



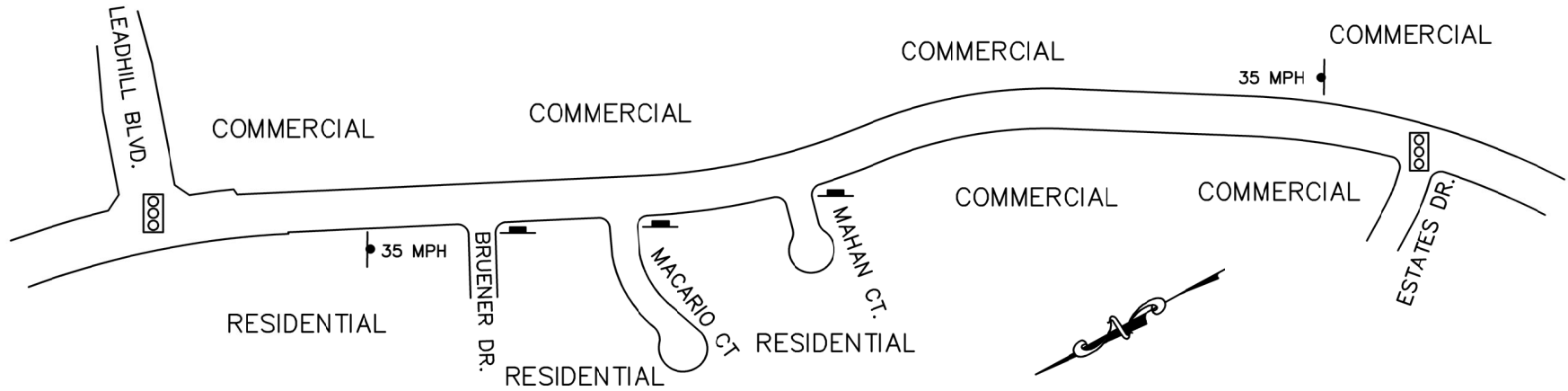
PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP
SPEED ZONE SURVEY

ROAD NAME:

HARDING BLVD.
Estates to Lead Hill

STRIP MAP



ROADWAY WIDTH	70'
NO. OF LANES	4
ADT	17766
DIVIDER TYPE	PAINTED
CRITICAL SPEED (85th %)	41.1 MPH
PACE SPEED	30-39 MPH
3-YEAR ACCIDENT HISTORY	6
EXISTING SPEED LIMIT	35 MPH
RECOM. SPEED LIMIT	35 MPH
SEGMENT LENGTH	.45 MI.

LEGEND	STOP SIGNS	SPEED LIMIT SIGN	TRAFFIC SIGNAL
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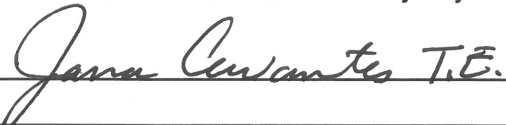
MPH	61-75	0	ROADSIDE COND.	SCHOOL	<input type="checkbox"/>
	51-60	14		RESIDENCE	<input checked="" type="checkbox"/>
	41-50	159		BUSINESS	<input checked="" type="checkbox"/>
	31-40	27		PARKS	<input type="checkbox"/>
	1-30	0		OPEN SPACE	<input type="checkbox"/>
			BIKEWAY	<input checked="" type="checkbox"/>	

COMMENTS: NO PARKING ON BOTH SIDES OF STREET. (UPDATE)	SOME RECOVERY AREA <input type="checkbox"/>	NO RECOVERY AREA <input checked="" type="checkbox"/>
	SCHOOL ROUTE <input type="checkbox"/>	

City of Roseville Engineering and Traffic Survey Summary

Street: HARDING BL
Limits: ESTATES DR
LEAD HILL BL

Field Observer: HC & AZ
Checked By: J CERVANTES
Date: 2/1/2022

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	41.1
10 mph Pace	30 - 39
Percent in Pace	68.0%
Posted Speed Limit	35
<u>B. Collision History</u>	
Date Range	3/24/2019 To 3/24/2022 (3 Years)
Total Collisions	6
Collision Rate (Acc/MVM)	0.687
Expected Collision Rate	2.55
<u>C. Traffic Factors</u>	
Average Daily Traffic	17766
Length of Segment	2366
Lane Configuration	2 Lanes Each Direction
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 commerical driveways; Residential side streets; Limited sight distance; Traffic congestion; Class II bike route
<u>E. Adjacent Land Use</u>	
	Multi Family Residential
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>9.22.2022</u> Date
	Loc. #

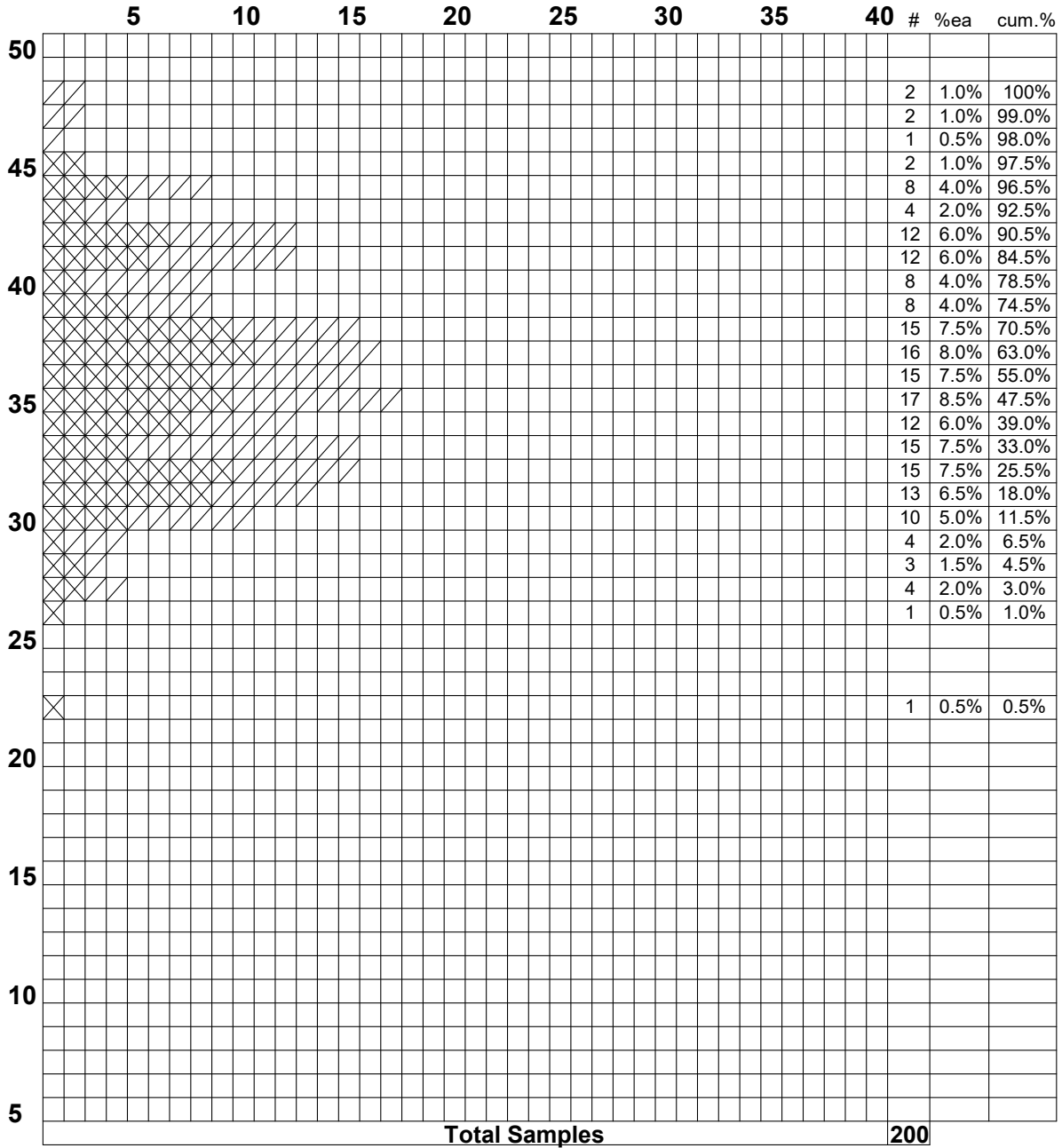
**City of Roseville
Traffic Engineering Department**

Street Name: HARDING BL

Limits: ESTATES DR to LEAD HILL BL

Radar Survey Sheet

X=North / =South



85th Percentile Speed: 41.1
 50th Percentile Speed: 35.3
 15th Percentile Speed: 30.5
 10 MPH Pace: 30-39
 Number in Pace: 136
 Percent in Pace: 68.0%

Date of Survey: 2/1/2022 Start Time: 9:56
 Weather: Clear End Time: 10:19
 Road Condition: Good Posted Speed: 35
 Street Class.: Arterial
 Observer: HC & AZ
 Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

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

Date: 2/11/2022 Location # _____

Street Name: HARDING Observer: HC & AZ

Limits: ESTATES TO LEAD HILL Location of Survey: _____

Weather: CLEAR

Roadway Geometrics: _____

Road Cond: _____

Conditions Not Apparent: _____

Posted Speed: _____

Start Time: 9:56

Lane Config: _____

End Time: 10:19

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: SB

Direction: NB

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

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20. <u>42</u>	40. <u>33</u>	60. <u>41</u>	80. <u>37</u>	100. <u>35</u>

Comments: