

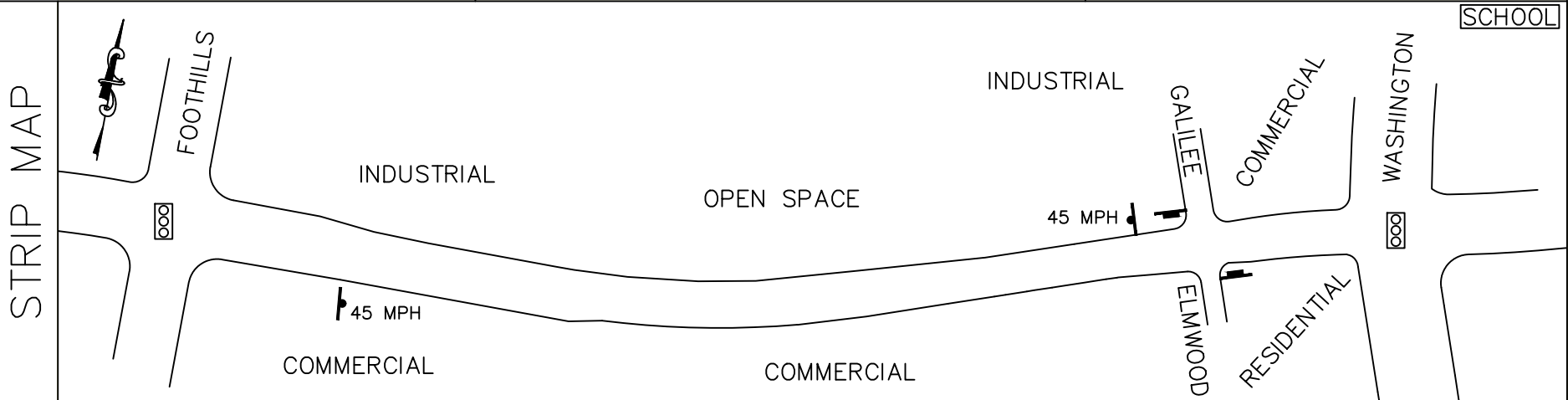


PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP  
SPEED ZONE SURVEY

ROAD NAME:

**PLEASANT GROVE BLVD**  
Foothills to Washington



|                         |           |
|-------------------------|-----------|
| ROADWAY WIDTH           | 95'       |
| NO. OF LANES            | 6         |
| ADT                     | 52521     |
| DIVIDER TYPE            | RAISED    |
| CRITICAL SPEED (85th %) | 50.8      |
| PACE SPEED              | 44-53 MPH |
| 3-YEAR ACCIDENT HISTORY | 19        |
| EXISTING SPEED LIMIT    | 45 MPH    |
| RECOM. SPEED LIMIT      | 45 MPH    |
| SEGMENT LENGTH          | .50 MI.   |

|        |            |                  |                |
|--------|------------|------------------|----------------|
| LEGEND | STOP SIGNS | SPEED LIMIT SIGN | TRAFFIC SIGNAL |
|--------|------------|------------------|----------------|

|     |       |     |  |   |
|-----|-------|-----|--|---|
| MPH | 61-75 | 0   | ROADSIDE COND.                                 |   |
|     | 51-60 | 39  |  | SCHOOL <input checked="" type="checkbox"/>    |
|     | 41-50 | 161 |  | RESIDENCE <input checked="" type="checkbox"/> |
|     | 31-40 | 0   |  | BUSINESS <input checked="" type="checkbox"/>  |
|     | 1-30  | 0   |  | PARKS <input type="checkbox"/>                |
|     |       |     | OPEN SPACE <input checked="" type="checkbox"/> |   |
|     |       |     | BIKEWAY <input checked="" type="checkbox"/>    |   |


COMMENTS: NO PARKING ON BOTH SIDES OF STREET.  
CLASS II BIKE LANES

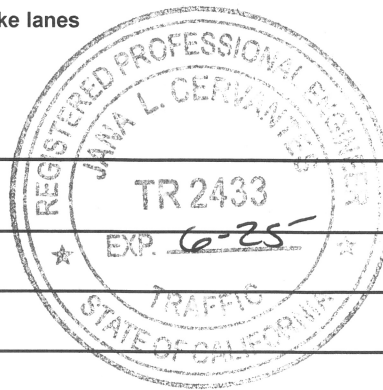
SOME RECOVERY AREA  NO RECOVERY AREA   
SCHOOL ROUTE

# City of Roseville Engineering and Traffic Survey Summary

Street: PLEASANT GROVE BL  
Limits: FOOTHILLS BL  
WASHINGTON BL

Field Observer: C PARKS  
Checked By: J CERVANTES  
Date: 11/8/2023

|  |  |
|--|--|
| Factors  | Direction: <u>East/West</u>  |
| <b><u>A. Prevailing Speed Data</u></b>   |  |
| Location of Survey   | 1249 Pleasant Grove Blvd   |
| 85th Percentile  | 50.8   |
| 10 mph Pace  | 44 - 53  |
| Percent in Pace  | 92.5%  |
| Posted Speed Limit   | 45   |
| <b><u>B. Collision History</u></b>   |  |
| Date Range   | 8/2/2020 To 8/2/2023 ( 3 )   |
| Total Collisions   | 19   |
| Collision Rate (Acc/MVM)   | 0.654  |
| Expected Collision Rate  | 1.23   |
| <b><u>C. Traffic Factors</u></b>   |  |
| Average Daily Traffic  | 52521  |
| Length of Segment  | 2666   |
| Lane Configuration   | 3 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 and Vertical Curve  |
| Comments   | Limited sight distance; SRTS crossing (at Washington); Class II bike lanes |
| <b><u>E. Adjacent Land Use</u></b>   | Commercial   |
| Posted Speed Limit   | 45   |
| Speed Limit Change?  | No   |
| Revised Speed Limit  | 45   |
| Approved and Authorized for release by City of Roseville Traffic Engineering Department:   |  |
| <br><hr style="width: 80%; margin: 0 auto;"/> | <u>12-13-2023</u><br>Date  |
| Loc. #   |  |

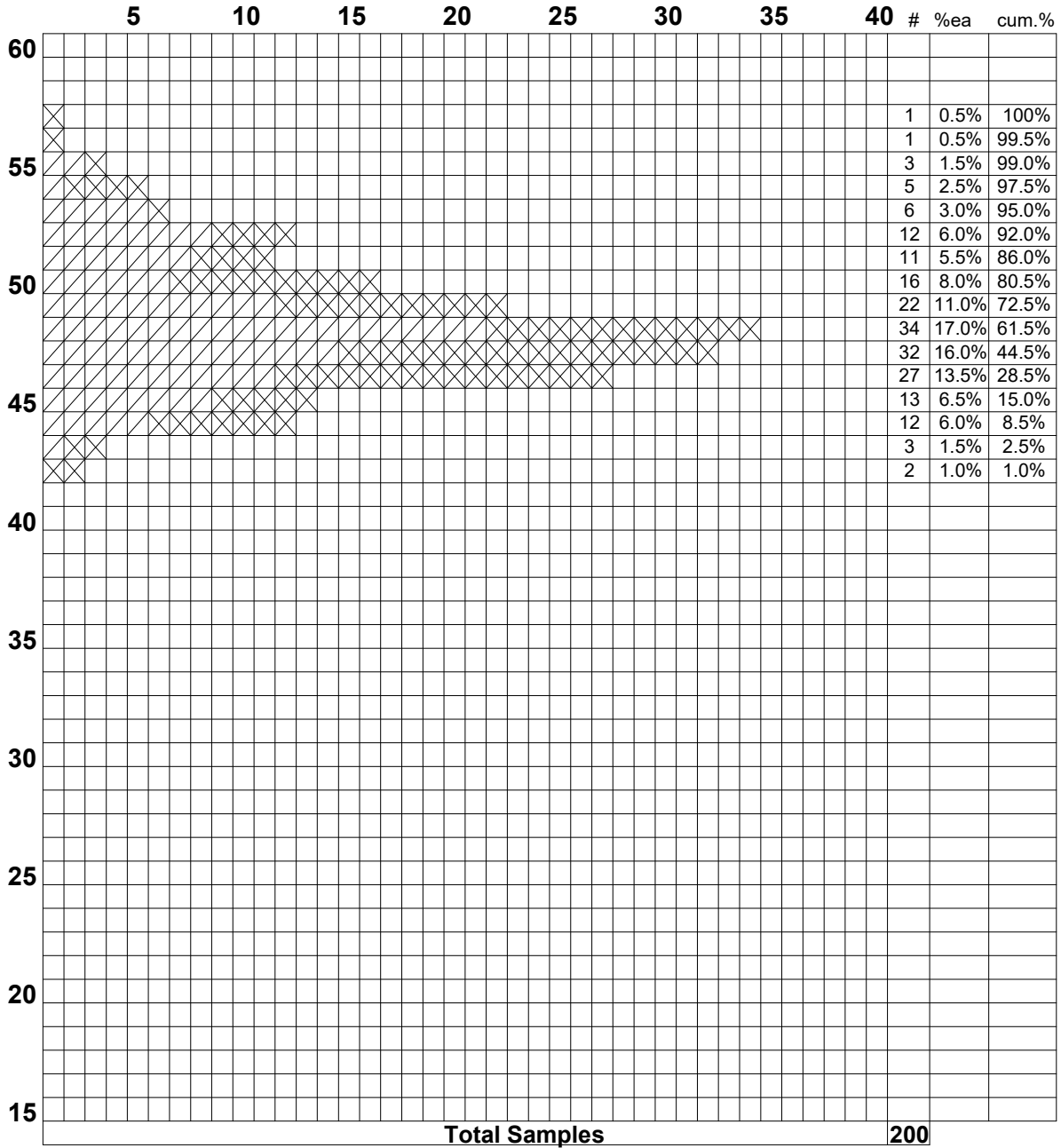


**City of Roseville  
Traffic Engineering Department**

Street Name: PLEASANT GROVE BL  
Limits: FOOTHILLS BL to WASHINGTON BL

**Radar Survey Sheet**

X=West / =East



85th Percentile Speed: 50.8  
50th Percentile Speed: 47.3  
15th Percentile Speed: 45.0  
10 MPH Pace: 44- 53  
Number in Pace: 185  
Percent in Pace: 92.5%

Date of Survey: 11/8/2023 Start Time: 12:12  
Weather: Clear End Time: 12:57  
Road Condition: Good Posted Speed: 45  
Street Class.: Arterial  
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: 11/8/23 Location # \_\_\_\_\_

Street Name: Pleasant Grove Bl Observer: C Parks

Limits: Foothills Bl to Washington Bl Location of Survey: 1249 Pleasant Grove

Weather: Clear  
 Road Cond: Good  
 Posted Speed: 45  
 Lane Config: \_\_\_\_\_  
 Adjacent Land Use: \_\_\_\_\_

Roadway Geometrics: \_\_\_\_\_  
 Conditions Not Apparent: \_\_\_\_\_  
 Start Time: 12:12 pm  
 End Time: 12:57 pm

Street Classification: Arterial - Collector - Local  
 Average Daily Traffic: \_\_\_\_\_  
 Segment Length: \_\_\_\_\_  
 Speed Limit Changed? Yes - No  
 Revised Limit: \_\_\_\_\_  
 Checked By: \_\_\_\_\_

Collision Start Date: \_\_\_\_\_  
 Collision End Date: \_\_\_\_\_  
 Collision Period: \_\_\_\_\_  
 Total Collisions: \_\_\_\_\_  
 Collision Rate: \_\_\_\_\_  
 Expected Collision Rate: \_\_\_\_\_

Direction: WB

Direction: EB

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

|               |               |               |               |                |
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Comments: