



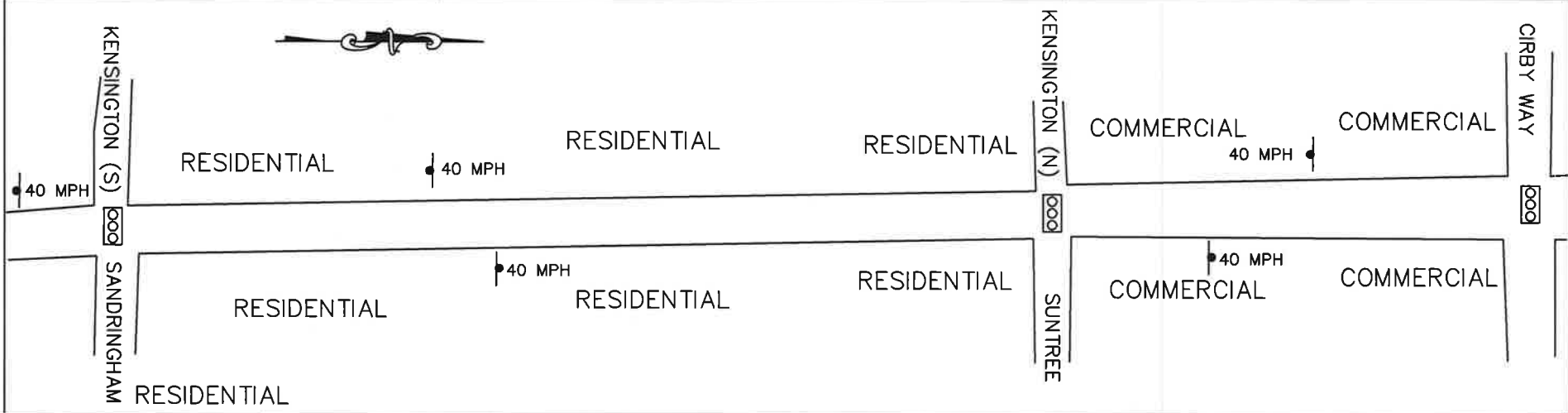
PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP
SPEED ZONE SURVEY

ROAD NAME:

SUNRISE AVENUE
Cirby to Southern City Limits

STRIP MAP



ROADWAY WIDTH	65-70'
NO. OF LANES	4
ADT	34963
DIVIDER TYPE	PAINTED
CRITICAL SPEED (85TH %)	47.3 MPH
PACE SPEED	37-46 MPH
3-YEAR ACCIDENT HISTORY	32
EXISTING SPEED	40 MPH
RECOM. SPEED	40 MPH
SEGMENT LENGTH	.50 MI.

LEGEND	STOP SIGNS	SPEED LIMIT SIGN	TRAFFIC SIGNAL
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MPH	61-75	1	ROADSIDE COND.	SCHOOL	<input type="checkbox"/>
	51-60	11		RESIDENCE	<input checked="" type="checkbox"/>
	41-50	108		BUSINESS	<input checked="" type="checkbox"/>
	31-40	78		PARKS	<input type="checkbox"/>
	1-30	2		OPEN SPACE	<input type="checkbox"/>
			BIKEWAY	<input checked="" type="checkbox"/>	

COMMENTS: NO PARKING ON BOTH SIDES OF STREET.

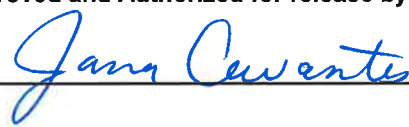
SOME RECOVERY AREA NO RECOVERY AREA

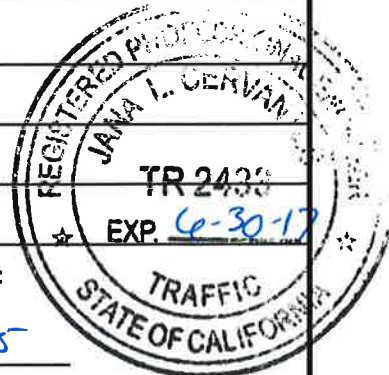
SCHOOL ROUTE

City of Roseville Engineering and Traffic Survey Summary

Street: SUNRISE AV
Limits: CIRBY WY
SOUTHERN CITY LIMIT

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

Factors		Direction: <u>North/South</u>	
<u>A. Prevailing Speed Data</u>			
Location of Survey	800' S OF KENSINGTON (N)		
85th Percentile	47.3		
10 mph Pace	37 - 46		
Percent in Pace	64.5%		
Posted Speed Limit	40		
<u>B. Collision History</u>			
Date Range Covered	7/7/2012	To 7/7/2015	(3 YEARS)
Total Collisions	32		
Collision Rate (Acc/MVM)	1.663		
Expected Collision Rate	2.55		
<u>C. Traffic Factors</u>			
Average Daily Traffic	34963		
Length of Segment	2652		
Lane Configuration	2 Lanes Each Direction		
Street Classification	Arterial		
<u>D. Conditions Not Readily Apparent</u>			
Conditions	See: Roadside Conditions on the Speed Zone Survey Map		
Roadway Geometrics			
Comments	NUMEROUS COMMERCIAL DRIVEWAYS AND RESIDENTIAL SIDE STREETS; CLASS III BIKEWAYS; ADJACENT SPEED ZONE IN CITRUST HEIGHTS IS 40MPH		
<u>E. Adjacent Land Use</u>			
	Commercial		
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>12-9-15</u> Date	Loc. #



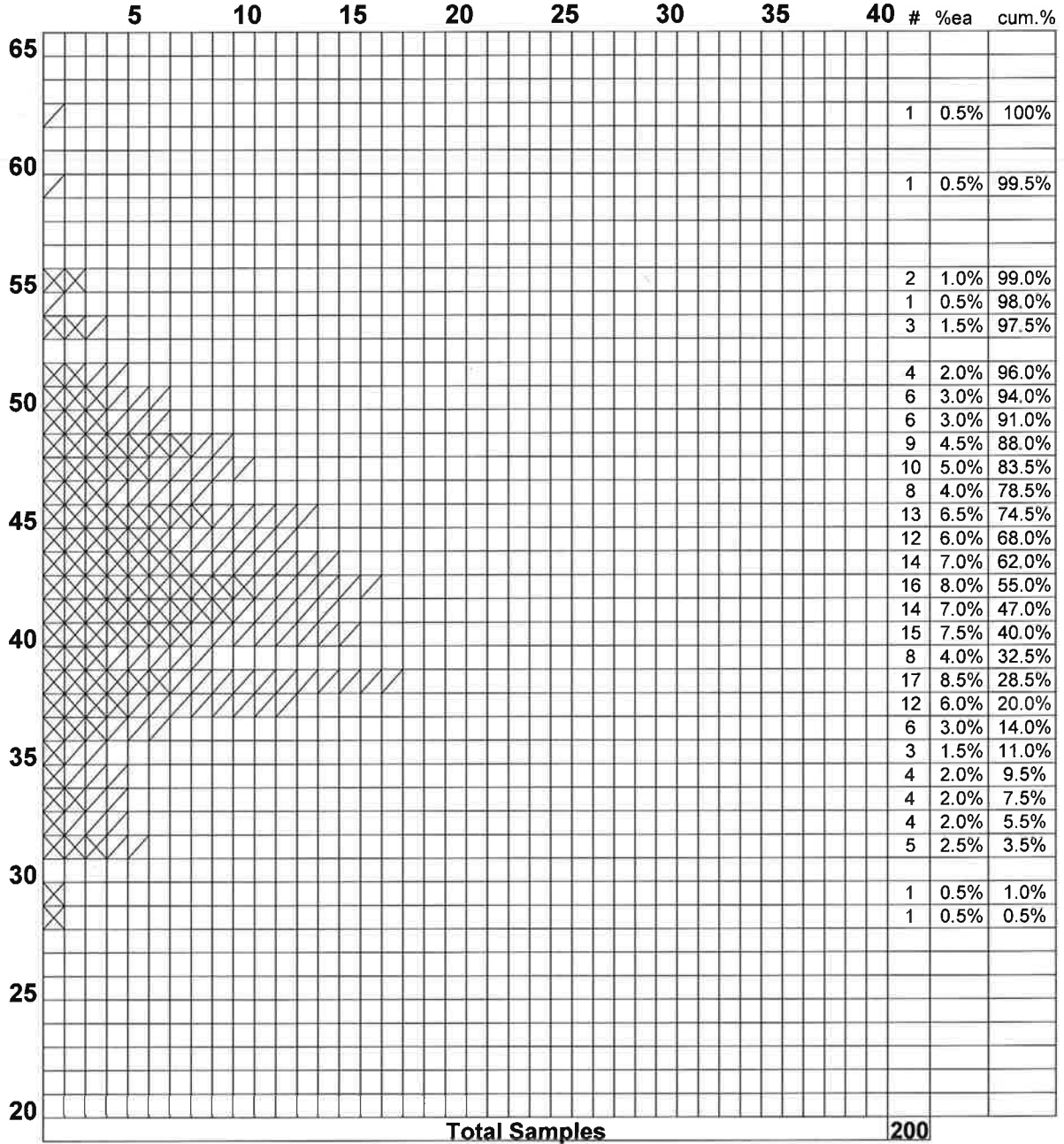
**City of Roseville
Traffic Engineering Department**

Street Name: SUNRISE AV

Limits: CIRBY WY to SOUTHERN CITY LIMIT

Radars Survey Sheet

X=North /=South



85th Percentile Speed: 47.3
 50th Percentile Speed: 41.4
 15th Percentile Speed: 36.2
 10 MPH Pace: 37- 46
 Number in Pace: 129
 Percent in Pace: 64.5%

Date of Survey: 7/7/2015 Start Time:
 Weather: Clear End Time:
 Road Condition: Good Posted Speed: 40
 Street Class.: Arterial
 Observer: M. O'KEEFE/A. O'HAIR
 Conditions not
 Apparent:

**City of Roseville
Traffic Engineering Department**

Lidar Speed Data Worksheet

Date: 7/7/15 Location # _____

Street Name: Sunnise Ave Observer: Molly + Andrew

Limits: Cirby / City Limit Location of Survey: Part trail between Kensington U+S

Weather: clear Roadway Geometrics: _____

Road Cond: good Conditions Not Apparent: _____

Posted Speed: 40 Start Time: 9⁰⁰ am

Lane Config: _____ End Time: 9:20 AM

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: NB

Direction: SB

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

Comments: