



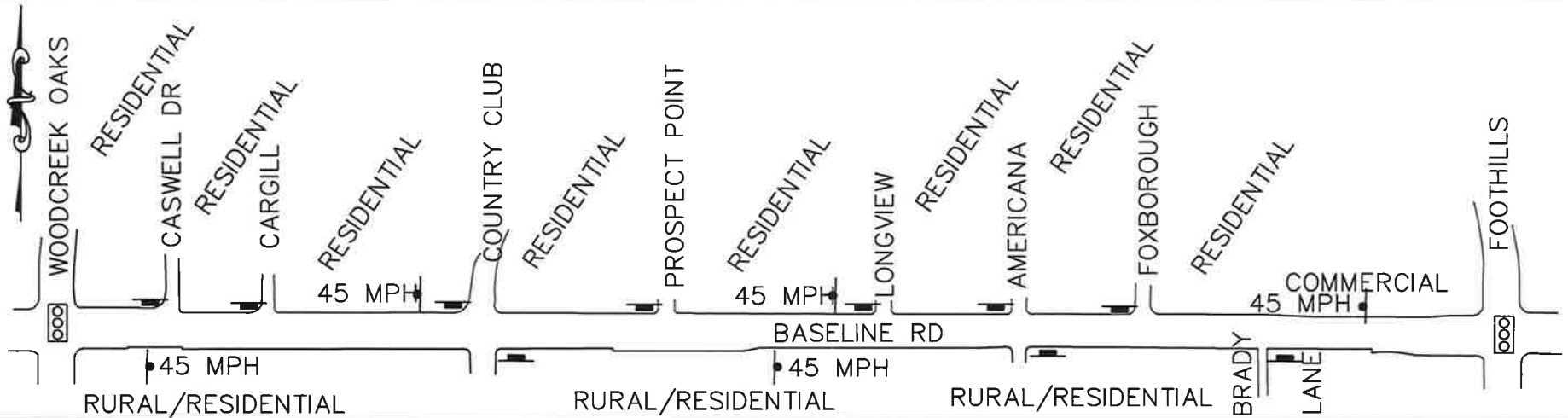
PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP
SPEED ZONE SURVEY

ROAD NAME:

BASELINE ROAD
Woodcreek Oaks to Foothills

STRIP MAP



ROADWAY WIDTH	55'
NO. OF LANES	2 WESTBOUND; 1 EASTBOUND
ADT	18263
DIVIDER TYPE	PAINTED
CRITICAL SPEED (85th %)	51.5
PACE SPEED	44-53 MPH
3-YEAR ACCIDENT HISTORY	19
EXISTING SPEED LIMIT	45 MPH
RECOM. SPEED LIMIT	45 MPH
SEGMENT LENGTH	1.49 MI

LEGEND	STOP SIGNS	SPEED LIMIT SIGN	TRAFFIC SIGNAL
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MPH	61-75	0	ROADSIDE COND.	
	51-60	49		SCHOOL <input type="checkbox"/>
	41-50	143		RESIDENCE <input checked="" type="checkbox"/>
	31-40	8		BUSINESS <input checked="" type="checkbox"/>
	1-30	0		PARKS <input type="checkbox"/>
			OPEN SPACE <input checked="" type="checkbox"/>	
			BIKEWAY <input checked="" type="checkbox"/>	

COMMENTS: NO PARKING ON BOTH SIDES OF STREET.

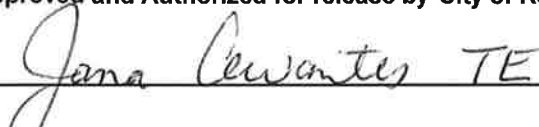
SOME RECOVERY AREA NO RECOVERY AREA

SCHOOL ROUTE

City of Roseville Engineering and Traffic Survey Summary

Street: BASELINE RD
Limits: FOOTHILLS BL
WOODCREEK OAKS BL

Field Observer: J. PASTOR
Checked By: J. CERVANTES
Date: 1/5/2017

Factors	Direction: <u>East/West</u>		
<u>A. Prevailing Speed Data</u>			
Location of Survey	400' W of Country Club Dr		
85th Percentile	51.5		
10 mph Pace	44 - 53		
Percent in Pace	78.0%		
Posted Speed Limit	45		
<u>B. Collision History</u>			
Date Range Covered	9/1/2013	To 8/30/2016	(3 Years)
Total Collisions	19		
Collision Rate (Acc/MVM)	0.636		
Expected Collision Rate	1.3		
<u>C. Traffic Factors</u>			
Average Daily Traffic	18263		
Length of Segment	7890		
Lane Configuration	2 Lanes One Direction, 1 Lane Opposite Direction		
Street Classification	Major Arterial		
<u>D. Conditions Not Readily Apparent</u>			
Conditions	See: Roadside Conditions on the Speed Zone Survey Map		
Roadway Geometrics	Straight and level		
Comments	No sidewalk or shoulder on south side; numerous large trucks; numerous residential streets; class II bike lanes		
<u>E. Adjacent Land Use</u>			
	Single Family Residential		
Posted Speed Limit	45		
Speed Limit Change?	No		
Revised Speed Limit	45		
Approved and Authorized for release by City of Roseville Traffic Engineering Department:			
		<u>2-7-17</u>	Date
			Loc. #



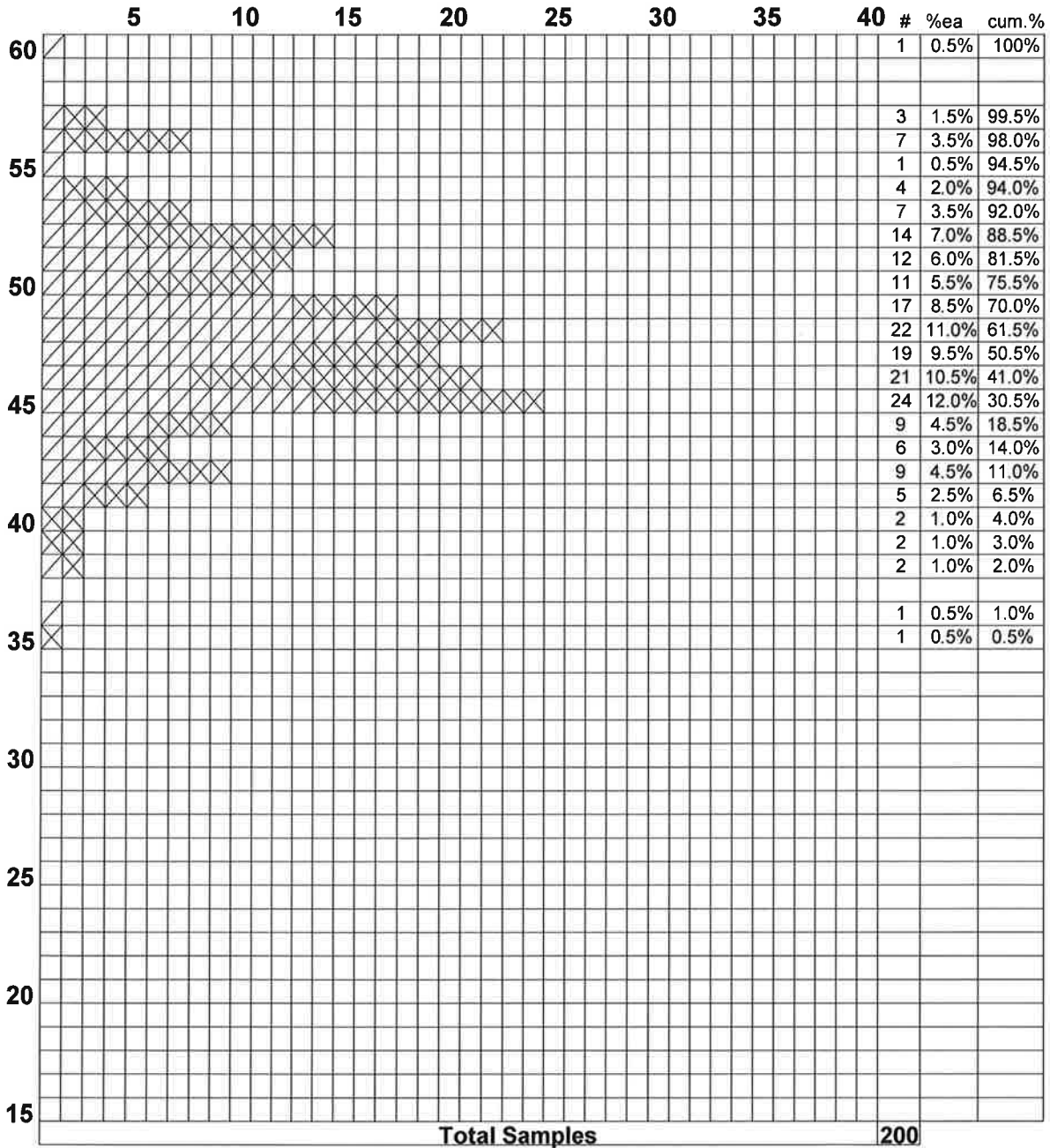
**City of Roseville
Traffic Engineering Department**

Street Name: **BASELINE RD**

Limits: **FOOTHILLS BL to WOODCREEK OAKS BL**

Radars Survey Sheet

X=West / =East



85th Percentile Speed: 51.5
 50th Percentile Speed: 46.9
 15th Percentile Speed: 43.2
 10 MPH Pace: 44- 53
 Number in Pace: 156
 Percent in Pace: 78.0%

Date of Survey: 1/5/2017 Start Time: 14:00
 Weather: Clear End Time: 14:40
 Road Condition: Good Posted Speed: 45
 Street Class.: Major Arterial
 Observer: J. PASTOR
 Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

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

Date: _____ Location # _____

Street Name: Baseline Rd Observer: _____

Limits: Woodcreek Oaks & Foothills Blvd Location of Survey: _____

Weather: _____ Roadway Geometrics: _____
 Road Cond: _____ Conditions Not Apparent: _____
 Posted Speed: _____ Start Time: 2:00
 Lane Config: _____ End Time: 2:40
 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: WB

Direction: EB

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

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Comments: