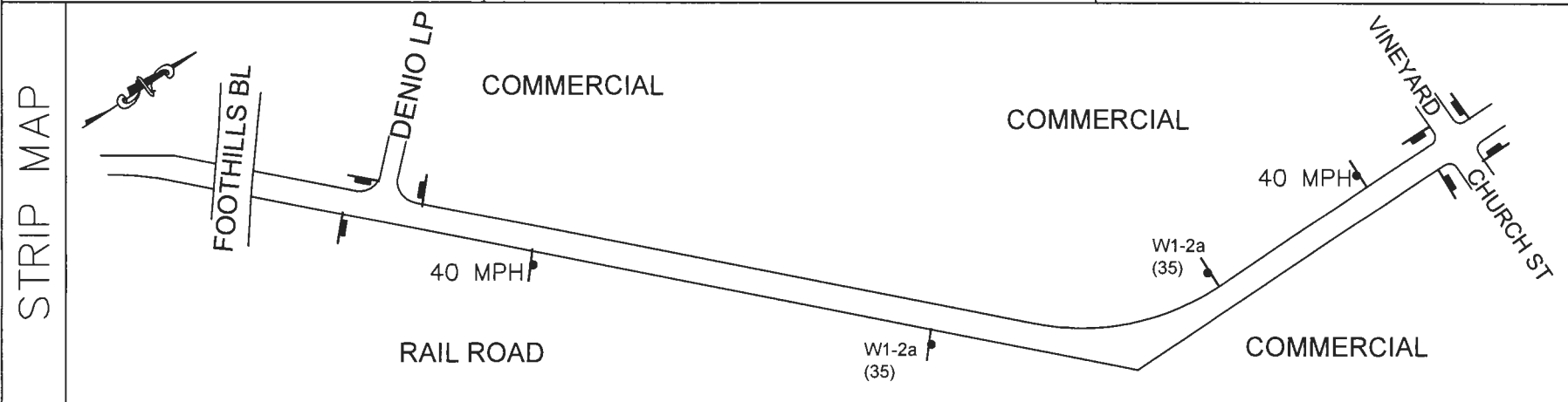




PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP
SPEED ZONE SURVEY

ROAD NAME:
ATKINSON ST
FOOTHILLS BL TO CHURCH ST



ROADWAY WIDTH	VARIES 25'-40'
NO. OF LANES	2
ADT	6237
DIVIDER TYPE	PAINTED
CRITICAL SPEED (85th %)	45.6 mph
PACE SPEED	37-46
3-YEAR ACCIDENT HISTORY	6
EXISTING SPEED LIMIT	40 MPH
RECOM. SPEED LIMIT	40 MPH
SEGMENT LENGTH	.58 MI.

LEGEND	W1-2a (ADVISORY SPEED)	STOP SIGNS	SPEED LIMIT SIGN	TRAFFIC SIGNAL
--------	------------------------	------------	------------------	----------------

MPH	61-75	0	ROADSIDE COND.	
	51-60	2		SCHOOL <input type="checkbox"/>
	41-50	119		RESIDENCE <input type="checkbox"/>
	31-40	76		BUSINESS <input checked="" type="checkbox"/>
	1-30	3		PARKS <input type="checkbox"/>
			OPEN SPACE <input checked="" type="checkbox"/>	
			BIKEWAY <input checked="" type="checkbox"/>	

COMMENTS: NO PARKING ON BOTH SIDES OF STREET.

SOME RECOVERY AREA NO RECOVERY AREA

SCHOOL ROUTE

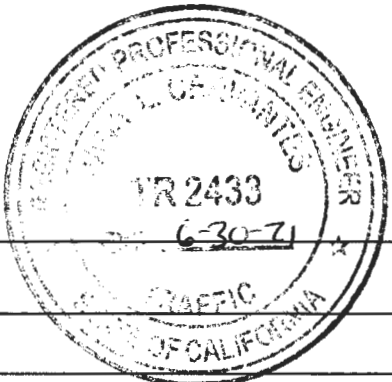
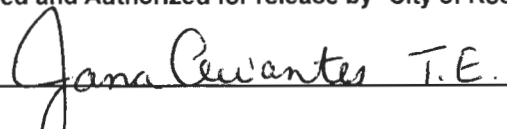
B:\CommunityDevelopment\Engineering\PW-TRAFFIC\Speed Surveys\2018\Maps\Atkinson St - Church St to Foothills Blvd.dwg

2018 Traffic Engineering and Speed Map--Speed Zone Survey

City of Roseville Engineering and Traffic Survey Summary

Street: ATKINSON ST
Limits: CHURCH ST
FOOTHILLS BL

Field Observer RY MM
Checked By: J CERVANTES
Date: 7/27/2019

Factors	Direction: <u>North/South</u>		
<u>A. Prevailing Speed Data</u>			
Location of Survey	1300' N of Denio Loop		
85th Percentile	45.6		
10 mph Pace	37 - 46		
Percent in Pace	79.5%		
Posted Speed Limit	40		
<u>B. Collision History</u>			
Date Range Covered	5/30/2016	To 5/31/2019	(3 Years)
Total Collisions	6		
Collision Rate (Acc/MVM)	1.525		
Expected Collision Rate	2.95		
<u>C. Traffic Factors</u>			
Average Daily Traffic	6237		
Length of Segment	3036		
Lane Configuration	Single Lane Each Direction		
Street Classification	Secondary Arterial		
<u>D. Conditions Not Readily Apparent</u>			
Conditions	See: Roadside Conditions on the Speed Zone Survey Map		
Roadway Geometrics	Horizontal Curve		
Comments	Numerous large trucks		
			
<u>E. Adjacent Land Use</u>			
	Industrial		
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>8-15-19</u> Date	Loc. #

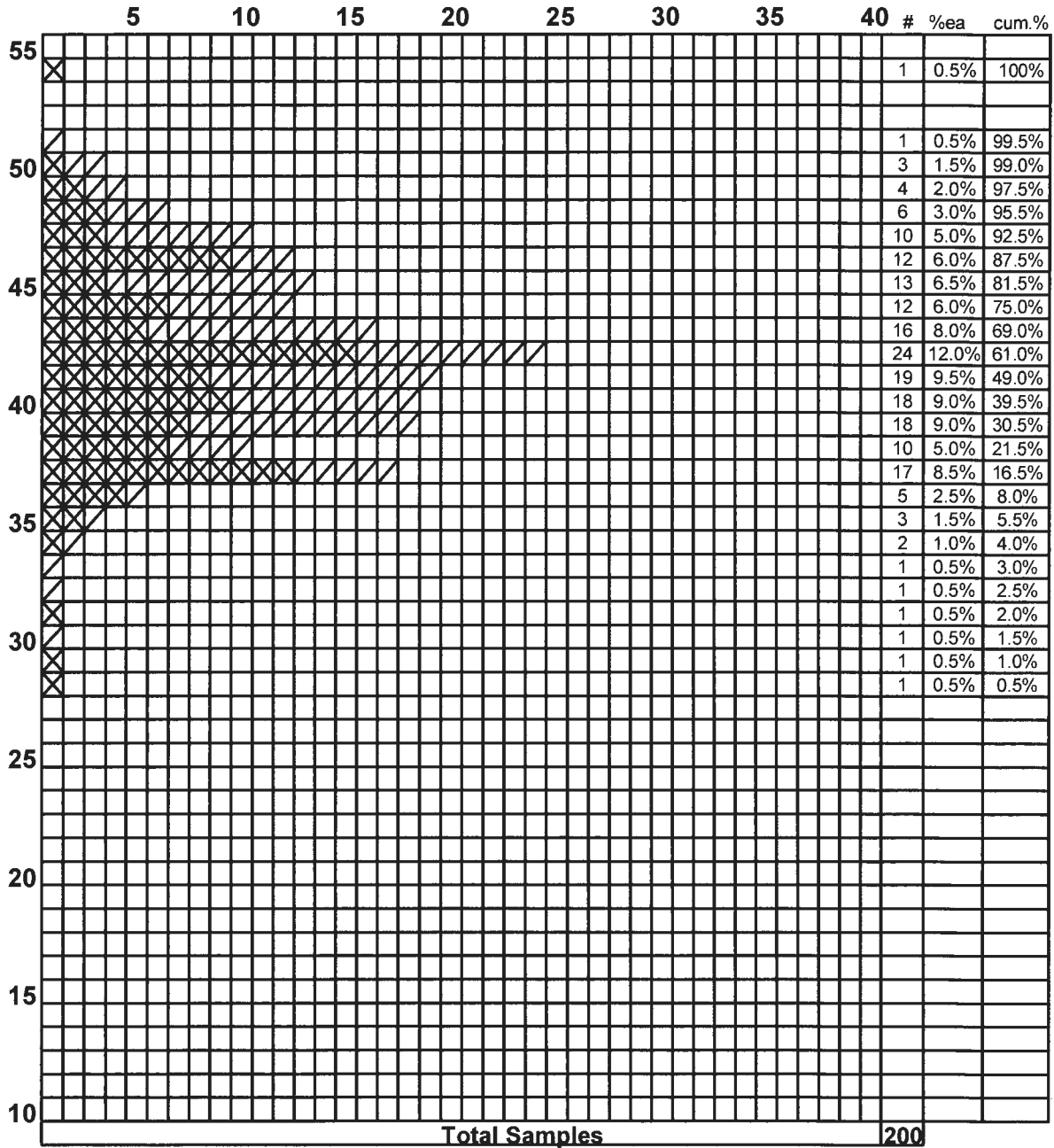
**City of Roseville
Traffic Engineering Department**

Street Name: ATKINSON ST

Limits: CHURCH ST to FOOTHILLS BL

Radar Survey Sheet

X=North /=South



85th Percentile Speed: 45.6
 50th Percentile Speed: 41.1
 15th Percentile Speed: 36.8
 10 MPH Pace: 37- 46
 Number in Pace: 159
 Percent in Pace: 79.5%

Date of Survey: 7/27/2019 Start Time: 10:50
 Weather: Clear End Time: 11:40
 Road Condition: Good Posted Speed: 40
 Street Class.: Secondary Arterial
 Observer: RY MM
 Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

**City of Roseville
Traffic Engineering Department**

Lidar Speed Data Worksheet

Date: 7-24-19 Location # _____
 Street Name: Atkinson ST Observer: RY MM
 Limits: Foot hills 86 to church ST Location of Survey: 1,300' North of Demio LP.
 Weather: Clear Roadway Geometrics: _____
 Road Cond: _____ Conditions Not Apparent: _____
 Posted Speed: 40 Start Time: 10:50
 Lane Config: _____ End Time: 11:40
 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>39</u>	21. <u>42</u>	41. <u>35</u>	61. <u>40</u>	81. <u>50</u>
2. <u>36</u>	22. <u>42</u>	42. <u>38</u>	62. <u>42</u>	82. <u>42</u>
3. <u>46</u>	23. <u>39</u>	43. <u>43</u>	63. <u>42</u>	83. <u>36</u>
4. <u>35</u>	24. <u>41</u>	44. <u>42</u>	64. <u>37</u>	84. <u>45</u>
5. <u>42</u>	25. <u>42</u>	45. <u>46</u>	65. <u>37</u>	85. <u>43</u>
6. <u>41</u>	26. <u>38</u>	46. <u>40</u>	66. <u>38</u>	86. <u>49</u>
7. <u>41</u>	27. <u>37</u>	47. <u>37</u>	67. <u>39</u>	87. <u>49</u>
8. <u>43</u>	28. <u>38</u>	48. <u>37</u>	68. <u>42</u>	88. <u>48</u>
9. <u>46</u>	29. <u>40</u>	49. <u>46</u>	69. <u>46</u>	89. <u>44</u>
10. <u>37</u>	30. <u>44</u>	50. <u>37</u>	70. <u>46</u>	90. <u>39</u>
11. <u>37</u>	31. <u>28</u>	51. <u>44</u>	71. <u>37</u>	91. <u>40</u>
12. <u>37</u>	32. <u>29</u>	52. <u>47</u>	72. <u>47</u>	92. <u>44</u>
13. <u>36</u>	33. <u>43</u>	53. <u>54</u>	73. <u>41</u>	93. <u>40</u>
14. <u>39</u>	34. <u>36</u>	54. <u>48</u>	74. <u>40</u>	94. <u>45</u>
15. <u>41</u>	35. <u>42</u>	55. <u>42</u>	75. <u>44</u>	95. <u>40</u>
16. <u>37</u>	36. <u>34</u>	56. <u>48</u>	76. <u>41</u>	96. <u>46</u>
17. <u>46</u>	37. <u>47</u>	57. <u>46</u>	77. <u>45</u>	97. <u>42</u>
18. <u>44</u>	38. <u>39</u>	58. <u>42</u>	78. <u>42</u>	98. <u>41</u>
19. <u>31</u>	39. <u>43</u>	59. <u>37</u>	79. <u>38</u>	99. <u>40</u>
20. <u>41</u>	40. <u>42</u>	60. <u>40</u>	80. <u>39</u>	100. <u>38</u>

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Comments: