

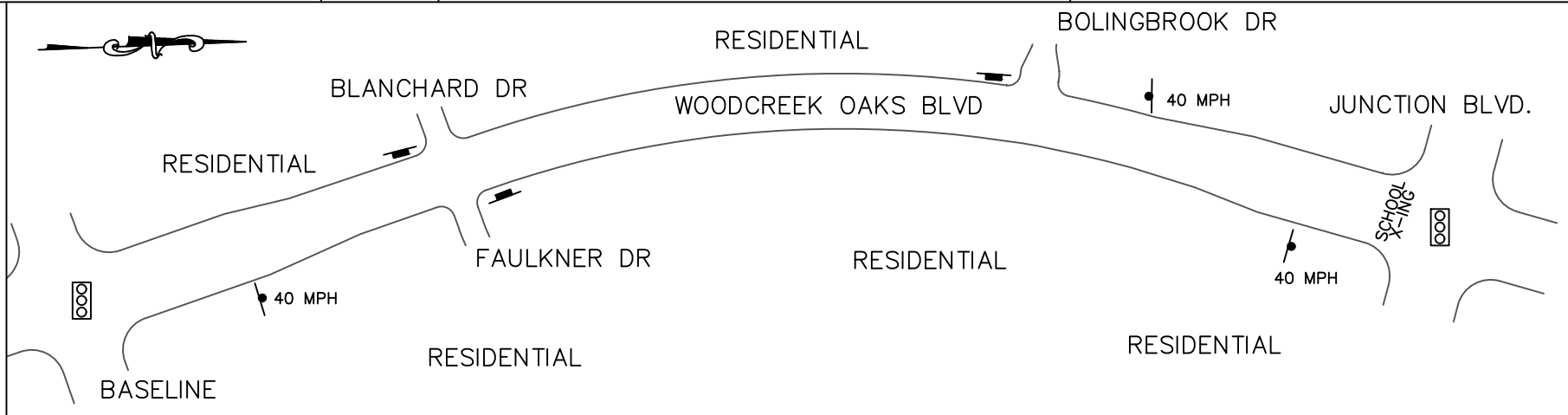


PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP
SPEED ZONE SURVEY

ROAD NAME:
WOODCREEK OAKS BLVD.
Baseline to Junction

STRIP MAP



ROADWAY WIDTH	70'
NO. OF LANES	4
ADT	7059
DIVIDER TYPE	PAINTED
CRITICAL SPEED (85th %)	47.4 MPH
PACE SPEED	39-48 MPH
3-YEAR ACCIDENT HISTORY	2
EXISTING SPEED	40 MPH
RECOM. SPEED	40 MPH
SEGMENT LENGTH	.48 MI.

LEGEND	STOP SIGNS	SPEED LIMIT SIGN	TRAFFIC SIGNAL
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MPH	COUNT		ROADSIDE COND.
	61-75	0	
51-60		10	SCHOOL <input type="checkbox"/>
41-50		136	RESIDENCE <input checked="" type="checkbox"/>
31-40		53	BUSINESS <input type="checkbox"/>
1-30		1	PARKS <input type="checkbox"/>
			OPEN SPACE <input type="checkbox"/>
			BIKEWAY <input checked="" type="checkbox"/>

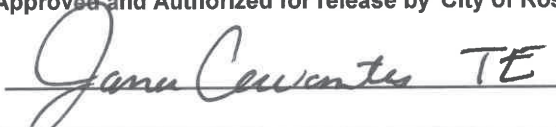
COMMENTS: NO PARKING ON BOTH SIDES OF STREET.

SOME RECOVERY AREA NO RECOVERY AREA
SCHOOL ROUTE

City of Roseville Engineering and Traffic Survey Summary

Street: WOODCREEK OAKS BL
Limits: BASELINE RD
JUNCTION BL

Field Observer: C PARKS
Checked By: J CERVANTES
Date: 4/16/2024

Factors	Direction: <u>North/South</u>
<u>A. Prevailing Speed Data</u>	
Location of Survey	100 Feet South of Bollingbrook Dr. facing southbound
85th Percentile	47.4
10 mph Pace	39 - 48
Percent in Pace	78.0%
Posted Speed Limit	40
<u>B. Collision History</u>	
Date Range	1/30/2021 To 1/30/2024 (3)
Total Collisions	2
Collision Rate (Acc/MVM)	0.533
Expected Collision Rate	2.55
<u>C. Traffic Factors</u>	
Average Daily Traffic	7059
Length of Segment	2560
Lane Configuration	2 Lanes Each Direction with Left Turn Channelization
Street Classification	Arterial
<u>D. Conditions Not Readily Apparent</u>	
Conditions	See: Roadside Conditions on the Speed Zone Survey Map
Roadway Geometrics	Horizontal Curve
Comments	Residential side streets; limited sight distance; SRTS crossing at Junction; Class II bike lane
<u>E. Adjacent Land Use</u>	
	Single Family & Multi Family
Posted Speed Limit	40
Speed Limit Change?	No
Revised Speed Limit	40
Approved and Authorized for release by City of Roseville Traffic Engineering Department:	
 <u>Jana Cervantes TE</u>	<u>10-24-2024</u> Date
	Loc. #



**City of Roseville
Traffic Engineering Department**

Lidar Speed Data Worksheet

Date: 4/16/24 Location # _____

Street Name: Woodcreek Oaks Bl Observer: C Parks

Limits: Baseline Rd to Junction Bl Location of Survey: 100' S of Bollingbrook Dr

Weather: Good, Clear Roadway Geometrics: _____

Road Cond: good Conditions Not Apparent: _____

Posted Speed: 40 Start Time: 1:59pm

Lane Config: _____ End Time: 2:31pm

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

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

Direction: SB

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18. <u>47</u>	38. <u>54</u>	58. <u>44</u>	78. <u>45</u>	98. <u>41</u>
19. <u>46</u>	39. <u>40</u>	59. <u>42</u>	79. <u>43</u>	99. <u>39</u>
20. <u>37</u>	40. <u>39</u>	60. <u>38</u>	80. <u>45</u>	100. <u>44</u>

Comments: