	1784.	12.17	172.	47.	23.	1.47		
HYDROGRAPH AT	7	494.	12.08	36.	10.	5.	.31		
2 COMBINED AT	CP7	2245.	12.17	206.	57.	27.	1.78		
ROUTED TO	RCP7	1947.	12.33	206.	57.	27.	1.78		
HYDROGRAPH AT	9	1402.	12.33	161.	44.	21.	1.40		
2 COMBINED AT	I1CP9	3324.	12.33	364.	100.	48.	3.18		
HYDROGRAPH AT	8	890.	12.33	93.	26.	12.	.81		
2 COMBINED AT	CP9	4190.	12.33	455.	125.	60.	3.99		
ROUTED TO	RCP9	3543.	12.75	454.	125.	60.	3.99		
HYDROGRAPH AT	10	1357.	12.75	237.	62.	30.	2.02		
2 COMBINED AT	I1CP10	4868.	12.75	686.	185.	89.	6.01		
2 COMBINED AT	CP10	6970.	12.83	1240.	336.	162.	10.87		
DIVERSION TO	1DI188	1030.	12.83	182.	49.	24.	10.87		
HYDROGRAPH AT	1D10	5940.	12.83	1058.	287.	138.	10.87		
DIVERSION TO	2DI188	1694.	12.83	231.	58.	28.	10.87		

HYDROGRAPH AT	2D10	4246.	12.83	827.	229.	110.	10.87
ROUTED TO	RCP10	4109.	12.92	827.	229.	110.	10.87
HYDROGRAPH AT	12	1214.	12.50	167.	43.	21.	1.38
2 COMBINED AT	CP12	4724.	12.83	980.	268.	129.	12.25
ROUTED TO	RCP12	4335.	13.08	980.	268.	129.	12.25
HYDROGRAPH AT	11	1559.	12.42	202.	54.	26.	1.56
ROUTED TO	RCP11	1268.	12.75	201.	54.	26.	1.56
HYDROGRAPH AT	13	1223.	12.42	145.	36.	17.	1.30
2 COMBINED AT	CP13	2062.	12.58	344.	89.	43.	2.86
ROUTED TO	RCP13	2035.	12.67	344.	89.	43.	2.86
HYDROGRAPH AT	14	1548.	12.33	173.	47.	23.	1.47
ROUTED TO	RCP14	1392.	12.58	173.	47.	23.	1.47
HYDROGRAPH AT	15	1272.	12.42	149.	40.	19.	1.26
2 COMBINED AT	I1CP15	2485.	12.50	319.	86.	42.	2.73
HYDROGRAPH AT	16	1206.	12.42	149.	41.	20.	1.13
ROUTED TO	SR16	0.	.00	0.	0.	0.	1.13
2 COMBINED AT	CP15	2485.	12.50	319.	86.	42.	3.90
ROUTED TO	RCP15	2108.	12.75	318.	86.	41.	3.90
HYDROGRAPH AT	17	1036.	12.33	108.	27.	13.	1.07
2 COMBINED AT	I1CP17	2480.	12.67	423.	112.	54.	4.97
2 COMBINED AT	CP17	4474.	12.67	761.	200.	96.	7.83
ROUTED TO	RCP17	4407.	12.75	761.	200.	96.	7.83
HYDROGRAPH AT	WT3	383.	12.50	50.	13.	6.	.44
2 COMBINED AT	I1CWT3	4657.	12.75	809.	212.	102.	8.27
2 COMBINED AT	CPWT3	7760.	12.92	1707.	459.	221.	20.52
ROUTED TO	SRWT3	0.	.00	0.	0.	0.	20.52
HYDROGRAPH AT	116	872.	12.33	111.	33.	16.	.66
DIVERSION TO	116RET	872.	12.33	93.	25.	12.	.66
HYDROGRAPH AT	116OUT	233.	12.67	27.	8.	4.	.66
ROUTED TO	R116	110.	13.17	26.	8.	4.	.66
HYDROGRAPH AT	117	920.	12.58	158.	47.	23.	.92
DIVERSION TO	117RET	920.	12.58	130.	35.	17.	.92
HYDROGRAPH AT	117OUT	364.	13.08	41.	12.	6.	.92
2 COMBINED AT	CP117	454.	13.08	65.	20.	10.	1.65
ROUTED TO	R117	248.	13.67	62.	20.	10.	1.65
HYDROGRAPH AT	123	320.	13.00	69.	17.	8.	.44
DIVERSION TO	DI134	0.	.00	0.	0.	0.	.44
HYDROGRAPH AT	D123	320.	13.00	69.	17.	8.	.44

ROUTED TO	R123	293.	13.33	69.	17.	8.	.44
HYDROGRAPH AT	124	331.	13.33	89.	22.	11.	.57
2 COMBINED AT	CP124	618.	13.33	156.	39.	19.	1.65
DIVERSION TO	DI136	296.	13.33	81.	20.	10.	1.65
HYDROGRAPH AT	1D124	323.	13.33	76.	19.	9.	1.65
DIVERSION TO	DI135	131.	13.33	23.	6.	3.	1.65
HYDROGRAPH AT	2D124	191.	13.33	52.	13.	6.	1.65
ROUTED TO	R124	178.	13.83	52.	13.	6.	1.65
HYDROGRAPH AT	125	934.	12.50	118.	29.	14.	1.00
2 COMBINED AT	1I125	930.	12.50	169.	42.	20.	2.01
2 COMBINED AT	CP125	924.	12.50	222.	61.	29.	3.66
DIVERSION TO	DI137	308.	12.50	74.	21.	10.	3.66
HYDROGRAPH AT	1D125	616.	12.50	148.	41.	20.	3.66
DIVERSION TO	DI138	308.	12.50	74.	21.	10.	3.66
HYDROGRAPH AT	2D125	309.	12.50	74.	20.	10.	3.66
ROUTED TO	R125	273.	12.75	73.	20.	10.	3.66
HYDROGRAPH AT	118	326.	12.08	42.	14.	7.	.16
DIVERSION TO	118RET	321.	12.08	25.	7.	4.	.16
HYDROGRAPH AT	118OUT	253.	12.17	23.	7.	3.	.16
ROUTED TO	R118	72.	13.83	21.	7.	3.	.16
HYDROGRAPH AT	126	1038.	12.50	159.	47.	23.	.95
DIVERSION TO	126RET	1038.	12.50	121.	32.	15.	.95
HYDROGRAPH AT	126OUT	522.	12.83	51.	15.	7.	.95
2 COMBINED AT	1I126	522.	12.83	70.	21.	10.	1.11
2 COMBINED AT	CP126	776.	12.83	139.	41.	20.	4.75
DIVERSION TO	DI139	776.	12.83	139.	41.	20.	4.75
HYDROGRAPH AT	D126	0.	.00	0.	0.	0.	4.75
ROUTED TO	R126	0.	.00	0.	0.	0.	4.75
HYDROGRAPH AT	100A	173.	12.50	23.	6.	3.	.18
ROUTED TO	R100A	145.	13.08	23.	6.	3.	.18
HYDROGRAPH AT	102A	462.	12.50	60.	15.	7.	.51
2 COMBINED AT	1I102A	462.	12.50	83.	21.	10.	.69
HYDROGRAPH AT	101	215.	12.25	20.	5.	2.	.16
ROUTED TO	R101	211.	12.25	20.	5.	2.	.16
2 COMBINED AT	CP102A	597.	12.42	102.	25.	12.	.75
DIVERSION TO	102ART	597.	12.42	61.	15.	7.	.75
HYDROGRAPH AT	102AOT	372.	12.83	41.	10.	5.	.75
ROUTED TO	R102A	265.	13.42	41.	10.	5.	.75

HYDROGRAPH AT	106	712.	12.50	96.	24.	11.	.77
DIVERSION TO	106RET	712.	12.50	66.	17.	8.	.77
HYDROGRAPH AT	106OUT	413.	12.83	29.	7.	4.	.77
2 COMBINED AT	CP106	409.	12.83	68.	17.	8.	1.70
ROUTED TO	R106	281.	13.83	67.	17.	8.	1.70
HYDROGRAPH AT	105	306.	12.25	27.	7.	3.	.21
ROUTED TO	R105	264.	12.42	27.	7.	3.	.21
HYDROGRAPH AT	112	846.	12.25	99.	29.	14.	.63
DIVERSION TO	112RET	846.	12.25	83.	22.	11.	.63
HYDROGRAPH AT	112OUT	241.	12.67	23.	7.	3.	.63
2 COMBINED AT	CP112	393.	12.67	48.	13.	6.	.82
DIVERSION TO	DI120	131.	12.67	16.	4.	2.	.82
HYDROGRAPH AT	1D112	263.	12.67	32.	9.	4.	.82
DIVERSION TO	1D121A	131.	12.67	16.	4.	2.	.82
HYDROGRAPH AT	2D112	132.	12.67	16.	4.	2.	.82
ROUTED TO	R112	77.	13.17	16.	4.	2.	.82
HYDROGRAPH AT	113A	772.	12.25	92.	27.	13.	.50
DIVERSION TO	113ART	489.	12.08	33.	9.	5.	.50
HYDROGRAPH AT	113AOT	772.	12.25	67.	18.	9.	.50
2 COMBINED AT	CP113A	766.	12.25	81.	22.	11.	1.34
DIVERSION TO	2D121A	43.	12.25	1.	0.	0.	1.34
HYDROGRAPH AT	D113A	723.	12.25	80.	22.	10.	1.34
ROUTED TO	R113A	562.	12.50	78.	22.	10.	1.34
HYDROGRAPH AT	114	2117.	12.75	423.	125.	60.	2.47
DIVERSION TO	114RET	2117.	12.75	365.	97.	47.	2.47
HYDROGRAPH AT	114OUT	600.	13.42	92.	28.	13.	2.47
3 COMBINED AT	CP114	860.	13.50	225.	65.	31.	5.26
DIVERSION TO	DI122B	597.	13.50	107.	27.	13.	5.26
HYDROGRAPH AT	D114	263.	13.50	118.	38.	18.	5.26
ROUTED TO	R114	240.	14.00	116.	38.	18.	5.26
HYDROGRAPH AT	115	2122.	12.67	408.	121.	58.	2.40
DIVERSION TO	115RET	2122.	12.67	369.	99.	47.	2.40
HYDROGRAPH AT	115OUT	376.	13.58	71.	23.	11.	2.40
2 COMBINED AT	CP115	513.	13.58	180.	60.	29.	7.59
ROUTED TO	R115	428.	14.08	179.	60.	29.	7.59
HYDROGRAPH AT	122A	587.	12.25	76.	23.	11.	.38
DIVERSION TO	122ART	587.	12.25	57.	15.	7.	.38
HYDROGRAPH AT	122AOT	274.	12.50	26.	8.	4.	.38

2 COMBINED AT	1I122A	442.	14.08	195.	66.	32.	8.33
HYDROGRAPH AT	D114	597.	13.50	107.	27.	13.	5.26
ROUTED TO	R114	506.	13.83	107.	27.	13.	5.26
HYDROGRAPH AT	122B	734.	12.25	92.	28.	14.	.51
DIVERSION TO	122BRT	537.	12.08	41.	12.	6.	.51
HYDROGRAPH AT	122BOT	734.	12.25	61.	17.	8.	.51
2 COMBINED AT	CP122B	719.	12.25	165.	43.	21.	5.66
ROUTED TO	R122B	641.	12.33	165.	43.	21.	5.66
2 COMBINED AT	CP122A	911.	14.00	353.	108.	52.	8.49
ROUTED TO	1R122A	888.	14.08	350.	108.	52.	8.49
ROUTED TO	2R122A	865.	14.42	344.	108.	52.	8.49
HYDROGRAPH AT	111	482.	12.08	45.	13.	6.	.26
DIVERSION TO	111RET	374.	12.00	23.	6.	3.	.26
HYDROGRAPH AT	111OUT	477.	12.17	25.	7.	3.	.26
ROUTED TO	R111	271.	12.42	25.	7.	3.	.26
HYDROGRAPH AT	104	218.	12.25	19.	5.	2.	.15
ROUTED TO	R104	79.	14.75	19.	5.	2.	.15
HYDROGRAPH AT	111A	870.	12.25	95.	27.	13.	.61
DIVERSION TO	111ART	870.	12.25	95.	27.	13.	.61
HYDROGRAPH AT	111AOT	1.	19.75	1.	0.	0.	.61
3 COMBINED AT	CP111A	271.	12.42	44.	12.	6.	.97
ROUTED TO	R111A	109.	13.92	40.	12.	6.	.97
HYDROGRAPH AT	119	544.	13.17	126.	32.	15.	.86
DIVERSION TO	DI128	317.	13.17	74.	18.	9.	.86
HYDROGRAPH AT	D119	227.	13.17	53.	13.	6.	.86
ROUTED TO	R119	204.	13.58	53.	13.	6.	.86
HYDROGRAPH AT	119A	296.	13.17	69.	17.	8.	.47
2 COMBINED AT	CP119A	439.	13.25	121.	30.	15.	1.26
DIVERSION TO	DI130	0.	.00	0.	0.	0.	1.26
HYDROGRAPH AT	D119A	439.	13.25	121.	30.	15.	1.26
ROUTED TO	R119A	430.	13.42	121.	30.	15.	1.26
HYDROGRAPH AT	120	388.	13.25	105.	26.	13.	.54
3 COMBINED AT	1I120	787.	13.33	254.	67.	32.	2.88
HYDROGRAPH AT	1D112	131.	12.67	16.	4.	2.	.82
ROUTED TO	R112	76.	13.33	16.	4.	2.	.82
2 COMBINED AT	CP120	857.	13.33	268.	71.	34.	3.58
ROUTED TO	R120	805.	13.83	266.	71.	34.	3.58
HYDROGRAPH AT	D119	317.	13.17	74.	18.	9.	.86

ROUTED TO	R119	298.	13.42	74.	18.	9.	.86
HYDROGRAPH AT	128	299.	12.92	57.	14.	7.	.41
2 COMBINED AT	CP128	481.	12.92	130.	32.	16.	1.27
ROUTED TO	R128	464.	14.50	130.	32.	16.	1.27
HYDROGRAPH AT	D119A	0.	.00	0.	0.	0.	1.26
ROUTED TO	R119A	0.	.00	0.	0.	0.	1.26
HYDROGRAPH AT	130	571.	13.25	147.	37.	18.	1.00
3 COMBINED AT	1I130	577.	14.50	270.	68.	33.	3.77
HYDROGRAPH AT	129	339.	12.67	54.	14.	7.	.43
ROUTED TO	R129	274.	13.33	54.	14.	7.	.43
3 COMBINED AT	CP130	1457.	13.42	584.	153.	74.	5.37
DIVERSION TO	DI144	638.	13.42	165.	41.	20.	5.37
HYDROGRAPH AT	D130	818.	13.42	419.	112.	54.	5.37
ROUTED TO	R130	814.	13.67	417.	112.	54.	5.37
HYDROGRAPH AT	131A	316.	13.08	69.	17.	8.	.49
2 COMBINED AT	CP131A	979.	13.58	479.	128.	62.	5.87
ROUTED TO	R131A	975.	13.75	478.	128.	62.	5.87
HYDROGRAPH AT	131	317.	13.08	69.	17.	8.	.49
2 COMBINED AT	1I131	1115.	13.58	534.	145.	70.	9.57
HYDROGRAPH AT	2D112	131.	12.67	16.	4.	2.	.82
ROUTED TO	R112	81.	13.17	16.	4.	2.	.82
HYDROGRAPH AT	121A	366.	12.92	70.	17.	8.	.50
2 COMBINED AT	1I121A	402.	12.92	84.	22.	10.	1.34
HYDROGRAPH AT	D113A	43.	12.25	1.	0.	0.	1.34
ROUTED TO	R113A	9.	13.08	1.	0.	0.	1.34
2 COMBINED AT	CP121A	402.	12.92	85.	22.	10.	3.54
ROUTED TO	R121A	383.	13.08	84.	22.	10.	3.54
HYDROGRAPH AT	121	360.	12.92	68.	17.	8.	.50
2 COMBINED AT	CP121	692.	12.92	151.	38.	18.	4.03
ROUTED TO	R121	635.	13.50	150.	38.	18.	4.03
2 COMBINED AT	CP131	1727.	13.50	680.	182.	88.	10.47
DIVERSION TO	DI145	1405.	13.50	548.	145.	70.	10.47
HYDROGRAPH AT	D131	322.	13.50	132.	37.	18.	10.47
ROUTED TO	R131	316.	13.83	131.	37.	18.	10.47
HYDROGRAPH AT	132	253.	13.00	52.	13.	6.	.41
2 COMBINED AT	CP132	415.	13.58	178.	50.	24.	9.97
ROUTED TO	R132	403.	13.92	175.	50.	24.	9.97
HYDROGRAPH AT	133	304.	12.83	57.	16.	7.	.50

DIVERSION TO	133RET	192.	12.50	18.	5.	2.	.50
HYDROGRAPH AT	133OUT	304.	12.83	42.	11.	5.	.50
2 COMBINED AT	1I133	439.	13.83	213.	59.	29.	11.37
2 COMBINED AT	CP133	1005.	14.42	508.	155.	75.	15.93
DIVERSION TO	DI146	402.	14.42	203.	62.	30.	15.93
HYDROGRAPH AT	1D133	604.	14.42	305.	93.	45.	15.93
DIVERSION TO	1D147	201.	14.42	101.	31.	15.	15.93
HYDROGRAPH AT	2D133	403.	14.42	204.	62.	30.	15.93
ROUTED TO	R133	394.	14.58	202.	62.	30.	15.93
HYDROGRAPH AT	134	313.	13.08	68.	17.	8.	.50
HYDROGRAPH AT	D123	0.	.00	0.	0.	0.	.44
ROUTED TO	R123	0.	.00	0.	0.	0.	.44
3 COMBINED AT	CP134	558.	13.25	252.	78.	37.	16.87
DIVERSION TO	2D147	316.	13.25	124.	33.	16.	16.87
HYDROGRAPH AT	D134	242.	13.25	129.	45.	21.	16.87
ROUTED TO	R134	233.	13.42	128.	45.	21.	16.87
HYDROGRAPH AT	1D124	131.	13.33	23.	6.	3.	1.65
ROUTED TO	R124	108.	14.00	23.	6.	3.	1.65
HYDROGRAPH AT	135	373.	12.67	65.	18.	9.	.49
DIVERSION TO	135RET	350.	12.58	34.	9.	4.	.49
HYDROGRAPH AT	135OUT	351.	12.75	35.	9.	5.	.49
3 COMBINED AT	CP135	389.	12.83	178.	58.	28.	17.92
DIVERSION TO	DI148	35.	12.83	8.	2.	1.	17.92
HYDROGRAPH AT	D135	354.	12.83	170.	56.	27.	17.92
ROUTED TO	R135	311.	13.42	169.	56.	27.	17.92
HYDROGRAPH AT	2D124	296.	13.33	81.	20.	10.	1.65
ROUTED TO	R124	273.	15.00	75.	20.	10.	1.65
HYDROGRAPH AT	136	291.	13.08	63.	16.	8.	.46
2 COMBINED AT	1I136	289.	13.08	128.	36.	17.	1.03
2 COMBINED AT	CP136	527.	13.17	283.	90.	43.	18.33
ROUTED TO	R136	497.	13.67	282.	90.	43.	18.33
HYDROGRAPH AT	1D125	308.	12.50	74.	21.	10.	3.66
ROUTED TO	R125	234.	13.08	73.	21.	10.	3.66
HYDROGRAPH AT	137	280.	13.42	77.	19.	9.	.54
3 COMBINED AT	CP137	867.	13.50	404.	125.	60.	21.60
DIVERSION TO	DI149	289.	13.50	134.	41.	20.	21.60
HYDROGRAPH AT	1D137	578.	13.50	269.	83.	40.	21.60
DIVERSION TO	DI153	289.	13.50	134.	41.	20.	21.60

HYDROGRAPH AT	2D137	289.	13.50	135.	42.	20.	21.60
ROUTED TO	R137	280.	14.08	134.	42.	20.	21.60
HYDROGRAPH AT	2D125	308.	12.50	74.	21.	10.	3.66
ROUTED TO	R125	123.	15.42	62.	21.	10.	3.66
HYDROGRAPH AT	138	278.	13.00	54.	14.	7.	.54
2 COMBINED AT	1I138	250.	13.00	85.	30.	15.	22.08
2 COMBINED AT	CP138	314.	14.08	209.	72.	35.	22.08
ROUTED TO	R138	311.	14.50	208.	72.	35.	22.08
HYDROGRAPH AT	138A	717.	12.17	80.	24.	12.	.46
DIVERSION TO	138ART	717.	12.17	65.	17.	8.	.46
HYDROGRAPH AT	138AOT	257.	12.50	22.	7.	3.	.46
2 COMBINED AT	1I138A	320.	14.50	215.	76.	37.	23.70
2 COMBINED AT	2I138A	319.	14.50	214.	75.	37.	24.81
HYDROGRAPH AT	2D137	289.	13.50	134.	41.	20.	21.60
ROUTED TO	R137	232.	15.83	119.	41.	20.	21.60
HYDROGRAPH AT	153	117.	13.33	32.	8.	4.	.20
2 COMBINED AT	CP153	234.	15.83	119.	48.	23.	21.92
2 COMBINED AT	CP138A	453.	16.08	326.	123.	60.	23.68
DIVERSION TO	DI154	306.	16.08	222.	84.	41.	23.68
HYDROGRAPH AT	D138A	147.	16.08	104.	39.	19.	23.68
ROUTED TO	R138A	138.	17.50	102.	39.	19.	23.68
HYDROGRAPH AT	D138A	306.	16.08	222.	84.	41.	23.68
ROUTED TO	RLLE	305.	16.17	222.	84.	41.	23.68
HYDROGRAPH AT	154	174.	12.58	28.	7.	3.	.17
2 COMBINED AT	LLE1	366.	16.00	271.	102.	50.	.33
ROUTED TO	RLLE1	363.	16.33	270.	102.	50.	.33
HYDROGRAPH AT	157	610.	12.83	117.	33.	16.	.89
DIVERSION TO	157RET	517.	12.67	51.	14.	7.	.89
HYDROGRAPH AT	157OUT	610.	12.83	72.	19.	9.	.89
2 COMBINED AT	1I157	725.	12.92	286.	106.	51.	25.08
2 COMBINED AT	2I157	725.	12.92	364.	144.	70.	25.08
HYDROGRAPH AT	127	456.	12.08	41.	12.	6.	.22
ROUTED TO	R127	248.	13.42	41.	12.	6.	.22
HYDROGRAPH AT	139	719.	12.25	84.	25.	12.	.47
DIVERSION TO	139RET	719.	12.25	56.	15.	7.	.47
HYDROGRAPH AT	139OUT	526.	12.42	34.	10.	5.	.47
2 COMBINED AT	1I139	528.	12.42	75.	21.	10.	.69
HYDROGRAPH AT	D126	776.	12.83	139.	41.	20.	4.75

ROUTED TO	RLE	692.	13.00	138.	41.	20.	4.75
2 COMBINED AT	2I139	739.	13.00	207.	61.	29.	7.04
HYDROGRAPH AT	140	180.	12.67	30.	8.	4.	.18
2 COMBINED AT	LE1	870.	13.00	243.	71.	34.	.88
ROUTED TO	RLE1	806.	13.08	243.	71.	34.	.88
HYDROGRAPH AT	156	233.	12.75	42.	11.	5.	.30
2 COMBINED AT	LE2	965.	13.00	281.	82.	39.	1.18
ROUTED TO	RLE2	891.	13.25	278.	82.	39.	1.18
2 COMBINED AT	LE3	1487.	12.92	700.	243.	118.	1.65
ROUTED TO	1RLE3	1509.	12.92	700.	243.	118.	1.65
ROUTED TO	2RLE3	1512.	12.92	700.	243.	118.	1.65
HYDROGRAPH AT	172	111.	12.58	16.	4.	2.	.12
2 COMBINED AT	LE4	1573.	12.92	706.	246.	120.	1.77
ROUTED TO	R172	1462.	13.33	702.	246.	120.	1.77
HYDROGRAPH AT	173	193.	13.00	40.	11.	5.	.31
2 COMBINED AT	CP173	1519.	13.33	702.	249.	122.	26.68
HYDROGRAPH AT	156A	501.	12.17	46.	13.	6.	.31
ROUTED TO	R156A	178.	14.17	45.	13.	6.	.31
HYDROGRAPH AT	158	1195.	12.33	147.	44.	21.	.97
DIVERSION TO	158RET	1195.	12.33	116.	31.	15.	.97
HYDROGRAPH AT	158OUT	534.	12.58	44.	13.	6.	.97
2 COMBINED AT	CP158	534.	12.58	85.	26.	13.	1.28
ROUTED TO	R158	198.	13.25	81.	26.	13.	1.28
HYDROGRAPH AT	173B	110.	12.83	18.	5.	2.	.20
2 COMBINED AT	CP173B	257.	13.17	95.	30.	15.	1.48
2 COMBINED AT	AFR2E	1517.	13.25	713.	256.	125.	30.12
ROUTED TO	RR173	1319.	13.50	673.	246.	121.	30.12
HYDROGRAPH AT	171	386.	13.42	112.	30.	14.	.70
ROUTED TO	R171	365.	13.67	111.	30.	14.	.70
HYDROGRAPH AT	173A	161.	12.75	29.	8.	4.	.20
2 COMBINED AT	CP173A	387.	13.67	139.	37.	18.	.90
2 COMBINED AT	AFR2F1	1653.	13.50	776.	278.	137.	31.02
ROUTED TO	RR173A	1449.	14.08	762.	278.	137.	31.02
HYDROGRAPH AT	186	180.	13.25	46.	11.	6.	.33
ROUTED TO	R186	166.	13.67	46.	11.	6.	.33
HYDROGRAPH AT	187	75.	12.00	4.	1.	0.	.35
2 COMBINED AT	CP187	166.	13.67	50.	12.	6.	.68
2 COMBINED AT	AFR2F2	1555.	14.08	795.	288.	142.	31.70

ROUTED TO	RR187	1357.	14.67	782.	288.	142.	31.70
HYDROGRAPH AT	199	71.	13.08	15.	4.	2.	.11
ROUTED TO	R199	62.	13.67	15.	4.	2.	.11
HYDROGRAPH AT	200	216.	12.67	34.	9.	4.	.29
2 COMBINED AT	CP200	216.	12.67	49.	12.	6.	.40
2 COMBINED AT	AFR2F3	1378.	14.67	790.	299.	147.	32.10
ROUTED TO	RR200	1285.	15.00	785.	299.	147.	32.10
HYDROGRAPH AT	141	484.	12.33	50.	12.	6.	.47
ROUTED TO	R141	478.	12.42	50.	12.	6.	.47
HYDROGRAPH AT	141A	214.	12.17	16.	4.	2.	.15
2 COMBINED AT	CP141A	571.	12.33	65.	16.	8.	.62
ROUTED TO	R141A	533.	12.50	65.	16.	8.	.62
HYDROGRAPH AT	142	305.	13.00	63.	16.	8.	.51
2 COMBINED AT	CP142	690.	12.50	127.	32.	15.	1.13
ROUTED TO	R142	645.	12.92	127.	32.	15.	1.13
HYDROGRAPH AT	143	300.	13.00	62.	16.	7.	.50
2 COMBINED AT	CP143	921.	12.92	188.	47.	23.	1.63
ROUTED TO	R143	900.	13.08	188.	47.	23.	1.63
HYDROGRAPH AT	D130	638.	13.42	165.	41.	20.	5.37
ROUTED TO	R130	603.	14.00	165.	41.	20.	5.37
HYDROGRAPH AT	144	328.	13.00	69.	17.	8.	.51
2 COMBINED AT	1I144	683.	13.83	232.	58.	28.	6.05
2 COMBINED AT	CP144	1199.	13.08	416.	104.	50.	7.68
DIVERSION TO	DI164A	93.	13.08	22.	5.	3.	7.68
HYDROGRAPH AT	D144	1106.	13.08	394.	99.	47.	7.68
ROUTED TO	R144	1077.	13.33	393.	99.	47.	7.68
HYDROGRAPH AT	145A	287.	13.08	63.	16.	8.	.49
2 COMBINED AT	CP145A	1318.	13.25	454.	114.	55.	8.17
ROUTED TO	R145A	1289.	13.50	453.	114.	55.	8.17
HYDROGRAPH AT	D131	1405.	13.50	548.	145.	70.	10.47
ROUTED TO	R131	1358.	14.00	544.	145.	70.	10.47
HYDROGRAPH AT	145	297.	13.08	64.	16.	8.	.48
2 COMBINED AT	1I145	1436.	14.00	588.	161.	78.	9.00
2 COMBINED AT	CP145	2498.	14.00	1028.	272.	131.	11.63
DIVERSION TO	DI164	788.	14.00	228.	57.	27.	11.63
HYDROGRAPH AT	1D145	1710.	14.00	800.	215.	103.	11.63
DIVERSION TO	DI165	746.	14.00	293.	73.	35.	11.63
HYDROGRAPH AT	2D145	964.	14.00	507.	142.	68.	11.63

ROUTED TO	R145B	939.	14.42	507.	142.	68.	11.63
DIVERSION TO	DI165B	778.	14.42	360.	91.	44.	11.63
HYDROGRAPH AT	3D145	162.	14.42	147.	51.	24.	11.63
ROUTED TO	R145C	162.	14.50	147.	51.	24.	11.63
DIVERSION TO	DI165C	78.	14.50	62.	18.	9.	11.63
HYDROGRAPH AT	4D145	86.	15.58	86.	33.	16.	11.63
ROUTED TO	R145D	86.	15.67	85.	33.	16.	11.63
HYDROGRAPH AT	1D133	402.	14.42	203.	62.	30.	15.93
ROUTED TO	R133	388.	14.83	199.	62.	30.	15.93
HYDROGRAPH AT	146	523.	13.17	124.	31.	15.	.90
2 COMBINED AT	1I146	660.	13.50	304.	92.	44.	15.02
2 COMBINED AT	CP146	727.	13.50	376.	122.	59.	18.49
DIVERSION TO	1D166	249.	13.50	99.	25.	12.	18.49
HYDROGRAPH AT	D146	478.	13.50	277.	98.	47.	18.49
ROUTED TO	R146A	476.	13.58	277.	98.	47.	18.49
HYDROGRAPH AT	4D145	78.	14.50	62.	18.	9.	11.63
ROUTED TO	R145E	77.	15.00	61.	18.	9.	11.63
2 COMBINED AT	1D165	512.	13.58	330.	115.	55.	18.49
DIVERSION TO	DIRB1	178.	12.42	178.	76.	37.	18.49
HYDROGRAPH AT	D146B	334.	13.58	152.	39.	19.	18.49
ROUTED TO	R146B	333.	13.67	151.	39.	19.	18.49
HYDROGRAPH AT	3D145	778.	14.42	360.	91.	44.	11.63
ROUTED TO	R145F	761.	15.08	352.	91.	44.	11.63
2 COMBINED AT	2D165	962.	15.00	479.	127.	61.	18.49
DIVERSION TO	DIRB2	486.	15.00	242.	64.	31.	18.49
HYDROGRAPH AT	D146C	476.	15.00	237.	63.	30.	18.49
ROUTED TO	R146C	474.	15.08	237.	63.	30.	18.49
HYDROGRAPH AT	159	608.	12.33	61.	15.	7.	.58
ROUTED TO	R159	594.	12.42	61.	15.	7.	.58
HYDROGRAPH AT	160	409.	12.42	44.	11.	5.	.39
2 COMBINED AT	CP160	996.	12.42	105.	26.	13.	.97
ROUTED TO	R160	893.	12.58	105.	26.	13.	.97
HYDROGRAPH AT	161	310.	13.00	62.	15.	7.	.50
2 COMBINED AT	CP161	1087.	12.58	165.	41.	20.	1.47
ROUTED TO	R161	925.	13.08	165.	41.	20.	1.47
HYDROGRAPH AT	162	268.	12.50	34.	8.	4.	.25
ROUTED TO	R162	198.	13.17	34.	8.	4.	.25
HYDROGRAPH AT	163	492.	12.92	99.	25.	12.	.75

2 COMBINED AT	1I163	664.	13.00	132.	33.	16.	1.00
2 COMBINED AT	CP163	1565.	13.00	295.	74.	35.	2.47
DIVERSION TO	DI176A	0.	.00	0.	0.	0.	2.47
HYDROGRAPH AT	D163	1565.	13.00	295.	74.	35.	2.47
ROUTED TO	R163	1519.	13.17	295.	74.	35.	2.47
HYDROGRAPH AT	D144	93.	13.08	22.	5.	3.	7.68
ROUTED TO	R144	65.	16.00	22.	5.	3.	7.68
HYDROGRAPH AT	164A	309.	13.08	66.	17.	8.	.49
2 COMBINED AT	1I164A	302.	13.08	81.	22.	10.	8.17
2 COMBINED AT	CP164A	1765.	13.17	369.	94.	45.	10.64
ROUTED TO	R164A	1698.	13.25	368.	94.	45.	10.64
HYDROGRAPH AT	164	314.	13.08	68.	17.	8.	.49
2 COMBINED AT	1I164	1944.	13.25	431.	110.	53.	11.13
HYDROGRAPH AT	1D145	788.	14.00	228.	57.	27.	11.63
ROUTED TO	R145	772.	14.42	228.	57.	27.	11.63
2 COMBINED AT	CP164	1944.	13.25	656.	167.	80.	15.08
DIVERSION TO	DI177	257.	13.25	73.	19.	9.	15.08
HYDROGRAPH AT	D164	1639.	13.25	566.	144.	69.	15.08
ROUTED TO	R164	1516.	13.75	562.	144.	69.	15.08
HYDROGRAPH AT	2D145	746.	14.00	293.	73.	35.	11.63
ROUTED TO	R145	729.	15.25	282.	73.	35.	11.63
HYDROGRAPH AT	165	507.	13.25	122.	31.	15.	.90
2 COMBINED AT	1I165	740.	15.25	359.	102.	49.	12.53
2 COMBINED AT	2I165	1811.	13.67	907.	244.	117.	15.98
2 COMBINED AT	CP165	1945.	15.17	1107.	299.	144.	22.84
DIVERSION TO	DI180	945.	15.17	307.	77.	37.	22.84
HYDROGRAPH AT	D165	1000.	13.25	801.	222.	107.	22.84
ROUTED TO	R165	1000.	14.83	796.	222.	107.	22.84
HYDROGRAPH AT	D163	0.	.00	0.	0.	0.	2.47
ROUTED TO	R163	0.	.00	0.	0.	0.	2.47
HYDROGRAPH AT	176A	327.	13.25	79.	20.	10.	.62
2 COMBINED AT	CP176A	322.	13.25	78.	20.	9.	3.09
DIVERSION TO	DI191	0.	.00	0.	0.	0.	3.09
HYDROGRAPH AT	D176A	322.	13.25	78.	20.	9.	3.09
ROUTED TO	R176A	298.	13.50	78.	20.	9.	3.09
HYDROGRAPH AT	177A	293.	13.08	63.	16.	8.	.49
2 COMBINED AT	CP177A	493.	13.17	139.	35.	17.	3.58
ROUTED TO	R177A	488.	13.50	139.	35.	17.	3.58

HYDROGRAPH AT	177	291.	13.08	62.	15.	7.	.49
2 COMBINED AT	1I177	684.	13.33	200.	50.	24.	4.07
HYDROGRAPH AT	D164	257.	13.25	73.	19.	9.	15.08
ROUTED TO	R164	224.	14.00	73.	19.	9.	15.08
2 COMBINED AT	CP177	738.	13.75	261.	66.	32.	16.68
ROUTED TO	R177	723.	13.92	260.	66.	32.	16.68
HYDROGRAPH AT	178	274.	13.08	59.	15.	7.	.44
2 COMBINED AT	CP178	810.	13.42	314.	80.	39.	17.12
ROUTED TO	R178	805.	13.83	312.	80.	39.	17.12
HYDROGRAPH AT	179	293.	13.08	64.	16.	8.	.46
2 COMBINED AT	1I179	938.	13.58	369.	95.	46.	17.58
2 COMBINED AT	CP179	1834.	14.00	1120.	314.	151.	25.34
DIVERSION TO	DI193	891.	14.00	423.	106.	51.	25.34
HYDROGRAPH AT	1D179	943.	14.00	696.	208.	100.	25.34
DIVERSION TO	DI194A	222.	14.00	144.	37.	18.	25.34
HYDROGRAPH AT	2D179	721.	14.00	552.	171.	82.	25.34
ROUTED TO	R179	716.	14.25	550.	171.	82.	25.34
HYDROGRAPH AT	180	515.	13.33	136.	34.	16.	.99
2 COMBINED AT	1I180	946.	14.00	642.	203.	97.	26.33
HYDROGRAPH AT	2D133	201.	14.42	101.	31.	15.	15.93
ROUTED TO	R133	190.	16.00	93.	31.	15.	15.93
HYDROGRAPH AT	147	325.	13.00	68.	17.	8.	.50
2 COMBINED AT	1I147	310.	13.00	134.	48.	23.	14.62
HYDROGRAPH AT	D134	316.	13.25	124.	33.	16.	16.87
ROUTED TO	R134	259.	14.17	121.	33.	16.	16.87
2 COMBINED AT	CP147	372.	15.33	249.	81.	39.	15.92
DIVERSION TO	2D166	367.	15.33	246.	80.	38.	15.92
HYDROGRAPH AT	D147	5.	15.33	2.	1.	0.	15.92
ROUTED TO	R147	4.	16.42	2.	1.	0.	15.92
HYDROGRAPH AT	148	307.	13.00	66.	16.	8.	.48
2 COMBINED AT	1I148	291.	13.00	64.	16.	8.	16.40
HYDROGRAPH AT	D135	35.	12.83	8.	2.	1.	17.92
ROUTED TO	R135	21.	14.58	8.	2.	1.	17.92
2 COMBINED AT	CP148	291.	13.00	73.	18.	9.	17.46
DIVERSION TO	DI150	44.	13.00	11.	3.	1.	17.46
HYDROGRAPH AT	D148	246.	13.00	61.	15.	7.	17.46
ROUTED TO	R148	172.	14.08	60.	15.	7.	17.46
HYDROGRAPH AT	D147	367.	15.33	246.	80.	38.	15.92

ROUTED TO	R147	346.	17.25	232.	80.	38.	15.92
HYDROGRAPH AT	166	496.	13.33	132.	33.	16.	.98
HYDROGRAPH AT	D146	249.	13.50	99.	25.	12.	18.49
ROUTED TO	R146	161.	16.58	88.	25.	12.	18.49
2 COMBINED AT	1I166	496.	13.33	207.	64.	31.	19.47
2 COMBINED AT	2I166	464.	13.33	337.	130.	63.	21.45
2 COMBINED AT	CP166	506.	13.42	392.	143.	69.	22.45
DIVERSION TO	DI167	487.	13.42	382.	141.	68.	22.45
HYDROGRAPH AT	D166	20.	13.42	10.	2.	1.	22.45
ROUTED TO	R166	16.	18.00	10.	2.	1.	22.45
HYDROGRAPH AT	D165	945.	15.17	307.	77.	37.	22.84
ROUTED TO	R165	663.	16.50	290.	77.	37.	22.84
2 COMBINED AT	1I180	618.	16.58	275.	73.	35.	30.29
2 COMBINED AT	CP180	1185.	16.50	893.	275.	132.	30.29
DIVERSION TO	1D195	1003.	16.50	761.	236.	113.	30.29
HYDROGRAPH AT	D180	182.	16.50	132.	39.	19.	30.29
ROUTED TO	R180	180.	16.92	131.	39.	19.	30.29
HYDROGRAPH AT	181	258.	12.92	49.	12.	6.	.37
2 COMBINED AT	CP181	240.	12.92	156.	50.	24.	30.66
DIVERSION TO	2D195	240.	12.92	156.	50.	24.	30.66
HYDROGRAPH AT	D181	0.	.00	0.	0.	0.	30.66
ROUTED TO	R181	0.	.00	0.	0.	0.	30.66
HYDROGRAPH AT	182	191.	12.75	31.	8.	4.	.24
2 COMBINED AT	1I182	172.	12.75	28.	7.	3.	30.90
HYDROGRAPH AT	D148	44.	13.00	11.	3.	1.	17.46
ROUTED TO	R148	35.	13.83	11.	3.	1.	17.46
HYDROGRAPH AT	150	188.	12.75	32.	8.	4.	.23
2 COMBINED AT	CP150	183.	12.75	41.	10.	5.	17.69
ROUTED TO	R150	160.	13.17	41.	10.	5.	17.69
HYDROGRAPH AT	151	200.	12.75	35.	9.	4.	.25
2 COMBINED AT	1I151	287.	12.92	73.	18.	9.	17.94
HYDROGRAPH AT	1D137	289.	13.50	134.	41.	20.	21.60
ROUTED TO	R137	274.	13.83	134.	41.	20.	21.60
HYDROGRAPH AT	149	293.	13.08	64.	16.	8.	.48
2 COMBINED AT	CP149	400.	13.67	186.	56.	27.	22.20
ROUTED TO	R149	392.	13.92	184.	56.	27.	22.20
2 COMBINED AT	CP151	531.	13.42	249.	74.	36.	23.66
DIVERSION TO	1D168	170.	13.42	76.	20.	10.	23.66

HYDROGRAPH AT	1D151	361.	13.42	173.	54.	26.	23.66
DIVERSION TO	DI152	170.	13.42	76.	20.	10.	23.66
HYDROGRAPH AT	2D151	191.	13.42	97.	34.	16.	23.66
ROUTED TO	R151	184.	14.25	96.	34.	16.	23.66
HYDROGRAPH AT	167	501.	13.33	133.	33.	16.	.97
2 COMBINED AT	1I167	531.	13.42	209.	65.	31.	24.63
HYDROGRAPH AT	D166	487.	13.42	382.	141.	68.	22.45
ROUTED TO	R166	460.	13.92	381.	141.	68.	22.45
2 COMBINED AT	CP167	924.	13.75	557.	202.	98.	25.61
DIVERSION TO	1D183	216.	13.75	94.	24.	12.	25.61
HYDROGRAPH AT	1D167	707.	13.75	463.	178.	87.	25.61
DIVERSION TO	2D168	41.	13.75	18.	5.	2.	25.61
HYDROGRAPH AT	2D167	666.	13.75	445.	174.	84.	25.61
ROUTED TO	R167	659.	14.00	444.	174.	84.	25.61
HYDROGRAPH AT	181A	227.	13.17	52.	13.	6.	.39
2 COMBINED AT	CP181A	736.	13.83	476.	185.	90.	26.00
DIVERSION TO	2D183	141.	13.83	78.	27.	13.	26.00
HYDROGRAPH AT	D181A	595.	13.83	397.	158.	77.	26.00
ROUTED TO	R181A	589.	14.17	396.	158.	77.	26.00
2 COMBINED AT	CP182	582.	14.17	386.	159.	77.	38.46
DIVERSION TO	DI196	295.	14.17	196.	81.	39.	38.46
HYDROGRAPH AT	D182	287.	14.17	190.	78.	38.	38.46
ROUTED TO	R182	279.	15.08	189.	78.	38.	38.46
HYDROGRAPH AT	2D151	170.	13.42	76.	20.	10.	23.66
ROUTED TO	R151	164.	13.92	75.	20.	10.	23.66
HYDROGRAPH AT	152	252.	12.92	50.	12.	6.	.35
2 COMBINED AT	CP152	266.	13.00	117.	31.	15.	24.01
DIVERSION TO	1D169	0.	.00	0.	0.	0.	24.01
HYDROGRAPH AT	1D152	266.	13.00	117.	31.	15.	24.01
DIVERSION TO	DI155	0.	.00	0.	0.	0.	24.01
HYDROGRAPH AT	2D152	266.	13.00	117.	31.	15.	24.01
ROUTED TO	R152	259.	13.83	114.	31.	15.	24.01
HYDROGRAPH AT	1D151	170.	13.42	76.	20.	10.	23.66
ROUTED TO	R151	150.	15.83	65.	20.	10.	23.66
HYDROGRAPH AT	168	312.	13.17	71.	18.	9.	.51
2 COMBINED AT	1I168	289.	13.17	107.	36.	17.	24.17
HYDROGRAPH AT	2D167	41.	13.75	18.	5.	2.	25.61
ROUTED TO	R167	38.	14.67	18.	5.	2.	25.61

2 COMBINED AT	2I168	289.	13.17	122.	41.	20.	26.12
2 COMBINED AT	CP168	424.	13.58	231.	72.	35.	26.47
DIVERSION TO	2D169	108.	13.58	51.	15.	7.	26.47
HYDROGRAPH AT	D168	316.	13.58	180.	56.	27.	26.47
ROUTED TO	R168	311.	13.92	179.	56.	27.	26.47
HYDROGRAPH AT	1D167	216.	13.75	94.	24.	12.	25.61
ROUTED TO	R167	211.	14.42	91.	24.	12.	25.61
HYDROGRAPH AT	183	226.	12.42	27.	7.	3.	.21
2 COMBINED AT	1I183	211.	14.42	96.	30.	14.	25.82
HYDROGRAPH AT	D181A	141.	13.83	78.	27.	13.	26.00
ROUTED TO	R181A	140.	14.08	78.	27.	13.	26.00
2 COMBINED AT	2I183	345.	14.25	166.	57.	27.	26.21
2 COMBINED AT	CP183	638.	14.17	340.	113.	54.	27.07
ROUTED TO	R183	592.	15.42	339.	113.	54.	27.07
HYDROGRAPH AT	184	465.	13.17	106.	27.	13.	.79
2 COMBINED AT	1I184	602.	15.42	354.	136.	66.	27.86
2 COMBINED AT	2I184	846.	15.42	513.	207.	101.	40.32
HYDROGRAPH AT	D152	0.	.00	0.	0.	0.	24.01
ROUTED TO	R152	0.	.00	0.	0.	0.	24.01
HYDROGRAPH AT	155	255.	12.75	51.	13.	6.	.26
2 COMBINED AT	CP155	237.	12.75	47.	12.	6.	24.27
ROUTED TO	R155	187.	13.92	47.	12.	6.	24.27
HYDROGRAPH AT	D152	0.	.00	0.	0.	0.	24.01
ROUTED TO	R152	0.	.00	0.	0.	0.	24.01
HYDROGRAPH AT	169	384.	13.17	100.	25.	12.	.51
2 COMBINED AT	1I169	358.	13.17	92.	23.	11.	24.52
2 COMBINED AT	2I169	370.	13.83	138.	35.	17.	25.13
HYDROGRAPH AT	D168	108.	13.58	51.	15.	7.	26.47
ROUTED TO	R168	105.	14.08	51.	15.	7.	26.47
2 COMBINED AT	CP169	463.	13.83	181.	50.	24.	27.24
ROUTED TO	R169	422.	14.50	178.	50.	24.	27.24
2 COMBINED AT	CP184	1085.	15.25	675.	254.	124.	41.09
DIVERSION TO	DI197	434.	15.25	270.	102.	49.	41.09
HYDROGRAPH AT	1D184	652.	15.25	405.	153.	74.	41.09
DIVERSION TO	DI198	434.	15.25	270.	102.	49.	41.09
HYDROGRAPH AT	2D184	218.	15.25	135.	51.	25.	41.09
ROUTED TO	R184	216.	15.67	135.	51.	25.	41.09
HYDROGRAPH AT	170	296.	12.67	53.	14.	7.	.29

ROUTED TO	R170	234.	13.75	53.	14.	7.	.29
HYDROGRAPH AT	185	443.	13.08	97.	24.	12.	.69
2 COMBINED AT	1I185	466.	13.58	149.	38.	18.	.98
2 COMBINED AT	CP185	486.	13.67	246.	84.	41.	44.55
ROUTED TO	R185	370.	15.33	225.	83.	41.	44.55
HYDROGRAPH AT	2D184	434.	15.25	270.	102.	49.	41.09
ROUTED TO	R184	423.	17.00	262.	99.	49.	41.09
HYDROGRAPH AT	198	547.	13.08	129.	36.	17.	.90
DIVERSION TO	198RET	265.	12.50	26.	7.	4.	.90
HYDROGRAPH AT	198OUT	547.	13.08	109.	28.	14.	.90
2 COMBINED AT	1I198	485.	13.08	266.	121.	61.	41.97
2 COMBINED AT	2I198	686.	16.83	454.	204.	101.	42.95
HYDROGRAPH AT	1D184	434.	15.25	270.	102.	49.	41.09
ROUTED TO	R184	425.	16.17	268.	101.	49.	41.09
HYDROGRAPH AT	197	468.	13.50	133.	33.	16.	1.00
2 COMBINED AT	CP197	435.	16.17	319.	130.	64.	42.06
ROUTED TO	R197	431.	16.58	317.	129.	63.	42.06
HYDROGRAPH AT	203	145.	12.25	13.	3.	2.	.11
DIVERSION TO	203RET	145.	12.25	13.	3.	2.	.11
HYDROGRAPH AT	203OUT	0.	.00	0.	0.	0.	.11
2 COMBINED AT	CP203	431.	16.58	317.	129.	63.	42.17
2 COMBINED AT	CP198	1111.	16.75	745.	332.	164.	44.06
ROUTED TO	R198	1108.	16.92	745.	331.	164.	44.06
HYDROGRAPH AT	204	366.	12.25	31.	8.	4.	.27
2 COMBINED AT	1I204	1108.	16.92	744.	336.	167.	44.33
HYDROGRAPH AT	174	572.	12.25	51.	13.	6.	.45
ROUTED TO	R174	351.	12.83	51.	13.	6.	.45
HYDROGRAPH AT	175	354.	12.25	32.	8.	4.	.28
DIVERSION TO	DI175A	354.	12.25	32.	8.	4.	.28
HYDROGRAPH AT	D175	0.	.00	0.	0.	0.	.28
ROUTED TO	R175	0.	.00	0.	0.	0.	.28
HYDROGRAPH AT	176	635.	12.42	71.	18.	9.	.67
2 COMBINED AT	1I176	633.	12.42	71.	18.	8.	.95
2 COMBINED AT	CP176	708.	12.50	121.	30.	14.	1.40
ROUTED TO	R176	618.	12.92	121.	30.	14.	1.40
HYDROGRAPH AT	D175	354.	12.25	32.	8.	4.	.28
ROUTED TO	R175	322.	12.42	32.	8.	4.	.28
HYDROGRAPH AT	175A	417.	12.50	50.	13.	6.	.47

2 COMBINED AT	CP175A	721.	12.42	82.	20.	10.	.75
ROUTED TO	R175A	683.	12.67	82.	20.	10.	.75
HYDROGRAPH AT	CP3	0.	.00	0.	0.	0.	4.86
ROUTED TO	R3	0.	.00	0.	0.	0.	4.86
2 COMBINED AT	1I189	683.	12.67	82.	20.	10.	5.81
HYDROGRAPH AT	189	514.	12.42	56.	14.	7.	.51
2 COMBINED AT	CP189	954.	12.58	134.	34.	16.	6.32
ROUTED TO	R189	790.	13.17	134.	34.	16.	6.32
HYDROGRAPH AT	190	534.	12.92	101.	25.	12.	.86
2 COMBINED AT	CP190	1221.	13.08	233.	58.	28.	7.18
ROUTED TO	R190	1147.	13.33	233.	58.	28.	7.18
HYDROGRAPH AT	D176A	0.	.00	0.	0.	0.	3.09
ROUTED TO	R176A	0.	.00	0.	0.	0.	3.09
3 COMBINED AT	1I191	1555.	13.33	346.	87.	42.	11.39
HYDROGRAPH AT	191	545.	13.25	131.	33.	16.	.99
2 COMBINED AT	CP191	2048.	13.25	470.	118.	57.	12.38
DIVERSION TO	1D208	1339.	13.08	411.	103.	49.	12.38
HYDROGRAPH AT	D191	709.	13.25	60.	15.	7.	12.38
ROUTED TO	R191	618.	13.58	60.	15.	7.	12.38
HYDROGRAPH AT	192A	327.	12.83	61.	16.	8.	.50
DIVERSION TO	192ART	146.	12.33	10.	3.	1.	.50
HYDROGRAPH AT	192AOT	327.	12.83	52.	13.	6.	.50
2 COMBINED AT	CP192A	699.	13.58	108.	27.	13.	12.68
ROUTED TO	R192A	659.	13.83	108.	27.	13.	12.68
HYDROGRAPH AT	192	282.	13.08	60.	15.	7.	.50
2 COMBINED AT	CP192	742.	13.83	164.	41.	20.	13.38
DIVERSION TO	1D209	654.	13.83	147.	37.	18.	13.38
HYDROGRAPH AT	1D192	88.	13.83	16.	4.	2.	13.38
DIVERSION TO	1D210	0.	.00	0.	0.	0.	13.38
HYDROGRAPH AT	2D192	88.	13.83	16.	4.	2.	13.38
ROUTED TO	R192	84.	14.00	16.	4.	2.	13.38
DIVERSION TO	DI211	67.	14.00	13.	3.	2.	13.38
HYDROGRAPH AT	1D193	17.	14.00	3.	1.	0.	13.38
ROUTED TO	R192	16.	14.25	3.	1.	0.	13.38
HYDROGRAPH AT	193	502.	13.25	121.	30.	15.	.91
2 COMBINED AT	1I193	484.	13.25	119.	30.	14.	14.29
HYDROGRAPH AT	1D179	891.	14.00	423.	106.	51.	25.34
ROUTED TO	R179	868.	14.50	422.	106.	51.	25.34

2 COMBINED AT	CP193	926.	14.42	499.	130.	63.	39.17
ROUTED TO	R193	916.	14.75	499.	130.	63.	39.17
HYDROGRAPH AT	2D179	222.	14.00	144.	37.	18.	25.34
ROUTED TO	R179	152.	18.42	111.	37.	18.	25.34
HYDROGRAPH AT	194A	210.	12.75	35.	9.	4.	.25
2 COMBINED AT	CP194A	192.	12.75	111.	45.	22.	36.84
HYDROGRAPH AT	194B	206.	12.75	35.	9.	4.	.25
3 COMBINED AT	CP194B	921.	14.75	584.	183.	88.	36.84
ROUTED TO	SR194B	284.	18.67	267.	176.	88.	36.84
ROUTED TO	R194B	284.	18.75	267.	176.	88.	36.84
HYDROGRAPH AT	194C	707.	13.42	122.	30.	15.	.49
2 COMBINED AT	CP194C	748.	13.42	290.	202.	101.	37.33
ROUTED TO	R194C	720.	13.58	288.	202.	101.	37.33
HYDROGRAPH AT	D180	1003.	16.50	761.	236.	113.	30.29
ROUTED TO	R180	983.	17.92	736.	235.	113.	30.29
HYDROGRAPH AT	195	239.	13.50	67.	17.	8.	.49
2 COMBINED AT	1I195	978.	17.92	736.	249.	120.	33.41
HYDROGRAPH AT	D181	240.	12.92	156.	50.	24.	30.66
ROUTED TO	R181	219.	13.17	155.	50.	24.	30.66
3 COMBINED AT	CP195	1360.	18.00	1083.	492.	241.	41.02
ROUTED TO	R195	1359.	18.00	1081.	492.	241.	41.02
HYDROGRAPH AT	D182	295.	14.17	196.	81.	39.	38.46
ROUTED TO	R182	288.	15.00	195.	80.	39.	38.46
HYDROGRAPH AT	196	284.	13.00	61.	16.	7.	.47
2 COMBINED AT	1I196	296.	15.00	208.	93.	46.	38.90
2 COMBINED AT	CP196	1483.	18.08	1221.	573.	281.	51.58
ROUTED TO	R196	1480.	18.25	1219.	572.	281.	51.58
HYDROGRAPH AT	202	235.	13.42	66.	16.	8.	.48
2 COMBINED AT	CP202	1480.	18.25	1221.	586.	288.	52.06
ROUTED TO	R202	1477.	18.33	1220.	585.	288.	52.06
2 COMBINED AT	CP204	2295.	17.50	1922.	905.	448.	57.76
ROUTED TO	R204	2294.	17.58	1922.	905.	448.	57.76
HYDROGRAPH AT	205	112.	12.08	6.	2.	1.	.06
2 COMBINED AT	CP205	2294.	17.58	1922.	906.	449.	57.82
ROUTED TO	R205	0.	.00	0.	0.	0.	57.82
HYDROGRAPH AT	206	182.	12.17	13.	3.	2.	.12
2 COMBINED AT	CP206	153.	12.17	11.	3.	1.	58.31
2 COMBINED AT	RCP206	1406.	15.00	785.	303.	149.	68.69

ROUTED TO	RR206	1020.	15.75	701.	276.	136.	68.69
HYDROGRAPH AT	228A	129.	12.08	10.	3.	1.	.08
2 COMBINED AT	AFR2K	1020.	15.75	701.	278.	137.	68.77
ROUTED TO	R228A	962.	17.50	691.	277.	137.	68.77
HYDROGRAPH AT	1D10	1030.	12.83	182.	49.	24.	10.87
HYDROGRAPH AT	2D10	1694.	12.83	231.	58.	28.	10.87
2 COMBINED AT	1I188	2720.	12.83	412.	107.	51.	11.08
ROUTED TO	R10	2691.	12.83	412.	107.	51.	11.08
HYDROGRAPH AT	188	256.	12.25	21.	5.	3.	.19
2 COMBINED AT	CP188	2696.	12.83	433.	112.	54.	11.08
ROUTED TO	R188	2628.	13.00	433.	112.	54.	11.08
HYDROGRAPH AT	207A	497.	12.42	53.	13.	6.	.50
2 COMBINED AT	CP207A	2660.	13.00	481.	124.	60.	11.58
ROUTED TO	R207A	2603.	13.08	481.	124.	60.	11.58
HYDROGRAPH AT	214	196.	12.25	17.	4.	2.	.16
2 COMBINED AT	CP214	2603.	13.08	496.	128.	62.	11.74
ROUTED TO	R214	2570.	13.17	496.	128.	62.	11.74
HYDROGRAPH AT	215A	453.	12.42	49.	12.	6.	.45
ROUTED TO	R215A	436.	12.50	49.	12.	6.	.45
HYDROGRAPH AT	215	383.	12.33	40.	10.	5.	.35
2 COMBINED AT	1I215	793.	12.42	88.	22.	11.	.80
2 COMBINED AT	2I215	2609.	13.17	577.	148.	71.	12.54
DIVERSION TO	1DI216	1375.	13.17	141.	35.	17.	12.54
HYDROGRAPH AT	3I215	1288.	12.50	436.	113.	54.	12.54
DIVERSION TO	2DI216	757.	12.50	243.	61.	29.	12.54
HYDROGRAPH AT	4I215	531.	12.50	193.	52.	25.	12.54
DIVERSION TO	3DI216	0.	.00	0.	0.	0.	12.54
HYDROGRAPH AT	5I215	531.	12.50	193.	52.	25.	12.54
DIVERSION TO	4DI216	156.	12.50	50.	13.	6.	12.54
HYDROGRAPH AT	CP215	375.	12.50	143.	39.	19.	12.54
ROUTED TO	R215	371.	12.83	142.	39.	19.	12.54
HYDROGRAPH AT	233	464.	12.42	52.	13.	6.	.50
2 COMBINED AT	CP233	722.	12.50	191.	52.	25.	13.04
ROUTED TO	R233	631.	12.75	190.	52.	25.	13.04
HYDROGRAPH AT	216	301.	12.92	56.	14.	7.	.51
DIVERSION TO	1OL216	50.	12.08	20.	5.	2.	.51
HYDROGRAPH AT	1D216I	251.	12.92	36.	9.	4.	.51
DIVERSION TO	2OL216	50.	12.25	13.	3.	2.	.51

HYDROGRAPH AT	2D216I	201.	12.92	23.	6.	3.	.51
DIVERSION TO	3OL216	50.	12.42	10.	3.	1.	.51
HYDROGRAPH AT	3D216I	151.	12.92	13.	3.	2.	.51
DIVERSION TO	4OL216	50.	12.67	7.	2.	1.	.51
HYDROGRAPH AT	4D216I	101.	12.92	6.	1.	1.	.51
DIVERSION TO	5OL216	50.	12.75	4.	1.	0.	.51
HYDROGRAPH AT	5D216I	51.	12.92	2.	0.	0.	.51
HYDROGRAPH AT	1D215	1375.	13.17	141.	35.	17.	12.54
DIVERSION TO	3D183	1133.	13.17	116.	29.	14.	12.54
HYDROGRAPH AT	1DI186	242.	13.17	25.	6.	3.	12.54
2 COMBINED AT	1I216	239.	13.17	25.	6.	3.	13.58
DIVERSION TO	1DI217	94.	13.17	8.	2.	1.	13.58
HYDROGRAPH AT	1D216	145.	13.17	18.	4.	2.	13.58
HYDROGRAPH AT	1216I	50.	12.08	20.	5.	2.	.51
HYDROGRAPH AT	1DI183	1133.	13.17	116.	29.	14.	12.54
3 COMBINED AT	2I216	1313.	13.17	151.	38.	18.	13.58
DIVERSION TO	4D183	945.	13.17	109.	27.	13.	13.58
HYDROGRAPH AT	2DI186	368.	13.17	42.	11.	5.	13.58
DIVERSION TO	2DI217	132.	13.17	10.	3.	1.	13.58
HYDROGRAPH AT	2D216	236.	13.17	32.	8.	4.	13.58
HYDROGRAPH AT	2216I	50.	12.25	13.	3.	2.	.51
HYDROGRAPH AT	2DI183	945.	13.17	109.	27.	13.	13.58
3 COMBINED AT	3I216	1231.	13.17	154.	38.	18.	13.58
DIVERSION TO	5D183	506.	13.17	63.	16.	8.	13.58
HYDROGRAPH AT	3DI186	725.	13.17	90.	23.	11.	13.58
DIVERSION TO	3DI217	0.	.00	0.	0.	0.	13.58
HYDROGRAPH AT	3D216	725.	13.17	90.	23.	11.	13.58
HYDROGRAPH AT	3216I	50.	12.42	10.	3.	1.	.51
HYDROGRAPH AT	3DI183	506.	13.17	63.	16.	8.	13.58
3 COMBINED AT	4I216	1281.	13.17	163.	41.	20.	13.58
HYDROGRAPH AT	2D215	757.	12.50	243.	61.	29.	12.54
2 COMBINED AT	2I216	2008.	13.17	405.	101.	49.	13.58
HYDROGRAPH AT	3D215	0.	.00	0.	0.	0.	12.54
2 COMBINED AT	3I216	2008.	13.17	405.	101.	49.	13.58
DIVERSION TO	4DI217	154.	13.17	15.	4.	2.	13.58
HYDROGRAPH AT	4D216	1854.	13.17	391.	98.	47.	13.58
HYDROGRAPH AT	4D215	156.	12.50	50.	13.	6.	12.54
2 COMBINED AT	5I216	2005.	13.17	441.	110.	53.	13.58

HYDROGRAPH AT	4216I	50.	12.67	7.	2.	1.	.51
2 COMBINED AT	6I216	2052.	13.17	447.	112.	54.	13.58
DIVERSION TO	5DI217	714.	13.17	129.	32.	16.	13.58
HYDROGRAPH AT	5D216	1338.	13.17	318.	79.	38.	13.58
HYDROGRAPH AT	5216I	50.	12.75	4.	1.	0.	.51
2 COMBINED AT	7I216	1360.	13.08	321.	80.	39.	13.58
DIVERSION TO	6DI217	465.	13.08	98.	25.	12.	13.58
HYDROGRAPH AT	6D216	895.	13.08	223.	56.	27.	13.58
ROUTED TO	R216	884.	13.25	223.	56.	27.	13.58
HYDROGRAPH AT	234	280.	13.17	63.	16.	8.	.53
2 COMBINED AT	1I234	1191.	13.17	296.	74.	36.	1.04
2 COMBINED AT	CP234	1594.	13.17	471.	122.	59.	14.08
DIVERSION TO	1D248	706.	13.17	159.	40.	19.	14.08
HYDROGRAPH AT	D234	888.	13.17	312.	82.	40.	14.08
ROUTED TO	R234	838.	13.50	312.	82.	40.	14.08
HYDROGRAPH AT	207	508.	13.25	122.	31.	15.	1.00
DIVERSION TO	2D208	391.	13.25	94.	24.	11.	1.00
HYDROGRAPH AT	D207	117.	13.25	28.	7.	3.	1.00
ROUTED TO	R207	99.	13.92	28.	7.	3.	1.00
HYDROGRAPH AT	217	309.	13.00	66.	16.	8.	.49
HYDROGRAPH AT	1D216	94.	13.17	8.	2.	1.	13.58
2 COMBINED AT	2I216	386.	13.08	71.	18.	9.	12.54
HYDROGRAPH AT	2D216	132.	13.17	10.	3.	1.	13.58
2 COMBINED AT	3I216	517.	13.08	81.	20.	10.	12.54
HYDROGRAPH AT	3D216	0.	.00	0.	0.	0.	13.58
2 COMBINED AT	4I216	517.	13.08	81.	20.	10.	12.54
HYDROGRAPH AT	4D216	154.	13.17	15.	4.	2.	13.58
2 COMBINED AT	5I216	670.	13.08	96.	24.	12.	12.54
HYDROGRAPH AT	5D216	714.	13.17	129.	32.	16.	13.58
2 COMBINED AT	6I216	1385.	13.08	227.	57.	27.	12.54
HYDROGRAPH AT	6D216	465.	13.08	98.	25.	12.	13.58
2 COMBINED AT	7I216	1853.	13.08	326.	82.	39.	12.54
ROUTED TO	RD216	1493.	13.50	325.	82.	39.	12.54
2 COMBINED AT	CP217	1538.	13.50	347.	87.	42.	14.03
DIVERSION TO	DI218	356.	13.50	85.	21.	10.	14.03
HYDROGRAPH AT	D217	1182.	13.50	262.	66.	32.	14.03
ROUTED TO	R217	1142.	13.75	262.	66.	32.	14.03
HYDROGRAPH AT	235	243.	13.17	56.	14.	7.	.47

2 COMBINED AT	1I235	1360.	13.75	333.	84.	40.	1.96
2 COMBINED AT	CP235	2048.	13.75	618.	160.	77.	16.04
DIVERSION TO	2D248	1079.	13.75	304.	76.	36.	16.04
HYDROGRAPH AT	D235	969.	13.75	315.	84.	40.	16.04
ROUTED TO	R235	930.	14.08	313.	84.	40.	16.04
HYDROGRAPH AT	D191	1339.	13.08	411.	103.	49.	12.38
ROUTED TO	R191	1339.	13.75	409.	103.	49.	12.38
HYDROGRAPH AT	208	530.	13.17	122.	31.	15.	1.00
2 COMBINED AT	1I208	1748.	13.33	524.	132.	63.	13.18
HYDROGRAPH AT	D207	391.	13.25	94.	24.	11.	1.00
ROUTED TO	R207	347.	13.75	94.	24.	11.	1.00
2 COMBINED AT	CP208	1969.	13.58	612.	154.	74.	14.18
DIVERSION TO	1D219	597.	13.58	256.	65.	31.	14.18
HYDROGRAPH AT	1D208	1372.	13.58	356.	89.	43.	14.18
DIVERSION TO	DI209A	1365.	13.58	354.	89.	43.	14.18
HYDROGRAPH AT	2D208	7.	13.58	2.	0.	0.	14.18
ROUTED TO	R208	7.	14.25	2.	0.	0.	14.18
HYDROGRAPH AT	218	498.	13.25	119.	30.	14.	1.00
2 COMBINED AT	1I218	476.	13.25	115.	29.	14.	15.18
HYDROGRAPH AT	D217	356.	13.50	85.	21.	10.	14.03
ROUTED TO	R217	325.	14.00	85.	21.	10.	14.03
2 COMBINED AT	CP218	491.	13.92	185.	47.	23.	28.21
DIVERSION TO	DI237	315.	13.92	132.	34.	16.	28.21
HYDROGRAPH AT	1D218	175.	13.92	53.	13.	6.	28.21
DIVERSION TO	2D219	41.	13.92	12.	3.	1.	28.21
HYDROGRAPH AT	2D218	134.	13.92	41.	10.	5.	28.21
ROUTED TO	R218	129.	14.25	41.	10.	5.	28.21
HYDROGRAPH AT	236	516.	13.25	128.	32.	15.	1.00
2 COMBINED AT	1I236	578.	13.33	165.	41.	20.	16.67
2 COMBINED AT	CP236	1213.	14.08	456.	120.	58.	26.34
DIVERSION TO	DI249	321.	14.08	84.	21.	10.	26.34
HYDROGRAPH AT	1D236	892.	14.08	372.	100.	48.	26.34
DIVERSION TO	1D250	400.	14.08	123.	31.	15.	26.34
HYDROGRAPH AT	2D236	492.	14.08	249.	69.	33.	26.34
ROUTED TO	R236	489.	14.17	248.	69.	33.	26.34
HYDROGRAPH AT	209A	276.	13.08	60.	15.	7.	.50
HYDROGRAPH AT	1D208	1365.	13.58	354.	89.	43.	14.18
ROUTED TO	R208	1352.	13.75	354.	89.	43.	14.18

2 COMBINED AT	CP209A	1479.	13.67	410.	103.	50.	14.68
DIVERSION TO	1D220	554.	13.67	164.	41.	20.	14.68
HYDROGRAPH AT	1D209A	925.	13.67	246.	62.	30.	14.68
DIVERSION TO	2D209	248.	13.67	63.	16.	8.	14.68
HYDROGRAPH AT	2D209A	677.	13.67	183.	46.	22.	14.68
ROUTED TO	R209A	663.	14.17	182.	46.	22.	14.68
HYDROGRAPH AT	2D208	597.	13.58	256.	65.	31.	14.18
ROUTED TO	R208	583.	14.92	239.	65.	31.	14.18
HYDROGRAPH AT	219	278.	13.08	60.	15.	7.	.50
2 COMBINED AT	1I219	590.	14.92	270.	79.	38.	14.68
2 COMBINED AT	2I219	1050.	14.67	451.	125.	60.	15.18
HYDROGRAPH AT	2D218	41.	13.92	12.	3.	1.	28.21
ROUTED TO	R218	38.	14.58	12.	3.	1.	28.21
2 COMBINED AT	CP219	1060.	14.75	452.	125.	60.	29.21
DIVERSION TO	DI238	747.	14.75	330.	94.	45.	29.21
HYDROGRAPH AT	1D219	310.	14.75	121.	31.	15.	29.21
DIVERSION TO	2D220	128.	14.75	49.	12.	6.	29.21
HYDROGRAPH AT	2D219	182.	14.75	71.	18.	9.	29.21
ROUTED TO	R219	165.	15.58	70.	18.	9.	29.21
HYDROGRAPH AT	1D218	315.	13.92	132.	34.	16.	28.21
ROUTED TO	R218	301.	14.58	128.	34.	16.	28.21
HYDROGRAPH AT	237	280.	13.25	68.	17.	8.	.50
2 COMBINED AT	1I237	398.	14.00	190.	51.	25.	16.17
2 COMBINED AT	2I237	435.	14.75	253.	70.	34.	17.17
2 COMBINED AT	CP237	867.	14.08	492.	136.	66.	27.84
DIVERSION TO	2D250	232.	14.08	77.	19.	9.	27.84
HYDROGRAPH AT	1D237	634.	14.08	415.	117.	56.	27.84
DIVERSION TO	1D250A	271.	14.08	125.	31.	15.	27.84
HYDROGRAPH AT	2D237	364.	14.08	290.	86.	41.	27.84
ROUTED TO	R237	363.	14.17	289.	86.	41.	27.84
HYDROGRAPH AT	1D192	654.	13.83	147.	37.	18.	13.38
ROUTED TO	R192	543.	14.25	147.	37.	18.	13.38
HYDROGRAPH AT	209	308.	13.08	66.	16.	8.	.50
2 COMBINED AT	1I209	581.	14.17	209.	53.	25.	13.68
HYDROGRAPH AT	2D209A	248.	13.67	63.	16.	8.	14.68
ROUTED TO	R209A	244.	14.08	63.	16.	8.	14.68
2 COMBINED AT	CP209	796.	14.17	267.	67.	32.	16.18
DIVERSION TO	1D221	347.	14.17	126.	32.	15.	16.18

HYDROGRAPH AT	1D209	449.	14.17	141.	35.	17.	16.18
DIVERSION TO	2D210	135.	14.17	42.	10.	5.	16.18
HYDROGRAPH AT	2D209	314.	14.17	100.	25.	12.	16.18
ROUTED TO	R209	298.	14.67	99.	25.	12.	16.18
HYDROGRAPH AT	1D209A	554.	13.67	164.	41.	20.	14.68
ROUTED TO	R209A	529.	14.58	163.	41.	20.	14.68
HYDROGRAPH AT	220	281.	13.08	62.	15.	7.	.50
2 COMBINED AT	1I220	556.	14.50	220.	56.	27.	15.18
2 COMBINED AT	2I220	843.	14.58	317.	80.	39.	16.68
HYDROGRAPH AT	2D219	128.	14.75	49.	12.	6.	29.21
ROUTED TO	R219	125.	14.83	49.	12.	6.	29.21
2 COMBINED AT	CP220	895.	14.67	350.	89.	43.	30.71
DIVERSION TO	DI239	599.	14.67	249.	63.	30.	30.71
HYDROGRAPH AT	1D220	296.	14.67	101.	26.	12.	30.71
DIVERSION TO	2D221	248.	14.67	87.	22.	11.	30.71
HYDROGRAPH AT	2D220	49.	14.67	14.	3.	2.	30.71
ROUTED TO	R220	39.	15.75	14.	3.	2.	30.71
HYDROGRAPH AT	1D219	747.	14.75	330.	94.	45.	29.21
ROUTED TO	R219	687.	15.33	327.	94.	45.	29.21
HYDROGRAPH AT	238	301.	13.17	69.	17.	8.	.50
2 COMBINED AT	1I238	714.	15.33	379.	112.	54.	17.17
2 COMBINED AT	2I238	744.	15.33	392.	115.	56.	18.67
2 COMBINED AT	CP238	1044.	15.33	670.	198.	95.	30.34
DIVERSION TO	2D250A	41.	15.33	13.	3.	2.	30.34
HYDROGRAPH AT	1D238	1003.	15.33	657.	195.	94.	30.34
DIVERSION TO	1D251	116.	15.33	37.	9.	4.	30.34
HYDROGRAPH AT	2D238	887.	15.33	620.	186.	89.	30.34
ROUTED TO	R238	870.	15.75	619.	186.	89.	30.34
HYDROGRAPH AT	2D192	0.	.00	0.	0.	0.	13.38
ROUTED TO	R192	0.	.00	0.	0.	0.	13.38
HYDROGRAPH AT	210	283.	13.08	61.	15.	7.	.46
2 COMBINED AT	1I210	270.	13.08	59.	15.	7.	13.64
HYDROGRAPH AT	2D209	135.	14.17	42.	10.	5.	16.18
ROUTED TO	R209	130.	14.50	42.	10.	5.	16.18
2 COMBINED AT	CP210	277.	13.08	99.	25.	12.	16.58
ROUTED TO	R210	246.	13.92	99.	25.	12.	16.58
HYDROGRAPH AT	1D209	347.	14.17	126.	32.	15.	16.18
ROUTED TO	R209	315.	15.58	115.	32.	15.	16.18

HYDROGRAPH AT	221	292.	13.08	66.	17.	8.	.48
2 COMBINED AT	1I221	320.	15.58	156.	47.	23.	16.66
2 COMBINED AT	2I221	452.	15.50	253.	72.	35.	17.06
HYDROGRAPH AT	2D220	248.	14.67	87.	22.	11.	30.71
ROUTED TO	R220	240.	14.92	86.	22.	11.	30.71
2 COMBINED AT	CP221	573.	15.42	323.	90.	43.	31.65
ROUTED TO	R221	531.	16.58	322.	90.	43.	31.65
HYDROGRAPH AT	1D220	599.	14.67	249.	63.	30.	30.71
ROUTED TO	R220	574.	16.00	231.	63.	30.	30.71
HYDROGRAPH AT	239	300.	13.08	66.	17.	8.	.48
2 COMBINED AT	1I239	591.	15.92	258.	81.	39.	18.65
2 COMBINED AT	2I239	1095.	16.33	586.	175.	84.	19.59
2 COMBINED AT	CP239	1852.	15.92	1177.	354.	170.	31.76
DIVERSION TO	2D251	1276.	15.92	684.	176.	84.	31.76
HYDROGRAPH AT	1D239	576.	15.92	493.	178.	86.	31.76
DIVERSION TO	DI252	147.	15.92	99.	25.	12.	31.76
HYDROGRAPH AT	2D239	429.	15.92	394.	153.	74.	31.76
ROUTED TO	R239	428.	16.42	393.	153.	74.	31.76
HYDROGRAPH AT	240	266.	13.00	54.	14.	6.	.40
2 COMBINED AT	CP240	544.	13.00	423.	165.	80.	32.16
ROUTED TO	R240	529.	13.33	422.	165.	80.	32.16
HYDROGRAPH AT	213	335.	12.50	41.	10.	5.	.35
ROUTED TO	R213	193.	13.42	40.	10.	5.	.35
HYDROGRAPH AT	212	268.	13.42	74.	18.	9.	.54
ROUTED TO	SR212	187.	13.83	46.	12.	6.	.54
2 COMBINED AT	CP212	289.	13.75	74.	18.	9.	37.23
ROUTED TO	R212	247.	14.75	71.	18.	9.	37.23
HYDROGRAPH AT	1D193	67.	14.00	13.	3.	2.	13.38
ROUTED TO	R193	9.	25.92	8.	3.	2.	13.38
HYDROGRAPH AT	211	300.	13.08	67.	17.	8.	.49
2 COMBINED AT	CP211	287.	13.08	64.	19.	9.	13.87
ROUTED TO	R211	203.	14.33	63.	19.	9.	13.87
HYDROGRAPH AT	221A	172.	13.25	43.	11.	5.	.31
2 COMBINED AT	1I221A	266.	14.17	106.	31.	15.	.80
ROUTED TO	SR221A	261.	14.33	91.	27.	13.	.80
2 COMBINED AT	CP221A	451.	14.67	150.	41.	20.	38.03
ROUTED TO	R221A	417.	15.17	147.	41.	20.	38.03
HYDROGRAPH AT	222	493.	13.58	156.	44.	21.	1.10

2 COMBINED AT	CP222	499.	15.08	270.	78.	39.	39.13
ROUTED TO	R222	472.	15.83	266.	78.	39.	39.13
HYDROGRAPH AT	226	1426.	12.33	172.	49.	24.	1.18
ROUTED TO	SR226	450.	12.75	166.	49.	24.	1.18
ROUTED TO	R226	363.	15.17	164.	49.	24.	1.18
HYDROGRAPH AT	201	379.	12.33	39.	10.	5.	.34
ROUTED TO	R201	196.	13.83	39.	10.	5.	.34
HYDROGRAPH AT	223	1689.	12.42	313.	105.	51.	1.26
2 COMBINED AT	1I223	1686.	12.42	348.	115.	55.	1.60
2 COMBINED AT	CP223	1534.	12.42	430.	146.	71.	54.67
ROUTED TO	R223	1422.	12.67	430.	145.	71.	54.67
HYDROGRAPH AT	224	1022.	12.33	111.	29.	14.	.80
2 COMBINED AT	CP224	1856.	12.50	522.	170.	83.	55.47
ROUTED TO	R224	1697.	12.92	514.	170.	83.	55.47
HYDROGRAPH AT	241	1380.	12.50	169.	42.	20.	1.51
2 COMBINED AT	1I241	2140.	12.83	642.	205.	100.	56.98
2 COMBINED AT	2I241	2156.	12.83	873.	280.	137.	59.77
2 COMBINED AT	CP241	2376.	12.92	1231.	434.	212.	78.75
ROUTED TO	SR241	2382.	12.92	1230.	434.	212.	78.75
ROUTED TO	R241	2158.	13.42	1222.	434.	212.	78.75
HYDROGRAPH AT	253	493.	13.00	148.	37.	18.	1.01
2 COMBINED AT	1I253	2531.	13.33	1330.	465.	227.	79.75
HYDROGRAPH AT	253A	253.	12.33	25.	6.	3.	.25
ROUTED TO	R253A	155.	13.17	25.	6.	3.	.25
2 COMBINED AT	2I253	2640.	13.33	1350.	470.	230.	80.00
HYDROGRAPH AT	247	303.	13.08	69.	17.	8.	.50
DIVERSION TO	DI261	0.	.00	0.	0.	0.	.50
HYDROGRAPH AT	D247	303.	13.08	69.	17.	8.	.50
ROUTED TO	R247	275.	13.50	69.	17.	8.	.50
HYDROGRAPH AT	248	471.	13.25	117.	29.	14.	1.00
HYDROGRAPH AT	D234	706.	13.17	159.	40.	19.	14.08
ROUTED TO	R234	608.	13.83	159.	40.	19.	14.08
2 COMBINED AT	1I248	903.	13.67	270.	68.	32.	15.08
2 COMBINED AT	2I248	1156.	13.58	334.	84.	40.	15.58
HYDROGRAPH AT	D235	1079.	13.75	304.	76.	36.	16.04
ROUTED TO	R235	994.	14.17	303.	76.	36.	16.04
2 COMBINED AT	CP248	1900.	14.00	631.	158.	76.	17.54
DIVERSION TO	DI262	1721.	14.00	590.	148.	71.	17.54

HYDROGRAPH AT	D248	180.	14.00	41.	10.	5.	17.54
ROUTED TO	R248	168.	14.67	41.	10.	5.	17.54
HYDROGRAPH AT	249	514.	13.25	128.	32.	15.	1.00
2 COMBINED AT	1I249	484.	13.25	160.	40.	19.	18.54
HYDROGRAPH AT	1D236	321.	14.08	84.	21.	10.	26.34
ROUTED TO	R236	314.	14.33	84.	21.	10.	26.34
2 COMBINED AT	CP249	567.	14.25	237.	59.	29.	28.84
DIVERSION TO	DI264	57.	14.25	21.	5.	2.	28.84
HYDROGRAPH AT	D249	510.	14.25	216.	54.	26.	28.84
ROUTED TO	R249	495.	14.67	216.	54.	26.	28.84
HYDROGRAPH AT	2D236	400.	14.08	123.	31.	15.	26.34
ROUTED TO	R236	327.	16.33	112.	31.	15.	26.34
HYDROGRAPH AT	250	294.	13.08	65.	16.	8.	.49
2 COMBINED AT	1I250	326.	16.33	141.	46.	22.	26.83
HYDROGRAPH AT	1D237	232.	14.08	77.	19.	9.	27.84
ROUTED TO	R237	216.	14.92	77.	19.	9.	27.84
2 COMBINED AT	2I250	427.	16.25	215.	65.	31.	28.33
2 COMBINED AT	CP250	710.	14.75	426.	118.	57.	30.83
DIVERSION TO	DI265	436.	13.33	348.	89.	43.	30.83
HYDROGRAPH AT	D250	274.	14.75	82.	29.	14.	30.83
ROUTED TO	R250	267.	14.92	82.	29.	14.	30.83
HYDROGRAPH AT	2D237	271.	14.08	125.	31.	15.	27.84
ROUTED TO	R237	263.	14.83	125.	31.	15.	27.84
HYDROGRAPH AT	250A	296.	13.17	70.	18.	8.	.51
2 COMBINED AT	1I250A	288.	14.67	183.	47.	23.	28.35
HYDROGRAPH AT	1D238	41.	15.33	13.	3.	2.	30.34
ROUTED TO	R238	40.	15.83	13.	3.	2.	30.34
2 COMBINED AT	2I250A	302.	14.92	195.	50.	24.	30.85
2 COMBINED AT	CP250A	554.	14.92	272.	78.	37.	33.84
ROUTED TO	R250A	543.	15.08	271.	78.	37.	33.84
HYDROGRAPH AT	2D238	116.	15.33	37.	9.	4.	30.34
ROUTED TO	R238	82.	18.25	32.	9.	4.	30.34
HYDROGRAPH AT	251	302.	13.17	69.	17.	8.	.50
2 COMBINED AT	1I251	275.	13.17	65.	25.	12.	30.84
HYDROGRAPH AT	1D239	1276.	15.92	684.	176.	84.	31.76
ROUTED TO	R239	1257.	16.50	676.	176.	84.	31.76
2 COMBINED AT	2I251	1255.	16.50	712.	200.	96.	32.26
2 COMBINED AT	CP251	1503.	16.50	959.	275.	132.	35.76

ROUTED TO	R251	1496.	16.75	957.	275.	132.	35.76
HYDROGRAPH AT	252	294.	13.17	67.	17.	8.	.50
HYDROGRAPH AT	2D239	147.	15.92	99.	25.	12.	31.76
ROUTED TO	R239	137.	18.17	86.	25.	12.	31.76
3 COMBINED AT	CP252	1536.	16.83	1033.	315.	152.	36.26
ROUTED TO	R252	1486.	17.83	1007.	314.	152.	36.26
2 COMBINED AT	CP253	2640.	13.33	1957.	754.	368.	84.50
ROUTED TO	R253	2521.	13.75	1940.	751.	367.	84.50
HYDROGRAPH AT	267	1412.	12.42	179.	50.	24.	1.19
DIVERSION TO	267RET	1412.	12.42	179.	50.	24.	1.19
HYDROGRAPH AT	267OUT	1.	23.92	0.	0.	0.	1.19
2 COMBINED AT	CP267	2557.	13.75	1973.	761.	372.	70.64
ROUTED TO	R267	2458.	14.42	1962.	761.	372.	70.64
HYDROGRAPH AT	286	420.	12.92	111.	29.	14.	.70
2 COMBINED AT	1I286	2497.	14.42	1962.	781.	382.	86.98
HYDROGRAPH AT	288	125.	13.25	31.	8.	4.	.22
ROUTED TO	R288	119.	13.42	31.	8.	4.	.22
2 COMBINED AT	CP286	2553.	14.33	1982.	791.	387.	71.63
ROUTED TO	R286	2521.	14.50	1977.	791.	387.	71.63
HYDROGRAPH AT	283	84.	12.75	19.	5.	2.	.14
ROUTED TO	R283	79.	13.17	19.	5.	2.	.14
HYDROGRAPH AT	285B	81.	12.33	8.	2.	1.	.06
2 COMBINED AT	CP285B	79.	12.33	27.	7.	3.	36.31
ROUTED TO	SR285B	64.	13.42	24.	6.	3.	36.31
DIVERSION TO	DI297	64.	13.42	24.	6.	3.	36.31
HYDROGRAPH AT	D285B	0.	.00	0.	0.	0.	36.31
ROUTED TO	R285B	0.	.00	0.	0.	0.	36.31
HYDROGRAPH AT	266	923.	12.42	120.	34.	16.	.85
DIVERSION TO	266RET	923.	12.42	120.	34.	16.	.85
HYDROGRAPH AT	266OUT	0.	.00	0.	0.	0.	.85
ROUTED TO	R266	0.	.00	0.	0.	0.	.85
HYDROGRAPH AT	284	201.	12.75	47.	12.	6.	.34
2 COMBINED AT	CP284	199.	12.75	46.	12.	6.	1.15
ROUTED TO	SR284	0.	.00	0.	0.	0.	1.15
ROUTED TO	R284	0.	.00	0.	0.	0.	1.15
HYDROGRAPH AT	285A	80.	12.33	8.	2.	1.	.06
2 COMBINED AT	1I285A	71.	12.33	7.	2.	1.	37.89
2 COMBINED AT	CP285A	71.	12.33	7.	2.	1.	37.89

ROUTED TO	SR285A	55.	12.50	7.	2.	1.	37.89
DIVERSION TO	1D297A	55.	12.50	7.	2.	1.	37.89
HYDROGRAPH AT	D285A	0.	.00	0.	0.	0.	37.89
ROUTED TO	R285A	0.	.00	0.	0.	0.	37.89
HYDROGRAPH AT	285	55.	12.33	6.	1.	1.	.04
2 COMBINED AT	CP285	49.	12.33	5.	1.	1.	37.93
ROUTED TO	SR285	49.	12.33	5.	1.	1.	37.93
DIVERSION TO	2D297A	14.	12.33	1.	0.	0.	37.93
HYDROGRAPH AT	D285	35.	12.33	4.	1.	0.	37.93
ROUTED TO	R285	31.	12.50	4.	1.	0.	37.93
HYDROGRAPH AT	287	211.	12.67	33.	8.	4.	.23
2 COMBINED AT	1I287	203.	12.67	32.	8.	4.	88.27
2 COMBINED AT	CP287	2521.	14.50	1976.	799.	391.	88.27
ROUTED TO	SR287	2249.	14.92	1916.	786.	384.	88.27
HYDROGRAPH AT	298	654.	12.75	126.	36.	17.	.84
DIVERSION TO	298RET	529.	12.58	51.	14.	7.	.84
HYDROGRAPH AT	298OUT	654.	12.75	82.	22.	10.	.84
2 COMBINED AT	CP298	2260.	14.92	1922.	802.	392.	89.11
ROUTED TO	SR298	2247.	15.00	1920.	801.	390.	89.11
ROUTED TO	R298	2217.	15.33	1915.	800.	390.	89.11
HYDROGRAPH AT	316	502.	13.17	121.	30.	14.	.82
2 COMBINED AT	CP316	2252.	15.33	1949.	835.	407.	75.20
ROUTED TO	R316	2222.	15.58	1944.	834.	407.	75.20
HYDROGRAPH AT	334	269.	12.50	44.	11.	5.	.62
2 COMBINED AT	1I334	2222.	15.58	1944.	842.	411.	90.57
HYDROGRAPH AT	D285	14.	12.33	1.	0.	0.	37.93
ROUTED TO	R285	12.	12.58	1.	0.	0.	37.93
HYDROGRAPH AT	D285A	55.	12.50	7.	2.	1.	37.89
ROUTED TO	R285A	39.	13.17	7.	2.	1.	37.89
HYDROGRAPH AT	297A	198.	12.92	37.	9.	4.	.27
2 COMBINED AT	1I297A	208.	12.92	41.	10.	5.	38.16
2 COMBINED AT	CP297A	214.	12.92	42.	11.	5.	38.20
ROUTED TO	R297A	155.	14.58	42.	11.	5.	38.20
HYDROGRAPH AT	315	266.	13.25	65.	16.	8.	.47
2 COMBINED AT	CP315	249.	13.25	101.	25.	12.	38.67
ROUTED TO	R315	209.	14.58	96.	25.	12.	38.67
2 COMBINED AT	CP334	2398.	15.58	2001.	865.	423.	76.29
ROUTED TO	R334	2340.	15.92	1994.	864.	422.	76.29

HYDROGRAPH AT	335	400.	12.67	68.	17.	8.	.43
2 COMBINED AT	CP335	2340.	15.92	1994.	877.	429.	76.54
ROUTED TO	R335	2334.	16.00	1993.	876.	429.	76.54
HYDROGRAPH AT	335A	107.	12.25	10.	2.	1.	.07
2 COMBINED AT	CP335A	2334.	16.00	1993.	877.	430.	76.61
ROUTED TO	R335A	2329.	16.08	1992.	877.	430.	76.61
HYDROGRAPH AT	299	324.	12.75	60.	17.	8.	.40
DIVERSION TO	299RET	188.	12.33	15.	4.	2.	.40
HYDROGRAPH AT	299OUT	324.	12.75	48.	12.	6.	.40
ROUTED TO	R299	183.	14.33	47.	12.	6.	.40
HYDROGRAPH AT	317	323.	13.25	78.	19.	9.	.57
2 COMBINED AT	CP317	322.	13.25	121.	32.	15.	.95
ROUTED TO	R317	293.	13.83	119.	32.	15.	.95
HYDROGRAPH AT	300	348.	12.83	69.	19.	9.	.39
ROUTED TO	R300	264.	14.17	68.	19.	9.	.39
HYDROGRAPH AT	318	547.	12.67	91.	25.	12.	.62
2 COMBINED AT	CP318	547.	12.67	152.	43.	21.	1.01
ROUTED TO	R318	498.	12.92	151.	43.	21.	1.01
HYDROGRAPH AT	301	504.	12.17	43.	12.	6.	.30
ROUTED TO	R301	156.	14.08	42.	12.	6.	.30
HYDROGRAPH AT	319	531.	12.50	77.	22.	10.	.54
2 COMBINED AT	CP319	531.	12.50	116.	33.	16.	.84
ROUTED TO	R319	473.	12.83	115.	33.	16.	.84
HYDROGRAPH AT	337	694.	12.25	78.	23.	11.	.49
3 COMBINED AT	CP337	1020.	12.83	334.	98.	47.	2.34
ROUTED TO	SR337	372.	13.50	318.	98.	47.	2.34
DIVERSION TO	DI367	372.	13.50	318.	98.	47.	2.34
HYDROGRAPH AT	D337	0.	.00	0.	0.	0.	2.34
ROUTED TO	R337	0.	.00	0.	0.	0.	2.34
2 COMBINED AT	1I336	294.	13.83	119.	32.	15.	33.31
HYDROGRAPH AT	336	540.	13.92	201.	56.	27.	1.36
2 COMBINED AT	CP336	704.	13.92	263.	74.	36.	88.01
ROUTED TO	R336	698.	14.00	262.	74.	36.	88.01
2 COMBINED AT	BLRD2	2476.	16.00	2019.	933.	458.	94.97
HYDROGRAPH AT	336A	78.	13.50	33.	9.	4.	.37
ROUTED TO	R336A	77.	13.83	33.	9.	4.	.37
HYDROGRAPH AT	364A	92.	12.67	14.	4.	2.	.10
2 COMBINED AT	CP364A	120.	12.75	47.	12.	6.	.44

2 COMBINED AT	BLRD3	2485.	16.00	2019.	941.	462.	97.93
ROUTED TO	RBLRD3	2475.	16.17	2017.	939.	462.	97.93
HYDROGRAPH AT	365	267.	12.83	46.	12.	6.	.38
ROUTED TO	R365	174.	14.58	45.	12.	6.	.38
HYDROGRAPH AT	364	305.	13.08	70.	17.	8.	.49
2 COMBINED AT	CP364	302.	13.08	109.	29.	14.	1.60
ROUTED TO	SR364	273.	13.25	98.	26.	13.	1.60
3 COMBINED AT	AFR6	3015.	16.25	2678.	1222.	601.	103.03
HYDROGRAPH AT	364B	146.	13.08	33.	8.	4.	.23
ROUTED TO	R364B	124.	14.08	33.	8.	4.	.23
HYDROGRAPH AT	363	343.	13.25	87.	22.	10.	.63
2 COMBINED AT	1I363	399.	13.33	119.	30.	14.	.86
HYDROGRAPH AT	314	337.	12.67	57.	15.	7.	.42
DIVERSION TO	314RET	337.	12.67	34.	9.	4.	.42
HYDROGRAPH AT	314OUT	256.	12.92	25.	6.	3.	.42
ROUTED TO	R314	71.	15.58	24.	6.	3.	.42
HYDROGRAPH AT	333	558.	12.50	82.	23.	11.	.58
DIVERSION TO	333RET	232.	12.08	15.	4.	2.	.58
HYDROGRAPH AT	333OUT	558.	12.50	70.	18.	9.	.58
2 COMBINED AT	CP333	555.	12.50	89.	24.	12.	1.00
ROUTED TO	R333	489.	12.92	87.	24.	12.	1.00
HYDROGRAPH AT	348A	215.	12.58	30.	7.	4.	.22
2 COMBINED AT	CP348A	594.	12.92	113.	32.	15.	1.22
ROUTED TO	R348A	532.	13.17	112.	32.	15.	1.22
HYDROGRAPH AT	348B	391.	13.33	102.	26.	12.	.78
2 COMBINED AT	CP348B	877.	13.25	210.	57.	27.	1.75
ROUTED TO	SR348B	853.	13.33	210.	57.	27.	1.75
ROUTED TO	R348B	742.	14.00	204.	57.	27.	1.75
2 COMBINED AT	1I363	1042.	13.92	310.	86.	41.	2.38
HYDROGRAPH AT	348	261.	12.75	46.	11.	5.	.34
ROUTED TO	SR348	259.	12.83	45.	11.	5.	.34
DIVERSION TO	DI347	0.	.00	0.	0.	0.	.34
HYDROGRAPH AT	D348	259.	12.83	45.	11.	5.	.34
ROUTED TO	R348	227.	13.33	44.	11.	5.	.34
2 COMBINED AT	CP363	1155.	13.92	352.	97.	47.	2.58
ROUTED TO	R363	1023.	14.67	351.	97.	47.	2.58
HYDROGRAPH AT	362	325.	12.83	60.	15.	7.	.42
2 COMBINED AT	1I362	1028.	14.67	403.	112.	54.	3.14

HYDROGRAPH AT	265	98.	13.08	33.	8.	4.	.25
HYDROGRAPH AT	D250	436.	13.33	348.	89.	43.	30.83
ROUTED TO	R250	436.	14.25	346.	89.	43.	30.83
2 COMBINED AT	CP265	507.	13.75	368.	96.	46.	32.03
ROUTED TO	R265	499.	14.25	365.	96.	46.	32.03
HYDROGRAPH AT	265A	506.	12.83	130.	34.	16.	.92
2 COMBINED AT	CP265A	587.	14.00	437.	127.	61.	32.90
ROUTED TO	R265A	564.	15.17	430.	127.	61.	32.90
HYDROGRAPH AT	281	393.	13.00	121.	32.	15.	.85
2 COMBINED AT	CP281	631.	13.75	489.	157.	76.	28.12
ROUTED TO	SR281	624.	13.83	488.	154.	74.	28.12
DIVERSION TO	DI280	47.	13.83	37.	12.	6.	28.12
HYDROGRAPH AT	D281	576.	13.83	451.	142.	68.	28.12
ROUTED TO	R281	571.	14.00	451.	142.	68.	28.12
HYDROGRAPH AT	282	160.	12.33	18.	4.	2.	.12
2 COMBINED AT	CP282	571.	14.00	451.	146.	70.	28.25
ROUTED TO	SR282	534.	15.67	445.	146.	70.	28.25
ROUTED TO	R282	532.	16.00	444.	146.	70.	28.25
HYDROGRAPH AT	296A	394.	12.42	49.	13.	6.	.39
2 COMBINED AT	CP296A	533.	16.00	445.	157.	76.	28.66
DIVERSION TO	296ART	358.	12.42	56.	14.	7.	28.66
HYDROGRAPH AT	296AOT	533.	16.00	445.	143.	69.	28.66
ROUTED TO	R296A	519.	17.42	435.	143.	69.	28.66
HYDROGRAPH AT	232	953.	12.42	103.	26.	12.	.93
ROUTED TO	R232	752.	12.83	103.	26.	12.	.93
HYDROGRAPH AT	246	619.	12.50	77.	19.	9.	.75
2 COMBINED AT	CP246	1150.	12.58	178.	45.	21.	1.68
ROUTED TO	R246	1119.	12.83	178.	45.	21.	1.68
HYDROGRAPH AT	260	523.	12.33	55.	14.	7.	.50
2 COMBINED AT	CP260	1237.	12.75	231.	58.	28.	2.18
ROUTED TO	R260	1187.	13.00	231.	58.	28.	2.18
HYDROGRAPH AT	273	624.	12.42	69.	18.	9.	.65
2 COMBINED AT	CP273	1275.	12.92	298.	76.	36.	2.83
ROUTED TO	SR273	1267.	13.00	298.	76.	36.	2.83
DIVERSION TO	1D292	948.	13.00	267.	68.	33.	2.83
HYDROGRAPH AT	D273	319.	13.00	32.	8.	4.	2.83
ROUTED TO	R273	309.	13.08	32.	8.	4.	2.83
HYDROGRAPH AT	261	212.	13.17	49.	12.	6.	.41

HYDROGRAPH AT	D247	0.	.00	0.	0.	0.	.50
ROUTED TO	R247	0.	.00	0.	0.	0.	.50
2 COMBINED AT	CP261	212.	13.17	49.	12.	6.	.91
DIVERSION TO	DI277	78.	13.17	17.	4.	2.	.91
HYDROGRAPH AT	D261	133.	13.17	32.	8.	4.	.91
ROUTED TO	R261	116.	13.75	32.	8.	4.	.91
HYDROGRAPH AT	274	282.	13.50	79.	20.	10.	.66
2 COMBINED AT	1I274	377.	13.58	110.	28.	13.	1.57
2 COMBINED AT	CP274	541.	13.17	140.	35.	17.	4.40
ROUTED TO	SR274	539.	13.25	140.	35.	17.	4.40
DIVERSION TO	2D292	539.	13.25	140.	35.	17.	4.40
HYDROGRAPH AT	D274	0.	.00	0.	0.	0.	4.40
ROUTED TO	R274	0.	.00	0.	0.	0.	4.40
HYDROGRAPH AT	275	117.	12.42	14.	3.	2.	.11
2 COMBINED AT	CP275	113.	12.42	13.	3.	2.	4.51
ROUTED TO	SR275	74.	12.67	13.	3.	2.	4.51
DIVERSION TO	1D293	74.	12.67	13.	3.	2.	4.51
HYDROGRAPH AT	D275	0.	.00	0.	0.	0.	4.51
ROUTED TO	R275	0.	.00	0.	0.	0.	4.51
HYDROGRAPH AT	276	167.	13.00	33.	8.	4.	.26
2 COMBINED AT	CP276	162.	13.00	33.	8.	4.	4.77
ROUTED TO	SR276	162.	13.00	33.	8.	4.	4.77
DIVERSION TO	2D293	88.	13.00	26.	7.	3.	4.77
HYDROGRAPH AT	D276	74.	13.00	6.	2.	1.	4.77
ROUTED TO	R276	57.	13.25	6.	2.	1.	4.77
HYDROGRAPH AT	D248	1721.	14.00	590.	148.	71.	17.54
ROUTED TO	R248	1690.	14.25	588.	148.	71.	17.54
HYDROGRAPH AT	262	509.	13.25	121.	30.	15.	1.03
2 COMBINED AT	CP262	1820.	14.17	697.	176.	84.	18.57
DIVERSION TO	1D278	615.	14.17	238.	60.	29.	18.57
HYDROGRAPH AT	1D262	1205.	14.17	459.	116.	56.	18.57
DIVERSION TO	DI263	838.	14.17	322.	82.	39.	18.57
HYDROGRAPH AT	2D262	367.	14.17	137.	34.	17.	18.57
ROUTED TO	R262	351.	14.92	136.	34.	17.	18.57
HYDROGRAPH AT	D261	78.	13.17	17.	4.	2.	.91
ROUTED TO	R261	27.	20.00	16.	4.	2.	.91
HYDROGRAPH AT	277	495.	13.08	109.	28.	13.	.91
2 COMBINED AT	1I277	492.	13.08	108.	32.	15.	1.82

2 COMBINED AT	2I277	463.	13.08	227.	64.	31.	19.48
2 COMBINED AT	CP277	471.	13.08	228.	64.	31.	24.25
ROUTED TO	SR277	444.	13.25	228.	64.	31.	24.25
DIVERSION TO	3D293	444.	13.25	228.	64.	31.	24.25
HYDROGRAPH AT	D277	0.	.00	0.	0.	0.	24.25
ROUTED TO	R277	0.	.00	0.	0.	0.	24.25
HYDROGRAPH AT	279D	30.	12.17	3.	1.	0.	.02
2 COMBINED AT	CP279D	27.	12.17	2.	1.	0.	24.27
ROUTED TO	SR279D	27.	12.25	2.	1.	0.	24.27
DIVERSION TO	1D294	27.	12.25	2.	1.	0.	24.27
HYDROGRAPH AT	D279D	0.	12.25	0.	0.	0.	24.27
ROUTED TO	R279D	0.	12.42	0.	0.	0.	24.27
HYDROGRAPH AT	279C	136.	12.00	14.	5.	2.	.05
2 COMBINED AT	CP279C	126.	12.00	13.	4.	2.	24.32
ROUTED TO	SR279C	60.	12.17	13.	4.	2.	24.32
DIVERSION TO	2D294	60.	12.17	13.	4.	2.	24.32
HYDROGRAPH AT	D279C	0.	.00	0.	0.	0.	24.32
ROUTED TO	R279C	0.	.00	0.	0.	0.	24.32
HYDROGRAPH AT	279B	81.	12.00	8.	3.	1.	.03
2 COMBINED AT	CP279B	74.	12.00	8.	3.	1.	24.32
ROUTED TO	SR279B	72.	12.00	8.	3.	1.	24.32
DIVERSION TO	1D294A	10.	12.00	4.	2.	1.	24.32
HYDROGRAPH AT	D279B	62.	12.00	3.	1.	0.	24.32
ROUTED TO	R279B	34.	12.58	3.	1.	0.	24.32
HYDROGRAPH AT	279A	185.	12.00	20.	7.	3.	.07
DIVERSION TO	279ART	185.	12.00	20.	7.	3.	.07
HYDROGRAPH AT	279AOT	0.	.00	0.	0.	0.	.07
2 COMBINED AT	CP279A	34.	12.58	3.	1.	0.	24.42
DIVERSION TO	2D294A	34.	12.58	3.	1.	0.	24.42
HYDROGRAPH AT	D279A	0.	.00	0.	0.	0.	24.42
ROUTED TO	R279A	0.	.00	0.	0.	0.	24.42
HYDROGRAPH AT	279	71.	12.25	6.	2.	1.	.05
2 COMBINED AT	1I279	64.	12.25	6.	1.	1.	24.47
HYDROGRAPH AT	2D262	838.	14.17	322.	82.	39.	18.57
ROUTED TO	R262	825.	14.42	321.	82.	39.	18.57
HYDROGRAPH AT	263	291.	13.08	63.	16.	8.	.50
2 COMBINED AT	CP263	854.	14.42	376.	96.	46.	19.07
DIVERSION TO	2D278	605.	14.42	267.	68.	33.	19.07

HYDROGRAPH AT	D263	249.	14.42	110.	28.	13.	19.07
ROUTED TO	R263	247.	14.67	109.	28.	13.	19.07
HYDROGRAPH AT	D249	57.	14.25	21.	5.	2.	28.84
ROUTED TO	R249	52.	15.17	21.	5.	2.	28.84
HYDROGRAPH AT	264	318.	13.00	66.	16.	8.	.50
2 COMBINED AT	1I264	290.	13.00	80.	20.	10.	29.34
2 COMBINED AT	CP264	332.	13.08	183.	47.	23.	30.87
ROUTED TO	R264	301.	14.17	175.	47.	23.	30.87
HYDROGRAPH AT	1D262	615.	14.17	238.	60.	29.	18.57
ROUTED TO	R262	574.	15.83	235.	60.	29.	18.57
HYDROGRAPH AT	D263	605.	14.42	267.	68.	33.	19.07
ROUTED TO	R263	577.	15.50	254.	68.	33.	19.07
2 COMBINED AT	1I278	1127.	15.75	488.	128.	61.	19.07
2 COMBINED AT	2I278	1364.	15.75	635.	170.	82.	30.87
HYDROGRAPH AT	278	452.	13.33	115.	29.	14.	1.00
2 COMBINED AT	CP278	1372.	15.75	676.	196.	94.	31.87
ROUTED TO	R278	1351.	15.92	675.	196.	94.	31.87
2 COMBINED AT	CP279	1337.	16.00	668.	195.	94.	36.14
ROUTED TO	SR279	1339.	16.00	668.	195.	94.	36.14
DIVERSION TO	3D294A	643.	16.00	386.	122.	59.	36.14
HYDROGRAPH AT	D279	696.	16.00	282.	73.	35.	36.14
ROUTED TO	R279	635.	16.50	279.	73.	35.	36.14
HYDROGRAPH AT	280	313.	13.33	81.	20.	10.	.61
HYDROGRAPH AT	D281	47.	13.83	37.	12.	6.	28.12
ROUTED TO	R281	47.	13.92	37.	12.	6.	28.12
2 COMBINED AT	1I280	313.	13.33	106.	30.	14.	36.47
2 COMBINED AT	CP280	660.	16.50	344.	101.	49.	43.77
ROUTED TO	SR280	472.	17.25	320.	101.	49.	43.77
ROUTED TO	R280	466.	17.92	319.	101.	49.	43.77
HYDROGRAPH AT	280A	50.	12.75	8.	2.	1.	.06
2 COMBINED AT	CP280A	466.	17.92	319.	103.	49.	43.83
ROUTED TO	SR280A	464.	18.08	318.	92.	44.	43.83
ROUTED TO	R280A	462.	18.33	316.	92.	44.	43.83
HYDROGRAPH AT	296	339.	12.58	49.	13.	6.	.38
2 COMBINED AT	CP296	463.	18.33	317.	103.	50.	44.21
DIVERSION TO	296OUT	296.	12.58	72.	19.	9.	44.21
HYDROGRAPH AT	296RET	463.	18.33	307.	85.	41.	44.21
ROUTED TO	R296	436.	20.00	292.	85.	41.	44.21

HYDROGRAPH AT	312	415.	13.17	95.	24.	11.	.66
3 COMBINED AT	CP312	830.	19.83	630.	244.	117.	47.40
ROUTED TO	R312	822.	21.00	628.	244.	117.	47.40
HYDROGRAPH AT	331	468.	13.08	104.	27.	13.	.75
2 COMBINED AT	1I331	822.	21.00	628.	266.	129.	48.15
HYDROGRAPH AT	295A	106.	12.08	7.	2.	1.	.06
ROUTED TO	R295A	50.	13.17	7.	2.	1.	.06
HYDROGRAPH AT	311A	248.	12.92	49.	12.	6.	.31
2 COMBINED AT	CP311A	267.	12.92	56.	14.	7.	.37
ROUTED TO	R311A	233.	13.75	56.	14.	7.	.37
2 COMBINED AT	CP331	822.	21.00	628.	279.	134.	48.52
HYDROGRAPH AT	D279	643.	16.00	386.	122.	59.	36.14
ROUTED TO	R279	637.	16.25	386.	122.	59.	36.14
HYDROGRAPH AT	294A	338.	12.25	30.	8.	4.	.26
2 COMBINED AT	1I294A	637.	16.25	386.	129.	62.	36.40
HYDROGRAPH AT	D279B	10.	12.00	4.	2.	1.	24.32
ROUTED TO	R279B	10.	12.50	4.	2.	1.	24.32
2 COMBINED AT	2I294A	638.	16.25	387.	130.	63.	36.40
HYDROGRAPH AT	D279A	34.	12.58	3.	1.	0.	24.42
ROUTED TO	R279A	27.	13.00	3.	1.	0.	24.42
2 COMBINED AT	CP294A	638.	16.25	388.	131.	63.	36.40
ROUTED TO	SR294A	637.	16.25	388.	130.	62.	36.40
ROUTED TO	R294A	632.	16.42	387.	130.	62.	36.40
HYDROGRAPH AT	295	428.	12.25	41.	11.	5.	.31
DIVERSION TO	295RET	233.	12.00	11.	3.	1.	.31
HYDROGRAPH AT	295OUT	428.	12.25	30.	8.	4.	.31
2 COMBINED AT	CP295	632.	16.42	388.	136.	65.	36.71
ROUTED TO	R295	619.	16.83	387.	136.	65.	36.71
HYDROGRAPH AT	311	402.	13.33	102.	26.	12.	.73
2 COMBINED AT	CP311	618.	16.83	449.	159.	76.	37.44
ROUTED TO	R311	612.	17.08	447.	159.	76.	37.44
HYDROGRAPH AT	330	484.	12.67	80.	22.	10.	.59
DIVERSION TO	330RET	460.	12.58	41.	11.	5.	.59
HYDROGRAPH AT	330OUT	460.	12.75	42.	11.	5.	.59
2 COMBINED AT	1I330	714.	13.25	472.	167.	80.	38.03
2 COMBINED AT	CP330	1108.	13.17	891.	443.	214.	48.59
ROUTED TO	R330	1039.	13.75	890.	443.	214.	48.59
HYDROGRAPH AT	346A	102.	13.00	21.	5.	3.	.16

2 COMBINED AT	CP346A	1075.	13.67	890.	447.	216.	48.75
DIVERSION TO	DI346C	1003.	13.67	842.	431.	208.	48.75
HYDROGRAPH AT	D346A	72.	13.67	48.	16.	8.	48.75
ROUTED TO	R346A	63.	22.25	47.	16.	8.	48.75
HYDROGRAPH AT	D285B	64.	13.42	24.	6.	3.	36.31
ROUTED TO	R285B	54.	15.58	23.	6.	3.	36.31
HYDROGRAPH AT	297	231.	13.17	53.	13.	6.	.38
2 COMBINED AT	CP297	208.	13.17	63.	18.	9.	36.74
ROUTED TO	SR297	0.	.00	0.	0.	0.	36.74
ROUTED TO	R297	0.	.00	0.	0.	0.	36.74
HYDROGRAPH AT	313	651.	12.17	66.	19.	9.	.43
DIVERSION TO	313RET	651.	12.17	62.	16.	8.	.43
HYDROGRAPH AT	313OUT	45.	12.58	9.	3.	1.	.43
2 COMBINED AT	CP313	5.	12.92	3.	1.	0.	37.12
ROUTED TO	R313	3.	20.83	2.	1.	0.	37.12
HYDROGRAPH AT	332	315.	13.17	74.	19.	9.	.56
2 COMBINED AT	CP332	281.	13.17	67.	18.	9.	37.68
ROUTED TO	R332	228.	14.33	66.	18.	9.	37.68
HYDROGRAPH AT	347	595.	13.08	130.	33.	16.	1.02
2 COMBINED AT	1I347	533.	13.08	180.	47.	23.	38.70
2 COMBINED AT	2I347	521.	13.08	190.	62.	30.	52.64
HYDROGRAPH AT	D348	0.	.00	0.	0.	0.	.34
ROUTED TO	R348	0.	.00	0.	0.	0.	.34
2 COMBINED AT	CP347	521.	13.08	190.	62.	30.	52.98
ROUTED TO	SR347	501.	13.17	190.	62.	30.	52.98
ROUTED TO	R347	428.	13.83	183.	62.	30.	52.98
2 COMBINED AT	CP362	1321.	14.67	607.	188.	90.	5.70
ROUTED TO	SR362	1318.	14.75	536.	168.	81.	5.70
ROUTED TO	R362	1161.	16.50	529.	168.	81.	5.70
HYDROGRAPH AT	378	415.	13.42	117.	29.	14.	.78
2 COMBINED AT	CP378	1193.	16.50	548.	193.	93.	119.88
2 COMBINED AT	AFR11	3736.	16.50	2995.	1335.	656.	151.98
HYDROGRAPH AT	225	430.	12.50	55.	14.	7.	.43
HYDROGRAPH AT	225A	409.	12.42	46.	11.	5.	.37
2 COMBINED AT	CP225	832.	12.42	99.	25.	12.	.80
ROUTED TO	SR225	53.	13.17	45.	22.	12.	.80
ROUTED TO	R225	53.	14.00	44.	22.	12.	.80
HYDROGRAPH AT	242	1063.	12.17	80.	20.	10.	.71

2 COMBINED AT	CP242	1054.	12.17	113.	41.	21.	1.94
ROUTED TO	R242	991.	12.25	112.	41.	21.	1.94
HYDROGRAPH AT	243A	353.	12.08	30.	9.	4.	.18
DIVERSION TO	243ART	61.	11.75	6.	2.	1.	.18
HYDROGRAPH AT	243AOT	353.	12.08	27.	7.	3.	.18
2 COMBINED AT	CP243A	1160.	12.25	137.	48.	25.	1.81
ROUTED TO	R243A	1108.	12.33	136.	48.	25.	1.81
HYDROGRAPH AT	227	311.	12.25	28.	7.	3.	.23
ROUTED TO	R227	254.	12.58	28.	7.	3.	.23
HYDROGRAPH AT	228	326.	12.33	32.	8.	4.	.28
ROUTED TO	R228	288.	12.58	32.	8.	4.	.28
HYDROGRAPH AT	229	702.	12.17	59.	15.	7.	.51
3 COMBINED AT	CP229	771.	12.33	117.	30.	14.	1.02
DIVERSION TO	1D230	167.	12.33	25.	6.	3.	1.02
HYDROGRAPH AT	1D229	604.	12.33	92.	23.	11.	1.02
DIVERSION TO	DI231	153.	12.33	23.	6.	3.	1.02
HYDROGRAPH AT	2D229	451.	12.33	68.	17.	8.	1.02
ROUTED TO	R229	434.	12.58	68.	17.	8.	1.02
HYDROGRAPH AT	230A	287.	12.17	21.	5.	3.	.18
2 COMBINED AT	CP230A	508.	12.25	89.	23.	11.	1.20
DIVERSION TO	2D230	445.	12.25	76.	19.	9.	1.20
HYDROGRAPH AT	D230A	63.	12.25	13.	3.	2.	1.20
ROUTED TO	R230A	59.	12.83	13.	3.	2.	1.20
HYDROGRAPH AT	244A	220.	12.08	15.	4.	2.	.11
DIVERSION TO	244ART	109.	11.92	5.	1.	1.	.11
HYDROGRAPH AT	244AOT	220.	12.08	11.	3.	1.	.11
2 COMBINED AT	CP244A	215.	12.08	23.	6.	3.	1.51
ROUTED TO	R244A	91.	12.50	23.	6.	3.	1.51
HYDROGRAPH AT	244	95.	13.00	18.	5.	2.	.19
2 COMBINED AT	1I244	144.	13.00	41.	11.	5.	1.50
HYDROGRAPH AT	1D229	167.	12.33	25.	6.	3.	1.02
ROUTED TO	R229	162.	12.50	25.	6.	3.	1.02
HYDROGRAPH AT	230	59.	12.33	7.	2.	1.	.04
2 COMBINED AT	1I230	213.	12.42	32.	8.	4.	1.06
HYDROGRAPH AT	D230A	445.	12.25	76.	19.	9.	1.20
ROUTED TO	R230A	432.	12.33	76.	19.	9.	1.20
2 COMBINED AT	CP230	637.	12.33	107.	27.	13.	1.24
ROUTED TO	R230	610.	12.58	107.	27.	13.	1.24

2 COMBINED AT	CP244	746.	12.58	148.	38.	18.	1.54
DIVERSION TO	DI245	681.	12.58	120.	30.	14.	1.54
HYDROGRAPH AT	D244	65.	12.58	28.	8.	4.	1.54
ROUTED TO	R244	64.	12.92	28.	8.	4.	1.54
HYDROGRAPH AT	244B	46.	12.58	6.	1.	1.	.06
3 COMBINED AT	CP244B	1160.	12.33	169.	57.	29.	1.60
ROUTED TO	R244B	1132.	12.33	169.	57.	29.	1.60
HYDROGRAPH AT	2D229	153.	12.33	23.	6.	3.	1.02
ROUTED TO	R229	126.	12.92	23.	6.	3.	1.02
HYDROGRAPH AT	231	303.	12.42	33.	8.	4.	.35
2 COMBINED AT	CP231	305.	12.50	56.	14.	7.	1.37
ROUTED TO	R231	214.	13.75	55.	14.	7.	1.37
HYDROGRAPH AT	D244	681.	12.58	120.	30.	14.	1.54
ROUTED TO	R244	569.	13.50	119.	30.	14.	1.54
2 COMBINED AT	1I245	703.	13.67	173.	44.	21.	1.80
HYDROGRAPH AT	245	168.	12.83	34.	10.	5.	.24
DIVERSION TO	245RET	142.	12.67	15.	4.	2.	.24
HYDROGRAPH AT	245OUT	168.	12.83	21.	6.	3.	.24
3 COMBINED AT	CP245	1132.	12.33	362.	107.	53.	4.16
2 COMBINED AT	AFR121	3821.	16.42	3046.	1413.	695.	156.14
HYDROGRAPH AT	242A	204.	12.00	10.	3.	1.	.10
ROUTED TO	R242A	112.	12.33	10.	3.	1.	.10
HYDROGRAPH AT	242B	607.	12.17	47.	12.	6.	.41
2 COMBINED AT	CP242B	678.	12.17	57.	14.	7.	.40
ROUTED TO	R242B	652.	12.25	57.	14.	7.	.40
HYDROGRAPH AT	243B	120.	12.25	12.	4.	2.	.09
2 COMBINED AT	CP243B	768.	12.25	69.	18.	9.	.54
ROUTED TO	R243B	648.	12.50	69.	18.	9.	.54
HYDROGRAPH AT	243	293.	12.08	17.	4.	2.	.15
2 COMBINED AT	CP243	650.	12.42	86.	22.	11.	.54
ROUTED TO	R243	617.	12.58	86.	22.	11.	.54
HYDROGRAPH AT	245A	132.	12.17	9.	2.	1.	.09
2 COMBINED AT	CP245A	617.	12.58	94.	24.	12.	1.46
ROUTED TO	RR245A	497.	12.92	94.	24.	11.	1.46
HYDROGRAPH AT	258	355.	12.42	40.	10.	5.	.38
ROUTED TO	SR258	0.	.00	0.	0.	0.	.38
3 COMBINED AT	AFR122	4108.	16.42	3262.	1520.	747.	74.98
2 COMBINED AT	RCP258	4108.	16.42	3262.	1520.	747.	74.98

HYDROGRAPH AT	258A	140.	12.25	12.	3.	1.	.12
DIVERSION TO	DI272	115.	12.25	11.	3.	1.	.12
HYDROGRAPH AT	1D258A	25.	12.25	2.	0.	0.	.12
DIVERSION TO	DI259	17.	12.25	1.	0.	0.	.12
HYDROGRAPH AT	2D258A	8.	12.25	1.	0.	0.	.12
ROUTED TO	R258A	6.	12.75	1.	0.	0.	.12
HYDROGRAPH AT	271C	278.	12.17	31.	10.	5.	.18
2 COMBINED AT	CP271C	274.	12.17	31.	10.	5.	.79
ROUTED TO	SR271C	0.	.00	0.	0.	0.	.79
ROUTED TO	R271C	0.	.00	0.	0.	0.	.79
HYDROGRAPH AT	D258A	17.	12.25	1.	0.	0.	.12
ROUTED TO	R258A	12.	12.58	1.	0.	0.	.12
HYDROGRAPH AT	259	263.	12.17	21.	5.	3.	.20
2 COMBINED AT	CP259	262.	12.17	22.	6.	3.	.32
ROUTED TO	SR259	0.	.00	0.	0.	0.	.32
ROUTED TO	R259	0.	.00	0.	0.	0.	.32
HYDROGRAPH AT	D258A	115.	12.25	11.	3.	1.	.12
ROUTED TO	R258A	107.	12.42	11.	3.	1.	.12
2 COMBINED AT	1I272	106.	12.42	11.	3.	1.	.32
HYDROGRAPH AT	272	267.	12.25	22.	6.	3.	.20
2 COMBINED AT	2I272	322.	12.25	33.	8.	4.	.52
2 COMBINED AT	CP272	318.	12.25	32.	8.	4.	1.19
ROUTED TO	SR272	0.	.00	0.	0.	0.	1.19
HYDROGRAPH AT	290	453.	12.67	74.	20.	10.	.55
DIVERSION TO	290RET	447.	12.58	41.	11.	5.	.55
HYDROGRAPH AT	290OUT	410.	12.75	36.	9.	5.	.55
ROUTED TO	SR290	146.	13.17	36.	9.	5.	.55
DIVERSION TO	DI291	17.	13.17	1.	0.	0.	.55
HYDROGRAPH AT	D290	129.	13.25	35.	9.	4.	.55
2 COMBINED AT	AFR132	123.	13.17	24.	6.	3.	75.39
HYDROGRAPH AT	D290	17.	13.17	1.	0.	0.	.55
ROUTED TO	R290	3.	18.00	1.	0.	0.	.55
HYDROGRAPH AT	291	1555.	12.17	148.	43.	21.	.99
DIVERSION TO	291RET	1555.	12.17	137.	36.	17.	.99
HYDROGRAPH AT	291OUT	118.	12.67	22.	7.	3.	.99
2 COMBINED AT	CP291	116.	12.67	22.	7.	3.	1.54
ROUTED TO	SR291	56.	12.92	21.	7.	3.	1.54
ROUTED TO	R291	45.	14.17	21.	7.	3.	1.54

HYDROGRAPH AT	287E	365.	12.17	44.	15.	7.	.20
DIVERSION TO	287ERT	347.	12.08	25.	7.	3.	.20
HYDROGRAPH AT	287EOT	329.	12.25	25.	7.	4.	.20
2 COMBINED AT	I287E	323.	12.25	43.	14.	7.	1.74
HYDROGRAPH AT	288A	63.	12.50	11.	3.	1.	.07
DIVERSION TO	288ART	63.	12.50	6.	2.	1.	.07
HYDROGRAPH AT	288AOT	45.	12.83	4.	1.	0.	.07
ROUTED TO	R288A	24.	13.17	4.	1.	0.	.07
HYDROGRAPH AT	287A	246.	12.58	52.	15.	7.	.34
2 COMBINED AT	CP287A	245.	12.58	55.	16.	7.	.41
ROUTED TO	SR287A	23.	14.25	21.	12.	7.	.41
ROUTED TO	R287A	23.	14.67	21.	12.	7.	.41
HYDROGRAPH AT	254	434.	12.17	34.	9.	4.	.28
DIVERSION TO	254RET	434.	12.17	34.	9.	4.	.28
HYDROGRAPH AT	254OUT	0.	.00	0.	0.	0.	.28
ROUTED TO	R254	0.	.00	0.	0.	0.	.28
HYDROGRAPH AT	254B	246.	12.08	15.	4.	2.	.13
2 COMBINED AT	CP254B	244.	12.08	15.	4.	2.	.43
ROUTED TO	R254B	206.	12.25	15.	4.	2.	.43
HYDROGRAPH AT	269	405.	12.17	42.	13.	6.	.23
DIVERSION TO	269RET	6.	8.75	4.	1.	1.	.23
HYDROGRAPH AT	269OUT	405.	12.17	42.	12.	6.	.23
2 COMBINED AT	CP269	592.	12.17	57.	16.	8.	.69
ROUTED TO	R269	580.	12.25	57.	16.	8.	.69
HYDROGRAPH AT	269B	410.	12.17	45.	14.	7.	.27
DIVERSION TO	269BRT	365.	12.08	22.	6.	3.	.27
HYDROGRAPH AT	269BOT	394.	12.25	27.	8.	4.	.27
ROUTED TO	R269B	286.	12.42	27.	8.	4.	.27
HYDROGRAPH AT	268	513.	12.08	45.	14.	7.	.24
DIVERSION TO	268RET	4.	6.25	3.	1.	0.	.24
HYDROGRAPH AT	268OUT	513.	12.08	45.	13.	6.	.24
3 COMBINED AT	CP268	914.	12.17	125.	36.	17.	1.24
DIVERSION TO	D288B	564.	12.17	41.	10.	5.	1.24
HYDROGRAPH AT	DI2881	350.	11.92	84.	26.	12.	1.24
ROUTED TO	R268	357.	12.08	84.	26.	12.	1.24
HYDROGRAPH AT	288B	864.	12.58	132.	37.	18.	.93
2 COMBINED AT	CP288B	1207.	12.58	215.	62.	30.	2.34
DIVERSION TO	D288B	813.	12.58	72.	18.	9.	2.34

HYDROGRAPH AT	DI2882	588.	12.33	143.	44.	21.	2.34
ROUTED TO	R288B	571.	12.33	143.	44.	21.	2.34
HYDROGRAPH AT	287B	155.	12.17	21.	7.	3.	.10
3 COMBINED AT	CP287B	687.	12.33	177.	60.	31.	2.84
ROUTED TO	SR287B	262.	13.25	139.	56.	28.	2.84
ROUTED TO	R287B	263.	13.67	138.	56.	28.	2.84
HYDROGRAPH AT	2711	226.	12.00	17.	5.	2.	.11
HYDROGRAPH AT	254A	340.	12.08	29.	8.	4.	.20
ROUTED TO	R254A	230.	12.33	29.	8.	4.	.20
2 COMBINED AT	CP2711	338.	12.08	46.	13.	6.	.33
ROUTED TO	R2711	326.	12.08	46.	13.	6.	.33
HYDROGRAPH AT	257	207.	13.42	59.	15.	7.	.34
DIVERSION TO	DI271A	111.	13.42	21.	5.	3.	.34
HYDROGRAPH AT	D257	96.	13.42	37.	9.	5.	.34
ROUTED TO	R257	90.	14.08	37.	9.	5.	.34
HYDROGRAPH AT	256	297.	12.83	74.	19.	9.	.43
DIVERSION TO	256RET	155.	12.25	9.	3.	1.	.43
HYDROGRAPH AT	256OUT	297.	12.83	66.	17.	8.	.43
2 COMBINED AT	CP256	296.	12.83	102.	26.	12.	.77
HYDROGRAPH AT	SUB6	183.	12.17	19.	5.	3.	.10
HYDROGRAPH AT	SUB7	413.	12.17	35.	9.	4.	.24
DIVERSION TO	DI255A	206.	12.17	18.	5.	2.	.24
HYDROGRAPH AT	D7	206.	12.17	18.	5.	2.	.24
3 COMBINED AT	I2712	417.	12.33	136.	36.	17.	1.11
ROUTED TO	R256	387.	12.50	135.	36.	17.	1.11
HYDROGRAPH AT	271A	260.	12.58	49.	16.	8.	.24
DIVERSION TO	217ART	181.	12.25	19.	6.	3.	.24
HYDROGRAPH AT	271AOT	260.	12.58	36.	10.	5.	.24
HYDROGRAPH AT	D257	111.	13.42	21.	5.	3.	.34
ROUTED TO	R257	103.	13.67	21.	5.	3.	.34
2 COMBINED AT	CP271A	260.	12.58	57.	15.	7.	.48
2 COMBINED AT	1I271A	639.	12.50	190.	50.	24.	1.59
ROUTED TO	R271A	602.	12.75	189.	50.	24.	1.59
HYDROGRAPH AT	255A	916.	12.25	92.	25.	12.	.60
HYDROGRAPH AT	D7	206.	12.17	18.	5.	2.	.24
2 COMBINED AT	CP255A	1107.	12.17	109.	29.	14.	.84
ROUTED TO	R255	1087.	12.25	109.	29.	14.	.84
ROUTED TO	R2712	1067.	12.33	109.	29.	14.	.84

HYDROGRAPH AT	2712	705.	12.17	53.	14.	7.	.46
3 COMBINED AT	I2712	1658.	12.25	348.	93.	45.	1.11
ROUTED TO	SR271	1044.	12.58	347.	93.	45.	1.11
ROUTED TO	R271	1041.	12.67	347.	93.	45.	1.11
2 COMBINED AT	MERGE	1223.	12.50	390.	105.	51.	1.34
ROUTED TO	R271_1	1217.	12.50	390.	105.	51.	1.34
HYDROGRAPH AT	270	548.	12.08	54.	17.	8.	.29
2 COMBINED AT	CP2712	1359.	12.25	440.	121.	59.	1.77
ROUTED TO	R2712	1340.	12.42	439.	121.	59.	1.77
HYDROGRAPH AT	289C	383.	12.17	37.	9.	4.	.30
2 COMBINED AT	CP289C	1636.	12.33	472.	130.	63.	3.11
ROUTED TO	R289C	1505.	12.58	470.	130.	63.	3.11
HYDROGRAPH AT	289A	326.	12.17	34.	10.	5.	.21
ROUTED TO	R289A	237.	12.50	34.	10.	5.	.21
HYDROGRAPH AT	289B	569.	12.08	50.	14.	7.	.29
3 COMBINED AT	CP289B	1762.	12.58	547.	153.	74.	3.63
ROUTED TO	SR289B	1366.	13.00	547.	153.	74.	3.63
ROUTED TO	R289B	1362.	13.00	546.	153.	74.	3.63
HYDROGRAPH AT	289D	388.	12.17	42.	12.	6.	.26
2 COMBINED AT	CP289D	1376.	13.00	584.	165.	80.	3.88
ROUTED TO	SR289D	1231.	13.50	583.	165.	80.	3.88
ROUTED TO	R289D	1230.	13.58	583.	165.	80.	3.88
HYDROGRAPH AT	289	492.	12.17	48.	14.	7.	.27
2 COMBINED AT	CP289	1239.	13.58	625.	178.	86.	4.31
ROUTED TO	SR289	1153.	14.00	624.	178.	86.	4.31
ROUTED TO	R289	1151.	14.08	624.	178.	86.	4.31
HYDROGRAPH AT	287C	315.	12.25	53.	17.	8.	.23
2 COMBINED AT	1I287C	1167.	14.00	672.	194.	94.	4.54
2 COMBINED AT	CP287C	1414.	13.92	795.	244.	122.	7.36
ROUTED TO	SR287C	460.	13.75	460.	236.	116.	7.36
ROUTED TO	R287C	460.	15.33	460.	236.	116.	7.36
HYDROGRAPH AT	287D	234.	12.67	38.	10.	5.	.23
2 COMBINED AT	CP287D	460.	15.00	460.	245.	120.	7.59
ROUTED TO	SR287D	79.	28.67	79.	77.	53.	7.59
ROUTED TO	R287D	79.	28.75	79.	77.	53.	7.59
2 COMBINED AT	1RC302	328.	12.25	83.	77.	56.	85.71
DIVERSION TO	DI302	60.	12.25	58.	58.	43.	85.71
HYDROGRAPH AT	D287E	144.	12.25	18.	15.	10.	85.71

2 COMBINED AT	AFR14	265.	12.25	62.	33.	20.	1.74
HYDROGRAPH AT	D278E	60.	12.25	58.	58.	43.	85.71
ROUTED TO	R287E	58.	24.33	58.	58.	43.	85.71
HYDROGRAPH AT	302	225.	12.17	19.	5.	2.	.15
2 COMBINED AT	CP302	221.	12.17	67.	61.	46.	1.89
ROUTED TO	SR302	58.	25.83	58.	58.	41.	1.89
DIVERSION TO	DI320	9.	25.83	9.	9.	5.	1.89
HYDROGRAPH AT	D302	49.	25.75	49.	49.	36.	1.89
2 COMBINED AT	RCP302	268.	12.25	74.	70.	51.	85.71
HYDROGRAPH AT	D302	9.	25.83	9.	9.	5.	1.89
ROUTED TO	R302	9.	27.25	9.	9.	5.	1.89
HYDROGRAPH AT	320	685.	12.42	89.	25.	12.	.64
2 COMBINED AT	CP320	676.	12.42	88.	27.	17.	2.53
ROUTED TO	SR320	51.	13.17	45.	26.	16.	2.53
DIVERSION TO	DI338A	0.	.00	0.	0.	0.	2.53
HYDROGRAPH AT	D320	51.	13.17	45.	26.	16.	2.53
2 COMBINED AT	AF152A	268.	12.25	113.	92.	65.	86.35
HYDROGRAPH AT	D320	0.	.00	0.	0.	0.	2.53
ROUTED TO	R320	0.	.00	0.	0.	0.	2.53
HYDROGRAPH AT	338A	766.	12.42	91.	25.	12.	.77
2 COMBINED AT	CP338A	755.	12.42	90.	25.	12.	3.30
ROUTED TO	SR338A	669.	12.50	90.	25.	12.	3.30
ROUTED TO	R338A	623.	12.67	90.	25.	12.	3.30
HYDROGRAPH AT	338	255.	12.58	37.	9.	4.	.31
2 COMBINED AT	CP338	869.	12.67	126.	34.	16.	3.61
2 COMBINED AT	AF152B	761.	12.75	207.	114.	76.	89.96
HYDROGRAPH AT	D337	372.	13.50	318.	98.	47.	2.34
ROUTED TO	R337	372.	13.67	318.	98.	47.	2.34
HYDROGRAPH AT	367	245.	12.08	16.	4.	2.	.15
2 COMBINED AT	CP367	392.	13.92	318.	98.	47.	89.88
2 COMBINED AT	AFR153	1048.	12.92	488.	195.	117.	89.88
HYDROGRAPH AT	370	60.	12.33	5.	1.	1.	.07
2 COMBINED AT	AFR154	1051.	12.92	493.	197.	118.	89.88
HYDROGRAPH AT	369	171.	12.25	15.	4.	2.	.15
2 COMBINED AT	GR151	1062.	12.67	503.	199.	119.	89.88
HYDROGRAPH AT	366	249.	13.00	52.	13.	6.	.44
ROUTED TO	R366	128.	16.08	47.	13.	6.	.44
HYDROGRAPH AT	368	367.	13.58	112.	28.	13.	.83

2 COMBINED AT	CP368	366.	13.58	142.	41.	20.	1.27
ROUTED TO	SR368	221.	14.25	124.	37.	18.	1.27
2 COMBINED AT	GR152	1062.	12.67	595.	230.	134.	89.88
HYDROGRAPH AT	377A	184.	13.00	39.	10.	5.	.27
2 COMBINED AT	GR161	1205.	12.92	627.	238.	138.	89.88
HYDROGRAPH AT	361	147.	13.17	37.	9.	4.	.21
ROUTED TO	SR361	0.	.00	0.	0.	0.	.21
ROUTED TO	R361	0.	.00	0.	0.	0.	.21
HYDROGRAPH AT	377	120.	12.42	15.	4.	2.	.09
2 COMBINED AT	CP377	119.	12.42	15.	4.	2.	.35
ROUTED TO	SR377	0.	.00	0.	0.	0.	.35
ROUTED TO	R377	0.	.00	0.	0.	0.	.35
HYDROGRAPH AT	377B	55.	13.58	17.	4.	2.	.12
2 COMBINED AT	CP337B	55.	13.58	16.	4.	2.	.42
2 COMBINED AT	GR162	1213.	12.92	631.	238.	138.	156.76
HYDROGRAPH AT	387	221.	13.00	56.	14.	7.	.25
2 COMBINED AT	GR163	1353.	12.92	659.	244.	140.	157.01
HYDROGRAPH AT	386	241.	13.25	66.	17.	8.	.35
2 COMBINED AT	GR164	1501.	12.92	712.	257.	147.	157.76
HYDROGRAPH AT	383A	134.	13.00	34.	9.	4.	.16
2 COMBINED AT	GR165	1611.	13.00	739.	264.	150.	157.52
HYDROGRAPH AT	383	161.	12.92	35.	9.	4.	.18
2 COMBINED AT	GR166	1741.	12.92	767.	271.	154.	157.76
HYDROGRAPH AT	381B	69.	12.75	13.	3.	2.	.07
2 COMBINED AT	GR167	1791.	12.92	777.	274.	155.	157.77
HYDROGRAPH AT	381	191.	12.92	45.	11.	5.	.21
ROUTED TO	SR381	95.	13.50	22.	6.	3.	.21
ROUTED TO	R381	56.	16.50	21.	6.	3.	.21
HYDROGRAPH AT	380	199.	12.83	47.	12.	6.	.20
2 COMBINED AT	CP380	198.	12.83	56.	17.	8.	.41
2 COMBINED AT	RCP380	1951.	12.92	818.	287.	161.	158.18
HYDROGRAPH AT	D273	948.	13.00	267.	68.	33.	2.83
ROUTED TO	R273	938.	13.33	267.	68.	33.	2.83
HYDROGRAPH AT	292	903.	12.50	116.	31.	15.	.96
2 COMBINED AT	1I292	1122.	12.83	380.	98.	47.	3.79
HYDROGRAPH AT	D274	539.	13.25	140.	35.	17.	4.40
ROUTED TO	R274	530.	13.42	140.	35.	17.	4.40
2 COMBINED AT	CP292	1508.	13.33	518.	133.	64.	5.36

DIVERSION TO	1D306	785.	13.33	264.	69.	33.	5.36
HYDROGRAPH AT	D292	723.	13.33	254.	64.	31.	5.36
ROUTED TO	R292	711.	13.58	254.	64.	31.	5.36
HYDROGRAPH AT	D275	74.	12.67	13.	3.	2.	4.51
ROUTED TO	R275	53.	14.17	13.	3.	2.	4.51
HYDROGRAPH AT	D276	88.	13.00	26.	7.	3.	4.77
ROUTED TO	R276	84.	14.42	26.	7.	3.	4.77
2 COMBINED AT	1I293	131.	14.25	40.	10.	5.	4.77
HYDROGRAPH AT	293	586.	12.67	96.	24.	12.	.77
2 COMBINED AT	2I293	575.	12.67	132.	34.	16.	5.54
HYDROGRAPH AT	D277	444.	13.25	228.	64.	31.	24.25
ROUTED TO	R277	418.	13.67	226.	64.	31.	24.25
2 COMBINED AT	3I293	593.	12.75	341.	96.	46.	25.02
2 COMBINED AT	CP293	1130.	13.58	575.	154.	74.	25.98
ROUTED TO	SR293	1120.	13.67	565.	150.	72.	25.98
ROUTED TO	R293	1101.	14.17	550.	150.	72.	25.98
HYDROGRAPH AT	293A	73.	12.50	10.	2.	1.	.07
2 COMBINED AT	CP293A	1101.	14.17	550.	152.	73.	26.05
ROUTED TO	SR293A	1092.	14.33	522.	143.	69.	26.05
DIVERSION TO	2D306	112.	14.33	53.	14.	7.	26.05
HYDROGRAPH AT	D293A	980.	14.33	469.	128.	62.	26.05
ROUTED TO	R293A	922.	15.50	437.	128.	62.	26.05
HYDROGRAPH AT	D279D	27.	12.25	2.	1.	0.	24.27
ROUTED TO	R279D	22.	12.92	2.	1.	0.	24.27
HYDROGRAPH AT	D279C	60.	12.17	13.	4.	2.	24.32
ROUTED TO	R279C	52.	12.92	13.	4.	2.	24.32
2 COMBINED AT	1I294	74.	12.92	15.	5.	2.	24.32
HYDROGRAPH AT	294	237.	12.25	19.	5.	2.	.18
2 COMBINED AT	CP294	223.	12.25	32.	9.	4.	24.50
ROUTED TO	SR294	0.	.00	0.	0.	0.	24.50
ROUTED TO	R294	0.	.00	0.	0.	0.	24.50
HYDROGRAPH AT	309	606.	13.17	142.	35.	17.	1.07
2 COMBINED AT	1I309	562.	13.17	131.	33.	16.	25.57
2 COMBINED AT	CP309	932.	15.50	464.	160.	77.	27.37
ROUTED TO	R309	817.	16.83	454.	160.	77.	27.37
HYDROGRAPH AT	328	473.	12.92	93.	23.	11.	.76
2 COMBINED AT	CP328	815.	16.83	456.	180.	87.	28.13
ROUTED TO	R328	732.	17.83	448.	179.	87.	28.13

HYDROGRAPH AT	344	325.	13.33	83.	21.	10.	.61
2 COMBINED AT	CP344	730.	17.83	449.	197.	96.	28.74
HYDROGRAPH AT	D292	785.	13.33	264.	69.	33.	5.36
ROUTED TO	R292	762.	13.67	263.	69.	33.	5.36
HYDROGRAPH AT	D293A	112.	14.33	53.	14.	7.	26.05
ROUTED TO	R293A	111.	14.58	52.	14.	7.	26.05
2 COMBINED AT	1I306	762.	13.67	315.	84.	41.	26.05
HYDROGRAPH AT	306	343.	12.92	66.	17.	8.	.49
2 COMBINED AT	CP306	807.	13.00	347.	93.	45.	26.54
ROUTED TO	SR306	804.	13.00	347.	91.	44.	26.54
ROUTED TO	R306	793.	13.42	343.	91.	44.	26.54
HYDROGRAPH AT	308	260.	12.75	44.	11.	5.	.32
2 COMBINED AT	CP308	888.	13.25	377.	101.	49.	26.86
ROUTED TO	R308	862.	13.58	375.	101.	49.	26.86
HYDROGRAPH AT	327	358.	13.00	73.	18.	9.	.53
2 COMBINED AT	CP327	1024.	13.50	436.	118.	57.	27.39
ROUTED TO	R327	970.	13.92	435.	118.	57.	27.39
HYDROGRAPH AT	343	297.	13.17	68.	17.	8.	.51
2 COMBINED AT	1IC343	1093.	13.83	494.	133.	64.	27.90
2 COMBINED AT	CP343	1502.	13.83	873.	328.	159.	30.59
ROUTED TO	R343	1478.	14.08	868.	328.	159.	30.59
HYDROGRAPH AT	356	333.	12.58	49.	12.	6.	.35
2 COMBINED AT	CP356	1481.	14.08	873.	338.	164.	30.94
ROUTED TO	SR356	1466.	14.17	847.	328.	164.	30.94
ROUTED TO	R356	1425.	14.58	831.	326.	164.	30.94
HYDROGRAPH AT	355	90.	12.92	21.	5.	2.	.10
2 COMBINED AT	1I355	1430.	14.58	832.	327.	166.	31.04
HYDROGRAPH AT	307	208.	12.58	29.	7.	3.	.21
ROUTED TO	R307	167.	13.17	29.	7.	3.	.21
HYDROGRAPH AT	326	344.	13.00	72.	18.	9.	.54
2 COMBINED AT	CP326	489.	13.08	100.	25.	12.	.75
ROUTED TO	R326	428.	13.67	100.	25.	12.	.75
HYDROGRAPH AT	342A	224.	13.17	52.	13.	6.	.38
2 COMBINED AT	CP342A	565.	13.58	151.	38.	18.	1.13
ROUTED TO	R342A	541.	13.92	149.	38.	18.	1.13
HYDROGRAPH AT	354	297.	12.58	42.	11.	5.	.31
2 COMBINED AT	CP354	546.	13.92	189.	48.	23.	1.44
ROUTED TO	SR354	473.	14.25	189.	48.	23.	1.44

ROUTED TO	R354	442.	14.83	183.	48.	23.	1.44
2 COMBINED AT	2I355	1735.	14.75	986.	370.	187.	32.48
HYDROGRAPH AT	310	165.	12.58	24.	6.	3.	.19
ROUTED TO	R310	149.	12.83	24.	6.	3.	.19
HYDROGRAPH AT	329	455.	12.83	81.	21.	10.	.63
2 COMBINED AT	CP329	600.	12.83	105.	27.	13.	.82
ROUTED TO	R329	452.	13.33	105.	27.	13.	.82
HYDROGRAPH AT	345	273.	13.00	57.	14.	7.	.43
2 COMBINED AT	CP345	671.	13.17	161.	41.	20.	1.25
ROUTED TO	R345	644.	13.42	161.	41.	20.	1.25
HYDROGRAPH AT	357	128.	12.67	20.	5.	2.	.14
2 COMBINED AT	CP357	663.	13.42	180.	46.	22.	1.39
HYDROGRAPH AT	346	358.	12.75	59.	15.	7.	.51
ROUTED TO	R346	324.	13.08	59.	15.	7.	.51
HYDROGRAPH AT	359	101.	12.58	14.	3.	2.	.10
2 COMBINED AT	1I359	355.	13.00	73.	18.	9.	.61
2 COMBINED AT	2I359	897.	13.33	251.	64.	31.	2.00
HYDROGRAPH AT	D346A	1003.	13.67	842.	431.	208.	48.75
ROUTED TO	R346A	960.	14.33	841.	430.	208.	48.75
HYDROGRAPH AT	346C	131.	12.50	17.	4.	2.	.12
2 COMBINED AT	CP346C	980.	14.33	857.	441.	213.	38.31
ROUTED TO	SR346C	962.	21.83	856.	432.	208.	38.31
HYDROGRAPH AT	346B	146.	13.25	36.	9.	4.	.27
2 COMBINED AT	CP346B	961.	21.83	856.	439.	212.	38.58
ROUTED TO	SR346B	961.	21.83	856.	439.	212.	38.58
DIVERSION TO	DI360	232.	21.83	204.	99.	47.	38.58
HYDROGRAPH AT	D346B	728.	21.83	651.	340.	164.	38.58
ROUTED TO	R346B	726.	22.17	651.	340.	164.	38.58
2 COMBINED AT	CP359	895.	14.75	656.	398.	193.	40.58
ROUTED TO	SR359	714.	22.50	647.	365.	191.	40.58
ROUTED TO	R359	713.	23.00	646.	365.	191.	40.58
HYDROGRAPH AT	360	176.	13.00	39.	10.	5.	.25
2 COMBINED AT	1I360	713.	23.00	645.	366.	195.	40.83
HYDROGRAPH AT	D346B	232.	21.83	204.	99.	47.	38.58
ROUTED TO	R346B	230.	22.83	204.	99.	47.	38.58
2 COMBINED AT	CP360	941.	22.92	848.	464.	242.	40.83
ROUTED TO	SR360	932.	23.25	845.	463.	238.	40.83
ROUTED TO	R360	922.	24.83	841.	459.	236.	40.83

HYDROGRAPH AT	358	122.	13.17	30.	8.	4.	.19
2 COMBINED AT	CP358	922.	24.83	840.	459.	239.	41.02
ROUTED TO	SR358	920.	24.92	833.	442.	225.	41.02
ROUTED TO	R358	920.	25.08	833.	441.	225.	41.02
2 COMBINED AT	CP355	1735.	14.75	1130.	784.	416.	48.68
ROUTED TO	SR355	1393.	15.33	1085.	724.	381.	48.68
ROUTED TO	R355	1343.	16.08	1084.	720.	380.	48.68
HYDROGRAPH AT	373	398.	12.75	74.	18.	9.	.43
2 COMBINED AT	1I373	1343.	16.08	1084.	720.	387.	49.11
HYDROGRAPH AT	355A	47.	12.50	6.	2.	1.	.04
ROUTED TO	SR355A	0.	.00	0.	0.	0.	.04
ROUTED TO	R355A	0.	.00	0.	0.	0.	.04
2 COMBINED AT	CP373	1343.	16.08	1084.	720.	387.	49.15
ROUTED TO	R373	1203.	17.25	1081.	712.	382.	49.15
HYDROGRAPH AT	374	493.	13.50	161.	40.	19.	.76
2 COMBINED AT	1I374	1205.	17.25	1081.	712.	399.	49.91
HYDROGRAPH AT	375	274.	13.42	83.	21.	10.	.41
ROUTED TO	R375	198.	16.08	72.	21.	10.	.41
2 COMBINED AT	2I374	1308.	17.25	1086.	727.	407.	50.32
HYDROGRAPH AT	376	357.	13.00	85.	21.	10.	.42
ROUTED TO	R376	234.	15.42	76.	21.	10.	.42
2 COMBINED AT	CP374	1377.	17.25	1091.	745.	416.	50.74
ROUTED TO	R374	1119.	26.25	1084.	738.	392.	50.74
HYDROGRAPH AT	305	525.	13.00	107.	27.	13.	.92
ROUTED TO	SR305	480.	13.08	98.	25.	12.	.92
ROUTED TO	R305	458.	13.33	98.	25.	12.	.92
HYDROGRAPH AT	325	242.	13.25	59.	15.	7.	.49
2 COMBINED AT	CP325	689.	13.33	156.	39.	19.	1.41
ROUTED TO	R325	613.	13.83	156.	39.	19.	1.41
HYDROGRAPH AT	342	278.	12.83	49.	12.	6.	.39
2 COMBINED AT	CP342	648.	13.75	203.	51.	25.	1.80
ROUTED TO	R342	627.	13.92	202.	51.	25.	1.80
HYDROGRAPH AT	325A	337.	13.08	72.	18.	9.	.61
ROUTED TO	R325A	280.	14.08	72.	18.	9.	.61
HYDROGRAPH AT	341	427.	13.08	94.	23.	11.	.79
2 COMBINED AT	CP341	425.	13.08	163.	41.	20.	1.40
ROUTED TO	R341	371.	14.75	156.	41.	20.	1.40
HYDROGRAPH AT	353	167.	12.75	29.	7.	4.	.22

2 COMBINED AT	1I353	371.	14.75	176.	48.	23.	1.62
2 COMBINED AT	CP353	982.	14.00	376.	99.	47.	3.42
ROUTED TO	SR353	981.	14.00	376.	99.	47.	3.42
ROUTED TO	R353	922.	14.42	369.	99.	47.	3.42
HYDROGRAPH AT	352	144.	12.75	25.	6.	3.	.18
2 COMBINED AT	CP352	925.	14.42	383.	105.	50.	3.60
ROUTED TO	SR352	856.	14.75	358.	98.	47.	3.60
ROUTED TO	R352	656.	17.83	298.	97.	47.	3.60
HYDROGRAPH AT	372	884.	13.75	311.	78.	38.	1.62
3 COMBINED AT	1I372	1353.	20.17	1118.	811.	463.	55.96
HYDROGRAPH AT	385	314.	13.17	94.	24.	12.	.39
ROUTED TO	R385	274.	14.25	90.	24.	12.	.39
HYDROGRAPH AT	384	271.	12.83	63.	16.	8.	.29
2 COMBINED AT	CP384	309.	14.25	145.	40.	19.	.65
ROUTED TO	R384	256.	16.50	127.	40.	19.	.65
2 COMBINED AT	2I372	1408.	20.17	1134.	831.	479.	56.61
HYDROGRAPH AT	18	1179.	12.17	95.	26.	13.	.81
ROUTED TO	R18	996.	12.33	95.	26.	13.	.81
HYDROGRAPH AT	19	819.	12.42	96.	26.	13.	.79
2 COMBINED AT	CP19	1799.	12.33	190.	52.	25.	1.60
ROUTED TO	R19	1710.	12.42	190.	52.	25.	1.60
HYDROGRAPH AT	21	913.	12.42	108.	29.	14.	.79
2 COMBINED AT	I1CP21	2606.	12.42	296.	80.	39.	2.39
HYDROGRAPH AT	20	1218.	12.33	138.	37.	18.	1.07
ROUTED TO	SR20	0.	.00	0.	0.	0.	1.07
ROUTED TO	R20	0.	.00	0.	0.	0.	1.07
2 COMBINED AT	CP21	2606.	12.42	296.	80.	39.	3.46
ROUTED TO	SR21	973.	12.75	118.	32.	15.	3.46
ROUTED TO	R21	901.	12.92	118.	32.	15.	3.46
HYDROGRAPH AT	23	310.	12.08	24.	7.	3.	.16
2 COMBINED AT	CP23	909.	12.92	138.	38.	19.	3.62
ROUTED TO	SR23	0.	.00	0.	0.	0.	3.62
ROUTED TO	R23	0.	.00	0.	0.	0.	3.62
HYDROGRAPH AT	22	730.	12.25	72.	19.	9.	.57
ROUTED TO	R22	686.	12.42	72.	19.	9.	.57
HYDROGRAPH AT	22A	733.	12.25	69.	18.	9.	.50
2 COMBINED AT	I1C22A	1304.	12.33	141.	37.	18.	1.07
2 COMBINED AT	CP22A	1285.	12.33	138.	37.	18.	4.69

ROUTED TO	R22A	1194.	12.50	138.	37.	18.	4.69
HYDROGRAPH AT	25	560.	12.33	58.	15.	7.	.46
2 COMBINED AT	I1CP25	1670.	12.42	195.	51.	25.	5.15
HYDROGRAPH AT	24	193.	12.25	17.	4.	2.	.14
ROUTED TO	SR24	0.	.00	0.	0.	0.	.14
ROUTED TO	R24	0.	.00	0.	0.	0.	.14
2 COMBINED AT	CP25	1670.	12.42	195.	51.	25.	5.29
ROUTED TO	SR25	1609.	12.50	174.	44.	21.	5.29
HYDROGRAPH AT	26	1333.	12.50	179.	46.	22.	1.16
ROUTED TO	R26	1284.	12.58	179.	46.	22.	1.16
HYDROGRAPH AT	27	1153.	12.33	174.	50.	24.	1.00
2 COMBINED AT	I1CP27	2166.	12.50	351.	95.	46.	2.16
ROUTED TO	SR27	2164.	12.50	347.	89.	43.	2.16
2 COMBINED AT	CP27	3741.	12.50	516.	132.	64.	7.45
ROUTED TO	R27	3478.	12.67	514.	132.	64.	7.45
HYDROGRAPH AT	34	457.	12.25	42.	11.	6.	.36
HYDROGRAPH AT	33	811.	12.25	75.	21.	10.	.65
2 COMBINED AT	CP33	1259.	12.25	116.	32.	15.	1.01
ROUTED TO	R33	1203.	12.33	116.	32.	15.	1.01
HYDROGRAPH AT	35	510.	12.17	45.	12.	6.	.39
2 COMBINED AT	I1CP35	1655.	12.25	160.	44.	21.	1.40
HYDROGRAPH AT	32	1154.	12.33	156.	43.	21.	1.29
2 COMBINED AT	CP35	2717.	12.25	313.	86.	42.	2.69
ROUTED TO	R35	2658.	12.33	313.	86.	42.	2.69
HYDROGRAPH AT	36	301.	12.25	26.	7.	3.	.24
2 COMBINED AT	I1CP36	2923.	12.33	338.	93.	45.	2.93
HYDROGRAPH AT	37	909.	12.42	115.	31.	15.	.95
2 COMBINED AT	CP36	3736.	12.33	451.	123.	59.	3.88
ROUTED TO	R36	3668.	12.42	450.	123.	59.	3.88
HYDROGRAPH AT	38	911.	12.25	85.	22.	11.	.76
2 COMBINED AT	CP38	4305.	12.42	533.	145.	70.	4.64
ROUTED TO	SR38	4259.	12.42	481.	125.	60.	4.64
ROUTED TO	R38	4112.	12.58	480.	125.	60.	4.64
HYDROGRAPH AT	39	628.	12.50	80.	20.	10.	.77
2 COMBINED AT	I1CP39	4707.	12.58	556.	144.	69.	5.41
2 COMBINED AT	CP39	7708.	12.58	1042.	270.	130.	12.86
ROUTED TO	R39	7686.	12.67	1041.	270.	130.	12.86
HYDROGRAPH AT	40	586.	12.25	63.	17.	8.	.52

ROUTED TO	R40	498.	12.50	63.	17.	8.	.52
HYDROGRAPH AT	42	1055.	12.50	136.	34.	16.	1.18
2 COMBINED AT	I1CP42	1542.	12.50	197.	51.	24.	1.70
2 COMBINED AT	CP42	8776.	12.67	1216.	315.	152.	14.56
ROUTED TO	SR42	8651.	12.67	1080.	280.	135.	14.56
ROUTED TO	R42	8761.	12.75	1080.	280.	135.	14.56
HYDROGRAPH AT	41A1	47.	12.00	3.	1.	0.	.02
ROUTED TO	SR41A1	23.	12.17	3.	1.	0.	.02
DIVERSION TO	1D303	23.	12.17	3.	1.	0.	.02
HYDROGRAPH AT	CP41A1	0.	.00	0.	0.	0.	.02
ROUTED TO	R41A1	0.	.00	0.	0.	0.	.02
HYDROGRAPH AT	41A2	64.	12.00	3.	1.	0.	.03
2 COMBINED AT	CP41A2	63.	12.00	3.	1.	0.	.05
ROUTED TO	SR41A2	74.	12.00	3.	1.	0.	.05
DIVERSION TO	2D303	24.	12.00	2.	1.	0.	.05
HYDROGRAPH AT	D41A2	49.	12.00	1.	0.	0.	.05
ROUTED TO	R41A2	30.	12.08	1.	0.	0.	.05
HYDROGRAPH AT	41A3	61.	12.00	3.	1.	0.	.03
2 COMBINED AT	CP41A3	83.	12.08	4.	1.	0.	.08
ROUTED TO	SR41A3	23.	12.25	4.	1.	0.	.08
DIVERSION TO	3D303	23.	12.25	4.	1.	0.	.08
HYDROGRAPH AT	D41A3	0.	.00	0.	0.	0.	.08
ROUTED TO	R41A3	0.	.00	0.	0.	0.	.08
HYDROGRAPH AT	41A	92.	12.00	5.	1.	1.	.05
2 COMBINED AT	CP41A	91.	12.00	5.	1.	1.	.13
ROUTED TO	SR41A	24.	12.25	5.	1.	1.	.13
DIVERSION TO	4D303	24.	12.25	5.	1.	1.	.13
HYDROGRAPH AT	D41A	0.	.00	0.	0.	0.	.13
ROUTED TO	R41A	0.	.00	0.	0.	0.	.13
HYDROGRAPH AT	41-1	223.	12.17	15.	4.	2.	.15
2 COMBINED AT	CP41-1	222.	12.17	15.	4.	2.	.28
ROUTED TO	SR41-1	222.	12.25	15.	4.	2.	.28
DIVERSION TO	5D303	45.	12.25	12.	3.	1.	.28
HYDROGRAPH AT	D41-1	177.	12.25	4.	1.	0.	.28
ROUTED TO	R41-1	64.	12.33	4.	1.	0.	.28
HYDROGRAPH AT	41-2	150.	12.17	10.	3.	1.	.10
2 COMBINED AT	CP41-2	149.	12.17	14.	3.	2.	.38
ROUTED TO	SR41-2	38.	12.50	14.	3.	2.	.38

DIVERSION TO	6D303	38.	12.50	14.	3.	2.	.38
HYDROGRAPH AT	D41-2	0.	.00	0.	0.	0.	.38
ROUTED TO	R41-2	0.	.00	0.	0.	0.	.38
HYDROGRAPH AT	41	536.	12.42	60.	15.	7.	.58
2 COMBINED AT	CP41	535.	12.42	60.	15.	7.	.68
ROUTED TO	SR41	477.	12.50	60.	15.	7.	.68
DIVERSION TO	7D303	46.	12.50	26.	7.	3.	.68
HYDROGRAPH AT	D41	431.	12.50	34.	8.	4.	.68
ROUTED TO	R41	423.	12.58	34.	8.	4.	.68
HYDROGRAPH AT	43-1	73.	12.08	4.	1.	1.	.04
2 COMBINED AT	CP43-1	423.	12.58	38.	10.	5.	1.00
ROUTED TO	SR43-1	262.	12.83	38.	9.	5.	1.00
DIVERSION TO	1D303A	262.	12.83	38.	9.	5.	1.00
HYDROGRAPH AT	D43-1	0.	.00	0.	0.	0.	1.00
ROUTED TO	R43-1	0.	.00	0.	0.	0.	1.00
HYDROGRAPH AT	43-2	19.	12.00	1.	0.	0.	.01
2 COMBINED AT	CP43-2	18.	12.00	1.	0.	0.	1.01
ROUTED TO	SR43-2	10.	12.17	1.	0.	0.	1.01
DIVERSION TO	2D303A	10.	12.17	1.	0.	0.	1.01
HYDROGRAPH AT	D43-2	0.	.00	0.	0.	0.	1.01
ROUTED TO	R43-2	0.	.00	0.	0.	0.	1.01
HYDROGRAPH AT	43-3	106.	12.00	5.	1.	1.	.05
2 COMBINED AT	CP43-3	103.	12.00	5.	1.	1.	1.06
ROUTED TO	SR43-3	22.	12.17	5.	1.	1.	1.06
DIVERSION TO	3D303A	22.	12.17	5.	1.	1.	1.06
HYDROGRAPH AT	D43-3	0.	.00	0.	0.	0.	1.06
ROUTED TO	R43-3	0.	.00	0.	0.	0.	1.06
HYDROGRAPH AT	43-4	64.	12.00	3.	1.	0.	.03
2 COMBINED AT	CP43-4	61.	12.00	3.	1.	0.	1.09
ROUTED TO	SR43-4	21.	12.17	3.	1.	0.	1.09
DIVERSION TO	1DWT#4	21.	12.17	3.	1.	0.	1.09
HYDROGRAPH AT	D43-4	0.	.00	0.	0.	0.	1.09
ROUTED TO	R43-4	0.	.00	0.	0.	0.	1.09
HYDROGRAPH AT	43-5	44.	12.00	2.	1.	0.	.02
2 COMBINED AT	CP43-5	42.	12.00	2.	1.	0.	1.11
ROUTED TO	SR43-5	19.	12.17	2.	1.	0.	1.11
DIVERSION TO	2DWT#4	19.	12.17	2.	1.	0.	1.11
HYDROGRAPH AT	D43-5	0.	.00	0.	0.	0.	1.11

ROUTED TO	R43-5	0.	.00	0.	0.	0.	1.11
HYDROGRAPH AT	43-6	44.	12.00	2.	1.	0.	.02
2 COMBINED AT	CP43-6	43.	12.00	2.	1.	0.	1.13
ROUTED TO	SR43-6	5.	12.25	2.	1.	0.	1.13
DIVERSION TO	3DWT#4	5.	12.25	2.	1.	0.	1.13
HYDROGRAPH AT	D43-6	0.	.00	0.	0.	0.	1.13
ROUTED TO	R43-6	0.	.00	0.	0.	0.	1.13
HYDROGRAPH AT	43-7	46.	12.00	2.	1.	0.	.02
2 COMBINED AT	CP43-7	44.	12.00	2.	1.	0.	1.15
ROUTED TO	SR43-7	20.	12.08	2.	1.	0.	1.15
DIVERSION TO	4DWT#4	20.	12.08	2.	1.	0.	1.15
HYDROGRAPH AT	D43-7	0.	.00	0.	0.	0.	1.15
ROUTED TO	R43-7	0.	.00	0.	0.	0.	1.15
HYDROGRAPH AT	43-8	23.	12.00	1.	0.	0.	.01
2 COMBINED AT	CP43-8	22.	12.00	1.	0.	0.	1.16
ROUTED TO	SR43-8	12.	12.08	1.	0.	0.	1.16
DIVERSION TO	5DWT#4	12.	12.08	1.	0.	0.	1.16
HYDROGRAPH AT	D43-8	0.	.00	0.	0.	0.	1.16
ROUTED TO	R43-8	0.	.00	0.	0.	0.	1.16
HYDROGRAPH AT	43	23.	12.00	1.	0.	0.	.01
2 COMBINED AT	I1CP43	22.	12.00	1.	0.	0.	1.17
2 COMBINED AT	CP43	8794.	12.75	1084.	282.	135.	13.90
ROUTED TO	SR43	8231.	12.83	1084.	282.	135.	13.90
DIVERSION TO	DI45-1	3299.	12.83	203.	51.	24.	13.90
HYDROGRAPH AT	D43	4932.	12.83	881.	231.	111.	13.90
ROUTED TO	RD43	4844.	12.92	879.	231.	111.	13.90
HYDROGRAPH AT	D43-4	21.	12.17	3.	1.	0.	1.09
ROUTED TO	RD43-4	13.	12.67	3.	1.	0.	1.09
HYDROGRAPH AT	D43-5	19.	12.17	2.	1.	0.	1.11
ROUTED TO	RD43-5	13.	12.58	2.	1.	0.	1.11
2 COMBINED AT	I1CWT4	27.	12.67	5.	1.	1.	.05
HYDROGRAPH AT	D43-6	5.	12.25	2.	1.	0.	1.13
ROUTED TO	RD43-6	4.	13.25	2.	1.	0.	1.13
2 COMBINED AT	I2CWT4	29.	12.67	7.	2.	1.	.07
HYDROGRAPH AT	D43-7	20.	12.08	2.	1.	0.	1.15
ROUTED TO	RD43-7	12.	12.58	2.	1.	0.	1.15
2 COMBINED AT	I3CWT4	41.	12.58	10.	2.	1.	.09
HYDROGRAPH AT	D43-8	12.	12.08	1.	0.	0.	1.16

ROUTED TO	RD43-8	5.	12.58	1.	0.	0.	1.16
2 COMBINED AT	I4CWT4	46.	12.58	11.	3.	1.	.10
HYDROGRAPH AT	44	287.	12.25	24.	6.	3.	.22
2 COMBINED AT	I5CWT4	308.	12.25	35.	9.	4.	.32
2 COMBINED AT	CP44	4880.	12.92	905.	239.	115.	14.12
HYDROGRAPH AT	45-1	137.	12.08	9.	2.	1.	.08
HYDROGRAPH AT	D43	3299.	12.83	203.	51.	24.	13.90
2 COMBINED AT	CP45-1	3296.	12.83	211.	53.	25.	13.98
ROUTED TO	SR45-1	3198.	12.83	211.	53.	25.	13.98
DIVERSION TO	7DWT#4	477.	12.83	51.	13.	6.	13.98
HYDROGRAPH AT	D45-1	2721.	12.83	160.	40.	19.	13.98
ROUTED TO	R45-1	2601.	12.92	160.	40.	19.	13.98
HYDROGRAPH AT	45	845.	12.00	44.	11.	5.	.38
2 COMBINED AT	CP45	2581.	12.92	200.	50.	24.	14.36
ROUTED TO	SR45	2232.	13.00	200.	50.	24.	14.36
DIVERSION TO	8DWT#4	370.	13.00	107.	27.	13.	14.36
HYDROGRAPH AT	D45	1861.	13.00	93.	23.	11.	14.36
ROUTED TO	R45	1567.	13.08	93.	23.	11.	14.36
HYDROGRAPH AT	46-1	151.	12.25	15.	4.	2.	.15
2 COMBINED AT	CP46-1	1567.	13.08	107.	27.	13.	14.51
ROUTED TO	SR46-1	1329.	13.17	107.	27.	13.	14.51
DIVERSION TO	9DWT#4	217.	13.17	58.	14.	7.	14.51
HYDROGRAPH AT	D46-1	1112.	13.17	49.	12.	6.	14.51
ROUTED TO	R46-1	628.	13.25	49.	12.	6.	14.51
HYDROGRAPH AT	46	525.	12.58	88.	22.	11.	.85
2 COMBINED AT	I1CP46	748.	13.25	130.	32.	16.	15.36
HYDROGRAPH AT	28	734.	12.50	88.	22.	11.	.86
ROUTED TO	R28	727.	12.50	88.	22.	11.	.86
HYDROGRAPH AT	30	338.	12.25	46.	14.	7.	.28
2 COMBINED AT	I1CP30	923.	12.50	133.	36.	17.	1.14
HYDROGRAPH AT	29	262.	12.25	23.	6.	3.	.22
ROUTED TO	SR29	0.	.00	0.	0.	0.	.22
ROUTED TO	R29	0.	.00	0.	0.	0.	.22
2 COMBINED AT	CP30	923.	12.50	133.	36.	17.	1.36
ROUTED TO	R30	863.	12.67	133.	36.	17.	1.36
HYDROGRAPH AT	31	580.	12.50	72.	18.	9.	.71
2 COMBINED AT	CP31	1368.	12.58	203.	54.	26.	2.07
ROUTED TO	R31	1329.	12.75	203.	53.	26.	2.07

2 COMBINED AT	CP46	1672.	12.75	316.	81.	39.	17.43
ROUTED TO	SR46	1651.	12.75	316.	81.	39.	17.43
ROUTED TO	R46	1561.	12.92	315.	81.	39.	17.43
HYDROGRAPH AT	D45-1	477.	12.83	51.	13.	6.	13.98
ROUTED TO	RD45-1	400.	13.08	51.	13.	6.	13.98
HYDROGRAPH AT	D45	370.	13.00	107.	27.	13.	14.36
ROUTED TO	RD45	349.	13.25	107.	27.	13.	14.36
2 COMBINED AT	I7CWT4	717.	13.17	158.	39.	19.	14.36
HYDROGRAPH AT	D46-1	217.	13.17	58.	14.	7.	14.51
ROUTED TO	RD46-1	206.	13.58	58.	14.	7.	14.51
2 COMBINED AT	I8CWT4	832.	13.25	215.	54.	26.	14.51
HYDROGRAPH AT	WT4	919.	12.25	80.	20.	10.	.77
2 COMBINED AT	I9CWT4	1090.	12.33	289.	72.	35.	15.28
2 COMBINED AT	I10WT4	2216.	13.00	597.	152.	73.	18.20
2 COMBINED AT	CPWT4	6896.	12.92	1484.	386.	186.	18.57
ROUTED TO	RS47	0.	.00	0.	0.	0.	18.57
HYDROGRAPH AT	D43-1	262.	12.83	38.	9.	5.	1.00
ROUTED TO	R43-1	265.	13.42	38.	9.	5.	1.00
HYDROGRAPH AT	D43-2	10.	12.17	1.	0.	0.	1.01
ROUTED TO	R43-2	4.	13.92	1.	0.	0.	1.01
HYDROGRAPH AT	D43-3	22.	12.17	5.	1.	1.	1.06
ROUTED TO	R43-3	14.	13.75	5.	1.	1.	1.06
HYDROGRAPH AT	303A	486.	12.25	44.	11.	5.	.42
4 COMBINED AT	1C303A	481.	12.25	87.	22.	11.	1.06
2 COMBINED AT	CP303A	479.	12.25	87.	22.	10.	1.48
ROUTED TO	R303A	413.	12.50	87.	22.	10.	1.48
HYDROGRAPH AT	304	1104.	12.33	114.	29.	14.	1.10
2 COMBINED AT	CP304	1474.	12.42	199.	50.	24.	2.58
ROUTED TO	R304	1336.	12.58	198.	50.	24.	2.58
HYDROGRAPH AT	323	162.	12.33	16.	4.	2.	.15
2 COMBINED AT	CP323	1417.	12.58	213.	54.	26.	2.73
ROUTED TO	SR323	1396.	12.58	190.	48.	23.	2.73
DIVERSION TO	DI321	115.	12.58	43.	11.	5.	2.73
HYDROGRAPH AT	D323	1282.	12.58	148.	37.	18.	2.73
ROUTED TO	R323	799.	13.33	145.	37.	18.	2.73
HYDROGRAPH AT	324	237.	12.83	44.	11.	5.	.36
2 COMBINED AT	CP324	921.	13.33	184.	48.	23.	3.09
ROUTED TO	R324	737.	13.75	182.	48.	23.	3.09

HYDROGRAPH AT	340	283.	13.00	57.	14.	7.	.48
2 COMBINED AT	CP340	826.	13.75	232.	62.	30.	3.57
ROUTED TO	R340	734.	14.17	230.	62.	30.	3.57
HYDROGRAPH AT	351	540.	12.83	99.	25.	12.	.76
2 COMBINED AT	CP351	763.	14.08	318.	86.	41.	4.33
ROUTED TO	SR351	713.	14.25	318.	86.	41.	4.33
ROUTED TO	R351	671.	15.00	311.	86.	41.	4.33
HYDROGRAPH AT	352A	84.	13.08	18.	5.	2.	.13
2 COMBINED AT	CP352A	674.	15.00	321.	90.	43.	4.46
ROUTED TO	SR352A	660.	15.08	284.	78.	37.	4.46
DIVERSION TO	DI350	74.	15.08	32.	9.	4.	4.46
HYDROGRAPH AT	D352A	586.	15.08	252.	69.	33.	4.46
ROUTED TO	R352A	564.	16.00	240.	69.	33.	4.46
2 COMBINED AT	CP372	1487.	20.17	1134.	880.	503.	61.07
DIVERSION TO	DI371	1206.	20.17	942.	738.	423.	61.07
HYDROGRAPH AT	1D372	281.	20.17	192.	142.	80.	61.07
DIVERSION TO	DI379	29.	20.17	11.	5.	3.	61.07
HYDROGRAPH AT	2D372	252.	20.17	181.	137.	78.	61.07
ROUTED TO	R372	250.	20.42	181.	137.	77.	61.07
HYDROGRAPH AT	382	552.	13.17	150.	38.	18.	.71
2 COMBINED AT	CP382	544.	13.17	192.	165.	93.	61.78
ROUTED TO	R382	344.	16.75	179.	155.	86.	61.78
HYDROGRAPH AT	2D372	29.	20.17	11.	5.	3.	61.07
ROUTED TO	R372	11.	36.00	10.	5.	3.	61.07
2 COMBINED AT	1I379	344.	16.75	188.	160.	88.	61.78
HYDROGRAPH AT	381A	123.	12.58	23.	6.	3.	.10
ROUTED TO	SR381A	0.	.00	0.	0.	0.	.10
ROUTED TO	R381A	0.	.00	0.	0.	0.	.10
2 COMBINED AT	2I379	344.	16.75	188.	160.	88.	61.88
HYDROGRAPH AT	379	214.	13.58	65.	16.	8.	.46
2 COMBINED AT	3I379	348.	16.75	188.	160.	95.	62.24
HYDROGRAPH AT	D41A1	23.	12.17	3.	1.	0.	.02
ROUTED TO	R41A1	13.	13.58	3.	1.	0.	.02
HYDROGRAPH AT	D41A2	24.	12.00	2.	1.	0.	.05
ROUTED TO	R41A2	13.	13.50	2.	1.	0.	.05
2 COMBINED AT	1I303	26.	13.50	5.	1.	1.	.05
HYDROGRAPH AT	D41A3	23.	12.25	4.	1.	0.	.08
ROUTED TO	R41A3	13.	14.58	4.	1.	0.	.08

2 COMBINED AT	2I303	27.	13.58	9.	2.	1.	.08
HYDROGRAPH AT	D41A	24.	12.25	5.	1.	1.	.13
ROUTED TO	R41A	14.	14.67	5.	1.	1.	.13
2 COMBINED AT	3I303	31.	14.42	14.	4.	2.	.13
HYDROGRAPH AT	D41-1	45.	12.25	12.	3.	1.	.28
ROUTED TO	R41-1	34.	14.17	11.	3.	1.	.28
2 COMBINED AT	4I303	64.	14.17	25.	6.	3.	.28
HYDROGRAPH AT	D41-2	38.	12.50	14.	3.	2.	.38
ROUTED TO	R41-2	33.	14.58	13.	3.	2.	.38
2 COMBINED AT	5I303	93.	14.42	37.	10.	5.	.38
HYDROGRAPH AT	D41	46.	12.50	26.	7.	3.	.68
ROUTED TO	R41	44.	14.67	25.	7.	3.	.68
2 COMBINED AT	6I303	134.	14.50	61.	16.	8.	.96
HYDROGRAPH AT	303	626.	12.67	96.	24.	12.	.91
2 COMBINED AT	CP303	621.	12.67	150.	40.	19.	2.17
ROUTED TO	R303	615.	12.75	150.	40.	19.	2.17
HYDROGRAPH AT	321	866.	12.17	67.	17.	8.	.66
2 COMBINED AT	1I321	1084.	12.25	214.	56.	27.	2.83
HYDROGRAPH AT	D323	115.	12.58	43.	11.	5.	2.73
ROUTED TO	R323	90.	13.33	42.	11.	5.	2.73
2 COMBINED AT	CP321	1084.	12.25	254.	67.	32.	4.60
ROUTED TO	SR321	636.	12.75	171.	45.	21.	4.60
ROUTED TO	R321	508.	13.17	167.	45.	21.	4.60
HYDROGRAPH AT	322	212.	12.92	40.	10.	5.	.34
2 COMBINED AT	CP322	660.	13.17	200.	54.	26.	4.94
ROUTED TO	R322	513.	13.67	197.	54.	26.	4.94
HYDROGRAPH AT	339	511.	13.17	120.	30.	14.	1.00
2 COMBINED AT	CP339	846.	13.50	304.	84.	40.	5.94
ROUTED TO	R339	786.	14.17	299.	84.	40.	5.94
HYDROGRAPH AT	349	580.	13.00	120.	30.	14.	.93
2 COMBINED AT	CP349	873.	14.00	398.	113.	54.	6.87
ROUTED TO	SR349	871.	14.08	398.	113.	54.	6.87
ROUTED TO	R349	849.	14.50	394.	113.	54.	6.87
HYDROGRAPH AT	350	101.	13.33	26.	7.	3.	.19
2 COMBINED AT	1I350	872.	14.50	414.	119.	57.	7.06
HYDROGRAPH AT	D352A	74.	15.08	32.	9.	4.	4.46
ROUTED TO	R352A	46.	19.92	23.	8.	4.	4.46
2 COMBINED AT	CP350	872.	14.50	414.	127.	61.	8.79

ROUTED TO	SR350	858.	14.58	382.	115.	55.	8.79
ROUTED TO	R350	837.	15.08	371.	114.	55.	8.79
HYDROGRAPH AT	371	533.	13.67	180.	45.	22.	.93
2 COMBINED AT	1I371	1016.	14.83	495.	158.	77.	9.72
HYDROGRAPH AT	1D372	1206.	20.17	942.	738.	423.	61.07
ROUTED TO	R372	1175.	21.50	941.	735.	410.	61.07
2 COMBINED AT	CP371	1251.	21.50	975.	823.	473.	65.40
ROUTED TO	R371	1220.	22.50	974.	822.	461.	65.40
2 COMBINED AT	CP379	1466.	16.67	1134.	976.	555.	65.96
ROUTED TO	SR379	1408.	16.83	1133.	976.	552.	65.96

SUMMARY OF KINEMATIC WAVE - MUSKINGUM-CUNGE ROUTING
(FLOW IS DIRECT RUNOFF WITHOUT BASE FLOW)

ISTAQ	ELEMENT	DT (MIN)	PEAK (CFS)	TIME TO PEAK (MIN)	VOLUME (IN)	INTERPOLATED TO COMPUTATION INTERVAL DT (MIN)	PEAK (CFS)	TIME TO PEAK (MIN)	VOLUME (IN)
FOR STORM = 1	STORM AREA (SQ MI) =			.00					
R271	MANE	1.06	1120.00	759.64	3.32	5.00	1119.57	760.00	3.32

CONTINUITY SUMMARY (AC-FT) - INFLOW= .1968E+03 EXCESS= .0000E+00 OUTFLOW= .1968E+03 BASIN STORAGE= .1013E-03 PERCENT ERROR= .0

FOR STORM = 2	STORM AREA (SQ MI) =			10.00					
R271	MANE	1.09	1018.10	757.08	3.04	5.00	1016.66	755.00	3.04

CONTINUITY SUMMARY (AC-FT) - INFLOW= .1797E+03 EXCESS= .0000E+00 OUTFLOW= .1797E+03 BASIN STORAGE= .9964E-04 PERCENT ERROR= .0

FOR STORM = 3	STORM AREA (SQ MI) =			50.00					
R271	MANE	1.13	903.12	755.34	2.70	5.00	902.76	755.00	2.70

CONTINUITY SUMMARY (AC-FT) - INFLOW= .1600E+03 EXCESS= .0000E+00 OUTFLOW= .1600E+03 BASIN STORAGE= .1019E-03 PERCENT ERROR= .0

FOR STORM = 4	STORM AREA (SQ MI) =			100.00					
R271	MANE	1.15	855.10	755.00	2.56	5.00	855.09	755.00	2.56

CONTINUITY SUMMARY (AC-FT) - INFLOW= .1516E+03 EXCESS= .0000E+00 OUTFLOW= .1516E+03 BASIN STORAGE= .1016E-03 PERCENT ERROR= .0

FOR STORM = 5	STORM AREA (SQ MI) =			200.00					
R271	MANE	1.17	816.35	754.25	2.44	5.00	816.21	755.00	2.44

CONTINUITY SUMMARY (AC-FT) - INFLOW= .1447E+03 EXCESS= .0000E+00 OUTFLOW= .1446E+03 BASIN STORAGE= .1012E-03 PERCENT ERROR= .0

FOR STORM = 1	STORM AREA (SQ MI) =			.00					
R271_1	MANE	.96	1303.05	750.94	3.14	5.00	1301.73	750.00	3.14

CONTINUITY SUMMARY (AC-FT) - INFLOW= .2246E+03 EXCESS= .0000E+00 OUTFLOW= .2246E+03 BASIN STORAGE= .9221E-04 PERCENT ERROR= .0

FOR STORM = 2	STORM AREA (SQ MI) =			10.00					
R271_1	MANE	.99	1194.28	751.24	2.87	5.00	1192.89	750.00	2.87

CONTINUITY SUMMARY (AC-FT) - INFLOW= .2053E+03 EXCESS= .0000E+00 OUTFLOW= .2053E+03 BASIN STORAGE= .9272E-04 PERCENT ERROR= .0

FOR STORM = 3	STORM AREA (SQ MI) =			50.00					
R271_1	MANE	1.03	1068.82	749.96	2.56	5.00	1068.82	750.00	2.56

CONTINUITY SUMMARY (AC-FT) - INFLOW= .1831E+03 EXCESS= .0000E+00 OUTFLOW= .1831E+03 BASIN STORAGE= .9364E-04 PERCENT ERROR= .0

FOR STORM = 4	STORM AREA (SQ MI) =			100.00					
R271_1	MANE	1.04	1015.40	750.83	2.43	5.00	1014.94	750.00	2.43

CONTINUITY SUMMARY (AC-FT) - INFLOW= .1737E+03 EXCESS= .0000E+00 OUTFLOW= .1737E+03 BASIN STORAGE= .9308E-04 PERCENT ERROR= .0

FOR STORM = 5	STORM AREA (SQ MI) =			200.00					
R271_1	MANE	1.06	972.51	750.08	2.32	5.00	972.20	750.00	2.32

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CONTINUITY SUMMARY (AC-FT) - INFLOW= .1658E+03 EXCESS= .0000E+00 OUTFLOW= .1658E+03 BASIN STORAGE= .9193E-04 PERCENT ERROR=     .0

        FOR STORM = 1  STORM AREA (SQ MI) =        .00
           R287D  MANE        5.00     81.90   1768.44       .56      5.00     81.90   1770.00        .55

CONTINUITY SUMMARY (AC-FT) - INFLOW= .2260E+03 EXCESS= .0000E+00 OUTFLOW= .2248E+03 BASIN STORAGE= .1274E+01 PERCENT ERROR=     .0

        FOR STORM = 2  STORM AREA (SQ MI) =      10.00
           R287D  MANE        5.00     79.12   1731.19       .54      5.00     79.12   1730.00        .54

CONTINUITY SUMMARY (AC-FT) - INFLOW= .2192E+03 EXCESS= .0000E+00 OUTFLOW= .2178E+03 BASIN STORAGE= .1305E+01 PERCENT ERROR=     .1

        FOR STORM = 3  STORM AREA (SQ MI) =      50.00
           R287D  MANE        4.49     75.80   1683.85       .52      5.00     75.80   1685.00        .52

CONTINUITY SUMMARY (AC-FT) - INFLOW= .2107E+03 EXCESS= .0000E+00 OUTFLOW= .2092E+03 BASIN STORAGE= .1411E+01 PERCENT ERROR=     .0

        FOR STORM = 4  STORM AREA (SQ MI) =     100.00
           R287D  MANE        4.55     74.23   1668.00       .51      5.00     74.23   1670.00        .51

CONTINUITY SUMMARY (AC-FT) - INFLOW= .2068E+03 EXCESS= .0000E+00 OUTFLOW= .2053E+03 BASIN STORAGE= .1439E+01 PERCENT ERROR=     .0

        FOR STORM = 5  STORM AREA (SQ MI) =     200.00
           R287D  MANE        4.60     72.89   1652.19       .50      5.00     72.89   1655.00        .50

CONTINUITY SUMMARY (AC-FT) - INFLOW= .2034E+03 EXCESS= .0000E+00 OUTFLOW= .2020E+03 BASIN STORAGE= .1411E+01 PERCENT ERROR=     .0

        FOR STORM = 1  STORM AREA (SQ MI) =        .00
            R337  MANE        4.38    373.03    819.73      1.67      5.00    373.03    820.00       1.67

CONTINUITY SUMMARY (AC-FT) - INFLOW= .2090E+03 EXCESS= .0000E+00 OUTFLOW= .2090E+03 BASIN STORAGE= .5452E-06 PERCENT ERROR=     .0

        FOR STORM = 2  STORM AREA (SQ MI) =      10.00
            R337  MANE        4.42    371.75    820.76      1.54      5.00    371.74    820.00       1.54

CONTINUITY SUMMARY (AC-FT) - INFLOW= .1923E+03 EXCESS= .0000E+00 OUTFLOW= .1923E+03 BASIN STORAGE= .6464E-06 PERCENT ERROR=     .0

        FOR STORM = 3  STORM AREA (SQ MI) =      50.00
            R337  MANE        4.45    370.38    815.73      1.39      5.00    370.38    815.00       1.39

CONTINUITY SUMMARY (AC-FT) - INFLOW= .1733E+03 EXCESS= .0000E+00 OUTFLOW= .1733E+03 BASIN STORAGE= .6014E-06 PERCENT ERROR=     .0

        FOR STORM = 4  STORM AREA (SQ MI) =     100.00
            R337  MANE        4.40    366.18    813.86      1.32      5.00    366.14    815.00       1.32

CONTINUITY SUMMARY (AC-FT) - INFLOW= .1652E+03 EXCESS= .0000E+00 OUTFLOW= .1652E+03 BASIN STORAGE= .7008E-06 PERCENT ERROR=     .0

        FOR STORM = 5  STORM AREA (SQ MI) =     200.00
            R337  MANE        4.52    355.24    815.12      1.27      5.00    355.22    815.00       1.27

CONTINUITY SUMMARY (AC-FT) - INFLOW= .1586E+03 EXCESS= .0000E+00 OUTFLOW= .1586E+03 BASIN STORAGE= .4074E-06 PERCENT ERROR=     .0
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SUMMARY OF DAM OVERTOPPING/BREACH ANALYSIS FOR STATION SRWT3
(PEAKS SHOWN ARE FOR INTERNAL TIME STEP USED DURING BREACH FORMATION)

PLAN 1 .....

	INITIAL VALUE	SPILLWAY CREST	TOP OF DAM
ELEVATION	1174.00	1209.00	1212.10
STORAGE	0.	3012.	4041.
OUTFLOW	0.	0.	18460.

RATIO OF PMF	MAXIMUM RESERVOIR W.S.ELEV	MAXIMUM DEPTH OVER DAM	MAXIMUM STORAGE AC-FT	MAXIMUM OUTFLOW CFS	DURATION OVER TOP HOURS	TIME OF MAX OUTFLOW HOURS	TIME OF FAILURE HOURS
1.00	1200.51	.00	1053.	0.	.00	.00	.00

PLAN 2 .....

	INITIAL VALUE	SPILLWAY CREST	TOP OF DAM
ELEVATION	1174.00	1209.00	1212.10
STORAGE	0.	3012.	4041.
OUTFLOW	0.	0.	18460.

RATIO OF PMF	MAXIMUM RESERVOIR W.S.ELEV	MAXIMUM DEPTH OVER DAM	MAXIMUM STORAGE AC-FT	MAXIMUM OUTFLOW CFS	DURATION OVER TOP HOURS	TIME OF MAX OUTFLOW HOURS	TIME OF FAILURE HOURS
1.00	1200.01	.00	960.	0.	.00	.00	.00

PLAN 3 .....

	INITIAL VALUE	SPILLWAY CREST	TOP OF DAM
ELEVATION	1174.00	1209.00	1212.10
STORAGE	0.	3012.	4041.
OUTFLOW	0.	0.	18460.

RATIO OF PMF	MAXIMUM RESERVOIR W.S.ELEV	MAXIMUM DEPTH OVER DAM	MAXIMUM STORAGE AC-FT	MAXIMUM OUTFLOW CFS	DURATION OVER TOP HOURS	TIME OF MAX OUTFLOW HOURS	TIME OF FAILURE HOURS
1.00	1199.14	.00	852.	0.	.00	.00	.00

PLAN 4 .....

	INITIAL VALUE	SPILLWAY CREST	TOP OF DAM
ELEVATION	1174.00	1209.00	1212.10
STORAGE	0.	3012.	4041.
OUTFLOW	0.	0.	18460.

RATIO OF PMF	MAXIMUM RESERVOIR W.S.ELEV	MAXIMUM DEPTH OVER DAM	MAXIMUM STORAGE AC-FT	MAXIMUM OUTFLOW CFS	DURATION OVER TOP HOURS	TIME OF MAX OUTFLOW HOURS	TIME OF FAILURE HOURS
1.00	1198.76	.00	805.	0.	.00	.00	.00

PLAN 5 .....

	INITIAL VALUE	SPILLWAY CREST	TOP OF DAM
ELEVATION	1174.00	1209.00	1212.10
STORAGE	0.	3012.	4041.
OUTFLOW	0.	0.	18460.

RATIO OF PMF	MAXIMUM RESERVOIR W.S.ELEV	MAXIMUM DEPTH OVER DAM	MAXIMUM STORAGE AC-FT	MAXIMUM OUTFLOW CFS	DURATION OVER TOP HOURS	TIME OF MAX OUTFLOW HOURS	TIME OF FAILURE HOURS
1.00	1198.45	.00	767.	0.	.00	.00	.00

ORMAL END OF HEC-1 ***

LOOP 303 CORRIDOR/WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE
EXISTING CONDITION

HEC-1 KEY MAP

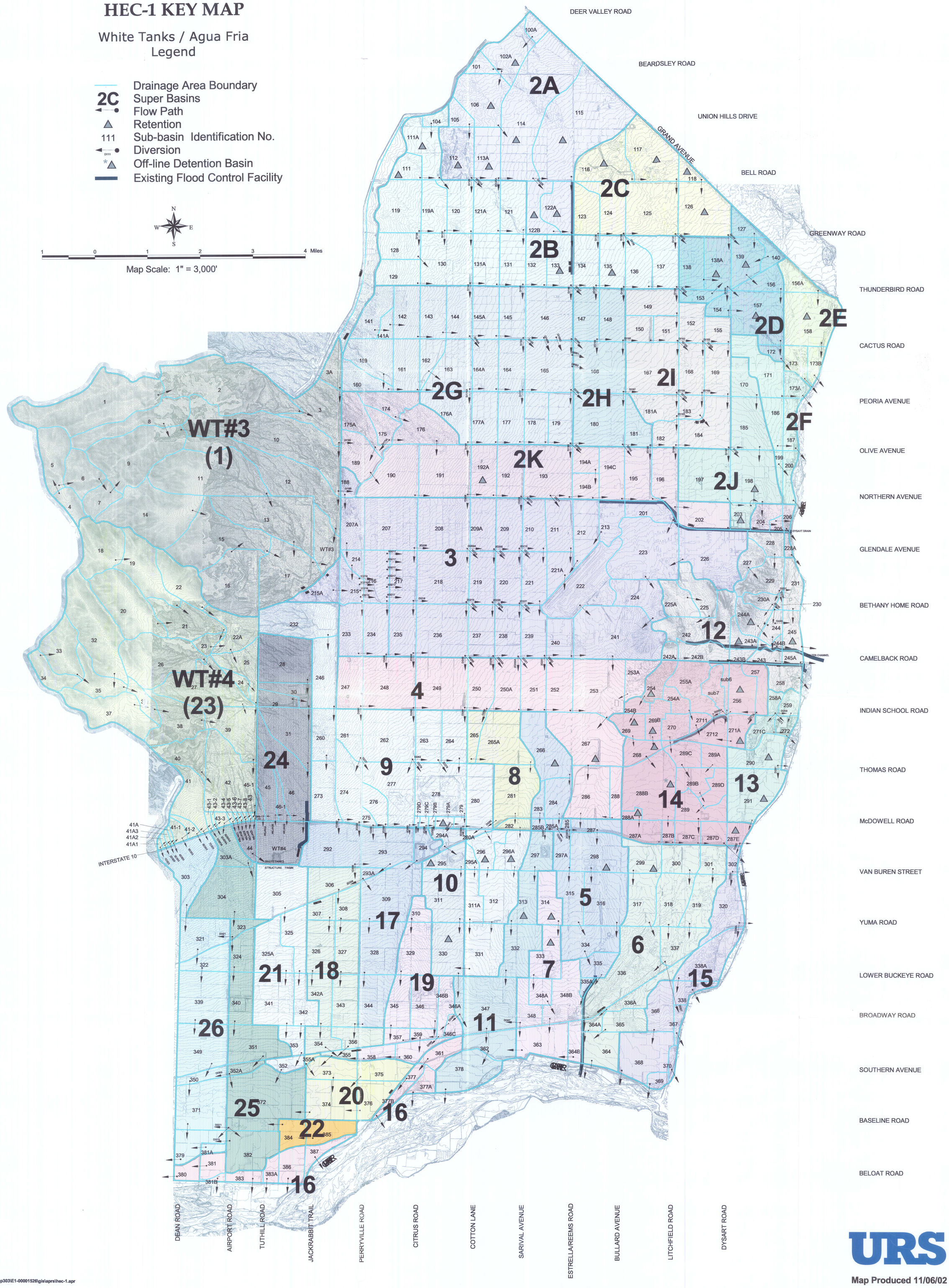
White Tanks / Agua Fria
Legend

- Drainage Area Boundary
- 2C Super Basins
- Flow Path
- Retention
- 111 Sub-basin Identification No.
- Diversion
- Off-line Detention Basin
- Existing Flood Control Facility

N W E S

1 0 1 2 3 4 Miles

Map Scale: 1" = 3,000'



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Map Produced 11/06/02