



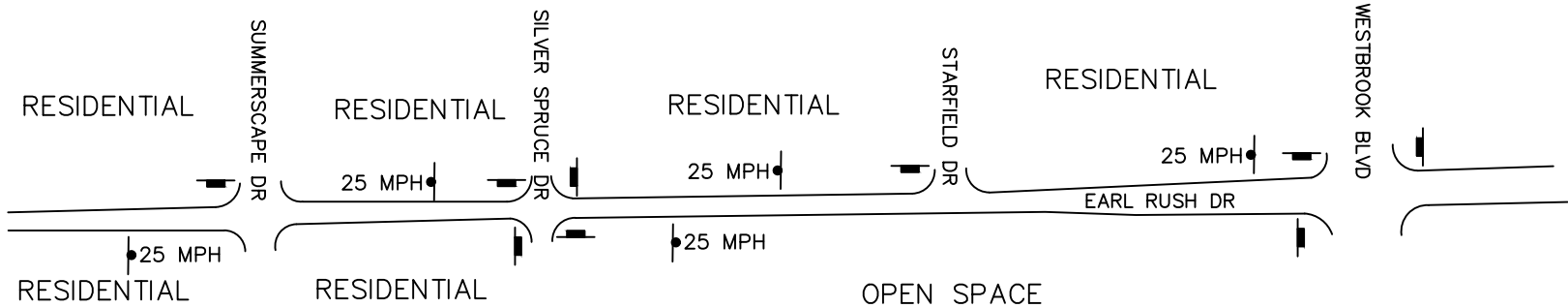
PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP
SPEED ZONE SURVEY

ROAD NAME:

EARL RUSH DRIVE
Westbrook Blvd to End

STRIP MAP



ROADWAY WIDTH	28'-56'
NO. OF LANES	2
ADT	2004
DIVIDER TYPE	VARIES
CRITICAL SPEED (85th %)	34.6
PACE SPEED	27-36 MPH
3-YEAR ACCIDENT HISTORY	0
EXISTING SPEED LIMIT	PRIMA FACIE 55 MPH (POSTED 25)
RECOM. SPEED LIMIT	30 MPH
SEGMENT LENGTH	0.41 MI.

LEGEND	STOP SIGNS	SPEED LIMIT SIGN	TRAFFIC SIGNAL
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MPH	61-75	0	<u>ROADSIDE COND.</u> SCHOOL <input type="checkbox"/> RESIDENCE <input checked="" type="checkbox"/> BUSINESS <input type="checkbox"/> PARKS <input type="checkbox"/> OPEN SPACE <input checked="" type="checkbox"/> BIKEWAY <input type="checkbox"/>
	51-60	0	
	41-50	4	
	31-40	95	
	1-30	101	

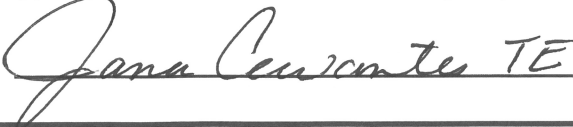
COMMENTS: NO PARKING ON BOTH SIDES OF STREET.
* ADT TAKEN FROM HOSES

SOME RECOVERY AREA NO RECOVERY AREA
SCHOOL ROUTE

City of Roseville Engineering and Traffic Survey Summary

Street: EARL RUSH DR
Limits: WESTBROOK BL
END

Field Observer: C PARKS
Checked By: J CERVANTES
Date: 11/16/2023

Factors	Direction: <u>East/West</u>
<u>A. Prevailing Speed Data</u>	
Location of Survey	50' East of Starfield Dr
85th Percentile	34.6
10 mph Pace	27 - 36
Percent in Pace	74.5%
Posted Speed Limit	25
<u>B. Collision History</u>	
Date Range	8/2/2020 To 8/2/2023 (3)
Total Collisions	0
Collision Rate (Acc/MVM)	0
Expected Collision Rate	1.68
<u>C. Traffic Factors</u>	
Average Daily Traffic	2004
Length of Segment	2143
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
Comments	Single-family residential; No Parking on both sides of the road
<u>E. Adjacent Land Use</u>	
	Single Family Residential/Open Space
Posted Speed Limit	25
Speed Limit Change?	Yes
Revised Speed Limit	30
<p>Approved and Authorized for release by City of Roseville Traffic Engineering Department:</p> <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="width: 45%;">  </div> <div style="width: 30%; text-align: center;"> <p><u>12-13-2023</u></p> <p>Date</p> </div> <div style="width: 20%; text-align: right;"> <p>Loc. #</p> </div> </div>	

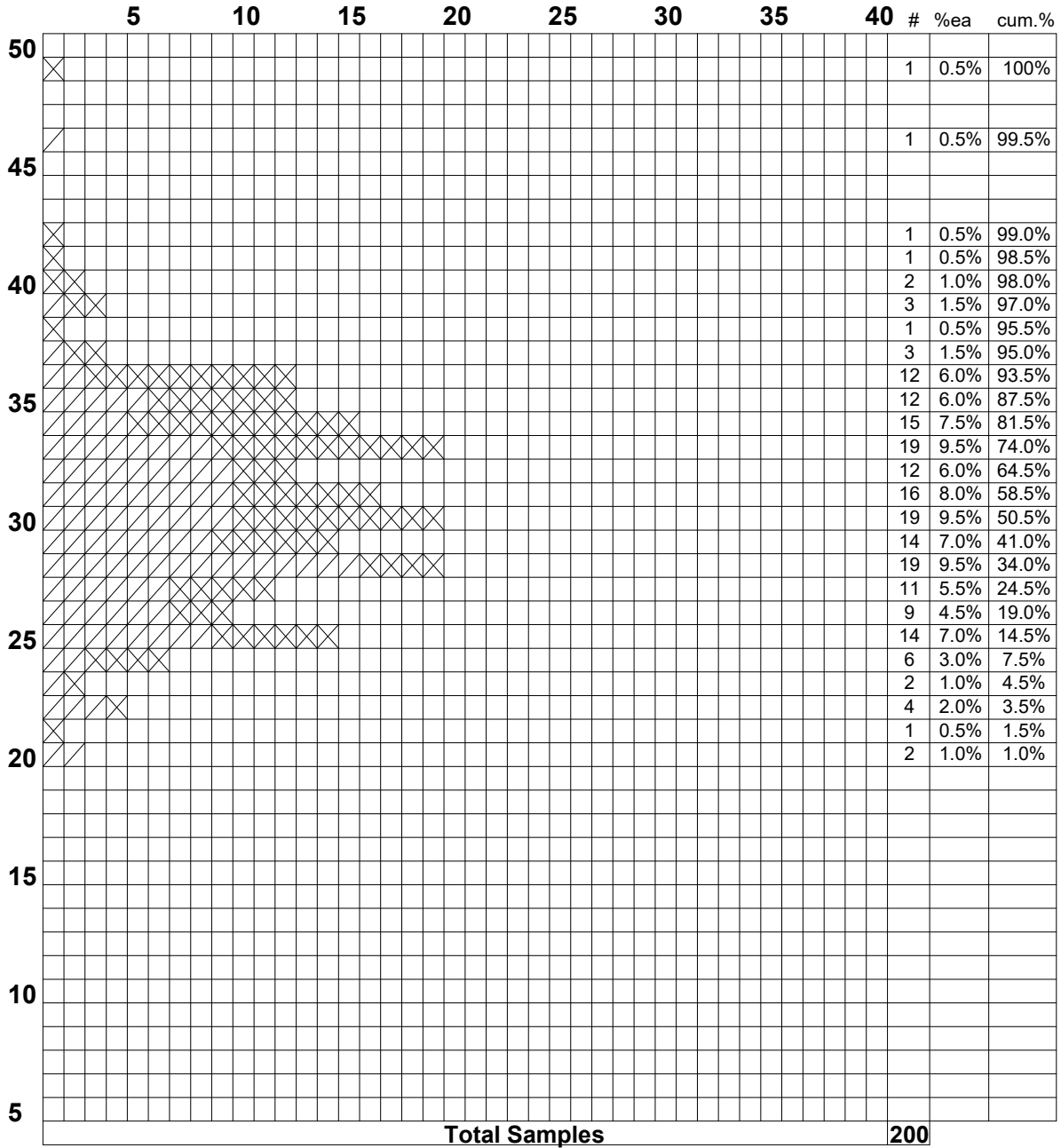


**City of Roseville
Traffic Engineering Department**

Street Name: EARL RUSH DR
Limits: WESTBROOK BL to END

Radar Survey Sheet

X=West / =East



85th Percentile Speed: 34.6
50th Percentile Speed: 29.9
15th Percentile Speed: 25.1
10 MPH Pace: 27-36
Number in Pace: 149
Percent in Pace: 74.5%

Date of Survey: 11/16/2023 Start Time: 11:19
Weather: Clear End Time: 1:24
Road Condition: Good Posted Speed: 25
Street Class.: Collector
Observer: C PARKS
Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

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

Date: 11/16/23 Location # _____

Street Name: Earl Rush DR Observer: C Parks

Limits: Westbrook Blvd to End Location of Survey: 50' E of Starfield

Weather: Clear

Roadway Geometrics: Straight

Road Cond: good

Conditions Not Apparent: _____

Posted Speed: 25

Start Time: 11:19am

Lane Config: _____

End Time: 1:24pm

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: NB

Direction: EB

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

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Comments: