



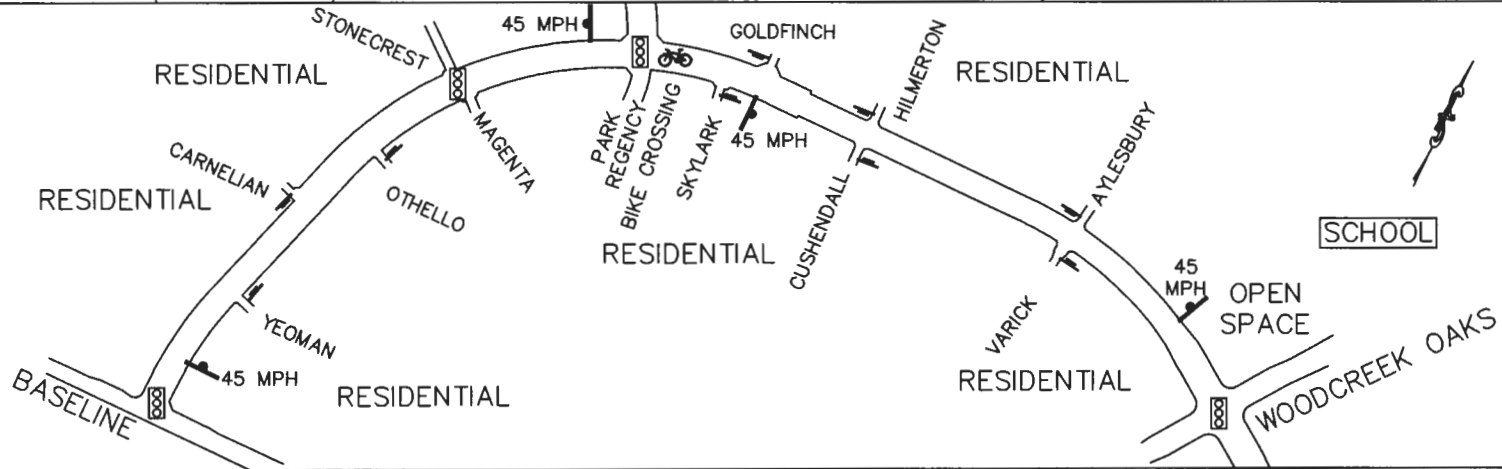
PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP  
SPEED ZONE SURVEY

ROAD NAME:

**JUNCTION BLVD**  
BASELINE RD TO WOODCREEK OAKS BLVD

STRIP MAP



ROADWAY WIDTH	70'
NO. OF LANES	4
ADT	8475
DIVIDER TYPE	RAISED
CRITICAL SPEED (85th %)	51.4 MPH
PACE SPEED	44-53 MPH
3-YEAR ACCIDENT HISTORY	8
EXISTING SPEED LIMIT	45 MPH
RECOM. SPEED LIMIT	45 MPH
SEGMENT LENGTH	1.33 MI.

LEGEND BIKE CROSSING STOP SIGNS SPEED LIMIT SIGN TRAFFIC SIGNAL

MPH			ROADSIDE COND.	
	61-75	0	SCHOOL	<input type="checkbox"/>
51-60	43	RESIDENCE	<input checked="" type="checkbox"/>	
41-50	141	BUSINESS	<input type="checkbox"/>	
31-40	16	PARKS	<input type="checkbox"/>	
1-30	0	OPEN SPACE	<input checked="" type="checkbox"/>	
		BIKEWAY	<input checked="" type="checkbox"/>	


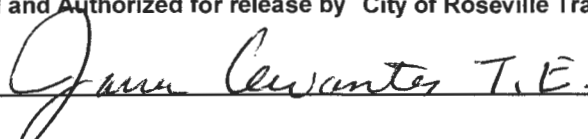
COMMENTS: NO PARKING ON BOTH SIDES OF STREET.

SOME RECOVERY AREA  NO RECOVERY AREA   
SCHOOL ROUTE

# City of Roseville Engineering and Traffic Survey Summary

Street: JUNCTION BL  
Limits: BASELINE RD  
WOODCREEK OAKS BL

Field Observer T PHILIPP/R YAKI  
Checked By: J CERVANTES  
Date: 10/29/2018

<b>Factors</b>	<b>Direction: <u>East/West</u></b>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	300' west of Cushendall		
85th Percentile	51.4		
10 mph Pace	44 - 53		
Percent in Pace	74.0%		
Posted Speed Limit	45		
<b><u>B. Collision History</u></b>			
Date Range Covered	1/1/2016	To 1/1/2019	( 3 years )
Total Collisions	8		
Collision Rate (Acc/MVM)	0.646		
Expected Collision Rate	1.85		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	8475		
Length of Segment	7028		
Lane Configuration	2 Lanes Each Direction with Raised Median		
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 Curve		
Comments	Class II bike lanes; SRTS crossings (Stonecreek at Junction and Woodcreek Oaks at Junction); Residential side streets		
			
<b><u>E. Adjacent Land Use</u></b>	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>8-15-19</u> Date	Loc. #

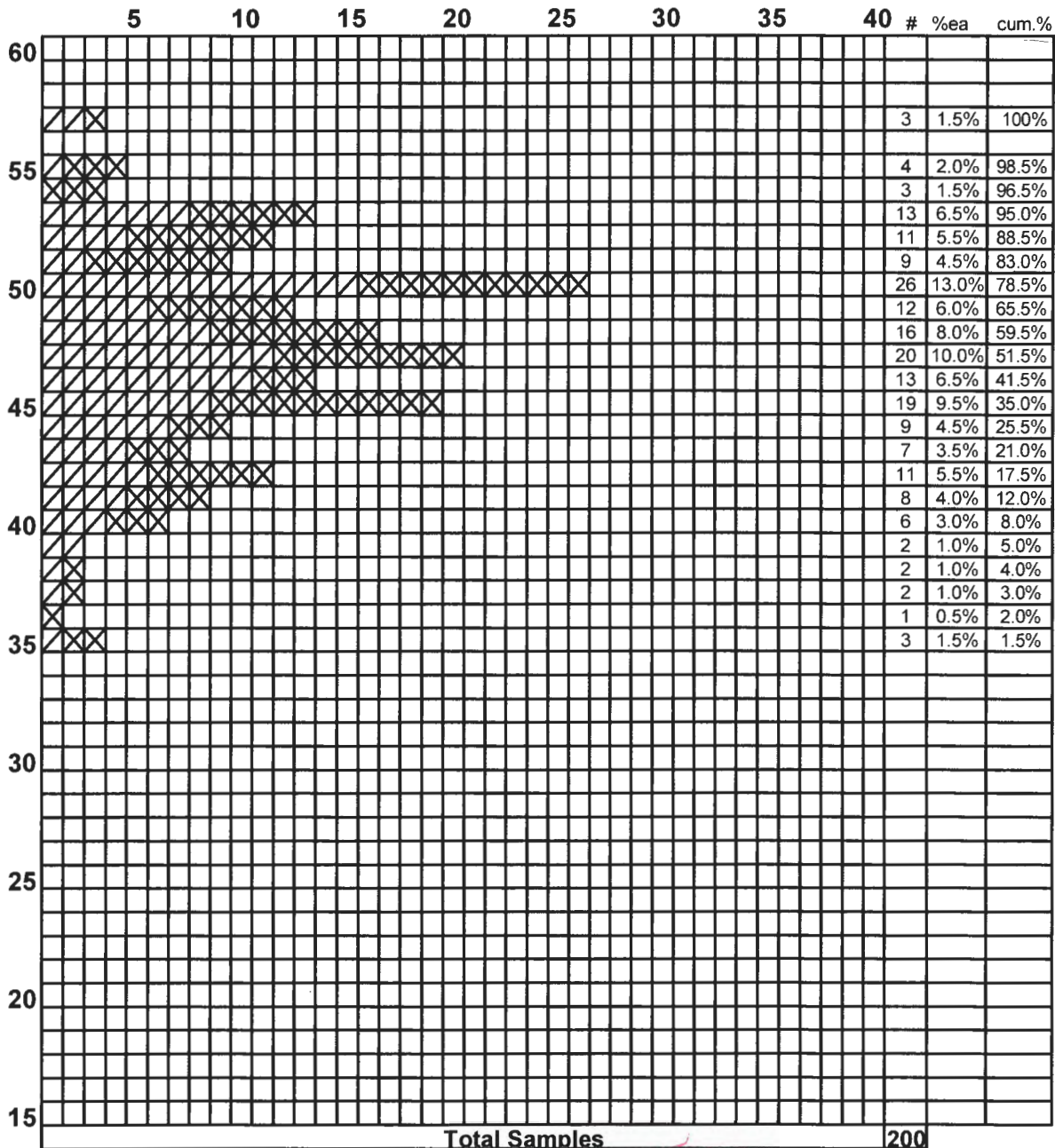
**City of Roseville  
Traffic Engineering Department**

Street Name JUNCTION BL

Limits: BASELINE RD to WOODCREEK OAKS BL

**Radar Survey Sheet**

X=West /=East



43

141

16

7

85th Percentile Speed: 51.4  
 50th Percentile Speed: 46.9  
 15th Percentile Speed: 41.5  
 10 MPH Pace: 44- 53  
 Number in Pace: 148  
 Percent in Pace: 74.0%

Date of Survey: 10/29/2018 Start Time: 10:20  
 Weather: Cool, Overcast End Time: 11:08  
 Road Condition Good Posted Speed: 45  
 Street Class.: Arterial  
 Observer T PHILIPP/R YAKIMCHUK  
 Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

**City of Roseville  
Traffic Engineering Department**

**Lidar Speed Data Worksheet**

Date: 10-29-2018 Location # \_\_\_\_\_

Street Name: Junction Observer: RJ, TP

Limits: Baseline and Woodcreek Oaks Location of Survey: \_\_\_\_\_

Weather: Cool, Overcast Roadway Geometrics: 300' west of Cushman

Road Cond: \_\_\_\_\_ Conditions Not Apparent: \_\_\_\_\_

Posted Speed: 45 mph Start Time: 10:20 am

Lane Config: \_\_\_\_\_ End Time: 11:08 am

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

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17. <u>51</u>	37. <u>42</u>	57. <u>50</u>	77. <u>51</u>	97. <u>47</u>
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19. <u>50</u>	39. <u>50</u>	59. <u>52</u>	79. <u>55</u>	99. <u>52</u>
20. <u>48</u>	40. <u>53</u>	60. <u>51</u>	80. <u>53</u>	100. <u>48</u>

Comments: