



PUBLIC WORKS DEPT.

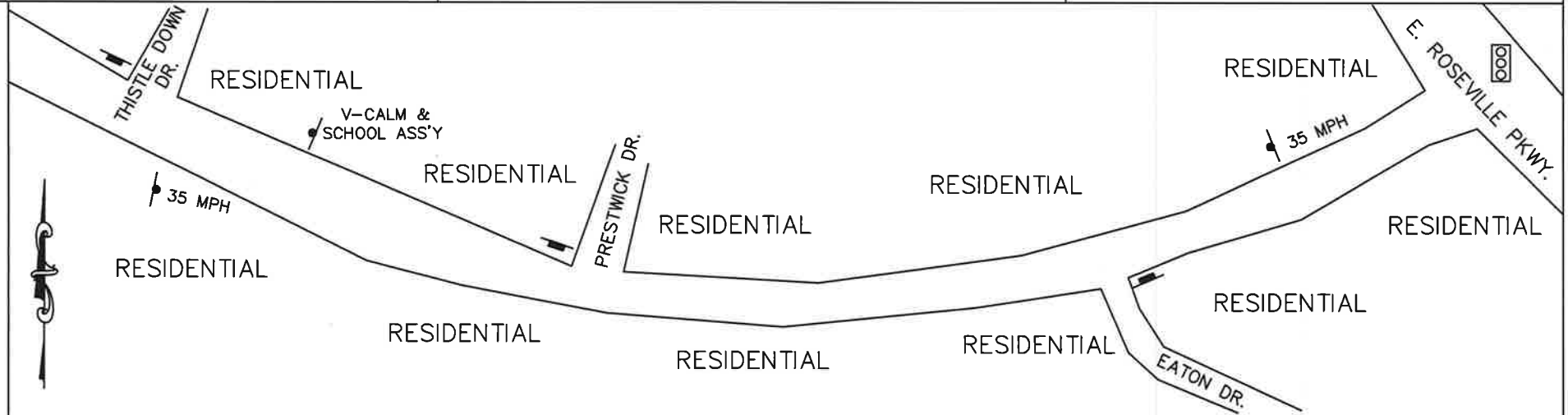
TRAFFIC ENGINEERING AND SPEED MAP  
SPEED ZONE SURVEY

ROAD NAME:

**N. CIRBY WAY**

Thistledown to E. Roseville Pkwy.

STRIP MAP



ROADWAY WIDTH	40'
NO. OF LANES	2
ADT	2834
DIVIDER TYPE	PAINTED
CRITICAL SPEED (85th %)	39.7 MPH
PACE SPEED	30-39 MPH
3-YEAR ACCIDENT HISTORY	0
EXISTING SPEED LIMIT	35 MPH
RECOM. SPEED LIMIT	35 MPH
SEGMENT LENGTH	.34 MI.

LEGEND	STOP SIGNS	SPEED LIMIT SIGN	TRAFFIC SIGNAL
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MPH	61-75	0	ROADSIDE COND.	
	51-60	0		
	41-50	28		SCHOOL <input type="checkbox"/>
	31-40	150		RESIDENCE <input checked="" type="checkbox"/>
	1-30	22		BUSINESS <input type="checkbox"/>
				PARKS <input type="checkbox"/>
		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: N CIRBY WY  
Limits: THISTLE DOWN DR  
E ROSEVILLE PW

Field Observer: B DIPPERT  
Checked By: J CERVANTES  
Date: 6/24/2015

<b>Factors</b>	<b>Direction: <u>East/West</u></b>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	600' S OF E ROSEVILLE PW		
85th Percentile	39.7		
10 mph Pace	30 - 39		
Percent in Pace	76.0%		
Posted Speed Limit	35		
<b><u>B. Collision History</u></b>			
Date Range Covered	4/1/2012	To 3/31/2015	( 3 )
Total Collisions	0		
Collision Rate (Acc/MVM)	0		
Expected Collision Rate	2.95		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	2834		
Length of Segment	1775		
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	Limited Sight Distance		
<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:			
 _____		<u>12-9-15</u> Date	Loc. #



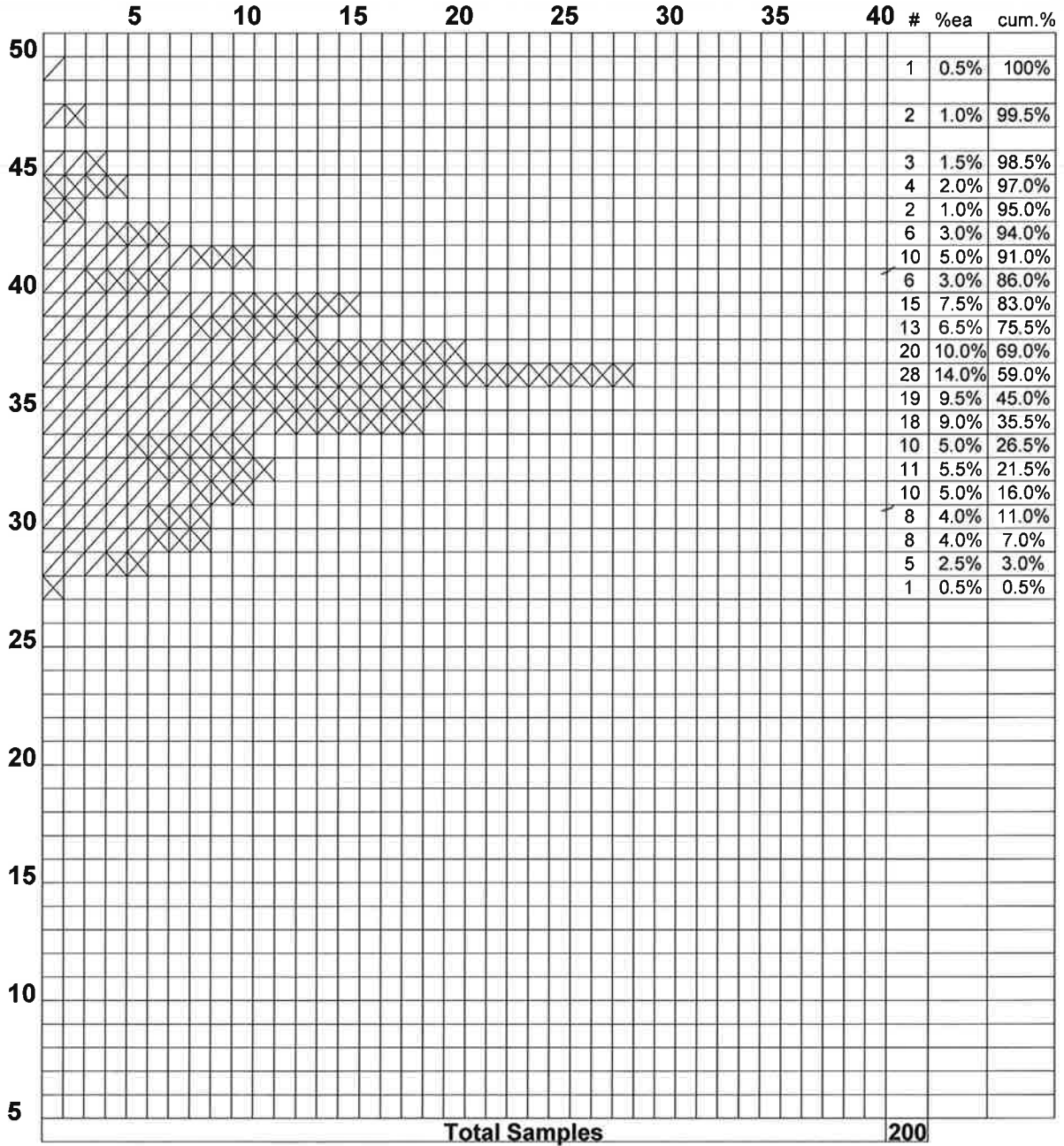
**City of Roseville  
Traffic Engineering Department**

Street Name: N CIRBY WY

Limits: THISTLE DOWN DR to E ROSEVILLE PW

**Radars Survey Sheet**

X=West / =East



85th Percentile Speed: 39.7  
 50th Percentile Speed: 35.4  
 15th Percentile Speed: 30.8  
 10 MPH Pace: 30-39  
 Number in Pace: 152  
 Percent in Pace: 76.0%

Date of Survey: 6/24/2015      Start Time: 11:00  
 Weather: Clear      End Time: 12:30  
 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: 6-24-15 Location # \_\_\_\_\_  
 Street Name: N. Linby Way Observer: Brett Dippert  
 Limits: Roseville Parkway ? Thistle down Dr Location of Survey: 600ft from Roseville Pkwy  
 Weather: Clear, 84° Roadway Geometrics: Curve  
 Road Cond: dry excellent Conditions Not Apparent: \_\_\_\_\_  
 Posted Speed: 35 Start Time: 11:00 am  
 Lane Config: 2 lanes End Time: 12:30 pm  
 Adjacent Land Use: \_\_\_\_\_

Street Classification: Arterial - Collector - Local Collision Start Date: \_\_\_\_\_  
 Average Daily Traffic: 2834 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

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

Direction: West

1. <u>36</u>	21. <u>36</u>	41. <u>36</u>	61. <u>41</u>	81. <u>36</u>
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19. <u>40</u>	39. <u>32</u>	59. <u>36</u>	79. <u>31</u>	99. <u>36</u>
20. <u>35</u>	40. <u>37</u>	60. <u>39</u>	80. <u>33</u>	100. <u>35</u>

Comments: