

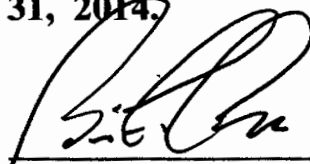


**CITY OF REDDING
CERTIFIED EXTENSION
OF
ENGINEERING AND TRAFFIC SURVEY
FOR
BLAZINGWOOD DRIVE**

For the determination of safe and reasonable speed zoning as required by Sections 22358 and 40802 of the California Vehicle Code (CVC), as defined by Section 627 of the CVC and in accordance with Section 2B. 13 of the California Manual on Uniform Traffic Control Devices, this Engineering and Traffic Survey (ETS) was initiated to verify or modify speed zones on Blazingwood Drive.

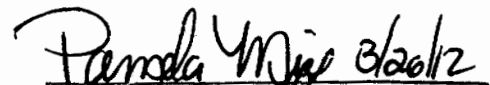
Based on the results of this ETS (attached) and adoption of Ordinance Number 2465 by the City Council of the City of Redding, amending Redding Municipal Code Section 11.12.010, a speed zone on Blazingwood Drive of 30 MPH from Howard Drive to Dawnridge Drive is established, and a speed zone of 40 MPH from Dawnridge Drive to Canyon Creek Road is established.

This ETS was reviewed by a Registered Engineer and no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume since the original study date of preparation and is found to be in compliance with CVC 40802, valid until March 31, 2014.


3/26/2012

Brian Crane, P. E.
Director of Public Works

ATTEST:

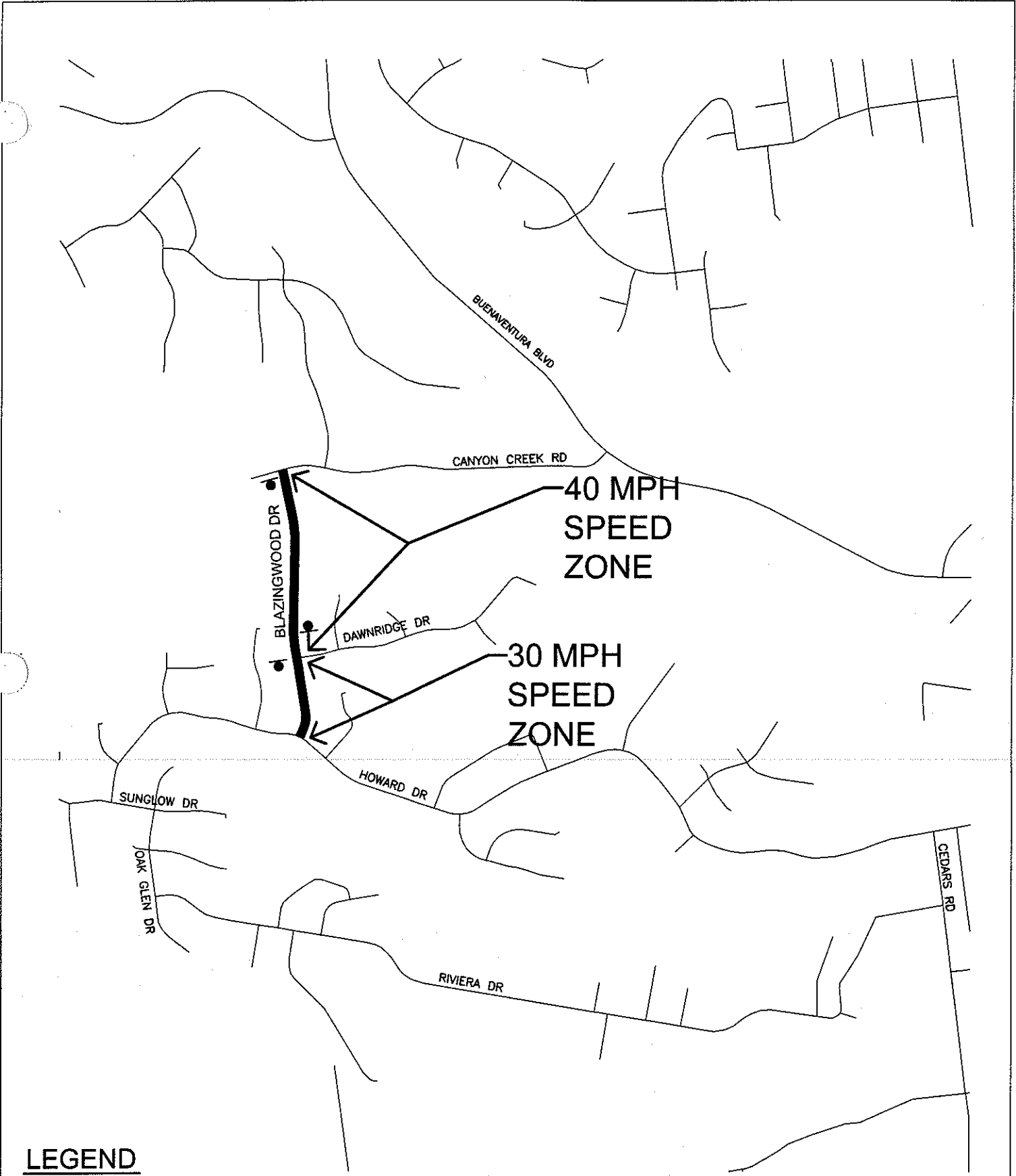

3/26/12

PAMELA MIZE, City Clerk

**BLAZINGWOOD DRIVE
MARCH 2004
CONDITION SUMMARY**

| FROM LOCATION TO | HOWARD DAWNRIIDGE | DAWNRIIDGE CANYON CREEK |
|----------------------------|----------------------|----------------------------|
| NO. OF LANES | 2 | 2 |
| ROADWAY WIDTH | 40' | 40' |
| LENGTH | 640' | 1415' |
| ALIGNMENT HORIZONTAL | STRAIGHT | STRAIGHT |
| VERTICAL | SLOPE | SLOPE |
| DISTRICT | RESIDENTIAL | OPEN SPACE |
| ADT | 2,711 | 2,860 |
| PEDESTRIANS | FEW | FEW |
| SIDEWALKS | YES | YES |
| DRIVEWAYS | SEVERAL | NONE |
| SPEED RELATED ACCIDENTS | NONE | NONE |
| EXISTING SPEED ZONE | 30 MPH | PRIMA FACIA |
| BALL BANK SPEED | N/A | N/A |
| 85TH% SPEED | 34 MPH | 46 MPH |
| SURVEY CONCLUSION | | |
| REASONABLE SPEED | 30 MPH | 40 MPH |
| ACTION | | |
| CITY COUNCIL APPROVED | CITY ORDINANCE 2011 | CITY ORDINANCE 2011 |
| SIGNS POSTED | 9/11/98 | 10/04 |

**ADDITIONAL
COMMENTS:**



LEGEND

● SPEED LIMIT SIGN

CITY OF REDDING MUNICIPAL UTILITIES TRAFFIC OPERATIONS

BLAZINGWOOD DR SPEED STUDY
CANYON CREEK RD TO HOWARD DR



BLAZINGWOOD DR N/ HOWARD DR

Observer: Lori Lackey

Calcs: Frank Hogue

Posted Speed: 30
Weather: Sunny & Dry

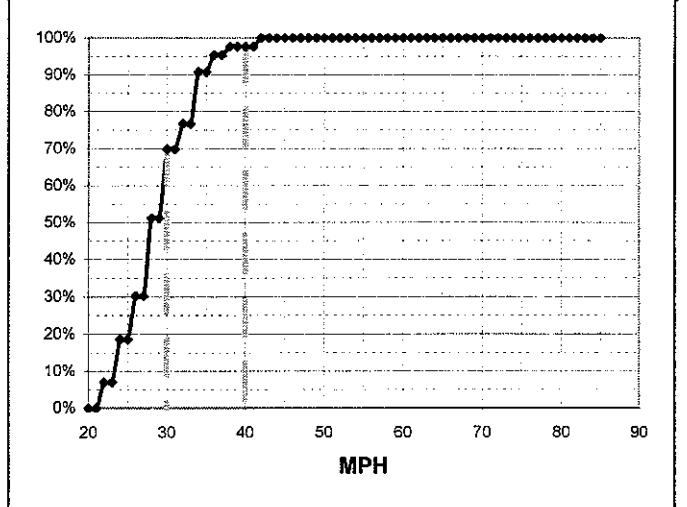
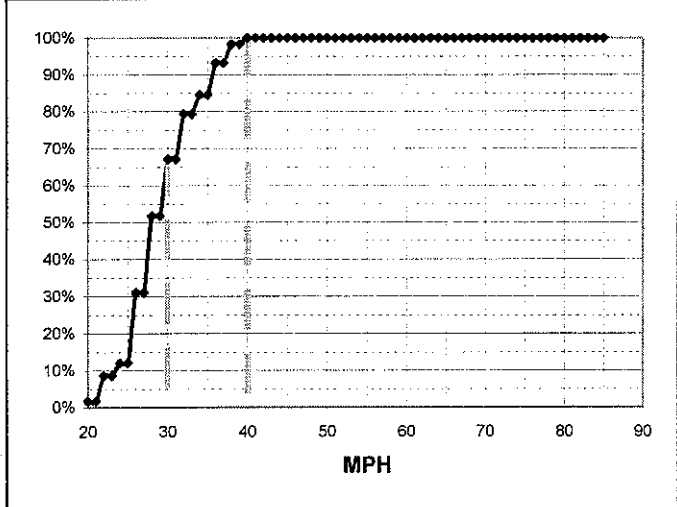
Day: Wednesday
Date: 10/1/03
Time: 10:00 - 11:00

| | | |
|---------------------|---------|-----|
| Critical Speed : | 36 | mph |
| Average Speed : | 29.4 | mph |
| Median Speed : | 28 | mph |
| Standard Deviation: | 4.5 | mph |
| Pace Range : | 30 - 40 | mph |
| Percent in Pace : | 46.6% | |
| Total # Vehicles : | 58 | |

| | | |
|---------------------|---------|-----|
| Critical Speed : | 34 | mph |
| Average Speed : | 29.3 | mph |
| Median Speed : | 28 | mph |
| Standard Deviation: | 4.5 | mph |
| Pace Range : | 30 - 40 | mph |
| Percent in Pace : | 46.5% | |
| Total # Vehicles : | 43 | |

| MPH | # of Veh. | Northbound | % |
|-----|-----------|--------------|--------|
| 85 | | | 100.0% |
| 84 | | | 100.0% |
| 83 | | | 100.0% |
| 82 | | | 100.0% |
| 81 | | | 100.0% |
| 80 | | | 100.0% |
| 79 | | | 100.0% |
| 78 | | | 100.0% |
| 77 | | | 100.0% |
| 76 | | | 100.0% |
| 75 | | | 100.0% |
| 74 | | | 100.0% |
| 73 | | | 100.0% |
| 72 | | | 100.0% |
| 71 | | | 100.0% |
| 70 | | | 100.0% |
| 69 | | | 100.0% |
| 68 | | | 100.0% |
| 67 | | | 100.0% |
| 66 | | | 100.0% |
| 65 | | | 100.0% |
| 64 | | | 100.0% |
| 63 | | | 100.0% |
| 62 | | | 100.0% |
| 61 | | | 100.0% |
| 60 | | | 100.0% |
| 59 | | | 100.0% |
| 58 | | | 100.0% |
| 57 | | | 100.0% |
| 56 | | | 100.0% |
| 55 | | | 100.0% |
| 54 | | | 100.0% |
| 53 | | | 100.0% |
| 52 | | | 100.0% |
| 51 | | | 100.0% |
| 50 | | | 100.0% |
| 49 | | | 100.0% |
| 48 | | | 100.0% |
| 47 | | | 100.0% |
| 46 | | | 100.0% |
| 45 | | | 100.0% |
| 44 | | | 100.0% |
| 43 | | | 100.0% |
| 42 | | | 100.0% |
| 41 | | | 100.0% |
| 40 | 1 | ◆ | 100.0% |
| 39 | 3 | ◆◆◆ | 98.3% |
| 38 | 3 | ◆◆◆ | 98.3% |
| 37 | 5 | ◆◆◆◆◆ | 93.1% |
| 36 | 5 | ◆◆◆◆◆ | 93.1% |
| 35 | | | 84.5% |
| 34 | 3 | ◆◆◆ | 84.5% |
| 33 | 7 | ◆◆◆◆◆◆◆ | 79.3% |
| 32 | 7 | ◆◆◆◆◆◆◆ | 79.3% |
| 31 | 9 | ◆◆◆◆◆◆◆◆◆ | 67.2% |
| 30 | 9 | ◆◆◆◆◆◆◆◆◆ | 67.2% |
| 29 | 12 | ◆◆◆◆◆◆◆◆◆◆◆◆ | 51.7% |
| 28 | 12 | ◆◆◆◆◆◆◆◆◆◆◆◆ | 51.7% |
| 27 | | | 31.0% |
| 26 | 11 | ◆◆◆◆◆◆◆◆◆◆◆ | 31.0% |
| 25 | | | 12.1% |
| 24 | 2 | ◆◆ | 12.1% |
| 23 | | | 8.6% |
| 22 | 4 | ◆◆◆◆ | 8.6% |
| 21 | | | 1.7% |
| 20 | 1 | ◆ | 1.7% |

| MPH | No of Veh. | Southbound | % |
|-----|------------|------------|--------|
| 85 | | | 100.0% |
| 84 | | | 100.0% |
| 83 | | | 100.0% |
| 82 | | | 100.0% |
| 81 | | | 100.0% |
| 80 | | | 100.0% |
| 79 | | | 100.0% |
| 78 | | | 100.0% |
| 77 | | | 100.0% |
| 76 | | | 100.0% |
| 75 | | | 100.0% |
| 74 | | | 100.0% |
| 73 | | | 100.0% |
| 72 | | | 100.0% |
| 71 | | | 100.0% |
| 70 | | | 100.0% |
| 69 | | | 100.0% |
| 68 | | | 100.0% |
| 67 | | | 100.0% |
| 66 | | | 100.0% |
| 65 | | | 100.0% |
| 64 | | | 100.0% |
| 63 | | | 100.0% |
| 62 | | | 100.0% |
| 61 | | | 100.0% |
| 60 | | | 100.0% |
| 59 | | | 100.0% |
| 58 | | | 100.0% |
| 57 | | | 100.0% |
| 56 | | | 100.0% |
| 55 | | | 100.0% |
| 54 | | | 100.0% |
| 53 | | | 100.0% |
| 52 | | | 100.0% |
| 51 | | | 100.0% |
| 50 | | | 100.0% |
| 49 | | | 100.0% |
| 48 | | | 100.0% |
| 47 | | | 100.0% |
| 46 | | | 100.0% |
| 45 | | | 100.0% |
| 44 | | | 100.0% |
| 43 | | | 100.0% |
| 42 | 1 | ◆ | 100.0% |
| 41 | | | 97.7% |
| 40 | | | 97.7% |
| 39 | | | 97.7% |
| 38 | 1 | ◆ | 97.7% |
| 37 | | | 95.3% |
| 36 | 2 | ◆◆ | 95.3% |
| 35 | | | 90.7% |
| 34 | 6 | ◆◆◆◆◆◆ | 90.7% |
| 33 | | | 76.7% |
| 32 | 3 | ◆◆◆ | 76.7% |
| 31 | | | 69.8% |
| 30 | 8 | ◆◆◆◆◆◆◆◆ | 69.8% |
| 29 | | | 51.2% |
| 28 | 9 | ◆◆◆◆◆◆◆◆◆ | 51.2% |
| 27 | | | 30.2% |
| 26 | 5 | ◆◆◆◆◆ | 30.2% |
| 25 | | | 18.6% |
| 24 | 5 | ◆◆◆◆◆ | 18.6% |
| 23 | | | 7.0% |
| 22 | 3 | ◆◆◆ | 7.0% |
| 21 | | | 0.0% |
| 20 | | | 0.0% |



BLAZINGWOOD DR N/ DAWNDIDGE DR

Day: Friday
 Date: 9/5/03
 Time: 10:45 - 11:30

Observer: Lori Lackey

Calcs: Frank Hogue

Posted Speed: 30
 Weather: Sunny & Dry

| | | |
|---------------------|---------|-----|
| Critical Speed : | 48 | mph |
| Average Speed : | 41.1 | mph |
| Median Speed : | 0 | mph |
| Standard Deviation: | 6.3 | mph |
| Pace Range : | 40 - 50 | mph |
| Percent in Pace : | 56.3% | |
| Total # Vehicles : | 48 | |

| | | |
|---------------------|---------|-----|
| Critical Speed : | 44 | mph |
| Average Speed : | 36.9 | mph |
| Median Speed : | 36 | mph |
| Standard Deviation: | 5.8 | mph |
| Pace Range : | 30 - 40 | mph |
| Percent in Pace : | 65.4% | |
| Total # Vehicles : | 52 | |

| MPH | # of Veh. | Northbound | % |
|-----|-----------|------------|--------|
| 85 | | | 100.0% |
| 84 | | | 100.0% |
| 83 | | | 100.0% |
| 82 | | | 100.0% |
| 81 | | | 100.0% |
| 80 | | | 100.0% |
| 79 | | | 100.0% |
| 78 | | | 100.0% |
| 77 | | | 100.0% |
| 76 | | | 100.0% |
| 75 | | | 100.0% |
| 74 | | | 100.0% |
| 73 | | | 100.0% |
| 72 | | | 100.0% |
| 71 | | | 100.0% |
| 70 | | | 100.0% |
| 69 | | | 100.0% |
| 68 | | | 100.0% |
| 67 | | | 100.0% |
| 66 | | | 100.0% |
| 65 | | | 100.0% |
| 64 | | | 100.0% |
| 63 | | | 100.0% |
| 62 | | | 100.0% |
| 61 | | | 100.0% |
| 60 | | | 100.0% |
| 59 | | | 100.0% |
| 58 | | | 100.0% |
| 57 | | | 100.0% |
| 56 | | | 100.0% |
| 55 | | | 100.0% |
| 54 | 1 | ♦ | 100.0% |
| 53 | | | 97.9% |
| 52 | 1 | ♦ | 97.9% |
| 51 | | | 95.8% |
| 50 | 3 | ♦♦♦ | 95.8% |
| 49 | | | 89.6% |
| 48 | 3 | ♦♦♦ | 89.6% |
| 47 | | | 83.3% |
| 46 | 7 | ♦♦♦♦♦♦♦ | 83.3% |
| 45 | | | 68.8% |
| 44 | 5 | ♦♦♦♦♦ | 68.8% |
| 43 | | | 58.3% |
| 42 | 4 | ♦♦♦♦ | 58.3% |
| 41 | | | 50.0% |
| 40 | 8 | ♦♦♦♦♦♦♦♦ | 50.0% |
| 39 | | | 33.3% |
| 38 | 2 | ♦♦ | 33.3% |
| 37 | | | 29.2% |
| 36 | 6 | ♦♦♦♦♦♦ | 29.2% |
| 35 | | | 16.7% |
| 34 | 2 | ♦♦ | 16.7% |
| 33 | | | 12.5% |
| 32 | 3 | ♦♦♦ | 12.5% |
| 31 | | | 6.3% |
| 30 | 2 | ♦♦ | 6.3% |
| 29 | | | 2.1% |
| 28 | | | 2.1% |
| 27 | | | 2.1% |
| 26 | 1 | ♦ | 2.1% |
| 25 | | | 0.0% |
| 24 | | | 0.0% |
| 23 | | | 0.0% |
| 22 | | | 0.0% |
| 21 | | | 0.0% |
| 20 | | | 0.0% |

| MPH | No of Veh. | Southbound | % |
|-----|------------|-------------|--------|
| 85 | | | 100.0% |
| 84 | | | 100.0% |
| 83 | | | 100.0% |
| 82 | | | 100.0% |
| 81 | | | 100.0% |
| 80 | | | 100.0% |
| 79 | | | 100.0% |
| 78 | | | 100.0% |
| 77 | | | 100.0% |
| 76 | | | 100.0% |
| 75 | | | 100.0% |
| 74 | | | 100.0% |
| 73 | | | 100.0% |
| 72 | | | 100.0% |
| 71 | | | 100.0% |
| 70 | | | 100.0% |
| 69 | | | 100.0% |
| 68 | | | 100.0% |
| 67 | | | 100.0% |
| 66 | | | 100.0% |
| 65 | | | 100.0% |
| 64 | | | 100.0% |
| 63 | | | 100.0% |
| 62 | | | 100.0% |
| 61 | | | 100.0% |
| 60 | | | 100.0% |
| 59 | | | 100.0% |
| 58 | | | 100.0% |
| 57 | | | 100.0% |
| 56 | | | 100.0% |
| 55 | | | 100.0% |
| 54 | 1 | ♦ | 100.0% |
| 53 | | | 98.1% |
| 52 | | | 98.1% |
| 51 | | | 98.1% |
| 50 | | | 98.1% |
| 49 | | | 98.1% |
| 48 | 1 | ♦ | 98.1% |
| 47 | | | 96.2% |
| 46 | 3 | ♦♦♦ | 96.2% |
| 45 | | | 90.4% |
| 44 | 4 | ♦♦♦♦ | 90.4% |
| 43 | | | 82.7% |
| 42 | 4 | ♦♦♦♦ | 82.7% |
| 41 | | | 75.0% |
| 40 | 1 | ♦ | 75.0% |
| 39 | | | 73.1% |
| 38 | 11 | ♦♦♦♦♦♦♦♦♦♦♦ | 73.1% |
| 37 | | | 51.9% |
| 36 | 4 | ♦♦♦♦ | 51.9% |
| 35 | | | 44.2% |
| 34 | 10 | ♦♦♦♦♦♦♦♦♦♦ | 44.2% |
| 33 | | | 25.0% |
| 32 | 6 | ♦♦♦♦♦♦ | 25.0% |
| 31 | | | 13.5% |
| 30 | 3 | ♦♦♦ | 13.5% |
| 29 | | | 7.7% |
| 28 | 3 | ♦♦♦ | 7.7% |
| 27 | | | 1.9% |
| 26 | 1 | ♦ | 1.9% |
| 25 | | | 0.0% |
| 24 | | | 0.0% |
| 23 | | | 0.0% |
| 22 | | | 0.0% |
| 21 | | | 0.0% |
| 20 | | | 0.0% |

