

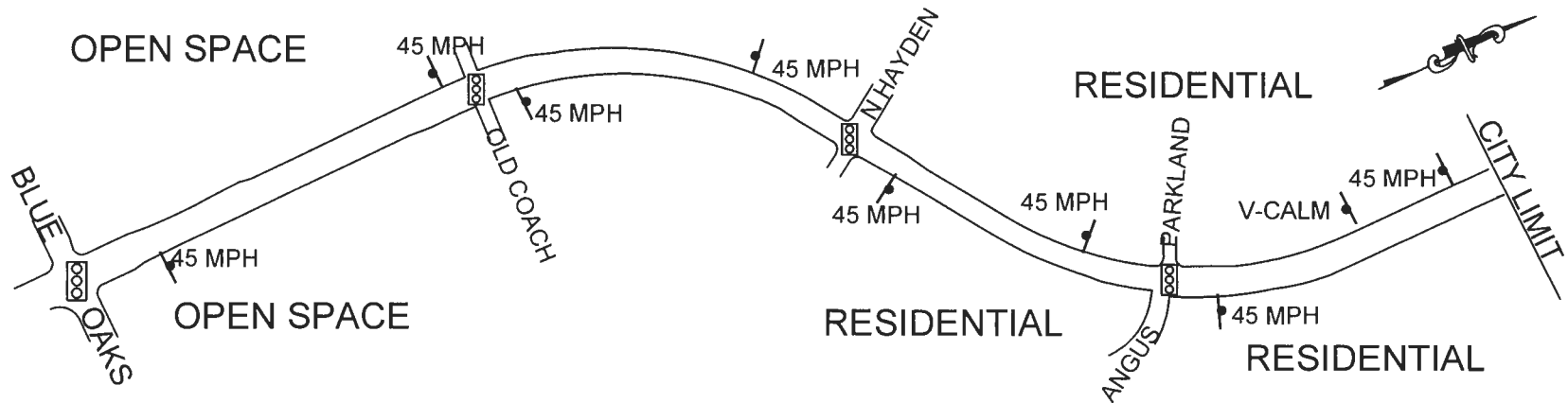


PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP  
SPEED ZONE SURVEY

ROAD NAME:  
**FIDDYMENT RD**  
BLUE OAKS TO CITY LIMIT

STRIP MAP



ROADWAY WIDTH	70'
NO. OF LANES	4
ADT	19885
DIVIDER TYPE	RAISED
CRITICAL SPEED (85th %)	51.1 MPH
PACE SPEED	42-51 MPH
3-YEAR ACCIDENT HISTORY	8
EXISTING SPEED LIMIT	45 MPH
RECOM. SPEED LIMIT	45 MPH
SEGMENT LENGTH	1.45 MI.

LEGEND	STOP SIGNS	SPEED LIMIT SIGN	TRAFFIC SIGNAL
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MPH	61-75	0	ROADSIDE COND. SCHOOL <input type="checkbox"/> RESIDENCE <input checked="" type="checkbox"/> BUSINESS <input type="checkbox"/> PARKS <input type="checkbox"/> OPEN SPACE <input checked="" type="checkbox"/> BIKEWAY <input checked="" type="checkbox"/>
	51-60	40	
	41-50	129	
	31-40	31	
	1-30	0	

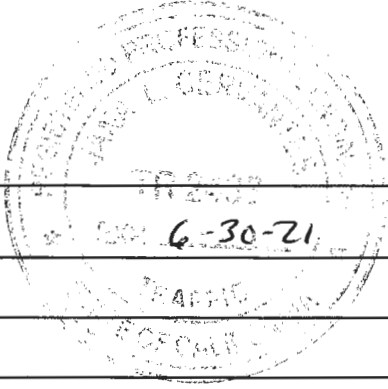
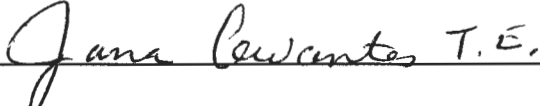
COMMENTS: NO PARKING ON BOTH SIDES OF STREET.

SOME RECOVERY AREA <input type="checkbox"/>	NO RECOVERY AREA <input checked="" type="checkbox"/>
SCHOOL ROUTE <input type="checkbox"/>	

# City of Roseville Engineering and Traffic Survey Summary

Street: FIDDYMENT RD  
Limits: BLUE OAKS BL  
NORTH CITY LIMIT

Field Observer T PHILIPP/R YAKI  
Checked By: J CERVANTES  
Date: 9/19/2018

<b>Factors</b>	<b>Direction:</b> <u>North/South</u>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	775' north of Blue Oaks		
85th Percentile	51.1		
10 mph Pace	42 - 51		
Percent in Pace	66.0%		
Posted Speed Limit	45		
<b><u>B. Collision History</u></b>			
Date Range Covered	1/1/2016	To 1/1/2019	( 3 years )
Total Collisions	8		
Collision Rate (Acc/MVM)	0.251		
Expected Collision Rate	1.85		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	19885		
Length of Segment	7700		
Lane Configuration	2 Lanes Each Direction		
Street Classification	Arterial		
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	See: Roadside Conditions on the Speed Zone Survey Map		
Roadway Geometrics	Horizontal Curves		
Comments	Limited sight distance; Class II bike lanes.		
			
<b><u>E. Adjacent Land Use</u></b>			
	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>8-15-19</u> Date	Loc. #

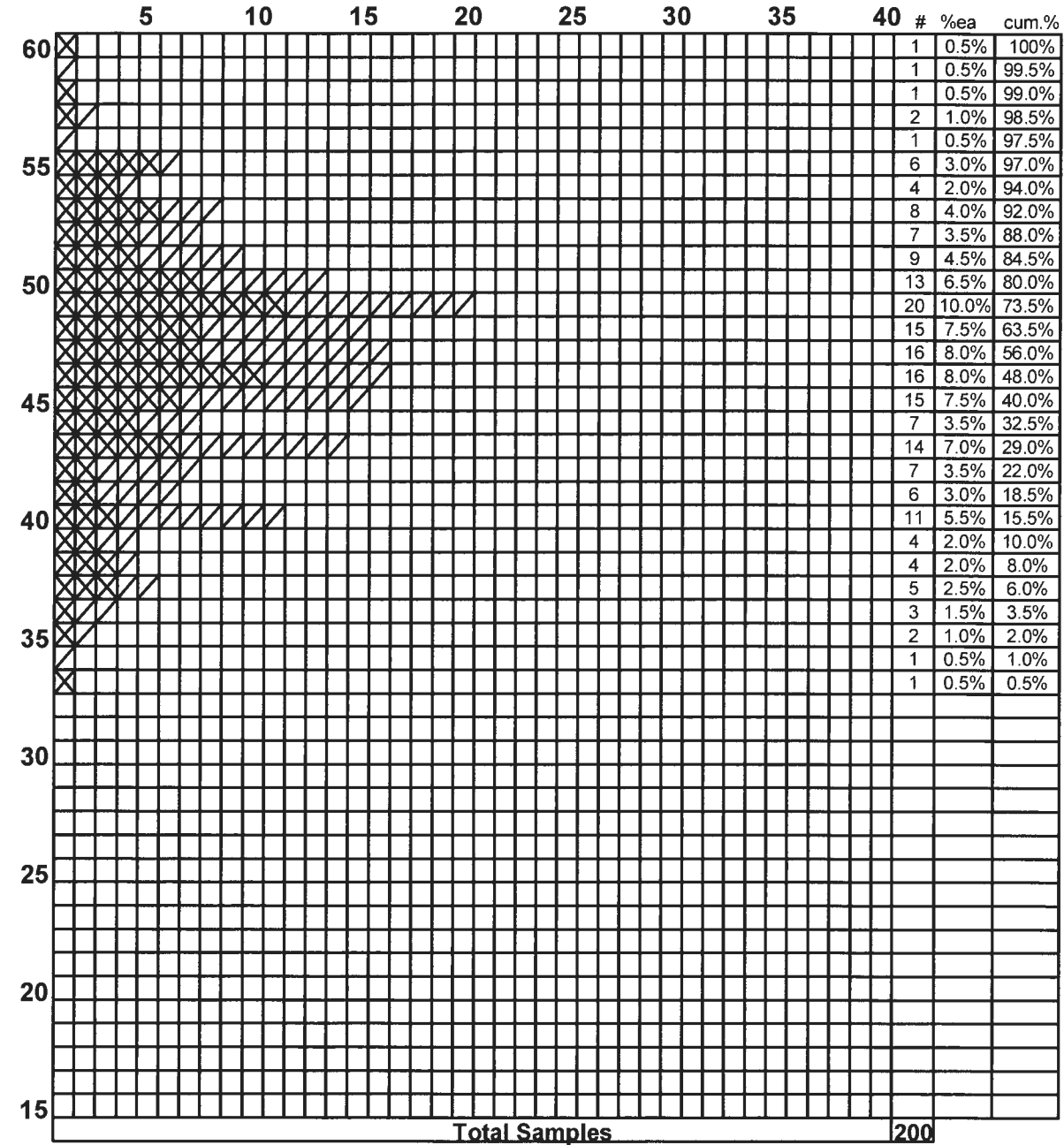
**City of Roseville  
Traffic Engineering Department**

Street Name FIDDYMENT RD

Limits: BLUE OAKS BL to NORTH CITY LIMIT

**Radar Survey Sheet**

X=North /=South



85th Percentile Speed: 51.1  
 50th Percentile Speed: 46.3  
 15th Percentile Speed: 39.9  
 10 MPH Pace: 42- 51  
 Number in Pace: 132  
 Percent in Pace: 66.0%

Date of Survey: 9/19/2018 Start Time: 10:35  
 Weather: Clear End Time: 11:20  
 Road Condition Good Posted Speed: 45  
 Street Class.: Arterial  
 Observer T PHILIPP/R YAKIMCHUK  
 Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

**City of Roseville  
Traffic Engineering Department**

**Lidar Speed Data Worksheet**

Date: 9-19-18 Location # \_\_\_\_\_

Street Name: Fiddymont Rd Observer: TP, RY

Limits: Blue oaks Blvd to Limits Location of Survey: west of Harry Wj

Weather: Clear Roadway Geometrics: \_\_\_\_\_

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

Posted Speed: 45 Start Time: 10:35am

Lane Config: \_\_\_\_\_ End Time: 11:20am

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: South

Direction: North

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

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16. <u>49</u>	36. <u>48</u>	56. <u>53</u>	76. <u>50</u>	96. <u>39</u>
17. <u>43</u>	37. <u>49</u>	57. <u>50</u>	77. <u>40</u>	97. <u>50</u>
18. <u>40</u>	38. <u>53</u>	58. <u>43</u>	78. <u>43</u>	98. <u>50</u>
19. <u>57</u>	39. <u>44</u>	59. <u>48</u>	79. <u>49</u>	99. <u>43</u>
20. <u>47</u>	40. <u>53</u>	60. <u>46</u>	80. <u>55</u>	100. <u>48</u>

Comments: