

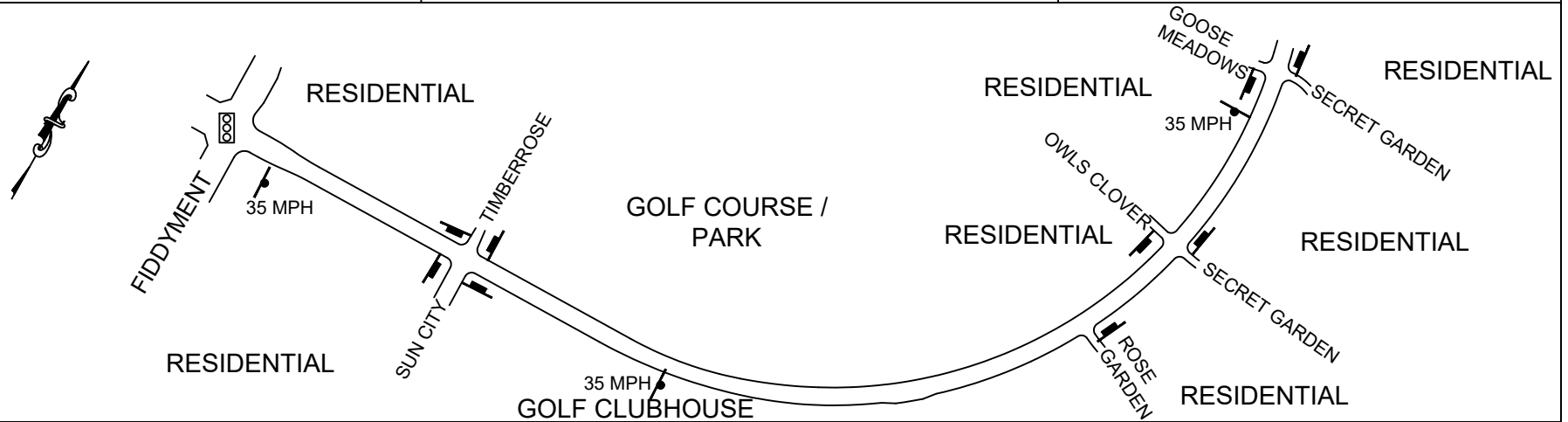


PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP  
SPEED ZONE SURVEY

ROAD NAME:  
**DEL WEBB BL**  
FIDDYMENT TO GOOSE MEADOWS

STRIP MAP



ROADWAY WIDTH	95'
NO. OF LANES	2
ADT	4493
DIVIDER TYPE	RAISED
CRITICAL SPEED (85th %)	39.3 MPH
PACE SPEED	31-40 MPH
3-YEAR ACCIDENT HISTORY	1
EXISTING SPEED LIMIT	35 MPH
RECOM. SPEED LIMIT	35 MPH
SEGMENT LENGTH	1.02 MI.

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

MPH	61-75	0	ROADSIDE COND. SCHOOL <input type="checkbox"/> RESIDENCE <input checked="" type="checkbox"/> BUSINESS <input type="checkbox"/> PARKS <input checked="" type="checkbox"/> OPEN SPACE <input checked="" type="checkbox"/> BIKEWAY <input checked="" type="checkbox"/>
	51-60	0	
	41-50	21	
	31-40	146	
	1-30	33	

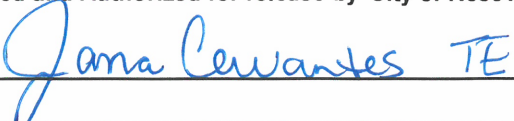
COMMENTS: NO PARKING ON BOTH SIDES OF STREET.  
GOLF CART LANES ON BOTH SIDES OF STREET.  
GOLF CART CROSSINGS.

SOME RECOVERY AREA  NO RECOVERY AREA   
SCHOOL ROUTE

# City of Roseville Engineering and Traffic Survey Summary

Street: DEL WEBB BL  
Limits: FIDDYMENT RD  
GOOSE MEADOWS WY

Field Observer HC RY  
Checked By: J. CERVANTES  
Date: 9/3/2020

<b>Factors</b>	<b>Direction:</b> <u>North/South</u>
<b><u>A. Prevailing Speed Data</u></b>	
Location of Survey	2000 ft east of sun city blvd
85th Percentile	39.3
10 mph Pace	31 - 40
Percent in Pace	73.0%
Posted Speed Limit	35
<b><u>B. Collision History</u></b>	
Date Range	5/15/2017 To 5/15/2020 ( 3 Years )
Total Collisions	1
Collision Rate (Acc/MVM)	0.198
Expected Collision Rate	2.95
<b><u>C. Traffic Factors</u></b>	
Average Daily Traffic	4493
Length of Segment	5399
Lane Configuration	Single Lane Each Direction
Street Classification	Secondary Arterial
<b><u>D. Conditions Not Readily Apparent</u></b>	
Conditions	See: Roadside Conditions on the Speed Zone Survey Map
Roadway Geometrics	Horizontal Curve
Comments	Golf Cart Lanes; Class II bike lanes.
<b><u>E. Adjacent Land Use</u></b>	
	Single Family Residential
Posted Speed Limit	35
Speed Limit Change?	No
Revised Speed Limit	
Approved and Authorized for release by City of Roseville Traffic Engineering Department:	
 <hr style="width: 50%; margin: 0 auto;"/>	<u>11-18-2020</u> Date
	Loc. #

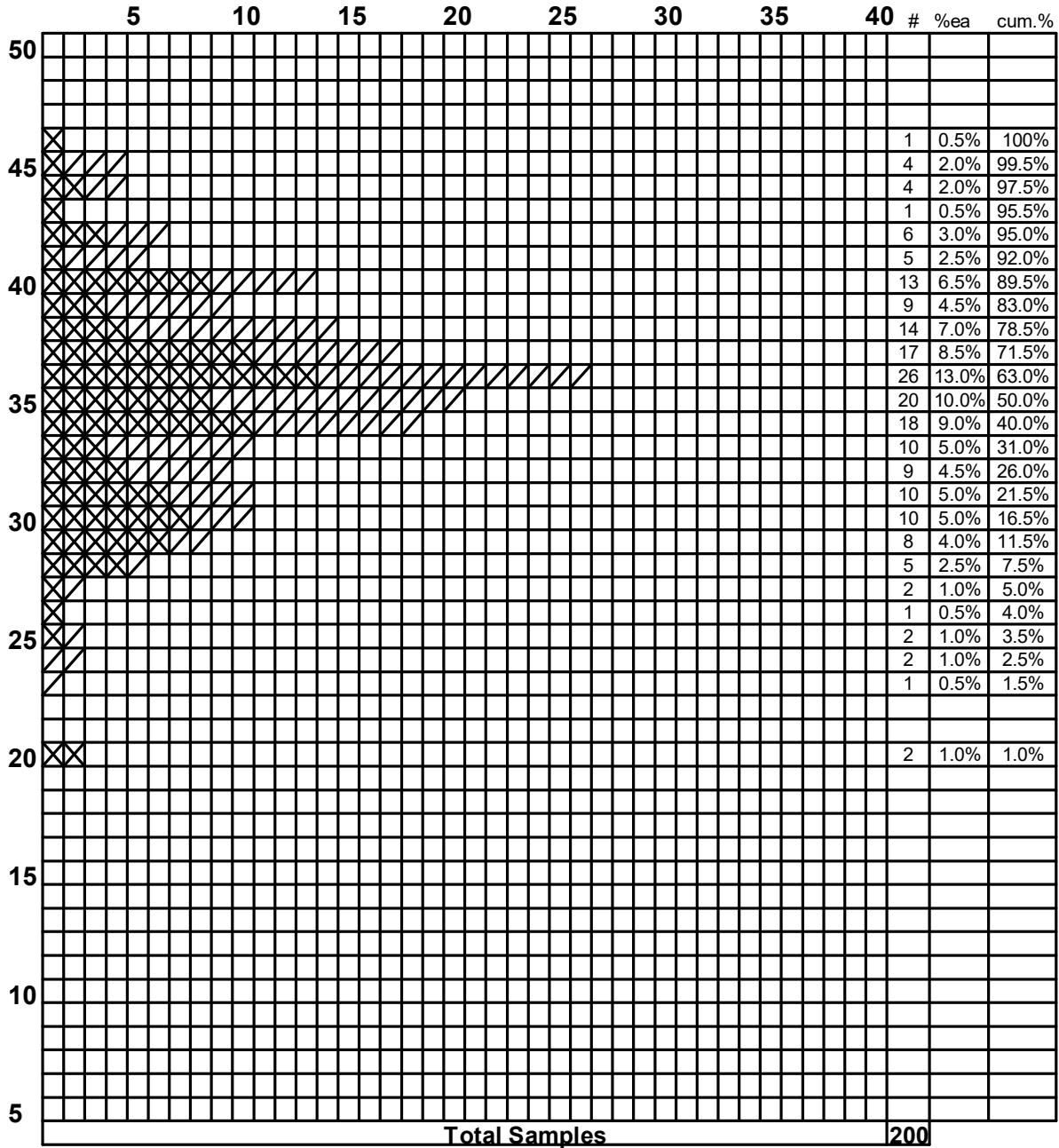
**City of Roseville  
Traffic Engineering Department**

Street Name: DEL WEBB BL

Limits: FIDDYMENT RD to GOOSE MEADOWS WY

**Radar Survey Sheet**

X=North / =South



85th Percentile Speed: 39.3  
 50th Percentile Speed: 35.0  
 15th Percentile Speed: 29.7  
 10 MPH Pace: 31-40  
 Number in Pace: 146  
 Percent in Pace: 73.0%

Date of Survey: 9/3/2020 Start Time: 9:58  
 Weather: Clear End Time: 11:00  
 Road Condition Good Posted Speed: 35  
 Street Class.: Secondary Arterial  
 Observer: HC RY  
 Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

**City of Roseville  
Traffic Engineering Department**

**Lidar Speed Data Worksheet**

Date: 9/3/2020 Location # \_\_\_\_\_

Street Name: DEL WEBB BLVD Observer: HC RY

Limits: FIDDYMENT RD TO GOOSE MEADOWS WAY Location of Survey: \_\_\_\_\_

Weather: CLEAR Roadway Geometrics: \_\_\_\_\_

Road Cond: \_\_\_\_\_ Conditions Not Apparent: \_\_\_\_\_

Posted Speed: 35 Start Time: 9:58

Lane Config: \_\_\_\_\_ End Time: 11:00

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: SB

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

Direction: NB

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

Comments: