



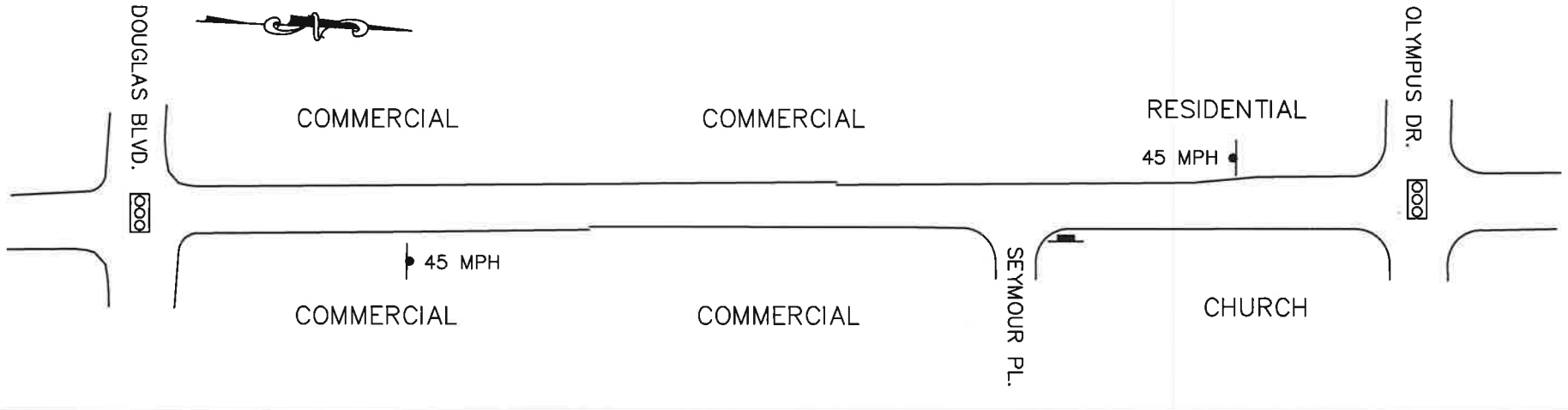
PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP  
SPEED ZONE SURVEY

ROAD NAME:

**SIERRA COLLEGE BLVD**  
Douglas to Olympus

STRIP MAP



ROADWAY WIDTH	95'-115"
NO. OF LANES	4-6
ADT	28704
DIVIDER TYPE	RAISED/PAINTED
CRITICAL SPEED (85th %)	48.6 MPH
PACE SPEED	41-50 MPH
3-YEAR ACCIDENT HISTORY	5
EXISTING SPEED LIMIT	45 MPH
RECOM. SPEED LIMIT	45 MPH
SEGMENT LENGTH	.45 MI.

LEGEND	STOP SIGNS	SPEED LIMIT SIGN	TRAFFIC SIGNAL
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MPH	61-75	0	ROADSIDE COND.	
	51-60	17		SCHOOL <input type="checkbox"/>
	41-50	146		RESIDENCE <input checked="" type="checkbox"/>
	31-40	36		BUSINESS <input checked="" type="checkbox"/>
	1-30	1		PARKS <input type="checkbox"/>
				OPEN SPACE <input type="checkbox"/>
		BIKEWAY <input checked="" type="checkbox"/>		

COMMENTS: NO PARKING ON BOTH SIDES OF STREET.

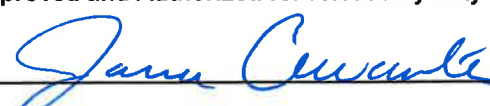
SOME RECOVERY AREA  NO RECOVERY AREA

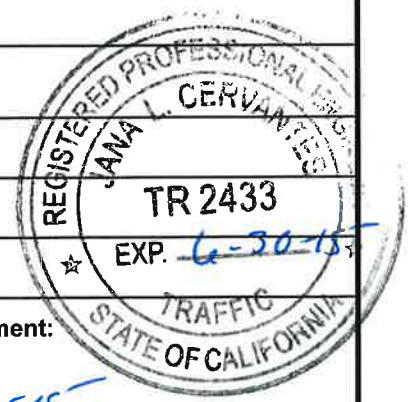
SCHOOL ROUTE

# City of Roseville Engineering and Traffic Survey Summary

Street: SIERRA COLLEGE BL  
Limits: DOUGLAS BL  
OLYMPUS DR

Field Observer R. CARLSON  
Checked By: JANA CERVANTES  
Date: 1/8/2015

<b>Factors</b>	Direction: <u>North/South</u>
<b><u>A. Prevailing Speed Data</u></b>	
Location of Survey	600 ft North of Douglas facing North
85th Percentile	48.6
10 mph Pace	41 - 50
Percent in Pace	73.0%
Posted Speed Limit	45
<b><u>B. Collision History</u></b>	
Date Range Covered	11/1/2011 To 10/31/2015 ( 3 Years )
Total Collisions	5
Collision Rate (Acc/MVM)	0.264
Expected Collision Rate	2.55
<b><u>C. Traffic Factors</u></b>	
Average Daily Traffic	28704
Length of Segment	2383
Lane Configuration	3 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	Straight and flat.
Comments	Numerous commercial driveways; Clas II bike lanes
<b><u>E. Adjacent Land Use</u></b>	
	Commercial
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>12-9-15</u>
Date	Loc. #

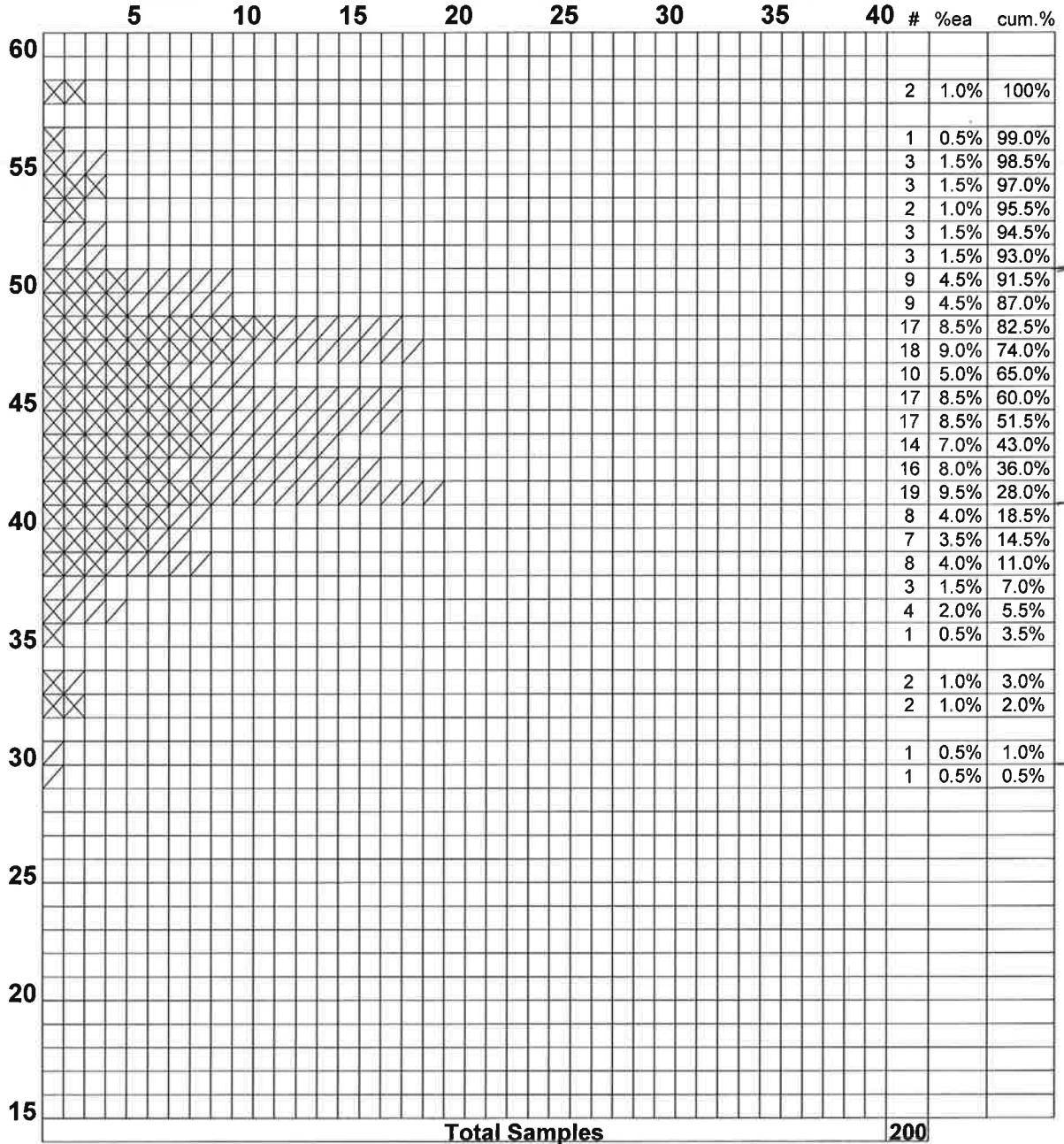


**City of Roseville  
Traffic Engineering Department**

Street Name: SIERRA COLLEGE BL  
Limits: DOUGLAS BL to OLYMPUS DR

**Radars Survey Sheet**

X=North /=South



85th Percentile Speed: 48.6  
50th Percentile Speed: 43.8  
15th Percentile Speed: 39.1  
  
10 MPH Pace: 41- 50  
Number in Pace: 146  
Percent in Pace: 73.0%

Date of Survey: 1/8/2015      Start Time: 10:55  
Weather: Clear      End Time: 11:25  
Road Condition: Good      Posted Speed: 45  
Street Class.: Arterial  
Observer: R. CARLSON  
Conditions not Apparent:      See: Roadside Conditions on the Speed Zone Survey Map

**City of Roseville  
Traffic Engineering Department**

**Lidar Speed Data Worksheet**

Date: 1/8/2015 Location # \_\_\_\_\_  
 Street Name: Sierra College Blvd Observer: Randy Carlson  
 Limits: Douglas to olympus Location of Survey: 600 ft N of Douglas facing N

Weather: Clear Roadway Geometrics: \_\_\_\_\_  
 Road Cond: Dry Conditions Not Apparent: \_\_\_\_\_  
 Posted Speed: 45 MPH Start Time: 10:55 A.M.  
 Lane Config: \_\_\_\_\_ End Time: 11:25 A.M.  
 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: <u>S</u>										Direction: <u>N</u>									
1. <u>45</u>	21. <u>42</u>	41. <u>42</u>	61. <u>44</u>	81. <u>42</u>	1. <u>46</u>	21. <u>47</u>	41. <u>49</u>	61. <u>43</u>	81. <u>47</u>										
2. <u>38</u>	22. <u>44</u>	42. <u>49</u>	62. <u>41</u>	82. <u>39</u>	2. <u>48</u>	22. <u>39</u>	42. <u>47</u>	62. <u>48</u>	82. <u>39</u>										
3. <u>36</u>	23. <u>42</u>	43. <u>38</u>	63. <u>49</u>	83. <u>45</u>	3. <u>56</u>	23. <u>42</u>	43. <u>48</u>	63. <u>39</u>	83. <u>41</u>										
4. <u>45</u>	24. <u>45</u>	44. <u>43</u>	64. <u>41</u>	84. <u>45</u>	4. <u>46</u>	24. <u>43</u>	44. <u>54</u>	64. <u>44</u>	84. <u>50</u>										
5. <u>47</u>	25. <u>50</u>	45. <u>46</u>	65. <u>29</u>	85. <u>36</u>	5. <u>45</u>	25. <u>41</u>	45. <u>48</u>	65. <u>42</u>	85. <u>43</u>										
6. <u>48</u>	26. <u>47</u>	46. <u>47</u>	66. <u>48</u>	86. <u>41</u>	6. <u>42</u>	26. <u>47</u>	46. <u>42</u>	66. <u>35</u>	86. <u>40</u>										
7. <u>48</u>	27. <u>50</u>	47. <u>46</u>	67. <u>45</u>	87. <u>42</u>	7. <u>48</u>	27. <u>44</u>	47. <u>39</u>	67. <u>55</u>	87. <u>40</u>										
8. <u>43</u>	28. <u>44</u>	48. <u>40</u>	68. <u>52</u>	88. <u>50</u>	8. <u>53</u>	28. <u>43</u>	48. <u>38</u>	68. <u>48</u>	88. <u>41</u>										
9. <u>45</u>	29. <u>37</u>	49. <u>37</u>	69. <u>43</u>	89. <u>41</u>	9. <u>45</u>	29. <u>42</u>	49. <u>43</u>	69. <u>40</u>	89. <u>41</u>										
10. <u>44</u>	30. <u>42</u>	50. <u>30</u>	70. <u>44</u>	90. <u>38</u>	10. <u>40</u>	30. <u>47</u>	50. <u>32</u>	70. <u>44</u>	90. <u>33</u>										
11. <u>50</u>	31. <u>44</u>	51. <u>46</u>	71. <u>41</u>	91. <u>51</u>	11. <u>45</u>	31. <u>45</u>	51. <u>50</u>	71. <u>47</u>	91. <u>42</u>										
12. <u>47</u>	32. <u>50</u>	52. <u>44</u>	72. <u>47</u>	92. <u>39</u>	12. <u>47</u>	32. <u>36</u>	52. <u>50</u>	72. <u>44</u>	92. <u>43</u>										
13. <u>55</u>	33. <u>42</u>	53. <u>42</u>	73. <u>43</u>	93. <u>49</u>	13. <u>43</u>	33. <u>41</u>	53. <u>49</u>	73. <u>48</u>	93. <u>44</u>										
14. <u>38</u>	34. <u>37</u>	54. <u>55</u>	74. <u>42</u>	94. <u>52</u>	14. <u>38</u>	34. <u>45</u>	54. <u>47</u>	74. <u>58</u>	94. <u>45</u>										
15. <u>51</u>	35. <u>41</u>	55. <u>41</u>	75. <u>47</u>	95. <u>45</u>	15. <u>58</u>	35. <u>44</u>	55. <u>48</u>	75. <u>46</u>	95. <u>50</u>										
16. <u>41</u>	36. <u>51</u>	56. <u>43</u>	76. <u>47</u>	96. <u>41</u>	16. <u>49</u>	36. <u>40</u>	56. <u>41</u>	76. <u>48</u>	96. <u>44</u>										
17. <u>48</u>	37. <u>43</u>	57. <u>49</u>	77. <u>47</u>	97. <u>36</u>	17. <u>49</u>	37. <u>46</u>	57. <u>45</u>	77. <u>47</u>	97. <u>46</u>										
18. <u>52</u>	38. <u>48</u>	58. <u>47</u>	78. <u>38</u>	98. <u>48</u>	18. <u>46</u>	38. <u>48</u>	58. <u>45</u>	78. <u>54</u>	98. <u>54</u>										
19. <u>40</u>	39. <u>46</u>	59. <u>49</u>	79. <u>41</u>	99. <u>44</u>	19. <u>48</u>	39. <u>32</u>	59. <u>43</u>	79. <u>39</u>	99. <u>53</u>										
20. <u>44</u>	40. <u>41</u>	60. <u>42</u>	80. <u>45</u>	100. <u>33</u>	20. <u>38</u>	40. <u>41</u>	60. <u>41</u>	80. <u>44</u>	100. <u>46</u>										

Comments: