



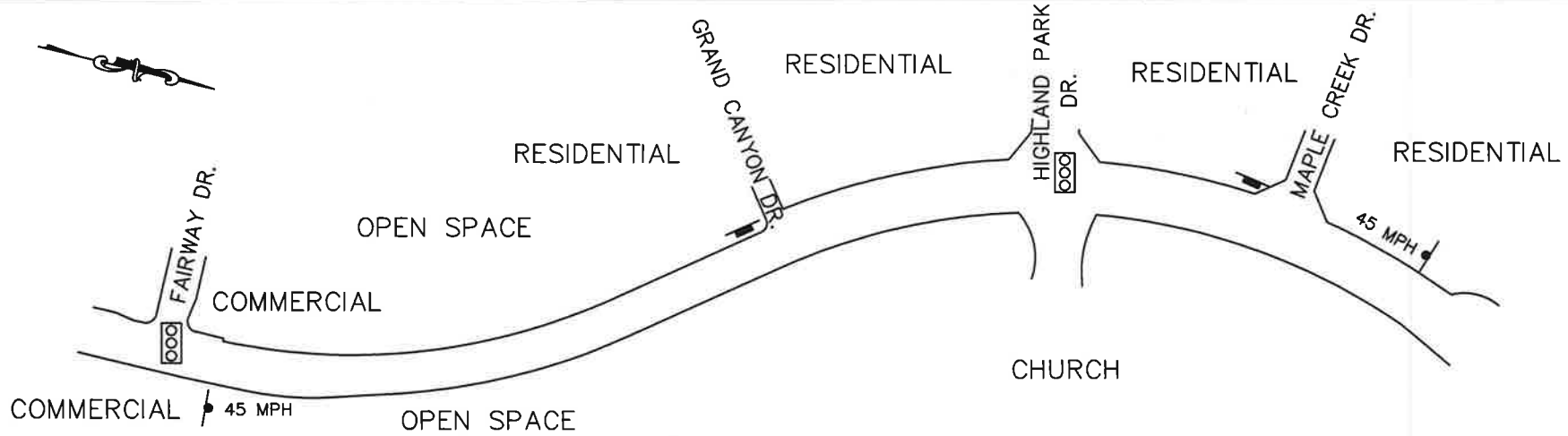
PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP  
SPEED ZONE SURVEY

ROAD NAME:

**STANFORD RANCH RD.**  
Fairway to Northern City Limits

STRIP MAP



ROADWAY WIDTH	94'
NO. OF LANES	6
ADT	24000
DIVIDER TYPE	RAISED
CRITICAL SPEED (85th %)	45.4 MPH
PACE SPEED	36-45 MPH
3-YEAR ACCIDENT HISTORY	4
EXISTING SPEED LIMIT	45 MPH
RECOM. SPEED LIMIT	40 MPH
SEGMENT LENGTH	.60 MI.

LEGEND	STOP SIGN	SPEED LIMIT SIGN	TRAFFIC SIGNAL
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MPH	61-75	0	ROADSIDE COND.	SCHOOL	<input type="checkbox"/>
	51-60	7		RESIDENCE	<input checked="" type="checkbox"/>
	41-50	113		BUSINESS	<input checked="" type="checkbox"/>
	31-40	78		PARKS	<input type="checkbox"/>
	1-30	2		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: STANFORD RANCH RD  
Limits: FAIRWAY DR  
NORTHERN CITY LIMIT

Field Observer: R. CARLSON  
Checked By: JANA CERVANTES  
Date: 1/12/2015

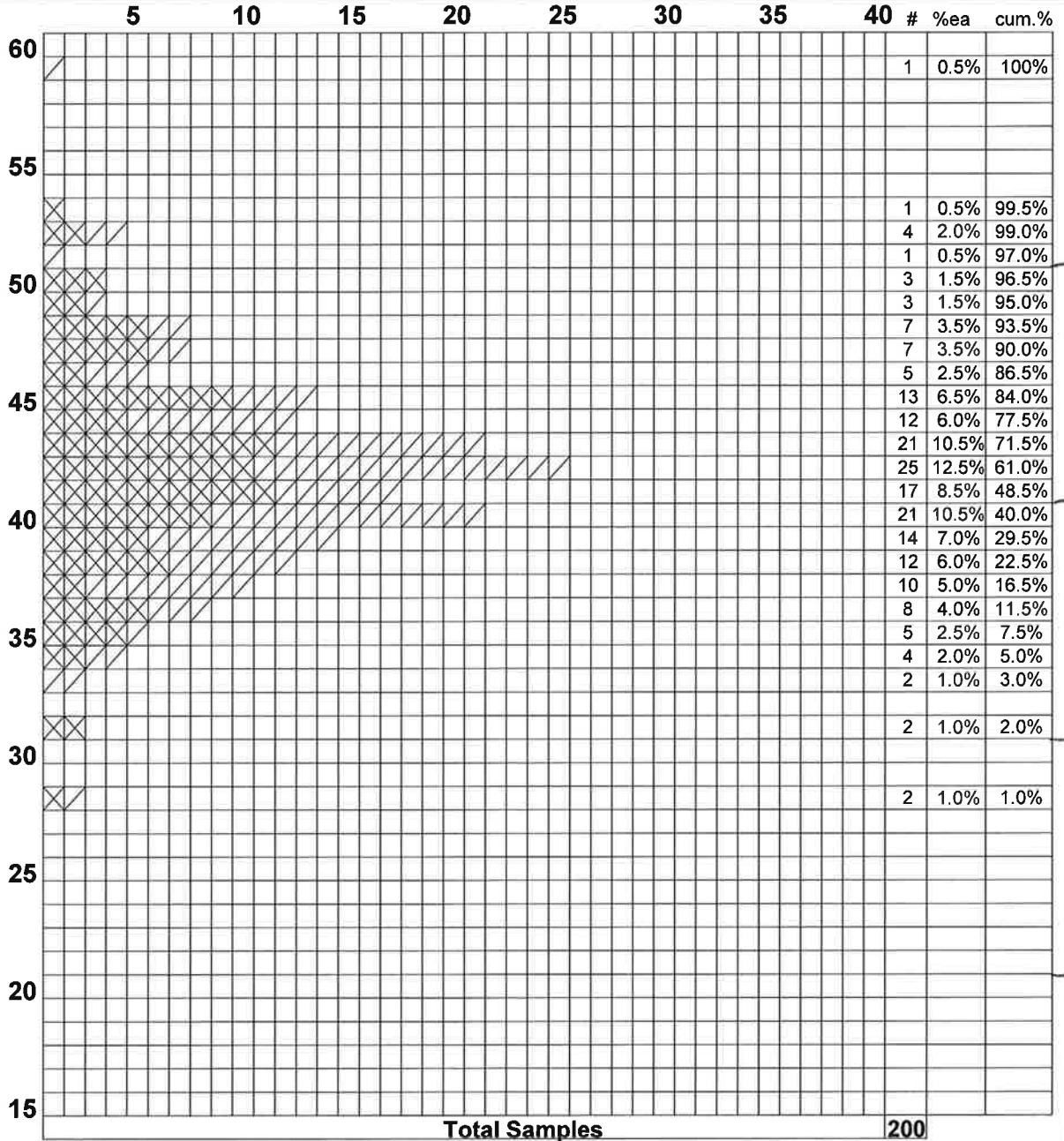
<b>Factors</b>	<b>Direction: <u>North/South</u></b>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	100 ft North of Highland Park Dr. facing North		
85th Percentile	45.4		
10 mph Pace	36 - 45		
Percent in Pace	76.5%		
Posted Speed Limit	45		
<b><u>B. Collision History</u></b>			
Date Range Covered	11/1/2011	To 10/31/2014	( 3 Years )
Total Collisions	4		
Collision Rate (Acc/MVM)	0.251		
Expected Collision Rate	2.75		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	24000		
Length of Segment	3193		
Lane Configuration	3 Lane with Raised Median		
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 & Vertical Curves		
Comments	Commercial driveways; Residential side streets; Class II bike lanes; Limited sight distance		
<b><u>E. Adjacent Land Use</u></b>			
	Single Family Residential		
Posted Speed Limit	45		
Speed Limit Change?	Yes		
Revised Speed Limit	40		
Approved and Authorized for release by City of Roseville Traffic Engineering Department			
		<u>12-9-15</u> Date	

**City of Roseville  
Traffic Engineering Department**

Street Name: STANFORD RANCH RD  
Limits: FAIRWAY DR to NORTHERN CITY LIMIT

**Radars Survey Sheet**

X=North /=South



7

113

78

2

85th Percentile Speed: 45.4  
50th Percentile Speed: 41.1  
15th Percentile Speed: 36.7  
  
10 MPH Pace: 36-45  
Number in Pace: 153  
Percent in Pace: 76.5%

Date of Survey: 1/12/2015      Start Time: 14:45  
Weather: Clear      End Time: 15:15  
Road Condition: Good      Posted Speed: 45  
Street Class.: Arterial  
Observer: R. CARLSON  
Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

**City of Roseville  
Traffic Engineering Department**

**Lidar Speed Data Worksheet**

Date: 1/12/2015 Location # \_\_\_\_\_

Street Name: Stanford Ranch Rd. Observer: Randy Carlson

Limits: Fairway to Northern City Limit Location of Survey: 100 ft N of Highland Park Dr. facing N

Weather: Clear Roadway Geometrics: \_\_\_\_\_

Road Cond: good Conditions Not Apparent: \_\_\_\_\_

Posted Speed: 45 MPH Start Time: 2:45 P.M.

Lane Config: \_\_\_\_\_ End Time: 3:15 P.M.

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: S

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

Direction: N

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

Comments: