Lochsa engineering

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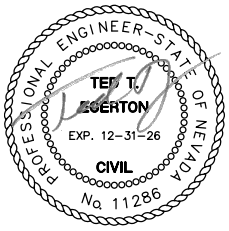
TRAFFIC STUDY FOR

BARKS VEGAS

Clark County, Nevada

May 2025



Digitally signed by Ted T. Egerton
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Date: 2026.05.30 09:16:57-07'00'

Prepared For:

BARKS VEGAS
7751 Radcliff Street
Las Vegas, NV 89123

Project No. 261028

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B. 15-Minute Volume Counts
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EXECUTIVE SUMMARY

The proposed commercial project will be located on the northwest corner of Radcliff Street and Konga Drive within Clark County, Nevada. The site is anticipated to generate 52 daily trips. Of the 52 daily trips, it is anticipated that 26 will occur during the AM peak hour and 26 will occur during the PM peak hour. This volumes represents an increase of 5.57% of the existing volumes.

Currently the intersection of Robindale Road and Radcliff Street operates with exceptional levels of service (LOS A). This is anticipated to continue upon completion of the project.

A. SITE AND STUDY AREA BOUNDARIES

The proposed commercial project will be located on the northwest corner of Radcliff Street and Konga Drive within Clark County, Nevada. Refer to Figure 1 for the vicinity map.

In order to determine the traffic impact of this development, it was decided that this report would analyze the following intersection:

Robindale Road at Radcliff Street

The analysis shall include intersection level of service analysis and turn storage analysis.

B. EXISTING AND PROPOSED USES OF THE SITE

The site is comprised of one parcel that is described at assessor's parcel numbers (A.P.N.) 177-10-701-024. The site is currently comprised of a single-family residence.

The proposed improvements to the site include the construction of a dog daycare facility that will accommodate 12 dogs.

C. EXISTING AND PROPOSED USES IN THE VICINITY OF THE SITE

South of the project is Radcliff Street and adjacent to this roadway are existing single-family residences

East of the project is Radcliff Street and adjacent to this roadway are existing single-family residences.

North and west of this project are existing single-family residences.

D. EXISTING ROADWAYS AND INTERSECTIONS

Robindale Road

Within the vicinity of the site, this east - west roadway consists of two lanes in each direction separated by a two-way left turn lane. The speed limit is 35 miles per hour. On-street parking is permitted on along the north side of the street and prohibited along the south side of the street.

Robindale Road at Radcliff Street

This three-leg intersection is stop-controlled on the south leg. The south leg consists of one exclusive left turn lane and one de facto right turn lane. The west leg consists of one through lane and one shared through/right turn lane. The east leg consists of two through lanes and one exclusive left turn lane.

Existing lane configurations are depicted in Figure 2.

E. TRIP GENERATION RATES

Considering there are no trip generation rates provided for dog daycare, this study conservatively assumes 1 trip entering and exiting the site for each dog that can be accomodated in both AM and PM peak hours as well as 2 employees arriving in the AM peak hour and departing in the PM peak hour.

The trip generation calculation is as follows:

TRIP GENERATION DOG DAYCARE 12 DOGS & 2 EMPLOYEES	
AM PEAK HOUR	
Average Rate = 2*(1 trip per dog) + 1 trip per employee T = 2*(12) + 2 T = **26 Trips**	
55% Entering 14 Trips	45% Exiting 12 Trips
PM PEAK HOUR	
Average Rate = 2*(1 trip per dog) + 1 trip per employee T = 2*(12) + 2 T = **26 Trips**	
45% Entering 12 Trips	55% Exiting 14 Trips
WEEKDAY	
Total Weekday Trips = (14 + 12) + (12 +14) = **52 Trips**	

It should be noted that this trip generation analysis is considered conservative as it assumes one hundred percent occupancy of all available dog daycare stations, all arriving within the respective peak hour.

F. TRIP DISTRIBUTION AND TRIP ASSIGNMENTS

The trip distribution was based upon the site location, existing traffic patterns and the roadway system within the study area. Refer to Figure 3 for the trip distribution.

Trip assignments were calculated using the trip distribution and trip generation information. Refer to Figure 4 for the trip assignment.

G. EXISTING AND PROJECTED TRAFFIC VOLUMES

Traffic volumes at each subject intersection were recorded on the following dates:

Robindale Road at Radcliff Street 5/19/26

The volumes were recorded in 15-minute intervals between the hours of 7:00 am to 9:00 am and 4:00 pm to 6:00 pm. The 15-minute volume counts are contained in Appendix B. Refer to Figure 5 for the existing volumes.

The anticipated project completion date is upon approval of entitlements by Clark County. In order to be conservative in the analysis, a growth rate was applied to the existing volumes. The growth rate in the vicinity of the project was calculated to be 2.2 percent based on data collected by the Nevada Department of Transportation. The growth rate calculations are shown in Section J, Average Daily Traffic. The existing intersection volumes were multiplied by the growth rate to arrive at the 2027 background volumes. Refer to Figure 6 for the 2027 background volumes. The anticipated project trips were combined with the background volumes. Refer to Figure 7 for 2027 background with project volumes.

H. INTERSECTION ANALYSIS

Based upon the preceding information, a level of service analysis was performed at the subject intersection. Techniques presented in the Transportation Research Board publication entitled *Highway Capacity Manual – Seventh Edition* were utilized for this analysis. The analysis worksheets are provided in Appendix C. The analysis for the study intersections are as follows:

UNSIGNALIZED INTERSECTION ROBINDALE RAOD AT RADCLIFF STREET							
		EXISTING VOLUMES		2027 BACKGROUND VOLUMES		2027 BACKGROUND VOLUMES WITH PROJECT	
		AM PEAK	PM PEAK	AM PEAK	PM PEAK	AM PEAK	PM PEAK
WESTBOUND LEFT	Level of Service	A	A	A	A	A	A
	Average Delay (Sec)	7.7	7.6	7.7	7.6	7.7	7.6
NORTHBOUND	Level of Service	A	A	A	A	A	A
	Average Delay (Sec)	9.4	9.9	9.4	9.9	9.9	9.8

Robindale Road at Radcliff Street

This intersection currently experiences acceptable delays during the AM and PM peak hours. Upon completion of this project, it is anticipated that these acceptable delays shall continue.

I. TURN STORAGE ANALYSIS

In order to ensure adequate turn storage exists, left-turn storage bays at the study intersection was analyzed for storage length requirements. A three-minute storage period was utilized for the unsignalized intersection. Refer to Appendix D for analysis worksheets. The results of the left turn storage analysis are as follows:

LEFT TURN STORAGE ANALYSIS			
	REQUIRED MINIMUM STORAGE LENGTH		
	AM PEAK HOUR	PM PEAK HOUR	EXISTING STORAGE LENGTH
Robindale Road at Radcliff Street – East Leg	25 feet	25 feet	Continuous
Robindale Road at Radcliff Street – South Leg	25 feet	100 feet	Continuous

Based upon the preceding analysis, all locations are expected to have sufficient storage.

J. AVERAGE DAILY TRAFFIC

As required by the Nevada Department of Transportation, the increase in Average Daily Traffic (ADT) adjacent to the project was calculated. The analysis was based upon the assumption that the Nevada Department of Transportation counting stations in the vicinity of the project are representative of the average growth rate adjacent to the project site. The existing ADT on Paradise Road was assumed to be similar to the NDOT counting stations near the project site. The existing ADT was then multiplied by the growth rate to determine the 2027 background ADT. The project ADT was then added to the 2027 background ADT to arrive at the 2027 background with project ADT volume. The calculations are as follows:

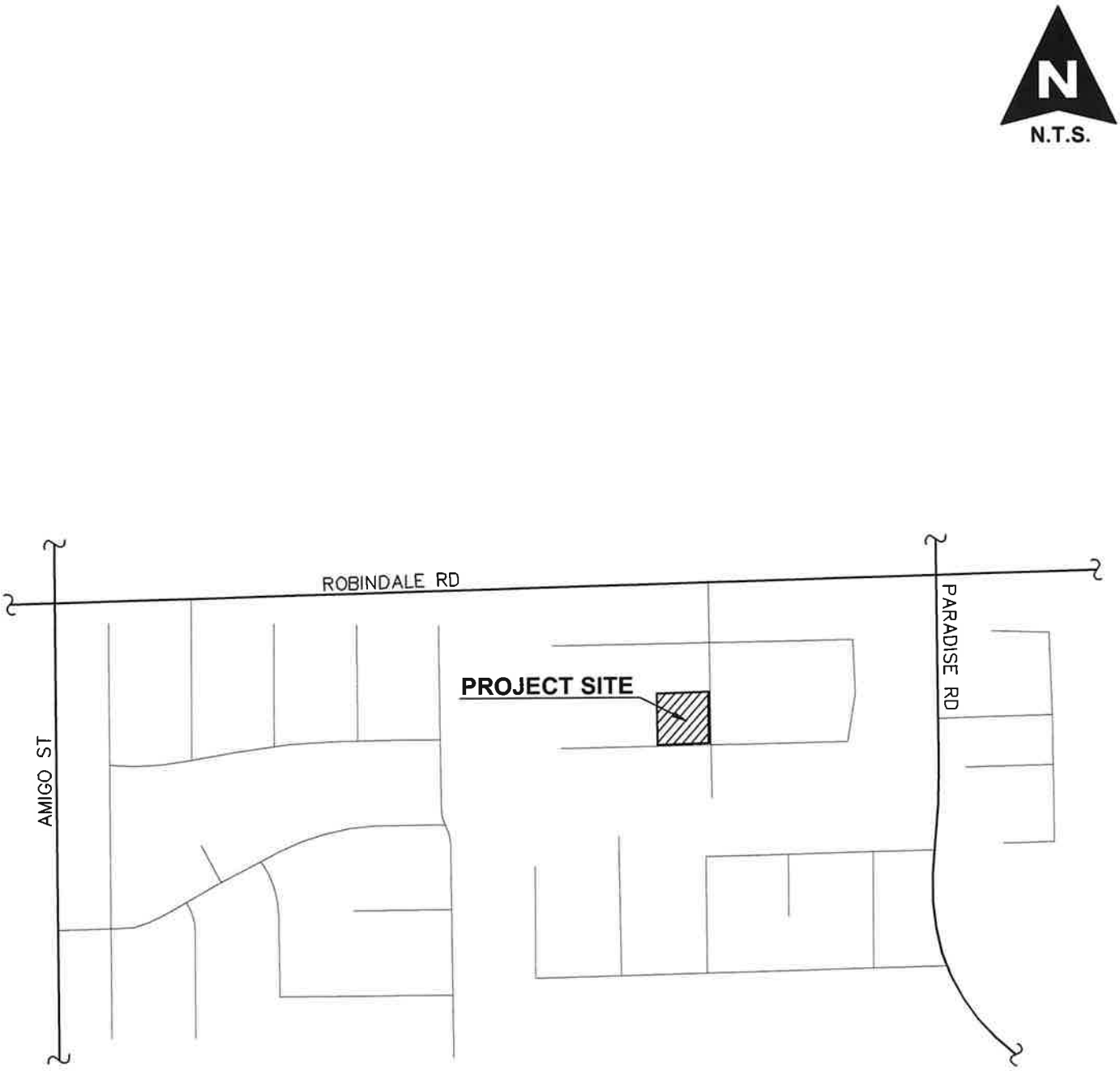
SOURCE: TRAFFIC RECORDS INFORMATION ACCESS MAINTAINED BY NEVADA DEPARTMENT OF TRANSPORTATION STATION 0031179 - PARADISE ROAD 250 FEET NORTH OF ROBINDALE ROAD			
2022	2023	2024	2025
6,800	6,800	7,300	7,250
Growth Rate $\left(\frac{7,250}{6,800}\right)^{1/3} = 1.022$			

K. RECOMMENDATIONS

Currently, the intersection of Robindale Road at Radcliff Street operates with exceptional levels of service (LOS A). This is anticipated to continue upon completion of the project. Considering the negligible impact on the surrounding roadway network, there are no recommended improvements for this site.

APPENDIX A

FIGURES



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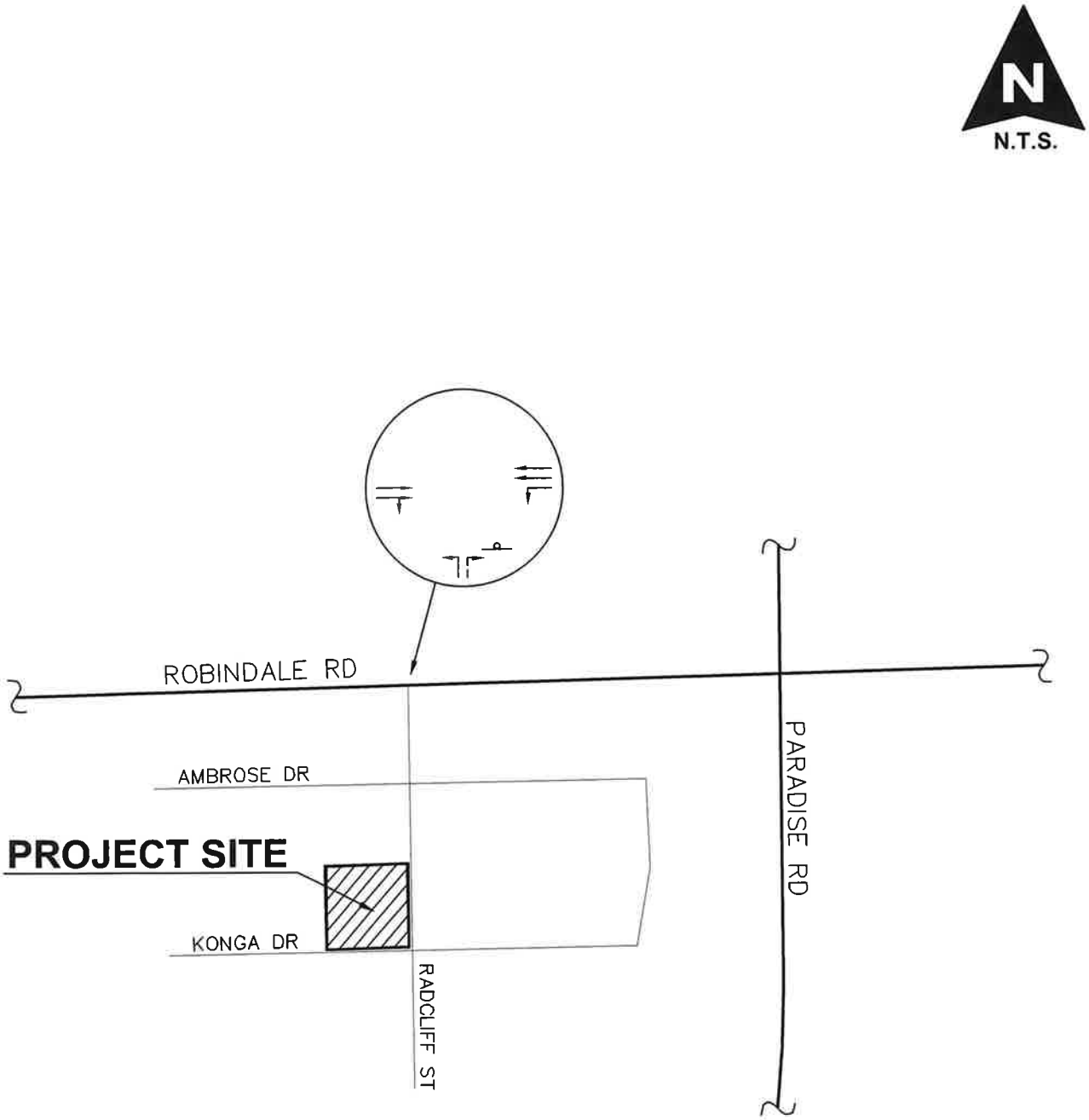
VICINITY MAP
FIGURE 1

BARKS VEGAS



LEGEND

- SIGNAL
- DEFACTO TURN LANE
- STOP SIGN

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EXISTING LANE CONFIGURATIONS FIGURE 2

BARKS VEGAS

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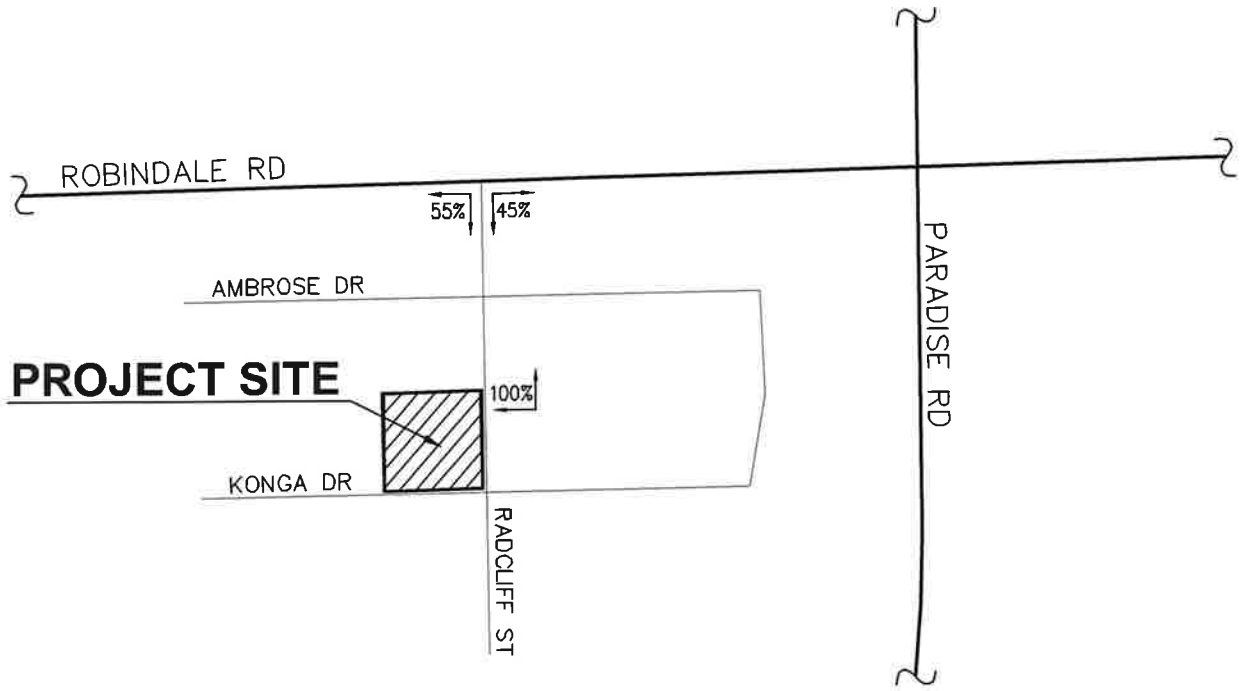
N

N.T.S.



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TRIP DISTRIBUTION
FIGURE 3

BARKS VEGAS

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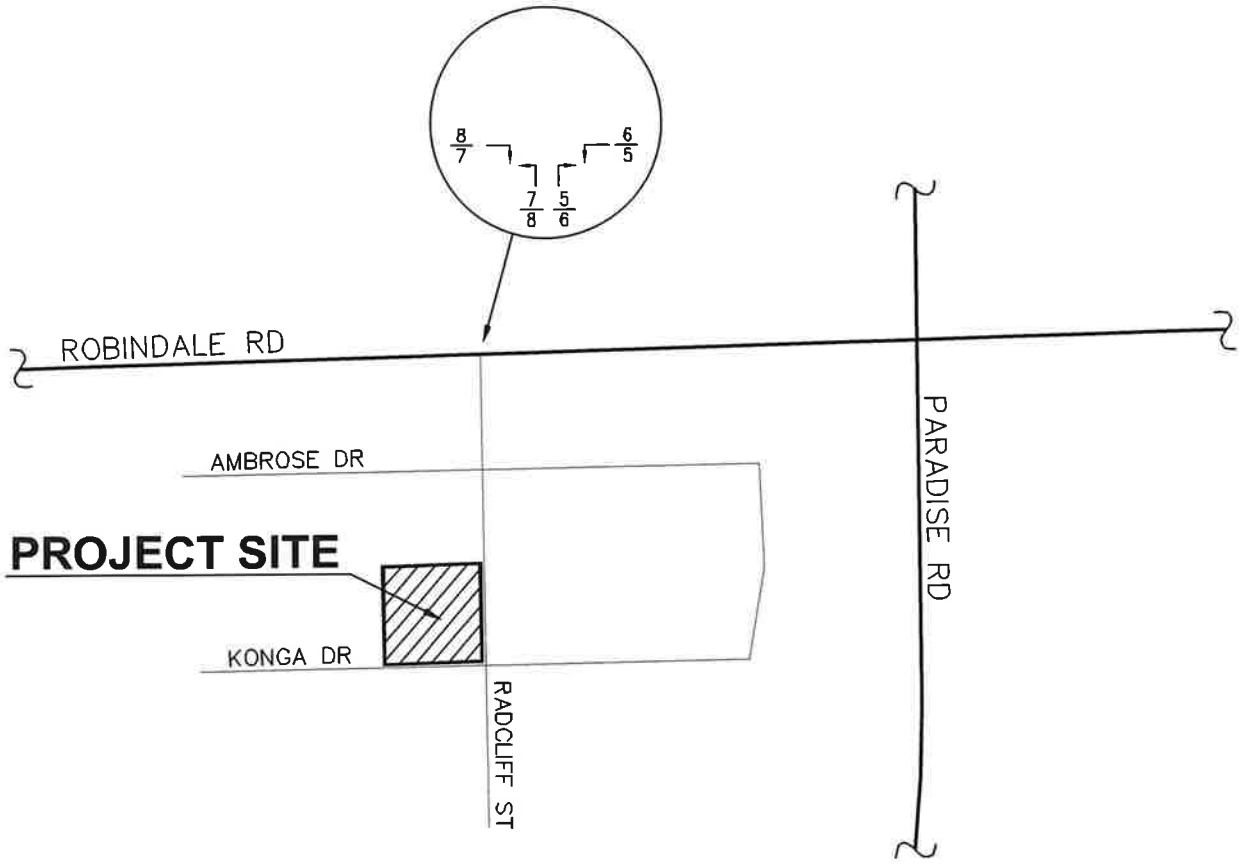
N.T.S.



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TRIP ASSIGNMENT
FIGURE 4

BARKS VEGAS

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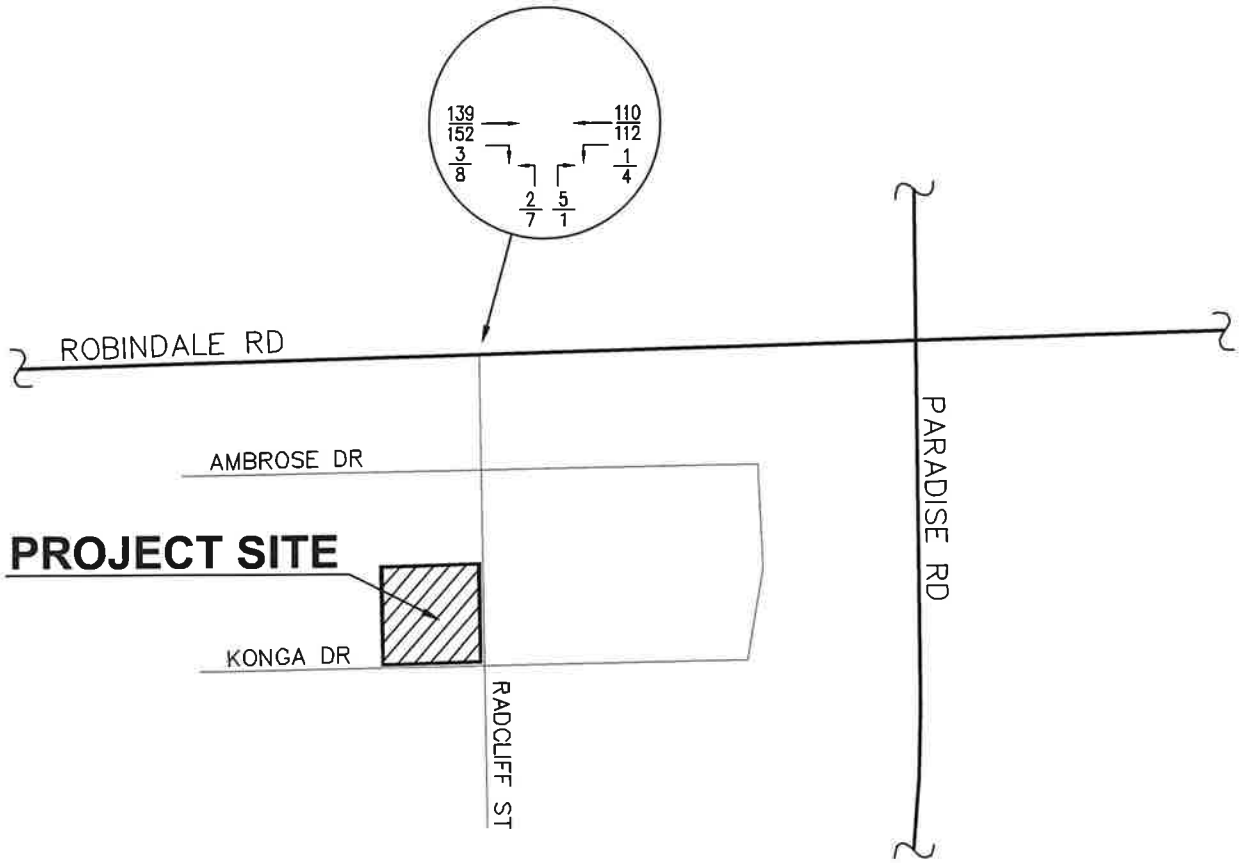

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EXISTING VOLUMES
FIGURE 5

BARKS VEGAS

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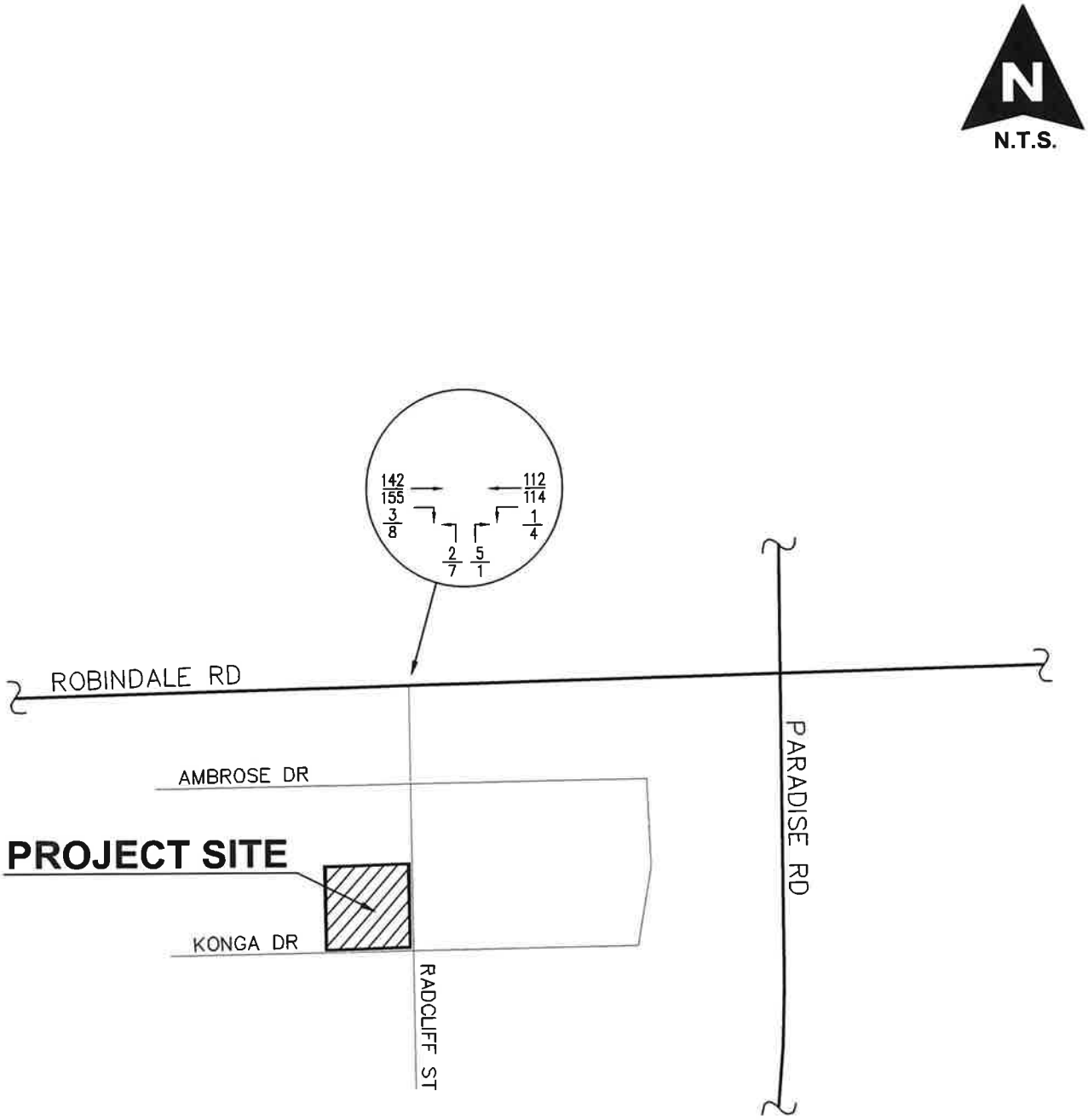

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2027 BACKGROUND VOLUMES
FIGURE 6

BARKS VEGAS

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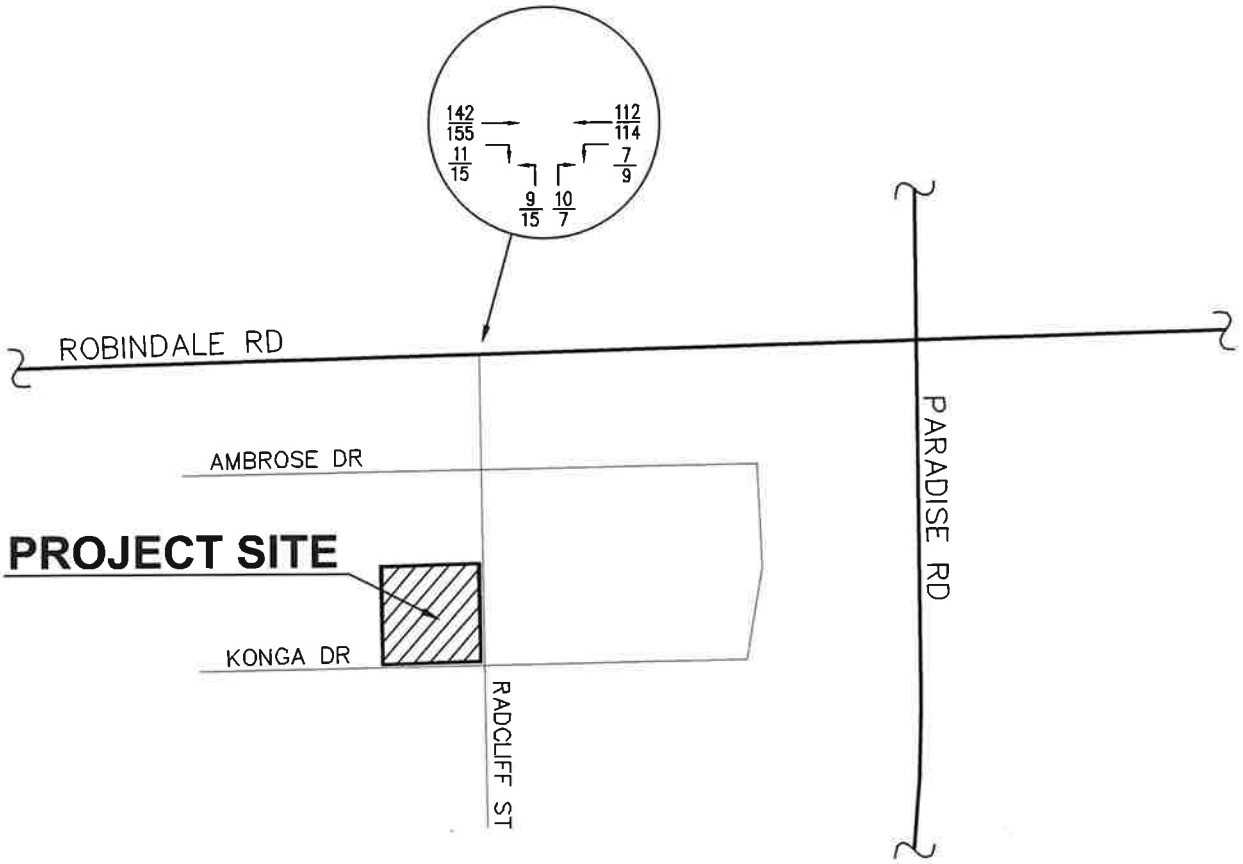

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2027 BACKGROUND AND PROJECT VOLUMES
FIGURE 7

BARKS VEGAS

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APPENDIX B

15-MINUTE VOLUME COUNTS

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File Name : RobindaleRadcliff
Site Code : 00000000
Start Date : 5/19/2026
Page No : 1

Groups Printed- Unshifted

	Radcliff Street From North				Robindale Road From East				Radcliff Street From South				Robindale Road From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	0	0	0	0	0	13	1	0	1	0	2	0	0	16	0	0	33
07:15 AM	0	0	0	0	0	20	0	0	1	0	1	0	1	15	0	0	38
07:30 AM	0	0	0	0	0	17	2	0	1	0	1	0	0	19	0	0	40
07:45 AM	0	0	0	0	0	20	1	1	2	0	0	0	1	20	0	0	45
Total	0	0	0	0	0	70	4	1	5	0	4	0	2	70	0	0	156
08:00 AM	0	0	0	0	0	21	0	0	3	0	1	0	1	17	0	0	43
08:15 AM	0	0	0	0	0	21	0	0	1	0	0	0	0	26	0	0	48
08:30 AM	0	0	0	0	0	32	0	0	0	0	1	0	0	38	0	0	71
08:45 AM	0	0	0	0	0	36	1	0	1	0	0	0	2	58	0	0	98
Total	0	0	0	0	0	110	1	0	5	0	2	0	3	139	0	0	260
*** BREAK ***																	
04:00 PM	0	0	0	0	0	25	3	0	1	0	2	0	1	30	0	0	62
04:15 PM	0	0	0	0	0	19	0	0	0	0	0	0	0	30	0	0	49
04:30 PM	0	0	0	0	0	24	2	0	0	0	1	0	1	36	0	0	64
04:45 PM	0	0	0	0	0	22	0	0	0	0	1	0	2	46	0	0	71
Total	0	0	0	0	0	90	5	0	1	0	4	0	4	142	0	0	246
05:00 PM	0	0	0	0	0	26	1	0	0	0	1	0	1	43	0	0	72
05:15 PM	0	0	0	0	0	29	1	0	1	0	3	0	4	27	0	0	65
05:30 PM	0	0	0	0	0	35	2	0	0	0	2	0	1	36	0	0	76
05:45 PM	0	0	0	0	0	19	3	0	2	0	0	0	1	34	0	0	59
Total	0	0	0	0	0	109	7	0	3	0	6	0	7	140	0	0	272
Grand Total	0	0	0	0	0	379	17	1	14	0	16	0	16	491	0	0	934
Apprch %	0	0	0	0	0	95.5	4.3	0.3	46.7	0	53.3	0	3.2	96.8	0	0	
Total %	0	0	0	0	0	40.6	1.8	0.1	1.5	0	1.7	0	1.7	52.6	0	0	

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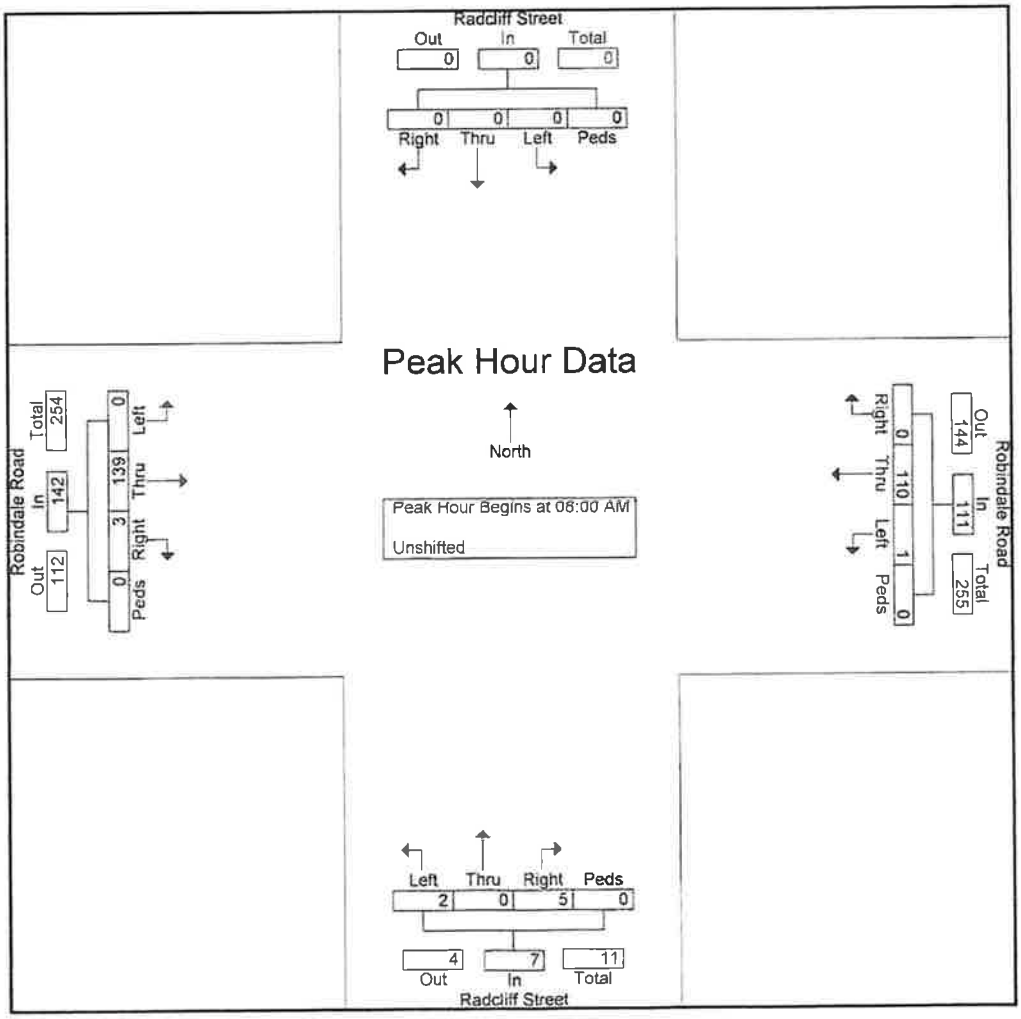
6345 S. Jones Boulevard, Suite 100
Las Vegas, NV 89118

File Name : RobindaleRadcliff
Site Code : 00000000
Start Date : 5/19/2026
Page No : 2

	Radcliff Street From North					Robindale Road From East					Radcliff Street From South					Robindale Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	21	0	0	21	**3**	0	**1**	0	**4**	1	17	**0**	0	18	43
08:15 AM	0	0	0	0	0	0	21	0	0	**21**	1	0	0	0	1	0	26	**0**	0	26	48
08:30 AM	0	0	0	0	0	0	32	0	0	32	0	0	1	0	1	0	38	0	0	38	71
08:45 AM	0	0	0	0	0	0	**36**	**1**	0	**37**	1	0	0	0	1	**2**	**58**	0	0	**60**	**98**
Total Volume	0	0	0	0	0	0	110	1	0	111	5	0	2	0	7	3	139	0	0	142	260
% App. Total	0	0	0	0		0	99.1	0.9	0		71.4	0	28.6	0		2.1	97.9	0	0		
PHF	.000	.000	.000	.000	.000	.000	.764	.250	.000	.750	.417	.000	.500	.000	.438	.375	.599	.000	.000	.592	.663



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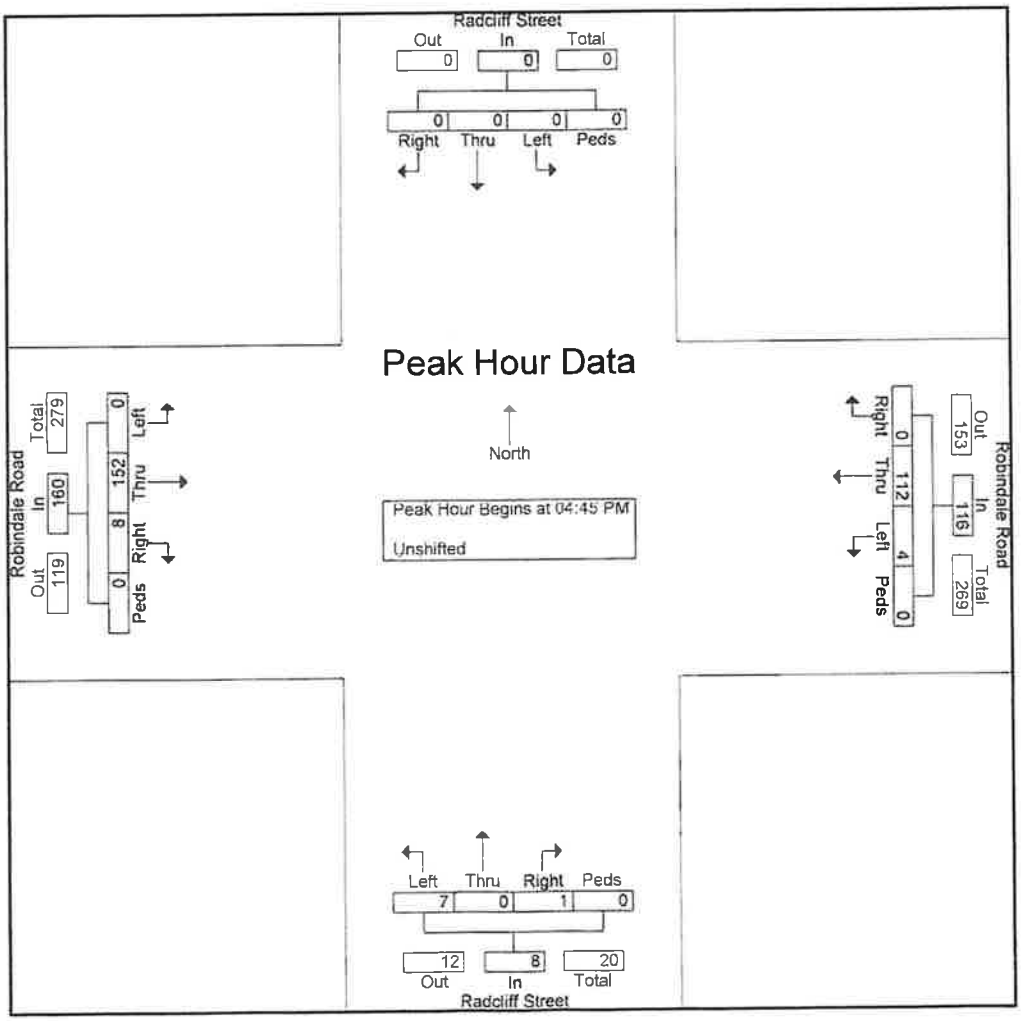
Las Vegas, NV 89118

File Name : RobindaleRadcliff
Site Code : 00000000
Start Date : 5/19/2026
Page No : 3

	Radcliff Street From North					Robindale Road From East					Radcliff Street From South					Robindale Road From West					
Start Time	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Int. Total
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	0	22	0	0	22	0	0	1	0	1	2	**46**	0	0	**48**	71
05:00 PM	0	0	0	0	0	0	26	1	0	27	0	0	1	0	1	1	43	0	0	44	72
05:15 PM	0	0	0	0	0	0	29	1	0	30	**1**	0	**3**	0	**4**	**4**	27	0	0	31	65
05:30 PM	0	0	0	0	0	0	**35**	**2**	0	**37**	0	0	2	0	2	1	36	0	0	37	**76**
Total Volume	0	0	0	0	0	0	112	4	0	116	1	0	7	0	8	8	152	0	0	160	284
% App. Total	0	0	0	0		0	96.6	3.4	0		12.5	0	87.5	0		5	95	0	0		
PHF	.000	.000	.000	.000	.000	.000	.800	.500	.000	.784	.250	.000	.583	.000	.500	.500	.826	.000	.000	.833	.934



APPENDIX C

INTERSECTION LEVEL OF SERVICE

HCS Two-Way Stop-Control Report

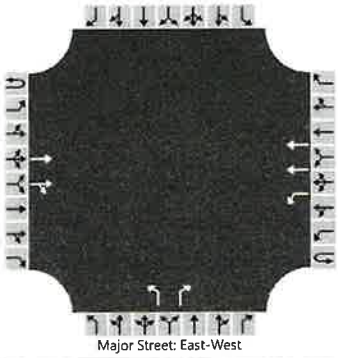
General Information

Analyst	PBR
Agency/Co.	Lochsa Engineering
Date Performed	5/19/2026
Analysis Year	2026
Time Analyzed	Existing AM Peak
Intersection Orientation	East-West
Project Description	Barks Vegas

Site Information

Intersection	Robindale Road at Radcliff Street
Jurisdiction	CC
East/West Street	Robindale Road
North/South Street	Radcliff Street
Peak Hour Factor	0.66
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			139	3	0	1	110			2		5				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						2				3		8				
Capacity, c (veh/h)						1345				665		922				
v/c Ratio						0.00				0.00		0.01				
95% Queue Length, Q_{95} (veh)						0.0				0.0		0.0				
95% Queue Length, Q_{95} (ft)						0.0				0.0		0.0				
Control Delay (s/veh)						7.7				10.4		8.9				
Level of Service (LOS)						A				B		A				
Approach Delay (s/veh)					0.1				9.4							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

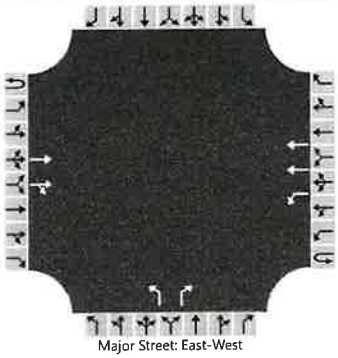
General Information

Analyst	PBR
Agency/Co.	Lochsa Engineering
Date Performed	5/19/2026
Analysis Year	2026
Time Analyzed	Existing PM Peak
Intersection Orientation	East-West
Project Description	Barks Vegas

Site Information

Intersection	Robindale Road at Radcliff Street
Jurisdiction	CC
East/West Street	Robindale Road
North/South Street	Radcliff Street
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			152	8	0	4	112			7		1				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						4				8		1				
Capacity, c (veh/h)						1395				726		952				
v/c Ratio						0.00				0.01		0.00				
95% Queue Length, Q_{95} (veh)						0.0				0.0		0.0				
95% Queue Length, Q_{95} (ft)						0.0				0.0		0.0				
Control Delay (s/veh)						7.6				10.0		8.8				
Level of Service (LOS)						A				B		A				
Approach Delay (s/veh)					0.3				9.9							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

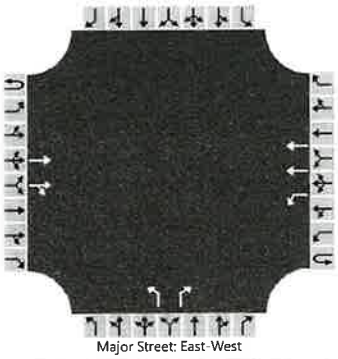
General Information

Analyst	PBR
Agency/Co.	Lochsa Engineering
Date Performed	5/19/2026
Analysis Year	2027
Time Analyzed	2027 Background AM Peak
Intersection Orientation	East-West
Project Description	Barks Vegas

Site Information

Intersection	Robindale Road at Radcliff Street
Jurisdiction	CC
East/West Street	Robindale Road
North/South Street	Radcliff Street
Peak Hour Factor	0.66
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			142	3	0	1	112			2		5				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						2				3		8				
Capacity, c (veh/h)						1340				659		919				
v/c Ratio						0.00				0.00		0.01				
95% Queue Length, Q_{95} (veh)						0.0				0.0		0.0				
95% Queue Length, Q_{95} (ft)						0.0				0.0		0.0				
Control Delay (s/veh)						7.7				10.5		8.9				
Level of Service (LOS)						A				B		A				
Approach Delay (s/veh)					0.1				9.4							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

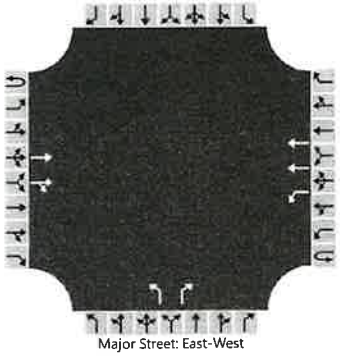
General Information

Analyst	PBR
Agency/Co.	Lochsa Engineering
Date Performed	5/19/2026
Analysis Year	2027
Time Analyzed	2027 Background PM Peak
Intersection Orientation	East-West
Project Description	Barks Vegas

Site Information

Intersection	Robindale Road at Radcliff Street
Jurisdiction	CC
East/West Street	Robindale Road
North/South Street	Radcliff Street
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			155	8	0	4	114			7		1				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						4				8		1				
Capacity, c (veh/h)						1391				721		950				
v/c Ratio						0.00				0.01		0.00				
95% Queue Length, Q_{95} (veh)						0.0				0.0		0.0				
95% Queue Length, Q_{95} (ft)						0.0				0.0		0.0				
Control Delay (s/veh)						7.6				10.0		8.8				
Level of Service (LOS)						A				B		A				
Approach Delay (s/veh)					0.3				9.9							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

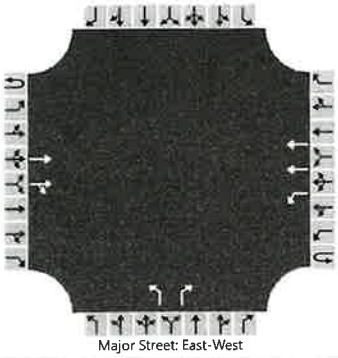
General Information

Analyst	PBR
Agency/Co.	Lochsa Engineering
Date Performed	5/19/2026
Analysis Year	2027
Time Analyzed	Bkgrnd w Project AM Peak
Intersection Orientation	East-West
Project Description	Barks Vegas

Site Information

Intersection	Robindale Road at Radcliff Street
Jurisdiction	CC
East/West Street	Robindale Road
North/South Street	Radcliff Street
Peak Hour Factor	0.66
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			142	11	0	7	112			9		10				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						11				14		15				
Capacity, c (veh/h)						1326				632		911				
v/c Ratio						0.01				0.02		0.02				
95% Queue Length, Q_{95} (veh)						0.0				0.1		0.1				
95% Queue Length, Q_{95} (ft)						0.0				2.6		2.6				
Control Delay (s/veh)						7.7				10.8		9.0				
Level of Service (LOS)						A				B		A				
Approach Delay (s/veh)					0.5				9.9							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

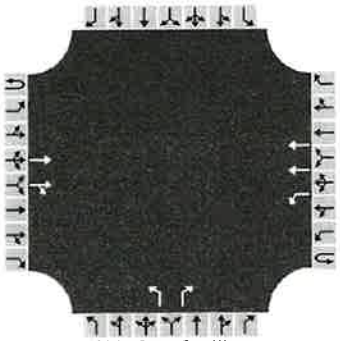
General Information

Analyst	PBR
Agency/Co.	Lochsa Engineering
Date Performed	5/19/2026
Analysis Year	2027
Time Analyzed	Bkgrnd w Project PM Peak
Intersection Orientation	East-West
Project Description	Barks Vegas

Site Information

Intersection	Robindale Road at Radcliff Street
Jurisdiction	CC
East/West Street	Robindale Road
North/South Street	Radcliff Street
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			155	15	0	9	114			15		7				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						10				16		8				
Capacity, c (veh/h)						1382				704		945				
v/c Ratio						0.01				0.02		0.01				
95% Queue Length, Q_{95} (veh)						0.0				0.1		0.0				
95% Queue Length, Q_{95} (ft)						0.0				2.6		0.0				
Control Delay (s/veh)						7.6				10.2		8.8				
Level of Service (LOS)						A				B		A				
Approach Delay (s/veh)					0.6				9.8							
Approach LOS					A				A							

APPENDIX D

TURN STORAGE ANALYSIS

THREE MINUTE STORAGE REQUIREMENTS ANALYSIS

Robindale Road at Radcliff Street - East Leg

AM Peak Hour
MOVEMENT VOLUME (VPH) = 7

REQUIRED STORAGE = (TOTAL VPH) * (3 MIN) * (25 FT/VEH) / (60 MIN/HR)

REQUIRED STORAGE LENGTH = 8.75 FEET

PM Peak Hour
MOVEMENT VOLUME (VPH) = 9

REQUIRED STORAGE = (TOTAL VPH) * (3 MIN) * (25 FT/VEH) / (60 MIN/HR)

REQUIRED STORAGE LENGTH = 11.25 FEET

THREE MINUTE STORAGE REQUIREMENTS ANALYSIS

Robindale Road at Radcliff Street - South Leg

AM Peak Hour
MOVEMENT VOLUME (VPH) = 9

REQUIRED STORAGE = (TOTAL VPH) * (3 MIN) * (25 FT/VEH) / (60 MIN/HR)

REQUIRED STORAGE LENGTH = 11.25 FEET

PM Peak Hour
MOVEMENT VOLUME (VPH) = 15

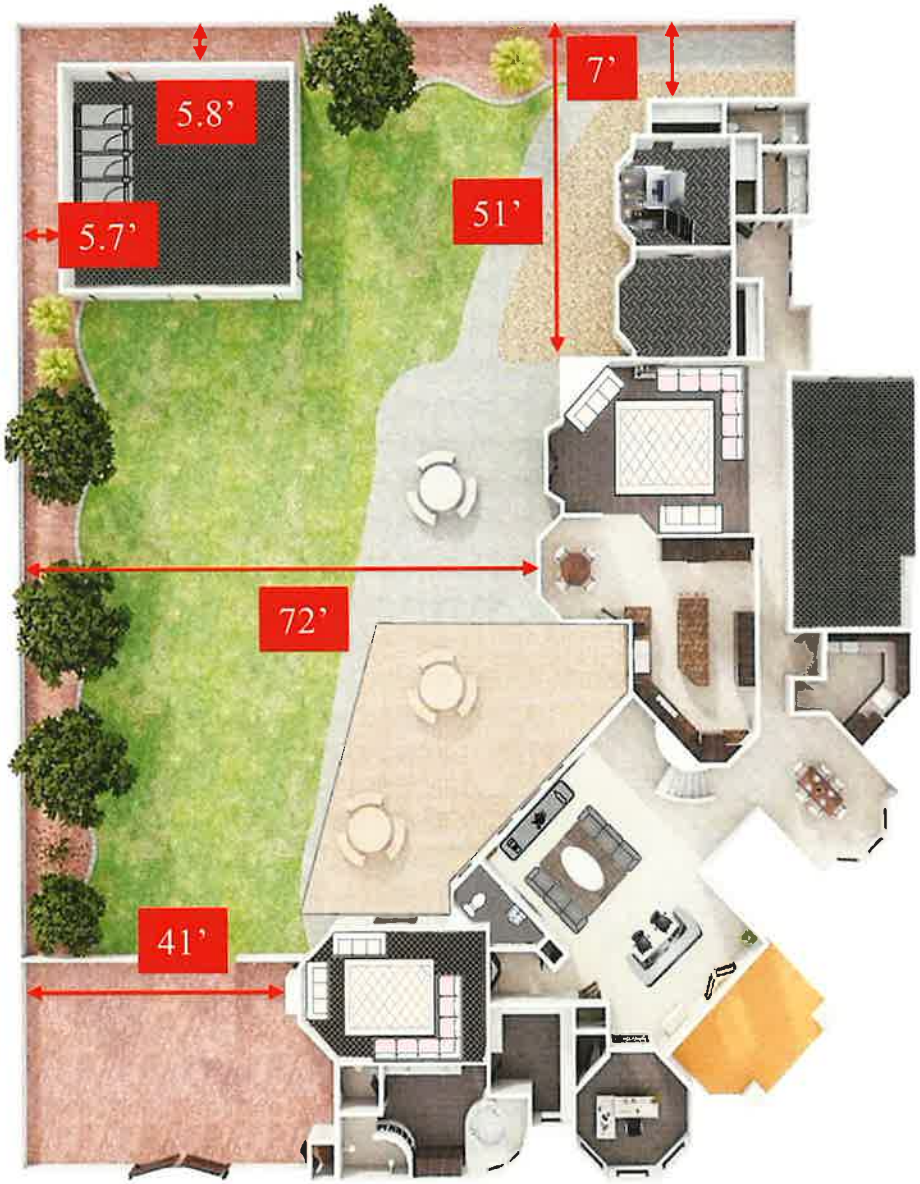
REQUIRED STORAGE = (TOTAL VPH) * (3 MIN) * (25 FT/VEH) / (60 MIN/HR)

REQUIRED STORAGE LENGTH = 18.75 FEET

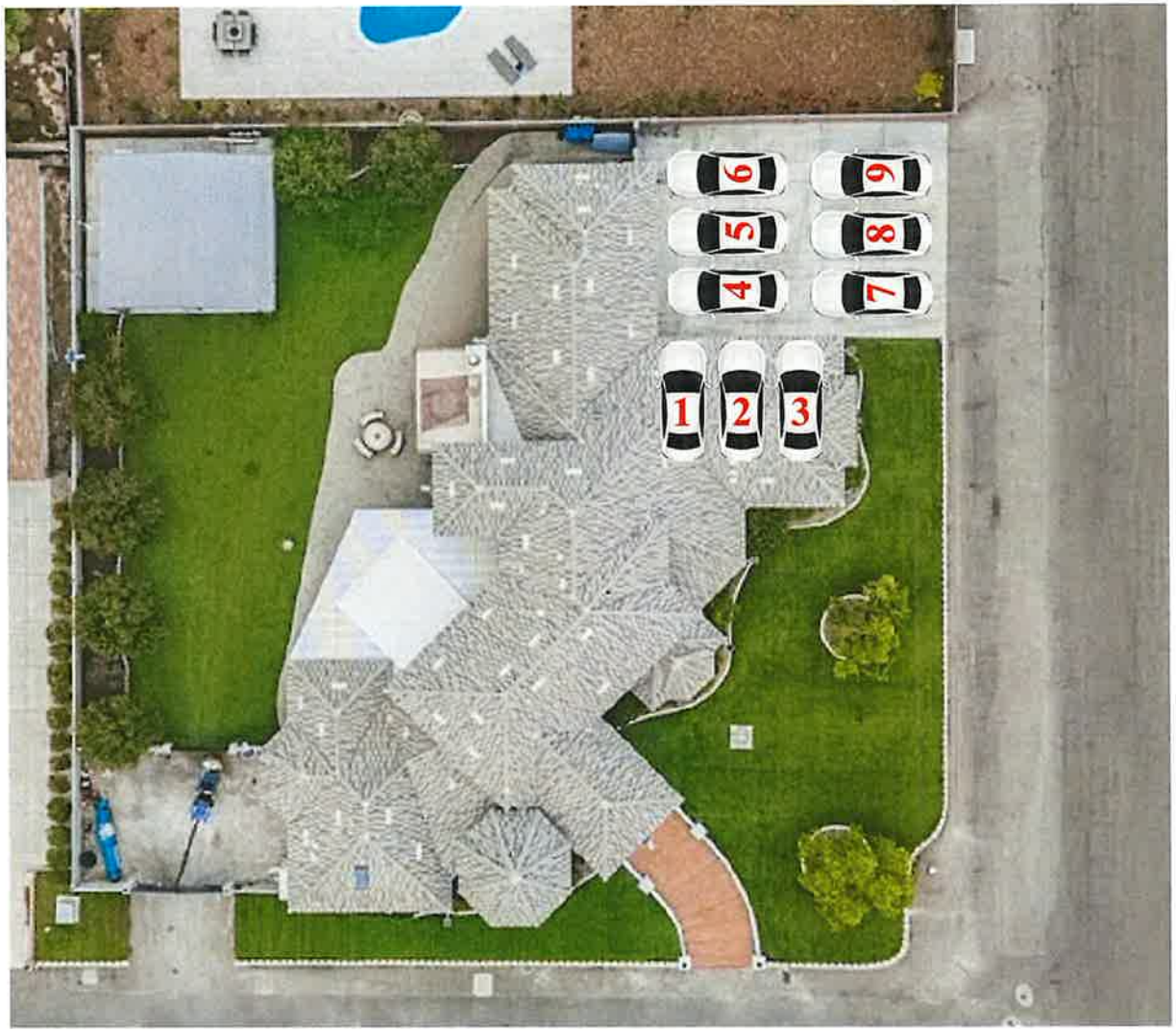
APPENDIX E

PROPERTY SETBACKS, PROPERTY PARKING & SITE PLAN

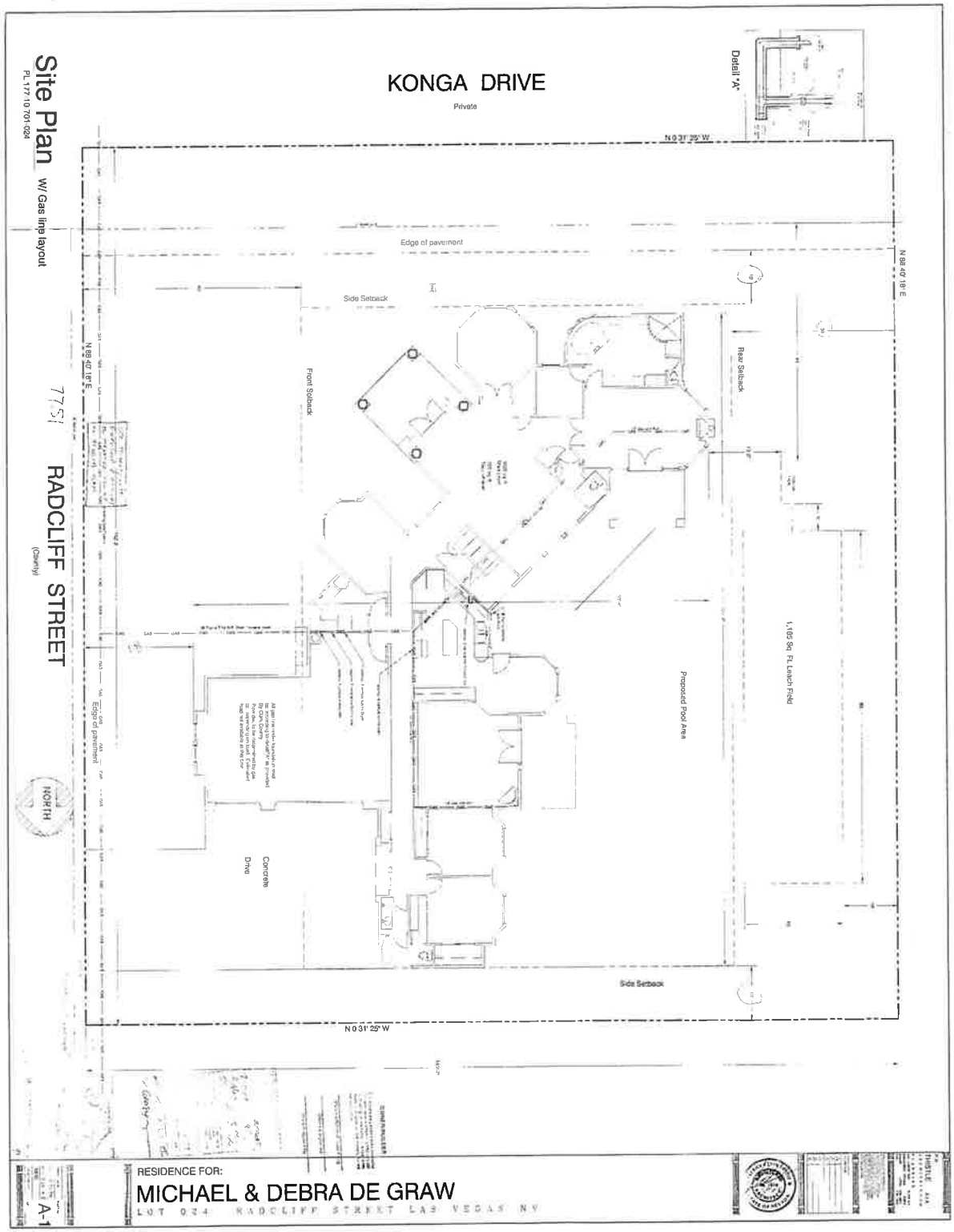
Property Setbacks



Property Parking



Garage: 3 Cars
Driveway: 6 Cars
Total On-Property Parking: 9


KONGA DRIVE
Private
Detail "A"
N 0 31' 25" W
Edge of pavement
N 89 40' 18" E
Side Setback
Front Setback
Rear Setback
7751
RADCLIFF STREET
(County)
Edge of pavement
1,165 Sq. Ft. Leach Field
Proposed Pool Area
Concrete
Drive
Side Setback
N 0 31' 25" W
NORTH
Site Plan
W/ Gas line layout
PL 177-10-701-024
RESIDENCE FOR:
MICHAEL & DEBRA DE GRAW
LOT 024 RADCLIFF STREET LAS VEGAS NV
A-1