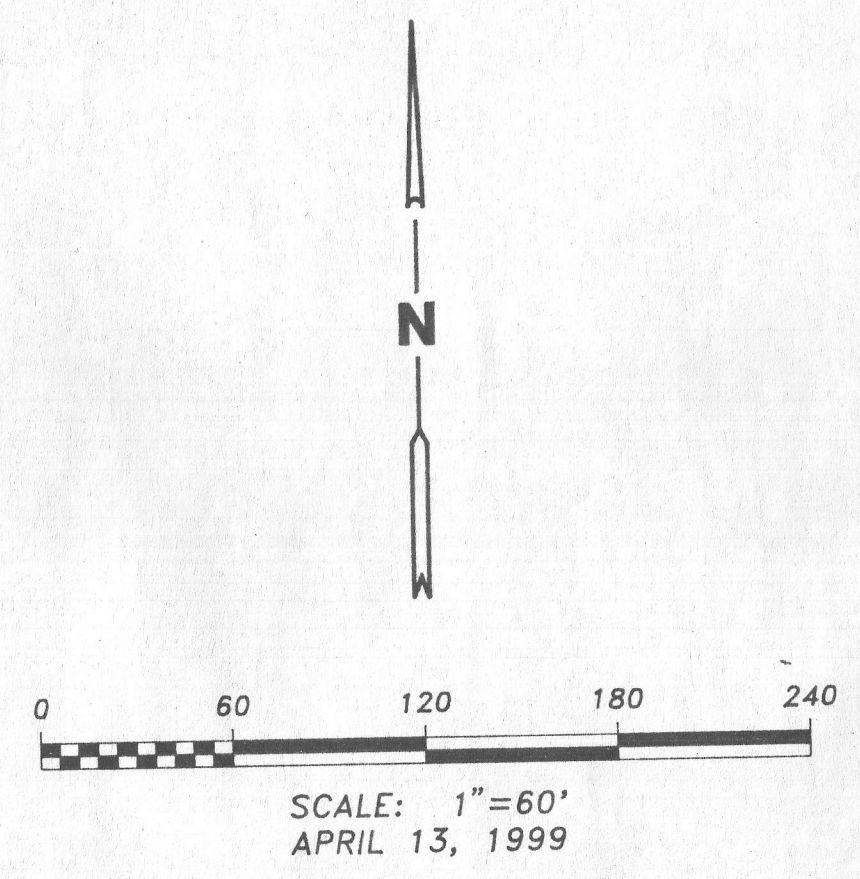


PLAT OF SURVEY

of
PROPOSED RIGHT-OF-WAY EASEMENT
 out of
ORIGINAL TRACT 1, BLOCK 8,
RESURVEY OF THE SOCORRO GRANT,
 CITY OF SOCORRO,
 EL PASO COUNTY, TEXAS

NATIONAL GEODETIC SURVEY
 STATION "BELEY" (1980)
 X=456,842.28 ft.
 Y=10,630,200.30 ft.



ORIGINAL TRACT 10B
 ORIGINAL TRACT 8

ORIGINAL TRACT 1
 BLOCK 8, SOCORRO GRANT

NORTH LOOP ROAD

PROPOSED RIGHT-OF-WAY EASEMENT
 0.4721 Ac.
 20565 Sq. Ft.

YSLA

LATERAL

DeGROFF

ORIGINAL TRACT 9
 BLOCK 8

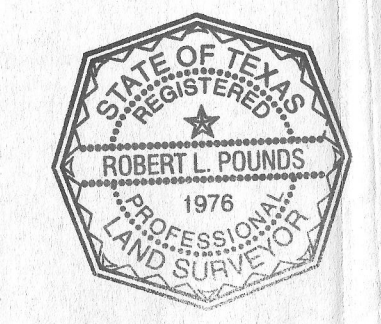
P.O.B.
 East Corner of Original Tract 1
 X=449,999.027 ft.
 Y=10,615,159.209 ft.
 Theodolite=0303227
 Grid Factor=0.999771

NOTES

- 1/2" REBARS WITH YELLOW PLASTIC CAPS STAMPED "TX1976 - NM6846" SET AT ALL CORNERS UNLESS OTHERWISE INDICATED
- BEARINGS SHOWN HEREON ARE BASED UPON THE MONUMENTED CENTERLINE OF NORTH LOOP ROAD AND AS SHOWN ON ORIGINAL MAP OF BLOCK 8, RESURVEY OF THE SOCORRO GRANT, DATED AUGUST, 1927.
- COORDINATE VALUES SHOWN HEREON ARE BASED UPON THE CENTRAL ZONE OF THE TEXAS COORDINATE SYSTEM - NORTH AMERICAN DATUM OF 1983.
- A DESCRIPTION OF SAME DATE ACCOMPANIES THIS PLAT.

I hereby certify to El Paso County Water Improvement District No. 1 that this plat, with its accompanying description and report, meet all of the current El Paso Water Improvement District No. 1 "Survey Requirements" as stated in the current El Paso County Water Improvement District No. 1 "Engineering Department - Standard Operating Procedures".

Robert L. Pounds, RPLS
 Texas No. 1976
 Pounds Surveying Inc.
 240-B Thunderbird Drive
 El Paso, Texas 79912
 (915) 584-9455



NOTE
 The existing rights-of-way of the DeGross and Ysla Laterals were determined by establishing a 2:1 slope from the existing outside top of slope of each lateral to the projected position of the toe of slope, at the limits of the District's right-of-way. The horizontal distance to the required toe of slope was determined by measuring the difference in elevation from the top of slope to undisturbed ground level on a perpendicular line. This difference was multiplied by 2 to derive the correct distance from the top of slope to the position for the required toe slope. Numerous observations were made, between which an average right-of-way was determined adjacent to original Tract 1 as shown hereon. A typical section depicting the procedure used is shown below.

