Number	Speed	Number
0	35	1
1	36	3
2	37	0
3	38	1
3	39	1
1	40	0
4	41	0
1	42	0
2	43	0
1	44	0
2	45	0
3	46	0
8	47	0
7	48	0
11	49	0
12	50	0
5	51	0
10	52	0
10	53	0
8	54	0
5	55	0
7	. 56	0
0	57	0
4	58	0
3	59	0
A L		119
Count Date:	: 11/29/10	
		•
Terrain:	Flat	
Bike lanes:		-
		-
tter, and side	roadway with ewalk is disc e lack of ped	continuous.
	the provision etermined to	
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(H)	No. TR230	件, [第]
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Location: Wildwoo	od Avenue - US 101 to	Davis Street					
Posted Limit: 30 mph				Speed	Number	Speed	Number
Direction: Both	Recorder:	Mechanical		10	0	35	2
Date: 10/5/10	Day:	Wednesday	-	11	2	36	0
Begin Time: 14:00	End Time:	15:00	_	12	11	37	0
Weather: Fair	Land Use:	Commercial		13	3	38	0
				14	3	39	0
Summary Statistics				15	3	40	0
Total Observed	183			16	6	41	0
Speed Range	11 - 35			17	2	42	0
50th percentile speed	25			18	4	43	0
85th percentile speed	29			19	4	44	0
10 mph pace speed	20 - 29	·········		20	8	45	0
% in pace speed	73			21	9	46	0
Skewness index	0.875			22	11	47	0
				23	14	48	0
25 _T				24	14	49	0
				25	16	50	0
20 +				26	6	51	0
45				27	21	52	0
15 +				28	13	53	0
10 +				29	21	54	0
10				30	3	55	0
5 +				. 31	6	56	0
				32	4	57	0
0				33	3	58	0
N 3 15 1	1 2 2 2 2 2	\$ \$ \$ \$		34	4	59	0
		ANALYSIS INF	ORMATIO	TOT N	AL		183
Segment Length (mi):	<u>0.54</u>	ADT (vpd): Time period:	<u>2,000</u> 5	years	Count Date:	10/5/10	
Number of collisions: Calc. Collision Rate =							
Calc. Collision Rate =	0.51 collisions per		miles (c/mvi	m) Iedian		Flat	
Calc. Collision Rate = Street Width (ft): Parking Conditions:	0.51 collisions per 30' -40' Restricted	c million vehicle- Configuration: Sidewalk:	2 Lanes - N Both Sides	n) Iedian	Bike lanes:	None	
	0.51 collisions per 30' -40' Restricted nd conditions not rea roadway runs generall 101 and Davis Street.	Configuration: Sidewalk: dily apparent to y north to south. Based on the 85tl	2 Lanes - N Both Sides drivers: W	m) 1edian Vildwood D y is divided	Bike lanes: Orive is a rura I by a raised	None al major coll median bety	ween its
Calc. Collision Rate = Street Width (ft): Parking Conditions: Other considerations as commercial area. This orthern terminus a US recommended that the special commended that the speci	0.51 collisions per 30' -40' Restricted nd conditions not rea roadway runs generall 101 and Davis Street.	Configuration: Sidewalk: dily apparent to y north to south. Based on the 85th t 30 mph.	2 Lanes -M Both Sides drivers: W The roadway n percentile	m) Median Fildwood E y is divided speed and t	Bike lanes: Orive is a rural by a raised the lack of bi	None Il major coll median bety cycle facilit	ween its ies it is
Calc. Collision Rate = Street Width (ft): Parking Conditions: Other considerations at commercial area. This orthern terminus a US is ecommended that the spont the basis of an engine	0.51 collisions per 30' -40' Restricted nd conditions not rea roadway runs generall 101 and Davis Street. beed limit be retained a	Configuration: Sidewalk: dily apparent to y north to south. Based on the 85th at 30 mph. RECOMMEN	2 Lanes - N Both Sides drivers: W The roadwan percentile: NDATION ted above, a	Median Vildwood E y is divided speed and the speed and t	Bike lanes: Orive is a rura I by a raised the lack of bi	None Il major coll median bety cycle facilit he provision	ween its ies it is ns Sections
Calc. Collision Rate = Street Width (ft): Parking Conditions: Other considerations at commercial area. This orthern terminus a US is commended that the special commended that the s	0.51 collisions per 30' -40' Restricted nd conditions not rea roadway runs generall 101 and Davis Street. beed limit be retained a cering and traffic inves	Configuration: Sidewalk: dily apparent to y north to south. Based on the 85th t 30 mph. RECOMMEN stigation, as repor	2 Lanes - N Both Sides drivers: W The roadwan percentile: NDATION ted above, a	Median Vildwood E y is divided speed and the speed and t	Bike lanes: Orive is a rura I by a raised the lack of bi	None Il major coll median bety cycle facilit he provision	ween its ies it is ns Sections
Calc. Collision Rate = Street Width (ft): Parking Conditions: Other considerations at commercial area. This orthern terminus a US is commended that the special commended that the s	0.51 collisions per 30' -40' Restricted nd conditions not rea roadway runs generall 101 and Davis Street. beed limit be retained a cering and traffic inves	Configuration: Sidewalk: dily apparent to y north to south. Based on the 85th t 30 mph. RECOMMEN stigation, as repor	2 Lanes - N Both Sides drivers: W The roadwan percentile: NDATION ted above, a	Median Vildwood E y is divided speed and the speed and t	Bike lanes: Orive is a rura I by a raised the lack of bi	None Il major coll median bety cycle facilit he provision	ween its ies it is ns Sections
Calc. Collision Rate = Street Width (ft): Parking Conditions: Other considerations at commercial area. This orthern terminus a US recommended that the special commended that the speci	0.51 collisions per 30' -40' Restricted nd conditions not rea roadway runs generall 101 and Davis Street. beed limit be retained a cering and traffic inves	Configuration: Sidewalk: dily apparent to y north to south. Based on the 85th t 30 mph. RECOMMEN stigation, as repor	2 Lanes - N Both Sides drivers: W The roadwan percentile: NDATION ted above, a	Median Vildwood E y is divided speed and the speed and t	Bike lanes: Drive is a rural by a raised the lack of biardance with the lac	None Il major coll median bety cycle facilit the provision termined to	ween its ies it is as Sections be
Calc. Collision Rate = Street Width (ft): Parking Conditions: Other considerations at commercial area. This orthern terminus a US recommended that the special commended that the speci	0.51 collisions per 30' -40' Restricted nd conditions not rea roadway runs generall 101 and Davis Street. beed limit be retained a ceering and traffic investables 10802 of the California atte for the above street.	Configuration: Sidewalk: dily apparent to y north to south. Based on the 85th t 30 mph. RECOMMEN stigation, as repor Vehicle Code, a	2 Lanes - N Both Sides drivers: W The roadwan percentile: NDATION ted above, a	Median Vildwood E y is divided speed and the speed and t	Bike lanes: Orive is a rura I by a raised the lack of bi	None Il major coll median bety cycle facilit the provision termined to	ween its ies it is as Sections be
Calc. Collision Rate = Street Width (ft): Parking Conditions: Other considerations at commercial area. This orthern terminus a US recommended that the special commended that the special commended that the special commended are as an engine 27, 22357, 22358 and 4 reasonable and appropriate assonable and appropriate commended that the special	0.51 collisions per 30' -40' Restricted nd conditions not rea roadway runs generall 101 and Davis Street. beed limit be retained a eering and traffic investate for the above street. Penry, C.E. P.E., P.T.	Configuration: Sidewalk: dily apparent to y north to south. Based on the 85th t 30 mph. RECOMMEN stigation, as repor Vehicle Code, a	2 Lanes -M Both Sides drivers: W The roadway in percentile services WDATION ted above, a speed limit of	Median Vildwood E y is divided speed and the speed and t	Bike lanes: Drive is a rura I by a raised the lack of bi	None Il major coll median bety cycle facilit the provision termined to OFESSIONA W. PENS	ween its ies it is ns Sections
Calc. Collision Rate = Street Width (ft): Parking Conditions: Other considerations at commercial area. This orthern terminus a US recommended that the special commended that the special commended that the special commended are as an engine 27, 22357, 22358 and 4 reasonable and appropriate assonable and appropriate signature:	0.51 collisions per 30' -40' Restricted nd conditions not rea roadway runs generall 101 and Davis Street. beed limit be retained a ceering and traffic investables 10802 of the California atte for the above street.	configuration: Sidewalk: dily apparent to y north to south. Based on the 85th t 30 mph. RECOMMEN stigation, as report Vehicle Code, a O.E. 304 (Exp 6/2011)	2 Lanes -M Both Sides drivers: W The roadway in percentile services WDATION ted above, a speed limit of	Median Vildwood E y is divided speed and the speed and t	Bike lanes: Orive is a rura I by a raised the lack of bi	None Il major coll median bety cycle facilit the provision termined to OFESSIONA W. PENS	ween its ies it is as Sections be

	7	VEHICLE SPI	EED DAT	'A			
Location: Wildwoo	od Avenue - Davis Str						
Posted Limit: 30 mph				Speed	Number	Speed	Number
Direction: Both	Recorder:	Mechanical	_ [10	0	35	2
Date: 10/5/10	Day:	Wednesday		11	2	36	0
Begin Time: 14:00	End Time:	15:00		12	1	37	0
Weather: Fair	Land Use:	Commercial		13	3	38	0
				14	3	39	0
Summary Statistics				15	3	40	0
Total Observed	183			16	6	41	0
Speed Range	11 - 35			17	2	42	0
50th percentile speed	25	***************************************	-	18	4	43	0
85th percentile speed	29			19	4	44	0
10 mph pace speed	20 - 29		-	20	8	45	0
% in pace speed	73		ŀ	21	9	46	0
Skewness index	0.875		-	22	11	47	0
DILO TITUODO III GOA	0.070	MANAGEMENT.	-	23	14	48	0
25 _T			-	24	14	49	0
20			-	25	16	50	0
20 +			F	26	6	51	0
			-	27	21	52	0
15 🕂			 -	28	13	53	0
			-	29	21	54	0
10 +			-	30	3	55	0
_		_	-	31	6	56	0
5 +			· -	32	4	57	0
0			-	33	3	58	0
*			-	34	4	59	0
10 V3 V8 V6	, \$ \$ \$ \$ \$ \$ \$	ላኔ ማ ማ ጫ	-	TOT			183
	1	ANALYSIS INFO	ORMATIO				
Segment Length (mi):	0.53	ADT (vpd):	2,000		Count Date:	10/5/10	
Number of collisions:	11	Time period:		ears	•		•
Calc. Collision Rate =	5.69 collisions per						
					Тептаіп:	Flat	
Street Width (ft):	62 feet	Configuration: Sidewalk:	Both Sides		Bike lanes:		•
Parking Conditions:	Unrestricted	Sidewalk:	Both Sides		Dike lailes.	тоне	•
Other considerations as the central commercial as cortions of diagonal parkacilities it is recommended.	rea, with a higher than king. Based on the 85th	average collision h percentile speed	rate. The ro, collision ra	adway rui	ns generally r	orth to sou	th with
		RECOMMEN					
On the basis of an engine							
27, 22357, 22358 and 4	0802 of the California	Vehicle Code, a	speed limit o	of 25 mph	is hereby det	termined to	be
easonable and appropria	ite for the above street	•					
					10	OFESSION	
_	//////					K W. PE	(4)
	<u>4/////</u>						일일
Signature:	0 6 8 P P P	OF			REGISTA Z FR	o. TR2304	
	Penry, C.E., P.E., P.T.	.0.1					
Frank W.					@	دا وا	, %
Frank W. C.E. 6278	5 (Exp-6/2012), T.E 2	304 (Exp 6/2011)			Ex	دا وا	
Frank W.		304 (Exp 6/2011)			* Ex	دا وا	* * * * * * * * * * * * * * * * * * *
Frank W. C.E. 6278	5 (Exp-6/2012), T.E 2	304 (Exp 6/2011)			EX STATE	دا وا	* *

	1	VEHICLE SPEED D.	ATA			
Location: Monume		enue to Wildwood Avenu				
Posted Limit: 25 mph	nt Road - I acmic Ave	enae to whawood Avena	Speed	Number	Speed	Number
Direction: Both	Recorder:	Mechanical	10	0	35	0
Date: 12/10/10	Day:	Friday	11	2	36	0
Begin Time: 12:00	End Time:	16:00	12	3	37	0
Weather: Fair	Land Use:	Residential	13	3	38	0
			14	4	39	0
Summary Statistics			15	4	40	0
Total Observed	124		16	4	41	0
Speed Range	11 - 34		17	6	42	0
50th percentile speed	21	*****	18	12	43	0
85th percentile speed	27		19	9	44	0
10 mph pace speed	16 - 25		20	13	45	0
% in pace speed	68		21	8	46	0
Skewness index	1.125		22	10	47	0
			23	6	48	0
14 🛨			24	9	49	0
12 -			25	7	50	0
1			26	2	51	0
10 +			27	4	52	0
8 +			28	4	53	0
6 +			29	1	54	0
			30	5	55	0
4 +			31	3 .	56	0 .
2 -			32	1	57	0
0 +			33	2	58	0
,		\	34	2	59	0
		פי פי קוי	TOT	A L		124
		ANALYSIS INFORMAT	ION			
Segment Length (mi):	0.25	ADT (vpd): 500		Count Date:	12/10/10	
Number of collisions:	3	Time period: 5	 years			•
Calc. Collision Rate =		r million vehicle-miles (c/n				
					~	
Street Width (ft):	22' -33'	Configuration: 2 Lanes			Rolling	
Parking Conditions:	Varies	Sidewalk: Varies		Bike lanes:	None	•
Other considerations ar	id conditions not rea	dily apparent to drivers:	Monument F	toad is a coll	ector roadw	ay within a
		lision rate. This rolling road				
		oike lanes. With a collision				
		n the existing 25mph speed			•	
SCRIBEIRS SIMEWING, R. IS I						
ooginems statewide, it is i						
segments statewide, it is:						
segments statewide, it is:		RECOMMENDATION	V			
	ering and traffic inves			dance with the	he provision	as Sections
On the basis of an engine		RECOMMENDATION stigation, as reported above Vehicle Code, a speed lim	, and in accor			
On the basis of an engine 527, 22357, 22358 and 40	0802 of the California	stigation, as reported above Vehicle Code, a speed lim	, and in accor			
On the basis of an engine 527, 22357, 22358 and 40	0802 of the California	stigation, as reported above Vehicle Code, a speed lim	, and in accor	is hereby det	termined to	
On the basis of an engine 527, 22357, 22358 and 40	0802 of the California	stigation, as reported above Vehicle Code, a speed lim	, and in accor	is hereby det	termined to	
On the basis of an engine 527, 22357, 22358 and 40 reasonable and appropriate	0802 of the California	stigation, as reported above Vehicle Code, a speed lim	, and in accor	is hereby det	FESSIONAL W. PENS	
On the basis of an engine 527, 22357, 22358 and 40 reasonable and appropriate Signature:	0802 of the California te for the above street.	vigation, as reported above Vehicle Code, a speed lim	, and in accor	is hereby det	FESSIONAL W. PENS	
On the basis of an engine 627, 22357, 22358 and 40 reasonable and appropriate Signature:	0802 of the California te for the above street.	vehicle Code, a speed lim	, and in accor	is hereby det	FEGSIONAL W. PEARS	
On the basis of an engine 627, 22357, 22358 and 40 reasonable and appropriate Signature: Frank W. I. C.E. 62785	0802 of the California te for the above street. Penry, C.E., P.E., P.T. 5 (Exp. 6/2012), T.E 23	vehicle Code, a speed lim O.E 304 (Exp.6/2011)	, and in accor	is hereby det	FEGSIONAL W. PEARS	
On the basis of an engine 627, 22357, 22358 and 40 reasonable and appropriate Signature:	0802 of the California te for the above street.	vehicle Code, a speed lim O.E 304 (Exp.6/2011)	, and in accor	is hereby det	TR2304	
On the basis of an engine 527, 22357, 22358 and 40 easonable and appropriate Signature: Frank W. I. C.E. 62785	0802 of the California te for the above street. Penry, C.E., P.E., P.T. 5 (Exp. 6/2012), T.E 23	vehicle Code, a speed lim O.E 304 (Exp.6/2011)	, and in accor	is hereby det	TR2304	

	, , , , , , , , , , , , , , , , , , ,	VEHICLE SPI	EED DAT	<u></u> Γ A			
Location: Bellevier	v Avenue - West City						
Posted Limit: 25 mph				Speed	Number	Speed	Number
Direction: Both	Recorder:	Mechanical		11	0	36	0
Date: 2/18/11	Day:	Friday	-	12	1	37	0
Begin Time: 9:00	End Time:	12:00	-	13	0	38	0
Weather: Fair	Land Use:	Residential	•	14	0	39	0
			-	15	2	40	0
Summary Statistics	***************************************			16	0	41	0
Total Observed	107			17	2	42	0
Speed Range	12 - 34			18	3	43	0
50th percentile speed	24	. 		19	5	44	0
85th percentile speed	28			20	9	45	0
10 mph pace speed	20 - 29			21	7	46	0
% in pace speed	79			22	10	47	0
Skewness index	1.000		Ī	23	12	48	0
			Ī	24	9	49	0
14 ⊤				25	12	50	0
12 +		•	ľ	26	4	51	0
				27	10	52	0
10 +				28	. 6	53	0
8 +				29	6	54	0
6 +				30	3	55	0
4 +				31	3	56	0
				32	2	57	0
2 +				33	0	58	0
0	,			34	1	59	0
5 V V	18 10 10 10 10 10	ጭ ጭ ጭ ጭ		35	0	60	0
		ANALYSIS INFO	DMATIO	TOT	AL		107
				11			
Segment Length (mi):	1.10	ADT (vpd):	450		Count Date:	2/18/11	•
Number of collisions:	7	Time period:		years			
Calc. Collision Rate =	7.75 collisions per	r million vehicle-1	niles (c/mvi	n)			
Street Width (ft):	21' -38'	Configuration:	2 Lanes		Terrain:	Flat	
Parking Conditions:	Unrestricted	-	None		Bike lanes:	None	•
				-11: A		llostor road	·
Other considerations a	nd conditions not rea	dily apparent to	arivers: B	elleview A	venue is a co	et to west	way willin
a residential area, with a	higher than average c	ollision rate. This	winding roa	d shoulder	s generany ea	es Curb en	d auttor is
homes at minimum setba	ick from the roadway.	I nere are no side	waiks, pave	a shoulder	s, or orked un	biolog limit	roodway
discontinuous and provid	aed only on approach t	to Pacific Avenue	the leak of	nodostrian	e. Farkeu ve.	facilities it i	c
width and sight distance			the lack of	pedesirian	and bicycle	iaciniles it i	S
recommended that the sp	seed limit be retained a	RECOMMEN	DATION				
O- 4-1				nd in acco	rdance with t	he provisio	as Sections
On the basis of an engine	thering and traffic investigation	sugation, as report	ongad limit	of 25 mal	ic hereby de	termined to	he
627, 22357, 22358 and 4			sheed muit	or 72 mbu	r 12 Hereny de	willinga to	
reasonable and appropria	ne for the above street	-	·			erco.	
		,			PR	OFESSIONAL	
Cionatura:						L M. DEV	1811
Signature:	Penry, C.E., P.E., P.T.	O.F.				7	A TOP OF THE PROPERTY OF THE P
	• • • • • • • • • • • • • • • • • • • •				REGISTI FR	o. TR2304	[2]
C.E. 02/8	35 (Exp.6/2012), T.E 2	304 (13AP 0/2011)			E E	- <i>1.190</i> 111	-/_//
Date:	March 3,	2011			11*/5		\ <i>`</i> \\
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						OF CALIFO	

VEHICLE SPEED DA	ТΔ			
	T			
Location: Davis Street - Pacific Avenue to Rigby Avenue Posted Limit: 25 mph	Speed	Number	Speed	Number
Direction: Both Recorder: Mechanical	10	0	35	2
Date: 11/30/10 Day: Tuesday	11	1	36	1
Begin Time: 13:00 End Time: 15:00	12	2	37	0
Weather: Fair Land Use: Residential	13	1	38	1
Daile Coo. According	14	3	39	1
Summary Statistics	15	6	40	0
Total Observed 117	16	1	41	0
Speed Range 11 - 39	17	3	42	0
50th percentile speed 25	18	7	43	0
85th percentile speed 30	19	7	44	0
10 mph pace speed 19 - 28	20	4	45	0
% in pace speed 59	21	4	46	0
Skewness index 0.889	22	6	47	0
**************************************	23	4	48	0
14 $_{ op}$	24	9	49	0
12 +	25	11	50	0
	26	5	51	0
10 +	27	7	52	0
8 +	28	12	53	0
6 + -	29	3	54	0
4 +	30	7	55	0
	31	1 .	56	0.
	32	2	57	0
0 +	33	5	58	0
かなかかかかかゆゆみみみゅるか	34	1 1	59	0
ANALYSIS INFORMATIO	TOT	AL		117
Segment Length (mi): 0.66 ADT (vpd): 1,100 Number of collisions: 2 Time period: 5		Count Date:	11/30/10	
Calc. Collision Rate = 1.51 collisions per million vehicle-miles (c/my	/m)			
Street Width (ft): 25' -37' Configuration: 2 Lanes	-	-	Flat	
Parking Conditions: Unrestricted Sidewalk: Disconting	uous	Bike lanes:	None	
Other considerations and conditions not readily apparent to drivers: It residential area. The roadway runs generally east to west, providing access primary route to school for students. Two signed school crossings are provinstalled with bulb-outs. The high traffic volumes, no bike facilities, discontinuous.	from the Ci	ty Center to Uhe crossing a	JS 101. It so t Fourth Str	erves as the eet recently
pedestrians supports a reduction in the posted limit. Based on the 85th percenticycle facilities it is recommended that the speed limit be retained at 25 mp RECOMMENDATION	entile speed			
On the basis of an engineering and traffic investigation, as reported above, a	and in accou	rdance with th	ne provision	s Sections
627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit				
reasonable and appropriate for the above street.	or we mibit	15 HOLODY UCL	· ·	
tomonaute and appropriate for the above street.		-05	ESSIO	
		AND SIK I	ESSIONAL N. PEA &	
Signature:	-	SEL PAK	14	
Frank W. Penry, C.E. D.E., P.T.O.E	-	8 ₁₇ '' -	TR2394	NEER
C.E. 62785 (Exp 6/2012), T.E 2304 (Exp 6/2011)		Exp. 1	10/20/11	~
Date: March 3, 2011		# (EXD.)	AFFIC	*//
		STATE OF	CALIFORN	

		EHICLE SPE	ED DAT	`A			
Location: Pacific A	Venue - Belleview Av						
Posted Limit: 25 mph	Avenue - Deneview Av	chue to Monumen	t Mozu	Speed	Number	Speed	Number
Direction: Both	Recorder:	Mechanical	Ī	10	0	35	0
Date: 12/2/10	Day:	Friday	ľ	11	6	36	3
Begin Time: 24hr	End Time:			12	11	37	3
Weather: Fair	Land Use:	Residential	İ	13	4	38	2
			ľ	14	2	39	0
Summary Statistics				15	2	40	1
Total Observed	191			16	5	41	0
Speed Range	11 - 40		ľ	17	1	42	0
50th percentile speed	24		ľ	18	4	43	0
85th percentile speed	31]	19	4	44	0
10 mph pace speed	22 - 31		ľ	20	9	45	0
% in pace speed	59			21	9	46	0
Skewness index	0.800			22	11	47	0
			[23	10	48	0
25 _T				24	21	49	0
			-	25	8	50	0
20 +			ľ	26	8	51	0
			ľ	27	13	52	0
15 +				28	9	53	0
10 -				29	11	54	0
10				30	9	55	0
5 -				31	13 .	56	0
				32	9	57	0
0 + + + + + + + + + + + + + + + + + + +				33	3	58	0
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		ANALYSIS INFOI	DMATIO	TOT	A L		191
				14			
Segment Length (mi):	<u>0.75</u>	ADT (vpd):	200		Count Date:	12/2/10	•
Number of collisions:	3	Time period:		years			
Calc. Collision Rate =	10.96 collisions per	million vehicle-mi	les (c/mvr	n)			
Street Width (ft):	36' -40'	Configuration: 2	Lanes		Terrain:	Rolling	
Parking Conditions:	Varies		iscontinu		Bike lanes:		
_		_				***************************************	
Other considerations a							
residential area, with a h							
minimum setback from t							
the length. There are no roadway width and sight	sidewaiks, paved snou	iders, or dike lailes.	Curo and the	guiter is t	adactrian on	d bioxola fac	ilities it is
			eed and in	e lack of p	edesiran an	a bicycle iac	Allties it is
recommended that the sp	<u>beed limit be retained a</u>	RECOMMEND	ATION				
On the basis of an engine	eering and traffic inves			nd in acco	rdance with	the provision	as Sections
on the basis of an engine 627, 22357, 22358 and 4							
reasonable and appropria			ccu mint (mpii ea i	13 Hereby de	LIMITE IU	
reasonable and appropria	ate for the above sireet.					TOO.	
					PR	OFESSION	
Signature:					18/8	K M. PEN	<u>[8]</u>
	Penry, C.E., P.E., P.T.	O.F.			REGISTERE FRANCE	.3	4
	5 (Exp. 6/2012), T.E 23				19 N	o. TR2304	
C.E. 02/0	(EAU 6/2012), 1.E 23	JOT (LAP 0/2011)				1/20L	
Date:	March 3,	2011			11+/5	P. 4	/*//
					Was.	PRAFFIL	<i>\$</i> //
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