



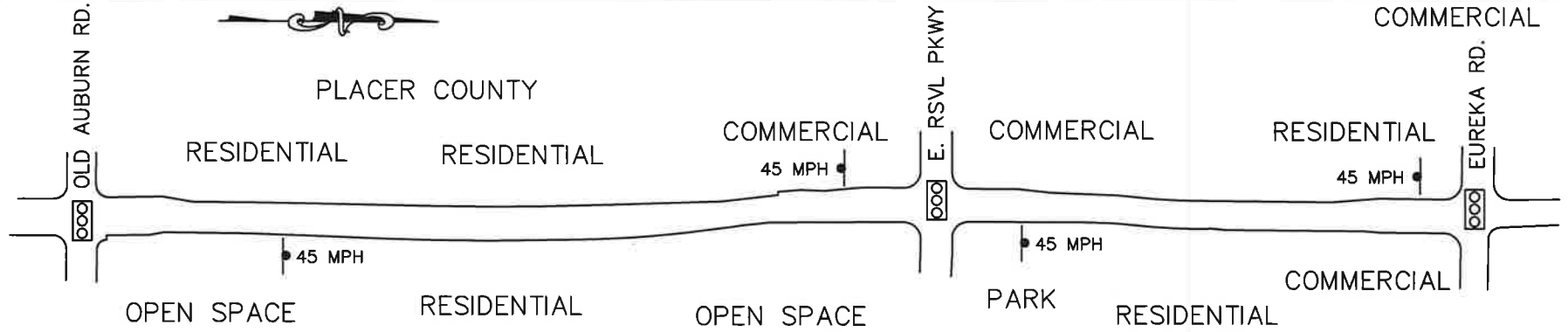
PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP
SPEED ZONE SURVEY

ROAD NAME:

SIERRA COLLEGE BLVD
Old Auburn to Eureka

STRIP MAP



ROADWAY WIDTH	100'
NO. OF LANES	4
ADT	37037
DIVIDER TYPE	RAISED
CRITICAL SPEED (85th %)	49.8 MPH
PACE SPEED	41-50 MPH
3-YEAR ACCIDENT HISTORY	12
EXISTING SPEED LIMIT	45 MPH
RECOM. SPEED LIMIT	45 MPH
SEGMENT LENGTH	1 MI.

LEGEND	STOP SIGNS	SPEED LIMIT SIGN	TRAFFIC SIGNAL
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MPH	61-75	0	ROADSIDE COND.	SCHOOL	<input type="checkbox"/>
	51-60	28		RESIDENCE	<input checked="" type="checkbox"/>
	41-50	142		BUSINESS	<input checked="" type="checkbox"/>
	31-40	29		PARKS	<input checked="" type="checkbox"/>
	1-30	1		OPEN SPACE	<input checked="" type="checkbox"/>
				BIKEWAY	<input checked="" type="checkbox"/>

COMMENTS: NO PARKING ON BOTH SIDES OF STREET.

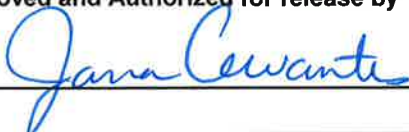
SOME RECOVERY AREA NO RECOVERY AREA

SCHOOL ROUTE

City of Roseville Engineering and Traffic Survey Summary

Street: SIERRA COLLEGE BL
Limits: OLD AUBURN RD
EUREKA RD

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	400 ft South of E. Roseville Pkwy facing South
85th Percentile	49.8
10 mph Pace	41 - 50
Percent in Pace	71.0%
Posted Speed Limit	45
<u>B. Collision History</u>	
Date Range Covered	11/1/2011 To 10/31/2014 (3 Years)
Total Collisions	12
Collision Rate (Acc/MVM)	0.294
Expected Collision Rate	2.55
<u>C. Traffic Factors</u>	
Average Daily Traffic	37037
Length of Segment	5305
Lane Configuration	2 Lane with Raised Median
Street Classification	Arterial
<u>D. Conditions Not Readily Apparent</u>	
Conditions	See: Roadside Conditions on the Speed Zone Survey Map
Roadway Geometrics	Vertical Curve
Comments	Residential driveways; Class II bike lane
<u>E. Adjacent Land Use</u>	
	Commercial
Posted Speed Limit	45
Speed Limit Change?	No
Revised Speed Limit	45
Approved and Authorized for release by City of Roseville Traffic Engineering Department:	
 _____	<u>12-9-15</u> Date
	Loc. #

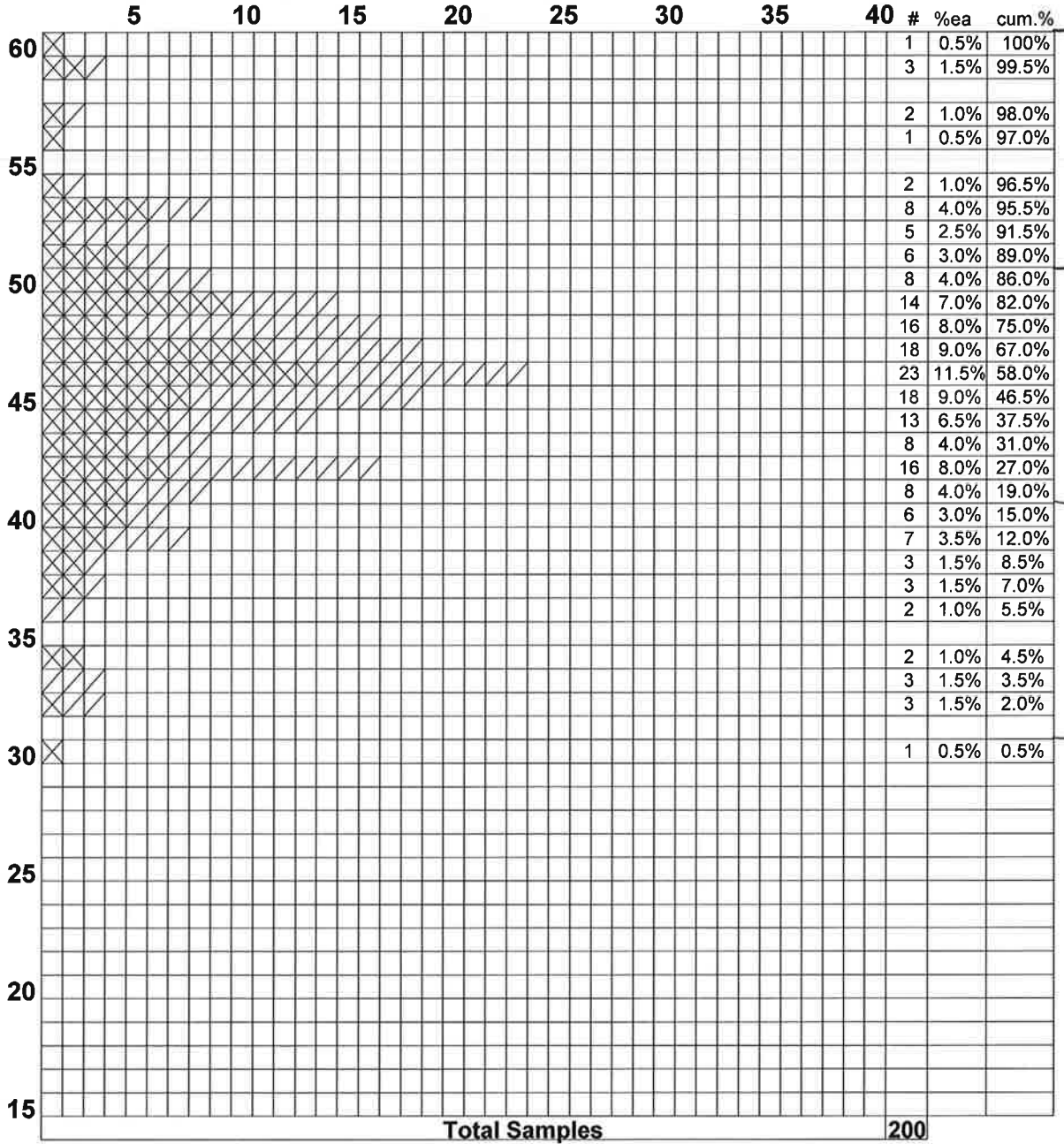


**City of Roseville
Traffic Engineering Department**

Street Name: SIERRA COLLEGE BL
Limits: OLD AUBURN RD to EUREKA RD

Radars Survey Sheet

X=North /-=South



85th Percentile Speed: <u>49.8</u>	Date of Survey: <u>1/8/2015</u>	Start Time: <u>12:25</u>
50th Percentile Speed: <u>45.3</u>	Weather: <u>Clear</u>	End Time: <u>12:50</u>
15th Percentile Speed: <u>40.0</u>	Road Condition: <u>Good</u>	Posted Speed: <u>45</u>
10 MPH Pace: <u>41- 50</u>	Street Class.: <u>Arterial</u>	
Number in Pace: <u>142</u>	Observer: <u>R. CARLSON</u>	
Percent in Pace: <u>71.0%</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: Sierra College Blvd Observer: Randy Carlson

Limits: old Auburn to Eureka Location of Survey: 400 ft South of E RSVL Pkwy facing South

Weather: Clear

Roadway Geometrics: _____

Road Cond: Dry

Conditions Not Apparent: _____

Posted Speed: 45 MPH

Start Time: 12:25 P.M.

Lane Config: _____

End Time: 12:50 PM

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: N

Direction: S

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

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20. <u>44</u>	40. <u>47</u>	60. <u>48</u>	80. <u>48</u>	100. <u>45</u>

Comments: