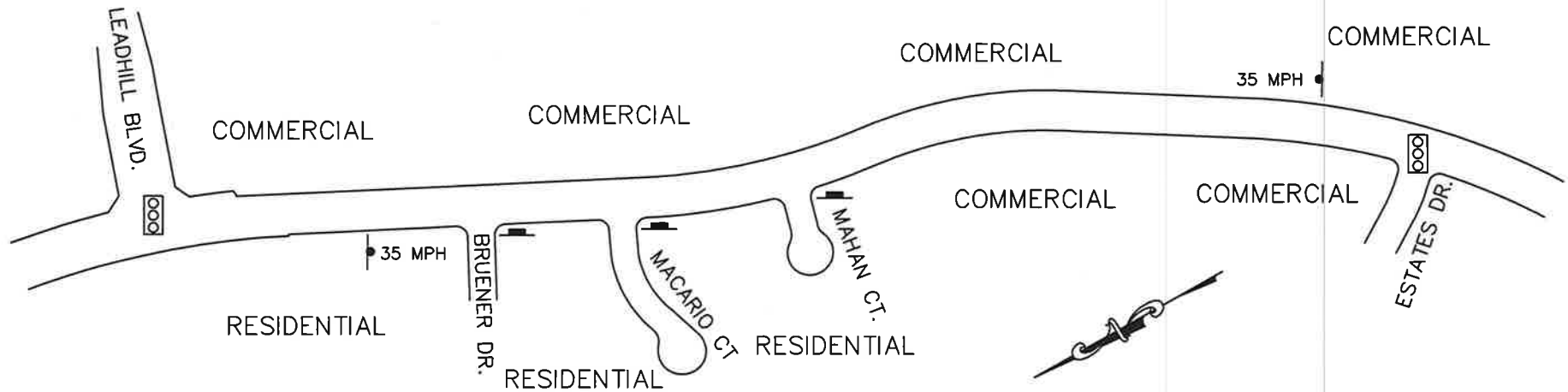


STRIP MAP



ROADWAY WIDTH	70'
NO. OF LANES	4
ADT	21247
DIVIDER TYPE	PAINTED
CRITICAL SPEED (85th %)	40.2 MPH
PACE SPEED	32-41 MPH
3-YEAR ACCIDENT HISTORY	27
EXISTING SPEED LIMIT	35 MPH
RECOM. SPEED LIMIT	35 MPH
SEGMENT LENGTH	.44 MI.

LEGEND:

STOP SIGNS		SPEED LIMIT SIGN		TRAFFIC SIGNAL	
------------	--	------------------	--	----------------	--

MPH	61-75	0	ROADSIDE COND.	SCHOOL	<input type="checkbox"/>
	51-60	0		RESIDENCE	<input checked="" type="checkbox"/>
	41-50	32		BUSINESS	<input checked="" type="checkbox"/>
	31-40	145		PARKS	<input type="checkbox"/>
	1-30	23		OPEN SPACE	<input type="checkbox"/>
			BIKEWAY	<input checked="" type="checkbox"/>	

COMMENTS: NO PARKING ON BOTH SIDES OF THE STREET.


SOME RECOVERY AREA NO RECOVERY AREA

SCHOOL ROUTE

City of Roseville Engineering and Traffic Survey Summary

Street: HARDING BL
Limits: ESTATES DR
LEAD HILL BL

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

Factors	Direction: <u>North/South</u>
<u>A. Prevailing Speed Data</u>	
Location of Survey	725 FT n OF Estates Dr. facing N
85th Percentile	40.2
10 mph Pace	32 - 41
Percent in Pace	76.0%
Posted Speed Limit	35
<u>B. Collision History</u>	
Date Range Covered	11/1/2011 To 10/31/2014 (3 Years)
Total Collisions	27
Collision Rate (Acc/MVM)	2.586
Expected Collision Rate	2.55
<u>C. Traffic Factors</u>	
Average Daily Traffic	21247
Length of Segment	2367
Lane Configuration	2 Lanes 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	Horizontal Curve
Comments	Numerous commercial driveways; Residential side streets; Limited sight distance; High accident occurrence; Traffic congestion; Class II bike route
<u>E. Adjacent Land Use</u>	
	Multi Family Residential/Commercial
Posted Speed Limit	35
Speed Limit Change?	No
Revised Speed Limit	35
Approved and Authorized for release by City of Roseville Traffic Engineering Department:	
 _____	<u>12-9-15</u> Date
Loc. #	

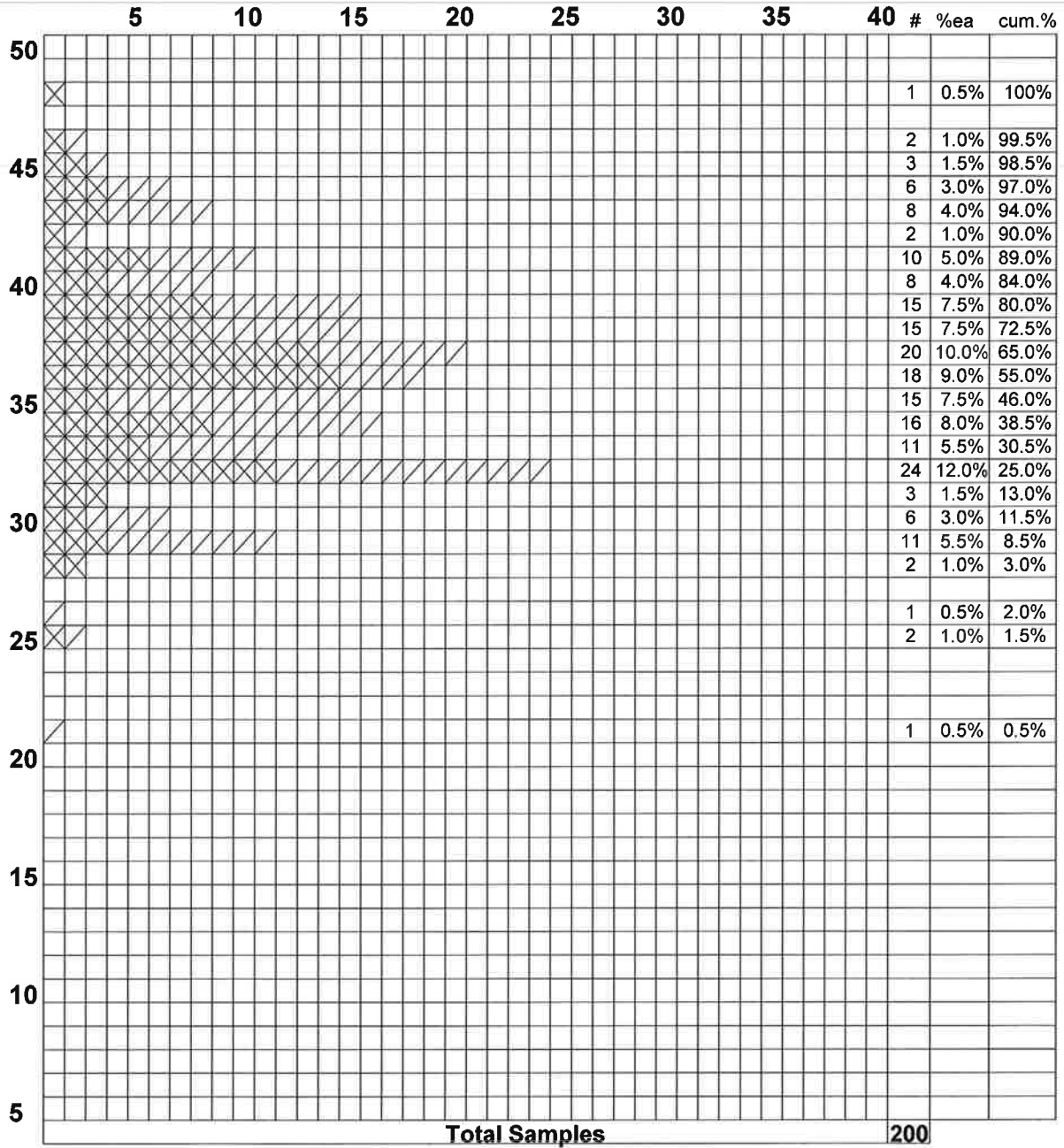


**City of Roseville
Traffic Engineering Department**

Street Name: HARDING BL
Limits: ESTATES DR to LEAD HILL BL

Radars Survey Sheet

X=North /=South



85th Percentile Speed: <u>40.2</u>	Date of Survey: <u>1/8/2015</u>	Start Time: <u>9:55</u>
50th Percentile Speed: <u>35.4</u>	Weather: <u>Clear</u>	End Time: <u>10:30</u>
15th Percentile Speed: <u>31.2</u>	Road Condition: <u>Good</u>	Posted Speed: <u>35</u>
10 MPH Pace: <u>32-41</u>	Street Class.: <u>Arterial</u>	
Number in Pace: <u>152</u>	Observer: <u>R. CARLSON</u>	
Percent in Pace: <u>76.0%</u>	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: Harding Blvd Observer: Randy Carlson

Limits: Estates to Lead Hill Location of Survey: 725 ft N of Estates Dr facing N

Weather: Clear Roadway Geometrics: _____

Road Cond: Good Conditions Not Apparent: _____

Posted Speed: 35 MPH Start Time: 9:55 A.M.

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

Comments: