

November 16, 2022

EXTENSION OF EXISTING ENGINEERING AND TRAFFIC SURVEYS

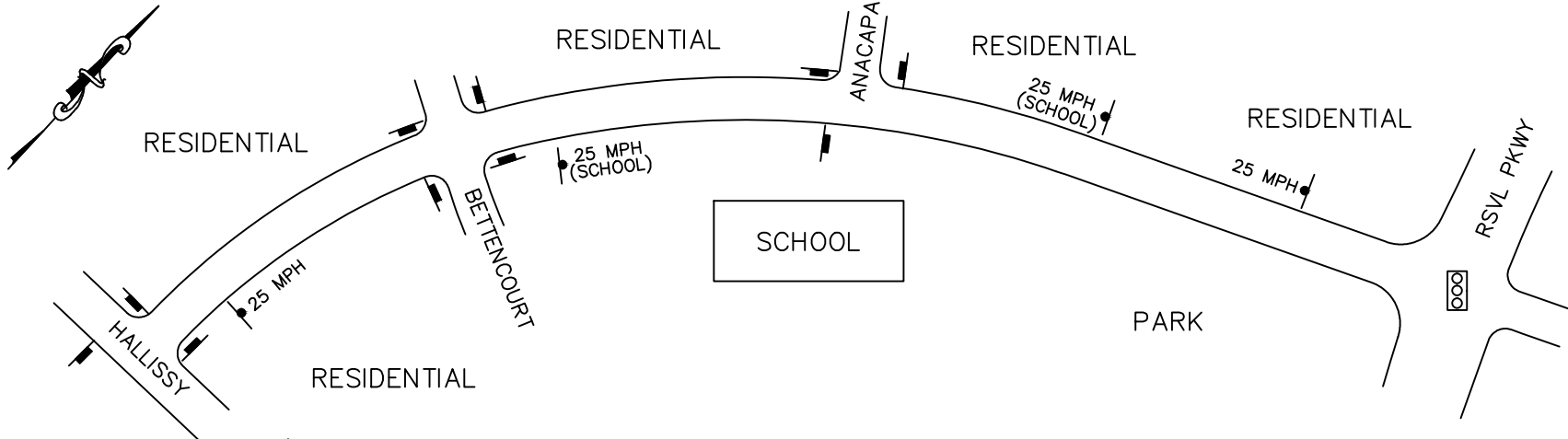
Roadway: Trestle Road from Roseville Parkway to Hallissy Drive

Taken from section 11.28.010 (Speed Zones) of the City of Roseville Municipal Code, the Engineering and Traffic Survey for Trestle Road from Roseville Parkway to Hallissy Drive, dated July 8, 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; July 8, 2029.



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

STRIP MAP



ROADWAY WIDTH	34'
NO. OF LANES	2
ADT	2636
DIVIDER TYPE	PAINTED
CRITICAL SPEED (85th %)	29.4 MPH
PACE SPEED	20-29 MPH
3-YEAR ACCIDENT HISTORY	0
EXISTING SPEED	25 MPH
RECOM. SPEED	25 MPH
SEGMENT LENGTH	.38 MI.

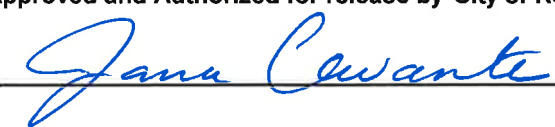
LEGEND		STOP SIGNS	SPEED LIMIT SIGN	TRAFFIC SIGNAL
MPH	61-75	0		ROADSIDE COND.
	51-60	0		SCHOOL <input checked="" type="checkbox"/>
	41-50	0		RESIDENCE <input checked="" type="checkbox"/>
	31-40	25		BUSINESS <input type="checkbox"/>
	1-30	175		PARKS <input checked="" type="checkbox"/>
				OPEN SPACE <input type="checkbox"/>
				BIKEWAY <input checked="" type="checkbox"/>

COMMENTS: NO PARKING ON BOTH SIDES OF STREET.	SOME RECOVERY AREA <input type="checkbox"/>	NO RECOVERY AREA <input checked="" type="checkbox"/>
	SCHOOL ROUTE <input checked="" type="checkbox"/>	

City of Roseville Engineering and Traffic Survey Summary

Street: TRESTLE RD
Limits: ROSEVILLE PW
HALLISSY DR

Field Observer: M. O'KEEFE/A. O'H
Checked By: J. CERVANTES
Date: 7/8/2015

Factors	Direction: <u>East/West</u>		
<u>A. Prevailing Speed Data</u>			
Location of Survey	540' N OF BETTENCOURT DR (VENCIL BROWN SCHOOL PARKING LOT)		
85th Percentile	29.4		
10 mph Pace	20 - 29		
Percent in Pace	70.0%		
Posted Speed Limit	25		
<u>B. Collision History</u>			
Date Range Covered	7/9/2012	To 7/9/2015	(3 YEARS)
Total Collisions	0		
Collision Rate (Acc/MVM)	0		
Expected Collision Rate	2.95		
<u>C. Traffic Factors</u>			
Average Daily Traffic	2636		
Length of Segment	2003		
Lane Configuration	Single Lane Each Direction		
Street Classification	Collector		
<u>D. Conditions Not Readily Apparent</u>			
Conditions	See: Roadside Conditions on the Speed Zone Survey Map		
Roadway Geometrics	Horizontal Curve		
Comments	SCHOOL; SRTS CROSSING @ ANACAPA DR AND BETTENCOURT DR; CLASS II BIKE LANES		
<u>E. Adjacent Land Use</u>			
	Single Family Residential		
Posted Speed Limit	25		
Speed Limit Change?	No		
Revised Speed Limit	25		
Approved and Authorized for release by City of Roseville Traffic Engineering Department:			
		<u>129 15</u>	
		Date	



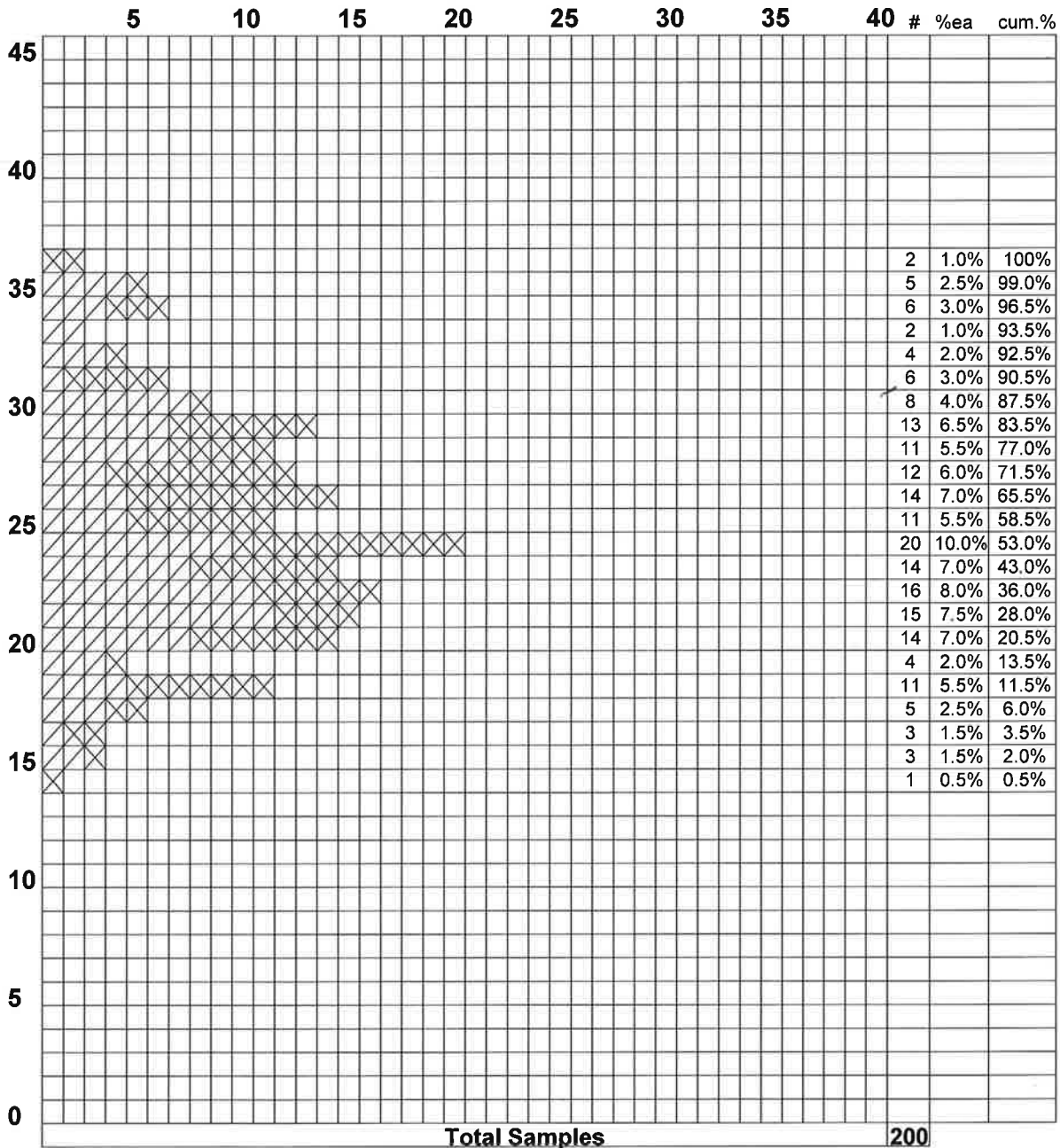
**City of Roseville
Traffic Engineering Department**

Street Name: TRESTLE RD

Limits: ROSEVILLE PW to HALLISSY DR

Radar Survey Sheet

X=West / =East



85th Percentile Speed: 29.4
 50th Percentile Speed: 23.7
 15th Percentile Speed: 19.2
 10 MPH Pace: 20- 29
 Number in Pace: 140
 Percent in Pace: 70.0%

Date of Survey: 7/8/2015
 Weather: Clear
 Road Condition: Good
 Street Class.: Collector
 Observer:
 Conditions not Apparent:

Start Time:
 End Time:
 Posted Speed: 25

**City of Roseville
Traffic Engineering Department**

Lidar Speed Data Worksheet

Date: 7/7/15 - 7/8/15 Location # _____

Street Name: Trestle Observer: Andrew & Molly

Limits: Roseville/Hallisy Location of Survey: Vencil Brown Elementary School lot

Weather: clear Roadway Geometrics: _____

Road Cond: good Conditions Not Apparent: _____

Posted Speed: 25 Start Time: 10²⁰ - 10⁴⁵

Lane Config: _____ End Time: 1²⁰ - 2⁴⁰

Adjacent Land Use: _____ end: 8⁴⁵ am - 9⁴⁷ am

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: WB

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

Direction: EB

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17. <u>29</u>	37. <u>35</u>	57. <u>21</u>	77. <u>18</u>	97. <u>25</u>
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20. <u>20</u>	40. <u>22</u>	60. <u>30</u>	80. <u>21</u>	100. <u>22</u>

Comments:

