

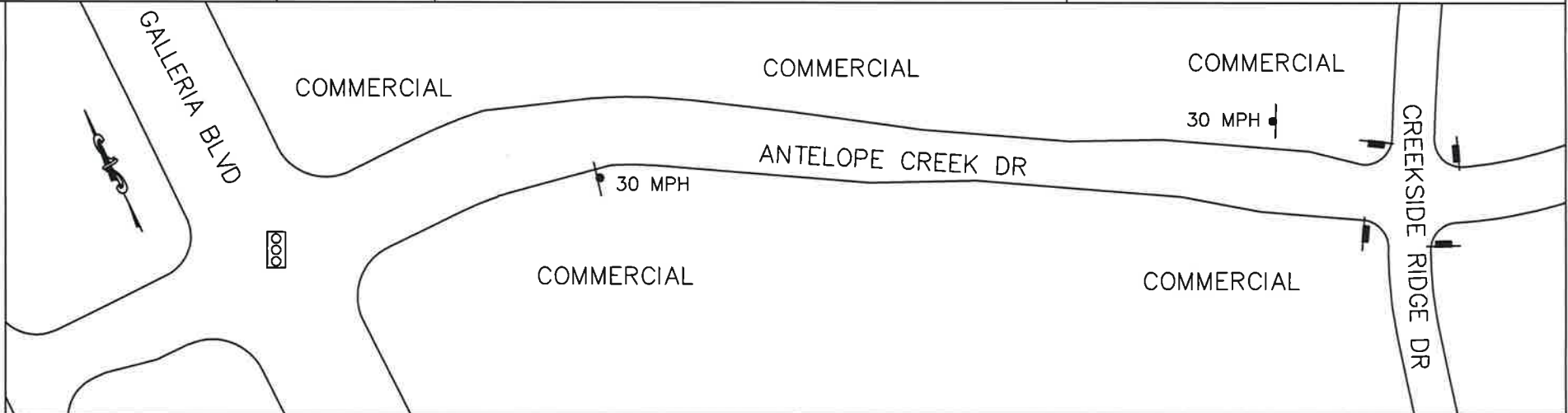


PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP
SPEED ZONE SURVEY

ROAD NAME:
ANTELOPE CREEK DR
Galleria to Creekside Ridge

STRIP MAP



ROADWAY WIDTH	64'
NO. OF LANES	2 EB/1 WB
ADT	11,392
DIVIDER TYPE	VARIES
CRITICAL SPEED (85th %)	36.4 MPH
PACE SPEED	27-36 MPH
3-YEAR ACCIDENT HISTORY	8
EXISTING SPEED LIMIT	30 MPH
RECOM. SPEED LIMIT	30 MPH
SEGMENT LENGTH	.25 MI

LEGEND	STOP SIGNS	SPEED LIMIT SIGN	TRAFFIC SIGNAL
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MPH	61-75	0	ROADSIDE COND.
	51-60	0	
	41-50	4	
	31-40	117	
	1-30	79	
			SCHOOL <input type="checkbox"/>
			RESIDENCE <input type="checkbox"/>
			BUSINESS <input checked="" type="checkbox"/>
			PARKS <input type="checkbox"/>
			OPEN SPACE <input type="checkbox"/>
			BIKEWAY <input checked="" type="checkbox"/>

COMMENTS: NO PARKING ON BOTH SIDES OF STREET. NUMEROUS COMMERCIAL DRIVEWAYS. TRAFFIC CONGESTION. CLASS II BIKE LANES

SOME RECOVERY AREA NO RECOVERY AREA

SCHOOL ROUTE

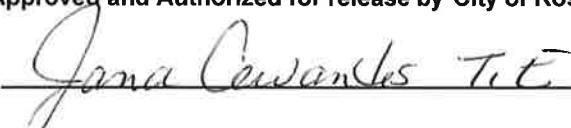
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2016 Traffic Engineering and Speed Map-Speed Zone Survey

City of Roseville Engineering and Traffic Survey Summary

Street: ANTELOPE CREEK DR
Limits: GALLERIA BL
CREEKSIDE RIDGE DR

Field Observer: R. YAKIMCHUK
Checked By: J. CERVANTES
Date: 9/14/2016

Factors	Direction: <u>East/West</u>		
<u>A. Prevailing Speed Data</u>			
Location of Survey	500' W OF CREEKSIDE RIDGE DR		
85th Percentile	36.4		
10 mph Pace	27 - 36		
Percent in Pace	78.5%		
Posted Speed Limit	30		
<u>B. Collision History</u>			
Date Range Covered	5/1/2013	To 5/1/2016	(3 YEARS)
Total Collisions	8		
Collision Rate (Acc/MVM)	2.557		
Expected Collision Rate	2.95		
<u>C. Traffic Factors</u>			
Average Daily Traffic	11392		
Length of Segment	1322		
Lane Configuration	2 Lanes EB, 1 Lane WB with Left turn Channelization		
Street Classification	Secondary Arterial		
<u>D. Conditions Not Readily Apparent</u>			
Conditions	See: Roadside Conditions on the Speed Zone Survey Map		
Roadway Geometrics	Horizontal Curve		
Comments	NUMEROUS COMMERCIAL DRIVEWAYS; TRAFFIC CONGESTION; CLASS II BIKE LANES		
<u>E. Adjacent Land Use</u>			
	Commercial		
Posted Speed Limit	30		
Speed Limit Change?	No		
Revised Speed Limit	30		
Approved and Authorized for release by City of Roseville Traffic Engineering Department:			
		<u>2-7-17</u> Date	Loc. #



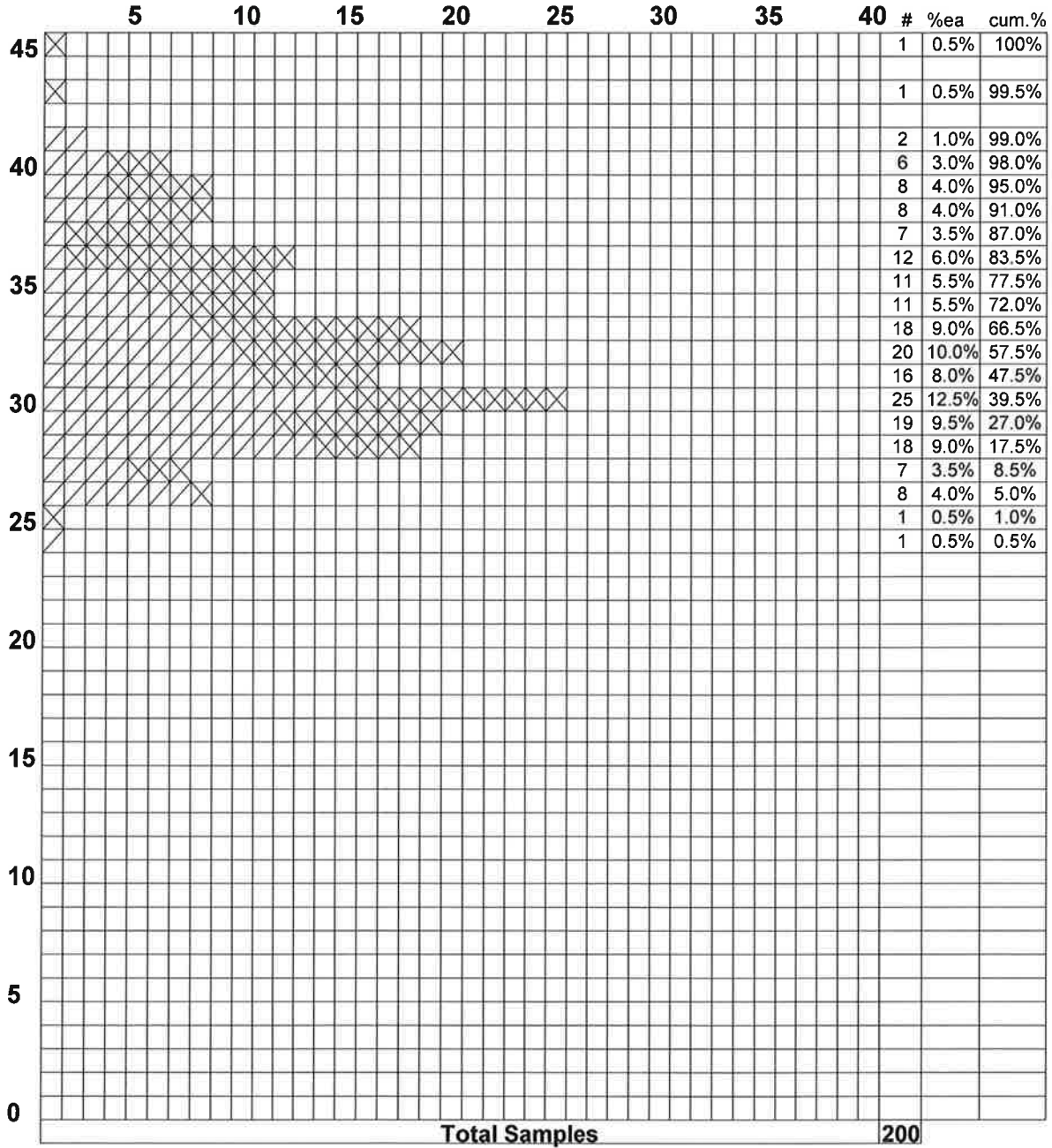
**City of Roseville
Traffic Engineering Department**

Street Name: ANTELOPE CREEK DR

Limits: GALLERIA BL to CREEKSIDE RIDGE CT

Radars Survey Sheet

X=West / =East



85th Percentile Speed: 36.4
 50th Percentile Speed: 31.3
 15th Percentile Speed: 27.7
 10 MPH Pace: 27-36
 Number in Pace: 157
 Percent in Pace: 78.5%

Date of Survey: 9/14/2016 Start Time: 13:00
 Weather: Clear End Time: 14:50
 Road Condition: Good Posted Speed: 30
 Street Class.: Secondary Arterial
 Observer: R. YAKIMCHUK
 Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

**City of Roseville
Traffic Engineering Department**

Lidar Speed Data Worksheet

Date: 9-13-16 Location # _____

Street Name: Antelope creek Dr. Observer: Roman Yakimchuk

Limits: Galleria to Creekside Ridge Location of Survey: _____

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

Roadway Geometrics: _____
Conditions Not Apparent: _____
Start Time: 1 PM
End Time: 2:50 PM

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: West

Direction: East

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

Comments: