

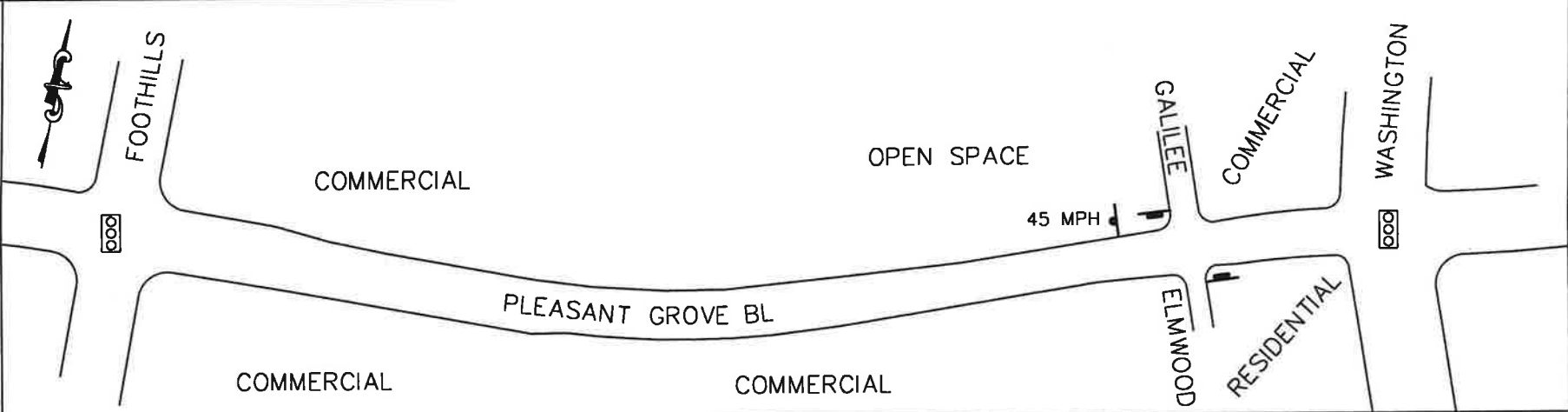


PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP  
SPEED ZONE SURVEY

ROAD NAME:  
PLEASANT GROVE BL  
Foothills Bl to Washington Bl

STRIP MAP



ROADWAY WIDTH	95'
NO. OF LANES	6
AADT	39,094
DIVIDER TYPE	RAISED
CRITICAL SPEED (85th %)	50.2 MPH
PACE SPEED	42-51 MPH
3-YEAR ACCIDENT HISTORY	24
EXISTING SPEED LIMIT	45 MPH
RECOM. SPEED LIMIT	45 MPH
SEGMENT LENGTH	.50 MI

LEGEND	STOP SIGNS	SPEED LIMIT SIGN	TRAFFIC SIGNAL
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MPH			ROADSIDE COND.
	61-75	0	SCHOOL <input type="checkbox"/>
51-60	33	RESIDENCE <input checked="" type="checkbox"/>	
41-50	152	BUSINESS <input checked="" type="checkbox"/>	
31-40	15	PARKS <input type="checkbox"/>	
1-30	0	OPEN SPACE <input checked="" type="checkbox"/>	
		BIKEWAY <input checked="" type="checkbox"/>	

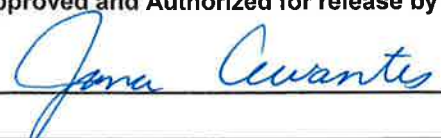
COMMENTS: NO PARKING ON BOTH SIDES OF STREET.

SOME RECOVERY AREA  NO RECOVERY AREA   
SCHOOL ROUTE

# City of Roseville Engineering and Traffic Survey Summary

Street: PLEASANT GROVE BL  
Limits: FOOTHILLS BL  
WASHINGTON BL

Field Observer: TED TRELEVEN  
Checked By: J CERVANTES  
Date: 2/8/2011

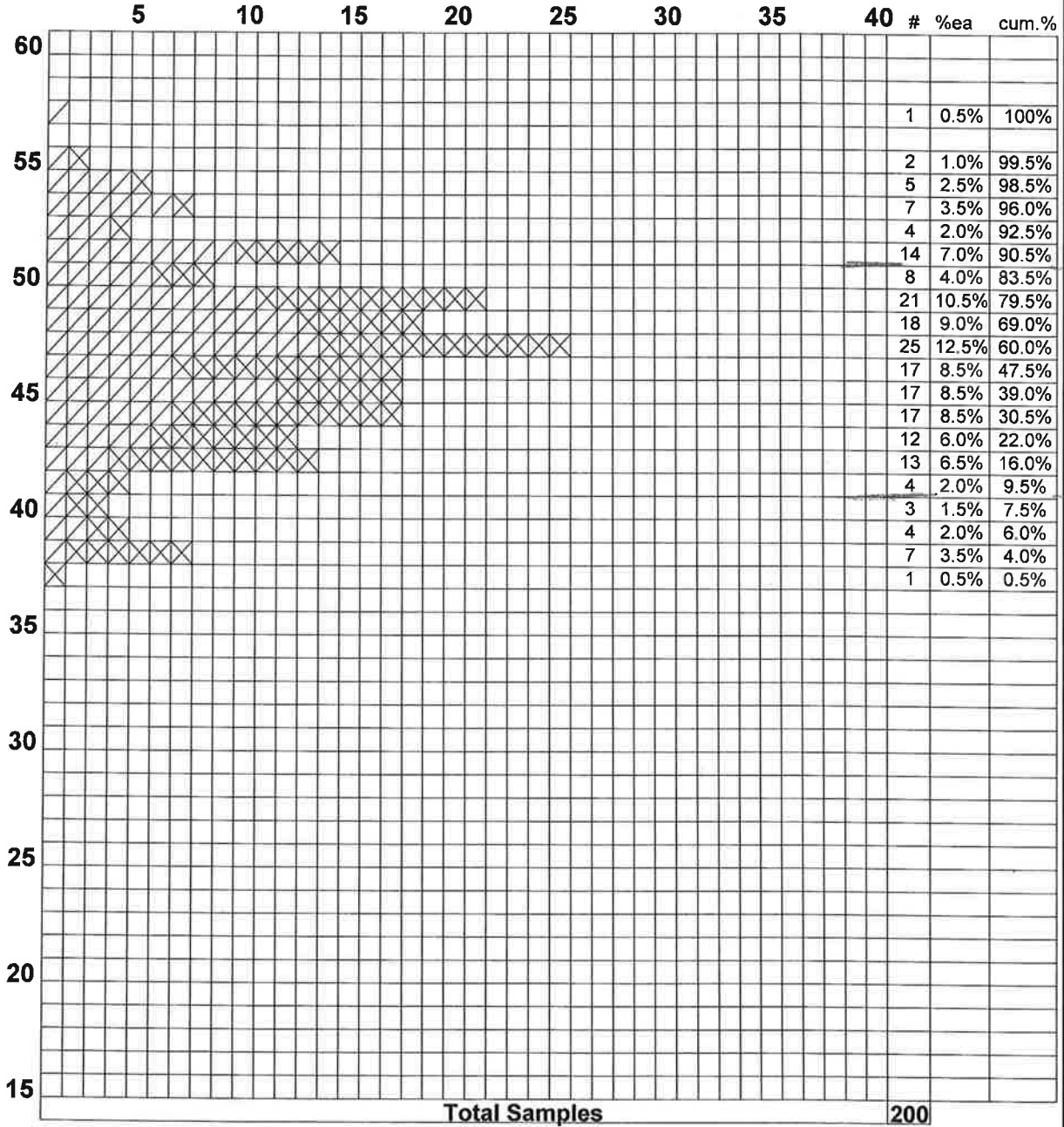
<b>Factors</b>	<b>Direction: <u>East/West</u></b>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	1249 Pleasant Grove Bl		
85th Percentile	50.2		
10 mph Pace	42 - 51		
Percent in Pace	81.0%		
Posted Speed Limit	45		
<b><u>B. Collision History</u></b>			
Date Range Covered	2/1/2008	To 1/31/2011	( 3 years )
Total Collisions	24		
Collision Rate (Acc/MVM)	1.109		
Expected Collision Rate	2.75		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	39094		
Length of Segment	2666		
Lane Configuration	3 Lanes Each Direction		
Street Classification	Arterial		
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	See: Roadside Conditions on the Speed Zone Survey Map		
Roadway Geometrics	Horizontal and Vertical Curve		
Comments	Limited sight distance; Moderate accident occurrence; SRTS crossing (at Washington); Class II bike lanes.		
<b><u>E. Adjacent Land Use</u></b>			
	Commercial		
Posted Speed Limit	45		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Roseville Traffic Engineering Department:			
 _____		4-18-11 _____ Date	_____ Loc. #

**City of Roseville  
Traffic Engineering Department**

Street Name: PLEASANT GROVE BL  
Limits: FOOTHILLS BL to WASHINGTON BL

**Radars Survey Sheet**

X=West / =East



85th Percentile Speed: 50.2  
50th Percentile Speed: 46.2  
15th Percentile Speed: 41.8  
10 MPH Pace: 42- 51  
Number in Pace: 162  
Percent in Pace: 81.0%

Date of Survey: 2/8/2011

Weather: Clear

Road Condition: Good

Street Class.: Arterial

Conditions not Apparent:

Start Time: 14:43

End Time: 15:10

Posted Speed: 45

Observer: TED TRELEV

See: Roadside Conditions on the Speed Zone Survey Map

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

Date: 2/8/11 Location # \_\_\_\_\_  
 Street Name: Pleasant Grove Observer: Ted Treleven  
 Limits: Foothills to Washington Location of Survey: 1249 Pleasant Grove PL  
 Weather: clear Roadway Geometrics: \_\_\_\_\_  
 Road Cond: good Conditions Not Apparent: \_\_\_\_\_  
 Posted Speed: 45 Start Time: 14:43  
 Lane Config: \_\_\_\_\_ End Time: 15:10  
 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: EB

Direction: WB

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

Comments: