

CONSTRUCTION PLANS FOR  
RINCON SUBDIVISION - PHASE IV

GRADING AND DRAINAGE, PAVING,  
PUBLIC WATER AND SEWER

DRAWING INDEX

SHEET TITLE

SHEET NO.

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OVERALL UTILITIES PLAN

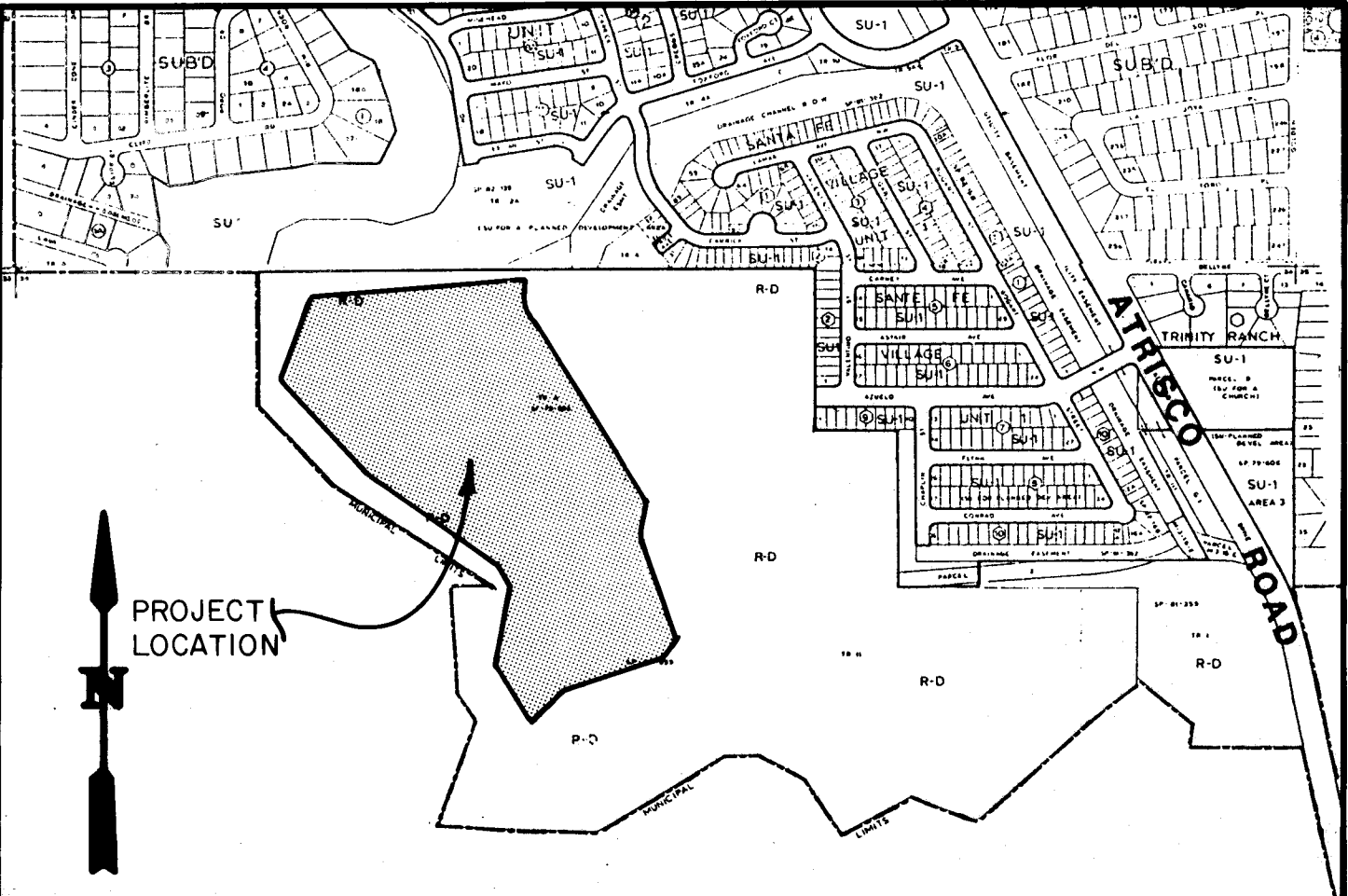
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VICINITY MAP  
NO SCALE

MAP NO. E-10  
F-10

GENERAL NOTES

1. All work detailed on these plans to be performed under contract shall, except as otherwise stated or provided for hereon, be constructed in accordance with the City of Albuquerque Standard Specifications for Public Works Construction - 1986.
2. Two (2) working days prior to any excavation, contractor must contact Line Locating Service, 765-1234, for location of existing utilities.
3. Prior to construction, the contractor shall excavate and verify the horizontal and vertical locations of all obstructions. Should a conflict exist, the contractor shall notify the engineer or surveyor so that the conflict can be resolved with minimum amount of delay.
4. All stationing is at centerline of street unless noted otherwise.
5. All work shall be done by qualified personnel in an approved standard of practice.
6. The cost of additional design work due to errors and omissions in construction shall be borne by the contractor.
7. Verify all dimensions and conditions prior to starting work. Notify the engineer of any discrepancies or inconsistencies.
8. Verify in field all existing conditions shown on drawings.
9. All Utilities shown and any other utilities that are not shown on the plans but are within the construction area shall be located, identified and protected at all times during construction by the contractor.
10. All wheelchair ramps are Case II unless noted otherwise.

THE FOLLOWING NOTES ALSO APPLY WHEN CHECKED

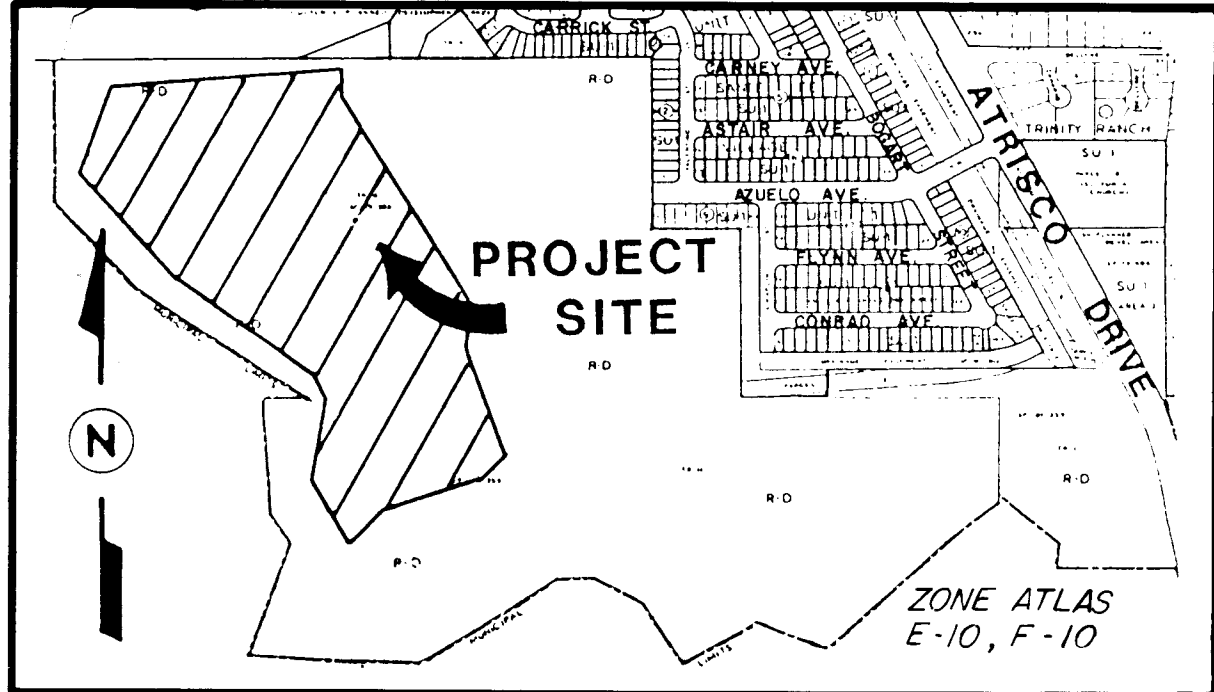
- ☒ All utilities and utility service lines shall be installed prior to paving.
- ☒ Backfill compaction shall be according to specified street use.
- ☒ Tack coat requirements shall be determined by the city engineer.
- ☒ Sidewalks and wheelchair ramps within the curb returns shall be constructed wherever a new curb return is constructed.
- ☐ If curb is depressed for a driveway, the driveway shall be constructed prior to acceptance of curb and gutter.
- ☐ All storm drainage facilities shall be completed prior to final acceptance.
- ☐ The requester or developer shall be responsible for repair or replacement of all curb and gutter or sidewalk damaged after approval by the city engineer of work completed by the contractor.

26 32500188

APPROVAL OF AS-BUILT DIMENSIONS  
CHIEF CONSTRUCTION ENGINEER  
*Russell B. Smith*  
DATE 10-6-88

I, ELVIDIO V. DINIZ CERTIFY THAT  
THE DRAWING OF THE "AS-BUILT"  
DIMENSIONS WAS DONE UNDER  
MY SUPERVISION.  
EVD  
7/27/89

| REV.                                               | SHEETS | CITY ENGINEER | DATE | USER DEPARTMENT                                                   | DATE | USER DEPARTMENT | DATE |
|----------------------------------------------------|--------|---------------|------|-------------------------------------------------------------------|------|-----------------|------|
| APPROVAL OF REVISIONS                              |        |               |      |                                                                   |      |                 |      |
| PREPARED BY:<br><i>Elvidio V. Diniz</i><br>7/27/89 |        |               |      | APPROVED FOR<br>CONSTRUCTION<br><i>Russell B. Smith</i><br>3/1/89 |      |                 |      |
| PROJECT NO.<br>3250                                |        |               |      | SHEET 1 OF 22                                                     |      |                 |      |



UTILITY COUNCIL LOCATION SYSTEM LOG NO. 04 - 23 - 2397

**PRELIMINARY  
RINCON SUBDIVISION  
PHASE IV**  
ALBUQUERQUE, BERNALILLO COUNTY, NEW MEXICO  
MARCH 1987

**LINE TABLE**

| LINE | BEARING          | DISTANCE |
|------|------------------|----------|
| 1    | S 53 49 55.000 W | 167.6069 |
| 2    | S 47 07 52.000 W | 542.4600 |
| 3    | S 41 58 47.000 W | 576.1900 |
| 4    | N 87 30 24.000 W | 91.2800  |
| 5    | N 19 51 41.000 E | 459.9000 |
| 6    | N 32 20 13.000 W | 137.5700 |
| 7    | N 03 17 08.000 W | 428.5000 |
| 8    | N 48 55 10.000 W | 14.2500  |
| 9    | S 89 46 15.000 E | 182.9100 |
| 10   | N 56 38 00.000 W | 789.8100 |
| 11   | N 42 35 09.000 W | 448.5300 |
| 12   | N 00 17 46.000 E | 561.8200 |
| 13   | S 28 33 41.000 E | 367.3700 |
| 14   | S 75 00 00.000 E | 295.0000 |
| 15   | N 46 35 00.000 E | 228.0000 |
| 16   | N 80 45 00.000 E | 250.3400 |
| 17   | S 26 41 24.000 E | 104.8200 |
| 18   | S 17 00 23.000 W | 55.7523  |
| 19   | S 26 41 24.000 E | 104.8200 |
| 20   | N 80 45 00.000 E | 83.6800  |
| 21   | S 26 41 24.000 E | 104.8200 |
| 22   | S 08 51 35.000 W | 52.6059  |
| 23   | S 26 41 24.000 E | 104.8200 |
| 24   | N 80 45 00.000 E | 146.3300 |
| 25   | S 26 41 24.000 E | 121.1800 |
| 26   | S 34 34 20.000 E | 50.0896  |
| 27   | S 52 15 00.000 E | 269.0000 |
| 28   | S 16 36 08.000 E | 210.0000 |
| 29   | N 74 12 36.000 E | 30.0000  |
| 30   | S 17 09 53.000 E | 112.1430 |
| 31   | S 01 06 42.950 E | 56.7437  |
| 32   | S 28 45 00.000 E | 90.8700  |
| 33   | S 28 45 00.000 E | 26.8054  |
| 34   | S 44 55 57.842 W | 101.0841 |
| 35   | S 63 07 18.000 W | 86.8800  |
| 36   | S 36 46 19.000 W | 98.9400  |
| 37   | S 43 21 09.000 W | 125.3500 |
| 38   | S 47 51 25.000 W | 43.0000  |
| 39   | S 63 16 23.000 W | 67.5500  |
| 40   | S 43 51 25.000 W | 80.5400  |
| 41   | N 67 15 00.000 W | 97.1000  |
| 42   | N 36 15 00.000 W | 104.0000 |
| 43   | N 17 34 44.000 W | 110.3800 |
| 44   | N 02 55 00.000 E | 320.0000 |
| 45   | N 52 15 00.000 W | 939.2300 |
| 46   | N 75 20 00.000 E | 254.0000 |
| 47   | N 23 45 00.000 E | 150.0000 |
| 48   | N 36 00 00.000 E | 184.0000 |
| 49   | S 39 56 28.937 W | 121.1888 |

**DESCRIPTION**

A tract of land situate within Section 34, Township 11 North, Range 2 East, New Mexico Principal Meridian, Bernalillo County, New Mexico and further being described as follows:

TRACT "A" of RINCON SUBDIVISION filed for record in the office of the County Clerk of Bernalillo County, New Mexico on December 23, 1986 (Book C32, Page 103 (1-5)) and containing 35.8076 acres more or less.

**APPROVED AND ACCEPTED BY:**

|                                                         |        |
|---------------------------------------------------------|--------|
| Subdivision Case No.                                    | 87-195 |
| Planning Director, City of Albuquerque, N.M.            | Date   |
| City Engineer, City of Albuquerque, N.M.                | Date   |
| Albuquerque Metropolitan Arroyo Flood Control Authority | Date   |
| Property Management, City of Albuquerque, N.M.          | Date   |
| Water Utilities Department, City of Albuquerque, N.M.   | Date   |
| Parks and Recreation, City of Albuquerque, N.M.         | Date   |
| Chief City Surveyor, City of Albuquerque, N.M.          | Date   |
| Public Service Company of New Mexico                    | Date   |
| Mountain Bell Telephone                                 | Date   |
| Gas Company of New Mexico                               | Date   |

**SUBDIVISION DATA**

1. DBR Case No: 87-195
2. Zone Atlas Nos: E-10, F-10
3. Number of Lots Created: 113
4. Gross Subdivision Acreage: 23.0454
5. Mileage of full width Public Streets Created: 0.753 miles
6. Total Area of Public Streets Dedicated: 4.7167 acres
7. Total Area Drainage Right-of-Way Dedicated: 0.5886 acres

**NOTES**

1. Unless otherwise noted, all boundary points shown thus  $\circ$  will be marked by a No. 5 iron rebar with plastic cap stamped "LS #7430".
2. All street centerline points shown thus  $\bullet$  will be marked by a 4" aluminum disk stamped "Centerline Monument, LS #7430".
3. Boundary will be tied to the New Mexico State Plane Coordinate System as shown.
4. Basis of bearings will be New Mexico State Plane grid bearings.
5. Distances are ground distances.

**PURPOSE OF PLAT**

1. To create Tracts A-1, A-2 and A-3 of Rincon Subdivision.
2. To subdivide Tract A-1, Rincon Subdivision, into 113 lots.
3. Dedicate Tract A-3, Rincon Subdivision to the City of Albuquerque for drainage right-of-way.
4. Dedicate public streets shown hereon.
5. Grant public drainage, public sanitary sewer, power and communication easements as shown hereon.

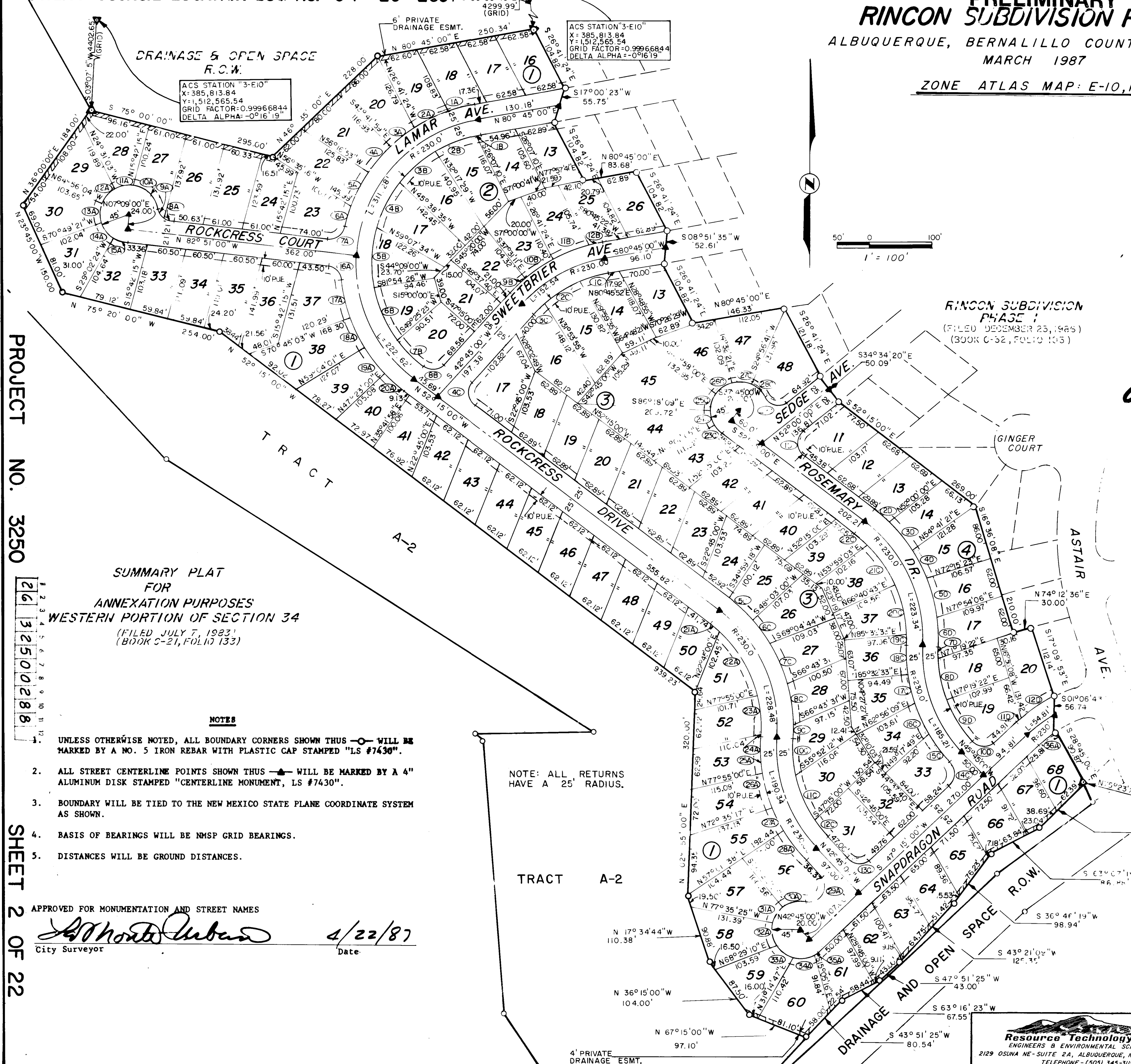
SHEET 1 OF 3

**Resource Technology, Inc.**  
ENGINEERS & ENVIRONMENTAL SCIENTISTS  
2129 OSUNA NE SUITE 24, ALBUQUERQUE, NEW MEXICO 87113  
TELEPHONE (505) 345-3115

**LYNN ENGINEERING & SURVEYING, INC.**  
32 CHUGHOLE LANE  
LOS LUNAS, NEW MEXICO 87031  
(505) 369-3548

UTILITY COUNCIL LOCATION LOG NO. 04 - 23 - 2397

**PRELIMINARY  
RINCON SUBDIVISION PHASE IV**  
ALBUQUERQUE, BERNALILLO COUNTY, NEW MEXICO  
MARCH 1987  
ZONE ATLAS MAP: E-10, F-10



**SURVEYOR'S CERTIFICATION**

I, Dennis D. Lynn, a Registered Land Surveyor, licensed under the Laws of the State of New Mexico, do hereby certify that the plat shown hereon was prepared by me or under my supervision, shows all easements of record, and that the plat and survey meet the minimum requirements of the standards for the land surveys in New Mexico as adopted by the New Mexico State Board of Registration for Professional Engineers and Land Surveyors, and the Albuquerque Subdivision Ordinance, and is true and correct to the best of my knowledge and belief.

*[Signature]* Date: 3-19-87

State of New Mexico )  
County of Valencia )  
The foregoing instrument was acknowledged before me on this day of \_\_\_\_\_, 1987.  
My commission expires \_\_\_\_\_

Notary Public

PUBLIC UTILITY EASEMENT  
PRIVATE DRAINAGE EASEMENT

NOTE: Unless otherwise noted all Public Utility Easements are dedicated by this plat.

SHEET 2 OF 3

**Resource Technology, Inc.**  
ENGINEERS & ENVIRONMENTAL SCIENTISTS  
2129 OSUNA NE SUITE 24, ALBUQUERQUE, NEW MEXICO 87113  
TELEPHONE (505) 345-3115

**LYNN ENGINEERING & SURVEYING, INC.**  
32 CHUGHOLE LANE  
LOS LUNAS, NEW MEXICO 87031  
(505) 369-3548

UTILITY COUNCIL LOCATION SYSTEM LOG NO. 04-23-2397

| CURVE DATA TABLE |               |               |                |                     |
|------------------|---------------|---------------|----------------|---------------------|
| CURVE            | RADIUS (FEET) | LENGTH (FEET) | TANGENT (FEET) | DELTA (DEG-MIN-SEC) |
| 1A               | 255.0         | 41.24         | 22.18          | 09-56-27            |
| 2A               | 255.0         | 39.47         | 30.07          | 13-27-04            |
| 3A               | 255.0         | 36.11         | 24.68          | 11-03-28            |
| 4A               | 255.0         | 31.77         | 26.58          | 11-54-06            |
| 5A               | 255.0         | 27.44         | 30.21          | 13-30-46            |
| 6A               | 255.0         | 23.19         | 16.82          | 07-32-49            |
| 7A               | 255.0         | 18.94         | 22.44          | 03-48-40            |
| 8A               | 255.0         | 14.69         | 5.61           | 25-18-19            |
| 9A               | 255.0         | 10.44         | 10.71          | 46-22-37            |
| 10A              | 45.0          | 5.18          | 31.79          | 70-28-53            |
| 11A              | 45.0          | 3.19          | 15.58          | 38-11-50            |
| 12A              | 45.0          | 2.19          | 15.58          | 38-11-50            |
| 13A              | 45.0          | 2.19          | 15.58          | 38-11-50            |
| 14A              | 45.0          | 2.19          | 15.58          | 38-11-50            |
| 15A              | 45.0          | 2.19          | 11.39          | 28-24-44            |
| 16A              | 255.0         | 22.11         | 19.97          | 77-14-46            |
| 17A              | 255.0         | 20.11         | 30.51          | 13-38-43            |
| 18A              | 255.0         | 18.11         | 26.09          | 11-41-02            |
| 19A              | 255.0         | 16.11         | 26.09          | 11-41-02            |
| 20A              | 255.0         | 14.11         | 21.49          | 09-38-00            |
| 21A              | 255.0         | 12.11         | 10.35          | 05-46-55            |
| 22A              | 255.0         | 10.11         | 61.24          | 33-15-47            |
| 23A              | 255.0         | 8.11          | 30.58          | 16-58-15            |
| 24A              | 255.0         | 6.11          | 1.61           | 00-54-00            |
| 25A              | 255.0         | 4.11          | 29.48          | 13-11-24            |
| 26A              | 255.0         | 2.11          | 28.62          | 12-48-26            |
| 27A              | 255.0         | 0.11          | 20.04          | 08-59-15            |
| 28A              | 255.0         | 0.11          | 27.77          | 12-25-52            |
| 29A              | 45.0          | 3.19          | 78.14          | 144-31-00           |
| 30A              | 45.0          | 2.19          | 21.05          | 50-08-20            |
| 31A              | 45.0          | 1.19          | 15.58          | 38-11-50            |
| 32A              | 45.0          | 0.19          | 18.44          | 44-33-48            |
| 33A              | 45.0          | 0.19          | 18.44          | 44-33-48            |
| 34A              | 45.0          | 0.19          | 18.44          | 44-33-48            |
| 35A              | 45.0          | 0.19          | 4.92           | 12-29-26            |
| 36A              | 45.0          | 0.19          | 17.71          | 09-52-23            |
| 1B               | 255.0         | 7.1           | 3.61           | 02-01-01            |
| 2B               | 255.0         | 8.1           | 34.75          | 19-14-39            |
| 3B               | 255.0         | 7.1           | 38.03          | 21-01-11            |
| 4B               | 255.0         | 7.1           | 40.23          | 22-12-13            |
| 5B               | 255.0         | 6.1           | 47.84          | 26-16-20            |
| 6B               | 255.0         | 5.1           | 46.26          | 25-26-01            |
| 7B               | 255.0         | 4.1           | 30.22          | 16-46-10            |
| 8B               | 255.0         | 3.1           | 22.92          | 85-02-24            |
| 9B               | 255.0         | 2.1           | 16.46          | 07-23-18            |
| 10B              | 255.0         | 1.1           | 27.10          | 12-08-00            |
| 11B              | 255.0         | 0.1           | 30.64          | 13-42-10            |
| 12B              | 255.0         | 0.1           | 10.63          | 04-46-33            |
| 1C               | 150.0         | 10.0          | 23.15          | 12-53-01            |
| 2C               | 150.0         | 9.0           | 32.92          | 18-14-38            |
| 3C               | 150.0         | 8.0           | 15.21          | 06-52-21            |
| 4C               | 150.0         | 7.0           | 27.28          | 95-00-00            |
| 5C               | 150.0         | 6.0           | 26.14          | 11-42-15            |
| 6C               | 150.0         | 5.0           | 22.59          | 10-07-27            |
| 7C               | 150.0         | 4.0           | 35.33          | 15-46-41            |
| 8C               | 150.0         | 3.0           | 33.28          | 14-52-14            |
| 9C               | 150.0         | 2.0           | 9.88           | 04-26-21            |
| 10C              | 150.0         | 1.0           | 30.33          | 16-49-48            |
| 11C              | 150.0         | 0.1           | 38.31          | 21-10-12            |
| 12C              | 150.0         | 0.1           | 16.88          | 09-24-57            |
| 13C              | 150.0         | 0.1           | 25.00          | 90-00-00            |
| 14C              | 150.0         | 0.1           | 25.00          | 90-00-00            |
| 15C              | 150.0         | 0.1           | 28.17          | 12-36-29            |
| 16C              | 150.0         | 0.1           | 26.64          | 11-55-48            |
| 17C              | 150.0         | 0.1           | 23.68          | 10-36-46            |
| 18C              | 150.0         | 0.1           | 24.52          | 10-59-10            |
| 19C              | 150.0         | 0.1           | 7.19           | 04-00-58            |
| 20C              | 150.0         | 0.1           | 40.92          | 22-34-36            |
| 21C              | 150.0         | 0.1           | 38.39          | 21-12-44            |
| 22C              | 150.0         | 0.1           | 14.03          | 07-49-55            |
| 23C              | 150.0         | 0.1           | 8.10           | 20-23-58            |
| 24C              | 150.0         | 0.1           | 12.83          | 31-49-52            |
| 25C              | 150.0         | 0.1           | 14.47          | 35-39-03            |
| 26C              | 150.0         | 0.1           | 16.71          | 40-44-37            |
| 27C              | 150.0         | 0.1           | 15.58          | 38-11-50            |
| 28C              | 150.0         | 0.1           | 15.58          | 38-11-50            |
| 29C              | 150.0         | 0.1           | 30.20          | 100-46-09           |
| 30C              | 150.0         | 0.1           | 32.14          | 104-15-00           |
| 31C              | 150.0         | 0.1           | 16.21          | 07-16-22            |
| 32C              | 150.0         | 0.1           | 29.40          | 13-09-08            |
| 33C              | 150.0         | 0.1           | 25.08          | 11-14-04            |
| 34C              | 150.0         | 0.1           | 31.66          | 14-09-20            |
| 35C              | 150.0         | 0.1           | 21.91          | 09-49-20            |
| 36C              | 150.0         | 0.1           | 10.51          | 05-52-10            |
| 37C              | 150.0         | 0.1           | 33.15          | 18-22-13            |
| 38C              | 150.0         | 0.1           | 39.66          | 21-53-50            |
| 39C              | 150.0         | 0.1           | 25.00          | 90-00-00            |
| 40C              | 150.0         | 0.1           | 4.87           | 02-11-20            |
| 41C              | 150.0         | 0.1           | 32.24          | 14-24-41            |

Certain tracts of land situated within Section 34, Township 11 North, Range 2 East, New Mexico Principal Meridian, Albuquerque, Bernalillo County, New Mexico; being and comprising all of tract lettered "A" of the subdivision plat map for Rincon Subdivision, Albuquerque, New Mexico, as the same is shown and designated on the plat of said subdivision, filed in the office of the County Clerk of Bernalillo County, New Mexico, on December 23, 1986, in Book C-32, Page 103.

Tracts A-1, A-2, and A-3 being more particularly described by metes and bounds as follows:

TRACT A-1

BEGINNING at the southeast corner of the herein described Tract A-1;

THENCE S 44° 55' 58" W, 101.08 feet to a point;  
THENCE S 63° 07' 18" W, 86.88 feet to a point;  
THENCE S 36° 46' 19" W, 98.94 feet to a point;  
THENCE S 43° 21' 09" W, 125.35 feet to a point;  
THENCE S 47° 51' 25" W, 43.00 feet to a point;  
THENCE S 63° 16' 23" W, 67.55 feet to a point;  
THENCE S 43° 51' 25" W, 80.54 feet to a point;  
THENCE N 67° 15' 00" W, 97.10 feet to a point;  
THENCE N 36° 15' 00" W, 104.00 feet to a point;  
THENCE N 17° 34' 44" W, 110.38 feet to a point;  
THENCE N 02° 55' 00" E, 320.00 feet to a point;  
THENCE N 52° 15' 00" W, 939.23 feet to a point;  
THENCE N 75° 20' 00" W, 254.00 feet to a point;  
THENCE N 23° 45' 00" W, 150.00 feet to a point;  
THENCE N 36° 00' 00" E, 184.00 feet to a point;  
THENCE S 75° 00' 00" E, 295.00 feet to a point;  
THENCE N 46° 35' 00" E, 228.00 feet to a point;  
THENCE N 80° 45' 00" E, 250.34 feet to a point;  
THENCE S 26° 41' 24" E, 104.82 feet to a point;  
THENCE S 17° 00' 23" W, 55.75 feet to a point;  
THENCE S 26° 41' 24" E, 104.82 feet to a point;  
THENCE N 80° 45' 00" E, 83.68 feet to a point;  
THENCE S 26° 41' 24" E, 104.82 feet to a point;  
THENCE S 08° 51' 35" W, 52.61 feet to a point;  
THENCE S 26° 41' 24" E, 104.82 feet to a point;  
THENCE N 80° 45' 00" E, 146.33 feet to a point;  
THENCE S 26° 41' 24" E, 121.18 feet to a point;  
THENCE S 34° 34' 20" E, 50.09 feet to a point;  
THENCE S 52° 15' 00" E, 269.00 feet to a point;  
THENCE S 16° 36' 08" E, 210.00 feet to a point;  
THENCE N 74° 12' 36" E, 30.00 feet to a point;  
THENCE S 17° 09' 53" E, 112.14 feet to a point;  
THENCE S 01° 06' 43" E, 56.74 feet to a point;  
THENCE S 28° 45' 00" E, 90.87 feet to a point and place of beginning, and containing 23.0419 acres more or less.

LEGAL DESCRIPTION

TRACT A-2

BEGINNING at the northeast corner of the herein described Tract A-2;

THENCE S 36° 00' 00" W, 184.00 feet to a point;  
THENCE S 23° 45' 00" E, 150.00 feet to a point;  
THENCE S 75° 20' 00" E, 254.00 feet to a point;  
THENCE S 52° 15' 00" E, 939.23 feet to a point;  
THENCE S 02° 55' 00" W, 320.00 feet to a point;  
THENCE S 17° 34' 44" E, 110.38 feet to a point;  
THENCE S 36° 15' 00" E, 104.00 feet to a point;  
THENCE S 67° 15' 00" E, 97.10 feet to a point;  
THENCE S 39° 56' 29" W, 121.19 feet to a point;  
THENCE S 41° 58' 47" W, 576.19 feet to a point;  
THENCE N 87° 30' 24" W, 91.28 feet to a point;  
THENCE N 19° 51' 41" E, 459.90 feet to a point;  
THENCE N 32° 20' 13" W, 137.57 feet to a point;  
THENCE N 02° 17' 08" W, 428.50 feet to a point;  
THENCE N 48° 55' 10" W, 14.25 feet to a point;  
THENCE S 86° 46' 15" E, 182.91 feet to a point;  
THENCE N 56° 38' 00" W, 789.81 feet to a point;  
THENCE N 42° 35' 09" W, 448.53 feet to a point;  
THENCE N 00° 17' 46" E, 561.82 feet to a point;  
THENCE S 28° 33' 41" E, 367.37 feet to a point and place of beginning, and containing 12.5690 acres more or less.

DRAINAGE AND FENCE COVENANT

The undersigned owner(s) of the land hereon shown does hereby agree, for himself and his heirs, successors and assigns, that the back lot lines of lots 28 through 60, Block 1 shall be fenced and that said fence shall only be constructed in accordance with specifications in the Northeast Mesa Escarpment Corridor Plan. The fence will allow for the free flow of water underneath the fence pursuant to the drainage plan approved by the City of Albuquerque on May 19, 1986. Said fence will be no greater than 6 feet in height. Further, no other obstruction of the free flow of water under or through the fence to the drainage easement on the side lot line of each lot will be permitted. In the case of a solid wall or fence, drainage openings will be provided every 6 feet or less along the wall.

The fence must be built by the undersigned owner and maintained by the owner of each individual lot. This covenant shall run with title to the land and be binding upon the owners of each lot, their heirs, successors and assigns. It shall be enforceable by the City of Albuquerque, the undersigned owner and the owners of each of the individual lots.

STATE OF NEW MEXICO ) ss

COUNTY OF BERNALILLO ) ss

The foregoing instrument was acknowledged before me this 12 day of June, 1988, by Carlos C. Gonzalez, Jr., a single man, of legal age, and duly qualified to execute the same, who is the owner of the above described property, and he acknowledged to me that he executed the same for the purposes and consideration therein expressed.

My Commission Expires:

12/30/89

PRELIMINARY  
RINCON SUBDIVISION  
PHASE III

ALBUQUERQUE, BERNALILLO COUNTY, NEW MEXICO  
MARCH 1987

TRACT A-3

BEGINNING at the northeast corner of the herein described Tract A-3;

THENCE S 28° 45' 00" E, 26.81 feet to a point;  
THENCE S 53° 49' 55" W, 167.61 feet to a point;  
THENCE S 47° 07' 52" W, 542.46 feet to a point;  
THENCE N 39° 56' 29" E, 121.19 feet to a point;  
THENCE N 43° 51' 25" E, 80.54 feet to a point;  
THENCE N 63° 16' 23" E, 67.55 feet to a point;  
THENCE N 47° 51' 25" E, 43.00 feet to a point;  
THENCE N 43° 21' 09" E, 125.35 feet to a point;  
THENCE N 36° 46' 19" E, 98.94 feet to a point;  
THENCE N 63° 07' 18" E, 86.88 feet to a point;  
THENCE N 44° 55' 58" E, 101.08 feet to a point and place of beginning, and containing 0.1984 acres more or less.

LOT AREAS

BLOCK 1 - LOT SIZES

| LOT # | SQUARE FEET | LOT # | SQUARE FEET | LOT # | SQUARE FEET |
|-------|-------------|-------|-------------|-------|-------------|
| 16    | 6278        | 34    | 9883        | 52    | 6443        |
| 17    | 6258        | 35    | 7625        | 53    | 6762        |
| 18    | 6316        | 36    | 8548        | 54    | 7838        |
| 19    | 6966        | 37    | 8690        | 55    | 9662        |
| 20    | 8042        | 38    | 9703        | 56    | 8502        |
| 21    | 7933        | 39    | 7264        | 57    | 8326        |
| 22    | 8089        | 40    | 6321        | 58    | 7775        |
| 23    | 7326        | 41    | 6531        | 59    | 7121        |
| 24    | 6886        | 42    | 6212        | 60    | 8799        |
| 25    | 7706        | 43    | 6212        | 61    | 6120        |
| 26    | 8295        | 44    | 6212        | 62    | 6001        |
| 27    | 6892        | 45    | 6212        | 63    | 6047        |
| 28    | 7855        | 46    | 6212        | 64    | 5887        |
| 29    | 7054        | 47    | 6212        | 65    | 5704        |
| 30    | 8056        | 48    | 6212        | 66    | 5765        |
| 31    | 7324        | 49    | 6212        | 67    | 5826        |
| 32    | 6735        | 50    | 6205        | 68    | 5804        |
| 33    | 6409        | 51    | 6855        |       |             |

BLOCK 2 - LOT SIZES

| LOT # | SQUARE FEET | LOT # | SQUARE FEET | LOT # | SQUARE FEET |
|-------|-------------|-------|-------------|-------|-------------|
| 13    | 6355        | 18    | 6061        | 23    | 7031        |
| 14    | 6602        | 19    | 6020        | 24    | 6520        |
| 15    | 7948        | 20    | 7089        | 25    | 6295        |
| 16    | 8372        | 21    | 6015        | 26    | 6289        |
| 17    | 8362        | 22    | 6592        |       |             |

BLOCK 3 - LOT SIZES

| LOT # | SQUARE FEET | LOT # | SQUARE FEET | LOT # | SQUARE FEET |
|-------|-------------|-------|-------------|-------|-------------|
| 13    | 7165        | 25    | 6513        | 37    | 6661        |
| 14    | 7581        | 26    | 7631        | 38    | 6733        |
| 15    | 8855        | 27    | 7060        | 39    | 6433        |
| 16    | 8948        | 28    | 6203        | 40    | 6289        |
| 17    | 8816        | 29    | 6533        | 41    | 6289        |
| 18    | 6289        | 30    | 7944        | 42    | 6289        |
| 19    | 6089        | 31    | 7725        | 43    | 6152        |
| 20    | 6289        | 32    | 6361        | 44    | 10091       |
| 21    | 6289        | 33    | 6952        | 45    | 13689       |
| 22    | 6289        | 34    | 6289        | 46    | 7056        |
| 23    | 6289        | 35    | 6699        | 47    | 7478        |
| 24    | 6391        | 36    | 6011        | 48    | 8666        |

BLOCK 4 - LOT SIZES

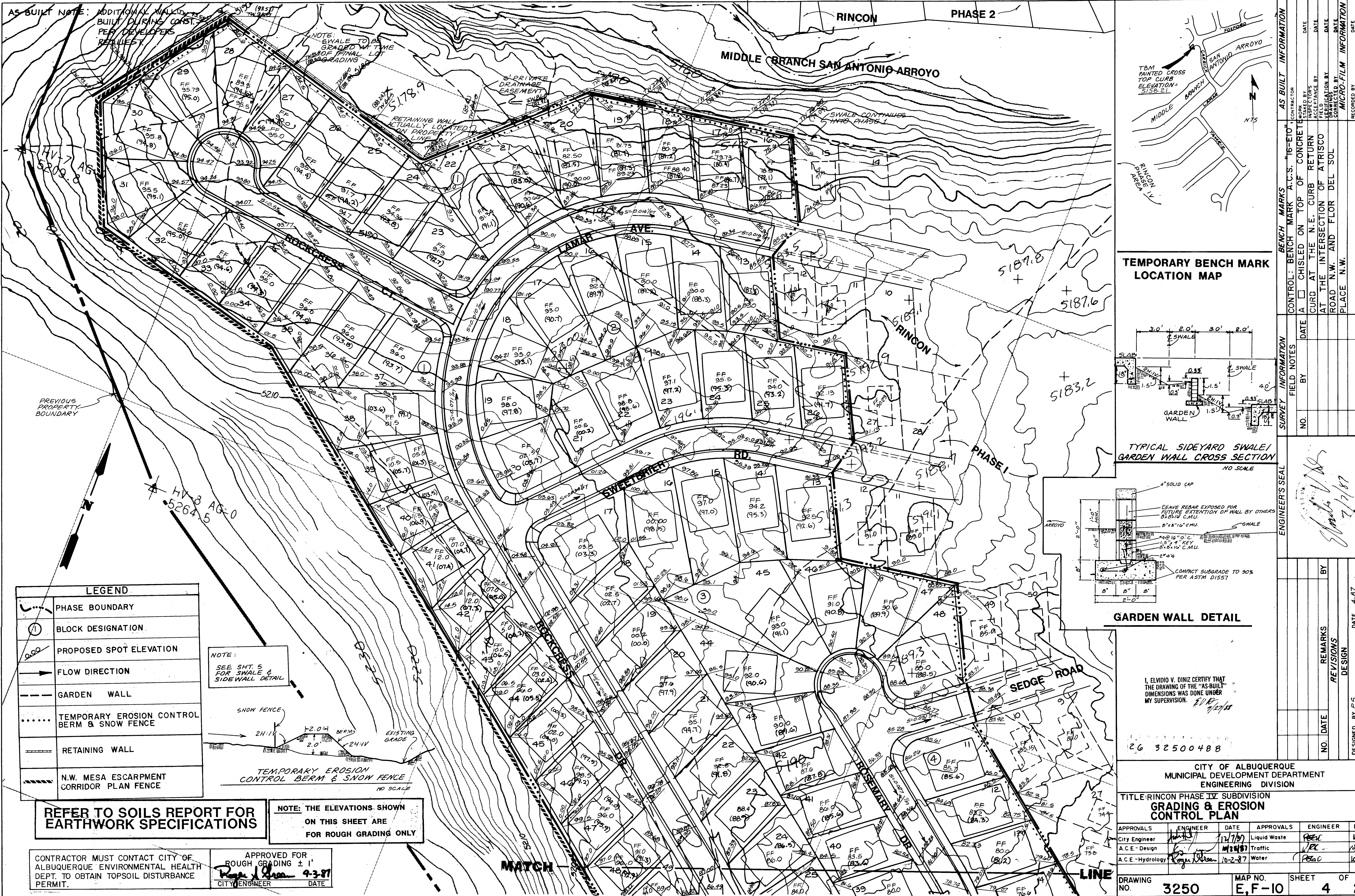
| LOT # | SQUARE FEET | LOT # | SQUARE FEET | LOT # | SQUARE FEET |
|-------|-------------|-------|-------------|-------|-------------|
| 11    | 7314        | 15    | 7530        | 18    | 6622        |
| 12    | 6267        | 16    | 6666        | 19    | 7093        |
| 13    | 6291        | 17    | 7233        | 20    | 7312        |
| 14    | 6845        |       |             |       |             |

SHEET 3 OF 3

Resource Technology, Inc.  
ENGINEERS & ENVIRONMENTAL SCIENTISTS  
2129 OSUNA NE-SUITE 2A, ALBUQUERQUE, NEW MEXICO 87113  
TELEPHONE - (505) 345-3115

LYNN ENGINEERING & SURVEYING, INC.  
22 CHUOHOLE LANE  
LOS LUNAS, NEW MEXICO 87031  
(505) 869-3548

26 32500388





NOTE: FOR TYPICAL STREET  
PAVING SECTIONS, REFER  
TO DETAILS- SHEET NO.22

ON, REFER  
SHEET NO.

SCALE  
1"=100'

NOTE: ALL WHEELCHAIR  
RAMPS ARE CASE II  
UNLESS NOTED OTHERWISE.

PAVING GENERAL NOTES

1. ALL CURBS AND GUTTERS SHALL BE CONSTRUCTED AS PER CITY STANDARD DRAWING #2415 USING STANDARD OR MOUNTABLE ROLL TYPE CURBS AND GUTTERS EXCEPT WHERE NOTED.
2. ALL CURVE DATA IS CALCULATED AT FLOW LINE OF STREET.
3. ALL STREETS SHALL BE 32 FEET WIDE WITH A 4-INCH CROWN AND SHALL BE CONSTRUCTED AS PER CITY STANDARD DRAWING FOR RESIDENTIAL STREETS, #2405.
4. ALL SIDEWALKS ARE TO BE BUILT AS LOTS ARE DEVELOPED.

PAVING NOTES

1. THE STATIONING IS BASED ON CENTER LINE OF STREET.
2. THE FOLLOWING CITY OF ALBUQUERQUE STANDARD DETAIL DRAWINGS ARE APPLICABLE:

|      |      |
|------|------|
| 2405 | 2430 |
| 2415 | 2431 |
| 2418 | 2440 |
| 2420 | 2441 |
| 2425 | 2465 |

LEGEND

|                                                 |      |
|-------------------------------------------------|------|
| SANITARY SEWER LINE DIRECTION OF FLOW           | SAS  |
| SANITARY SEWER MANHOLE                          |      |
| SAS SERVICE CONNECTION                          |      |
| WATER LINE                                      |      |
| GATE VALVE                                      |      |
| FIRE HYDRANT                                    |      |
| REDUCER                                         |      |
| TEE                                             |      |
| BENDS                                           |      |
| WATER SERVICE CONNECTION                        |      |
| CAPS & PLUGS                                    |      |
| CROSS                                           |      |
| SIDEWALK (NEW)                                  |      |
| STANDARD CURB & GUTTER                          |      |
| MOUNTABLE CURB & GUTTER                         |      |
| RESIDENTIAL PAVING                              |      |
| VALLEY GUTTER (CONC.)                           |      |
| WHEELCHAIR RAMP                                 |      |
| CROWN TRANSITION AREA                           |      |
| BARRICADE (TYPE III)                            |      |
| CONCRETE PAVING                                 |      |
| CURB TRANSITION IN RAMP - STANDARD TO MOUNTABLE |      |
| EXISTING INDEX CONTOUR                          | 5150 |
| EXISTING CONTOUR                                |      |
| MATCH LINE LETTER                               |      |
| SHEET NUMBER                                    |      |

Resource Technology, Inc.

CITY OF ALBUQUERQUE  
MUNICIPAL DEVELOPMENT DEPARTMENT  
ENGINEERING DIVISION

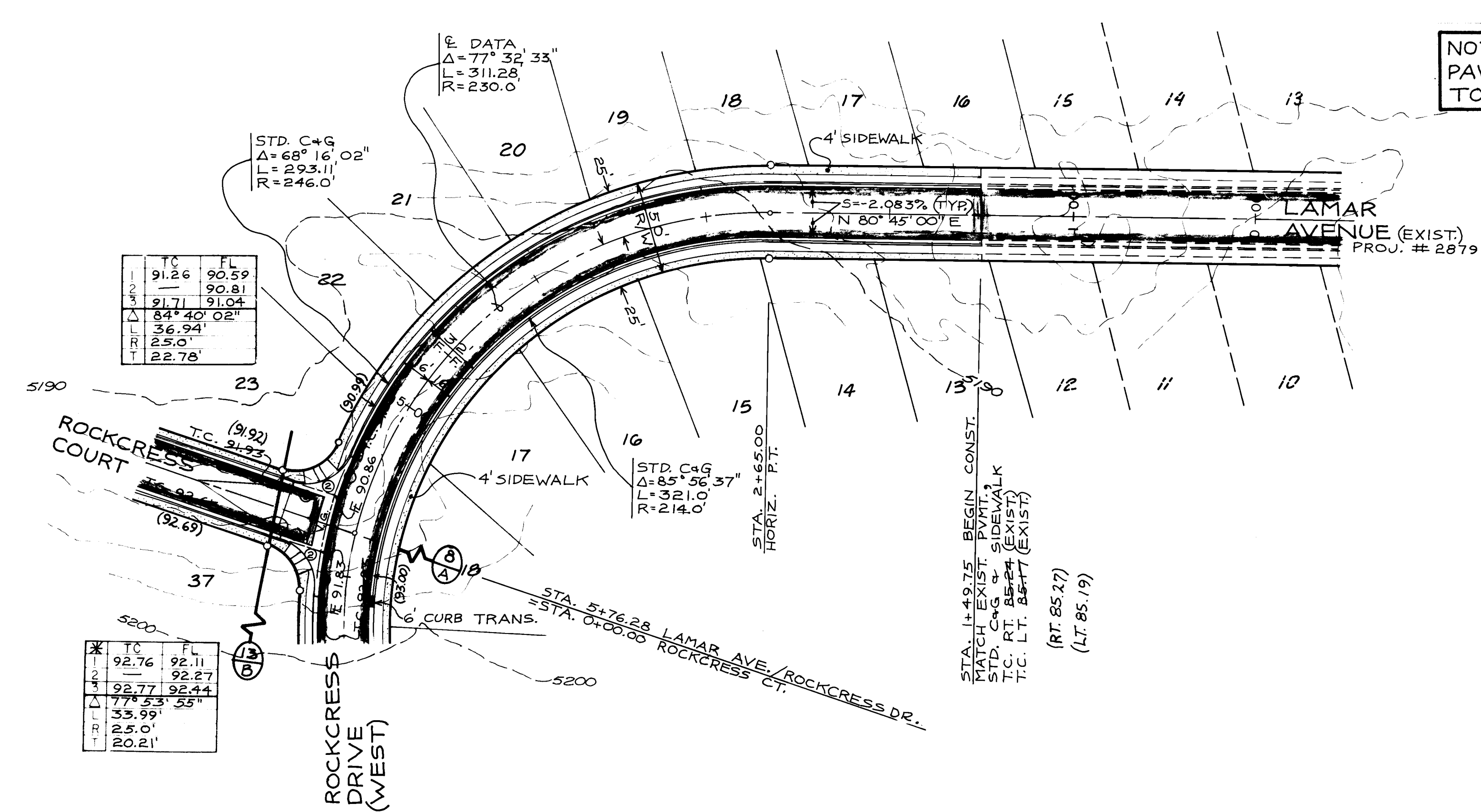
TITLE: RINCON SUBDIVISION PHASE IV  
OVERALL PAVING PLAN

| APPROVALS          | ENGINEER | DATE     | APPROVALS    | ENGINEER | DATE     |
|--------------------|----------|----------|--------------|----------|----------|
| City Engineer      |          | 12/7/87  | Liquid Waste | PE90     | 10/14/87 |
| A.C.E. - Design    |          | 10/28/87 | Traffic      | PE90     | 10/28/87 |
| A.C.E. - Hydrology |          | 10-2-87  | Water        | PE90     | 10/14/87 |

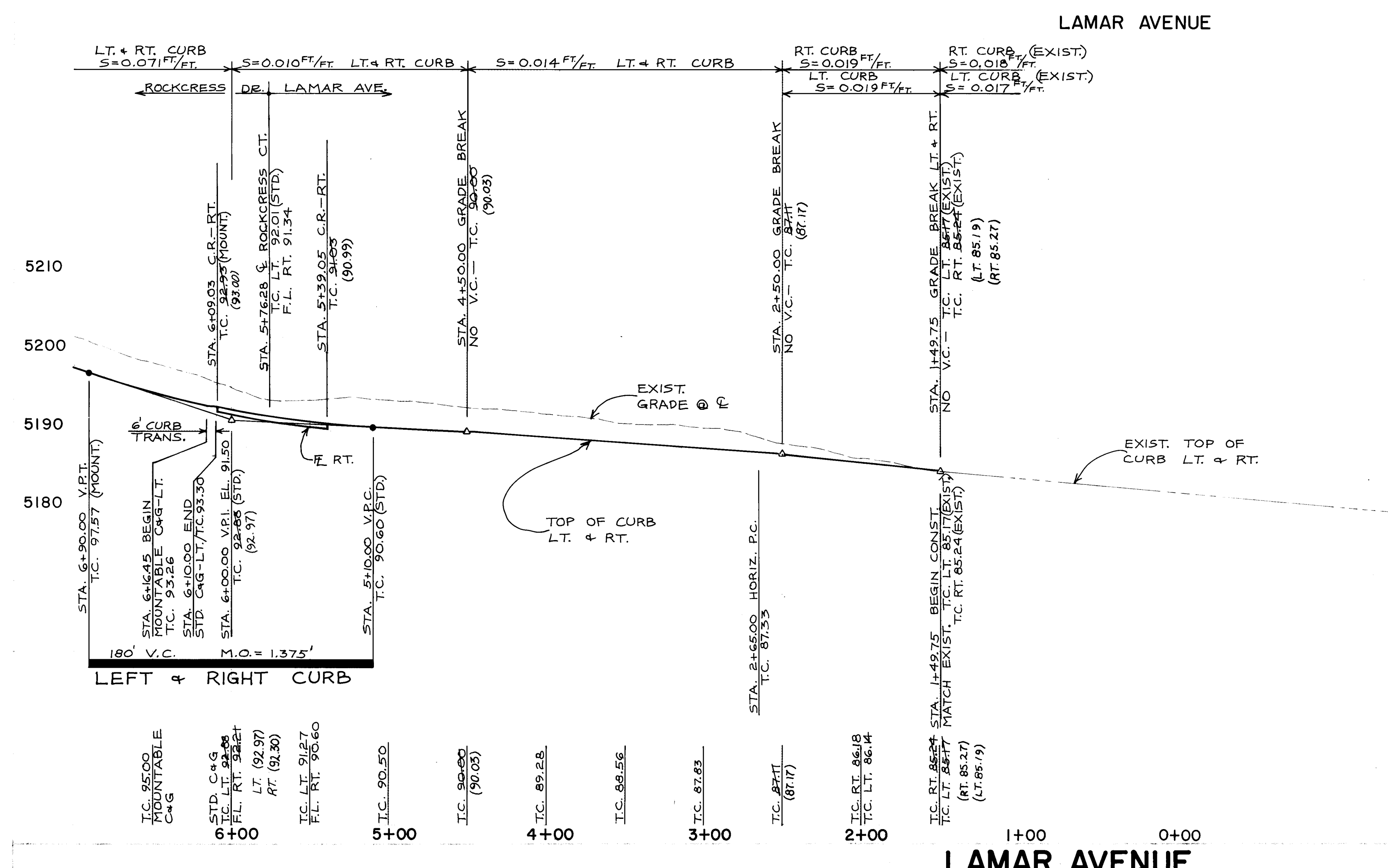
|             |      |         |         |       |   |    |    |
|-------------|------|---------|---------|-------|---|----|----|
| DRAWING NO. | 3250 | MAP NO. | E, F-10 | SHEET | 6 | OF | 22 |
|-------------|------|---------|---------|-------|---|----|----|

I, ELVIDIO V. DINIZ CERTIFY THAT  
THE DRAWING OF THE "AS-BUILT"  
DIMENSIONS WAS DONE UNDER  
MY SUPERVISION. 3/1/88  
7/27/88

26 32500688



SIDEWALKS TO BE BUILT AS LOTS ARE DEVELOPED



| LEGEND                                          |       |
|-------------------------------------------------|-------|
| SANITARY SEWER LINE                             | —SAS— |
| SANITARY SEWER MANHOLE                          | —T—   |
| SAS SERVICE CONNECTION                          | —T—   |
| WATER LINE                                      | —W—   |
| GATE VALVE                                      | —G—   |
| FIRE HYDRANT                                    | —F—   |
| REDUCER                                         | —R—   |
| TEE                                             | —T—   |
| BENDS                                           | —B—   |
| WATER SERVICE CONNECTION                        | —W—   |
| CAPS & PLUGS                                    | —C—   |
| CROSS                                           | —X—   |
| SIDEWALK (NEW)                                  | —S—   |
| STANDARD CURB & GUTTER                          | —C—   |
| MOUNTABLE CURB & GUTTER                         | —M—   |
| RESIDENTIAL PAVING                              | —R—   |
| VALLEY GUTTER (CONC.)                           | —V—   |
| WHEELCHAIR RAMP                                 | —W—   |
| CROWN TRANSITION AREA                           | —C—   |
| BARRICADE (TYPE III)                            | —B—   |
| CONCRETE PAVING                                 | —C—   |
| CURB TRANSITION IN RAMP — STANDARD TO MOUNTABLE | —T—   |
| EXISTING INDEX CONTOUR                          | —E—   |
| EXISTING CONTOUR                                | —E—   |
| SHEET NUMBER                                    | 2     |
| MATCH LINE LETTER                               | 2     |

Resource Technology, Inc.

CITY OF ALBUQUERQUE  
MUNICIPAL DEVELOPMENT DEPARTMENT  
ENGINEERING DIVISION

RINCON SUBDIVISION PHASE IV  
LAMAR AVENUE  
PAVING PLAN & PROFILE

DRAWING NO. 3250  
MAP NO. E, F-10  
SHEET 7 OF 22

| REVISIONS | DATE | BY             | REMARKS   |
|-----------|------|----------------|-----------|
| 1         | 4-87 | BT, RG, CS     | DATE 4-87 |
| 2         | 4-87 | CM, MS, VH, CS | DATE 4-87 |
| 3         | 4-87 | BT, ED         | DATE 4-87 |

I, ELVIDIO V. DINIZ CERTIFY THAT THE DRAWING OF THE "AS-BUILT" DIMENSIONS WAS DONE UNDER MY SUPERVISION.

2/10  
2/27/88

|         |             |
|---------|-------------|
| TC      | FL          |
| 1 91.26 | 90.59       |
| 2 91.71 | 90.81       |
| 3 91.71 | 91.04       |
| Δ       | 84° 40' 02" |
| L       | 36.94'      |
| R       | 25.0'       |
| T       | 22.78'      |

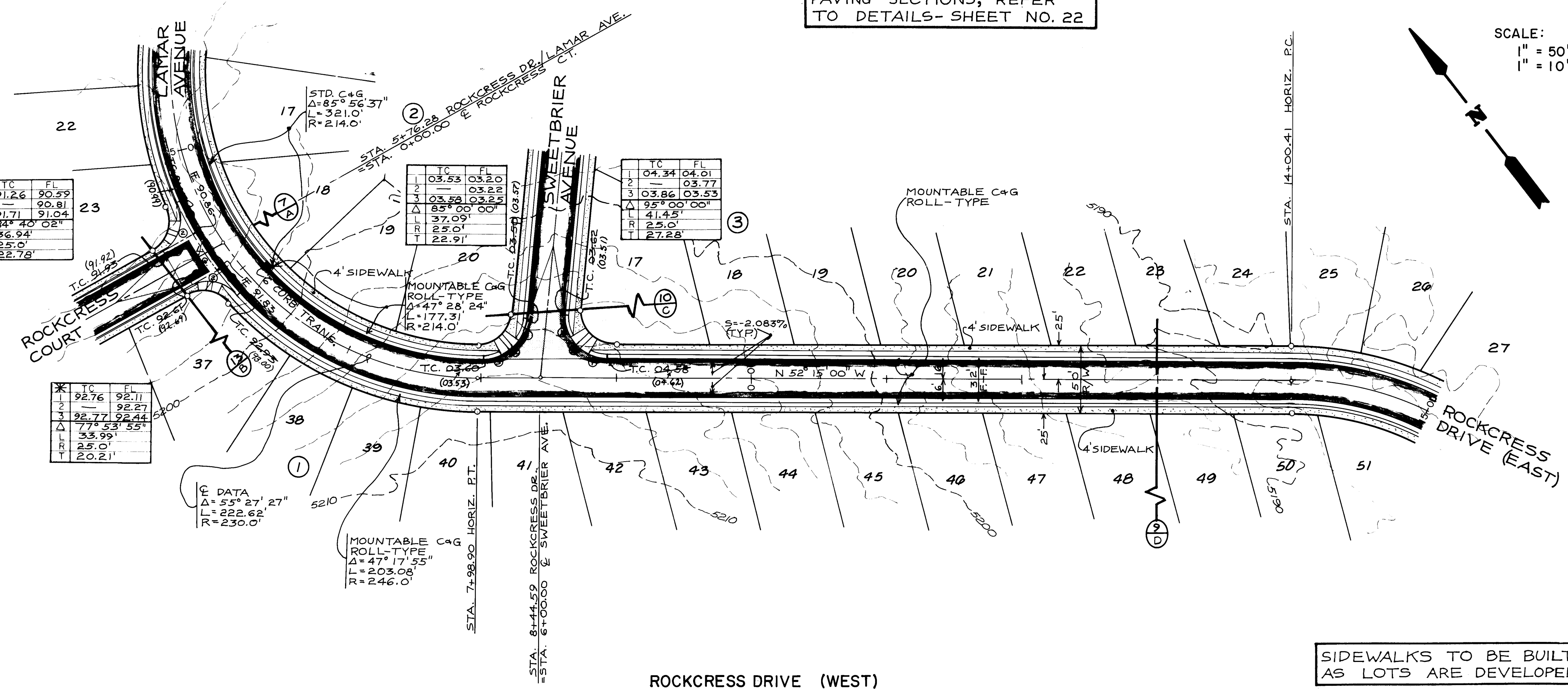
|         |             |
|---------|-------------|
| TC      | FL          |
| 1 92.76 | 92.11       |
| 2 92.76 | 92.27       |
| 3 92.77 | 92.44       |
| Δ       | 77° 53' 55" |
| L       | 33.99'      |
| R       | 25.0'       |
| T       | 20.21'      |

|         |             |
|---------|-------------|
| TC      | FL          |
| 1 03.53 | 03.20       |
| 2 03.53 | 03.20       |
| 3 03.53 | 03.20       |
| Δ       | 84° 40' 02" |
| L       | 36.94'      |
| R       | 25.0'       |
| T       | 22.78'      |

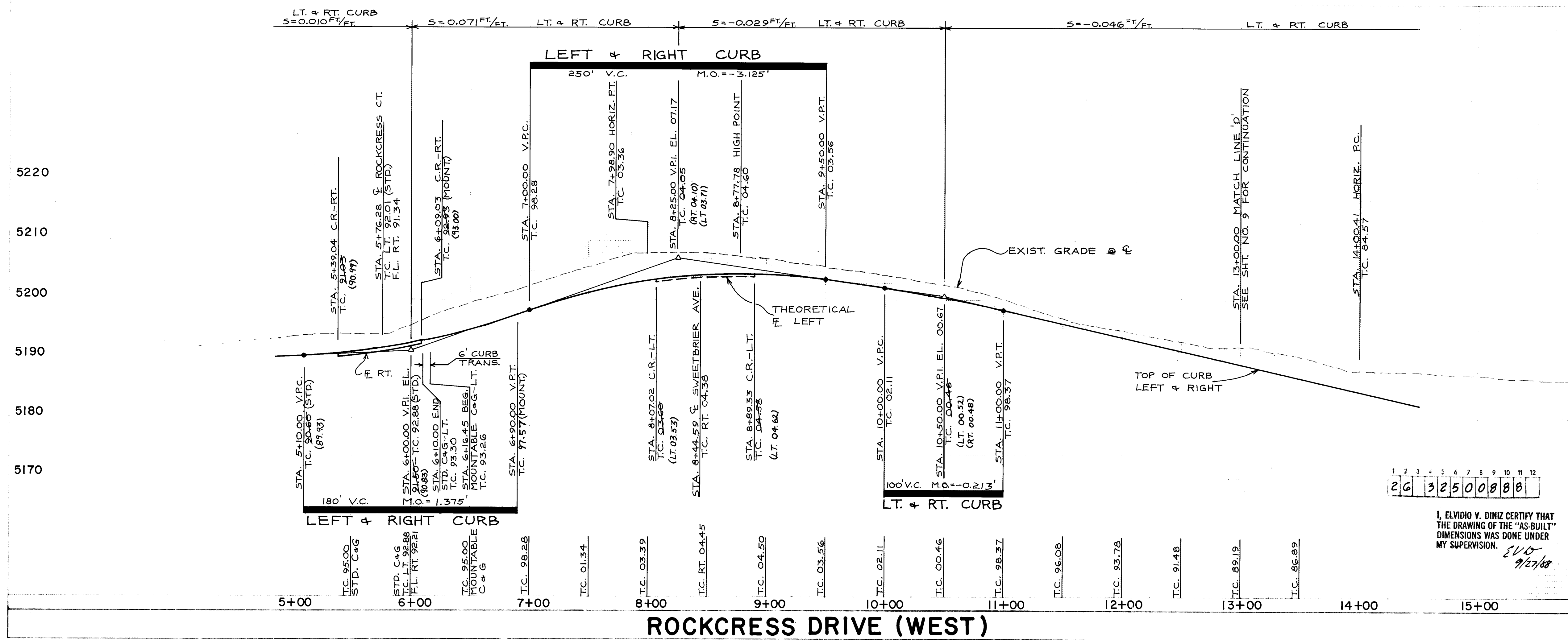
|         |             |
|---------|-------------|
| TC      | FL          |
| 1 04.34 | 04.01       |
| 2 04.34 | 04.01       |
| 3 04.34 | 04.01       |
| Δ       | 84° 40' 02" |
| L       | 36.94'      |
| R       | 25.0'       |
| T       | 22.78'      |

NOTE: FOR TYPICAL STREET  
PAVING SECTIONS, REFER  
TO DETAILS- SHEET NO. 22

SCALE:  
1" = 50' HORIZ.  
1" = 10' VERT.



SIDEWALKS TO BE BUILT  
AS LOTS ARE DEVELOPED

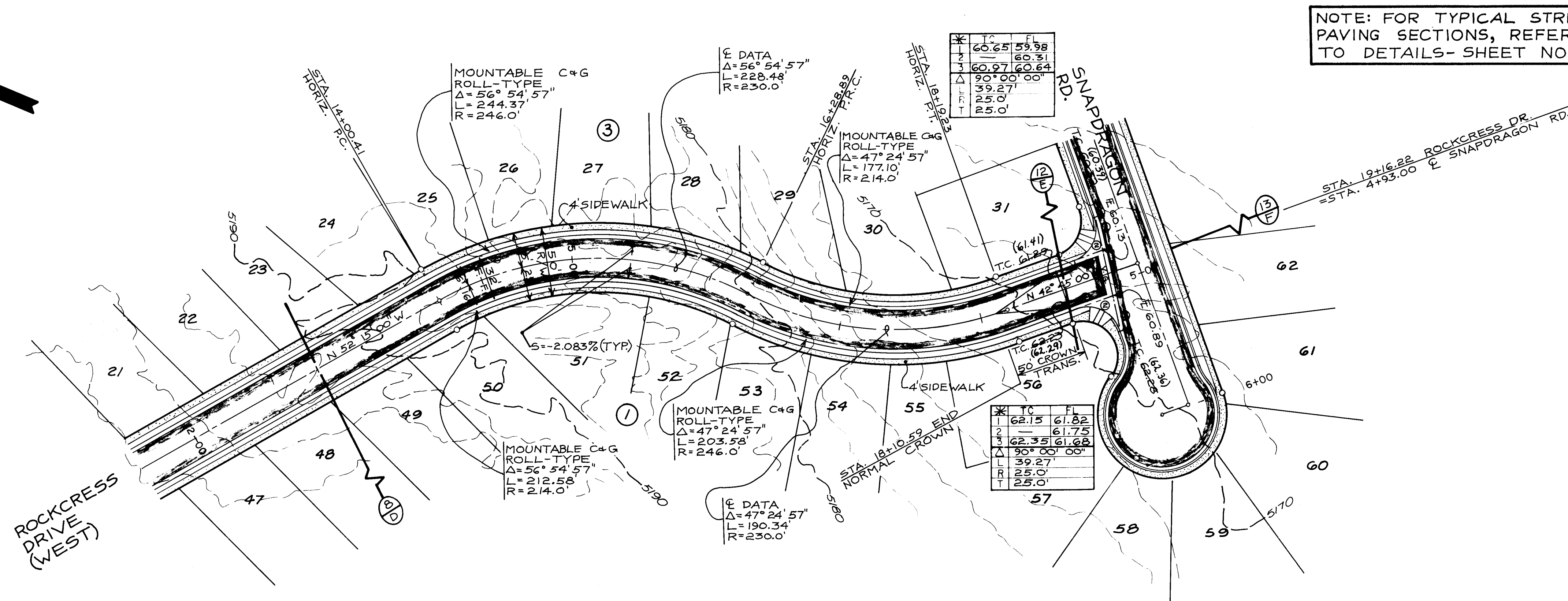


| LEGEND                                          |       |
|-------------------------------------------------|-------|
| SANITARY SEWER LINE                             | -SAS- |
| SANITARY SEWER MANHOLE                          | ○     |
| SAS SERVICE CONNECTION                          | T     |
| WATER LINE                                      | W     |
| GATE VALVE                                      | +     |
| FIRE HYDRANT                                    | +     |
| REDUCER                                         | +     |
| TEE                                             | +     |
| BENDS                                           | +     |
| WATER SERVICE CONNECTION                        | T     |
| CAPS & PLUGS                                    | +     |
| CROSS                                           | +     |
| SIDEWALK (NEW)                                  | ---   |
| STANDARD CURB & GUTTER                          | ---   |
| MOUNTABLE CURB & GUTTER                         | ---   |
| RESIDENTIAL PAVING                              | ---   |
| VALLEY GUTTER (CONC.)                           | ---   |
| WHEELCHAIR RAMP                                 | ---   |
| CROWN TRANSITION AREA                           | ---   |
| BARRICADE (TYPE III)                            | ---   |
| CONCRETE PAVING                                 | ---   |
| CURB TRANSITION IN RAMP - STANDARD TO MOUNTABLE | ---   |
| EXISTING INDEX CONTOUR                          | ---   |
| EXISTING CONTOUR                                | ---   |
| SHEET NUMBER                                    | ---   |
| MATCH LINE LETTER                               | ---   |

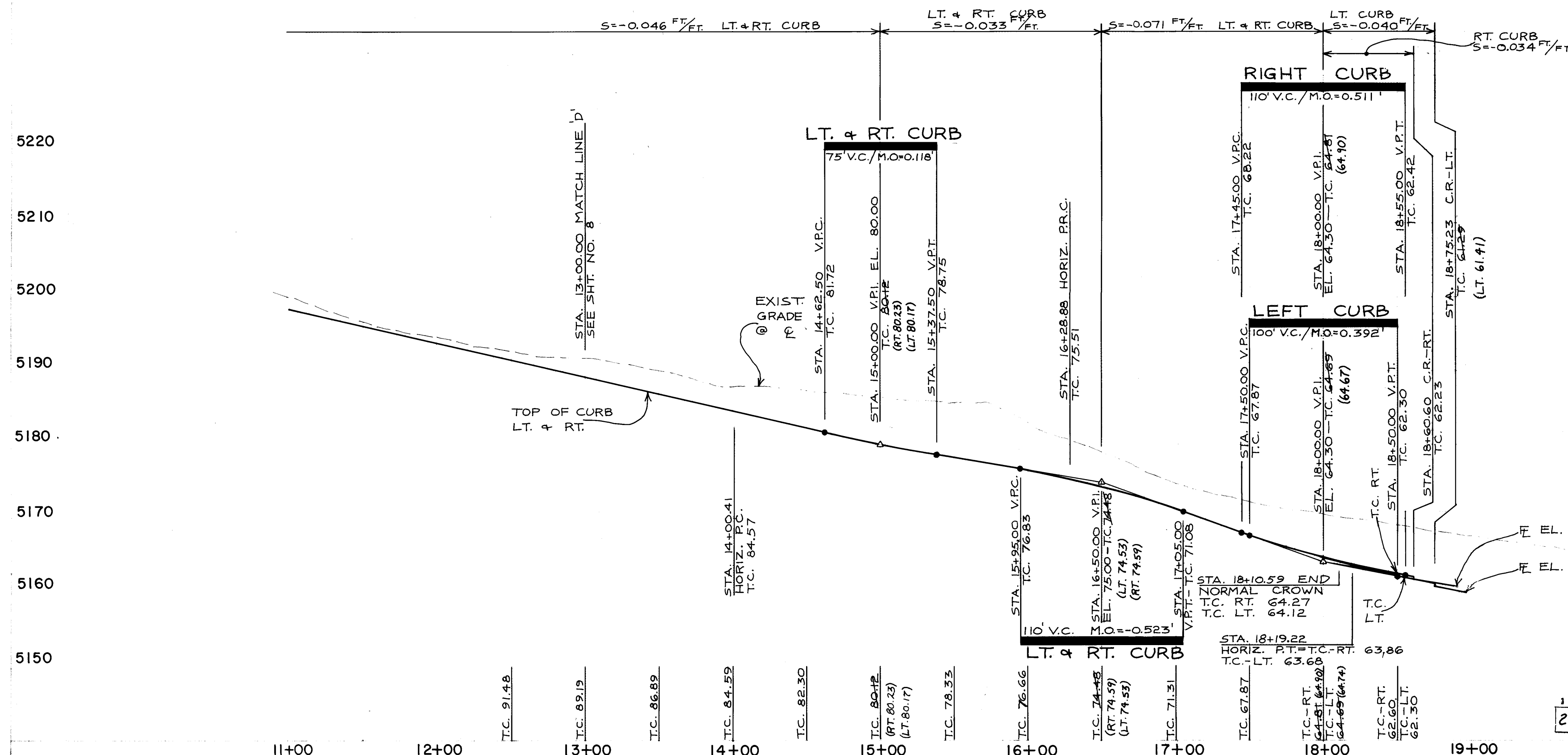
|                                                                                     |          |
|-------------------------------------------------------------------------------------|----------|
| CITY OF ALBUQUERQUE<br>MUNICIPAL DEVELOPMENT DEPARTMENT<br>ENGINEERING DIVISION     |          |
| TITLE RINCON SUBDIVISION PHASE I<br>ROCKCRESS DRIVE (WEST)<br>PAVING PLAN & PROFILE |          |
| APPROVAL                                                                            | ENGINEER |
| City Engineer                                                                       | 10/1/87  |
| ACE - Design                                                                        | 10/1/87  |
| ACE - Hydrology                                                                     | 10/1/87  |
| APPROVAL                                                                            | ENGINEER |
| Liquid Waste                                                                        | 10/1/87  |
| Traffic                                                                             | 10/1/87  |
| Water                                                                               | 10/1/87  |

| SURVEY INFORMATION |         | BENCH MARKS                                                                                                            |         | AS BUILT INFORMATION |         |
|--------------------|---------|------------------------------------------------------------------------------------------------------------------------|---------|----------------------|---------|
| NO                 | DATE    | CONTROL                                                                                                                | DATE    | CONTRACT             | DATE    |
| 1                  | 10/1/87 | CHISEL ON TOP OF CONCRETE CURB AT THE N.E. CORNER OF THE INTERSECTION OF ATRISCO ROAD N.W. AND FLOR DEL SOL PLACE N.W. | 10/1/87 | 16-EIO               | 10/1/87 |
| 2                  | 10/1/87 |                                                                                                                        |         |                      |         |
| 3                  | 10/1/87 |                                                                                                                        |         |                      |         |
| 4                  | 10/1/87 |                                                                                                                        |         |                      |         |
| 5                  | 10/1/87 |                                                                                                                        |         |                      |         |
| 6                  | 10/1/87 |                                                                                                                        |         |                      |         |
| 7                  | 10/1/87 |                                                                                                                        |         |                      |         |
| 8                  | 10/1/87 |                                                                                                                        |         |                      |         |
| 9                  | 10/1/87 |                                                                                                                        |         |                      |         |
| 10                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 11                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 12                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 13                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 14                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 15                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 16                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 17                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 18                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 19                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 20                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 21                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 22                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 23                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 24                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 25                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 26                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 27                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 28                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 29                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 30                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 31                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 32                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 33                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 34                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 35                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 36                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 37                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 38                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 39                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 40                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 41                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 42                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 43                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 44                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 45                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 46                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 47                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 48                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 49                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 50                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 51                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 52                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 53                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 54                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 55                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 56                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 57                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 58                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 59                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 60                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 61                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 62                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 63                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 64                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 65                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 66                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 67                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 68                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 69                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 70                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 71                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 72                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 73                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 74                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 75                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 76                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 77                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 78                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 79                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 80                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 81                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 82                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 83                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 84                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 85                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 86                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 87                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 88                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 89                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 90                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 91                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 92                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 93                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 94                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 95                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 96                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 97                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 98                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 99                 | 10/1/87 |                                                                                                                        |         |                      |         |
| 100                | 10/1/87 |                                                                                                                        |         |                      |         |

SCALE:  
1"=50' HORIZ.  
1"=10' VERT.



### ROCKCRESS DRIVE (EAST)



SIDEWALKS TO BE BUILT  
AS LOTS ARE DEVELOPED

I, ELYDIO V. DINIZ CERTIFY THAT  
THE DRAWING OF THE "AS-BUILT"  
DIMENSIONS WAS DONE UNDER  
MY SUPERVISION.

5/15/08  
9/27/08

### LEGEND

|                                                   |       |
|---------------------------------------------------|-------|
| SANITARY SEWER LINE<br>DIRECTION OF FLOW          | —SAS— |
| SANITARY SEWER MANHOLE                            | —S—   |
| SAS SERVICE CONNECTION                            | —T—   |
| WATER LINE                                        | —W—   |
| GATE VALVE                                        | —G—   |
| FIRE HYDRANT                                      | —F—   |
| REDUCER                                           | —R—   |
| TEE                                               | —T—   |
| BENDS                                             | —B—   |
| WATER SERVICE CONNECTION                          | —W—   |
| CAPS & PLUGS                                      | —C—   |
| CROSS                                             | —X—   |
| SIDEWALK (NEW)                                    | —S—   |
| STANDARD CURB & GUTTER                            | —C—   |
| MOUNTABLE CURB & GUTTER                           | —M—   |
| RESIDENTIAL PAVING                                | —R—   |
| VALLEY GUTTER (CONC.)                             | —V—   |
| WHEELCHAIR RAMP                                   | —W—   |
| CROWN TRANSITION AREA                             | —C—   |
| BARRICADE (TYPE III)                              | —B—   |
| CONCRETE PAVING                                   | —C—   |
| CURB TRANSITION IN RAMP—<br>STANDARD TO MOUNTABLE | —C—   |
| EXISTING INDEX CONTOUR                            | —S—   |
| EXISTING CONTOUR                                  | —C—   |
| SHEET NUMBER                                      | —S—   |
| MATCH LINE LETTER                                 | —M—   |

Resource Technology, Inc.

CITY OF ALBUQUERQUE  
MUNICIPAL DEVELOPMENT DEPARTMENT  
ENGINEERING DIVISION

TITLE: RINCON SUBDIVISION PHASE IV  
ROCKCRESS DRIVE (EAST)  
PAVING PLAN & PROFILE

| APPROVALS       | ENGINEER    | DATE     | APPROVALS    | ENGINEER    | DATE     |
|-----------------|-------------|----------|--------------|-------------|----------|
| City Engineer   | [Signature] | 12/7/07  | Liquid Waste | [Signature] | 10/14/07 |
| ACE - Design    | [Signature] | 10/18/07 | Traffic      | [Signature] | 10/22/07 |
| ACE - Hydrology | [Signature] | 10-2-07  | Water        | [Signature] | 10/14/07 |

DRAWING NO. 3250 MAP NO. E,F-10 SHEET 9 OF 22

| SURVEY INFORMATION |    | BENCH MARKS                         |      | AS BUILT INFORMATION |      |
|--------------------|----|-------------------------------------|------|----------------------|------|
| FIELD NOTES        | NO | CONTROL: BENCH MARK A.C.S. "16-EIO" | DATE | DATE                 | DATE |
| BY                 |    | CURB AT THE N.E. CURB RETURN        |      |                      |      |
|                    |    | AT THE INTERSECTION OF ATRISCO      |      |                      |      |
|                    |    | ROAD N.W. AND FLOR DEL SOL          |      |                      |      |
|                    |    | PLACE N.W.                          |      |                      |      |
|                    |    | M.S.L. ELEVATION= 5134.777'         |      |                      |      |

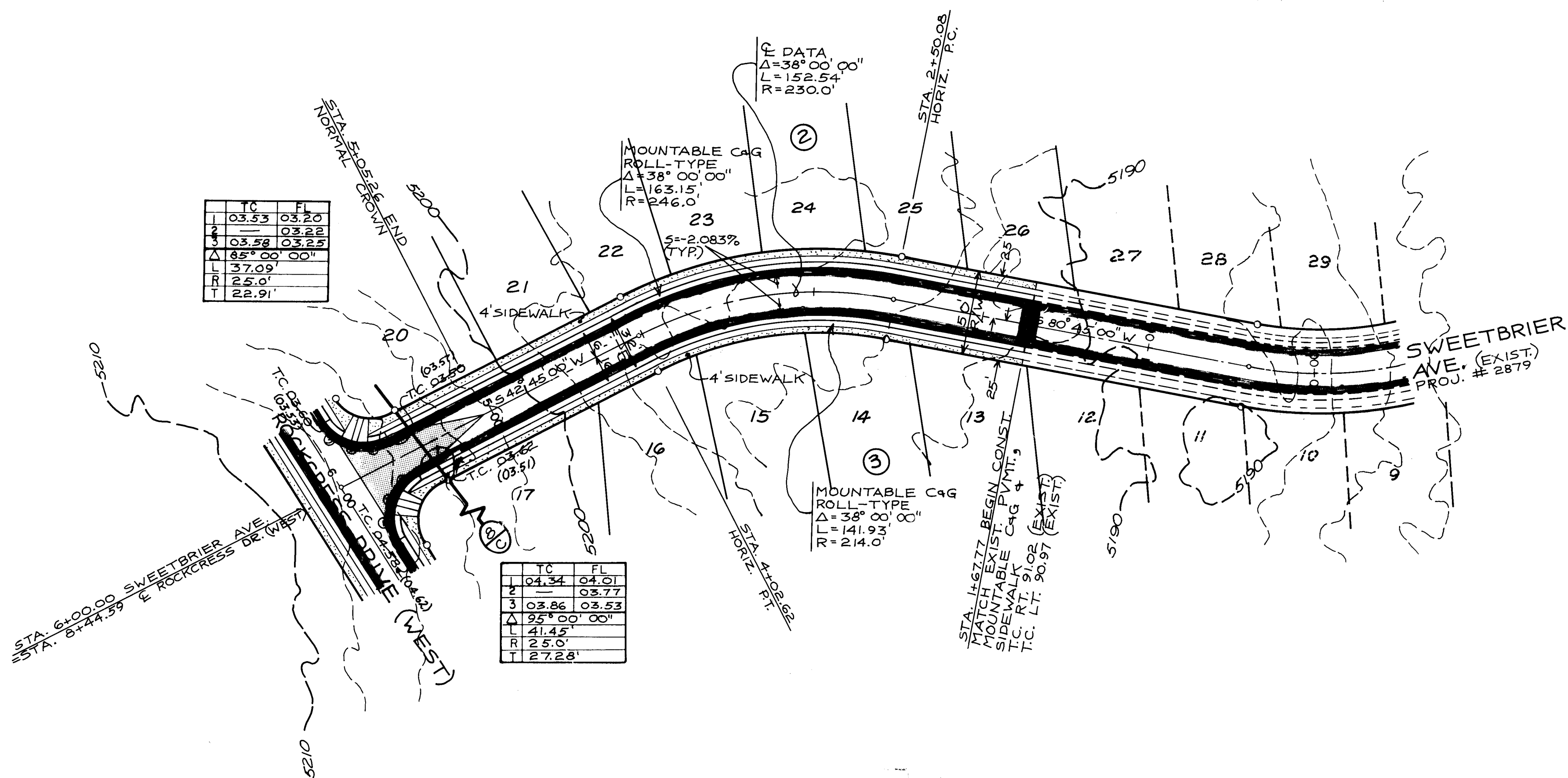
REVISIONS

| NO | DATE | REVISIONS |
|----|------|-----------|
| 1  | 4-87 | DESIGN    |
| 2  | 4-87 | DESIGN    |
| 3  | 4-87 | DESIGN    |

DESIGNED BY: BT, BS, CS  
DRAWN BY: CM, MS, VH, CS  
CHECKED BY: BT, ED

NOTE: FOR TYPICAL STREET  
PAVING SECTIONS, REFER  
TO DETAILS- SHEET NO.22

SCALE:  
1" = 50' HORIZ.  
1" = 10' VERT.

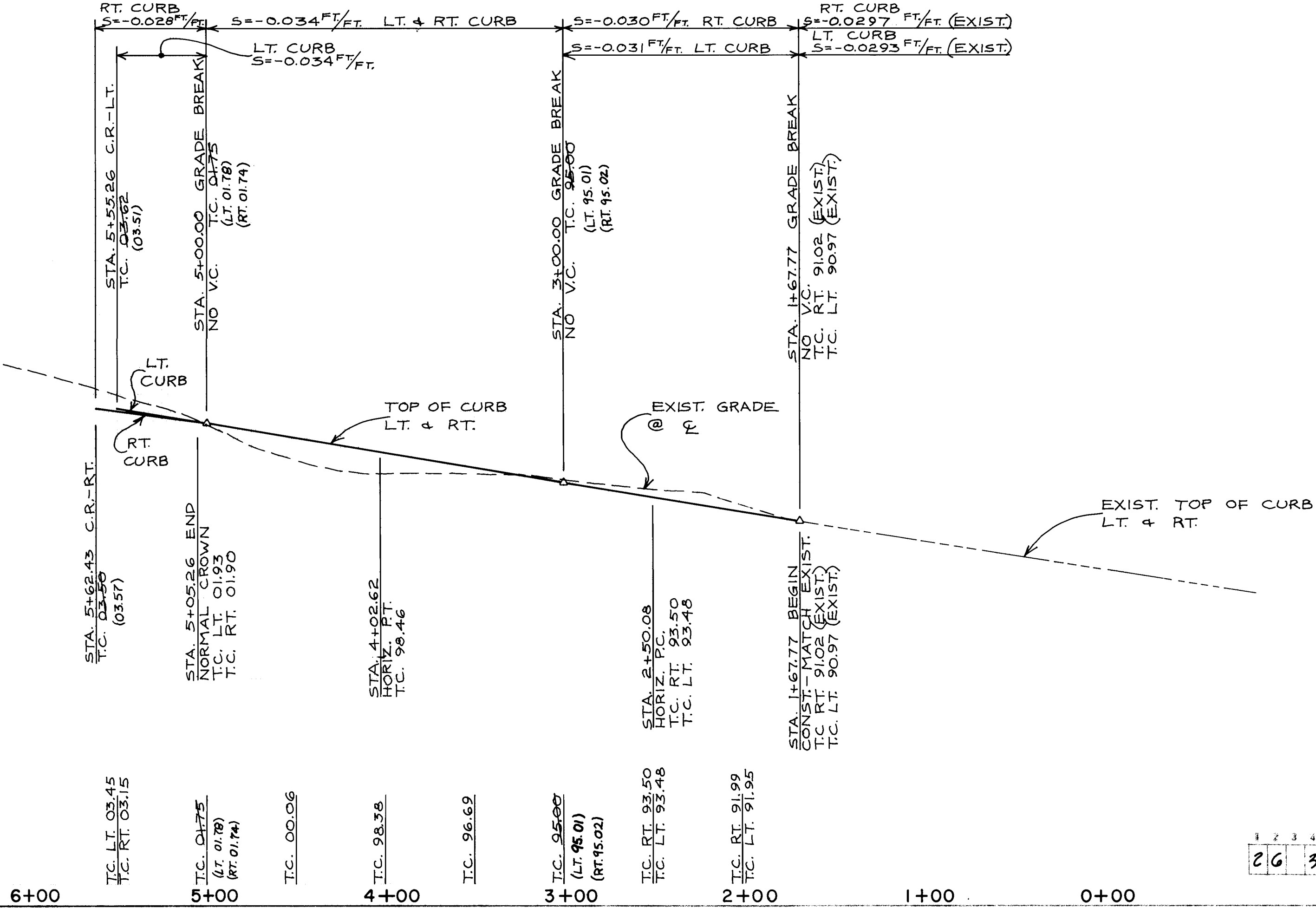


|   | TC        | FL    |
|---|-----------|-------|
| 1 | 03.53     | 03.20 |
| 2 | 03.58     | 03.22 |
| 3 | 03.58     | 03.22 |
| Δ | 85°00'00" |       |
| L | 37.09'    |       |
| R | 25.0'     |       |
| T | 22.91'    |       |

SWEETBRIER AVENUE

SIDEWALKS TO BE BUILT  
AS LOTS ARE DEVELOPED

5220  
5210  
5200  
5190  
5180  
5170



SWEETBRIER AVENUE

I, ELVIDIO V. DINIZ CERTIFY THAT  
THE DRAWING OF THE "AS-BUILT"  
DIMENSIONS WAS DONE UNDER  
MY SUPERVISION.  
EVD  
9/20/88

26 32501088

| LEGEND                   |      |
|--------------------------|------|
| SANITARY SEWER LINE      | SAS  |
| DIRECTION OF FLOW        |      |
| SANITARY SEWER MANHOLE   |      |
| SAS SERVICE CONNECTION   |      |
| WATER LINE               |      |
| GATE VALVE               |      |
| FIRE HYDRANT             |      |
| REDUCER                  |      |
| TEE                      |      |
| BENDS                    |      |
| WATER SERVICE CONNECTION |      |
| CAPS & PLUGS             |      |
| CROSS                    |      |
| SIDEWALK (NEW)           |      |
| STANDARD CURB & GUTTER   |      |
| MOUNTABLE CURB & GUTTER  |      |
| RESIDENTIAL PAVING       |      |
| VALLEY GUTTER (CONC.)    |      |
| WHEELCHAIR RAMP          |      |
| CROWN TRANSITION AREA    |      |
| BARRICADE (TYPE III)     |      |
| CONCRETE PAVING          |      |
| CURB TRANSITION IN RAMP  |      |
| STANDARD TO MOUNTABLE    |      |
| EXISTING INDEX CONTOUR   | 5150 |
| EXISTING CONTOUR         |      |
| SHEET NUMBER             |      |
| MATCH LINE LETTER        |      |

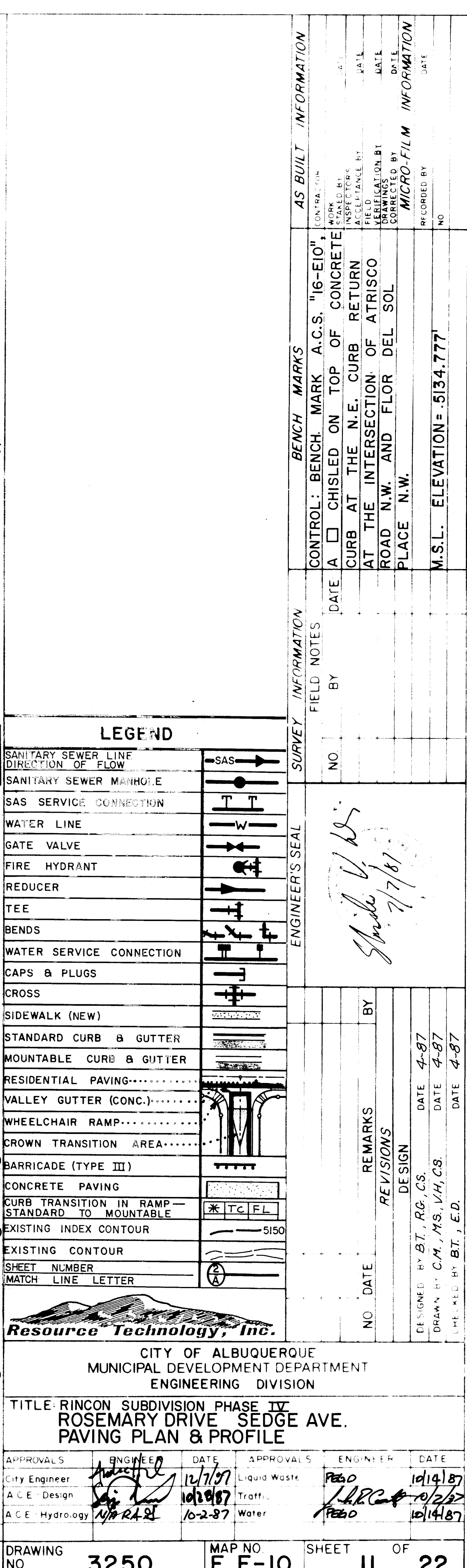
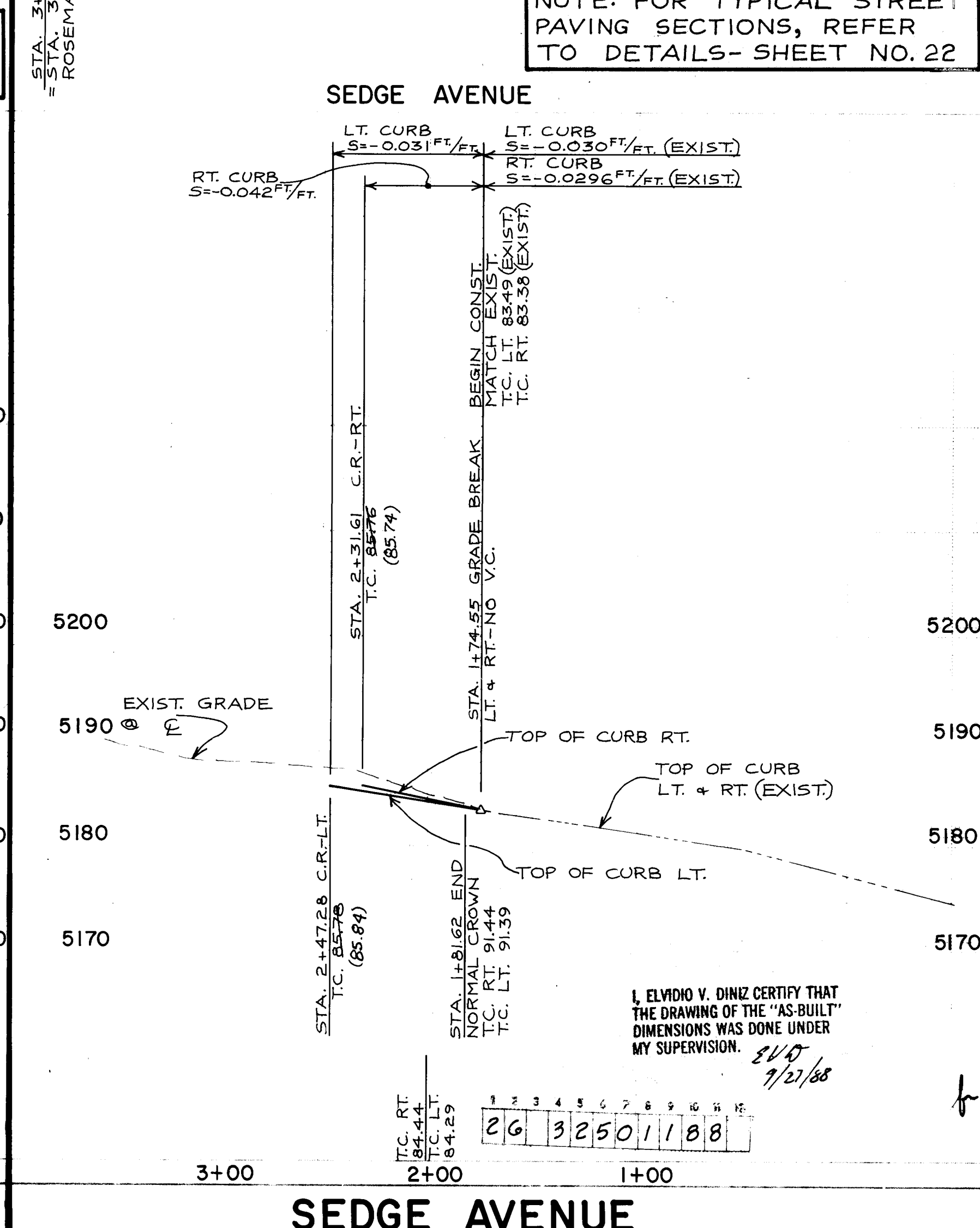
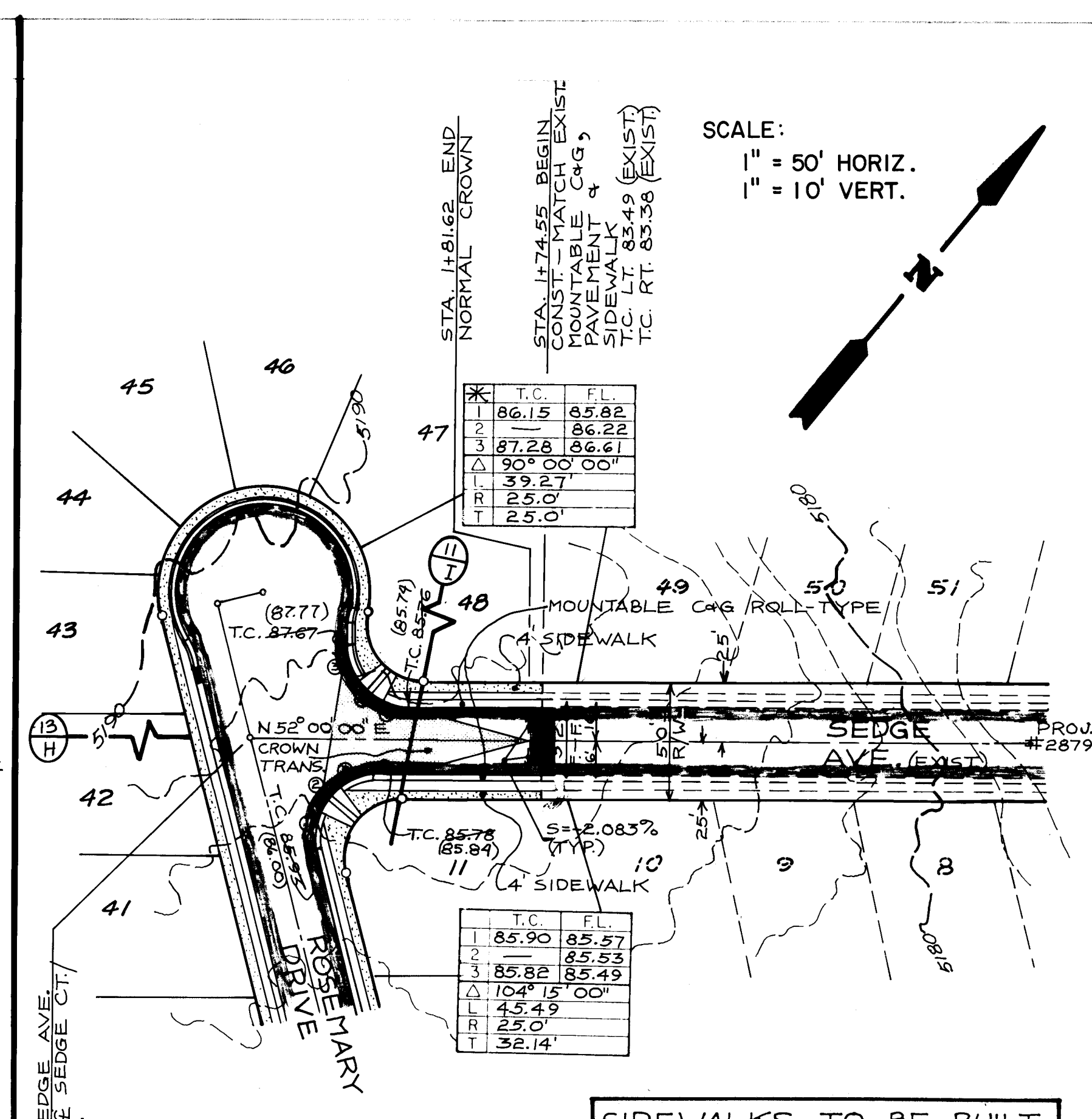
Resource Technology, Inc.

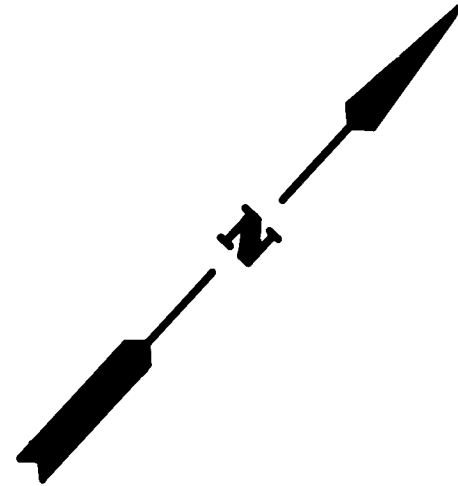
CITY OF ALBUQUERQUE  
PUBLIC WORKS DEPARTMENT  
ENGINEERING GROUP

| TITLE                                                                     |         |
|---------------------------------------------------------------------------|---------|
| RINCON SUBDIVISION PHASE IV<br>SWEETBRIER AVENUE<br>PAVING PLAN & PROFILE |         |
| APPROVALS                                                                 | DATE    |
| DESIGN                                                                    | 9/20/88 |
| CHECK                                                                     | 9/20/88 |
| IN CHARGE                                                                 | 9/20/88 |
| Hydrotech                                                                 | N/A RAB |
| DRAWING NO                                                                | 3250    |
| MAP NO.                                                                   | E,F-10  |
| SHEET                                                                     | 10      |
| OF                                                                        | 2       |

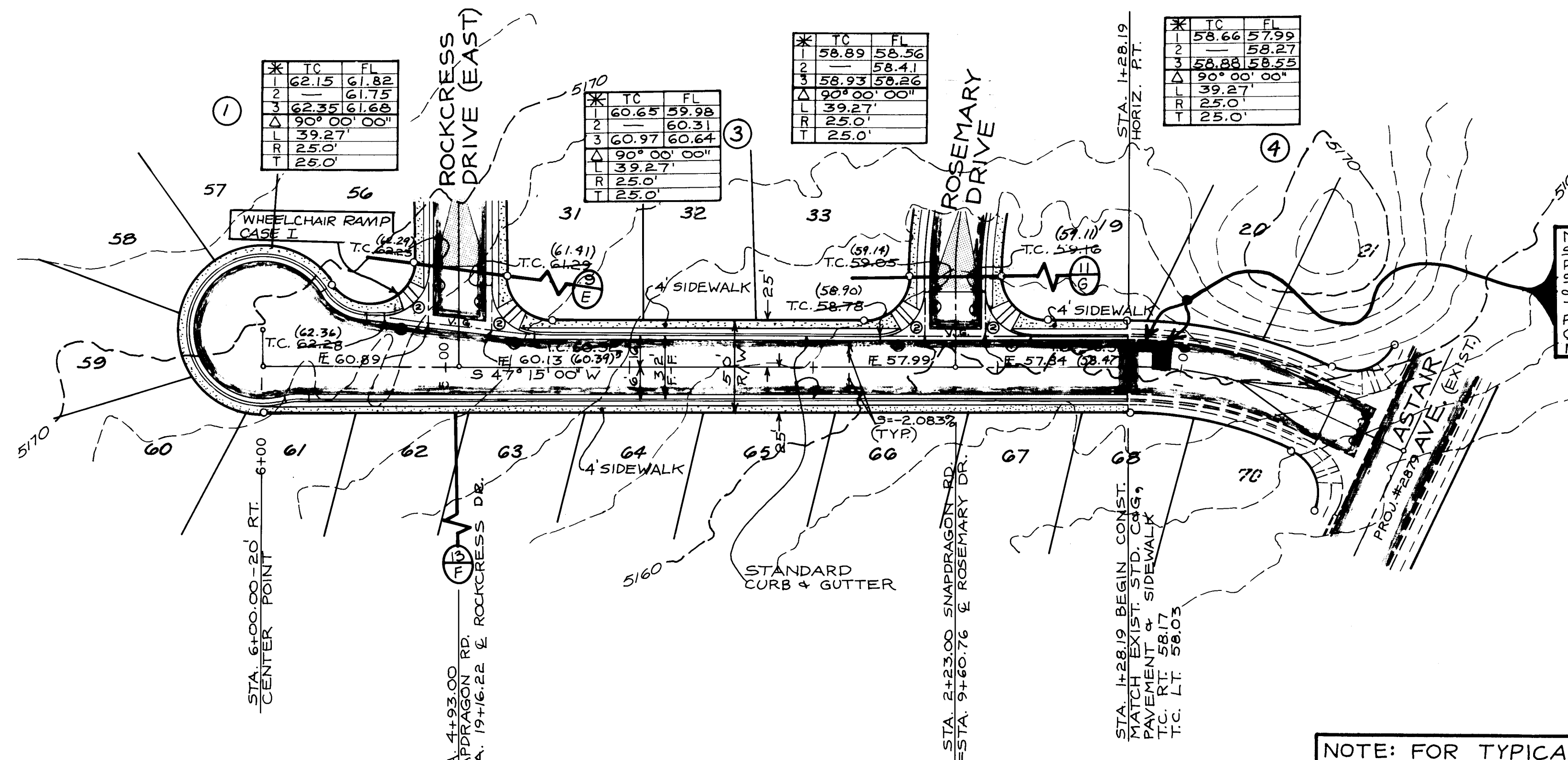
CONTROL: BENCH MARK A.C.S. "16-E10",  
A CHISLED ON TOP OF CONCRETE  
CURB AT THE N.E. CURB RETURN  
AT THE INTERSECTION OF ATRISCO  
ROAD N.W. AND FLOR DEL SOL  
PLACE N.W.

REMARKS  
REVISIONS  
DATE  
BY  
BT, BG, CS.





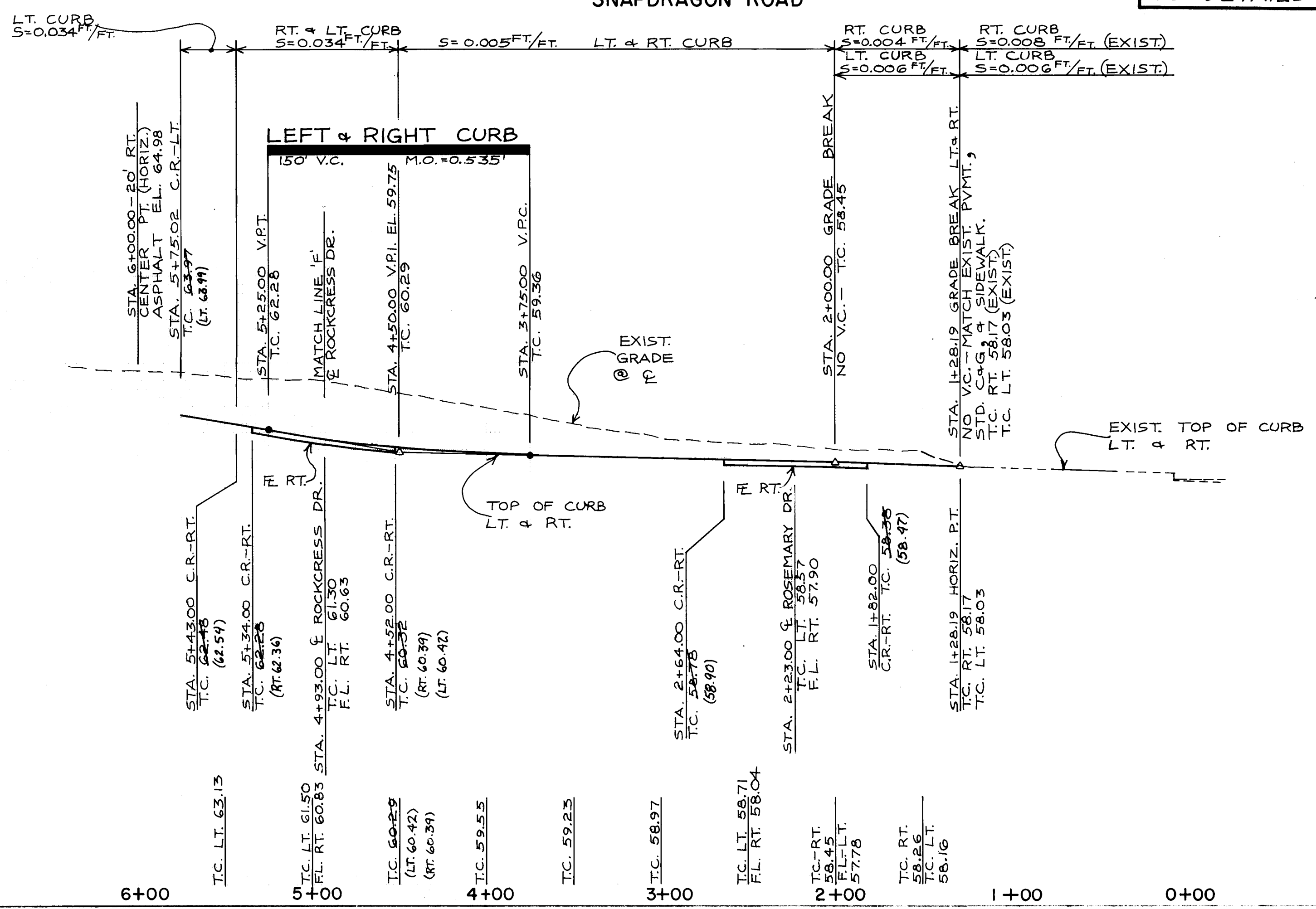
SCALE:  
1" = 50' HORIZ.  
1" = 10' VERT.



NOTE:  
SAWCUT & REMOVE EXIST.  
PAVEMENT FOR WATER  
SERVICE TO LOTS 19 & 20,  
& FOR SEWER SERVICE  
TO LOT 20. REPLACE W/  
RESIDENTIAL PAVING PER  
C.O.A. STD. #2465.  
MATCH EXISTING.

NOTE: FOR TYPICAL STREET  
PAVING SECTIONS, REFER  
TO DETAILS- SHEET NO. 22

SIDEWALKS TO BE BUILT  
AS LOTS ARE DEVELOPED



| LEGEND                                            |         |
|---------------------------------------------------|---------|
| SANITARY SEWER LINE                               | SAS     |
| DIRECTION OF FLOW                                 |         |
| SANITARY SEWER MANHOLE                            |         |
| SAS SERVICE CONNECTION                            |         |
| WATER LINE                                        |         |
| GATE VALVE                                        |         |
| FIRE HYDRANT                                      |         |
| REDUCER                                           |         |
| TEE                                               |         |
| BENDS                                             |         |
| WATER SERVICE CONNECTION                          |         |
| CAPS & PLUGS                                      |         |
| CROSS                                             |         |
| SIDEWALK (NEW)                                    |         |
| STANDARD CURB & GUTTER                            |         |
| MOUNTABLE CURB & GUTTER                           |         |
| RESIDENTIAL PAVING.....                           |         |
| VALLEY GUTTER (CONC.).....                        |         |
| WHEELCHAIR RAMP.....                              |         |
| CROWN TRANSITION AREA.....                        |         |
| BARRICADE (TYPE III)                              |         |
| CONCRETE PAVING                                   |         |
| CURB TRANSITION IN RAMP—<br>STANDARD TO MOUNTABLE | * TC FL |
| EXISTING INDEX CONTOUR                            | 5150    |
| EXISTING CONTOUR                                  |         |
| SHEET NUMBER                                      | 2       |
| MATCH LINE LETTER                                 | A       |

Resource Technology, Inc.

CITY OF ALBUQUERQUE  
PUBLIC WORKS DEPARTMENT  
ENGINEERING GROUP

TITLE RINCON SUBDIVISION PHASE IV  
SNAPDRAGON ROAD  
PAVING PLAN & PROFILE

DRAWING NO. 3250 MAP NO. E,F-10 SHEET 12 OF 22

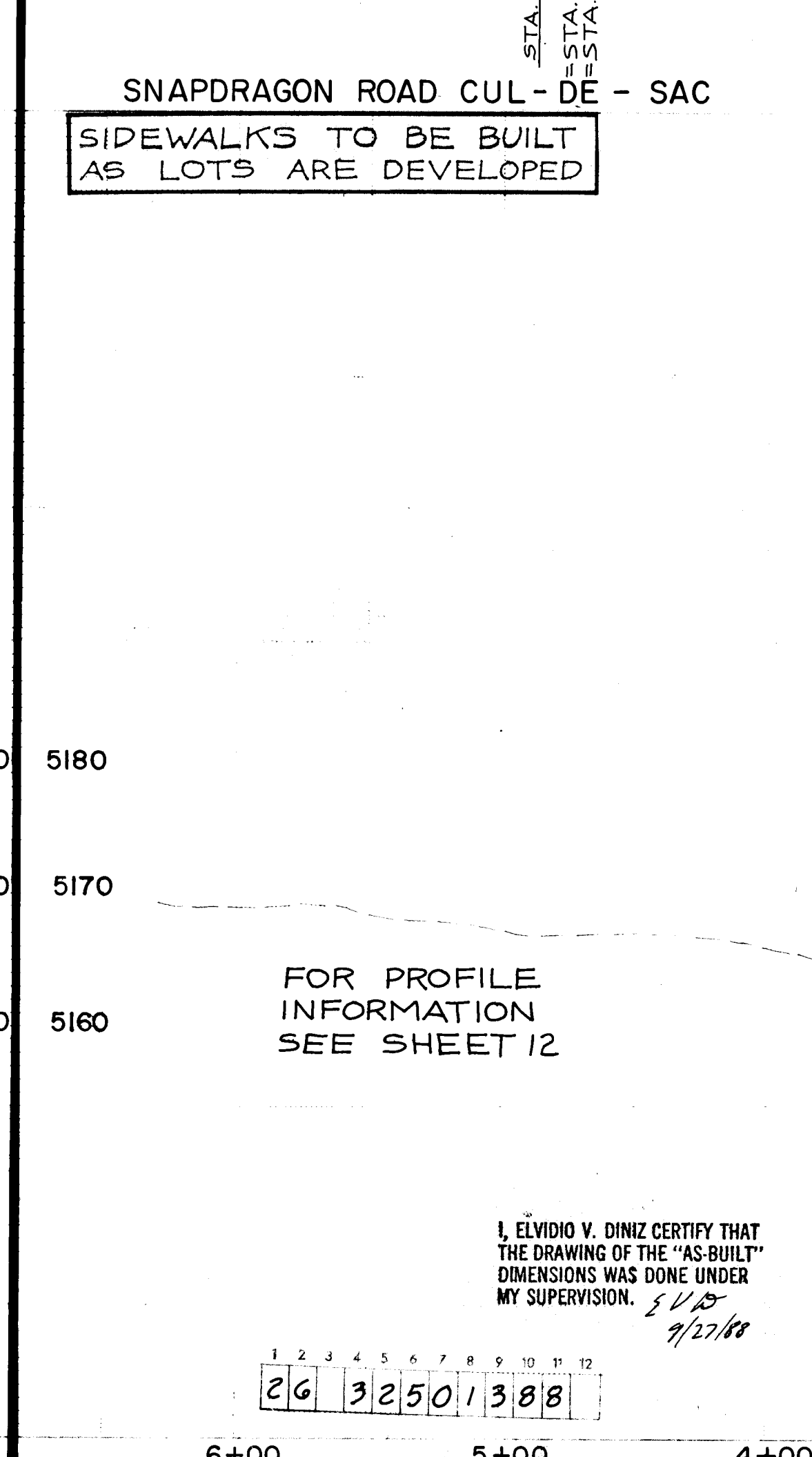
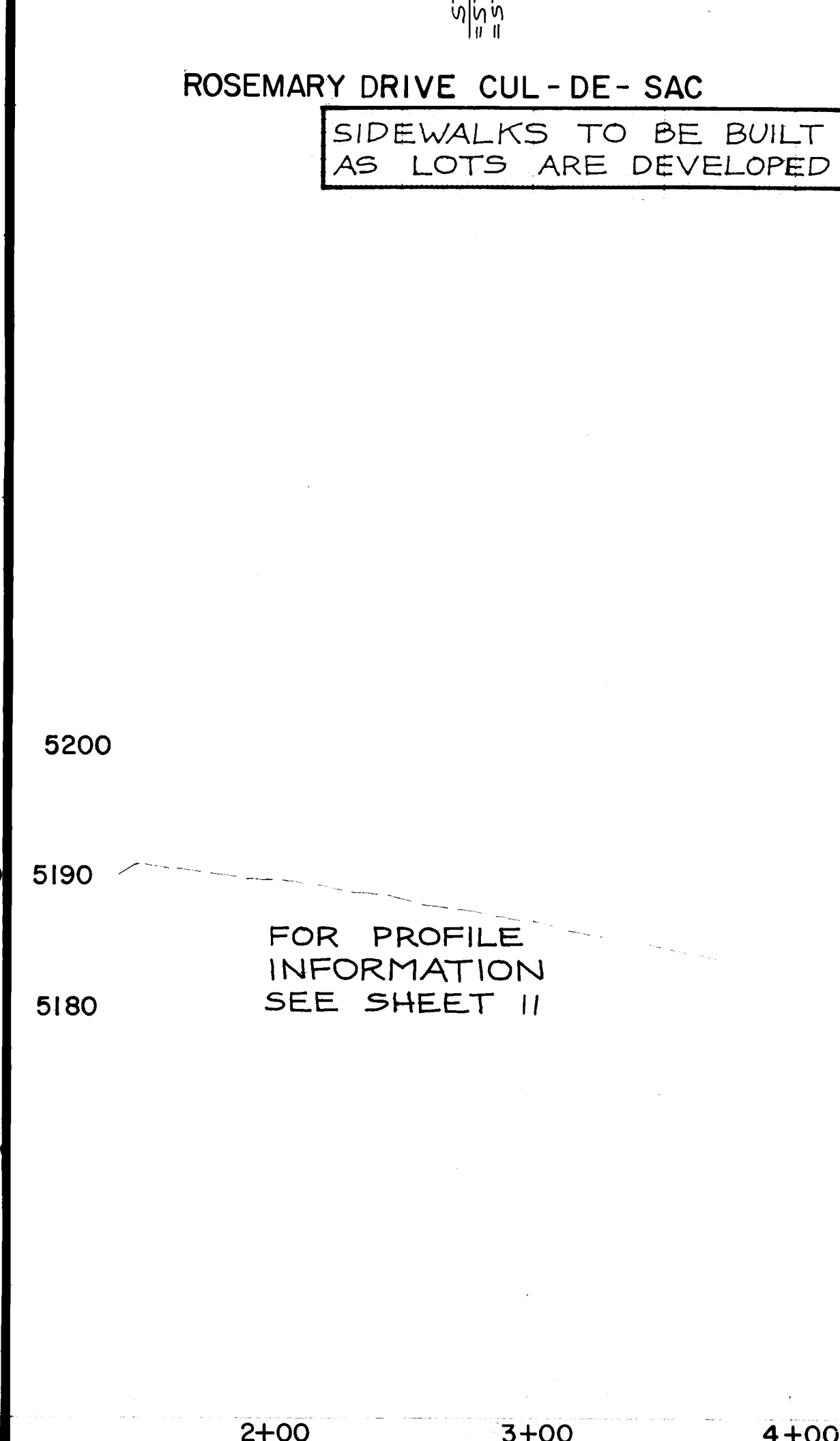
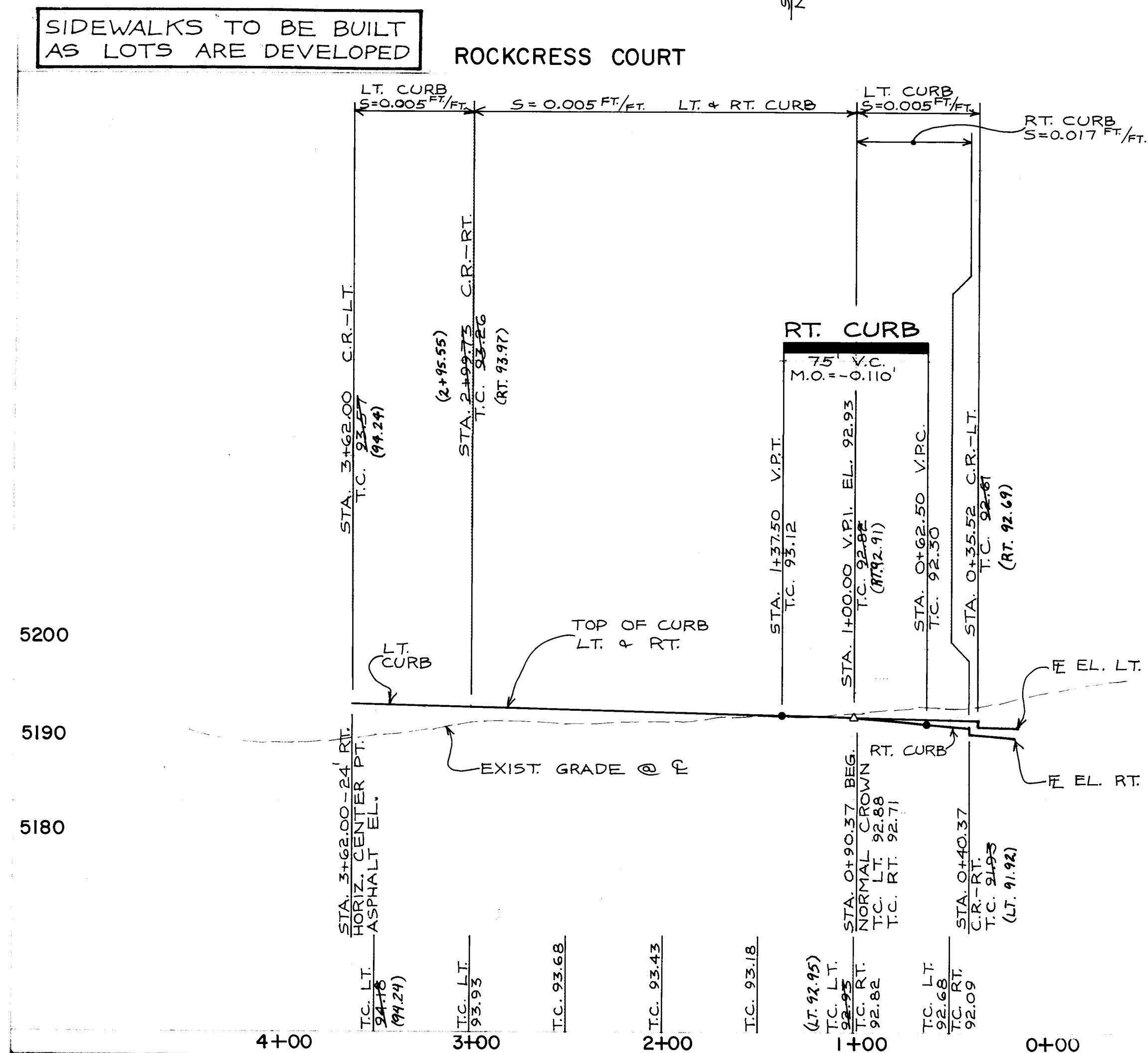
CONTROL: BENCH MARK A.C.S. "16-10"  
A CURB CHISLED ON TOP OF CONCRETE  
CURB AT THE N.E. CURB RETURN  
AT THE INTERSECTION OF ATRISCO  
ROAD N.W. AND FLOR DEL SOL  
PLACE N.W.  
M.S.L. ELEVATION = 5134.777'

REVISIONS  
NO. DATE  
1 10/14/87  
2 10/21/87  
3 10/21/87  
4 10/21/87  
5 10/21/87  
6 10/21/87  
7 10/21/87  
8 10/21/87  
9 10/21/87  
10 10/21/87  
11 10/21/87  
12 10/21/87

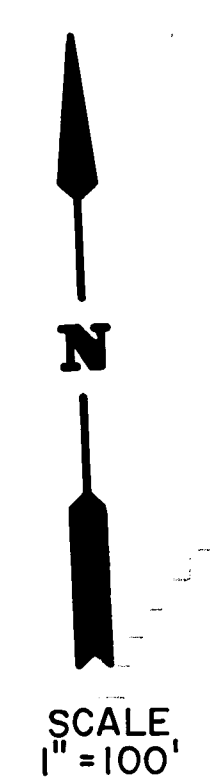
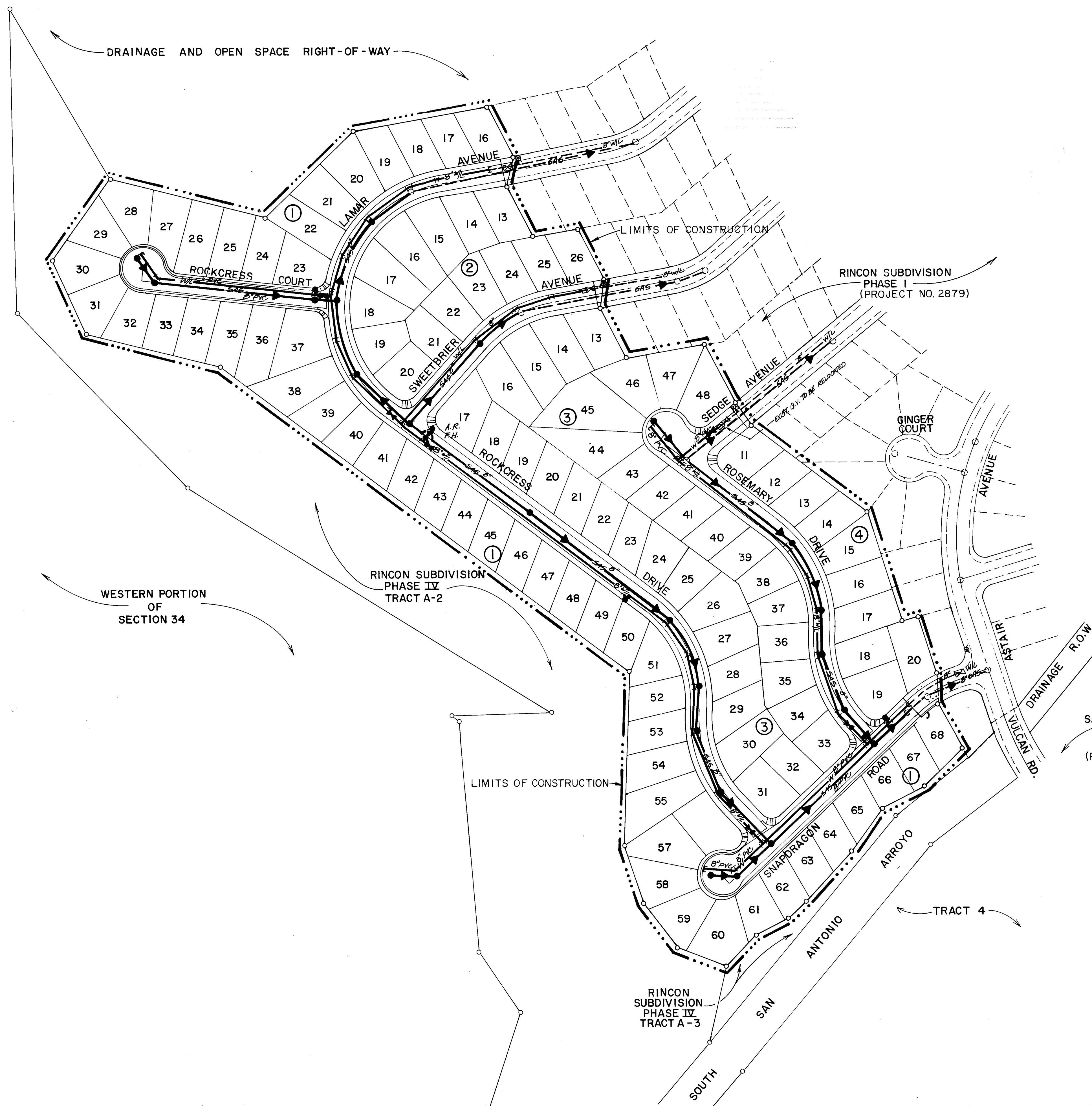
REMARKS  
NO. DATE  
1 10/14/87  
2 10/21/87  
3 10/21/87  
4 10/21/87  
5 10/21/87  
6 10/21/87  
7 10/21/87  
8 10/21/87  
9 10/21/87  
10 10/21/87  
11 10/21/87  
12 10/21/87

I, ELVIDIO V. DINIZ CERTIFY THAT  
THE DRAWING OF THE "AS-BUILT"  
DIMENSIONS WAS DONE UNDER  
MY SUPERVISION.  
EVD  
9/27/88

1 2 3 4 5 6 7 8 9 10 11 12  
26 32501288



|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |                                                                                                                                                                                     |  |                                              |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------------------|--|------------------------|--|------------|--|------------|--|--------------|--|---------|--|-----|--|-------|--|--------------------------|--|--------------|--|-------|--|----------------|--|------------------------|--|-------------------------|--|-------------------------|--|----------------------------|--|----------------------|--|----------------------------|--|----------------------|--|-----------------|--|---------------------------------------------------|--|------------------------|--|------------------|--|--------------|--|-------------------|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <div>LEGEND</div> <table><tr><td>SANITARY SEWER LINE<br/>DIRECTION OF FLOW</td><td></td></tr><tr><td>SANITARY SEWER MANHOLE</td><td></td></tr><tr><td>SAS SERVICE CONNECTION</td><td></td></tr><tr><td>WATER LINE</td><td></td></tr><tr><td>GATE VALVE</td><td></td></tr><tr><td>FIRE HYDRANT</td><td></td></tr><tr><td>REDUCER</td><td></td></tr><tr><td>TEE</td><td></td></tr><tr><td>BENDS</td><td></td></tr><tr><td>WATER SERVICE CONNECTION</td><td></td></tr><tr><td>CAPS &amp; PLUGS</td><td></td></tr><tr><td>CROSS</td><td></td></tr><tr><td>SIDEWALK (NEW)</td><td></td></tr><tr><td>STANDARD CURB &amp; GUTTER</td><td></td></tr><tr><td>MOUNTABLE CURB &amp; GUTTER</td><td></td></tr><tr><td>RESIDENTIAL PAVING.....</td><td></td></tr><tr><td>VALLEY GUTTER (CONC.).....</td><td></td></tr><tr><td>WHEELCHAIR RAMP.....</td><td></td></tr><tr><td>CROWN TRANSITION AREA.....</td><td></td></tr><tr><td>BARRICADE (TYPE III)</td><td></td></tr><tr><td>CONCRETE PAVING</td><td></td></tr><tr><td>CURB TRANSITION IN RAMP—<br/>STANDARD TO MOUNTABLE</td><td></td></tr><tr><td>EXISTING INDEX CONTOUR</td><td></td></tr><tr><td>EXISTING CONTOUR</td><td></td></tr><tr><td>SHEET NUMBER</td><td></td></tr><tr><td>MATCH LINE LETTER</td><td></td></tr></table> |  | SANITARY SEWER LINE<br>DIRECTION OF FLOW                                                                                                                                            |  | SANITARY SEWER MANHOLE                       |  | SAS SERVICE CONNECTION |  | WATER LINE |  | GATE VALVE |  | FIRE HYDRANT |  | REDUCER |  | TEE |  | BENDS |  | WATER SERVICE CONNECTION |  | CAPS & PLUGS |  | CROSS |  | SIDEWALK (NEW) |  | STANDARD CURB & GUTTER |  | MOUNTABLE CURB & GUTTER |  | RESIDENTIAL PAVING..... |  | VALLEY GUTTER (CONC.)..... |  | WHEELCHAIR RAMP..... |  | CROWN TRANSITION AREA..... |  | BARRICADE (TYPE III) |  | CONCRETE PAVING |  | CURB TRANSITION IN RAMP—<br>STANDARD TO MOUNTABLE |  | EXISTING INDEX CONTOUR |  | EXISTING CONTOUR |  | SHEET NUMBER |  | MATCH LINE LETTER |  | <div>AS BUILT INFORMATION</div> <div>CONTRACT NO. _____</div> <div>DATE _____</div> <div>BY _____</div> <div>NO. _____</div> <div>ENGINEER'S SEAL _____</div> <div>REVISIONS _____</div> <div>DESIGN _____</div> <div>DESIGNED BY B.T.J.R.G., C.S. DATE 4-87</div> <div>DRAWN BY C.C.M., M.S.V.H., C.S. DATE 4-87</div> <div>CHECKED BY B.T.J. ED. DATE 4-87</div> |  | <div>BENCH MARKS</div> <div>CONTROL: BENCH MARK A.C.S. "16-E10"</div> <div>A <input type="checkbox"/> CHISEL ON TOP OF CONCRETE CURB AT THE N.E. CURB RETURN AT THE INTERSECTION OF ATRISCO ROAD N.W. AND FLOR DEL SOL PLACE N.W.</div> <div>N.S.L. ELEVATION= 5134.77'</div> |  | <div>AS BUILT INFORMATION</div> <div>CONTRACT NO. _____</div> <div>DATE _____</div> <div>BY _____</div> <div>NO. _____</div> <div>ENGINEER'S SEAL _____</div> <div>REVISIONS _____</div> <div>DESIGN _____</div> <div>DESIGNED BY B.T.J.R.G., C.S. DATE 4-87</div> <div>DRAWN BY C.C.M., M.S.V.H., C.S. DATE 4-87</div> <div>CHECKED BY B.T.J. ED. DATE 4-87</div> |  |
| SANITARY SEWER LINE<br>DIRECTION OF FLOW                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |                                                                                                                                                                                     |  |                                              |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |
| SANITARY SEWER MANHOLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |                                                                                                                                                                                     |  |                                              |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |
| SAS SERVICE CONNECTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |                                                                                                                                                                                     |  |                                              |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |
| WATER LINE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |                                                                                                                                                                                     |  |                                              |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |
| GATE VALVE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |                                                                                                                                                                                     |  |                                              |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |
| FIRE HYDRANT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                     |  |                                              |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |
| REDUCER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                     |  |                                              |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |
| TEE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |                                                                                                                                                                                     |  |                                              |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |
| BENDS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |                                                                                                                                                                                     |  |                                              |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |
| WATER SERVICE CONNECTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |                                                                                                                                                                                     |  |                                              |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |
| CAPS & PLUGS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                     |  |                                              |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |
| CROSS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |                                                                                                                                                                                     |  |                                              |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |
| SIDEWALK (NEW)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |                                                                                                                                                                                     |  |                                              |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |
| STANDARD CURB & GUTTER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |                                                                                                                                                                                     |  |                                              |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |
| MOUNTABLE CURB & GUTTER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                     |  |                                              |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |
| RESIDENTIAL PAVING.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                     |  |                                              |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |
| VALLEY GUTTER (CONC.).....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |                                                                                                                                                                                     |  |                                              |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |
| WHEELCHAIR RAMP.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |                                                                                                                                                                                     |  |                                              |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |
| CROWN TRANSITION AREA.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |                                                                                                                                                                                     |  |                                              |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |
| BARRICADE (TYPE III)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |                                                                                                                                                                                     |  |                                              |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |
| CONCRETE PAVING                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |                                                                                                                                                                                     |  |                                              |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |
| CURB TRANSITION IN RAMP—<br>STANDARD TO MOUNTABLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |                                                                                                                                                                                     |  |                                              |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |
| EXISTING INDEX CONTOUR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |                                                                                                                                                                                     |  |                                              |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |
| EXISTING CONTOUR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |                                                                                                                                                                                     |  |                                              |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |
| SHEET NUMBER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                     |  |                                              |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |
| MATCH LINE LETTER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |                                                                                                                                                                                     |  |                                              |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |
| <div>Resource Technology, Inc.</div>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |                                                                                                                                                                                     |  |                                              |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |
| <div>CITY OF ALBUQUERQUE</div> <div>MUNICIPAL DEVELOPMENT DEPARTMENT</div> <div>ENGINEERING DIVISION</div>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |                                                                                                                                                                                     |  |                                              |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |
| <div>TITLE: RINCON SUBDIVISION PHASE IV</div> <div>ROCKCRESS CT. ROSEMARY DR. &amp; SNAPDRAGON RD.</div> <div>CUL-DE-SACS PAVING PLAN &amp; PROFILE</div>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |                                                                                                                                                                                     |  |                                              |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |
| <div>APPROVALS</div> <div>City Engineer <i>[Signature]</i> DATE 12/7/07</div> <div>A.C.E.-Design <i>[Signature]</i> DATE 10/29/07</div> <div>A.C.E.-Hydrology <i>[Signature]</i> DATE 10-2-87</div>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  | <div>APPROVALS</div> <div>Liquid Waste <i>[Signature]</i> DATE 10/14/87</div> <div>Traffic <i>[Signature]</i> DATE 10/14/87</div> <div>Water <i>[Signature]</i> DATE 10/14/87</div> |  | <div>ENGINEER</div> <div>DATE 10/14/87</div> |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |
| <div>DRAWING NO. 3250</div>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  | <div>MAP NO. E.F.-10</div>                                                                                                                                                          |  | <div>SHEET 13 OF 22</div>                    |  |                        |  |            |  |            |  |              |  |         |  |     |  |       |  |                          |  |              |  |       |  |                |  |                        |  |                         |  |                         |  |                            |  |                      |  |                            |  |                      |  |                 |  |                                                   |  |                        |  |                  |  |              |  |                   |  |                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                    |  |



- UTILITY NOTES**
1. WATER AND SAS STATIONS AND OFFSETS ARE BASED ON CENTERLINE OF STREETS.
  2. THE FOLLOWING CITY OF ALBUQUERQUE STANDARD DETAIL DRAWINGS ARE APPLICABLE:
- |      |      |
|------|------|
| 2102 | 2328 |
| 2110 | 2333 |
| 2111 | 2340 |
| 2118 | 2347 |
| 2125 | 2360 |
| 2145 | 2361 |
| 2315 | 2362 |
| 2320 | 2366 |
| 2325 | 2368 |
|      | 2369 |

- SEWER GENERAL NOTES**
1. ALL SEWER LINES SHALL BE CERTAINTIFIED FLUID-TITE PVC GRAVITY SEWER PIPE OR EQUAL.
  2. ALL NEW MANHOLES SHALL BE TYPE "E", 4-FOOT IN DIAMETER AS PER CITY STANDARD DRAWINGS #2102, EXCEPT WHERE NOTED.
  3. SERVICE CONNECTIONS SHALL BE 4-INCH CAST IRON SOIL PIPE AND SHALL BE INSTALLED AS PER CITY STANDARD DRAWINGS #2136 OR #2125.
  4. ELECTRONIC MARKER DISKS SHALL BE INSTALLED AS SHOWN IN CITY STANDARD DRAWINGS #2125 AT ALL SERVICE CONNECTIONS.
- WATER GENERAL NOTES**
1. NEW WATER MAINS SHALL BE CITY OF ALBUQUERQUE APPROVED 8-INCH PVC PIPE.
  2. WATER MAINS SHALL HAVE 3- FEET MINIMUM COVER.
  3. ALL BENDS, CAPS AND TEES IN WATER LINE WILL BE REINFORCED WITH CONCRETE BLOCKING AS SHOWN IN CITY STANDARD DRAWING #2320.
  4. FIRE HYDRANTS SHALL BE INSTALLED AS SHOWN IN CITY STANDARD DRAWING #2340.
  5. A 3' X 3' X 6" CONCRETE PAD WILL BE CONSTRUCTED AROUND CENTERLINE OF FIRE HYDRANTS - SEE CITY STANDARD DRAWING #2340, NOTE F.
  6. ALL WATER SERVICE CONNECTIONS ARE DOUBLE UNLESS OTHERWISE INDICATED.
  7. DEFLECTION ON CURVILINEAR WATER LINES CANNOT OCCUR AT THE JOINT.

**LEGEND**

|                                                 |  |
|-------------------------------------------------|--|
| SANITARY SEWER LINE DIRECTION OF FLOW           |  |
| SANITARY SEWER MANHOLE                          |  |
| SAS SERVICE CONNECTION                          |  |
| WATER LINE                                      |  |
| GATE VALVE                                      |  |
| FIRE HYDRANT                                    |  |
| REDUCER                                         |  |
| TEE                                             |  |
| BENDS                                           |  |
| WATER SERVICE CONNECTION                        |  |
| CAPS & PLUGS                                    |  |
| CROSS                                           |  |
| SIDEWALK (NEW)                                  |  |
| STANDARD CURB & GUTTER                          |  |
| MOUNTABLE CURB & GUTTER                         |  |
| RESIDENTIAL PAVING                              |  |
| VALLEY GUTTER (CONC.)                           |  |
| WHEELCHAIR RAMP                                 |  |
| CROWN TRANSITION AREA                           |  |
| BARRICADE (TYPE III)                            |  |
| CONCRETE PAVING                                 |  |
| CURB TRANSITION IN RAMP - STANDARD TO MOUNTABLE |  |
| EXISTING INDEX CONTOUR                          |  |
| EXISTING CONTOUR                                |  |
| MATCH LINE LETTER                               |  |
| SHEET NUMBER                                    |  |

**Resource Technology, Inc.**

CITY OF ALBUQUERQUE  
MUNICIPAL DEVELOPMENT DEPARTMENT  
ENGINEERING DIVISION

**TITLE: RINCON SUBDIVISION PHASE IV  
UTILITIES OVERALL PLAN**

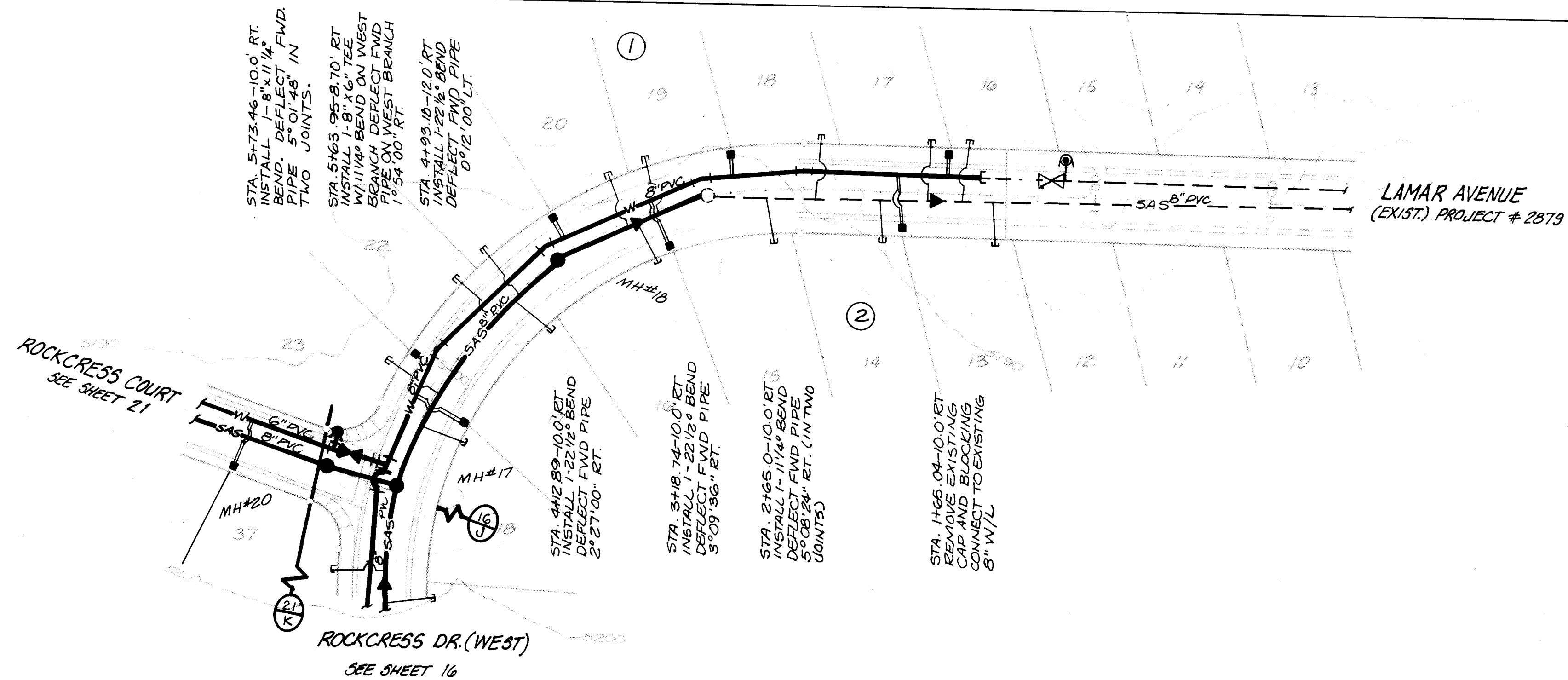
| APPROVALS          | ENGINEER | DATE     | APPROVALS    | ENGINEER | DATE     |
|--------------------|----------|----------|--------------|----------|----------|
| City Engineer      |          | 12/7/97  | Liquid Waste |          | 10/14/97 |
| A.C.E. - Design    |          | 12/10/97 | Traffic      |          | 10/26/97 |
| A.C.E. - Hydrology |          | 12-2-97  | Water        |          | 10/14/97 |

|             |      |         |         |          |       |
|-------------|------|---------|---------|----------|-------|
| DRAWING NO. | 3250 | MAP NO. | E, F-10 | SHEET OF | 14 22 |
|-------------|------|---------|---------|----------|-------|

I, ELVIDIO V. DINIZ CERTIFY THAT THE DRAWING OF THE "AS-BUILT" DIMENSIONS WAS DONE UNDER MY SUPERVISION.

8/15  
9/27/98

1 2 3 4 5 6 7 8 9 10 11 12  
26 32 50 14 8 8 1



SCALE:  
1" = 50' HORIZ.  
1" = 10' VERT.

| SERVICE LINE LOCATION BLOCK 1 |                     |         |                      |  |
|-------------------------------|---------------------|---------|----------------------|--|
| Lot No.                       | Center Line Station | Service | Invert Elev. at P.L. |  |
| 16 + 17                       | 1+75.06             | SAS     | 5181.71 (81.80)      |  |
| 17                            | 1+85.06             | WATER   | 5182.08 (82.10)      |  |
| 18 + 19                       | 2+57.64             | SAS     | 5183.22 (83.30)      |  |
| 19                            | 3+04.90             | WATER   | 5184.55 (84.50)      |  |
| 20                            | 3+67.92             | SAS     | 5184.81 (84.81)      |  |
| 20 + 21                       | 4+03.29             | WATER   | 5185.88 (85.88)      |  |
| 21                            | 4+42.05             | SAS     | 5186.10 (86.10)      |  |
| 22 + 23                       | 4+60.09             | SAS     | 5186.10 (86.10)      |  |
| 23                            | 5+05.31             | WATER   | 5186.64              |  |

| SERVICE LINE LOCATIONS BLOCK 2 |                     |         |                      |  |
|--------------------------------|---------------------|---------|----------------------|--|
| Lot No.                        | Center Line Station | Service | Invert Elev. at P.L. |  |
| 13 + 14                        | 1+57.15             | SAS     | 5181.31 (81.30)      |  |
| 14                             | 2+10.04             | WATER   | 5182.53 (82.53)      |  |
| 15 + 16                        | 2+84.32             | SAS     | 5183.60 (83.60)      |  |
| 16                             | 3+50.35             | WATER   | 5184.72 (84.72)      |  |
| 17 + 18                        | 4+45.95             | SAS     | 5185.94 (85.94)      |  |
| 18                             | 5+23.86             | WATER   | 5186.95 (86.95)      |  |

LEGEND

|                                                 |     |
|-------------------------------------------------|-----|
| SANITARY SEWER LINE DIRECTION OF FLOW           | SAS |
| SANITARY SEWER MANHOLE                          |     |
| SAS SERVICE CONNECTION                          |     |
| WATER LINE                                      |     |
| GATE VALVE                                      |     |
| FIRE HYDRANT                                    |     |
| REDUCER                                         |     |
| TEE                                             |     |
| BENDS                                           |     |
| WATER SERVICE CONNECTION                        |     |
| CAPS & PLUGS                                    |     |
| CROSS                                           |     |
| SIDEWALK (NEW)                                  |     |
| STANDARD CURB & GUTTER                          |     |
| MOUNTABLE CURB & GUTTER                         |     |
| RESIDENTIAL PAVING                              |     |
| WHEELCHAIR RAMP                                 |     |
| CROWN TRANSITION AREA                           |     |
| BARRICADE (TYPE III)                            |     |
| CONCRETE PAVING                                 |     |
| CURB TRANSITION IN RAMP - STANDARD TO MOUNTABLE |     |
| EXISTING INDEX CONTOUR                          |     |
| EXISTING CONTOUR                                |     |
| SHEET NUMBER                                    |     |
| MATCH LINE LETTER                               |     |

Resource Technology, Inc.

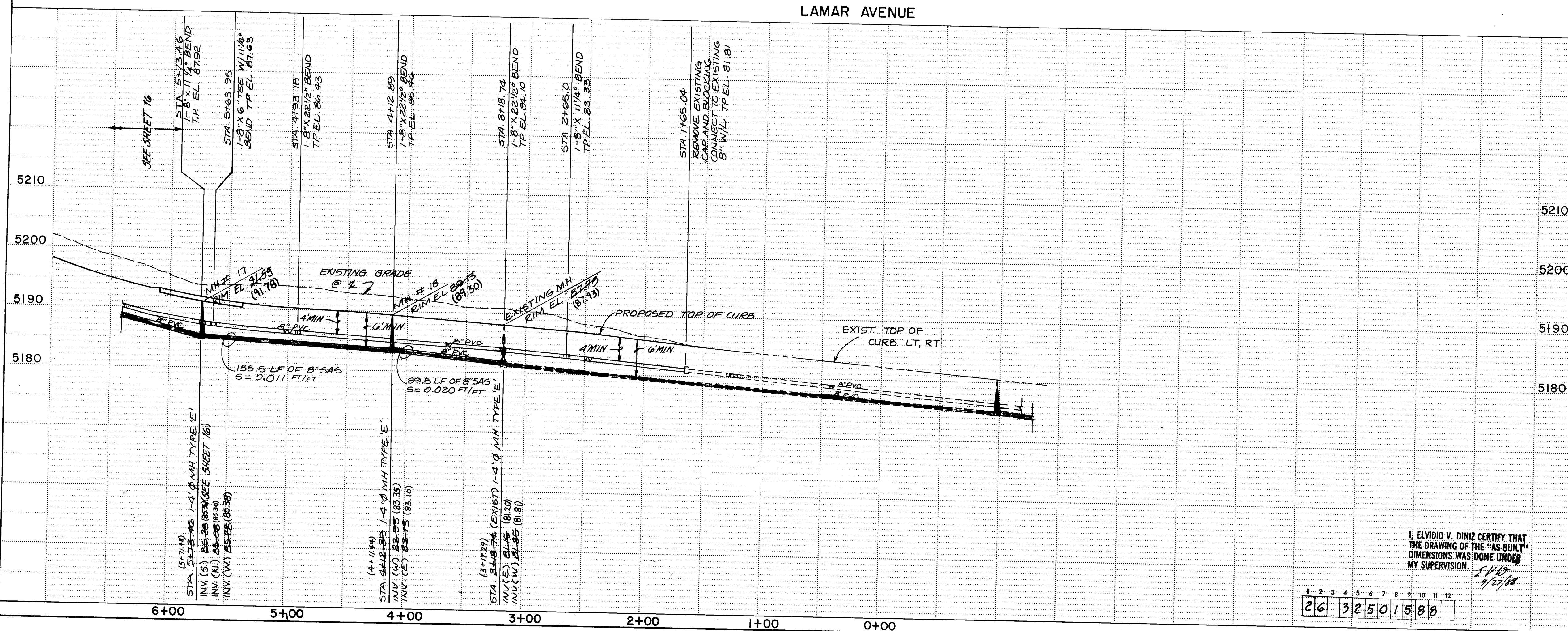
CITY OF ALBUQUERQUE  
MUNICIPAL DEVELOPMENT DEPARTMENT  
ENGINEERING DIVISION

TITLE: LINCOLN SUBDIVISION PHASE IV  
LAMAR AVENUE  
UTILITIES PLAN & PROFILE

| APPROVALS          | ENGINEER | DATE     | APPROVALS    | ENGINEER | DATE     |
|--------------------|----------|----------|--------------|----------|----------|
| City Engineer      |          | 12/7/97  | Liquid Waste |          | 10/14/97 |
| A.C.E. - Design    |          | 10/14/97 | Traffic      |          | 10/14/97 |
| A.C.E. - Hydrology |          | 10-2-97  | Water        |          | 10/14/97 |

DRAWING NO. 3250 MAP NO. E,F-10 SHEET 15 OF 22

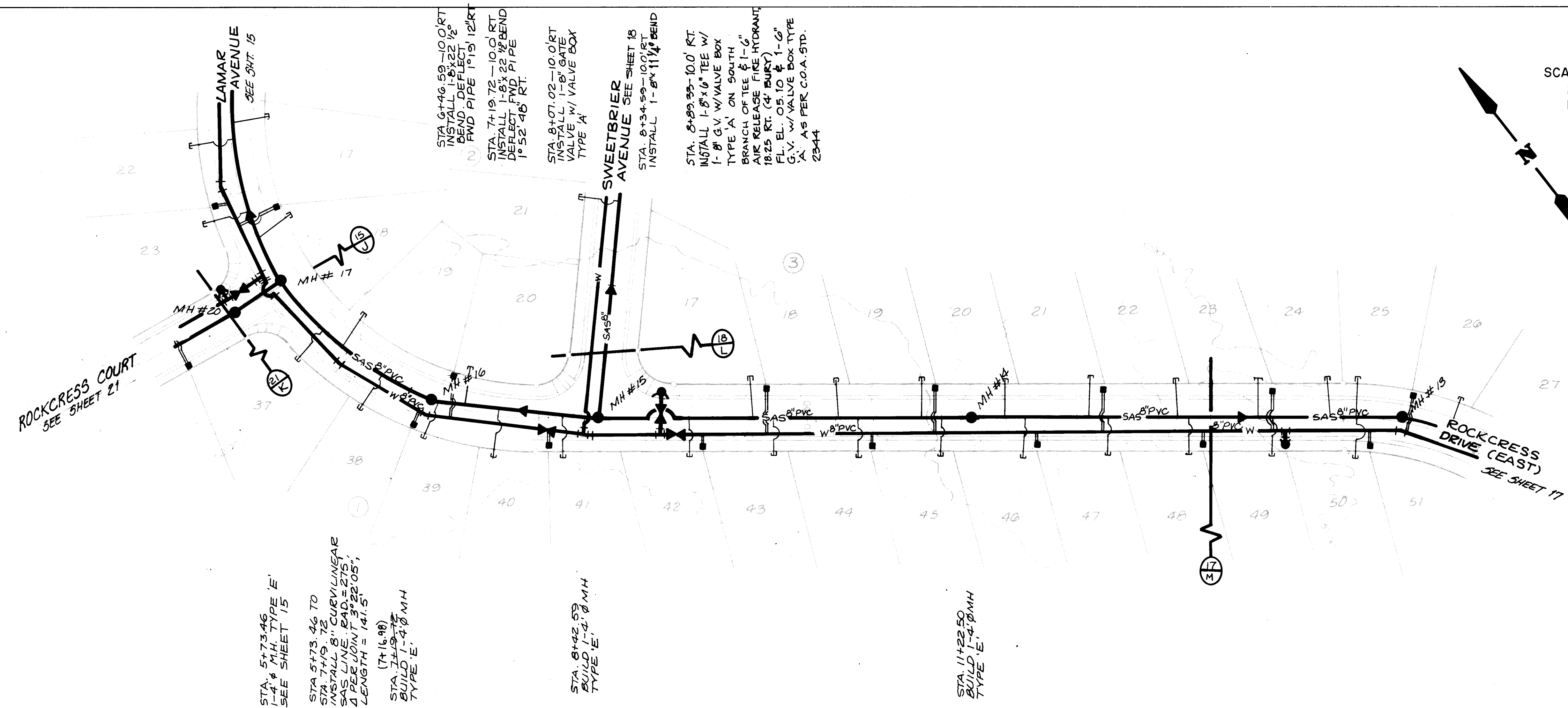
LAMAR AVENUE



I, ELVIDIO V. DINIZ CERTIFY THAT THE DRAWING OF THE "AS-BUILT" DIMENSIONS WAS DONE UNDER MY SUPERVISION.

26 32501588

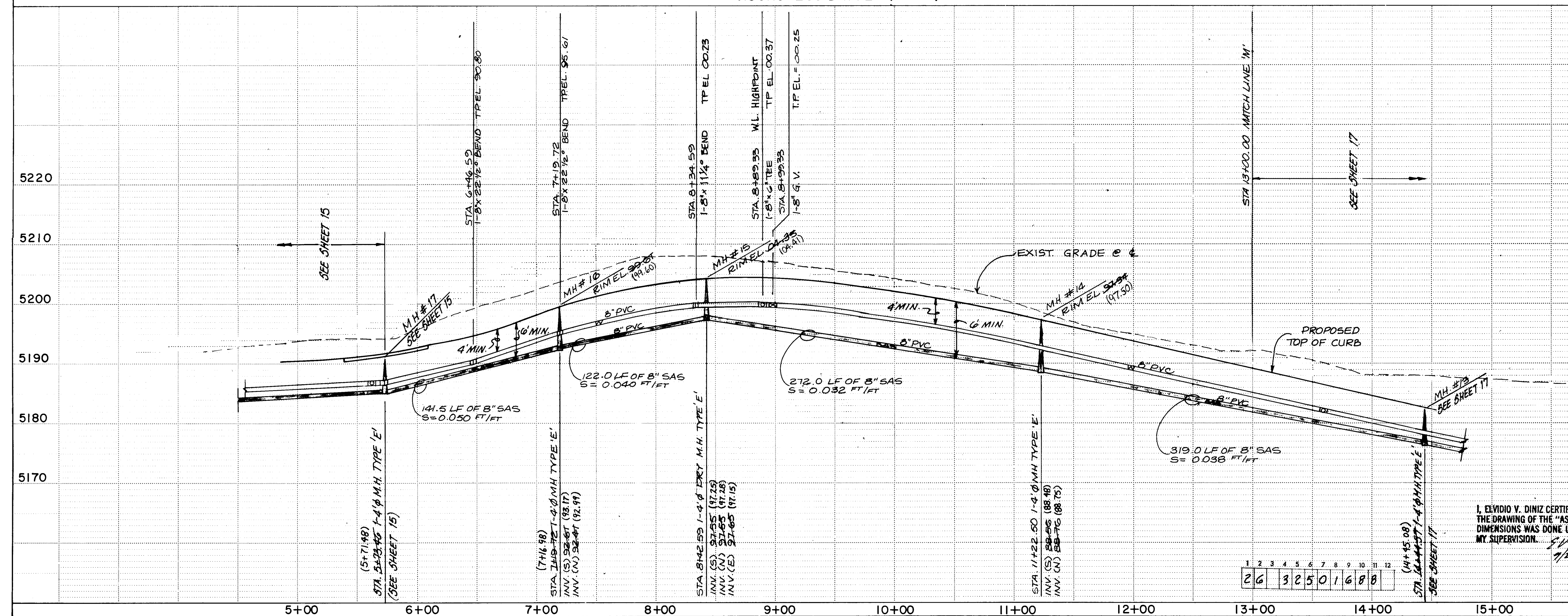
LAMAR AVENUE



SCALE:  
1" = 50' HORIZ.  
1" = 10' VERT.

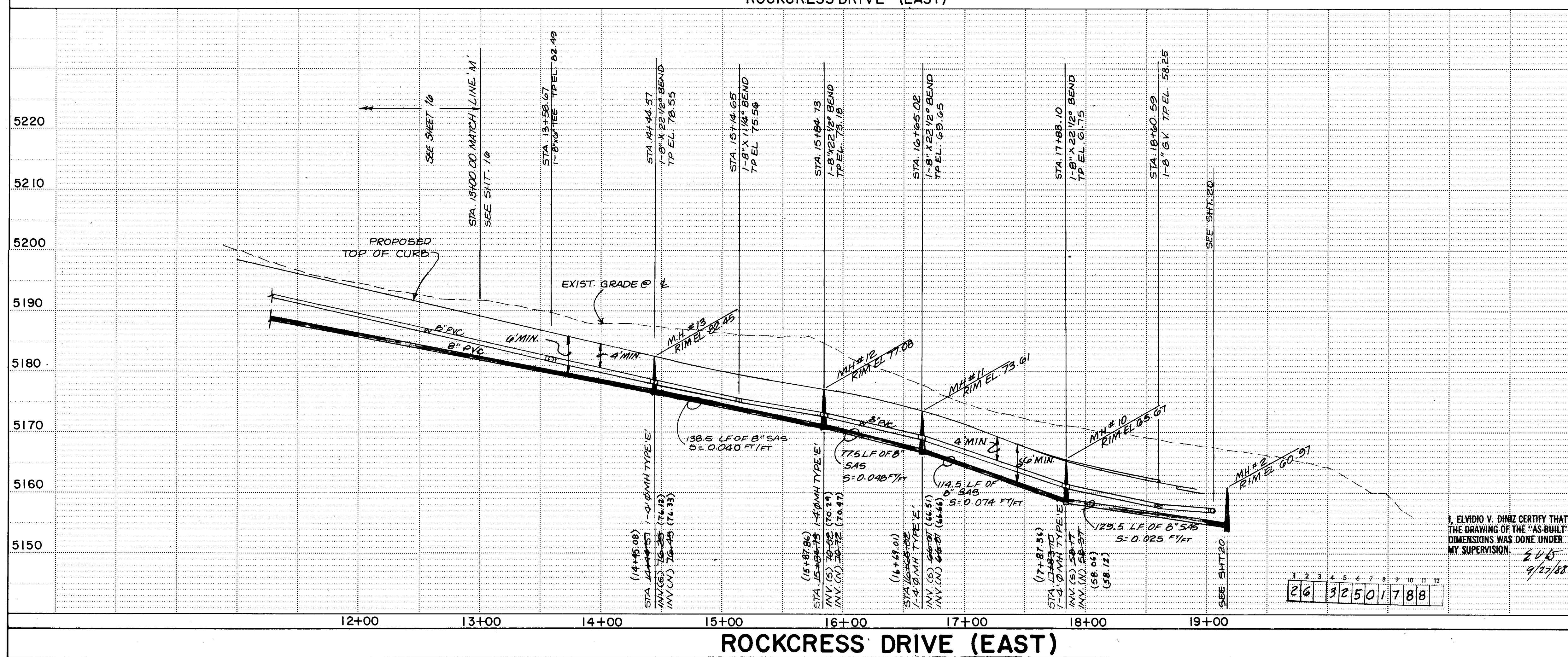
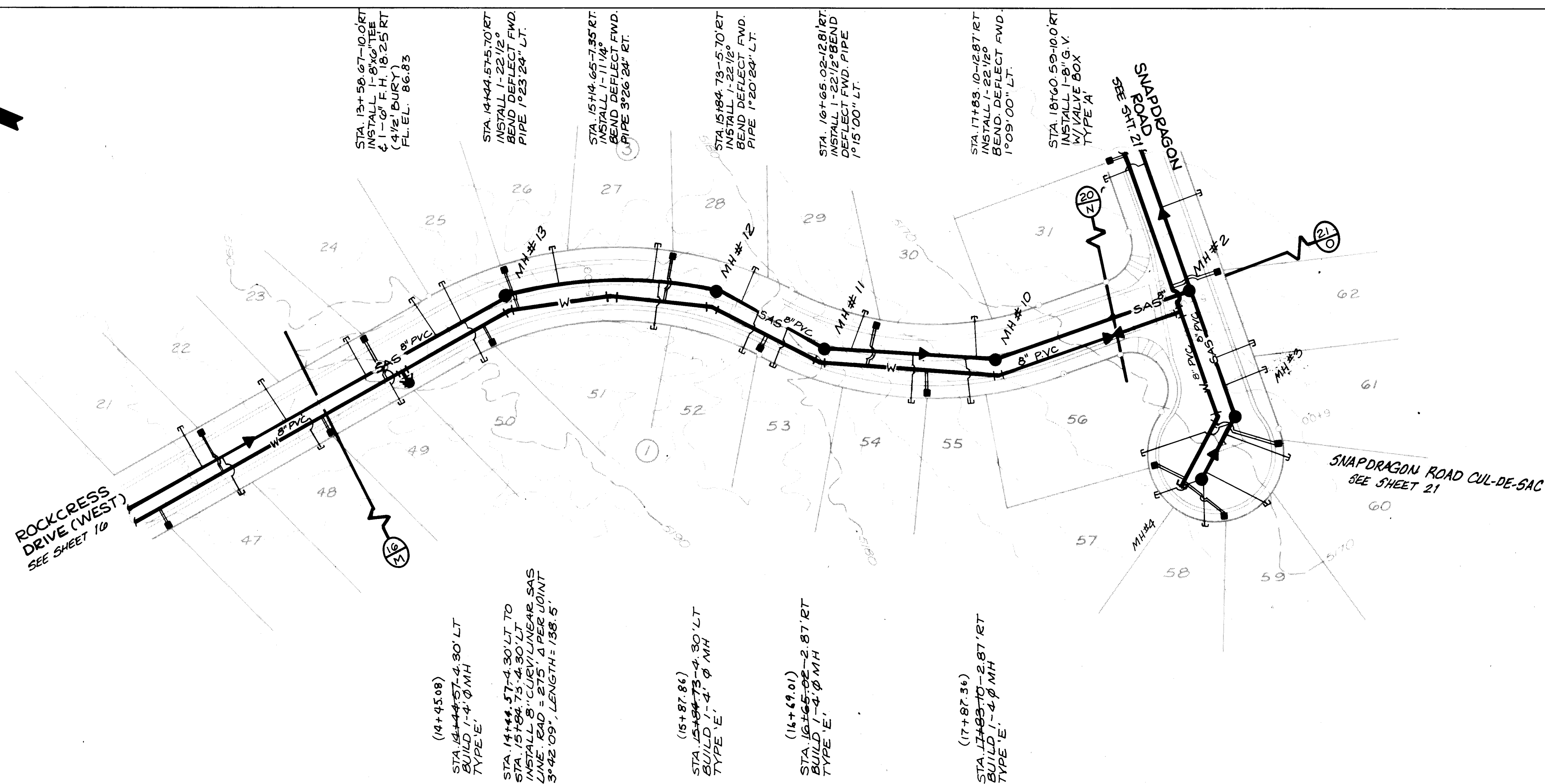
| SERVICE LINE LOCATION BLOCK 1  |                     |         |                      |  |
|--------------------------------|---------------------|---------|----------------------|--|
| Lot No.                        | Center Line Station | Service | Invert Elev. at P.L. |  |
| 37                             | 6+20.67             | SAS     | 5189.45 (89.40)      |  |
| 38                             | 6+75.44             | SAS     | 5192.57 (92.50)      |  |
| 38 + 39                        | 7+13.32             | WATER   |                      |  |
| 39                             | 7+22.34             | SAS     | 5195.76 (95.76)      |  |
| 40                             | 7+69.25             | SAS     | 5198.24 (98.20)      |  |
| 40 + 41                        | 8+08.03             | WATER   |                      |  |
| 41                             | 8+18.03             | SAS     | 5199.88 (99.80)      |  |
| 42                             | 9+13.85             | SAS     | 5200.34 (99.30)      |  |
| 42 + 43                        | 9+23.85             | WATER   |                      |  |
| 43                             | 9+75.97             | SAS     | 5198.80 (98.70)      |  |
| 44                             | 10+38.08            | SAS     | 5196.89 (96.80)      |  |
| 44 + 45                        | 10+48.08            | WATER   |                      |  |
| 45                             | 11+00.20            | SAS     | 5194.36              |  |
| 46                             | 11+62.31            | SAS     | 5191.51 (91.50)      |  |
| 46 + 47                        | 11+72.32            | WATER   |                      |  |
| 47                             | 12+24.43            | SAS     | 5188.66 (88.60)      |  |
| 48                             | 12+86.55            | SAS     | 5185.80              |  |
| 48 + 49                        | 12+96.55            | WATER   |                      |  |
| SERVICE LINE LOCATIONS BLOCK 2 |                     |         |                      |  |
| Lot No.                        | Center Line Station | Service | Invert Elev. at P.L. |  |
| 19                             | 6+40.54             | SAS     | 5190.46 (90.50)      |  |
| 19 + 20                        | 7+31.42             | WATER   |                      |  |
| 20                             | 7+42.64             | SAS     | 5196.94 (97.00)      |  |
| SERVICE LINE LOCATIONS BLOCK 3 |                     |         |                      |  |
| Lot No.                        | Center Line Station | Service | Invert Elev. at P.L. |  |
| 17                             | 9+60.15             | SAS     | 5199.26 (99.40)      |  |
| 17 + 18                        | 9+70.15             | WATER   |                      |  |
| 18                             | 10+23.04            | SAS     | 5197.41 (97.40)      |  |
| 19                             | 10+85.93            | SAS     | 5195.00              |  |
| 19 + 20                        | 10+95.93            | WATER   |                      |  |
| 20                             | 11+48.82            | SAS     | 5192.13 (92.10)      |  |
| 21                             | 12+11.71            | SAS     | 5189.24 (89.30)      |  |
| 21 + 22                        | 12+21.71            | WATER   |                      |  |
| 22                             | 12+74.60            | SAS     | 5186.35 (86.40)      |  |

| LEGEND                                          |         |
|-------------------------------------------------|---------|
| SANITARY SEWER LINE DIRECTION OF FLOW           | → SAS → |
| SANITARY SEWER MANHOLE                          | ⊙       |
| SAS SERVICE CONNECTION                          | ⊥       |
| WATER LINE                                      | — W —   |
| GATE VALVE                                      | ⊥       |
| FIRE HYDRANT                                    | ⊙       |
| REDUCER                                         | ⊥       |
| TEE                                             | ⊥       |
| BENDS                                           | ⊥       |
| WATER SERVICE CONNECTION                        | ⊥       |
| CAPS & PLUGS                                    | ⊥       |
| CROSS                                           | ⊥       |
| SIDEWALK (NEW)                                  | —       |
| STANDARD CURB & GUTTER                          | —       |
| MOUNTABLE CURB & GUTTER                         | —       |
| RESIDENTIAL PAVING                              | —       |
| VALLEY GUTTER (CONC.)                           | —       |
| WHEELCHAIR RAMP                                 | —       |
| CROWN TRANSITION AREA                           | —       |
| BARRICADE (TYPE III)                            | —       |
| CONCRETE PAVING                                 | —       |
| CURB TRANSITION IN RAMP - STANDARD TO MOUNTABLE | —       |
| EXISTING INDEX CONTOUR                          | —       |
| EXISTING CONTOUR                                | —       |
| SHEET NUMBER                                    | 16      |
| MATCH LINE LETTER                               | A       |



I, EVIDIO V. DINIZ CERTIFY THAT THE DRAWING OF THE "AS-BUILT" DIMENSIONS WAS DONE UNDER MY SUPERVISION.

| CITY OF ALBUQUERQUE<br>MUNICIPAL DEVELOPMENT DEPARTMENT<br>ENGINEERING DIVISION          |          |              |           |                |
|------------------------------------------------------------------------------------------|----------|--------------|-----------|----------------|
| TITLE: RINCON SUBDIVISION PHASE IV<br>ROCKCRESS DRIVE (WEST)<br>UTILITIES PLAN & PROFILE |          |              |           |                |
| APPROVALS                                                                                | ENGINEER | DATE         | APPROVALS | ENGINEER       |
| City Engineer                                                                            | 12/7/07  | Liquid Waste | 10/14/07  | 10/14/07       |
| A.C.E. Design                                                                            | 10/16/07 | Traffic      | 10/16/07  | 10/16/07       |
| A.C.E. Hydrology                                                                         | 10/22/07 | Water        | 10/16/07  | 10/16/07       |
| DRAWING NO.                                                                              | 3250     | MAP NO.      | E,F-10    | SHEET 16 OF 22 |



| SERVICE LINE LOCATIONS<br>BLOCK 1 |                     |         |                      | AS BUILT INFORMATION |      |      |      |
|-----------------------------------|---------------------|---------|----------------------|----------------------|------|------|------|
| Lot No.                           | Center Line Station | Service | Invert Elev. at P.L. | DATE                 | DATE | DATE | DATE |
| 49                                | 13+48.66            | SAS     | 5182.95 (83.00)      |                      |      |      |      |
| 50                                | 14+12.40            | SAS     | 5180.02 (80.19)      |                      |      |      |      |
| 50 + 51                           | 14+23.62            | WATER   |                      |                      |      |      |      |
| 51                                | 15+45.93            | SAS     | 5174.47 (74.40)      |                      |      |      |      |
| 52                                | 16+17.66            | SAS     | 5171.99 (72.20)      |                      |      |      |      |
| 52 + 53                           | 16+25.27            | WATER   |                      |                      |      |      |      |
| 53                                | 16+37.90            | SAS     | 5171.09 (71.00)      |                      |      |      |      |
| 54                                | 17+24.23            | SAS     | 5165.70              |                      |      |      |      |
| 54 + 55                           | 17+33.25            | WATER   |                      |                      |      |      |      |
| 55                                | 17+60.30            | SAS     | 5163.17 (63.30)      |                      |      |      |      |

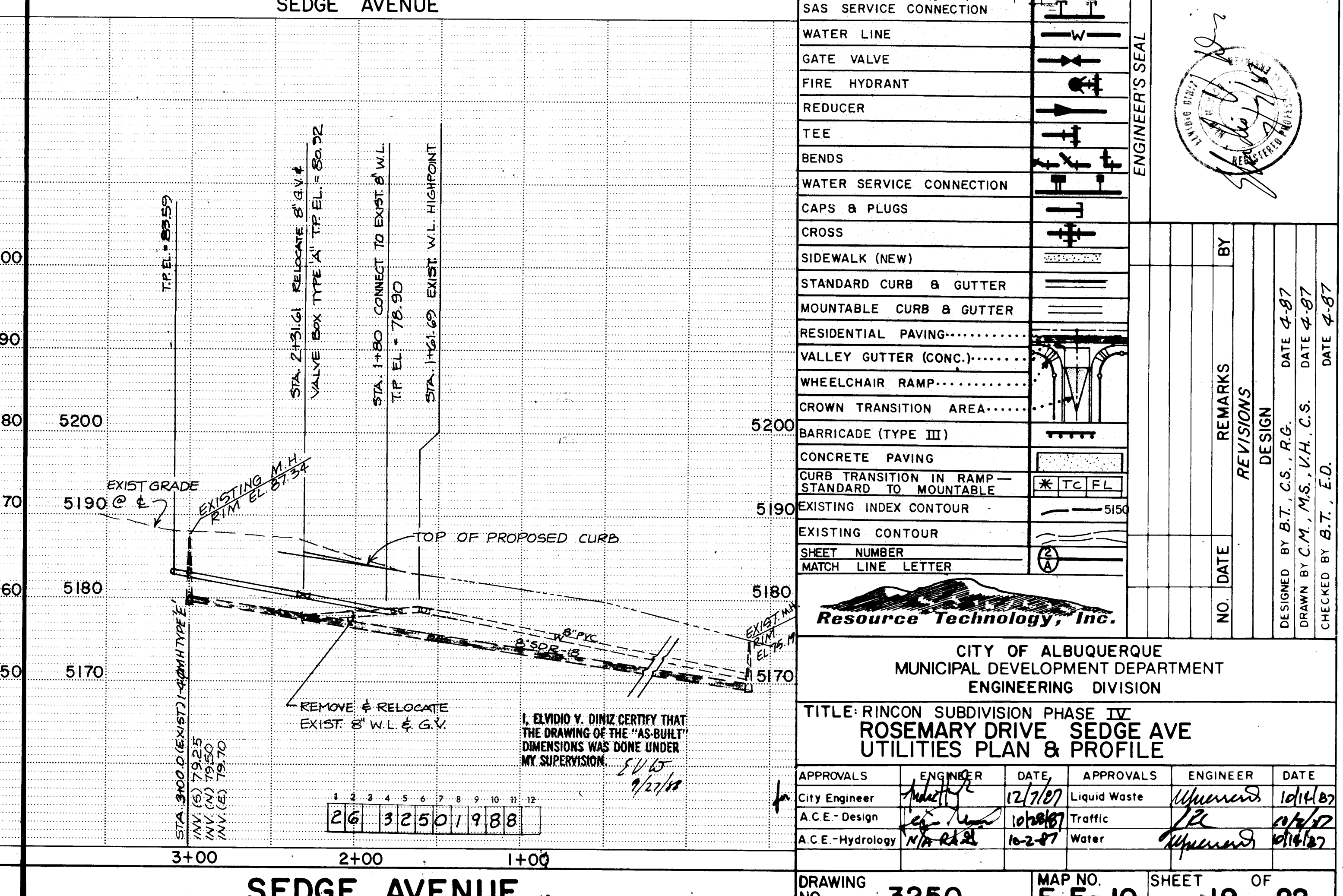
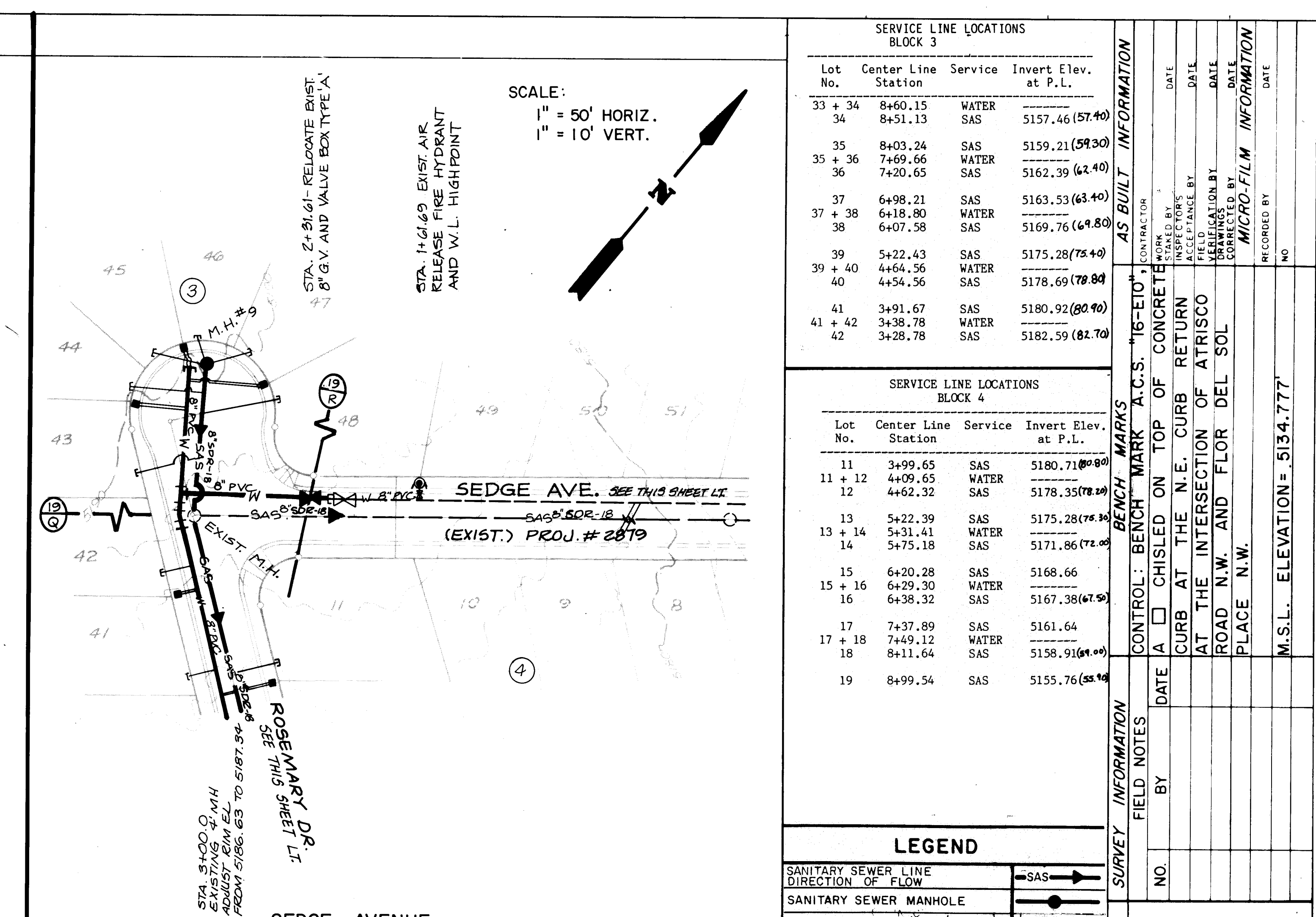
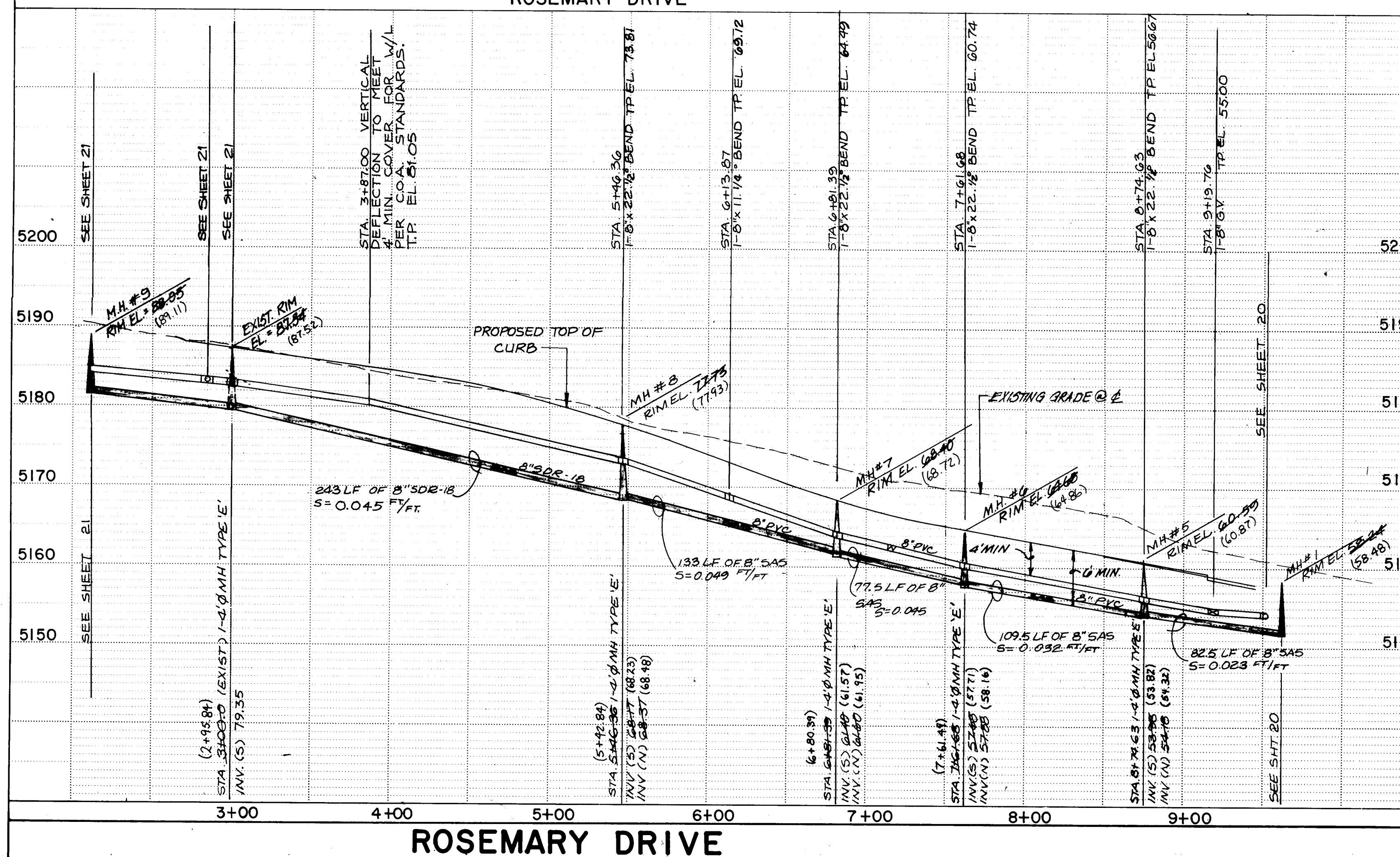
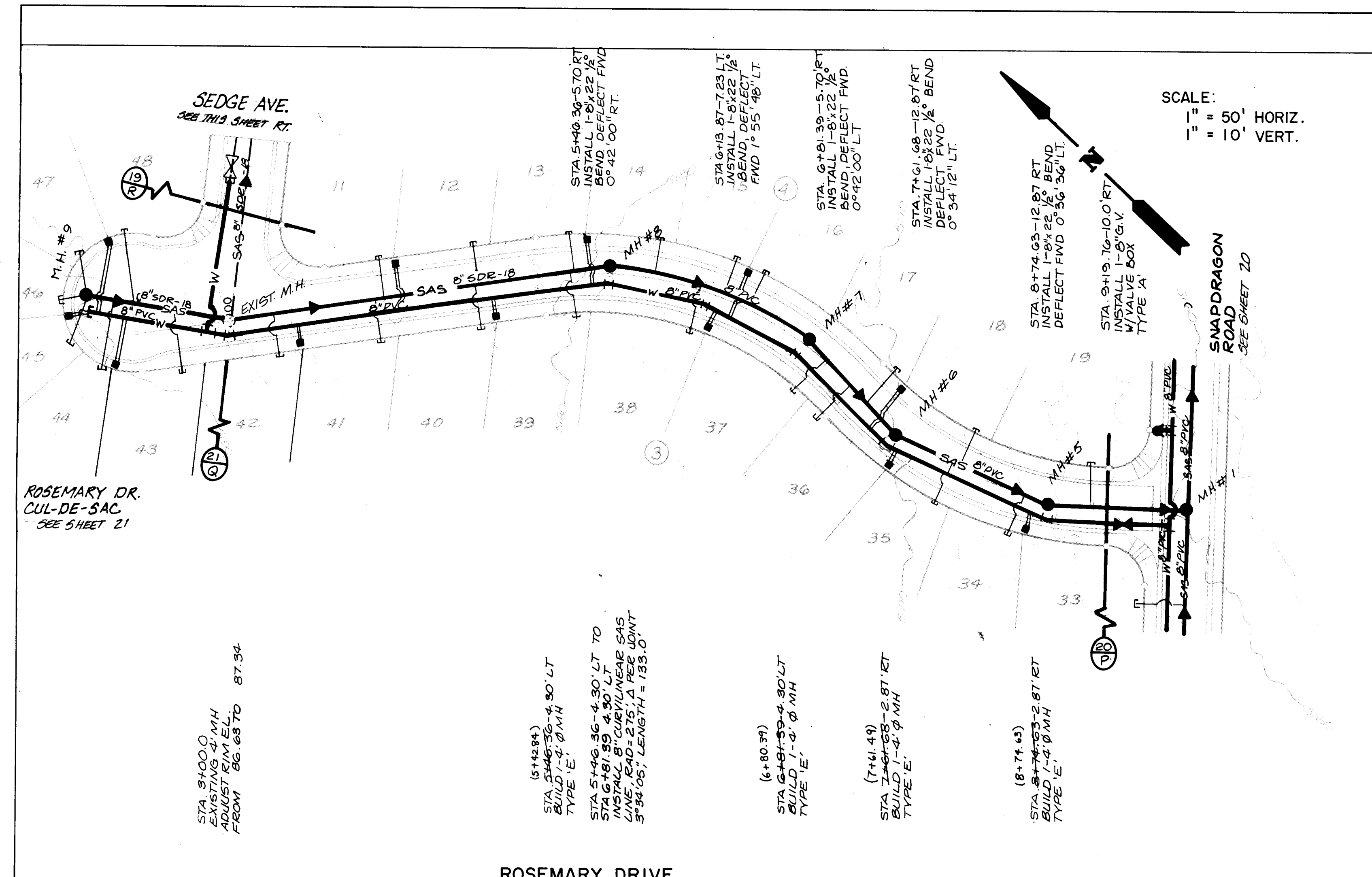
| SERVICE LINE LOCATIONS<br>BLOCK 3 |                     |         |                      | BENCH MARKS |      |      |      |
|-----------------------------------|---------------------|---------|----------------------|-------------|------|------|------|
| Lot No.                           | Center Line Station | Service | Invert Elev. at P.L. | CONTRACTOR  | DATE | DATE | DATE |
| 23                                | 13+37.49            | SAS     | 5183.46 (83.60)      |             |      |      |      |
| 23 + 24                           | 13+47.49            | WATER   |                      |             |      |      |      |
| 24                                | 13+90.41            | SAS     | 5181.03 (81.00)      |             |      |      |      |
| 25                                | 14+09.43            | SAS     | 5180.16 (80.30)      |             |      |      |      |
| 25 + 26                           | 14+47.39            | WATER   |                      |             |      |      |      |
| 26                                | 14+79.01            | SAS     | 5176.99 (77.00)      |             |      |      |      |
| 27                                | 15+42.35            | SAS     | 5174.59 (74.50)      |             |      |      |      |
| 27 + 28                           | 15+51.37            | WATER   |                      |             |      |      |      |
| 28                                | 16+02.05            | SAS     | 5172.59 (72.50)      |             |      |      |      |
| 29                                | 16+85.22            | SAS     | 5168.42 (68.50)      |             |      |      |      |
| 29 + 30                           | 16+96.45            | WATER   |                      |             |      |      |      |
| 30                                | 17+70.21            | SAS     | 5162.49 (62.60)      |             |      |      |      |

| LEGEND                                          |  |             |  | SURVEY INFORMATION |  |           |  |
|-------------------------------------------------|--|-------------|--|--------------------|--|-----------|--|
|                                                 |  | FIELD NOTES |  | ENGINEER'S SEAL    |  | REVISIONS |  |
| SANITARY SEWER LINE DIRECTION OF FLOW           |  |             |  |                    |  |           |  |
| SANITARY SEWER MANHOLE                          |  |             |  |                    |  |           |  |
| SAS SERVICE CONNECTION                          |  |             |  |                    |  |           |  |
| WATER LINE                                      |  |             |  |                    |  |           |  |
| GATE VALVE                                      |  |             |  |                    |  |           |  |
| FIRE HYDRANT                                    |  |             |  |                    |  |           |  |
| REDUCER                                         |  |             |  |                    |  |           |  |
| TEE                                             |  |             |  |                    |  |           |  |
| BENDS                                           |  |             |  |                    |  |           |  |
| WATER SERVICE CONNECTION                        |  |             |  |                    |  |           |  |
| CAPS & PLUGS                                    |  |             |  |                    |  |           |  |
| CROSS                                           |  |             |  |                    |  |           |  |
| SIDEWALK (NEW)                                  |  |             |  |                    |  |           |  |
| STANDARD CURB & GUTTER                          |  |             |  |                    |  |           |  |
| MOUNTABLE CURB & GUTTER                         |  |             |  |                    |  |           |  |
| RESIDENTIAL PAVING.....                         |  |             |  |                    |  |           |  |
| VALLEY GUTTER (CONC.).....                      |  |             |  |                    |  |           |  |
| WHEELCHAIR RAMP.....                            |  |             |  |                    |  |           |  |
| CROWN TRANSITION AREA.....                      |  |             |  |                    |  |           |  |
| BARRICADE (TYPE III)                            |  |             |  |                    |  |           |  |
| CONCRETE PAVING                                 |  |             |  |                    |  |           |  |
| CURB TRANSITION IN RAMP - STANDARD TO MOUNTABLE |  |             |  |                    |  |           |  |
| EXISTING INDEX CONTOUR                          |  |             |  |                    |  |           |  |
| EXISTING CONTOUR                                |  |             |  |                    |  |           |  |
| SHEET NUMBER                                    |  |             |  |                    |  |           |  |
| MATCH LINE LETTER                               |  |             |  |                    |  |           |  |

|                                                                                          |          |          |              |                                                                                 |          |  |  |
|------------------------------------------------------------------------------------------|----------|----------|--------------|---------------------------------------------------------------------------------|----------|--|--|
|                                                                                          |          |          |              | CITY OF ALBUQUERQUE<br>MUNICIPAL DEVELOPMENT DEPARTMENT<br>ENGINEERING DIVISION |          |  |  |
| TITLE: RINCON SUDIVISION PHASE IIX<br>ROCKCRESS DRIVE (EAST)<br>UTILITIES PLAN & PROFILE |          |          |              |                                                                                 |          |  |  |
| APPROVALS                                                                                | ENGINEER | DATE     | APPROVALS    | ENGINEER                                                                        | DATE     |  |  |
| City Engineer                                                                            |          | 12/7/87  | Liquid Waste |                                                                                 | 10/16/87 |  |  |
| A.C.E. - Design                                                                          |          | 10/28/87 | Traffic      |                                                                                 | 10/28/87 |  |  |
| A.C.E. - Hydrology                                                                       |          | 10/28/87 | Water        |                                                                                 | 10/14/87 |  |  |
|                                                                                          |          | 10-2-87  |              |                                                                                 |          |  |  |

|             |      |         |        |       |    |    |    |
|-------------|------|---------|--------|-------|----|----|----|
| DRAWING NO. | 3250 | MAP NO. | E.F-10 | SHEET | 17 | OF | 22 |
|-------------|------|---------|--------|-------|----|----|----|





| SERVICE LINE LOCATIONS BLOCK 3 |                     |         |                      |
|--------------------------------|---------------------|---------|----------------------|
| Lot No.                        | Center Line Station | Service | Invert Elev. at P.L. |
| 33 + 34                        | 8+60.15             | WATER   | 5157.46 (57.40)      |
| 34                             | 8+51.13             | SAS     | 5159.21 (59.30)      |
| 35                             | 8+03.24             | SAS     | 5162.39 (62.40)      |
| 36                             | 7+20.65             | SAS     | 5163.53 (63.40)      |
| 37                             | 6+98.21             | SAS     | 5169.76 (69.80)      |
| 37 + 38                        | 6+18.80             | WATER   | 5175.28 (75.40)      |
| 38                             | 6+07.58             | SAS     | 5178.69 (78.80)      |
| 39                             | 5+22.43             | SAS     | 5180.92 (80.90)      |
| 39 + 40                        | 4+64.56             | WATER   | 5182.59 (82.70)      |
| 40                             | 4+54.56             | SAS     | 5182.59 (82.70)      |
| 41                             | 3+91.67             | SAS     | 5182.59 (82.70)      |
| 41 + 42                        | 3+38.78             | WATER   | 5182.59 (82.70)      |
| 42                             | 3+28.78             | SAS     | 5182.59 (82.70)      |

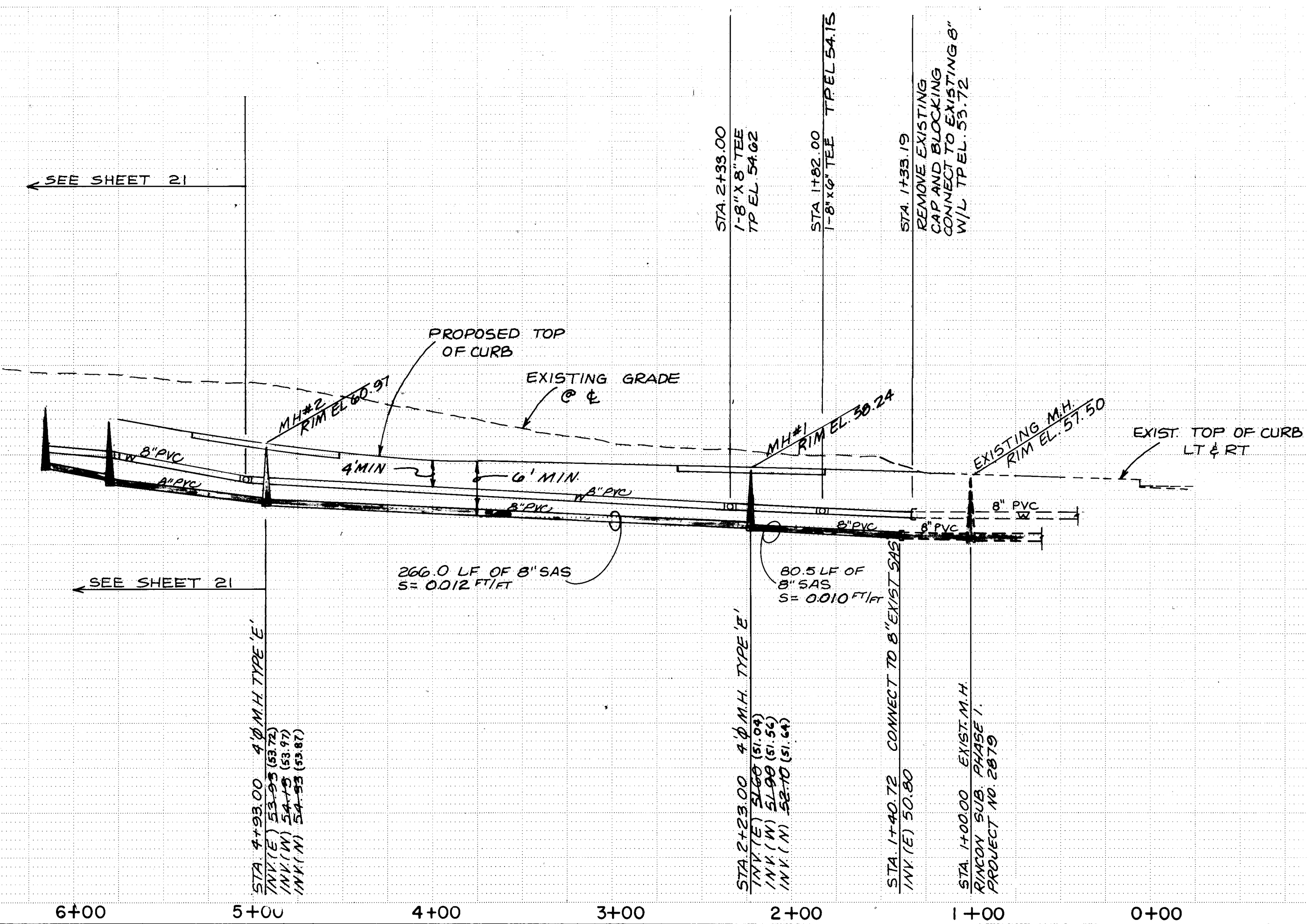
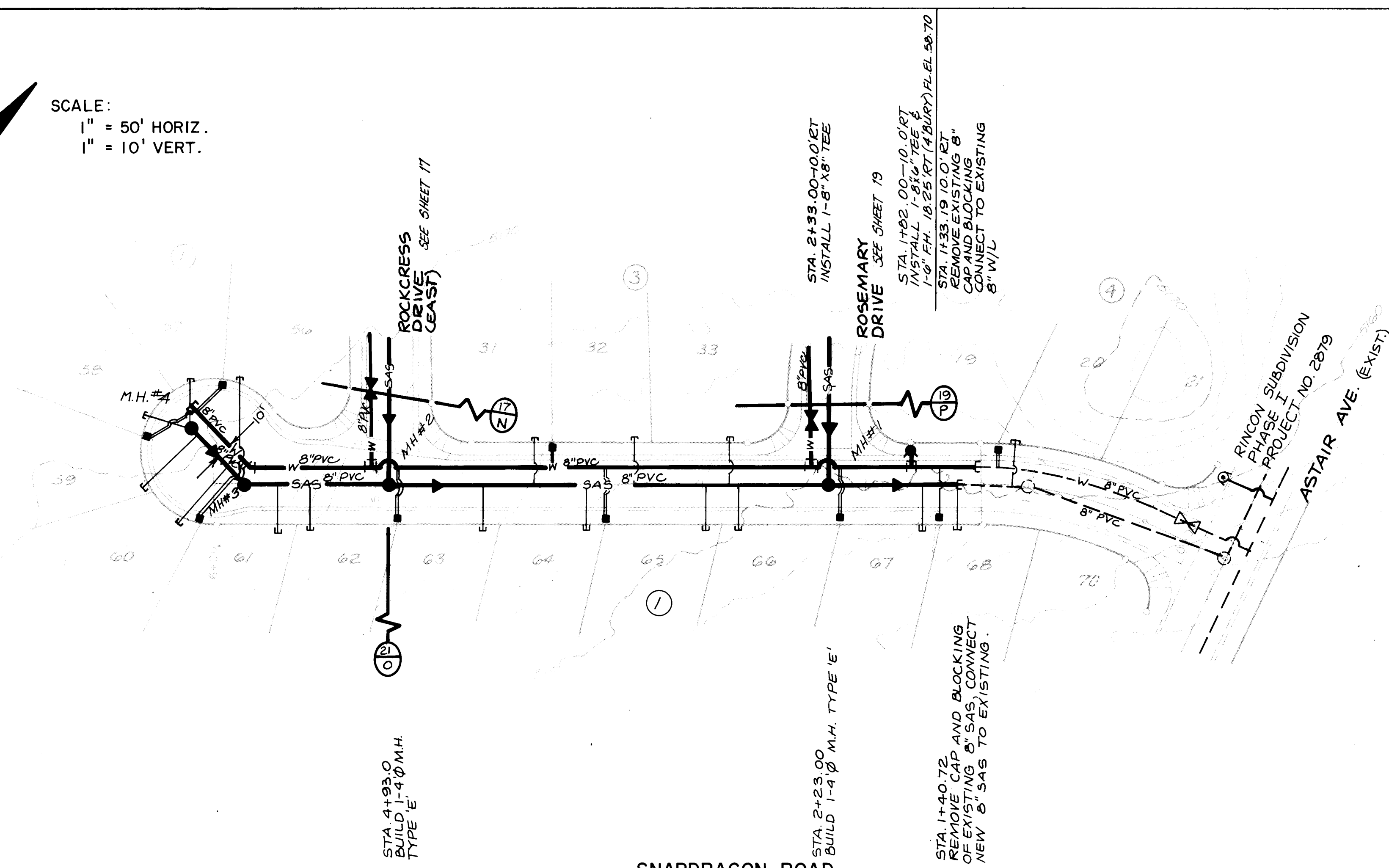
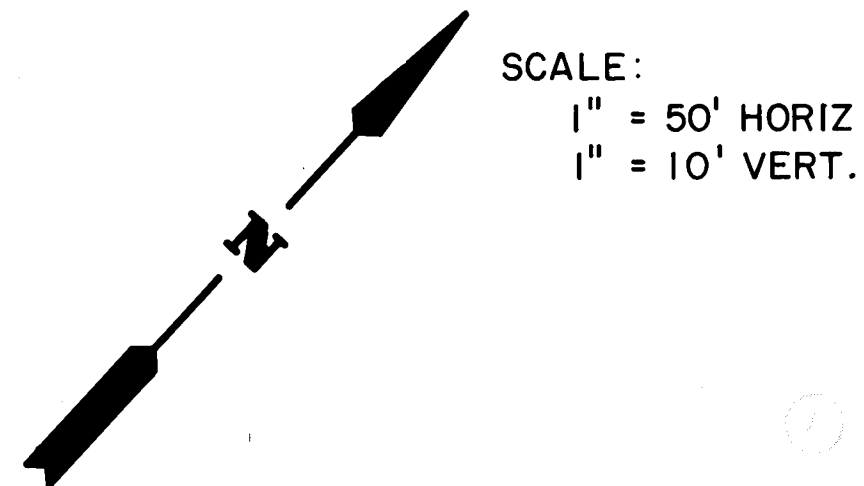
| SERVICE LINE LOCATIONS BLOCK 4 |                     |         |                      |
|--------------------------------|---------------------|---------|----------------------|
| Lot No.                        | Center Line Station | Service | Invert Elev. at P.L. |
| 11                             | 3+99.65             | SAS     | 5180.71 (80.90)      |
| 11 + 12                        | 4+09.65             | WATER   | 5178.35 (78.30)      |
| 12                             | 4+62.32             | SAS     | 5175.28 (75.40)      |
| 13                             | 5+22.39             | SAS     | 5171.86 (71.80)      |
| 13 + 14                        | 5+31.41             | WATER   | 5168.66              |
| 14                             | 5+75.18             | SAS     | 5167.38 (67.50)      |
| 15                             | 6+20.28             | SAS     | 5161.64              |
| 15 + 16                        | 6+29.30             | WATER   | 5158.91 (58.90)      |
| 16                             | 6+38.32             | SAS     | 5155.76 (55.70)      |
| 17                             | 7+37.89             | SAS     | 5155.76 (55.70)      |
| 17 + 18                        | 7+49.12             | WATER   | 5155.76 (55.70)      |
| 18                             | 8+11.64             | SAS     | 5155.76 (55.70)      |
| 19                             | 8+99.54             | SAS     | 5155.76 (55.70)      |

| LEGEND                                          |         |
|-------------------------------------------------|---------|
| SANITARY SEWER LINE DIRECTION OF FLOW           | → SAS → |
| SANITARY SEWER MANHOLE                          | ○       |
| SAS SERVICE CONNECTION                          | — T —   |
| WATER LINE                                      | — W —   |
| GATE VALVE                                      | — G —   |
| FIRE HYDRANT                                    | — F —   |
| REDUCER                                         | — R —   |
| TEE                                             | — T —   |
| BENDS                                           | — B —   |
| WATER SERVICE CONNECTION                        | — W —   |
| CAPS & PLUGS                                    | — C —   |
| CROSS                                           | — X —   |
| SIWALK (NEW)                                    | — S —   |
| STANDARD CURB & GUTTER                          | — C —   |
| MOUNTABLE CURB & GUTTER                         | — M —   |
| RESIDENTIAL PAVING                              | — R —   |
| VALLEY GUTTER (CONC.)                           | — V —   |
| WHEELCHAIR RAMP                                 | — W —   |
| CROWN TRANSITION AREA                           | — T —   |
| BARRICADE (TYPE III)                            | — B —   |
| CONCRETE PAVING                                 | — C —   |
| CURB TRANSITION IN RAMP — STANDARD TO MOUNTABLE | — T —   |
| EXISTING INDEX CONTOUR                          | — I —   |
| EXISTING CONTOUR                                | — E —   |
| SHEET NUMBER                                    | 26      |
| MATCH LINE LETTER                               | 19      |

| CITY OF ALBUQUERQUE MUNICIPAL DEVELOPMENT DEPARTMENT ENGINEERING DIVISION             |                 |         |           |
|---------------------------------------------------------------------------------------|-----------------|---------|-----------|
| TITLE: RINCON SUBDIVISION PHASE IV ROSEMARY DRIVE, SEDGE AVE UTILITIES PLAN & PROFILE |                 |         |           |
| APPROVALS                                                                             | ENGINEER        | DATE    | 12/7/17   |
| City Engineer                                                                         | Michael J. Rios | DATE    | 10/14/17  |
| A.C.E. - Design                                                                       | Michael J. Rios | DATE    | 10/14/17  |
| A.C.E. - Hydrology                                                                    | Michael J. Rios | DATE    | 10/14/17  |
| APPROVALS                                                                             | ENGINEER        | DATE    | 10/14/17  |
| City Engineer                                                                         | Michael J. Rios | DATE    | 10/14/17  |
| A.C.E. - Design                                                                       | Michael J. Rios | DATE    | 10/14/17  |
| A.C.E. - Hydrology                                                                    | Michael J. Rios | DATE    | 10/14/17  |
| DRAWING NO.                                                                           | 3250            | MAP NO. | E, F - 10 |
| SHEET                                                                                 | 19              | OF      | 22        |



I, ELVIDIO V. DINIZ CERTIFY THAT THE DRAWING OF THE "AS-BUILT" DIMENSIONS WAS DONE UNDER MY SUPERVISION.  
5/12/18  
9/27/18

| SERVICE LINE LOCATION BLOCK 1 |                     |         |                      |
|-------------------------------|---------------------|---------|----------------------|
| Lot No.                       | Center Line Station | Service | Invert Elev. at P.L. |
| 63                            | 4+35.00             | SAS     | 5156.01              |
| 64                            | 3+70.00             | SAS     | 5155.33              |
| 64 + 65                       | 3+60.00             | WATER   | 5154.96              |
| 65                            | 2+98.50             | SAS     | 5154.96              |
| 66                            | 2+78.50             | SAS     | 5154.86              |
| 66 + 67                       | 2+16.00             | WATER   | 5154.31              |
| 67                            | 1+64.00             | SAS     | 5154.31              |
| 68                            | 1+44.00             | SAS     | 5154.23              |
| 68                            | 1+54.00             | WATER   | 5154.23              |

| SERVICE LINE LOCATIONS BLOCK 3 |                     |         |                      |
|--------------------------------|---------------------|---------|----------------------|
| Lot No.                        | Center Line Station | Service | Invert Elev. at P.L. |
| 31                             | 4+03.23             | SAS     | 5155.58              |
| 31 + 32                        | 3+93.23             | WATER   | 5155.18              |
| 32                             | 3+41.23             | SAS     | 5155.18              |
| 33                             | 2+83.00             | SAS     | 5144.88              |

| SERVICE LINE LOCATIONS BLOCK 4 |                     |         |                      |
|--------------------------------|---------------------|---------|----------------------|
| Lot No.                        | Center Line Station | Service | Invert Elev. at P.L. |
| 19 + 20                        | 1+19.40             | WATER   | 5153.92              |
| 20                             | 1+10.39             | SAS     | 5153.92              |

| LEGEND                                          |         |
|-------------------------------------------------|---------|
| SANITARY SEWER LINE DIRECTION OF FLOW           | SAS     |
| SANITARY SEWER MANHOLE                          | MH      |
| SAS SERVICE CONNECTION                          | SC      |
| WATER LINE                                      | W       |
| GATE VALVE                                      | GV      |
| FIRE HYDRANT                                    | FH      |
| REDUCER                                         | R       |
| TEE                                             | T       |
| BENDS                                           | B       |
| WATER SERVICE CONNECTION                        | WSC     |
| CAPS & PLUGS                                    | C&P     |
| CROSS                                           | C       |
| SIDEWALK (NEW)                                  | SW      |
| STANDARD CURB & GUTTER                          | CG      |
| MOUNTABLE CURB & GUTTER                         | MCG     |
| RESIDENTIAL PAVING                              | RP      |
| VALLEY GUTTER (CONC.)                           | VG      |
| WHEELCHAIR RAMP                                 | WR      |
| CROWN TRANSITION AREA                           | CTA     |
| BARRICADE (TYPE III)                            | B       |
| CONCRETE PAVING                                 | CP      |
| CURB TRANSITION IN RAMP - STANDARD TO MOUNTABLE | CTR     |
| EXISTING INDEX CONTOUR                          | IC      |
| EXISTING CONTOUR                                | EC      |
| SHEET NUMBER                                    | 3250    |
| MATCH LINE LETTER                               | E, F-10 |

| AS BUILT INFORMATION |      |
|----------------------|------|
| CONTRACTOR           | DATE |
|                      |      |

| BENCH MARKS                                                                                                                             |      |
|-----------------------------------------------------------------------------------------------------------------------------------------|------|
| CONTROL                                                                                                                                 | DATE |
| BENCH MARK A.C.S. "16-E10" <td> </td>                                                                                                   |      |
| CHISLED ON TOP OF CONCRETE CURB AT THE N.E. CURB RETURN AT THE INTERSECTION OF ATRISCO ROAD N.W. AND FLOR DEL SOL PLACE N.W. <td> </td> |      |

| SURVEY INFORMATION |    |
|--------------------|----|
| FIELD NOTES        | BY |
|                    |    |

| ENGINEER'S SEAL |      |
|-----------------|------|
| NO.             | DATE |
|                 |      |

| REVISIONS |      |
|-----------|------|
| NO.       | DATE |
|           |      |

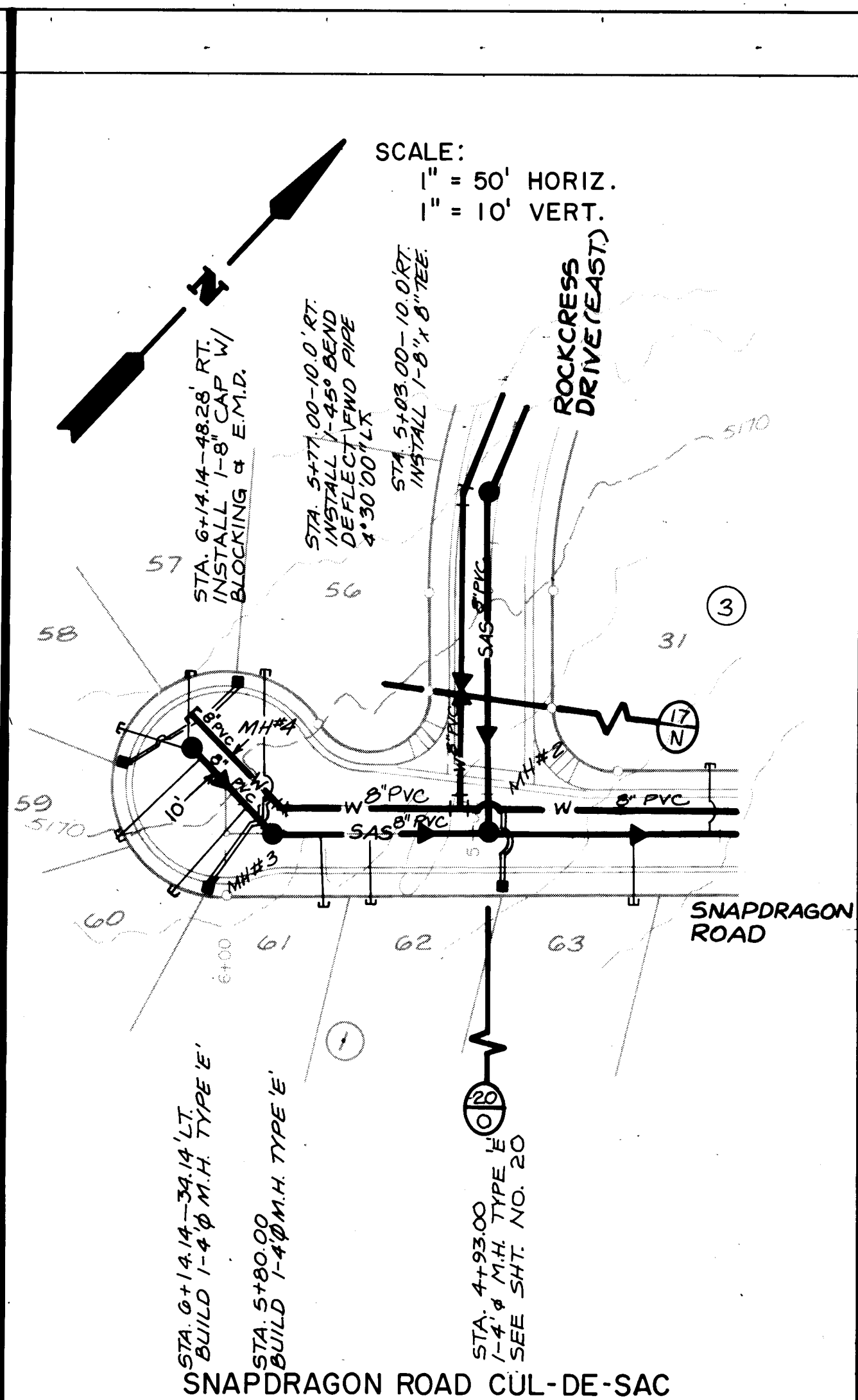
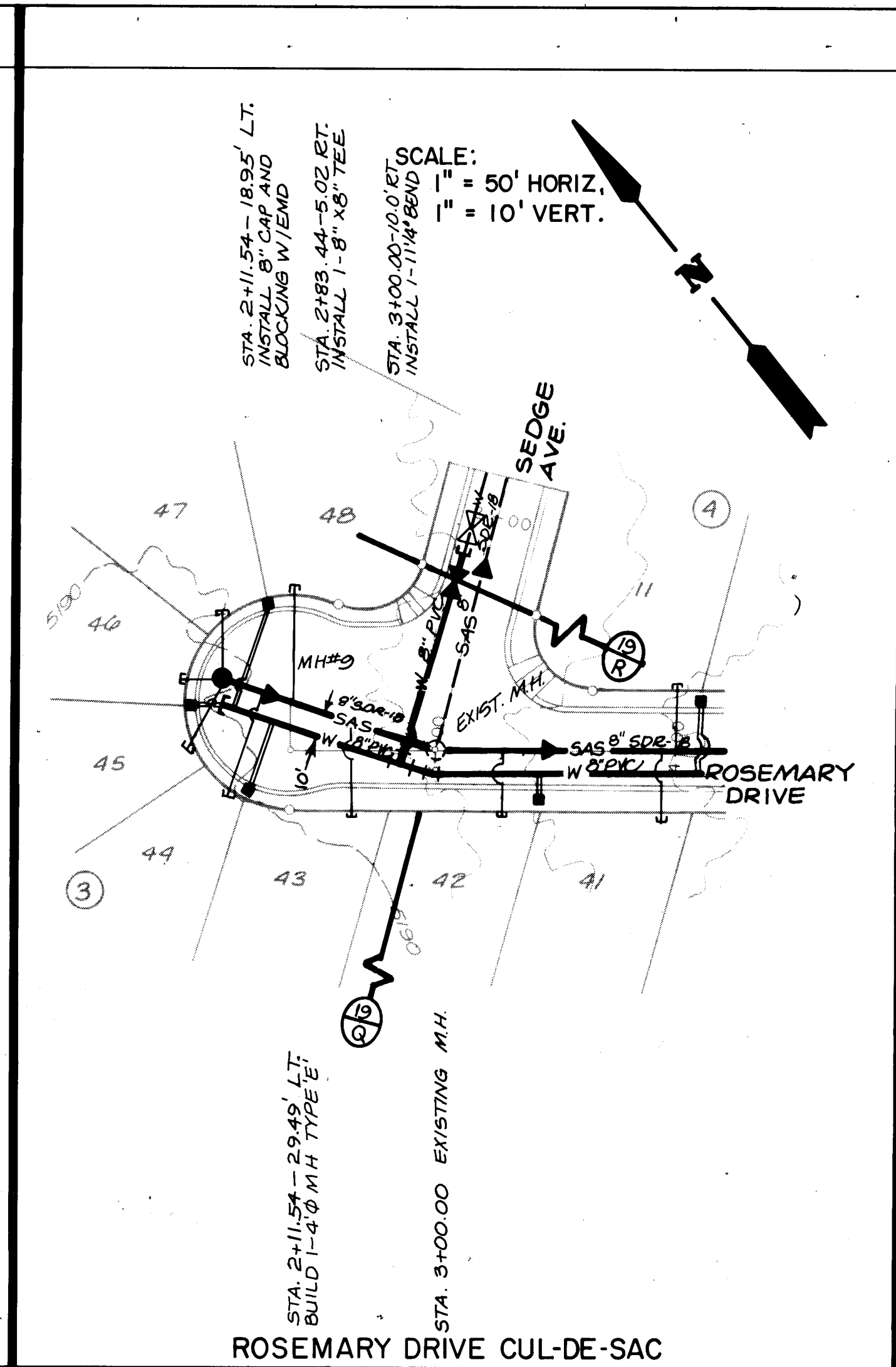
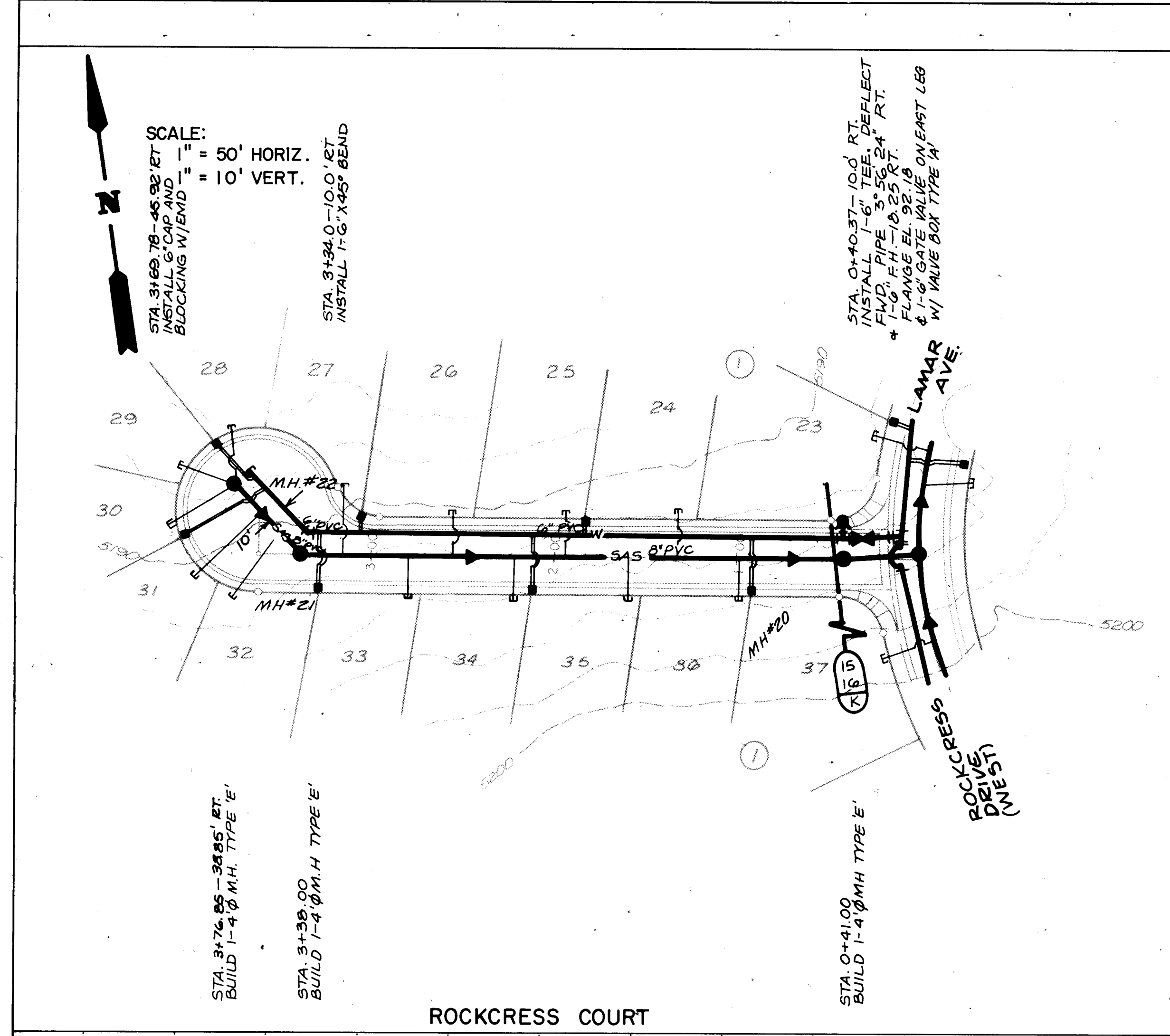
| DESIGN          |      |
|-----------------|------|
| DESIGNED BY     | DATE |
| B.T. R.G., C.S. | 4-87 |

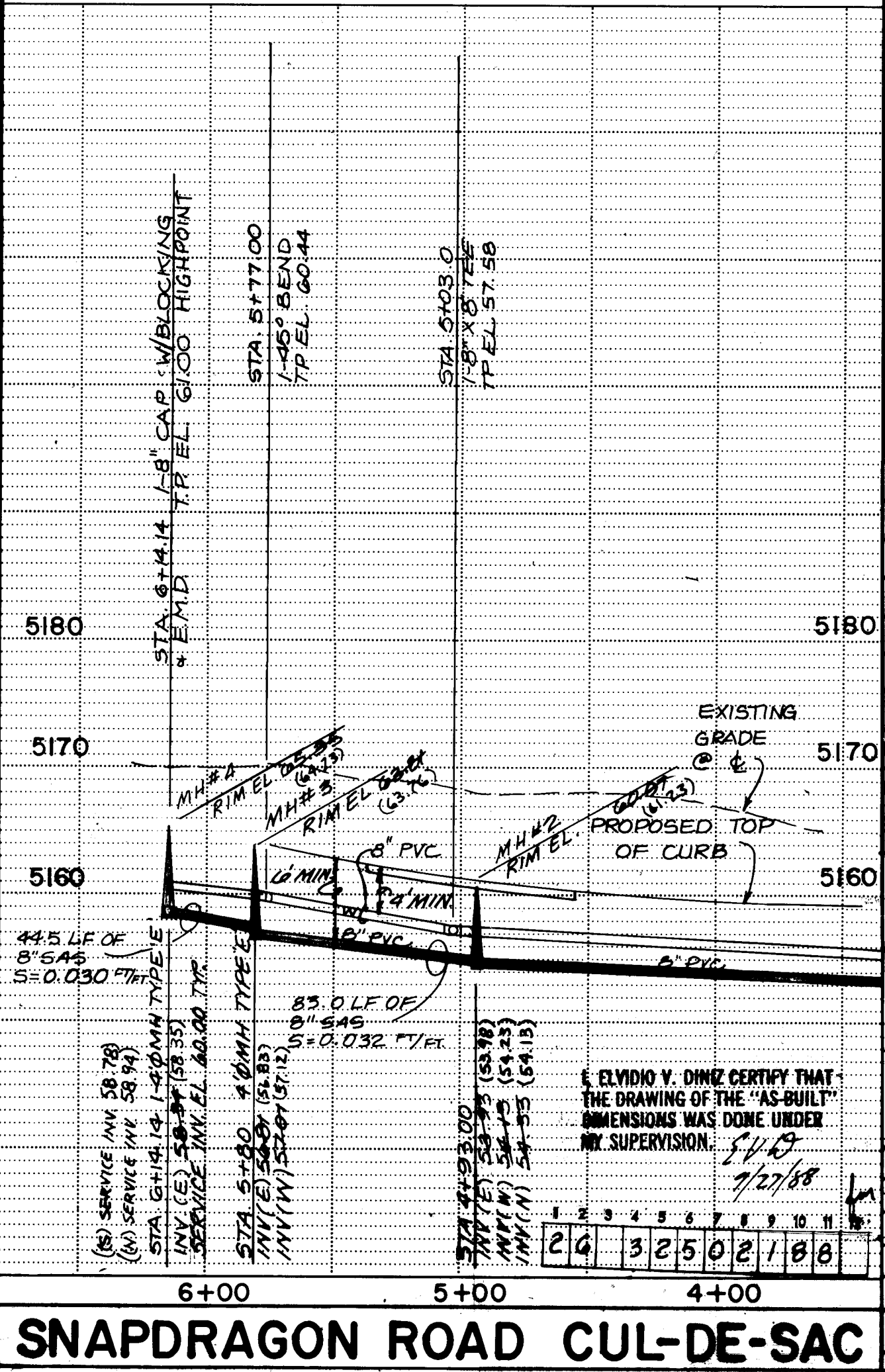
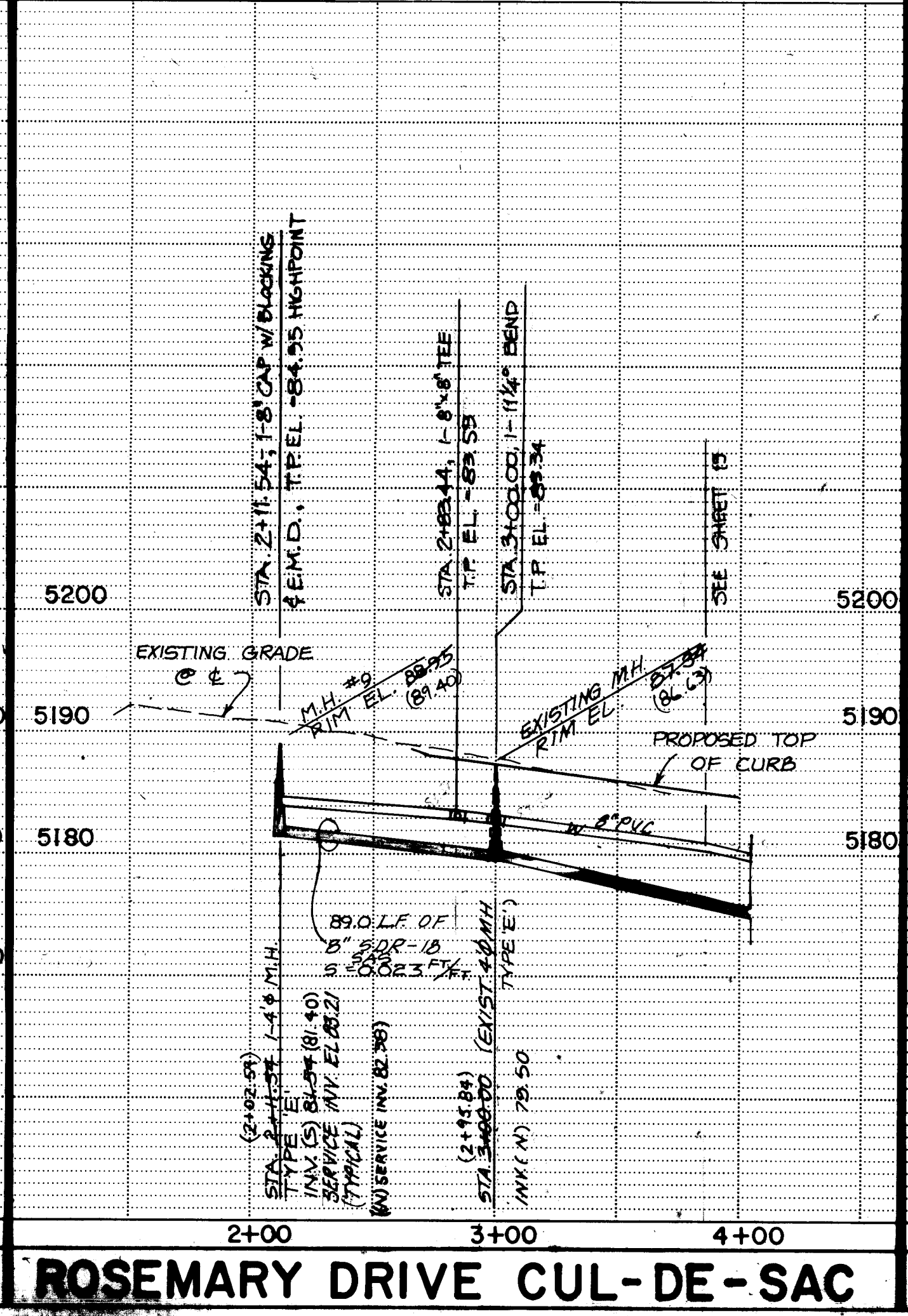
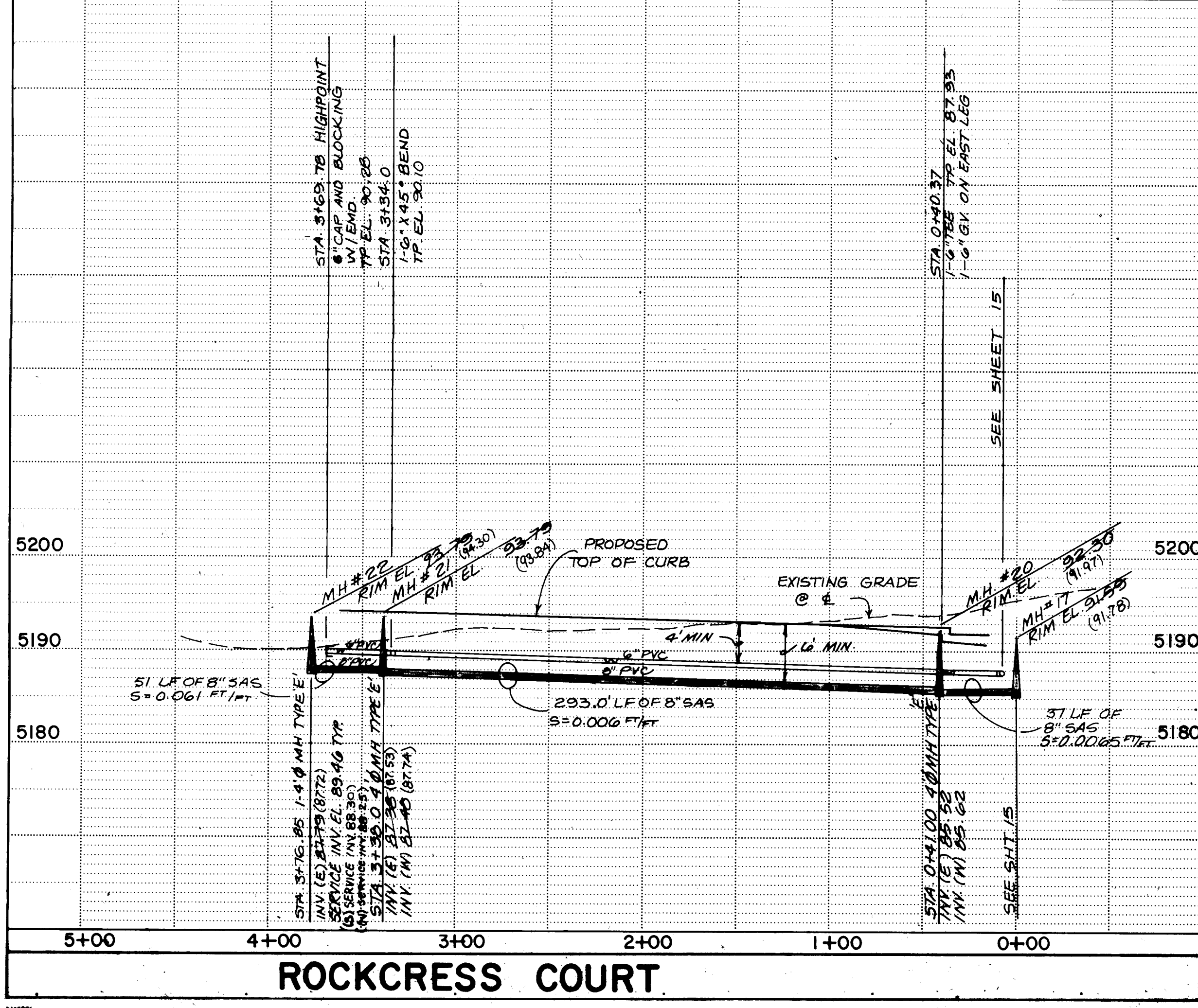
| DRAWING |         |
|---------|---------|
| NO.     | MAP NO. |
| 3250    | E, F-10 |

| SHEET |    |
|-------|----|
| NO.   | OF |
| 20    | 22 |



| SERVICE LINE LOCATION - BLOCK 1 |                     |         |                      |  |
|---------------------------------|---------------------|---------|----------------------|--|
| Lot No.                         | Center Line Station | Service | Invert Elev. at P.L. |  |
| 24                              | 1+32.92             | SAS     | 5189.09 (89.00)      |  |
| 24 + 25                         | 1+83.91             | WATER   | 5189.39 (89.50)      |  |
| 25                              | 1+93.92             | SAS     | 5189.70 (89.80)      |  |
| 26                              | 2+54.92             | SAS     | 5189.70 (89.80)      |  |
| 26 + 27                         | 3+06.23             | WATER   | 5189.99 (90.00)      |  |
| 27                              | 3+14.19             | SAS     | 5189.99 (90.00)      |  |
| 28                              | 3+71.08             | SAS     | 5190.28              |  |
| 28 + 29                         | 3+87.91             | WATER   | 5190.43 (90.50)      |  |
| 29                              | 4+01.87             | SAS     | 5190.43 (90.50)      |  |
| 30                              | 4+06.24             | SAS     | 5190.45 (90.60)      |  |
| 30 + 31                         | 4+01.52             | WATER   | 5190.38 (90.50)      |  |
| 31                              | 3+91.68             | SAS     | 5190.38 (90.50)      |  |
| 32                              | 3+74.08             | SAS     | 5190.29 (90.30)      |  |
| 32 + 33                         | 3+28.64             | WATER   | 5189.81 (90.00)      |  |
| 33                              | 2+78.14             | SAS     | 5189.81 (90.00)      |  |
| 34                              | 2+17.64             | SAS     | 5189.51 (89.50)      |  |
| 34 + 35                         | 2+07.64             | WATER   | 5189.21 (89.30)      |  |
| 35                              | 1+57.14             | SAS     | 5189.21 (89.30)      |  |
| 36                              | 0+97.14             | SAS     | 5188.91 (89.00)      |  |
| 36 + 37                         | 0+87.14             | WATER   | 5188.91 (89.00)      |  |
| 37                              | 0+86.68             | SAS     | 5188.91 (89.00)      |  |
| 38                              | 0+86.68             | SAS     | 5188.91 (89.00)      |  |
| 39                              | 0+86.68             | SAS     | 5188.91 (89.00)      |  |
| 40                              | 0+86.68             | SAS     | 5188.91 (89.00)      |  |
| 41                              | 0+86.68             | SAS     | 5188.91 (89.00)      |  |
| 42                              | 0+86.68             | SAS     | 5188.91 (89.00)      |  |
| 43                              | 0+86.68             | SAS     | 5188.91 (89.00)      |  |
| 44                              | 0+86.68             | SAS     | 5188.91 (89.00)      |  |
| 45                              | 0+86.68             | SAS     | 5188.91 (89.00)      |  |
| 46                              | 0+86.68             | SAS     | 5188.91 (89.00)      |  |
| 47                              | 0+86.68             | SAS     | 5188.91 (89.00)      |  |
| 48                              | 0+86.68             | SAS     | 5188.91 (89.00)      |  |



**LEGEND**

SANITARY SEWER LINE DIRECTION OF FLOW

SANITARY SEWER MANHOLE

SAS SERVICE CONNECTION

WATER LINE

GATE VALVE

FIRE HYDRANT

REDUCER

TEE

BENDS

WATER SERVICE CONNECTION

CAPS & PLUGS

CROSS

SIDEWALK (NEW)

STANDARD CURB & GUTTER

MOUNTABLE CURB & GUTTER

RESIDENTIAL PAVING

VALLEY GUTTER (CONC.)

WHEELCHAIR RAMP

CROWN TRANSITION AREA

BARRICADE (TYPE III)

CONCRETE PAVING

CURB TRANSITION IN RAMP - STANDARD TO MOUNTABLE

EXISTING INDEX CONTOUR

EXISTING CONTOUR

SHEET NUMBER

MATCH LINE LETTER

**ENGINEER'S SEAL**

NO. BY DATE

REVISIONS

DESIGNED BY B.T. RG, C.S. DATE 4-87

DRAWN BY C.M. MS, V.H. C.S. DATE 4-87

CHECKED BY B.T. E.D. DATE 4-87

**CITY OF ALBUQUERQUE**

**MUNICIPAL DEVELOPMENT DEPARTMENT**

**ENGINEERING DIVISION**

**TITLE: RINCON SUBDIVISION PHASE IV**

**ROCKCRESS CT, ROSEMARY DR. & SNAPDRAGON RD**

**CUL-DE-SACS UTILITIES PLAN & PROFILE**

APPROVALS: ENGINEER DATE APPROVALS: ENGINEER DATE

City Engineer: [Signature] 12/1/07 Liquid Waste: [Signature] 12/1/07

A.C.E.-Design: [Signature] 12/1/07 Traffic: [Signature] 12/1/07

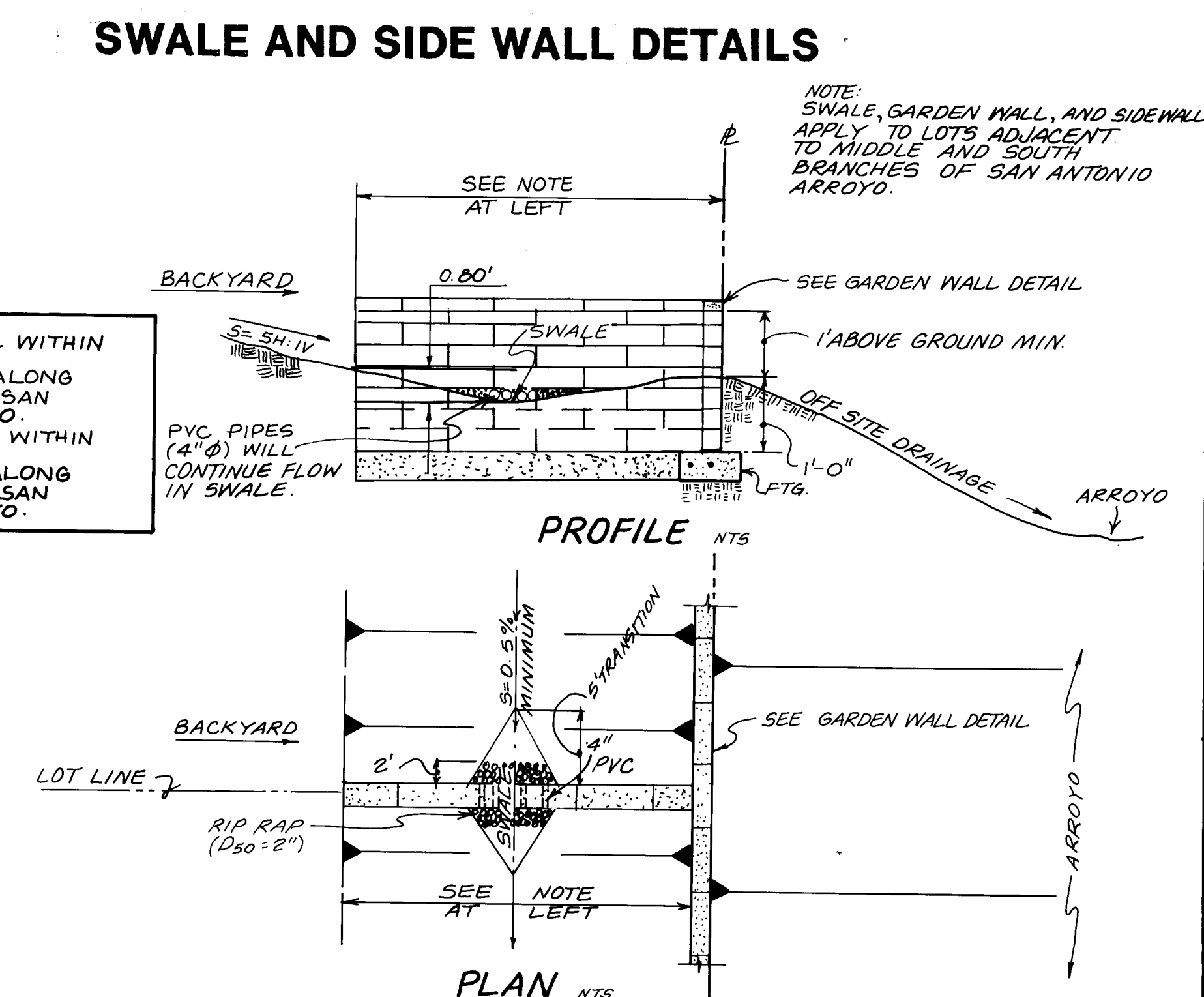
A.C.E.-Hydrology: [Signature] 12/1/07 Water: [Signature] 12/1/07



**RETAINING WALL WITHIN BLOCK 3**  
**PRIVATE - NOT PART OF THIS WORK ORDER**

CONSTRUCTION NOTES:  
CONCRETE, REINFORCEMENT, AND  
RETE MASONRY UNITS FOR ALL  
PICTURES SHALL CONFORM TO  
REQUIREMENTS FOR ACI-301 & CITY  
STANDARDS.  
FC = 3000 PSI @ 28 DAYS.

AS-BUILT NOTE: RETAINING WALL DESIGN SHOWN ABOVE NOT USED DURING CONSTRUCTION. SEE SHEET 22-A FOR WALL DESIGN USED.



I, ELVIDIO V. DINIZ CERTIFY THAT  
THE DRAWING OF THE "AS-BUILT"  
DIMENSIONS WAS DONE UNDER  
MY SUPERVISION. EVD  
9/22/88

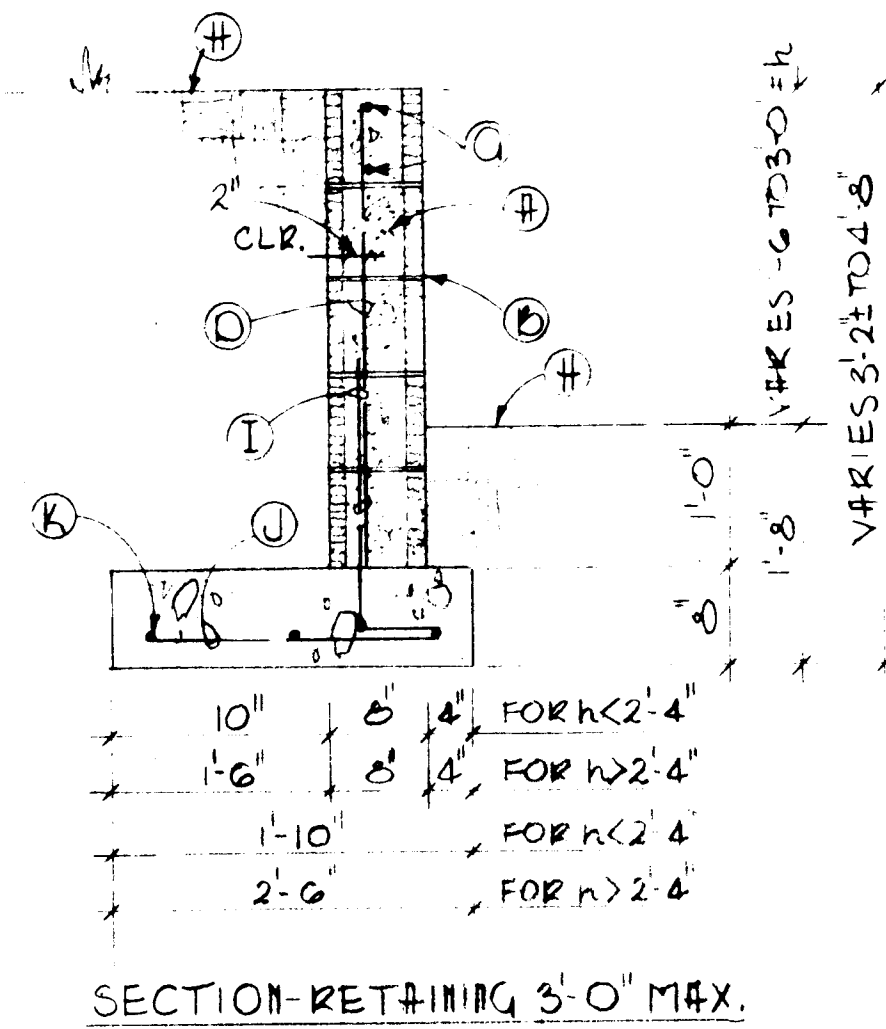
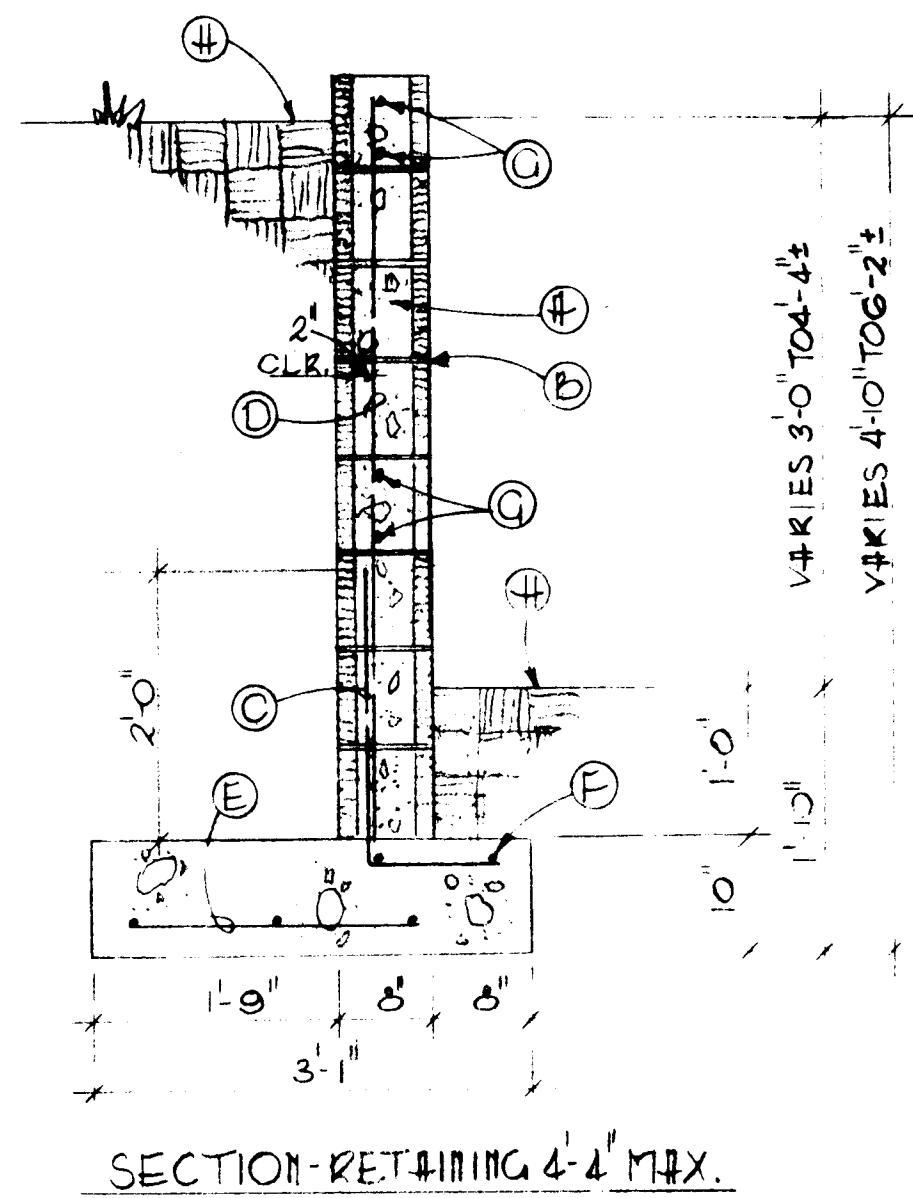
CITY OF ALBUQUERQUE  
MUNICIPAL DEVELOPMENT DEPARTMENT  
ENGINEERING DIVISION

TITLE: RINCON SUBDIVISION PHASE IV  
SUBDIVISION DETAILS

| APPROVALS         | ENGINEER           | DATE     | APPROVALS    | ENGINEER           |
|-------------------|--------------------|----------|--------------|--------------------|
| City Engineer     | <i>[Signature]</i> | 12/7/87  | Liquid Waste | PEGO               |
| A.C.E - Design    | <i>[Signature]</i> | 12/30/87 | Traffic      | <i>[Signature]</i> |
| A.C.E - Hydrology | <i>[Signature]</i> | 10-2-87  | Water        | PEGO               |

|             |      |         |         |       |    |
|-------------|------|---------|---------|-------|----|
| DRAWING NO. | 3250 | MAP NO. | E. F-10 | SHEET | 22 |
|-------------|------|---------|---------|-------|----|

|           |      | ENGINEER'S SEAL |  | SURVEY INFORMATION |    | BENCH MARKS |                                                                                                                                          | AS BUILT INFORMATION                          |      |
|-----------|------|-----------------|--|--------------------|----|-------------|------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|------|
|           |      |                 |  | FIELD NOTES        |    | CONTRACT    |                                                                                                                                          | CONTRACTOR                                    |      |
|           |      |                 |  | NO.                | BY | DATE        | A <input type="checkbox"/> CHISLED ON TOP OF CONCRETE CURB AT THE N.E. CORN RETURN AT THE INTERSECTION OF ATRISCO ROAD, N.M. AND CLON OF | INSPECTOR'S FIELD DISTANCE BY VERIFICATION BY | DATE |
| NO.       | DATE |                 |  |                    |    |             |                                                                                                                                          |                                               |      |
| REMARKS   |      |                 |  |                    |    |             |                                                                                                                                          |                                               |      |
| REVISIONS |      |                 |  |                    |    |             |                                                                                                                                          |                                               |      |



**KEYED NOTES:**

- A Fill all cells w/grout
- B "Durowall" each 2nd course
- C #5 vert. dwls. @ 16" o.c.
- D #4 vert. full height @ 48" o.c.
- E #5 x 24" @ 16" o.c.
- F #4 cont.-2 top & 3 bot.
- G 2 - #4 cont.
- H Finish grade
- I #4 vert. dwls. @ 16" o.c.
- J #4 @ 32" o.c.
- K 3 - #4 cont.

|                         |                |
|-------------------------|----------------|
|                         |                |
| DESIGNED: <b>RGL</b>    | BY: <b>MGL</b> |
| CHECKED: <b>RGL</b>     | BY: <b>MGL</b> |
| DRAWN: <b>RGL</b>       | BY: <b>MGL</b> |
| CHECKED: <b>RGL</b>     | BY: <b>MGL</b> |
| APPROVED: <b>RGL</b>    | BY: <b>MGL</b> |
| PROJECT NO. <b>3352</b> |                |

**R.G. LEE, JR., P.E.**  
 REGISTERED PROFESSIONAL ENGINEER  
 8225 CONNECTICUT, N.E. PH. 299-2471  
 ALBUQUERQUE, NEW MEXICO 87110  
**ENGINEERING**

RETAINING WALLS  
 RINCON PHASE 4  
 TAYLOR RANCH

I hereby certify the garden and retaining walls constructed at Rincon Phase IV Subdivision conform, at the minimum, to the designs as shown hereon and the "as built" elevations are approximately as specified on the City of Albuquerque, Municipal Development Department, Engineering Division drawing #3250, Sheet 5.

Signed: *R.G. Lee, Jr.*  
 R. G. Lee, Jr., P.E.

Date: **SEPTEMBER 21, 1982**

2.6 32502288A

CITY OF ALBUQUERQUE  
 PUBLIC WORKS DEPARTMENT  
 ENGINEERING GROUP

|                                |         |
|--------------------------------|---------|
| TITLE                          |         |
| DRAWING NO.                    | MAP NO. |
| SHEET <b>22 A</b> OF <b>22</b> |         |

| SURVEY INFORMATION |      | ENGINEER'S SEAL |      | BENCH MARKS |      | AS BUILT INFORMATION |      |
|--------------------|------|-----------------|------|-------------|------|----------------------|------|
| NO.                | BY   | NO.             | DATE | NO.         | DATE | NO.                  | DATE |
| REVISIONS          |      | REVISIONS       |      | REVISIONS   |      | REVISIONS            |      |
| NO.                | DATE | NO.             | DATE | NO.         | DATE | NO.                  | DATE |
| DESIGN             |      | DESIGN          |      | DESIGN      |      | DESIGN               |      |
| CHECKED BY         |      | CHECKED BY      |      | CHECKED BY  |      | CHECKED BY           |      |
| DATE               |      | DATE            |      | DATE        |      | DATE                 |      |
| DRAWN BY           |      | DRAWN BY        |      | DRAWN BY    |      | DRAWN BY             |      |
| DATE               |      | DATE            |      | DATE        |      | DATE                 |      |
| CHECKED BY         |      | CHECKED BY      |      | CHECKED BY  |      | CHECKED BY           |      |
| DATE               |      | DATE            |      | DATE        |      | DATE                 |      |