



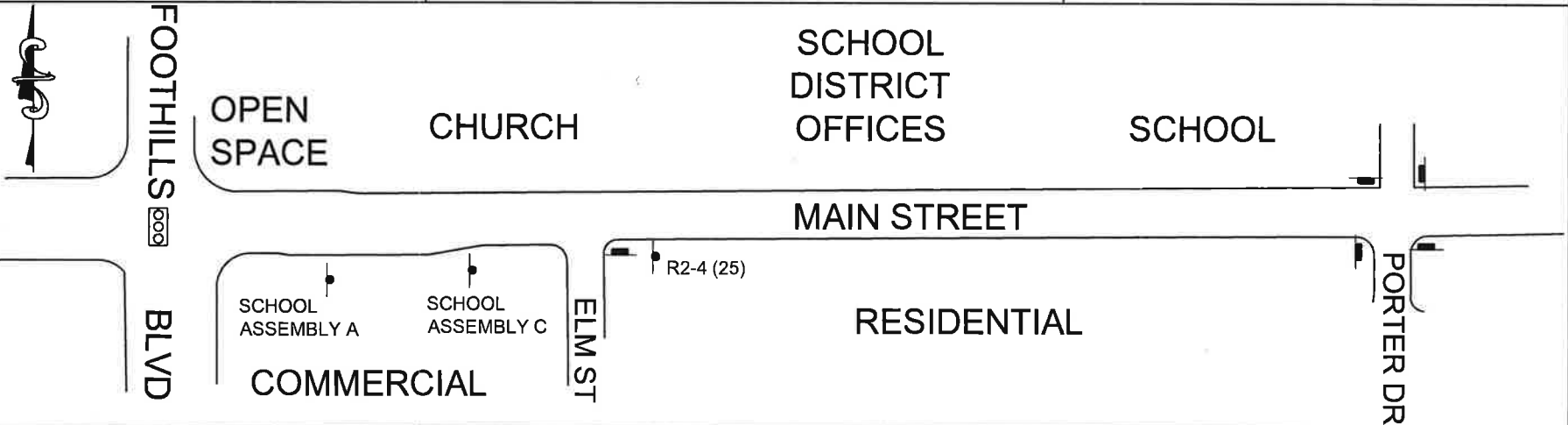
PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP
SPEED ZONE SURVEY

ROAD NAME:

MAIN STREET
FOOTHILLS BL TO PORTER DR

STRIP MAP



ROADWAY WIDTH	62'
NO. OF LANES	4
AADT	9095
DIVIDER TYPE	PAINTED
CRITICAL SPEED (85th %)	42.2 MPH
PACE SPEED	34-43 MPH
3-YEAR ACCIDENT HISTORY	1
EXISTING SPEED LIMIT	35 MPH
RECOM. SPEED LIMIT	35 MPH
SEGMENT LENGTH	.33 MI.

LEGEND	STOP SIGNS		SPEED LIMIT SIGN		TRAFFIC SIGNAL	
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MPH			ROADSIDE COND.
	61-75	0	
51-60	1		RESIDENCE <input checked="" type="checkbox"/>
41-50	48		BUSINESS <input checked="" type="checkbox"/>
31-40	140		PARKS <input type="checkbox"/>
1-30	11		OPEN SPACE <input checked="" type="checkbox"/>
			BIKEWAY <input checked="" type="checkbox"/>

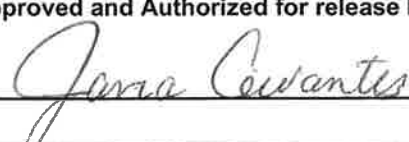
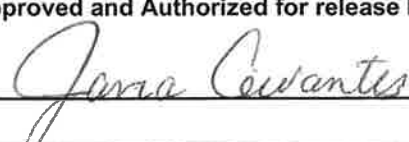
COMMENTS: NO PARKING ON BOTH SIDES OF STREET.

SOME RECOVERY AREA NO RECOVERY AREA
SCHOOL ROUTE

City of Roseville Engineering and Traffic Survey Summary

Street: MAIN ST
Limits: FOOTHILLS BL
PORTER DR

Field Observer T TRELEVEN
Checked By: J CERVANTES
Date: 7/11/2012

Factors	Direction: <u>East/West</u>
<u>A. Prevailing Speed Data</u>	
Location of Survey	In front of Kaseberg School
85th Percentile	42.2
10 mph Pace	34 - 43
Percent in Pace	75.0%
Posted Speed Limit	35
<u>B. Collision History</u>	
Date Range Covered	6/1/2009 To 5/31/2012 (3 years.)
Total Collisions	1
Collision Rate (Acc/MVM)	0.297
Expected Collision Rate	3.05
<u>C. Traffic Factors</u>	
Average Daily Traffic	9095
Length of Segment	1785
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	Straight and flat.
Comments	Class III bike route; School.
<u>E. Adjacent Land Use</u>	
	Residential; Commercial; School; Church
Posted Speed Limit	35
Speed Limit Change?	No
Revised Speed Limit	
Approved and Authorized for release by City of Roseville Traffic Engineering Department:	
	<u>T.E.</u>
	<u>12-9-12</u>
Date	Loc. #

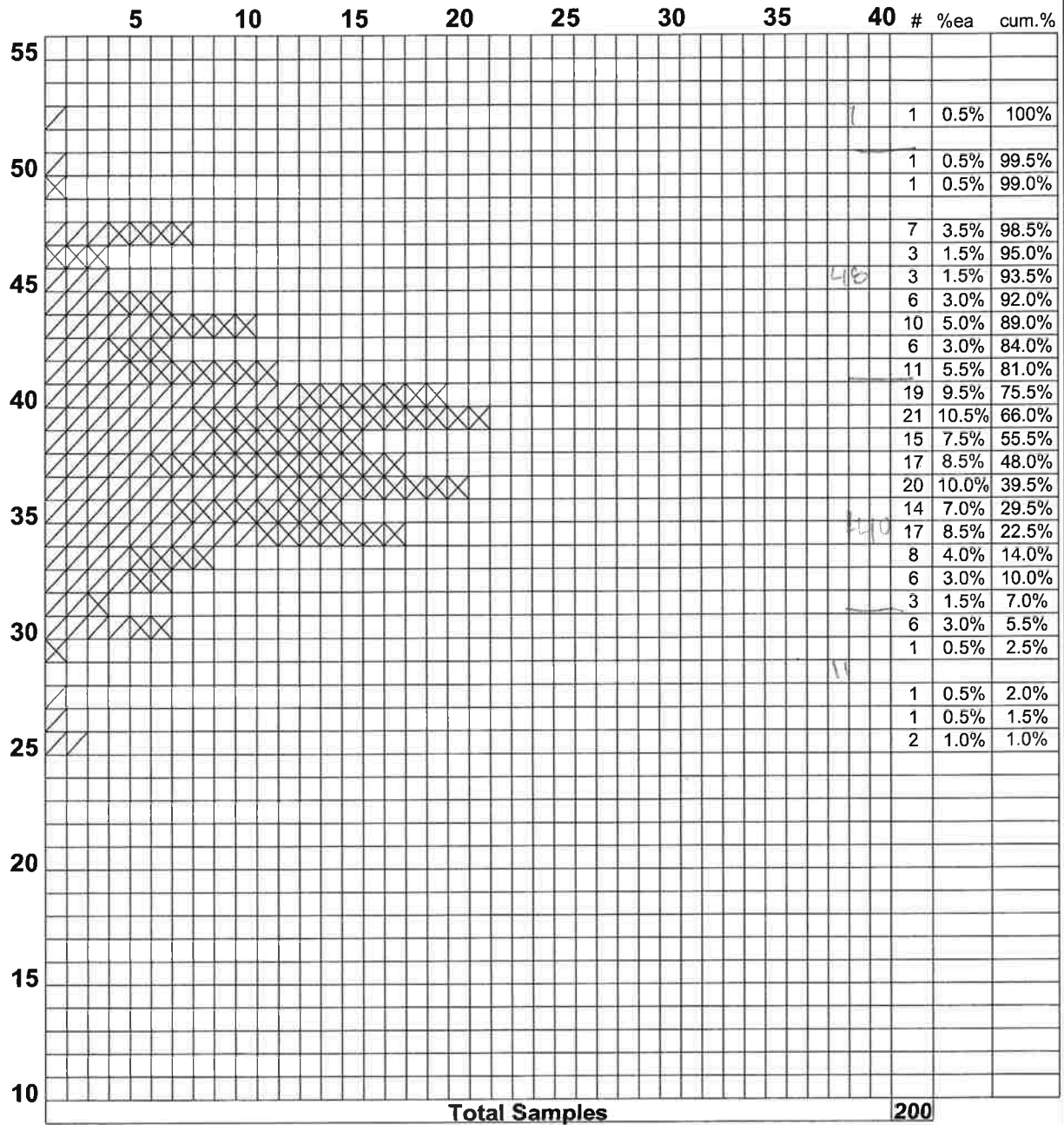
**City of Roseville
Traffic Engineering Department**

Street Name: MAIN ST

Limits: FOOTHILLS BL to PORTER DR

Radar Survey Sheet

X=West /=East



85th Percentile Speed: 42.2
 50th Percentile Speed: 37.3
 15th Percentile Speed: 33.1
 10 MPH Pace: 34- 43
 Number in Pace: 150
 Percent in Pace: 75.0%

Date of Survey: 7/11/2012
 Weather: Clear
 Road Condition: Good
 Street Class.: Collector
 Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

Start Time: 10:21
 End Time: 11:27
 Posted Speed: 35
 Observer: T TRELEVEN

**City of Roseville
Traffic Engineering Department**

Radar Speed Data Worksheet

Date: 7/11/12 Location # _____
 Street Name: Main St. Observer: T. Treleven
 Limits: Porter to Foothills Location of Survey: In front of Kaschurg Sch

Weather: good Roadway Geometrics: _____
 Road Cond: _____ Conditions Not Apparent: _____
 Posted Speed: 30 Start Time: 10:21
 Lane Config: _____ End Time: 11:27
 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

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

Direction: EB

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13. <u>38</u>	33. <u>40</u>	53. <u>34</u>	73. <u>34</u>	93. <u>37</u>
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17. <u>42</u>	37. <u>41</u>	57. <u>32</u>	77. <u>43</u>	97. <u>30</u>
18. <u>34</u>	38. <u>33</u>	58. <u>34</u>	78. <u>39</u>	98. <u>34</u>
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20. <u>40</u>	40. <u>40</u>	60. <u>39</u>	80. <u>50</u>	100. <u>35</u>

Comments: