

# PLAN SNAPSHOT REPORT IIA-EXT-2025-00007 FOR CITY OF ALBUQUERQUE

Plan Type:	IIA Extension							
	III CEXCONSION			Project:	PR-2020-004622 (PR-202	0-004622)	App Date:	04/30/2025
Nork Class:	IIA Extension			District:	City of Albuquerque		Exp Date:	NOT AVAILABLE
Status:	Fees Due			Square Feet:	0.00		Completed:	NOT COMPLETED
Valuation:	\$0.00			Assigned To	:		Approval	
Description:	UNM Gibson Co 7th IIA Extensior CPN 566587 PR-2020-004628	1	t				Expire Date:	
Parcel: 10	015056123100327	05	Address:	99999 Varsity Av		Zone:		
10	015056198037309	03		Albuquerque, NM				
10	015056167042327	03		2401 Alumni Dr S Albuquerque, NM				
10	015056153045327	02		99999 Alumni Dr				
10	015056175159302	02		Albuquerque, NM	87106			
10	015056118160302	01		99999 Alumni Dr Albuquerque, NM				
10	015056211109309	01		99999 Gibson Blv				
10	015056198068309	02		Albuquerque, NM				
10	015056169062327	04		99999 University				
10	015056220158302	03 Main		Albuquerque, NM				
				9999 Alumni Dr S Albuquerque, NM				
				99999 Alumni Dr Albuquerque, NM				
				1401 Gibson Blvo				
				Albuquerque, NM	87106			
				Albuquerque, NM 99999 University Albuquerque, NM	Blvd Se Main			
7500 JEFFEF ALBUQUERG	ALASKOVITS RSON ST NE QUE, NM 87109 05) 798-7891 0 440-2799	Owner/Deve Petra Morris Business: (5		99999 University Albuquerque, NM Applicar Kimberly 10 7500 Je Albuque	Blvd Se Main 87106 t			
MICHAEL BA 7500 JEFFEF ALBUQUERC Business: (50 Mobile: (505) Plan Custom	RSON ST NE QUE, NM 87109 05) 798-7891 0 440-2799 n Fields	Petra Morris Business: (5	505) 925-16	99999 University Albuquerque, NM Applicar Kimberly 10 7500 Je Albuque Busines	Blvd Se Main 87106 t / Legan fferson St. NE rque, NM 87109 s: (505) 823-1000			
MICHAEL BA 7500 JEFFER ALBUQUERC Business: (50 Mobile: (505)	RSON ST NE QUE, NM 87109 05) 798-7891 0 440-2799 n Fields	Petra Morris Business: (5	505) 925-16	99999 University Albuquerque, NM Applicar Kimberly 10 7500 Je Albuque Busines	Blvd Se Main 87106 t / Legan /ferson St. NE rque, NM 87109	Existing F Number(s		PR-2020-004628
MICHAEL BA 7500 JEFFEF ALBUQUERC Business: (50 Mobile: (505) Plan Custom Linked DRC	RSON ST NE QUE, NM 87109 (05) 798-7891 (1) 440-2799 n Fields Number CPN 5	Petra Morris Business: (5 66587	505) 925-16 Linke Plat	99999 University Albuquerque, NM Applicar Kimberly 10 7500 Je Albuque Busines ed Preliminary/Fina	Blvd Se Main 87106 t t / Legan fferson St. NE rque, NM 87109 s: (505) 823-1000 s: (505) 823-1000 alUNM Gibson Commercial District Recording Information: DOC # 2011119138 B: 2011C P: 038 Date: 12/22/2011	Number(		PR-2020-004628
MICHAEL BA 7500 JEFFEF ALBUQUERC Business: (50 Mobile: (505) Plan Custom Linked DRC Proposed Zo Total Area of	RSON ST NE QUE, NM 87109 05) 798-7891 0) 440-2799 n Fields Number CPN 5	Petra Morris Business: (5 66587 ion	505) 925-16 Linke Plat	99999 University Albuquerque, NM Applicar Kimberly 10 7500 Je Albuque Busines ed Preliminary/Fina or Site Plan	Blvd Se Main 87106 t t / Legan fferson St. NE rque, NM 87109 s: (505) 823-1000 s: (505) 823-1000 alUNM Gibson Commercial District Recording Information: DOC # 2011119138 B: 2011C P: 038 Date: 12/22/2011	Number(s Number o Lots	s) of Proposed tion Located	10
MICHAEL BA 7500 JEFFEF ALBUQUERC Business: (50 Mobile: (505) Plan Custom	RSON ST NE QUE, NM 87109 (05) 798-7891 (1) 440-2799 <b>n Fields</b> Number CPN 5 pning Extens f Site in 45.440 ( PR-202	Petra Morris Business: (5 66587 ion 3 20-004622/SD-2 5, SD-2022-0015	505) 925-16 Linke Plat Num Site	99999 University Albuquerque, NM Applicar Kimberly 10 7500 Je Albuque Busines ed Preliminary/Fina or Site Plan	Blvd Se Main 87106 t t / Legan fferson St. NE rque, NM 87109 s: (505) 823-1000 MUNM Gibson Commercial District Recording Information: DOC # 2011119138 B: 2011C P: 038 Date: 12/22/2011 s10 ALBUQUERQUE NM	Number ( Number of Lots Site Loca	s) of Proposed tion Located Streets equest an	10 University Blvd SE and

## PLAN SNAPSHOT REPORT (IIA-EXT-2025-00007)

UNM GIBSON Legal Description COMMERCIAL DISTRICT, UNM GIBSON COMMERCIAL DISTRICT, GIBSON TRACTS, UNM GIBSON COMMERCIAL DISTRICT, **UNM GIBSON** COMMERCIAL DISTRICT, EVER READY OIL COMPANY, GIBSON TRACTS, UNM GIBSON COMMERCIAL DISTRICT

TR 3 PLAT OF UNM **GIBSON COMMERCIAL** DISTRICT (A REPL OFTR: A & B, EVER READY SUBD TRS 4 & 5, GIBSON TRS & TR A,40/25 ASSOCIATES SUBD) CONT 1.2968 AC, TR 1 PLAT OF UNM GIBSON COMMERCIAL DISTRICT (A REPL OF TRSA & B. EVER READY SUBD TRS 4 & 5, GIBSON TRS & TR A, 40/25ASSOCIATES SUBD) CONT 1.1891 AC, TR 4 PLAT OF UNM **GIBSON COMMERCIAL** DISTRICT (A REPL OF TRSA & B, EVER READY SUBD TRS 4 & 5, GIBSON TRS & TR A. 40/25ASSOCIATES SUBD) CONT .8735 AC, TR 5 PLAT OF UNM **GIBSON COMMERCIAL** DISTRICT (A REPL OF TRSA & B, EVER READY SUBD TRS 4 & 5, GIBSON TRS & TR A, 40/25ASSOCIATES SUBD) CONT 1.5330 AC, TR 7 PLAT OF UNM **GIBSON COMMERCIAL** DISTRICT (A REPL OF TRSA & B, EVER READY SUBD TRS 4 & 5, GIBSON TRS & TR A, 40/25ASSOCIATES SUBD) CONT 7.1413 AC, TR 10 PLAT OF UNM **GIBSON COMMERCIAL** DISTRICT (A REPL OFTR: A & B, EVER READY SUBD TRS 4 & 5, GIBSON TRS & TR A,40/25 ASSOCIATES SUBD) CONT 3.9446 AC, TR 9 PLAT OF UNM GIBSON COMMERCIAL DISTRICT (A REPL OF TRSA & B, EVER READY SUBD TRS 4 & 5, GIBSON TRS & TR A, 40/25ASSOCIATES SUBD) CONT 6.7917 AC, TR 2 PLAT OF UNM **GIBSON COMMERCIAL** DISTRICT (A REPL OF TRSA & B, EVER READY SUBD TRS 4 & 5, GIBSON TRS & TR A, 40/25ASSOCIATES SUBD) CONT 1.2720 AC, TR 6 PLAT OF UNM GIBSON COMMERCIAL DISTRICT (A REPL OF TRSA & B, EVER READY

SUBD TRS 4 & 5, GIBSON TRS & TR A, 40/25ASSOCIATES SUBD) CONT 5.8704 AC, TR 8 PLAT OF UNM GIBSON COMMERCIAL DISTRICT (A REPL OF TRSA & B, EVER READY SUBD TRS 4 & 5, GIBSON TRS & TR A, 40/25ASSOCIATES SUBD) CONT 10.4051 AC

# PLAN SNAPSHOT REPORT (IIA-EXT-2025-00007)

Existing Zone District	R-MH, R-MH, MX-M, NR-SU, MX-L, MX-M, R-MH, MX-M, MX-L	Zone Atlas Page(s)	L-15	Acreage	1.2968, 1.1891, 0.8735, 1.533, 7.1413, 3.9446, 6.7917, 1.272, 5.8704, 10.4051
Calculated Acreage	1.29637471, 1.19511795, 0.87287097, 1.53414089, 7.19894444, 3.95190166, 6.70340689, 1.28574703, 5.98409892, 10.57612605	Metropolitan Redevelopment Area(s)	Clayton Heights/Lomas del Cielo	Council District	6
Community Planning Area(s)	Near Heights	Center Type	Employment	Development Area(s)	Consistency, Change, Change, Change, Change Change, Change, Change Change, Change, Consistency, Consistency, Change
Current Land Use(s)	15   Vacant, 05   Office, 15   Vacant, 17   Community, 15   Vacant, 04   Commercial Services	Airport Protection Overlay	Albuquerque International Sunport / Air Space Protection Sub-area	Public Property Entity	NEW MEXICO, NEW MEXICO, NEW MEXICO, NEW MEXICO, CITY OF ALBUQUERQUE, NEW MEXICO, NEW MEXICO, NEW MEXICO, NEW
IDO Use Specific Standards Name	Airport Protection Overlay Zone (Albuquerque International Sunport)	IDO Use Specific Standards Subsection	Hot Air Balloon Takeoff and/or Landing (Prohibitions) (4-3(G))	IDO Administration & Enforcement Name	Airport Protection Overlay Zone (Albuquerque International Sunport), Albuquerque International Sunport / Air Space Protection Sub-area, Airport Protection Overlay Zone (Albuquerque International Sunport)
IDO Administration & Enforcement Subsection	Referrals to Commenting Agencies (6-4), Variance – ZHE / Variance in the APO Zone (6-6), Nonconforming Structures (6-8)	Pre-IDO Zoning Distric	t R-3, R-3, SU-1, SU-1, C-1, SU-1, R-3, C-2, SU-1	Pre-IDO Zoning Description	, , FOR C-2, FOR FIRE STATION, , FOR C-2, , , MOTEL & REL FAC
Major Street Functiona Classification	<ul> <li>I 3 - urban minor arterial, 2</li> <li>urban principal arterial,</li> <li>3 - urban minor arterial, 2</li> <li>urban principal arterial,</li> <li>2 - urban principal arterial</li> <li>3 - urban minor arterial</li> </ul>	FEMA Flood Zone	Х, А		
Attachment File Name Signature_Kimberly_Le			Attachment Group	<b>Notes</b> Uploaded via CSS	
Note		Crea	ated By	Date a	nd Time Created
1. We are unable to Letter of authoriza	open the Infrastructure List, p ation is required.	lease re-send. Ren	ee Zamora	05/05/2	2025 9:45

# PLAN SNAPSHOT REPORT (IIA-EXT-2025-00007)

Invoice No.	Fee		Fee Amount	Amount Paid
INV-00020055	IIA Extension		\$350.00	\$350.00
	Technology Fee - Plan Review		\$24.50	\$24.50
		Total for Invoice INV-00020055	\$374.50	\$374.50
		Grand Total for Plan	\$374.50	\$374.50
Meeting Type	Location	Scheduled Date Subject		
DFT Meeting v.1	Zoom	05/14/2025 DFT		
Workflow Step / Ad	ction Name	Action Type	Start Date	End Date
Application Screer	ning v.1		05/06/2025 10:50	05/06/2025 11:13
Associate Proj	ect Number v.1	Generic Action		05/06/2025 10:50
Screen for Cor	npleteness v.1	Generic Action		05/06/2025 10:50
Verify Paymen	<del>t v.1</del>	Generic Action		05/06/2025 11:12
Application Review	v v.1		05/06/2025 11:19	)
DFT Meeting v	.1	Hold Meeting	05/06/2025 11:19	05/06/2025 11:20
IIA Extension v	7.1	Receive Submittal		
DFT Comment	ts Submittal v.1	Generic Action		
Notice of Decision	v.1			
Upload Notice	of Decision v.1	Generic Action		

### Doct 2023046138 07/24/2023 11:21 AM Page: 1 of 13 AMND R:\$25.00 Linda Stover, Bernalillo County

#### 6th EXTENSION AND AMENDMENT AGREEMENT TO

#### Procedure "B"

#### Project No. <u>566587</u>

This Amendment and Extension Agreement made this  $\frac{\partial}{\partial t} \frac{\partial}{\partial t} \frac{\partial}{$ 

WHEREAS, the parties agree that the word "Subdivider" used in any previous Agreements is replaced with the word "Developer" for this Agreement. This change has no substantive effect on any other provision of the agreement.

WHEREAS, the City and the Developer enter into an Agreement on the <u>14<sup>th</sup></u> day of <u>December</u>, <u>2011</u> which was recorded on <u>December 15, 2011</u>, as Documents No. <u>2011116006</u> in the records of Bernalillo County Clerk, State of New Mexico ("Earlier Agreement"), by which the Developer agreed to complete the construction of certain infrastructure improvements on or before the <u>9th</u> day of <u>November 2013</u> and

WHEREAS, the Earlier Agreement was Amended by a <u>1<sup>st</sup> Extension Agreement</u> dated <u>December 27, 2013</u>, recorded on <u>January 03, 2014</u>, pages <u>1</u> through <u>4</u>, as Document No. <u>2014000602</u> in the records of Bernalillo County Clerk, State of New Mexico, extending the construction deadline to <u>December 09, 2015</u>; and

WHEREAS, the Earlier Agreement was Amended by a <u>2<sup>nd</sup> Extension Agreement</u> dated <u>May 05</u>, <u>2016</u>, recorded on <u>May 13, 2016</u>, pages <u>1</u> through <u>4</u>, as Document No. <u>2016043381</u> in the records of Bernalillo County Clerk, State of New Mexico, extending the construction deadline to <u>December 09, 2017</u>; and

WHEREAS, the Earlier Agreement was Amended by a <u>3<sup>rd</sup> Extension Agreement</u> dated <u>April 6</u>, <u>2018</u>, recorded on <u>April 19, 2018</u>, pages <u>1</u> through <u>4</u>, as Document No. <u>2018033993</u> in the records of Bernalillo County Clerk, State of New Mexico, extending the construction deadline to **December 09, 2019**; and

WHEREAS, the Earlier Agreement was Amended by a <u>4<sup>th</sup> Extension Agreement</u> dated <u>December 06, 2019</u>, recorded on <u>December 13, 2019</u>, pages <u>1</u> through <u>4</u>, as Document No. <u>2019106584</u> in the records of Bernalillo County Clerk, State of New Mexico, extending the construction deadline to <u>December 09, 2020</u>; and

WHEREAS, the Earlier Agreement was Amended by a <u>5<sup>th</sup> Extension Agreement</u> dated <u>April</u> <u>15, 2021</u>, recorded on <u>April 21, 2021</u>, pages <u>1</u> through <u>5</u>, as Document No. <u>2021047226</u> in the

COA# 566587

records of Bernalillo County Clerk, State of New Mexico, extending the construction deadline to **December 09, 2022;** and

THEREFORE, the Developer and the City agree to amend the Original Agreement as follows:

1. Amending paragraph 4. Work Order Requirements: Paragraph 4 in the original

Agreement is deleted and replaced by the following amended paragraph 4:

The Developer must procure a New Mexico licensed Contractor to construct the improvements per the specifications contained in the City-approved construction drawings. The Contractor shall provide proof of proper licensure to complete the improvements. If the Contractor that has been identified by the Developer does not possess all of the proper licenses for the improvements then proof of proper licensure of the subcontractors must be provided. The Developer's Contractor shall obtain a Performance & Warranty bond and a Labor & Materials bond utilizing the bond templates provided and approved by the City. The mandatory bonds obtained by the Contractor are independent of, and in addition to, the Financial Guaranty provided by the

Developer. If the Developer or the City determines that the Contractor failed to faithfully construct or maintain the specified and warranted work, the Developer and the City shall each have standing to make claim on the applicable bonds.

2. Extension of Agreement:

WHEREAS, it appears that the Developer will be unable to complete construction of the improvements by the deadline specified in the Agreement; and

WHEREAS, the City is willing to grant Developer an extension of time in which to complete construction of all or part of the improvements, provided the Developer posts an acceptable financial guaranty, as required by the City's Integrated Development Ordinance and the Development Process Manual; and

WHEREAS, the Developer is able to provide the required financial guaranty;

NOW THEREFORE in consideration of the above and the mutual promises contained herein, the parties agree:

3. The required completion date for construction of the improvements, is extended

(Complete either A or B:)

A. For all improvements, the <u>18th</u> day of <u>November</u>, 20<u>24</u>.

B. On portions of the improvements as follows:

**IMPROVEMENTS** 

COMPLETION DATE

2

Amendment to Agreement to Construct
Inf. Imprv.
Revised March 2021

COA# 566587

B. With this Extension Agreement, Developer has provided the City with the following financial guaranty:

Type of Financial Guaranty: Municipal Lien

Amount: \$ 8,373,392.07

Name of Financial Institution or Surety providing Guaranty: \_\_\_\_

Date City first able to call Guaranty (Construction Completion Deadline): November 18th, 2024

If Guaranty is a Letter of Credit or Loan Reserve, then last day City able to call Guaranty is:

Additional information:

4. Other Terms Unchanged: Except as amended herein, the terms and conditions of the Original Agreement will remain unchanged and will continue in full force and effect unless there is a conflict between the terms and conditions of this Amendment, and the terms and conditions of the Original Agreement, in which case the terms and conditions of the Amendment to the Original Agreement will control.

DEVELOPER: The Regents of the University of New Mexico

A body corporate, on half of the University of New Mexico, a constitutionally operated Educational institution of the State of New Mexico.

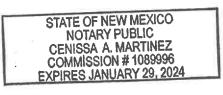
By [signature]: ereschatedy Name [print]: Teresa Costantinidis Title: Executive Vice President Dated: 7/20/2023

#### **DEVELOPER'S NOTARY**

STATE OF <u>New Maxico</u>) ) ss. COUNTY OF <u>Bennalilk</u>)

This instrument was acknowledged before me on this 20 day of 344, 2023 by [name of person] [ana Costimpuiols, [title of capacity, for instance, "President" or "Owner"] of E/(400 FA [Developer:]

(SEAL)



Notary Public

My Commission Expires: 1/24/24

<b>CITY</b> (	<b>OF ALBUQUERQUE</b>	DS
		kV
(	DocuSigned by:	DS
By:	Shahab Biazar	BMR
	C7E1CB5481E9486	C
Shahab	Biazar, P.E., City Engin	neer

Date: 7/21/2023 | 10:06 AM MDT

#### **CITY'S NOTARY**

STATE OF NEW MEXICO )

) ss.

COUNTY OF Bernalillo )

This instrument was acknowledged before me on **Zle**day of **Albuquerque**, 20**23**, by Shahab Biazar, P.E., City Engineer of the City of Albuquerque, a municipal corporation, on behalf of said corporation.

(SEAL)

STATE OF NEW MEXICO NOTARY PUBLIC Rachael Miranda Commission No. 1119740 November 09, 2025

Jachael O

Notary Public

My Commission Expires: <u>11-9-2025</u>

# CITY OF ALBUQUERQUE



# FINANCIAL GUARANTY AMOUNT

### July 6, 2023

	Type of Estimate:	I.I.A. Procedure B wit	th FG Extension	
	Project Description: Project ID #:	566587	UNM Gibson Commercia	l District
	Requested By:	Mike Balaskovits		
		Approved Estimate A	Amount:	\$ 5,210,216.13
		Continency Amount:	10.00%	<u>\$ 521,021.61</u>
		Subtotal:		\$ 5,731,237.74
PO Box 1293		NMGRT:	7.625%	<u>\$ 437,006.88</u>
		Subtotal:		\$ 6,168,244.62
Albuquerque 🛬		Engineering Fee:	6.60%	\$ 407,104.14
New Mexico 8710	93	Testing Fee:	2.00%	<u>\$ 123,364.89</u>
		Subtotal:		\$ 6,698,713.66
www.cabq.gov		FINANCIAL GUARAN	TY RATE:	1.25
	TOTAL FINANCIAL GU	JARANTY REQUIRED:		\$ 8,373,392.07

APPROVAL: 002

DATE: 2023 Uly

Notes: Plans not yet approved. IIA Extension

	Preliminary Engine UNM Gibs						
	Public Infr						
		July	5, 2023				
			2022		Estimate		Estimate
Item No.	Short Description	U	nit Price	Units	Quantity	-	Amount
nem no.	PAVING						
	Alumni Drive						
301.020	SUBGRADE PREP, 12"	\$	3.67	SY	11,381	\$	41,736.1
302.010	ABS, 6"	\$	10.27	SY	13,592		139,564.0
336.024	ASP CONC, 3" (2 LIFTS)	\$	24.94	SY	22,762		567,611.9
336.120	ткст	\$	0.44	SY	11,381		5,008.3
340.300	4" MED PVMT, PCC	\$	85.08	SY	189		16,079.8
340.060	C & G, MDN, PCC	\$	20.54	LF	2,949		60,561.2
340.050	C & G, STD, PCC	\$	26.33	LF	4,834		127,280.9
340.010	SDWK, 4", PCC	\$	58.67	SY	3,110		182,478.8
340.010	WLCHR ACC RAMP, 4" PCC	\$	2,452.61	EA		\$	19,620.8
343.030	AC PVMT, >4", SAW, R&D	\$	12.84	SY	9		115.5
343.030	CURB & GUT, PCC, R&D	\$	8.63	LF	80		690.0
343.080	TXT PVMT, 4" CLOR, PCC	\$	10.71	SY	36		385.4
	REF PLAS MRK 4"	\$	1.11	LF	7,508		8,370.0
441.001		\$	190.31	EA	4		761.2
441.010	REF PLAS ARW RT	\$	177.11	EA	5		885.5
441.011	REF PLAS ARW LT	\$	124.68	EA	2		249.3
441.012	REF PLAS ARW TH	\$	124.08	EA		\$	997.4
441.020	REF PLAS WD ONLY	э \$		EA	10		3,080.4
XXX,XXX	BIKE SYMBOL, WORD AND ARROW		308.04	SF			2,508.3
450.001	ALM PNL SGN	\$			90		
450.010	SQ TB POST	\$	14.67	LF	130		1,906.9
	SUBTOTAL Alumni Drive					\$	1,179,892.8
	Varsity Avenue						
301.020	SUBGRADE PREP, 12"	\$	3.67	SY	2,853	\$	10,462.4
302.010	ABS, 6"	\$	10.27	SY	3,398	\$	34,891.0
336.024	ASP CONC, 3" (2 LIFTS)	\$	24.94	SY	5,706	\$	142,289.5
336.120	ткст	\$	0.44	SY	2,853	\$	1,255.5
340.050	C & G, STD, PCC	\$	26.33	LF	1,634	\$	43,023.8
340.010	SDWK, 4", PCC	\$	58,67	SY	1,047	\$	61,432.6
340.025	WLCHR ACC RAMP, 4" PCC	\$	2,452.61	EA	4	\$	9,810.4
441.001	REF PLAS MRK 4"	\$	1.11	LF	3,194	\$	3,560.7
441.010	REF PLAS ARW RT	\$	190.31	EA	2	\$	380.6
441.011	REF PLAS ARW LT	\$	177.11	EA		\$	354.2
441.020	REF PLAS WD ONLY	\$	199.49	EA		\$	398.9
XXX.XXX	BIKE SYMBOL, WORD AND ARROW	\$	308.04	EA		\$	1,232.1
450.001	ALM PNL SGN	\$	27.87	SF	54	\$	1,505.0
450.010	SQ TB POST	\$	14.67	LF	78		1,144.1
	SUBTOTAL Varsity Avenue					\$	311,741.2
	Official Decidence Improvements	_					
004 000	Offsite Roadway Improvements		0.67	SY	1 000	¢	6,622.9
301.020	SUBGRADE PREP, 12"	\$	3.67		1,806		
302.010	ABS, 6"	\$	10.27	SY	2,287		23,483.1
336.022	ASP CONC, Superpave, 2", M	\$	17.82	SY	3,612		
336.024	ASP CONC, Superpave, 3", M	\$	24.94	SY	1,806		45,035.9
336.120	TK CT	\$	0.44	SY	1,806		794.7
340.300	4" MED PVMT, PCC	\$	85.08	SY	42		3,573.3
340.010	SDWK, 4", PCC	\$	58.67	SY	1,026		60,200.4
340.030	VLY GUT & CURB, PCC	\$	88.01	SY	187		16,458.3
340.050	C & G, STD, PCC	\$	26.33	LF	854		22,486.1
340.060	C & G, MDN, PCC	\$	20.54	LF	965		19,817.4
340.060 343.030	C & G, MDN, PCC AC PVMT, >4", SAW, R&D	\$	20.54 12.84	LF SY	965		19, 5,

343.080	CURB & GUT, PCC, R&D	\$	8.63	LF	1,941	\$	16,741.53
343.085	SDWK, 4" PCC, R & D	\$	11.73	SY	703		8,249.69
441.001	REF PLAS MRK 4"	\$	1.11	LF	961		1,071.34
441.010	REF PLAS ARW RT	\$	190.31	EA	6	\$	1,141.8
441.011	REF PLAS ARW LT	\$	177.11	EA	4	\$	708.44
441.020	REF PLAS WD ONLY	\$	199.49	EA	5	\$	997.4
443.101	REM PAV STRP	\$	1.17	LF	550	\$	645.4
XXX.XXX	TRAFFIC SIGNAL (GIBSON & WEST RD)	\$	250,000.00	EA	1	\$	250,000.00
	SUBTOTAL Offsite Road Paving					\$	547,883.55
	Roundabout		0.07	0)/		•	1.045.0
301.020	SUBGRADE PREP, 12"	\$	3.67	SY	1,313		4,815.0
302.010	ABS, 6"	\$	10.27	SY SY	1,611		16,541.9
336.024	ASP CONC, Superpave, 3", M	\$	24.94	SY	1,594	φ \$	350.7
336.120	TK CT 4" MED PVMT, PCC	\$	85.08	SY	236	\$ \$	20,078.5
340.300	8" PCC PVMT	\$	110.02	SY	230	\$	32,784.5
337.040 340.010	SDWK, 4", PCC	\$	58.67	SY	290	\$	14,316.6
340.010	C & G, STD, PCC	\$	26.33	LF	396		10,426.8
340.060	C & G, MDN, PCC	\$	20.54	LF	421	\$	8,645.7
340.061	C & G, MOUNT, MDN	\$	39.21	LF	289	<u> </u>	11,331.5
441.001	REF PLAS MRK 4"	\$	1.11	LF	150		167.2
450.001	ALM PNL SGN	\$	27.87	SF	81	\$	2,257.5
450.001	SQ TB POST	\$	14.67	LF	117	\$	1,716.2
400.010	SUBTOTAL Roundabout	Ť.				\$	163,181.8
	SUBTOTAL PAVING					\$	2,202,699.4
	Public Waterline Improvements						
801.002	6" WL PIPE, w/o FIT	\$	39.28	LF	92	\$	3,614.0
801.003	8" WL PIPE, w/o FIT	\$	52.37	LF	867	\$	45,402.4
801.005	12" WL PIPE, w/o FIT	\$	54.71	LF	2,680		146,634.3
801.059	NON PRESS CONN, w/FIT, WL	\$	2,200.31	EA	3	\$	6,600.9
801.065	DI FIT, MJ, 4"-14", WL	\$	4.40	LB	2,500		11,001.5
801.081	6" GATE VLV	\$	1,371.53	EA	5	\$	6,857.6
801.082	8" GATE VLV	\$	1,768.75	EA	5	\$	8,843.7
801.084	12" GATE VLV	\$	4,791.01	EA	7	\$	33,537.0
801.105	VLV BOX A	\$	761.31	EA	17	\$	12,942.2
801.114	FH, 4 1/2'	\$	4,484.27	EA	5		22,421.3
801.150	MJ REST GLND, 4"-8"	\$	159.96 337.38	EA	26		5,118.8
801.151	MJ REST GLND, 10"-12"	Ф \$	114.05	EA	44		5,018.1
801.155	JNT REST HRNSS, 4"-8" JNT REST HRNSS, 10"-12"	\$	308.04	EA		-	15,402.1
801.157 802.650	2" WTR SVC, SS	\$	780.24	EA	50		7,802.4
802.000	SUBTOTAL Public Waterline Improvements	Ψ	700.24		10	\$	339,968.8
	Public Sanitary Sewer Line Improvem	ents					
701.010	TRCH, BF, 4-15" SAS, <8'	\$	24.45	LF	1,080		26,408.9
701.020	TRCH, BF, 4-15" SAS, 8-12'	\$	35.13	LF	540		18,971.0
701.030	TRCH, BF, 4-15" SAS,12-16'	\$	57.35	LF	540		30,971.5
901.030	8" SAS PIPE 10" SAS PIPE	\$	23.66 25.77	LF LF	1,700		40,223.1
901.040	4" NEW SAS SVC	\$	1,466.87	EA		э \$	14,668.7
905.050	MH, 4' DIA, C or E	\$	5,720.80	EA		\$	34,324.8
920.070	MH, 4' DIA, C or E,>10'-14'D	\$	5,867.49	EA	6		35,204.9
920.080	SUBTOTAL Public Sanitary Improvements	φ	3,007.43			\$	212,628.6
	Public Storm Drain Improvements						
603.010	WIRE-ENCL RIPRAP	\$	69.85	CY	67	\$	4,680.1
603.050	FILTER CLOTH	\$	0.07	SF	900		66.0
200.000	TRCHG BF, 18-36" SWR, <8'	\$	34.47	LF	316		10,892.9
701.100	· · · · · · · · · · · · · · · · · · ·	<u> </u>					
701.100	TRCH, BF,18-36" SWR,8-12'	\$	40.34	LF	632	4	25,494.2
701.100 701.110 701.120	TRCH, BF,18-36" SWR,8-12' TRCH,BF, 18-36" SWR>12-16'	\$	40.34 51.34	LF	632		16,223.6

	SUBTOTAL Miscellaneous					\$	472,114.8
19.010	TRAFF CONT & BARR		3.43	%	1		162,516.8
4.010			1.43		1		67,754.8
6.050	MOB		4.26	%	1		201,843.1
XXX.XXX	LOMR	\$	40,000.00	LS	1	\$ \$	40,000.0
	Miscellaneous	-	10 000 00	10		¢	10.000.0
	Massilaneeuo	_					
	SUBTOTAL Multiuse Trail					\$	128,779.1
336.050	BIKE ASP CONC, TRAIL, 2"	\$	19.07	SY	3,583		68,331.7
301.020	SUBGRADE PREP, 12"	\$	3.67	SY	3,583		13,140.7
301.010	GRADING, <2'	\$	6.60	SY	7,167	\$	47,306.6
	Multiuse Trail	_					
	SUBTOTAL Earthwork	-				\$	392,604.2
XXX.XXX	SWPPP IMPLEMENTATION	\$	10,000.00	LS	1		10,000.0
201.010	SITE CLEAR & GRUB	\$	2,126,96		15.4	\$	32,755.2
301.010	GRADING, <2'	\$	6.60	SY	53,000	\$	349,848.9
	Earthwork	_					
_	SUBTOTAL Public Storm Drain Improvem	ents				\$	1,461,420.9
XXX.XXX	ENERGY DISSIPATOR	\$	15,000.00	EA	1		15,000.0
XXX.XXX	TEMPORARY POND POND	\$	50,000.00	LS	1	_	50,000.0
910.105	DRNG LN REM, >48"	\$	88.01	LF	968		85,195.9
XXX.XXX	CONCRETE CHANNEL REMOVAL	\$	20.00		834		16,680.0
XXX.XXX	JUNCTION BOX	\$	25,000.00		1		25,000.0
XXX.XXX	WATER QUALITY MANHOLE	\$	15,000.00		2		30,000.0
920.230	MH, 8'DIA, XTRA D, 14'-18' D	\$	917.09	VF	16		14,673.4
920.220	MH, 8'DIA, C or E, 10'-14' D	\$	16,135.59	EA		\$	129,084.7
920.150	MH, 6' DIA, C or E, 10-14' D	\$	10,355.12	EA	2	-	20,710.2
920.140	MH, 6' DIA, C or E, 6-10' D	\$	7,481.05	EA	2		14,962.0
915.030	CTH BSN, C, SG	\$	5,127.77	EA	4		20,511.1
915.020	CTH BSN, A, DG	\$	8,617.87	EA	8		68,942.9
910.XXX	78" RCP END SECTION	\$	4,000.00	EA	1	\$	4,000.0
910.031	78" RCP, III	\$	596.93	LF	1,075	\$	641,702.1
910.021	48" RCP, III	\$	243.47	LF	154	\$	37,494.8
910.019	42" RCP, III	\$	177.56	LF	135		23,970.1
910.017	36" RCP, III	\$	129.35	LF	561		72,564.9
910.013	30" RCP, III	\$	91.22	LF	238		21,709.2
910.009	24" RCP, III	\$	60.58	LF	258		15,629.1
901.080	21" SAS PIPE	\$	66.74	LF	99		6,607.5
910.005	18" RCP, III	\$	40.91	LF	108		4,418.0
701.210	TRCH, BF, > 60" SWR, 12'-16'	\$	70.41	LF	527		37,105.9
701.200	TRCH, BF, > 60" SWR, 8'-12'	\$	63.08	LF	538		33,934.6
701.170	TRCH, BF, 42"-60" SWR, 8'-12' TRCH, BF, 42"-60" SWR, 12'-16'	\$	41.07 69.97	LF	145		5,955.5

#### TOTAL IMPROVEMENTS

### \$ 5,210,216.13

#### **ASSUMPTIONS:**

- 1. This estimate of construction costs in only an opinion. BHI cannot and does not guarantee that
- 2. Unit prices are from the City of Albuquerque Unit Price guide 2009. BHI has no control over the cost of materials or labor.
- 3. West road cross-section from COA # 566582 (UNM Student Housing Public Infrastructure)
- 4. Assumed PVMT section from COA #566582 (UNM Student Housing Public Infrastructure)
- 5. East road assumed 40' F-F with 6' sidewalk on both sides
- 6. Dry Utilities are not included.
- 7. Offsite roadway improvements:

Gibson- right turn lane and median improvements to include left turn lane and traffic signal

- University- right turn land and median improvements to include left turn lane
- 8. This estimate has been prepared without the benefit of construction plans, design analysis
- 9. Mass grading calculations are assumed with no design analysis or geotechnical analysis

Approved as basis of financial guaranty,

July 7, 2023 Jonegallicle

Current DRC Project No.

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INFRASTRUCTURE LIST Figure 12 MCHIN

DAHIBIT W TO SUBDIVISION (INPROVEMENTS ACREEMENT DEVELOPMENT REVIEW BOARD (D.A.S.) REGLERED INPRASTRUCTURE LIST UNIN GIBBON COMMENCIAL DISTRICT

1001725

URB Project No.

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Date Prolimitury Plat Explans; 11-9-12 Data Predictionry Plat Approved: 11-1-11

11/8/11

Date Summited: Date Star for Blug Peanil Approv Date Stie Plan for Sub. Approved:

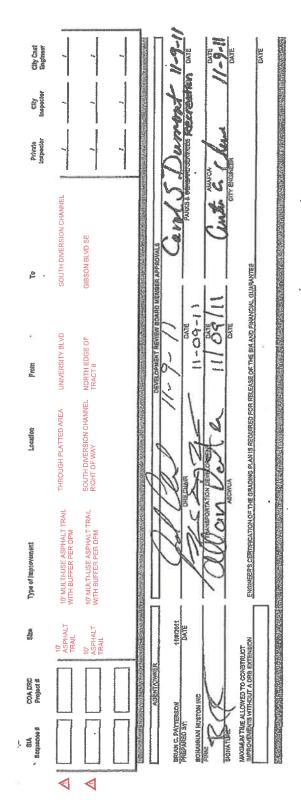
denotes that a transmust of REBLOCFORDET. Elementational revealed of the another guaranteed for the allowed elevelopment. This Likiting is not necessarily a complete likiting. During the SIA process and/or in the review of the commendance and/or all representational revealed for the allowed elevelopment. This Likiting is not necessarily a complete likiting. During the SIA process and/or in the review of the commendance and/or all representational revealed for the allowed elevelopment. The likiting is not necessarily a complete likiting. During the SIA process and/or in the source and of the commendance and/or allowed the second second threat and/or under the likiting the interactional relation and/or for the second secon

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City Inspector		<i>ŀ</i> .	7	1	/	-		-	~	~		,		1	1	1
Private Lespector	-	1	7	1	1		1		1	1	,	1				
to .	200 NORTH OF GIBSON PLUS TRANSITION		TRACT 6 ENTRANCE	EXISTING TERMINIS OF WEST ROAD	onna Lustannn	APPROX. 78 BOUTH BF KORTH PL OF TRACT 2	APPROX. 100 SOUTHOF	APPROX. 160' KORTH GF VARSITY AVENUE	Approx. 115 East Cif Alusini Grave	APPROX. 200 WEST OF Alumbii Criye	APPROX 186 BAST OF MALBERGY STREET	Approx. Sv east of Muliersty street	APPROX, 130 NORTH OF GIBSON BLVD	Tel HLINOS	EAST PL	
From	CHERCON BLVD	AN' DRIVE	ACK SOLITH OF ROUNDABOUT	TRACT & ENTRANCE	ROUNDABOUT (ALUMNI DRIVE)	NORTH PL OF TRACT 2	varshty averatic	VARSITY AVENUE	ALLARY DRAVE	ALLMAN DRIVE	* MULBERRY STREET	Muleerry Street	OVIS NOSSIO	NORTH PL.	West PL	IK ALONG
Location	ALUNNI DRIVE	Intersection of Alumn Drive And Varsity Anenje	ALLINAS DRIVE	ALLAAN DRIVE	varstiy avende Des}	ALLIAN DRIVE	unwensity elvo	UNIVERCITY BLVD	CV/H NOSBID KU	CUBSON BLVD	CIRSON BLYD	GIRSON BLVD	onte autoriann	UNIVERSITY BUND	CUBSON BIND	PROX 42,000 CY EARTHWOR
Type of Inproventent	1-12" LANE, 2-11" LANE, 1-8" BAG" LANE, IN BACH DIRECTION, MEDANA CAG, 37" NUDARD CAG, ARTERIAL PAVEMENT, 8" SIDEWALK (BOTH" SUCES)	SINGLE LANE ROUNDABOUT	1-12'LAVE: 1-8' BAYE LAVE. IN EACH DIFECTION, MOLINTABLE MEDIAN CALO, BTANDARD CARO, ANTERIAL, PANEMENT, B' SIDEWALK (BOTH SIOES)	2-12"LANRS, 2-8" BARE LANRS, 5TANDARD 540. ARTERIAL PANEMENT, 5" SIDEMALK (BOTH SIDES)	2-12" Lanes, 2-5 Såle Lanes, standand C40. Arterial Paveshent, & Sidrwalk (Both Sider)	75 ng left turn lang with Transition, rednan cag	100 NB LEFT TUBN LANE WITH TRANSITION, NEDDAY CEG	160 se pight Tunn Lane With Transtton, Standard Cro	115 YOR MAX POSSIBLE) WE KIGHT TURU LANE WITH GIBSON BLVD TRANSITION, STANDARD CARS	200' er left Then Lane With Transition, median cag	122 we resht then lake with Transition, Standard Cas	SO WE LEFT TURN LANE WITH TRANSITION, MEDIAN CAG	Restripte to Provide 240 SB (EFT TURN LANE	r stoewalk	AL STORTWALK	cut vollare approx 12,000 CV. Fill vollare approx 42,000 CY Earthwork Along
Siza	20' R.F.		18' P.F. BACH DIRECTION	11년 198	38t Fr.Fr	12 FACE TO EDGE	12 FACE TO EDGE	12 FAGE TO EDGE	12 FACE TO EDGE	12 FAGE TO BUGE	12 PACE TO EDGE	12" FACE TO EDGE	12 604670 6046	-		\$3,000 CY
COA DRG Project #										·						
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Page 1 of 3

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		the second second	munder manual manual		3			1 . 1 . 1		I manufacture and		1 1 1	1	l l			I	the second second		
ENSTING WATER LINE IN LOBO WILLAGE (CPN MERGERZ)	toy east of allian Drive	tor south of houndabout	THORNOR	600' NORTH TO EXISTING Gavetary Semer Ma	Point of Connection to Existing At the west side of alunin drive	APPROX, 190 NOATH OF ROUNDABOUT	APPROX, 225 SOUTH OF ROUNDABOUT	APPROX 120' BOUTH OF THE NORTHWEST CONNER OF TRACT B	APPROX, 120' SOUTH OF THE APPROX, 330' SOUTH OF THE NORTH-WEST CORNER OF TRACT & NORTH-WEST CORNER OF TRACT &	SOUTH DWERSION CHANKE.		TERNARUS OF CONCRETE CHAVALE, APPROX, 740 WEST OF URWERSTRITY BLVD	existing amapca concrete Bapple Ruadown	0/18 NO3812						
Existing verter ling in Gibson Bund.	EXISTING WATER UNE IN UNVERSITY BLVD.	Existing Sanitary Sever Line In Gibson Blvd.	too wert of lanversity blud	ROCHDABOUT	UNIVERSITY BLVD	Roundagour	ROUNDABOUT	20' NORTH OF THE NORTHWEST CORVER OF TRACT 8	AFPROX: 120° SOUTH OF THE NORTHAVEST CORNER OF TRACT I	- Alling Drave	APPROX, 80' SOUTH OF VARSITY AVENUJE	UKIVERSITY BLVD	LAWERSITY BLVD	existing Amafica Concrete Baffi, e Rladown	hear downstream teruinus of 75" storm druin	NEAR DOWNSTREAM TERMINUS OF 40" STORM DRAIN	at downstream temanus of 16° storm oran	×	1047VE	* \$40.800 OVED BY FEMA
Swiich Hartty	varsity avenue	ALUNNU DRIVE	VARSITY AVENUE	ALLING DRAVE	Versity Avenue	ALLANI CRIVE	ALLANN CRIVE	ALLUNN DRIVE	ALLANN DRIVE	APPROX, 260' SOUTH OF J BUNSHINE TERRACE AVENUE	VIEST OF UNIVERSITY BLVO	genevas arrovo	NORTH SIDE OF GEMIEVAS ARROYO	exist, easement on Thagt 1	near downstream te	near downstream to	at downstream term		GIBSON BLVD AVID ALLWAY DRIVE	vancial gurrantee amount used untilthe loar is appr
WATERLINE W/ NEG. VALVES FMS, MJ'S & RJS	Waterling Wingc, Valves Fhs, Mjs & Rjs	santary senjer ling Winsc, Mas & Services	Samitary renyer ling Wy Nec, Mays & Services	kantary sewer ling Wi nec, 1443 & services	rady storn draw line w/ laterals, M4 & Paleys	rcp storn drain line wi na a naets	reds storm drain line wy mar a marts	rice story druw live w/ wh a bull's	rcp stork drain line willateras. 184 8 unets	rcp storm drain line wi mh & whets	STORM DRAIN JUNCTION BOX OR AMARTOLD	Dend of Exerting Concrete Change	dend of Existing 45° storm zrain	deno of Existing 64" storm dram	water quality musicile	WATER OUALITY MANHOLE	ENERGY DISSIPATION DISACE		tractic skanal	loar for generating arroy floodflan (friancal allander loar is approved by Fela The franking burdatee wal not se heleased han the loar is approved by Fela
PUBLIC WATER	6°=10°	SANITARY SUWES	to	8-40	STORM DRAIN	30.	38,	27	8	484									WITC .	
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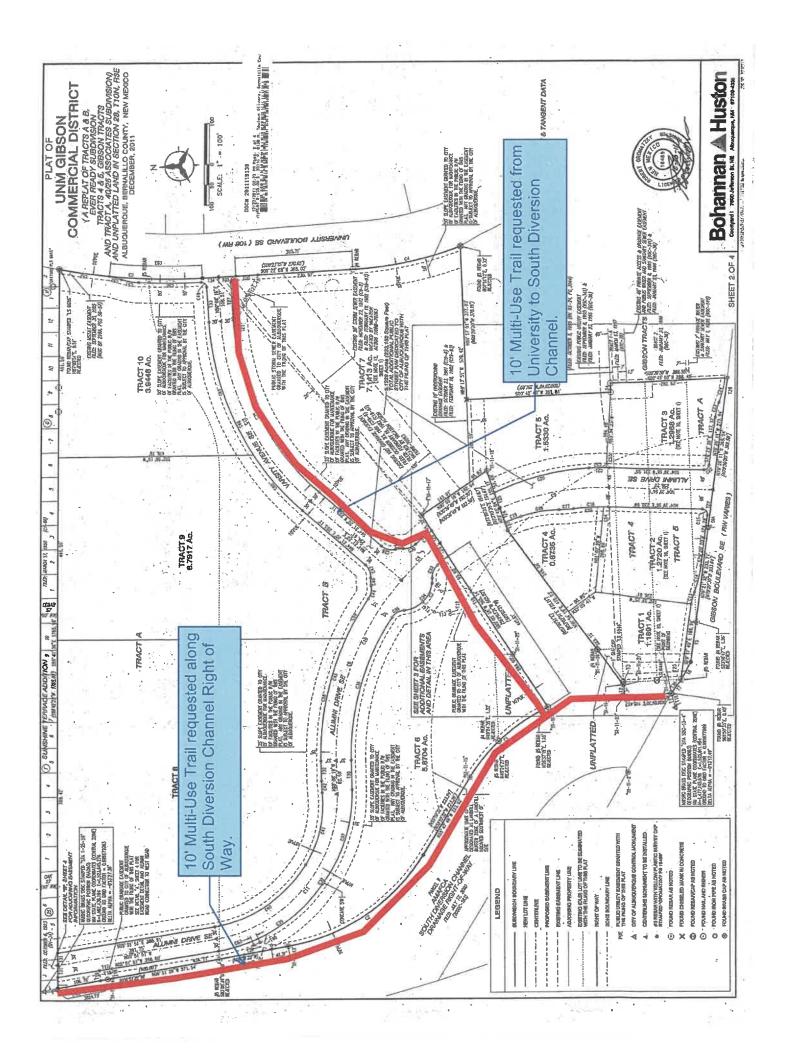
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۰., ORIGINAL Current DRC Project No. Date Submitted: Date Site Plan for Bldg Permit App Date Site Plan for Sub. Approved: Figure 12 ÷. Date Preliminary Plat Approved INFRASTRUCTURE LIST Date Preliminary Plat Expires: EXHIBIT 'A' TO SUBDIVISION IMPROVEMENTS AGREEMENT DEVELOPMENT REVIEW BOARD (D.R.B.) REQUIRED INFRASTRUCTURE LIST DRB Project No. UNM GIBSON COMMERCIAL DISTRICT

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Following is a summary of PUBLICPRIVATE Infrastructure required to be constructed or financially guaranteed for the above development. This Listing is not necessarily a complete listing. During the SIA process and/or in the review of the construction drawings, if the DRC Chair determines that appurtenant liems and/or unforeseen items have not been included in the infrastructure listing, the DRC Chair may include those items in the listing and related financial guarantee. Likewings, if the DRC Chair determines that appurtenant items can be deleted financial the intrastructure listing, the DRC Chair may include those items in the listing and related financial guarantee. Likewings, if the DRC Chair determines that appurtenant or non-assential lisms can be deleted from the listing, those items may be deleted as well as the related portions of the financial guarantees. All such revisions require approval by the DRC Chair, the User Operativent and and portiones, it is the interview of the financial diministructure interview. In the interview of the Bind of the Interview of the Interv

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SIA Sequence #	COA DRC Project#	Size	Typo of Improvement	Location	From .	то .	Privato Inspactor	City Inspector	City Cast Engineer
		29' F.F EACH DIRECTION	1-12' LANE, 1-11' LANE, 1-6' BIKE LANE, IN EACH DIRECTION, MEDIAN C&G, STANDARD C&G, ARTERIAL PAVEMENT, 6' SIDEWALK (BOTH SIDES)	ALUMNI DRIVE	GIBSON BLVD	300" NORTH OF GIBSON PLUS TRANSITION		<i>I</i>	
			SINGLE LANE ROUNDABOUT	INTERSECTION OF ALUMN AND VARSITY AVENUE	1 DRIVE		/	<u> </u>	/
		18' F-F EACH DIRECTION	1-12' LANE, 1-6' BIKE LANE, IN EACH DIRECTION, MOUNTABLE MEDIAN CAG, STANDARD C&G, ARTERIAL PAVEMENT, 6' SIDEWALK (BOTH SIDES)	ALUMNI DRIVE	300' SOUTH OF ROUNDABOUT	TRACT 8 ENTRANCE	/	/	
		36' F-F	2-12' LANES, 2-5' BIKE LANES, STANDARD C&G, ARTERIAL PAVEMENT, 6' SIDEWALK (BOTH SIDE	ALUMNI DRIVE S) .	TRACT & ENTRANCE	EXISTING TÈRMINUS OF WEST ROAD	/	/	<u> </u>
		36' F-F	2-12' LANES, 2-6' BILE LANES, STANDARD C&G, ARTERIAL PAVEMENT, 6' SIDEWALK (BOTH SIDE	VARSITY AVENUE S)	ROUNDABOUT (ALUMNI DRIVE)	UNIVERSITY BLVD			/
		12' FACE TO EDGE	75 NB LEFT TURN LANE WITH TRANSITION, MEDIAN C&G	ALUMNI DRIVE	NORTH PL OF TRACT 2	APPROX. 75' SOUTH OF NORTH PL OF TRACT 2	······	<i>i</i>	
		12' FACE TO EDGE	100' NB LEFT TURN LANE WITH TRANSITION, MEDIAN C&G	UNIVERSITY BLVD	VARSITY AVENUE	APPROX. 100' SOUTHOF VARSITY AVENUE			·
		12' FACE TO EDGE	150' SB RIGHT TURN LANE WITH TRANSITION, STANDARD C&G	UNIVERSITY BLVD	VARSITY AVENUE	APPROX. 150' NORTH OF VARSITY AVENUE	<i>i</i>	/	
		12' FACE TO EDGE	115' (OR MAX POSSIBLE) WB RIGHT TURN LANE WITH TRANSITION, STANDARD C&G	GIBSON BLVD	ALUMNI DRIVE	APPROX. 115' EAST OF ALUMNI DRIVE		/	<u>/</u>
	· ·	12' FACE TO EDGE	200' EB LEFT TURN LANE WITH TRANSITION, MEDIAN C&G	GIBSON BLVD	ALUMNI DRIVE	APPROX. 200' WEST OF ALUMNI DRIVE	/	/·	<u> </u>
		12' FACE TO EDGE	150 WB RIGHT TURN LANE WITH TRANSITION, STANDARD C&G	GIBSON BLVD	MULBERRY STREET	APPROX. 150' EAST OF MULBERRY STREET	<u>/</u>		<u>/</u>
		12' FACE TO EDGE	50' WE LEFT TURN LANE WITH TRANSITION, MEDIAN C&G	GIBSON BLVD	MULBERRY STREET	APPROX, 50' EAST OF MULBERRY STREET	<u></u>	/	<u> </u>
		12' EDGE TO EDGE	RESTRIPE TO PROVIDE 2ND SB LEFT TURN LANE	UNIVERSITY BLVD	GIBSON BLVD	APPROX, 130' NORTH OF GIBSON BLVD	/	/	
			6' SIDEWALK	UNIVERSITY BLVD	NORTH PL	SOUTH PL		/	/
			6' SIDEWALK	GIBSON BLVD	WEST PL	EASTPL		/	
		53,000 CY	CUT VOLUME APPROX 12,000 CY, FILL VOLUME APPRO ALUMNI DRIVE AND VARSITY AVENUE	DX 42,000 CY EARTHWORK	ALONG	<b>The second seco</b>	/	/	

	8
	PUBLIC WATER 12"
	8"-10"
	SANITARY SEW 8"-10"
	8"
	8*-10"
	STORM DRAIN 78"
	 30"
	36"
	42*
	36"
	 48"
<sup>'</sup>	
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TER	WATERLINE W/ NEC. VALVES FH'S, MJ'S & RJ'S	ALUMNI DRIVE	EXISTING WATER LINE IN GIBSON BLVO,	EXISTING WATER LINE IN LOBO VILLAGE (CPN #566582)	
-	WATERLINE W/ NEC. VALVES FHS, MJ'S & RJ'S	VARSNY AVENUE	EXISTING WATER LINE IN UNIVERSITY BLVD.	100' EAST OF ALUMNI DRIVE	<u> </u>
EWER	SANITARY SEWER LINE W/ NEC. MH'S & SERVICES	ALUMNI DRIVE	EXISTING SANITARY SEWER LINE IN GIBSON BLVD,	100' SOUTH OF ROUNDABOUT	<u>/</u>
	Sanitary sewer line W/ Nec. MH's & Services	VARSITY AVENUE	100' WEST OF UNIVERSITY BLVD	ROUNDABOUT	
9	SANITARY SEWER LINE W/ NEC, MH'S & SERVICES	ALUMNI DRIVE	ROUNDABOUT	800' NORTH TO EXISTING SANITARY SEWER MH	
<u>AIN</u>	ROP STORM DRAIN LINE W/ LATERALS, MH & INLETS	VARSITY AVENUE	UNIVERSITY BLVD	POINT OF CONNECTION TO EXISTING AT THE WEST SIDE OF ALUMNI DRIV	
	RCP STORM DRAIN LINE W/ MH & INLETS	ALUMNI DRIVE	ROUNDABOUT	APPROX, 190' NORTH OF ROUNDABOUT	<u> </u>
	RCP STORM DRAIN LINE W/ MH & INLETS	ALUMNI DRIVE	ROUNDABOUT	APPROX, 225' SOUTH OF ROUNDABOUT	
	RCP STORM DRAIN LINE W/ MH & INLETS	ALUMNI DRIVE	20' NORTH OF THE NORTHWEST CORNER OF TRACT 8	APPROX, 120' SOUTH OF THE NORTHWEST CORNER OF TRACT 8	<u></u>
	RCP STORM DRAIN LINE W/ LATERALS, MH & INLETS	ALUMNI DRIVE	APPROX: 120' SOUTH OF THE NORTHWEST CORNER OF TRACT 8	APPROX, 330' SOUTH OF THE NORTHWEST CORNER OF TRACT 8	
	RCP STORM DRAIN LINE W/ MH & INLETS	APPROX. 260' SOUTH OF SUNSHINE TERRACE AVENUE	ALUMNI DRIVE	SOUTH DIVERSION CHANNEL	////
	STORM DRAIN JUNCTION BOX OR MANIFOLD	WEST OF UNIVERSITY BLVO	APPROX, 80' SOUTH OF VARSITY AVENUE		/ /
	DEMO OF EXISTING CONCRETE CHANNEL	GENIEVA'S ARROYO	UNIVERSITY BLVD	TERMINUS OF CONCRETE CHANNEL APPROX, 740' WEST OF UNIVERSITY BLVD	
	DEMO OF EXISTING 48ª STORM DRAIN	NORTH SIDE OF GENIEVA'S ARROYO	UNIVERSITY BLVD	EXISTING AMAFCA CONCRETE BAFFLE RUNDOWN	
	DEMO OF EXISTING \$4" STORM DRAIN	EXIST, EASEMENT ON TRACT 1	EXISTING AMAFCA CONCRETE BAFFLE RUNDOWN	GIBSON BLVD	<i>iii</i>
	WATER QUALITY MANHOLE	NEAR DOWNSTREAM TER	vinus of 78" storm drain	. •	<u> </u>
	WATER QUALITY MANHOLE	NEAR DOWNSTREAM TERM	VINUS OF 48" STORM DRAIN		
;	ENERGY DISSIPATION DEVICE	AT DOWNSTREAM TERMIN	us of 78" storm drain		<u>//</u> /
	TRAFFIC SIGNAL	GIBSON BLVD AND ALUMN	) DRIVE		
	LOMR FOR GENEIVAS ARROYO FLOODPLAIN (FINANC THE FINANCIAL GUARANTEE WILL NOT BE RELEASED	ial guarantee amount = Untilthe Lomr is appro	:\$40,000) VED BY FEMA	)	

SIA Sequence#	COA DRC Project#	Size	Typo of Improvement	Location	From	το	Privato Inspoctor	City	City Cast Engineer
		10' ASPHALT TRAIL	10' MULTI-USE ASPHALT TRAIL WITH BUFFER PER DPM	THROUGH PLATTED AREA	UNIVERSITY BLVD	SOUTH DIVERSION CHANNE	EL /		
·		10' ASPHALT TRAIL	10' MULTI-USE ASPHALT TRAIL WITH BUFFER PER DPM	SOUTH DIVERSION CHANNEL RIGHT OF WAY	NORTH EDGE OF TRACT 8	GIBSON BLVD SE		<u> </u>	
									. <u> </u>
BRIAN C. PATTER PREPARED BY: BOHANNAN HUST FIRM:		11/8/2011 DATE	12/s	JULIII	DEVELOPMENT REVIEW BO 	Cand		erech	11-9-11 DATE
SIGNATURE	E_		Man	ION DEVELORMENT		11 Center	CITY ENGINEER	L	DATE 11-9-11 DATE
MAXIMUM TIME AI	LOWED TO CONST VITHOUT A DRB EXT	RUCT	ENGINEER'S CERTIFICATION OF THE	GRADING PLAN IS REQUIRED FOR RE	ELEASE OF THE SIA AND FINA	NCIAL GUARANTEE			DATE
		สาราวาร				******			
Contraction of the second s									
				DESIGN REVIEW COM	WITTEE REVISIONS		·······		
REVIS	SION	DATE	DR	CHAIR		USER DEPARTMENT	j.	AGENT/OWNER	
<u>^</u>		06/27/2023							

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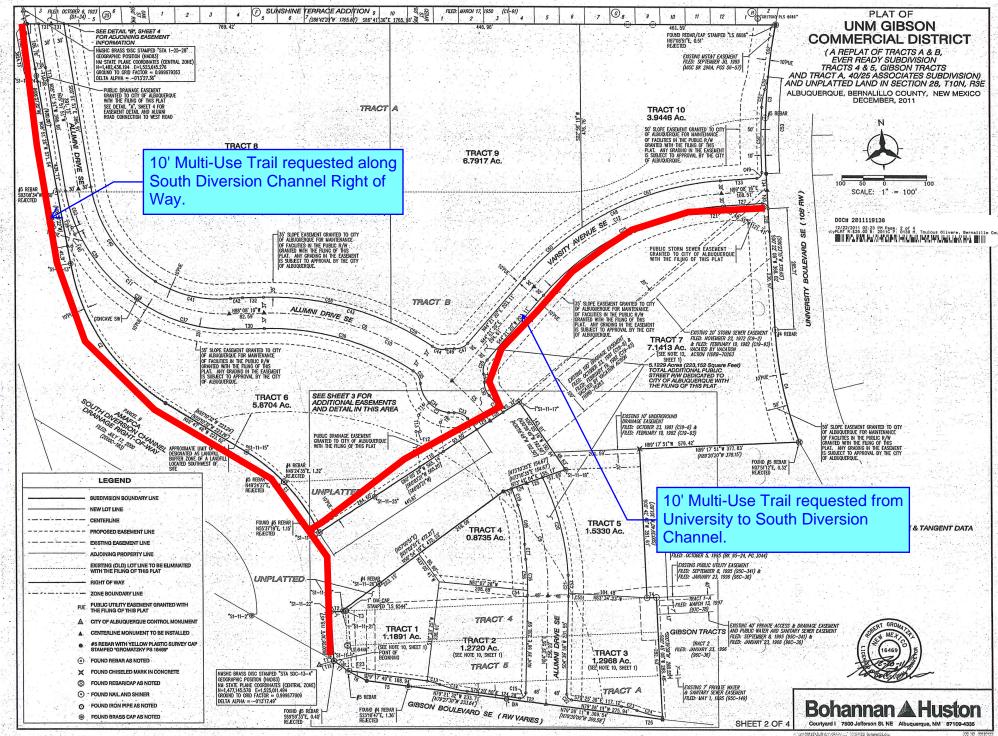
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Page 3	ď	3
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# Bohannan A Huston great people supporting great communities

April 30, 2025

New Mexico: Albuquerque | Las Cruces Colorado: Denver | Grand Junction 800.877.5332 bhinc.com

DRC Planning Department 600 2<sup>nd</sup> St Suite 400 Albuquerque, NM 87102

Re: Submittal for IIA Extension – UNM Gibson Commercial District (CPN 566587) PR-2020-004628

Dear DRC,

Bohannan Huston Inc. is submitting for an extension of an Infrastructure Improvement Agreement for the above-mentioned site. Raising Cane's was recently completed an In-n-Out Burger has contemplated a site next to the fire station. In addition development north of the channel is also seeing activity. At this time, we are requesting a two-year extension in anticipation of this future development.

Sincerely,

Michael Balaskovits, PE Senior Vice President Community Development and Planning

PLANNING DEPARTMENT DEVELOPMENT SERVICES DIVISION 600 2nd Street NW, Ground Floor, 87102 P.O. Box 1293, Albuquerque, NM 87103 Office (505) 924-3946

## **OFFICIAL NOTIFICATION OF DECISION**

University of New Mexico Real Estate Office 2811 Campus Blvd., UNM MSC01 1030 Albuquerque, NM 87109 Project# PR-2020-004628 Application# SD-2022-00155 EXTENSION OF INFRASTRUCTURE IMPROVEMENTS AGREEMENT

LEGAL DESCRIPTION: For all or a portion of: TRACTS 1 THRU 4, UNM ARENA zoned MX-M located at AVENIDA CESAR CHAVEZ SE between AMAFCA S. DIVERSION CHANNEL and UNIVERSITY containing approximately 74.1 acre(s). (L-15)

On November 2, 2022, the Development Review Board (DRB) held a public meeting concerning the above referenced application and approved the request based on the following Findings:

- 1. This is a request to extend the Infrastructure Improvements Agreement (IIA). It is a request for a 2-year extension.
- 2. Pursuant to 14-16-6-4(X)(4)(a) of the IDO the DRB, the original approving body, has made a decision using the same procedure required for the initial approval.
- 3. The applicant must coordinate with the City Engineer to add a 10-foot asphalt multi-use trail with buffers per the DPM to the Infrastructure List along the western property line within the AMAFCA right-of-way south diversion channel.
- 4. This action will extend the approval of the IIA to November 18, 2024.

Official Notice of Decision Project # PR-2020-004628 Application# SD-2022-00155 Page 2 of 2

<u>APPEAL</u>: If you wish to appeal this decision, you must do so within 15 days of the DRB's decision or by **NOVEMBER 18, 2022.** The date of the DRB's decision is not included in the 15-day period for filing an appeal, and if the 15<sup>th</sup> day falls on a Saturday, Sunday or Holiday, the next working day is considered as the deadline for filing the appeal.

For more information regarding the appeal process, please refer to Section 14-16-6-4(U) of the Integrated Development Ordinance (IDO). Appeals should be submitted via email to <u>PLNDRS@CABQ.GOV</u> (if files are less than 9MB in size). Files larger than 9MB can be sent to <u>PLNDRS@CABQ.GOV</u> using <u>https://wetransfer.com</u>. A Non-Refundable filing fee will be calculated and you will receive instructions about paying the fee online.

You will receive notification if any person files an appeal. If there is no appeal, you can receive Building Permits at any time after the appeal deadline quoted above, provided all conditions imposed at the time of approval have been met. Applicants submitting for building permit prior to the completion of the appeal period do so at their own risk. Successful applicants are reminded that there may be other City regulations of the IDO that must be complied with, even after approval of the referenced application(s).

Sincerely,

Jolene Wolfley DRB Chair

JW/jr

Bohannan Huston, Inc., 7500 Jefferson Street NE, Albuquerque, NM 87109



**Real Estate Department** 

May 5, 2025

**RE:** Tracts 1, 2, 3, and 4 - UNM Arena Tracts 1-10 - UNM Gibson Commercial District

To Whom it May Concern,

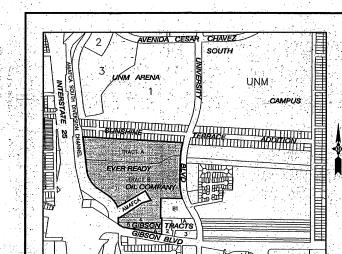
I hereby authorize Bohannan Huston, Inc. staff to act as our agent in all matters associated with applications for Infrastructure Improvements Agreement (IIA) Extensions for the abovereferenced properties to the City of Albuquerque Development Facilitation Team (DFT) process.

Sincerely,

N

Thomas Neale (May 5, 2025 11:00 MDT) Thomas Neale Director, UNM Real Estate Dept.

cc: Mike Balaskovits, Bohannan Huston Lobo Development Corporation



LOCATION MAP

ZONE ATLAS INDEX MAP No. L-15 NOT TO SCALE

SUBDIVISION DATA

1. DRB No.
 2. Zone Alias Index No. L-15.
 3. Not U is d .
 1. Sone Alias Index No. L-15.
 3. Not U is d .
 1. Gross Subdivision Acreage: 45.4403 Acres.
 5. Total number of Institutes Created: Ten (10) Inacts.
 6. 0.573 mille of Iuli width public street right-of-way orealed.
 7. Dete of Survey: April 2011.
 9. Piat Is located principal Mendian, and Town of Albuquerque Grant, Bernallilo County, New Mexico.

#### DISCLOSURE STATEMENT

The purpose of this Plat is to subdivide all of Tract A, Ever Ready Oil Company Subdivision as the same is shown and designated all of Tract A, Ever Ready Oil Company Subdivision as the same is shown and designated all of the Argended Summary Plat of Tract S of the One of the County New Mexico on Novembar 22, 1972 in Book C3, page 2 as Documen No. 21385, together with all of Tract B of the Argended Summary Plat of Tract S's of the Ever Ready Subdivision, Bernalling County, New Mexico as the same is shown and designated on the plat thereof, filed in the Office of the County Clerk of Bernalliko County, New Mexico on Fabruary 19, 1982 th Book C19, page 93 as Document No. 829033, together with all of Tracts 4 and 5 of the Councet of Hat of Tracts 4 thui 5 of Glisson Tracts, Abuquerque, New Mexico, as the same are shown and designated on its plat thereof, filed In the Office of the County Clerk of Bernalliko County, New Mexico on January 23, 1966 in Book 96C, page 36 as Document No. 9500/2667, together with all of Tracts 4 of the Replat of Tracts A 4 of the Rok 96C, page 149 as Document No. 9500/2667, together with all of Tract 4 of the Rok 96C, page 149 as Document No. 9500/2667, together with all of Tract 4 of the Rok 96C, page 149 as Document No. 9500/2667, together with all of Tract 4 of the Rok 96C, page 149 as Document No. 9500/2667, together with all of Tract 4 of the Clerk of the County of Albuquerque and to grant easements.

#### PUBLIC UTILITY EASEMENTS

PUBLIC UTILITY EASEMENTS shown on this plat are granted for the common and joint use of: A. Public Service Company of New Mexico ("PNM"), a New Mexico corporation, (PNM Electric) for installation, maintenance, and service of overhead and underground electrical lines, transformers, and other equipment and related facilities reasonably necessary to provide alectrical regrises

B. New Mexico Gas Company for Installation, maintenarice, and service of natural gas lines velves and other equipment and facilities reasonably necessary to provide natural gas.

C. Qivest Corporation d/b/a Centurylink QC for the installation, maintenance, and service of such lines, cable, and other related equipment and facilities reasonably necessary to

tion services.

D. Cable TV for the installation, maintenance, and service of such lines, cable, and other related equipment and facilities reasonably necessary to provide Cable services.

Included, is the right to build, rebuild, construct, reconstruct, locate, relocate, change, remove, replace, modify, renew, operate and maintain facilities for purposes described above, together with free access to, from, and over said easements, with the right and philogo of going upon, over and across adjoining lands of Grantor for the purposes set, forth herein and with the right to utilize the right of way and easement to extend services to customers of Grantee), including stifficient working area space for electric transformers, with the right and philopin to the random renew, shrubs or busines which interfere with the purposes set forth herein. No building, sign, pool (above ground or substrate), knt tub, concrete or wood pool decking; or other structure shell be erected or constructed on said easements, nor shall any wall be driled or operated therean. Property owners shall construction of pools, decking, or any structures adjoent to or near easements shown on this pair. construct this plat.

Easements for electric transformer/switchgears, as installed, shall extend ten (10) feet in front of transformer/switchgear doors and five (5) feet on each side.

In approving this plat, Public Service Company of New Maxico (FNIM) and New Maxico Gas Company (NINGC) did not conduct a Title Search of the properties shown hereon. Consequently, PNM and NMGC do not wake or telease any easement or easement rights which may have been granted by prior plat, teplat or other document and which are not shown on this plat.

김 의장 영국은 감독을 통하는 것을 위해 물건을 했다.

#### DESCRIPTION

A certain tract of land situate within Section 28, Township 10 North, Range 3 East, New Mexico Principal Meridian, and Town of Albuquergue Grain, Bernallio Courty, New Mexico, being and comprising all of Tract A Ever Ready OI Company Subdivision, as the same is shown and designated on the Plat thereol, filed in the Office of the County Calif of Benallik County, New Mexico on November 22, 1972 in Book C9, pege 2, together with all of Tract A Ever Plat thereof, filed n the Office of the County Clerk of Bernatillo County, New Mexico on Fobraury 19, 1982 in Plat thereof, filed n the Office of the County Clerk of Bernatillo County, New Mexico on Fobraury 19, 1982 in Book C19, page 83 as Document No. 828033, together with all of Tracts 4 and 5 of the Councy Clerk of Bernatillo County, New Mexico on January 23, 1992 in Book C19, page 83 as Document No. 828033, together with all of Tracts 4 and 5 of the Councy Clerk of Tracts 1 thu 5 of Glebon Tracts A, Nouvyergue, New Mexico, as the same are shown and designated on the plat thereof, filled in the Office of the County Clerk of Bernatillo County, New Mexico on January 23, 1996 in Book BeC, page 83 es Document No. 9806104, together with all of Tract A of the Roylat of Tracts A & B of 40/25 Associates Subdivision, Albuquergue, New Mexico on May 10, 1995 in Book 96C, page 149 as Document No. 950/2867, together with all unplated portion of land, and being more particularly described by New Mexico State Plane grid bearings (NDA B3 Central Zone) and ground distances as folows:

BEGINN/ING at a found AMAFCA brass cap stamped "\$1-11-1" at the southwast corner of the tract harmin described, identical to the southeast corner of Parcel 9 of the AMAFCA South Diversion Channel Drainage Pight-gi-Way Phase 1, The Parcels 1 flux 10, as the same is shown and designated on the Part Hild in the Office of the County Centro d Bernallin County, New Maxico on July 17, 2000 in Book 2000, Page 183 as Document No. 2000/00137, WHENCE the City of Aburearce Central Menument No. 2000/00137, WHENCE the City of Aburearce Central Menument STA SDC-134 Parked 1 and Parked

THENCE along the westerly boundary of the tract herein described, coincident with the easterly boundary of said AMAFCA Parcel 9, the following three (3) courses;

N00°04'35"E a distance of 115.66 feet to a found AMAFCA brass cap stamped "S1-11-22";

S89\*1537\*E a distance of 28.78 feet to a a found AMAFCA brass cap stamped "S1-11-21";

NO4\*2905W a distance of 2.77 feet to a found AMAFCA brass cap stamped \*S1-11-20";

THENCE continuing along said westerly boundary of the tract herein described, coincident with said easterly boundary of AMACA Parcel 9 and the westerly boundary of said Tracts A and 9, Ever Ready Subdivision the following eight (2) courses;

NSF954TPE a distance of 472.23 feet to a point: NSF954TPE a distance of 472.23 feet to a found AMAFCA brass cap stamped 'S1-11-18'; NSO 5516TV a distance of 182.24 feet to a found AMAFCA brass cap stamped 'S1-11-18'; NSO 5516TV a distance of 182.24 feet to a found on ouve marked by a found AMAFCA brass cap stamped 'S1-11-16'; 280-0512FV a distance of 56.14 feet to a point on ouve marked by a found AMAFCA brass cap stamped 'S1-11-16'; 280-11 feet along the arc of a non-tangent curve to the left having a radius of 448.10 feet, a central angle of 37153C1 and a chord beaming NSS 2250FV a distance of 256.47 feet to a point (non-tangent) marked by a found AMAFCA brass cap stamped 'S1-11-15'; NSS 4716FV a distance of 223.62 feet to a non-tangent point of curvature; 407.99 feet along the arc of a curve to the left having a radius of 483.70 feet, a central angle of 48'1908' and a chord beaming NSS 37185V a distance of 356.01 feet to a non-tangent point marked by a found AMAFCA NSS 4718FV a distance of 56.12.61 feet to a non-tangent point of curvature; 407.99 feet along the arc of a curve to the left having a radius of 483.70 feet, a central angle of 48'1908' and a chord beaming NSS 3718V a distance of 356.01 feet to a non-tangent point marked by a found AMAFCA brass cap stamped 'S1-11-13'; NO5'S174V a distance of 571.64 feet to the northwest corner of the tract herein described, identical to the northwest corner of said Tract A, Ever Ready Subdivision;

THENCE leaving sold easterly boundary of sold AMAFCA Parcel 9 along the northerly boundary of the tract herein decribed, coincident with the northerly boundary of sold Tract A: S86 41397E a distance of 1765.98 feet to a point on curve at the northerly boundary of the tract herein described. Identical to the northeast commer of sold Tract A: Ever Ready Subdivision, and also being a point on the westerly right-of-way of University Boulevard SE;

THENCE along the easterly boundary of the tract herein described, coincident with the easterly boundary of said Tracts A and B, Ever Ready Subdivision and said westerly right-of-way of University Boulevard SE; the following

349.48 feet along the arc of a non-tangent curve to the left having a radius of 1485.40 feet, a central angle of 13°2849° and a chord bearing S0706'32W a distance of 348.67 feet to a point of tangency: S00°2206°W a distance of 358.02 feet to a found #4 reber marking a point of oursature; 270.70 feet along the arc of a curve to the left having a tadius of 871.51 feet, a central angle of 17°47415; and a chord bearing S063146°E a distance of 289.61 feet to a found Chiseled Mark at the most easterly com of the tract herein described; identical to the most easterly comer of said Tract B; riv comer

THENCE leaving said westerly right-of-way of University Boulevard SE and continuing along the easterly boundary of the tract herein described, coincident with the easterly boundary of said Tract B the following two (2).

N89\*1751"W a distance of 377.83 feet, to a found chiseled mark at the northwest corner of Tract B-1 of the Amended Summary Plat of Tract 'B' of the Ever Ready Subdivision, Bernaillio County, New Maxico filed in the Office of the County Clerk of Bernaillio County, New Mexico on February 19, 1982 in Book C19, pege 30; S00\*4240"W a distance of 351.61" feet to a found natil and shiner at the southeast corner of said Tract B, also being a point on the northerly boundary of said Tract 4, Gibson Tracts;

THENCE continuing along the eastenty boundary of the tract herein described, coincident with said northe boundary of Tract 4, SB9-1019/E a distance of 22.49 feet to a found nail and shiner at the northeast corne of said Tract 4;

THENCE continuing along said easterly boundary of the tract herein described, coincident with the easterly boundary of said Tract 4 and 5, Gibson Tracts and said Tract A, 40/25 Associates Subdivision, S00\*4508\*W a distance of 288.48 feet to the southeast corner of the tract herein described, identical to the southeast corner of said Tract A, 40/25 Associates Subdivision;

THENCE along the southerly boundary of the tract harein described, coincident with the southerly boundary of said Tract A, the following two (2) courses;

N79°2611"W a distance of 369.54 feet to a found 1° diameter iron pipe; N79°21'32"W a distance of 233.71 feet to the most westerly comer of said Tract A;

THENCE continuing along the southerly boundary of the tract herein described, coincident with the sou boundary of said Tract 5, the following two (2) courses;

N79°16'41"W a distance of 98.67 feet; N59°06'04"W a distance of 47.44 feet to a found #5 rebar at the southwest comer of said Tract 5; THENCE continuing along the southerly boundary of the tract herein described, N50°32'39'W a distance of 42.79 feet to the POINT OF BEGINNING.

#### This tract contains 45.4403 acres, more or less,

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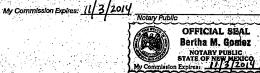
#### FREE CONSENT AND DEDICATION

The plat shown hereon is made with the owner(s) free consent and in accordance of the desires of the undersigned owner(s), the execution of this plat is their free act and deed. Those signing as owner(s) warrant that they hold among them, complete indefeasible title in fee simple to the land shown on this plat. Owner(s) hereby affirm that the described property shown on this plat lies within the plating and subdivision jurisdiction of Albuquerque, New Mexico. Said owner(s) hereby grant all Easements as shown on this plat and hereby dedicate Public Rights-of-Way as shown on this plat to City of Albuquerque, New Mexico in Fee Simple with Warranty Covenants.

Kith Murphy, Director of Real Estated UNIVERSITY OF NEW MEXICO

State of New Mexico ) County of Bernalillo )

This instrument was acknowledged before me on 9 day of December 2011, by Kim Murphy, Director of Real Estate, University of New Mexico



NOTES

Bearlings are New Mexico State Plane Grid Bearlings (Central Zone) NAD 1983, Basis of Bearlings is between City of Albuquerque Control Stations "SDC-13-4" and "1-25-30" Bearling a N77-2549".
 Record Bearlings and distances of the Summary Plat of Trator 15" of the Ever Ready Subdivision filed on February 18, 1992 in Volume C19, folio 83 are

Heady Subdivision ined on residuary 19, 1922 in Volume C19, 1910 93 are shown in parenthesis (). Record Bearings and distances of A Replat of Tracts A & B of 40/25 Associates Subdivision lifed on May 1, 1995 in Volume 95C, folio 149 are shown in

brackets []. Record Bearings and distances of a Plat of Tracts 1 thru 6 of Glbson Tracts filed on January 29, 1996 in Volume 96C, folio 36 are shown in asteristis \* \* Record Bearings and distances of AMA.F.C.A. South Diversion Channel Drainage Right-O-Way Plass 1, right-of-way Parcels 1 thru 106 July 17, 2000 in Book 2000C, page 183 are shown in brackets {}.

Program of the provide the subject property being requirement within the City of the site. The subject property within the statement - The subject property and the subject property and the subject property within the same of this Plat shall at any time be subject to a dead statement of this Plat shall at any time be subject to a dead statement of this Plat shall at any time be subject to a dead statement of this Plat shall at any time be subject to a dead statement of this Plat shall at any time be subject to a dead statement of this Plat shall at any time be subject to a dead statement of this Plat shall at any time be subject to a dead stated on buildings or sected on the lots or parcels within the area of this Plat shall be a condition to approval of this plat. The foregoing requirement shall be a condition to approval of this plat. 55-ENP

these items: All comers oreated with this plat will be monumented with a #5 rebar and yellow plastic survey cap stamped "GROMATZKY PS 16469" or nall and washer stamped "Gromatzky PS 16469". 9. Centerline monuments to be installed at centerline PCs; PTs, angle points and strept intersections prior to acceptance of subdivision street improvements and will consist of a standard 3-1/4" eluminum alloy cap stamed" (CTY OF ALBUQUERQUE; "CENTERLINE MONUMENTATION;" SURVEY MARKER; "DO NOT DISTUBRY DIS 164609".

PLEUGUERGUE, CENTERLINE MONUMENTATION, 'SURVEY MARKEP, 'DC DISTURP, 'PLS 16469'. DISTURP, 'PLS 16469'. DISTURP, 'PLS 16469'. Explored access easement and to of Gibson Tracts are subject to an existing 24 reciprocal access easement and benefits from a 24 wide-reciprocal access easement across Tract 1 of said Plat filed on January 23. 1996 In Book 96C, page 38. 1. In the event that the Loanse Agreement for Alumni Drive within AMAFCA Right-ol Way is terminated by AMAFCA without a permanent easement being granted by AMAFCA to the City, UNM including its successors and easigns, sure to awake any and all claims egginst the City and shall diethed and had' hermiss the City and its officers, egents and employees from and egainst all action, suits or claims for damage to the Propenty as shown on the UNM Gibson Commercial District Subdivision Plat including any actions suits or claims egainst the City in the nature of invierse odnetimention. The liability of UNM, the CITY and AMAFCA shall in all cases be, subject to the limitations and immunities of the Hood Zone 44 nor FIBM Barel Social 40-47-61 steep, WMSA 1978, as amended.

NMSA 1979, as amended.
12: Tract 7 is subject to Flood Zone 'A' per FIRM Panel 35001C0342G revised September 28, 2008.
13: For additional information, refer to the 'Memorandum of Understanding Pertainin to the University of New Maxboo Gibson Commercial District Development?, executed by the Gib of Albuquerupie on October 17, 2011 and executed by the University of New Maxboo on October 10, 2011.

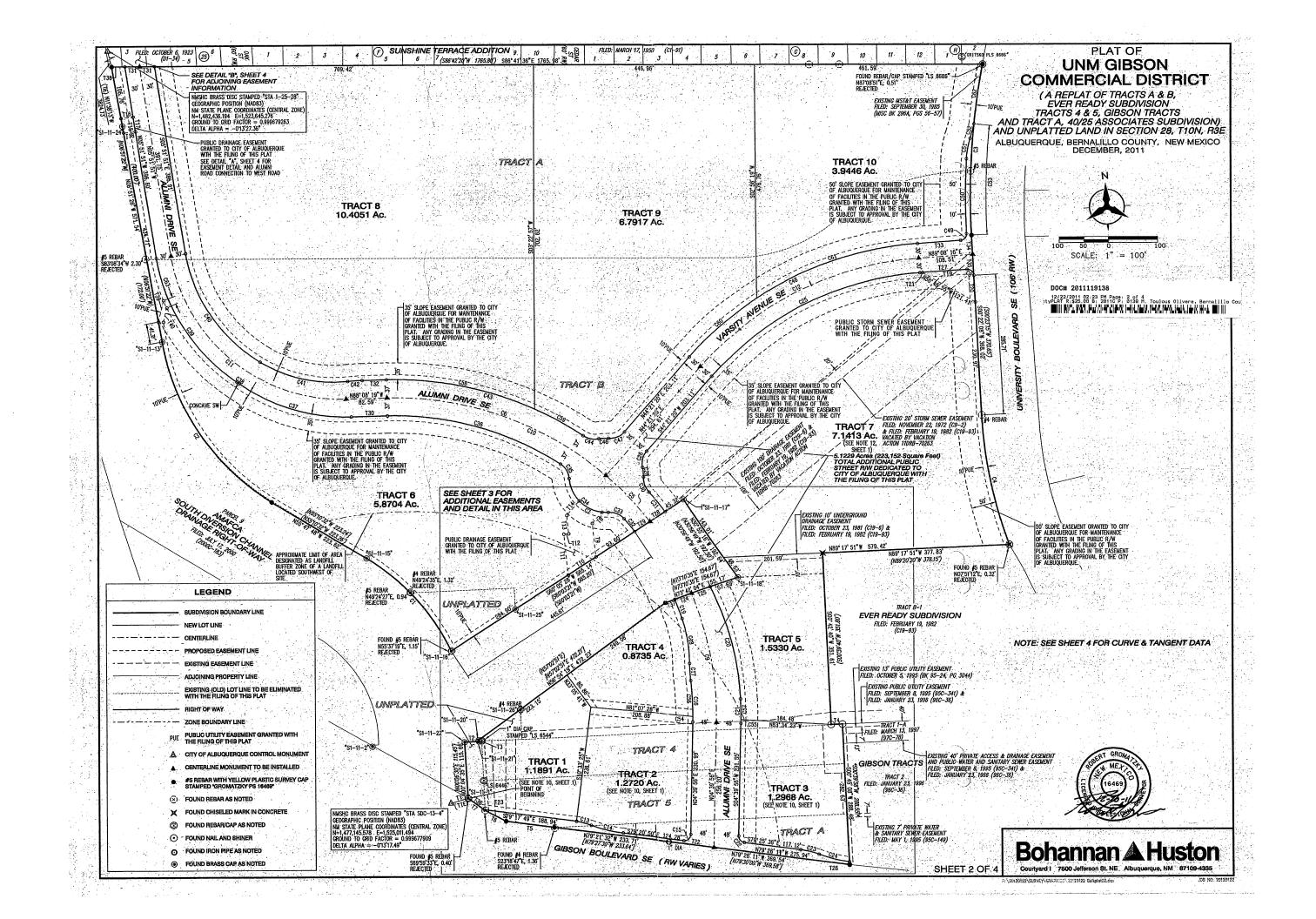


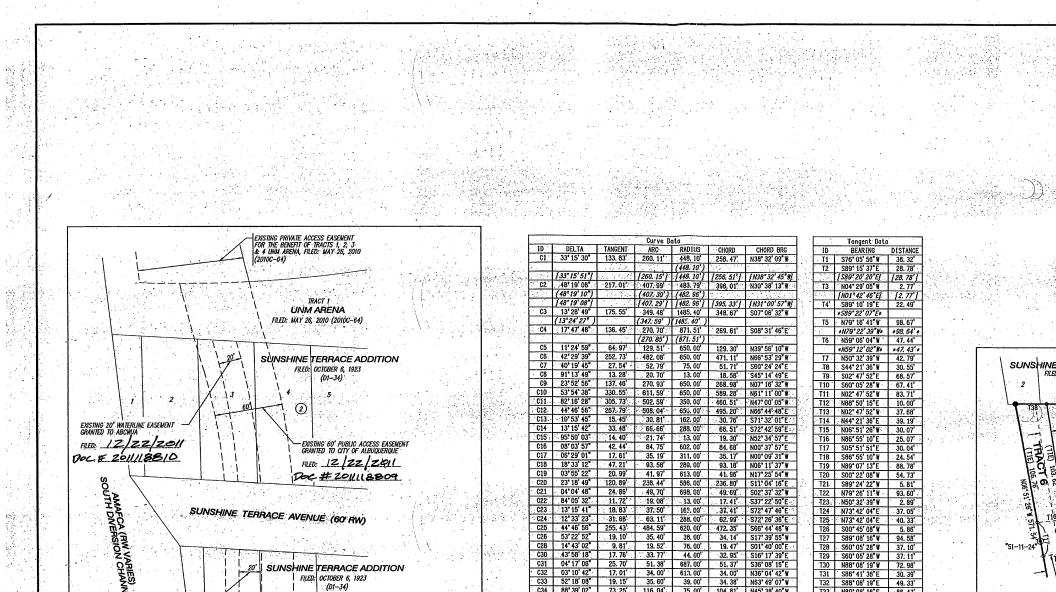
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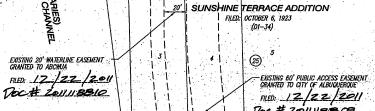
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PLAT OF **UNM GIBSON** COMMERCIAL DISTRICT ( A REPLAT OF TRACTS A & B. EVER READY SUBDIVISION TRACTS 4 & 5, GIBSON TRACTS AND TRACT A, 40/25 ASSOCIATES SUBDIVISION) AND UNPLATTED LAND IN SECTION 28, T10N, R3E ALBUQUERQUE, BERNALILLO COUNTY, NEW MEXICO DECEMBER, 2011 1001725 . PROJECT NUMBER APPI ICATION NUMBER PLAT APPROVAL UTILITY APPROVALS aliele DATE DATE Ramine MES CORPORATION CON 12-15-11 DATE TOMALLO V 12-19-11 12-19-2011 NEW MEACS GAS COMPANY DATE CITY APPBOVALS: fail CITY SURVEYOR 12-9-11 DATE ILSE 2 12-21-1) TRAFFIC ENGINEERING, TRANSPORTATION DIVISION 12/21/11 DATE BERNAULLO COUNT VATER UTILITY AUTHORITY Carel S. Dumont ARKS & RECREATION DEPARTMENT 12-21-11 Zym m. Mogen 12-14-11 DATE CITY ENGINEER 12 -21-11 DATE 12-22-11 DATE REAL PROPERTY DIVISION DATE AUM OMMU BUACH 12-20-11 TAX CERTIFICATION THIS IS TO CERTIFY THAT TAXES ARE CURRENT AND PAID ON UPC # See 1 Parcels GLOVE PROPERTY OWNER OF RECORD Kencels OF WNM BERNALILLO COUNTY TREASURER'S OFFICE U DATE SURVEYOR'S CERTIFICATION I, Robert Gromatzky, a registered Professional New Mexico Surveyor, certify that I am responsible for this survey and that this plat was prepared by me or under my supervision, shows all existing easements as shown on the plats of record, or made known to me by the owner, utility comparise, or other Interested parties and conforms on the Minimum Requirements of the Board of Registration for Professional Engineers and Professional Surveyors and meets the minimum requirements for monumentation and surveys contained in the Albuquereyue Subdivision Ordinance, and is true and accurate to the bast of my knowledge and belief. Robert Sometics Date: 12 -9 -11 (16469) WILHI KISZOLOW B: 2011C P: 0138 H. Toulous Olivere, Bernallin WILHI KISZOLOW B: 2011C P: 0138 H. Toulous Olivere, Bernallin Bohannan 🕰 Huston Courtyard I 7500 Jefferson St. NE Albuquerque, NM 87109-4335 2.1201201221 SURVEY (PADHICS) 20120122 Builderold day









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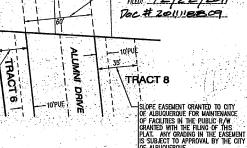
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SLOPE EASEMENT GRANTED TO CITY OF ALBUQUERQUE FOR MAINTENANCE OF ALBUQUERQUE FOR MAINTENANCE OF ARCUITES IN THE PUBLIC R/W GRANTED. WITH THE FULID OF THIS PLAT. ANY GRADING IN THE EASEMENT IS SUBJECT TO APPROVAL BY THE CITY OF ALBUQUERQUE.

DETAIL "B" NOT TO SCALE



1D         DELTA         TANGENT         ARC         FADIUS         CHORD         CHORD           C1         33' 15' 30'         133.63'         280.11'         448.10'         256.47'         N38' 32' 05'           C2         48' 19' 05'         17.0''         407.39'         1483.75'         396.01''         N38' 32' 05'           C4         48' 19' 10''         407.39'         1483.75'         396.01''         N38' 32' 07' 05' 32'           C3         13' 28' 49'         175.55'         343.46''         1485.67'         S08.01''         N37' 05' 65' 22'           C4         17' 47' 48''         136.45'         270.7''         787.5''         289.61''         S08'''         1485.7''           C5         11' 24' 59''         64.97''         122.51'         650.00''         129.30''         N39'' 65''         16'''           C6         42' 29''         27.44''         55.7'''         78.00''         51.7''         S08.01''         10''''         11'''         N0'''''         13.0'''''         11'''''         N0'''''''         13.0''''''''''''''''''''''''''''''''''''	- 10			Curve De	ita	• • • • • • • • • • • • • • • • • • • •	 
C1         33° 15° 30°         133, 83°, 260, 11°         448, 10°         266, 47°         N38° 32° 09°           I         J33° 15° 50°         I         I         I         I         I         I         N38° 32° 09°           I         J33° 15°         I         I         I         I         I         N38° 32° 09°           I         I         I         I         I         I         I         N38° 13°           I <th>ID</th> <th>DELTA</th> <th>TANGENT</th> <th></th> <th></th> <th>CHORD</th> <th>CHORD BRG</th>	ID	DELTA	TANGENT			CHORD	CHORD BRG
	C1.						N38" 32" 09" W
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	100		- 19 DA				
						[256. 51']	{N38*32'45"#
	C2		217.01			396, 01'	N30*38' 13"W
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $							-
124       17' 47' 48''       136. 45'       270. 70'       871. 51'       266. 61'       S08' 31' 46''         127. 45'       59'       664. 97'       122. 51'       650. 00'       129. 30'       N39' 56' 10''         126. 42' 29' 39'       282. 73'       1482. 08'       650. 00'       471. 11'       N66' 53' 29''         127. 40' 19' 45'       27. 54'       52. 79''       75. 00'       51. 71'       S60' 24' 24''         128. 32' 52' 55'       137. 46'       270. 93'       550. 00'       268. 98''       N07'' 16' 32''         121. 63' 54' 38'       305. 56''       11. 95''       550. 00''       559. 26''       N61'' 10'''       15'''         121. 64' 43''       315''       502. 59''       350. 00''       460. 51'''       N47'''       15'''       30. 73'''       57''''       51''''       50''''       51''''       51''''''       51'''''''       51''''''''''''''''''''''''''''''''''''	C3		175.55			348.67	S07*06' 32" W
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	-04		100 101			000 041	000104/4085
C5         11' 24' 59'.         84.97'         128.51'         650.00'         129.30'         N39' 65' 10'           C6         42' 29' 39'         252.73'         1482.08'         650.00'         471.11'         N06' 55' 29'           C7         40' 19' 45'         27.64'         52.79'         75.00'         51.71'         560' 24'           C8         39' 13' 49'         13.26'         20.70'         13.00'         18.58'         545' 14' 49'           C9         25' 25' 55'         137.46'         270.93'         650.00'         589.28'         N07' 16' 32'           C10         53' 54' 38'         30.55'         611.59'         500.00'         405.20''         N06' 44' 45'           C11         42' 16' 28''         30.51'         15.45'         30.81'         162.00''         405.20''         N06' 44' 42'           C13         10' 53' 45''         13.46''         26.66''         288.00''         66.51''         S72' 42' 59''           C16         08' 03' 57''         42.44'         84.75'         602.00''         84.66''         N00'' 37''           C16         08' 03' 57''         42.44''         84.75'         602.00''         84.66'''         N00'' 37''           C16         0		1/ +/ +0	130, 40			269.61	508-31 46 E
C6.         42: 29' 39'         282. 73'         482. 08'         650. 00'         471. 11'         N06' 53' 29'           C7.         40' 19' 45'         27. 64'         52. 79'         75. 00'         51. 71'         S60' 24' 24'           C8.         91' 13' 49'         13. 28'         20. 70'         13. 00'         18. 58'         54' 14'         11'           C10         53' 54' 38'         330. 55'.         611, 59'         550. 00'         288. 98'         N07' 16' 32'           C11         82' 16' 28'         330. 73'.         550. 99'         330. 00'         480. 51'.         147''         11'''''''''''''''''''''''''''''''''''	C5	11'24' 59"	64 97			120 20'	N20* 56' 10* W
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		42" 29' 39"					
CB         91'13' 49''         13. 28'         20. 70'         13. 00'         18. 56''         545'' 14' 49''           C9         23'52' 56''         137. 46'         270. 93'         650. 00'         286. 94''         N07'' 16' 32''           C10         53'54' 38''         305. 73''.         502. 59''         350. 00''         460. 51''         N81'' 11'' 00''           C11.         82'16' 28''         305. 73''.         508. 04''         655. 00''         460. 51''         N81'' 11'' 00'' 05''           C12.         44' 46' 58''         287. 73''.         508. 04''         655. 00''         70''' 75''' 74'' 41''         71. 30'''         71'''' 72''''         70'''''         71''''''''''''''''''''''''''''''''''''		40' 19' 45"		52.79'			S60" 24' 24" E
C10         S3* 54* 38:         330. 55*:         611. 59*         650. 00*         559. 28*         N81* 11* 00*           C11         82* 16* 28*         305. 73*         562. 59*         350. 00*         460. 51*         N47* 00*           C12         44* 46* 56*         257. 78*         560. 04*         550. 00*         495. 20*         N86* 44* 48*           C13         10* 53* 45*         15. 45*         30. 81*         162. 00*         30. 76*         S71* 32* 01*           C14         13* 15* 42*         33. 48*         666. 65*         288. 00*         66. 51*         S72* 42* 57*           C15         95* 50* 03*         14. 40*         21. 74*         13. 00*         19. 70*         N00* 03* 7*           C16         08* 03* 57*         42. 44*         84. 75*         602. 00*         83. 18*         N06* 11* 37*           C18         18* 33* 12*         47. 21*         93. 56*         289. 00*         93. 18*         N06* 11* 37*           C19         03* 65* 22*         20. 99*         44. 44*         586. 00*         238. 60*         N17* 25* 54*           C21         04* 04* 48*         24. 66*         49. 70*         698. 00*         49. 69*. 323. 37* 32*           C221         94* 05* 32	C8	91' 13' 49"					S45' 14' 49"E
C10         S3* 54* 38:         330. 55*:         611. 59*         650. 00*         559. 28*         N81* 11* 00*           C11         82* 16* 28*         305. 73*         562. 59*         350. 00*         460. 51*         N47* 00*           C12         44* 46* 56*         257. 78*         560. 04*         550. 00*         495. 20*         N86* 44* 48*           C13         10* 53* 45*         15. 45*         30. 81*         162. 00*         30. 76*         S71* 32* 01*           C14         13* 15* 42*         33. 48*         666. 65*         288. 00*         66. 51*         S72* 42* 57*           C15         95* 50* 03*         14. 40*         21. 74*         13. 00*         19. 70*         N00* 03* 7*           C16         08* 03* 57*         42. 44*         84. 75*         602. 00*         83. 18*         N06* 11* 37*           C18         18* 33* 12*         47. 21*         93. 56*         289. 00*         93. 18*         N06* 11* 37*           C19         03* 65* 22*         20. 99*         44. 44*         586. 00*         238. 60*         N17* 25* 54*           C21         04* 04* 48*         24. 66*         49. 70*         698. 00*         49. 69*. 323. 37* 32*           C221         94* 05* 32		23' 52' 56"			650.00	268.98	N07" 16' 32" W
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		53°54°38					N61*11'00"W
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$							N47*00'05"W
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$						495. 20	N66° 44' 48" E
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$							571° 32' 01" E
C16         08' 03' 57'         42, 44'         64, 75'         602, 00'         84, 66'         N00' 37' 57'           C17         06' 29' 01'         17, 61'         35, 19'         311, 00'         35, 17'         N00' 09' 31'           C18         B'33' 12'         47, 21'         93, 56'         289, 00'         93, 18'         N06' 11' 37'           C19         03' 55' 22'         20, 99'         41, 97'         613, 00'         41, 96'         N17' 25' 54''           C20         23' 18' 49'         120, 89'         238, 44'         1586, 00'         246, 60'         S11' 04' 16'           C21         04' 04' 46         24, 66'         49, 70'         698, 100'         49, 692, 502' 37' 22' 50''           C22         84' 05' 32'         11, 72'         19, 06''         13, 00'         17, 41', S37' 24', 47' 46''           C24         12' 33' 23'         31, 66''         63, 11'         288, 00''         62, 99'' 37', 44' 46''           C26         54' 44' 50''         255, 43''         484, 59'         620, 00''         41, 4'' 517' 39''         56''           C26         14' 43' 02''         9, 81''         19, 52''         76''         10''         31, 04'''         56'''         51'''         56''''         56'							
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$							
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $							
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	C18						
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$							N17' 25' 54" W
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		23' 18' 49"					511 04 16 E
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	C21	04 04 48	24. 66'				S02" 37' 32" W
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$			11. 72	19.08	13, 00'		S37 22 50 E
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$					162.00		S72* 47* 46" E
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		12 33 23					\$72" 26" 36"E
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		44 45 55					S66 44 48 W
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$				19. 52			SUI 40 00.E
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		04*17'06"					S36" 08' 15" F
C33         52*16'0*         19.15'         35.60'         39.00'         34.36'         N63*49'0*           C34         68'39'0*         73.25'         116.04'         75.00'         104.61'         N45'38'0'           C35         52'16'0*         19.15'         35.60'         39.00'         34.36'         N63*49'0'           C35         52'16'0*         19.15'         35.60'         39.00'         34.36''         N27'25'2'7'           C35         53'16'0*         190.44'         369.30'         613.00'         283.33''         N70'52'47'           C37         36'33'0''         125.60',         242.42'         380.00'         283.33''         N89'51'45''           C38         05'55'.         2.80',         5.60''         383'28''         380.00''         301.05''         N29'11'53''           C40         49'2'36''         147.67''         276.70'         320.00''         28.16''         S33'0''         53'1'63''           C41         370'4'42''         98'55''         148.38''28''1'1'63''         280.00'''         18.14''53''57''57''57''57''57''57''57''57''57						34.00'	N36" 04' 42" W
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	C33	52" 18' 08"	19. 15'	35.60*			N63' 49' 07" W
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	C34		73, 25'	116.04'	75, 00'	104. 81	N45° 38' 40" W
$\begin{array}{cccccccccccccccccccccccccccccccccccc$							N27* 28' 12" W
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$							N70° 52' 47" W
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$							
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$				5.60			
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		40 10 10					
C42         O4* 20* 50*         14, 39*         28, 76*         379. 00*         28, 75*         N83* 41' 16*           C43         35* 07* 47*         217. 47*         421. 22*         687. 00*         28, 75*         N83* 41' 16*           C43         35* 07* 47*         217. 47*         421. 22*         687. 00*         414. 65*         S70* 34* 25*           C44         45* 56* 18*         17. 76*         33. 77*         44. 00*         32. 95*         574* 55* 41*           C46         14* 43* 02*         9. 81*         19. 52*         76. 00*         19. 47*         589* 37* 19*           C47         53* 22*         52*         19. 10*         35. 40*         38. 00*         34. 14*         N71* 02* 46*           C48         44* 45* 55*         280. 15*         531. 48*         680. 00*         518. 16*         N44* 49* 17*           C50*         05* 52* 07*         76. 65*         153. 17*         1495. 40*         153. 30*         N03* 26* 69*           C51         14* 54* 38*         21* 20*         42* 16*         168* 00*         30. 43* 118* 15* 10*           C52         05* 03* 21*         13. 76*         227* 07*         1485. 40*         288. 85*         504* 44* 63*           C54		37' 04' 42"					
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		04" 20" 50"				28.75	
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		35' 07' 47"	217. 47	421. 22'			S70" 34' 25"E
C46         14* 43* 02*         9. 81*         19. 82*         76. 00*         19. 47*         S87* 37* 03*           C47         53* 22* 52*         19. 10*         35. 40*         38. 00*         38. 14*         N71* 02* 46*           C48         44* 46* 55*         280. 15*         53. 14*         887. 30*         18. 10*         N86* 44* 48*           C49         88* 36*         11*         12. 69*         20. 11*         13. 00*         18. 16*         N64* 44* 91 15*           C50         05* 52*         07*         70. 65*         153. 17*         1495. 400         153. 10*         N03* 26* 09*           C51         14* 54*         38*         20*         42. 16*         162. 00*         42. 0*         N13* 49* 11*           C52         06* 03* 21*         15. 23*         30. 44*         288. 00*         30. 43*         N18* 16* 10*           C53         08* 45* 31*         113. 76*         227. 07*         1485. 40*         228. 85*         S04* 44* 53*           C54         01* 02* 25*         5. 47*         10. 93*         602. 00*         70. 93*         504* 02* 44* 53*           C55         073 61*         37. 14*         7. 42*         698. 00*         42. 28*         N02* 19* 16*	C44	43' 58' 18"	17. 76'	33. 77'		32.95'	S74* 59' 41"E
C47         53'22'52'         19.10'         35.40'         38.00'         34.14'         N71'02'46'           C48         44'46'56'         280.15'         531.48'         680.00'         518.06'         N66'44'48'           C49         83'8'11'         12.69'         26.11'         13.00'         18.16'         N46'4'4'18'           C50         05'52'07'         76.65'         153.17'         1495.40'         153.10'         N03'26'09'           C51         14'54'36'         21.20'         42.16'         162.00'         42.04'         N13'49'31'           C52         05'52'07'         113.76'         227.07'         1485.40'         288.85'         S04'44'53'           C53         05'45'31'         113.76'         227.07'         1485.40'         228.85'         S04'44'53'           C54         01'02'25'         5.47'         10.93'         602.00'         10.93'         S04'06'44'55'           C55         07'01'32'         35.95'         73.82'         602.00'         73.77'         N00'06'45'           C57         03'26'16'         21.15'         42.28'         698.00'         42.28'         N02'19'16'           C58         25'47'01'         157.24''300.16'         687.00'<		14" 43' 02"	9. 81	19. 52		19. 47'	S89" 37' 19"E
C49         88*36*11         12.69*         20.11*         13.00*         18.16*         N44*49*11           C50         05*52*07*         76.65*         153.17*         1495.40*         153.10*         N03*22*0*           C51         14*54*38*         221.20*         42.16*         182.00*         30.43*         N13*49*31*           C52         06*03*21*         15.23*         30.44*         288.00*         30.43*         N13*49*31*           C52         06*03*21*         15.23*         30.44*         288.00*         30.43*         N18*15*10*           C53         08*45*31*         113.76*         227.07*         1485.40*         228.85*         S04*44*53*           C54         01*02*25*         5.47*         10.93*         602.00*         70.93*         504*02*44*53*           C55         00*36*32*         3.71*         7.42*         698.00*         7.42*         S04*02*19*16*           C55         -07*01*32*         36.95*         -73.82*         602.00*         73.77*         N00*06*45*           C57         -03*26*16*         21.15*         42.28*         603.00*         42.28*         N02*19*16*           C58         25*47*01*         157.24*         30.916*						34.14'	N71° 02' 46"E
C50         O5*52' 07*         76, 65'         153, 17'         1495, 40'         153, 10'         N03*26' 03'           C51         14*54' 38*         '21, 20'         42, 16'         152, 00'         42, 04'         N13*49' 31'           C52         05' 03' 11'         153, 23'         '30, 44'         288, 00'         30, 43'         N18'' 45'' 03''           C53         08' 45' 31'         113, 76'         227, 07'         1465, 40'         228, 85'         S04' 44' 53'           C54         01'02' 25'         5, 47'         10, 33'         502, 00'         10, 33'         S04' 06' 44'           C55         01'02' 25'         5, 47'         10, 33'         602, 00'         7, 42'         504'' 24''           C55         07'01' 32''         36, 95''         73, 82''         602, 00'         7, 42''         N0'' 10'' 44''           C56         07'01' 32''         36, 95''         73, 82''         602, 00'         73, 77''         N00'' 06' 45''           C57         03'26' 15''         21.15''         42.26''         698, 00'''         42.28''' N0''' 13'''         N00'''''''''''''''''''''''''''''''''''						518.06'	
C51         14*54*38*         21:20*         42:16*         162:00*         42:04*         N13*49*31*           C52         06*03*21*         -15:23*         -30.44*         288.00*         -30.43*         N18*15*10*           C53         06*45*31*         113.76*         227.07*         1465.40*         -226.85*         S04*44*53*           C54         01*02*25*         5.47*         10.93*         602.00*         7.42*         S04*21*40*           C55         00*36*32*         3.71*         7.42*         698.00*         7.42*         S04*21*40*           C55         00*36*32*         3.71*         7.42*         698.00*         7.42*         S04*21*40*           C55         00*36*32*         3.6*5*         -73.82*         602.00*         73.77*         N00*06*45*           C57         0.72*28*         16*         2.15*47*01*         157.24*         309.16*         687.00*         306.56*         N75*14*48*           C59         09*20*45*         56.16*         112.06*         687.00*         311.9*         557*40*54*           C60         15*20*15*         91.56*         182.03*         680.00*         345.62*         S74*276*54*           C61         29*26*40* <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td>N44' 49' 11'E</td></t<>							N44' 49' 11'E
C52         OB* 03* 21*         -15. 23*         -30. 44*         288. 00*         -30. 43*         N18* 15* 10*           C53         08* 45* 31*         113. 76*         227. 07*         1485. 40*         228. 85*         S04* 44* 53*           C54         01* 02* 25*         5. 47*         10. 33*         602. 00*         10. 93*         S04* 04* 44* 53*           C55         00* 36* 32*         3. 71*         7, 42*         698. 00*         7. 42*         S04* 21* 40*           C55         00* 36* 32*         3. 71*         7, 42*         698. 00*         7. 32*         S04* 21* 40*           C55         00* 36* 32*         3. 71*         7, 42*         698. 00*         7. 42*         S04* 21* 40*           C55         00* 36* 32*         3. 71*         7, 42*         698. 00*         7. 42*         S04* 21* 40*           C55         00* 36* 15*         15. 15*         42. 28*         698. 00*         42. 28*         N02* 19* 16*           C57         03* 28* 16*         21. 15*         42. 28*         698. 00*         42. 28*         N02* 19* 16*           C58         25* 47* 01*         157. 24*         306. 16*         687. 00*         111. 94*         557* 40* 54*           C60         1							
C53         08' 45' 31"         113. 76'         227. 07'         1485. 40'         228. 85'         S04' 44' 53'           C54         01'02' 25"         5. 47'         10. 93'         502. 00'         10. 93'         S04' 00' 44'           C55         00'36' 32'         3. 71'         7, 42'         598. 00'.         7. 42'.         598. 00'.         7. 42'.         598. 00'.         7. 42'.         598. 00'.         7. 42'.         598. 00'.         7. 42'.         504' 21'.00'.06' 45''.           C55         07'01' 32''         36. 95'.         7.3. 82''.         602. 00'.         7.3. 77'.         N00'06' 45''.           C57         0.3'26' 15''.         2.1. 15'.         42. 26'.         602. 00'.         7.3. 77'.         N00'06' 45''.           C58         25'47' 01'.         157. 24''.         300. 16'.         687. 00'.         306. 56'.         N75' 14'.40'.           C59         09' 20'.45'.         55. 16''.         112. 06''.         687. 00'.         111. 94'.         S57' 40' 54''.           C60         15''.20'.15''.         91. 56''.         182. 03'.         680. 00'.         345. 62''.         574''.20''.20''.28''.           C61         29'.26'.40''.         178. 68''.3424. 46''.         680. 00''.         345. 62''.         5							N13 49 31 E
C54         01*02' 25*         5.47'         10.93'         602.00'         10.93'         S04' 08' 44'           C55         00*36' 32*         3.71'         7.42'         598.00'         7.42'         S04' 21' 40'           C56         07*01' 32*         36.95'         7.3.82'         602.00'         73.77'         N00' 64' 45'           C57         03*28' 16*         21.15'         42.28'         698.00'         42.28'         N02' 19' 16'           C58         25' 47' 01*         157.24''         309.16'         687.00'         306.56'         N75' 14' 48''           C59         09' 20' 45'         55.16'         112.06'         687.00'         118.44''         S57' 40' 54''           C50         09' 20' 45'         56.16'         182.03'         680.00'         181.49''         N57' 40' 54''           C60         15' 20' 15''         91.56'         182.03''         680.00''         184.9''         74'' 45''							
C55         0.07 36' 32.         3.71'         7,42'         698.00.         7.42'         S04' 21' 40'           C56         .07' 01' 32."         36.95'         .73.82'         602.00'         .73.77'         N00' 06' 45'           C57.         .03' 28' 16'         21.15'         42.28'         698.00'         42.28'         N02' 19' 16'           C58         .57' 40' 28'         15' 42.28'         698.00'         42.28'         N02' 19' 16'           C58         .54' 10''         157.24''         309.16'         687.00'         306.56'         N75' 14' 48'           C59         .99' 20' 45'         .56.16'         112.06'         687.00'         111.94'         557' 40' 54'           C60         15' 20' 15''         .91.56'         182.03'         680.00'         345.62'         S74' 24' 56'           C61         .29' 26' 40''         178.68''         349.46''         680.00'         345.62''         S74' 24' 56''				10 93'			
C55         .07' 01' 32'         36, 95'         .73, 82'         602, 00'         73, 77'         N00' 06' 45'           C57         .03' 26' 16''         .21, 15'         .42, 26''         698, 00'         .42, 28''         N02' 19' 16''           C58         .25' 47' 01'         .157, 24''         .300, 16''         .687, 00'         .306, 56''         N75' 14' 48''           C59         .25' 47' 01'         .157, 24''         .300, 16''         .687, 00'         .306, 56''         N75' 14' 48''           C59         .99' 20' 45''         .56, 16''         .112, 06''         .687, 00'         .111, 94''         .557' 40' 64''           C60         .15'' 20' 15''         .91, 55''         .182, 03''         .560, 00''         .181, 49''         .N52'' 01' 28''           C61         .29' 26' 40''         .178, 66''         .342, 46''         .680, 00''         .345, 62''         .574' 24' 56''				7.42			S04 08 44 W
C57.         O.3* 28' 16*         21. 15'         42. 28'         698. 00'         42. 28'         NO2* 19' 16'           C58         25' 47' 01'         157. 24''         309. 16'         687. 00'         306. 56'         NT5* 14' 48'           C59         09* 20' 45''         56. 16''         112. 06'         687. 00'         111. 94'         S57' 40' 54''           C60         15* 20' 15''         91. 56'         182. 03''         680. 00''         181. 49''         N57' 14' 54''           C61         29' 26' 40''         178. 68''         -349. 46''         680. 00''         345. 62''         S74' 24' 55''		07*01'32*	36, 95'	73.82			N00" 06" 45" E
C58         25' 47' 01"         157, 24"         309, 16'         687, 00'         308, 56'         N75' 14' 48''           C59         09' 20' 45'         56, 16'         112, 06'         687, 00'         111, 94'         S57' 40' 54''           C60         15' 20' 15'         91, 56'         182, 03'         680, 00'         181, 49''         S57' 40' 54''           C61         29' 26' 40'         178, 68'         349, 46''         680, 00'         345, 62''         S74' 24' 56''		- 03*28' 16*		42.28		42. 28	N02' 19' 16"E
C59         09' 20' 46'         56. 16'         112. 06'         687. 00'         111. 44'         S57' 40' 54'           C60         15' 20' 15'         91. 56'         182. 03'         680. 00'         181. 49'         N52' 01' 28'           C61         29' 26' 40'         178. 68'         -349. 46'         680. 00'         345. 62'         574' 24' 56'							N75* 14' 48" W
C61 29°26'40" 178.68' 349.46' 680.00' 345.62' \$74°24'56"					687. 00'		S57° 40° 54" E
C61 29'26'40" 178.68' 349.46' 680.00' 345.62' \$74'24'56"		15"20"15"					
- PRV 1 - 04-47 197 1 - 61 04' 1 - 100 41' 1 1406 40' 1 - 400 07' 1 - 6448 00' 40				349, 46			S74° 24' 56" W
002 04 43 10 01.24 122.41 1403.40 122.37 511 29 18	C62	04* 43' 18*	61. 24	122. 41'	1485. 40'	122. 37'	S11*29'18"W
C63         02' 25' 07"         8: 23'         16. 46'         390, 00'         16. 46'         S20" 06' 17"	063	02 25 07	8:23	16,46	390,00	16, 46	S20"06' 17"E

