



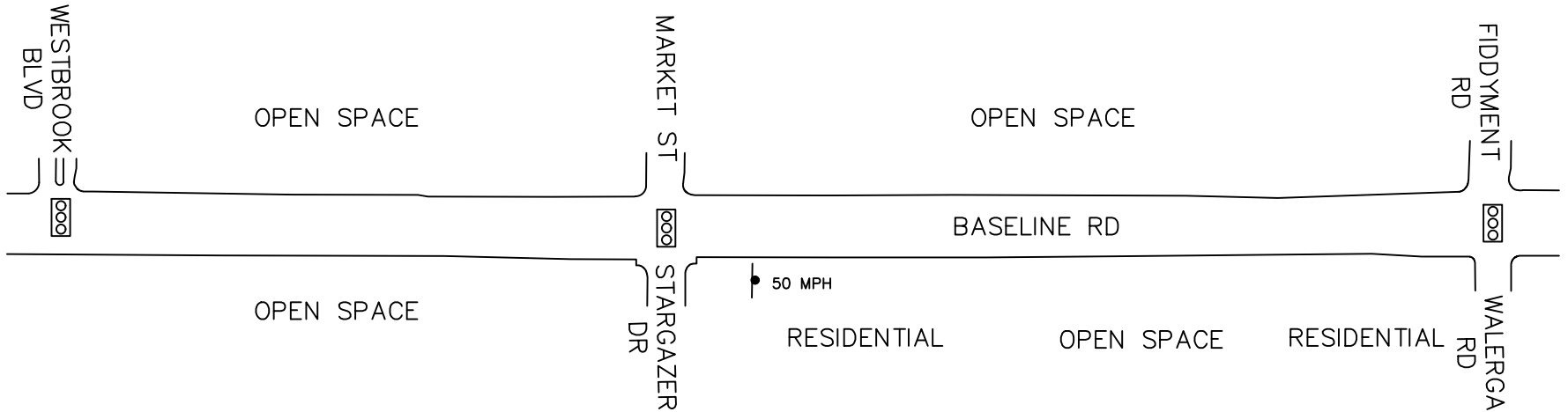
PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP
SPEED ZONE SURVEY

ROAD NAME:

BASELINE RD
Westbrook Blvd to Fiddymnt Rd

STRIP MAP



ROADWAY WIDTH	67'
NO. OF LANES	4
ADT	18673
DIVIDER TYPE	PAINTED
CRITICAL SPEED (85th %)	54.3
PACE SPEED	46-55 MPH
3-YEAR ACCIDENT HISTORY	5
EXISTING SPEED LIMIT	PRIMA FACIE 55 MPH (POSTED 50 MPH)
RECOM. SPEED LIMIT	50 MPH
SEGMENT LENGTH	1.34 MI.

LEGEND	STOP SIGNS	SPEED LIMIT SIGN	TRAFFIC SIGNAL
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MPH	61-75	2	ROADSIDE COND.
	51-60	99	
	41-50	96	
	31-40	3	
	1-30	0	
			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"/>


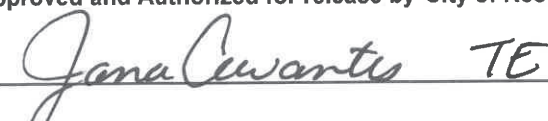
COMMENTS: NO PARKING ON BOTH SIDES OF STREET.
* BIKEWAY ONLY W/B. E/B ONLY EDGLINE.

SOME RECOVERY AREA NO RECOVERY AREA
SCHOOL ROUTE

City of Roseville Engineering and Traffic Survey Summary

Street: BASELINE RD
Limits: FIDDYMENT RD
WESTBROOK BL

Field Observer: CP
Checked By: J CERVANTES
Date: 7/23/2024

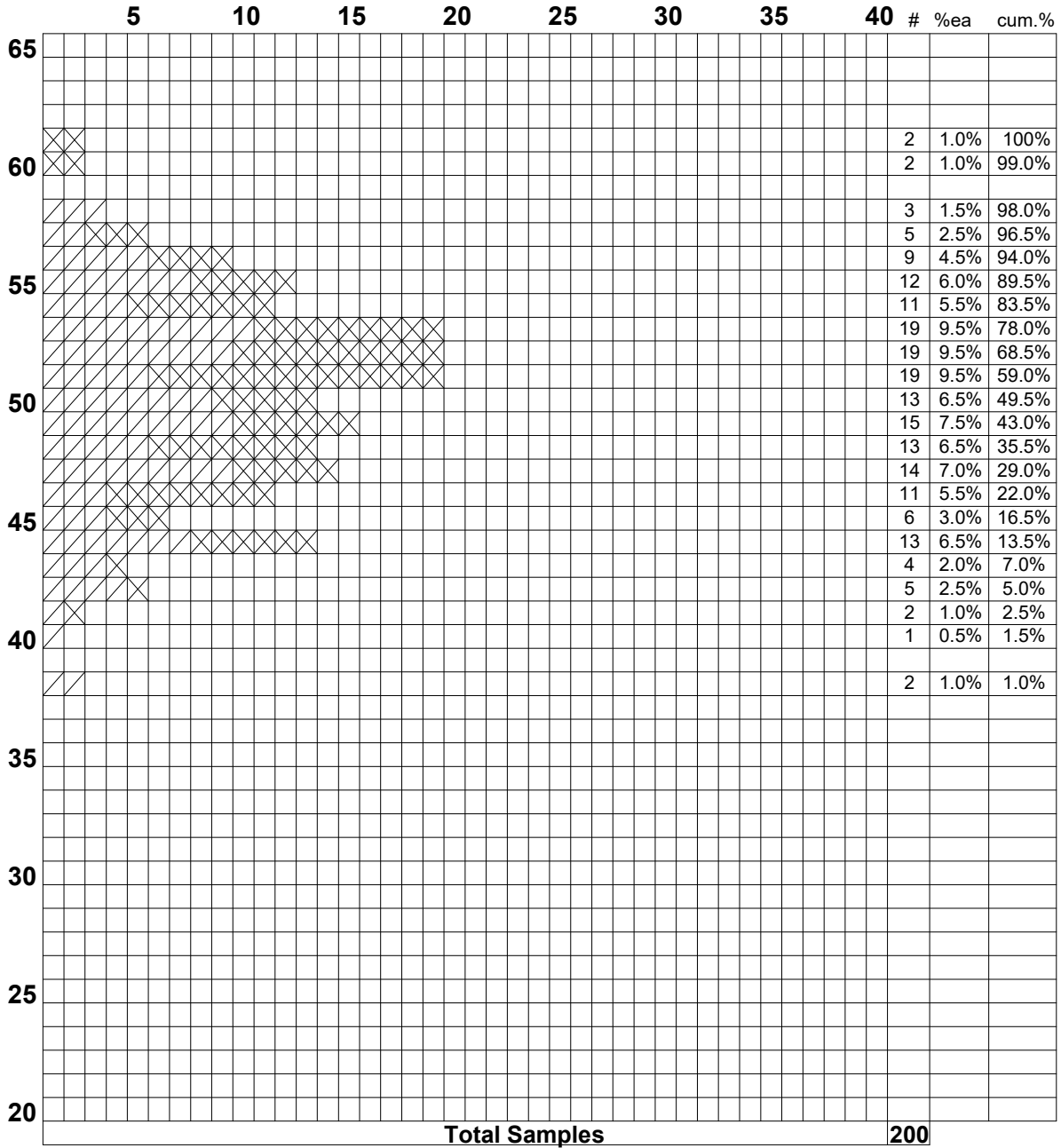
Factors	Direction: <u>East/West</u>
<u>A. Prevailing Speed Data</u>	
Location of Survey	250 FT WEST OF MARKET ST
85th Percentile	54.3
10 mph Pace	46 - 55
Percent in Pace	73.0%
Posted Speed Limit	50
<u>B. Collision History</u>	
Date Range	5/11/2021 To 5/11/2024 (3 Years)
Total Collisions	5
Collision Rate (Acc/MVM)	0.182
Expected Collision Rate	2.55
<u>C. Traffic Factors</u>	
Average Daily Traffic	18673
Length of Segment	7091
Lane Configuration	2 Lanes Each Direction with Left Turn Channelization
Street Classification	Arterial
<u>D. Conditions Not Readily Apparent</u>	
Conditions	See: Roadside Conditions on the Speed Zone Survey Map
Roadway Geometrics	Straight and flat
Comments	NO SIDEWALK OR SHOULDER; NUMEROUS LARGE VEHICLES; CLASS II BIKE LANES ON NORTH SIDE
<u>E. Adjacent Land Use</u>	
	Open Fields
Posted Speed Limit	50
Speed Limit Change?	No
Revised Speed Limit	50
	
Approved and Authorized for release by City of Roseville Traffic Engineering Department	
	<u>TE</u>
Date	<u>10-24-2024</u>
Loc. #	

**City of Roseville
Traffic Engineering Department**

Street Name: BASELINE RD
Limits: FIDDYMENT RD to WESTBROOK BL

Radar Survey Sheet

X=West / =East



85th Percentile Speed: 54.3
50th Percentile Speed: 50.1
15th Percentile Speed: 44.5
10 MPH Pace: 46-55
Number in Pace: 146
Percent in Pace: 73.0%

Date of Survey: 7/23/2024 Start Time: 9:22
Weather: Clear End Time: 10:03
Road Condition: Good Posted Speed: 50
Street Class.: Arterial
Observer: CP
Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

**City of Roseville
Traffic Engineering Department**

Lidar Speed Data Worksheet

Date: 7/23/24 Location # _____

Street Name: Baseline Rd Observer: CP

Limits: Fiddlyment Rd to ~~City Limits~~ Westbrook Location of Survey: turnoff ^{250'} west of Market St

Weather: Clear Roadway Geometrics: _____

Road Cond: Good Conditions Not Apparent: _____

Posted Speed: 50 Start Time: 9:22 am

Lane Config: _____ End Time: 10:03 am

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: NB

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

Direction: EB

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3. <u>48</u>	23. <u>52</u>	43. <u>53</u>	63. <u>52</u>	83. <u>50</u>
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6. <u>40</u>	26. <u>54</u>	46. <u>55</u>	66. <u>55</u>	86. <u>46</u>
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12. <u>52</u>	32. <u>44</u>	52. <u>50</u>	72. <u>49</u>	92. <u>54</u>
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20. <u>53</u>	40. <u>49</u>	60. <u>53</u>	80. <u>49</u>	100. <u>44</u>

Comments: