



PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP
SPEED ZONE SURVEY

ROAD NAME:

FIDDYMENT ROAD
Pleasant Grove to Blue Oaks

STRIP MAP

BLUE OAKS

RESIDENTIAL

45 MPH

RESIDENTIAL

RESIDENTIAL

45 MPH

DEL WEBB

RESIDENTIAL

RESIDENTIAL

45 MPH

PLEASANT GROVE

000

000

000

000

FIDDYMENT ROAD

45 MPH

OPEN SPACE

HAYDEN

45 MPH

RESIDENTIAL

VILLAGE GREEN

45 MPH

OPEN SPACE

RESIDENTIAL

ROADWAY WIDTH

75'

NO. OF LANES

4

ADT

17873

DIVIDER TYPE

RAISED

CRITICAL SPEED (85th %)

52.0

PACE SPEED

44-53

3-YEAR ACCIDENT HISTORY

4

EXISTING SPEED LIMIT

45 MPH

RECOM. SPEED LIMIT

45 MPH

SEGMENT LENGTH

1.75 MI.

LEGEND

STOP SIGNS

SPEED LIMIT SIGN

TRAFFIC SIGNAL

MPH

61-75
51-60
41-50
31-40
1-30

1
63
127
9
0

ROADSIDE COND.

SCHOOL

RESIDENCE

BUSINESS

PARKS

OPEN SPACE

BIKEWAY

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: FIDDYMENT RD
Limits: PLEASANT GROVE BL
BLUE OAKS BL

Field Observer: JEROME
Checked By: J. CERVANTES
Date: 12/22/2016

Factors	Direction: <u>North/South</u>
<u>A. Prevailing Speed Data</u>	
Location of Survey	200 N OF HAYDEN AND 100' S OF HAYDEN
85th Percentile	52.0
10 mph Pace	44 - 53
Percent in Pace	74.0%
Posted Speed Limit	45
<u>B. Collision History</u>	
Date Range Covered	9/1/2013 To 8/30/2016 (3 YEARS)
Total Collisions	4
Collision Rate (Acc/MVM)	0.116
Expected Collision Rate	2.3
<u>C. Traffic Factors</u>	
Average Daily Traffic	17873
Length of Segment	9265
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	STRAIGHT & LEVEL
Comments	CLASS II BIKE LANES
<u>E. Adjacent Land Use</u>	
	Single Family Residential
Posted Speed Limit	45
Speed Limit Change?	No
Revised Speed Limit	45
Approved and Authorized for release by City of Roseville Traffic Engineering Department:	
<u>Jana Cervantes, TE</u>	<u>2-7-17</u>
Date	Loc. #



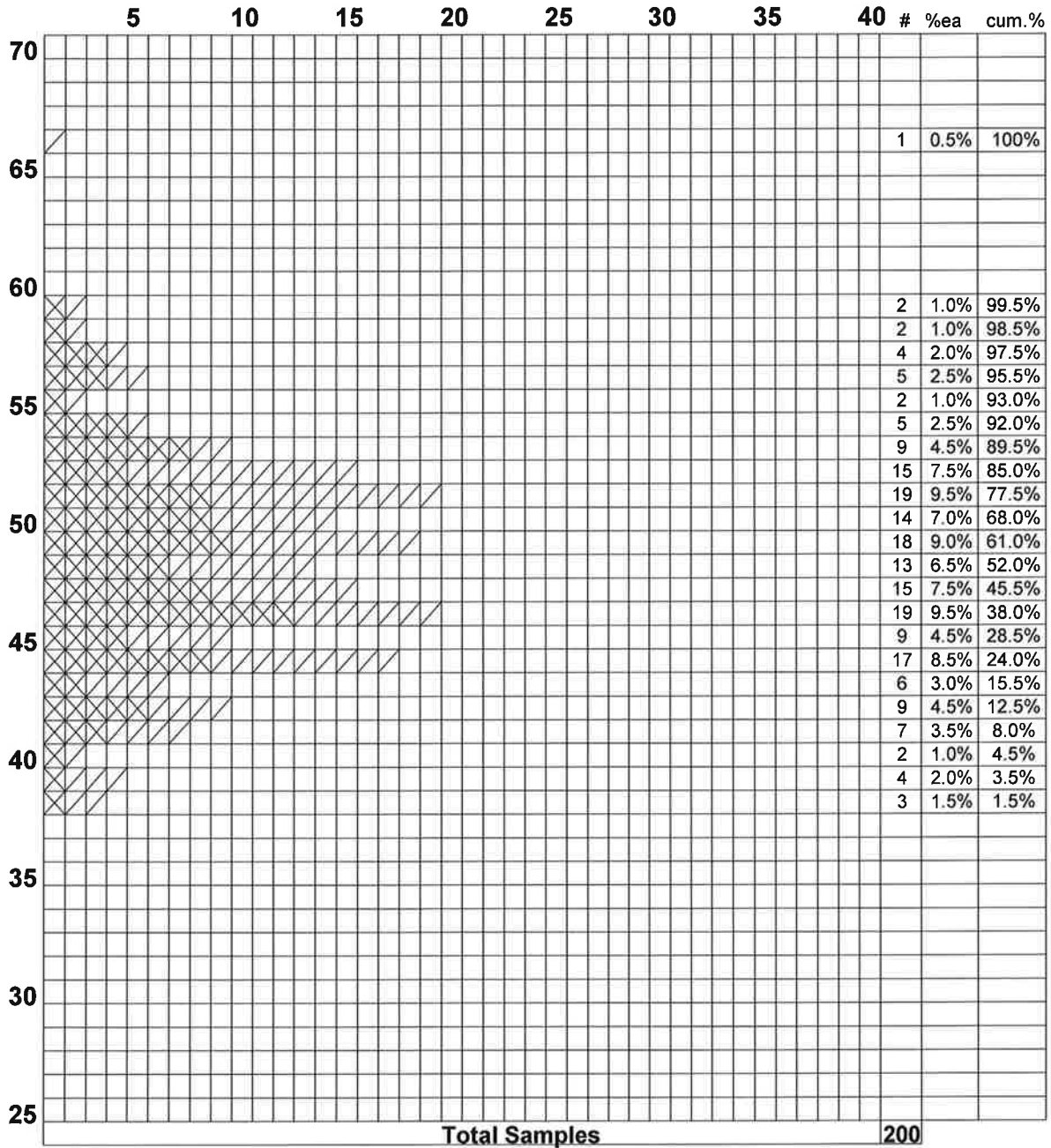
**City of Roseville
Traffic Engineering Department**

Street Name: FIDDYMENT RD

Limits: PLEASANT GROVE BL to BLUE OAKS BL

Radars Survey Sheet

X=North /=South



85th Percentile Speed: 52.0
 50th Percentile Speed: 47.7
 15th Percentile Speed: 42.8
 10 MPH Pace: 44- 53
 Number in Pace: 148
 Percent in Pace: 74.0%

Date of Survey: 12/22/2016 Start Time: 14:40
 Weather: Clear End Time: 15:30
 Road Condition: Good Posted Speed: 45
 Street Class.: Arterial
 Observer: JEROME
 Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

**City of Roseville
Traffic Engineering Department**

Lidar Speed Data Worksheet

Date: 12/22/2016 Location # _____

Street Name: Fiddymont Rd Observer: Jerome

Limits: Pleasant Grove to Blue Oaks Location of Survey: NB-200' N of Hayden
SB-100' S of Hayden

Weather: clear Roadway Geometrics: _____

Road Cond: good Conditions Not Apparent: _____

Posted Speed: 45 Start Time: 2:40

Lane Config: 2 lanes eq. direction End Time: 3:30

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: _____

Direction: _____

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

Comments: