

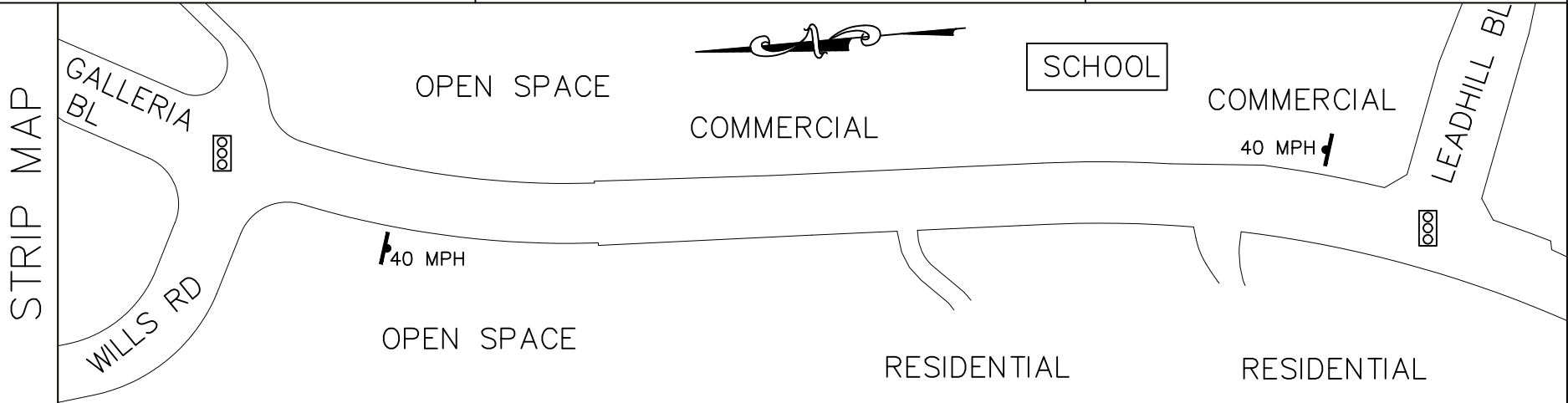


PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP
SPEED ZONE SURVEY

ROAD NAME:

HARDING BLVD
Lead Hill to Wills



ROADWAY WIDTH	70'
NO. OF LANES	4
ADT	32143
DIVIDER TYPE	PAINTED
CRITICAL SPEED (85th %)	44.9
PACE SPEED	36-45 MPH
3-YEAR ACCIDENT HISTORY	6
EXISTING SPEED LIMIT	40 MPH
RECOM. SPEED LIMIT	40 MPH
SEGMENT LENGTH	.30 MI.

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

MPH	61-75	0	<u>ROADSIDE COND.</u> SCHOOL <input checked="" type="checkbox"/> RESIDENCE <input checked="" type="checkbox"/> BUSINESS <input checked="" type="checkbox"/> PARKS <input type="checkbox"/> OPEN SPACE <input checked="" type="checkbox"/> BIKEWAY <input checked="" type="checkbox"/>
	51-60	10	
	41-50	124	
	31-40	66	
	1-30	0	

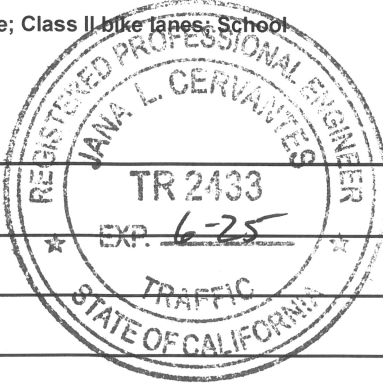
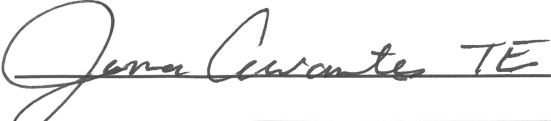
COMMENTS: NO PARKING ON BOTH SIDES OF STREET.

SOME RECOVERY AREA NO RECOVERY AREA
 SCHOOL ROUTE

City of Roseville Engineering and Traffic Survey Summary

Street: HARDING BL
Limits: LEAD HILL BL
WILLS RD

Field Observer: C PARKS
Checked By: J CERVANTES
Date: 10/31/2023

Factors	Direction: <u>North/South</u>
<u>A. Prevailing Speed Data</u>	
Location of Survey	Parking lot at 10 Sierra Gate Plaza
85th Percentile	44.9
10 mph Pace	36 - 45
Percent in Pace	82.5%
Posted Speed Limit	40
<u>B. Collision History</u>	
Date Range	8/2/2020 To 8/2/2023 (3)
Total Collisions	6
Collision Rate (Acc/MVM)	0.56
Expected Collision Rate	0.96
<u>C. Traffic Factors</u>	
Average Daily Traffic	32143
Length of Segment	1605
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	Large vehicles entering and exiting driveways; limited sight distance; Class II bike lanes; School
<u>E. Adjacent Land Use</u>	
	Commercial
Posted Speed Limit	40
Speed Limit Change?	No
Revised Speed Limit	40
	
Approved and Authorized for release by City of Roseville Traffic Engineering Department:	
	<u>12-13-2023</u> Date
	Loc. #

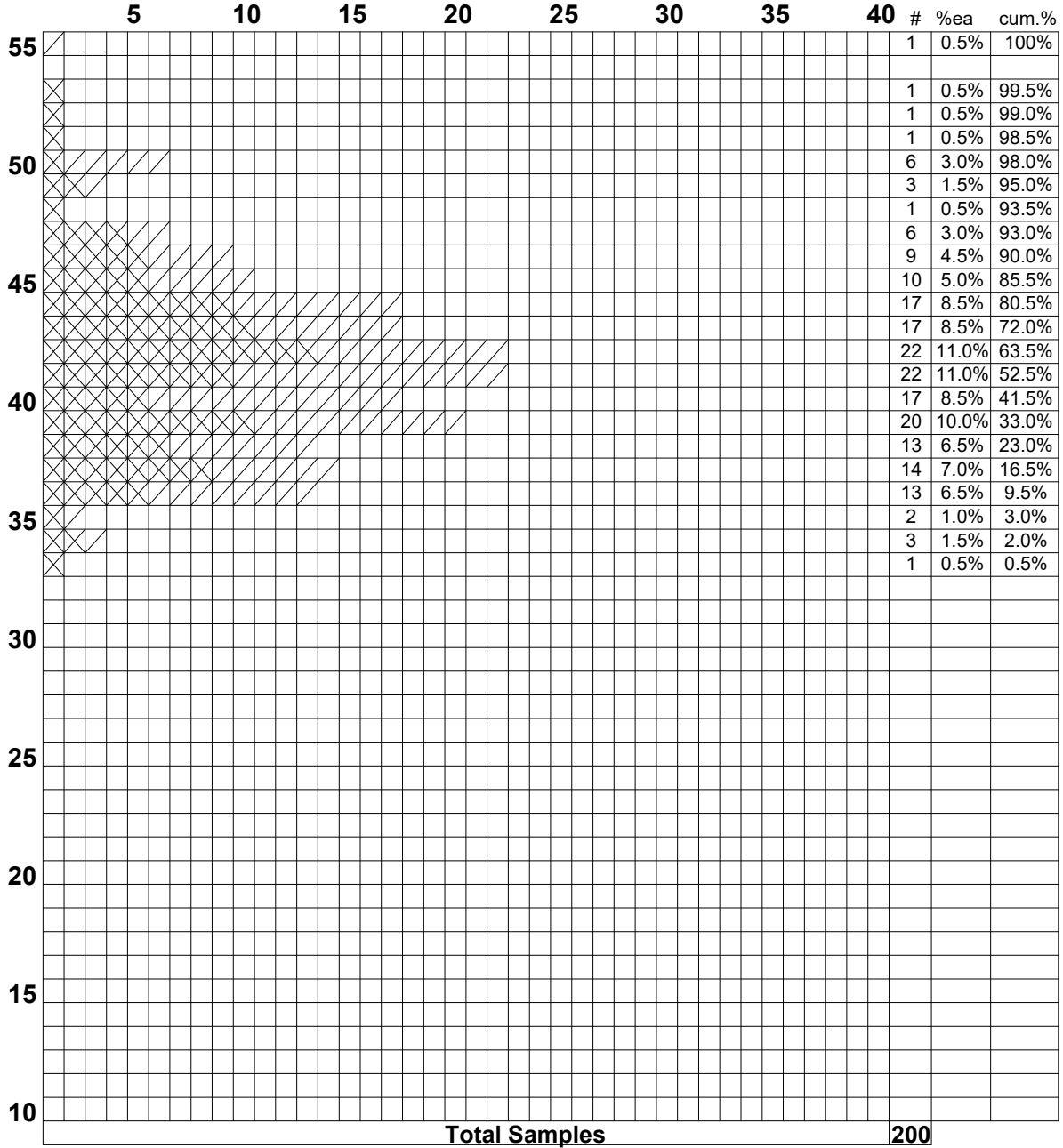
**City of Roseville
Traffic Engineering Department**

Street Name: HARDING BL

Limits: LEAD HILL BL to WILLS RD

Radar Survey Sheet

X=North /=South



85th Percentile Speed: 44.9
 50th Percentile Speed: 40.8
 15th Percentile Speed: 36.8
 10 MPH Pace: 36-45
 Number in Pace: 165
 Percent in Pace: 82.5%

Date of Survey: 10/31/2023 Start Time: 11:05
 Weather: Clear End Time: 11:32
 Road Condition: Good Posted Speed: 40
 Street Class.: Arterial
 Observer: 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: 10/31/23 Location # _____
 Street Name: Harding Bl Observer: CP
 Limits: Lead Hill Bl to Wills Rd Location of Survey: Parking lot @ 10 Sierra Gate
 Weather: Clear Roadway Geometrics: _____
 Road Cond: Good Conditions Not Apparent: _____
 Posted Speed: 40 Start Time: 11:05 am
 Lane Config: _____ End Time: 11:32 am
 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

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

Direction: SB

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

Comments: