FXSA SURVEY REPORT

USIBWC RIO GRANDE CANALIZATION PROJECT
SUNLAND PARK LEVEE REPAIR
CONTRACT NUMBER: IBM15D0001
TASK ORDER NUMBER: IBM17T0010
DATE: 03-03-2022

I. PROJECT OVERVIEW

The United States International Boundary and Water Commission (IBWC) Sunland Levee Repair Project, Right-of-Way Mapping Phase encompasses a total project area stretching from immediately north of the Borderland Bridge to a point approximately 0.25-mile west of the Courchesne Bridge (Anapra Road) for the East Levee side, for a total length of 8.7 miles. The West Levee side shares the same northerly project limits, but it terminates at a location approximately 0.7-mile south of the Country Club Bridge, for a total length of 3.8 miles.

Arcadis employed Frank X. Spencer & Associates, Inc. (FXSA) to undertake this right-of-way mapping phase of the overall Sunland Levee Repair Project. The following activities and/or items were deemed necessary to complete the mapping phase:

1. Research the available IBWC Right-of-Way Records;
2. Identify and locate relevant Horizontal and Vertical Survey Control monuments;
3. Identify and locate any existing IBWC right-of-way monuments or control points;
4. Identify and locate any encroachments onto the IBWC right-of-way;
5. Perform an analysis of the collected field data and the record right-of-way information;
6. Determine the final IBWC Right-of-Way for use in preparing a Right-of-Way Map of the IBWC property within the project limits; and
7. Deliver one (1) hard copy and one (1) AutoCAD file of the right-of-Way Map to Arcadis.

II. HORIZONTAL AND VERTICAL CONTROL SURVEY

In late 2017 a control recovery survey was performed in order to locate the older control stations placed in 2009 (see attached original control report with directions, Appendix A). After recovering CP19, CP20, CP21 and X-23, said monuments were tied and replacement monuments for the destroyed stations X20 and X22 were established.
After discussion with IBWC it was decided that the original 2009 project coordinate system would be honored. That original datum is defined as follows:
New Mexico State Plane Coordinates, Central Zone (3002) based on (NAD83[CORS96] Epoch 2002.0), with connection to the National COR using the National Geodetic Survey (NOAA) OPUS utility. Vertical datum NAVD88 (GEOID 2003).

The decision to remain on the existing coordinate system was made in order that the original work and the newly proposed work would be on the same datum, and to extend the value of the original control surveying work to this project. All surveying and mapping activities relating to this project were performed with reference to the grid, with any proposed scaling to surface to be performed by the Arcadis design team, if deemed necessary.
Control points for this project are shown on all pages of the USIBWC Rio Grande Canalization Project – Sunland Park Levee Repair (90% submittal) dated 01-29-2019.

III. IBWC RIGHT-OF-WAY RECORDS

a. RECORDS PROVIDED BY ARCADIS

At the inception of the project, Arcadis provided FXSA with the majority of the EOF parcels that represent the IBWC ROW for the limits of the project. According to Arcadis, the EOF parcels represent the property in use and or pertaining to the IBWC. Besides the EOF parcels, there were no additional documents (deeds, easements, etc.) provided that show a clear distinction between ownership or easement(s) conveyed to the IBWC. With this understating, FXSA would proceed with using the EOF parcels as the primary basis for determining the IBWC ROW.

FXSA used the information provided to create a working sketch (composite) of all the EOF parcels to determine the completeness of the information. After reviewing all EOF parcels provided, it was discovered that there were missing, incomplete or illegible EOF parcels. FXSA made additional requests to Arcadis to obtain the remaining information. Arcadis obtained the additional from IBWC and provided the information to FXSA. After the additional information was incorporated into the working sketch, it was revealed that an area between EOF Parcels 433, 433.5 and 439 (west levee) lacked any information (EOF parcel, deeds, etc.) that would support IBWC ownership.

While the EOF parcels provided the configuration of the tracts that defined the intended IBWC boundary, they lacked specific information regarding the types of monuments set for the corners or any supporting metes and bounds descriptions for the parcels. FXSA determined that a meeting with IBWC representatives would be necessary obtain additional information regarding any previous surveys, acquiring any supplemental information supporting the EOF parcels, or gaining insight on the types of monuments respected for the IBWC boundary corners. A request was made to Arcadis to contact the IBWC and schedule a meeting to discuss these matters. That request was granted by Arcadis and a series of meetings were scheduled with IBWC representatives.

b. MEETING WITH IBWC REGARDING RECORDS AND MONUMENTATION

After receiving permission from Arcadis to contact IBWC directly, a series of meetings were scheduled to gather any and all information regarding missing records and begin discussions regarding the types of monuments that define the IBWC ROW boundary. The meetings included Gabe Duran, Isaac Duran and Sid Rouch for IBWC and Frank Spencer, Christian Clausen, and Jesse Fuentes (via conference call) with

FXSA. Along with providing the missing documents, Gabe Duran was available to provide historical perspective for the existing monuments and the recorded documents for the area near Montoya Lateral area. Additionally, Mr. Duran was able to provide critical details regarding IBWC ROW that were based on his extensive knowledge of IBWC records and right-of-way delineation, but he was unable to provide any records that support the existing monuments located on the IBWC ROW. The information provided by Mr. Duran would provide a basis for discerning the difference between the various monuments located on the IBWC ROW.

Also, it was brought to the attention of FXSA that some parcels labeled with an "E" suffix (ex. EOF 409E) were "excess parcels" which later either reverted to the adjacent properties or to local irrigation districts, being unused by the IBWC. The areas identified as excess parcels have been excluded in the final right-of-way boundary determination as per instruction provided by the IBWC. As of the date of this report, FXSA has been provided with no documents, memos, etc. provided to support any claim of reversion of excess parcels to other individuals or entities. FXSA relied completely on attestations by IBWC regarding the status of these excess parcels.

During these meetings, Gabe Duran also informed FXSA that there are 2-inch iron pipes that are believed by IBWC to be the most senior markers delineating the IBWC ROW, as well as more recent markers with aluminum cap stamped "IBWC" which, in the opinion of the IBWC, are also correct monuments that are to be honored in any retracement of the IBWC right-of-way. Additionally, FXSA was informed about presumably erroneous monuments, set incorrectly by earlier contractors, which were to be rejected in right-of-way boundary determination. FXSA, represented by Christian Clausen and Frank Spencer, attended a field visit with Gabe and Isaac Duran to identify the different types of monuments on the IBCW ROW. FXSA was shown examples of both the presumably correct and incorrect monuments. Fortunately, only a few monuments that could be positively correlated with the type described by IBWC as erroneous were found and those same monuments were rejected in the construction of the right-of-way lines.

c. RECORDS RESEARCH BY FXSA

FXSA also researched all properties abutting the IBWC ROW to assist in determining the ROW, and to identify any apparent conflicts with the IBWC right-of-way. The websites for the Dona Ana County Assessor, the Dona Ana County Clerk, the El Paso County Clerk, the El Paso Central Appraisal District, PDNMapa and other online resources were utilized to search for any and all relevant records. Included among the information derived from the search are subdivision plats, deeds, and right-of-way maps. These records were used to analyze and confirm the boundary in areas where potential encroachments appeared. The information was further relied upon to make boundary determination in areas that lacked IBWC boundary monuments.

IV. RIGHT-OF-WAY BOUNDARY MONUMENTS

The Right-of-Way boundary monuments recovered comprise a variety of monuments of differing types and ages. The oldest monumentation found are apparently 50 or more years old and represents a minority of recovered right-of-way control. Most of the monuments found are of much more recent origin and are of the following types:

1. A table listing of all recovered monuments and reset monuments is shown on Sheet 8 of the USIBWC Rio Grande Canalization Project – Sunland Park Levee Repair (90% submittal) dated 01-29-2019.

Notably missing from the project area were all the original center-levee control monuments as shown on the oldest right-of-way maps. While the center-levee control monuments are not recognized boundary corners by FXSA, they are shown on the canalization maps with dimensional ties from the IBWC right-of-way to the centerline of the levee. It is the opinion of FXSA that the positions of the original centerline levee monuments did provide solid evidence to support the original IBWC ROW boundary location during the decades of their existence. Those centerline monuments date far back chronologically and their destruction, coupled with the existence of erroneous right-of-way monuments - some even bearing stamped stationing, which FXSA was alerted to by IBWC and asked to reject – complicated the right-of-way retracement efforts a substantially. Given the various type of non-original monumentation on the actual right-of-way line, and the erroneous monuments themselves, many surveyors in the area had for years relied on the centerline levee monuments, until those remaining were destroyed by the 2010 levee work. This being the case, only secondary control monuments along the right-of-way lines could be located for this evaluation. The entire reach of the relevant right-of-way lines were carefully retraced. The locations of any found monuments were measured using GPS and conventional total stations.

V. IBWC RIGHT-OF-WAY CONSTRUCTION

FXSA prepared a working sketch by plotting all EOF parcels. The working sketch was then used to calculate preliminary search coordinates for boundary corners. Due the atypical configuration of the tracts shown on the EOF parcels, it is not uncommon to discover misclosures, overlap of tracts, and gaps between abutting EOF maps. These factors may be in part the result of a drafting error, a miscalculation, or simply an oversight by the original preparer. These factors are generally encountered with properties bounded by a river boundary (riparian rights). In the opinion of FXSA surveyors, most of those errors were marginal and were accounted for by introducing those errors to the river side of the parcels. Placing these conflicts toward the middle or center of the river, our surveyors created a composite of the EOF parcels that best represents the intended configuration of the IBWC ROW boundary. It is important to note that while the EOF parcel sketches lack calls for monuments, they do provide useful geometric information that could be plotted and correlated to field evidence.

During the field survey, there were various types of monuments located by FXSA field crews. Those monuments varied from chiseled "+" in concrete, iron rebars, aluminum caps in concrete, to iron pipes of varying size, some with aluminum caps stamped "IBWC" and some without any stampings. In the opinion of FXSA surveyors, these monuments may have been established on retracement surveys by

other surveyors for adjacent properties. FXSA could not ascertain the origin of these monuments and these monuments are inconsistent with the recognized IBWC boundary corners. As instructed by IBWC representatives, FXSA did not rely on these monuments for the determination of the IBWC ROW boundary line. But, due to the proximity of these monuments to the IBWC ROW line, FXSA plotted their locations with perpendicular distance to the IBWC ROW line and a note stating whether the monuments are inside or outside the final boundary shown on the IBWC Right-of-Way Map. These rejected monuments are shown for informational purposes only and do not represent recognized IBWC boundary corners or line markers.

After analyzing the field data with respect to the information provided by the IBWC and all supporting documents, new positions were computed to re-visit some areas where initially there were no monuments recovered. This process was repeated several times to make certain that any potential controlling right-of-way boundary corners (IBWC) were located for the final right-of-way boundary determination. With the information provided by the IBWC representatives regarding the type of monuments identified as controlling boundary corners, along with supporting documentation (EOF, subdivision plats, etc.), FXSA made the boundary determination that is both harmonious with, and most respective of, all these elements. While the location of the monuments held for the final boundary determination vary from approximately 1 foot to several feet when compared to positions computed from the EOF Parcel maps, those recovered monuments represent the best possible determination of the IBWC right-of-way boundary, in the opinion of FXSA.

MONTOYA LATERAL AREA

The boundary line in the Montoya Lateral area was determined by using the documents conveying ownership into the United States of America in Warranty Deed recorded in Volume 322, Page 21 and in Warranty Deed recorded in Volume 391, Page 42 of the Deed Records of El Paso, County, Texas (provided during the meeting with IBCW representatives), along with the recorded deeds and subdivision plats of the abutting properties, and the existing location of the Montoya Lateral. The documents for the two tracts lacked any detail regarding the type of monuments that were set for boundary corners. After all the information was reviewed, it was determined that the east line of the Montoya Lateral coincides with the west line of the abutting properties. That common line is supported and referenced on the documents for the abutting properties, as well as shown on the subdivision plats (Green Acres Subdivision, Miramonte Industrial Park Unit Four, and Rio West Business Park), all of which are recorded in the Plat Records of El Paso County, Texas. FXSA performed a field survey to recover enough evidence (monuments) required to delineate the common line for the abutting tracts and the Montoya Lateral line. The data from the field survey provided ample evidence for the delineation of that line. Therefore, in order to account for the 60-foot width for Montoya Lateral, a 60-foot offset from the surveyed line was performed to delineate the IBWC ROW for this area.

LOT 15, BLOCK 5 – MONTOYA GARDENS

On February of 2019, FXSA was informed by Arcadis that the property located at Lot 15, Block 5 of Montoya Gardens (Volume 77, Page 3, Plat Records of El Paso County, Texas) was owned by the IBWC. The park area would need to be surveyed and included as part of IBWC right-of-way. The research performed by FXSA indicates that the park area was conveyed to Mountain Vista Builders by document recorded Document No. 20020058019 of the Official Records of El Paso County, Texas. A request was made to Arcadis to provide the document that shows ownership of the property into the IBWC. Currently there are no documents that support ownership by the IBWC and therefore the park area is excluded from the boundary determination.

MONTOYA LATERAL "D" AND MONTOYA INTERCEPTING DRAIN

As noted on the Right-of-Way Map (USCIBWC Rio Grande Canalization Project – Sunland Park Levee Repair) to which this report pertains and of which it is a part, portions of Montoya Lateral "D" and the Montoya Intercepting Drain lie within IBWC right-of-way. El Paso Water Improvement District No. 1 ("EPCWID#1") claims right-of-way to the to the portions of Montoya Lateral D lying within IBWC right-of-way based on that Deed Without Warranty made by THE UNITES STATES OF AMERICA as Grantor to EPCWID#1 as Grantee, recorded on January 22, 1996, as Document No. 96004128 in Book 3002, Page 1025, Official Public Records of El Paso County, Texas. IBWC disputes this claim and maintains that only USBR lands were transferred by said deed.

RIGHTS-OF-WAYS: BORDERLAND ROAD AND COUNTRY CLUB DRIVE

The rights-of-way along County Club Drive and Borderland Road were determined by consulting the information provided from the Engineering Office Files (EOF) provided by Arcadis, the recorded deeds and subdivision plats for the abutting properties, and information retrieved from the Texas Department of Transportation. The EOF documents provide the basic configuration for the boundary and the right-of-way widths of the IBWC right-of-way limits at the date of the files. Due to the age of the EOF maps (dated to 1938) and field conditions being vastly different at present than when those EOF's were originally drawn, we performed additional records research to obtain relevant vesting deeds for the adjoining property owners. US Bureau of Reclamation and Elephant Butte Irrigation District maps and correspondences were reviewed and proved helpful in evaluating the proper right-of-way configuration in these areas.

The right-of-way of Borderland Road was consistent with the specified 40-ft. width on the EOF files and it is supported by the recovered evidence of the field survey. However, the right-of-way along Country Club Road was more complicated. The right-of-way is represented as 60-ft. in width on the EOF files, but the TxDOT map titled 01-6-2B.pdf shows the right-of-way in varying widths, from 40-ft. and 50-ft. widths approximately at the bridge and 60-ft. at the east and west ends of the limits. The variation in widths is supported by references on the recorded subdivision abutting the right-of-way. Country Place Estates Replat "A", and Willow Brook Subdivision in the State of Texas and County Club Business Park in

the State of New Mexico. Additionally, those widths are supported the deeds for the abutting property owners.

VI. ENCROACHMENTS

The existence of apparent encroachments of improvements onto IBWC right-of-way was discovered. Most of these apparent conflicts are of minor significance and represent the intrusion by a few feet or less of fences, rock-and-mortar party walls and the like. These areas are represented on the Right-of-Way Map in tabular form. The apparent encroachment tables reference the affected properties with a number enclosed with a square and a brief characterization of the nature of the apparent encroachment (ex. Chain link fence, cinder block fence, etc.), and reference to the recorded document for the property. Due to many factors including the inherent error with GPS surveys, the accuracy of the field methods used to locate the position of the improvements, and the nature of the structure (leaning fences, irregular structures, etc.), FXSA is showing apparent encroachments that protrude 0.2 feet or more into the determined IBWC right-of-way. In addition to the permanent structures (rock walls, fences, patios, etc.) shown as encroachments, Arcadis instructed FXSA to identify any and all encroachments best characterized as temporary (wood piles, tree debris, landscaping, etc.) in nature.

The most significant encroachment found is located at 31.88250°, -106.60113° (31° 52' 57.0"N, 106° 36' 04.1"W); refer to point number #35032 on sheet 2 of 8 of the 90% preliminary Right-of-Way Map. Lots 16 and 25, Block 3, Alta Valle Del Sol Amending Plat (Volume 79, Page 103, File# 20040111233, Plat Records of El Paso, County, Texas) have improvements which lie in conflict with the resurveyed IBWC right-of-way. Rock and mortar walls in Lot 25 protrude slightly into the IBWC right-of-way, while Lot 16 has an appreciable encroachment outside of the platted subdivision boundary and into the IBWC right-of-way by over 23 feet. In addition to the rock wall there is a covered patio structure on Lot 16 which is also lying within IBWC right-of-way. The patio structure is essentially bisected by the IBWC right-of-way line and coinciding rear Lot 16 boundary line.

An analysis of the survey data and records of the abutting subdivision indicates that there is no conflict between the exterior boundary of the said Alta Valle Del Sol Amending Plat and the IBWC right-of-way in this area. It appears that the encroachment of the rock walls in Lots 16 and 25 represents an error most likely made by a building contractor during the construction phase of this subdivision. The covered patio appears first in aerial imagery dating to 2009, presumably by lot owners assuming the erroneous rear rock walls to be correctly defining their property boundary. The existence of these encroachments precludes the setting of any monument at calculated point #35032.

After the final boundary determination was completed, FXSA sent field crews to set the final boundary monuments for the IBWC right-of-way at all deflection points, points of tangency and points of curvature. However, there were various boundary corners located in areas where evidence of occupation (fences, etc.) and lack of permission to enter the properties precluded FXSA crews from setting monuments at those corners. These points are included on Sheet 8 of the Right-of-Way Map with a note that indicates that those monuments have not been set.

VII. RIGHT-OF-WAY BOUNDARY MAP

A right-of-way boundary map titled: Right-of-Way Map (USCIBWC Rio Grande Canalization Project – Sunland Park Levee Repair) dated January 29, 2019, was provided to Arcadis for 90% submittal. In addition, FXSA provided GIS files performed to the guidelines specified by the IBWC GIS standards.

ATTESTATION

I, Christian A. Clausen, Texas Registered Professional Land Surveyor #5511, New Mexico Professional Land Surveyor #16467, do hereby affirm that this Surveyor's Report was prepared by me and by others under my supervision, and that this Report is intended to be interpreted together with and as an inseparable and integral part of the Right-of-Way Map (USCIBWC Rio Grande Canalization Project – Sunland Park Levee Repair) of even date certified, signed and sealed by me.

_____ Date March 03, 2022

Christian A. Clausen (TX#5511 – NM#16467 – AZ#36621)

APPENDIX A

IBWC COORDINATE REPORT - 3002 NM-C-83 NAD83(CORS96[EPOCH2002.0])

POINT NO	NORTHING (Y)	EASTING (X)	ELEVATION	LATITUDE	LONGITUDE	ELLIPSOID HEIGHT	CODE	DESCRIPTION / DIRECTIONS
1	**628,034.72**	**1,339,526.51**	**4,160.43**	32ø43'21.73801"N	107ø13'42.21072"W	4,082.50	**CP01**	Found U.S.G.S. Brass Disk stamped "4115.66" - from intersection of Hwy 187 and Palm Rd, go north on private drive and come around the back side of the water tank. Pass the water tank and continue out onto the ridge to the station.
2	**612,982.01**	**1,340,032.09**	**4,099.53**	32ø40'52.85323"N	107ø13'34.67105"W	4,021.48	**CP02**	Set #5 rebar with cap "FXS" - from intersection of Hwy 187 and 391 (Birch), take 391 west for 2.7 miles, then enter private drive heading south and then west to the northeasterly coner of a large water retention embankment and the station on top of the berm.
3	**613,071.97**	**1,362,182.44**	**4,104.45**	32ø40'55.68559"N	107ø09'15.53726"W	4,026.48	**CP03**	Set #5 rebar with cap "FXS" - Southeasterly quadrant of Hatch exit & I-25, just east of the freeway on-ramp for I-25 south.
5	**608,652.91**	**1,380,504.57**	**4,079.66**	32ø40'13.45608"N	107ø05'40.76467"W	4,001.65	**CP05**	Set #5 rebar with cap "FXS" - from intersection of Hwy 185 (Hall) and Hwy 154 (Clinic), head east on Hwy 154 for 3.3 miles to private drive on the left. Enter drive and proceed to access road to satellite dish array access road on the left. Ascend hill to the station just beyond the dishes.
6	**593,334.68**	**1,394,915.65**	**4,052.67**	32ø37'42.99283"N	107ø02'50.83537"W	3,974.51	**CP06**	Set #5 rebar with cap "FXS" - from intersection of Hwy 185 (Hall) and Hwy 140 (Clinic), head east on Hwy 154 for 2.5 miles to station on an embankment just south of the highway. Next to the right-of-way fence.
7	**539,362.01**	**1,435,947.08**	**3,981.66**	32ø28'51.72736"N	106ø54'47.12285"W	3,903.67	**CP07**	Set #5 rebar with cap "FXS" - from Radium Springs exit (I-25), head southwesterly toward Radium Springs for 0.9 miles to Robledo Vista Rd. Take a left and proceed south for 0.4 miles where the road turns left, then proceed 300' to dimtrack road on the right. Take road out 350 feet +/- to station .
8	**523,023.44**	**1,452,237.51**	**3,978.31**	32ø26'11.01553"N	106ø51'35.85668"W	3,900.26	**CP08**	Set #5 rebar with cap "FXS" - from the intersection of Highway 28 and Lujan Hill Road, head northeasterly on Lujan Hill Road for 0.4 miles to Doña Ana Road, then proceed left (northwesterly) on Doña Ana Road for 0.7 miles to railriad trestle on the right. Proceed under trestle toward water tank, foot path to station on the left. Station is southwest of water tank.
9	**500,380.87**	**1,452,056.01**	**3,948.15**	32ø22'26.95009"N	106ø51'36.46670"W	3,869.71	**CP09**	Set #5 rebar with cap "FXS" - from the intersection of Shalem Colony Road and Rocky Acres Trail, take Rocky Acres Trail westerly for 0.2 miles to the station on the right, at the midpoint of the sharp curve to the right.
10	**494,230.63**	**1,453,190.47**	**3,988.83**	32ø21'26.15497"N	106ø51'22.83216"W	3,910.27	**CP10**	Found Aluminum Cap in Concrete stamped "DARMP 600" - from the intersection of Shalem Colony Road and Skyline Drive, proceed west on Skyline up hill to top of dam and station on the north end of dam.
11	**472,208.25**	**1,452,181.27**	**4,042.38**	32ø17'48.17729"N	106ø51'33.13781"W	3,963.44	**CP11**	Set #5 rebar with cap "FXS" - from the intersection of Hwy 70 (W Picacho) and Weinreich St, go north on Weinreich for 0.1 miles to the intersection with Hillcrest, proceed right (east) on provate drive to station at the end of circular turn-around in from of #928. Owner had granted permission for base station setup, be courteous and check in with owner when you arrive & depart.
12	**453,363.70**	**1,462,622.58**	**3,958.84**	32ø14'42.27024"N	106ø49'30.31451"W	3,879.74	**CP12**	Set #5 rebar with cap "FXS" - Site is located just north of intersection of Mesilla Hills Dr. and Desert Star Road, +/- 160 feet northwest of panel #162, west of US Mail mailbox.
13	**444,559.34**	**1,472,101.16**	**3,901.02**	32ø13'15.63393"N	106ø47'39.42660"W	3,822.02	**CP13**	Set #5 rebar with cap "FXS" - from target point 170 at the end of Mesilla Dam Rd., proceed southeasterly on levee to Mesilla Dam. Cross Mesilla Dam and then another small wooden bridge over canal, then proceed southeast for 0.4 miles. Follow road up hill to station on the left.

14	**424,323.24**	**1,495,682.79**	**3,848.12**	32ø09'56.47929"N	106ø43'03.88750"W	3,769.57	**CP14**	Set #5 rebar with cap "FXS" - from the Highway 192 river crossing, proceed north on west levee for 0.3 miles to station on the right.
15	**405,725.30**	**1,492,618.49**	**3,879.06**	32ø06'52.30197"N	106ø43'38.57857"W	3,800.18	**CP15**	Set #5 rebar with cap "FXS" - from La Mesa and the intersection of Highway 28 and San Miguel Street, proceed west to end of street and "Dead End" sign, proceed over bridge and continue for 0.4 miles, then take a left on road on top of small berm for 0.3 miles, then take a right and proceed to top of earthen dam. Station is at south end of dam right as the road crests the hill.
16	**410,112.80**	**1,518,563.27**	**3,892.50**	32ø07'36.75848"N	106ø38'37.08906"W	3,814.47	**CP16**	Set #5 rebar with cap "FXS" - Site is located behind the scales, northwest of the truck stop at the I-10 Vado exit on the west end of a large truck parking lot.
17	**386,236.37**	**1,530,589.42**	**3,901.01**	32ø03'40.88668"N	106ø36'16.32099"W	3,822.82	**CP17**	Set #5 rebar with cap "FXS" - take I-10 West from Anthony, exiting at the large truck scales (DOT facility). Site is adjacent to and east of a large sign bearing the following message: "USE LANE WITH GREEN ARROW".
18	**362,926.81**	**1,537,618.93**	**3,940.89**	31ø59'50.42963"N	106ø34'53.79959"W	3,862.58	**CP18**	Set #5 rebar with cap "FXS" - Station is located in the southeast quadrant of I-10 West and Mountain Pass Blvd, aka Exit #0 at Anthony.
19	**335,990.17**	**1,537,388.07**	**3,946.23**	31ø55'23.84683"N	106ø34'55.52082"W	3,867.75	**CP19**	Found N.G.S. Brass Disk "CHINO 1980", on the east right-of-way line of I-10, 1 mile north of the intersection of Transmountain Drive and North Desert Blvd along frontage road.
20	**315,194.44**	**1,530,392.46**	**3,756.44**	31ø51'57.82292"N	106ø36'15.90636"W	3,677.66	**CP20**	Set #5 rebar with cap "FXS" - Station is located +/- 450 feet northeasterly of target point 248. Take Upper Valley Drive south from Artcraft to Gomez Road, go east (left) on Gomez to park entrance, then proceed past target point 248 to end of parking lot. Station is just over (east of) levee near a rock wall and iron bridge.
21	**303,540.47**	**1,526,784.25**	**3,840.32**	31ø50'02.37045"N	106ø36'57.29314"W	3,761.47	**CP21**	Set #5 rebar with cap "FXS" - From the intersection of Country Club Road and McNutt Road (HWY 273), proceed south for 1 mile to high sandy hill and cut slop on the right (west). Station is at the top of the hill over the right-of-way fence.
22	**295,416.40**	**1,549,549.56**	**3,878.66**	31ø48'42.65228"N	106ø32'33.13417"W	3,800.13	**CP22**	Set #5 rebar with cap "FXS" - Site is located south of the extreme south parking lot of Sunland Park Mall. Hop the curb and take the dirt road out, crossing under the power lines, to the station ahead.
101	**618,027.17**	**1,344,138.77**	**4,076.92**	32ø41'43.14147"N	107ø12'47.16233"W	3,998.90	**X-01**	Set #5 rebar with cap "FXS" - NE abutment
102	**613,275.69**	**1,351,455.17**	**4,073.36**	32ø40'56.77914"N	107ø11'21.06072"W	3,995.35	**X-02**	Set #5 rebar with cap "FXS" - SW'ly abutment
103	**611,243.19**	**1,361,745.09**	**4,066.20**	32ø40'37.55437"N	107ø09'20.47139"W	3,988.21	**X-03**	Found IBWC brass disk in concrete, SE abutment at south end of guardrail.
104	**607,797.26**	**1,372,506.90**	**4,050.33**	32ø40'04.35056"N	107ø07'14.23976"W	3,972.33	**X-04**	Set #5 rebar with cap "FXS" - W'ly abutment on north side of highway
105	**602,736.35**	**1,386,113.58**	**4,040.90**	32ø39'15.35198"N	107ø04'34.61095"W	3,962.81	**X-05**	Set #5 rebar with cap "FXS" - SE'ly abutment adjacent to guardrail
107	**501,638.32**	**1,453,814.39**	**3,923.07**	32ø22'39.49177"N	106ø51'16.04612"W	3,844.64	**X-07**	Set #5 rebar with cap "FXS" - North of northerly levee, northwest of bridge crossing at beginning of curve in road.
108	**477,219.50**	**1,462,232.73**	**3,904.30**	32ø18'38.31625"N	106ø49'36.34719"W	3,825.48	**X-08**	Set #5 rebar with cap "FXS" - southeast abutment, north of park area
109	**469,708.34**	**1,462,209.71**	**3,917.69**	32ø17'23.98810"N	106ø49'36.14467"W	3,838.76	**X-09**	Set #5 rebar with cap "FXS" - southwest abutment, level with highway at the top of an existing concrete rundown.
110	**460,236.43**	**1,462,910.86**	**3,888.60**	32ø15'50.29535"N	106ø49'27.38587"W	3,809.57	**X-10**	Set #5 rebar with cap "FXS" - southeasterly abutment
111	**447,280.80**	**1,470,894.51**	**3,875.20**	32ø13'42.50399"N	106ø47'53.63478"W	3,796.19	**X-11**	Set #5 rebar with cap "FXS" - NE of northeast abutment of Mesilla Dam, on the north end of a canal intersecting the river, several feet north of a chain link fence corner
112	**439,482.54**	**1,482,868.57**	**3,867.39**	32ø12'25.91749"N	106ø45'33.80327"W	3,788.62	**X-12**	Set #5 rebar with cap "FXS" - NE abutment near guardrail
113	**422,813.47**	**1,495,632.99**	**3,851.16**	32ø09'41.53659"N	106ø43'04.39052"W	3,772.59	**X-13**	Set #5 rebar with cap "FXS" - set in asphalt at SW corner of bridge behind guardrail
114	**405,430.15**	**1,510,954.55**	**3,826.93**	32ø06'50.13503"N	106ø40'05.36107"W	3,748.55	**X-14**	Set #5 rebar with cap "FXS" - NE abutment
115	**387,929.81**	**1,512,675.53**	**3,812.85**	32ø03'57.01542"N	106ø39'44.57222"W	3,734.20	**X-15**	Set #5 rebar with cap "FXS" - NE abutment
116	**372,500.80**	**1,517,046.76**	**3,801.38**	32ø01'24.48938"N	106ø38'53.11105"W	3,722.61	**X-16**	Set #5 rebar with cap "FXS" - E of NE abutment, on east side of east levee road on north side of road at beginning of curve

117	**363,757.75**	**1,521,037.87**	**3,795.26**	31ø59'58.10902"N	106ø38'06.38787"W	3,716.48	**X-17**	Set #5 rebar with cap "FXS" - NE abutment
118	**349,128.32**	**1,529,922.57**	**3,787.19**	31ø57'33.63265"N	106ø36'22.64898"W	3,708.54	**X-18**	Set #5 rebar with cap "FXS" - SW abutment
119	**333,123.61**	**1,530,977.97**	**3,768.90**	31ø54'55.27761"N	106ø36'09.79275"W	3,690.20	**X-19**	Set #5 rebar with cap "FXS" - NW abutment, at north end of rock wall
120	**322,377.51**	**1,531,905.11**	**3,765.47**	31ø53'08.95882"N	106ø35'58.63347"W	3,686.75	**X-20**	Set #5 rebar with cap "FXS" - SW abutment
121	**319,625.06**	**1,531,416.30**	**3,757.44**	31ø52'41.70357"N	106ø36'04.19977"W	3,678.70	**X-21**	Set #5 rebar with cap "FXS" - SE of bridge, south of the U-turn road under east abutment. Station is at river level.
122	**308,066.10**	**1,529,715.21**	**3,755.37**	31ø50'47.25508"N	106ø36'23.48854"W	3,676.57	**X-22**	Set #5 rebar with cap "FXS" - NW abutment, north of guard rail
123	**291,162.01**	**1,543,086.10**	**3,752.90**	31ø48'00.36974"N	106ø33'47.90153"W	3,674.26	**X-23**	Set #5 rebar with cap "FXS" - NE'ly abutment
124	**290,965.14**	**1,545,711.92**	**3,746.93**	31ø47'58.49525"N	106ø33'17.46656"W	3,668.32	**X-24**	Set #5 rebar with cap "FXS" - NE'ly abutment behind guardrail, just north of manhole
125	**292,142.76**	**1,550,084.94**	**3,740.36**	31ø48'10.26833"N	106ø32'26.82779"W	3,661.80	**X-25**	Set #5 rebar with cap "FXS" - SE abutment

NOTES

1. COORDINATES REPORTED HEREON ARE NAD83(CORS96)[EPOCH 2002.0] DETERMINED USING CONNECTIONS TO THE NATIONAL CORS (www.ngs.noaa.gov)
2. ELEVATIONS REPORTED HEREON ARE NAVD88 DETERMINED USING CONNECTIONS TO THE NATIONAL CORS, AND EMPLOYING GEOID03 TO ESTIMATE ORTHOMETRIC HEIGHTS FROM ELLIPSOID HEIGHTS