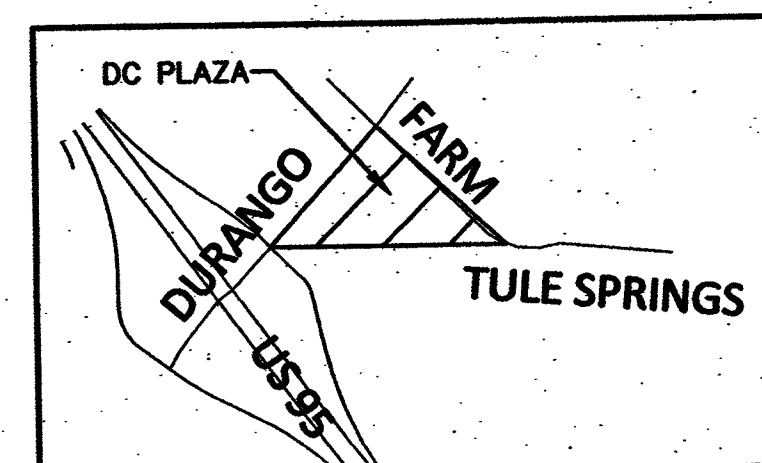
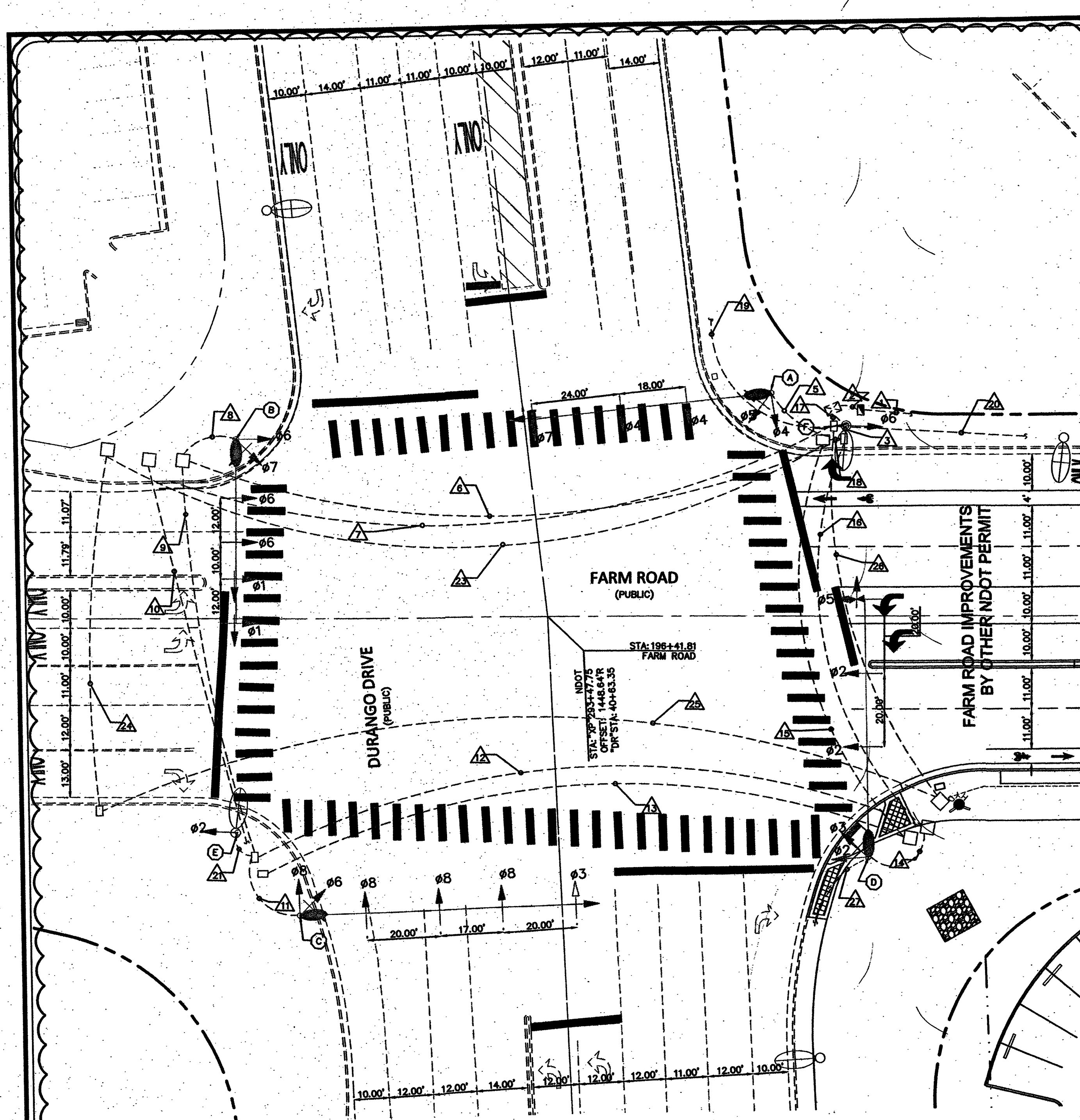


**BASIS OF BEARING**  
SOUTH 00°06'57" WEST, BEING THE WEST LINE OF THE GOVERNMENT LOT 11, LYING WITHIN THE SOUTHWEST QUARTER (SW 1/4) OF SECTION 17, TOWNSHIP 19 SOUTH, RANGE 60 EAST, M.D.M., AS SHOWN IN BOOK 140, PAGE 12 OF PLATS IN THE CLARK COUNTY, NEVADA, RECORDER'S OFFICE.

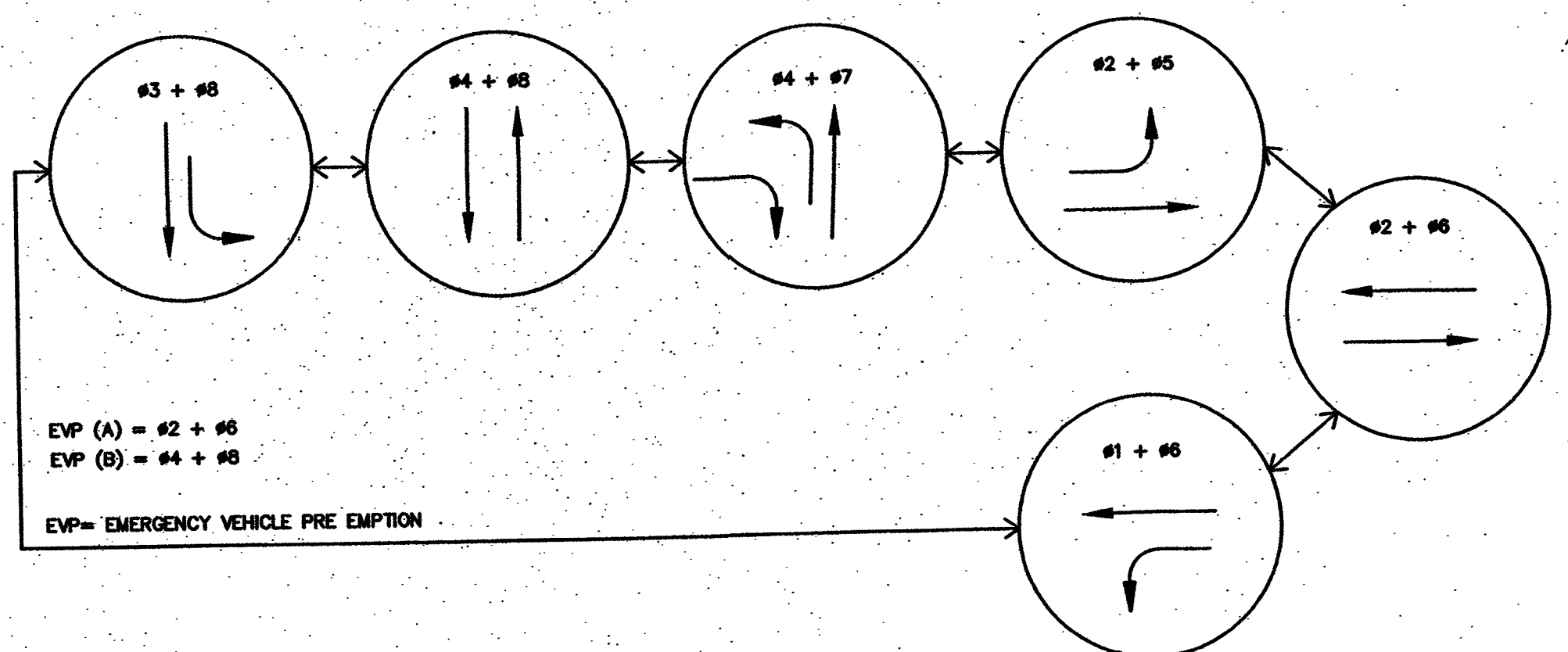
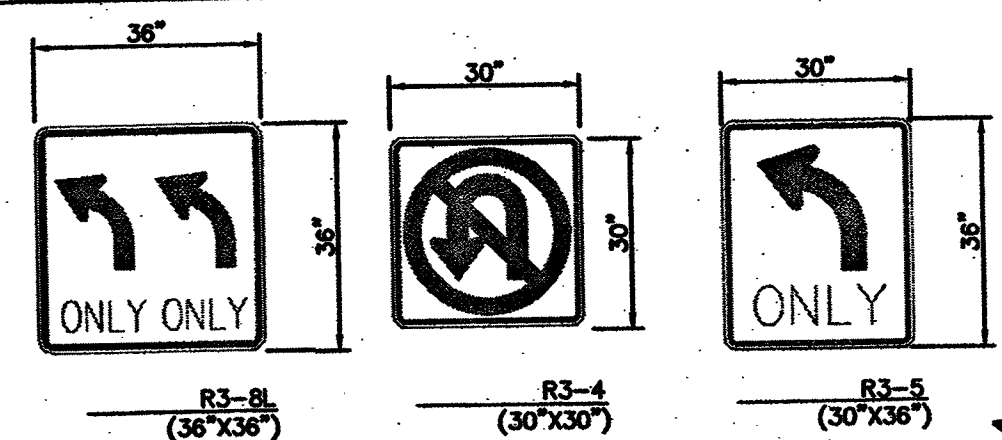
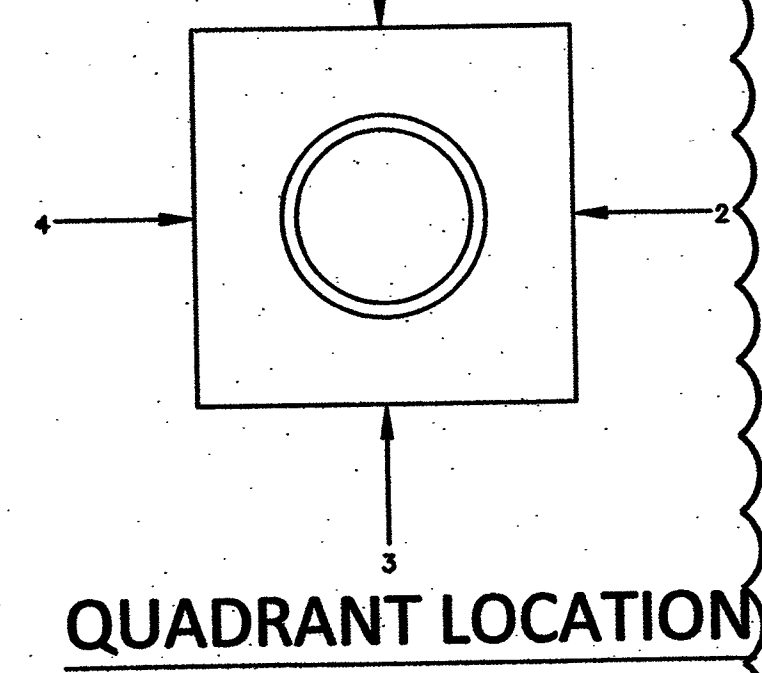
**BENCHMARK**  
CITY OF LAS VEGAS BENCHMARK # 5LV90 1756  
A RIVET AND PLATE IN THE TOP OF CURB AT THE NORTHWEST CORNER OF OSO BLANCA ROAD AND DURANGO DRIVE.

NAVD 88 ELEVATION = 798.4331 METERS / 2619.53 FEET  
NORTH AMERICAN DATUM OF 1988

|                                                               |                  |                    | CONDUIT AND WIRE SCHEDULE |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|---------------------------------------------------------------|------------------|--------------------|---------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| WIRE                                                          | FROM             | TO                 | VIA CONDUIT               |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                                                               |                  |                    | 1                         | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9   | 10  | 11  | 12  | 13  | 14  | 15  | 16  | 17  | 18  | 19  | 20  | 21  | 22  | 23  | 24  | 25  | 26  | 27  | 28  |
| 2#6, 2#10, 1#4 THW - EXIST.                                   | SERVICE PEDESTAL | CONTROLLER CABINET |                           | ○   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 25 COND. 2#10, 1#8 - EXIST.                                   | CONTROLLER       | POLE A             |                           |     | ○   |     | ○   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 25 COND. 2#10, 1#8 - EXIST.                                   | CONTROLLER       | POLE B             |                           |     | ⊗   |     |     | ⊗   |     | ⊗   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 25 COND. 2#10, 1#8 - EXIST.                                   | CONTROLLER       | POLE C             |                           |     | ○   |     |     |     |     |     |     |     |     | ○   | ○   |     |     |     |     |     |     |     |     |     | ○   |     |     |     |     |     |
| 25 COND. 2#10, 1#8 - EXIST.                                   | CONTROLLER       | POLE D             |                           |     | ○   |     |     |     |     |     |     |     |     |     |     |     |     |     | ○   |     |     |     |     | ○   |     |     |     |     |     |     |
| DET. CAMERA POWER, VIDEO                                      | CONTROLLER       | POLE A             |                           |     | ○   |     | ○   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| DET. CAMERA VIDEO                                             | CONTROLLER       | POLE A             |                           |     | ○   |     | ○   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| DET. CAMERA POWER, VIDEO                                      | CONTROLLER       | POLE B             |                           |     | ○   |     |     | ○   |     | ○   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| DET. CAMERA VIDEO                                             | CONTROLLER       | POLE B             |                           |     | ○   |     |     | ○   |     | ○   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| DET. CAMERA POWER, VIDEO                                      | CONTROLLER       | POLE C             |                           |     | ○   |     |     |     |     |     |     |     |     | ○   | ○   |     |     |     |     |     |     |     |     |     | ○   |     |     |     |     |     |
| DET. CAMERA VIDEO                                             | CONTROLLER       | POLE C             |                           |     | ○   |     |     |     |     |     |     |     |     | ○   | ○   |     |     |     |     |     |     |     |     |     | ○   |     |     |     |     |     |
| DET. CAMERA POWER, VIDEO                                      | CONTROLLER       | POLE D             |                           |     | ○   |     |     |     |     |     |     |     |     |     |     |     |     |     | ○   |     |     |     |     |     | ○   |     |     |     |     |     |
| DET. CAMERA VIDEO                                             | CONTROLLER       | POLE D             |                           |     | ○   |     |     |     |     |     |     |     |     |     |     |     |     |     | ○   |     |     |     |     |     | ○   |     |     |     |     |     |
| OPTICOM CABLE                                                 | CONTROLLER       | POLE A             |                           |     | ○   |     | ○   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| OPTICOM CABLE                                                 | CONTROLLER       | POLE D             |                           |     | ○   |     |     |     |     |     |     |     |     |     |     |     |     |     | ○   |     |     |     |     |     | ○   |     |     |     |     |     |
| 15 COND.                                                      | CONTROLLER       | POLE E             |                           |     | ○   |     |     |     |     |     |     |     |     |     | ○   |     |     |     |     |     |     |     |     |     | ○   |     |     |     |     |     |
| 15 COND.                                                      | CONTROLLER       | POLE F             |                           |     | ○   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | ○   |     |     |     |     |
| XX = EXISTING    XY = PROPOSED                                |                  |                    |                           |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| X INDICATES EXISTING CONDUIT TO BE REMOVED                    |                  |                    |                           |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| ○ INDICATES EXISTING WIRE/CONDUIT RUNS TO REMAIN              |                  |                    |                           |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| ● INDICATES EXISTING CONDUIT RUNS TO REMAIN, WIRE TO BE ADDED |                  |                    |                           |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| ● INDICATES NEW WIRE/CONDUIT RUNS TO BE ADDED                 |                  |                    |                           |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| CONDUIT SIZE                                                  |                  |                    | 1-2                       | 1-2 | 1-3 | 1-2 | 1-3 | 1-3 | 1-2 | 1-3 | 1-3 | 1-2 | 1-3 | 1-3 | 1-2 | 1-3 | 1-3 | 1-2 | 1-3 | 1-3 | 1-2 | 1-3 | 1-3 | 1-2 | 1-3 | 1-3 | 1-2 | 1-3 | 1-3 | 1-2 |
|                                                               |                  |                    |                           |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |

XX-EXISTING XX-PROPOSED  
X INDICATES EXISTING CONDUIT TO BE REMOVED  
O INDICATES EXISTING WIRE/CONDUIT RUNS TO REMAIN  
● INDICATES EXISTING CONDUIT RUNS TO REMAIN, WIRE TO BE ADDED  
● INDICATES NEW WIRE/CONDUIT RUNS TO BE ADDED

| POLE SCHEDULE ((E)-EXISTING) |                                             |      |            |        |               |        |                              |      |                |      |                                  |
|------------------------------|---------------------------------------------|------|------------|--------|---------------|--------|------------------------------|------|----------------|------|----------------------------------|
| POLE                         | LOCATION STATION                            | TYPE | SIGNAL ARM |        | LUMINAIRE ARM |        | SIGNALS (VEH.)               |      | SIGNALS (PED.) |      | REMARKS                          |
|                              |                                             |      | QUAD       | LENGTH | QUAD          | LENGTH | TYPE                         | QUAD | TYPE           | QUAD |                                  |
| A                            | DURANGO NDOT STA(02): 292+96.28 1517.43' RT | XX-B | 4          | 65'    | 4             | 15'    | (2) M-2 (1) M-2 (ARROW) B-2T | MA   | W-3T           | 1,2  | SIGN R3-BL AND R3-4 ON MAST ARM. |
| B                            | DURANGO NDOT STA(02): 294+38.41 1484.80' RT | XX-A | 3          | 50'    | 3             | 15'    | (1) M-2 (2) M-2 (ARROW) B-2T | MA   | W-3T           | 1,4  | SIGNS R3-5 AND R3-4 ON MAST ARM. |
| C                            | DURANGO NDOT STA(02): 294+02.94 1359.14' RT | XX-B | 2          | 75'    | 2             | 15'    | (3) M-2 (1) M-2 (ARROW) B-2T | MA   |                |      | SIGN R3-BL AND R3-4 ON MAST ARM. |
| D                            | DURANGO NDOT STA(02): 292+52.40 1396.28' RT | XX-B | 1          | 70'    | 1             | 15'    | (1) M-2 (ARROW) B-14T        | MA   | W-3T           | 2,3  | SIGNS R3-5 AND R3-4 ON MAST ARM. |
| E                            | DURANGO NDOT STA(02): 294+22.90 1379.18' RT | IA   |            |        |               |        | B-11T                        | 4    | W-3T           | 3,4  |                                  |
| F                            | DURANGO NDOT STA(02): 292+74.98 1511.64' RT | IA   |            |        |               |        | A-1                          | 2    |                |      |                                  |



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PROFESSIONAL ENGINEER  
THOMAS D. MILLER  
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CIVIL  
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6-1-17

**IMPROVEMENT PLANS FOR DC PLAZA**  
APN: 125-17-613-001  
TRAFFIC NOTES AND SIGNALS  
8451 FARM ROAD  
LAS VEGAS, NEVADA

| DESIGN |         | DESCRIPTION |    |
|--------|---------|-------------|----|
| NO.    | DATE    | BY          | TM |
| 1      | 3/13/17 | JDM         | SR |

CEI PROJECT: 4136  
DESIGN BY: JDM SR  
DRAWN BY: JDM SR  
CHECKED BY: TOM P.E.  
DATE: 03/13/17  
SCALE:  
SHEET NUMBER  
**C7.01**  
SHEET 30 OF 45  
H # 64486