



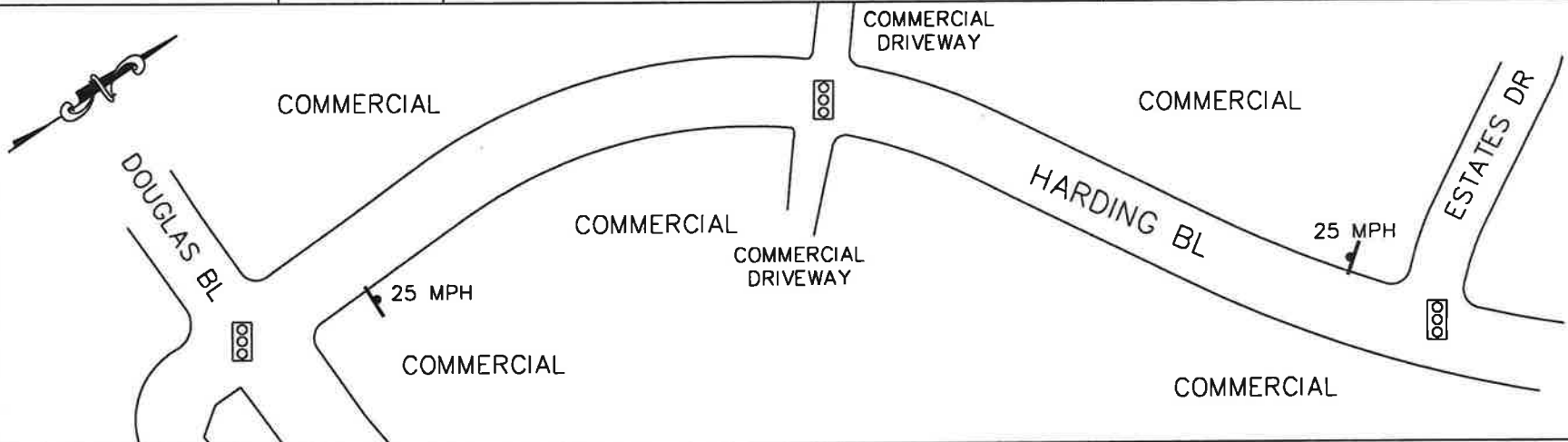
PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP
SPEED ZONE SURVEY

ROAD NAME:

HARDING BLVD
ESTATES TO DOUGLAS

STRIP MAP



ROADWAY WIDTH	62'
NO. OF LANES	4
AADT	19,169
DIVIDER TYPE	PAINTED
CRITICAL SPEED (85th %)	35.3 MPH
PACE SPEED	26-35 MPH
3-YEAR ACCIDENT HISTORY	11
EXISTING SPEED LIMIT	25 MPH
RECOM. SPEED LIMIT	30 MPH
SEGMENT LENGTH	0.27 MI

LEGEND	STOP SIGNS	SPEED LIMIT SIGN	TRAFFIC SIGNAL
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MPH			ROADSIDE COND.	
	61-75	0	SCHOOL	<input type="checkbox"/>
51-60	0	RESIDENCE	<input type="checkbox"/>	
41-50	2	BUSINESS	<input checked="" type="checkbox"/>	
31-40	127	PARKS	<input type="checkbox"/>	
1-30	71	OPEN SPACE	<input type="checkbox"/>	
		BIKEWAY	<input 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: HARDING BL
Limits: DOUGLAS BL
ESTATES DR

Field Observer: TED TRELEVEN
Checked By: J CERVANTES
Date: 2/3/2011

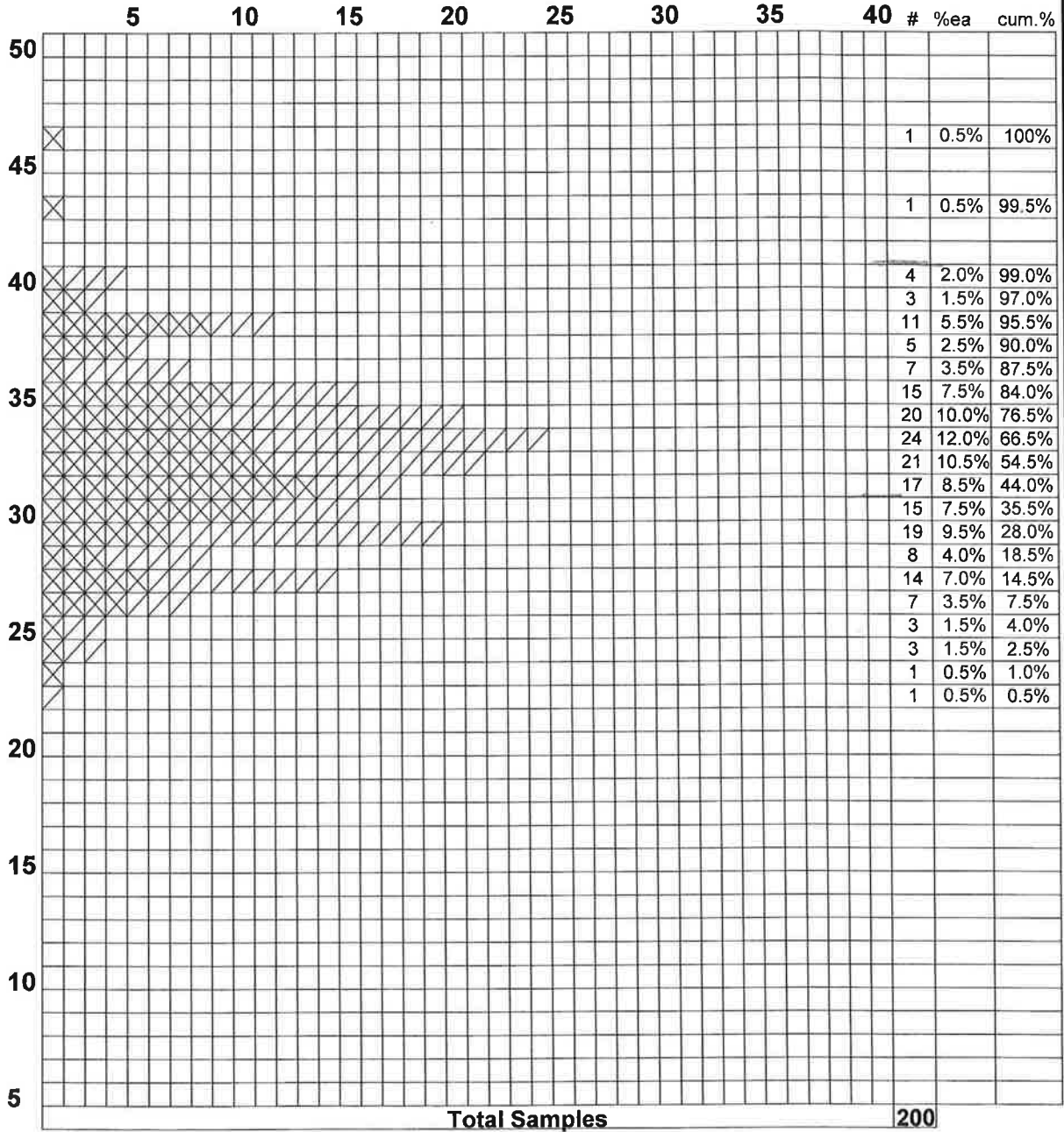
Factors	Direction: <u>North/South</u>		
<u>A. Prevailing Speed Data</u>			
Location of Survey	Roseville square Parking Lot		
85th Percentile	35.3		
10 mph Pace	26 - 35		
Percent in Pace	80.0%		
Posted Speed Limit	25		
<u>B. Collision History</u>			
Date Range Covered	2/1/2008	To 1/31/2011	(3 years)
Total Collisions	11		
Collision Rate (Acc/MVM)	1.977		
Expected Collision Rate	3.35		
<u>C. Traffic Factors</u>			
Average Daily Traffic	19169		
Length of Segment	1398		
Lane Configuration	2 Lanes Each Direction		
Street Classification	Arterial		
<u>D. Conditions Not Readily Apparent</u>			
Conditions	See: Roadside Conditions on the Speed Zone Survey Map		
Roadway Geometrics	Horizontal Curves		
Comments	Numerous commercial driveways; Traffic congestion; Limited sight distance; High accident occurrence.		
<u>E. Adjacent Land Use</u>			
	Commercial		
Posted Speed Limit	25		
Speed Limit Change?	Yes		
Revised Speed Limit	30		
Approved and Authorized for release by City of Roseville Traffic Engineering Department:			
 _____		<u>4-18-11</u> Date	Loc. #

**City of Roseville
Traffic Engineering Department**

Street Name: HARDING BL
Limits: DOUGLAS BL to ESTATES DR

Radar Survey Sheet

X=North /=South



85th Percentile Speed: 35.3
50th Percentile Speed: 31.6
15th Percentile Speed: 27.1
10 MPH Pace: 26-35
Number in Pace: 160
Percent in Pace: 80.0%

Date of Survey: 2/3/2011 Start Time: 9:15
Weather: Clear End Time: 10:12
Road Condition: Good Posted Speed: 25
Street Class.: Arterial Observer: TED TRELEV
Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

**City of Roseville
Traffic Engineering Department**

Lidar Speed Data Worksheet

Date: 2/3/11 Location # _____

Street Name: Harding Bl Observer: Ted Truleven

Limits: Harding to Estates Location of Survey: Roseville Sq. P.L.

Weather: Good Clear Roadway Geometrics: _____

Road Cond: good Conditions Not Apparent: _____

Posted Speed: _____ Start Time: 9:15

Lane Config: _____ End Time: 10:12

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

Direction: SB

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

Comments: