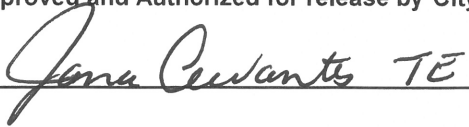


City of Roseville Engineering and Traffic Survey Summary

Street: N CIRBY WY
Limits: THISTLE DOWN DR
E ROSEVILLE PW

Field Observer: AJ & AZ
Checked By: J CERVANTES
Date: 2/16/2022

Factors	Direction: <u>East/West</u>
<u>A. Prevailing Speed Data</u>	
Location of Survey	600 ft s of ERP
85th Percentile	36.9
10 mph Pace	27 - 36
Percent in Pace	72.0%
Posted Speed Limit	35
<u>B. Collision History</u>	
Date Range	3/24/2019 To 3/24/2022 (3 Years)
Total Collisions	0
Collision Rate (Acc/MVM)	0
Expected Collision Rate	2.95
<u>C. Traffic Factors</u>	
Average Daily Traffic	2088
Length of Segment	1689
Lane Configuration	Single Lane Each Direction
Street Classification	Collector
<u>D. Conditions Not Readily Apparent</u>	
Conditions	See: Roadside Conditions on the Speed Zone Survey Map
Roadway Geometrics	Horizontal Curve
Comments	Limited Sight Distance
<u>E. Adjacent Land Use</u>	
	Single Family Residential
Posted Speed Limit	35
Speed Limit Change?	Yes
Revised Speed Limit	30
Approved and Authorized for release by City of Roseville Traffic Engineering Department:	
 <hr style="width: 50%; margin-left: 0;"/>	<u>9-22-2022</u> Date
	Loc. #

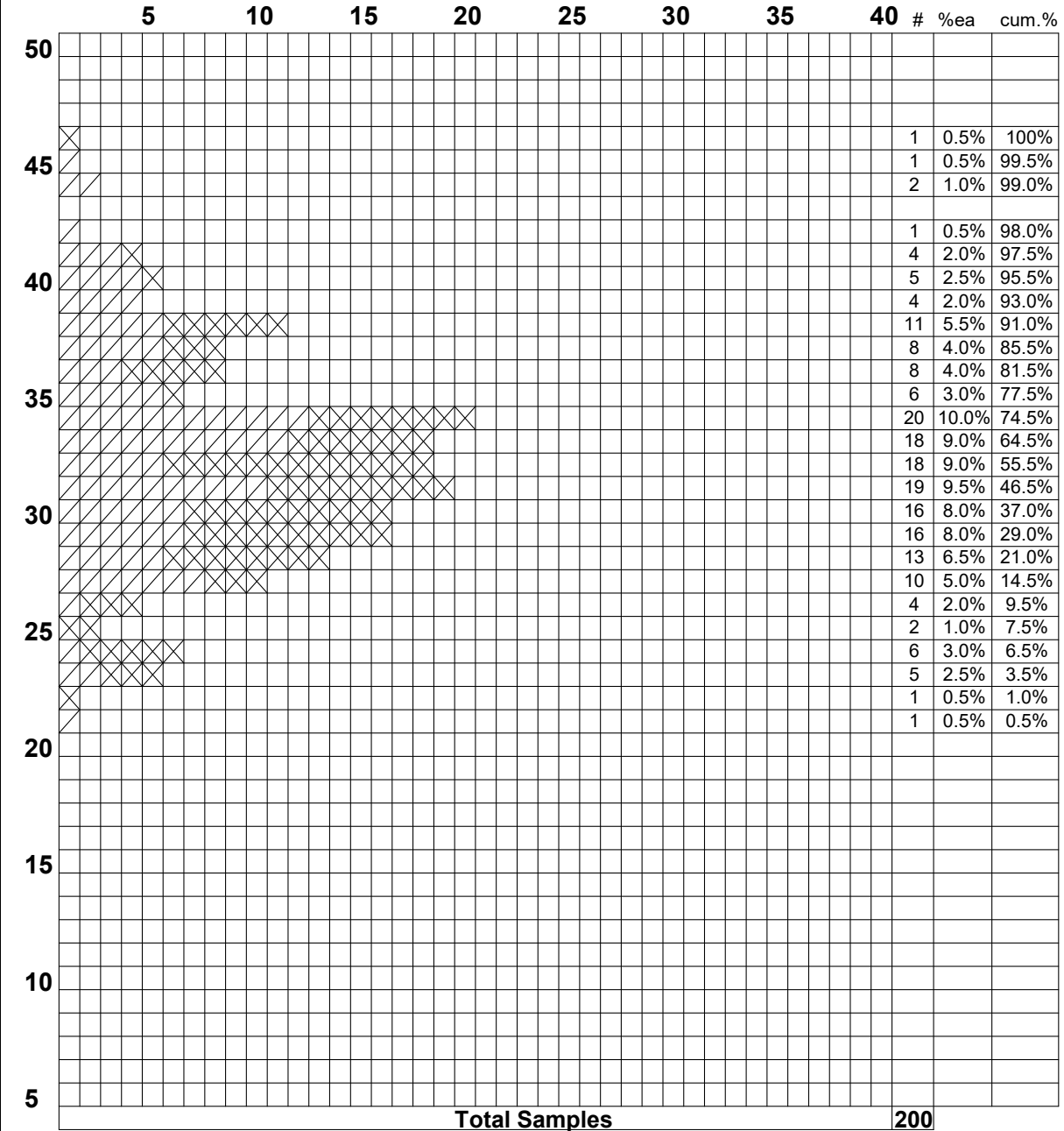
**City of Roseville
Traffic Engineering Department**

Street Name: N CIRBY WY

Limits: THISTLE DOWN DR to E ROSEVILLE PW

Radar Survey Sheet

X=West / =East



85th Percentile Speed: 36.9
 50th Percentile Speed: 31.4
 15th Percentile Speed: 27.1
 10 MPH Pace: 27-36
 Number in Pace: 144
 Percent in Pace: 72.0%

Date of Survey: 2/16/2022 Start Time: 10:45
 Weather: Clear End Time: 12:15
 Road Condition: Good Posted Speed: 35
 Street Class.: Collector
 Observer: AJ & AZ
 Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

**City of Roseville
Traffic Engineering Department**

Lidar Speed Data Worksheet

Date: 2/16/2022 Location # _____

Street Name: NORTH LIBBY WAY Observer: Alexis Johnson / Alex Zasso

Limits: THISTLE DOWN TO E. ROSEVILLE PKWY Location of Survey: 600' South of ERP

Weather: CLEAR
Road Cond: GOOD
Posted Speed: _____
Lane Config: _____
Adjacent Land Use: _____

Roadway Geometrics: _____
Conditions Not Apparent: _____
Start Time: 10:45
End Time: 12:15

Street Classification: Arterial - Collector - Local
Average Daily Traffic: _____
Segment Length: _____
Speed Limit Changed? Yes - No
Revised Limit: _____
Checked By: _____

Collision Start Date: _____
Collision End Date: _____
Collision Period: _____
Total Collisions: _____
Collision Rate: _____
Expected Collision Rate: _____

Direction: WB

Direction: EB

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

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16. <u>34</u>	36. <u>31</u>	56. <u>39</u>	76. <u>32</u>	96. <u>30</u>
17. <u>34</u>	37. <u>34</u>	57. <u>37</u>	77. <u>31</u>	97. <u>27</u>
18. <u>35</u>	38. <u>41</u>	58. <u>28</u>	78. <u>36</u>	98. <u>32</u>
19. <u>36</u>	39. <u>30</u>	59. <u>35</u>	79. <u>34</u>	99. <u>38</u>
20. <u>38</u>	40. <u>30</u>	60. <u>28</u>	80. <u>27</u>	100. <u>31</u>

Comments: