



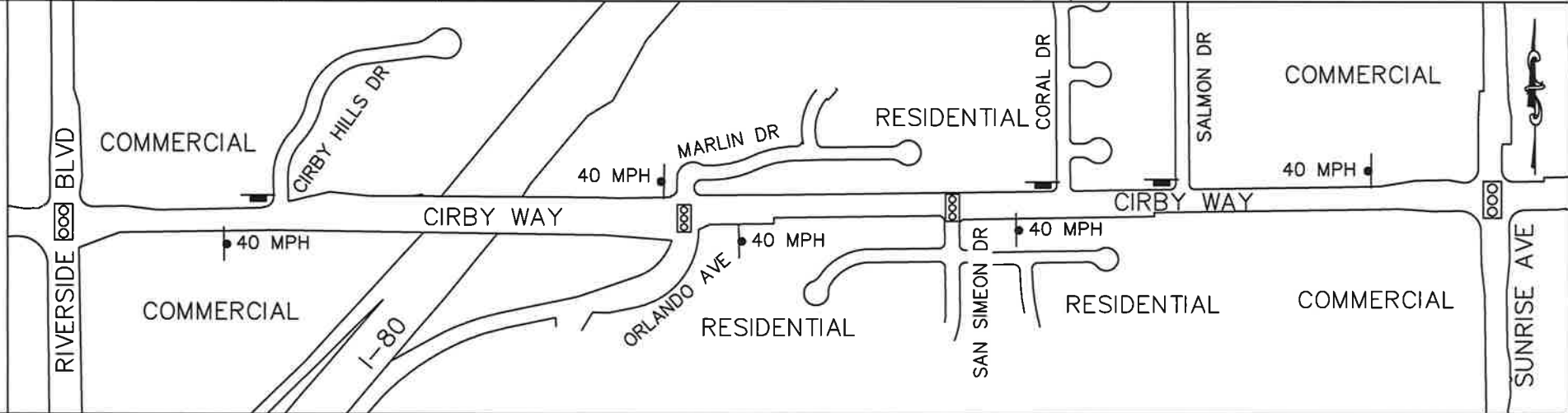
PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP  
SPEED ZONE SURVEY

ROAD NAME:

**CIRBY WAY**  
Riverside to Sunrise

STRIP MAP



ROADWAY WIDTH	75'
NO. OF LANES	4
ADT	35076
DIVIDER TYPE	PAINTED
CRITICAL SPEED (85th %)	45.1 MPH
PACE SPEED	35-44 MPH
3-YEAR ACCIDENT HISTORY	42
EXISTING SPEED LIMIT	40 MPH
RECOM. SPEED LIMIT	40 MPH
SEGMENT LENGTH	.99 MI

LEGEND	STOP SIGNS	SPEED LIMIT SIGN	TRAFFIC SIGNAL
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MPH	61-75	0	ROADSIDE COND.	SCHOOL	<input type="checkbox"/>
	51-60	4		RESIDENCE	<input checked="" type="checkbox"/>
	41-50	102		BUSINESS	<input checked="" type="checkbox"/>
	31-40	94		PARKS	<input type="checkbox"/>
	1-30	0		OPEN SPACE	<input type="checkbox"/>
			BIKEWAY	<input 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: CIRBY WY  
Limits: RIVERSIDE AV  
SUNRISE AV

Field Observer: J. PASTOR/B. DIPP  
Checked By: J. CERVANTES  
Date: 5/26/2016

<b>Factors</b>	<b>Direction: <u>East/West</u></b>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	250' E of Orlando		
85th Percentile	45.1		
10 mph Pace	35 - 44		
Percent in Pace	72.5%		
Posted Speed Limit	40		
<b><u>B. Collision History</u></b>			
Date Range Covered	6/2/2013	To 6/2/2016	( 3 Years )
Total Collisions	42		
Collision Rate (Acc/MVM)	1.098		
Expected Collision Rate	2.55		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	35076		
Length of Segment	5250		
Lane Configuration	2 Lanes Each Direction with Left Turn Channelization		
Street Classification	Arterial		
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	See: Roadside Conditions on the Speed Zone Survey Map		
Roadway Geometrics	Vertical Curve		
Comments	Commercial driveways and side streets; entrances into subdivisions		
<b><u>E. Adjacent Land Use</u></b>			
	Commercial and 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>2-7-17</u> Date	Loc. #



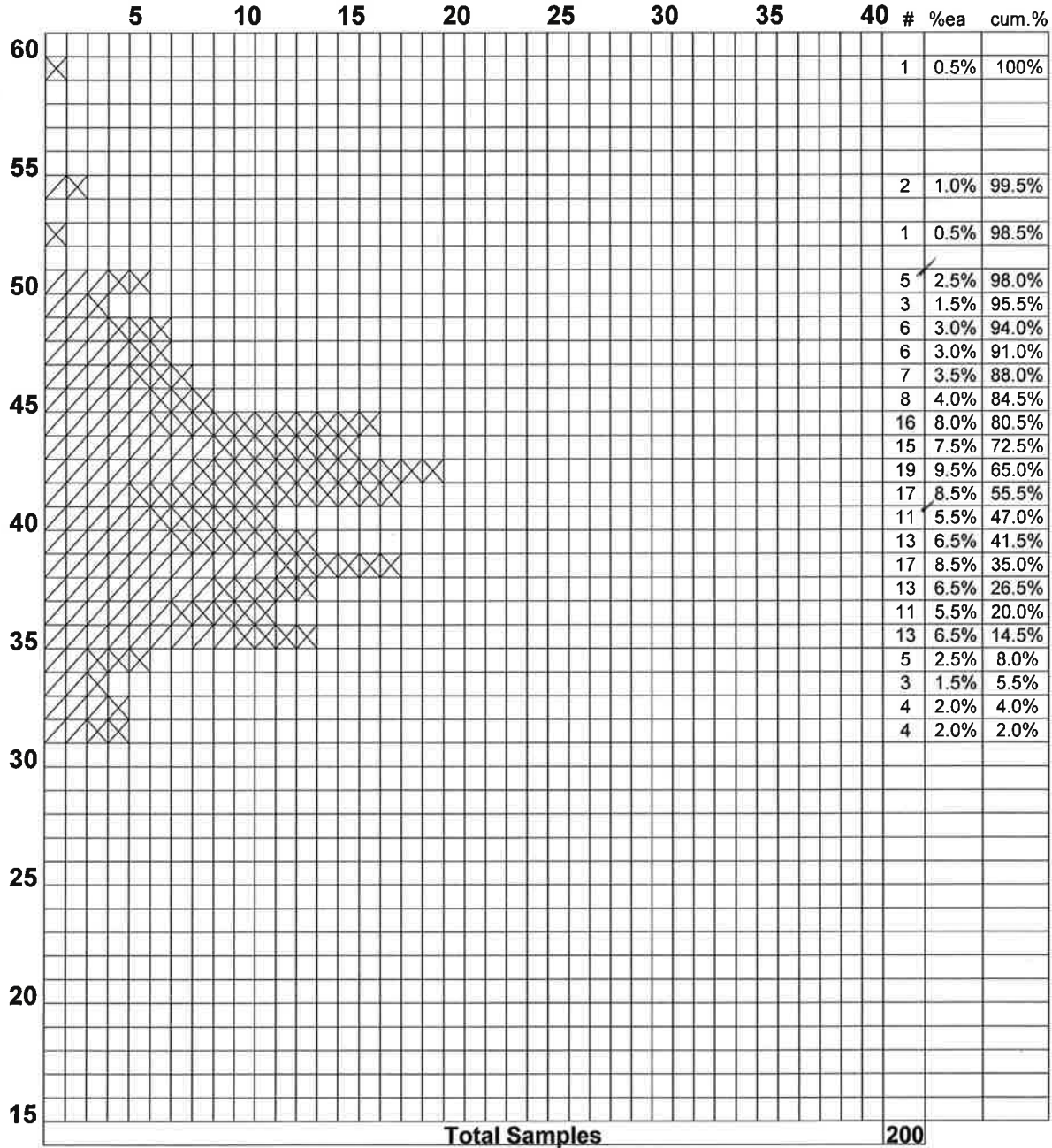
**City of Roseville  
Traffic Engineering Department**

Street Name: CIRBY WY

Limits: RIVERSIDE AV to SUNRISE AV

**Radars Survey Sheet**

X=West /=East



85th Percentile Speed:	<u>45.1</u>	Date of Survey:	<u>5/26/2016</u>	Start Time:	<u>14:15</u>
50th Percentile Speed:	<u>40.4</u>	Weather:	<u>Clear</u>	End Time:	<u>15:15</u>
15th Percentile Speed:	<u>35.1</u>	Road Condition:	<u>Good</u>	Posted Speed:	<u>40</u>
10 MPH Pace:	<u>35-44</u>	Street Class.:	<u>Arterial</u>	Observer:	<u>J. PASTOR/B. DIPPET</u>
Number in Pace:	<u>145</u>	Conditions not Apparent:	See: Roadside Conditions on the Speed Zone Survey Map		
Percent in Pace:	<u>72.5%</u>				

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

Date: 05/26/2016

Location # \_\_\_\_\_

Street Name: Cirby Way

Observer: \_\_\_\_\_

Limits: Riverside Ave to Sunrise Ave

Location of Survey: 250' E of Orlando

Weather: \_\_\_\_\_

Roadway Geometrics: \_\_\_\_\_

Road Cond: \_\_\_\_\_

Conditions Not Apparent: \_\_\_\_\_

Posted Speed: \_\_\_\_\_

Start Time: 2:15pm

Lane Config: \_\_\_\_\_

End Time: 3:15pm

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: WB

Direction: EB

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

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Comments: