




**CITY OF REDDING
ENGINEERING AND TRAFFIC SURVEY
OF
VIKING WAY**

FEBRUARY 28, 2007

For the determination of safe and reasonable speed zoning as required by Sections 22358 and 40802 of the California Vehicle Code (CVC), as defined by Section 627 of the CVC and in accordance with Section 2B. 13 of the California Manual on Uniform Traffic Control Devices, this Engineering and Traffic Survey (ETS) was initiated to verify or modify speed zones on Viking Way.

Based on the results of this ETS (attached) and adoption of Ordinance Number 2465 by the City Council of the City of Redding, amending Redding Municipal Code Section 11.12.010, a speed zone on Viking Way of 40 MPH from Abernathy Way to Old Oregon trail is established.

In accordance with Redding Municipal Code 11.08.010, appropriate signs giving notice of the above speed zoning shall be placed and the stated speed limit(s) shall be effective upon the placement of such signs.


Brian Crane, P. E.
Director of Public Works

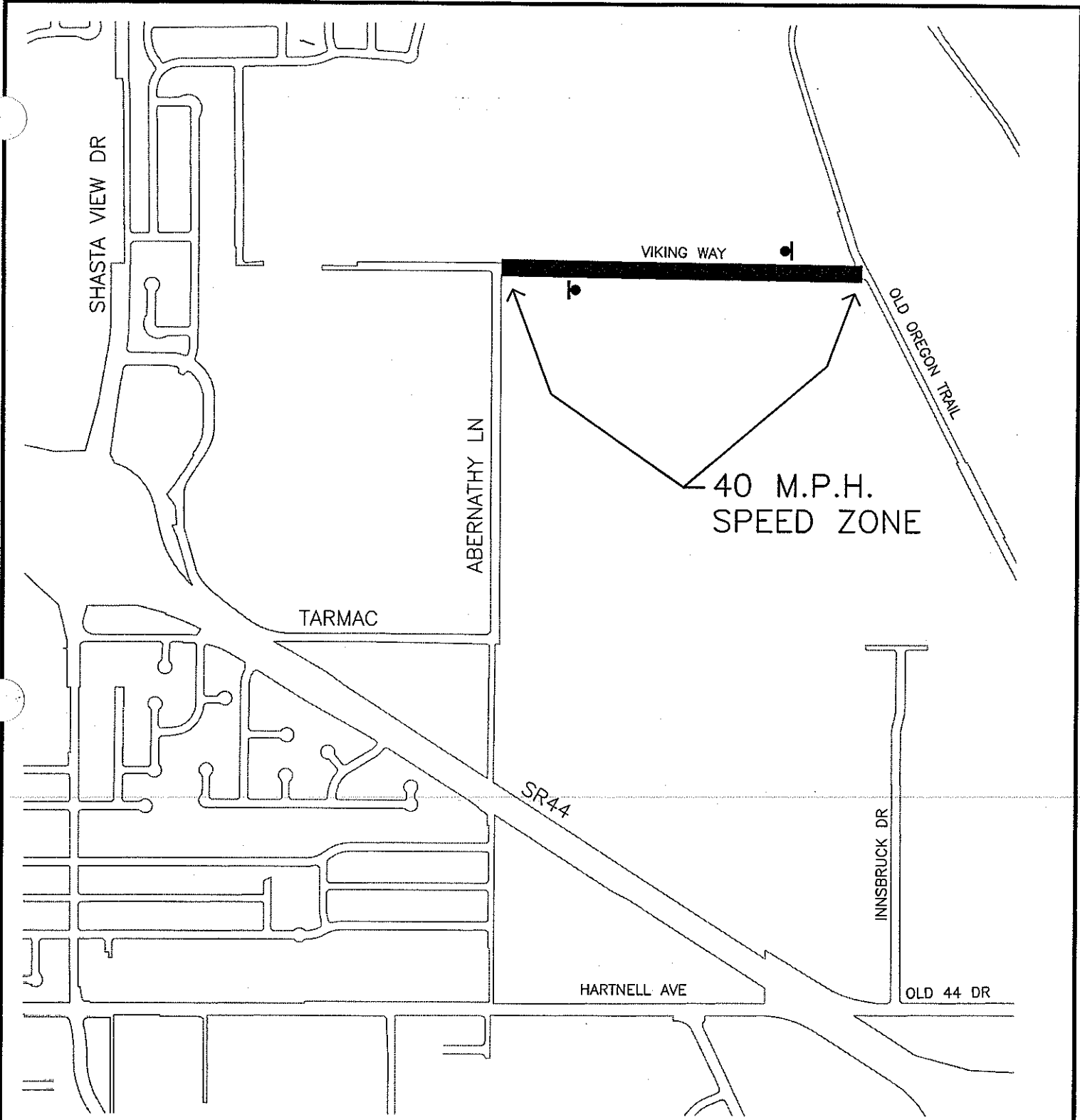
ATTEST:


PAMELA MIZE, City Clerk

**VIKING WAY
FEBRUARY 2007
CONDITION SUMMARY**

FROM LOCATION TO	ABERNATHY OLD OREGON		
NO. OF LANES	2		
WIDTH, FT. ROADWAY	VARIES		
LENGTH, FT.	2600		
HORIZONTAL ALIGNMENT	STRAIGHT		
VERTICAL	SLOPE		
DISTRICT	BUSINESS		
ADT	2,200		
PEDESTRIANS	FEW		
SIDEWALKS	45%		
BIKE LANE/ROUTE	NO		
DRIVEWAYS	SOME		
SPEED RELATED COLLISIONS	1 IN 2 YRS NOT SIGNIFICANT		
EXISTING SPEED ZONING, MPH	35		
10 MPH PACE RANGE	34 - 44		
85TH% SPEED	44		
SURVEY CONCLUSION			
REASONABLE SPEED, MPH	40		
ACTION			
PUBLIC WORKS APPROVED	RMC 11.08.010		
SPEED POSTED	40 10/18/07		

ADDITIONAL
COMMENTS:



LEGEND

 SPEED LIMIT SIGN

CITY OF REDDING TRANSPORTATION & ENGINEERING DIVISION FEBRUARY 2007



VIKING WAY SPEED ZONE
 ABERNATHY LN TO OLD OREGON TRL



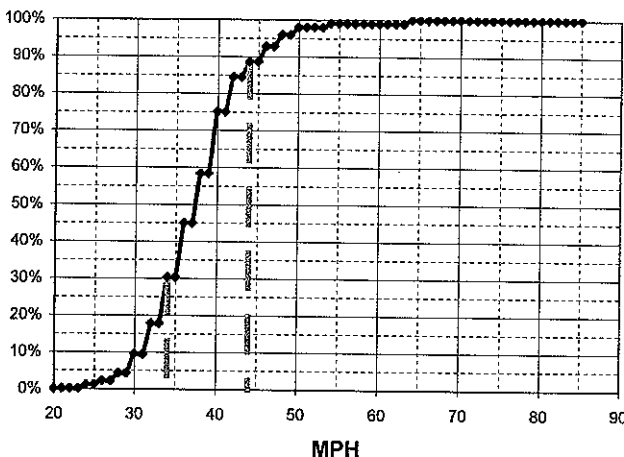
VIKING WAY E/ ABERNATHY LN

Observer: Lori Lackey

Calcs: Frank Hogue

Critical Speed :	44	mph
Average Speed :	38.1	mph
Median Speed :	38	mph
Standard Deviation:	6.1	mph
Pace Range :	34 - 44	mph
Percent in Pace :	66.7%	
Total # Vehicles :	96	

MPH	# of Veh.	Both Directions	%
85			100.0%
84			100.0%
83			100.0%
82			100.0%
81			100.0%
80			100.0%
79			100.0%
78			100.0%
77			100.0%
76			100.0%
75			100.0%
74			100.0%
73			100.0%
72			100.0%
71			100.0%
70			100.0%
69			100.0%
68			100.0%
67			100.0%
66			100.0%
65			100.0%
64	1	◆	100.0%
63			99.0%
62			99.0%
61			99.0%
60			99.0%
59			99.0%
58			99.0%
57			99.0%
56			99.0%
55			99.0%
54	1	◆	99.0%
53			99.0%
52			97.9%
51			97.9%
50	2	◆◆	97.9%
49			95.8%
48	3	◆◆◆	95.8%
47			92.7%
46	4	◆◆◆◆	92.7%
45			88.5%
44	4	◆◆◆◆	88.5%
43			84.4%
42	9	◆◆◆◆◆◆◆◆	84.4%
41			75.0%
40	16	◆◆◆◆◆◆◆◆◆◆◆◆◆◆	75.0%
39			58.3%
38	13	◆◆◆◆◆◆◆◆◆◆◆◆◆◆	58.3%
37			44.8%
36	14	◆◆◆◆◆◆◆◆◆◆◆◆◆◆	44.8%
35			30.2%
34	12	◆◆◆◆◆◆◆◆◆◆◆◆◆◆	30.2%
33			17.7%
32	8	◆◆◆◆◆◆◆◆	17.7%
31			9.4%
30	5	◆◆◆◆◆	9.4%
29			4.2%
28	2	◆◆	4.2%
27			2.1%
26	1	◆	2.1%
25			1.0%
24	1	◆	1.0%
23			0.0%
22			0.0%
21			0.0%
20			0.0%



Posted Speed: 35
 Weather: Sunny & Dry
 Day: Tuesday
 Date: 7/26/06
 Time: 10:30 - 11:30

Critical Speed :	#DIV/0!	mph
Average Speed :	#DIV/0!	mph
Median Speed :	0	mph
Standard Deviation:	#DIV/0!	mph
Pace Range :	#DIV/0!	mph
Percent in Pace :	#DIV/0!	
Total # Vehicles :	0	

MPH	No of Veh.	%
85		#DIV/0!
84		#DIV/0!
83		#DIV/0!
82		#DIV/0!
81		#DIV/0!
80		#DIV/0!
79		#DIV/0!
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