



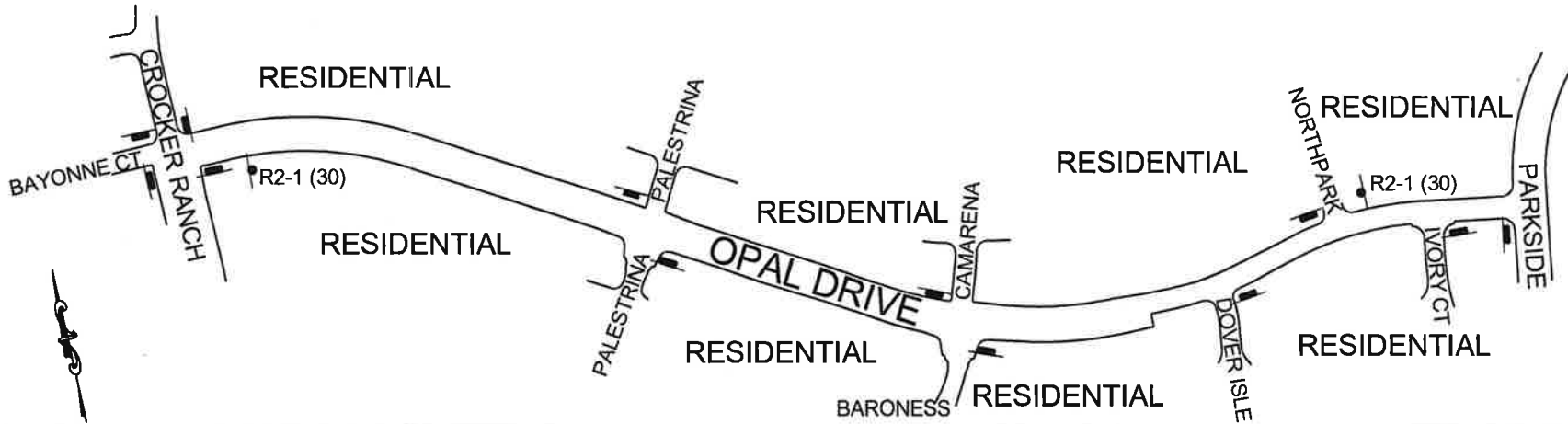
PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP
SPEED ZONE SURVEY

ROAD NAME:

OPAL DRIVE
CROCKER RANCH TO PARKSIDE

STRIP MAP



ROADWAY WIDTH	VARIES
NO. OF LANES	2
AADT	2535
DIVIDER TYPE	PAINTED
CRITICAL SPEED (85th %)	37.9 MPH
PACE SPEED	29-38 MPH
3-YEAR ACCIDENT HISTORY	1
EXISTING SPEED LIMIT	30 MPH
RECOM. SPEED LIMIT	35 MPH
SEGMENT LENGTH	.57 MI

LEGEND	STOP SIGNS		SPEED LIMIT SIGN		TRAFFIC SIGNAL	
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MPH	61-75	0	ROADSIDE COND.	SCHOOL	<input type="checkbox"/>
	51-60	0		RESIDENCE	<input checked="" type="checkbox"/>
	41-50	13		BUSINESS	<input type="checkbox"/>
	31-40	145		PARKS	<input type="checkbox"/>
	1-30	42		OPEN SPACE	<input type="checkbox"/>
			BIKEWAY	<input checked="" type="checkbox"/>	

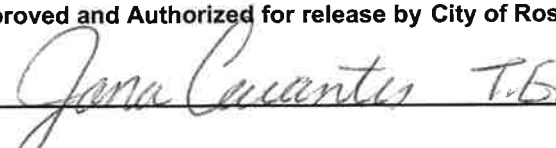
COMMENTS: NO PARKING ON BOTH SIDES OF STREET.

SOME RECOVERY AREA NO RECOVERY AREA
SCHOOL ROUTE

City of Roseville Engineering and Traffic Survey Summary

Street: OPAL DR
Limits: CROCKER RANCH RD
PARKSIDE WY

Field Observer T TRELEVEN
Checked By: J CERVANTES
Date: 12/13/2012

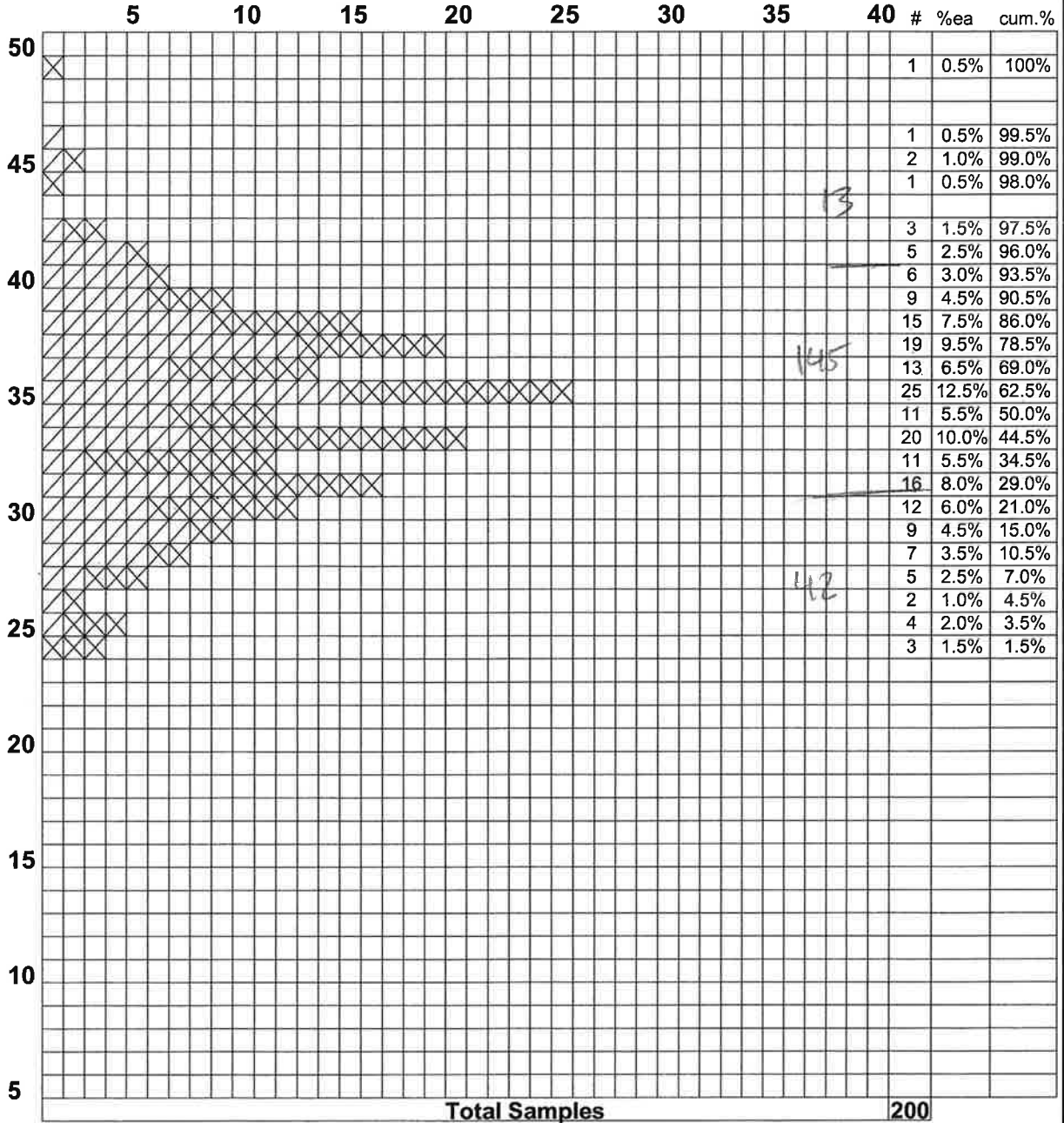
Factors	Direction: <u>East/West</u>		
<u>A. Prevailing Speed Data</u>			
Location of Survey	East of Camarena Wy		
85th Percentile	37.9		
10 mph Pace	29 - 38		
Percent in Pace	75.5%		
Posted Speed Limit	30		
<u>B. Collision History</u>			
Date Range Covered	11/1/2009	To 10/31/2012	(3 years)
Total Collisions	1		
Collision Rate (Acc/MVM)	0.72		
Expected Collision Rate	1.75		
<u>C. Traffic Factors</u>			
Average Daily Traffic	2535		
Length of Segment	2638		
Lane Configuration	Single Lane Each Direction		
Street Classification	Collector		
<u>D. Conditions Not Readily Apparent</u>			
Conditions	See: Roadside Conditions on the Speed Zone Survey Map		
Roadway Geometrics	Horizontal Curves		
Comments	Class II bike lanes; Residential side streets.		
<u>E. Adjacent Land Use</u>			
	Single Family Residential		
Posted Speed Limit	30		
Speed Limit Change?	Yes		
Revised Speed Limit	35		
Approved and Authorized for release by City of Roseville Traffic Engineering Department:			
		<u>12-17-12</u>	Date
			Loc. #

**City of Roseville
Traffic Engineering Department**

Street Name: OPAL DR
Limits: CROCKER RANCH RD to PARKSIDE WY

Radars Survey Sheet

X=West /=East



85th Percentile Speed: <u>37.9</u>	Date of Survey: <u>12/13/2012</u>	Start Time: <u>10:04</u>
50th Percentile Speed: <u>34.0</u>	Weather: <u>Clear</u>	End Time: <u>11:22</u>
15th Percentile Speed: <u>29.0</u>	Road Condition: <u>Good</u>	Posted Speed: <u>30</u>
10 MPH Pace: <u>29- 38</u>	Street Class.: <u>Collector</u>	Observer: <u>T TRELEVEN</u>
Number in Pace: <u>151</u>	Conditions not Apparent:	See: Roadside Conditions on the Speed Zone Survey Map
Percent in Pace: <u>75.5%</u>		

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

Date: 12/13/12 Location # _____

Street Name: Opal Observer: _____

Limits: _____ Location of Survey: _____

Weather: Cloud Clear
 Road Cond: Good
 Posted Speed: 30
 Lane Config: 1 each direction
 Adjacent Land Use: Residential

Roadway Geometrics: horizontal curves
 Conditions Not Apparent: _____
 Start Time: 10:04
 End Time: _____

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: WB

Direction: EB

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

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17. <u>33</u>	37. <u>38</u>	57. <u>37</u>	77. <u>40</u>	97. <u>41</u>
18. <u>37</u>	38. <u>38</u>	58. <u>39</u>	78. <u>31</u>	98. <u>35</u>
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Comments: