



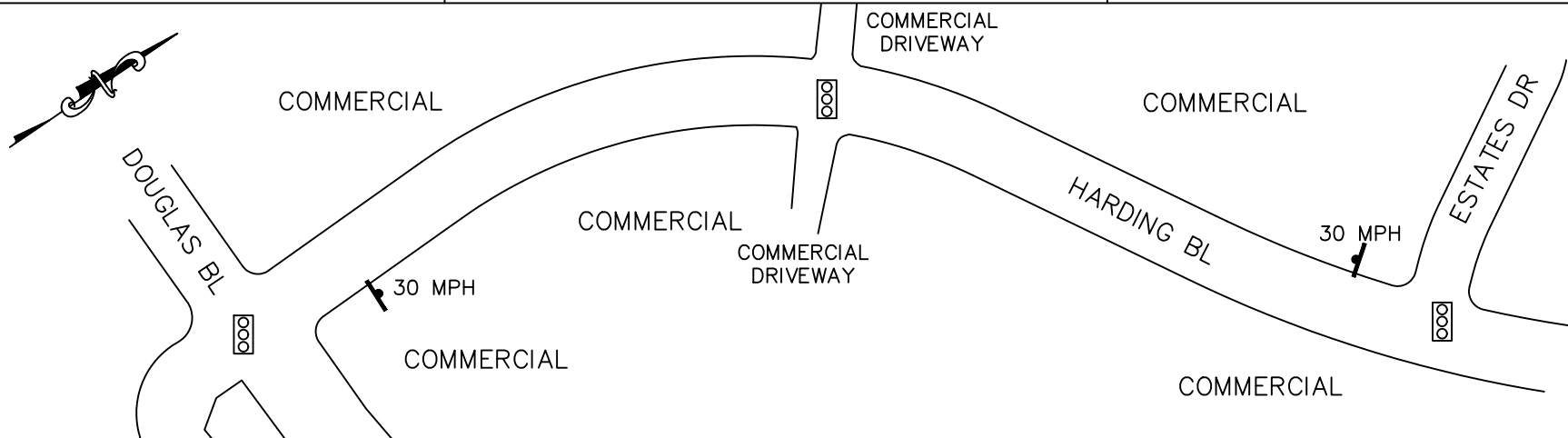
PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP
SPEED ZONE SURVEY

ROAD NAME:

HARDING BLVD
Douglas to Estates

STRIP MAP



ROADWAY WIDTH	62'
NO. OF LANES	4
ADT	19034
DIVIDER TYPE	PAINTED
CRITICAL SPEED (85th %)	36.2
PACE SPEED	27-36 MPH
3-YEAR ACCIDENT HISTORY	7
EXISTING SPEED LIMIT	30 MPH
RECOM. SPEED LIMIT	30 MPH
SEGMENT LENGTH	0.27 MI.

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

MPH	61-75	0	ROADSIDE COND.
	51-60	0	
	41-50	15	
	31-40	132	
	1-30	53	
			SCHOOL <input type="checkbox"/>
			RESIDENCE <input type="checkbox"/>
			BUSINESS <input checked="" type="checkbox"/>
			PARKS <input type="checkbox"/>
			OPEN SPACE <input type="checkbox"/>
			BIKEWAY <input checked="" type="checkbox"/>

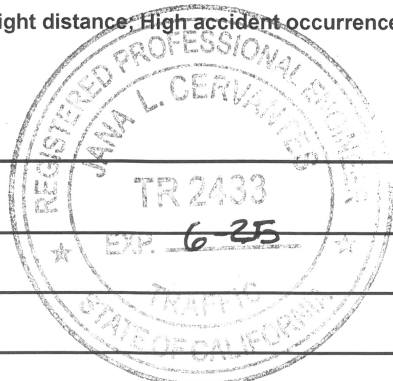
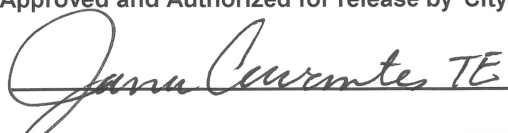
COMMENTS: NO PARKING ON BOTH SIDES OF STREET.

SOME RECOVERY AREA NO RECOVERY AREA
SCHOOL ROUTE

City of Roseville Engineering and Traffic Survey Summary

Street: HARDING BL
Limits: ESTATES DR
DOUGLAS BL

Field Observer: A ZASSO/C PARKS
Checked By: J CERVANTES
Date: 10/30/2023

Factors	Direction: <u>North/South</u>
<u>A. Prevailing Speed Data</u>	
Location of Survey	400' W of Estates Drive in the Roseville Square parking lot
85th Percentile	36.2
10 mph Pace	27 - 36
Percent in Pace	82.0%
Posted Speed Limit	30
<u>B. Collision History</u>	
Date Range	8/2/2020 To 8/2/2023 (3)
Total Collisions	7
Collision Rate (Acc/MVM)	1.267
Expected Collision Rate	0.94
<u>C. Traffic Factors</u>	
Average Daily Traffic	19034
Length of Segment	1398
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	Horizontal Curve
Comments	Numerous commercial driveways; Traffic congestions; Limited sight distance; High accident occurrence; Class II Bike Route
<u>E. Adjacent Land Use</u>	
	Commercial
Posted Speed Limit	30
Speed Limit Change?	No
Revised Speed Limit	30
	
Approved and Authorized for release by City of Roseville Traffic Engineering Department:	
	<u>12-13-2023</u> Date
	Loc. #

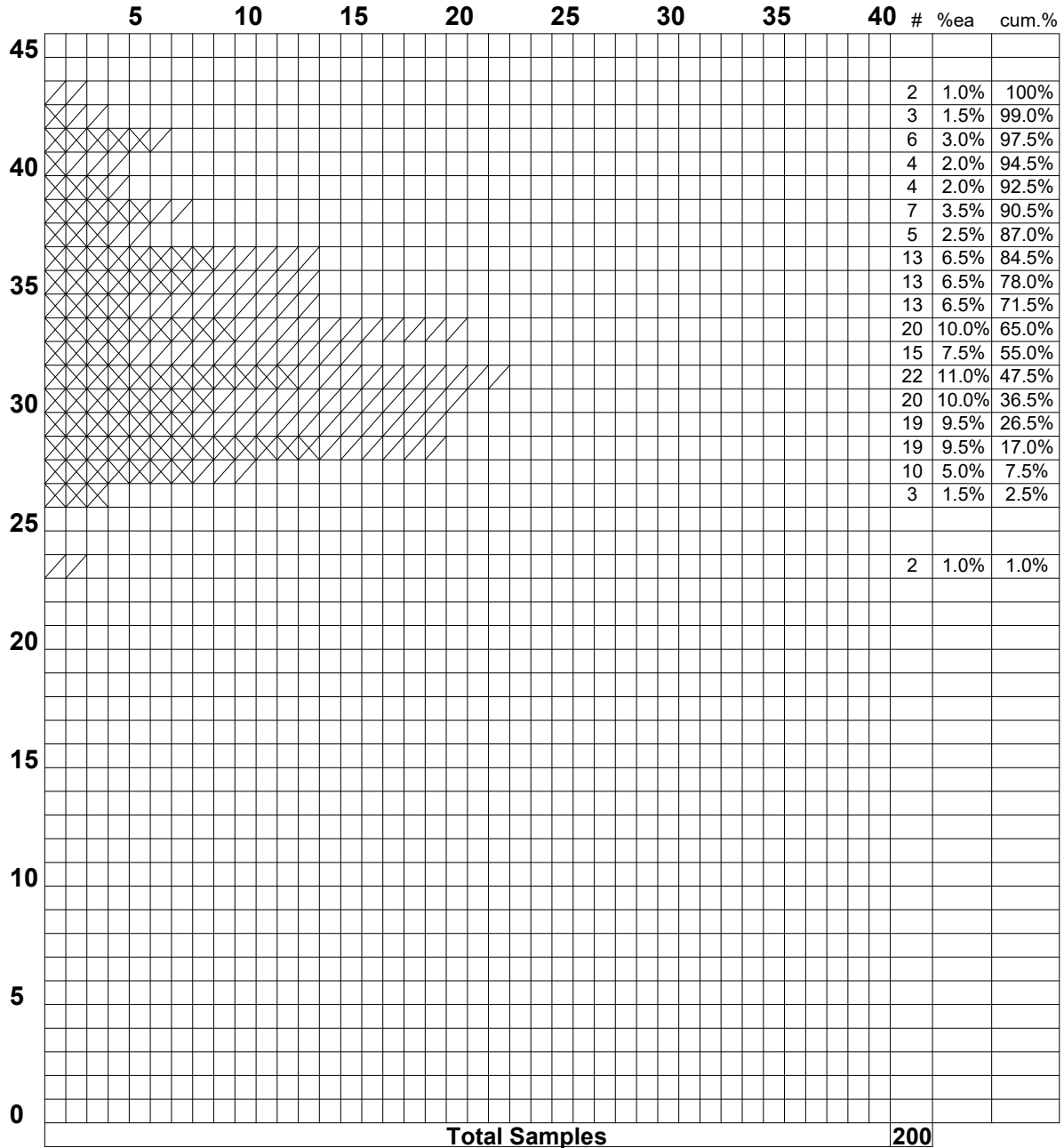
**City of Roseville
Traffic Engineering Department**

Street Name: HARDING BL

Limits: ESTATES DR to DOUGLAS BL

Radar Survey Sheet

X=North / =South



85th Percentile Speed: 36.2
 50th Percentile Speed: 31.3
 15th Percentile Speed: 27.8
 10 MPH Pace: 27-36
 Number in Pace: 164
 Percent in Pace: 82.0%

Date of Survey: 10/30/2023 Start Time: 1:21
 Weather: Clear End Time: 1:53
 Road Condition: Good Posted Speed: 30
 Street Class.: Arterial
 Observer: A ZASSO/C PARKS
 Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

**City of Roseville
Traffic Engineering Department
Lidar Speed Data Worksheet**

Date: 10/30/23 Location # _____

Street Name: Harding Bl Observer: AZ & CP

Limits: Estates Dr to Douglas Bl Location of Survey: Smart + final parking lot

Weather: Clear
 Road Cond: Good
 Posted Speed: 35 30
 Lane Config: _____
 Adjacent Land Use: _____

Roadway Geometrics: _____
 Conditions Not Apparent: _____
 Start Time: 1:21
 End Time: 1:53

Street Classification: Arterial - Collector - Local
 Average Daily Traffic: _____
 Segment Length: _____
 Speed Limit Changed? Yes - No
 Revised Limit: _____
 Checked By: _____

Collision Start Date: _____
 Collision End Date: _____
 Collision Period: _____
 Total Collisions: _____
 Collision Rate: _____
 Expected Collision Rate: _____

Direction: NB

Direction: SB

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

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

Comments: