



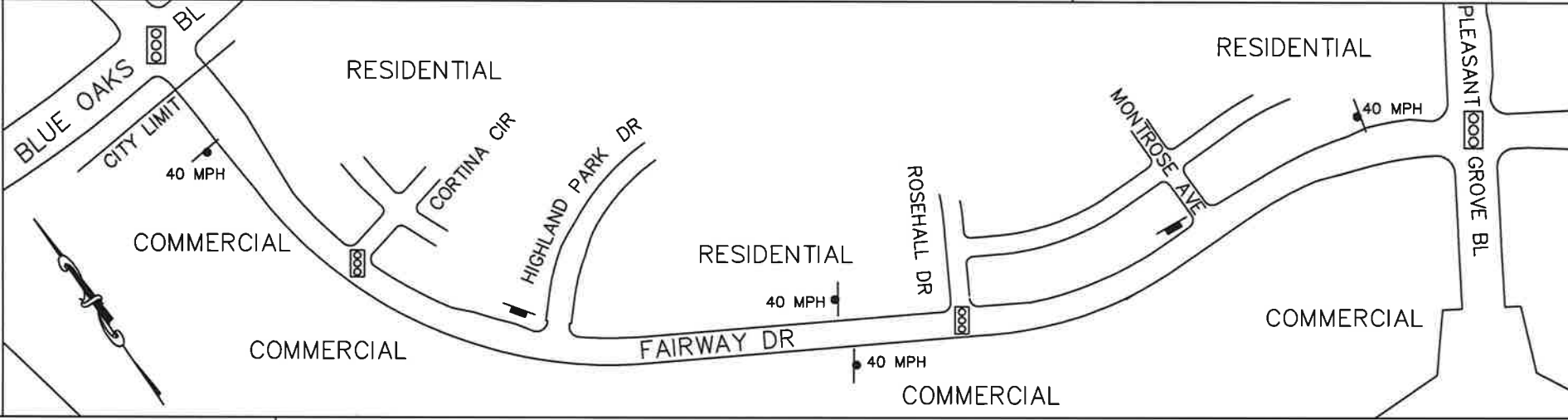
PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP
SPEED ZONE SURVEY

ROAD NAME:

FAIRWAY DR
Pleasant Grove to Northern City Limit

STRIP MAP



ROADWAY WIDTH	85'
NO. OF LANES	4
ADT	20573
DIVIDER TYPE	RAISED
CRITICAL SPEED (85th %)	46.0 MPH
PACE SPEED	37-46 MPH
3-YEAR ACCIDENT HISTORY	16
EXISTING SPEED LIMIT	40 MPH
RECOM. SPEED LIMIT	40 MPH
SEGMENT LENGTH	.78 MI

LEGEND	STOP SIGNS	SPEED LIMIT SIGN	TRAFFIC SIGNAL
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MPH	61-75	0	ROADSIDE COND.	SCHOOL	<input type="checkbox"/>
	51-60	8		RESIDENCE	<input checked="" type="checkbox"/>
	41-50	102		BUSINESS	<input checked="" type="checkbox"/>
	31-40	90		PARKS	<input type="checkbox"/>
	1-30	0		OPEN SPACE	<input type="checkbox"/>
			BIKEWAY	<input checked="" type="checkbox"/>	

COMMENTS: NO PARKING ON BOTH SIDES OF STREET.

SOME RECOVERY AREA NO RECOVERY AREA
SCHOOL ROUTE

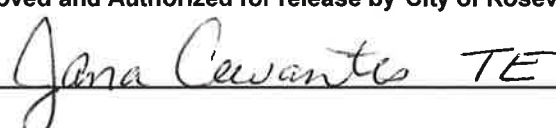
T:\Speed Surveys\2016\AutoCAD Files\Fairway Dr - Blue Oaks Blvd to Pleasant Grove Blvd.dwg

2016 Traffic Engineering and Speed Map - Speed Zone Survey

City of Roseville Engineering and Traffic Survey Summary

Street: FAIRWAY DR
Limits: PLEASANT GROVE BL
NORTHERN CITY LIMIT

Field Observer: J. PASTOR/B. DIPP
Checked By: J. CERVANTES
Date: 5/26/2016

Factors	Direction: <u>East/West</u>		
<u>A. Prevailing Speed Data</u>			
Location of Survey	350' W of Highland Park Drive (S side of Fairway)		
85th Percentile	46.0		
10 mph Pace	37 - 46		
Percent in Pace	73.0%		
Posted Speed Limit	40		
<u>B. Collision History</u>			
Date Range Covered	3/1/2013	To 3/1/2016	(3 Years)
Total Collisions	16		
Collision Rate (Acc/MVM)	0.713		
Expected Collision Rate	1.85		
<u>C. Traffic Factors</u>			
Average Daily Traffic	20573		
Length of Segment	2559		
Lane Configuration	2 Lanes Each Direction with Raised Median		
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	Numerous commercial driveways; residential side streets; class II bike lanes		
<u>E. Adjacent Land Use</u>			
	Commercial and residential		
Posted Speed Limit	40		
Speed Limit Change?	No		
Revised Speed Limit	40		
Approved and Authorized for release by City of Roseville Traffic Engineering Department:			
		<u>2-7-17</u> Date	Loc. #



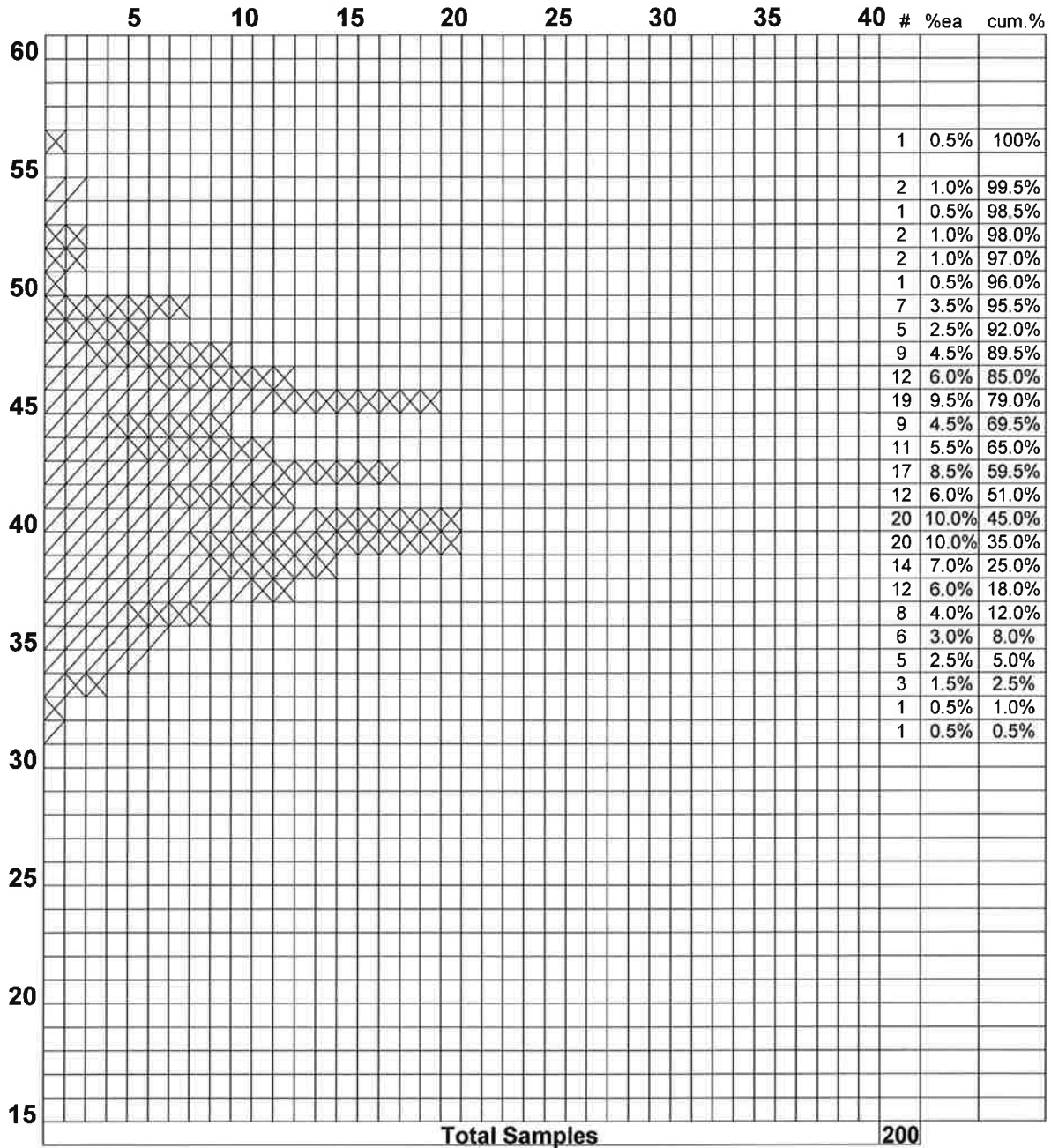
**City of Roseville
Traffic Engineering Department**

Street Name: FAIRWAY DR

Limits: PLEASANT GROVE BL to NORTHERN CITY LIMIT

Radars Survey Sheet

X=West / =East



85th Percentile Speed: 46.0
 50th Percentile Speed: 40.8
 15th Percentile Speed: 36.5
 10 MPH Pace: 37- 46
 Number in Pace: 146
 Percent in Pace: 73.0%

Date of Survey: 5/26/2016 Start Time: 15:30
 Weather: Clear End Time: 16:05
 Road Condition: Good Posted Speed: 40
 Street Class.: Arterial
 Observer: J. PASTOR/B. DIPPERT
 Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

**City of Roseville
Traffic Engineering Department**

Lidar Speed Data Worksheet

Date: 05/26/16 Location # _____

Street Name: Fairway Observer: _____

Limits: Pleasant Grove / Blue Oaks Location of Survey: _____
(Northern City Limit)

Weather: _____ Roadway Geometrics: _____

Road Cond: _____ Conditions Not Apparent: _____

Posted Speed: _____ Start Time: 3:30

Lane Config: _____ End Time: 4:05

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: E

Direction: W

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

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18. <u>48</u>	38. <u>38</u>	58. <u>47</u>	78. <u>52</u>	98. <u>38</u>
19. <u>47</u>	39. <u>40</u>	59. <u>43</u>	79. <u>51</u>	99. <u>45</u>
20. <u>43</u>	40. <u>39</u>	60. <u>51</u>	80. <u>48</u>	100. <u>47</u>

Comments: