



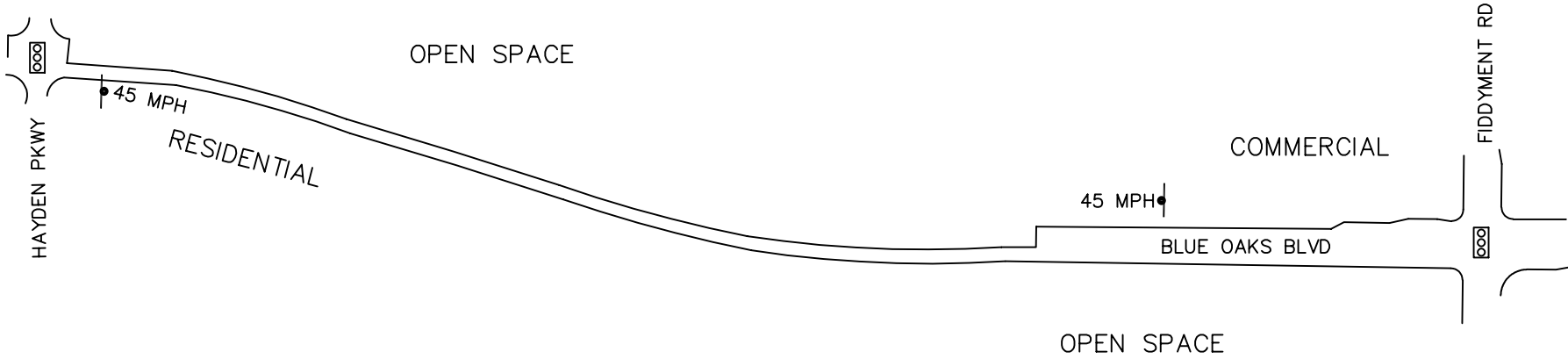
PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP  
SPEED ZONE SURVEY

ROAD NAME:

**BLUE OAKS BLVD**  
Fiddlyment to Hayden

STRIP MAP



ROADWAY WIDTH	40'
NO. OF LANES	2
ADT	13075
DIVIDER TYPE	PAINTED
CRITICAL SPEED (85th %)	50.6
PACE SPEED	42-51 MPH
3-YEAR ACCIDENT HISTORY	0
EXISTING SPEED LIMIT	PRIMA FACIE 55 (POSTED 45)
RECOM. SPEED LIMIT	45 MPH
SEGMENT LENGTH	0.74 MI.

LEGEND

STOP SIGNS

SPEED LIMIT SIGN

TRAFFIC SIGNAL

MPH			ROADSIDE COND.
	61-75	0	
51-60	35		RESIDENCE <input checked="" type="checkbox"/>
41-50	158		BUSINESS <input checked="" type="checkbox"/>
31-40	7		PARKS <input type="checkbox"/>
1-30	0		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: BLUE OAKS BL  
Limits: FIDDYMENT RD  
HAYDEN PW

Field Observer: CP  
Checked By: J CERVANTES  
Date: 7/1/2024

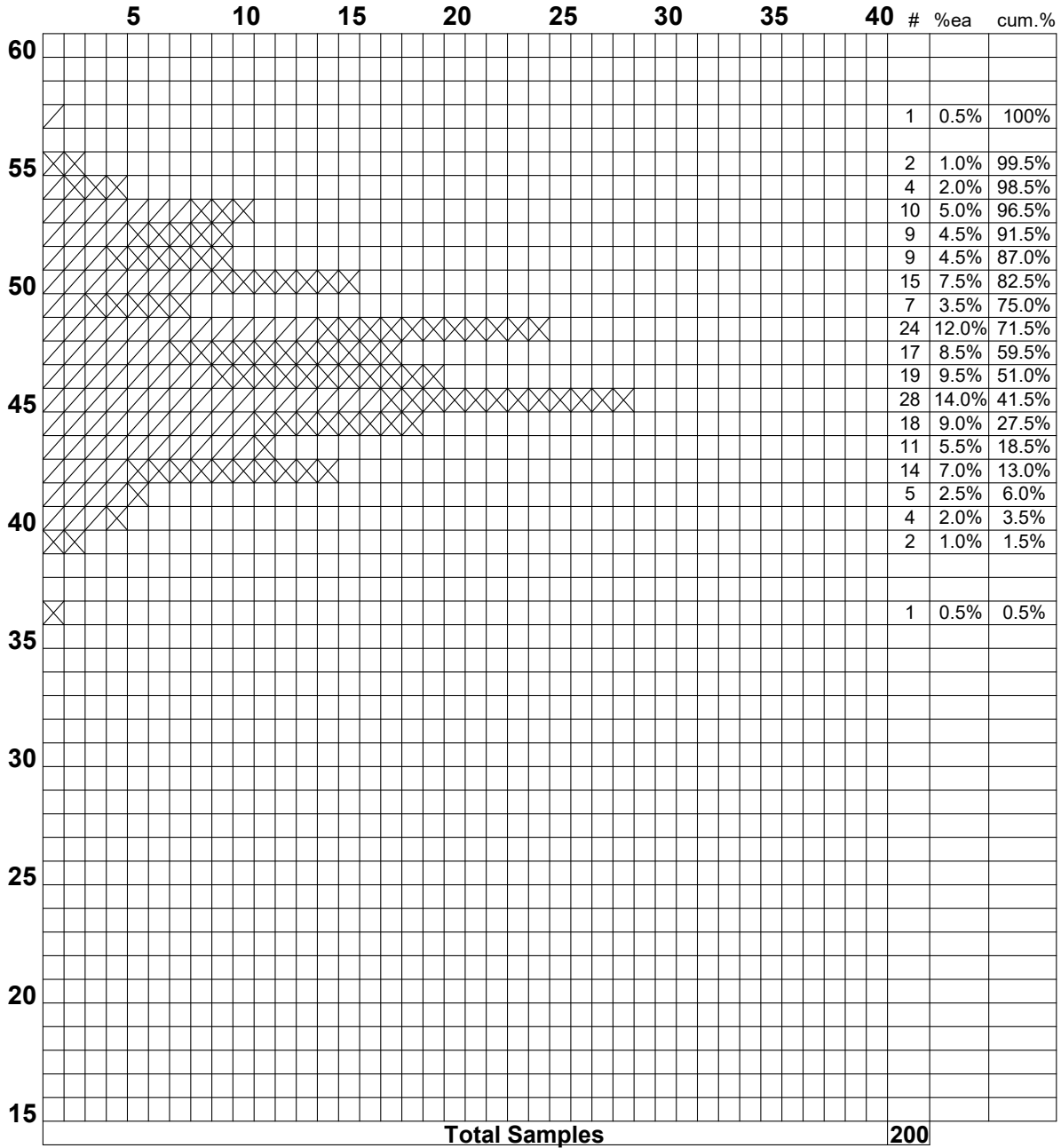
<b>Factors</b>	<b>Direction:</b> <u>East/West</u>
<b><u>A. Prevailing Speed Data</u></b>	
Location of Survey	1110 ft West of Fiddymnt Rd
85th Percentile	50.6
10 mph Pace	42 - 51
Percent in Pace	81.0%
Posted Speed Limit	45
<b><u>B. Collision History</u></b>	
Date Range	5/11/2021 To 5/11/2024 ( 3 )
Total Collisions	0
Collision Rate (Acc/MVM)	0
Expected Collision Rate	2.95
<b><u>C. Traffic Factors</u></b>	
Average Daily Traffic	13075
Length of Segment	3893
Lane Configuration	Single Lane 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 Curve
Comments	Construction traffic
<b><u>E. Adjacent Land Use</u></b>	
	Commercial/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>10-28-2024</u> Date
	Loc. #

**City of Roseville  
Traffic Engineering Department**

Street Name: BLUE OAKS BL  
Limits: FIDDYMENT RD to HAYDEN PW

**Radar Survey Sheet**

X=West / =East



85th Percentile Speed: 50.6  
50th Percentile Speed: 45.9  
15th Percentile Speed: 42.4  
10 MPH Pace: 42- 51  
Number in Pace: 162  
Percent in Pace: 81.0%

Date of Survey: 7/1/2024 Start Time: 11:39  
Weather: Clear End Time: 12:37  
Road Condition: Good Posted Speed: 45  
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: July 1, 2024 Location # \_\_\_\_\_

Street Name: Blue Oaks Blvd Observer: CP

Limits: Hayden Pkwy to Fiddymont Rd Location of Survey: 2200 Blue Oaks

Weather: Clear

Roadway Geometrics: \_\_\_\_\_

Road Cond: Good

Conditions Not Apparent: \_\_\_\_\_

Posted Speed: 45

Start Time: 11:39 am

Lane Config: \_\_\_\_\_

End Time: 12:37 pm

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: EB

Direction: NB

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

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19. <u>45</u>	39. <u>40</u>	59. <u>48</u>	79. <u>44</u>	99. <u>47</u>
20. <u>40</u>	40. <u>45</u>	60. <u>50</u>	80. <u>54</u>	100. <u>42</u>

Comments: