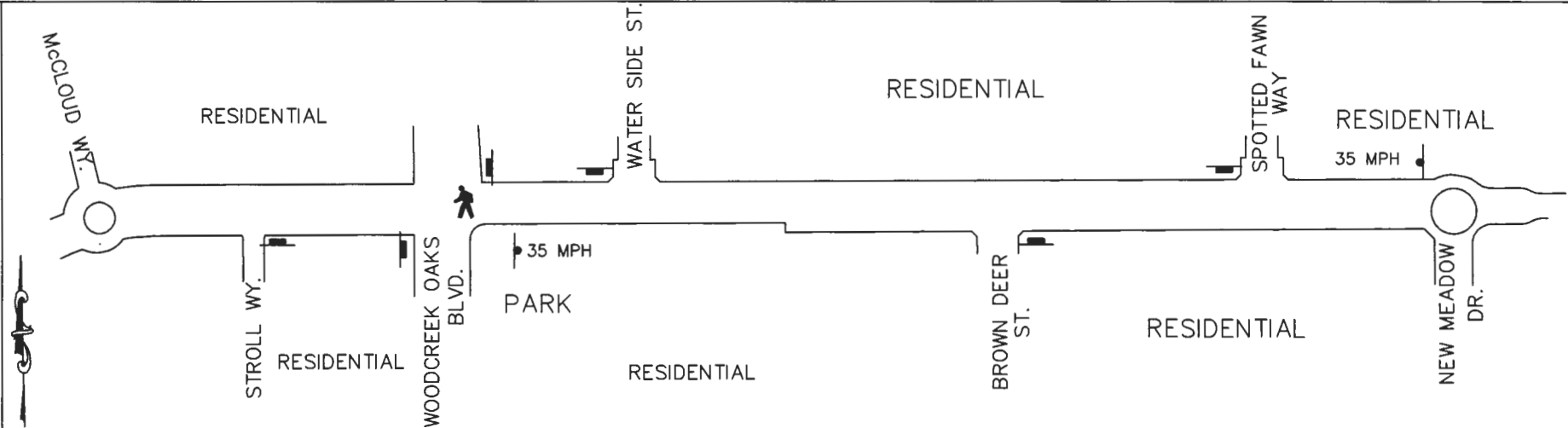


STRIP MAP



ROADWAY WIDTH	40'
NO. OF LANES	2
ADT	560
DIVIDER TYPE	PAINTED
CRITICAL SPEED (85th %)	40 MPH
PACE SPEED	31-41 MPH
3-YEAR ACCIDENT HISTORY	0
EXISTING SPEED LIMIT	35 MPH
RECOM. SPEED LIMIT	35 MPH
SEGMENT LENGTH	.51 MI.

LEGEND PED XING & FLASHING STOP SIGN SPEED LIMIT SIGN TRAFFIC SIGNAL ROUNDABOUT

MPH			ROADSIDE COND.	
61-75	0		SCHOOL	<input type="checkbox"/>
51-60	1		RESIDENCE	<input checked="" type="checkbox"/>
41-50	29		BUSINESS	<input type="checkbox"/>
31-40	119		PARKS	<input checked="" type="checkbox"/>
1-30	51		OPEN SPACE	<input type="checkbox"/>
			BIKEWAY	<input checked="" type="checkbox"/>



COMMENTS: PARKING ALLOWED ADJACENT TO PARK ON PARKSIDE WY

SOME RECOVERY AREA  NO RECOVERY AREA   
SCHOOL ROUTE

# City of Roseville Engineering and Traffic Survey Summary

Street: PARKSIDE WY  
Limits: WOODCREEK OAKS BL  
NEW MEADOW DR

Field Observer: T PHILIPP/R YAKIM  
Checked By: J CERVANTES  
Date: 10/1/2018

<b>Factors</b>	<b>Direction: <u>East/West</u></b>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey			
85th Percentile	40.0		
10 mph Pace	32 - 41		
Percent in Pace	61.0%		
Posted Speed Limit	35		
<b><u>B. Collision History</u></b>			
Date Range Covered	1/1/2016	To 1/1/2019	( 3 YEARS )
Total Collisions	0		
Collision Rate (Acc/MVM)	0		
Expected Collision Rate	2.95		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	560		
Length of Segment	2006		
Lane Configuration	Single Lane Each Direction		
Street Classification	Collector		
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	See: Roadside Conditions on the Speed Zone Survey Map		
Roadway Geometrics	Horizontal Curve		
Comments			
			
<b><u>E. Adjacent Land Use</u></b>	Single Family Residential		
Posted Speed Limit	35		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Roseville Traffic Engineering Department:			
		<u>B-15-19</u> Date	Loc. #

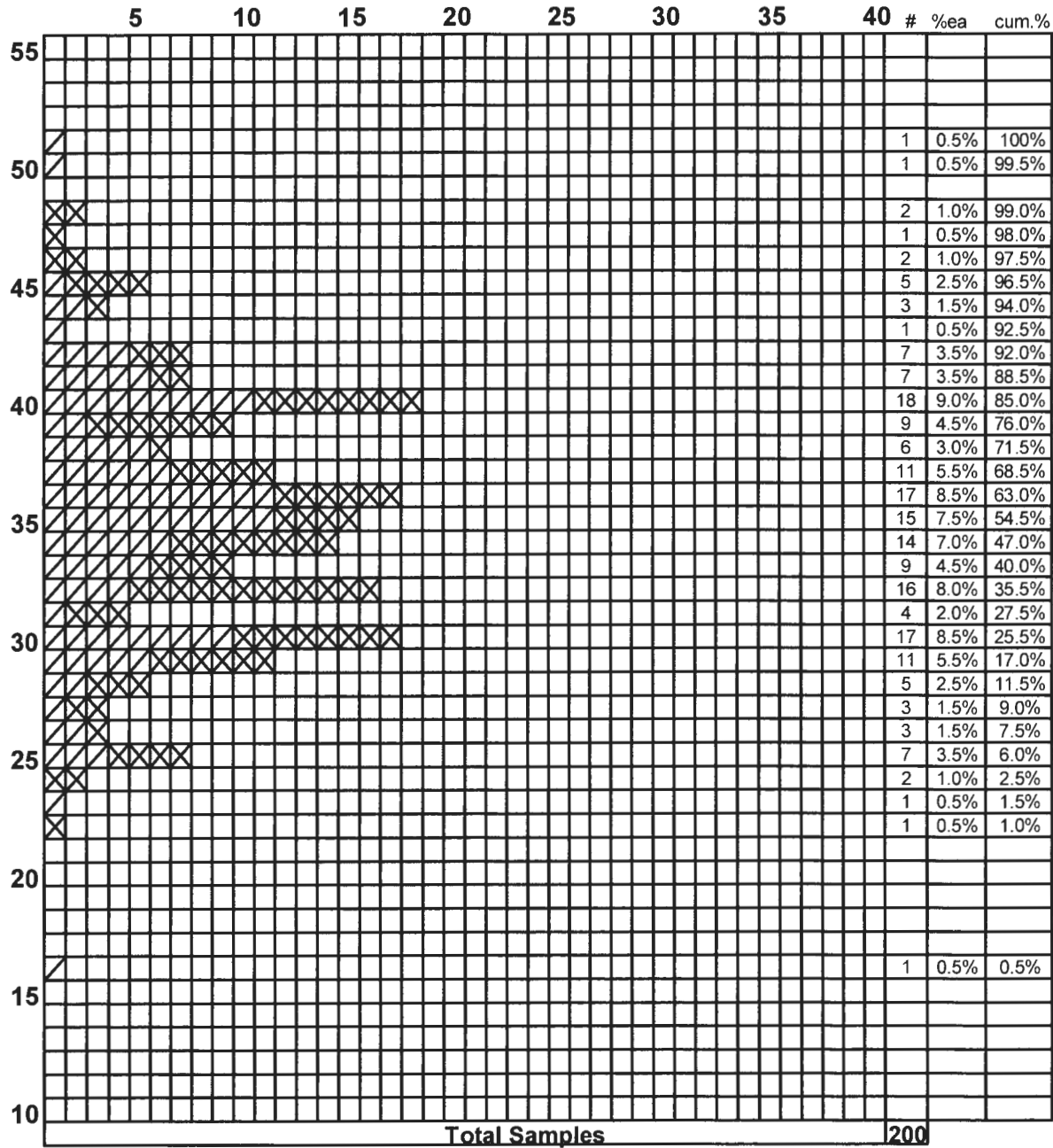
**City of Roseville  
Traffic Engineering Department**

Street Name PARKSIDE WY

Limits: WOODCREEK OAKS BL to NEW MEADOW DR

**Radar Survey Sheet**

X=West /=East



85th Percentile Speed: 40.0  
 50th Percentile Speed: 34.4  
 15th Percentile Speed: 28.6  
 10 MPH Pace: 32- 41  
 Number in Pace: 122  
 Percent in Pace: 61.0%

Date of Survey: 10/1/2018      Start Time: 13:45  
 Weather: Clear      End Time: 15:46  
 Road Condition: Good      Posted Speed: 35  
 Street Class.: Collector  
 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: 10-1-2018 Location # \_\_\_\_\_

Street Name: Parkside Way Observer: TP, RV

Limits: Woodcreek Oaks - New Meadow Location of Survey: \_\_\_\_\_  
*meadow*

Weather: Clear Roadway Geometrics: \_\_\_\_\_

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

Posted Speed: \_\_\_\_\_ Start Time: 1:45 pm

Lane Config: \_\_\_\_\_ End Time: 3:46 pm

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: West

Direction: East

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

1. <u>41</u>	21. <u>39</u>	41. <u>40</u>	61. <u>42</u>	81. <u>35</u>
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17. <u>30</u>	37. <u>30</u>	57. <u>40</u>	77. <u>16</u>	97. <u>30</u>
18. <u>29</u>	38. <u>34</u>	58. <u>38</u>	78. <u>25</u>	98. <u>35</u>
19. <u>38</u>	39. <u>36</u>	59. <u>41</u>	79. <u>36</u>	99. <u>33</u>
20. <u>37</u>	40. <u>36</u>	60. <u>41</u>	80. <u>44</u>	100. <u>50</u>

Comments: