

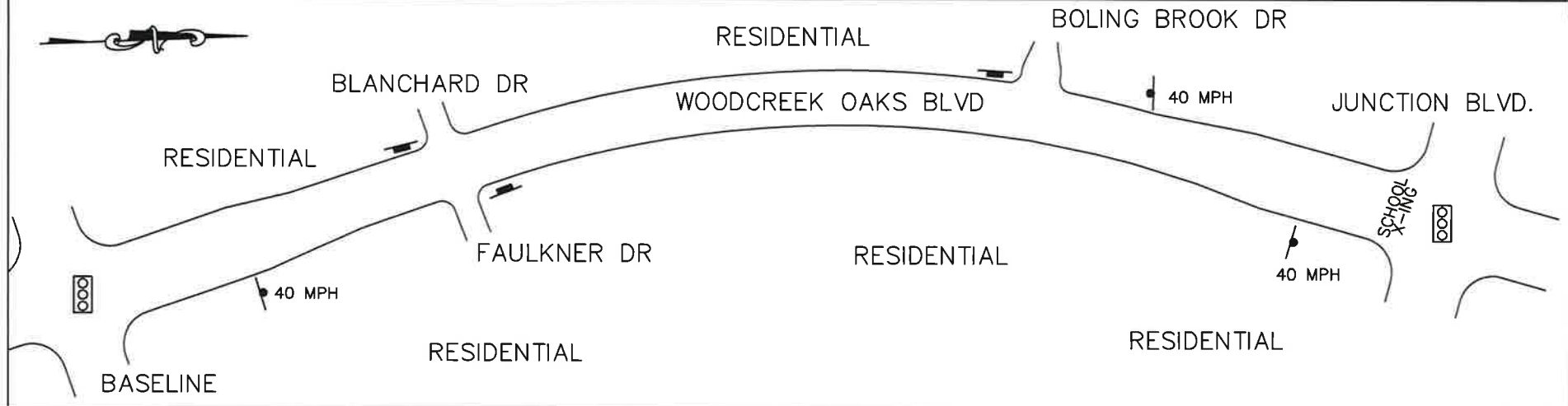


PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP
SPEED ZONE SURVEY

ROAD NAME:
WOODCREEK OAKS BLVD.
Baseline to Junction

STRIP MAP



ROADWAY WIDTH	70'
NO. OF LANES	4
ADT	7915
DIVIDER TYPE	PAINTED
CRITICAL SPEED (85th %)	46.9 MPH
PACE SPEED	39-48 MPH
3-YEAR ACCIDENT HISTORY	0
EXISTING SPEED	40 MPH
RECOM. SPEED	40
SEGMENT LENGTH	.48 MI.

LEGEND	STOP SIGNS	SPEED LIMIT SIGN	TRAFFIC SIGNAL
--------	------------	------------------	----------------

MPH	61-75	0	ROADSIDE COND. SCHOOL <input type="checkbox"/> RESIDENCE <input checked="" type="checkbox"/> BUSINESS <input type="checkbox"/> PARKS <input type="checkbox"/> OPEN SPACE <input type="checkbox"/> BIKEWAY <input checked="" type="checkbox"/>
	51-60	8	
	41-50	136	
	31-40	56	
	1-30	0	

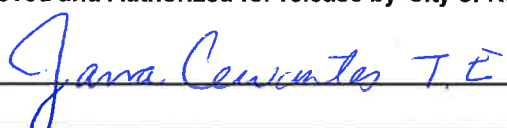
COMMENTS: NO PARKING ON BOTH SIDES OF STREET.

SOME RECOVERY AREA NO RECOVERY AREA
SCHOOL ROUTE

City of Roseville Engineering and Traffic Survey Summary

Street: WOODCREEK OAKS BL
Limits: BASELINE RD
JUNCTION BL

Field Observer: Y WOOSLEY
Checked By: J CERVANTES
Date: 2/1/2017

Factors	Direction: <u>North/South</u>		
<u>A. Prevailing Speed Data</u>			
Location of Survey	100 Feet South of Bollingbrook Dr. facing southbound		
85th Percentile	46.9		
10 mph Pace	39 - 48		
Percent in Pace	78.1%		
Posted Speed Limit	40		
<u>B. Collision History</u>			
Date Range Covered	12/1/2013	To 11/30/2016	(3 years)
Total Collisions	0		
Collision Rate (Acc/MVM)	0		
Expected Collision Rate	2.55		
<u>C. Traffic Factors</u>			
Average Daily Traffic	7915		
Length of Segment	2559		
Lane Configuration	2 Lanes Each Direction with Left Turn Channelization		
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	Residential side streets; Limited sight distance; SRTS crossing at Junction; Class II bike lanes		
<u>E. Adjacent Land Use</u>			
	Single Family & Multi Family Residential		
Posted Speed Limit	40		
Speed Limit Change?	No		
Revised Speed Limit	40		
Approved and Authorized for release by City of Roseville Traffic Engineering Department:			
		<u>2-6-17</u> Date	Loc. #

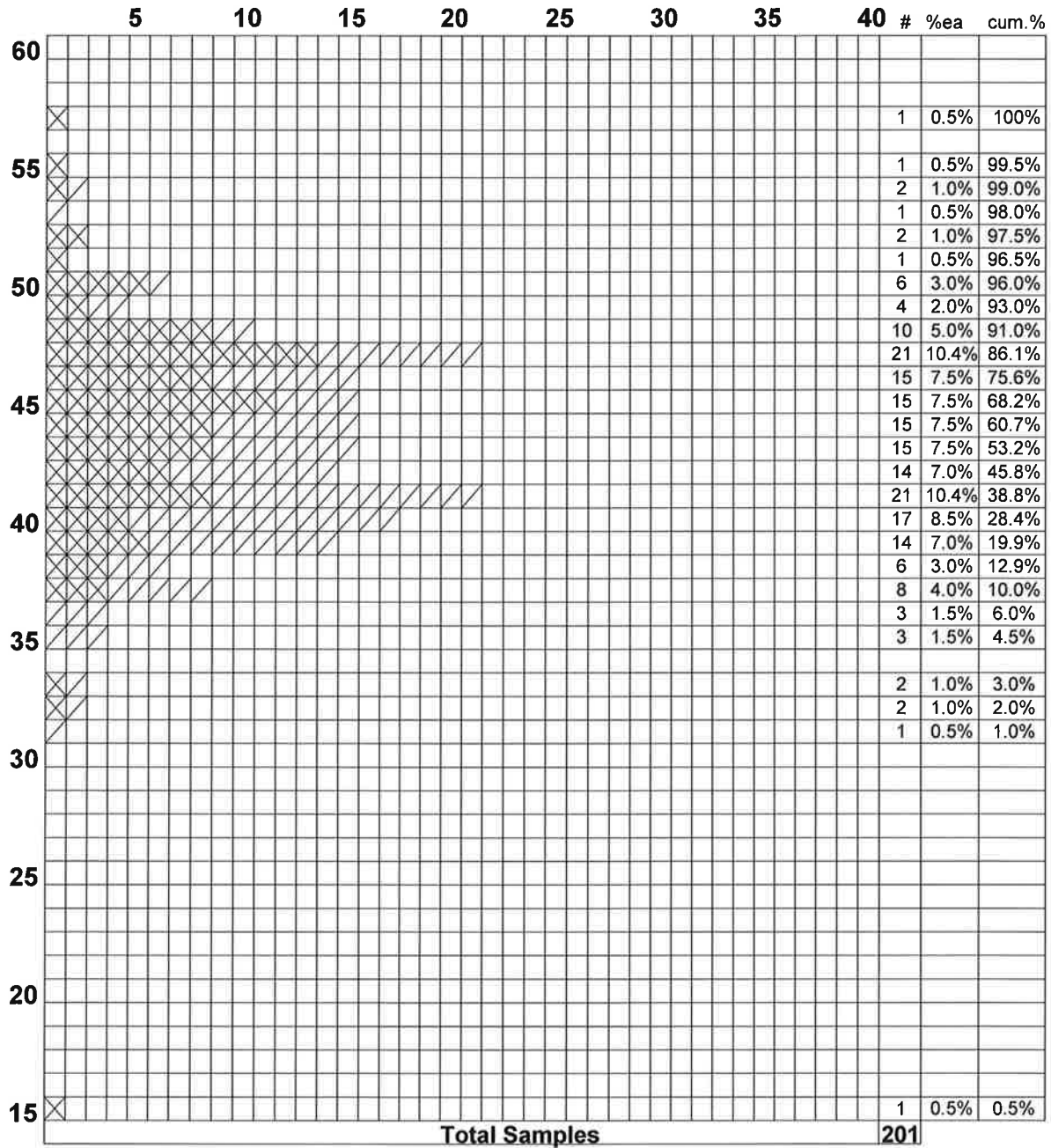


**City of Roseville
Traffic Engineering Department**

Street Name: WOODCREEK OAKS BL
Limits: BASELINE RD to JUNCTION BL

Radars Survey Sheet

X=North /=South



85th Percentile Speed:	<u>46.9</u>	Date of Survey:	<u>2/1/2017</u>	Start Time:	<u>14:47</u>
50th Percentile Speed:	<u>42.6</u>	Weather:	<u>Clear</u>	End Time:	<u>15:15</u>
15th Percentile Speed:	<u>38.3</u>	Road Condition:	<u>Good</u>	Posted Speed:	<u>40</u>
10 MPH Pace:	<u>39- 48</u>	Street Class.:	<u>Arterial</u>	Observer:	<u>Y WOOSLEY</u>
Number in Pace:	<u>157</u>	Conditions not Apparent:	See: Roadside Conditions on the Speed Zone Survey Map		
Percent in Pace:	<u>78.1%</u>				

**City of Roseville
Traffic Engineering Department**

Lidar Speed Data Worksheet

Date: 02/01/2017 Location # _____

Street Name: Woodcreek Oaks Observer: J Pastor / Y Woaseley

Limits: Baseline to Junction Location of Survey: _____

Weather: _____ Roadway Geometrics: _____
 Road Cond: _____ Conditions Not Apparent: _____
 Posted Speed: _____ Start Time: 2:47
 Lane Config: _____ End Time: 3:15
 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: SB

Direction: NB

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

Comments: