City of Albuquerque

P.O. BOX 1293 ALBUQUERQUE, NEW MEXICO 87103

September 30, 2003

Diane Hoelzer, P.E.
Mark Goodwin & Associates, PA
P.O. Box 90606
Albuquerque, NM 87199

Re: Eagle Springs Unit 2, Certificate of Occupancy
Engineer's Stamp dated 1-11-03 (C19/D26A)
Certification dated 9-26-03

Dear Ms. Hoelzer,

Based upon the information provided in your submittal dated 9-26-03, the above referenced certification is approved for release of SIA and Financial Guarantee.

If you have any questions, you can contact me at 924-3981.

Sincerely,

Kristal D. Metro
Engineering Associate, Planning Dept.
Development and Building Services

C: Arlene Portillo, COA# 662782
file

City of Albuquerque

P.O. BOX 1293 ALBUQUERQUE, NEW MEXICO 87103

February 24, 2003

Diane Hoelzer, PE
Mark Goodwin & Associates
P.O. 90606
Albuquerque, NM 87199

Re: Eagle Springs Unit 2 Subdivision Revised Grading Plan
Engineer's Stamp dated 1-11-03 (C19/D26A)

Dear Ms. Hoelzer,

Based upon the information provided in your submittal dated 1-13-02, the above referenced plan is approved for Grading Permit. This is now the plan that must be certified for Financial Guarantee release and all previous plans are void.

If you have any questions, you can contact me at 924-3986.

Sincerely,

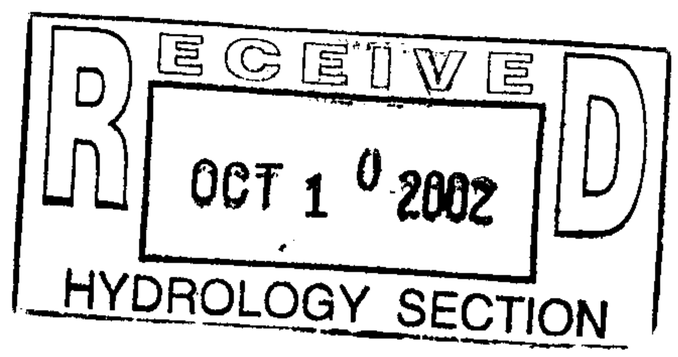
Bradley L. Bingham, PE
Sr. Engineer, Planning Dept.
Development and Building Services

C: file

DRAINAGE REPORT

for

Eagle Springs Unit 2
Subdivision



OCTOBER 2002
DLH

I. PROJECT DESCRIPTION

The proposed Eagle Springs Unit 2 subdivision comprises approximately 3.2 acres to be developed into 20 single family homes. The project site is located east of the developing Eagle Springs subdivision and north of the proposed Desert Ridge @ La Cueva subdivision (Drainage Rpt. C19/D30, 7-26-02). The site is zoned R-D at a density of 7.0 DU per acre.

II. DRAINAGE DESIGN CRITERIA AND PREVIOUS REPORTS

The design criteria used in this report was in accordance with Section 22.2 Hydrology of the Development Process Manual, Volume 2, Design Criteria, January 1993 edition. The 100-year 6-hour storm event was analyzed to determine street capacities using P(1 hr)=2.15", P(6 hr)=2.55". The onsite Land Treatment values used were Treatment D=60, Treatment C=20 and Treatment B=20 as determined using "Table A-5 Percent Treatment D" in the DPM. AHYMO printouts are provided in Appendix A.

III. EXISTING DRAINAGE CONDITIONS

The western half of this project was originally part of the Eagle Springs subdivision grading and drainage plan but both the plat and construction plans show this area was excluded from development. A portion of the runoff from this project site was accounted for in the Eagle Springs grading and drainage plan to flow west in Willow Springs to Bluff Springs Drive with the remaining runoff discharging into Signal Avenue. (Refer to Figure 2).

Under existing conditions runoff from the project site flows in a westerly direction towards the eastern boundary of the existing Eagle Springs development through a small arroyo that bisects the project site.

IV. DEVELOPED DRAINAGE CONDITIONS

The total 'developed conditions' flow from this site is 12.5 cfs. In the original Eagle Springs drainage plan approximately 5 cfs was to flow in Willow Springs to Bluff Springs Drive from this project site, which comprised approximately 1.2 acres (portion of Lot 21 and all of Lot 20). This proposed plan is to allow 8 cfs to flow in Willow Springs to Bluff Springs Drive, which comprises approximately 2.0 acres (all of Lot 19 and 20 and a portion of Lots 18 and 21). The remaining 4 cfs will flow to Signal Avenue and be intercepted by the existing inlets in Signal. (Refer to Figure 3 for proposed subasin boundaries).

The total 'developed conditions' discharge to the inlets in Signal Avenue is calculated to be 23.1 cfs. This includes the developed flows from Desert Ridge @ La Cueva from the south a portion of Eagle Springs Unit 2 from the north and the remaining undeveloped Lots 16 and 17 from the east. The approved Eagle Springs drainage plan calculated a 'developed conditions' peak discharge of 25 cfs to these inlets. Refer to Appendix B for the street capacity and inlet calculations.