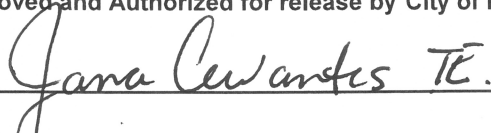




# City of Roseville Engineering and Traffic Survey Summary

Street: SIERRA COLLEGE BL  
Limits: OLYMPUS DR  
NORTHERN CITY LIMIT

Field Observer: RY & AZ  
Checked By: J. CERVANTES  
Date: 8/10/2022

<b>Factors</b>	<b>Direction:</b> <u>North/South</u>
<b><u>A. Prevailing Speed Data</u></b>	
Location of Survey	Polo Ranch Pl.
85th Percentile	55.0
10 mph Pace	47 - 56
Percent in Pace	81.0%
Posted Speed Limit	50
<b><u>B. Collision History</u></b>	
Date Range	6/8/2019 To 6/8/2022 ( 3 Years )
Total Collisions	6
Collision Rate (Acc/MVM)	0.203
Expected Collision Rate	1.85
<b><u>C. Traffic Factors</u></b>	
Average Daily Traffic	26117
Length of Segment	5440
Lane Configuration	2 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	Horizontal and Vertical Curves
Comments	Residential side streets; Class II bike lanes
<b><u>E. Adjacent Land Use</u></b>	
	Single Family Residential
Posted Speed Limit	50
Speed Limit Change?	No
Revised Speed Limit	50
Approved and Authorized for release by City of Roseville Traffic Engineering Department:	
 _____	<u>10-6-22</u> Date
	Loc. #



**City of Roseville  
Traffic Engineering Department**

**Lidar Speed Data Worksheet**

Date: 8-10-22 Location # \_\_\_\_\_

Street Name: Sierra College Observer: RK & AZ

Limits: Olympus for city visit Location of Survey: Polo Ranch Pl

Weather: clear  
Road Cond: \_\_\_\_\_  
Posted Speed: 59  
Lane Config: \_\_\_\_\_  
Adjacent Land Use: \_\_\_\_\_

Roadway Geometrics: \_\_\_\_\_  
Conditions Not Apparent: \_\_\_\_\_  
Start Time: 10:12  
End Time: 10:30

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

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15. <u>47</u>	35. <u>53</u>	55. <u>56</u>	75. <u>56</u>	95. <u>47</u>
16. <u>53</u>	36. <u>59</u>	56. <u>52</u>	76. <u>55</u>	96. <u>47</u>
17. <u>57</u>	37. <u>54</u>	57. <u>59</u>	77. <u>50</u>	97. <u>45</u>
18. <u>54</u>	38. <u>51</u>	58. <u>59</u>	78. <u>56</u>	98. <u>56</u>
19. <u>45</u>	39. <u>47</u>	59. <u>53</u>	79. <u>56</u>	99. <u>54</u>
20. <u>50</u>	40. <u>54</u>	60. <u>52</u>	80. <u>49</u>	100. <u>55</u>

Comments: