



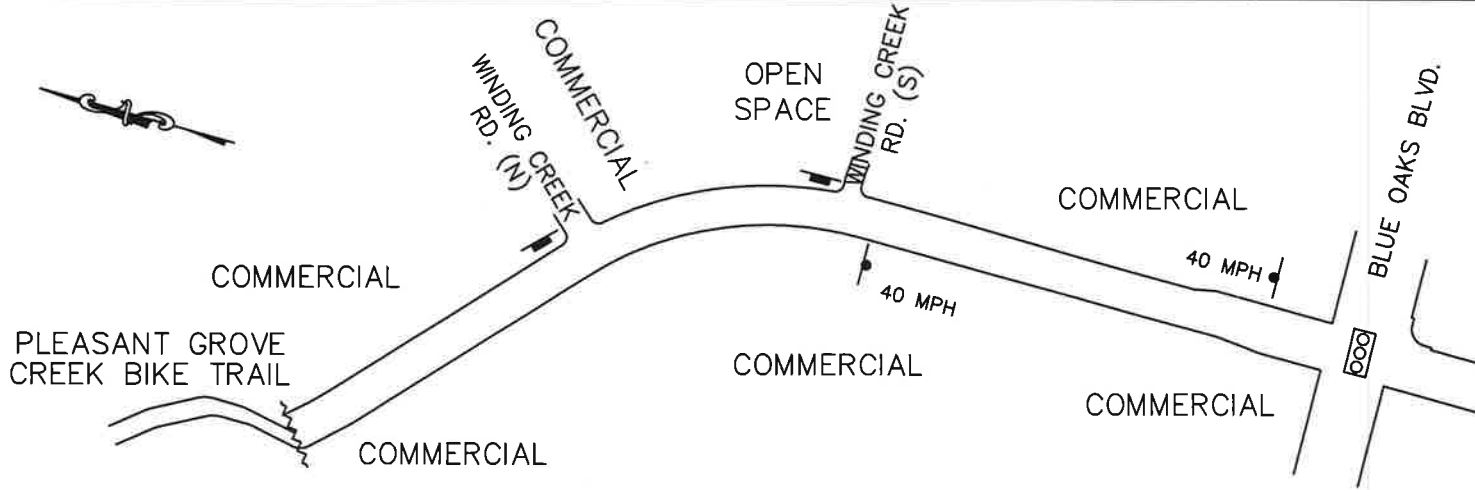
PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP
SPEED ZONE SURVEY

ROAD NAME:

FOOTHILLS BLVD.
Blue Oaks to North City Limit

STRIP MAP



ROADWAY WIDTH	95'
NO. OF LANES	4
ADT	8378
DIVIDER TYPE	RAISED
CRITICAL SPEED (85th %)	43.8 MPH
PACE SPEED	35-44 MPH
3-YEAR ACCIDENT HISTORY	1
EXISTING SPEED LIMIT	40 MPH
RECOM. SPEED LIMIT	40 MPH
SEGMENT LENGTH	.59 MI.

LEGEND	STOP SIGNS	SPEED LIMIT SIGN	TRAFFIC SIGNAL	ROAD END
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MPH	61-75	0	ROADSIDE COND.	SCHOOL	<input type="checkbox"/>
	51-60	3		RESIDENCE	<input type="checkbox"/>
	41-50	68		BUSINESS	<input checked="" type="checkbox"/>
	31-40	120		PARKS	<input type="checkbox"/>
	1-30	9		OPEN SPACE	<input checked="" type="checkbox"/>
			BIKEWAY	<input checked="" type="checkbox"/>	

COMMENTS: SOME PARKING ON WEST SIDE OF THE STREET.

SOME RECOVERY AREA NO RECOVERY AREA

SCHOOL ROUTE

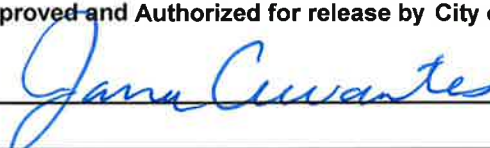
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2015 Traffic Engineering and Speed Map-Speed Zone Survey

City of Roseville Engineering and Traffic Survey Summary

Street: FOOTHILLS BL
Limits: BLUE OAKS BL
CITY LIMIT

Field Observer: RANDY CARLSON
Checked By: JANA CERVANTES
Date: 12/23/2014

Factors	Direction: <u>North/South</u>
<u>A. Prevailing Speed Data</u>	
Location of Survey	550 feet north of Blue Oaks facing North
85th Percentile	43.8
10 mph Pace	35 - 44
Percent in Pace	67.5%
Posted Speed Limit	40
<u>B. Collision History</u>	
Date Range Covered	11/1/2011 To 10/31/2014 (3 Years)
Total Collisions	1
Collision Rate (Acc/MVM)	0.185
Expected Collision Rate	1.85
<u>C. Traffic Factors</u>	
Average Daily Traffic	8378
Length of Segment	3115
Lane Configuration	2 Lanes Each Direction
Street Classification	Arterial
<u>D. Conditions Not Readily Apparent</u>	
Conditions	See: Roadside Conditions on the Speed Zone Survey Map
Roadway Geometrics	Horizontal Curve
Comments	Limited sight distance, numerous commercial driveways, Class II Bike lanes
<u>E. Adjacent Land Use</u>	
	Commercial
Posted Speed Limit	40
Speed Limit Change?	No
Revised Speed Limit	40
Approved and Authorized for release by City of Roseville Traffic Engineering Department:	
 _____	12-9-15 Date

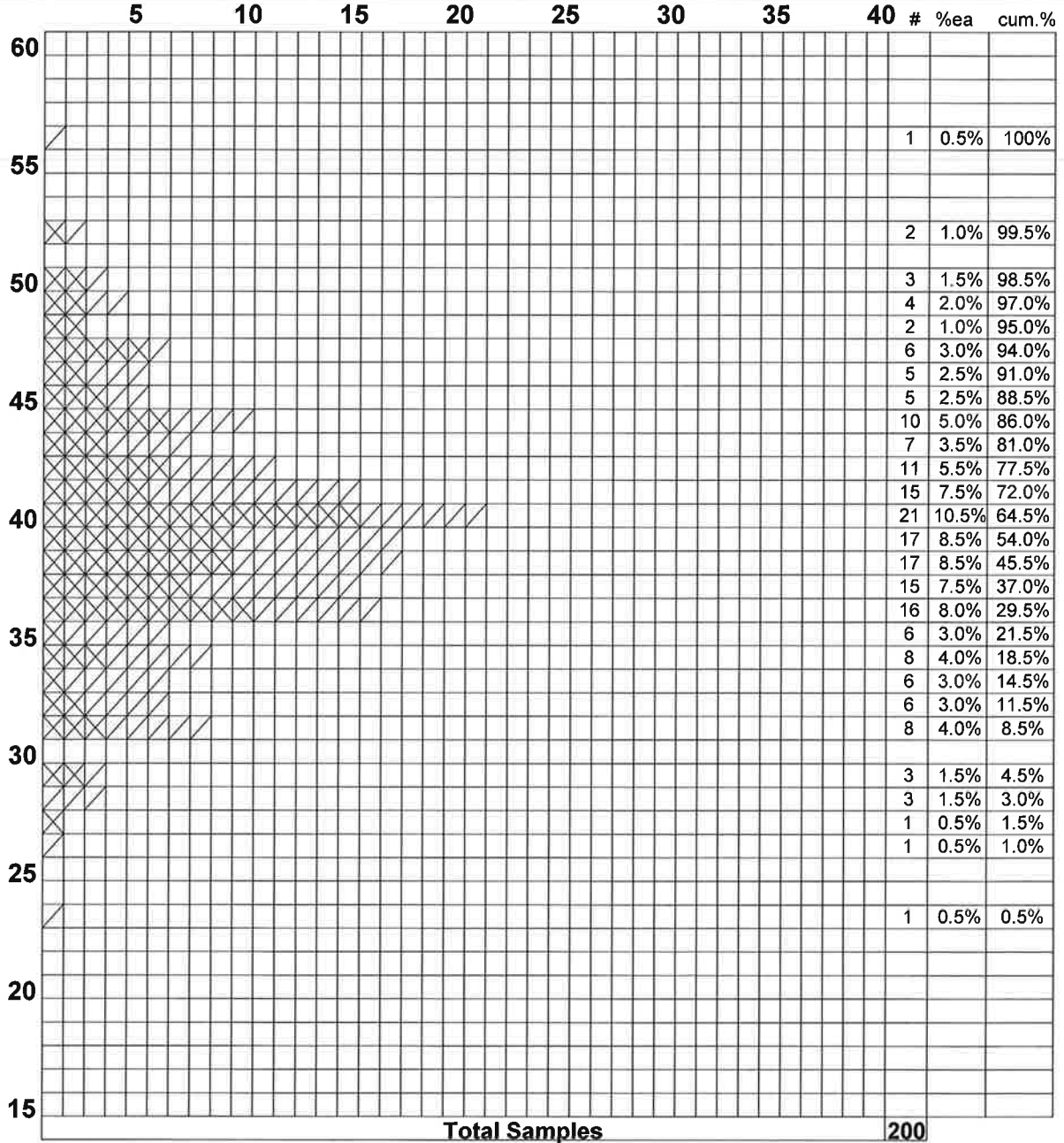


**City of Roseville
Traffic Engineering Department**

Street Name: FOOTHILLS BL
Limits: BLUE OAKS BL to CITY LIMIT

Radars Survey Sheet

X=North /=South



85th Percentile Speed: 43.8
50th Percentile Speed: 38.5
15th Percentile Speed: 33.1
10 MPH Pace: 35- 44
Number in Pace: 135
Percent in Pace: 67.5%

Date of Survey: 12/23/2014 Start Time:
Weather: Clear End Time:
Road Condition: Good Posted Speed: 40
Street Class.: Arterial
Observer: RANDY CARLSON
Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

**City of Roseville
Traffic Engineering Department
Lidar Speed Data Worksheet**

Date: 12/23/14 Location # _____

Street Name: Foothills Observer: Randy Carlson

Limits: Blue Oaks to Northern City Limit Location of Survey: 550 ft North of Blue Oaks facing North

Weather: _____ Roadway Geometrics: _____
 Road Cond: _____ Conditions Not Apparent: _____
 Posted Speed: _____ Start Time: 3:15 P.M.
 Lane Config: _____ End Time: 4:15 P.M.
 Adjacent Land Use: _____

Street Classification: Arterial - Collector - Local Collision Start Date: _____
 Average Daily Traffic: _____ Collision End Date: _____
 Segment Length: _____ Collision Period: _____
 Speed Limit Changed? Yes - No Total Collisions: _____
 Revised Limit: _____ Collision Rate: _____
 Checked By: _____ Expected Collision Rate: _____

Direction: S

1.	<u>37</u>	21.	<u>31</u>	41.	<u>35</u>	61.	<u>36</u>	81.	<u>38</u>
2.	<u>32</u>	22.	<u>36</u>	42.	<u>23</u>	62.	<u>45</u>	82.	<u>39</u>
3.	<u>28</u>	23.	<u>28</u>	43.	<u>43</u>	63.	<u>36</u>	83.	<u>31</u>
4.	<u>49</u>	24.	<u>33</u>	44.	<u>34</u>	64.	<u>33</u>	84.	<u>29</u>
5.	<u>38</u>	25.	<u>41</u>	45.	<u>37</u>	65.	<u>34</u>	85.	<u>42</u>
6.	<u>37</u>	26.	<u>28</u>	46.	<u>34</u>	66.	<u>35</u>	86.	<u>35</u>
7.	<u>35</u>	27.	<u>46</u>	47.	<u>42</u>	67.	<u>37</u>	87.	<u>39</u>
8.	<u>36</u>	28.	<u>47</u>	48.	<u>40</u>	68.	<u>38</u>	88.	<u>37</u>
9.	<u>37</u>	29.	<u>56</u>	49.	<u>50</u>	69.	<u>34</u>	89.	<u>40</u>
10.	<u>52</u>	30.	<u>31</u>	50.	<u>32</u>	70.	<u>39</u>	90.	<u>40</u>
11.	<u>37</u>	31.	<u>41</u>	51.	<u>39</u>	71.	<u>38</u>	91.	<u>38</u>
12.	<u>41</u>	32.	<u>34</u>	52.	<u>26</u>	72.	<u>40</u>	92.	<u>35</u>
13.	<u>31</u>	33.	<u>42</u>	53.	<u>38</u>	73.	<u>39</u>	93.	<u>46</u>
14.	<u>32</u>	34.	<u>31</u>	54.	<u>43</u>	74.	<u>37</u>	94.	<u>33</u>
15.	<u>32</u>	35.	<u>41</u>	55.	<u>45</u>	75.	<u>40</u>	95.	<u>36</u>
16.	<u>44</u>	36.	<u>40</u>	56.	<u>46</u>	76.	<u>43</u>	96.	<u>41</u>
17.	<u>41</u>	37.	<u>49</u>	57.	<u>41</u>	77.	<u>41</u>	97.	<u>33</u>
18.	<u>39</u>	38.	<u>33</u>	58.	<u>44</u>	78.	<u>44</u>	98.	<u>44</u>
19.	<u>43</u>	39.	<u>38</u>	59.	<u>42</u>	79.	<u>39</u>	99.	<u>41</u>
20.	<u>41</u>	40.	<u>36</u>	60.	<u>38</u>	80.	<u>39</u>	100.	<u>42</u>

Direction: N

1.	<u>40</u>	21.	<u>29</u>	41.	<u>40</u>	61.	<u>38</u>	81.	<u>42</u>
2.	<u>29</u>	22.	<u>40</u>	42.	<u>50</u>	62.	<u>43</u>	82.	<u>34</u>
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7.	<u>41</u>	27.	<u>41</u>	47.	<u>48</u>	67.	<u>42</u>	87.	<u>42</u>
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9.	<u>38</u>	29.	<u>47</u>	49.	<u>41</u>	69.	<u>49</u>	89.	<u>40</u>
10.	<u>31</u>	30.	<u>36</u>	50.	<u>40</u>	70.	<u>39</u>	90.	<u>45</u>
11.	<u>42</u>	31.	<u>38</u>	51.	<u>38</u>	71.	<u>40</u>	91.	<u>27</u>
12.	<u>38</u>	32.	<u>37</u>	52.	<u>52</u>	72.	<u>45</u>	92.	<u>39</u>
13.	<u>44</u>	33.	<u>46</u>	53.	<u>35</u>	73.	<u>40</u>	93.	<u>34</u>
14.	<u>47</u>	34.	<u>36</u>	54.	<u>44</u>	74.	<u>40</u>	94.	<u>43</u>
15.	<u>37</u>	35.	<u>39</u>	55.	<u>44</u>	75.	<u>39</u>	95.	<u>37</u>
16.	<u>47</u>	36.	<u>40</u>	56.	<u>36</u>	76.	<u>44</u>	96.	<u>36</u>
17.	<u>49</u>	37.	<u>38</u>	57.	<u>37</u>	77.	<u>38</u>	97.	<u>39</u>
18.	<u>38</u>	38.	<u>32</u>	58.	<u>33</u>	78.	<u>43</u>	98.	<u>42</u>
19.	<u>40</u>	39.	<u>36</u>	59.	<u>36</u>	79.	<u>40</u>	99.	<u>39</u>
20.	<u>31</u>	40.	<u>36</u>	60.	<u>39</u>	80.	<u>36</u>	100.	<u>45</u>

Comments: