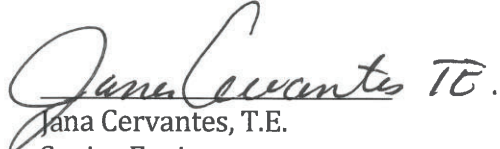


November 22, 2023

**EXTENSION OF EXISTING ENGINEERING AND TRAFFIC SURVEYS**

**Roadway: Industrial Avenue from Washington Boulevard to City Limit**

Taken from section 11.28.010 (Speed Zones) of the City of Roseville Municipal Code, the Engineering and Traffic Survey for Industrial Avenue from Washington Boulevard to City Limit, dated September 7, 2016, 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 September 7, 2030.

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





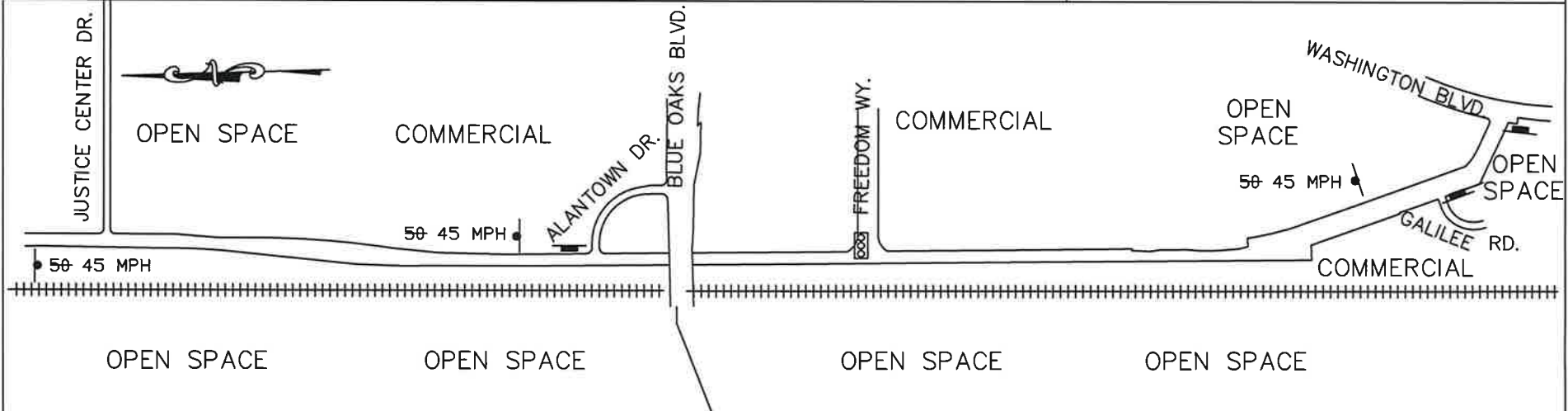
PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP  
SPEED ZONE SURVEY

ROAD NAME:

**INDUSTRIAL AVENUE**  
Washington to Northern City Limits

STRIP MAP



ROADWAY WIDTH	25'-50'	56'
NO. OF LANES	2	2
ADT	16035	16035
DIVIDER TYPE	RAISED/PAINTED	PAINTED
CRITICAL SPEED (85th %)	52.4 MPH	50.3 MPH
PACE SPEED	45-54 MPH	41-50 MPH
3-YEAR ACCIDENT HISTORY	8	8
EXISTING SPEED LIMIT	50 MPH	50 MPH
RECOM. SPEED LIMIT	<b>45 MPH</b>	<b>45 MPH</b>
SEGMENT LENGTH	1.14 MI.	1.33 MI.

LEGEND: ROAD SIGNS SPEED LIMIT SIGN TRAFFIC SIGNAL RAILROAD TRACKS

MPH	61-75	0	0	ROADSIDE COND. SCHOOL <input type="checkbox"/> RESIDENCE <input type="checkbox"/> BUSINESS <input checked="" type="checkbox"/> PARKS <input type="checkbox"/> OPEN SPACE <input checked="" type="checkbox"/> BIKEWAY <input checked="" type="checkbox"/>
	51-60	72	33	
	41-50	124	152	
	31-40	4	15	
	1-30	0	0	

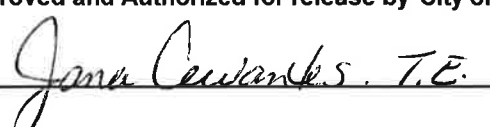
COMMENTS: NO PARKING ON BOTH SIDES OF STREET. ADT MEASURED WITH HOSES AT TWO LOCATIONS.

SOME RECOVERY AREA  NO RECOVERY AREA   
SCHOOL ROUTE

# City of Roseville Engineering and Traffic Survey Summary

Street: INDUSTRIAL AV  
Limits: WASHINGTON BL  
NORTHERN CITY LIMIT

Field Observer: J. PASTOR  
Checked By: J. CERVANTES  
Date: 9/7/2016

<b>Factors</b>	<b>Direction: <u>North/South</u></b>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	8860 INDUSTRIAL AVENUE		
85th Percentile	52.4		
10 mph Pace	45 - 54		
Percent in Pace	81.0%		
Posted Speed Limit	50		
<b><u>B. Collision History</u></b>			
Date Range Covered	5/1/2013	To 5/1/2016	( 3 Years )
Total Collisions	8		
Collision Rate (Acc/MVM)	2.34		
Expected Collision Rate	2.95		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	16035		
Length of Segment	1026		
Lane Configuration	Single Lane Each Direction		
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 Curve		
Comments	No parking on both sides of street; ADT measured with hoses		
<b><u>E. Adjacent Land Use</u></b>			
	Industrial		
Posted Speed Limit	50		
Speed Limit Change?	Yes		
Revised Speed Limit	45		
Approved and Authorized for release by City of Roseville Traffic Engineering Department:			
 _____		<u>2-7-17</u> Date	Loc. #



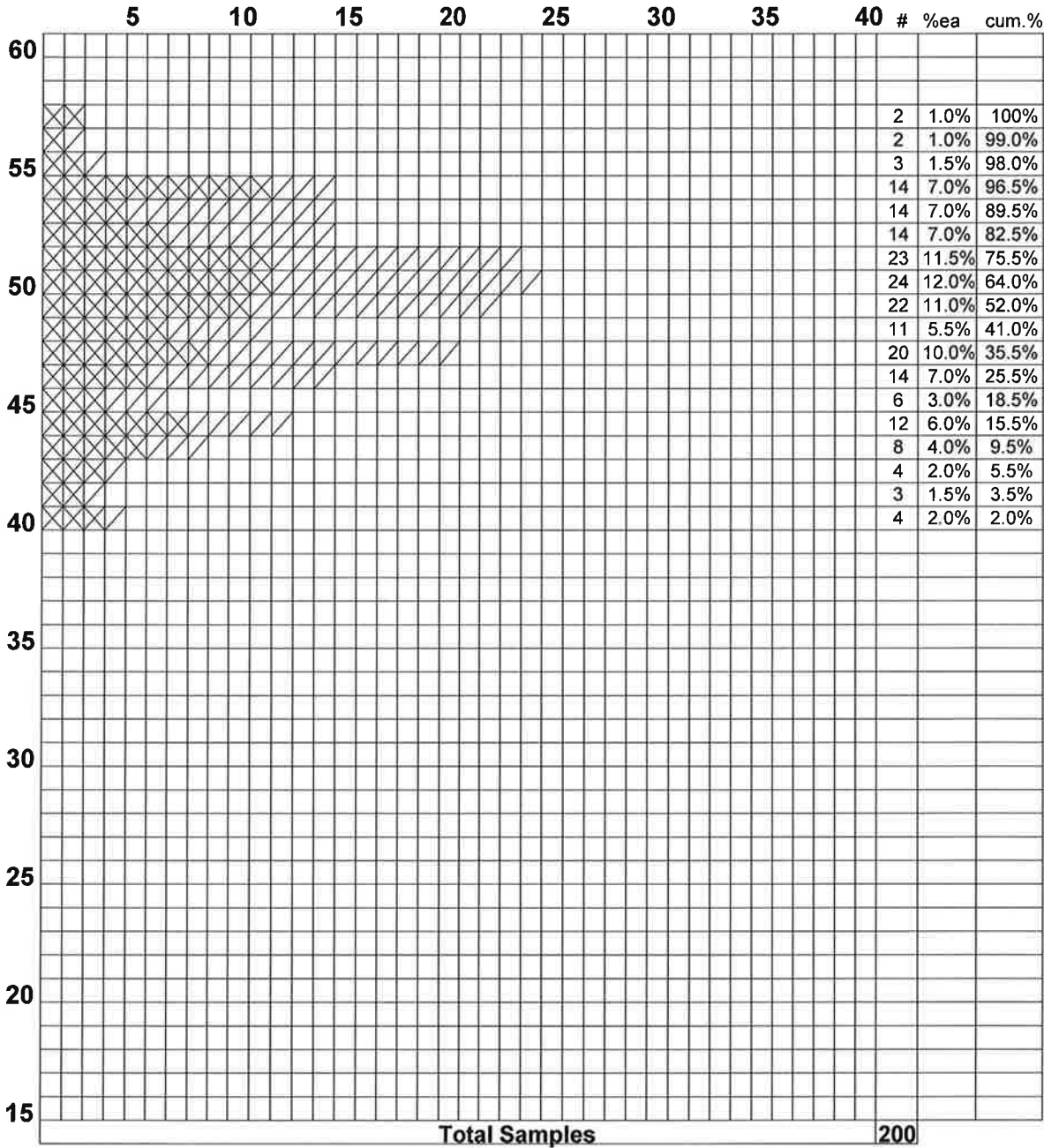
**City of Roseville  
Traffic Engineering Department**

Street Name: INDUSTRIAL AV

Limits: WASHINGTON BL to NORTHERN CITY LIMIT

**Radars Survey Sheet**

X=North /=South



85th Percentile Speed: 52.4  
 50th Percentile Speed: 48.8  
 15th Percentile Speed: 43.9  
 10 MPH Pace: 45- 54  
 Number in Pace: 162  
 Percent in Pace: 81.0%

Date of Survey: 9/7/2016      Start Time: 15:00  
 Weather: Clear      End Time: 16:00  
 Road Condition: Good      Posted Speed: 50  
 Street Class.: Arterial  
 Observer: J. PASTOR  
 Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

## City of Roseville Traffic Engineering Department

### Lidar Speed Data Worksheet

Date: \_\_\_\_\_ Location # \_\_\_\_\_

Street Name: \_\_\_\_\_ Observer: \_\_\_\_\_

Limits: \_\_\_\_\_ Location of Survey: \_\_\_\_\_

Weather: \_\_\_\_\_

Roadway Geometrics: \_\_\_\_\_

Road Cond: \_\_\_\_\_

Conditions Not Apparent: \_\_\_\_\_

Posted Speed: \_\_\_\_\_

Start Time: \_\_\_\_\_

Lane Config: \_\_\_\_\_

End Time: \_\_\_\_\_

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: \_\_\_\_\_

Direction: \_\_\_\_\_

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

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

Comments:

# City of Roseville Engineering and Traffic Survey Summary

Street: INDUSTRIAL AV  
Limits: WASHINGTON BL  
NORTHERN CITY LIMIT

Field Observer: J. PASTOR  
Checked By: J. CERVANTES  
Date: 9/12/2016

<b>Factors</b>	<b>Direction: <u>North/South</u></b>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	250' N OF BLUE OAKS BLVD		
85th Percentile	50.3		
10 mph Pace	41 - 50		
Percent in Pace	76.0%		
Posted Speed Limit	50		
<b><u>B. Collision History</u></b>			
Date Range Covered	5/1/2013	To 5/1/2016	( 3 YEARS )
Total Collisions	8		
Collision Rate (Acc/MVM)	2.34		
Expected Collision Rate	2.95		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	16035		
Length of Segment	1026		
Lane Configuration	Single Lane Each Direction		
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 Curve		
Comments	NO PARKING ON BOTH SIDES OF STREET; ADT MEASURED WITH HOSES		
<b><u>E. Adjacent Land Use</u></b>			
	Industrial		
Posted Speed Limit	50		
Speed Limit Change?	Yes		
Revised Speed Limit	45		
Approved and Authorized for release by City of Roseville Traffic Engineering Department:			
_____		_____	
		Date	Loc. #

# City of Roseville

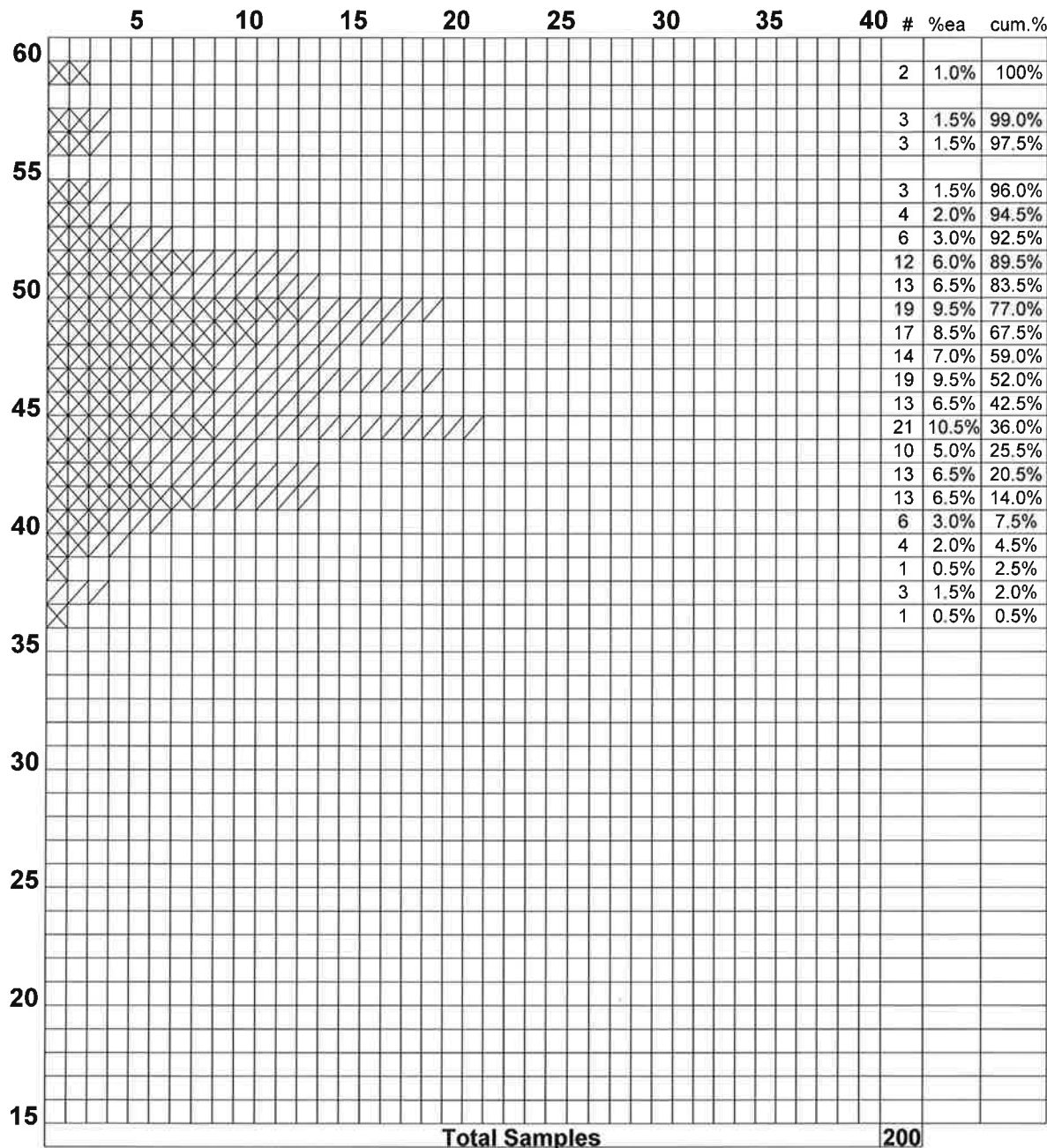
## Traffic Engineering Department

Street Name: **INDUSTRIAL AV**

Limits: **WASHINGTON BL to NORTHERN CITY LIMIT**

### Radar Survey Sheet

X=North /=South



85th Percentile Speed:	<u>50.3</u>
50th Percentile Speed:	<u>45.8</u>
15th Percentile Speed:	<u>41.2</u>
10 MPH Pace:	<u>41- 50</u>
Number in Pace:	<u>152</u>
Percent in Pace:	<u>76.0%</u>

Date of Survey:	<u>9/12/2016</u>	Start Time:	<u>14:00</u>
Weather:	<u>Clear</u>	End Time:	<u>15:00</u>
Road Condition:	<u>Good</u>	Posted Speed:	<u>50</u>
Street Class.:	<u>Arterial</u>		
Observer:	<u>J. PASTOR</u>		
Conditions not Apparent:	See: Roadside Conditions on the Speed Zone Survey Map		

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

Date: 9/12/2016 Location # \_\_\_\_\_

Street Name: Industrial Ave Observer: \_\_\_\_\_

Limits: Washington to north end Location of Survey: \_\_\_\_\_

Weather: clear

Roadway Geometrics: \_\_\_\_\_

Road Cond: good

Conditions Not Apparent: \_\_\_\_\_

Posted Speed: \_\_\_\_\_

Start Time: 14:00

Lane Config: \_\_\_\_\_

End Time: 15:00

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

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

Comments: