

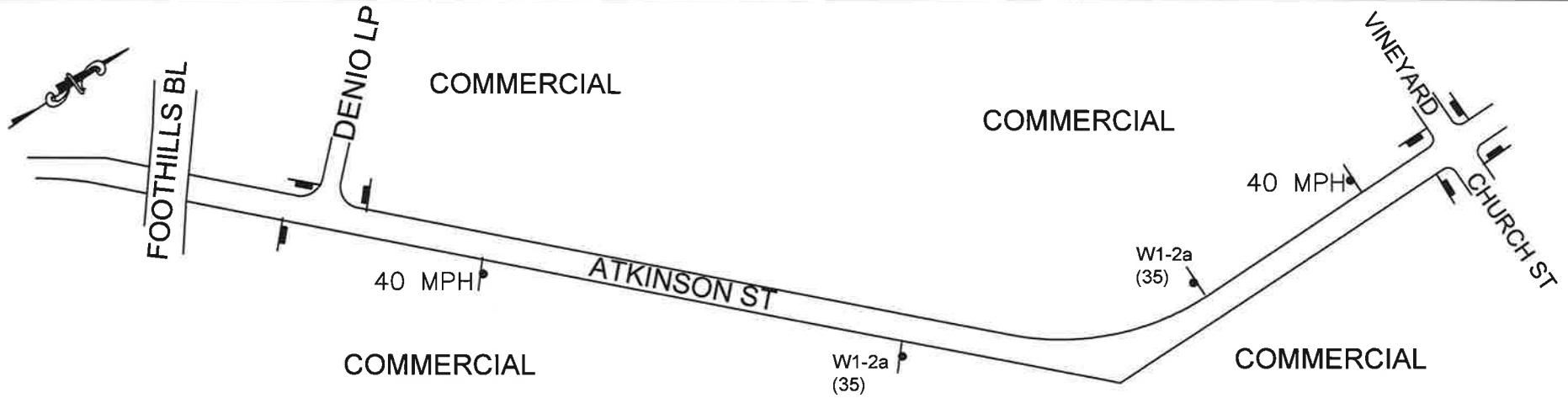


PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP  
SPEED ZONE SURVEY

ROAD NAME:  
**ATKINSON ST**  
FOOTHILLS BL TO CHURCH ST

STRIP MAP



ROADWAY WIDTH	VARIES 25'-40'
NO. OF LANES	2
ADT	4879
DIVIDER TYPE	PAINTED
CRITICAL SPEED (85th %)	46.2
PACE SPEED	38-47
3-YEAR ACCIDENT HISTORY	2
EXISTING SPEED LIMIT	40 MPH
RECOM. SPEED LIMIT	40 MPH
SEGMENT LENGTH	.58 MI.

LEGEND	STOP SIGNS	SPEED LIMIT SIGN	TRAFFIC SIGNAL
--------	------------	------------------	----------------

MPH	61-75	0	ROADSIDE COND.	
	51-60	5		SCHOOL <input type="checkbox"/>
	41-50	136		RESIDENCE <input type="checkbox"/>
	31-40	59		BUSINESS <input checked="" type="checkbox"/>
	1-30	0		PARKS <input type="checkbox"/>
				OPEN SPACE <input checked="" type="checkbox"/>
		BIKEWAY <input type="checkbox"/>		

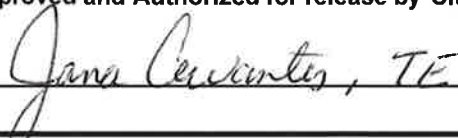
COMMENTS: NO PARKING ON BOTH SIDES OF STREET.  
\*HOSES USED FOR ADT

SOME RECOVERY AREA  NO RECOVERY AREA   
SCHOOL ROUTE

# City of Roseville Engineering and Traffic Survey Summary

Street: ATKINSON ST  
Limits: CHURCH ST  
FOOTHILLS BL

Field Observer: J PASTOR  
Checked By: J CERVANTES  
Date: 1/31/2017

<b>Factors</b>	<b>Direction:</b> <u>East/West</u>
<b><u>A. Prevailing Speed Data</u></b>	
Location of Survey	1500' E of Denio Loop
85th Percentile	46.2
10 mph Pace	38 - 47
Percent in Pace	79.5%
Posted Speed Limit	40
<b><u>B. Collision History</u></b>	
Date Range Covered	12/1/2013 To 11/30/2016 ( 3 Years )
Total Collisions	2
Collision Rate (Acc/MVM)	0.301
Expected Collision Rate	2.95
<b><u>C. Traffic Factors</u></b>	
Average Daily Traffic	4879
Length of Segment	3041
Lane Configuration	Single Lane Each Direction
Street Classification	Secondary Arterial
<b><u>D. Conditions Not Readily Apparent</u></b>	
Conditions	See: Roadside Conditions on the Speed Zone Survey Map
Roadway Geometrics	Horizontal Curve
Comments	Numerous large trucks; narrow roadway
<b><u>E. Adjacent Land Use</u></b>	
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. #	



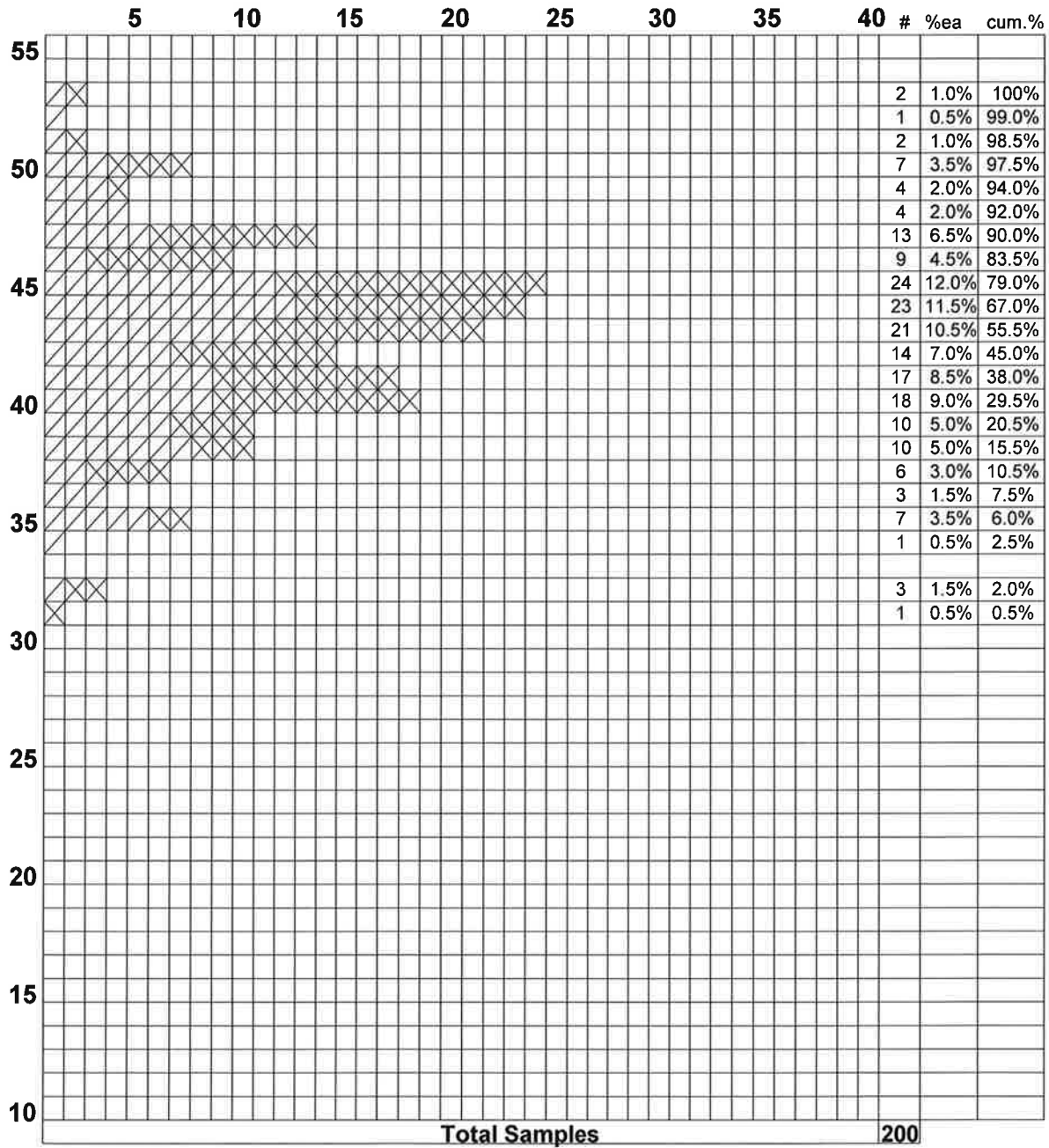
**City of Roseville  
Traffic Engineering Department**

Street Name: ATKINSON ST

Limits: CHURCH ST to FOOTHILLS BL

**Radars Survey Sheet**

X=West / =East



85th Percentile Speed: 46.2  
 50th Percentile Speed: 42.5  
 15th Percentile Speed: 37.9  
 10 MPH Pace: 38- 47  
 Number in Pace: 159  
 Percent in Pace: 79.5%

Date of Survey: 1/31/2017      Start Time: 15:25  
 Weather: Clear      End Time: 16:05  
 Road Condition: Good      Posted Speed: 40  
 Street Class.: Secondary Arterial  
 Observer: J PASTOR  
 Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

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

Date: 01/31/2017 Location # \_\_\_\_\_

Street Name: Foothills Atkinson Observer: \_\_\_\_\_

Limits: Church to Foothills Location of Survey: 1500' <sup>E</sup> of Denio Loop

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

Road Cond: \_\_\_\_\_ Conditions Not Apparent: \_\_\_\_\_

Posted Speed: \_\_\_\_\_ Start Time: 3:25

Lane Config: \_\_\_\_\_ End Time: 4:05

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: EB

Direction: WB

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

Comments: