

November 16, 2022

**EXTENSION OF EXISTING ENGINEERING AND TRAFFIC SURVEYS**

**Roadway: New Meadow Drive from Blue Oaks Blvd to Parkside Way**

Taken from section 11.28.010 (Speed Zones) of the City of Roseville Municipal Code, the Engineering and Traffic Survey for New Meadow Drive from Blue Oaks Blvd to Parkside Way, dated July 24, 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 July 24, 2029.



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



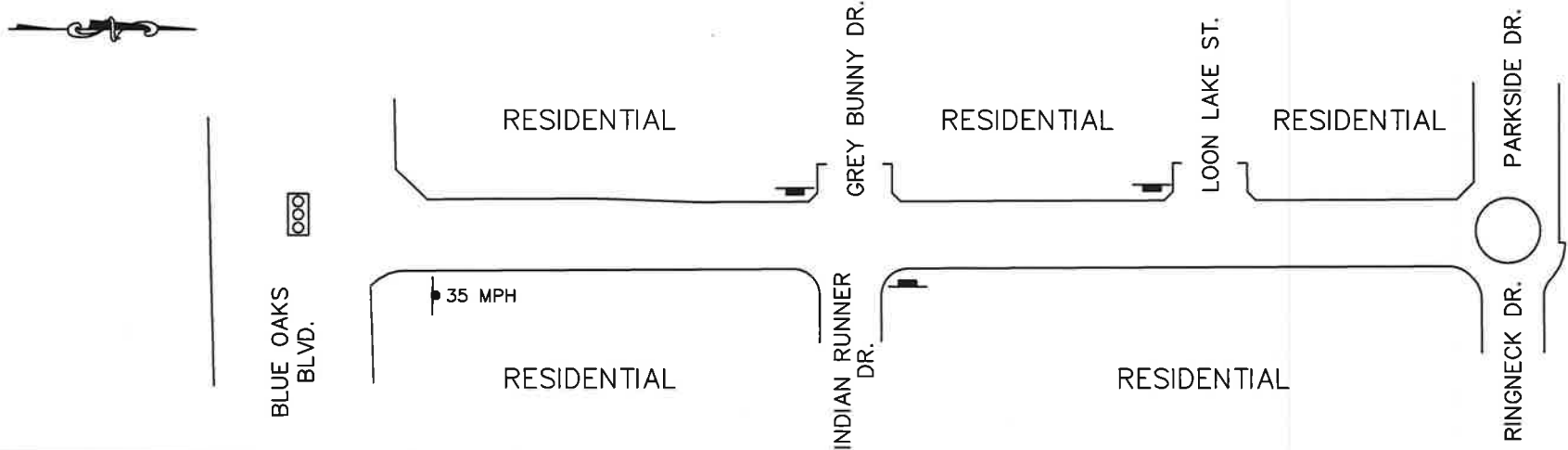
PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP  
SPEED ZONE SURVEY

ROAD NAME:

**NEW MEADOW DR.**  
Blue Oaks to Parkside

STRIP MAP



ROADWAY WIDTH	45'
NO. OF LANES	2
ADT	4438
DIVIDER TYPE	RAISED LANDSCAPE
CRITICAL SPEED (85th %)	37.6 MPH
PACE SPEED	29-38 MPH
3-YEAR ACCIDENT HISTORY	0
EXISTING SPEED LIMIT	35 MPH
RECOM. SPEED LIMIT	35 MPH
SEGMENT LENGTH	.26 MI.

LEGEND	STOP SIGN	SPEED LIMIT SIGN	TRAFFIC SIGNAL	ROUNDBOUT
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MPH	61-75	0	ROADSIDE COND.	SCHOOL	<input type="checkbox"/>
	51-60	0		RESIDENCE	<input checked="" type="checkbox"/>
	41-50	12		BUSINESS	<input type="checkbox"/>
	31-40	145		PARKS	<input type="checkbox"/>
	1-30	43		OPEN SPACE	<input type="checkbox"/>
			BIKEWAY	<input checked="" type="checkbox"/>	

COMMENTS: NO PARKING ON BOTH SIDES OF STREET

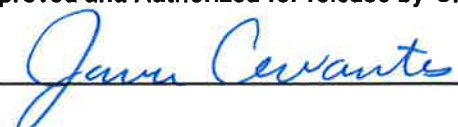
SOME RECOVERY AREA  NO RECOVERY AREA

SCHOOL ROUTE

# City of Roseville Engineering and Traffic Survey Summary

Street: NEW MEADOW DR  
Limits: BLUE OAKS BL  
PARKSIDE WY

Field Observer: J. PASTOR/F. MAR  
Checked By: J. CERVANTES  
Date: 7/24/2015

<b>Factors</b>	<b>Direction:</b> <u>North/South</u>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	30' N OF ROUNDABOUT		
85th Percentile	37.6		
10 mph Pace	29 - 38		
Percent in Pace	77.5%		
Posted Speed Limit	35		
<b><u>B. Collision History</u></b>			
Date Range Covered	7/24/2012	To 7/24/2015	( 3 YEARS )
Total Collisions	0		
Collision Rate (Acc/MVM)	0		
Expected Collision Rate	2.95		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	4438		
Length of Segment	1380		
Lane Configuration	Single Lane Each Direction		
Street Classification	Collector		
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	See: Roadside Conditions on the Speed Zone Survey Map		
Roadway Geometrics	STRAIGHT AND LEVEL		
Comments	RESIDENTIAL SIDE STREETS; CLASS II BIKE LANESQ		
<b><u>E. Adjacent Land Use</u></b>			
	Single Family Residential		
Posted Speed Limit	35		
Speed Limit Change?	No		
Revised Speed Limit	35		
Approved and Authorized for release by City of Roseville Traffic Engineering Department:			
 _____		12-9-15 _____ Date	_____ Loc. #

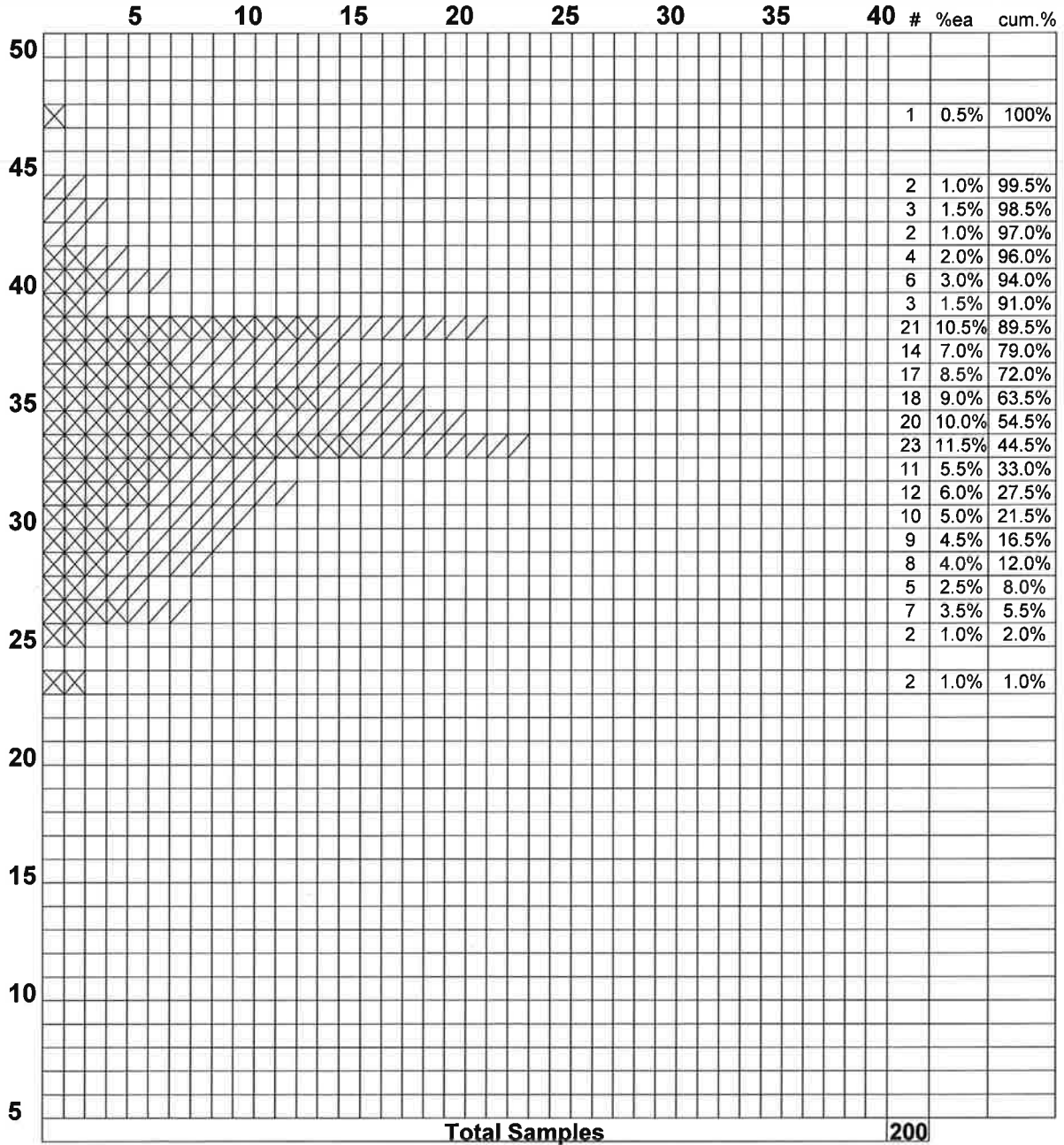


**City of Roseville  
Traffic Engineering Department**

Street Name: NEW MEADOW DR  
Limits: BLUE OAKS BL to PARKSIDE WY

**Radar Survey Sheet**

X=North /=South



85th Percentile Speed:	<u>37.6</u>	Date of Survey:	<u>7/24/2015</u>	Start Time:	<u>10:00</u>
50th Percentile Speed:	<u>33.6</u>	Weather:	<u>Clear</u>	End Time:	<u>3:42</u>
15th Percentile Speed:	<u>28.7</u>	Road Condition:	<u>Good</u>	Posted Speed:	<u>35</u>
10 MPH Pace:	<u>29-38</u>	Street Class.:	<u>Collector</u>	Observer:	<u>J. PASTOR/F. MARTINEZ</u>
Number in Pace:	<u>155</u>	Conditions not Apparent:	See: Roadside Conditions on the Speed Zone Survey Map		
Percent in Pace:	<u>77.5%</u>				

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

Date: 7-24-15 Location # \_\_\_\_\_  
 Street Name: New Meadow Dr Observer: Jerome & Fabian  
 Limits: Blue oaks & Parkside Location of Survey: N' of roundabout on private driveway (≈20' N)  
 Weather: Clear Roadway Geometrics: Flat - roundabout  
 Road Cond: good Conditions Not Apparent: \_\_\_\_\_  
 Posted Speed: 35 Start Time: 10:00am  
 Lane Config: 1 lane ea way End Time: 3:42pm  
 Adjacent Land Use: residential - single family  
 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>38</u>	21. <u>33</u>	41. <u>23</u>	61. <u>38</u>	81. <u>35</u>
2. <u>35</u>	22. <u>33</u>	42. <u>38</u>	62. <u>41</u>	82. <u>31</u>
3. <u>26</u>	23. <u>32</u>	43. <u>35</u>	63. <u>35</u>	83. <u>34</u>
4. <u>37</u>	24. <u>31</u>	44. <u>38</u>	64. <u>38</u>	84. <u>35</u>
5. <u>29</u>	25. <u>38</u>	45. <u>33</u>	65. <u>29</u>	85. <u>32</u>
6. <u>28</u>	26. <u>37</u>	46. <u>35</u>	66. <u>23</u>	86. <u>32</u>
7. <u>25</u>	27. <u>34</u>	47. <u>25</u>	67. <u>27</u>	87. <u>34</u>
8. <u>47</u>	28. <u>28</u>	48. <u>33</u>	68. <u>29</u>	88. <u>33</u>
9. <u>35</u>	29. <u>38</u>	49. <u>40</u>	69. <u>26</u>	89. <u>33</u>
10. <u>41</u>	30. <u>35</u>	50. <u>32</u>	70. <u>39</u>	90. <u>32</u>
11. <u>35</u>	31. <u>26</u>	51. <u>35</u>	71. <u>38</u>	91. <u>30</u>
12. <u>36</u>	32. <u>36</u>	52. <u>33</u>	72. <u>37</u>	92. <u>35</u>
13. <u>36</u>	33. <u>32</u>	53. <u>33</u>	73. <u>35</u>	93. <u>34</u>
14. <u>34</u>	34. <u>26</u>	54. <u>34</u>	74. <u>38</u>	94. <u>38</u>
15. <u>33</u>	35. <u>40</u>	55. <u>33</u>	75. <u>37</u>	95. <u>36</u>
16. <u>31</u>	36. <u>30</u>	56. <u>39</u>	76. <u>36</u>	96. <u>33</u>
17. <u>33</u>	37. <u>38</u>	57. <u>35</u>	77. <u>34</u>	97. <u>38</u>
18. <u>30</u>	38. <u>33</u>	58. <u>33</u>	78. <u>31</u>	98. <u>27</u>
19. <u>31</u>	39. <u>40</u>	59. <u>37</u>	79. <u>37</u>	99. <u>36</u>
20. <u>28</u>	40. <u>29</u>	60. <u>38</u>	80. <u>36</u>	100. <u>33</u>

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16. <u>30</u>	36. <u>37</u>	56. <u>36</u>	76. <u>26</u>	96. <u>33</u>
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20. <u>34</u>	40. <u>40</u>	60. <u>36</u>	80. <u>36</u>	100. <u>36</u>

Comments:

