



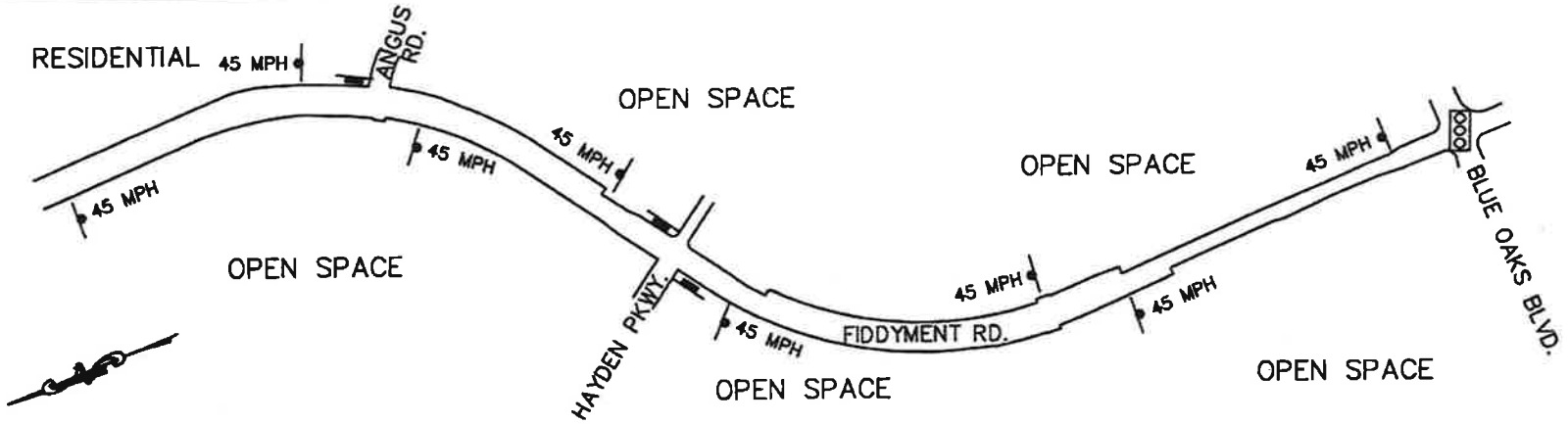
PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP
SPEED ZONE SURVEY

ROAD NAME:

FIDDYMENT RD.
Blue Oaks to North City Limit

STRIP MAP



ROADWAY WIDTH	70'
NO. OF LANES	4
AADT	9464
DIVIDER TYPE	RAISED
CRITICAL SPEED (85th %)	52.3 MPH
PACE SPEED	45-54 MPH
3-YEAR ACCIDENT HISTORY	8
EXISTING SPEED LIMIT	PRIMA FACIE 55 MPH, POSTED 45 MPH
RECOM. SPEED LIMIT	45 MPH
SEGMENT LENGTH	1.57 MI.

LEGEND	STOP SIGNS	SPEED LIMIT SIGN	TRAFFIC SIGNAL
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MPH	61-75	1	ROADSIDE COND.
	51-60	73	
	41-50	119	
	31-40	7	
	1-30	0	
			SCHOOL <input type="checkbox"/>
			RESIDENCE <input type="checkbox"/>
			BUSINESS <input type="checkbox"/>
			PARKS <input type="checkbox"/>
			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

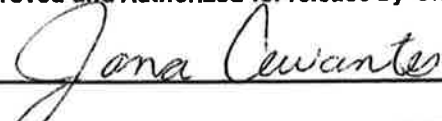
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2008 Traffic Engineering and Speed Map-Speed Zone Survey

City of Roseville Engineering and Traffic Survey Summary

Street: FIDDYMENT RD
Limits: BLUE OAKS BL (E)
NORTH CITY LIMIT

Field Observer Z HOUSTON
Checked By: J LITTLE
Date: 9/2/2008

Factors	Direction: <u>North/South</u>		
<u>A. Prevailing Speed Data</u>			
Location of Survey	INTX HAYDEN PW & FIDDYMENT RD		
85th Percentile	52.3		
10 mph Pace	45 - 54		
Percent in Pace	82.0%		
Posted Speed Limit	45		
<u>B. Collision History</u>			
Date Range Covered	6/2/2005	To 6/1/2008	(3 Years)
Total Collisions	8		
Collision Rate (Acc/MVM)	0.491		
Expected Collision Rate	2.55		
<u>C. Traffic Factors</u>			
Average Daily Traffic	9464		
Length of Segment	8300		
Lane Configuration	2 Lanes Each Direction		
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	Limited sight distance; Class II bike lanes		
<u>E. Adjacent Land Use</u>			
	Open Space		
Posted Speed Limit	(45) prima facie 55		
Speed Limit Change?	no yes		
Revised Speed Limit	45		
Approved and Authorized for release by City of Roseville Traffic Engineering Department:			
 _____		12-17-08 _____	Date
			Loc. #

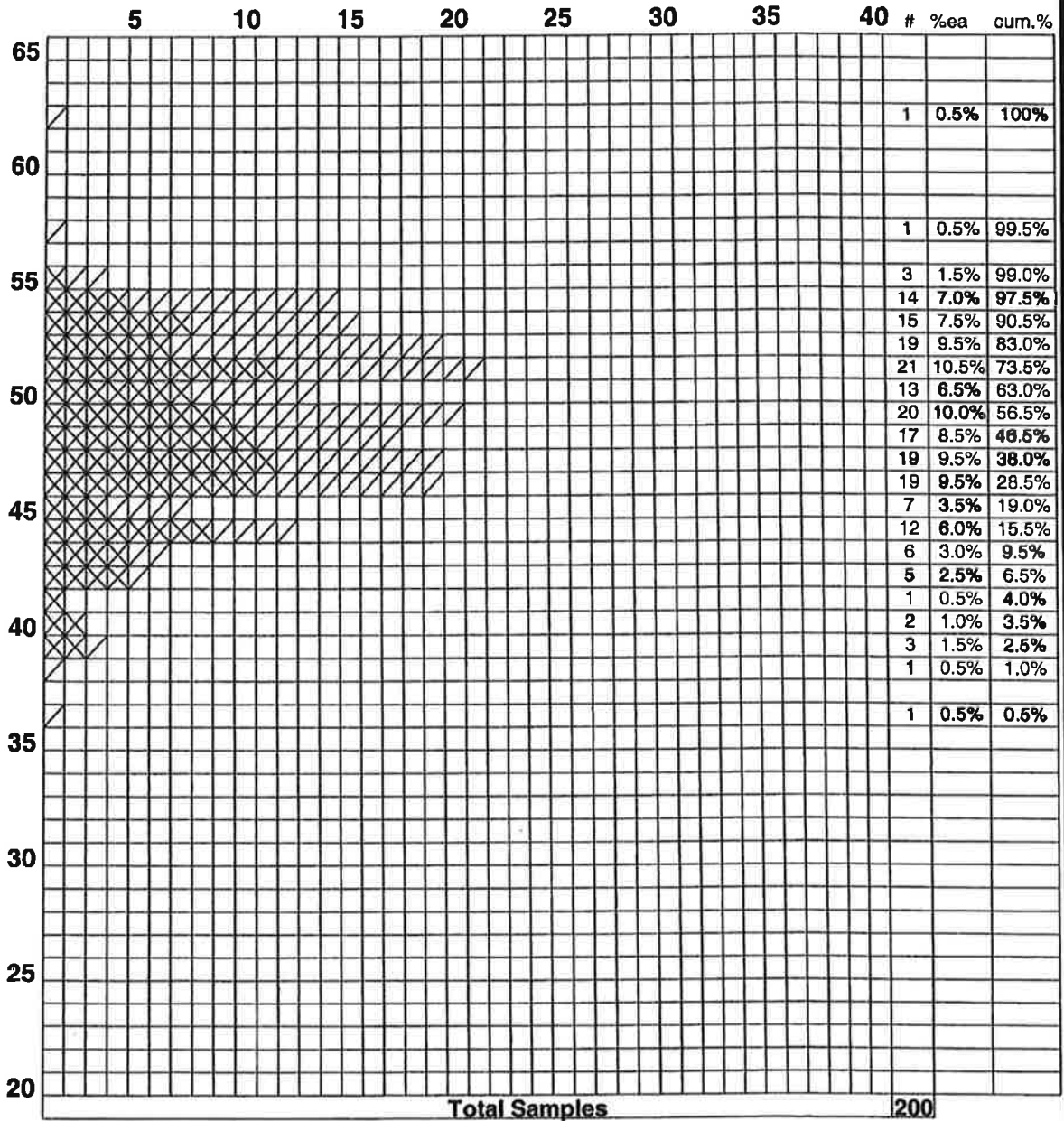
City of Roseville Traffic Engineering Department

Street Name: FIDDYMENT RD

Limits: BLUE OAKS BL (E) to NORTH CITY LIMIT

Radar Survey Sheet

X=North / =South



73

119

7

85th Percentile Speed: 52.3
 50th Percentile Speed: 48.4
 15th Percentile Speed: 43.9
 10 MPH Pace: 45-54
 Number in Pace: 164
 Percent in Pace: 82.0%

Date of Survey: 9/2/2008

Weather: Clear

Road Condition: Good

Street Class.: Arterial

Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

Start Time: 9:55

End Time: 11:17

Posted Speed: 45

Observer: Z HOUSTON

**City of Roseville
Traffic Engineering Department**

Radar Speed Data Work Sheet

Date: 9/2/08 Location # _____
 Street Name: Fiddymount Rd Observer: Z Houston
 Limits: Blue Oaks BL / North City Limits Location of Survey: _____

Weather: _____ Roadway Geometrics: _____
 Road Cond: _____ Conditions Not Apparent: _____
 Posted Speed: 45 Start Time: 9:55
 Lane Config: _____ End Time: 11:17
 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: N/S Direction: S/B

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

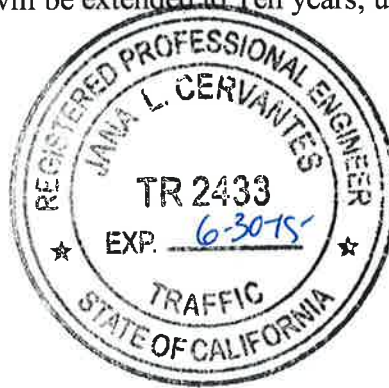
Comments:


May 21, 2014

EXTENSION OF EXISTING ENGINEERING AND TRAFFIC SURVEYS

Roadway: Fiddymont Road from Blue Oaks Boulevard to the northern City Limits

Taken from section 11.28.010 (Speed Zones) of the City of Roseville Municipal Code, the Engineering and Traffic Survey for Fiddymont Road from Blue Oaks Boulevard to the northern City Limits, dated September 9, 2008, would expire in the near future without review of the survey and approval by the City of Roseville to extend the period the survey data is valid. After conducting a review of the existing engineering and traffic survey and a field review of the identified road by a professional engineer, the City of Roseville Department of Public Works has determined that no significant changes in roadway or traffic conditions have occurred on this road. Therefore, in accordance with the California Vehicle Code Section 40802 (c)(2)(B)(i)(II), the existing engineering and traffic survey will be extended to Ten years; until September 9, 2018.





Jana Cervantes, T.E.
Associate Engineer
Public Works Department
City of Roseville