

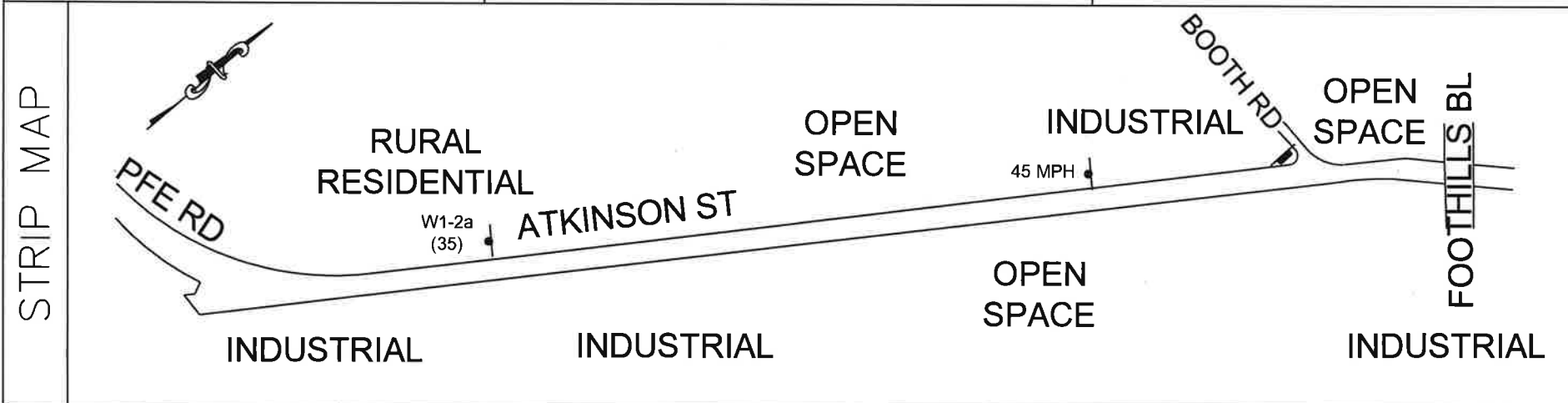


PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP  
SPEED ZONE SURVEY

ROAD NAME:

**ATKINSON ST**  
PFE TO FOOTHILLS



ROADWAY WIDTH	VARIES - 25'-50'
NO. OF LANES	2
AADT	8844
DIVIDER TYPE	PAINTED
CRITICAL SPEED (85th %)	50.0 MPH
PACE SPEED	42-51 MPH
3-YEAR ACCIDENT HISTORY	0
EXISTING SPEED LIMIT	45 MPH
RECOM. SPEED LIMIT	45 MPH
SEGMENT LENGTH	.75 MI.

LEGEND	STOP SIGNS	SPEED LIMIT SIGN	TRAFFIC SIGNAL
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MPH	61-75	0	ROADSIDE COND.
	51-60	30	
	41-50	156	
	31-40	14	
	1-30	0	
			SCHOOL <input type="checkbox"/>
			RESIDENCE <input checked="" type="checkbox"/>
			BUSINESS <input checked="" type="checkbox"/>
			PARKS <input type="checkbox"/>
			OPEN SPACE <input checked="" type="checkbox"/>
			BIKEWAY <input type="checkbox"/>

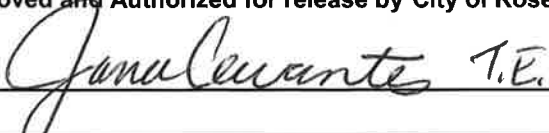
COMMENTS: NO PARKING ON BOTH SIDES OF STREET.

SOME RECOVERY AREA  NO RECOVERY AREA   
 SCHOOL ROUTE

# City of Roseville Engineering and Traffic Survey Summary

Street: ATKINSON ST  
Limits: PFE RD  
FOOTHILLS BL

Field Observer T TRELEVEN  
Checked By: J CERVANTES  
Date: 12/4/2013

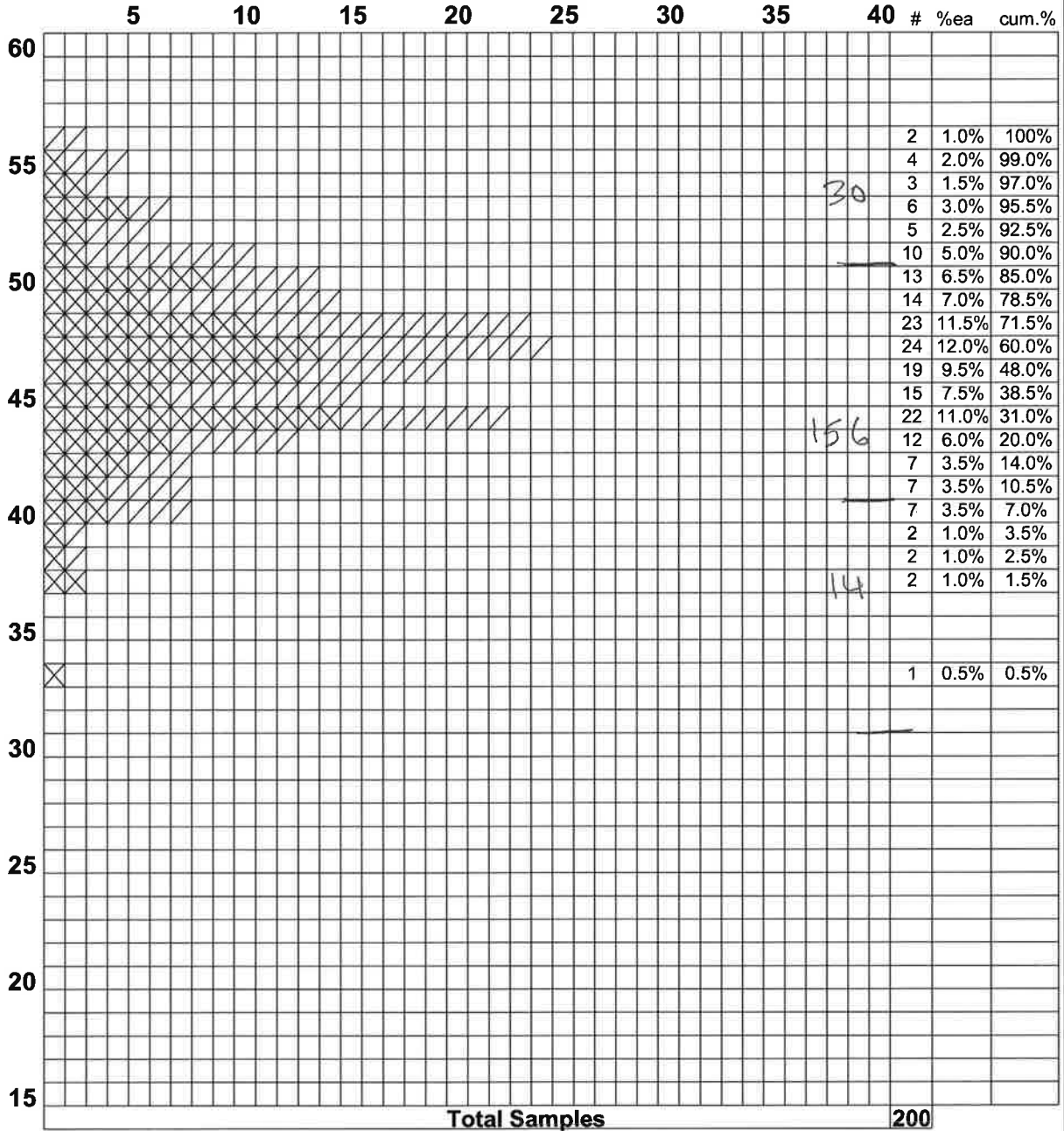
<b>Factors</b>	<b>Direction: <u>North/South</u></b>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	700' north of PFE rd		
85th Percentile	50.0		
10 mph Pace	42 - 51		
Percent in Pace	79.5%		
Posted Speed Limit	45		
<b><u>B. Collision History</u></b>			
Date Range Covered	12/1/2010	To 11/30/2013	( 3 years )
Total Collisions	0		
Collision Rate (Acc/MVM)	0		
Expected Collision Rate	2.95		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	8844		
Length of Segment	3990		
Lane Configuration	Single Lane Each Direction		
Street Classification	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; Class II bike lanes.		
<b><u>E. Adjacent Land Use</u></b>			
	Commercial		
Posted Speed Limit	45		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Roseville Traffic Engineering Department:			
 _____		<u>3-12-14</u> Date	Loc. #

**City of Roseville  
Traffic Engineering Department**

Street Name: ATKINSON ST  
Limits: PFE RD to FOOTHILLS BL

**Radar Survey Sheet**

X=North /=South



85th Percentile Speed: 50.0  
50th Percentile Speed: 46.2  
15th Percentile Speed: 42.2  
10 MPH Pace: 42- 51  
Number in Pace: 159  
Percent in Pace: 79.5%

Date of Survey: 12/4/2013 Start Time: 14:46  
Weather: Clear End Time: 15:25  
Road Condition: Good Posted Speed: 45  
Street Class.: Arterial Observer: T TRELEVEN  
Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

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

Date: 12/4/13 Location # \_\_\_\_\_  
 Street Name: Atkinson Observer: T Treleven  
 Limits: Foothills to PFE Location of Survey: 700' N. of PFE  
 Weather: good Roadway Geometrics: \_\_\_\_\_  
 Road Cond: \_\_\_\_\_ Conditions Not Apparent: \_\_\_\_\_  
 Posted Speed: 45 Start Time: 14:46  
 Lane Config: \_\_\_\_\_ End Time: 15:25  
 Adjacent Land Use: \_\_\_\_\_

Street Classification: Arterial - Collector - Local Collision Start Date: \_\_\_\_\_  
 Average Daily Traffic: 8844 Collision End Date: \_\_\_\_\_  
 Segment Length: 3950 Collision Period: \_\_\_\_\_  
 Speed Limit Changed? Yes - No Total Collisions: 0  
 Revised Limit: \_\_\_\_\_ Collision Rate: \_\_\_\_\_  
 Checked By: \_\_\_\_\_ Expected Collision Rate: \_\_\_\_\_

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

Comments: