

November 22, 2023

EXTENSION OF EXISTING ENGINEERING AND TRAFFIC SURVEYS

Roadway: Woodcreek Oaks Boulevard from Baseline Road to Junction Boulevard

Taken from section 11.28.010 (Speed Zones) of the City of Roseville Municipal Code, the Engineering and Traffic Survey for Woodcreek Oaks Boulevard from Baseline Road to Junction Boulevard, dated February 1, 2017, 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 February 1, 2031.

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



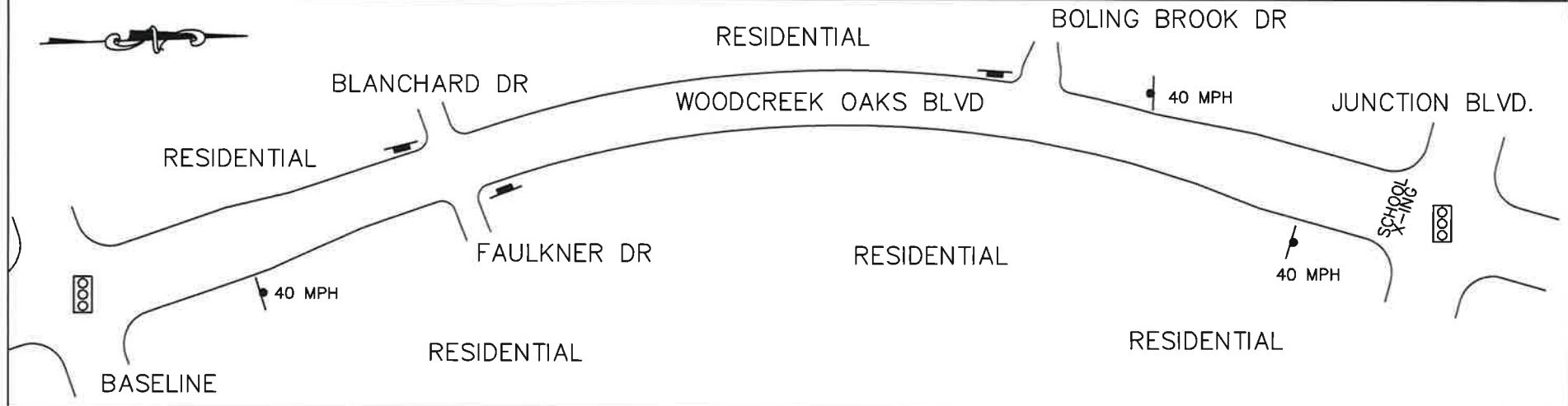


PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP
SPEED ZONE SURVEY

ROAD NAME:
WOODCREEK OAKS BLVD.
Baseline to Junction

STRIP MAP



ROADWAY WIDTH	70'
NO. OF LANES	4
ADT	7915
DIVIDER TYPE	PAINTED
CRITICAL SPEED (85th %)	46.9 MPH
PACE SPEED	39-48 MPH
3-YEAR ACCIDENT HISTORY	0
EXISTING SPEED	40 MPH
RECOM. SPEED	40
SEGMENT LENGTH	.48 MI.

LEGEND	STOP SIGNS	SPEED LIMIT SIGN	TRAFFIC SIGNAL
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MPH	61-75	0	ROADSIDE COND. SCHOOL <input type="checkbox"/> RESIDENCE <input checked="" type="checkbox"/> BUSINESS <input type="checkbox"/> PARKS <input type="checkbox"/> OPEN SPACE <input type="checkbox"/> BIKEWAY <input checked="" type="checkbox"/>
	51-60	8	
	41-50	136	
	31-40	56	
	1-30	0	

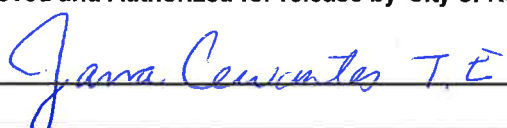
COMMENTS: NO PARKING ON BOTH SIDES OF STREET.

SOME RECOVERY AREA NO RECOVERY AREA
SCHOOL ROUTE

City of Roseville Engineering and Traffic Survey Summary

Street: WOODCREEK OAKS BL
Limits: BASELINE RD
JUNCTION BL

Field Observer: Y WOOSLEY
Checked By: J CERVANTES
Date: 2/1/2017

Factors	Direction: <u>North/South</u>		
<u>A. Prevailing Speed Data</u>			
Location of Survey	100 Feet South of Bollingbrook Dr. facing southbound		
85th Percentile	46.9		
10 mph Pace	39 - 48		
Percent in Pace	78.1%		
Posted Speed Limit	40		
<u>B. Collision History</u>			
Date Range Covered	12/1/2013	To 11/30/2016	(3 years)
Total Collisions	0		
Collision Rate (Acc/MVM)	0		
Expected Collision Rate	2.55		
<u>C. Traffic Factors</u>			
Average Daily Traffic	7915		
Length of Segment	2559		
Lane Configuration	2 Lanes Each Direction with Left Turn Channelization		
Street Classification	Arterial		
<u>D. Conditions Not Readily Apparent</u>			
Conditions	See: Roadside Conditions on the Speed Zone Survey Map		
Roadway Geometrics	Horizontal Curve		
Comments	Residential side streets; Limited sight distance; SRTS crossing at Junction; Class II bike lanes		
<u>E. Adjacent Land Use</u>			
	Single Family & Multi Family Residential		
Posted Speed Limit	40		
Speed Limit Change?	No		
Revised Speed Limit	40		
Approved and Authorized for release by City of Roseville Traffic Engineering Department:			
		<u>2-6-17</u> Date	Loc. #

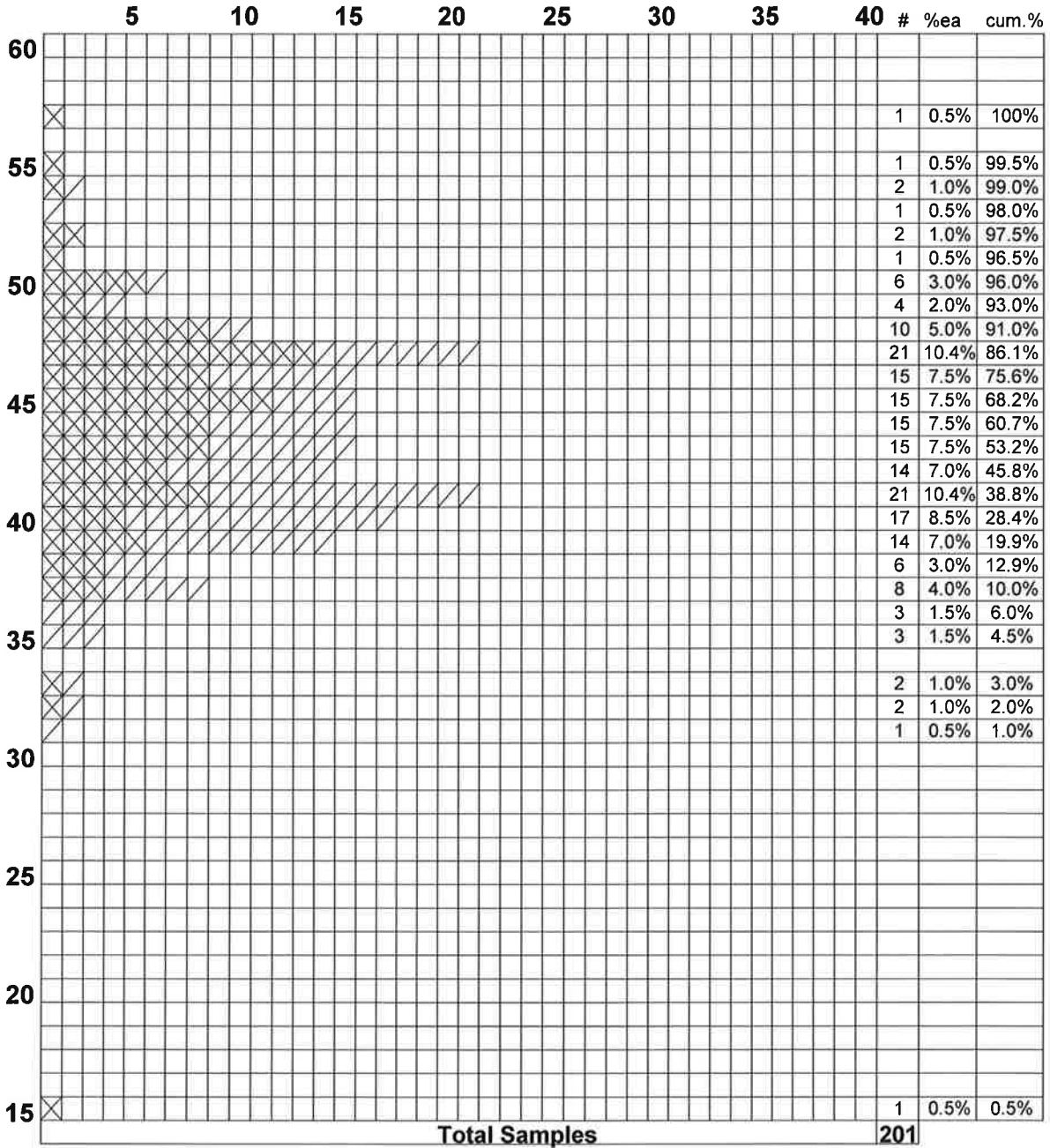


**City of Roseville
Traffic Engineering Department**

Street Name: WOODCREEK OAKS BL
Limits: BASELINE RD to JUNCTION BL

Radars Survey Sheet

X=North /=South



85th Percentile Speed: 46.9
50th Percentile Speed: 42.6
15th Percentile Speed: 38.3
10 MPH Pace: 39- 48
Number in Pace: 157
Percent in Pace: 78.1%

Date of Survey: 2/1/2017
Weather: Clear
Road Condition: Good
Street Class.: Arterial
Observer: Y WOOSLEY
Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

Start Time: 14:47
End Time: 15:15
Posted Speed: 40

**City of Roseville
Traffic Engineering Department**

Lidar Speed Data Worksheet

Date: 02/01/2017 Location # _____

Street Name: Woodcreek Oaks Observer: J Pastor / Y Wooseley

Limits: Baseline to Junction Location of Survey: _____

Weather: _____ Roadway Geometrics: _____
 Road Cond: _____ Conditions Not Apparent: _____
 Posted Speed: _____ Start Time: 2:47
 Lane Config: _____ End Time: 3:15
 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>48</u>	21. <u>47</u>	41. <u>36</u>	61. <u>41</u>	81. <u>37</u>	1. <u>41</u>	21. <u>40</u>	41. <u>38</u>	61. <u>48</u>	81. <u>45</u>
2. <u>48</u>	22. <u>43</u>	42. <u>35</u>	62. <u>44</u>	82. <u>47</u>	2. <u>46</u>	22. <u>43</u>	42. <u>47</u>	62. <u>43</u>	82. <u>43</u>
3. <u>40</u>	23. <u>45</u>	43. <u>41</u>	63. <u>47</u>	83. <u>45</u>	3. <u>45</u>	23. <u>41</u>	43. <u>57</u>	63. <u>45</u>	83. <u>37</u>
4. <u>40</u>	24. <u>46</u>	44. <u>47</u>	64. <u>41</u>	84. <u>47</u>	4. <u>50</u>	24. <u>47</u>	44. <u>44</u>	64. <u>48</u>	84. <u>47</u>
5. <u>40</u>	25. <u>42</u>	45. <u>46</u>	65. <u>42</u>	85. <u>54</u>	5. <u>42</u>	25. <u>37</u>	45. <u>54</u>	65. <u>47</u>	85. <u>47</u>
6. <u>42</u>	26. <u>45</u>	46. <u>47</u>	66. <u>42</u>	86. <u>40</u>	6. <u>44</u>	26. <u>47</u>	46. <u>37</u>	66. <u>46</u>	86. <u>44</u>
7. <u>41</u>	27. <u>44</u>	47. <u>40</u>	67. <u>43</u>	87. <u>39</u>	7. <u>45</u>	27. <u>40</u>	47. <u>41</u>	67. <u>48</u>	87. <u>46</u>
8. <u>38</u>	28. <u>43</u>	48. <u>41</u>	68. <u>40</u>	88. <u>37</u>	8. <u>43</u>	28. <u>41</u>	48. <u>48</u>	68. <u>48</u>	88. <u>39</u>
9. <u>40</u>	29. <u>46</u>	49. <u>40</u>	69. <u>39</u>	89. <u>35</u>	9. <u>39</u>	29. <u>44</u>	49. <u>47</u>	69. <u>38</u>	89. <u>41</u>
10. <u>41</u>	30. <u>43</u>	50. <u>43</u>	70. <u>41</u>	90. <u>49</u>	10. <u>32</u>	30. <u>33</u>	50. <u>39</u>	70. <u>42</u>	90. <u>46</u>
11. <u>44</u>	31. <u>39</u>	51. <u>46</u>	71. <u>40</u>	91. <u>45</u>	11. <u>55</u>	31. <u>40</u>	51. <u>47</u>	71. <u>44</u>	91. <u>50</u>
12. <u>43</u>	32. <u>40</u>	52. <u>37</u>	72. <u>40</u>	92. <u>42</u>	12. <u>43</u>	32. <u>42</u>	52. <u>44</u>	72. <u>45</u>	92. <u>45</u>
13. <u>46</u>	33. <u>41</u>	53. <u>41</u>	73. <u>39</u>	93. <u>46</u>	13. <u>47</u>	33. <u>50</u>	53. <u>41</u>	73. <u>51</u>	93. <u>48</u>
14. <u>39</u>	34. <u>34</u>	54. <u>41</u>	74. <u>39</u>	94. <u>40</u>	14. <u>42</u>	34. <u>52</u>	54. <u>46</u>	74. <u>38</u>	94. <u>45</u>
15. <u>44</u>	35. <u>45</u>	55. <u>42</u>	75. <u>39</u>	95. <u>39</u>	15. <u>43</u>	35. <u>47</u>	55. <u>52</u>	75. <u>44</u>	95. <u>46</u>
16. <u>44</u>	36. <u>35</u>	56. <u>37</u>	76. <u>50</u>	96. <u>37</u>	16. <u>44</u>	36. <u>45</u>	56. <u>45</u>	76. <u>47</u>	96. <u>45</u>
17. <u>47</u>	37. <u>42</u>	57. <u>32</u>	77. <u>42</u>	97. <u>40</u>	17. <u>39</u>	37. <u>42</u>	57. <u>50</u>	77. <u>49</u>	97. <u>45</u>
18. <u>41</u>	38. <u>36</u>	58. <u>31</u>	78. <u>47</u>	98. <u>53</u>	18. <u>39</u>	38. <u>47</u>	58. <u>46</u>	78. <u>42</u>	98. <u>43</u>
19. <u>44</u>	39. <u>38</u>	59. <u>36</u>	79. <u>42</u>	99. <u>46</u>	19. <u>43</u>	39. <u>49</u>	59. <u>48</u>	79. <u>41</u>	99. <u>41</u>
20. <u>44</u>	40. <u>33</u>	60. <u>47</u>	80. <u>38</u>	100. <u>49</u>	20. <u>40</u>	40. <u>46</u>	60. <u>50</u>	80. <u>48</u>	100. <u>47</u>

Comments:

