

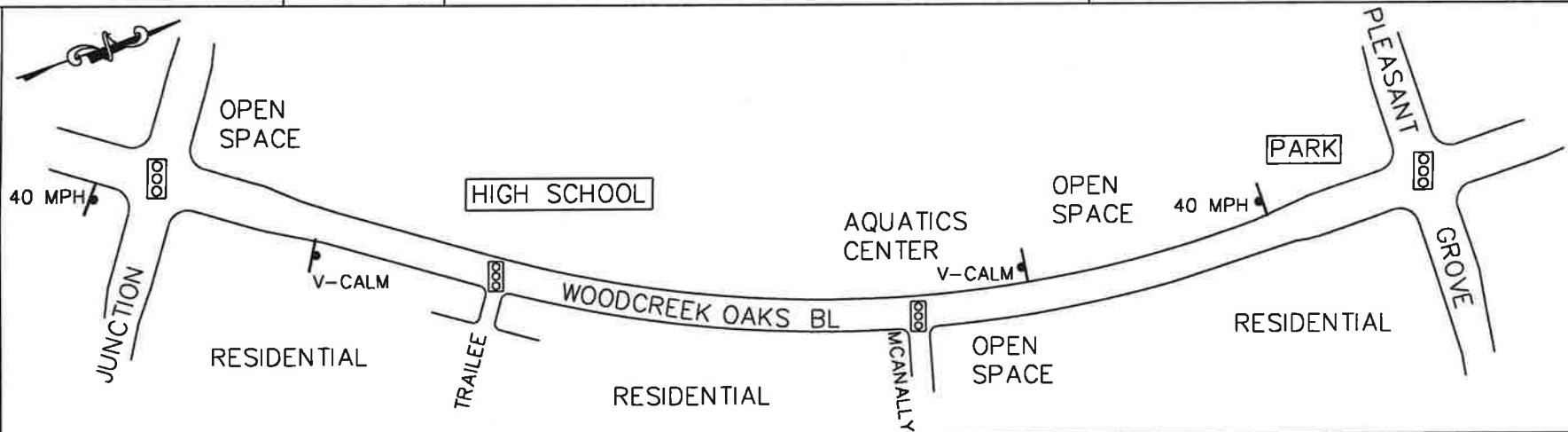


PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP
SPEED ZONE SURVEY

ROAD NAME:
WOODCREEK OAKS BL
Junction to Pleasant Grove

STRIP MAP



ROADWAY WIDTH	70'
NO. OF LANES	4
AADT	14,062
DIVIDER TYPE	RAISED
CRITICAL SPEED (85th %)	46.5 MPH
PACE SPEED	38-47 MPH
3-YEAR ACCIDENT HISTORY	7
EXISTING SPEED LIMIT	40 MPH
RECOM. SPEED LIMIT	40 MPH
SEGMENT LENGTH	.77 MI

LEGEND	STOP SIGNS	SPEED LIMIT SIGN	TRAFFIC SIGNAL
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MPH			ROADSIDE COND.	
	61-75	0	SCHOOL	<input checked="" type="checkbox"/>
51-60	5	RESIDENCE	<input checked="" type="checkbox"/>	
41-50	147	BUSINESS	<input type="checkbox"/>	
31-40	48	PARKS	<input checked="" type="checkbox"/>	
1-30	0	OPEN SPACE	<input checked="" type="checkbox"/>	
		BIKEWAY	<input checked="" type="checkbox"/>	

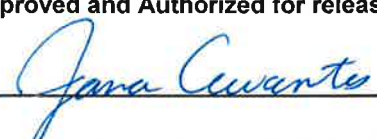
COMMENTS: NO PARKING ON BOTH SIDES OF STREET.

SOME RECOVERY AREA NO RECOVERY AREA
SCHOOL ROUTE

City of Roseville Engineering and Traffic Survey Summary

Street: WOODCREEK OAKS BL
Limits: JUNCTION BL
PLEASANT GROVE BL

Field Observer: TED TRELEVEN
Checked By: J CERVANTES
Date: 2/9/2011

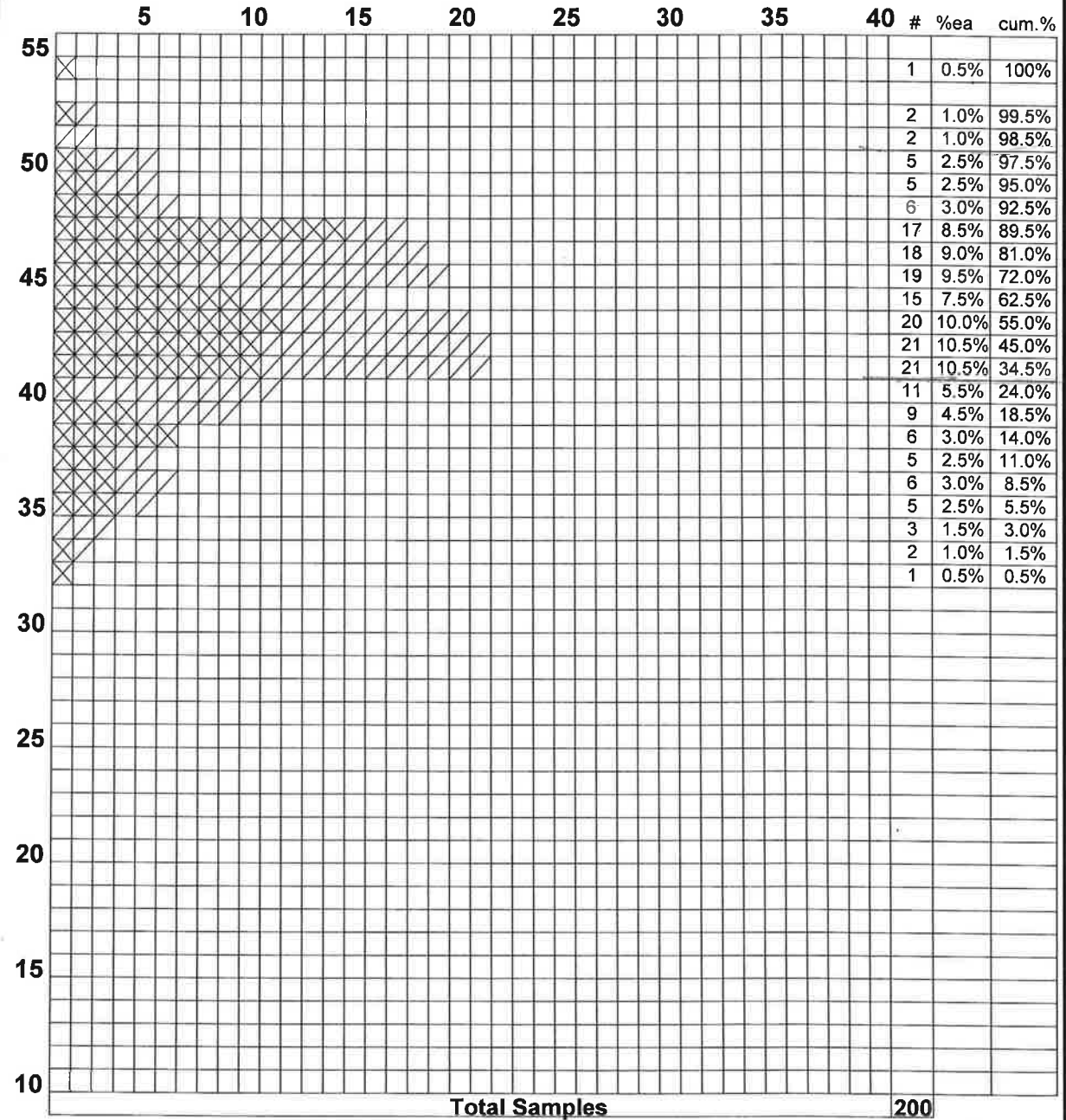
Factors	Direction: <u>North/South</u>		
<u>A. Prevailing Speed Data</u>			
Location of Survey	McAnally Drive		
85th Percentile	46.5		
10 mph Pace	38 - 47		
Percent in Pace	78.5%		
Posted Speed Limit	40		
<u>B. Collision History</u>			
Date Range Covered	2/1/2008	To 1/31/2011	(3 years)
Total Collisions	7		
Collision Rate (Acc/MVM)	0.587		
Expected Collision Rate	2.1		
<u>C. Traffic Factors</u>			
Average Daily Traffic	14062		
Length of Segment	4082		
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	Park; Aquatic Park; School; SRTS crossings (at Trailee and McAnally); Aquatic park; Class II bike lanes.		
<u>E. Adjacent Land Use</u>			
	Single Family Residential		
Posted Speed Limit	40		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Roseville Traffic Engineering Department:			
 _____		<u>4-18-11</u> _____ Date	_____ Loc. #

**City of Roseville
Traffic Engineering Department**

Street Name: WOODCREEK OAKS BL
Limits: JUNCTION BL to PLEASANT GROVE BL

Radar Survey Sheet

X=North /=South



5

147

48

85th Percentile Speed: 46.5
50th Percentile Speed: 42.5
15th Percentile Speed: 38.2
10 MPH Pace: 38-47
Number in Pace: 157
Percent in Pace: 78.5%

Date of Survey: 2/9/2011 Start Time: 9:42
Weather: Clear End Time: 10:29
Road Condition: Good Posted Speed: 40
Street Class.: Arterial Observer: TED TRELEV
Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

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

Date: 2/9/11 Location # _____

Street Name: Woodcreek Oaks Observer: Ted Treleven

Limits: Junction to Pleasant Grove Location of Survey: Country Club McAnally Dr

Weather: Clear
Road Cond: good
Posted Speed: _____
Lane Config: _____
Adjacent Land Use: _____

Roadway Geometrics: _____
Conditions Not Apparent: _____
Start Time: 9:42
End Time: 10:29

Street Classification: Arterial - Collector - Local
Average Daily Traffic: _____
Segment Length: _____
Speed Limit Changed? Yes - No
Revised Limit: _____
Checked By: _____

Collision Start Date: _____
Collision End Date: _____
Collision Period: _____
Total Collisions: _____
Collision Rate: _____
Expected Collision Rate: _____

Direction: NB

Direction: SB

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

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19. <u>42</u>	39. <u>46</u>	59. <u>47</u>	79. <u>48</u>	99. <u>46</u>
20. <u>51</u>	40. <u>41</u>	60. <u>46</u>	80. <u>41</u>	100. <u>40</u>

Comments: