



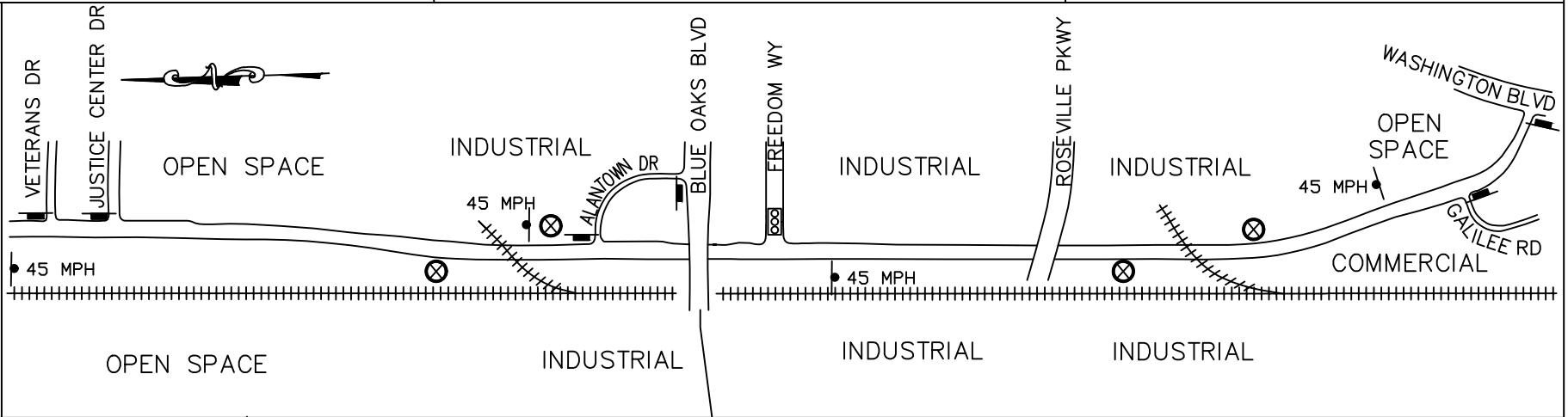
PUBLIC WORKS DEPT.

# TRAFFIC ENGINEERING AND SPEED MAP SPEED ZONE SURVEY

ROAD NAME:

**INDUSTRIAL AVE**  
Washington to Northern City Limit

STRIP MAP



ROADWAY WIDTH	25'-50'	56'
NO. OF LANES	2	2
ADT	11941	8233
DIVIDER TYPE	RAISED/PAINTED	PAINTED
CRITICAL SPEED (85th %)	51.8 MPH	50.7 MPH
PACE SPEED	43-52 MPH	42-51 MPH
3-YEAR ACCIDENT HISTORY	3	5
EXISTING SPEED LIMIT	45 MPH	45 MPH
RECOM. SPEED LIMIT	45 MPH	45 MPH
SEGMENT LENGTH	1.14 MI.	1.33 MI.

LEGEND: ROAD SIGNS SPEED LIMIT SIGN R.R. CROSSING TRAFFIC SIGNAL RAILROAD TRACKS

MPH	61-75	0	0	ROADSIDE COND.
	51-60	51	38	SCHOOL <input type="checkbox"/>
	41-50	139	134	RESIDENCE <input type="checkbox"/>
	31-40	10	28	BUSINESS <input checked="" type="checkbox"/>
	1-30	0	0	PARKS <input type="checkbox"/>
				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: INDUSTRIAL AV  
Limits: WASHINGTON BL  
NORTHERN CITY LIMIT

Field Observer: AZ/AJ  
Checked By: J. CERVANTES  
Date: 7/9/2024

<b>Factors</b>	Direction: <u>North/South</u>
<b><u>A. Prevailing Speed Data</u></b>	
Location of Survey	8860 INDUSTRIAL AVENUE
85th Percentile	50.7
10 mph Pace	42 - 51
Percent in Pace	69.0%
Posted Speed Limit	45
<b><u>B. Collision History</u></b>	
Date Range	5/11/2021 To 5/11/2024 ( 3 YEARS )
Total Collisions	5
Collision Rate (Acc/MVM)	2.849
Expected Collision Rate	2.95
<b><u>C. Traffic Factors</u></b>	
Average Daily Traffic	8233
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
	
<b><u>E. Adjacent Land Use</u></b>	Industrial/Commercial
Posted Speed Limit	45
Speed Limit Change?	No
Revised Speed Limit	45
Approved and Authorized for release by City of Roseville Traffic Engineering Department:	
 <hr style="width: 50%; margin: 0 auto;"/>	<u>12-03-2024</u> Date
Loc. #	

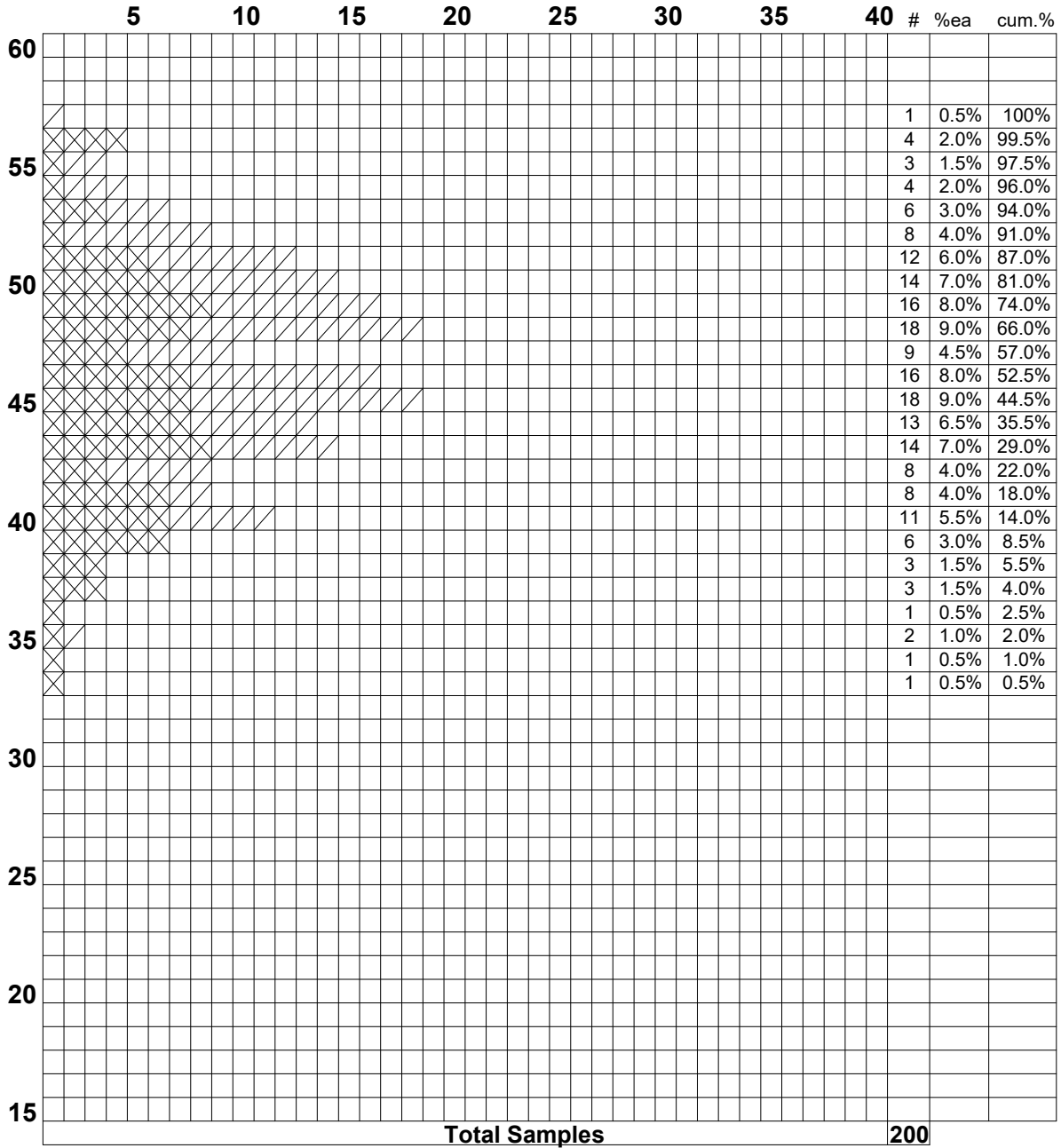
**City of Roseville  
Traffic Engineering Department**

Street Name: INDUSTRIAL AV

Limits: WASHINGTON BL to NORTHERN CITY LIMIT

**Radars Survey Sheet**

X=North / =South



85th Percentile Speed: 50.7  
 50th Percentile Speed: 45.7  
 15th Percentile Speed: 40.3  
 10 MPH Pace: 42- 51  
 Number in Pace: 138  
 Percent in Pace: 69.0%

Date of Survey: 7/9/2024      Start Time: 15:40  
 Weather: Clear      End Time: 16:04  
 Road Condition: Good      Posted Speed: 45  
 Street Class.: Arterial  
 Observer: AZ/AJ  
 Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

**City of Roseville  
Traffic Engineering Department**

**Lidar Speed Data Worksheet**

Date: 7/9/2024 Location # AZ/AJ

Street Name: Industrial Observer: 8860 Industrial Ave

Limits: Washington / City Limit Location of Survey: \_\_\_\_\_

Weather: Sunny/hot Roadway Geometrics: \_\_\_\_\_

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

Posted Speed: \_\_\_\_\_ Start Time: 3:40 pm

Lane Config: \_\_\_\_\_ End Time: 7:04 pm

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: NB

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

Direction: SB



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

Comments:

# City of Roseville Engineering and Traffic Survey Summary

Street: INDUSTRIAL AV  
Limits: WASHINGTON BL  
NORTHERN CITY LIMIT

Field Observer: CP  
Checked By: J CERVANTES  
Date: 8/7/2024

<b>Factors</b>	Direction: <u>North/South</u>
<b><u>A. Prevailing Speed Data</u></b>	
Location of Survey	250' N of Blue Oaks Blvd.
85th Percentile	51.8
10 mph Pace	43 - 52
Percent in Pace	74.0%
Posted Speed Limit	45
<b><u>B. Collision History</u></b>	
Date Range	6/30/2021 To 6/30/2024 ( 3 years )
Total Collisions	3
Collision Rate (Acc/MVM)	1.179
Expected Collision Rate	2.95
<b><u>C. Traffic Factors</u></b>	
Average Daily Traffic	11941
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
	
<b><u>E. Adjacent Land Use</u></b>	Industrial/Commercial
Posted Speed Limit	45
Speed Limit Change?	No
Revised Speed Limit	45
Approved and Authorized for release by City of Roseville Traffic Engineering Department:	
 _____	<u>12-03-2024</u> Date
	Loc. #

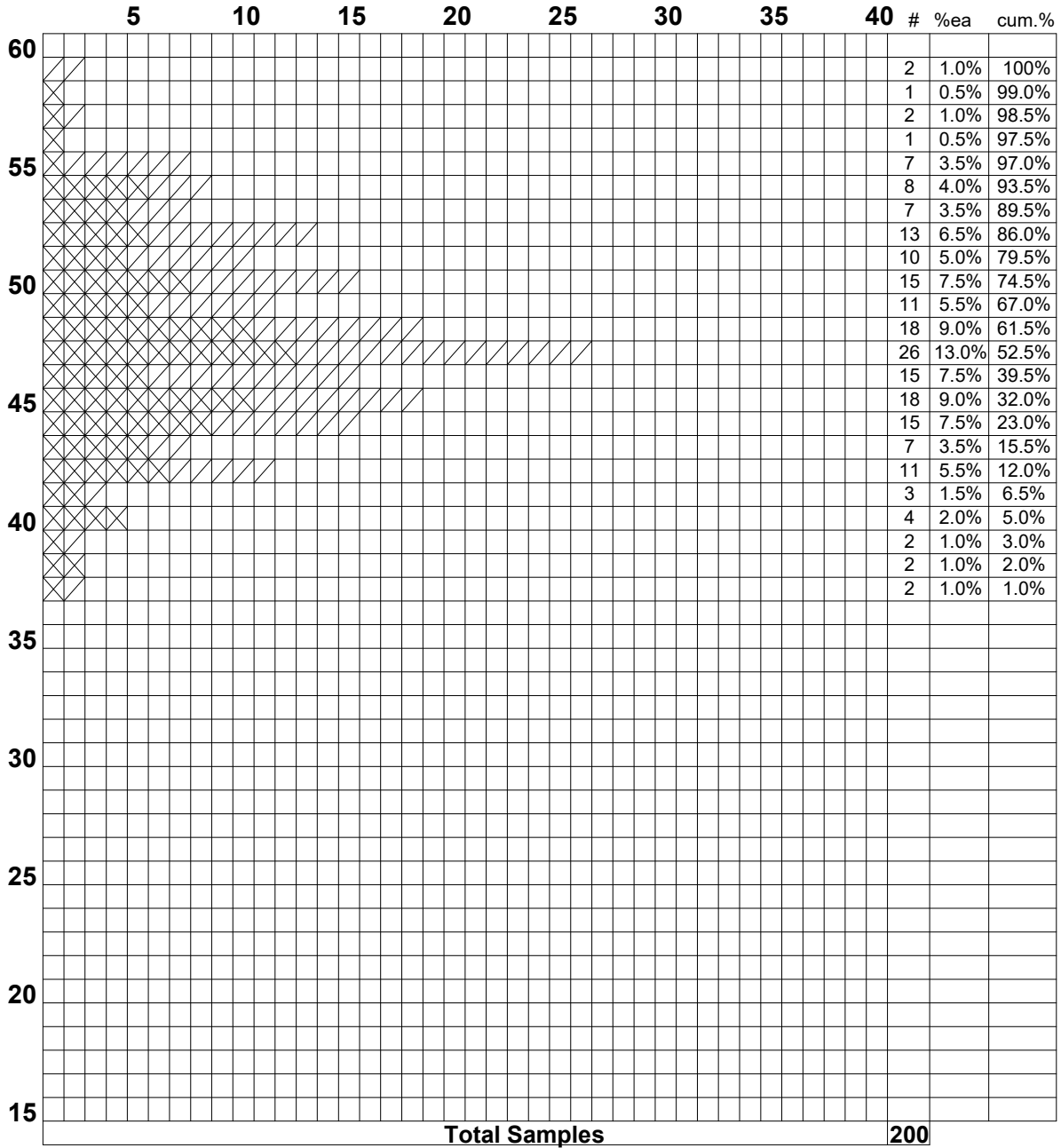
**City of Roseville  
Traffic Engineering Department**

Street Name: INDUSTRIAL AV

Limits: WASHINGTON BL to NORTHERN CITY LIMIT

**Radars Survey Sheet**

X=North / =South



85th Percentile Speed:	<u>51.8</u>	Date of Survey:	<u>8/7/2024</u>	Start Time:	<u>13:32</u>
50th Percentile Speed:	<u>46.8</u>	Weather:	<u>Clear</u>	End Time:	<u>14:01</u>
15th Percentile Speed:	<u>42.9</u>	Road Condition:	<u>Good</u>	Posted Speed:	<u>45</u>
10 MPH Pace:	<u>43- 52</u>	Street Class.:	<u>Arterial</u>		
Number in Pace:	<u>148</u>	Observer:	<u>CP</u>		
Percent in Pace:	<u>74.0%</u>	Conditions not Apparent:	See: Roadside Conditions on the Speed Zone Survey Map		

**City of Roseville  
Traffic Engineering Department**

**Lidar Speed Data Worksheet**

Date: 8/7/24 Location # \_\_\_\_\_

Street Name: Industrial Ave Observer: CP

Limits: Washington Bl to Northern City Location of Survey: 250' N of Blue Oaks Blvd.  
Limits

Weather: Sunny, Hot Roadway Geometrics: \_\_\_\_\_

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

Posted Speed: 45 MPH Start Time: 1:32 pm

Lane Config: \_\_\_\_\_ End Time: 2:01 pm

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: NB

Direction: SB

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

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

Comments: