

November 16, 2022

EXTENSION OF EXISTING ENGINEERING AND TRAFFIC SURVEYS

Roadway: Douglas Boulevard from Vernon Street and I-80

Taken from section 11.28.010 (Speed Zones) of the City of Roseville Municipal Code, the Engineering and Traffic Survey for Douglas Boulevard from Vernon Street and I-80, dated January 5, 2015, would expire in the near future without review and approval by the City of Roseville to extend the period that the survey data is valid. After conducting a review of the existing engineering and traffic survey and a field review of the identified road by a professional engineer, the City of Roseville Department of Public Works has determined that no significant changes in roadway or traffic conditions have occurred on this road. Therefore, in accordance with the California Vehicle Code Section 40802 (c)(2)(B)(i)(II), the existing engineering and traffic survey will be extended to Fourteen years; until January 5, 2029.



Jana Cervantes T.E.
Jana Cervantes, T.E.
Senior Engineer
Public Works Department
City of Roseville



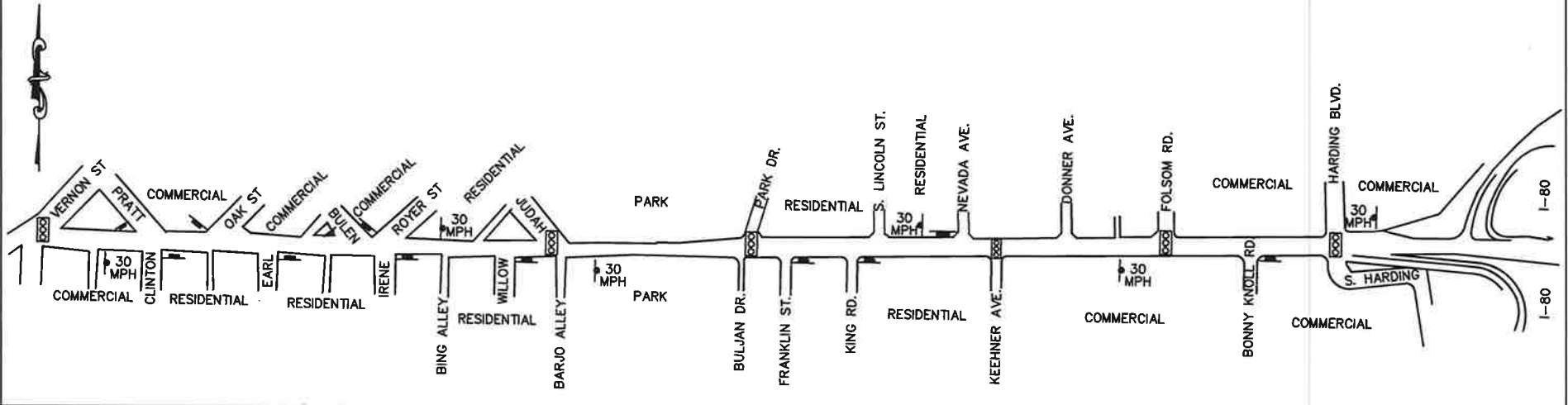
PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP
SPEED ZONE SURVEY

ROAD NAME:

DOUGLAS BLVD
Vernon to Interstate-80

STRIP MAP



ROADWAY WIDTH	40-50'
NO. OF LANES	2
ADT	9678
DIVIDER TYPE	PAINTED
CRITICAL SPEED (85th %)	36.8 MPH
PACE SPEED	29-38 MPH
3-YEAR ACCIDENT HISTORY	6
EXISTING SPEED LIMIT	30 MPH
RECOM. SPEED LIMIT	30 MPH
SEGMENT LENGTH	1.06

LEGEND	STOP SIGNS	SPEED LIMIT SIGN	TRAFFIC SIGNAL
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MPH	ROADSIDE COND.	
	61-75	0
51-60	0	RESIDENCE <input checked="" type="checkbox"/>
41-50	8	BUSINESS <input checked="" type="checkbox"/>
31-40	133	PARKS <input checked="" type="checkbox"/>
1-30	59	OPEN SPACE <input type="checkbox"/>
		BIKEWAY <input checked="" type="checkbox"/>

COMMENTS: MINIMAL PARKING ALLOWED (SOUTH SIDE BETWEEN CLINTON & WILLOW ONLY)

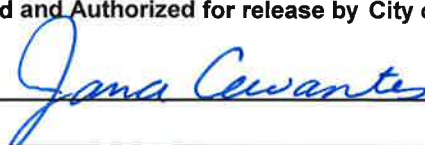
SOME RECOVERY AREA NO RECOVERY AREA

SCHOOL ROUTE

City of Roseville Engineering and Traffic Survey Summary

Street: DOUGLAS BL
Limits: VERNON ST
INTERSTATE-80

Field Observer: RANDY CARLSON
Checked By: JANA CERVANTES
Date: 1/5/2015

Factors	Direction: <u>East/West</u>		
<u>A. Prevailing Speed Data</u>			
Location of Survey	Between Earl and Bulen Facing WB		
85th Percentile	36.8		
10 mph Pace	29 - 38		
Percent in Pace	77.0%		
Posted Speed Limit	30		
<u>B. Collision History</u>			
Date Range Covered	11/1/2011	To 10/31/2014	(3 Years)
Total Collisions	6		
Collision Rate (Acc/MVM)	0.535		
Expected Collision Rate	2.95		
<u>C. Traffic Factors</u>			
Average Daily Traffic	9678		
Length of Segment	5581		
Lane Configuration	Single Lane Each Direction		
Street Classification	Arterial		
<u>D. Conditions Not Readily Apparent</u>			
Conditions	See: Roadside Conditions on the Speed Zone Survey Map		
Roadway Geometrics	Strait & Level		
Comments	Numerous residential side streets and commercial driveways; Traffic congestion.		
<u>E. Adjacent Land Use</u>			
	Single Family Residential		
Posted Speed Limit	30		
Speed Limit Change?	No		
Revised Speed Limit	30		
Approved and Authorized for release by City of Roseville Traffic Engineering Department:			
 _____		<u>12-9-15</u> Date	

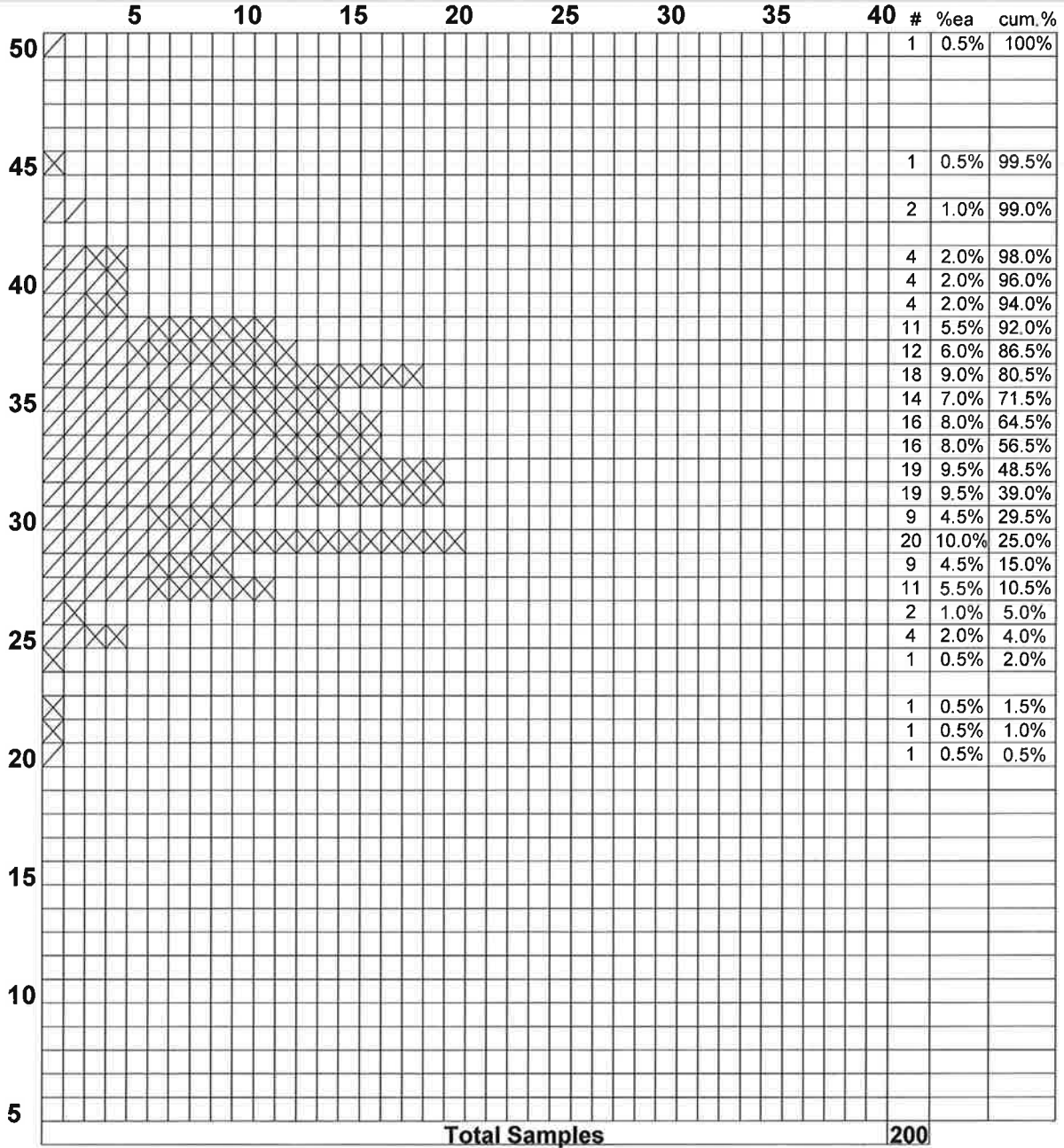


**City of Roseville
Traffic Engineering Department**

Street Name: DOUGLAS BL
Limits: VERNON ST to JUDAH ST

Radar Survey Sheet

X=West / =East



85th Percentile Speed: <u>36.8</u>	Date of Survey: <u>1/5/2015</u>	Start Time: <u>9:35</u>
50th Percentile Speed: <u>32.2</u>	Weather: <u>Clear</u>	End Time: <u>10:20</u>
15th Percentile Speed: <u>28.0</u>	Road Condition: <u>Good</u>	Posted Speed: <u>30</u>
10 MPH Pace: <u>29- 38</u>	Street Class.: <u>Arterial</u>	
Number in Pace: <u>154</u>	Observer: <u>RANDY CARLSON</u>	
Percent in Pace: <u>77.0%</u>	Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map	

**City of Roseville
Traffic Engineering Department**

Lidar Speed Data Worksheet

Date: 1/5/15 Location # _____
 Street Name: Douglas Blvd Observer: Randy Carlson
 Limits: Vernon to Judah Location of Survey: Between Earl and Bielen WB

Weather: Clear Roadway Geometrics: _____
 Road Cond: Dry Conditions Not Apparent: _____
 Posted Speed: 30 MPH Start Time: 9:35 A.M.
 Lane Config: _____ End Time: 10:20 A.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: E

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

Direction: W

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

Comments:

