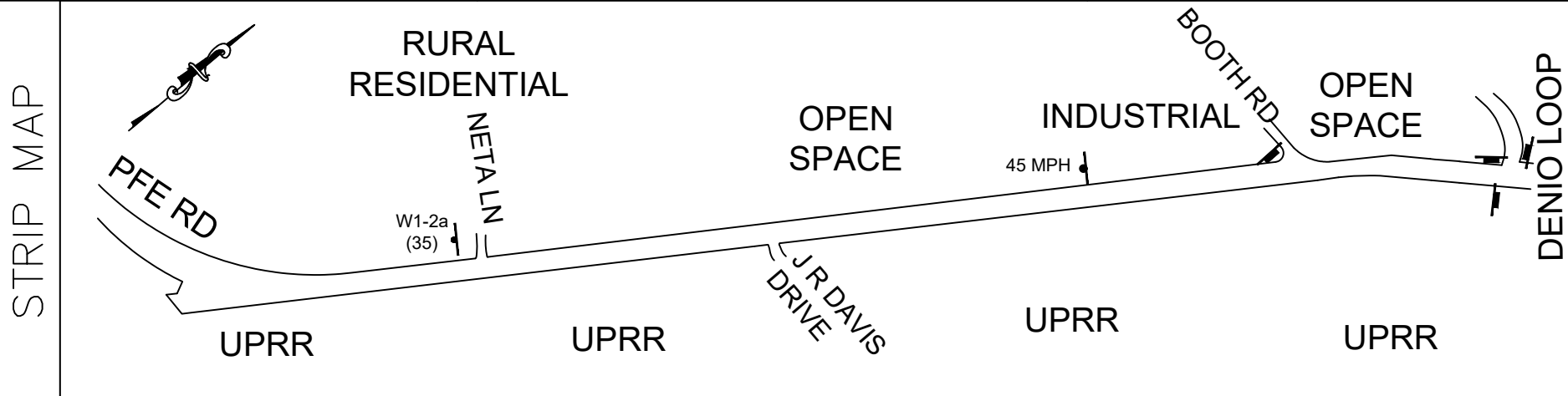




PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP
SPEED ZONE SURVEY

ROAD NAME:
ATKINSON ST
PFE TO DENIO LOOP



ROADWAY WIDTH	VARIES - 25'-50'
NO. OF LANES	2
ADT	17,074
DIVIDER TYPE	PAINTED
CRITICAL SPEED (85th %)	48.7 MPH
PACE SPEED	39-48 MPH
3-YEAR ACCIDENT HISTORY	3
EXISTING SPEED LIMIT	45 MPH
RECOM. SPEED LIMIT	45 MPH
SEGMENT LENGTH	.75 MI.

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

MPH			ROADSIDE COND.
	61-75	1	SCHOOL <input type="checkbox"/>
51-60	15	RESIDENCE <input checked="" type="checkbox"/>	
41-50	141	BUSINESS <input checked="" type="checkbox"/>	
31-40	43	PARKS <input type="checkbox"/>	
1-30	0	OPEN SPACE <input checked="" type="checkbox"/>	
		BIKEWAY <input type="checkbox"/>	

COMMENTS: NO PARKING ON BOTH SIDES OF STREET.

SOME RECOVERY AREA NO RECOVERY AREA
SCHOOL ROUTE

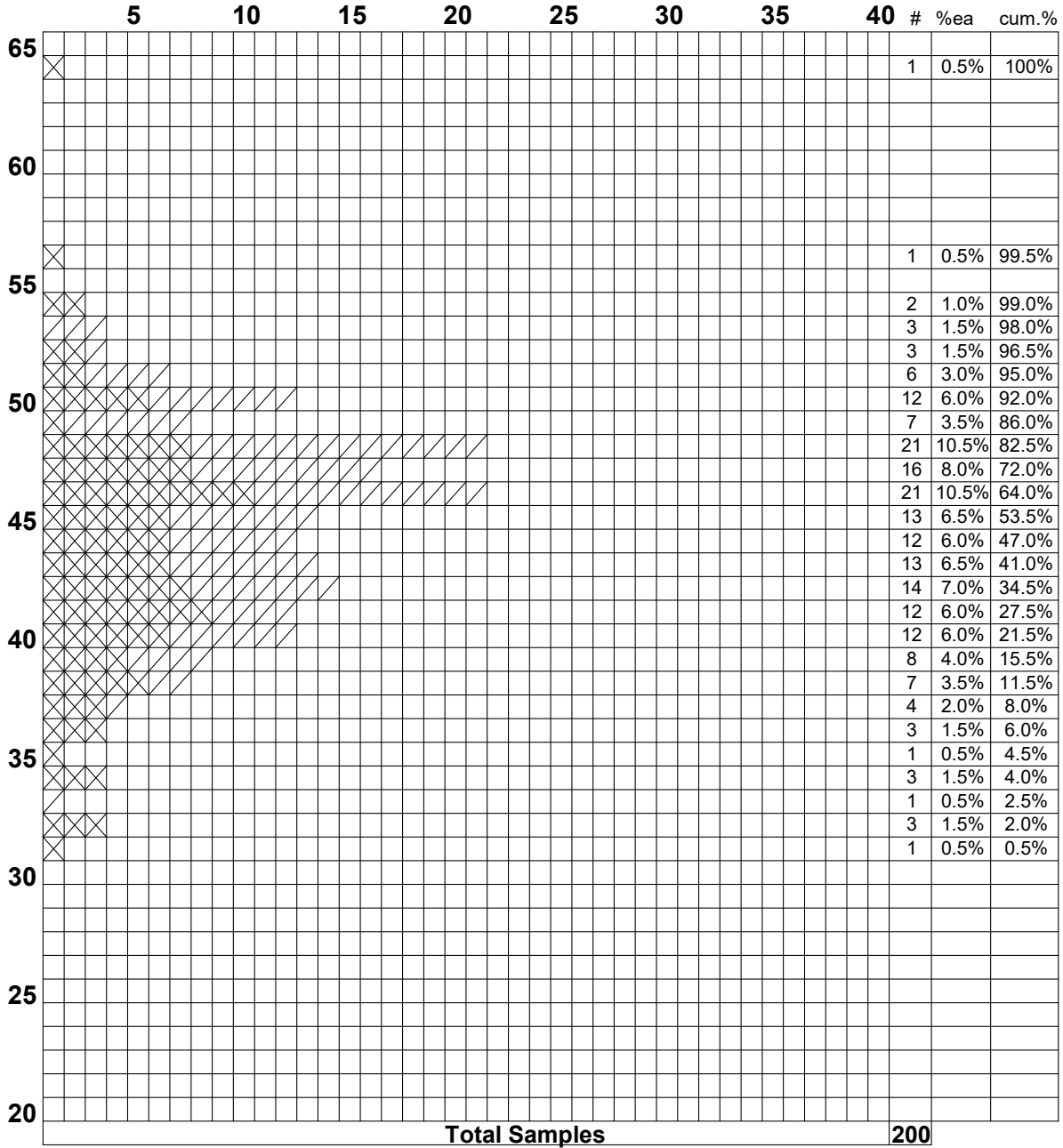
**City of Roseville
Traffic Engineering Department**

Street Name: ATKINSON ST

Limits: DENIO LOOP to PFE RD

Radars Survey Sheet

X=North / =South



85th Percentile Speed: 48.7
 50th Percentile Speed: 44.5
 15th Percentile Speed: 38.9
 10 MPH Pace: 39- 48
 Number in Pace: 142
 Percent in Pace: 71.0%

Date of Survey: 11/10/2020 Start Time: 2:01
 Weather: Clear End Time: 2:47
 Road Condition: Good Posted Speed: 45
 Street Class.: Arterial
 Observer: RY HC
 Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

**City of Roseville
Traffic Engineering Department**

Lidar Speed Data Worksheet

Date: 11/10/20 Location # ~~HC RY~~

Street Name: ATKINSON ST Observer: HC RY

Limits: FOOTHILLS BLVD TO PFE Location of Survey: _____

Weather: CLEAR
 Road Cond: GOOD
 Posted Speed: 45
 Lane Config: _____
 Adjacent Land Use: _____

Roadway Geometrics: _____
 Conditions Not Apparent: _____
 Start Time: 2:01
 End Time: 2:47

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: NB

Direction: SB

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

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18. <u>41</u>	38. <u>40</u>	58. <u>48</u>	78. <u>38</u>	98. <u>48</u>
19. <u>39</u>	39. <u>37</u>	59. <u>40</u>	79. <u>48</u>	99. <u>53</u>
20. <u>47</u>	40. <u>41</u>	60. <u>48</u>	80. <u>45</u>	100. <u>44</u>

Comments: