

November 16, 2022

**EXTENSION OF EXISTING ENGINEERING AND TRAFFIC SURVEYS**

**Roadway: Village Green Drive from Bob Doyle Drive to Fiddymment Road**

Taken from section 11.28.010 (Speed Zones) of the City of Roseville Municipal Code, the Engineering and Traffic Survey for Village Green Drive from Bob Doyle Drive to Fiddymment Road, dated July 1, 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 1, 2029.



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



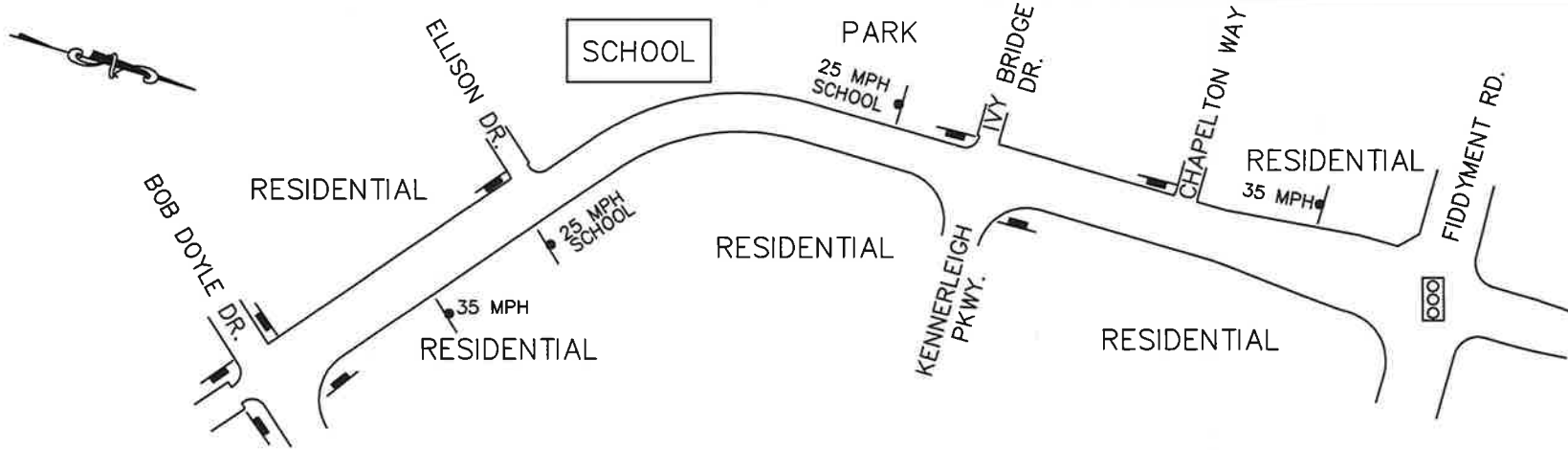
PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP  
SPEED ZONE SURVEY

ROAD NAME:

**VILLAGE GREEN DR.**  
Fiddymnt to Bob Doyle

STRIP MAP



ROADWAY WIDTH	42'
NO. OF LANES	2
ADT	4041
DIVIDER TYPE	PAINTED
CRITICAL SPEED (85th %)	38.6 MPH
PACE SPEED	31-40 MPH
3-YEAR ACCIDENT HISTORY	0
EXISTING SPEED LIMIT	35 MPH
RECOM. SPEED LIMIT	35 MPH
SEGMENT LENGTH	.51 MI.

LEGEND	STOP SIGN	SPEED LIMIT SIGN	TRAFFIC SIGNAL
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MPH	61-75	0	ROADSIDE COND. SCHOOL <input checked="" type="checkbox"/> RESIDENCE <input checked="" type="checkbox"/> BUSINESS <input type="checkbox"/> PARKS <input checked="" type="checkbox"/> OPEN SPACE <input type="checkbox"/> BIKEWAY <input checked="" type="checkbox"/>
	51-60	0	
	41-50	14	
	31-40	168	
	1-30	18	

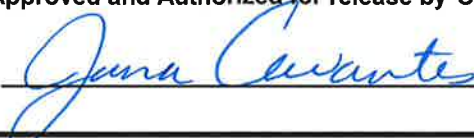
COMMENTS: NO PARKING ON BOTH SIDES OF STREET

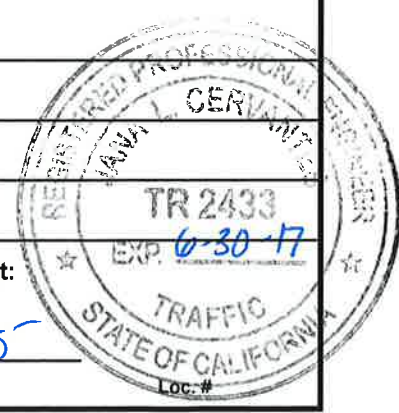
SOME RECOVERY AREA  NO RECOVERY AREA   
SCHOOL ROUTE

# City of Roseville Engineering and Traffic Survey Summary

Street: VILLAGE GREEN DR  
Limits: BOB DOYLE DR  
FIDDYMENT RD

Field Observer: B. DIPPERT  
Checked By: J. CERVANTES  
Date: 7/1/2015

<b>Factors</b>	<b>Direction: <u>East/West</u></b>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	250' W OF IVY BRIDGE		
85th Percentile	38.6		
10 mph Pace	31 - 40		
Percent in Pace	84.0%		
Posted Speed Limit	35		
<b><u>B. Collision History</u></b>			
Date Range Covered	7/1/2012	To 7/1/2015	( 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	4041		
Length of Segment	2591		
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	Horizontal Curve		
Comments	SCHOOL CROSSING @ BOB DOYLE; LIMITED SIGHT DISTANCE; RESIDENTIAL SIDE STREETS; CLASS II BIKE LANES		
<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	

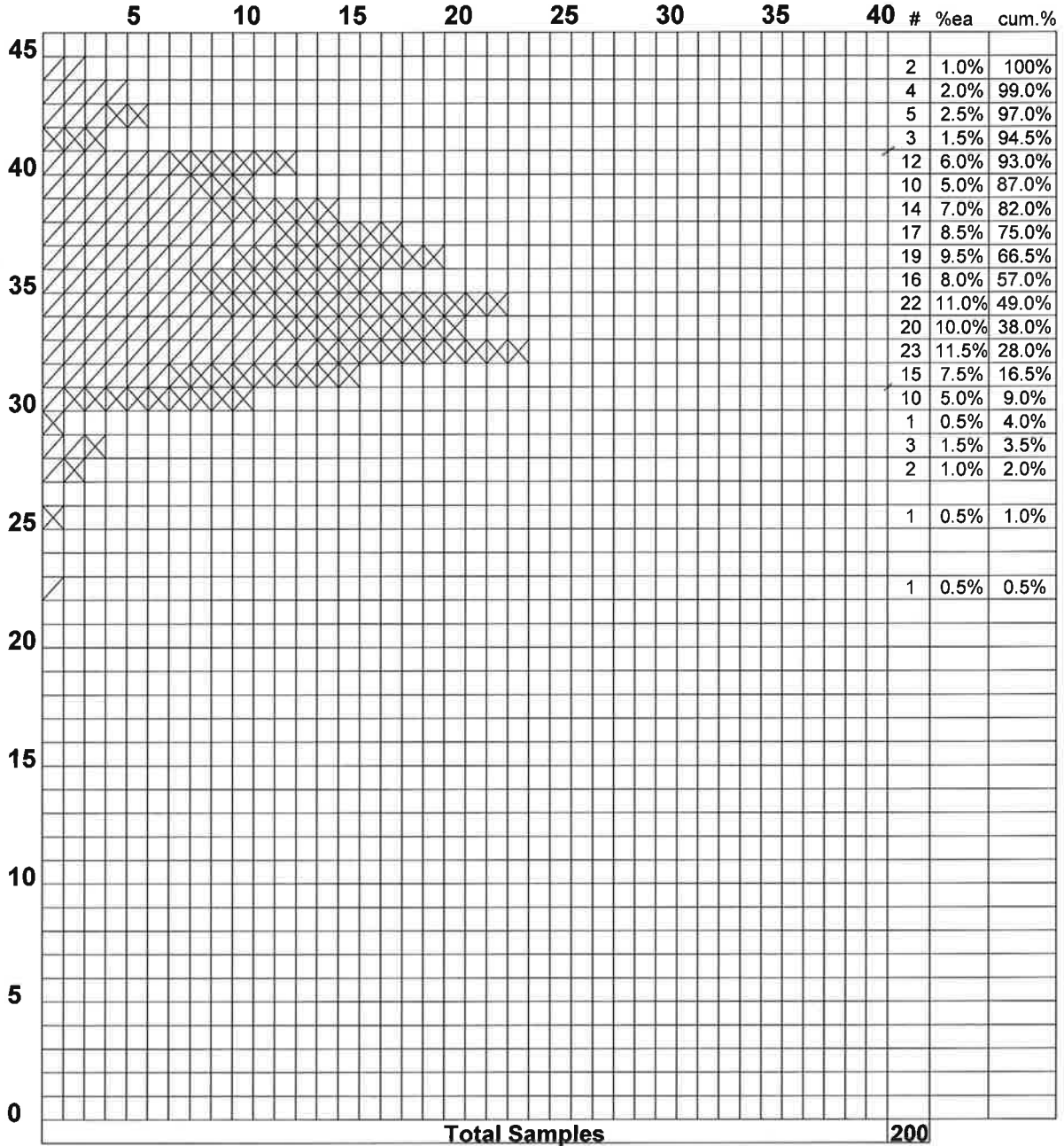


**City of Roseville  
Traffic Engineering Department**

Street Name: VILLAGE GREEN DR  
Limits: BOB DOYLE DR to FIDDYMENT RD

**Radar Survey Sheet**

X=West / =East



85th Percentile Speed: 38.6  
50th Percentile Speed: 34.1  
15th Percentile Speed: 30.8  
10 MPH Pace: 31-40  
Number in Pace: 168  
Percent in Pace: 84.0%

Date of Survey: 7/1/2015 Start Time: 11:00  
Weather: Clear End Time: 12:45  
Road Condition: Good Posted Speed: 35  
Street Class.: Collector  
Observer: B. DIPPERT  
Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

**City of Roseville  
Traffic Engineering Department**

**Lidar Speed Data Worksheet**

Date: 7-1-15 Location # \_\_\_\_\_  
 Street Name: Village Green Dr. Observer: Brett Dippert  
 Limits: Fiddymart Rd/Bob Doyle Dr. Location of Survey: 250' West of Ivy Bridge  
 Weather: 92° Overcast Roadway Geometrics: \_\_\_\_\_  
 Road Cond: Dry Conditions Not Apparent: \_\_\_\_\_  
 Posted Speed: 35 mph (verified) Start Time: 11:00 am  
 Lane Config: 2 lanes End Time: 12:45 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: East

Direction: West

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

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15. <u>36</u>	35. <u>40</u>	55. <u>31</u>	75. <u>34</u>	95. <u>35</u>
16. <u>41</u>	36. <u>40</u>	56. <u>41</u>	76. <u>36</u>	96. <u>42</u>
17. <u>30</u>	37. <u>37</u>	57. <u>40</u>	77. <u>31</u>	97. <u>38</u>
18. <u>31</u>	38. <u>35</u>	58. <u>31</u>	78. <u>30</u>	98. <u>36</u>
19. <u>35</u>	39. <u>41</u>	59. <u>27</u>	79. <u>34</u>	99. <u>32</u>
20. <u>31</u>	40. <u>35</u>	60. <u>30</u>	80. <u>34</u>	100. <u>34</u>

Comments:

