

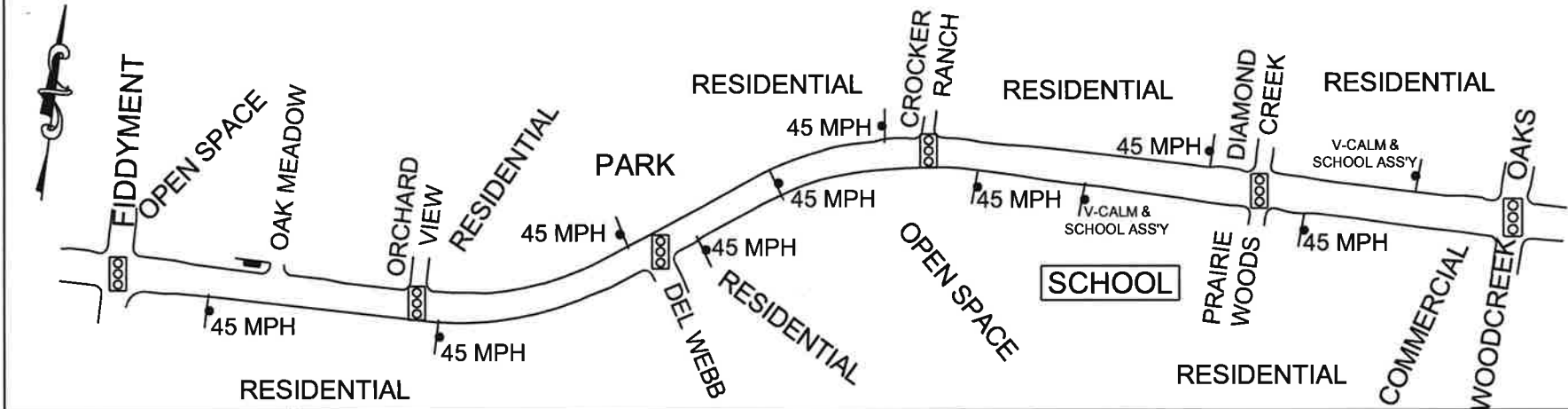


PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP  
SPEED ZONE SURVEY

ROAD NAME:  
**BLUE OAKS BLVD**  
FIDDYMENT TO WOODCREEK OAKS

STRIP MAP



ROADWAY WIDTH	VARIES 96'-124'
NO. OF LANES	VARIES 4-6
AADT	16,729
DIVIDER TYPE	RAISED
CRITICAL SPEED (85th %)	50.6 MPH
PACE SPEED	42-51 MPH
3-YEAR ACCIDENT HISTORY	11
EXISTING SPEED LIMIT	45 MPH
RECOM. SPEED LIMIT	45 MPH
SEGMENT LENGTH	1.67 MI.

LEGEND	STOP SIGNS	SPEED LIMIT SIGN	TRAFFIC SIGNAL
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MPH	61-75	1	ROADSIDE COND. SCHOOL <input checked="" type="checkbox"/> RESIDENCE <input checked="" type="checkbox"/> BUSINESS <input checked="" type="checkbox"/> PARKS <input checked="" type="checkbox"/> OPEN SPACE <input checked="" type="checkbox"/> BIKEWAY <input checked="" type="checkbox"/>
	51-60	36	
	41-50	145	
	31-40	18	
	1-30	0	


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: BLUE OAKS BL  
Limits: FIDDYMENT RD  
WOODCREEK OAKS BL

Field Observer T TRELEVEN  
Checked By: J CERVANTES  
Date: 11/7/2013

<b>Factors</b>	<b>Direction: <u>East/West</u></b>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	Crocker Ranch Rd		
85th Percentile	50.6		
10 mph Pace	42 - 51		
Percent in Pace	74.5%		
Posted Speed Limit	45		
<b><u>B. Collision History</u></b>			
Date Range Covered	10/1/2010	To 9/30/2013	( 3 years )
Total Collisions	11		
Collision Rate (Acc/MVM)	0.358		
Expected Collision Rate	2.1		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	16729		
Length of Segment	8842		
Lane Configuration	Varies 4 to 6 lanes.		
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 Curve		
Comments	Class II bike lanes; Limited sight distance; Park; School; SRTS crossing (Prairie Woods Wy.).		
<b><u>E. Adjacent Land Use</u></b>			
	Single Family Residential		
Posted Speed Limit	45		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Roseville Traffic Engineering Department:			
 <u>Jana Cervantes T.E.</u>		<u>3-19-14</u> Date	Loc. #

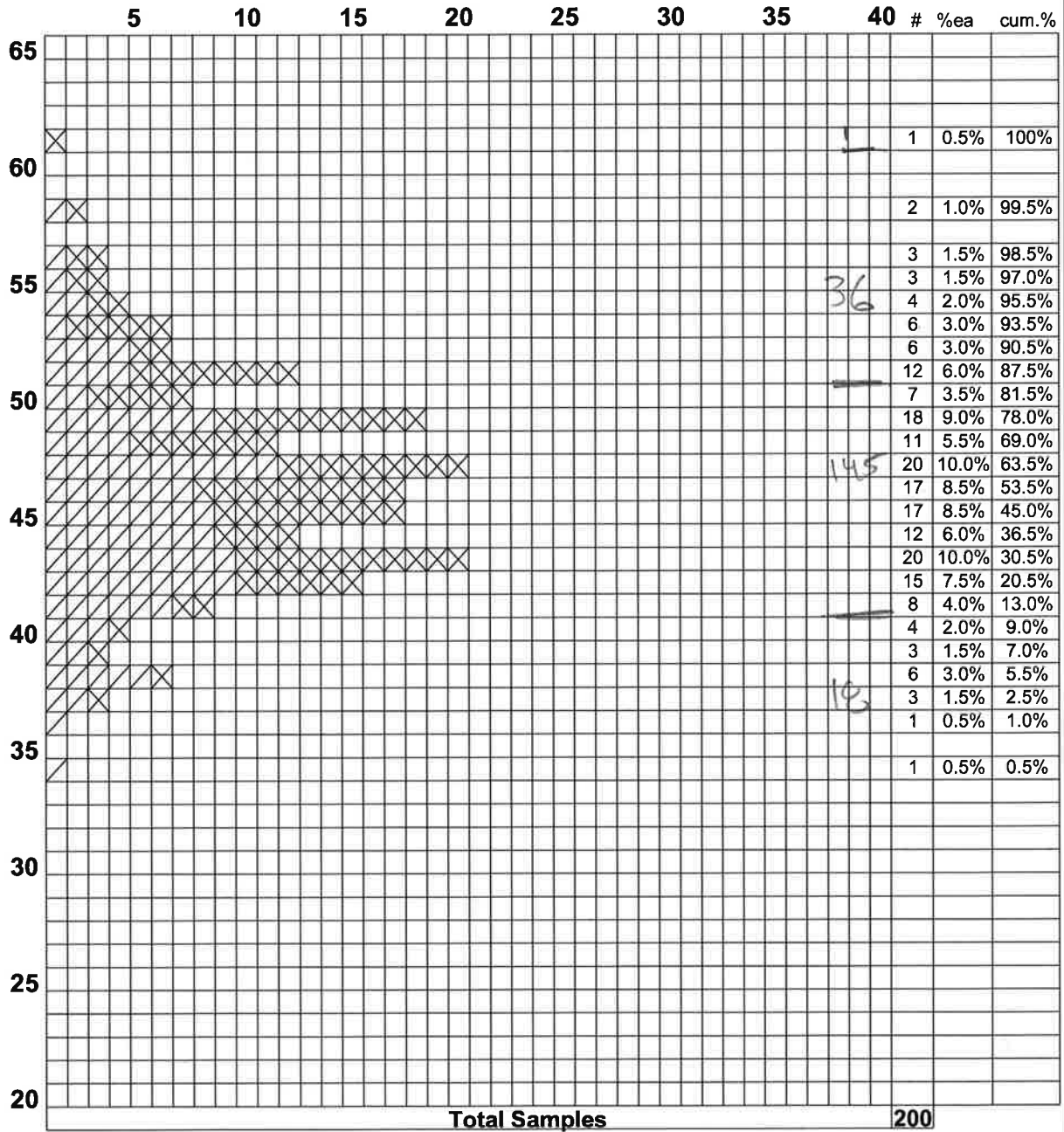
**City of Roseville  
Traffic Engineering Department**

Street Name: BLUE OAKS BL

Limits: FIDDYMENT RD to WOODCREEK OAKS BL

**Radars Survey Sheet**

X=West /=East



85th Percentile Speed: 50.6  
 50th Percentile Speed: 45.6  
 15th Percentile Speed: 41.3  
 10 MPH Pace: 42- 51  
 Number in Pace: 149  
 Percent in Pace: 74.5%

Date of Survey: 11/7/2013      Start Time: 10:10  
 Weather: Clear      End Time: 10:52  
 Road Condition: Good      Posted Speed: 45  
 Street Class.: Arterial      Observer: T TRELEVEN  
 Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

**City of Roseville  
Traffic Engineering Department  
Radar Speed Data Worksheet**

Date: 11/7/13 Location # \_\_\_\_\_  
 Street Name: Blue Oaks Observer: T. Treleven  
 Limits: Woodcreek Oaks to Fiddymont Location of Survey: Crocker Ranch Rd  
 Weather: \_\_\_\_\_ Roadway Geometrics: \_\_\_\_\_  
 Road Cond: \_\_\_\_\_ Conditions Not Apparent: \_\_\_\_\_  
 Posted Speed: 45 Start Time: 10:10 Am  
 Lane Config: \_\_\_\_\_ End Time: 10:52  
 Adjacent Land Use: \_\_\_\_\_

Street Classification: Arterial - Collector - Local Collision Start Date: \_\_\_\_\_  
 Average Daily Traffic: 16,729 Collision End Date: \_\_\_\_\_  
 Segment Length: 8842 Collision Period: \_\_\_\_\_  
 Speed Limit Changed? Yes - No Total Collisions: 11  
 Revised Limit: \_\_\_\_\_ Collision Rate: \_\_\_\_\_  
 Checked By: \_\_\_\_\_ Expected Collision Rate: \_\_\_\_\_

Direction: EB

Direction: WB

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

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Comments: