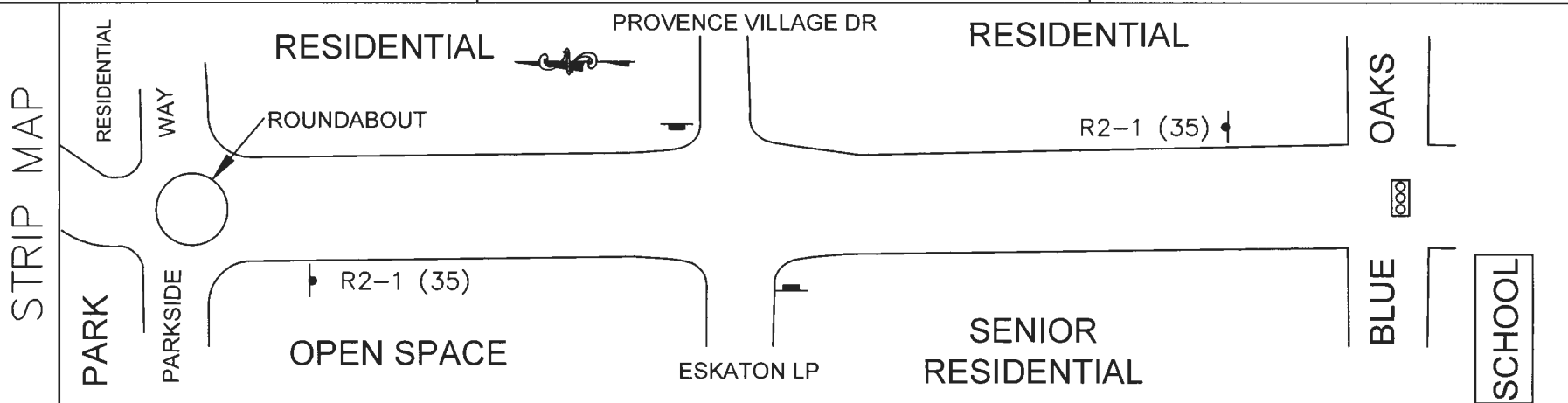




PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP  
SPEED ZONE SURVEY

ROAD NAME:  
**DIAMOND CREEK BL**  
BLUE OAKS TO PARKSIDE WY



|                         |           |
|-------------------------|-----------|
| ROADWAY WIDTH           | VARIABLES |
| NO. OF LANES            | 2         |
| ADT                     | 9933      |
| DIVIDER TYPE            | RAISED    |
| CRITICAL SPEED (85th %) | 34.5 MPH  |
| PACE SPEED              | 25-34 MPH |
| 3-YEAR ACCIDENT HISTORY | 2         |
| EXISTING SPEED LIMIT    | 35 MPH    |
| RECOM. SPEED LIMIT      | 35 MPH    |
| SEGMENT LENGTH          | .18 MI.   |

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

|     |       |     |                |                                     |                                     |
|-----|-------|-----|----------------|-------------------------------------|-------------------------------------|
| MPH | 61-75 | 0   | ROADSIDE COND. | SCHOOL                              | <input checked="" type="checkbox"/> |
|     | 51-60 | 0   |                | RESIDENCE                           | <input checked="" type="checkbox"/> |
|     | 41-50 | 6   |                | BUSINESS                            | <input checked="" type="checkbox"/> |
|     | 31-40 | 86  |                | PARKS                               | <input checked="" type="checkbox"/> |
|     | 1-30  | 108 |                | OPEN SPACE                          | <input checked="" type="checkbox"/> |
|     |       |     | BIKEWAY        | <input checked="" type="checkbox"/> |                                     |


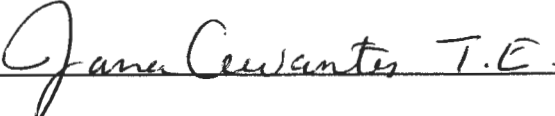
COMMENTS: NO PARKING ON BOTH SIDES OF STREET.

SOME RECOVERY AREA  NO RECOVERY AREA   
SCHOOL ROUTE

# City of Roseville Engineering and Traffic Survey Summary

Street: DIAMOND CREEK BL  
Limits: PARKSIDE WY  
BLUE OAKS BL

Field Observer R YAKIMCHUK/D  
Checked By: J CERVANTES  
Date: 4/30/2019

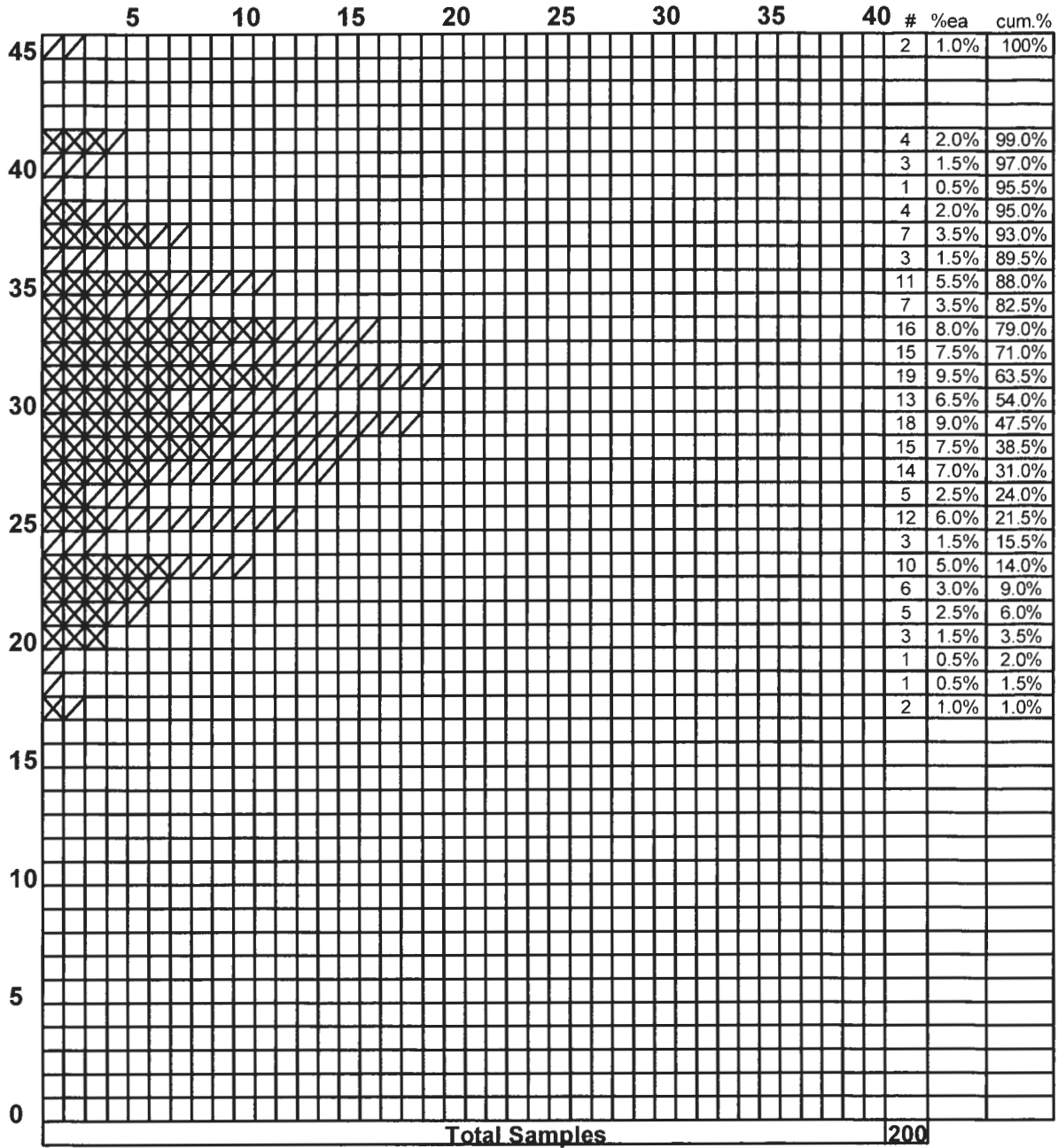
|  |   |                          |                 |
|--|---|--------------------------|-----------------|
| <b>Factors</b>   | <b>Direction: <u>North/South</u></b>                  |                          |                 |
| <b><u>A. Prevailing Speed Data</u></b>   |   |                          |                 |
| Location of Survey   | 50' South of Parkside Way                             |                          |                 |
| 85th Percentile  | 34.5  |                          |                 |
| 10 mph Pace  | 25 - 34   |                          |                 |
| Percent in Pace  | 67.0%   |                          |                 |
| Posted Speed Limit   | 35  |                          |                 |
| <b><u>B. Collision History</u></b>   |   |                          |                 |
| Date Range Covered   | 1/1/2016  | To 1/1/2019              | ( 3 years )     |
| Total Collisions   | 2   |                          |                 |
| Collision Rate (Acc/MVM)   | 1.028   |                          |                 |
| Expected Collision Rate  | 2.95  |                          |                 |
| <b><u>C. Traffic Factors</u></b>   |   |                          |                 |
| Average Daily Traffic  | 9933  |                          |                 |
| Length of Segment  | 943   |                          |                 |
| Lane Configuration   | Single Lane Each Direction                            |                          |                 |
| Street Classification  | Collector   |                          |                 |
| <b><u>D. Conditions Not Readily Apparent</u></b>   |   |                          |                 |
| Conditions   | See: Roadside Conditions on the Speed Zone Survey Map |                          |                 |
| Roadway Geometrics   | Straight, flat  |                          |                 |
| Comments   | Class II bike lanes; School route; School crossing.   |                          |                 |
|         |   |                          |                 |
| <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:     |   |                          |                 |
| <br>_____ |   | 8-15-19<br>_____<br>Date | _____<br>Loc. # |

**City of Roseville  
Traffic Engineering Department**

Street Name DIAMOND CREEK BL  
Limits: PARKSIDE WY to BLUE OAKS BL

**Radar Survey Sheet**

X=North /=South



85th Percentile Speed: 34.5  
50th Percentile Speed: 29.4  
15th Percentile Speed: 23.7  
10 MPH Pace: 25- 34  
Number in Pace: 134  
Percent in Pace: 67.0%

Date of Survey: 4/30/2019 Start Time: 14:15  
Weather: Cloudy End Time: 14:50  
Road Condition Good Posted Speed: 35  
Street Class.: Collector  
Observer R YAKIMCHUK/D WAGNER  
Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

**City of Roseville  
Traffic Engineering Department**

**Lidar Speed Data Worksheet**

Date: 4/30/19 Location # \_\_\_\_\_

Street Name: Diamond Creek Observer: RY - DN

Limits: Parkside Wy to Blue Oaks Location of Survey: \_\_\_\_\_

Weather: Cloudy  
 Road Cond: \_\_\_\_\_  
 Posted Speed: 35  
 Lane Config: \_\_\_\_\_  
 Adjacent Land Use: \_\_\_\_\_

Roadway Geometrics: \_\_\_\_\_  
 Conditions Not Apparent: \_\_\_\_\_  
 Start Time: 2:15 PM  
 End Time: 2:50 pm

Street Classification: Arterial - Collector - Local  
 Average Daily Traffic: \_\_\_\_\_  
 Segment Length: \_\_\_\_\_  
 Speed Limit Changed? Yes - No  
 Revised Limit: \_\_\_\_\_  
 Checked By: \_\_\_\_\_

Collision Start Date: \_\_\_\_\_  
 Collision End Date: \_\_\_\_\_  
 Collision Period: \_\_\_\_\_  
 Total Collisions: \_\_\_\_\_  
 Collision Rate: \_\_\_\_\_  
 Expected Collision Rate: \_\_\_\_\_

Direction: NB

Direction: SB

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

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

Comments: