CITY OF ALBUQUERQUE

Planning Department
Transportation Development Services Section

September 22, 2009

Tyler J. Ashton, P.E.,
Wilson & Company
4900 Lang Ave. NW
Albuquerque, NM 87109

Re: Approval of a Permanent Certificate of Occupancy (C.O.) for
Klein Enterprises, [F-15 / D052D]
5128 2nd St. NW
Engineer's Stamp Dated 09/22/09

Dear Mr. Ashton:

The TCL / Letter of Certification submitted on September 22, 2009 is sufficient for acceptance by this office for final Certificate of Occupancy (C.O.). Notification has been made to the Building and Safety Section.

Sincerely,

Nilo E. Salgado-Fernandez, P.E.
Senior Traffic Engineer
Development and Building Services
Planning Department

c: Engineer
Hydrology file
CO Clerk

PO Box 1293

Albuquerque

NM 87103

www.cabq.gov

WILSON &COMPANY

4900 Lang Ave NE
Albuquerque, NM 87109
505-348-4000 phone
505-348-4055 fax

Albuquerque
Colorado Springs
Cuba
Denver
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Houston
Kansas City
Lawrence
Monterey Park
Omaha
Overland Park
Phoenix
Rio Rancho
Salina
Salt Lake City
San Bernardino
San Diego

TRAFFIC CERTIFICATION

I, Tyler Ashton, NMPE, OF THE FIRM Wilson & Company, HEREBY CERTIFY THAT THIS PROJECT IS IN SUBSTANTIAL COMPLIANCE WITH AND IN ACCORDANCE WITH THE DESIGN INTENT OF THE DRB, AA OR TCL APPROVED PLAN DATED March 12, 2009 . THE RECORD INFORMATION EDITED ONTO THE ORIGINAL DESIGN DOCUMENT HAS BEEN OBTAINED BY Tyler Ashton OF THE FIRM Wilson & Company. I FURTHER CERTIFY THAT I HAVE PRERSONALLY VISTED THE PROJECT SITE ON September 22, 2009 AND HAVE DETERMINED BY VISUAL INPSECTION THAT THE SURVEY DATA PROVIDED IS REPRESENTATIVE OF ACTUAL SITE CONDITIONS AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. THIS CERTIFICATION IS SUBMITTED IN SUPPORT OF A REQUEST FOR Permanent Certificate of Occupancy.

This certified plan represents as built conditions due to owner changes that were made during construction that deviated from the original approved TCL dated 9-24-08 and approved on 10-08-08.

THE RECORD INFORMATION PRESENTED HEREON IS NOT NECESSARILY COMPLETE AND INTENDED ONLY TO VERIFY SUBSTANTIAL COMPLIANCE OF THE TRAFFIC ASPECTS OF THIS PROJECT. THOSE RELYING ON THE RECORD DOCUMENT ARE ADVISED TO OBTAIN INDEPENDENT VERIFICATION OF ITS ACCURACY BEFORE USING IT FOR ANY OTHER PURPOSE.

Tyler Ashton

Signature of Engineer or Architect **ENGINEER'S OR ARCHITECT'S STAMP**

9-22-09

Date

TYLER J. ASHTON
NEW MEXICO
16205
LICENSED PROFESSIONAL ENGINEER

RECEIVED
SEP 22 2009
HYDROLOGY SECTION

CITY OF ALBUQUERQUE

March 17, 2009

Tyler J. Ashton, P.E.
Wilson & Company, Inc.
4900 Lang Ave. NW
Albuquerque, NM 87109

Re: Lot 3 of North 2nd Street Business Center, Traffic Circulation Layout
Engineer's Stamp dated 03-12-09 (F15-D052D)

Dear Mr. Ashton,

The TCL submittal received 03-13-09 is approved for Building Permit. The plan is stamped and signed as approved. A copy of this plan will be needed for each of the building permit plans. Please keep the original to be used for certification of the site for final C.O. for Transportation. **Public infrastructure or work done within City Right-of-Way shown on these plans is for information only and is not part of approval. A separate DRC and/or other appropriate permits are required to construct these items.**

If a temporary CO is needed, a copy of the original TCL that was stamped as approved by the City will be needed. This plan must include a statement that identifies the outstanding items that need to be constructed or the items that have not been built in "substantial compliance," as well as the signed and dated stamp of a NM registered architect or engineer. Submit this TCL with a completed Drainage and Transportation Information Sheet to Hydrology at the Development Services Center of Plaza Del Sol Building.

When the site is completed and a final C.O. is requested, use the original City stamped approved TCL for certification. A NM registered architect or engineer must stamp, sign, and date the certification TCL along with indicating that the development was built in "substantial compliance" with the TCL. Submit this certification TCL with a completed Drainage and Transportation Information Sheet to Hydrology at the Development Services Center of Plaza Del Sol Building.

Once verification of certification is completed and approved, notification will be made to Building Safety to issue Final C.O. To confirm that a final C.O. has been issued, call Building Safety at 924-3306.

Sincerely,

Kristal D. Metro, P.E.
Traffic Engineer, Planning Dept.
Development and Building Services

C: File

PO Box 1293
Albuquerque
NM 87103
www.cabq.gov

CITY OF ALBUQUERQUE

October 8, 2008

Tyler J. Ashton, P.E.
Wilson & Company, Inc.
4900 Lang Ave. NW
Albuquerque, NM 87109

Re: Lot 3 of North 2nd Street Business Center, Traffic Circulation Layout
Engineer's Stamp dated 9-24-08 (F15-D052D)

Dear Mr. Ashton,

The TCL submittal received 9-25-08 is approved for Building Permit. The plan is stamped and signed as approved. A copy of this plan will be needed for each of the building permit plans. Please keep the original to be used for certification of the site for final C.O. for Transportation. **Public infrastructure or work done within City Right-of-Way shown on these plans is for information only and is not part of approval. A separate DRC and/or other appropriate permits are required to construct these items.**

If a temporary CO is needed, a copy of the original TCL that was stamped as approved by the City will be needed. This plan must include a statement that identifies the outstanding items that need to be constructed or the items that have not been built in "substantial compliance," as well as the signed and dated stamp of a NM registered architect or engineer. Submit this TCL with a completed Drainage and Transportation Information Sheet to Hydrology at the Development Services Center of Plaza Del Sol Building.

When the site is completed and a final C.O. is requested, use the original City stamped approved TCL for certification. A NM registered architect or engineer must stamp, sign, and date the certification TCL along with indicating that the development was built in "substantial compliance" with the TCL. Submit this certification TCL with a completed Drainage and Transportation Information Sheet to Hydrology at the Development Services Center of Plaza Del Sol Building.

Once verification of certification is completed and approved, notification will be made to Building Safety to issue Final C.O. To confirm that a final C.O. has been issued, call Building Safety at 924-3306.

Sincerely,

Kristal D. Metro, P.E.
Traffic Engineer, Planning Dept.
Development and Building Services

C: File

Robert Pierson - Zoning officer - been coordinating w/ field designers re: railroad ties

PO Box 1293
Albuquerque
NM 87103
www.cabq.gov

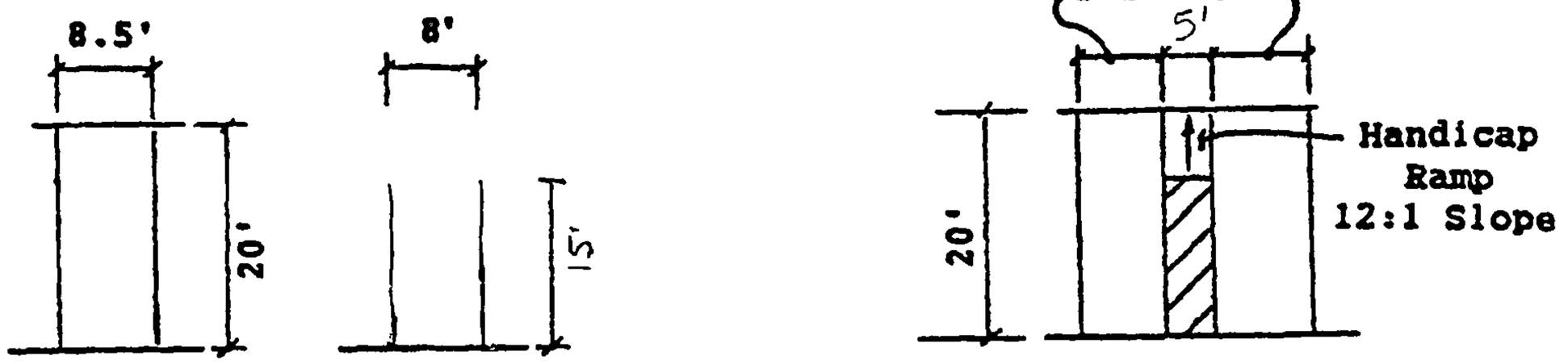
Section 7. PARKING AREA AND DRIVE THROUGH FACILITY CRITERIA

The City Zoning Code requires the design of access and circulation for parking areas and drive through facilities to be satisfactory to the Traffic Engineer. The design of these parking areas is a melding of a number of objectives of a development including safety, efficiency, aesthetics, etc. From a vehicular transportation point of view, one of the most critical areas of concern is the location and manner of access from the adjacent street. Section 6 should be consulted regarding the location and design standards for access points. The interface of the development adjacent to these areas also play a major role in how safely and efficiently they operate.

These guidelines for the layout of the parking areas represent engineering design standards which will result in good operational and safety characteristics. However, with the many variables in design and unique characteristics that can be encountered, the designer may need to investigate other ways of providing these desirable operational and safety characteristics. Prior to embarking on a design for these unusual conditions, the designer should contact the Traffic Engineer to reach agreement on the modifications to these guidelines.

A. Parking Stall Sizes

Parking stalls are required by the Zoning Code to be 8.5 feet wide and 20 feet long with a provision that if the premises contains more than 20 spaces, then one fourth of the spaces may be for small cars with dimensions of 8 feet wide and 20 feet long. Parking for the disabled shall be provided in accordance with the City Zoning Code, or other applicable requirements. Overhang areas are 2 feet for normal size spaces and 1.5 feet for small car spaces (Distance from wheel stop to the front of the parking stall). Vehicles may not overhang public right-of-way.



B. Circulation

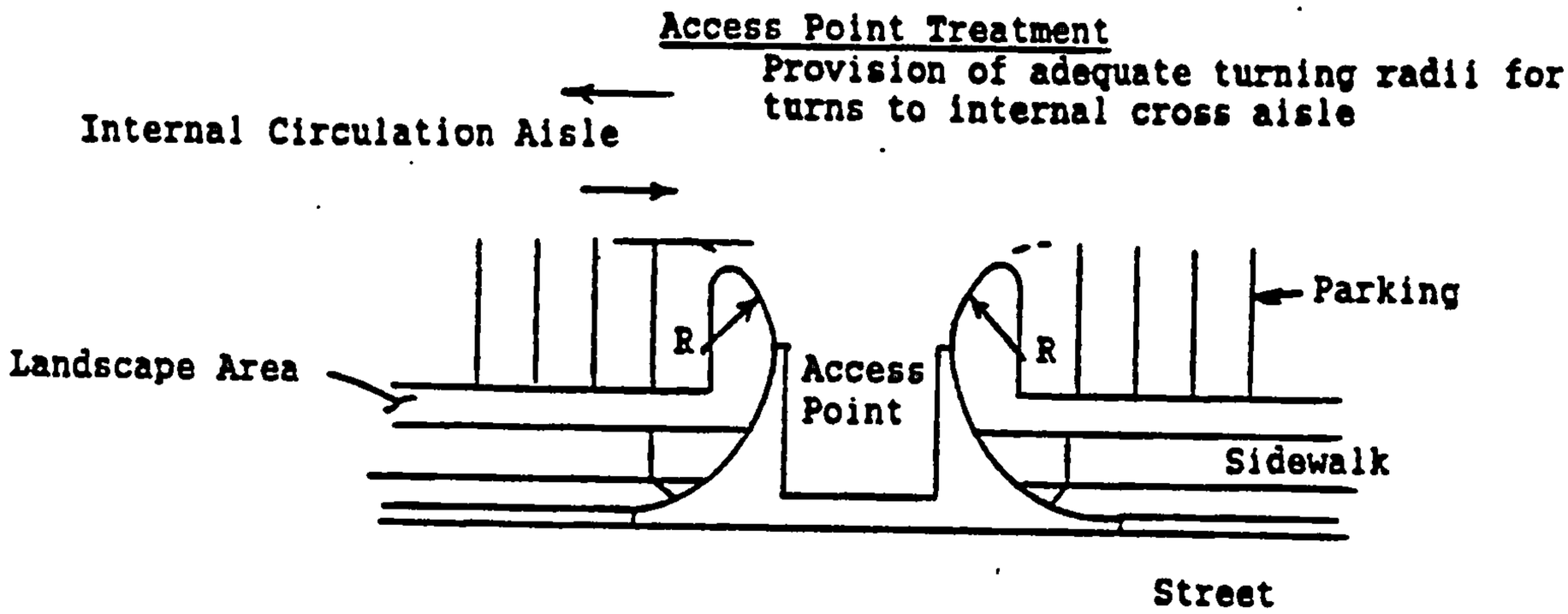
Parking areas need to provide for good internal circulation with a logical pattern that the driver can easily understand and follow.

1. General Layout Dimensions

Figure 23.7.1 space provides the layout relationships between parking stalls and aisle widths for both large and small car parking areas. Where a large number of small car spaces are utilized, these spaces should be spread throughout the parking area instead of being clustered in one area.

2. Treatment Of Access Points

The interface of parking and the access from the adjacent street is an important feature which needs to be held to a high standard. This is necessary to ensure that vehicles are able to pull in and out of the street without interference from other vehicles in this critical area. Adequate turning radii and queuing areas need to be maintained in order to meet this objective. Landscaped islands at the entrance need to be included which will provide for this protection and adequate turning area. 15 foot radii should be used where the design needs to accommodate cars only, while 25' radii should be used to accommodate turns by refuse, fire, and larger service vehicles.



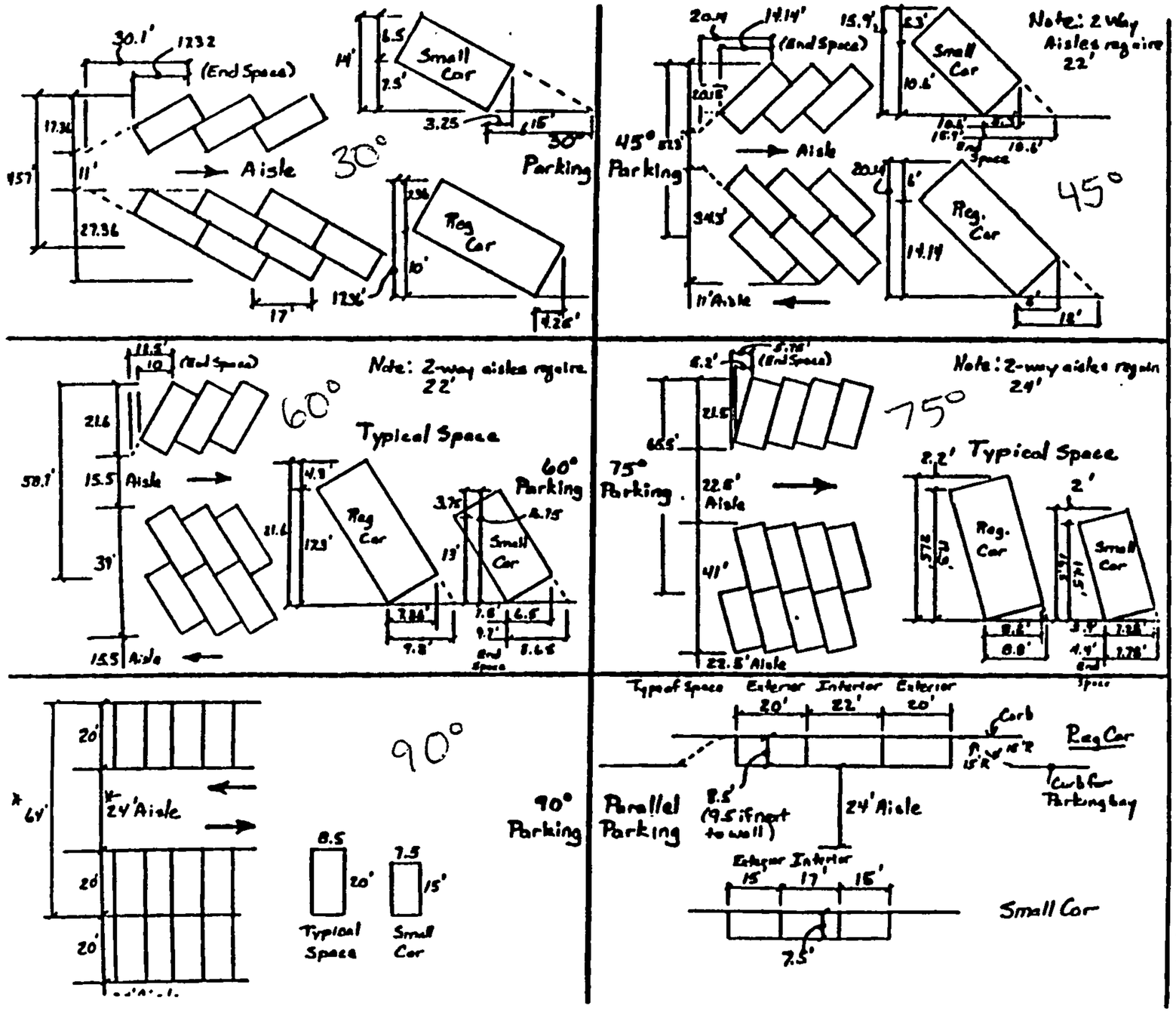
3. Internal Aisle Connections

In parking areas of 100 spaces or more, the ends of parking aisles need to be defined by landscaped islands. These islands serve to not only define the parking stalls but also to provide adequate radii for vehicle turns and intersection visibility. Where the design vehicle is a passenger car, the radius to be used should be 15 feet (See Figure 23.7.2). Where the aisles will function for deliveries by larger trucks, refuse, and/or fire vehicles, a 25' radius or larger should be used.

4. Maximum Aisle Lengths

Aisle lengths should not exceed 400 feet and desirably 300 feet without providing for internal circulation between aisles. This maximum is necessary to discourage high vehicular speeds and volumes within parking aisles.

Figure 23.7.1 PARKING STALL LAYOUT DIMENSIONS



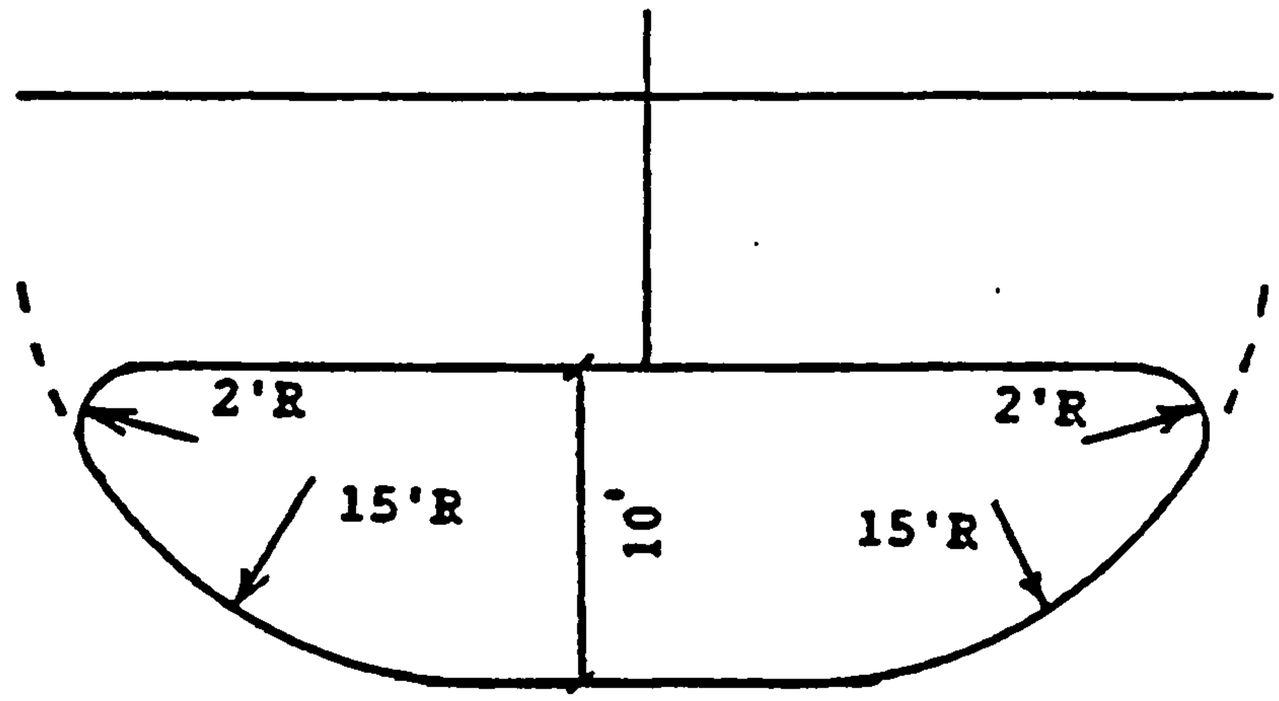
NOTES:

1. Vehicle overhang of curb - 2 feet (1.5 feet small car on private property only
2. For more than one row of parking or parking areas, ther must be internal circulation
3. Keyways are require for deadend aisles 5 feet deep by aisle width

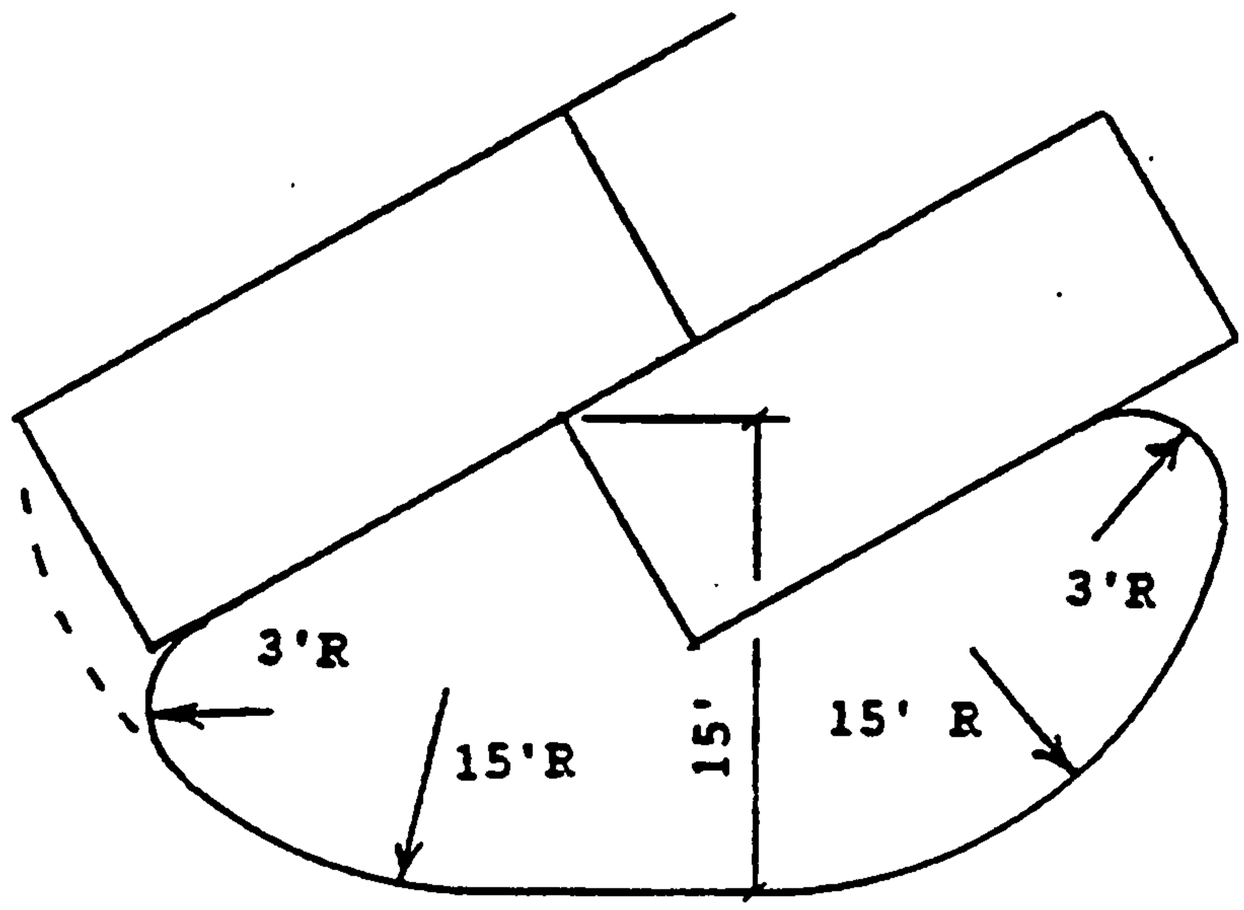
*

With an increase to 9.5 foot stalls the aisle width may be decreased to 22 feet. With 10 foot stalls the aisle width may be reduced to 20. This does not apply to major circulation aisles.

Small car aisle width - 20'



90° PARKING



60° PARKING

FIGURE 23.7.2 - END OF AISLE ISLANDS

5. Sidewalk Connections

A separate pedestrian path, minimum six feet wide needs to be included connecting the sidewalk in the public right-of-way to the buildings within the development. This path needs to conform to handicap accessibility requirements.

6. Curbing

Curbing should be used to separate landscaping from parking areas and pedestrian ways. Also curbing should be provided to prevent overhang of parking stalls or circulation of vehicles or sidewalk or right-of-way. A visual barrier needs to be maintained along the public street clearly defining the points of access. This should be accomplished through a landscaping strip between the parking area and the sidewalk with a minimum width of 4 feet (Landscaping regulations may require a greater width). Where this is not feasible, a minimum 2 foot wide island should be used to create this separation.

7. Fire and Emergency Access

Provision for access by fire and emergency vehicles needs to be in accordance with the Fire Code.

8. Service Areas

Adequate service areas and circulation need to be provided for in the layout for a site. The analysis for this needs to include circulation, backing, and storage requirements for the design vehicle. Minimum 30 foot aisles at the rear of buildings need to be provided where this kind of service access is to be used. Truck ramps, refuse/compactors and similar facilities need to be separated from the service circulation aisle. Visibility for parking and drive need to be maintained in service areas. The design for service should provide for access without vehicles backing from the street.

9. Layout of Large Parking Areas

In large developments, where significant accumulations of traffic occur, main aisles or circulation roadways need to be established which do not have any parking spaces backing into them. These are needed to provide adequate visibility for vehicles and to increase visibility of pedestrians. A critical area of pedestrian concentration is in the pedestrian entrance to buildings. In developments with more than 400 parking spaces, a circulation aisle needs to be established which will help to provide for pedestrian safety in this area. The perimeter roadway separating the parking area from the building should be narrow enough to discourage parking. A 28 foot roadway accomplishes this need while providing adequate width for 2-way traffic, emergency vehicles, and the passing of loading and unloading vehicles.

In very large developments, perimeter roadways need to be established which circulate vehicles internally between parking areas and to access points. Ring roads or partial ring roads should be provided for centers larger than 250,000 sq. ft. Widths of these roadways need to be based upon traffic volumes which will be using these facilities as well as the numbers of turning vehicles and types of intersections

that are incorporated. Flairing of the roadways for separate turning lanes will be dependent upon the type of intersection control that is anticipated. For centers with 500,000 sq. ft. or more dedicated turning lanes or additional lanes may be required.

Long straight roadways within parking areas lead to unacceptable vehicular speeds where a mix of vehicles and pedestrians occur.

Careful attention to design which introduces curves and/or breaks in the pattern should be used to help control speeds.

10. Signing, Striping

Adequate signing and striping needs to be incorporated into the design of the parking area which will help to convey to the motorist the proper use of the facility.

C. Access Point Lanes and Queuing

Queuing needs and the number of lanes that should be provided for access points will need to be evaluated with each proposed entrance to a development. The location of any cross access aisles will need to preserve the queuing area for peak generation periods. Where divisional islands are used on major entrances with long queuing areas, intermediate access aisles should not be established which would encourage wrong way movements. The following table should be used in determining the access point throat lengths necessary to make adequate provisions for queuing. For those land uses which are not represented, comparable lengths should be established based upon traffic generation characteristics contained in the ITE publication Trip Generation.

D. Grading

Maximum grades should not exceed 8% in parking areas. For major circulation aisles and adjacent to major pedestrian entrances, the grades should be kept to 6% or less. Handicap access to buildings needs to be maintained. Contact City Zoning for details.

E. Drive-Through Facilities

The layout of drive through facilities needs to take into account the queuing characteristics of the facility that is being designed. The integration of the drive through into the overall site should be such that queuing will not interfere with either the entry/exit to the site or with parking and circulation aisles.

Typical queuing lengths that must be provided for drive through facilities are as follows:

- Banks - 6 vehicles per window (120 ft.)
- Fast food restaurants - 5 vehicles (100 ft.)
- Other uses - the number of vehicles that should be designed for will be based upon the expected queue-check with Traffic Engineer.

Minimum lane widths are 12 feet minimum with a 25 foot minimum radius (inside edge) for all turns. (A 15 foot radius can be used with an increase in lane width to 14 feet).

F. Traffic Circulation Layout Site Plan Checklist

The City Zoning Code requires the design of access and circulation for parking areas and drive through facilities to be satisfactory to the Traffic Engineer. The design of these parking areas is a melding of a number of objectives of a development including safety, efficiency, aesthetics, etc. From a vehicular transportation point of view, one of the most critical areas of concern is the location and manner of access from the adjacent street. The interface of the development adjacent to these areas also plays a major role in how safely and efficiently they operate. These guidelines for the layout of the parking areas represent engineering design standards that will result in good operational and safety characteristics. However, with the many variables in design and unique characteristics that can be encountered, the designer may need to investigate other means of satisfying desirable operational and safety characteristics. Prior to embarking on a design for these unusual conditions, the designer should contact the Traffic Engineer to reach agreement on the modifications to these guidelines. Typically, Traffic Circulation Layout (TCL) Site Plans are required for commercial and institutional buildings, multi-family residential buildings and commercial additions of 500 square feet or more, refer to the procedures for TCL and drainage.

NOTE: *The following checklist is intended to be used as a guide for preparing your Traffic Circulation Layout Plan to meet any or all of the traffic requirements. It is only a guide. Some items may not be applicable to your particular project; some items may require more detail.*

I. General Information

A. Completed Drainage/TCL Information Sheet - (DPM Volume 1, Chapter 17)

B. Planning History-Relationship to approved site plans, masterplans, and/or sector plans site

C. Description:

1. Vicinity map (zone atlas map) showing location of the development in relation to well-known landmarks, municipal boundaries and zone atlas map index number

2. Address and legal description or copy of current plat

3. All requests for variances from policies, ordinances or resolutions which are necessary to implement this plan must be specifically identified

4. Type of development (restaurants, banks, convenience markets, service station, super markets, auto car wash, etc.)

5. Size of development

6. Parking spaces required by Zoning Code or prior EPC approved Site Development Plan

7. Executive Summary-Provide a brief yet comprehensive discussion of the following:
   a. General project location
   b. Development concept for the site
   c. Traffic circulation concept for the site
   d. Impact on the adjacent sites
   e. Reference any applicable Traffic Impact Studies (TIS) or previously approved plans
   f. Variance required to accommodate unusual site circumstances

II. Plan Drawings

A. Professional Architect's/Engineer's stamp with signature and date

B. Drafting standards: (Reference City Standards, DPM Volume 2, Chapter 27)

1. North Arrow

2. Scales-recommended engineer scales:
   a. 1" = 20' for sites less than 5 acres
   b. 1" = 50' for sites 5 acres or more

3. Legend-see DPM manual, Volume 2, Tables 27.3a - 27.3d for recommended standard symbols (or provide a clear, concise, alternate legend)

4. Plan drawings size: 24" x 36"

5. Notes defining property line, rights-of-way, signs, street lights, fire hydrants, medians, water meter boxes, pavement limits and types, sidewalks, landscape areas, project limits, and all other areas whose definition would increase clarity

C. Existing Conditions:

1. On-site
   a. Identification of all existing buildings, doors, structures, sidewalks, curbs, drivepads, walls, etc., and anything that influences parking and circulation of the site
   b. Indication of all existing access easements and rights-of-way on or adjacent to the site with dimensions and purpose shown

2. Off-site
   a. Identification of the right-of-way width, medians, curb cuts, street widths, etc. (both sides of street)

D. Proposed Conditions: Proposed conditions should generally be superimposed on the drawings showing existing on-site and off-site conditions. Separate sheets may be used for on-site and off-site areas depending upon circumstances.

1. On-site
   a. Indication of all proposed access easements and rights-of-way on or adjacent to the site with dimensions and purpose shown
   b. Slopes
      (1) Parking lots require a slope between 1% min and 8% max.
      (2) Parking areas adjacent to major circulation aisles or adjacent to major entrances 1% min to 6% max
      (3) Handicap parking 1% min to 2% max
   c. Clearly delineate project phasing. A key map is recommended.
   d. Parking stall sizes: (Reference City Standards, DPM, Figure 23.7.1)
   e. Circulation:
      (1) General layout dimensions: Figure 23.7.1 provides the layout relationships between parking stalls and aisle widths for both large and small car parking areas
      (2) Treatment of access points-curb cuts and/or drivepads need to comply with Chapter 23, Section 6 (if not, discuss in Executive Summary)
      (3) Internal aisle connection:
         (a) Parking lots with 100 or more spaces must have landscaped islands at the ends of each row of parking
         (b) Landscape island radius for passenger car is 15 feet (see DPM Figure 23.7.2)
         (c) Landscape island radius for delivery trucks, fire trucks, etc. is 25 feet or larger (see DPM figure 23.7.2)
      (4) Maximum aisle lengths 400 feet without internal circulation between aisles

(5) Sidewalk connections:
  (a) Provide a 4' sidewalk from the public sidewalk to the buildings within the development
  (b) Provide a min 5' wide sidewalk when the stall will overhang the sidewalk
  (c) Clear pedestrian route accessible should be provided when the parking space may overhang the sidewalk

(6) Curbing: Provide a min 6" or max 8" high concrete barrier curb or other acceptable barrier between landscaping and parking areas and/or drive aisles

(7) Fire and emergency access: Provision for access by fire and emergency vehicles needs to be in accordance with the Albuquerque Fire Plan Checking Division

(8) Service Areas:
  (a) Circulation:
    1) Design delivery vehicle route needs to be shown
    2) No truck ramps, refuse/compactors or similar facilities permitted within circulation aisle
  (b) No backing into or from public street allowed
  (c) Service vehicle and/or refuse vehicle maneuvering must be contained on-site
  (d) Service aisle width required:
    1) Two-way traffic is 30'
    2) One-way traffic is 20'

(9) Signing, Striping: Adequate signing (one-way, do not enter, etc.) and striping needs to be incorporated into the design of the parking area which will help to convey to the motorist the proper use of the facility

2. Off-site
  a. Rights-of-way and easements to accommodate existing or proposed public street infrastructures shall be provided when necessary to support this development
  b. Handicap ramps are required at street corner if site abuts the corner

E. Access point lanes and queuing: (See Table 23.7.1)

F. Drive through facilities-Discuss compliance with Chapter 23, Section 7

CITY OF ALBUQUERQUE

March 13, 2009

Tyler J. Ashton, P.E.
Wilson & Company, Inc.
4900 Lang Ave. NW
Albuquerque, NM 87109

Re: Klein Enterprises, 5128 2nd Street NW,
(F-15/D052D)
Approval of Permanent Certificate of Occupancy,
Engineer's Revised Stamp Dated: 3-12-09
Engineer's Certification Date: 3-12-09

Dear Mr. Ashton,

Based upon the information provided by our visual inspection on 3/13/09, the above referenced certification is approved for release of Permanent Certificate of Occupancy by Hydrology.

If you have any questions, you can contact me at 924-3982.

Sincerely,

Timothy E. Sims
Plan Checker-Hydrology, Planning Dept
Development and Building Services

C: CO Clerk—Katrina Sigala
file

PO Box 1293
Albuquerque
NM 87103
www.cabq.gov

CITY OF ALBUQUERQUE

September 18, 2008

Tyler Ashton, PE
Wilson & Co.
4900 Lang Ave NE
Albuquerque, NM 87109

Re: Klein Enterprises, Lot 3, North 2nd St. Bus. Ctr. Grading and Drainage Plan
Engineer Stamp date 9-10-08 (F15/D52D)

Dear Mr. Ashton,

PO Box 1293

Albuquerque

NM 87103

www.cabq.gov

Based on information provided in your submittal dated 9-10-08, the above referenced plan is approved for Building Permit. All previous approvals are void. Please attach a copy of this approved plan to the construction sets prior to sign-off by Hydrology.

Also, prior to Certificate of Occupancy release, Engineer Certification of the grading plan per the DPM checklist will be required.

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

Sincerely,

Bradley L. Bingham

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

C: file

CITY OF ALBUQUERQUE

July 3, 2008

Tyler Ashton, PE
Wilson & Co.
4900 Lang Ave NE
Albuquerque, NM 87109

Re: Klein Enterprises Grading and Drainage Plan
Engineer Stamp date 6-4-08 (F15/D52D)

Dear Mr. Ashton,

Based on information provided in your submittal dated 6-4-08, the above referenced plan is approved for Building Permit. Please attach a copy of this approved plan to the construction sets prior to sign-off by Hydrology.

Also, prior to Certificate of Occupancy release, Engineer Certification of the grading plan per the DPM checklist will be required.

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

Sincerely,

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

C: file

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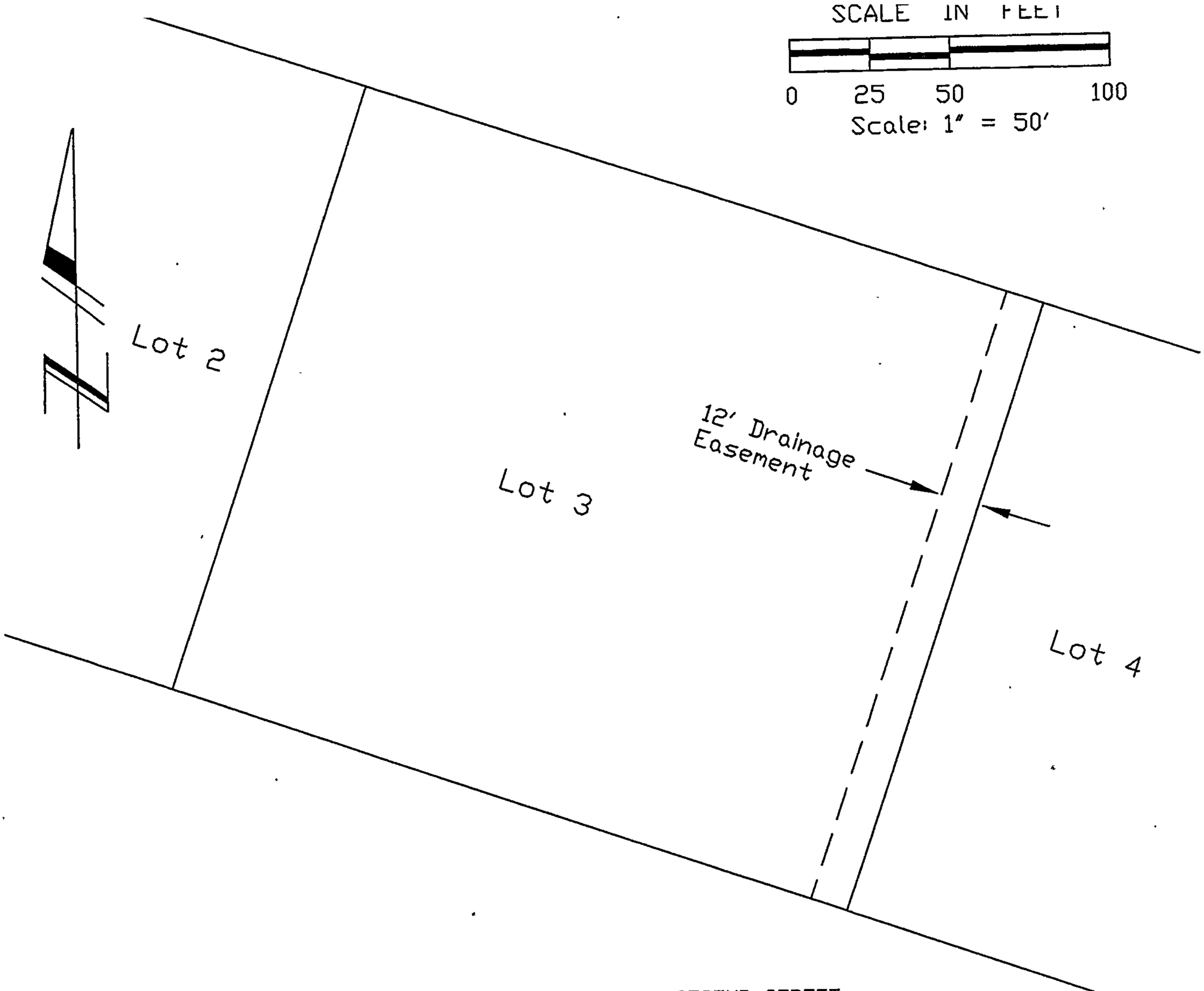

A Drainage Easement within Lot 3 of Plat of NORTH SECOND STREET BUSINESS PARK situate in Section 33, T.11 N., R.3 E., N.M.P.M., Bernalillo County, New Mexico as the same is shown and designated on said Plat filed for record in the office of the County Clerk of Bernalillo County, New Mexico in Plat Book 2008C, Page 45 on March 12, 2008 and being more particularly described as follows:

An easement twelve (12) feet wide being the east twelve (12) feet of said Lot 3 of said Plat of North Second Street Business Park.

Surveyor's Certification:

I, LEONARD G. MARTINEZ, A PROFESSIONAL SURVEYOR LICENSED IN ACCORDANCE WITH THE LAWS OF THE STATE OF NEW MEXICO, DO HEREBY VERIFY THAT THIS EASEMENT WAS PREPARED BY ME, OR UNDER MY DIRECT SUPERVISION, THAT IT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT IT SATISFIES THE MINIMUM STANDARDS FOR LAND SURVEYING AS DETERMINED BY THE STATE OF NEW MEXICO, BOARD OF LICENSURE FOR PROFESSIONAL ENGINEERS AND SURVEYORS.

Leonard G. Martinez

LEONARD G. MARTINEZ N.M.P.S. No. 9801

LEONARD G. MARTINEZ NEW MEXICO 9801 PROFESSIONAL SURVEYOR

RECEIVED

JUL 2

HYDROLOGY SECTION

New Drainage Easement Within
Lot 3
NORTH SECOND STREET BUSINESS CENTER
Section 33, T.11 N., R.3 E., N.MP.M.
Bernalillo County, New Mexico

Drawn: L.G.M.
DKD By:

Scale Shown
7-16-08