

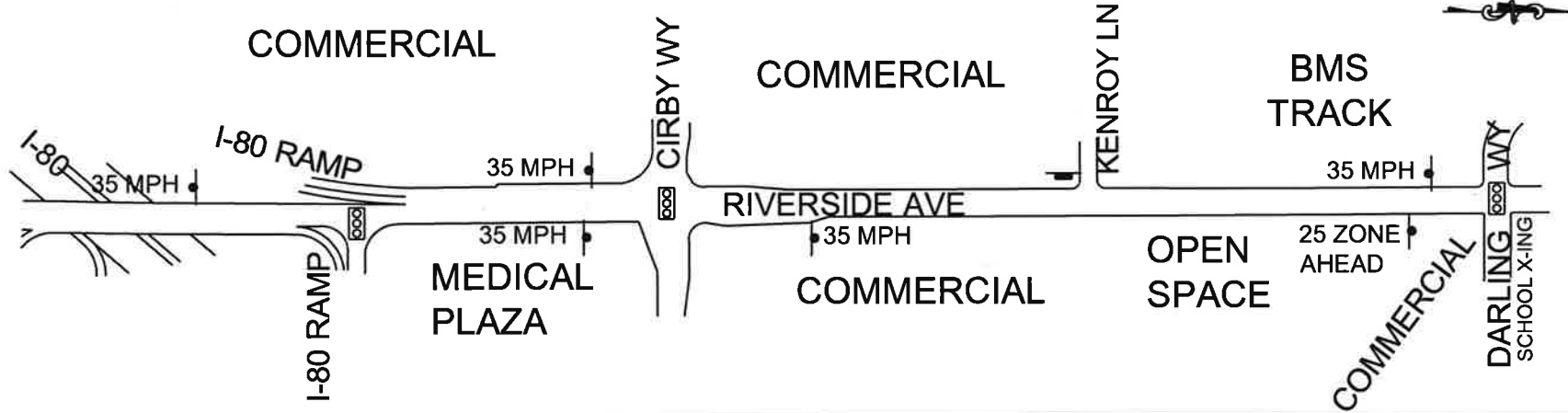


PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP  
SPEED ZONE SURVEY

ROAD NAME:  
**RIVERSIDE AVE**  
I-80 TO DARLING WAY

STRIP MAP



ROADWAY WIDTH	70
NO. OF LANES	4
AADT	28,005
DIVIDER TYPE	VARIES - PAINTED AND RAISED
CRITICAL SPEED (85th %)	42.2 MPH
PACE SPEED	34-43 MPH
3-YEAR ACCIDENT HISTORY	32
EXISTING SPEED LIMIT	35 MPH
RECOM. SPEED LIMIT	35 MPH
SEGMENT LENGTH	.79 MI.

LEGEND	STOP SIGNS	SPEED LIMIT SIGN	TRAFFIC SIGNAL
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MPH	61-75	0	ROADSIDE COND.
	51-60	1	
	41-50	54	
	31-40	141	
	1-30	4	
			SCHOOL <input type="checkbox"/>
			RESIDENCE <input type="checkbox"/>
			BUSINESS <input checked="" type="checkbox"/>
			PARKS <input type="checkbox"/>
			OPEN SPACE <input checked="" type="checkbox"/>
			BIKEWAY <input type="checkbox"/>

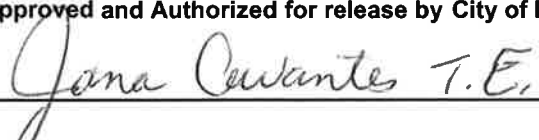
COMMENTS: NO PARKING ON BOTH SIDES OF STREET.

SOME RECOVERY AREA  NO RECOVERY AREA   
SCHOOL ROUTE

# City of Roseville Engineering and Traffic Survey Summary

Street: RIVERSIDE AV  
Limits: DARLING WY  
I-80 OVERPASS

Field Observer T TRELEVEN  
Checked By: J CERVANTES  
Date: 10/24/2013

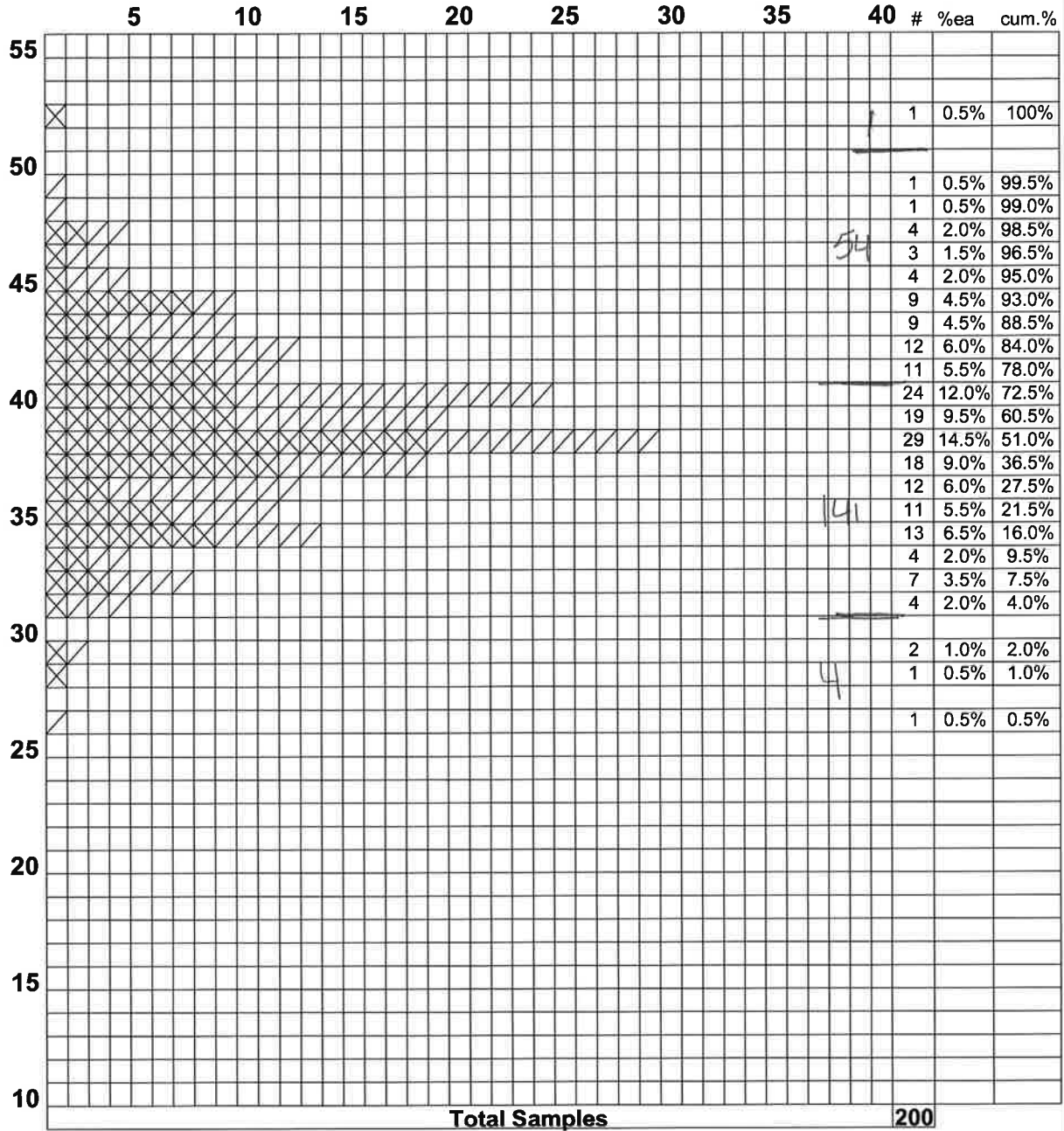
<b>Factors</b>	<b>Direction: <u>North/South</u></b>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	Dry Creek bridge.		
85th Percentile	42.2		
10 mph Pace	34 - 43		
Percent in Pace	79.0%		
Posted Speed Limit	35		
<b><u>B. Collision History</u></b>			
Date Range Covered	10/1/2010	To 9/30/2013	( 3 years )
Total Collisions	32		
Collision Rate (Acc/MVM)	1.712		
Expected Collision Rate	3.35		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	28005		
Length of Segment	3215		
Lane Configuration	2 Lanes Each Direction		
Street Classification	Secondary Arterial		
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	See: Roadside Conditions on the Speed Zone Survey Map		
Roadway Geometrics	Straight.		
Comments	High accident occurrence; Traffic congestion; Numerous commercial driveways; SRTS crossing at Darling Wy.		
<b><u>E. Adjacent Land Use</u></b>			
	Commercial		
Posted Speed Limit	35		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Roseville Traffic Engineering Department:			
 _____		<u>3-19-14</u> _____	Date
			Loc. #

**City of Roseville  
Traffic Engineering Department**

Street Name: RIVERSIDE AV  
Limits: DARLING WY to I-80 OVERPASS

**Radars Survey Sheet**

X=North /=South



85th Percentile Speed:	<u>42.2</u>	Date of Survey:	<u>10/24/2013</u>	Start Time:	<u>13:23</u>
50th Percentile Speed:	<u>37.9</u>	Weather:	<u>Clear</u>	End Time:	<u>13:56</u>
15th Percentile Speed:	<u>33.8</u>	Road Condition:	<u>Good</u>	Posted Speed:	<u>35</u>
10 MPH Pace:	<u>34- 43</u>	Street Class.:	<u>Secondary Arterial</u>	Observer:	<u>T TRELEVEN</u>
Number in Pace:	<u>158</u>	Conditions not Apparent:	See: Roadside Conditions on the Speed Zone Survey Map		
Percent in Pace:	<u>79.0%</u>				

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

Date: 10/24/13 Location # \_\_\_\_\_  
 Street Name: Riverside Bl Ave Observer: T Treleven  
 Limits: I-80 to Darling Location of Survey: \_\_\_\_\_

Weather: \_\_\_\_\_ Roadway Geometrics: \_\_\_\_\_  
 Road Cond: \_\_\_\_\_ Conditions Not Apparent: \_\_\_\_\_  
 Posted Speed: 35 Start Time: 1:23  
 Lane Config: \_\_\_\_\_ End Time: 1:56  
 Adjacent Land Use: \_\_\_\_\_

Street Classification: Arterial - Collector - Local Collision Start Date: \_\_\_\_\_  
 Average Daily Traffic: 28005 Collision End Date: \_\_\_\_\_  
 Segment Length: 3215 Collision Period: \_\_\_\_\_  
 Speed Limit Changed? Yes - No Total Collisions: 32  
 Revised Limit: \_\_\_\_\_ Collision Rate: \_\_\_\_\_  
 Checked By: \_\_\_\_\_ Expected Collision Rate: \_\_\_\_\_

Direction: SB

Direction: NB

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

Comments: