



CITY OF COVINA

125 East College Street • Covina, California 91723-2199

www.covinaca.gov

October 22, 2015

Dear Interested Proposer:

As a member of the City of Covina's On-Call Engineering Services Bench, you are invited to submit your response to the attached Request for Proposals (RFP) for the preparation of the Citywide Engineering and Traffic Survey.

Proposal packages are to be submitted to the City on or before 4:00 p.m. on November, 12, 2015. Proposal packages are to be submitted to:

Siobhan Foster, Director of Public Works
City of Covina
c/o City of Covina City Clerk's Office
125 E. College Street
Covina, CA 91723

A complete copy of the RFP will also be sent to you via the US Postal Service. Thank you in advance for your interest in this opportunity.

Sincerely,

Siobhan Foster
Director of Public Works



CITY OF COVINA

125 East College Street • Covina, California 91723-2199

Request for Proposals (RFP) for Citywide Engineering and Traffic Survey

The City of Covina, California ("City") is requesting proposals from qualified consultants on the Pre-Qualified On-Call Engineering Services Bench to prepare a citywide engineering and traffic survey.

1. Introduction

The City of Covina is seeking a qualified professional engineering firm (Consultant) to provide professional traffic engineering consulting services for the preparation of a citywide engineering and traffic survey, as required by Section 40802 of the California Vehicle Code.

Advantec Consulting Engineers prepared the most recent citywide engineering and traffic survey in February of 2011. A copy of that survey is attached to this RFP.

2. Proposal Requirements

Each proposal submitted in response to this RFP shall be submitted in a sealed envelope, as follows:

- A. An envelope clearly labeled with the firm's name, address, telephone number and e-mail address. The envelope shall be clearly identified as "**Technical Proposal – Citywide Engineering and Traffic Survey.**" The Technical Proposal shall be limited to ten (10), single-spaced, single-sided pages plus a cover letter (maximum two pages.) The Proposal shall be submitted in sufficient detail to allow a thorough evaluation and comparative analysis. The Technical Proposal should include, as a minimum, the following information in addition to the areas outlined within Section III, "Scope of Services:"
 - i. **Work plan:** A statement of your understanding of the project; and detailed description of your approach to implement all of the items listed under Section III, "Scope of Services."

- ii. **Organizational chart:** A chart identifying the key personnel assigned to this project, including the name of the project manager and individual authorized to negotiate the contract on behalf of the consulting firm.
- iii. **Schedule and deadlines:** A comprehensive schedule for the completion of the tasks as outlined under Section 3, "Scope of Services," to reflect the time frame or period for each; and a total time for completion.
- iv. **Staffing plan:** Identify key personnel for prime consultant and sub-consultants for this project, including the work load of the project manager and key team members and their availability to complete the scope of work.
- v. **Objections to Professional Services Agreement**
- vi. **Cost Proposal:** A comprehensive cost proposal shall provide a summation of fees for each task described under Section 3, "Scope of Services."
- vii. **Schedule of Work:** The proposed Cost Proposal shall be presented within a schedule of work items on a task-by-task basis with the following detail:
 - a. Time estimates for principals, staff, sub-consultants, etc. with hourly billing rates.
 - b. Cost for materials and incidental services, including travel expenses, copying, printing, and plotting.
 - c. Total fee per task breakdown.
 - d. The fee proposal shall be an amount "Not to Exceed."
- viii. **Hourly Rate Schedule:** A statement of hourly rates for all proposed classifications, including rates for sub-consultants, if any, as well as any proposed percentage mark-up for reimbursable expenses.

3. Scope of Services

The Scope of Services is comprised of the following tasks:

Task 1 – Kick-Off Meeting

The Consultant shall attend a project kick-off Meeting with City staff to discuss project parameters, scheduling constraints, and other relevant information regarding services required by this Request for Proposals. An overall project schedule shall be reviewed, revised and updated by the Consultant.

Task 2 – Radar Field Data Collection

The Consultant shall conduct field radar traffic speed surveys at locations identified in the 2011 survey.

A minimum sample of one hundred (100) traffic speed observations shall be obtained from each traveled direction at each of the locations identified. The Consultant shall provide proof of radar speed meter certification(s) prior to conducting any traffic speed surveys. The traffic speed surveys shall be performed during good weather conditions and shall be scheduled on Tuesdays, Wednesdays, and Thursdays or as directed by the City Engineer. Radar field data collection shall be obtained while school is still in session. Prior to radar field data collection, the Consultant shall submit a schedule of the dates proposed for data collection for each location for the City Engineer's approval.

The Consultant shall check each specified location for representative free flow speeds in order to verify that speeds are not influenced by local conditions or construction work.

Task 3 – Speed Data Analysis

The Consultant shall summarize all field data and provide traffic speed survey data sheets.

Task 4 – Roadway Segment Characteristics Review

The Consultant shall drive and observe each specified location and determine, on the basis of an experienced traffic engineering judgment, whether or not there are any roadway characteristics not readily apparent to the average motorist that would justify reduction or increase of the proposed speed limit to the maximum permitted under the established guidelines.

The Consultant shall summarize each of the specified locations and identify those locations where a reduction or increase of the recommended traffic speed limit is justified.

Task 5 – Accident History Review and Accident Rate Calculations

The Consultant shall review all mid-block accident history of each specified location, using the City maintained accident report data available on file in the Public Works Department. The Consultant shall calculate an appropriate accident rate for each specified location, and compare the calculated accident rate with the expected accident rate as established by Caltrans for various types of roadways.

The Consultant shall utilize at least a three-year time period for accident review in accordance with Traffic Manual requirements.

Task 6 – Completion of Speed Zone Survey and Summary of Recommendations Chart

The Consultant shall compile Tables for Segment Spot Speed Summary and Accident Analysis to be included in the Draft and Final Traffic Speed Survey Report.

The Consultant shall include all conclusions reached during accident history reviews and field surveys in the traffic speed survey data summaries to constitute the basis for changing recommended traffic speed limit(s) from the 85th percentile speed.

The Consultant shall provide a summary table showing the posted traffic speed limit, the 85th percentile traffic speed, and the recommended traffic speed limit for each specified location. The summary table shall be reviewed and approved by the City Engineer prior to preparation of the final report.

Task 7 – Preparation of Draft Traffic Speed Survey Report

The Consultant shall prepare a draft report to include the following items:

- i. Certification Statement
- ii. Radar Speed Survey Operational Procedures
- iii. Description of the Purpose and Methodology of Speed Zone Establishment
- iv. Description of the Statistical Analysis Factors
- v. Description of the Field Data Used in Analyzing the Related Roadway Characteristics
- vi. Accident History for the Street Segments
- vii. Results and Recommendations
- viii. Summary Table of Speed Limit Recommendations

Task 8 – Preparation of Final Speed Survey Report

The Consultant shall prepare a Final Traffic Speed Survey Report after review and approval of the draft report by the City Engineer. The Final Traffic Speed Survey Report shall be certified, stamped, and signed by a Registered Traffic Engineer in the State of California. Ten (10) color copies of the Final Traffic Speed Survey Report and ten (10) Color Speed Survey Maps designating the different posted traffic speed limits for each specified location, shall be provided to the City. Electronic copies of the Final Traffic Speed Survey Report and Color Speed Survey Maps shall also be provided to the City in PDF or other electronic format approved by the City. The Consultant shall attend the City Council meeting at which time the Final Traffic Speed Survey Report is adopted.

4. Deliverables

The Consultant shall provide to the City the following products as part of this project:

- A. For each specified location, one copy of the Speed Zone Survey Sheet, Cumulative Speed Curve Sheet, and Vehicle Speed Survey Sheet. The sheets shall comply with Figures 2B-101, 2B-102, 2B-103, and 2B-104 of the California Supplement to the 2014 MUTCD.
- B. Ten (10) copies of the draft and final Traffic Speed Survey Report shall include:
 - i. Study Methodology.
 - ii. Survey Results.
 - a. Street Surveillance.
 - b. Accident Rate Analysis.
 - c. Spot Speed Survey.
 - d. Survey Findings and Recommendations.
 - iii. Summary and Conclusions

All project files and correspondence relating to this project shall be given to the City at the completion of the contract. This includes all working and field data, background information and other information used in creating the Deliverables requested.

5. Proposal Submission

Proposal packages (technical and cost proposal) are to be submitted to the City on/before 4:00 p.m. on November 12, 2015 to the following address:

Siobhan Foster, Director of Public Works
City of Covina
c/o City of Covina City Clerk's Office
125 E. College Street
Covina, CA 91723

No oral, faxed, emailed, or telephonic proposals or alternatives will be considered.

Proposals are to be submitted inside an envelope marked on the outside with "Citywide Engineering and Traffic Survey Proposal." A proposal may be withdrawn without prejudice upon written request by the proposer, filed with the City Clerk, before the proposal submission deadline. Proposals must remain valid and shall not be subject to withdrawal for 45 calendar days after the deadline for submission of proposals.

Proposals received after the stated deadline will not be accepted. The time of delivery shall be definitively determined by the time-stamping clock located in the City of Covina City Clerk's Office, 125 E. College Street, Covina, CA 91723. It is the Proposer's sole responsibility to see that its proposal is received in proper time, and proposers assume all risks arising out of the means of delivery. Any proposal received after the deadline will be

returned to the proposer unopened. All accepted proposals shall become the property of the City.

6. Inquiries and Addenda

For inquiries regarding this RFP, please contact David Gilbertson, City Engineer via electronic mail at dgilbertson@covinaca.gov. Proposers must e-mail inquiries no later than November 9, 2015. Inquiries received after that date will be disregarded. Please include the following in the subject line of the email: "Inquiry re: Citywide Engineering and Traffic Survey Proposal". Telephonic inquiries will not be taken. The City will issue any revisions to this RFP as addenda. The City will distribute addenda to all potential proposers. Proposers are responsible for receipt of all addenda. To this end, each proposer should contact the City to verify that he or she has received all addenda issued, if any. The City's issuance of a written addendum is the only official method whereby the City will interpret, clarify, or provide additional information concerning this RFP. No oral revisions to any provision in this RFP shall be binding.

7. Anticipated Schedule

<u>Milestone</u>	<u>Date</u>
RFP Issued	Thursday, October 22, 2015
Deadline for Clarifications/Inquiries	Thursday, November 5, 2015
Deadline for Proposals	Thursday, November 12, 2015
Award of Contract (tentative)	Tuesday, December 1, 2015
Notice to Proceed (tentative)	Wednesday, December 2, 2015

8. Evaluation Procedure

City staff, selected by the City Manager, or her designee, will evaluate each proposal for completeness and content. Each proposal will be evaluated based upon the relevant qualifications and experience of the consultant. The proposal review will focus on the following criteria:

- A. **Cost proposal (40 points).** Value of firm's proposal relative to the submitted project understanding/project approach.
- B. **Project schedule (40 points).** Thoroughness of the project schedule; ability to complete the project within the selected timeframe.

- C. **Project understanding/project approach (20 points).** The firm's proposal adequately demonstrates an understanding of the project and of the California Vehicle Code and California Supplement to the 2014 MUTCD. This understanding can be demonstrated in various manners, including but not limited to, the firm's successful completion of Engineering and Traffic Surveys for other cities in accordance with the California Vehicle Code and California Supplement to the 2014 MUTCD and identification of critical issues to the project and methods to address those issues to ensure timely and on budget completion of the project.

The City will identify the firm that best meets the needs of the City and enter contract negotiations with that highest ranked firm. Should the City fail to reach agreement with the top ranked firm, the City may enter negotiations with the next highest rated firm and so on. City Staff will make a recommendation to the City Council for the award of the Professional Services Agreement to the firm that best furthers the City's objectives.

The successful consultant will be expected to execute the attached Professional Services Agreement (Exhibit A) at a minimum of five (5) calendar days prior to the date of City Council consideration (tentatively scheduled for December 1, 2015) of the contract award, if an award is made. Additionally, the successful consultant shall also secure all insurance required under the Professional Services Agreement, and provide copies to the City, within fifteen (15) calendar days from the date of the contract award, if an award is made. Any consultant with objections to terms contained in the City's Professional Services Agreement must advise the City of such objections and request modifications as part of its Technical Proposal. Failure of a proposer to accept the terms of the City's Professional Services Agreement may result in the rejection of the proposal. It shall be the responsibility of the prospective consultants to review all sections and exhibits of the Professional Services Agreement, including insurance requirements. If no objections are received, the City will assume the proposer is able to and will enter into the Professional Services Agreement and fulfill the terms and requirements set therein. The City may recover any damages accruing to the City as a result of the successful consultant's failure or refusal to execute the City's Professional Services Agreement.

9. Acceptance or Rejection of Proposal

The City reserves the right to accept or reject any and all proposals. The City also reserves the right to waive any informality or irregularity in any proposal or in the bidding as deemed to be in its best interest. Additionally, the City may, for any reason, decide not to award an agreement as a result of this RFP or cancel the RFP process. The City shall not be obligated to respond to any proposal submitted, nor be legally bound in any manner by the submission of the proposal. The City reserves the right to negotiate project deliverables and associated costs.

Exhibits:

- A. City of Covina Professional Services Agreement
- B. 2011 Citywide Engineering and Traffic Study

Exhibit A –

City of Covina Professional Services Agreement

**CITY OF COVINA
PROFESSIONAL SERVICES AGREEMENT**

1. PARTIES AND DATE.

This Agreement is made and entered into this [***INSERT DAY***] day of [***INSERT MONTH***], [***INSERT YEAR***] by and between the City of Covina, a municipal corporation organized under the laws of the State of California with its principal place of business at 125 East College Street, Covina, California 91723 (“City”) and [***INSERT NAME***], a [***[INSERT TYPE OF ENTITY - CORPORATION, PARTNERSHIP, SOLE PROPRIETORSHIP OR OTHER LEGAL ENTITY]***] with its principal place of business at [***INSERT ADDRESS***] (“Consultant”). City and Consultant are sometimes individually referred to as “Party” and collectively as “Parties” in this Agreement.

2. RECITALS.

2.1 Consultant.

Consultant desires to perform and assume responsibility for the provision of certain professional services required by the City on the terms and conditions set forth in this Agreement. Consultant represents that it is experienced in providing City Engineer Services to public clients, is licensed in the State of California, and is familiar with the plans of City.

2.2 Project

City desires to engage Consultant to render such services for the [***INSERT NAME OF PROJECT***] project (“Project”) as set forth in this Agreement.

3. TERMS.

3.1 Scope of Services and Term.

3.1.1 General Scope of Services. Consultant promises and agrees to furnish to the City all labor, materials, tools, equipment, services, and incidental and customary work necessary to fully and adequately supply the professional City Engineer Services consulting services necessary for the Project (“Services”). The Services are more particularly described in Exhibit “A” attached hereto and incorporated herein by reference. All Services shall be subject to, and performed in accordance with, this Agreement, the exhibits attached hereto and incorporated herein by reference, and all applicable local, state and federal laws, rules, and regulations.

3.1.2 Term. The term of this Agreement shall be from [***INSERT START DATE***] to [***INSERT ENDING DATE***], unless earlier terminated as provided herein. Consultant shall complete the Services within the term of this Agreement, and shall meet any

other established schedules and deadlines. The Parties may, by mutual, written consent, extend the term of this Agreement if necessary to complete the Services.

3.2 Responsibilities of Consultant.

3.2.1 Control and Payment of Subordinates; Independent Contractor. The Services shall be performed by Consultant or under its supervision. Consultant will determine the means, methods and details of performing the Services subject to the requirements of this Agreement. City retains Consultant on an independent contractor basis and not as an employee. Consultant retains the right to perform similar or different services for others during the term of this Agreement. Any additional personnel performing the Services under this Agreement on behalf of Consultant shall also not be employees of City and shall at all times be under Consultant's exclusive direction and control. Consultant shall pay all wages, salaries, and other amounts due such personnel in connection with their performance of Services under this Agreement and as required by law. Consultant shall be responsible for all reports and obligations respecting such additional personnel, including, but not limited to: social security taxes, income tax withholding, unemployment insurance, disability insurance, and workers' compensation insurance.

3.2.2 Schedule of Services. Consultant shall perform the Services expeditiously, within the term of this Agreement, and in accordance with the Schedule of Services set forth in Exhibit "B" attached hereto and incorporated herein by reference. Consultant represents that it has the professional and technical personnel required to perform the Services in conformance with such conditions. In order to facilitate Consultant's conformance with the Schedule, City shall respond to Consultant's submittals in a timely manner. Upon request of City, Consultant shall provide a more detailed schedule of anticipated performance to meet the Schedule of Services.

3.2.3 Conformance to Applicable Requirements. All work prepared by Consultant shall be subject to the approval of City.

3.2.4 Substitution of Key Personnel. Consultant has represented to City that certain key personnel will perform and coordinate the Services under this Agreement. Should one or more of such personnel become unavailable, Consultant may substitute other personnel of at least equal competence upon written approval of City. In the event that City and Consultant cannot agree as to the substitution of key personnel, City shall be entitled to terminate this Agreement for cause. As discussed below, any personnel who fail or refuse to perform the Services in a manner acceptable to the City, or who are determined by the City to be uncooperative, incompetent, a threat to the adequate or timely completion of the Project or a threat to the safety of persons or property, shall be promptly removed from the Project by the Consultant at the request of the City. The key personnel for performance of this Agreement are as follows: [***INSERT NAMES***].

3.2.5 City's Representative. The City hereby designates the City Manager, or his or her designee, to act as its representative for the performance of this Agreement ("City's Representative"). City's Representative shall have the power to act on behalf of the City for all

purposes under this Contract. Consultant shall not accept direction or orders from any person other than the City's Representative or his or her designee.

3.2.6 Consultant's Representative. Consultant hereby designates [***INSERT NAME OR TITLE***], or his or her designee, to act as its representative for the performance of this Agreement ("Consultant's Representative"). Consultant's Representative shall have full authority to represent and act on behalf of the Consultant for all purposes under this Agreement. The Consultant's Representative shall supervise and direct the Services, using his best skill and attention, and shall be responsible for all means, methods, techniques, sequences, and procedures and for the satisfactory coordination of all portions of the Services under this Agreement.

3.2.7 Coordination of Services. Consultant agrees to work closely with City staff in the performance of Services and shall be available to City's staff, consultants and other staff at all reasonable times.

3.2.8 Standard of Care; Performance of Employees. Consultant shall perform all Services under this Agreement in a skillful and competent manner, consistent with the standards generally recognized as being employed by professionals in the same discipline in the State of California. Consultant represents and maintains that it is skilled in the professional calling necessary to perform the Services. Consultant warrants that all employees and subconsultants shall have sufficient skill and experience to perform the Services assigned to them. Finally, Consultant represents that it, its employees and subconsultants have all licenses, permits, qualifications and approvals of whatever nature that are legally required to perform the Services, including a City Business License, and that such licenses and approvals shall be maintained throughout the term of this Agreement. As provided for in the indemnification provisions of this Agreement, Consultant shall perform, at its own cost and expense and without reimbursement from the City, any services necessary to correct errors or omissions which are caused by the Consultant's failure to comply with the standard of care provided for herein. Any employee of the Consultant or its sub-consultants who is determined by the City to be uncooperative, incompetent, a threat to the adequate or timely completion of the Project, a threat to the safety of persons or property, or any employee who fails or refuses to perform the Services in a manner acceptable to the City, shall be promptly removed from the Project by the Consultant and shall not be re-employed to perform any of the Services or to work on the Project.

3.2.9 Period of Performance and Liquidated Damages. Consultant shall perform and complete all Services under this Agreement within the term set forth in Section 3.1.2 above ("Performance Time"). Consultant shall also perform the Services in strict accordance with any completion schedule or Project milestones described in Exhibits "A" or "B" attached hereto, or which may be separately agreed upon in writing by the City and Consultant ("Performance Milestones"). Consultant agrees that if the Services are not completed within the aforementioned Performance Time and/or pursuant to any such Project Milestones developed pursuant to provisions of this Agreement, it is understood, acknowledged and agreed that the City will suffer damage. Pursuant to Government Code Section 53069.85, Consultant shall pay to the City as fixed and liquidated damages the sum of [***INSERT WRITTEN DOLLAR AMOUNT***] Dollars (\$[***INSERT NUMERICAL DOLLAR AMOUNT***]) per day for each and every calendar day of delay beyond the Performance Time or beyond any Project Milestones established pursuant to this Agreement.

3.2.10 Laws and Regulations; Employee/Labor Certifications. Consultant shall keep itself fully informed of and in compliance with all local, state and federal laws, rules and regulations in any manner affecting the performance of the Project or the Services, including all Cal/OSHA requirements, and shall give all notices required by law. Consultant shall be liable for all violations of such laws and regulations in connection with Services. If the Consultant performs any work knowing it to be contrary to such laws, rules and regulations and without giving written notice to the City, Consultant shall be solely responsible for all costs arising therefrom. Consultant shall defend, indemnify and hold City, its officials, directors, officers, employees, and agents free and harmless, pursuant to the indemnification provisions of this Agreement, from any claim or liability arising out of any failure or alleged failure to comply with such laws, rules or regulations.

3.2.10.1 Employment Eligibility; Consultant. By executing this Agreement, Consultant verifies that it fully complies with all requirements and restrictions of state and federal law respecting the employment of undocumented aliens, including, but not limited to, the Immigration Reform and Control Act of 1986, as may be amended from time to time. Such requirements and restrictions include, but are not limited to, examination and retention of documentation confirming the identity and immigration status of each employee of the Consultant. Consultant also verifies that it has not committed a violation of any such law within the five (5) years immediately preceding the date of execution of this Agreement, and shall not violate any such law at any time during the term of the Agreement. Consultant shall avoid any violation of any such law during the term of this Agreement by participating in an electronic verification of work authorization program operated by the United States Department of Homeland Security, by participating in an equivalent federal work authorization program operated by the United States Department of Homeland Security to verify information of newly hired employees, or by some other legally acceptable method. Consultant shall maintain records of each such verification, and shall make them available to the City or its representatives for inspection and copy at any time during normal business hours. The City shall not be responsible for any costs or expenses related to Consultant's compliance with the requirements provided for in Section 3.2.10 or any of its sub-sections.

3.2.10.2 Employment Eligibility; Subcontractors, Consultants, Sub-subcontractors and Subconsultants. To the same extent and under the same conditions as Consultant, Consultant shall require all of its subcontractors, consultants, sub-subcontractors and subconsultants performing any work relating to the Project or this Agreement to make the same verifications and comply with all requirements and restrictions provided for in Section 3.2.10.1.

3.2.10.3 Employment Eligibility; Failure to Comply. Each person executing this Agreement on behalf of Consultant verifies that they are a duly authorized officer of Consultant, and understands that any of the following shall be grounds for the City to terminate the Agreement for cause: (1) failure of Consultant or its subcontractors, consultants, sub-subcontractors or subconsultants to meet any of the requirements provided for in Sections 3.2.10.1 or 3.2.10.2; (2) any misrepresentation or material omission concerning compliance with such requirements (including in those verifications provided to the Consultant under Section 3.2.10.2); or (3) failure to immediately remove from the Project any person found not to be in compliance with such requirements.

3.2.10.4 Labor Certification. By its signature hereunder, Consultant certifies that it is aware of the provisions of Section 3700 of the California Labor Code which require every employer to be insured against liability for Workers' Compensation or to undertake self-insurance in accordance with the provisions of that Code, and agrees to comply with such provisions before commencing the performance of the Services.

3.2.10.5 Equal Opportunity Employment. Consultant represents that it is an equal opportunity employer and it shall not discriminate against any subconsultant, employee or applicant for employment because of race, religion, color, national origin, handicap, ancestry, sex or age. Such non-discrimination shall include, but not be limited to, all activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination. Consultant shall also comply with all relevant provisions of City's Minority Business Enterprise program, Affirmative Action Plan or other related programs or guidelines currently in effect or hereinafter enacted.

3.2.10.6 Air Quality. To the extent applicable, Consultant must fully comply with all applicable laws, rules and regulations in furnishing or using equipment and/or providing services, including, but not limited to, emissions limits and permitting requirements imposed by the South Coast Air Quality Management District (SCAQMD) and/or California Air Resources Board (CARB). Although the SCAQMD and CARB limits and requirements are more broad, Consultant shall specifically be aware of their application to "portable equipment", which definition is considered by SCAQMD and CARB to include any item of equipment with a fuel-powered engine. Consultant shall indemnify City against any fines or penalties imposed by SCAQMD, CARB, or any other governmental or regulatory agency for violations of applicable laws, rules and/or regulations by Consultant, its subconsultants, or others for whom Consultant is responsible under its indemnity obligations provided for in this Agreement.

3.2.11 Insurance.

3.2.11.1 Time for Compliance. Consultant shall not commence Services under this Agreement until it has provided evidence satisfactory to the City that it has secured all insurance required under this Section. In addition, Consultant shall not allow any subconsultant to commence work on any subcontract until it has provided evidence satisfactory to the City that the subconsultant has secured all insurance required under this Section.

3.2.11.2 Minimum Requirements. Consultant shall, at its expense, procure and maintain for the duration of the Agreement insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the Agreement by the Consultant, its agents, representatives, employees or subconsultants. Consultant shall also require all of its subconsultants to procure and maintain the same insurance for the duration of the Agreement. Such insurance shall meet at least the following minimum levels of coverage:

A. Minimum Scope of Insurance. Coverage shall be at least as broad as the latest version of the following: (1) *General Liability*: Insurance Services Office Commercial General Liability coverage (occurrence form CG 0001); (2) *Automobile Liability*: Insurance Services Office Business Auto Coverage form number CA 0001, code 1 (any auto);

and (3) *Workers' Compensation and Employer's Liability*: Workers' Compensation insurance as required by the State of California and Employer's Liability Insurance. The policy shall not contain any exclusion contrary to the Agreement, including but not limited to endorsements or provisions limiting coverage for (1) contractual liability (including but not limited to ISO CG 24 26 or 21 29); or (2) cross liability for claims or suits by one insured against another.

B. Minimum Limits of Insurance. Consultant shall maintain limits no less than: (1) *General Liability*: \$1,000,000 per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability Insurance or other form with general aggregate limit is used including, but not limited to, form CG 2503, either the general aggregate limit shall apply separately to this Agreement/location or the general aggregate limit shall be twice the required occurrence limit; (2) *Automobile Liability*: \$1,000,000 per accident for bodily injury and property damage; and (3) *Workers' Compensation and Employer's Liability*: Workers' Compensation limits as required by the Labor Code of the State of California. Employer's Liability limits of \$1,000,000 per accident for bodily injury or disease. Defense costs shall be paid in addition to the limits.

C. Notices; Cancellation or Reduction of Coverage. At least fifteen (15) days prior to the expiration of any such policy, evidence showing that such insurance coverage has been renewed or extended shall be filed with the City. If such coverage is cancelled or materially reduced, Consultant shall, within ten (10) days after receipt of written notice of such cancellation or reduction of coverage, file with the City evidence of insurance showing that the required insurance has been reinstated or has been provided through another insurance company or companies. In the event any policy of insurance required under this Agreement does not comply with these specifications or is canceled and not replaced, the City has the right but not the duty to obtain the insurance it deems necessary and any premium paid by the City will be promptly reimbursed by Consultant or the City may withhold amounts sufficient to pay premium from Consultant payments. In the alternative, the City may suspend or terminate this Agreement.

3.2.11.3 Professional Liability. Consultant shall procure and maintain, and require its sub-consultants to procure and maintain, for a period of five (5) years following completion of the Project, errors and omissions liability insurance appropriate to their profession. Such insurance shall be in an amount not less than \$2,000,000 per claim, and shall be endorsed to include contractual liability. Defense costs shall be paid in addition to the limits.

3.2.11.4 Insurance Endorsements. The insurance policies shall contain the following provisions, or Consultant shall provide endorsements on forms supplied or approved by the City to add the following provisions to the insurance policies:

A. General Liability. The general liability policy shall include or be endorsed (amended) to state that: (1) using ISO CG forms 20 10 and 20 37, or endorsements providing the exact same coverage, the City of Claremont, its directors, officials, officers, employees, agents, and volunteers shall be covered as additional insured with respect to the Services or ongoing and completed operations performed by or on behalf of the Consultant, including materials, parts or equipment furnished in connection with such work; and (2) using ISO form 20 01, or endorsements providing the exact same coverage, the insurance coverage

shall be primary insurance as respects the City, its directors, officials, officers, employees, agents, and volunteers, or if excess, shall stand in an unbroken chain of coverage excess of the Consultant's scheduled underlying coverage. Any excess insurance shall contain a provision that such coverage shall also apply on a primary and noncontributory basis for the benefit of the City, before the City's own primary insurance or self-insurance shall be called upon to protect it as a named insured. Any insurance or self-insurance maintained by the City, its directors, officials, officers, employees, agents, and volunteers shall be excess of the Consultant's insurance and shall not be called upon to contribute with it in any way. Notwithstanding the minimum limits set forth in Section 3.2.11.2(B), any available insurance proceeds in excess of the specified minimum limits of coverage shall be available to the parties required to be named as additional insureds pursuant to this Section 3.2.11.4(A).

B. Automobile Liability. The automobile liability policy shall include or be endorsed (amended) to state that: (1) the City, its directors, officials, officers, employees, agents, and volunteers shall be covered as additional insureds with respect to the ownership, operation, maintenance, use, loading or unloading of any auto owned, leased, hired or borrowed by the Consultant or for which the Consultant is responsible; and (2) the insurance coverage shall be primary insurance as respects the City, its directors, officials, officers, employees, agents, and volunteers, or if excess, shall stand in an unbroken chain of coverage excess of the Consultant's scheduled underlying coverage. Any insurance or self-insurance maintained by the City, its directors, officials, officers, employees, agents, and volunteers shall be excess of the Consultant's insurance and shall not be called upon to contribute with it in any way. Notwithstanding the minimum limits set forth in Section 3.2.11.2(B), any available insurance proceeds in excess of the specified minimum limits of coverage shall be available to the parties required to be named as additional insureds pursuant to this Section 3.2.11.4(B).

C. Workers' Compensation and Employer's Liability Coverage. The insurer shall agree to waive all rights of subrogation against the City, its directors, officials, officers, employees, agents, and volunteers for losses paid under the terms of the insurance policy which arise from work performed by the Consultant.

D. All Coverages. Each insurance policy required by this Agreement shall be endorsed to state that: (A) coverage shall not be suspended, voided, reduced or canceled except after thirty (30) days (10 days for nonpayment of premium) prior written notice by certified mail, return receipt requested, has been given to the City; and (B) any failure to comply with reporting or other provisions of the policies, including breaches of warranties, shall not affect coverage provided to the City, its directors, officials, officers, employees, agents, and volunteers. Any failure to comply with reporting or other provisions of the policies including breaches of warranties shall not affect coverage provided to the City, its officials, officers, employees, agents and volunteers, or any other additional insureds.

3.2.11.5 Separation of Insureds; No Special Limitations; Waiver of Subrogation. All insurance required by this Section shall contain standard separation of insureds provisions. In addition, such insurance shall not contain any special limitations on the scope of protection afforded to the City, its directors, officials, officers, employees, agents, and volunteers. All policies shall waive any right of subrogation of the insurer against the City, its officials, officers, employees, agents, and volunteers, or any other additional insureds, or shall

specifically allow Consultant or others providing insurance evidence in compliance with these specifications to waive their right of recovery prior to a loss. Consultant hereby waives its own right of recovery against City, its officials, officers, employees, agents, and volunteers, or any other additional insureds, and shall require similar written express waivers and insurance clauses from each of its subconsultants.

3.2.11.6 Deductibles and Self-Insurance Retentions. Any deductibles or self-insured retentions must be declared to and approved by the City. Consultant shall guarantee that, at the option of the City, either: (1) the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the City, its directors, officials, officers, employees, agents, and volunteers; or (2) the Consultant shall procure a bond guaranteeing payment of losses and related investigation costs, claims, and administrative and defense expenses.

3.2.11.7 Subconsultant Insurance Requirements. Consultant shall not allow any subconsultants to commence work on any subcontract relating to the work under the Agreement until they have provided evidence satisfactory to the City that they have secured all insurance required under this Section. If requested by Consultant, the City may approve different scopes or minimum limits of insurance for particular subconsultants. The Consultant and the City shall be named as additional insureds on all subconsultants' policies of Commercial General Liability using ISO form 20 38, or coverage at least as broad.

3.2.11.8 Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best's rating no less than A:VIII, licensed to do business in California, and satisfactory to the City.

3.2.11.9 Verification of Coverage. Consultant shall furnish City with original certificates of insurance and endorsements effecting coverage required by this Agreement on forms satisfactory to the City. The certificates and endorsements for each insurance policy shall be signed by a person authorized by that insurer to bind coverage on its behalf, and shall be on forms provided by the City if requested. All certificates and endorsements must be received and approved by the City before work commences. The City reserves the right to require complete, certified copies of all required insurance policies, at any time.

3.2.11.10 Reporting of Claims. Consultant shall report to the City, in addition to Consultant's insurer, any and all insurance claims submitted by Consultant in connection with the Services under this Agreement.

3.2.12 Safety. Consultant shall execute and maintain its work so as to avoid injury or damage to any person or property. In carrying out its Services, the Consultant shall at all times be in compliance with all applicable local, state and federal laws, rules and regulations, and shall exercise all necessary precautions for the safety of employees appropriate to the nature of the work and the conditions under which the work is to be performed. Safety precautions as applicable shall include, but shall not be limited to: (A) adequate life protection and life saving equipment and procedures; (B) instructions in accident prevention for all employees and subconsultants, such as safe walkways, scaffolds, fall protection ladders, bridges, gang planks, confined space procedures, trenching and shoring, equipment and other safety devices,

equipment and wearing apparel as are necessary or lawfully required to prevent accidents or injuries; and (C) adequate facilities for the proper inspection and maintenance of all safety measures.

3.2.13 Accounting Records. Consultant shall maintain complete and accurate records with respect to all costs and expenses incurred under this Agreement. All such records shall be clearly identifiable. Consultant shall allow a representative of City during normal business hours to examine, audit, and make transcripts or copies of such records and any other documents created pursuant to this Agreement. Consultant shall allow inspection of all work, data, documents, proceedings, and activities related to the Agreement for a period of three (3) years from the date of final payment under this Agreement.

3.2.14 Storm Water Management.

3.2.14.1 Generally. Storm, surface, nuisance, or other waters may be encountered at various times during the Services. Consultant hereby acknowledges that it has investigated the risk arising from such waters, and assumes any and all risks and liabilities arising therefrom.

3.2.14.2 Compliance with Water Quality Laws, Ordinances and Regulations. Consultant shall keep itself and all subcontractors, staff, and employees fully informed of and in compliance with all local, state and federal laws, rules and regulations that may impact, or be implicated by the performance of the Services including, without limitation, all applicable provisions of the City's ordinances regulating water quality and storm water; the Federal Water Pollution Control Act (33 U.S.C. § 1251 *et seq.*); the California Porter-Cologne Water Quality Control Act (Water Code § 13000 *et seq.*); and any and all regulations, policies, or permits issued pursuant to any such authority. Consultant shall additionally comply with the lawful requirements of the City, and any other municipality, drainage district, or other local agency with jurisdiction over the location where the Services are to be conducted, regulating water quality and storm water discharges.

3.2.14.3 Standard of Care. Consultant warrants that all employees and subcontractors shall have sufficient skill and experience to perform the work assigned to them without impacting water quality in violation of the laws, regulations and policies described in Sections 3.2.14 of this Agreement. Consultant further warrants that it, its employees and subcontractors have or will receive adequate training, as determined by the City, regarding these requirements as they may relate to the Services, and will provide the City with documentation of training acceptable to the City on request.

3.2.14.4 Liability for Non-compliance.

(A) Indemnity: Failure to comply with laws, regulations, and ordinances listed in Section 3.2.14 of this Agreement is a violation of federal and state law. Notwithstanding any other indemnity contained in this Agreement, Consultant agrees to indemnify and hold harmless the City, its officials, officers, agents, employees and authorized volunteers from and against any and all claims, demands, losses or liabilities of any kind or nature which the City, its officials, officers, agents, employees and authorized volunteers may

sustain or incur for noncompliance with the laws, regulations, and ordinances listed above, arising out of or in connection with the Services, except for liability resulting from the sole established negligence, willful misconduct or active negligence of the City, its officials, officers, agents, employees or authorized volunteers.

(B) Defense: City reserves the right to defend any enforcement action or civil action brought against the City for Consultant's failure to comply with any applicable water quality law, regulation, or policy. Consultant hereby agrees to be bound by, and to reimburse the City for the costs associated with, any settlement reached between the City and the relevant enforcement entity.

(C) Damages: City may seek damages from Consultant for delay in completing the Services caused by Consultant's failure to comply with the laws, regulations and policies described in Section 3.2.14 of this Agreement, or any other relevant water quality law, regulation, or policy.

3.3 Fees and Payments.

3.3.1 Compensation. Consultant shall receive compensation, including authorized reimbursements, for all Services rendered under this Agreement at the rates set forth in Exhibit "C" attached hereto and incorporated herein by reference. The total compensation shall not exceed [***INSERT WRITTEN DOLLAR AMOUNT***] (\$[***INSERT NUMERICAL DOLLAR AMOUNT***]) without the express written approval of the City Manager. Extra Work may be authorized, as described below, and if authorized, will be compensated at the rates and manner set forth in this Agreement.

3.3.2 Payment of Compensation. Consultant shall submit to City a monthly itemized statement which indicates work completed and hours of Services rendered by Consultant. The statement shall describe the amount of Services and supplies provided since the initial commencement date, or since the start of the subsequent billing periods, as appropriate, through the date of the statement. City shall, within 45 days of receiving such statement, review the statement and pay all approved charges thereon.

3.3.3 Reimbursement for Expenses. Consultant shall not be reimbursed for any expenses unless authorized in writing by City.

3.3.4 Extra Work. At any time during the term of this Agreement, City may request that Consultant perform Extra Work. As used herein, "Extra Work" means any work which is determined by City to be necessary for the proper completion of the Project, but which the parties did not reasonably anticipate would be necessary at the execution of this Agreement. Consultant shall not perform, nor be compensated for, Extra Work without written authorization from City's Representative.

3.3.5 Prevailing Wages. Consultant is aware of the requirements of California Labor Code Section 1720, et seq., and 1770, et seq., as well as California Code of Regulations, Title 8, Section 16000, et seq., ("Prevailing Wage Laws"), which require the payment of prevailing wage rates and the performance of other requirements on "public works" and "maintenance" projects. If the Services are being performed as part of an applicable "public

works” or “maintenance” project, as defined by the Prevailing Wage Laws, and if the total compensation is \$1,000 or more, Consultant agrees to fully comply with such Prevailing Wage Laws. City shall provide Consultant with a copy of the prevailing rates of per diem wages in effect at the commencement of this Agreement. Consultant shall make copies of the prevailing rates of per diem wages for each craft, classification or type of worker needed to execute the Services available to interested parties upon request, and shall post copies at the Consultant’s principal place of business and at the project site. Consultant shall defend, indemnify and hold the City, its elected officials, officers, employees and agents free and harmless from any claim or liability arising out of any failure or alleged failure to comply with the Prevailing Wage Laws.

3.3.6 Registration. Effective March 1, 2015, if the Services are being performed as part of an applicable “public works” or “maintenance” project, then pursuant to Labor Code Sections 1725.5 and 1771.1, the Consultant and all subconsultants performing such Services must be registered with the Department of Industrial Relations. Consultant shall maintain registration for the duration of the Project and require the same of any subconsultants, as applicable. This Project may also be subject to compliance monitoring and enforcement by the Department of Industrial Relations. It shall be Consultant’s sole responsibility to comply with all applicable registration and labor compliance requirements.

3.4 Termination of Agreement.

3.4.1 Grounds for Termination. City may, by written notice to Consultant, terminate the whole or any part of this Agreement at any time and without cause by giving written notice to Consultant of such termination, and specifying the effective date thereof, at least seven (7) days before the effective date of such termination. Upon termination, Consultant shall be compensated only for those services which have been adequately rendered to City, and Consultant shall be entitled to no further compensation. Consultant may not terminate this Agreement except for cause.

3.4.2 Effect of Termination. If this Agreement is terminated as provided herein, City may require Consultant to provide all finished or unfinished Documents and Data and other information of any kind prepared by Consultant in connection with the performance of Services under this Agreement. Consultant shall be required to provide such document and other information within fifteen (15) days of the request.

3.4.3 Additional Services. In the event this Agreement is terminated in whole or in part as provided herein, City may procure, upon such terms and in such manner as it may determine appropriate, services similar to those terminated.

3.5 Ownership of Materials and Confidentiality.

3.5.1 Documents & Data; Licensing of Intellectual Property. This Agreement creates a non-exclusive and perpetual license for City to copy, use, modify, reuse, or sublicense any and all copyrights, designs, and other intellectual property embodied in plans, specifications, studies, drawings, estimates, and other documents or works of authorship fixed in any tangible medium of expression, including but not limited to, physical drawings or data magnetically or

otherwise recorded on computer diskettes, which are prepared or caused to be prepared by Consultant under this Agreement (“Documents & Data”). All Documents & Data shall be and remain the property of City, and shall not be used in whole or in substantial part by Consultant on other projects without the City's express written permission. Within thirty (30) days following the completion, suspension, abandonment or termination of this Agreement, Consultant shall provide to City reproducible copies of all Documents & Data, in a form and amount required by City. City reserves the right to select the method of document reproduction and to establish where the reproduction will be accomplished. The reproduction expense shall be borne by City at the actual cost of duplication. In the event of a dispute regarding the amount of compensation to which the Consultant is entitled under the termination provisions of this Agreement, Consultant shall provide all Documents & Data to City upon payment of the undisputed amount. Consultant shall have no right to retain or fail to provide to City any such documents pending resolution of the dispute. In addition, Consultant shall retain copies of all Documents & Data on file for a minimum of fifteen (15) years following completion of the Project, and shall make copies available to City upon the payment of actual reasonable duplication costs. Before destroying the Documents & Data following this retention period, Consultant shall make a reasonable effort to notify City and provide City with the opportunity to obtain the documents.

3.5.2 Subconsultants. Consultant shall require all subconsultants to agree in writing that City is granted a non-exclusive and perpetual license for any Documents & Data the subconsultant prepares under this Agreement. Consultant represents and warrants that Consultant has the legal right to license any and all Documents & Data. Consultant makes no such representation and warranty in regard to Documents & Data which were prepared by design professionals other than Consultant or its subconsultants, or those provided to Consultant by the City.

3.5.3 Right to Use. City shall not be limited in any way in its use or reuse of the Documents and Data or any part of them at any time for purposes of this Project or another project, provided that any such use not within the purposes intended by this Agreement or on a project other than this Project without employing the services of Consultant shall be at City's sole risk. If City uses or reuses the Documents & Data on any project other than this Project, it shall remove the Consultant's seal from the Documents & Data and indemnify and hold harmless Consultant and its officers, directors, agents and employees from claims arising out of the negligent use or re-use of the Documents & Data on such other project. Consultant shall be responsible and liable for its Documents & Data, pursuant to the terms of this Agreement, only with respect to the condition of the Documents & Data at the time they are provided to the City upon completion, suspension, abandonment or termination. Consultant shall not be responsible or liable for any revisions to the Documents & Data made by any party other than Consultant, a party for whom the Consultant is legally responsible or liable, or anyone approved by the Consultant.

3.5.4 Indemnification. Consultant shall defend, indemnify and hold the City, its directors, officials, officers, employees, volunteers and agents free and harmless, pursuant to the indemnification provisions of this Agreement, for any alleged infringement of any patent, copyright, trade secret, trade name, trademark, or any other proprietary right of any person or

entity in consequence of the use on the Project by City of the Documents & Data, including any method, process, product, or concept specified or depicted.

3.5.5 Confidentiality. All Documents & Data, either created by or provided to Consultant in connection with the performance of this Agreement, shall be held confidential by Consultant. All Documents & Data shall not, without the prior written consent of City, be used or reproduced by Consultant for any purposes other than the performance of the Services. Consultant shall not disclose, cause or facilitate the disclosure of the Documents & Data to any person or entity not connected with the performance of the Services or the Project. Nothing furnished to Consultant that is otherwise known to Consultant or is generally known, or has become known, to the related industry shall be deemed confidential. Consultant shall not use City's name or insignia, photographs of the Project, or any publicity pertaining to the Services or the Project in any magazine, trade paper, newspaper, television or radio production or other similar medium without the prior written consent of City.

3.6 General Provisions.

3.6.1 Delivery of Notices. All notices permitted or required under this Agreement shall be given to the respective parties at the following address, or at such other address as the respective parties may provide in writing for this purpose:

Consultant:

[***INSERT NAME, ADDRESS & CONTACT PERSON***]

City:

City of Covina
125 E. College St.
Covina, CA 91723
Attn: Siobhan Foster, Director of Public Works

Such notice shall be deemed made when personally delivered or when mailed, forty-eight (48) hours after deposit in the U.S. Mail, first class postage prepaid and addressed to the party at its applicable address. Actual notice shall be deemed adequate notice on the date actual notice occurred, regardless of the method of service.

3.6.2 Indemnification.

3.6.2.1 Scope of Indemnity. To the fullest extent permitted by law, Consultant shall defend, indemnify and hold the City, its directors, officials, officers, employees, volunteers and agents free and harmless from any and all claims, demands, causes of action, costs, expenses, liability, loss, damage or injury of any kind, in law or equity, to property or persons, including wrongful death, in any manner arising out of, pertaining to, or incident to any alleged acts, errors or omissions of Consultant, its officials, officers, employees, subcontractors, consultants or agents in connection with the performance of the Consultant's Services, the Project or this Agreement, including without limitation the payment of all consequential damages, expert witness fees and attorneys fees and other related costs and expenses.

Notwithstanding the foregoing, to the extent Consultant's Services are subject to Civil Code Section 2782.8, the above indemnity shall be limited, to the extent required by Civil Code Section 2782.8, to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Consultant.

3.6.2.2 Additional Indemnity Obligations. Consultant shall defend, with Counsel of City's choosing and at Consultant's own cost, expense and risk, any and all claims, suits, actions or other proceedings of every kind covered by Section 3.6.2.1 that may be brought or instituted against City or its directors, officials, officers, employees, volunteers and agents. Consultant shall pay and satisfy any judgment, award or decree that may be rendered against City or its directors, officials, officers, employees, volunteers and agents as part of any such claim, suit, action or other proceeding. Consultant shall also reimburse City for the cost of any settlement paid by City or its directors, officials, officers, employees, agents or volunteers as part of any such claim, suit, action or other proceeding. Such reimbursement shall include payment for City's attorney's fees and costs, including expert witness fees. Consultant shall reimburse City and its directors, officials, officers, employees, agents, and/or volunteers, for any and all legal expenses and costs incurred by each of them in connection therewith or in enforcing the indemnity herein provided. Consultant's obligation to indemnify shall survive expiration or termination of this Agreement, and shall not be restricted to insurance proceeds, if any, received by the City, its directors, officials officers, employees, agents, or volunteers.

3.6.3 Governing Law; Government Code Claim Compliance. This Agreement shall be governed by the laws of the State of California. Venue shall be in Los Angeles County. In addition to any and all contract requirements pertaining to notices of and requests for compensation or payment for extra work, disputed work, claims and/or changed conditions, Consultant must comply with the claim procedures set forth in Government Code sections 900 et seq. prior to filing any lawsuit against the City. Such Government Code claims and any subsequent lawsuit based upon the Government Code claims shall be limited to those matters that remain unresolved after all procedures pertaining to extra work, disputed work, claims, and/or changed conditions have been followed by Consultant. If no such Government Code claim is submitted, or if any prerequisite contractual requirements are not otherwise satisfied as specified herein, Consultant shall be barred from bringing and maintaining a valid lawsuit against the City.

3.6.4 Time of Essence. Time is of the essence for each and every provision of this Agreement.

3.6.5 City's Right to Employ Other Consultants. City reserves right to employ other consultants in connection with this Project.

3.6.6 Successors and Assigns. This Agreement shall be binding on the successors and assigns of the parties.

3.6.7 Assignment or Transfer. Consultant shall not assign, hypothecate, or transfer, either directly or by operation of law, this Agreement or any interest herein without the prior written consent of the City. Any attempt to do so shall be null and void, and any assigns,

hypothecatees or transferees shall acquire no right or interest by reason of such attempted assignment, hypothecation or transfer.

3.6.8 Construction; References; Captions. Since the Parties or their agents have participated fully in the preparation of this Agreement, the language of this Agreement shall be construed simply, according to its fair meaning, and not strictly for or against any Party. Any term referencing time, days or period for performance shall be deemed calendar days and not work days. All references to Consultant include all personnel, employees, agents, and subconsultants of Consultant, except as otherwise specified in this Agreement. All references to City include its elected officials, officers, employees, agents, and volunteers except as otherwise specified in this Agreement. The captions of the various articles and paragraphs are for convenience and ease of reference only, and do not define, limit, augment, or describe the scope, content or intent of this Agreement.

3.6.9 Amendment; Modification. No supplement, modification or amendment of this Agreement shall be binding unless executed in writing and signed by both Parties.

3.6.10 Waiver. No waiver of any default shall constitute a waiver of any other default or breach, whether of the same or other covenant or condition. No waiver, benefit, privilege, or service voluntarily given or performed by a Party shall give the other Party any contractual rights by custom, estoppel or otherwise.

3.6.11 No Third Party Beneficiaries. Except to the extent expressly provided for in Section 3.6.7, there are no intended third party beneficiaries of any right or obligation assumed by the Parties.

3.6.12 Invalidity; Severability. If any portion of this Agreement is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

3.6.13 Prohibited Interests. Consultant maintains and warrants that it has not employed nor retained any company or person, other than a bona fide employee working solely for Consultant, to solicit or secure this Agreement. Further, Consultant warrants that it has not paid nor has it agreed to pay any company or person, other than a bona fide employee working solely for Consultant, any fee, commission, percentage, brokerage fee, gift or other consideration contingent upon or resulting from the award or making of this Agreement. Consultant further agrees to file, or shall cause its employees or subconsultants to file, a Statement of Economic Interest with the City's Filing Officer as required under state law in the performance of the Services. For breach or violation of this warranty, City shall have the right to rescind this Agreement without liability. For the term of this Agreement, no member, officer or employee of City, during the term of his or her service with City, shall have any direct interest in this Agreement, or obtain any present or anticipated material benefit arising therefrom.

3.6.14 Cooperation; Further Acts. The Parties shall fully cooperate with one another, and shall take any additional acts or sign any additional documents as may be necessary, appropriate or convenient to attain the purposes of this Agreement.

3.6.15 Attorney's Fees. If either party commences an action against the other party, either legal, administrative or otherwise, arising out of or in connection with this Agreement, the prevailing party in such litigation shall be entitled to have and recover from the losing party reasonable attorney's fees and all other costs of such action.

3.6.16 Authority to Enter Agreement. Consultant has all requisite power and authority to conduct its business and to execute, deliver, and perform the Agreement. Each Party warrants that the individuals who have signed this Agreement have the legal power, right, and authority to make this Agreement and bind each respective Party.

3.6.17 Counterparts. This Agreement may be signed in counterparts, each of which shall constitute an original.

3.6.18 Entire Agreement. This Agreement contains the entire Agreement of the parties with respect to the subject matter hereof, and supersedes all prior negotiations, understandings or agreements. This Agreement may only be modified by a writing signed by both parties.

[SIGNATURES ON NEXT PAGE]

**SIGNATURE PAGE FOR PROFESSIONAL SERVICES AGREEMENT
BETWEEN THE CITY OF COVINA
AND [***INSERT NAME***]**

IN WITNESS WHEREOF, the Parties have entered into this Agreement as of the [***INSERT DAY***] day of [***INSERT MONTH***], [***INSERT YEAR***].

CITY OF COVINA

By: _____
Andrea Miller
City Manager

Attest: _____
Evelyn Leach
City Clerk

APPROVED AS TO FORM

By: _____
City Attorney

**[INSERT NAME OF CONSULTANT], a
[INSERT TYPE OF LEGAL ENTITY]**

By: _____
(Signature)

Name *(Print)*

Title *(Print)*

By: _____
(Signature)

Name *(Print)*

Title *(Print)*

EXHIBIT "A"
SCOPE OF SERVICES

[INSERT SCOPE**]**

EXHIBIT "B"
SCHEDULE OF SERVICES

[INSERT SCHEDULE**]**

**EXHIBIT "C"
COMPENSATION**

[INSERT RATES & AUTHORIZED REIMBURSABLE EXPENSES**]**

Exhibit B –
2011 Citywide Engineering and Traffic Study

ENGINEERING AND TRAFFIC SURVEY

FEBRUARY 2011



**PREPARED FOR:
CITY OF COVINA**

Prepared by:



ADVANTEC
Consulting Engineers

21700 E. Copley Dr. Suite 350

Diamond Bar, CA 91765

Tel: 909-860-6222 | Fax: 909-860-6722



ADVANTEC Consulting Engineers

21700 Copley Drive ♦ Suite 350 ♦ Diamond Bar ♦ CA 91765

February 25, 2011

Mr. Steve Henley
Director of Public Works
City of Covina
125 East College Street
Covina, CA, 91723

SUBJECT: YEAR 2011 Engineering and Traffic Survey

Dear Mr. Henley:

ADVANTEC Consulting Engineers has completed a Year 2011 Engineering and Traffic Survey (E&TS) to justify and/or update the posted speed limits along 77 street segments in the City of Covina. These segments were last surveyed in February 2006, and require an update to comply with the 5-year limitation set forth in the California Vehicle Code (CVC).

We are pleased to submit the enclosed Report that describes the E&TS procedures and contains recommendations for posted speed limits on the City's arterial and collector street system. A summary of these recommendations is included in the Analysis. Supporting documentation for each speed zone recommendation is provided in the Appendices.

The Report was conducted in accordance with applicable provisions of the CVC, following procedures outlined in the California Manual on Uniform Traffic Control Devices, dated January 2010, and as required by Section 627 of the CVC. The Report is intended to satisfy the requirements of Section 40802 of the CVC to enable the continued use of radar for traffic speed enforcement.

We appreciate the opportunity to serve the City of Covina and the assistance and cooperation offered to us during the course of our work.

Sincerely,

ADVANTEC Consulting Engineers, Inc.

Edward Miller, Jr., PE, TE
Director of Operations



Enclosure



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APPEXDIX A Engineering and Traffic Survey Forms

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INTRODUCTION

This Engineering and Traffic Survey is intended to be the basis for the establishment, revision, and enforcement of speed limits for selected streets within the City of Covina. This Engineering and Traffic Survey presents recommended speed limits for 77 street segments in the City of Covina. Engineering and Traffic Surveys are required by the State of California to establish intermediate speed limits on local streets and to enforce those limits using radar or other speed measuring devices. These surveys must be updated every 5, 7 or 10 years to ensure the speeds reflect current conditions as dictated by the California Vehicle Code (CVC). The CVC also requires that the surveys be conducted based on the methodology required by the California Manual on Uniform Traffic Control Devices (CA MUTCD), dated January 2010.

The survey was requested by the City for the proper posting of speed limits and to enable the Police Department to utilize radar or other electronic speed measuring devices for speed enforcement. CVC Sections 40801 and 40802 require Engineering and Traffic Surveys that verify the prima facie speed limit before enforcement by such a device is legal. The law further specifies that these surveys be conducted every 5 years. The surveys can be extended to 7 years provided the City's police officer(s) have completed a 24-hour radar operator course [CVC 40802(c)(2)(B)(i)(I)]. Additionally, some surveys may be extended to 10 years if a traffic engineer certifies that no changes in roadway or traffic conditions have occurred [CVC 40802 (c)(2)(S)(i)(II)]. These provisions assure that posted speed limits are kept reasonably current.

The Engineering and Traffic Surveys for the City were conducted in accordance with procedures outlined in the CA MUTCD dated January 2010, and as required by Section 627 of the California Vehicle Code. The Code further describes three elements of an engineering and traffic survey:

1. Measurement of prevailing speed;
2. Collision history; and
3. Traffic and roadway conditions not readily apparent to the motorist.

Posted speed limits are established primarily to protect the general public from the reckless and unpredictable behavior of dangerous drivers. They provide law enforcement with a clearly understood method to identify and apprehend violators of the basic speed law (CVC Section 22350). This law states that "No person shall drive a vehicle on a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of the highway, and in no event at a speed which endangers the safety of persons or property." The posted speed limit gives motorists a clear warning of the maximum speed that is reasonable and prudent under typical driving conditions.

The basic fundamentals for establishing speed limits recognize that the majority of drivers behave in a safe and reasonable manner, and therefore, the normally careful and competent actions of a reasonable driver should be considered legal. Speed limits





established on these fundamentals conform to the consensus that those who drive the highway determine what speed is reasonable and safe, not on the judgment of one or a few individuals. A radar speed study is usually used to record the prevailing speed of reasonable drivers.

Speed limits are also established to advise drivers of conditions which may not be readily apparent to a reasonable driver. For this reason, collision history, roadway conditions, traffic characteristics, and land use must also be analyzed before determining speed limits. Speed limit changes are usually made in coordination with physical changes in roadway conditions or roadside developments. Unusually short zones of less than one-half mile in length should be avoided to reduce driver confusion.

Additionally, it is generally accepted that speed limits cannot be successfully enforced without voluntary compliance by a majority of drivers. Consequently, only the driver whose behavior is clearly out of line with the normal flow of traffic is usually targeted for enforcement.

ELEMENTS OF THE ENGINEERING AND TRAFFIC SURVE

The CA MUTCD specifies the methodology to be used for completing Engineering and Traffic Surveys. This methodology includes an evaluation of current vehicle speeds, collision history and conditions not readily apparent to motorists. The basic elements of the Engineering and Traffic Survey are discussed in more detail as follows:

Speed Sampling

Existing vehicle speeds are surveyed by a certified radar operator with a calibrated radar unit in an unmarked vehicle. Speed samples are taken for each segment representing a statistically significant sample of current traffic. This data is then evaluated to identify the distribution of speeds. A key element in the evaluation is the identification of the 85th percentile speed. The 85th percentile speed is the speed at or below which 85 percent of the traffic travels. This threshold represents what is historically found to be a safe and reasonable speed for most drivers based on common roadway conditions. Therefore, a "basic speed limit" is established at the nearest 5-mile per hour (mph) increment to the 85th percentile speed. For example, if the 85th percentile speed is 48 mph, the basic speed limit is 50 mph. If the 85th percentile speed is 47 mph, the basic speed limit is 45 mph.

Collision History

Reported collisions are reviewed for each street segment to determine if there is a higher than average rate of collisions. A segment that has an above-average collision rate typically suggests conditions that are not readily apparent to motorists.

A summary of the collision rates for the 77 surveyed street segments is provided in Appendix C.





Conditions Not Readily Apparent To Motorists

Each street segment is field inspected to identify roadway conditions that may not be readily apparent to motorists. A determination is made whether any conditions are significant and warrant the recommendation of the speed limit 5 mph or more below the basic speed limit. It is important to note that the CA MUTCD recommends exercising great care when establishing speed limits 5 mph or more below the basic speed limit.

SURVE CONDITIONS

SURVE LOCATIONS

The procedures below describe the criteria and methods used to survey selected streets within the City of Covina. The specific location of the radar speed survey for each street segment was selected after considering the following:

1. Minimum stop sign and traffic signal influence.
2. Minimum visibility restrictions.
3. Non-congested traffic flow away from intersections and driveways.
4. Minimum influence from curves or other roadway conditions that would affect the normal operation of a vehicle.

DATA COLLECTION

Existing conditions information was obtained including prevailing vehicle speed, traffic collisions, visibility restrictions, and roadway conditions within the community. Speed data and field reviews were conducted at 77 locations between November 2010 and February 2011.

Speed Data

Radar speed measurements were conducted at 77 locations during December 2010 and February 2011. All surveys were conducted in good weather conditions, during off-peak hours on weekdays. The radar unit was operated from an unmarked vehicle to minimize any influence on driver behavior. Typically, a minimum sample size of 100 vehicles or the total samples during a maximum period of 2 hours were obtained for each segment. Traffic speeds in both directions were recorded for individual segments and separate surveys were made for divided roadways.

Collision Data

Collision data was obtained from the City's SWITRS electronic collision database. For this study, collision data was used from the latest 5 years of reported collisions from January 1, 2006 to December 1, 2010. The collision rates for the 77 segments are expressed in accidents per million vehicle miles (A/MVM). To calculate these rates, 24-hour traffic volumes were collected for each street segment as shown on Table 3 in Appendix C of this report. This information was then entered into the following formula to determine the collision rate:





$$R = \frac{A \times 1,000,000}{t \times 365 \frac{\text{days}}{\text{year}} \times l \times v}$$

A = Number of midblock accidents over time period
R = Collision Rate (accidents / million vehicle miles)
l = Length of Segment (miles)
v = Traffic Volume (average daily traffic)
t = years of reported collisions (years)

The segment collision rate was then compared to the average statewide collision rate. The average statewide collision rates were obtained from 2008 Collision Data on California State Highways.

Field Review Data

A field review was conducted for each of the selected street segments in the City with consideration for the following factors:

1. Street width and alignment (design speed);
2. Pedestrian activity and traffic flow characteristics;
3. Number of lanes and other channelization and striping patterns;
4. Frequency of intersections, driveways, and on-street parking;
5. Location of stop signs and other regulatory traffic control devices;
6. Visibility obstructions;
7. Land use and proximity to schools;
8. Pedestrian and bicycle usage;
9. Uniformity with existing speed zones and those in adjacent jurisdictions; and
10. Any other unusual condition not readily apparent to the driver.





ANALYSIS

CRITERIA

Survey data was compiled and analyzed to determine the recommended speed limit in accordance with criteria contained in the CA MUTCD. Criteria utilized included:

- A. The critical speed or 85th percentile speed is that speed at or below which 85 percent of the traffic is moving. This speed is the baseline value in determining what the majority of drivers believe is safe and reasonable. Speed limits set higher than the critical speed are not considered reasonable and safe. Speed limits set lower than the critical speed make a large number of reasonable drivers "unlawful," and do not facilitate the orderly flow of traffic. The "basic speed limit" is the nearest 5 mph increment to the 85th percentile speed.
- B. The 10 mile per hour (mph) pace speed is the 10 mph increment that contains the highest percentage of vehicles. It is a measure of the dispersion of speeds across the range of the samples surveyed. An accepted practice is to keep the speed limit within the 10 mph pace while considering the critical speed and other factors that might require a speed lower than the critical speed.
- C. The collision rate for each street segment is compared to average collision rates that can be reasonably expected to occur on streets and highways in other jurisdictions, in proportion to the volume of traffic per lane mile. These average collision rates have been developed by the State of California and are considered reasonable for use in the City of Covina.

RESULTS AND RECOMMENDATIONS

The Engineering and Traffic Survey Forms, presented in Appendix A, depict results of a thorough evaluation of the available data and recommend a speed limit for each street segment surveyed. The recommended speed limit was consistent with the prevailing behavior as demonstrated by the radar speed measurements. Typically, a speed limit in the upper range of the 10-mile pace was selected unless a collision rate significantly higher than expected was discovered or roadway conditions not readily apparent to the driver were identified. Any segments with recommended speed limits 5 mph or more below the basic speed limit are fully explained later in this report.

The Legislature, in adopting Section 22358.5 of the California Vehicle Code (CVC), has made it clear that physical conditions, such as width, curvature, grade and surface conditions, or any other condition readily apparent to a driver, in the absence of other factors, would not be the basis for special downward speed zoning. In these cases, the basic speed law (CVC Section 22350) is sufficient to regulate such conditions.





The recommendations contained in this Report are intended to establish prima facie speed limits. They are not intended to be absolute for all prevailing conditions. All prima facie speed violations are actually violations of the basic speed law (Section 22350 of California Vehicle Code). This statute states that a person shall not drive a vehicle at a speed greater than is safe having regard for traffic, roadway, and weather conditions. A prima facie limit is intended to establish a maximum safe speed under normal conditions.

Table 1 identifies the street segments with higher recommended posted speed limits results, and Table 2 summarizes the recommendations for all surveyed segments.

TABLE 1 - Street Segments with Recommended Speed Change

Segment No.	Street	From	To	Posted Speed Limit	Recommended Speed Limit
14	Barranca Avenue	South City Limits	Puente Street	35	40
18	Cienega Avenue	Barranca Avenue	Grand Avenue	35	40
25	Citrus Avenue	Covina Boulevard	Arrow Highway	35	40
29	Covina Boulevard	Bonnie Cove Avenue	Sunflower Avenue	35	40
42	Grand Avenue	Walnut Creek Road	Puente Street	40	45
53	Puente Street	Hollenbeck Avenue	Citrus Avenue	30	35
55	Puente Street	Barranca Avenue	Grand Avenue	35	40
59	Reeder Avenue	Old Badillo Street	Puente Street	30	35
61	Reeder Avenue	Badillo Street	Cypress Street	30	35
65	San Bernardino Road	Vincent Avenue	Lark Ellen Avenue	35	40





TABLE 2 - Summary of Recommendations

Segment No.	Street	From	To	Posted Speed Limit	Critical Speed	Recommended Speed Limit	Comments
1	Arrow Highway	Arrow Grand Circle	Grand Avenue	45	45	40	*
2	Arrow Highway	Grand Avenue	1000' Easterly	45	48	45	*
3	Azusa Avenue	South City Limits	San Bernardino Road	40	41	35	*
4	Azusa Avenue	San Bernardino Road	Cypress Street	45	45	40	*
5	Azusa Avenue	Cypress Street	Arrow Highway	45	42	40	Closest Increment to 85th
6	Badillo Street	Lark Ellen Avenue	Hollenbeck Avenue	40	46	40	*
7	Badillo Street	Hollenbeck Avenue	4th Avenue	40	45	40	*
8	Badillo Street	4th Avenue	2nd Avenue	30	37	30	*
9	Badillo Street	2nd Avenue	Barranca Avenue	40	44	40	*
10	Badillo Street	Barranca Avenue	Grand Avenue	40	46	40	*
11	Badillo Street	Grand Avenue	Glendora Avenue	45	49	45	*
12	Badillo Street	Glendora Avenue	Reeder Avenue	45	51	45	*
13	Badillo Street	Reeder Avenue	East City Limits	45	51	45	*
14	Barranca Avenue	South City Limits	Puente Street	35	43	40	*
15	Barranca Avenue	Puente Street	San Bernardino Road	35	42	35	*
16	Barranca Avenue	San Bernardino Road	Covina Boulevard	35	42	35	*
17	Barranca Avenue	Covina Boulevard	North City Limits	40	44	40	*
18	Cienega Avenue	Barranca Avenue	Grand Avenue	35	44	40	*
19	Cienega Avenue	Arrowway Avenue	Ivescrest Avenue	35	39	35	*
20	Citrus Avenue	Workman Avenue	Rowland Avenue	40	41	40	Closest Increment to 85th
21	Citrus Avenue	Rowland Avenue	Puente Street	40	40	40	Closest Increment to 85th
22	Citrus Avenue	Puente Street	Badillo Street	35	38	35	*
23	Citrus Avenue	Badillo Street	San Bernardino Road	25	29	25	*
24	Citrus Avenue	San Bernardino Road	Covina Boulevard	35	40	35	*
25	Citrus Avenue	Covina Boulevard	Arrow Highway	35	45	40	*

* See "Segments with Conditions not readily apparent to the driver" Section for Comments





Engineering and Traffic Survey - City of Covina

Segment No.	Street	From	To	Posted Speed Limit	Critical Speed	Recommended Speed Limit	Comments
26	Covina Boulevard	Fircroft Avenue	Citrus Avenue	40	44	40	*
27	Covina Boulevard	Citrus Avenue	Grand Avenue	40	44	40	*
28	Covina Boulevard	Grand Avenue	Rimhurst Avenue	35	40	35	*
29	Covina Boulevard	Bonnie Cove Avenue	Sunflower Avenue	35	44	40	*
30	Covina Hills Road	Grand Avenue	Rancho La Carlota Road	35	41	35	*
31	Cypress Street	Leaf Avenue	Hollenbeck Avenue	40	46	40	*
32	Cypress Street	Hollenbeck Avenue	Citrus Avenue	40	44	40	*
33	Cypress Street	Citrus Avenue	Barranca Avenue	40	42	35	*
34	Cypress Street	Barranca Avenue	Grand Avenue	40	44	40	*
35	Cypress Street	Grand Avenue	Glendora Avenue	40	43	40	*
36	Cypress Street	Glendora Avenue	Bonnie Cove Avenue	40	42	35	*
37	Cypress Street	Bonnie Cove Avenue	Sunflower Avenue	40	45	40	*
38	Glendora Avenue	Puente Street	Rudduck Street	35	41	35	*
39	Glendora Avenue	Rudduck Street	Cypress Street	35	42	35	*
40	Glendora Avenue	Cypress Street	Covina Boulevard	35	41	35	*
41	Glendora Avenue	Covina Boulevard	Cienega Avenue	35	40	35	*
42	Grand Avenue	Walnut Creek Road	Puente Street	40	46	45	Closest Increment to 85th
43	Grand Avenue	Puente Street	San Bernardino Road	40	41	35	*
44	Grand Avenue	San Bernardino Road	Covina Boulevard	40	40	35	*
45	Grand Avenue	Covina Boulevard	Arrow Highway	40	44	40	*
46	Hollenbeck Avenue	South City Limits	Rowland Avenue	35	42	35	*
47	Hollenbeck Avenue	Rowland Avenue	Badillo Street	35	41	35	*
48	Hollenbeck Avenue	Badillo Street	Edna Place	35	40	35	*
49	Hollenbeck Avenue	Covina Boulevard	Arrow Highway	40	44	40	*
* See "Segments with Conditions not readily apparent to the driver" Section for Comments							





Engineering and Traffic Survey - City of Covina

Segment No.	Street	From	To	Posted Speed Limit	Critical Speed	Recommended Speed Limit	Comments
50	Holt Avenue	I-10 Freeway	Via Verde	45	43	40	*
51	Lark Ellen Avenue	GroveCenter Street	Edna Place	40	41	40	Closest Increment to 85th
52	Puente Street	Armel Drive	Hollenbeck Avenue	35	38	35	*
53	Puente Street	Hollenbeck Avenue	Citrus Avenue	30	38	35	*
54	Puente Street	Citrus Avenue	Barranca Avenue	30	33	30	*
55	Puente Street	Barranca Avenue	Grand Avenue	35	43	40	*
56	Puente Street	Grand Avenue	Glendora Avenue	35	41	35	*
57	Puente Street	Glendora Avenue	Shouse Avenue	25	32	25	*
58	Puente Street	Reeder Avenue	Rancho Corto Drive	45	47	40	*
59	Reeder Avenue	Old Badillo Street	Puente Street	30	42	35	*
60	Reeder Avenue	Old Badillo Street	Badillo Street	30	37	30	*
61	Reeder Avenue	Badillo Street	Cypress Street	30	40	35	*
62	Rowland Avenue	Armel Drive	Citrus Avenue	40	41	35	*
63	Rowland Avenue	Citrus Avenue	Barranca Avenue	40	42	35	*
64	Rowland Avenue	Barranca Avenue	Forestdale Avenue	40	46	40	*
65	San Bernardino Road	Vincent Avenue	Lark Ellen Avenue	35	47	40	*
66	San Bernardino Road	Lark Ellen Avenue	Azusa Avenue	35	42	35	*
67	San Bernardino Road	Azusa Avenue	Hollenbeck Avenue	35	42	35	*
68	San Bernardino Road	Hollenbeck Avenue	Citrus Avenue	35	37	30	*
69	San Bernardino Road	Citrus Avenue	Barranca Avenue	35	40	35	*
70	San Bernardino Road	Barranca Avenue	Grand Avenue	35	42	35	*
71	Second Avenue	Rowland Avenue	Badillo Street	35	40	35	*
72	Second Avenue	Badillo Street	Front Street	35	37	30	*
* See "Segments with Conditions not readily apparent to the driver" Section for Comments							





Segment No.	Street	From	To	Posted Speed Limit	Critical Speed	Recommended Speed Limit	Comments
73	Sunflower Avenue	Cypress Street	Cienega Avenue	35	38	35	*
74	Vincent Avenue	Badillo Street	Edna Place	40	42	35	*
75	Workman Avenue	West City Limit	East City Limits w/o Citrus	35	39	35	*
76	Workman Avenue	Citrus Avenue	Barranca Avenue	35	41	35	*
77	Workman Avenue	Barranca Avenue	Easterly End of Road	30	36	30	*
* See "Segments with Conditions not readily apparent to the driver" Section for Comments							





SEGMENTS WITH CONDITIONS NOT READILY APPARENT TO THE DRIVER

The following segments surveyed had recommended speed limits that were 5 miles per hour (mph) or more below the basic speed limit due to conditions not readily apparent to the driver. Each segment is discussed below.

Segment 1 -Arrow Highway -Arrow Grand Circle to Grand Avenue

This segment is currently posted at 45 mph and has 2 through lanes in each direction with an ADT of 26,568 vehicles per day. The adjacent land use is commercial and residential. The critical speed is 45 mph and would normally justify a 45 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, and horizontal curve that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 40 mph for the above reasons.

Segment 2 -Arrow Highway -Grand Avenue to 1000 East

This segment is currently posted at 45 mph and has 2 through lanes in each direction with an ADT of 26,377 vehicles per day. The adjacent land use is commercial and industrial. The critical speed is 48 mph and would normally justify a 50 mph posted speed limit. However, due to the adjacent segment posted speed limit, and various hidden driveways that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 45 mph for the above reasons.

Segment 3 -A usa Avenue -South City Limits to San Bernardino Road

This segment is currently posted at 40 mph and has 2 through lanes in each direction with an ADT of 31,055 vehicles per day. The adjacent land use is commercial and residential. The critical speed is 41 mph and would normally justify a 40 mph posted speed limit. However, due to the various hidden driveways, pedestrian activity, and high collision rate, a lower speed limit is prudent. It is recommended that the speed limit be posted at 35 mph for the above reasons.

Segment 4 -A usa Avenue -San Bernardino Road to Cypress Street

This segment is currently posted at 45 mph and has 2 through lanes in each direction with an ADT of 32,478 vehicles per day. The adjacent land use is commercial, industrial, and within the vicinity of a school. The critical speed is 45 mph and would normally justify a 45 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, and moderate pedestrian school traffic that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 40 mph for the above reasons.





Segment 6 -Badillo Street -Lar Ellen Avenue to Hollenbec Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction with an ADT of 17,715 vehicles per day. The adjacent land use is commercial and residential. The critical speed is 46 mph and would normally justify a 45 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, hidden intersections, and uncontrolled crosswalks that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment 7 -Badillo Street -Hollenbec Avenue to 4th Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction with an ADT of 18,722 vehicles per day. The adjacent land use is residential, recreational, and medical. The critical speed is 45 mph and would normally justify a 45 mph posted speed limit. However, due to adjacent segment posted speed limit, pedestrian traffic, heavy curb parking, and uncontrolled crosswalks that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 40 mph for the above reasons.

Segment 8 -Badillo Street -4th Avenue to 2nd Avenue

This segment is currently posted at 30 mph and has 1 through lane in each direction with an ADT of 17,105 vehicles per day. The adjacent land use is commercial and recreational. The critical speed is 37 mph and would normally justify a 35 mph posted speed limit. However, due to the moderate pedestrian traffic and the varying street width that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 30 mph for the above reasons.

Segment 9 -Badillo Street -2nd Avenue to Barranca Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction with an ADT of 18,625 vehicles per day. The adjacent land use is commercial and residential. The critical speed is 44 mph and would normally justify a 45 mph posted speed limit. However, due to the adjacent segment posted speed limit, heavy curb parking, hidden driveways, and pedestrian traffic that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 40 mph for the above reasons.





Segment 10 -Badillo Street -Barranca Avenue to Grand Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction with an ADT of 18,404 vehicles per day. The adjacent land use is commercial, residential, and within the vicinity of a school. The critical speed is 46 mph and would normally justify a 45 mph posted speed limit. However, due to the need to transition between the adjacent segment posted speed limits, and the moderate pedestrian school traffic that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment 11 -Badillo Street -Grand Avenue to Glendora Avenue

This segment is currently posted at 45 mph and has 2 through lanes in each direction with an ADT of 20,425 vehicles per day. The adjacent land use is commercial, residential, and in the vicinity of a school. The critical speed is 49 mph and would normally justify a 50 mph posted speed limit. However, due to the adjacent segment posted speed limit and moderate pedestrian school traffic that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 45 mph for the above reasons.

Segment 12 -Badillo Street -Glendora Avenue to Reeder Avenue

This segment is currently posted at 45 mph and has 2 through lanes in each direction with an ADT of 17,809 vehicles per day. The adjacent land use is residential and within the vicinity of a school. The critical speed is 51 mph and would normally justify a 50 mph posted speed limit. However, due to the adjacent segment posted speed limit, a horizontal curve, moderate pedestrian school traffic, and hidden intersections that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 45 mph for the above reasons.

Segment 13 -Badillo Street -Reeder Avenue to East City Limits

This segment is currently posted at 45 mph and has 2 through lanes in each direction with an ADT of 13,666 vehicles per day. The adjacent land use is residential and within the vicinity of a school. The critical speed is 51 mph and would normally justify a 50 mph posted speed limit. However, due to the adjacent segment posted speed limit, acute intersection angles, and moderate pedestrian school traffic that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 45 mph for the above reasons.



Segment 14 -Barranca Avenue -South City Limits to Puente Street

This segment is currently posted at 35 mph and has 2 through lanes in each direction with an ADT of 24,196 vehicles per day. The adjacent land use is residential, commercial, and within the vicinity of a school. The critical speed is 43 mph and would normally justify a 45 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, numerous turning movements, heavy curb parking, and moderate pedestrian school traffic that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 40 mph for the above reasons.

Segment 15 -Barranca Avenue -Puente Street to San Bernardino Road

This segment is currently posted at 35 mph and has 2 through lanes in each direction with an ADT of 22,881 vehicles per day. The adjacent land use is residential, commercial, and within the vicinity of a school. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, moderate pedestrian school traffic, and high left turn volumes without left turn lanes that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

Segment 16 -Barranca Avenue -San Bernardino Road to Covina Boulevard

This segment is currently posted at 35 mph and has 2 through lanes in each direction with an ADT of 23,165 vehicles per day. The adjacent land use is residential, commercial, recreational, and within the vicinity of a school. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, moderate pedestrian school traffic, and high left turn volumes without left turn lanes that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

Segment 17 -Barranca Avenue -Covina Boulevard to North City Limits

This segment is currently posted at 40 mph and has 2 through lanes in each direction with an ADT of 17,914 vehicles per day. The adjacent land use is residential and within the vicinity of a school. The critical speed is 44 mph and would normally justify a 45 mph posted speed limit. However, due to the adjacent segment posted speed limit, high left turn volumes without left turn lanes, and pedestrians due to proximity to schools that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph for the above reasons.



Segment 18 -Cienega Avenue -Barranca Avenue to Grand Avenue

This segment is currently posted at 35 mph and has 1 through lane in each direction with an ADT of 3,472 vehicles per day. The adjacent land use is residential. The critical speed is 44 mph and would normally justify a 45 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, and shifting street alignment that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 40 mph for the above reasons.

Segment 19 -Cienega Avenue Arroway Avenue to Ivescrest Avenue

This segment is currently posted at 35 mph and has 2 through lanes in each direction with an ADT of 6,546 vehicles per day. The adjacent land use is residential. The critical speed is 39 mph and would normally justify a 40 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, and shifting street alignment that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

Segment 22 -Citrus Avenue -Puente Street to Badillo Street

This segment is currently posted at 35 mph and has 2 through lanes in each direction with an ADT of 19,644 vehicles per day. The adjacent land use is commercial. The critical speed is 38 mph and would normally justify a 40 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, uncontrolled crosswalks and high, left turn volumes without left turn lanes that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

Segment 23 -Citrus Avenue Badillo Street to San Bernardino Road

This segment is currently posted at 25 mph and has 1 through lane in each direction with an ADT of 15,461 vehicles per day. The adjacent land use is commercial. The critical speed is 29 mph and would normally justify a 30 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, uncontrolled crosswalks and high, left turn volumes without left turn lanes that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 25 mph for the above reasons.





Segment 24 -Citrus Avenue -San Bernardino Road to Covina Boulevard

This segment is currently posted at 35 mph and has 2 through lanes in each direction with an ADT of 20,479 vehicles per day. The adjacent land use is commercial and residential. The critical speed is 40 mph and would normally justify a 40 mph posted speed limit. However, due to the adjacent segment posted speed limit, numerous hidden driveways, moderate pedestrian traffic and uncontrolled crosswalks that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

Segment 25 -Citrus Avenue -Covina Boulevard to Arrow Highway

This segment is currently posted at 35 mph and has 2 through lanes in each direction with an ADT of 21,917 vehicles per day. The adjacent land use is commercial and residential. The critical speed is 45 mph and would normally justify a 45 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, and moderate pedestrian traffic that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 40 mph for the above reasons.

Segment 26 -Covina Boulevard -Fircroft Avenue to Citrus Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction with an ADT of 10,594 vehicles per day. The adjacent land use is residential. The critical speed is 44 mph and would normally justify a 45 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, uncontrolled school crosswalk at Calvados, and high left turn volumes without left turn lanes that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 40 mph for the above reasons.

Segment 27 -Covina Boulevard -Citrus Avenue to Grand Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction with an ADT of 11,546 vehicles per day. The adjacent land use is residential, commercial, and within the vicinity of a school. The critical speed is 44 mph and would normally justify a 45 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, moderate pedestrian traffic, uncontrolled crosswalks, and high left turn volumes without left turn lanes that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 40 mph with a 25mph school zone for the above reasons.





Segment 28 -Covina Boulevard -Grand Avenue to Rimhurst Avenue

This segment is currently posted at 35 mph and has 2 through lanes in each direction with an ADT of 9,747 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 40 mph and would normally justify a 40 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, and pedestrian traffic that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph with a 25 mph school zone for the above reasons.

Segment 29 -Covina Boulevard -Bonnie Cove Avenue to Sunflower Avenue

The eastbound segment is currently posted at 40 mph, and the westbound segment is currently posted at 35 mph. This roadway segment has 2 through lanes in each direction with an ADT of 7,462 vehicles per day. The adjacent land use is residential. The critical speed is 44 mph and would normally justify a 45 mph posted speed limit. However, due to the adjacent segment posted speed limit, high left turn volumes without left turn lanes, and uncontrolled crosswalks that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit, for both directions, be posted at 40 mph with a 25 mph school zone for the above reasons.

Segment 30 -Covina Hills Road -Grand Avenue to Rancho La Carlota Road

This segment is currently posted at 35 mph and has 1 through lane in each direction with an ADT of 3,686 vehicles per day. The adjacent land use is residential. The critical speed is 41 mph and would normally justify a 40 mph posted speed limit. However, due to the various hidden driveways and the existence of both several vertical and horizontal curves, a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

Segment 31 -Cypress Street -Leaf Avenue to Hollenbec Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction with an ADT of 16,132 vehicles per day. The adjacent land use is residential and within the vicinity of a school. The critical speed is 46 mph and would normally justify a 45 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, and moderate pedestrian school traffic that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph for the above reasons.





Segment 32 -Cypress Street -Hollenbec Avenue to Citrus Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction with an ADT of 13,011 vehicles per day. The adjacent land use is residential and within the vicinity of a school. The critical speed is 44 mph and would normally justify a 45 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, uncontrolled crosswalks, and moderate pedestrian school traffic that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment 33 -Cypress Street -Citrus Avenue to Barranca Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction with an ADT of 9,686 vehicles per day. The adjacent land use is residential. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, and midpoint stop sign that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 35 mph for the above reasons.

Segment 34 -Cypress Street -Barranca Avenue Grand Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction with an ADT of 8,550 vehicles per day. The adjacent land use is residential. The critical speed is 44 mph and would normally justify a 45 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, heavy residential curb parking, and high left turn volumes without left turn lanes that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment 35 -Cypress Street -Grand Avenue to Glendora Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction with an ADT of 9,264 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 43 mph and would normally justify a 45 mph posted speed limit. However, due to the adjacent segment posted speed limit, a horizontal curve, and hidden intersections that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph for the above reasons.





Segment 36 -Cypress Street -Glendora Avenue to Bonnie Cove Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction with an ADT of 8,318 vehicles per day. The adjacent land use is residential. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. However, due to the several multi-way stop controlled intersections and adjacent segment posted speed limit that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 35 mph for the above reasons.

Segment 37 -Cypress Street -Bonnie Cove Avenue to Sunflower Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction with an ADT of 7,606 vehicles per day. The adjacent land use is residential and industrial. The critical speed is 45 mph and would normally justify a 45 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, several multi-way stop controlled intersections, and uncontrolled crosswalks that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment 38 -Glendora Avenue -Puente Street to Ruddoc Street

This segment is currently posted at 35 mph and has 2 through lanes in each direction north of Ruddock Street and 1 through lane in each direction south of Ruddock Street with an ADT of 9,038 vehicles per day. The adjacent land use is residential and within the vicinity of a school. The critical speed is 41 mph and would normally justify a 40 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, heavy pedestrian school traffic, and uncontrolled crosswalks that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

Segment 39 -Glendora Avenue -Ruddoc Street to Cypress Street

This segment is currently posted at 35 mph and has 2 through lanes in each direction with an ADT of 10,651 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. However, due to the uncontrolled crosswalks, moderate pedestrian activity, and high left turn volume with no left turn lanes that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.





Segment 40 -Glendora Avenue -Cypress Street to Covina Boulevard

This segment is currently posted at 35 mph and has 2 through lanes in each direction with an ADT of 10,666 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 41 mph and would normally justify a 40 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, moderate pedestrian traffic, and heavy curb parking that may not be apparent to unfamiliar drivers; a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

Segment 41 -Glendora Avenue -Covina Boulevard to Cienega Avenue

This segment is currently posted at 35 mph and has 2 through lanes in each direction with an ADT of 12,242 vehicles per day. The adjacent land use is residential and within the vicinity of a school. The critical speed is 40 mph and would normally justify a 40 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, road narrowing, and moderate pedestrian school traffic that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

Segment 43 -Grand Avenue -Puente Street to San Bernardino Road

This segment is currently posted at 40 mph and has 2 through lanes in each direction with an ADT of 31,931 vehicles per day. The adjacent land use is residential, commercial, and within the vicinity of a school. The critical speed is 41 mph and would normally justify a 40 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, a vertical curve, and school-pedestrian activity that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 35 mph for the above reasons.

Segment 44 -Grand Avenue -San Bernardino Road to Covina Boulevard

This segment is currently posted at 40 mph and has 2 through lanes in each direction with an ADT of 34,435 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 40 mph and would normally justify a 40 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, and pedestrian volume that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 35 mph for the above reasons.





Segment 45 Grand Avenue Covina Boulevard to Arrow Highway

This segment is currently posted at 40 mph and has 2 through lanes in each direction with an ADT of 26,991 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 44 mph and would normally justify a 45 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, and pedestrian volume that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment 46 -Hollenbec Avenue -South City Limits to Rowland Avenue

This segment is currently posted at 35 mph and has 2 through lanes in each direction with an ADT of 14,992 vehicles per day. The adjacent land use is residential. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, and high left turn volume with no left turn pockets that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

Segment 47 -Hollenbec Avenue -Rowland Avenue to Badillo Street

This segment is currently posted at 35 mph and has 2 through lanes in each direction with an ADT of 17,663 vehicles per day. The adjacent land use is residential and within the vicinity of a school. The critical speed is 41 mph and would normally justify a 40 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, and high pedestrian traffic that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

Segment 48 -Hollenbec Avenue -Badillo Street to Edna Place

This segment is currently posted at 35 mph and has 1 to 2 through lanes in each direction with an ADT of 18,266 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 40 mph and would normally justify a 40 mph posted speed limit. However, due to the street narrowing, merging lanes, and various hidden driveways that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.





Segment 49 -Hollenbec Avenue -Covina Boulevard to Arrow Highway

This segment is currently posted at 40 mph and has 2 through lanes in each direction with an ADT of 12,915 vehicles per day. The adjacent land use is residential. The critical speed is 44 mph and would normally justify a 45 mph posted speed limit. However, due to the adjacent segment posted speed limit and moderate pedestrian traffic, that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 40 mph for the above reasons.

Segment 50 -Holt Avenue -I-10 Freeway to Via Verde

This segment is currently posted at 45 mph and has 1 through lane in each direction with an ADT of 3,389 vehicles per day. The adjacent land use is residential. The critical speed is 43 mph and would normally justify a 45 mph posted speed limit. However, due to the high collision rate and unmarked driveways that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 40 mph for the above reasons.

Segment 52 -Puente Street -Hollenbec Avenue to Citrus Avenue

This segment is currently posted at 35 mph and has 1 through lane in each direction with an ADT of 7,349 vehicles per day. The adjacent land use is residential and with in the vicinity of a school. The critical speed is 38 mph and would normally justify a 40 mph posted speed limit. However, due to the adjacent segment posted speed limit, moderate pedestrian mid-block crossing that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

Segment 53 -Puente Street -Hollenbec Avenue to Citrus Avenue

This segment is currently posted at 30 mph and has 1 through lane in each direction with an ADT of 7,868 vehicles per day. The adjacent land use is residential and with in the vicinity of a school. The critical speed is 38 mph and would normally justify a 40 mph posted speed limit. However, due to the adjacent segment posted speed limit, a vertical curve and moderate pedestrian traffic that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 35 mph for the above reasons.





Segment 54 -Puente Street -Citrus Avenue to Barranca Avenue

This segment is currently posted at 30 mph and has 1 unstriped through lane in each direction with an ADT of 5,163 vehicles per day. The adjacent land use is residential. The critical speed is 33 mph and would normally justify a 35 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, vertical curve and varying street width that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 30 mph for the above reasons.

Segment 55 -Puente Street -Barranca Avenue to Grand Avenue

This segment is currently posted at 35 mph and has 2 through lanes in each direction with an ADT of 5,222 vehicles per day. The adjacent land use is residential and within the vicinity of a school. The critical speed is 43 mph and would normally justify a 45 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, moderate pedestrian traffic, and uncontrolled crosswalks that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 40 mph for the above reasons.

Segment 56 -Puente Street -Grand Avenue to Glendora Avenue

This segment is currently posted at 35 mph and has 2 through lanes in each direction with an ADT of 6,077 vehicles per day. The adjacent land use is residential and within the vicinity of a school. The critical speed is 41 mph and would normally justify a 40 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, vertical curve, moderate pedestrian traffic, and high left turn volumes without left turn lanes that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

Segment 57 -Puente Street -Glendora Avenue to Shouse Avenue

This segment is currently posted at 25 mph and has 1 unstriped through lane in each direction with an ADT of 1,613 vehicles per day. The adjacent land use is residential. The critical speed is 32 mph and would normally justify a 30 mph posted speed limit. However, due to the various hidden driveways, large vertical curve, moderate pedestrian traffic, and high collision rate that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 25 mph for the above reasons.





Segment 58 -Puente Street -Reeder Avenue to Rancho Corto Drive

This segment is currently posted at 45 mph and has 1 through lane in each direction with an ADT of 4,031 vehicles per day. The adjacent land use is residential. The critical speed is 47 mph and would normally justify a 45 mph posted speed limit. However, due to sharp horizontal curves, varying street widths, and the few hidden driveways from residential units on the north side of the street that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 40 mph for the above reasons.

Segment 59 -Reeder Avenue -Old Badillo Street to Puente Street

This segment is currently posted at 30 mph and has 1 through lane with an ADT of 5,728 vehicles per day. The adjacent land use is residential and within the vicinity of a school. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. However, due to the adjacent segment posted speed limit, a vertical curve, a horizontal curve, and moderate pedestrian school traffic that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 35 mph for the above reasons.

Segment 60 -Reeder Avenue -Old Badillo Street to Badillo Street

This segment is currently posted at 30 mph and has 2 northbound through lanes and 1 southbound lane with an ADT of 5,178 vehicles per day. The adjacent land use is residential and within the vicinity of a school. The critical speed is 37 mph and would normally justify a 35 mph posted speed limit. However, due to the adjacent segment posted speed limit, a vertical curve, and moderate pedestrian school traffic that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 30 mph for the above reasons.

Segment 61 -Reeder Avenue -Badillo Street to Cypress Street

This segment is currently posted at 30 mph and has 1 through lane in each direction with an ADT of 2,791 vehicles per day. The adjacent land use is residential. The critical speed is 40 mph and would normally justify a 40 mph posted speed limit. However, due the adjacent segment posted speed limit, a vertical curve, and various hidden driveways that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 35 mph for the above reasons.





Segment 62 -Rowland Avenue -Armel Drive to Citrus Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction with an ADT of 12,624 vehicles per day. The adjacent land use is residential. The critical speed is 41 mph and would normally justify a 40 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, moderate pedestrian traffic, and uncontrolled crosswalks that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 35 mph for the above reasons.

Segment 63 -Rowland Avenue -Citrus Avenue to Barranca Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction with an ADT of 15,251 vehicles per day. The adjacent land use is commercial. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. However, due to the adjacent segment posted speed limit, heavy curb parking, and hidden intersections that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

Segment 64 -Rowland Avenue -Barranca Avenue to Forestdale Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction with an ADT of 9,913 vehicles per day. The adjacent land use is residential. The critical speed is 46 mph and would normally justify a 45 mph posted speed limit. However, due to the adjacent segment posted speed limit and various hidden driveways that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment 65 -San Bernardino Road -Vincent Avenue to Lar Ellen Avenue

This segment is currently posted at 35 mph and has 2 through lanes in each direction with an ADT of 15,512 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 47 mph and would normally justify a 45 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, horizontal curve, and heavy curb parking that may not be apparent to unfamiliar drivers; a lower speed limit is prudent. It is recommended that the speed limit be posted at 40 mph for the above reasons.





Segment 66 -San Bernardino Road -Lar Ellen Avenue to A usa Avenue

This segment is currently posted at 35 mph and has 2 through lanes in each direction with an ADT of 17,553 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, and mixed land uses that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

Segment 67 -San Bernardino Road -A usa Avenue to Hollenbec Avenue

This segment is currently posted at 35 mph and has 2 through lanes in each direction with an ADT of 14,762 vehicles per day. The adjacent land use is residential and within the vicinity of a school. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, uncontrolled crosswalks, and moderate pedestrian traffic that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

Segment 68 -San Bernardino Road -Hollenbec Avenue to Citrus Avenue

This segment is currently posted at 35 mph and has 2 through lanes in each direction with an ADT of 12,165 vehicles per day. The adjacent land use is residential. The critical speed is 37 mph and would normally justify a 35 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, uncontrolled crosswalks, and moderate pedestrian traffic that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 30 mph for the above reasons.

Segment 69 -San Bernardino Road -Citrus Avenue to Barranca Avenue

This segment is currently posted at 35 mph and has 2 through lanes in each direction with an ADT of 12,835 vehicles per day. The adjacent land use is commercial. The critical speed is 40 mph and would normally justify a 40 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, and high left turn volume without left turn lanes that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.





Segment 70 -San Bernardino Road -Barranca Avenue to Grand Avenue

This segment is currently posted at 35 mph and has 2 through lanes in each direction with an ADT of 10,787 vehicles per day. The adjacent land use is commercial and residential. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, and high left turn volume without left turn lanes that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

Segment 71 -Second Avenue -Rowland Avenue to Badillo Street

This segment is currently posted at 35 mph and has 2 through lanes in each direction with an ADT of 8,612 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 40 mph and would normally justify a 40 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, and uncontrolled crosswalks that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

Segment 72 -Second Avenue -Badillo Street to Front Street

This segment is currently posted at 35 mph and has 2 through lanes in each direction with an ADT of 8,283 vehicles per day. The adjacent land use is commercial. The critical speed is 37 mph and would normally justify a 35 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways, uncontrolled crosswalks, and high pedestrian traffic that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 30 mph for the above reasons.

Segment 73 -Sunflower Avenue -Cypress Street to Cienega Avenue

This segment is currently posted at 35 mph and has 2 through lanes in each direction with an ADT of 9,994 vehicles per day. The adjacent land use is residential and within the vicinity of a school. The critical speed is 38 mph and would normally justify a 40 mph posted speed limit. However, due to the adjacent segment posted speed limit, moderate pedestrian traffic, and uncontrolled crosswalks that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.





Segment 74 -Vincent Avenue -Badillo Street to Edna Place

This segment is currently posted at 40 mph and has 2 through lanes in each direction with an ADT of 21,310 vehicles per day. The adjacent land use is commercial and industrial. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. However, due to the adjacent segment posted speed limit, heavy truck movements, and high left turn volumes without left turn lanes that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 35 mph for the above reasons.

Segment 75 -Wor man Avenue -West City Limit to East City Limit w/o Citrus Avenue

This segment is currently posted at 35 mph and has 1 through lane in each direction with an ADT of 8,413 vehicles per day. The adjacent land use is residential and within the vicinity of a school. The critical speed is 39 mph and would normally justify a 40 mph posted speed limit. However, due to the adjacent segment posted speed limit, various hidden driveways and moderate pedestrian school traffic that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 35 mph for the above reasons.

Segment 76 -Wor man Avenue -Citrus Avenue to Barranca Avenue

This segment is currently posted at 35 mph and has 1 through lane in each direction with an ADT of 9,783 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 41 mph and would normally justify a 40 mph posted speed limit. However, due to the adjacent segment posted speed limit, high collision rate, and high left turn volumes without left turn lanes, that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

Segment 77 -Wor man Avenue -Barranca Avenue to Easterly End of road

This segment is currently posted at 30 mph and has 2 through lanes in each direction with an ADT of 2,522 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 36 mph and would normally justify a 35 mph posted speed limit. However, due to the high collision rate and a horizontal curve that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 30 mph for the above reasons.





LEGISLATIVE REFERENCES

V C Section 627 Engineering and Traffic Survey

Engineering and Traffic Survey

627.

- (a) "Engineering and traffic survey," as used in this code, means a survey of highway and traffic conditions in accordance with methods determined by the Department of Transportation for use by state and local authorities.
- (b) An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of all of the following:
 - (1) Prevailing speeds as determined by traffic engineering measurements.
 - (2) Accident / Collision records.
 - (3) Highway, traffic, and roadside conditions not readily apparent to the driver.
- (c) When conducting an engineering and traffic survey, local authorities, in addition to the factors set forth in paragraphs (1) to (3), inclusive, of subdivision (b) may consider all of the following:
 - (1) Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:
 - (A) Upon one side of the highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.
 - (B) Upon both sides of the highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.
 - (C) The portion of highway is longer than one-quarter of a mile but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph (A) or (B).
 - (2) Pedestrian and bicyclist safety.

Amended Ch. 466, Stats. 1982. Effective January 1, 1983.

Amended Sec. 1, Ch. 45, Stats. 2000. Effective January 1, 2001.





V C Section 22349.b 22349.c Maximum Speed Limit

Maximum Speed Limit

(b) Notwithstanding any other provision of law, no person may drive a vehicle upon a two-lane, undivided highway at a speed greater than 55 miles per hour unless that highway, or portion thereof, has been posted for a higher speed by the Department of Transportation or appropriate local agency upon the basis of an engineering and traffic survey. For purposes of this subdivision, the following apply:

(1) A two-lane, undivided highway is a highway with not more than one through lane of travel in each direction.

(2) Passing lanes may not be considered when determining the number of through lanes.

(c) It is the intent of the Legislature that there be reasonable signing on affected two-lane, undivided highways described in subdivision (b) in continuing the 55 miles-per-hour speed limit, including placing signs at county boundaries to the extent possible, and at other appropriate locations.

Amended and Repealed Sec. 22, Ch. 766, Stats. 1995. Effective January 1, 1996. Repeal operative March 31, 1996.

Added Sec. 23, Ch. 766, Stats. 1995. Effective January 1, 1996. Operative March 31, 1996.

Amended Sec. 1, Ch. 20, Stats. 1996. Effective March 29, 1996.

Amended Sec. 41, Ch. 724, Stats. 1999. Effective January 1, 2000.

V C Section 22350 Basic Speed Law

Basic Speed Law

22350.

No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.

Amended Ch. 252, Stats. 1963. Effective September 20, 1963.

V C Section 22351 Speed Law Violations

Speed Law Violations

22351.

- (a) The speed of any vehicle upon a highway not in excess of the limits specified in Section 22352 or established as authorized in this code is lawful unless clearly proved to be in violation of the basic speed law.
- (b) The speed of any vehicle upon a highway in excess of the prima facie speed limits in Section 22352 or established as authorized in this code is prima facie unlawful unless the defendant establishes by competent evidence that the speed in excess of said limits did not constitute a violation of the basic speed law at the time, place and under the conditions then existing.





V C Section 22352 Prima Facie Speed Limits

Prima Facie Speed Limits

22352.

- (a) The prima facie limits are as follows and shall be applicable unless changed as authorized in this code and, if so changed, only when signs have been erected giving notice thereof:

(1) Fifteen miles per hour:

(A) When traversing a railway grade crossing, if during the last 100 feet of the approach to the crossing the driver does not have a clear and unobstructed view of the crossing and of any traffic on the railway for a distance of 400 feet in both directions along the railway. This subdivision does not apply in the case of any railway grade crossing where a human flagman is on duty or a clearly visible electrical or mechanical railway crossing signal device is installed but does not then indicate the immediate approach of a railway train or car.

(B) When traversing any intersection of highways if during the last 100 feet of the driver's approach to the intersection the driver does not have a clear and unobstructed view of the intersection and of any traffic upon all of the highways entering the intersection for a distance of 100 feet along all those highways, except at an intersection protected by stop signs or yield right-of-way signs or controlled by official traffic control signals.

(C) On any alley.

(2) Twenty-five miles per hour:

(A) On any highway other than a state highway, in any business or residence district unless a different speed is determined by local authority under procedures set forth in this code.

(B) When approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. For purposes of this subparagraph, standard "SCHOOL" warning signs may be placed at any distance up to 500 feet away from school grounds.

(C) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority is not required to erect any sign pursuant to this paragraph until donations from private sources covering those costs are received and the local agency makes a determination that the proposed signing should be implemented. A local authority may, however, utilize any other funds available to it to pay for the erection of those signs.

(b) This section shall become operative on March 1, 2001.

Added Sec. 2, Ch. 421, Stats. 1997. Effective January 1, 1998.

Amended Sec. 2, Ch. 521, Stats. 2000. Effective January 1, 2001. Operative March 1, 2001.





V C Section 22357 Increase of Local Speed Limits to 65 Miles Per Hour

Increase of Local Speed Limits to 65 Miles Per Hour

22357.

(a) Whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 25 miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street other than a state highway otherwise subject to a prima facie limit of 25 miles per hour, the local authority may by ordinance determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, 55, or 60 miles per hour or a maximum speed limit of 65 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe. The declared prima facie or maximum speed limit shall be effective when appropriate signs giving notice thereof are erected upon the street and shall not thereafter be revised except upon the basis of an engineering and traffic survey. This section does not apply to any 25-mile-per-hour prima facie limit which is applicable when passing a school building or the grounds thereof or when passing a senior center or other facility primarily used by senior citizens.

(b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

Amended and repealed Sec. 28, Ch. 766, Stats. 1995. Effective January 1, 1996. Repeal operative March 31, 1996. Added Sec. 29, Ch. 766, Stats. 1995. Effective January 1, 1996. Operative March 31, 1996.

V C Section 22357.1 Decrease Near Children s Playgrounds

Decrease Near Children s Playgrounds

22357.1.

Notwithstanding Section 22357, a local authority may, by ordinance or resolution, set a prima facie speed limit of 25 miles per hour on any street, other than a state highway, adjacent to any children's playground in a public park but only during particular hours or days when children are expected to use the facilities. The 25 miles per hour speed limit shall be effective when signs giving notice of the speed limit are posted.

Added Ch. 508, Stats. 1989. Effective January 1, 1990.

V C Section 22358 Decrease of Local Speed Limits

Decrease of Local Speed Limits

22358.

(a) Whenever a local authority determines upon the basis of an engineering and traffic survey that the limit of 65 miles per hour is more than is reasonable or safe upon any portion of any street other than a state highway where the limit of 65 miles per hour is applicable, the local authority may by ordinance determine and declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30, or 25 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe, which declared prima facie limit shall be effective when appropriate signs giving notice thereof are erected upon the street.

(b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

Amended and repealed Sec. 30, Ch. 766, Stats. 1995. Effective January 1, 1996. Repeal operative March 31, 1996. Added Sec. 31, Ch. 766, Stats. 1995. Effective January 1, 1996. Operative March 31, 1996.





V C Section 22358.3 Decrease on Narrow Street

Decrease on Narrow Street

22358.3.

Whenever a local authority determines upon the basis of an engineering and traffic survey that the prima facie speed limit of 25 miles per hour in a business or residence district or in a public park on any street having a roadway not exceeding 25 feet in width, other than a state highway, is more than is reasonable or safe, the local authority may, by ordinance or resolution determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is found most appropriate and is reasonable and safe. The declared prima facie limit shall be effective when appropriate signs giving notice thereof are erected upon the street.

Amended Ch. 1095, Stats. 1972. Effective March 7, 1973. Supersedes Ch. 372.

V C Section 22358.4 Decrease of Local Limits Near Schools or Senior Centers

Decrease of Local Limits Near Schools or Senior Centers

22358.4.

(a) (1) Whenever a local authority determines upon the basis of an engineering and traffic survey that the prima facie speed limit of 25 miles per hour established by paragraph (2) of subdivision (a) of Section 22352 is more than is reasonable or safe, the local authority may, by ordinance or resolution, determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is justified as the appropriate speed limit by that survey.

(2) An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected upon the highway.

(b) (1) Notwithstanding subdivision (a) or any other provision of law, a local authority may, by ordinance or resolution, determine and declare prima facie speed limits as follows:

(A) A 15 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, when approaching, at a distance of less than 500 feet from, or passing, a school building or the grounds of a school building, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching, at a distance of less than 500 feet from, or passing, school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a school warning sign that indicates a speed limit of 15 miles per hour.

(B) A 25 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, when approaching, at a distance of 500 to 1,000 feet from, a school building or the grounds thereof, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 25 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching, at a distance of 500 to 1,000 feet from, school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a school warning sign that indicates a speed limit of 25 miles per hour.





(2) The prima facie limits established under paragraph (1) apply only to highways that meet all of the following conditions:

(A) A maximum of two traffic lanes.

(B) A maximum posted 30 miles per hour prima facie speed limit immediately prior to and after the school zone.

(3) The prima facie limits established under paragraph (1) apply to all lanes of an affected highway, in both directions of travel.

(4) When determining the need to lower the prima facie speed limit, the local authority shall take the provisions of Section 627 into consideration.

(5) (A) An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected upon the highway.

(B) For purposes of subparagraph (A) of paragraph (1), school warning signs indicating a speed limit of 15 miles per hour may be placed at a distance up to 500 feet away from school grounds.

(C) For purposes of subparagraph (B) of paragraph (1), school warning signs indicating a speed limit of 25 miles per hour may be placed at any distance between 500 and 1,000 feet away from the school grounds.

(D) A local authority shall reimburse the Department of Transportation for all costs incurred by the department under this subdivision.

Amended Sec. 23, Ch. 279, Stats. 2005. Effective January 1, 2006.

Amended Sec. 1, Ch. 384, Stats. 2007. Effective January 1, 2008.

V C Section 22358.5 Downward Speed Zoning

Downward Speed Zoning

22358.5.

It is the intent of the Legislature that physical conditions such as width, curvature, grade and surface conditions, or any other condition readily apparent to a driver, in the absence of other factors, would not require special downward speed zoning, as the basic rule of Section 22350 is sufficient regulation as to such conditions.

Added Ch. 11, Stats. 1959. Effective September 18, 1959.

V C Section 22359 Boundary Line Streets

Boundary Line Streets

22359.

With respect to boundary line streets and highways where portions thereof are within different jurisdictions, no ordinance adopted under Sections 22357 and 22358 shall be effective as to any such portion until all authorities having jurisdiction of the portions of the street concerned have approved the same. This section shall not apply in the case of boundary line streets consisting of separate roadways within different jurisdictions.

Amended Ch. 209, Stats. 1963. Effective April 29, 1963.





V C Section 22406 Maximum Speed for Designated Vehicles Maximum Speed for Designated Vehicles

22406.

(a) No person may drive any of the following vehicles on a highway at a speed in excess of 55 miles per hour:

- (1) A motortruck or truck tractor having three or more axles or any motortruck or truck tractor drawing any other vehicle.
- (2) A passenger vehicle or bus drawing any other vehicle.
- (3) A schoolbus transporting any school pupil.
- (4) A farm labor vehicle when transporting passengers.
- (5) A vehicle transporting explosives.
- (6) A trailer bus, as defined in Section 636.

Amended Sec. 22, Ch. 787, Stats. 2000. Effective January 1 2001.

(b) Any person who operates as a commercial motor vehicle, as defined in Section 15210, upon a highway at a speed exceeding a maximum speed limit established under this code by 15 mph or more, is guilty of a misdemeanor. A violation of this subdivision shall be considered a "serious traffic violation," as defined in subdivision (i) of Section 15210, and shall be subject to the sanctions provided under Section 15306 or 15308, in addition to any other penalty provided by law.

V C Section 22407 Decreasing Truc Speed Limit

Decreasing Truc Speed Limit

22407.

Whenever the Department of Transportation or local authority determines upon the basis of engineering studies and a traffic survey that the speed of 55 miles per hour is more than is reasonable or safe for vehicles mentioned in subdivision (a) of Section 22406 which have a manufacturer's gross vehicle weight rating of 10,000 pounds or more, in descending a grade upon any portion of a highway, the department or local authority, with respect to highways under their respective jurisdiction, may determine and declare a speed limit of 50, 45, 40, 35, 30, 25 or 20 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe, which declared speed limit shall be effective for such vehicles when appropriate signs giving notice thereof are erected upon the highway.

Amended Ch. 82, Stats. 1973. Effective January 1, 1974.





V C Section 22413 Decreasing Speed Limit on Grades

Decreasing Speed Limit on Grades

22413.

Whenever a local authority determines upon the basis of an engineering and traffic survey that the prima facie limit of 25 miles per hour is more than is reasonable and safe on any portion of a street having a grade in excess of 10 percent, the local authority may by ordinance determine and declare a maximum limit of 20 or 15 miles per hour, whichever is found most appropriate and is reasonable and safe. The declared maximum speed shall be effective when appropriate signs giving notice thereof are erected upon the street.

Added Ch. 318, Stats. 1959.

V C Section 40801 Speed Trap Prohibition

Speed Trap Prohibition

40801.

No peace officer or other person shall use a speed trap in arresting, or participating or assisting in the arrest of, any person for any alleged violation of this code nor shall any speed trap be used in securing evidence as to the speed of any vehicle for the purpose of an arrest or prosecution under this code.

V C Section 40802 Speed Traps

Speed Traps

40802.

(a) A "speed trap" is either of the following:

(1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(2) A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance under subparagraph (A) of paragraph (2) of subdivision (a) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects. This paragraph does not apply to a local street, road, or school zone.

(b) (1) For purposes of this section, a local street or road is () one that is functionally classified as "local" on the "California Road System Maps," that are approved by the Federal Highway Administration and maintained by the Department of Transportation. When a street or road does not appear on the "California Road System Maps," it may be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:

(A) Roadway width of not more than 40 feet.

(B) Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.

(C) Not more than one traffic lane in each direction.





(2) For purposes of this section "school zone" means that area approaching or passing a school building or the grounds thereof that is contiguous to a highway and on which is posted a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. "School zone" also includes the area approaching or passing any school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children if that highway is posted with a standard "SCHOOL" warning sign.

(c) (1) When all of the following criteria are met, paragraph (2) of this subdivision shall be applicable and subdivision (a) shall not be applicable:

(A) When radar is used, the arresting officer has successfully completed a radar operator course of not less than 24 hours on the use of police traffic radar, and the course was approved and certified by the Commission on Peace Officer Standards and Training.

(B) When laser or any other electronic device is used to measure the speed of moving objects, the arresting officer has successfully completed the training required in subparagraph (A) and an additional training course of not less than two hours approved and certified by the Commission on Peace Officer Standards and Training.

(C) (i) The prosecution proved that the arresting officer complied with subparagraphs (A) and (B) and that an engineering and traffic survey has been conducted in accordance with subparagraph (B) of paragraph (2). The prosecution proved that, prior to the officer issuing the notice to appear, the arresting officer established that the radar, laser, or other electronic device conformed to the requirements of subparagraph (D).

(ii) The prosecution proved the speed of the accused was unsafe for the conditions present at the time of alleged violation unless the citation was for a violation of Section 22349, 22356, or 22406.

(D) The radar, laser, or other electronic device used to measure the speed of the accused meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within the three years prior to the date of the alleged violation by an independent certified laser or radar repair and testing or calibration facility.

(2) A "speed trap" is either of the following:

(A) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(B) (i) A particular section of a highway or state highway with a prima facie speed limit that is provided by this code or by local ordinance under subparagraph (A) of paragraph (2) of subdivision (a) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within one of the following time periods, prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects:

(I) Except as specified in subclause (II), seven years.

(II) If an engineering and traffic survey was conducted more than seven years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, 10 years.

(ii) This subparagraph does not apply to a local street, road, or school zone.

Amended Sec. 3, Ch. 521, Stats. 2000. Effective January 1, 2001.

Amended Sec. 49, Ch. 491, Stats. 2010. Effective January 1, 2011.

The 2010 amendment added the italicized material, and at the point(s) indicated, deleted the following: "is defined





by the latest functional usage and federal-aid system maps submitted to the federal Highway Administration, except that when these maps have not been submitted, or when the street or road is not shown on the maps, a "local street or road" means a street or road that"

V C Section 40803 Speed Trap Evidence

Speed Trap Evidence

40803.

(a) No evidence as to the speed of a vehicle upon a highway shall be admitted in any court upon the trial of any person in any prosecution under this code upon a charge involving the speed of a vehicle when the evidence is based upon or obtained from or by the maintenance or use of a speedtrap.

(b) In any prosecution under this code of a charge involving the speed of a vehicle, where enforcement involves the use of radar or other electronic devices which measure the speed of moving objects, the prosecution shall establish, as part of its prima facie case, that the evidence or testimony presented is not based upon a speedtrap as defined in paragraph (2) of subdivision (a) of Section 40802.

(c) When a traffic and engineering survey is required pursuant to paragraph (2) of subdivision (a) of Section 40802, evidence that a traffic and engineering survey has been conducted within five years of the date of the alleged violation or evidence that the offense was committed on a local street or road as defined in paragraph (2) of subdivision (a) of Section 40802 shall constitute a prima facie case that the evidence or testimony is not based upon a speedtrap as defined in paragraph (2) of subdivision (a) of Section 40802.

Amended Ch. 459, Stats. 1991. Effective January 1, 1992.

Amended Ch. 538, Stats. 1992. Effective January 1, 1993.

Amended Sec. 147, Ch. 124, Stats. 1996. Effective January 1, 1997.





APPENDIX A – Engineering and Traffic Survey Forms



CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET FROM ARROW HWY ARROW GRAND CIR CERTIFICATION DATE TO GRAND AVE 2-14-2011

SPEED FACTORS

Date of Speed Survey 2/24/2011 Posted Speed Limit 45 mph
Time of Speed Survey 9.00 Speed Justification
50th Percentile Speed (Mean Speed) 42 mph HIDDEN DWYS, HORIZ. CURVE, ADJ.SEG.
85th Percentile Speed 45 mph
10 mph Pace Speed 39 - 48mph Recommended Speed Limit 40 mph
Percentage of Vehicles in Pace 85
Number of Survey Samples 100

COLLISION HISTORY

Number of Years Studied 5 Years
Total Collisions 13
Annual Collision Rate 2.6 Accidents/year
Collisions per Million Vehicle Miles 0.982

TRAFFIC FACTORS

Average Daily Traffic 26568 Date Counted 9/30/2009
Number of Lanes 4 LANES + 2WY LT-LANE
Type of Traffic Control T.S. @ GRAND AVE
Crosswalks? @ ALL T.S.
Pedestrian Traffic LIGHT
Truck Traffic LIGHT
On-Street Parking N. SIDE OK, S. SIDE RESTRICTED
Sidewalks? BOTH SIDES
Driveways? BOTH SIDES, MANY

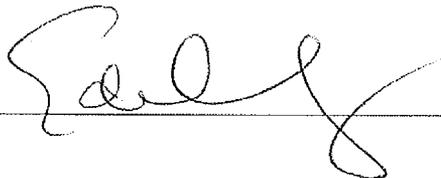
ROADWAY FACTORS

Length of Segment 0.273 Miles
Width 80.5 Feet
Vertical Curve? NONE
Horizontal Curve? YES
Visibility GOOD, EXCEPT AT DRIVEWAYS
Roadway Conditions FAIR
Lighting SOUTH SIDE
Adjacent Land Use COMMERCIAL, RESIDENTIAL

Field Study By: BS

Checked By: KC

CERTIFICATION: I, Ed Miller, Jr., T.E., do hereby certify that this Engineering and Traffic Survey within the City of Covina was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



2.25.11
Date

TE 2084

State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET FROM	ARROW HWY Grand Avenue	CERTIFICATION DATE TO	2-14-2011 1000' EAST
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SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	45 mph
Time of Speed Survey	9:15	Speed Justification	
50 th Percentile Speed (Mean Speed)	44 mph	HIDDEN DWYS, ADJ.SEG.	
85 th Percentile Speed	48 mph		
10 mph Pace Speed	40 – 49 mph	Recommended Speed Limit	45 mph
Percentage of Vehicles in Pace	84		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	7	
Annual Collision Rate	1.4	Accidents/year
Collisions per Million Vehicle Miles	0.769	

TRAFFIC FACTORS

Average Daily Traffic	26377	Date Counted	9/30/2009
Number of Lanes	4 LANES + 2WY LT-LANE		
Type of Traffic Control	@ GRAND, GLENDORA		
Crosswalks?	@ T.S., MID BLOCK @ 255 ARROW HWY		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	MANY		

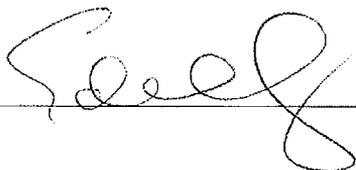
ROADWAY FACTORS

Length of Segment	0.189	Miles
Width	84.5	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	GOOD, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR	
Lighting	NORTH SIDE	
Adjacent Land Use	COMMERCIAL, INDUSTRIAL	

Field Study By: BS

Checked By: KC

CERTIFICATION: I, Ed Miller, Jr., T.E., do hereby certify that this Engineering and Traffic Survey within the City of Covina was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Date

2.25.11

TE 2084

State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	AZUSA AVE	CERTIFICATION DATE	2-14-2011
FROM	SOUTH CITY LIMITS	TO	SAN BERNARDINO ROAD

SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	40 mph
Time of Speed Survey	1:50	Speed Justification	
50 th Percentile Speed (Mean Speed)	37 mph	HIDDEN DWYS, PEDS., COLLISION RATE	
85 th Percentile Speed	41 mph		
10 mph Pace Speed	33 – 42 mph	Recommended Speed Limit	35 mph
Percentage of Vehicles in Pace	77		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	13	
Annual Collision Rate	2.6	Accidents/year
Collisions per Million Vehicle Miles	1.26	

TRAFFIC FACTORS

Average Daily Traffic	31055	Date Counted	9/30/2009
Number of Lanes	4 LANES – DIVIDED		
Type of Traffic Control	T.S. @ SAN BERNARDINO, BADILLO		
Crosswalks?	@ ALL T.S.		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	NO PKG N. OF BADILLO		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

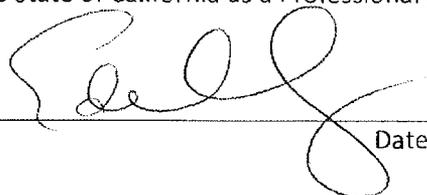
ROADWAY FACTORS

Length of Segment	0.182	Miles
Width	84.5	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	GOOD, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL, COMMERCIAL	

Field Study By: BS

Checked By: KC

CERTIFICATION: I, Ed Miller, Jr., T.E., do hereby certify that this Engineering and Traffic Survey within the City of Covina was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Date

2.25.11

TE 2084

State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	AZUSA AVE	CERTIFICATION DATE	2-14-2011
FROM	SAN BERNARDINO RD	TO	CYPRESS ST

SPEED FACTORS

Date of Speed Survey	12/15/2010	Posted Speed Limit	45 mph
Time of Speed Survey	9:30	Speed Justification	
50 th Percentile Speed (Mean Speed)	41 mph	HIDDEN DWYS, ADJ. SEG., PEDS.	
85 th Percentile Speed	45 mph		
10 mph Pace Speed	37 – 46 mph	Recommended Speed Limit	40 mph
Percentage of Vehicles in Pace	81		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	29	
Annual Collision Rate	5.8	Accidents/year
Collisions per Million Vehicle Miles	1.075	

TRAFFIC FACTORS

Average Daily Traffic	32478	Date Counted	9/30/2009
Number of Lanes	4 LANES – DIVIDED		
Type of Traffic Control	T.S. @ CYPRESS, SAN BERNARDINO		
Crosswalks?	@ ALL T.S.		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	NO		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

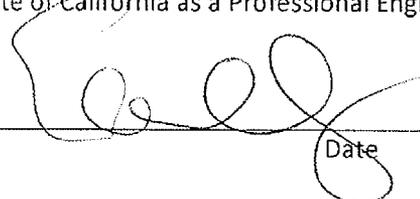
ROADWAY FACTORS

Length of Segment	0.455	Miles
Width	79	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	GOOD, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES	
Adjacent Land Use	COMMERCIAL, INDUSTRIAL, SCHOOL	

Field Study By: BS

Checked By: KC

CERTIFICATION: I, Ed Miller, Jr., T.E., do hereby certify that this Engineering and Traffic Survey within the City of Covina was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Date

2.25.11

TE 2084

State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	AZUSA AVE	CERTIFICATION DATE	2-14-2011
FROM	CYPRESS ST	TO	ARROW HWY

SPEED FACTORS

Date of Speed Survey	12/15/2010	Posted Speed Limit	45 mph
Time of Speed Survey	10:05	Speed Justification	
50 th Percentile Speed (Mean Speed)	39 mph	HIDDEN DWYS, ADJ. SEG., COLLISION RATE	
85 th Percentile Speed	42 mph		
10 mph Pace Speed	35 – 44 mph	Recommended Speed Limit	40 mph
Percentage of Vehicles in Pace	86		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	30	
Annual Collision Rate	6	Accidents/year
Collisions per Million Vehicle Miles	0.618	

TRAFFIC FACTORS

Average Daily Traffic	34437	Date Counted	9/30/2009
Number of Lanes	4 LANES – DIVIDED		
Type of Traffic Control	T.S. @ ARROW, MRKT PL, GRONDAHL, COVINA, CYPRESS		
Crosswalks?	@ ALL T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	NO		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

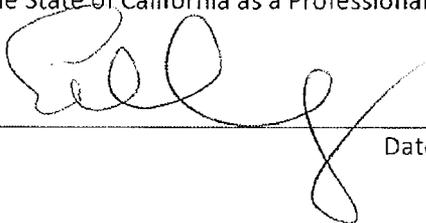
ROADWAY FACTORS

Length of Segment	0.773	Miles
Width	78	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	GOOD, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES	
Adjacent Land Use	COMMERCIAL	

Field Study By: BS

Checked By: KC

CERTIFICATION: I, Ed Miller, Jr., T.E., do hereby certify that this Engineering and Traffic Survey within the City of Covina was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Date

2.25.11

TE 2084

State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET FROM BADILLO ST TO LARK ELLEN AVE
CERTIFICATION DATE 2-14-2011
TO HOLLENBECK AVE

SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	40 mph
Time of Speed Survey	1:40	Speed Justification	
50 th Percentile Speed (Mean Speed)	43 mph	HIDDEN DWYS + INT., ADJ.SEG., UNCONT.	
85 th Percentile Speed	46 mph	XWALKS	
10 mph Pace Speed	38 – 47 mph	Recommended Speed Limit	40 mph
Percentage of Vehicles in Pace	84		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	32	
Annual Collision Rate	6.4	Accidents/year
Collisions per Million Vehicle Miles	0.907	

TRAFFIC FACTORS

Average Daily Traffic	17715	Date Counted	9/30/2009
Number of Lanes	4 LANES – DIVIDED		
Type of Traffic Control	T.S. @ LARK ELLEN, AZUSA, HOLLENBECK		
Crosswalks?	@ ALL T.S., ARMEL		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

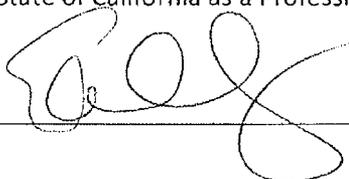
ROADWAY FACTORS

Length of Segment	1.091	Miles
Width	87	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES	
Adjacent Land Use	COMMERCIAL, RESIDENTIAL, HOSPITAL	

Field Study By: BS

Checked By: KC

CERTIFICATION: I, Ed Miller, Jr., T.E., do hereby certify that this Engineering and Traffic Survey within the City of Covina was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Date

2.25.11

TE 2084

State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	BADILLO ST	CERTIFICATION DATE	2-14-2011
FROM	HOLLENBECK AVE	TO	4 TH AVENUE

SPEED FACTORS

Date of Speed Survey	12/14/10	Posted Speed Limit	40 mph
Time of Speed Survey	1:05	Speed Justification	
50 th Percentile Speed (Mean Speed)	41 mph	ADJ. SEG., PEDS., UNC. XWALKS, PARKING	
85 th Percentile Speed	45 mph		
10 mph Pace Speed	37 – 46 mph	Recommended Speed Limit	40 mph
Percentage of Vehicles in Pace	75		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	9	
Annual Collision Rate	1.8	Accidents/year
Collisions per Million Vehicle Miles	0.965	

TRAFFIC FACTORS

Average Daily Traffic	18722	Date Counted	9/30/2009
Number of Lanes	4 LANES + 2WY LT-LANE		
Type of Traffic Control	T.S. @ HOLLENBECK; STOP @4 TH		
Crosswalks?	@ HOLLENBECK, 4 TH		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, FEW		

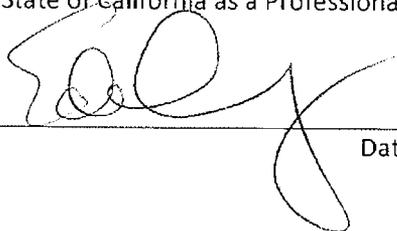
ROADWAY FACTORS

Length of Segment	0.273	Miles
Width	84	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL, HOSPITAL, PARK	

Field Study By: BS

Checked By: KC

CERTIFICATION: I, Ed Miller, Jr., T.E., do hereby certify that this Engineering and Traffic Survey within the City of Covina was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Date

2.25.11

TE 2084

State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	BADILLO ST	CERTIFICATION DATE	2-14-2011
FROM	4 TH AVENUE	TO	2 ND AVENUE

SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	30 mph
Time of Speed Survey	12:35	Speed Justification	
50 th Percentile Speed (Mean Speed)	34 mph	HIDDEN DWYS, PEDS., STREET WIDTH	
85 th Percentile Speed	37 mph		
10 mph Pace Speed	29 – 38 mph	Recommended Speed Limit	30 mph
Percentage of Vehicles in Pace	78		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	4	
Annual Collision Rate	0.8	Accidents/year
Collisions per Million Vehicle Miles	0.352	

TRAFFIC FACTORS

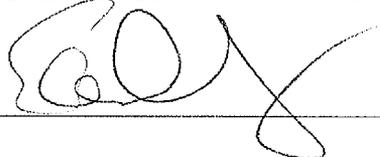
Average Daily Traffic	17105	Date Counted	9/30/2009
Number of Lanes	2 LANES + 2WY LT-LANE		
Type of Traffic Control	T.S. @ CITRUS, SECOND; STOP @4 TH		
Crosswalks?	@ ALL T.S. AND 4 TH , 3 RD		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES – RESTRICTED		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, FEW		

ROADWAY FACTORS

Length of Segment	0.364	Miles
Width	66.5	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES	
Adjacent Land Use	COMMERCIAL, PARK	

Field Study By: BS Checked By: KC

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CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	BADILLO ST	CERTIFICATION DATE	2-14-2011
FROM	2 ND AVENUE	TO	BARRANCA AVE

SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	40 mph
Time of Speed Survey	12:00	Speed Justification	
50 th Percentile Speed (Mean Speed)	40 mph	HIDDEN DWYS, ADJ.SEG., PEDS., PARKING	
85 th Percentile Speed	44 mph		
10 mph Pace Speed	36 – 45 mph	Recommended Speed Limit	40 mph
Percentage of Vehicles in Pace	85		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	12	
Annual Collision Rate	2.4	Accidents/year
Collisions per Million Vehicle Miles	0.973	

TRAFFIC FACTORS

Average Daily Traffic	18625	Date Counted	9/30/2009
Number of Lanes	4 LANES – DIVIDED		
Type of Traffic Control	T.S. @ SECOND, BARRANCA		
Crosswalks?	@ ALL T.S.		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES – RESTRICTED		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, FEW		

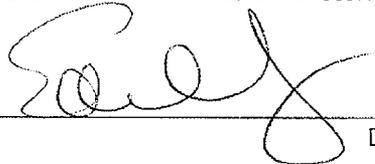
ROADWAY FACTORS

Length of Segment	0.363	Miles
Width	84	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES	
Adjacent Land Use	COMMERCIAL, RESIDENTIAL	

Field Study By: BS

Checked By: KC

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CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	BADILLO ST	CERTIFICATION DATE	2-14-2011
FROM	BARRANCA AVE	TO	GRAND AVE

SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	40 mph
Time of Speed Survey	11:15	Speed Justification	
50 th Percentile Speed (Mean Speed)	42 mph	PEDS., ADJ. SEG.	
85 th Percentile Speed	46 mph		
10 mph Pace Speed	38 – 47 mph	Recommended Speed Limit	40 mph
Percentage of Vehicles in Pace	81		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	10	
Annual Collision Rate	2	Accidents/year
Collisions per Million Vehicle Miles	0.595	

TRAFFIC FACTORS

Average Daily Traffic	18404	Date Counted	9/30/2009
Number of Lanes	4 LANES – DIVIDED		
Type of Traffic Control	T.S. @ BARRANCA, GRAND		
Crosswalks?	@ ALL T.S.		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, FEW		

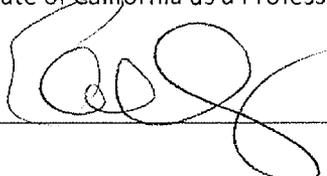
ROADWAY FACTORS

Length of Segment	0.5	Miles
Width	83	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL, SCHOOL, COMMERCIAL	

Field Study By: BS

Checked By: KC

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CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	BADILLO ST	CERTIFICATION DATE	2-14-2011
FROM	GRAND AVE	TO	GLENDORA AVE

SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	45 mph
Time of Speed Survey	10:25	Speed Justification	
50 th Percentile Speed (Mean Speed)	45 mph	PEDS., ADJ. SEG.	
85 th Percentile Speed	49 mph		
10 mph Pace Speed	40 – 49 mph	Recommended Speed Limit	45 mph
Percentage of Vehicles in Pace	80		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	11	
Annual Collision Rate	2.2	Accidents/year
Collisions per Million Vehicle Miles	0.590	

TRAFFIC FACTORS

Average Daily Traffic	20425	Date Counted	9/30/2009
Number of Lanes	4 LANES – DIVIDED		
Type of Traffic Control	T.S. @ GRAND, GLENDORA		
Crosswalks?	@ ALL T.S.		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, FEW		

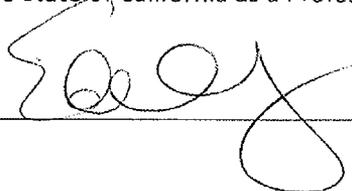
ROADWAY FACTORS

Length of Segment	0.5	Miles
Width	83	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL, SCHOOL, COMMERCIAL	

Field Study By: BS

Checked By: KC

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ENGINEERING AND TRAFFIC SURVEY

STREET	BADILLO ST	CERTIFICATION DATE	2-14-2011
FROM	GLENDORA AVE	TO	REEDER AVE

SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	45 mph
Time of Speed Survey	9:55	Speed Justification	
50 th Percentile Speed (Mean Speed)	48 mph	HIDDEN INT., HORIZ CURVE, ADJ. SEG., PEDS.	
85 th Percentile Speed	51 mph		
10 mph Pace Speed	43 – 52 mph	Recommended Speed Limit	45 mph
Percentage of Vehicles in Pace	80		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	6	
Annual Collision Rate	1.2	Accidents/year
Collisions per Million Vehicle Miles	0.290	

TRAFFIC FACTORS

Average Daily Traffic	17809	Date Counted	9/30/2009
Number of Lanes	4 LANES – DIVIDED		
Type of Traffic Control	T.S. @ GLENDORA, BANNA, REEDER		
Crosswalks?	@ ALL T.S.		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, FEW		

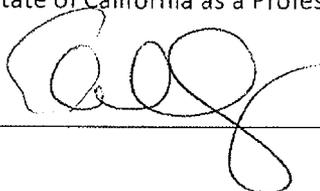
ROADWAY FACTORS

Length of Segment	0.636	Miles
Width	70	Feet
Vertical Curve?	NONE	
Horizontal Curve?	YES	
Visibility	FAIR, EXCEPT AT INTERSECTIONS IN CURVES	
Roadway Conditions	FAIR	
Lighting	ON MEDIAN	
Adjacent Land Use	RESIDENTIAL	

Field Study By: BS

Checked By: KC

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ENGINEERING AND TRAFFIC SURVEY

STREET	BADILLO ST	CERTIFICATION DATE	2-14-2011
FROM	REEDER AVE	TO	EAST CITY LIMITS

SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	45 mph
Time of Speed Survey	9:10	Speed Justification	
50 th Percentile Speed (Mean Speed)	48 mph	HORIZ CURVE, ADJ. SEG., PEDS., ACUTE	
85 th Percentile Speed	51 mph	INT. ANGLE	
10 mph Pace Speed	44 – 53 mph	Recommended Speed Limit	45 mph
Percentage of Vehicles in Pace	82		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	2	
Annual Collision Rate	0.4	Accidents/year
Collisions per Million Vehicle Miles	0.176	

TRAFFIC FACTORS

Average Daily Traffic	13666	Date Counted	9/30/2009
Number of Lanes	4 LANES – DIVIDED		
Type of Traffic Control	T.S. @ REEDER, SUNFLOWER		
Crosswalks?	@ ALL T.S.		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, FEW		

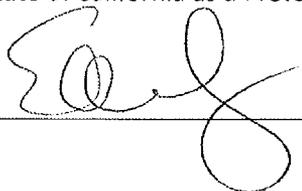
ROADWAY FACTORS

Length of Segment	0.455	Miles
Width	84	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR, EXCEPT AT ACUTE ANGLE INT.	
Roadway Conditions	FAIR	
Lighting	ON MEDIAN	
Adjacent Land Use	RESIDENTIAL	

Field Study By: BS

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CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET FROM	BARRANCA AVE SOUTH CITY LIMITS	CERTIFICATION DATE TO	2-14-2011 PUENTE ST
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SPEED FACTORS

Date of Speed Survey	12/15/2010	Posted Speed Limit	35 mph
Time of Speed Survey	11:25	Speed Justification	
50 th Percentile Speed (Mean Speed)	40 mph	HIDDEN DWYS, ADJ. SEG., PEDS., NO LT.	
85 th Percentile Speed	43 mph	LANES, PARKING	
10 mph Pace Speed	35 – 44 mph	Recommended Speed Limit	40 mph
Percentage of Vehicles in Pace	83		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	26	
Annual Collision Rate	5.2	Accidents/year
Collisions per Million Vehicle Miles	1.178	

TRAFFIC FACTORS

Average Daily Traffic	24196	Date Counted	9/30/2009
Number of Lanes	4 LNS+2WY LT-LN, 6 LNS S/O IKEA, UNDIV.N/O RWLND		
Type of Traffic Control	T.S. @ ROWLAND, WORKMAN, PUENTE		
Crosswalks?	@ ALL T.S.		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	BTWN ROWLAND & PUENTE ONLY		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

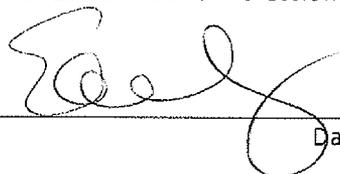
ROADWAY FACTORS

Length of Segment	0.500	Miles
Width	65	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR, NO LEFT TURN LANES	
Lighting	EAST SIDE	
Adjacent Land Use	RESIDENTIAL, COMMERCIAL, SCHOOL	

Field Study By: BS

Checked By: KC

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CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET FROM BARRANCA AVE PUENTE ST CERTIFICATION DATE 2-14-2011 TO SAN BERNARDINO RD

SPEED FACTORS

Date of Speed Survey	12/15/2010	Posted Speed Limit	35 mph
Time of Speed Survey	11:55	Speed Justification	
50 th Percentile Speed (Mean Speed)	39 mph	HIDDEN DWYS, ADJ. SEG. , PEDS., NO LT.	
85 th Percentile Speed	42 mph	LANES	
10 mph Pace Speed	35 – 44 mph	Recommended Speed Limit	35 mph
Percentage of Vehicles in Pace	87		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	16	
Annual Collision Rate	3.2	Accidents/year
Collisions per Million Vehicle Miles	0.703	

TRAFFIC FACTORS

Average Daily Traffic	22881	Date Counted	9/30/2009
Number of Lanes	4 LNS+2WY LT-LN		
Type of Traffic Control	T.S. @ BADILLO, PUENTE, SAN BERNARDINO		
Crosswalks?	@ ALL T.S., ITALIA		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	WEST SIDE – RESTRICTED		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

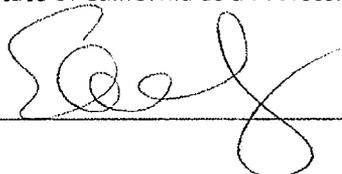
ROADWAY FACTORS

Length of Segment	0.545	Miles
Width	58	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR, NO LEFT TURN LANES	
Lighting	EAST SIDE	
Adjacent Land Use	RESIDENTIAL, COMMERCIAL, SCHOOL	

Field Study By: BS

Checked By: KC

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CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	BARRANCA AVE	CERTIFICATION DATE	2-14-2011
FROM	SAN BERNARDINO RD	TO	COVINA BLVD

SPEED FACTORS

Date of Speed Survey	12/15/2010	Posted Speed Limit	35 mph
Time of Speed Survey	12:25	Speed Justification	
50 th Percentile Speed (Mean Speed)	39 mph	HIDDEN DWYS, ADJ. SEG., PEDS, NO LT. LANES	
85 th Percentile Speed	42 mph		
10 mph Pace Speed	35 – 44 mph	Recommended Speed Limit	35 mph
Percentage of Vehicles in Pace	84		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	15	
Annual Collision Rate	3	Accidents/year
Collisions per Million Vehicle Miles	0.600	

TRAFFIC FACTORS

Average Daily Traffic	23165	Date Counted	9/30/2009
Number of Lanes	4 LNS – UNDIVIDED, LT LANES N/O COVINA		
Type of Traffic Control	T.S. @ CYPRESS, SAN BERNARDINO, COVINA		
Crosswalks?	@ ALL T.S., BENWOOD, EDNA		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	NO		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

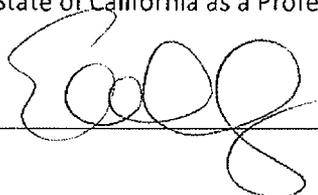
ROADWAY FACTORS

Length of Segment	0.591	Miles
Width	60.5	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR	
Roadway Conditions	FAIR, NO LEFT TURN LANES	
Lighting	EAST SIDE	
Adjacent Land Use	RESIDENTIAL, COMMERCIAL, SCHOOL, PARK	

Field Study By: BS

Checked By: KC

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CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	BARRANCA AVE	CERTIFICATION DATE	2-14-2011
FROM	COVINA BLVD	TO	NORTH CITY LIMITS

SPEED FACTORS

Date of Speed Survey	12/15/2010	Posted Speed Limit	40 mph
Time of Speed Survey	12:50	Speed Justification	
50 th Percentile Speed (Mean Speed)	40 mph	ADJ. SEG., NO LT. LANES, PEDS.	
85 th Percentile Speed	44 mph		
10 mph Pace Speed	37 – 46 mph	Recommended Speed Limit	40 mph
Percentage of Vehicles in Pace	78		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	7	
Annual Collision Rate	1.4	Accidents/year
Collisions per Million Vehicle Miles	0.428	

TRAFFIC FACTORS

Average Daily Traffic	17914	Date Counted	9/30/2009
Number of Lanes	4 LNS + 2 WY LT-LANE		
Type of Traffic Control	T.S. @ CIENEGA, COVINA		
Crosswalks?	@ ALL T.S.		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	NO		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, FEW		

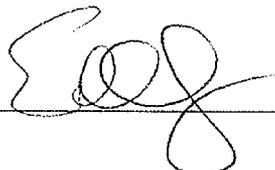
ROADWAY FACTORS

Length of Segment	0.500	Miles
Width	64	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR	
Roadway Conditions	FAIR, NO LEFT TURN LANES	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL	

Field Study By: BS

Checked By: KC

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ENGINEERING AND TRAFFIC SURVEY

STREET FROM	CIENEGA AVE BARRANCA AVE	CERTIFICATION DATE TO	2-14-2011 GRAND AVE
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SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	35 mph
Time of Speed Survey	3:00	Speed Justification	
50 th Percentile Speed (Mean Speed)	40 mph	HIDDEN DWYS, ADJ. SEG., SHIFTING ST.	
85 th Percentile Speed	44 mph	ALIGNMENT	
10 mph Pace Speed	35 – 44 mph		
Percentage of Vehicles in Pace	80	Recommended Speed Limit	40 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	3	
Annual Collision Rate	0.6	Accidents/year
Collisions per Million Vehicle Miles	0.947	

TRAFFIC FACTORS

Average Daily Traffic	3472	Date Counted	9/30/2009
Number of Lanes	2 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ GRAND, BARRANCA		
Crosswalks?	@ ALL T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

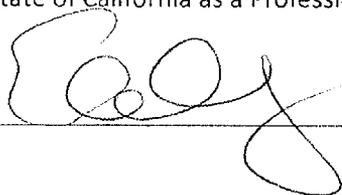
ROADWAY FACTORS

Length of Segment	0.500	Miles
Width	60	Feet
Vertical Curve?	SHIFT IN STREET ALIGNMENT	
Horizontal Curve?	NONE	
Visibility	FAIR, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL	

Field Study By: BS

Checked By: KC

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ENGINEERING AND TRAFFIC SURVEY

STREET	CIENEGA AVE	CERTIFICATION DATE	2-14-2011
FROM	ARROWAY AVE	TO	IVESCREST AVE

SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	35 mph
Time of Speed Survey	3:35	Speed Justification	
50 th Percentile Speed (Mean Speed)	36 mph	CLOSEST INC. TO 85 TH	
85 th Percentile Speed	39 mph		
10 mph Pace Speed	32 – 41 mph	Recommended Speed Limit	35 mph
Percentage of Vehicles in Pace	84		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	5	
Annual Collision Rate	1	Accidents/year
Collisions per Million Vehicle Miles	2.300	

TRAFFIC FACTORS

Average Daily Traffic	6546	Date Counted	9/30/2009
Number of Lanes	2 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ GLENDORA		
Crosswalks?	@ GLENDORA, ARROWAY		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

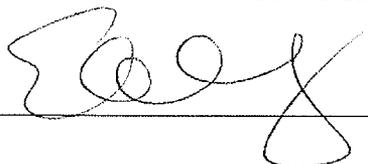
ROADWAY FACTORS

Length of Segment	0.182	Miles
Width	62	Feet
Vertical Curve?	YES	
Horizontal Curve?	NONE	
Visibility	FAIR	
Roadway Conditions	FAIR	
Lighting	NORTH	
Adjacent Land Use	RESIDENTIAL	

Field Study By: BS

Checked By: KC

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State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	CITRUS AVE	CERTIFICATION DATE	2-14-2011
FROM	WORKMAN AVE	TO	ROWLAND AVE

SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	40 mph
Time of Speed Survey	11:10	Speed Justification	
50 th Percentile Speed (Mean Speed)	37 mph	CLOSEST INC. TO 85 TH	
85 th Percentile Speed	41 mph		
10 mph Pace Speed	32 – 41 mph	Recommended Speed Limit	40 mph
Percentage of Vehicles in Pace	75		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years	
Total Collisions	8		
Annual Collision Rate	1.6	Accidents/year	
Collisions per Million Vehicle Miles	0.687		

TRAFFIC FACTORS

Average Daily Traffic	28109	Date Counted	9/30/2009
Number of Lanes	4 LANES + 2 WY LT-LANE		
Type of Traffic Control	T.S. @ ROWLAND, WORKMAN		
Crosswalks?	@ ALL T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	WEST SIDE – RESTRICTED		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

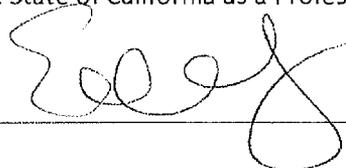
ROADWAY FACTORS

Length of Segment	0.227	Miles
Width	78.5	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES	
Adjacent Land Use	COMMERCIAL	

Field Study By: BS

Checked By: KC

CERTIFICATION: I, Ed Miller, Jr., T.E., do hereby certify that this Engineering and Traffic Survey within the City of Covina was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Date

2.25.11

TE 2084

State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET FROM	CITRUS AVE ROWLAND AVE	CERTIFICATION DATE TO PUENTE ST	2-14-2011
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SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	40 mph
Time of Speed Survey	12:15	Speed Justification	
50 th Percentile Speed (Mean Speed)	37 mph	CLOSEST INC. TO 85 TH	
85 th Percentile Speed	40 mph		
10 mph Pace Speed	32 – 41 mph	Recommended Speed Limit	40 mph
Percentage of Vehicles in Pace	85		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	7	
Annual Collision Rate	1.4	Accidents/year
Collisions per Million Vehicle Miles	0.710	

TRAFFIC FACTORS

Average Daily Traffic	23798	Date Counted	9/30/2009
Number of Lanes	4 LANES + 2 WY LT-LANE		
Type of Traffic Control	T.S. @ ROWLAND, PUENTE		
Crosswalks?	@ ALL T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

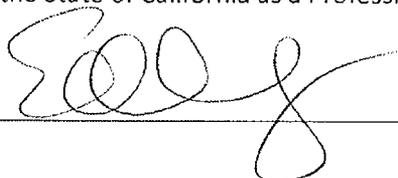
ROADWAY FACTORS

Length of Segment	0.227	Miles
Width	78.5	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES	
Adjacent Land Use	COMMERCIAL	

Field Study By: BS

Checked By: KC

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CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	CITRUS AVE	CERTIFICATION DATE	2-14-2011
FROM	PUENTE ST	TO	BADILLO ST

SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	35 mph
Time of Speed Survey	12:40	Speed Justification	
50 th Percentile Speed (Mean Speed)	35 mph	HIDDEN DWYS, ADJ. SEG., UNC. XWALKS,	
85 th Percentile Speed	38 mph	PARKING	
10 mph Pace Speed	31 – 40 mph	Recommended Speed Limit	35 mph
Percentage of Vehicles in Pace	92		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	9	
Annual Collision Rate	1.8	Accidents/year
Collisions per Million Vehicle Miles	1.106	

TRAFFIC FACTORS

Average Daily Traffic	19644	Date Counted	9/30/2009
Number of Lanes	4 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ BADILLO, PUENTE ST		
Crosswalks?	@ ALL T.S., DEXTER, CENTER		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	WEST SIDE, SOME EAST SIDE		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

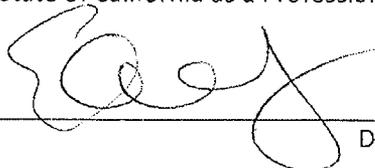
ROADWAY FACTORS

Length of Segment	0.227	Miles
Width	64	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES	
Adjacent Land Use	COMMERCIAL	

Field Study By: BS

Checked By: KC

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TE 2084

State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	CITRUS AVE	CERTIFICATION DATE	2-14-2011
FROM	SAN BERNARDINO RD	TO	COVINA BLVD

SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	35 mph
Time of Speed Survey	10:15	Speed Justification	
50 th Percentile Speed (Mean Speed)	38 mph	HIDDEN DWYS, ADJ. SEG., PEDS., UNC.	
85 th Percentile Speed	40 mph	XWALKS	
10 mph Pace Speed	33 – 42 mph		
Percentage of Vehicles in Pace	83	Recommended Speed Limit	35 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	28	
Annual Collision Rate	5.6	Accidents/year
Collisions per Million Vehicle Miles	1.178	

TRAFFIC FACTORS

Average Daily Traffic	20479	Date Counted	9/30/2009
Number of Lanes	4 LANES – DIVIDED, 2WY LT-LANE		
Type of Traffic Control	T.S. @ SAN BERN., FRONT, METRO, CYPRESS, COVINA		
Crosswalks?	@ ALL T.S., UNCONTROLLED @ BENBOW, DEXTER		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

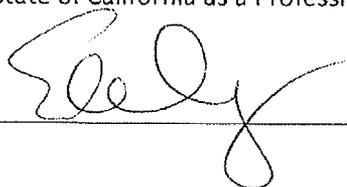
ROADWAY FACTORS

Length of Segment	0.636	Miles
Width	81	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES	
Adjacent Land Use	COMMERCIAL, RESIDENTIAL	

Field Study By: BS

Checked By: KC

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CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET FROM	CITRUS AVE COVINA BLVD	CERTIFICATION DATE TO	2-14-2011 ARROW HWY
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SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	35 mph
Time of Speed Survey	9:55	Speed Justification	
50 th Percentile Speed (Mean Speed)	40 mph	HIDDEN DWYS, ADJ. SEG., PEDS.	
85 th Percentile Speed	45 mph		
10 mph Pace Speed	36 – 45 mph		
Percentage of Vehicles in Pace	70	Recommended Speed Limit	40 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	32	
Annual Collision Rate	6.4	Accidents/year
Collisions per Million Vehicle Miles	1.600	

TRAFFIC FACTORS

Average Daily Traffic	21917	Date Counted	9/30/2009
Number of Lanes	4 LANES + 2 WY LT-LANE		
Type of Traffic Control	T.S. @ COVINA, ARROW		
Crosswalks?	@ ALL T.S., SHOPPING CTR		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	ONLY ON WEST SIDE		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

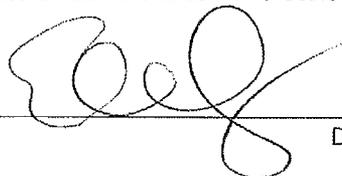
ROADWAY FACTORS

Length of Segment	0.500	Miles
Width	81	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES	
Adjacent Land Use	COMMERCIAL, RESIDENTIAL, HS PKG LOT	

Field Study By: BS

Checked By: KC

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Date

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TE 2084

State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	COVINA BLVD	CERTIFICATION DATE	2-14-2011
FROM	FIRCROFT AVE	TO	CITRUS AVE

SPEED FACTORS

Date of Speed Survey	12/15/2010	Posted Speed Limit	40 mph
Time of Speed Survey	2:45	Speed Justification	
50 th Percentile Speed (Mean Speed)	40 mph	HIDDEN DWYS, ADJ. SEG., NO LT. LANES	
85 th Percentile Speed	44 mph		
10 mph Pace Speed	36 – 45 mph		
Percentage of Vehicles in Pace	70	Recommended Speed Limit	40 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	10	
Annual Collision Rate	2	Accidents/year
Collisions per Million Vehicle Miles	1.265	

TRAFFIC FACTORS

Average Daily Traffic	10594	Date Counted	9/30/2009
Number of Lanes	4 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ CITRUS		
Crosswalks?	@ T.S., CALVADOS		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	ONLY ON BTWN CALVADOS & CITRUS		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

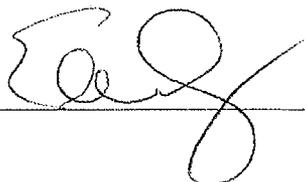
ROADWAY FACTORS

Length of Segment	0.409	Miles
Width	59.5	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR, NO LEFT TURN LANES	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL	

Field Study By: BS

Checked By: KC

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TE 2084

State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET FROM	COVINA BLVD CITRUS AVE	CERTIFICATION DATE TO	2-14-2011 GRAND AVE
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SPEED FACTORS

Date of Speed Survey	12/15/2010	Posted Speed Limit	40 mph
Time of Speed Survey	3:15	Speed Justification	
50 th Percentile Speed (Mean Speed)	41 mph	HIDDEN DWYS, ADJ. SEG., PEDS, UNC.	
85 th Percentile Speed	44 mph	XWALKS	
10 mph Pace Speed	36 – 45 mph		
Percentage of Vehicles in Pace	80	Recommended Speed Limit	40 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years	
Total Collisions	11		
Annual Collision Rate	2.2	Accidents/year	
Collisions per Million Vehicle Miles	0.522		

TRAFFIC FACTORS

Average Daily Traffic	11546	Date Counted	9/30/2009
Number of Lanes	4 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ CITRUS, BARRANCA, GRAND		
Crosswalks?	@ ALL T.S., FAIRVALLEY, PROSPERO		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	NSAT, RESTRICTED AT SOME PARTS		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

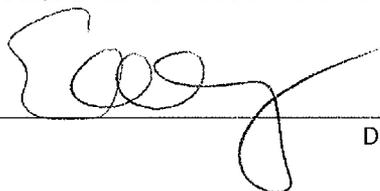
ROADWAY FACTORS

Length of Segment	1.000	Miles	
Width	58	Feet	
Vertical Curve?	NONE		
Horizontal Curve?	NONE		
Visibility	FAIR, EXCEPT AT DRIVEWAYS		
Roadway Conditions	FAIR		
Lighting	BOTH SIDES		
Adjacent Land Use	COMMERCIAL, RESIDENTIAL, SCHOOLS		

Field Study By: BS

Checked By: KC

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Date

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TE 2084

State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET FROM COVINA BLVD GRAND AVE CERTIFICATION DATE TO 2-14-2011 RIMHURST AVE

SPEED FACTORS

Date of Speed Survey	12/15/2010	Posted Speed Limit	35 mph
Time of Speed Survey	2:00	Speed Justification	
50 th Percentile Speed (Mean Speed)	36 mph	HIDDEN DWYS, ADJ. SEG., PEDS, UNC.	
85 th Percentile Speed	40 mph	XWALKS	
10 mph Pace Speed	32 – 41 mph		
Percentage of Vehicles in Pace	75	Recommended Speed Limit	35 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	9	
Annual Collision Rate	1.8	Accidents/year
Collisions per Million Vehicle Miles	0.742	

TRAFFIC FACTORS

Average Daily Traffic	9747	Date Counted	9/30/2009
Number of Lanes	4 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ GRAND, GLENDORA		
Crosswalks?	@ ALL T.S., CUMMINGS		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

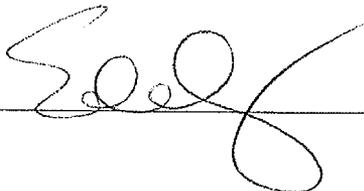
ROADWAY FACTORS

Length of Segment	0.682	Miles
Width	61	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR	
Lighting	NORTH SIDE	
Adjacent Land Use	COMMERCIAL, RESIDENTIAL	

Field Study By: BS

Checked By: KC

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Date

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TE 2084

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CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET COVINA BLVD CERTIFICATION DATE 2-14-2011
FROM BONNIE COVE TO SUNFLOWER AVE

SPEED FACTORS

Date of Speed Survey	12/15/2010	Posted Speed Limit	35 mph
Time of Speed Survey	1:20	Speed Justification	
50 th Percentile Speed (Mean Speed)	41 mph	ADJ. SEG., NO LT. LANES, UNC. XWALKS	
85 th Percentile Speed	44 mph		
10 mph Pace Speed	36 – 45 mph		
Percentage of Vehicles in Pace	77	Recommended Speed Limit	40 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	4	
Annual Collision Rate	0.8	Accidents/year
Collisions per Million Vehicle Miles	0.587	

TRAFFIC FACTORS

Average Daily Traffic	7462	Date Counted	9/30/2009
Number of Lanes	4 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ BONNIE COVE; STOP @ SUNFLOWER		
Crosswalks?	@ ALL T.S. & STOPS, UNCONTROLLED @ REEDER		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, FEW		

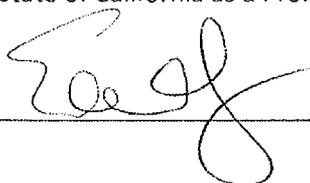
ROADWAY FACTORS

Length of Segment	0.500	Miles
Width	63.5	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR	
Roadway Conditions	FAIR, NO LEFT TURN LANES	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL	

Field Study By: BS

Checked By: KC

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2-25-11

TE 2084

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CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET COVINA BLVD CERTIFICATION DATE 2-14-2011
FROM GRAND AVE TO RANCHO LA CARLOTA RD

SPEED FACTORS

Date of Speed Survey	12/16/2010	Posted Speed Limit	35 mph
Time of Speed Survey	12:05	Speed Justification	
50 th Percentile Speed (Mean Speed)	38 mph	HIDDEN DWYS, VERT. & HORIZ. CURVES	
85 th Percentile Speed	41 mph		
10 mph Pace Speed	32 – 41 mph		
Percentage of Vehicles in Pace	81	Recommended Speed Limit	35 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	4	
Annual Collision Rate	0.8	Accidents/year
Collisions per Million Vehicle Miles	0.595	

TRAFFIC FACTORS

Average Daily Traffic	3686	Date Counted	9/30/2009
Number of Lanes	2 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ GRAND; STOP @ OAK CANYON		
Crosswalks?	@ GRAND		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

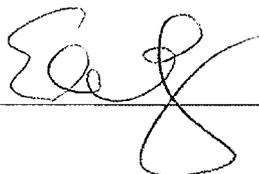
ROADWAY FACTORS

Length of Segment	1.000	Miles
Width	33	Feet
Vertical Curve?	YES	
Horizontal Curve?	YES, SEVERAL	
Visibility	FAIR, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR	
Lighting	SOUTH SIDE	
Adjacent Land Use	RESIDENTIAL	

Field Study By: BS

Checked By: KC

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TE 2084

Date

State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET FROM CYPRESS ST LEAF AVE CERTIFICATION DATE TO 2-14-2011 HOLLENBECK AVE

SPEED FACTORS

Date of Speed Survey	12/15/2010	Posted Speed Limit	40 mph
Time of Speed Survey	9:00	Speed Justification	
50 th Percentile Speed (Mean Speed)	43 mph	HIDDEN DWYS, ADJ. SEG., PEDS.	
85 th Percentile Speed	46 mph		
10 mph Pace Speed	39 – 48 mph		
Percentage of Vehicles in Pace	82	Recommended Speed Limit	40 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	5	
Annual Collision Rate	1	Accidents/year
Collisions per Million Vehicle Miles	0.187	

TRAFFIC FACTORS

Average Daily Traffic	16312	Date Counted	9/30/2009
Number of Lanes	4 LANES – UNDIVIDED, 2WY LT-LN W/O CORNWELL		
Type of Traffic Control	T.S. @ AZUSA, HOMEREST, HOLLENBECK		
Crosswalks?	@ ALL T.S.		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	ONLY ON SOUTH SIDE		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

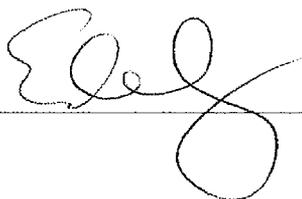
ROADWAY FACTORS

Length of Segment	0.909	Miles
Width	61	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR	
Lighting	SOUTH SIDE	
Adjacent Land Use	RESIDENTIAL, SCHOOL	

Field Study By: BS

Checked By: KC

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TE 2084

State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	CYPRESS ST	CERTIFICATION DATE	2-14-2011
FROM	HOLLENBECK AVE	TO	CITRUS AVE

SPEED FACTORS

Date of Speed Survey	12/15/2010	Posted Speed Limit	40 mph
Time of Speed Survey	9:40	Speed Justification	
50 th Percentile Speed (Mean Speed)	41 mph	HIDDEN DWYS, ADJ. SEG., UNC. XWALKS,	
85 th Percentile Speed	44 mph	PEDS.	
10 mph Pace Speed	37 – 46 mph		
Percentage of Vehicles in Pace	78	Recommended Speed Limit	40 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	2	
Annual Collision Rate	0.4	Accidents/year
Collisions per Million Vehicle Miles	0.168	

TRAFFIC FACTORS

Average Daily Traffic	13011	Date Counted	9/30/2009
Number of Lanes	4 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ CITRUS, HOLLENBECK		
Crosswalks?	@ ALL T.S., FOURTH		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	YES BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

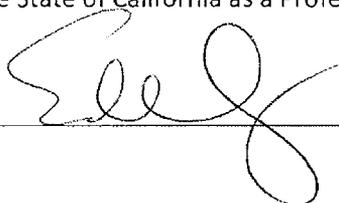
ROADWAY FACTORS

Length of Segment	0.500	Miles
Width	60	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR	
Lighting	SOUTH SIDE	
Adjacent Land Use	RESIDENTIAL, SCHOOL	

Field Study By: BS

Checked By: KC

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Date

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CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	CYPRESS ST	CERTIFICATION DATE	2-14-2011
FROM	CITRUS AVE	TO	BARRANCA AVE

SPEED FACTORS

Date of Speed Survey	12/15/2010	Posted Speed Limit	40 mph
Time of Speed Survey	10:15	Speed Justification	
50 th Percentile Speed (Mean Speed)	39 mph	HIDDEN DWYS, ADJ. SEG., PARKING, NO LT.	
85 th Percentile Speed	42 mph	LANES	
10 mph Pace Speed	34 – 43 mph		
Percentage of Vehicles in Pace	85	Recommended Speed Limit	35 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years	
Total Collisions	7		
Annual Collision Rate	1.4	Accidents/year	
Collisions per Million Vehicle Miles	0.792		

TRAFFIC FACTORS

Average Daily Traffic	9686	Date Counted	9/30/2009
Number of Lanes	4 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ BARRANCA, CITRUS; STOP @ 1 ST ST		
Crosswalks?	@ ALL T.S. AND STOPS		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	YES BOTH SIDES		
Sidewalks?	SOUTH SIDE ONLY		
Driveways?	BOTH SIDES, MANY		

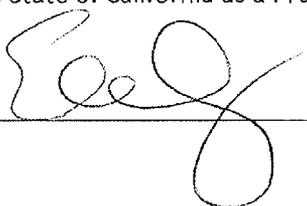
ROADWAY FACTORS

Length of Segment	0.500	Miles
Width	60	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR, NO LEFT TURN LANES	
Lighting	SOUTH SIDE	
Adjacent Land Use	RESIDENTIAL	

Field Study By: BS

Checked By: KC

CERTIFICATION: I, Ed Miller, Jr., T.E., do hereby certify that this Engineering and Traffic Survey within the City of Covina was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Date

2-25-11

TE 2084

State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	CYPRESS ST	CERTIFICATION DATE	2-14-2011
FROM	BARRANCA AVE	TO	GRAND AVE

SPEED FACTORS

Date of Speed Survey	12/15/2010	Posted Speed Limit	40 mph
Time of Speed Survey	10:55	Speed Justification	
50 th Percentile Speed (Mean Speed)	41 mph	HIDDEN DWYS, ADJ. SEG., NO LT. LANES	
85 th Percentile Speed	44 mph		
10 mph Pace Speed	36 – 45 mph		
Percentage of Vehicles in Pace	78	Recommended Speed Limit	40 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	2	
Annual Collision Rate	0.4	Accidents/year
Collisions per Million Vehicle Miles	0.256	

TRAFFIC FACTORS

Average Daily Traffic	8550	Date Counted	9/30/2009
Number of Lanes	4 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ GRAND, BARRANCA		
Crosswalks?	@ ALL T.S., PROSPERO		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	SOUTH SIDE ONLY		
Driveways?	BOTH SIDES, MANY		

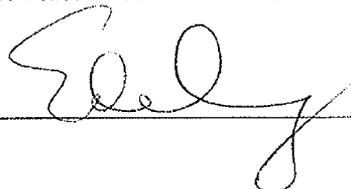
ROADWAY FACTORS

Length of Segment	0.500	Miles
Width	59.5	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR, NO LEFT TURN LANES	
Lighting	NORTH SIDE	
Adjacent Land Use	RESIDENTIAL	

Field Study By: BS

Checked By: KC

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Date

TE 2084

State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET CYPRESS ST CERTIFICATION DATE 2-14-2011
FROM GRAND AVE TO GLENDORA AVE

SPEED FACTORS

Date of Speed Survey	12/15/2010	Posted Speed Limit	40 mph
Time of Speed Survey	11:30	Speed Justification	
50 th Percentile Speed (Mean Speed)	40 mph	HORIZ CURVE, ADJ. SEG., INT. VISIBILITY	
85 th Percentile Speed	43 mph		
10 mph Pace Speed	35 – 44 mph		
Percentage of Vehicles in Pace	80	Recommended Speed Limit	40 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	6	
Annual Collision Rate	1.2	Accidents/year
Collisions per Million Vehicle Miles	0.710	

TRAFFIC FACTORS

Average Daily Traffic	9264	Date Counted	9/30/2009
Number of Lanes	4 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ GLENDORA; STOP @ GRAND		
Crosswalks?	@ ALL T.S. AND STOPS		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, FEW		

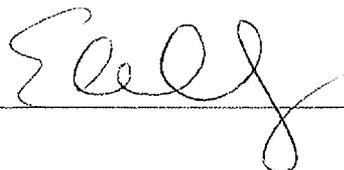
ROADWAY FACTORS

Length of Segment	0.500	Miles
Width	60	Feet
Vertical Curve?	NONE	
Horizontal Curve?	YES AT DODSWORTH	
Visibility	FAIR, EXCEPT AT INTERSECTIONS	
Roadway Conditions	FAIR	
Lighting	NORTH SIDE	
Adjacent Land Use	RESIDENTIAL, COMMERCIAL	

Field Study By: BS

Checked By: KC

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2-25-11

TE 2084

Date

State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET CYPRESS ST CERTIFICATION DATE 2-14-2011
FROM GLENDORA AVE TO BONNIE COVE AVE

SPEED FACTORS

Date of Speed Survey	12/15/2010	Posted Speed Limit	40 mph
Time of Speed Survey	12:05	Speed Justification	
50 th Percentile Speed (Mean Speed)	40 mph	MANY STOPS, ADJ. SEG., INT. VISIBILITY	
85 th Percentile Speed	42 mph		
10 mph Pace Speed	35 – 44 mph		
Percentage of Vehicles in Pace	85	Recommended Speed Limit	35 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	4	
Annual Collision Rate	0.8	Accidents/year
Collisions per Million Vehicle Miles	0.527	

TRAFFIC FACTORS

Average Daily Traffic	8318	Date Counted	9/30/2009
Number of Lanes	4 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ BONNIE COVE, GLENDORA		
Crosswalks?	@ ALL STOPS, BANNA		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	SOUTH SIDE, FEW		

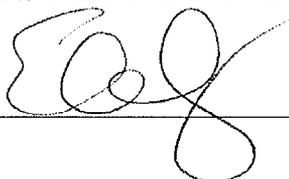
ROADWAY FACTORS

Length of Segment	0.500	Miles
Width	64.5	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR, EXCEPT AT INTERSECTIONS	
Roadway Conditions	FAIR	
Lighting	SOUTH SIDE	
Adjacent Land Use	RESIDENTIAL	

Field Study By: BS

Checked By: KC

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CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET FROM CYPRESS ST TO BONNIE COVE AVE CERTIFICATION DATE 2-14-2011 TO SUNFLOWER AVE

SPEED FACTORS

Date of Speed Survey	12/15/2010	Posted Speed Limit	40 mph
Time of Speed Survey	12:40	Speed Justification	
50 th Percentile Speed (Mean Speed)	41 mph	HIDDEN DWYS, ADJ. SEG., MANY STOPS, UNC.	
85 th Percentile Speed	45 mph	XWALKS	
10 mph Pace Speed	37 – 46 mph		
Percentage of Vehicles in Pace	80	Recommended Speed Limit	40 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	2	
Annual Collision Rate	0.4	Accidents/year
Collisions per Million Vehicle Miles	0.288	

TRAFFIC FACTORS

Average Daily Traffic	7606	Date Counted	9/30/2009
Number of Lanes	4 LANES – UNDIVIDED		
Type of Traffic Control	STOP @ SUNFLOWER, BONNIE COVE		
Crosswalks?	@ ALL STOPS, LYMAN		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	NORTH SIDE		
Driveways?	BOTH SIDES, MANY		

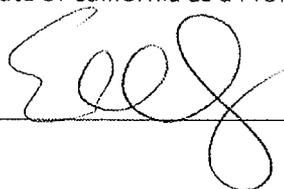
ROADWAY FACTORS

Length of Segment	0.500	Miles
Width	59.5	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR, EXCEPT AT INTERSECTIONS	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL, INDUSTRIAL	

Field Study By: BS

Checked By: KC

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2.25.11
Date

TE 2084

State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	GLENDDORA AVE	CERTIFICATION DATE	2-14-2011
FROM	PUENTE ST	TO	RUDDOCK ST

SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	35 mph
Time of Speed Survey	9:55	Speed Justification	
50 th Percentile Speed (Mean Speed)	38 mph	HIDDEN DWYS, ADJ. SEG., PEDS., UNC.	
85 th Percentile Speed	41 mph	XWALKS	
10 mph Pace Speed	33 – 42 mph		
Percentage of Vehicles in Pace	73	Recommended Speed Limit	35 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	3	
Annual Collision Rate	0.6	Accidents/year
Collisions per Million Vehicle Miles	0.364	

TRAFFIC FACTORS

Average Daily Traffic	9038	Date Counted	9/30/2009
Number of Lanes	4 LANES – UNDIVIDED 2 LANES S/O BADILLO		
Type of Traffic Control	T.S. @ BADILLO; STOP@PUENTE, RUDDOCK		
Crosswalks?	@ ALL T.S. AND STOPS		
Pedestrian Traffic	HEAVY		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

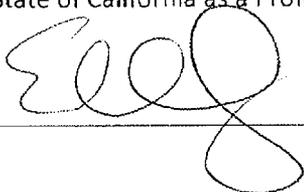
ROADWAY FACTORS

Length of Segment	0.500	Miles
Width	62	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR, EXCEPT AT INTERSECTIONS	
Roadway Conditions	FAIR	
Lighting	EAST SIDE	
Adjacent Land Use	RESIDENTIAL, SCHOOL	

Field Study By: BS

Checked By: KC

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Date

2.25.11

TE 2084
State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET FROM GLENDORA AVE TO RUDDOCK ST CERTIFICATION DATE 2-14-2011 TO CYPRESS ST

SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	35 mph
Time of Speed Survey	9:35	Speed Justification	
50 th Percentile Speed (Mean Speed)	38 mph	HIDDEN DWYS, ADJ. SEG., PEDS., UNC.	
85 th Percentile Speed	42 mph	XWALKS, NO LT. LANES	
10 mph Pace Speed	35 – 44 mph		
Percentage of Vehicles in Pace	80	Recommended Speed Limit	35 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	5	
Annual Collision Rate	1	Accidents/year
Collisions per Million Vehicle Miles	0.629	

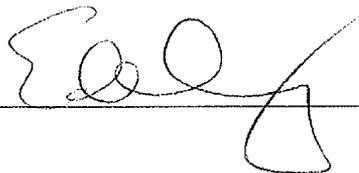
TRAFFIC FACTORS

Average Daily Traffic	10651	Date Counted	9/30/2009
Number of Lanes	4 LANES – UNDIVIDED		
Type of Traffic Control	STOP @ CYPRESS, RUDDOCK		
Crosswalks?	@ ALL STOPS, WINGATE, COLVER		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES – RESTRICTED		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

ROADWAY FACTORS

Length of Segment	0.409	Miles
Width	62	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR, EXCEPT AT INTERSECTIONS	
Roadway Conditions	FAIR, NO LEFT TURN LANES	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL, COMMERCIAL, PARK	

Field Study By: BS
Checked By: KC
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Date

2-25-11

TE 2084

State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	GLENDORA AVE	CERTIFICATION DATE	2-14-2011
FROM	CYPRESS ST	TO	COVINA BLVD

SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	35 mph
Time of Speed Survey	9:05	Speed Justification	
50 th Percentile Speed (Mean Speed)	37 mph	HIDDEN DWYS, ADJ. SEG., PEDS., PARKING	
85 th Percentile Speed	41 mph		
10 mph Pace Speed	34 – 43 mph		
Percentage of Vehicles in Pace	77	Recommended Speed Limit	35 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	10	
Annual Collision Rate	2	Accidents/year
Collisions per Million Vehicle Miles	2.055	

TRAFFIC FACTORS

Average Daily Traffic	10666	Date Counted	9/30/2009
Number of Lanes	4 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ COVINA, STOP @ CYPRESS		
Crosswalks?	@ ALL T.S. AND STOPS		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	YES BOTH SIDES – RESTRICTED		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

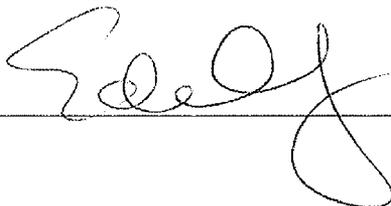
ROADWAY FACTORS

Length of Segment	0.250	Miles
Width	64	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR, EXCEPT AT INTERSECTIONS	
Roadway Conditions	FAIR	
Lighting	WEST SIDE	
Adjacent Land Use	RESIDENTIAL, COMMERCIAL, CHURCH	

Field Study By: BS

Checked By: KC

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Date

2-25-11

TE 2084

State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	GLENORA AVE	CERTIFICATION DATE	2-14-2011
FROM	COVINA BLVD	TO CIENEGA AVE	

SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	35 mph
Time of Speed Survey	9:20	Speed Justification	
50 th Percentile Speed (Mean Speed)	36 mph	HIDDEN DWYS, ADJ. SEG., NARROW ROAD,	
85 th Percentile Speed	40 mph	PEDS.	
10 mph Pace Speed	32 - 41 mph		
Percentage of Vehicles in Pace	76	Recommended Speed Limit	35 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years	
Total Collisions	5		
Annual Collision Rate	1	Accidents/year	
Collisions per Million Vehicle Miles	0.820		

TRAFFIC FACTORS

Average Daily Traffic	12242	Date Counted	9/30/2009
Number of Lanes	4 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ COVINA; STOP @ CIENEGA		
Crosswalks?	@ ALL T.S. AND STOPS		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES – RESTRICTED		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

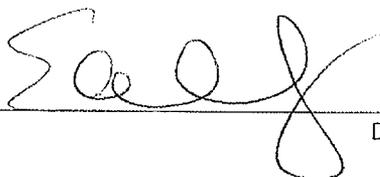
ROADWAY FACTORS

Length of Segment	0.273	Miles
Width	60	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR, EXCEPT AT INTERSECTIONS	
Roadway Conditions	FAIR	
Lighting	EAST SIDE	
Adjacent Land Use	RESIDENTIAL, SCHOOL	

Field Study By: BS

Checked By: KC

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2.25.11

TE 2084

Date

State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET FROM	GRAND AVE WALNUT CREEK RD	CERTIFICATION DATE TO	2-14-2011 PUENTE ST
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SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	40 mph
Time of Speed Survey	10:25	Speed Justification	
50 th Percentile Speed (Mean Speed)	42 mph	CLOSEST INC TO 85 TH	
85 th Percentile Speed	46 mph		
10 mph Pace Speed	38 – 47 mph		
Percentage of Vehicles in Pace	81	Recommended Speed Limit	45 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	8	
Annual Collision Rate	1.6	Accidents/year
Collisions per Million Vehicle Miles	0.221	

TRAFFIC FACTORS

Average Daily Traffic	36348	Date Counted	9/30/2009
Number of Lanes	4 LANES – DIVIDED		
Type of Traffic Control	T.S. @ PUENTE, ROWLAND		
Crosswalks?	@ ALL T.S.		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

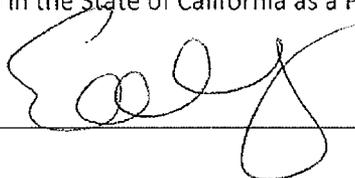
ROADWAY FACTORS

Length of Segment	0.545	Miles
Width	84	Feet
Vertical Curve?	YES	
Horizontal Curve?	NONE	
Visibility	FAIR	
Roadway Conditions	FAIR	
Lighting	EAST SIDE	
Adjacent Land Use	RESIDENTIAL, COMMERCIAL	

Field Study By: BS

Checked By: KC

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Date

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CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	GRAND AVE	CERTIFICATION DATE	2-14-2011
FROM	PUENTE ST	TO	SAN BERNARDINO RD

SPEED FACTORS

Date of Speed Survey	2/24/2011	Posted Speed Limit	40 mph
Time of Speed Survey	10:50	Speed Justification	
50 th Percentile Speed (Mean Speed)	38 mph	HIDDEN DWYS, ADJ. SEG., VERT. CURVE, PEDS.	
85 th Percentile Speed	41 mph		
10 mph Pace Speed	34 – 43 mph		
Percentage of Vehicles in Pace	85	Recommended Speed Limit	35 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	43	
Annual Collision Rate	8.6	Accidents/year
Collisions per Million Vehicle Miles	1.249	

TRAFFIC FACTORS

Average Daily Traffic	31931	Date Counted	9/30/2009
Number of Lanes	4 LANES – DIVIDED		
Type of Traffic Control	T.S. @ PUENTE, BADILLO, SAN BERNARDINO RD		
Crosswalks?	@ ALL T.S.		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	OK BTWN BADILLO & SAN BERNARD.		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

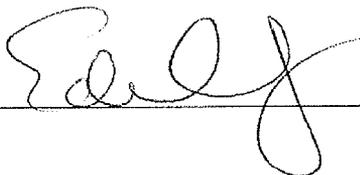
ROADWAY FACTORS

Length of Segment	0.591	Miles
Width	76	Feet
Vertical Curve?	YES	
Horizontal Curve?	NONE	
Visibility	FAIR, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL, COMMERCIAL, SCHOOL	

Field Study By: BS

Checked By: KC

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CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	GRAND AVE	CERTIFICATION DATE	2-14-2011
FROM	SAN BERNARDINO RD	TO	COVINA BLVD

SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	40 mph
Time of Speed Survey	11:05	Speed Justification	
50 th Percentile Speed (Mean Speed)	35 mph	HIDDEN DWYS, ADJ. SEG., PEDS.	
85 th Percentile Speed	40 mph		
10 mph Pace Speed	32 - 41 mph		
Percentage of Vehicles in Pace	67100	Recommended Speed Limit	35 mph
Number of Survey Samples			

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	31	
Annual Collision Rate	6.2	Accidents/year
Collisions per Million Vehicle Miles	0.905	

TRAFFIC FACTORS

Average Daily Traffic	34435	Date Counted	9/30/2009
Number of Lanes	4 LANES – DIVIDED		
Type of Traffic Control	T.S. @ SAN BERNARDINO RD, EDNA, CYPRESS, COVINA		
Crosswalks?	@ ALL T.S.		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

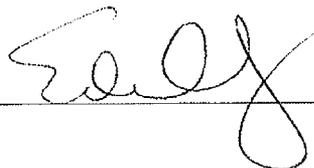
ROADWAY FACTORS

Length of Segment	0.545	Miles
Width	69	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL, COMMERCIAL	

Field Study By: BS

Checked By: KC

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Date

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 State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	GRAND AVE	CERTIFICATION DATE	2-14-2011
FROM	COVINA BLVD	TO ARROW HWY	

SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	40 mph
Time of Speed Survey	11:25	Speed Justification	
50 th Percentile Speed (Mean Speed)	39 mph	CLOSEST INC TO 85 TH	
85 th Percentile Speed	44 mph		
10 mph Pace Speed	34 – 43 mph		
Percentage of Vehicles in Pace	71	Recommended Speed Limit	40 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years	
Total Collisions	11		
Annual Collision Rate	2.2	Accidents/year	
Collisions per Million Vehicle Miles	0.491		

TRAFFIC FACTORS

Average Daily Traffic	26991	Date Counted	9/30/2009
Number of Lanes	4 LANES – DIVIDED		
Type of Traffic Control	T.S. @ COVINA, CIENEGA, ARROW		
Crosswalks?	@ ALL T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

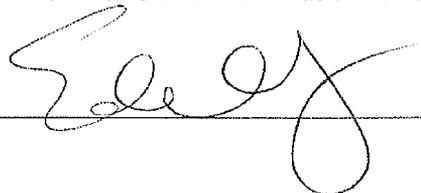
ROADWAY FACTORS

Length of Segment	0.455	Miles
Width	80	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR	
Roadway Conditions	FAIR	
Lighting	EAST SIDE	
Adjacent Land Use	RESIDENTIAL, COMMERCIAL	

Field Study By: BS

Checked By: KC

CERTIFICATION: I, Ed Miller, Jr., T.E., do hereby certify that this Engineering and Traffic Survey within the City of Covina was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Date

2-25-11

TE 2084

State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	HOLLENBECK AVE	CERTIFICATION DATE	2-14-2011
FROM	SOUTH CITY LIMITS	TO	ROWLAND AVE

SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	35 mph
Time of Speed Survey	12:30	Speed Justification	
50 th Percentile Speed (Mean Speed)	38 mph	HIDDEN DWYS, ADJ. SEG., NO LT. LANES	
85 th Percentile Speed	42 mph		
10 mph Pace Speed	34 -43 mph		
Percentage of Vehicles in Pace	81	Recommended Speed Limit	35 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	20	
Annual Collision Rate	4	Accidents/year
Collisions per Million Vehicle Miles	2.678	

TRAFFIC FACTORS

Average Daily Traffic	14992	Date Counted	9/30/2009
Number of Lanes	4 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ ROWLAND, WORKMAN		
Crosswalks?	@ ALL T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

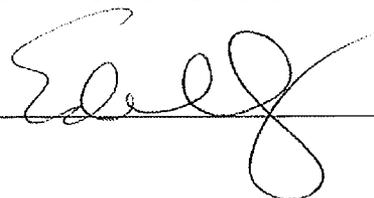
ROADWAY FACTORS

Length of Segment	0.273	Miles
Width	59.4	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR, NO LEFT TURN LANES	
Lighting	BOTH SIDES, MANY	
Adjacent Land Use	RESIDENTIAL	

Field Study By: BS

Checked By: KC

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CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	HOLLENBECK AVE	CERTIFICATION DATE	2-14-2011
FROM	ROWLAND AVE	TO	BADILLO ST

SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	35 mph
Time of Speed Survey	12:15	Speed Justification	
50 th Percentile Speed (Mean Speed)	38 mph	HIDDEN DWYS, PEDS.	
85 th Percentile Speed	41 mph		
10 mph Pace Speed	32 - 41 mph		
Percentage of Vehicles in Pace	79	Recommended Speed Limit	35 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	16	
Annual Collision Rate	3.2	Accidents/year
Collisions per Million Vehicle Miles	0.993	

TRAFFIC FACTORS

Average Daily Traffic	17663	Date Counted	9/30/2009
Number of Lanes	4 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ ROWLAND, PUENTE, BADILLO		
Crosswalks?	@ ALL T.S.		
Pedestrian Traffic	HEAVY		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

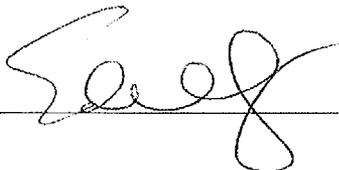
ROADWAY FACTORS

Length of Segment	0.500	Miles
Width	59.7	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL, SCHOOL	

Field Study By: BS

Checked By: KC

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CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	HOLLENBECK AVE	CERTIFICATION DATE	2-14-2011
FROM	BADILLO ST	TO	EDNA PL

SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	35 mph
Time of Speed Survey	12:00	Speed Justification	
50 th Percentile Speed (Mean Speed)	36 mph	HIDDEN DWYS, ADJ. SEG., NARROW ROAD	
85 th Percentile Speed	40 mph		
10 mph Pace Speed	30 – 39 mph		
Percentage of Vehicles in Pace	79	Recommended Speed Limit	35 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	12	
Annual Collision Rate	2.4	Accidents/year
Collisions per Million Vehicle Miles	0.791	

TRAFFIC FACTORS

Average Daily Traffic	18266	Date Counted	9/30/2009
Number of Lanes	2 LNS-UNDIV. S/O S.B., 4LNS UNDIV N/O S.B.		
Type of Traffic Control	T.S. @ SAN BERNARDINO, BADILLO		
Crosswalks?	@ ALL T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, FEW		

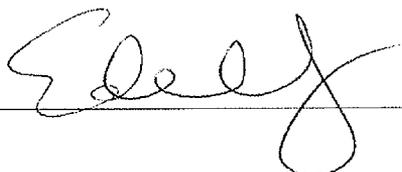
ROADWAY FACTORS

Length of Segment	0.455	Miles
Width	43-60	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	FAIR, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES, MANY	
Adjacent Land Use	RESIDENTIAL, COMMERCIAL	

Field Study By: BS

Checked By: KC

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CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	HOLLENBECK AVE	CERTIFICATION DATE	2-14-2011
FROM	COVINA BLVD	TO ARROW HWY	

SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	40 mph
Time of Speed Survey	11:40	Speed Justification	
50 th Percentile Speed (Mean Speed)	39 mph	ADJ. SEG., PEDS.	
85 th Percentile Speed	44 mph		
10 mph Pace Speed	33 – 42 mph		
Percentage of Vehicles in Pace	68	Recommended Speed Limit	40 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	8	
Annual Collision Rate	1.6	Accidents/year
Collisions per Million Vehicle Miles	0.679	

TRAFFIC FACTORS

Average Daily Traffic	12915	Date Counted	9/30/2009
Number of Lanes	4 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ COVINA, GROVERDALE, ARROW		
Crosswalks?	@ ALL T.S.		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, FEW		

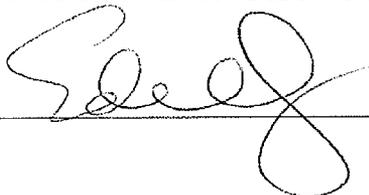
ROADWAY FACTORS

Length of Segment	0.500	Miles
Width	60	Feet
Vertical Curve?	NONE	
Horizontal Curve?	SLIGHT @ SAN DIMAS WASH	
Visibility	GOOD	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES, MANY	
Adjacent Land Use	RESIDENTIAL	

Field Study By: BS

Checked By: KC

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CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	HOLT AVE	CERTIFICATION DATE	2-14-2011
FROM	I-10 FREEWAY	TO VIA VERDE	

SPEED FACTORS

Date of Speed Survey	2/24/2011	Posted Speed Limit	45 mph
Time of Speed Survey	1:00	Speed Justification	
50 th Percentile Speed (Mean Speed)	39 mph	COLLISION RATE, UNMARKED DWYS	
85 th Percentile Speed	43 mph		
10 mph Pace Speed	37 – 46 mph		
Percentage of Vehicles in Pace	74	Recommended Speed Limit	40 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	5	
Annual Collision Rate	1	Accidents/year
Collisions per Million Vehicle Miles	2.542	

TRAFFIC FACTORS

Average Daily Traffic	3389	Date Counted	9/30/2009
Number of Lanes	2 LANES – UNDIVIDED		
Type of Traffic Control	NONE		
Crosswalks?	@ PARK VIEW		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	NORTH SIDE MAINLY		
Driveways?	NONE		

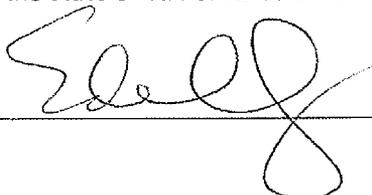
ROADWAY FACTORS

Length of Segment	0.318	Miles
Width	64	Feet
Vertical Curve?	MODERATE GRADE	
Horizontal Curve?	NONE	
Visibility	GOOD	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES	
Adjacent Land Use	COMMERCIAL	

Field Study By: BS

Checked By: KC

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CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	LARK ELLEN AVE	CERTIFICATION DATE	2-14-2011
FROM	GROVECENTER ST	TO EDNA PL	

SPEED FACTORS

Date of Speed Survey	12/16/2010	Posted Speed Limit	40 mph
Time of Speed Survey	9:45	Speed Justification	
50 th Percentile Speed (Mean Speed)	37 mph	CLOSEST INC. TO 85 TH	
85 th Percentile Speed	41 mph		
10 mph Pace Speed	33 – 42 mph		
Percentage of Vehicles in Pace	85	Recommended Speed Limit	40 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years	
Total Collisions	12		
Annual Collision Rate	2.4	Accidents/year	
Collisions per Million Vehicle Miles	0.845		

TRAFFIC FACTORS

Average Daily Traffic	15560	Date Counted	9/30/2009
Number of Lanes	4 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ BADILLO, SAN BERNARDINO		
Crosswalks?	@ ALL T.S., GROVER CENTER		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

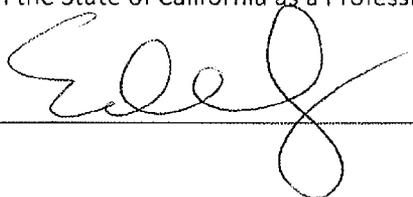
ROADWAY FACTORS

Length of Segment	0.500	Miles
Width	60	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	GOOD	
Roadway Conditions	GOOD	
Lighting	BOTH SIDES	
Adjacent Land Use	SCHOOL, COMMERCIAL	

Field Study By: BS

Checked By: KC

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CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	PUENTE ST	CERTIFICATION DATE	2-14-2011
FROM	ARMEL DR	TO	HOLLENBECK AVE

SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	35 mph
Time of Speed Survey	1:00	Speed Justification	
50 th Percentile Speed (Mean Speed)	34 mph	CLOSEST INC. TO 85 TH	
85 th Percentile Speed	38 mph		
10 mph Pace Speed	31 – 40 mph		
Percentage of Vehicles in Pace	80	Recommended Speed Limit	35 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	6	
Annual Collision Rate	1.2	Accidents/year
Collisions per Million Vehicle Miles	1.971	

TRAFFIC FACTORS

Average Daily Traffic	7349	Date Counted	9/30/2009
Number of Lanes	2 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ HOLLENBECK		
Crosswalks?	@ T.S., ARMEL, HEATHDALE		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	BOTH SIDES; S. SIDE – RESTR.		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

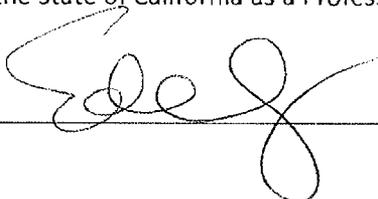
ROADWAY FACTORS

Length of Segment	0.227	Miles
Width	43	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	GOOD	
Roadway Conditions	FAIR	
Lighting	SOUTH SIDE	
Adjacent Land Use	RESIDENTIAL, SCHOOL	

Field Study By: BS

Checked By: KC

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CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	PUENTE ST	CERTIFICATION DATE	2-14-2011
FROM	HOLLENBECK AVE	TO	CITRUS AVE

SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	30 mph
Time of Speed Survey	1:20	Speed Justification	
50 th Percentile Speed (Mean Speed)	34 mph	ADJ. SEG., VERT. CURVE, PEDS.	
85 th Percentile Speed	38 mph		
10 mph Pace Speed	31 – 40 mph		
Percentage of Vehicles in Pace	74	Recommended Speed Limit	35 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	4	
Annual Collision Rate	0.8	Accidents/year
Collisions per Million Vehicle Miles	0.557	

TRAFFIC FACTORS

Average Daily Traffic	7868	Date Counted	9/30/2009
Number of Lanes	2 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ HOLLENBECK, CITRUS		
Crosswalks?	@ ALL T.S.		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, FEW		

ROADWAY FACTORS

Length of Segment	0.500	Miles
Width	41	Feet
Vertical Curve?	YES (@ HOLLENBECK)	
Horizontal Curve?	NONE	
Visibility	GOOD, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR	
Lighting	NORTH SIDE	
Adjacent Land Use	RESIDENTIAL, SCHOOL	

Field Study By: BS

Checked By: KC

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CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET FROM	PUENTE ST CITRUS AVE	CERTIFICATION DATE TO	2-14-2011 BARRANCA AVE
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SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	30 mph
Time of Speed Survey	1:45	Speed Justification	
50 th Percentile Speed (Mean Speed)	30 mph	ADJ. SEG., VERT. CURVE, STREET WIDTH	
85 th Percentile Speed	33 mph		
10 mph Pace Speed	25 – 34 mph		
Percentage of Vehicles in Pace	78	Recommended Speed Limit	30 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	4	
Annual Collision Rate	0.8	Accidents/year
Collisions per Million Vehicle Miles	0.849	

TRAFFIC FACTORS

Average Daily Traffic	5163	Date Counted	9/30/2009
Number of Lanes	NO STRIPING		
Type of Traffic Control	T.S. @ CITRUS, SECOND, BARRANCA		
Crosswalks?	@ ALL T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

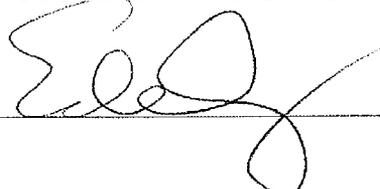
ROADWAY FACTORS

Length of Segment	0.500	Miles
Width	33	Feet
Vertical Curve?	YES	
Horizontal Curve?	NONE	
Visibility	GOOD, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR	
Lighting	NORTH SIDE	
Adjacent Land Use	RESIDENTIAL	

Field Study By: BS

Checked By: KC

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CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET FROM	PUENTE ST BARRANCA AVE	CERTIFICATION DATE TO GRAND AVE	2-14-2011
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SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	35 mph
Time of Speed Survey	2:15	Speed Justification	
50 th Percentile Speed (Mean Speed)	39 mph	HIDDEN DWYS, ADJ. SEG., PEDS., UNC.	
85 th Percentile Speed	43 mph	XWALKS	
10 mph Pace Speed	35 – 44 mph		
Percentage of Vehicles in Pace	70	Recommended Speed Limit	40 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	3	
Annual Collision Rate	0.6	Accidents/year
Collisions per Million Vehicle Miles	0.630	

TRAFFIC FACTORS

Average Daily Traffic	5222	Date Counted	9/30/2009
Number of Lanes	4 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ BARRANCA, GRAND		
Crosswalks?	@ ALL T.S., MONTE VISTA, FORESTDALE		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

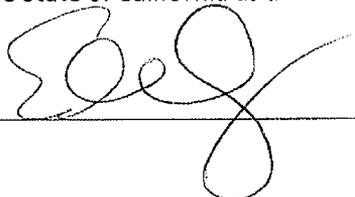
ROADWAY FACTORS

Length of Segment	0.500	Miles
Width	64	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	GOOD, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL, SCHOOL	

Field Study By: BS

Checked By: KC

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CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET FROM	PUENTE ST GRAND AVE	CERTIFICATION DATE TO	2-14-2011 GLENDDORA AVE
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SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	35 mph
Time of Speed Survey	2:50	Speed Justification	
50 th Percentile Speed (Mean Speed)	37 mph	HIDDEN DWYS, ADJ. SEG., VERT. CURVE,	
85 th Percentile Speed	41 mph	PEDS., NO LT. LANES	
10 mph Pace Speed	33 – 42 mph		
Percentage of Vehicles in Pace	69	Recommended Speed Limit	35 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years	
Total Collisions	5		
Annual Collision Rate	1	Accidents/year	
Collisions per Million Vehicle Miles	0.902		

TRAFFIC FACTORS

Average Daily Traffic	6077	Date Counted	9/30/2009
Number of Lanes	4 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ GRAND; STOP @ FARBER, GLENDDORA		
Crosswalks?	@ ALL T.S. & STOPS		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

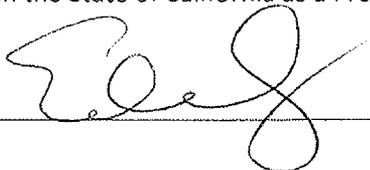
ROADWAY FACTORS

Length of Segment	0.500	Miles	
Width	64	Feet	
Vertical Curve?	YES		
Horizontal Curve?	NONE		
Visibility	FAIR, EXCEPT AT DRIVEWAYS		
Roadway Conditions	FAIR, NO LEFT TURN LANES		
Lighting	BOTH SIDES		
Adjacent Land Use	RESIDENTIAL, SCHOOL		

Field Study By: BS

Checked By: KC

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2.25.11

TE 2084

Date

State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET FROM	PUENTE ST GLENDDORA AVE	CERTIFICATION DATE TO	2-14-2011 SHOUSE AVE
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SPEED FACTORS

Date of Speed Survey	12/14/2010	Posted Speed Limit	25 mph
Time of Speed Survey	1:10	Speed Justification	
50 th Percentile Speed (Mean Speed)	29 mph	HIDDEN DWYS, VERT. CURVE, PEDS.,	
85 th Percentile Speed	32 mph	COLLISION RATE	
10 mph Pace Speed	25 – 34 mph		
Percentage of Vehicles in Pace	82	Recommended Speed Limit	25 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years	
Total Collisions	2		
Annual Collision Rate	0.4	Accidents/year	
Collisions per Million Vehicle Miles	5.960		

TRAFFIC FACTORS

Average Daily Traffic	1613	Date Counted	9/30/2009
Number of Lanes	NO STRIPING		
Type of Traffic Control	STOP @ GLENDDORA		
Crosswalks?	@ GLENDDORA		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	NONE		
Driveways?	BOTH SIDES, MANY		

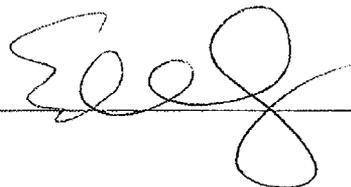
ROADWAY FACTORS

Length of Segment	0.114	Miles	
Width	47	Feet	
Vertical Curve?	YES, LARGE		
Horizontal Curve?	NONE		
Visibility	FAIR		
Roadway Conditions	FAIR		
Lighting	NORTH SIDE		
Adjacent Land Use	RESIDENTIAL		

Field Study By: BS

Checked By: KC

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Date

2-25-11

TE 2084

State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET FROM PUEENTE ST REEDER AVE CERTIFICATION DATE TO 2-14-2011 RANCHO CORTO DR

SPEED FACTORS

Date of Speed Survey	2/24/2011	Posted Speed Limit	45 mph
Time of Speed Survey	9:40	Speed Justification	
50 th Percentile Speed (Mean Speed)	43 mph	HIDDEN DWYS, HORIZ. CURVE, STREET WIDTH	
85 th Percentile Speed	47 mph		
10 mph Pace Speed	40 – 49 mph		
Percentage of Vehicles in Pace	79	Recommended Speed Limit	40 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	5	
Annual Collision Rate	1	Accidents/year
Collisions per Million Vehicle Miles	1.069	

TRAFFIC FACTORS

Average Daily Traffic	4031	Date Counted	9/30/2009
Number of Lanes	2 LANES + 2WY LT-LANE		
Type of Traffic Control	STOP @ REEDER		
Crosswalks?	@ ALL STOPS		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	SOUTH SIDE		
Driveways?	FEW ON NORTH SIDE		

ROADWAY FACTORS

Length of Segment	0.636	Miles
Width	64	Feet
Vertical Curve?	SLIGHT GRADE	
Horizontal Curve?	YES	
Visibility	GOOD, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL, GOLF COURSE	

Field Study By: BS

Checked By: KC

CERTIFICATION: I, Ed Miller, Jr., T.E., do hereby certify that this Engineering and Traffic Survey within the City of Covina was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Date

2.25.11

TE 2084

State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	REEDER AVE	CERTIFICATION DATE	2-14-2011
FROM	OLD BADILLO ST	TO	PUENTE ST

SPEED FACTORS

Date of Speed Survey	12/15/2010	Posted Speed Limit	30 mph
Time of Speed Survey	10:35	Speed Justification	
50 th Percentile Speed (Mean Speed)	39 mph	CLOSEST INC. TO 85 TH	
85 th Percentile Speed	42 mph		
10 mph Pace Speed	35 – 44 mph		
Percentage of Vehicles in Pace	76	Recommended Speed Limit	35 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	2	
Annual Collision Rate	0.4	Accidents/year
Collisions per Million Vehicle Miles	0.843	

TRAFFIC FACTORS

Average Daily Traffic	5728	Date Counted	9/30/2009
Number of Lanes	2 LANES – UNDIVIDED		
Type of Traffic Control	STOP @ OLD BADILLO, PUENTE		
Crosswalks?	@ ALL STOPS		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	NO		
Sidewalks?	EAST SIDE		
Driveways?	BOTH SIDES, FEW		

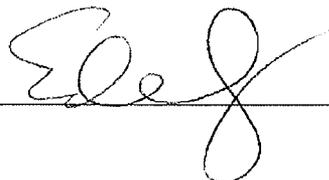
ROADWAY FACTORS

Length of Segment	0.227	Miles
Width	28	Feet
Vertical Curve?	YES	
Horizontal Curve?	YES	
Visibility	POOR DUE TO CURVES	
Roadway Conditions	GOOD	
Lighting	EAST SIDE	
Adjacent Land Use	RESIDENTIAL	

Field Study By: BS

Checked By: KC

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ENGINEERING AND TRAFFIC SURVEY

STREET	REEDER AVE	CERTIFICATION DATE	2-14-2011
FROM	OLD BADILLO ST	TO	BADILLO ST

SPEED FACTORS

Date of Speed Survey	12/15/2010	Posted Speed Limit	30 mph
Time of Speed Survey	11:10	Speed Justification	
50 th Percentile Speed (Mean Speed)	34 mph	ADJ. SEG., VERT. CURVE, PEDS.	
85 th Percentile Speed	37 mph		
10 mph Pace Speed	30 – 39 mph		
Percentage of Vehicles in Pace	85	Recommended Speed Limit	30 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years	
Total Collisions	1		
Annual Collision Rate	0.2	Accidents/year	
Collisions per Million Vehicle Miles	0.466		

TRAFFIC FACTORS

Average Daily Traffic	5178	Date Counted	9/30/2009
Number of Lanes	3 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ BADILLO; STOP@OLD BADILLO		
Crosswalks?	@ ALL T.S. AND STOP		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES – RESTRICTED		
Sidewalks?	BOTH SIDES		
Driveways?	NONE		

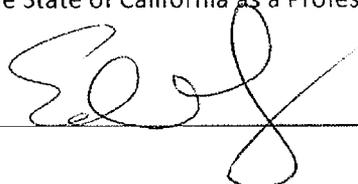
ROADWAY FACTORS

Length of Segment	0.227	Miles
Width	50	Feet
Vertical Curve?	YES	
Horizontal Curve?	NONE	
Visibility	GOOD	
Roadway Conditions	FAIR	
Lighting	EAST SIDE	
Adjacent Land Use	RESIDENTIAL, SCHOOL	

Field Study By: BS

Checked By: KC

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ENGINEERING AND TRAFFIC SURVEY

STREET	REEDER AVE	CERTIFICATION DATE	2-14-2011
FROM	BADILLO ST	TO	CYPRESS ST

SPEED FACTORS

Date of Speed Survey	12/15/2010	Posted Speed Limit	30 mph
Time of Speed Survey	12:30	Speed Justification	
50 th Percentile Speed (Mean Speed)	36 mph	HIDDEN DWYS, ADJ. SEG., VERT. CURVE	
85 th Percentile Speed	40 mph		
10 mph Pace Speed	32 – 41 mph		
Percentage of Vehicles in Pace	70	Recommended Speed Limit	35 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	2	
Annual Collision Rate	0.4	Accidents/year
Collisions per Million Vehicle Miles	0.863	

TRAFFIC FACTORS

Average Daily Traffic	2791	Date Counted	9/30/2009
Number of Lanes	2 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ BADILLO, STOP @ CYPRESS		
Crosswalks?	@ ALL T.S. AND STOP		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

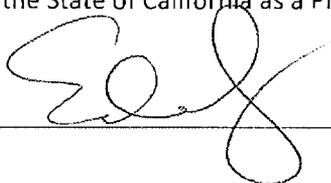
ROADWAY FACTORS

Length of Segment	0.455	Miles
Width	45	Feet
Vertical Curve?	YES	
Horizontal Curve?	NONE	
Visibility	GOOD, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL	

Field Study By: BS

Checked By: KC

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ENGINEERING AND TRAFFIC SURVEY

STREET	ROWLAND AVE	CERTIFICATION DATE	2-14-2011
FROM	ARMEL DR	TO	CITRUS AVE

SPEED FACTORS

Date of Speed Survey	12/15/2010	Posted Speed Limit	40 mph
Time of Speed Survey	2:40	Speed Justification	
50 th Percentile Speed (Mean Speed)	38 mph	HIDDEN DWYS, ADJ. SEG., UNC. XWALKS,	
85 th Percentile Speed	41 mph	PEDS.	
10 mph Pace Speed	33 – 42 mph		
Percentage of Vehicles in Pace	78	Recommended Speed Limit	35 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	8	
Annual Collision Rate	1.6	Accidents/year
Collisions per Million Vehicle Miles	0.478	

TRAFFIC FACTORS

Average Daily Traffic	12624	Date Counted	9/30/2009
Number of Lanes	4 LANES – DIVIDED		
Type of Traffic Control	T.S. @ HOLLENBECK, CITRUS		
Crosswalks?	@ ALL T.S., ARMEL		
Pedestrian Traffic	HEAVY		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

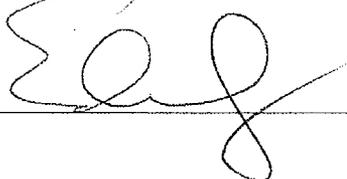
ROADWAY FACTORS

Length of Segment	0.727	Miles
Width	70.0	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	GOOD, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES, MANY	
Adjacent Land Use	RESIDENTIAL, MEDICAL CENTERS, SCHOOLS	

Field Study By: BS

Checked By: KC

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ENGINEERING AND TRAFFIC SURVEY

STREET	ROWLAND AVE	CERTIFICATION DATE	2-14-2011
FROM	CITRUS AVE	TO	BARRANCA AVE

SPEED FACTORS

Date of Speed Survey	12/15/2010	Posted Speed Limit	40 mph
Time of Speed Survey	2:10	Speed Justification	
50 th Percentile Speed (Mean Speed)	39 mph	HIDDEN DWYS, ADJ. SEG., PARKING	
85 th Percentile Speed	42 mph		
10 mph Pace Speed	34 – 43 mph		
Percentage of Vehicles in Pace	76	Recommended Speed Limit	35 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	6	
Annual Collision Rate	1.2	Accidents/year
Collisions per Million Vehicle Miles	0.431	

TRAFFIC FACTORS

Average Daily Traffic	15251	Date Counted	9/30/2009
Number of Lanes	4 LANES + 2WY LT-LANE – UNDIVIDED		
Type of Traffic Control	T.S. @ BARRANCA, EREMLAND, SECOND, CITRUS		
Crosswalks?	@ ALL T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, FEW		

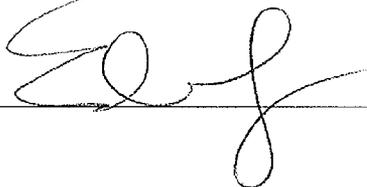
ROADWAY FACTORS

Length of Segment	0.500	Miles
Width	77	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	GOOD, EXCEPT AT INTERSECTIONS	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES, MANY	
Adjacent Land Use	COMMERCIAL	

Field Study By: BS

Checked By: KC

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CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	ROWLAND AVE	CERTIFICATION DATE	2-14-2011
FROM	BARRANCA AVE	TO	FORESTDALE AVE

SPEED FACTORS

Date of Speed Survey	12/15/2010	Posted Speed Limit	40 mph
Time of Speed Survey	1:45	Speed Justification	
50 th Percentile Speed (Mean Speed)	42 mph	HIDDEN DWYS, ADJ. SEG.	
85 th Percentile Speed	46 mph		
10 mph Pace Speed	38 – 47 mph		
Percentage of Vehicles in Pace	76	Recommended Speed Limit	40 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	2	
Annual Collision Rate	0.4	Accidents/year
Collisions per Million Vehicle Miles	0.405	

TRAFFIC FACTORS

Average Daily Traffic	9913	Date Counted	9/30/2009
Number of Lanes	4 LANES + 2WY LT-LANE		
Type of Traffic Control	T.S. @ BARRANCA		
Crosswalks?	@ BARRANCA		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

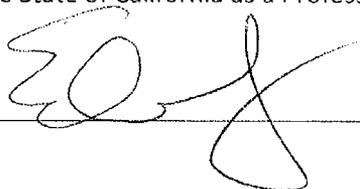
ROADWAY FACTORS

Length of Segment	0.273	Miles
Width	77	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	GOOD, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR	
Lighting	NORTH SIDE	
Adjacent Land Use	RESIDENTIAL	

Field Study By: BS

Checked By: KC

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Date

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CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET FROM SAN BERNARDINO RD TO LARK ELLEN AVE
CERTIFICATION DATE 2-14-2011

SPEED FACTORS

Date of Speed Survey	12/16/2010	Posted Speed Limit	35 mph
Time of Speed Survey	10:45	Speed Justification	
50 th Percentile Speed (Mean Speed)	42 mph	HIDDEN DWYS, ADJ. SEG., HORIZ. CURVE,	
85 th Percentile Speed	47 mph	PARKING	
10 mph Pace Speed	36 – 45 mph		
Percentage of Vehicles in Pace	72	Recommended Speed Limit	40 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	30	
Annual Collision Rate	6	Accidents/year
Collisions per Million Vehicle Miles	2.119	

TRAFFIC FACTORS

Average Daily Traffic	15512	Date Counted	9/30/2009
Number of Lanes	4 LANES + 2WY LT-LANE		
Type of Traffic Control	T.S. @ VINCENT, LARK ELLEN		
Crosswalks?	@ ALL T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES, HEAVY		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

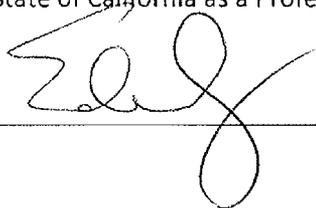
ROADWAY FACTORS

Length of Segment	0.500	Miles
Width	63	Feet
Vertical Curve?	NONE	
Horizontal Curve?	YES	
Visibility	GOOD, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL, COMMERCIAL	

Field Study By: BS

Checked By: KC

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TE 2084

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CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	SAN BERNARDINO RD	CERTIFICATION DATE	2-14-2011
FROM	LARK ELLEN AVE	TO	AZUSA AVE

SPEED FACTORS

Date of Speed Survey	12/16/2010	Posted Speed Limit	35 mph
Time of Speed Survey	10:00	Speed Justification	
50 th Percentile Speed (Mean Speed)	39 mph	HIDDEN DWYS, ADJ. SEG., MIX LAND USE	
85 th Percentile Speed	42 mph		
10 mph Pace Speed	36 – 45 mph		
Percentage of Vehicles in Pace	75	Recommended Speed Limit	35 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years	
Total Collisions	9		
Annual Collision Rate	1.8	Accidents/year	
Collisions per Million Vehicle Miles	0.562		

TRAFFIC FACTORS

Average Daily Traffic	17553	Date Counted	9/30/2009
Number of Lanes	4 LANES + 2WY LT-LANE		
Type of Traffic Control	T.S. @ LARK ELLEN, REMSDALE, AZUSA		
Crosswalks?	@ ALL T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	MODERATE		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

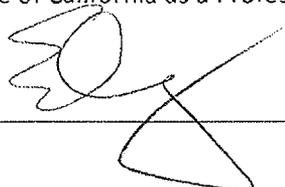
ROADWAY FACTORS

Length of Segment	0.500	Miles
Width	64	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	GOOD	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES, MANY	
Adjacent Land Use	COMMERCIAL, RESIDENTIAL	

Field Study By: BS

Checked By: KC

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CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET FROM SAN BERNARDINO RD TO AZUSA AVE
CERTIFICATION DATE 2-14-2011
HOLLENBECK AVE

SPEED FACTORS

Date of Speed Survey	12/15/2010	Posted Speed Limit	35 mph
Time of Speed Survey	3:05	Speed Justification	
50 th Percentile Speed (Mean Speed)	39 mph	HIDDEN DWYS, ADJ. SEG., XWALKS, PEDS.	
85 th Percentile Speed	42 mph		
10 mph Pace Speed	34 – 43 mph		
Percentage of Vehicles in Pace	83	Recommended Speed Limit	35 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	7	
Annual Collision Rate	1.4	Accidents/year
Collisions per Million Vehicle Miles	0.477	

TRAFFIC FACTORS

Average Daily Traffic	14762	Date Counted	9/30/2009
Number of Lanes	4 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ AZUSA, HOLLENBECK		
Crosswalks?	@ ALL T.S., ELSPETH, ARMEL		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

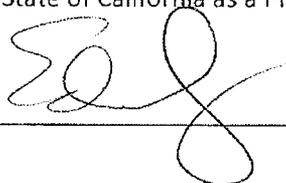
ROADWAY FACTORS

Length of Segment	0.545	Miles
Width	60	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	GOOD, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL, SCHOOL	

Field Study By: BS

Checked By: KC

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ENGINEERING AND TRAFFIC SURVEY

STREET FROM SAN BERNARDINO RD TO HOLLENBECK AVE CERTIFICATION DATE 2-14-2011 TO CITRUS AVE

SPEED FACTORS

Date of Speed Survey	12/15/2010	Posted Speed Limit	35 mph
Time of Speed Survey	2:45	Speed Justification	
50 th Percentile Speed (Mean Speed)	34 mph	HIDDEN DWYS, ADJ. SEG., UNC. XWALKS,	
85 th Percentile Speed	37 mph	PEDS.	
10 mph Pace Speed	31 – 40 mph		
Percentage of Vehicles in Pace	83	Recommended Speed Limit	30 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	17	
Annual Collision Rate	3.4	Accidents/year
Collisions per Million Vehicle Miles	1.531	

TRAFFIC FACTORS

Average Daily Traffic	12165	Date Counted	9/30/2009
Number of Lanes	2 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ HOLLENBECK, CITRUS		
Crosswalks?	@ ALL T.S., VALENCIA., 4 TH , 3 RD		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

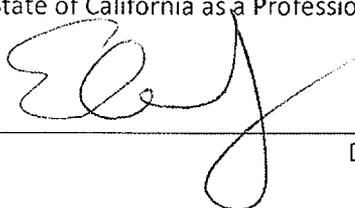
ROADWAY FACTORS

Length of Segment	0.50	Miles
Width	42	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	GOOD, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR	
Lighting	NORTH SIDE	
Adjacent Land Use	RESIDENTIAL	

Field Study By: BS

Checked By: KC

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CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET FROM SAN BERNARDINO RD CITRUS AVE CERTIFICATION DATE TO 2-14-2011 BARRANCA AVE

SPEED FACTORS

Date of Speed Survey	12/15/2010	Posted Speed Limit	35 mph
Time of Speed Survey	2:15	Speed Justification	
50 th Percentile Speed (Mean Speed)	37 mph	HIDDEN DWYS, ADJ. SEG., NO LT. LANES	
85 th Percentile Speed	40 mph		
10 mph Pace Speed	32 – 41 mph		
Percentage of Vehicles in Pace	82	Recommended Speed Limit	35 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	15	
Annual Collision Rate	3	Accidents/year
Collisions per Million Vehicle Miles	1.281	

TRAFFIC FACTORS

Average Daily Traffic	12835	Date Counted	9/30/2009
Number of Lanes	4 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ CITRUS, 2 ND , BARRANCA		
Crosswalks?	@ ALL T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

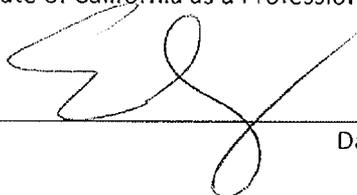
ROADWAY FACTORS

Length of Segment	0.50	Miles
Width	64	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	GOOD, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR, NO LEFT TURN LANES	
Lighting	BOTH SIDES, MANY	
Adjacent Land Use	COMMERCIAL	

Field Study By: BS

Checked By: KC

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ENGINEERING AND TRAFFIC SURVEY

STREET	SAN BERNARDINO RD	CERTIFICATION DATE	2-14-2011
FROM	BARRANCA AVE	TO	GRAND AVE

SPEED FACTORS

Date of Speed Survey	12/15/2010	Posted Speed Limit	35 mph
Time of Speed Survey	1:45	Speed Justification	
50 th Percentile Speed (Mean Speed)	38 mph	HIDDEN DWYS, ADJ. SEG., NO LT. LANES	
85 th Percentile Speed	42 mph		
10 mph Pace Speed	34 - 43 mph		
Percentage of Vehicles in Pace	76	Recommended Speed Limit	35 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	6	
Annual Collision Rate	1.2	Accidents/year
Collisions per Million Vehicle Miles	0.610	

TRAFFIC FACTORS

Average Daily Traffic	10787	Date Counted	9/30/2009
Number of Lanes	4 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ BARRANCA, GRAND		
Crosswalks?	@ ALL T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, MANY		

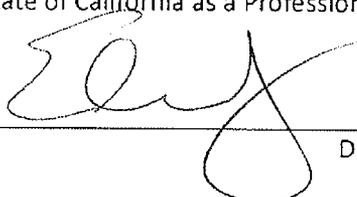
ROADWAY FACTORS

Length of Segment	0.50	Miles
Width	64	Feet
Vertical Curve?	SLIGHT AT FORESTDALE	
Horizontal Curve?	SLIGHT AT FORESTDALE	
Visibility	GOOD, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR, NO LEFT TURN LANES	
Lighting	BOTH SIDES, MANY	
Adjacent Land Use	COMMERCIAL, RESIDENTIAL	

Field Study By: BS

Checked By: KC

CERTIFICATION: I, Ed Miller, Jr., T.E., do hereby certify that this Engineering and Traffic Survey within the City of Covina was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Date

2.25.11

TE 2084

State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET FROM SECOND AVE ROWLAND AVE CERTIFICATION DATE TO 2-14-2011 BADILLO ST

SPEED FACTORS

Date of Speed Survey	12/16/2010	Posted Speed Limit	35 mph
Time of Speed Survey	10:45	Speed Justification	
50 th Percentile Speed (Mean Speed)	36 mph	HIDDEN-DWYS, ADJ. SEG., UNC. XWALKS	
85 th Percentile Speed	40 mph		
10 mph Pace Speed	32 – 41 mph		
Percentage of Vehicles in Pace	70	Recommended Speed Limit	35 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	0	
Annual Collision Rate	0	Accidents/year
Collisions per Million Vehicle Miles	0.000	

TRAFFIC FACTORS

Average Daily Traffic	8612	Date Counted	9/30/2009
Number of Lanes	4 LANES+ 2WY LT-LANE		
Type of Traffic Control	T.S. @ BADILLO, PUENTE, ROWLAND		
Crosswalks?	@ ALL T.S., CENTER, DEXTER		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

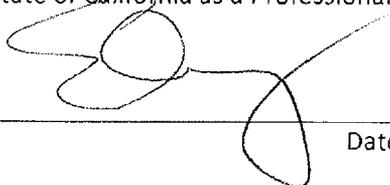
ROADWAY FACTORS

Length of Segment	0.50	Miles
Width	84	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	GOOD, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES, MANY	
Adjacent Land Use	COMMERCIAL, RESIDENTIAL	

Field Study By: BS

Checked By: KC

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TE 2084

State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET FROM	SECOND AVE BADILLO ST	CERTIFICATION DATE TO	2-14-2011 FRONT ST
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SPEED FACTORS

Date of Speed Survey	12/16/2010	Posted Speed Limit	35 mph
Time of Speed Survey	11:00	Speed Justification	
50 th Percentile Speed (Mean Speed)	33 mph	HIDDEN DWYS, ADJ. SEG., UNC. XWALKS,	
85 th Percentile Speed	37 mph	PEDS.	
10 mph Pace Speed	30 – 39 mph		
Percentage of Vehicles in Pace	78	Recommended Speed Limit	30 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	0	
Annual Collision Rate	0	Accidents/year
Collisions per Million Vehicle Miles	0.000	

TRAFFIC FACTORS

Average Daily Traffic	8283	Date Counted	9/30/2009
Number of Lanes	4 LANES –UNDIVIDED		
Type of Traffic Control	T.S. @ BADILLO, SAN BERNARDINO; STOP @ FRONT		
Crosswalks?	@ ALL T.S., STOPS, ITALIA		
Pedestrian Traffic	HEAVY		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

ROADWAY FACTORS

Length of Segment	0.364	Miles
Width	84	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	GOOD	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES, MANY	
Adjacent Land Use	COMMERCIAL, CIVIC CENTER	

Field Study By: BS

Checked By: KC

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Date

2-25-11

TE 2084

State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET FROM SUNFLOWER AVE CYPRESS ST CERTIFICATION DATE TO CIENEGA AVE 2-14-2011

SPEED FACTORS

Date of Speed Survey	12/16/2010	Posted Speed Limit	35 mph
Time of Speed Survey	11:30	Speed Justification	
50 th Percentile Speed (Mean Speed)	35 mph	PEDS., ADJ. SEG., UNC. XWALKS	
85 th Percentile Speed	38 mph		
10 mph Pace Speed	29 – 38 mph		
Percentage of Vehicles in Pace	79	Recommended Speed Limit	35 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	3	
Annual Collision Rate	0.6	Accidents/year
Collisions per Million Vehicle Miles	0.329	

TRAFFIC FACTORS

Average Daily Traffic	9994	Date Counted	9/30/2009
Number of Lanes	4 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ CIENEGA; STOP @ SUNFLOWER, COVINA		
Crosswalks?	@ ALL T.S., STOPS, BENWOOD		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, FEW		

ROADWAY FACTORS

Length of Segment	0.500	Miles
Width	64	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	GOOD	
Roadway Conditions	FAIR	
Lighting	WEST SIDE	
Adjacent Land Use	RESIDENTIAL, SCHOOL	

Field Study By: BS

Checked By: KC

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Date

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CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	VINCENT AVE	CERTIFICATION DATE	2-14-2011
FROM	BADILLO ST	TO	EDNA PL

SPEED FACTORS

Date of Speed Survey	12/16/2010	Posted Speed Limit	40 mph
Time of Speed Survey	9:30	Speed Justification	
50 th Percentile Speed (Mean Speed)	38 mph	HIDDEN DWYS, ADJ. SEG., TRUCKS, NO LT.	
85 th Percentile Speed	42 mph	LANES	
10 mph Pace Speed	35 – 44 mph		
Percentage of Vehicles in Pace	76	Recommended Speed Limit	35 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	15	
Annual Collision Rate	3	Accidents/year
Collisions per Million Vehicle Miles	0.848	

TRAFFIC FACTORS

Average Daily Traffic	21310	Date Counted	9/30/2009
Number of Lanes	4 LANES –UNDIVIDED		
Type of Traffic Control	T.S. @ BADILLO, SAN BERNARDINO		
Crosswalks?	@ ALL T.S.		
Pedestrian Traffic	LIGHT		
Truck Traffic	HEAVY		
On-Street Parking	NO		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, FEW		

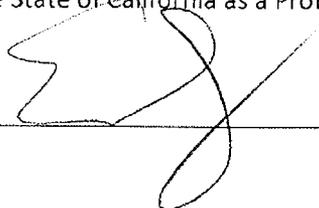
ROADWAY FACTORS

Length of Segment	0.455	Miles
Width	63	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	GOOD	
Roadway Conditions	FAIR, NO LEFT TURN LANES	
Lighting	BOTH SIDES	
Adjacent Land Use	COMMERCIAL, INDUSTRIAL	

Field Study By: BS

Checked By: KC

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Date

2.25.11

TE 2084
State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	WORKMAN AVE	CERTIFICATION DATE	2-14-2011
FROM	WEST CITY LIMIT	TO	EAST CITY LIMIT W/O CITRUS AVE

SPEED FACTORS

Date of Speed Survey	12/16/2010	Posted Speed Limit	35 mph
Time of Speed Survey	10:15	Speed Justification	
50 th Percentile Speed (Mean Speed)	35 mph	HIDDEN DWYS, ADJ. SEG., PEDS.	
85 th Percentile Speed	39 mph		
10 mph Pace Speed	28 – 37 mph		
Percentage of Vehicles in Pace	73	Recommended Speed Limit	35 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	8	
Annual Collision Rate	1.6	Accidents/year
Collisions per Million Vehicle Miles	0.717	

TRAFFIC FACTORS

Average Daily Traffic	8413	Date Counted	9/30/2009
Number of Lanes	2 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ HOLLENBECK, CITRUS; STOP @ ALBERTSON		
Crosswalks?	@ ALL T.S., STOPS		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	YES, BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

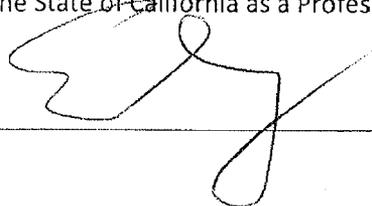
ROADWAY FACTORS

Length of Segment	0.727	Miles
Width	41	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	GOOD, EXCEPT AT DRIVEWAYS	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL, SCHOOL	

Field Study By: BS

Checked By: KC

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Date

2.25.11

TE 2084

State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	WORKMAN AVE	CERTIFICATION DATE	2-14-2011
FROM	CITRUS AVE	TO	BARRANCA AVE

SPEED FACTORS

Date of Speed Survey	12/16/2010	Posted Speed Limit	35 mph
Time of Speed Survey	11:40	Speed Justification	
50 th Percentile Speed (Mean Speed)	38 mph	COLLISION RATE, ADJ. SEG., NO LT. LANES	
85 th Percentile Speed	41 mph		
10 mph Pace Speed	33 – 42 mph		
Percentage of Vehicles in Pace	84	Recommended Speed Limit	35 mph
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	8	
Annual Collision Rate	1.6	Accidents/year
Collisions per Million Vehicle Miles	0.896	

TRAFFIC FACTORS

Average Daily Traffic	9783	Date Counted	9/30/2009
Number of Lanes	2 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ CITRUS, BARRANCA		
Crosswalks?	@ ALL T.S., SAN ANTONIO		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	ONLY ON NORTH SIDE		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES, FEW		

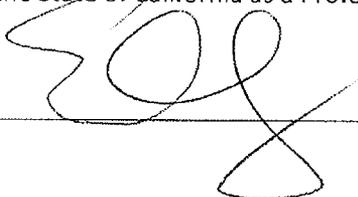
ROADWAY FACTORS

Length of Segment	0.500	Miles
Width	50	Feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	GOOD	
Roadway Conditions	FAIR, NO LEFT TURN LANES	
Lighting	BOTH SIDES	
Adjacent Land Use	COMMERCIAL, RESIDENTIAL	

Field Study By: BS

Checked By: KC

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Date

2-25-11

TE 2084

State Registration Number

CITY OF COVINA
ENGINEERING AND TRAFFIC SURVEY

STREET	WORKMAN AVE	CERTIFICATION DATE
FROM	BARRANCA AVE	TO EASTERLY END OF ROAD

SPEED FACTORS

Date of Speed Survey	12/16/2010	Posted Speed Limit
Time of Speed Survey	12:20	Speed Justification
50 th Percentile Speed (Mean Speed)	31 mph	COLLISION RATE, HORIZ. CURVE
85 th Percentile Speed	36 mph	
10 mph Pace Speed	28 – 37 mph	
Percentage of Vehicles in Pace	67	Recommended Speed Limit
Number of Survey Samples	100	

COLLISION HISTORY

Number of Years Studied	5	Years
Total Collisions	4	
Annual Collision Rate	0.8	Accidents/year
Collisions per Million Vehicle Miles	2.388	

TRAFFIC FACTORS

Average Daily Traffic	2522	Date Counted	9/30/2009
Number of Lanes	4 LANES – UNDIVIDED		
Type of Traffic Control	T.S. @ BARRANCA		
Crosswalks?	@ BARRANCA		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	NO		
Sidewalks?	SOUTH SIDE		
Driveways?	SOUTH SIDE, FEW		

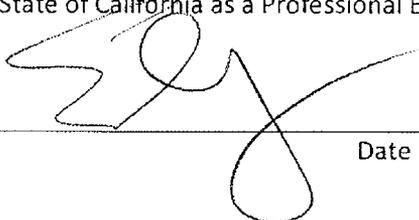
ROADWAY FACTORS

Length of Segment	0.364	Miles
Width	50	Feet
Vertical Curve?	NONE	
Horizontal Curve?	YES	
Visibility	GOOD	
Roadway Conditions	FAIR	
Lighting	SOUTH SIDE	
Adjacent Land Use	COMMERCIAL, RESIDENTIAL	

Field Study By: BS

Checked By: KC

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Date

2-25-11

TE 2084

State Registration Number



APPENDIX B – Radar Speed Survey



City of Covina

Radar Speed Survey

Speed		E/B		WB	MPH	Vehicles Surveyed				TOT. VEH
		E	B			Eastbound	Westbound	TOT.		
65	0	0	0							0
64	0	0	0							0
63	0	0	0							0
62	0	0	0							0
61	0	0	0							0
60	0	0	0							0
59	0	0	0							0
58	0	0	0							0
57	0	0	0							0
56	0	0	0							0
55	0	0	0							0
54	0	0	0							0
53	0	0	0							0
52	0	0	0							0
51	0	0	0							0
50	0	0	0							0
49	2	0	0							2
48	3	1								4
47	3	2								5
46	4	5								9
45	7	5								12
44	4	6								10
43	2	4								6
42	4	9								13
41	5	5								10
40	10	2								12
39	2	2								4
38	1	3								4
37	1	1								2
36	2	1								3
35	0	1								1
34	0	2								2
33	0	0								0
32	0	1								1
31	0	0								0
30	0	0								0
29	0	0								0
28	0	0								0
27	0	0								0
26	0	0								0
25	0	0								0
24	0	0								0
23	0	0								0
22	0	0								0
21	0	0								0
20	0	0								0
19	0	0								0
18	0	0								0
17	0	0								0
16	0	0								0
15	0	0								0
						GRAND TOTALS				100

Location: Arrow Highway Between: Arrow Grand Circle - Grand Avenue Weather: Sunny Date: 2/24/11 Time From: 10:55 Time To: 11:15 Existing Speed Limit: 45 M.P.H.	% Over Pace: _____ 2% % In Pace: _____ 85% % Under Pace: _____ 13% Average Speed: _____ 42 M.P.H. Pace Speed: _____ 39 - 48 M.P.H. 85th Percentile / Critical Speed: _____ 45 M.P.H.
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 T 951-268-6268 F 951-268-6267

City of Covina
Radar Speed Survey

MPH		Vehicles Surveyed				TOT. VEH
Speed	E/B	W/B	Eastbound	Westbound		
65	0	0				0
64	0	0				0
63	0	0				0
62	0	0				0
61	0	0				0
60	0	0				0
59	0	1			X	1
58	0	0				0
57	0	0				0
56	0	0				0
55	0	0				0
54	0	0				0
53	1	1			X	2
52	0	0				0
51	1	0			X	1
50	0	2			X X	2
49	3	6			X X X X X X	9
48	4	4			X X X X X	8
47	2	2			X X X X	4
46	6	7			X X X X X X X X	13
45	1	1			X X	2
44	3	2			X X X X	5
43	9	7			X X X X X X X X X X	16
42	8	5			X X X X X X X X	13
41	2	3			X X X X	5
40	5	4			X X X X X X X X	9
39	2	2			X X	4
38	1	3			X X X X	4
37	1	0			X	1
36	0	0				0
35	0	0				0
34	0	0				0
33	0	0				0
32	1	0			X	1
31	0	0				0
30	0	0				0
29	0	0				0
28	0	0				0
27	0	0				0
26	0	0				0
25	0	0				0
24	0	0				0
23	0	0				0
22	0	0				0
21	0	0				0
20	0	0				0
19	0	0				0
18	0	0				0
17	0	0				0
16	0	0				0
15	0	0				0
GRAND TOTALS					100	

Location: Arrow Highway

Between: Grand Avenue - 1000' East of Grand Avenue

Weather: Sunny

Date: 12/14/10

Time From: 9:15

Time To: 9:40

Existing Speed Limit: 45 M.P.H.

% Over Pace: 6%

% In Pace: 84%

% Under Pace: 10%

Average Speed: 44 M.P.H.

Pace Speed: 40 - 49 M.P.H.

85th Percentile / Critical Speed: 48 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
T 951-268-6268 F 951-268-6267

City of Covina
Radar Speed Survey

Speed	WB		E/B		MPH	Vehicles Surveyed		TOT. VEH.
	E/B	WB	Eastbound	Westbound				
65	0	0						0
64	0	0						0
63	0	0						0
62	0	0						0
61	0	0						0
60	0	0						0
59	0	0						0
58	0	0						0
57	0	0						0
56	0	0						0
55	0	0						0
54	0	0						0
53	0	0						0
52	0	0						0
51	0	0						0
50	0	0						0
49	0	0						0
48	0	0						0
47	0	0						0
46	0	1						1
45	1	0						1
44	2	3						5
43	1	2						3
42	2	3						5
41	6	1						7
40	1	2						3
39	4	5						9
38	6	1						7
37	1	4						5
36	7	5						12
35	5	5						10
34	6	5						11
33	3	5						8
32	2	3						5
31	1	2						3
30	2	2						4
29	0	0						0
28	0	0						0
27	0	1						1
26	0	0						0
25	0	0						0
24	0	0						0
23	0	0						0
22	0	0						0
21	0	0						0
20	0	0						0
19	0	0						0
18	0	0						0
17	0	0						0
16	0	0						0
15	0	0						0
						GRAND TOTALS		100

Location: Azusa Avenue
 Between: South City Limits - San Bernardino Road
 Weather: Sunny
 Date: 12/14/10
 Time From: 1:50
 Time To: 2:40
 Existing Speed Limit: 40 M.P.H.

% Over Pace: 10%
 % In Pace: 77%
 % Under Pace: 13%
 Average Speed: 37 M.P.H.
 Pace Speed: 33 - 42 M.P.H.
 85th Percentile / Critical Speed: 41 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 T 951-268-6268 F 951-268-6267

City of Covina
Radar Speed Survey

MPH		Vehicles Surveyed				TOT. VEH.
Speed	E/B	W/B	Eastbound	Westbound		
65	0	0				0
64	0	0				0
63	0	0				0
62	0	0				0
61	0	0				0
60	0	0				0
59	0	0				0
58	0	0				0
57	0	1			X	1
56	0	0				0
55	0	0				0
54	0	0				0
53	0	1			X	1
52	0	0				0
51	0	0				0
50	0	0				0
49	1	0			X	1
48	1	2			X X	3
47	3	1			X X X	4
46	3	3			X X X X	6
45	4	2			X X X X	6
44	2	2			X X X X	6
43	4	2			X X X X X	6
42	4	7			X X X X X X	11
41	5	7			X X X X X X	12
40	5	9			X X X X X X	14
39	7	4			X X X X X	11
38	3	1			X X X X	4
37	3	4			X X X X	7
36	2	4			X X X X	6
35	3	0			X X X	3
34	0	0				0
33	0	0				0
32	0	0				0
31	0	0				0
30	0	0				0
29	0	0				0
28	0	0				0
27	0	0				0
26	0	0				0
25	0	0				0
24	0	0				0
23	0	0				0
22	0	0				0
21	0	0				0
20	0	0				0
19	0	0				0
18	0	0				0
17	0	0				0
16	0	0				0
15	0	0				0
GRAND TOTALS					100	

Location:	Azusa Avenue
Between:	San Bernardino Road - Cypress Street
Weather:	Cloudy
Date:	12/15/10
Time From:	9:30
Time To:	10:05
Existing Speed Limit:	45 M.P.H.
% Over Pace:	10%
% In Pace:	81%
% Under Pace:	9%
Average Speed:	41 M.P.H.
Pace Speed:	37 - 46 M.P.H.
85th Percentile / Critical Speed:	45 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 T 951-268-6268 F 951-268-6267

City of Covina
Radar Speed Survey

Speed		MPH		Vehicles Surveyed		TOT.
E/B	W/B	Eastbound	Westbound	VEH		
65	0					0
64	0					0
63	0					0
62	0					0
61	0					0
60	0					0
59	0					0
58	0					0
57	0					0
56	0					0
55	0					0
54	0					0
53	0					0
52	0					0
51	0					0
50	0					0
49	0					0
48	1			X		1
47	1			X		3
46	0			X		1
45	1			X		4
44	2			X		3
43	3			X		6
42	2			X		9
41	8			X		12
40	3			X		9
39	4			X		8
38	7			X		14
37	6			X		9
36	5			X		7
35	3			X		9
34	1			X		2
33	1			X		1
32	1			X		1
31	1			X		1
30	0					0
29	0					0
28	0					0
27	0					0
26	0					0
25	0					0
24	0					0
23	0					0
22	0					0
21	0					0
20	0					0
19	0					0
18	0					0
17	0					0
16	0					0
15	0					0
				GRAND TOTALS		100

Location: Azusa Avenue
 Between: Cypress Street - Arrow Highway
 Weather: Cloudy
 Date: 12/15/10
 Time From: 10:05
 Time To: 11:05
 Existing Speed Limit: 45 M.P.H.
 % Over Pace: 9%
 % In Pace: 86%
 % Under Pace: 5%
 Average Speed: 39 M.P.H.
 Pace Speed: 35 - 44 M.P.H.
 85th Percentile / Critical Speed: 42 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
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City of Covina

Radar Speed Survey

Speed		MPH		Vehicles Surveyed		Tot. Veh.
		EB	WB	Eastbound	Westbound	
65	0	0	0			0
64	0	0	0			0
63	0	0	0			0
62	0	0	0			0
61	0	0	0			0
60	0	0	0			0
59	0	0	0			0
58	0	0	0			0
57	0	0	0			0
56	0	0	0			0
55	0	0	0			0
54	0	0	0			0
53	0	0	0			0
52	0	0	0			0
51	0	3	1	X X X		3
50	3	1	50	X X X		4
49	0	3	49	X X X		3
48	0	2	48	X X X		2
47	3	1	47	X X X		4
46	2	3	46	X X X		5
45	6	5	45	X X X X X		11
44	4	6	44	X X X X X		10
43	4	6	43	X X X X X		10
42	2	8	42	X X X X X X X		10
41	7	4	41	X X X X X X X		11
40	7	4	40	X X X X X X X		11
39	6	2	39	X X X X X X		8
38	3	1	38	X X X X		4
37	2	1	37	X X X		3
36	0	0	36			0
35	0	0	35			0
34	0	0	34			0
33	1	0	33	X		1
32	0	0	32			0
31	0	0	31			0
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
GRAND TOTALS						100

Location:	Badillo Street
Between:	Lark Ellen Avenue - Hollenbeck Avenue
Weather:	Sunny
Date:	12/14/10
Time From:	1:40
Time To:	2:10
Existing Speed Limit:	40 M.P.H.

% Over Pace:	12%
% In Pace:	84%
% Under Pace:	4%
Average Speed:	43 M.P.H.
Pace Speed:	38 - 47 M.P.H.
85th Percentile / Critical Speed:	46 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
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 Corona, CA 92878
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City of Covina
Radar Speed Survey

MPH		Vehicles Surveyed				TOT. VEH
Speed	E/B	W/B	Eastbound	Westbound		
65	0	0				0
64	0	0				0
63	0	0				0
62	0	0				0
61	0	0				0
60	0	0				0
59	0	0				0
58	0	0				0
57	0	0				0
56	0	0				0
55	0	0				0
54	0	0				0
53	0	0				0
52	0	0				0
51	1	0				1
50	0	0				0
49	0	1				1
48	2	2				4
47	3	1				4
46	3	4				7
45	4	2				6
44	3	2				5
43	4	6				10
42	4	3				7
41	3	3				6
40	3	5				8
39	4	5				9
38	7	2				9
37	4	4				8
36	3	1				4
35	0	5				5
34	2	1				3
33	0	2				2
32	0	0				0
31	0	0				0
30	0	1				1
29	0	0				0
28	0	0				0
27	0	0				0
26	0	0				0
25	0	0				0
24	0	0				0
23	0	0				0
22	0	0				0
21	0	0				0
20	0	0				0
19	0	0				0
18	0	0				0
17	0	0				0
16	0	0				0
15	0	0				0
GRAND TOTALS					100	

<p>Location: Badillo Street</p> <p>Between: Hollenbeck Avenue - 4th Avenue</p> <p>Weather: Sunny</p> <p>Date: 12/14/10</p> <p>Time From: 1:05</p> <p>Time To: 1:35</p> <p>Existing Speed Limit: 40 M.P.H.</p>	<p>% Over Pace: 10%</p> <p>% In Pace: 75%</p> <p>% Under Pace: 15%</p> <p>Average Speed: 41 M.P.H.</p> <p>Pace Speed: 37 - 46 M.P.H.</p> <p>85th Percentile / Critical Speed: 45 M.P.H.</p>
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Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
T 951-268-6268 F 951-268-6267

City of Covina
Radar Speed Survey

Speed	MPH		Vehicles Surveyed				TOT. VEH
	EB	WB	Eastbound	Westbound			
65	0	0					0
64	0	0					0
63	0	0					0
62	0	0					0
61	0	0					0
60	0	0					0
59	0	0					0
58	0	0					0
57	0	0					0
56	0	0					0
55	0	0					0
54	0	0					0
53	0	0					0
52	0	0					0
51	0	0					0
50	0	0					0
49	0	0					0
48	0	0					0
47	0	0					0
46	0	0					0
45	0	0					0
44	0	0					0
43	1	0					1
42	2	0					2
41	3	0					3
40	2	2				X X	4
39	1	2				X X	3
38	5	3				X X X X X	8
37	5	3				X X X X X	8
36	4	4				X X X X X	8
35	5	4				X X X X X	9
34	3	5				X X X X X	8
33	3	7				X X X X X X	10
32	5	5				X X X X X X	10
31	5	3				X X X X X	8
30	1	1				X X	2
29	3	4				X X X X	7
28	2	6				X X X X X X	8
27	0	1				X	1
26	0	0					0
25	0	0					0
24	0	0					0
23	0	0					0
22	0	0					0
21	0	0					0
20	0	0					0
19	0	0					0
18	0	0					0
17	0	0					0
16	0	0					0
15	0	0					0
GRAND TOTALS							100

Location: Badillo Street

Between: 4th Avenue - 2nd Avenue

Weather: Sunny

Date: 12/14/10

Time From: 12:35

Time To: 1:00

Existing Speed Limit: 30 M.P.H.

% Over Pace: 13%

% In Pace: 78%

% Under Pace: 9%

Average Speed: 34 M.P.H.

Pace Speed: 29 - 38 M.P.H.

85th Percentile / Critical Speed: 37 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
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City of Covina
Radar Speed Survey

MPH		Vehicles Surveyed				TOT.
Speed	E/B	W/B	Eastbound	Westbound	VEH.	
65	0	0			0	
64	0	0			0	
63	0	0			0	
62	0	0			0	
61	0	0			0	
60	0	0			0	
59	0	0			0	
58	0	0			0	
57	0	0			0	
56	0	0			0	
55	0	0			0	
54	0	0			0	
53	0	0			0	
52	0	0			0	
51	1	0	X		1	
50	1	0	X		1	
49	0	1		X	1	
48	1	2	X	X	3	
47	0	1	X		1	
46	0	1	X		1	
45	2	5	X	X	7	
44	1	6	X	X	7	
43	2	3	X	X	5	
42	6	2	X	X	8	
41	6	4	X	X	10	
40	5	4	X	X	9	
39	5	4	X	X	9	
38	5	7	X	X	12	
37	8	4	X	X	12	
36	3	3	X	X	6	
35	0	0			0	
34	0	0			0	
33	2	2	X	X	4	
32	1	1	X	X	2	
31	1	0	X		1	
30	0	0			0	
29	0	0			0	
28	0	0			0	
27	0	0			0	
26	0	0			0	
25	0	0			0	
24	0	0			0	
23	0	0			0	
22	0	0			0	
21	0	0			0	
20	0	0			0	
19	0	0			0	
18	0	0			0	
17	0	0			0	
16	0	0			0	
15	0	0			0	
GRAND TOTALS					100	

Location:	Badillo Street
Between:	2nd Avenue - Barranca Avenue
Weather:	Sunny
Date:	12/14/10
Time From:	12:00
Time To:	12:30
Existing Speed Limit:	40 M.P.H.

% Over Pace:	8%
% In Pace:	85%
% Under Pace:	7%
Average Speed:	40 M.P.H.
Pace Speed:	36 - 45 M.P.H.
85th Percentile / Critical Speed:	44 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
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City of Covina
Radar Speed Survey

MPH	E/B		W/B		Vehicles Surveyed		TOT. VEH.
	Speed	E/B	W/B	Eastbound	Westbound		
65	0	0	0				0
64	0	0	0				0
63	0	0	0				0
62	0	0	0				0
61	0	0	0				0
60	0	0	0				0
59	0	0	0				0
58	0	0	0				0
57	0	0	0				0
56	0	0	0				0
55	0	0	0				0
54	0	0	0				0
53	0	0	0				0
52	0	0	0				0
51	1	0	0				1
50	0	1	0				1
49	3	1	0	X			4
48	1	2	0	X			3
47	3	5	0	X	X		8
46	1	3	0	X	X		4
45	2	5	0	X	X		7
44	3	4	0	X	X		7
43	8	6	0	X	X		14
42	3	5	0	X	X		8
41	5	9	0	X	X		14
40	5	3	0	X	X	X	8
39	5	2	0	X	X		7
38	3	1	0	X			4
37	3	1	0	X			4
36	1	1	0	X			2
35	2	1	0	X			3
34	0	0	0				0
33	1	0	0				1
32	0	0	0				0
31	0	0	0				0
30	0	0	0				0
29	0	0	0				0
28	0	0	0				0
27	0	0	0				0
26	0	0	0				0
25	0	0	0				0
24	0	0	0				0
23	0	0	0				0
22	0	0	0				0
21	0	0	0				0
20	0	0	0				0
19	0	0	0				0
18	0	0	0				0
17	0	0	0				0
16	0	0	0				0
15	0	0	0				0
					GRAND TOTALS		100

Location: Badillo Street

Between: Baranca Avenue - Grand Avenue

Weather: Sunny

Date: 12/14/10

Time From: 11:15

Time To: 11:50

Existing Speed Limit: 40 M.P.H.

* * * * * P A C E * * * * *

% Over Pace: _____ 9%

% In Pace: _____ 81%

% Under Pace: _____ 10%

Average Speed: _____ 42 M.P.H.

Pace Speed: _____ 38 - 47 M.P.H.

85th Percentile / Critical Speed: _____ 46 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
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City of Covina
Radar Speed Survey

MPH		Vehicles Surveyed		TOT. VEH.	
Speed	E/B W/B	Eastbound	Westbound		
65	0 0			0	
64	0 0			0	
63	0 0			0	
62	0 0			0	
61	0 0			0	
60	0 0			0	
59	0 0			0	
58	0 0			0	
57	0 1		X	1	
56	0 0			0	
55	0 0			0	
54	0 1		X	1	
53	0 1		X	1	
52	3 0	X X X		3	
51	1 4	X X X X	X X X X	5	
50	2 2	X X X X	X X X X	4	
49	5 5	X X X X X	X X X X X	10	
48	5 2	X X X X X	X X X X	7	
47	0 3	X X X X	X X X X	3	
46	6 3	X X X X X X	X X X X	9	
45	5 3	X X X X X X	X X X X	8	
44	6 2	X X X X X X X	X X X X X X	8	
43	6 7	X X X X X X X	X X X X X X X	13	
42	2 7	X X X	X X X X X X	9	
41	2 4	X X X	X X X X X X	6	
40	3 4	X X X X	X X X X	7	
39	3 1	X X X X	X	4	
38	0 0			0	
37	1 0	X		1	
36	0 0			0	
35	0 0			0	
34	0 0			0	
33	0 0			0	
32	0 0			0	
31	0 0			0	
30	0 0			0	
29	0 0			0	
28	0 0			0	
27	0 0			0	
26	0 0			0	
25	0 0			0	
24	0 0			0	
23	0 0			0	
22	0 0			0	
21	0 0			0	
20	0 0			0	
19	0 0			0	
18	0 0			0	
17	0 0			0	
16	0 0			0	
15	0 0			0	
		GRAND TOTALS			100

Location:	Badillo Street
Between:	Grand Avenue - Glendora Avenue
Weather:	Sunny
Date:	12/14/10
Time From:	10:25
Time To:	11:00
Existing Speed Limit:	45 M.P.H.

% Over Pace:	15%
% In Pace:	80%
% Under Pace:	5%
Average Speed:	45 M.P.H.
Pace Speed:	40 - 49 M.P.H.
85th Percentile / Critical Speed:	49 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
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City of Covina
Radar Speed Survey

Speed	E/B		MPH	Vehicles Surveyed				TOT. VEH.
	W	B		Eastbound	Westbound			
65	0	0	65					0
64	0	0	64					0
63	0	0	63					0
62	0	0	62					0
61	0	0	61					0
60	0	0	60					0
59	0	1	59				X	1
58	1	0	58				X	1
57	1	1	57				X X	2
56	0	1	56				X X X	3
55	0	3	55				X X X X	4
54	0	1	54				X	1
53	2	0	53				X X X	3
52	2	4	52				X X X X X	6
51	2	2	51				X X X X	6
50	4	4	50				X X X X X X	8
49	5	2	49				X X X X X X	7
48	7	5	48				X X X X X X X	12
47	6	3	47				X X X X X X X	9
46	5	10	46				X X X X X X X X X	15
45	3	3	45				X X X X X	6
44	7	1	44				X X X X X X X X	8
43	2	3	43				X X X X X	5
42	1	3	42				X X X X	4
41	1	1	41				X	2
40	0	0	40					0
39	1	1	39				X X	2
38	0	1	38				X	1
37	0	0	37					0
36	0	0	36					0
35	0	0	35					0
34	0	0	34					0
33	0	0	33					0
32	0	0	32					0
31	0	0	31					0
30	0	0	30					0
29	0	0	29					0
28	0	0	28					0
27	0	0	27					0
26	0	0	26					0
25	0	0	25					0
24	0	0	24					0
23	0	0	23					0
22	0	0	22					0
21	0	0	21					0
20	0	0	20					0
19	0	0	19					0
18	0	0	18					0
17	0	0	17					0
16	0	0	16					0
15	0	0	15					0
				GRAND TOTALS				100

Location: Badillo Street
 Between: Glendora Avenue - Reeder Avenue
 Weather: Sunny
 Date: 12/14/10
 Time From: 9:55
 Time To: 10:20
 Existing Speed Limit: 45 M.P.H.

% Over Pace: 11%
 % In Pace: 80%
 % Under Pace: 9%
 Average Speed: 48 M.P.H.
 Pace Speed: 43 - 52 M.P.H.
 85th Percentile / Critical Speed: 51 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 T 951-268-6268 F 951-268-6267

City of Covina
Radar Speed Survey

Speed	E/B	W/B	MPH		Vehicles Surveyed		TOT. VEH.
			Eastbound	Westbound			
65	0	0					0
64	0	0					0
63	0	0					0
62	0	0					0
61	0	0					0
60	0	0					0
59	0	0					0
58	1	0					1
57	1	0					1
56	2	1					3
55	0	3					3
54	0	1					1
53	2	1					3
52	2	1					3
51	4	4					8
50	3	1					4
49	6	7					13
48	7	5					12
47	3	5					8
46	9	4					13
45	3	5					8
44	3	7					10
43	1	1					2
42	2	1					3
41	1	1					2
40	0	2					0
39	0	0					0
38	0	0					0
37	0	0					0
36	0	0					0
35	0	0					0
34	0	0					0
33	0	0					0
32	0	0					0
31	0	0					0
30	0	0					0
29	0	0					0
28	0	0					0
27	0	0					0
26	0	0					0
25	0	0					0
24	0	0					0
23	0	0					0
22	0	0					0
21	0	0					0
20	0	0					0
19	0	0					0
18	0	0					0
17	0	0					0
16	0	0					0
15	0	0					0
GRAND TOTALS							100

Location: Badillo Street

Between: Reeder Avenue - East City Limits

Weather: Sunny

Date: 12/14/10

Time From: 9:10

Time To: 9:50

Existing Speed Limit: 45 M.P.H.

% Over Pace: 9%

% In Pace: 82%

% Under Pace: 9%

Average Speed: 48 M.P.H.

Pace Speed: 44 - 53 M.P.H.

85th Percentile / Critical Speed: 51 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
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City of Covina
Radar Speed Survey

MPH		Vehicles Surveyed		TOT. VEH.
Speed	NB	SB	Southbound	
65	0	0		0
64	0	0		0
63	0	0		0
62	0	0		0
61	0	0		0
60	0	0		0
59	0	0		0
58	0	0		0
57	0	0		0
56	0	0		0
55	0	0		0
54	0	0		0
53	0	0		0
52	0	0		0
51	0	0		0
50	1	0		1
49	2	0		2
48	1	2	X X	3
47	1	1	X X	2
46	2	1	X X	3
45	2	0	X X	2
44	3	4	X X X X	7
43	5	1	X X X X X X	6
42	3	6	X X X X	9
41	2	6	X X X X X X	8
40	2	7	X X X X X X	9
39	7	5	X X X X X X X X	12
38	2	9	X X X X X X X X	11
37	5	3	X X X X X X X X	8
36	8	2	X X X X X X X X X X	10
35	2	1	X X X	3
34	1	1	X X	2
33	1	1	X X	2
32	0	0		0
31	0	0		0
30	0	0		0
29	0	0		0
28	0	0		0
27	0	0		0
26	0	0		0
25	0	0		0
24	0	0		0
23	0	0		0
22	0	0		0
21	0	0		0
20	0	0		0
19	0	0		0
18	0	0		0
17	0	0		0
16	0	0		0
15	0	0		0
GRAND TOTALS				100

Location: Barranca Avenue

Between: South City Limits - Puente Street

Weather: Cloudy

Date: 12/15/10

Time From: 11:25

Time To: 11:50

Existing Speed Limit: 35 M.P.H.

% Over Pace: 13%

% In Pace: 83%

% Under Pace: 4%

Average Speed: 40 M.P.H.

Pace Speed: 35 - 44 M.P.H.

85th Percentile / Critical Speed: 43 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
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Corona, CA 92878
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City of Covina
Radar Speed Survey

Speed	N/B	S/B	MPH	Vehicles Surveyed		TOT. VEH.
				Northbound	Southbound	
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	1	52			1
51	0	0	51			0
50	1	0	50	X		1
49	0	0	49			0
48	0	0	48			0
47	2	0	47	X X		2
46	1	0	46	X		1
45	0	0	45			0
44	1	5	44	X	X X X X X	6
43	4	4	43	X X X X X	X X X X X	8
42	6	2	42	X X X X X X	X X X X X	10
41	5	5	41	X X X X X X	X X X X X	10
40	5	2	40	X X X X X	X X X X X	7
39	4	6	39	X X X X X	X X X X X	10
38	6	5	38	X X X X X X	X X X X X	11
37	7	7	37	X X X X X X X	X X X X X X X	14
36	5	3	36	X X X X X X	X X X X X	8
35	2	3	35	X X X	X X X	5
34	1	3	34	X	X X X	4
33	0	1	33		X	1
32	0	2	32		X X	2
31	0	1	31		X	1
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
				GRAND TOTALS		100

Location: Barranca Avenue

Between: Puente Street - San Bernardino Road

Weather: Cloudy

Date: 12/15/10

Time From: 11:55

Time To: 12:25

Existing Speed Limit: 35 M.P.H.

% Over Pace: 5%

% In Pace: 87%

% Under Pace: 8%

Average Speed: 39 M.P.H.

Pace Speed: 35 - 44 M.P.H.

85th Percentile / Critical Speed: 42 M.P.H.

Radar Survey Conducted By:
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City of Covina

Radar Speed Survey

Speed		MPH		Vehicles Surveyed		TOT. VEH.
		NB	SB	Northbound	Southbound	
65	0	0	0			0
64	0	0	0			0
63	0	0	0			0
62	0	0	0			0
61	0	0	0			0
60	0	0	0			0
59	0	0	0			0
58	0	0	0			0
57	0	0	0			0
56	0	0	0			0
55	0	0	0			0
54	0	0	0			0
53	0	0	0			0
52	1	0	0			1
51	1	0	0			1
50	1	0	0			1
49	0	0	0			0
48	1	0	0			1
47	0	0	0			0
46	0	1	0			1
45	2	1	0			3
44	2	2	0			4
43	5	2	0			7
42	2	6	0			8
41	4	3	0			7
40	6	2	0			8
39	5	9	0			14
38	5	7	0			12
37	4	6	0			10
36	3	4	0			7
35	4	3	0			7
34	2	0	0			2
33	0	3	0			3
32	1	0	0			1
31	1	1	0			2
30	0	0	0			0
29	0	0	0			0
28	0	0	0			0
27	0	0	0			0
26	0	0	0			0
25	0	0	0			0
24	0	0	0			0
23	0	0	0			0
22	0	0	0			0
21	0	0	0			0
20	0	0	0			0
19	0	0	0			0
18	0	0	0			0
17	0	0	0			0
16	0	0	0			0
15	0	0	0			0
GRAND TOTALS						100

Location: Barranca Avenue	
Between: San Bernardino Road - Covina Boulevard	
Weather: Cloudy	
Date: 12/15/10	
Time From: 12:25	
Time To: 12:45	
Existing Speed Limit: 35 M.P.H.	

% Over Pace: _____	8%
% In Pace: _____	84%
% Under Pace: _____	8%
Average Speed: _____	39 M.P.H.
Pace Speed: _____	35 - 44 M.P.H.
85th Percentile / Critical Speed: _____	42 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
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City of Covina
Radar Speed Survey

Speed	MPH		Vehicles Surveyed		TOT. VEH.
	N/B	S/B	Northbound	Southbound	
65	0	0			0
64	0	0			0
63	0	0			0
62	0	0			0
61	0	0			0
60	0	0			0
59	0	0			0
58	0	0			0
57	1	0			1
56	0	0			0
55	0	0			0
54	0	0			0
53	0	0			0
52	1	0			1
51	0	0			0
50	0	0			0
49	0	0			0
48	1	0			1
47	0	2			2
46	0	4			4
45	2	4			6
44	3	7			10
43	3	3			6
42	0	3			3
41	2	2			4
40	9	5			14
39	4	2			6
38	5	5			10
37	4	3			7
36	1	0			1
35	2	5			7
34	3	3			6
33	0	1			1
32	0	1			1
31	1	0			1
30	0	0			0
29	0	0			0
28	0	0			0
27	0	0			0
26	0	0			0
25	0	0			0
24	0	0			0
23	0	0			0
22	0	0			0
21	0	0			0
20	0	0			0
19	0	0			0
18	0	0			0
17	0	0			0
16	0	0			0
15	0	0			0
GRAND TOTALS					100

Location: Barranca Avenue

Between: Covina Boulevard - North City Limits

Weather: Cloudy

Date: 12/15/10

Time From: 12:50

Time To: 1:15

Existing Speed Limit: 40 M.P.H.

% Over Pace: 5%

% In Pace: 78%

% Under Pace: 17%

Average Speed: 40 M.P.H.

Pace Speed: 37 - 46 M.P.H.

85th Percentile / Critical Speed: 44 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
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City of Covina

Radar Speed Survey

MPH		Vehicles Surveyed				TOT. VEH.
		Eastbound	Westbound			
65	0				0	
64	0				0	
63	0				0	
62	0				0	
61	0				0	
60	0				0	
59	0				0	
58	0				0	
57	0				0	
56	0				0	
55	0				0	
54	0				0	
53	0				0	
52	0				0	
51	0				0	
50	1				1	
49	0				0	
48	1				1	
47	1				1	
46	1				1	
45	4				4	
44	2				2	
43	5				5	
42	3				3	
41	5				5	
40	3				3	
39	6				6	
38	7				7	
37	3				3	
36	3				3	
35	1				1	
34	1				1	
33	2				2	
32	1				1	
31	0				0	
30	0				0	
29	0				0	
28	0				0	
27	0				0	
26	0				0	
25	0				0	
24	0				0	
23	0				0	
22	0				0	
21	0				0	
20	0				0	
19	0				0	
18	0				0	
17	0				0	
16	0				0	
15	0				0	
		GRAND TOTALS				100

<p>Location: Cienega Avenue</p> <p>Between: Barranca Avenue - Grand Avenue</p> <p>Weather: Sunny</p> <p>Date: 12/14/10</p> <p>Time From: 3:00</p> <p>Time To: 3:35</p> <p>Existing Speed Limit: 35 M.P.H.</p>	<p>% Over Pace: 14%</p> <p>% In Pace: 80%</p> <p>% Under Pace: 6%</p> <p>Average Speed: 40 M.P.H.</p> <p>Pace Speed: 35 - 44 M.P.H.</p> <p>85th Percentile / Critical Speed: 44 M.P.H.</p>
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Radar Survey Conducted By:
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 Corona, CA 92878
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City of Covina
Radar Speed Survey

Speed	E/B		W/B	Vehicles Surveyed		Tot. Veh.
				Eastbound	Westbound	
65	0	0	0			0
64	0	0	0			0
63	0	0	0			0
62	0	0	0			0
61	0	0	0			0
60	0	0	0			0
59	0	0	0			0
58	0	0	0			0
57	0	0	0			0
56	0	0	0			0
55	0	0	0			0
54	0	0	0			0
53	0	0	0			0
52	0	0	0			0
51	0	0	0			0
50	0	0	0			0
49	0	0	0			0
48	0	0	0			0
47	0	0	0			0
46	0	0	0			0
45	0	1	0			1
44	0	0	0			0
43	1	1	0			2
42	1	2	0			3
41	1	2	0			3
40	1	6	0			7
39	3	5	0			8
38	3	4	0			7
37	7	4	0			11
36	6	6	0			12
35	4	6	0			10
34	6	6	0			12
33	5	4	0			9
32	4	1	0			5
31	3	0	0			3
30	0	0	0			0
29	2	0	0			2
28	0	1	0			1
27	2	0	0			2
26	1	0	0			1
25	0	0	0			0
24	0	0	0			0
23	0	1	0			1
22	0	0	0			0
21	0	0	0			0
20	0	0	0			0
19	0	0	0			0
18	0	0	0			0
17	0	0	0			0
16	0	0	0			0
15	0	0	0			0
GRAND TOTALS						100

Location: Cienega Avenue

Between: Arrow Avenue - Ivescrest Avenue

Weather: Sunny

Date: 12/14/10

Time From: 3:35

Time To: 4:00

Existing Speed Limit: 35 M.P.H.

% Over Pace: 6%

% In Pace: 84%

% Under Pace: 10%

Average Speed: 36 M.P.H.

Pace Speed: 32 - 41 M.P.H.

85th Percentile / Critical Speed: 39 M.P.H.

Radar Survey Conducted By:
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City of Covina
Radar Speed Survey

MPH		Vehicles Surveyed		TOT. VEH.
		Northbound	Southbound	
65	0			0
64	0			0
63	0			0
62	0			0
61	0			0
60	0			0
59	0			0
58	0			0
57	0			0
56	0			0
55	0			0
54	0			0
53	1	X		1
52	0			0
51	0			0
50	0			0
49	0			0
48	0			0
47	0			0
46	1	X		1
45	1	X		2
44	2	X X		2
43	2	X X		4
42	3	X X X		5
41	6	X X X X X		7
40	1	X		2
39	3	X X X		11
38	4	X X X X		8
37	8	X X X X X X X X		8
36	5	X X X X X		8
35	1	X		9
34	0			5
33	4	X X X X		10
32	4	X X X X		7
31	3	X X X		6
30	1	X		3
29	0			0
28	0			1
27	0			0
26	0			0
25	0			0
24	0			0
23	0			0
22	0			0
21	0			0
20	0			0
19	0			0
18	0			0
17	0			0
16	0			0
15	0			0
GRAND TOTALS				100

<p>Location: Citrus Avenue</p> <p>Between: Workman Avenue - Rowland Avenue</p> <p>Weather: Sunny</p> <p>Date: 12/14/10</p> <p>Time From: 11:10</p> <p>Time To: 11:55</p> <p>Existing Speed Limit: 40 M.P.H.</p>	<p>% Over Pace: 15%</p> <p>% In Pace: 75%</p> <p>% Under Pace: 10%</p> <p>Average Speed: 37 M.P.H.</p> <p>Pace Speed: 32 - 41 M.P.H.</p> <p>85th Percentile / Critical Speed: 41 M.P.H.</p>
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Radar Survey Conducted By:
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City of Covina
Radar Speed Survey

Speed	Dir	S/B	MPH		Vehicles Surveyed		Tot. Veh.
			Northbound	Southbound	Northbound	Southbound	
65	0	0					0
64	0	0					0
63	0	0					0
62	0	0					0
61	0	0					0
60	0	0					0
59	0	0					0
58	0	0					0
57	0	0					0
56	0	0					0
55	0	0					0
54	0	0					0
53	0	0					0
52	0	0					0
51	0	0					0
50	0	0					0
49	0	0					0
48	1	0					1
47	0	0					0
46	0	0					0
45	1	1					2
44	1	1					2
43	0	0					0
42	3	1					4
41	5	4					9
40	2	1					3
39	2	5					7
38	9	7					16
37	3	2					5
36	7	10					17
35	3	3					6
34	3	8					11
33	6	0					6
32	4	1					5
31	0	3					3
30	0	3					3
29	0	0					0
28	0	0					0
27	0	0					0
26	0	0					0
25	0	0					0
24	0	0					0
23	0	0					0
22	0	0					0
21	0	0					0
20	0	0					0
19	0	0					0
18	0	0					0
17	0	0					0
16	0	0					0
15	0	0					0
			GRAND TOTALS				100

Location: Citrus Avenue
 Between: Rowland Avenue - Puente Street
 Weather: Sunny
 Date: 12/14/10
 Time From: 12:15
 Time To: 12:35
 Existing Speed Limit: 40 M.P.H.

% Over Pace: 9%
 % In Pace: 85%
 % Under Pace: 6%
 Average Speed: 37 M.P.H.
 Pace Speed: 32 - 41 M.P.H.
 85th Percentile / Critical Speed: 40 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
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City of Covina
Radar Speed Survey

Speed	MPH		Vehicles Surveyed				TOT. VEH.
	NB	SB	Northbound	Southbound			
65	0	0				0	
64	0	0				0	
63	0	0				0	
62	0	0				0	
61	0	0				0	
60	0	0				0	
59	0	0				0	
58	0	0				0	
57	0	0				0	
56	0	0				0	
55	0	0				0	
54	0	0				0	
53	0	0				0	
52	0	0				0	
51	0	0				0	
50	0	0				0	
49	0	0				0	
48	0	0				0	
47	0	0				0	
46	0	0				0	
45	0	0				0	
44	0	1			X	1	
43	1	0			X	1	
42	0	0				0	
41	1	1			X X	2	
40	2	2			X X X X	4	
39	3	5			X X X X X	8	
38	8	2			X X X X X X X	10	
37	3	8			X X X X X X X X	11	
36	10	8			X X X X X X X X X	18	
35	1	4			X X X X	5	
34	5	8			X X X X X X	13	
33	2	8			X X X X X X X	10	
32	5	2			X X X X X X	7	
31	5	1			X X X X X X	6	
30	1	0			X	1	
29	1	0			X	1	
28	2	0			X X	2	
27	0	0				0	
26	0	0				0	
25	0	0				0	
24	0	0				0	
23	0	0				0	
22	0	0				0	
21	0	0				0	
20	0	0				0	
19	0	0				0	
18	0	0				0	
17	0	0				0	
16	0	0				0	
15	0	0				0	
GRAND TOTALS							100

Location: Citrus Avenue
Between: Puente Street - Badillo Street
Weather: Sunny
Date: 12/14/10
Time From: 12:40
Time To: 1:00
Existing Speed Limit: 35 M.P.H.

% Over Pace: 4%
% In Pace: 92%
% Under Pace: 4%
Average Speed: 35 M.P.H.
Pace Speed: 31 - 40 M.P.H.
85th Percentile / Critical Speed: 38 M.P.H.

Radar Survey Conducted By:
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City of Covina
Radar Speed Survey

Speed	N/B	S/B	Vehicles Surveyed		TOT. VEH.
			Northbound	Southbound	
65	0	0			0
64	0	0			0
63	0	0			0
62	0	0			0
61	0	0			0
60	0	0			0
59	0	0			0
58	0	0			0
57	0	0			0
56	0	0			0
55	0	0			0
54	0	0			0
53	0	0			0
52	0	0			0
51	0	0			0
50	0	0			0
49	0	0			0
48	0	0			0
47	0	0			0
46	0	0			0
45	0	0			0
44	0	0			0
43	0	0			0
42	0	0			0
41	0	0			0
40	0	0			0
39	0	0			0
38	0	0			0
37	0	0			0
36	0	0			0
35	0	2		X X	2
34	1	1		X X	2
33	1	1		X X	2
32	1	2		X X X	3
31	3	1		X X X X	4
30	2	4		X X X X X	6
29	7	3		X X X X X X X	10
28	7	4		X X X X X X X X	11
27	8	2		X X X X X X X X X	10
26	5	11		X X X X X X X X X X X	16
25	4	7		X X X X X X X X X X	11
24	3	4		X X X X X X X X X	9
23	3	4		X X X X X X X X X	7
22	2	1		X X X X X X X X X	3
21	2	1		X X X X X X X X X	3
20	0	0			0
19	0	0			0
18	0	0			0
17	0	1		X	1
16	0	0			0
15	0	0			0
GRAND TOTALS					100

Location: Citrus Avenue

Between: Badillo Street - San Bernardino Road

Weather: Sunny

Date: 12/14/10

Time From: 1:05

Time To: 1:35

Existing Speed Limit: 25 M.P.H.

% Over Pace: 6%

% In Pace: 87%

% Under Pace: 7%

Average Speed: 27 M.P.H.

Pace Speed: 23 - 32 M.P.H.

85th Percentile / Critical Speed: 29 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
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City of Covina Radar Speed Survey

MPH		Vehicles Surveyed		TOT. VEH.
		Northbound	Southbound	
65	0			0
64	0			0
63	0			0
62	0			0
61	0			0
60	0			0
59	0			0
58	0			0
57	0			0
56	0			0
55	0			0
54	0			0
53	0			0
52	0			0
51	0			0
50	0			0
49	0			1
48	0			0
47	0			0
46	0			2
45	0			0
44	0			1
43	2			2
42	3			8
41	2			7
40	4			11
39	6			12
38	5			10
37	4			7
36	7			15
35	2			5
34	3			3
33	3			5
32	3			4
31	2			3
30	3			3
29	1			1
28	0			0
27	0			0
26	0			0
25	0			0
24	0			0
23	0			0
22	0			0
21	0			0
20	0			0
19	0			0
18	0			0
17	0			0
16	0			0
15	0			0
GRAND TOTALS				100

<p>Location: Citrus Avenue</p> <p>Between: San Bernardino Road - Covina Boulevard</p> <p>Weather: Sunny</p> <p>Date: 12/14/10</p> <p>Time From: 10:15</p> <p>Time To: 10:30</p> <p>Existing Speed Limit: 35 M.P.H.</p>	<p>% Over Pace: _____ 6%</p> <p>% In Pace: _____ 83%</p> <p>% Under Pace: _____ 11%</p> <p>Average Speed: _____ 38 M.P.H.</p> <p>Pace Speed: _____ 33 - 42 M.P.H.</p> <p>85th Percentile / Critical Speed: _____ 40 M.P.H.</p>
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Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 T 951-268-6268 F 951-268-6267

City of Covina
Radar Speed Survey

Speed	MPH		Vehicles Surveyed		TOT. VEH.
	N/B	S/B	Northbound	Southbound	
65	0	0			0
64	0	0			0
63	0	0			0
62	0	0			0
61	0	0			0
60	0	0			0
59	0	0			0
58	0	0			0
57	0	0			0
56	0	0			0
55	0	0			0
54	0	0			0
53	0	0			0
52	0	0			0
51	0	2			2
50	0	1			1
49	1	1			2
48	0	2			2
47	1	2			3
46	4	5			9
45	2	1			3
44	3	2			5
43	2	3			5
42	3	1			4
41	3	3			6
40	8	4			12
39	5	7			12
38	3	3			6
37	1	1			2
36	8	7			15
35	2	0			2
34	0	1			1
33	1	2			3
32	1	0			1
31	1	1			2
30	1	1			2
29	0	0			0
28	0	0			0
27	0	0			0
26	0	0			0
25	0	0			0
24	0	0			0
23	0	0			0
22	0	0			0
21	0	0			0
20	0	0			0
19	0	0			0
18	0	0			0
17	0	0			0
16	0	0			0
15	0	0			0
GRAND TOTALS					100

Location: Citrus Avenue
 Between: Covina Boulevard - Arrow Highway
 Weather: Sunny
 Date: 12/14/10
 Time From: 9:55
 Time To: 10:15
 Existing Speed Limit: 35 M.P.H.

% Over Pace: 19%
 % In Pace: 70%
 % Under Pace: 11%
 Average Speed: 40 M.P.H.
 Pace Speed: 36 - 45 M.P.H.
 85th Percentile / Critical Speed: 45 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
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City of Covina
Radar Speed Survey

Speed	MPH		Vehicles Surveyed		TOT. VEH.
	E/B	W/B	Eastbound	Westbound	
65	0	0			0
64	0	0			0
63	0	0			0
62	0	0			0
61	0	0			0
60	0	0			0
59	0	0			0
58	0	0			0
57	0	0			0
56	0	0			0
55	0	0			0
54	1	1	X		2
53	0	0			0
52	0	0			0
51	0	0			0
50	0	0			0
49	0	0			0
48	1	2	X	X	3
47	3	3	X	X	6
46	1	2	X	X	3
45	1	4	X	X	5
44	2	1	X	X	3
43	1	2	X	X	3
42	4	4	X	X	8
41	5	4	X	X	9
40	4	2	X	X	6
39	7	6	X	X	13
38	2	3	X	X	5
37	5	4	X	X	9
36	4	5	X	X	9
35	3	1	X	X	4
34	0	3	X	X	3
33	1	0	X		1
32	2	1	X		3
31	1	1	X		2
30	2	0	X		2
29	0	1	X		1
28	0	0			0
27	0	0			0
26	0	0			0
25	0	0			0
24	0	0			0
23	0	0			0
22	0	0			0
21	0	0			0
20	0	0			0
19	0	0			0
18	0	0			0
17	0	0			0
16	0	0			0
15	0	0			0
GRAND TOTALS					100

Location:	Covina Boulevard
Between:	Fircroft Avenue - Citrus Avenue
Weather:	Cloudy
Date:	12/15/10
Time From:	2:45
Time To:	3:10
Existing Speed Limit:	40 M.P.H.
% Over Pace:	14%
% In Pace:	70%
% Under Pace:	16%
Average Speed:	40 M.P.H.
Pace Speed:	36 - 45 M.P.H.
85th Percentile / Critical Speed:	44 M.P.H.

Radar Survey Conducted By:
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 Corona, CA 92878
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City of Covina

Radar Speed Survey

Speed		E/B		W/B		MPH	Vehicles Surveyed			TOT. VEH.
		Eastbound	Westbound	Eastbound	Westbound					
65	0	0	0			65				0
64	0	0	0			64				0
63	0	0	0			63				0
62	0	0	0			62				0
61	0	0	0			61				0
60	0	0	0			60				0
59	0	0	0			59				0
58	0	0	0			58				0
57	0	0	0			57				0
56	0	0	0			56				0
55	0	0	0			55				0
54	0	1	54			54			X	1
53	0	0	53			53				0
52	0	0	52			52				0
51	0	0	51			51				0
50	0	1	50			50			X	1
49	0	1	49			49			X	1
48	0	2	48			48			X X	2
47	1	2	47			47			X X	2
46	2	2	46			46			X X	2
45	3	2	45			45			X X	2
44	4	3	44			44			X X	2
43	4	8	43			43			X X X X	4
42	2	6	42			42			X X X X	4
41	6	3	41			41			X X X X	4
40	6	2	40			40			X X X X	4
39	4	5	39			39			X X X X	4
38	3	5	38			38			X X X X	4
37	3	5	37			37			X X X X	4
36	5	1	36			36			X X X X	4
35	3	0	35			35			X X X X	4
34	2	0	34			34			X X X X	4
33	1	0	33			33			X X X X	4
32	0	0	32			32				0
31	0	1	31			31			X	1
30	1	0	30			30			X	1
29	0	0	29			29				0
28	0	0	28			28				0
27	0	0	27			27				0
26	0	0	26			26				0
25	0	0	25			25				0
24	0	0	24			24				0
23	0	0	23			23				0
22	0	0	22			22				0
21	0	0	21			21				0
20	0	0	20			20				0
19	0	0	19			19				0
18	0	0	18			18				0
17	0	0	17			17				0
16	0	0	16			16				0
15	0	0	15			15				0
							GRAND TOTALS			100

Location: Covina Boulevard Between: Citrus Avenue - Grand Avenue Weather: Cloudy Date: 12/15/10 Time From: 3:15 Time To: 3:45 Existing Speed Limit: 40 M.P.H.	% Over Pace: _____ 12% % In Pace: _____ 80% % Under Pace: _____ 8% Average Speed: _____ 41 M.P.H. Pace Speed: _____ 36 - 45 M.P.H. 85th Percentile / Critical Speed: _____ 44 M.P.H.
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Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
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City of Covina
Radar Speed Survey

Speed	E/B		WB	MPH	Vehicles Surveyed				Tot. Veh.
	E	B			Eastbound	Westbound	Tot.		
65	0	0	0	65					0
64	0	0	0	64					0
63	0	0	0	63					0
62	0	0	0	62					0
61	0	0	0	61					0
60	0	0	0	60					0
59	0	0	0	59					0
58	0	0	0	58					0
57	0	0	0	57					0
56	0	0	0	56					0
55	0	0	0	55					0
54	0	0	0	54					0
53	0	0	0	53					0
52	0	0	0	52					0
51	0	0	0	51					0
50	0	0	0	50					0
49	0	0	0	49					0
48	0	0	0	48					0
47	0	0	0	47					0
46	1	0	0	46					1
45	1	0	0	45					1
44	1	0	0	44					1
43	2	1	0	43					3
42	4	1	0	42					5
41	2	4	0	41					6
40	5	3	0	40					8
39	4	3	0	39					7
38	4	5	0	38					9
37	2	5	0	37					7
36	4	6	0	36					10
35	5	5	0	35					10
34	3	3	0	34					6
33	2	3	0	33					5
32	4	3	0	32					7
31	1	3	0	31					4
30	0	2	0	30					2
29	4	1	0	29					5
28	1	1	0	28					2
27	0	0	0	27					0
26	0	1	0	26					1
25	0	0	0	25					0
24	0	0	0	24					0
23	0	0	0	23					0
22	0	0	0	22					0
21	0	0	0	21					0
20	0	0	0	20					0
19	0	0	0	19					0
18	0	0	0	18					0
17	0	0	0	17					0
16	0	0	0	16					0
15	0	0	0	15					0
					GRAND TOTALS				100

Location: Covina Boulevard
Between: Grand Avenue - Rimhurst Avenue
Weather: Cloudy
Date: 12/15/10
Time From: 2:00
Time To: 2:35
Existing Speed Limit: 35 M.P.H.

% Over Pace: 11%
% In Pace: 75%
% Under Pace: 14%
Average Speed: 36 M.P.H.
Pace Speed: 32 - 41 M.P.H.
85th Percentile / Critical Speed: 40 M.P.H.

Radar Survey Conducted By:
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City of Covina

Radar Speed Survey

MPH		Vehicles Surveyed		TOT. VEH.
		Eastbound	Westbound	
65	0			0
64	0			0
63	0			0
62	0			0
61	0			0
60	0			0
59	0			0
58	0			0
57	0			0
56	0			0
55	0			0
54	0			0
53	0			0
52	0			0
51	1			1
50	0			0
49	0			0
48	0			0
47	2			2
46	1			1
45	7			7
44	3			3
43	4			4
42	5			5
41	6			6
40	3			3
39	6			6
38	3			3
37	2			2
36	4			4
35	1			1
34	1			1
33	1			1
32	0			0
31	0			0
30	0			0
29	0			0
28	0			0
27	0			0
26	0			0
25	0			0
24	0			0
23	0			0
22	0			0
21	0			0
20	0			0
19	0			0
18	0			0
17	0			0
16	0			0
15	0			0
		GRAND TOTALS		100

Location:	Covina Boulevard
Between:	Bonnie Cove - Sunflower Avenue
Weather:	Cloudy
Date:	12/15/10
Time From:	1:20
Time To:	1:50
Existing Speed Limit:	35 M.P.H.
% Over Pace:	13%
% In Pace:	77%
% Under Pace:	10%
Average Speed:	41 M.P.H.
Pace Speed:	36 - 45 M.P.H.
85th Percentile / Critical Speed:	44 M.P.H.

Radar Survey Conducted By:
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City of Covina
Radar Speed Survey

MPH		Vehicles Surveyed				TOT. VEH.
Speed	E/B	W/B	Eastbound	Westbound		
65	0	0				0
64	0	0				0
63	0	0				0
62	0	0				0
61	0	0				0
60	0	0				0
59	1	0	X			1
58	0	0				0
57	0	0				0
56	0	0				0
55	0	0				0
54	0	0				0
53	0	0				0
52	0	0				0
51	0	0				0
50	0	0				0
49	0	0				0
48	1	0	X			1
47	0	1				1
46	0	0				0
45	1	1	X			2
44	1	3	X	X		4
43	1	2	X	X		3
42	1	4	X	X	X	5
41	3	3	X	X	X	6
40	1	2	X	X	X	3
39	3	5	X	X	X	8
38	6	7	X	X	X	13
37	7	2	X	X	X	9
36	2	8	X	X	X	10
35	5	7	X	X	X	12
34	7	3	X	X	X	10
33	3	1	X	X	X	4
32	5	1	X	X	X	6
31	1	0	X			1
30	1	0	X			1
29	0	0				0
28	0	0				0
27	0	0				0
26	0	0				0
25	0	0				0
24	0	0				0
23	0	0				0
22	0	0				0
21	0	0				0
20	0	0				0
19	0	0				0
18	0	0				0
17	0	0				0
16	0	0				0
15	0	0				0
GRAND TOTALS					100	

Location:	Covina Hills Boulevard
Between:	Grand Avenue - Rancho la Carlota Road
Weather:	Sunny
Date:	12/16/10
Time From:	12:05
Time To:	12:45
Existing Speed Limit:	35 M.P.H.

% Over Pace:	17%
% In Pace:	81%
% Under Pace:	2%
Average Speed:	38 M.P.H.
Pace Speed:	32 - 41 M.P.H.
85th Percentile / Critical Speed:	41 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
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 Corona, CA 92878
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City of Covina
Radar Speed Survey

Speed	MPH		Vehicles Surveyed		TOT. VEH.
	E/B	W/B	Eastbound	Westbound	
65	0	0			0
64	0	0			0
63	0	0			0
62	0	0			0
61	0	0			0
60	0	0			0
59	0	0			0
58	0	0			0
57	0	0			0
56	0	0			0
55	0	0			0
54	0	0			0
53	0	0			0
52	0	0			0
51	1	1	X		2
50	1	0	X		1
49	4	0	X X X X		4
48	3	2	X X X		5
47	2	2	X X X		4
46	6	2	X X X X X X		8
45	6	5	X X X X X X		11
44	4	7	X X X X X		11
43	3	8	X X X X X X X		11
42	5	2	X X X X X X		7
41	3	4	X X X X		7
40	5	4	X X X X X		9
39	4	5	X X X X X		9
38	1	1	X		2
37	1	3	X X X		4
36	0	1	X		1
35	1	3	X X X		4
34	0	0			0
33	0	0			0
32	0	0			0
31	0	0			0
30	0	0			0
29	0	0			0
28	0	0			0
27	0	0			0
26	0	0			0
25	0	0			0
24	0	0			0
23	0	0			0
22	0	0			0
21	0	0			0
20	0	0			0
19	0	0			0
18	0	0			0
17	0	0			0
16	0	0			0
15	0	0			0
GRAND TOTALS					100

Location: Cypress Avenue
 Between: Leaf Avenue - Hollenbeck Avenue
 Weather: Cloudy
 Date: 12/15/10
 Time From: 9:00
 Time To: 9:35
 Existing Speed Limit: 40 M.P.H.
 * * * * * P A C E * * *
 % Over Pace: 7%
 % In Pace: 82%
 % Under Pace: 11%
 Average Speed: 43 M.P.H.
 Pace Speed: 39 - 48 M.P.H.
 85th Percentile / Critical Speed: 46 M.P.H.

Radar Survey Conducted By:
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City of Covina
Radar Speed Survey

Speed	MPH		Vehicles Surveyed		TOT. VEH.
	E/B	W/B	Eastbound	Westbound	
65	0	0			0
64	0	0			0
63	0	0			0
62	0	0			0
61	0	0			0
60	0	0			0
59	0	0			0
58	0	0			0
57	0	0			0
56	0	0			0
55	0	0			0
54	0	0			0
53	0	0			0
52	0	0			0
51	0	0			0
50	0	0			0
49	2	1	X	X	3
48	1	2	X	X	3
47	0	2	X	X	2
46	3	2	X	X	5
45	4	3	X	X	7
44	6	5	X	X	11
43	2	6	X	X	8
42	4	3	X	X	7
41	5	3	X	X	8
40	6	4	X	X	10
39	3	3	X	X	6
38	5	2	X	X	7
37	1	8	X	X	9
36	3	2	X	X	5
35	2	1	X	X	3
34	2	1	X	X	3
33	1	1	X	X	2
32	0	1	X		1
31	0	0			0
30	0	0			0
29	0	0			0
28	0	0			0
27	0	0			0
26	0	0			0
25	0	0			0
24	0	0			0
23	0	0			0
22	0	0			0
21	0	0			0
20	0	0			0
19	0	0			0
18	0	0			0
17	0	0			0
16	0	0			0
15	0	0			0
GRAND TOTALS					100

Location:	Cypress Avenue
Between:	Hollenbeck Avenue - Citrus Avenue
Weather:	Cloudy
Date:	12/15/10
Time From:	9:40
Time To:	10:15
Existing Speed Limit:	40 M.P.H.
% Over Pace:	8%
% In Pace:	78%
% Under Pace:	14%
Average Speed:	41 M.P.H.
Pace Speed:	37 - 46 M.P.H.
85th Percentile / Critical Speed:	44 M.P.H.

Radar Survey Conducted By:
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City of Covina
Radar Speed Survey

Speed	E/B		W/B	Vehicles Surveyed		TOT. VEH.
	E	B		Eastbound	Westbound	
65	0	0	0			0
64	0	0	0			0
63	0	0	0			0
62	0	0	0			0
61	0	0	0			0
60	0	0	0			0
59	0	0	0			0
58	0	0	0			0
57	0	0	0			0
56	0	0	0			0
55	0	0	0			0
54	0	0	0			0
53	0	0	0			0
52	0	0	0			0
51	0	1	0	X		1
50	0	0	0			0
49	0	0	0			0
48	0	0	0			0
47	0	0	0			0
46	1	1	0	X		2
45	1	2	0	X		3
44	2	1	0	X		3
43	7	5	0	X	X	12
42	3	3	0	X	X	6
41	4	7	0	X	X	11
40	3	2	0	X	X	5
39	7	4	0	X	X	11
38	4	9	0	X	X	13
37	7	3	0	X	X	10
36	6	4	0	X	X	10
35	2	1	0	X		3
34	2	2	0	X		4
33	0	2	0	X		2
32	1	2	0	X		3
31	0	1	0	X		1
30	0	0	0			0
29	0	0	0			0
28	0	0	0			0
27	0	0	0			0
26	0	0	0			0
25	0	0	0			0
24	0	0	0			0
23	0	0	0			0
22	0	0	0			0
21	0	0	0			0
20	0	0	0			0
19	0	0	0			0
18	0	0	0			0
17	0	0	0			0
16	0	0	0			0
15	0	0	0			0
				GRAND TOTALS		100

Location: Cypress Avenue

Between: Citrus Avenue - Barranca Avenue

Weather: Cloudy

Date: 12/15/10

Time From: 10:15

Time To: 10:55

Existing Speed Limit: 40 M.P.H.

% Over Pace: 9%

% In Pace: 85%

% Under Pace: 6%

Average Speed: 39 M.P.H.

Pace Speed: 34 - 43 M.P.H.

85th Percentile / Critical Speed: 42 M.P.H.

Radar Survey Conducted By:
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City of Covina
Radar Speed Survey

Speed	E/B		W/B	Vehicles Surveyed		TOT. VEH.
	Eastbound	Westbound		Eastbound	Westbound	
65						0
64						0
63						0
62						0
61						0
60						0
59						0
58						0
57						0
56						0
55						0
54						0
53						0
52						1
51						0
50						0
49						1
48						3
47						5
46						4
45						6
44						6
43						10
42						5
41						10
40						6
39						8
38						14
37						6
36						7
35						3
34						3
33						0
32						2
31						0
30						0
29						0
28						0
27						0
26						0
25						0
24						0
23						0
22						0
21						0
20						0
19						0
18						0
17						0
16						0
15						0
GRAND TOTALS						100

Location:	Cypress Avenue
Between:	Barranca Avenue - Grand Avenue
Weather:	Cloudy
Date:	12/15/10
Time From:	10:55
Time To:	11:30
Existing Speed Limit:	40 M.P.H.

% Over Pace:	14%
% In Pace:	78%
% Under Pace:	8%
Average Speed:	41 M.P.H.
Pace Speed:	36 - 45 M.P.H.
85th Percentile / Critical Speed:	44 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
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City of Covina
Radar Speed Survey

Speed		E/B		MPH	Vehicles Surveyed		TOT. VEH.
		W/B			Eastbound	Westbound	
65	0	0					0
64	0	0					0
63	0	0					0
62	0	0					0
61	0	0					0
60	0	0					0
59	0	0					0
58	0	0					0
57	0	0					0
56	0	0					0
55	0	0					0
54	0	0					0
53	0	0					0
52	1	0					1
51	1	0					1
50	0	0					0
49	0	0					0
48	2	1					3
47	0	1					1
46	1	1					2
45	2	1					3
44	4	3					7
43	3	4					7
42	6	5					11
41	7	2					9
40	1	6					7
39	3	5					8
38	2	4					6
37	6	6					12
36	3	2					5
35	4	4					8
34	1	3					4
33	2	1					3
32	0	1					1
31	1	0					1
30	0	0					0
29	0	0					0
28	0	0					0
27	0	0					0
26	0	0					0
25	0	0					0
24	0	0					0
23	0	0					0
22	0	0					0
21	0	0					0
20	0	0					0
19	0	0					0
18	0	0					0
17	0	0					0
16	0	0					0
15	0	0					0
GRAND TOTALS							100

Location: Cypress Avenue	
Between: Grand Avenue - Glendora Avenue	
Weather: Cloudy	
Date: 12/15/10	
Time From: 11:30	
Time To: 12:00	
Existing Speed Limit: 40 M.P.H.	

% Over Pace: _____	11%
% In Pace: _____	80%
% Under Pace: _____	9%
Average Speed: _____	40 M.P.H.
Pace Speed: _____	35 - 44 M.P.H.
85th Percentile / Critical Speed: _____	43 M.P.H.

Radar Survey Conducted By:
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City of Covina
Radar Speed Survey

Speed	E/B		W/B	MPH	Vehicles Surveyed		TOT. VEH.
	Eastbound	Westbound					
65	0	0	0	65			0
64	0	0	0	64			0
63	0	0	0	63			0
62	0	0	0	62			0
61	0	0	0	61			0
60	0	0	0	60			0
59	0	0	0	59			0
58	0	0	0	58			0
57	0	0	0	57			0
56	0	1	0	56	X		1
55	0	0	0	55			0
54	0	0	0	54			0
53	0	0	0	53			0
52	0	0	0	52			0
51	0	0	0	51			0
50	0	1	0	50	X		1
49	0	1	0	49	X		1
48	1	1	0	48	X		2
47	0	2	0	47	X		2
46	0	1	0	46	X		1
45	0	1	0	45	X		1
44	2	2	0	44	X		4
43	4	3	0	43	X		7
42	6	3	0	42	X		9
41	2	4	0	41	X		6
40	4	7	0	40	X		11
39	8	5	0	39	X		13
38	5	8	0	38	X		13
37	4	2	0	37	X		6
36	7	4	0	36	X		11
35	4	1	0	35	X		5
34	2	2	0	34	X		4
33	1	0	0	33	X		1
32	0	0	0	32			0
31	0	1	0	31			1
30	0	0	0	30			0
29	0	0	0	29			0
28	0	0	0	28			0
27	0	0	0	27			0
26	0	0	0	26			0
25	0	0	0	25			0
24	0	0	0	24			0
23	0	0	0	23			0
22	0	0	0	22			0
21	0	0	0	21			0
20	0	0	0	20			0
19	0	0	0	19			0
18	0	0	0	18			0
17	0	0	0	17			0
16	0	0	0	16			0
15	0	0	0	15			0
					GRAND TOTALS		100

Location: Cypress Avenue
Between: Glendora Avenue - Bonnie Cove
Weather: Cloudy
Date: 12/15/10
Time From: 12:05
Time To: 12:35
Existing Speed Limit: 40 M.P.H.

% Over Pace: 9%
% In Pace: 85%
% Under Pace: 6%
Average Speed: 40 M.P.H.
Pace Speed: 35 - 44 M.P.H.
85th Percentile / Critical Speed: 42 M.P.H.

Radar Survey Conducted By:
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City of Covina
Radar Speed Survey

MPH		Vehicles Surveyed				TOT.
Speed	E/B	W/B	Eastbound	Westbound	VEH	
65	0	0			0	
64	0	0			0	
63	0	0			0	
62	0	0			0	
61	0	0			0	
60	0	0			0	
59	0	0			0	
58	0	0			0	
57	0	0			0	
56	0	0			0	
55	0	0			0	
54	0	0			0	
53	0	1	X		1	
52	1	0	X		1	
51	0	0			0	
50	1	1	X		2	
49	1	0	X		1	
48	0	0			0	
47	1	2	X		3	
46	7	2	X		9	
45	4	4	X		8	
44	4	6	X		10	
43	4	2	X		6	
42	3	4	X		7	
41	2	5	X		7	
40	3	5	X		8	
39	5	1	X		6	
38	6	7	X		13	
37	5	1	X		6	
36	2	3	X		5	
35	1	2	X		3	
34	0	1	X		1	
33	0	1	X		1	
32	0	1	X		1	
31	0	1	X		1	
30	0	0			0	
29	0	0			0	
28	0	0			0	
27	0	0			0	
26	0	0			0	
25	0	0			0	
24	0	0			0	
23	0	0			0	
22	0	0			0	
21	0	0			0	
20	0	0			0	
19	0	0			0	
18	0	0			0	
17	0	0			0	
16	0	0			0	
15	0	0			0	
GRAND TOTALS					100	

Location: Cypress Avenue
 Between: Bonnie Cove - Sunflower Avenue
 Weather: Cloudy
 Date: 12/15/10
 Time From: 12:40
 Time To: 1:20
 Existing Speed Limit: 40 M.P.H.
 % Over Pace: 8%
 % In Pace: 80%
 % Under Pace: 12%
 Average Speed: 41 M.P.H.
 Pace Speed: 37 - 46 M.P.H.
 85th Percentile / Critical Speed: 45 M.P.H.

Radar Survey Conducted By:
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City of Covina
Radar Speed Survey

Speed	MPH		Vehicles Surveyed		TOT. VEH.
	NB	SB	Northbound	Southbound	
65	0	0			0
64	0	0			0
63	0	0			0
62	0	0			0
61	0	0			0
60	0	0			0
59	0	0			0
58	0	0			0
57	0	0			0
56	0	0			0
55	0	0			0
54	0	1			1
53	0	0			0
52	0	0			0
51	0	0			0
50	0	0			0
49	0	1			1
48	0	0			0
47	1	1			2
46	1	1			2
45	1	1			2
44	3	0			3
43	1	2			3
42	2	4			6
41	2	2			4
40	3	8			11
39	5	7			12
38	1	1			2
37	7	5			12
36	4	1			5
35	5	5			10
34	0	4			4
33	6	1			7
32	2	0			2
31	2	3			5
30	1	1			2
29	1	1			2
28	0	0			0
27	0	0			0
26	1	0			1
25	0	0			0
24	1	0			1
23	0	0			0
22	0	0			0
21	0	0			0
20	0	0			0
19	0	0			0
18	0	0			0
17	0	0			0
16	0	0			0
15	0	0			0
GRAND TOTALS					100

Location:	Glendora Avenue
Between:	Puente Street - Rudduck Street
Weather:	Sunny
Date:	12/14/10
Time From:	9:55
Time To:	10:20
Existing Speed Limit:	35 M.P.H.

% Over Pace:	14%
% In Pace:	73%
% Under Pace:	13%
Average Speed:	38 M.P.H.
Pace Speed:	33 - 42 M.P.H.
85th Percentile / Critical Speed:	41 M.P.H.

Radar Survey Conducted By:
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City of Covina
Radar Speed Survey

Speed	MPH		Vehicles Surveyed		TOT. VEH.
	NB	SUB	Northbound	Southbound	
65	0	0			0
64	0	0			0
63	0	0			0
62	0	0			0
61	0	0			0
60	0	0			0
59	0	0			0
58	0	0			0
57	0	0			0
56	0	0			0
55	0	0			0
54	0	0			0
53	0	0			0
52	0	0			0
51	0	0			0
50	1	1	X		2
49	0	0			0
48	0	0			0
47	0	1			1
46	2	0	X		2
45	1	1	X		2
44	2	1	X		3
43	2	2	X		4
42	3	5	X		8
41	3	2	X		5
40	3	5	X		8
39	10	4	X		14
38	3	4	X		7
37	6	4	X		10
36	3	7	X		10
35	5	6	X		11
34	1	2	X		3
33	1	2	X		3
32	1	2	X		3
31	0	1			1
30	1	0	X		1
29	1	0	X		1
28	0	0			0
27	0	0			0
26	0	0			0
25	0	0			0
24	1	0	X		1
23	0	0			0
22	0	0			0
21	0	0			0
20	0	0			0
19	0	0			0
18	0	0			0
17	0	0			0
16	0	0			0
15	0	0			0
GRAND TOTALS					100

Location: Glendora Avenue

Between: Rudduck Street - Cypress Street

Weather: Sunny

Date: 12/14/10

Time From: 9:35

Time To: 9:55

Existing Speed Limit: 35 M.P.H.

% Over Pace: 7%

% In Pace: 80%

% Under Pace: 13%

Average Speed: 38 M.P.H.

Pace Speed: 35 - 44 M.P.H.

85th Percentile / Critical Speed: 42 M.P.H.

Radar Survey Conducted By:
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City of Covina

Radar Speed Survey

MPH		Vehicles Surveyed		TOT. VEH
		Northbound	Southbound	
65	0			0
64	0			0
63	0			0
62	0			0
61	0			0
60	0			0
59	0			0
58	0			0
57	0			0
56	0			0
55	0			0
54	0			0
53	0			0
52	0			0
51	0			0
50	0			0
49	1			1
48	0			0
47	1			1
46	0			0
45	0			0
44	2			2
43	4			4
42	3			3
41	3			3
40	4			4
39	4			4
38	3			3
37	4			4
36	10			10
35	4			4
34	2			2
33	2			2
32	3			3
31	2			2
30	1			1
29	0			0
28	0			0
27	0			0
26	1			1
25	0			0
24	0			0
23	0			0
22	0			0
21	0			0
20	0			0
19	0			0
18	0			0
17	0			0
16	0			0
15	0			0
GRAND TOTALS				100

Location: Glendora Avenue
Between: Cypress Street - Covina Boulevard
Weather: Sunny
Date: 12/14/10
Time From: 9:05
Time To: 9:20
Existing Speed Limit: 35 M.P.H.

% Over Pace: 6%
% In Pace: 77%
% Under Pace: 17%
Average Speed: 37 M.P.H.
Pace Speed: 34 - 43 M.P.H.
85th Percentile / Critical Speed: 41 M.P.H.

Radar Survey Conducted By:
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City of Covina Radar Speed Survey

MPH		Vehicles Surveyed		TOT. VEH.
		Northbound	Southbound	
65	0			0
64	0			0
63	0			0
62	0			0
61	0			0
60	0			0
59	0			0
58	0			0
57	0			0
56	0			0
55	0			0
54	0			0
53	0			0
52	0			0
51	0			0
50	0			0
49	0			0
48	0			0
47	2			2
46	1			1
45	1			1
44	1			1
43	1			1
42	1			1
41	2			2
40	1			1
39	3			3
38	2			2
37	5			5
36	7			7
35	8			8
34	5			5
33	3			3
32	2			2
31	4			4
30	1			1
29	1			1
28	0			0
27	1			1
26	0			0
25	0			0
24	0			0
23	0			0
22	0			0
21	0			0
20	0			0
19	0			0
18	0			0
17	0			0
16	0			0
15	0			0
		GRAND TOTALS		100

<p>Location: Glendora Avenue</p> <p>Between: Covina Boulevard - Cienega Avenue</p> <p>Weather: Sunny</p> <p>Date: 12/14/10</p> <p>Time From: 9:20</p> <p>Time To: 9:35</p> <p>Existing Speed Limit: 35 M.P.H.</p>	<p>% Over Pace: 11%</p> <p>% In Pace: 76%</p> <p>% Under Pace: 13%</p> <p>Average Speed: 36 M.P.H.</p> <p>Pace Speed: 32 - 41 M.P.H.</p> <p>85th Percentile / Critical Speed: 40 M.P.H.</p>
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Radar Survey Conducted By:
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City of Covina
Radar Speed Survey

MPH		Vehicles Surveyed				TOT. VEH
Speed	N/B	S/B	Northbound	Southbound		
65	0	0				0
64	0	0				0
63	0	0				0
62	0	0				0
61	0	0				0
60	0	0				0
59	0	0				0
58	0	0				0
57	0	0				0
56	0	0				0
55	0	0				0
54	0	0				0
53	1	0				1
52	0	1				1
51	0	0				0
50	0	1				1
49	0	0				0
48	3	2				5
47	2	4				6
46	3	6				9
45	2	4				6
44	3	3				6
43	8	5				13
42	11	5				16
41	4	3				7
40	2	2				4
39	3	3				6
38	3	5				8
37	1	1				2
36	2	2				4
35	1	3				4
34	1	0				1
33	0	0				0
32	0	0				0
31	0	0				0
30	0	0				0
29	0	0				0
28	0	0				0
27	0	0				0
26	0	0				0
25	0	0				0
24	0	0				0
23	0	0				0
22	0	0				0
21	0	0				0
20	0	0				0
19	0	0				0
18	0	0				0
17	0	0				0
16	0	0				0
15	0	0				0
GRAND TOTALS					100	

Location:	Grand Avenue
Between:	Walnut Creek Road - Puente Street
Weather:	Sunny
Date:	12/14/10
Time From:	10:25
Time To:	10:45
Existing Speed Limit:	40 M.P.H.
% Over Pace:	8%
% In Pace:	81%
% Under Pace:	11%
Average Speed:	42 M.P.H.
Pace Speed:	38 - 47 M.P.H.
85th Percentile / Critical Speed:	46 M.P.H.

Radar Survey Conducted By:
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City of Covina

Radar Speed Survey

MPH		Vehicles Surveyed				TOT. VEH.
		Northbound	Southbound			
65	0				0	
64	0				0	
63	0				0	
62	0				0	
61	0				0	
60	0				0	
59	0				0	
58	0				0	
57	0				0	
56	0				0	
55	0				0	
54	0				0	
53	0				0	
52	0				0	
51	0				0	
50	0				0	
49	0				0	
48	0				0	
47	0				0	
46	0				0	
45	2			X X	4	
44	0			X X	2	
43	2			X X X	5	
42	3			X X X X	8	
41	1			X X X	2	
40	3			X X X X	6	
39	5			X X X X X	10	
38	8			X X X X X X X	17	
37	3			X X X X	8	
36	10			X X X X X X X X X	15	
35	5			X X X X X	10	
34	3			X X X X	4	
33	1			X X X	4	
32	3			X X X	4	
31	0				0	
30	0			X	1	
29	0				0	
28	0				0	
27	0				0	
26	0				0	
25	0				0	
24	0				0	
23	0				0	
22	0				0	
21	0				0	
20	0				0	
19	0				0	
18	0				0	
17	0				0	
16	0				0	
15	0				0	
GRAND TOTALS					100	

Location:	Grand Avenue
Between:	Puente Street - San Bernardino Road
Weather:	Sunny
Date:	2/24/11
Time From:	11:35
Time To:	12:05
Existing Speed Limit:	40 M.P.H.
* % Over Pace: _____ 6% * % In Pace: _____ 85% * % Under Pace: _____ 9% Average Speed: _____ 38 M.P.H. Pace Speed: _____ 34 - 43 M.P.H. 85th Percentile / Critical Speed: _____ 41 M.P.H.	

Radar Survey Conducted By:
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City of Covina

Radar Speed Survey

MPH		Vehicles Surveyed				TOT. VEH.
		Northbound	Southbound			
65	0				0	
64	0				0	
63	0				0	
62	0				0	
61	0				0	
60	0				0	
59	0				0	
58	0				0	
57	0				0	
56	0				0	
55	0				0	
54	0				0	
53	0				0	
52	0				0	
51	0				0	
50	1				1	
49	0				0	
48	0				0	
47	0				0	
46	0				0	
45	0				0	
44	2				2	
43	1				1	
42	0				0	
41	6				6	
40	2				2	
39	8				8	
38	2				2	
37	5				5	
36	2				2	
35	4				4	
34	4				4	
33	0				0	
32	2				2	
31	3				3	
30	1				1	
29	1				1	
28	1				1	
27	0				0	
26	0				0	
25	0				0	
24	0				0	
23	1				1	
22	0				0	
21	0				0	
20	0				0	
19	0				0	
18	0				0	
17	0				0	
16	0				0	
15	0				0	
		GRAND TOTALS				100

<p>Location: Grand Avenue</p> <p>Between: San Bernardino Road - Covina Boulevard</p> <p>Weather: Sunny</p> <p>Date: 12/14/10</p> <p>Time From: 11:05</p> <p>Time To: 11:25</p> <p>Existing Speed Limit: 40 M.P.H.</p>	<p>% Over Pace: 8%</p> <p>% In Pace: 67%</p> <p>% Under Pace: 25%</p> <p>Average Speed: 35 M.P.H.</p> <p>Pace Speed: 32 - 41 M.P.H.</p> <p>85th Percentile / Critical Speed: 40 M.P.H.</p>
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Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 T 951-268-6268 F 951-268-6267

City of Covina
Radar Speed Survey

MPH		Vehicles Surveyed				TOT.
Speed	N/B	S/B	Northbound	Southbound	VEH.	
65	0	0			0	
64	0	0			0	
63	0	0			0	
62	0	0			0	
61	0	0			0	
60	0	0			0	
59	0	0			0	
58	0	0			0	
57	0	0			0	
56	0	0			0	
55	0	0			0	
54	0	0			0	
53	0	0			0	
52	0	0			0	
51	0	0			0	
50	0	1			1	
49	0	1			1	
48	0	0			0	
47	2	1	X	X	3	
46	3	1	X	X	4	
45	4	3	X	X	7	
44	0	2	X	X	2	
43	4	4	X	X	8	
42	4	1	X	X	5	
41	3	5	X	X	8	
40	5	1	X	X	6	
39	4	2	X	X	6	
38	3	5	X	X	8	
37	6	6	X	X	12	
36	2	6	X	X	8	
35	5	1	X	X	6	
34	2	2	X	X	4	
33	1	4	X	X	5	
32	0	4	X	X	4	
31	1	0	X		1	
30	0	0			0	
29	1	0			1	
28	0	0			0	
27	0	0			0	
26	0	0			0	
25	0	0			0	
24	0	0			0	
23	0	0			0	
22	0	0			0	
21	0	0			0	
20	0	0			0	
19	0	0			0	
18	0	0			0	
17	0	0			0	
16	0	0			0	
15	0	0			0	
GRAND TOTALS					100	

Location: Grand Avenue

Between: Covina Boulevard - Arrow Highway

Weather: Sunny

Date: 12/14/10

Time From: 11:25

Time To: 11:40

Existing Speed Limit: 40 M.P.H.

% Over Pace: 18%

% In Pace: 71%

% Under Pace: 11%

Average Speed: 39 M.P.H.

Pace Speed: 34 - 43 M.P.H.

85th Percentile / Critical Speed: 44 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
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Corona, CA 92878
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City of Covina
Radar Speed Survey

MPH		Vehicles Surveyed		TOT. VEH.	
Speed	N/B S/B	Northbound	Southbound		
65	0 0			0	
64	0 0			0	
63	0 0			0	
62	0 0			0	
61	0 0			0	
60	0 0			0	
59	0 0			0	
58	0 0			0	
57	0 0			0	
56	0 0			0	
55	0 0			0	
54	0 0			0	
53	0 0			0	
52	0 0			0	
51	0 0			0	
50	0 0			0	
49	0 0			0	
48	3 1	X X X		4	
47	0 0			0	
46	2 1	X X		3	
45	0 0			0	
44	1 2	X X		3	
43	1 3	X X X		4	
42	1 4	X X X X		5	
41	6 3	X X X X X		9	
40	2 2	X X		4	
39	4 4	X X X X		8	
38	2 7	X X X X X X		9	
37	5 6	X X X X X		11	
36	8 8	X X X X X X X X		16	
35	4 5	X X X X X		9	
34	6 0	X X X X X X		6	
33	1 0	X X		1	
32	0 3	X X X		3	
31	1 1	X X		2	
30	2 0	X X X		2	
29	0 0			0	
28	1 0	X		1	
27	0 0			0	
26	0 0			0	
25	0 0			0	
24	0 0			0	
23	0 0			0	
22	0 0			0	
21	0 0			0	
20	0 0			0	
19	0 0			0	
18	0 0			0	
17	0 0			0	
16	0 0			0	
15	0 0			0	
		GRAND TOTALS			100

Location: Hollenbeck Avenue
 Between: South City Limits - Rowland Avenue
 Weather: Sunny
 Date: 12/14/10
 Time From: 12:30
 Time To: 12:45
 Existing Speed Limit: 35 M.P.H.

% Over Pace: 10%
 % In Pace: 81%
 % Under Pace: 9%
 Average Speed: 38 M.P.H.
 Pace Speed: 34 - 43 M.P.H.
 85th Percentile / Critical Speed: 42 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
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City of Covina
Radar Speed Survey

MPH		Vehicles Surveyed				TOT. VEH.
		Northbound	Southbound			
65	0				0	
64	0				0	
63	0				0	
62	0				0	
61	0				0	
60	0				0	
59	0				0	
58	0				0	
57	0				0	
56	0				0	
55	0				0	
54	0				0	
53	0				0	
52	0				0	
51	0				0	
50	0				0	
49	0				0	
48	0				0	
47	0				0	
46	0				0	
45	0				0	
44	0				0	
43	0				0	
42	0				0	
41	0				0	
40	0				0	
39	0				0	
38	0				0	
37	0				0	
36	0				0	
35	0				0	
34	0				0	
33	0				0	
32	0				0	
31	0				0	
30	0				0	
29	0				0	
28	0				0	
27	0				0	
26	0				0	
25	0				0	
24	0				0	
23	0				0	
22	0				0	
21	0				0	
20	0				0	
19	0				0	
18	0				0	
17	0				0	
16	0				0	
15	0				0	
		GRAND TOTALS				100

<p>Location: Hollenbeck Avenue</p> <p>Between: Rowland Avenue - Badillo Street</p> <p>Weather: Sunny</p> <p>Date: 12/14/10</p> <p>Time From: 12:15</p> <p>Time To: 12:30</p> <p>Existing Speed Limit: 35 M.P.H.</p>	<p>% Over Pace: 17%</p> <p>% In Pace: 79%</p> <p>% Under Pace: 4%</p> <p>Average Speed: 38 M.P.H.</p> <p>Pace Speed: 32 - 41 M.P.H.</p> <p>85th Percentile / Critical Speed: 41 M.P.H.</p>
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Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

T 951-268-6268 F 951-268-6267

City of Covina
Radar Speed Survey

Speed	N/B	S/B	Vehicles Surveyed		TOT. VEH.
			Northbound	Southbound	
65	0	0			0
64	0	0			0
63	0	0			0
62	0	0			0
61	0	0			0
60	0	0			0
59	0	0			0
58	0	0			0
57	0	0			0
56	0	0			0
55	0	0			0
54	0	0			0
53	0	0			0
52	0	0			0
51	0	0			0
50	0	0			0
49	0	0			0
48	0	0			0
47	0	0			0
46	1	2	X	X	3
45	0	1		X	1
44	1	0	X		1
43	2	0	X	X	2
42	2	3	X	X	5
41	3	1	X	X	4
40	2	1	X	X	3
39	3	1	X	X	4
38	3	5	X	X	8
37	5	9	X	X	14
36	5	3	X	X	8
35	7	5	X	X	12
34	6	4	X	X	10
33	2	7	X	X	9
32	1	3	X	X	4
31	4	2	X	X	6
30	2	2	X	X	4
29	0	1		X	1
28	1	0		X	1
27	0	0			0
26	0	0			0
25	0	0			0
24	0	0			0
23	0	0			0
22	0	0			0
21	0	0			0
20	0	0			0
19	0	0			0
18	0	0			0
17	0	0			0
16	0	0			0
15	0	0			0
GRAND TOTALS					100

Location: Hollenbeck Avenue
 Between: Badillo Street - Edna Place
 Weather: Sunny
 Date: 12/14/10
 Time From: 12:00
 Time To: 12:15
 Existing Speed Limit: 35 M.P.H.

% Over Pace: 19%
 % In Pace: 79%
 % Under Pace: 2%
 Average Speed: 36 M.P.H.
 Pace Speed: 30 - 39 M.P.H.
 85th Percentile / Critical Speed: 40 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
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City of Covina
Radar Speed Survey

Speed	N/B	S/B	Vehicles Surveyed		TOT. VEH.
			Northbound	Southbound	
65	0	0			0
64	0	0			0
63	0	0			0
62	0	0			0
61	0	0			0
60	0	0			0
59	0	0			0
58	0	0			0
57	0	0			0
56	0	0			0
55	0	0			0
54	0	0			0
53	0	0			0
52	0	0			0
51	1	0			1
50	0	0			0
49	2	0			2
48	0	0			0
47	2	1			3
46	3	2			5
45	4	1			5
44	4	2			6
43	1	1			2
42	3	2			5
41	3	2			5
40	3	2			5
39	3	5			8
38	5	2			7
37	4	3			7
36	3	7			10
35	3	4			7
34	3	2			5
33	1	5			6
32	0	3			3
31	2	2			4
30	0	1			1
29	0	0			0
28	0	0			0
27	0	0			0
26	0	0			0
25	0	0			0
24	0	0			0
23	0	0			0
22	0	0			0
21	0	0			0
20	0	0			0
19	0	0			0
18	0	0			0
17	0	0			0
16	0	0			0
15	0	0			0
GRAND TOTALS					100

Location:	Hollenbeck Avenue
Between:	Covina Boulevard - Arrow Highway
Weather:	Sunny
Date:	12/14/10
Time From:	11:40
Time To:	12:00
Existing Speed Limit:	40 M.P.H.
% Over Pace:	24%
% In Pace:	68%
% Under Pace:	8%
Average Speed:	39 M.P.H.
Pace Speed:	33 - 42 M.P.H.
85th Percentile / Critical Speed:	44 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 T 951-268-6268 F 951-268-6267

City of Covina
Radar Speed Survey

Speed	E/B	W/B	Vehicles Surveyed		TOT. VEH.
			Eastbound	Westbound	
65	0	0			0
64	0	0			0
63	0	0			0
62	0	0			0
61	0	0			0
60	0	0			0
59	0	0			0
58	0	0			0
57	0	0			0
56	0	0			0
55	0	0			0
54	0	0			0
53	0	0			0
52	0	0			0
51	0	0			0
50	0	0			0
49	1	0			1
48	1	0			1
47	0	1			1
46	3	5			8
45	2	0			2
44	5	1			6
43	1	5			6
42	7	7			14
41	2	2			4
40	3	3			6
39	2	5			7
38	3	4			7
37	3	4			7
36	1	1			2
35	4	1			5
34	0	5			5
33	3	1			4
32	2	1			3
31	1	0			1
30	0	2			2
29	0	0			0
28	0	0			0
27	1	0			1
26	0	0			0
25	0	0			0
24	0	0			0
23	0	0			0
22	0	0			0
21	0	0			0
20	0	0			0
19	0	0			0
18	0	0			0
17	0	0			0
16	0	0			0
15	0	0			0
GRAND TOTALS					100

Location:	Holt Avenue
Between:	Interstate 10 - Via Verde
Weather:	Sunny
Date:	2/24/11
Time From:	12:15
Time To:	1:05
Existing Speed Limit:	45 M.P.H.
% Over Pace:	3%
% In Pace:	74%
% Under Pace:	23%
Average Speed:	39 M.P.H.
Pace Speed:	37 - 46 M.P.H.
85th Percentile / Critical Speed:	43 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
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City of Covina
Radar Speed Survey

MPH		Vehicles Surveyed				TOT. VEH.
Speed	N/B	S/B	Northbound	Southbound		
65	0	0				0
64	0	0				0
63	0	0				0
62	0	0				0
61	0	0				0
60	0	0				0
59	0	0				0
58	0	0				0
57	0	0				0
56	0	0				0
55	0	0				0
54	0	0				0
53	0	0				0
52	0	0				0
51	0	0				0
50	0	0				0
49	0	1			X	1
48	0	0				0
47	0	0				0
46	0	0				0
45	1	0			X	1
44	2	1			X X	3
43	0	2			X X	2
42	3	4			X X X X	7
41	2	4			X X X X	6
40	4	4			X X X X	8
39	4	4			X X X X	8
38	9	2			X X X X X X X X	11
37	7	4			X X X X X X X X	11
36	4	5			X X X X X X X X	9
35	8	8			X X X X X X X X	16
34	4	1			X X X X X	5
33	1	3			X X X	4
32	0	1			X	1
31	0	1			X	1
30	0	4			X X X X	4
29	0	1			X	1
28	0	0				0
27	0	0				0
26	1	0			X	1
25	0	0				0
24	0	0				0
23	0	0				0
22	0	0				0
21	0	0				0
20	0	0				0
19	0	0				0
18	0	0				0
17	0	0				0
16	0	0				0
15	0	0				0
GRAND TOTALS						100

Location: Lake Ellen Avenue

Between: Grovcenter Street - Edna Place

Weather: Sunny

Date: 12/16/10

Time From: 9:45

Time To: 10:00

Existing Speed Limit: 40 M.P.H.

% Over Pace: 7%

% In Pace: 85%

% Under Pace: 8%

Average Speed: 37 M.P.H.

Pace Speed: 33 - 42 M.P.H.

85th Percentile / Critical Speed: 41 M.P.H.

Radar Survey Conducted By:
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City of Covina
Radar Speed Survey

MPH		Vehicles Surveyed				TOT.
Speed	E/B	W/B	Eastbound	Westbound	VEH.	
65	0	0			0	
64	0	0			0	
63	0	0			0	
62	0	0			0	
61	0	0			0	
60	0	0			0	
59	0	0			0	
58	0	0			0	
56	0	0			0	
55	0	0			0	
54	0	0			0	
53	0	0			0	
52	0	0			0	
51	0	0			0	
50	0	0			0	
49	0	0			0	
48	1	0			1	
47	0	0			0	
46	0	0			0	
45	0	0			0	
44	1	0			1	
43	0	0			0	
42	0	1			1	
41	0	1			1	
40	3	1			4	
39	4	5			9	
38	7	1			8	
37	4	4			8	
36	5	1			6	
35	2	9			11	
34	2	5			7	
33	5	5			10	
32	2	5			7	
31	5	5			10	
30	2	1			3	
29	0	1			1	
28	2	0			2	
27	2	1			3	
26	2	2			4	
25	0	2			2	
24	1	0			1	
23	0	0			0	
22	0	0			0	
21	0	0			0	
20	0	0			0	
19	0	0			0	
18	0	0			0	
17	0	0			0	
16	0	0			0	
15	0	0			0	
GRAND TOTALS					100	

Location: Puente Street

Between: Armel Drive - Hollenbeck Avenue

Weather: Sunny

Date: 12/14/10

Time From: 1:00

Time To: 1:20

Existing Speed Limit: 35 M.P.H.

% Over Pace: 4%

% In Pace: 80%

% Under Pace: 16%

Average Speed: 34 M.P.H.

Pace Speed: 31 - 40 M.P.H.

85th Percentile / Critical Speed: 38 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
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City of Covina
Radar Speed Survey

MPH		Vehicles Surveyed				TOT.
Speed	EB	WB	Eastbound	Westbound	VEH.	
65	0	0			0	
64	0	0			0	
63	0	0			0	
62	0	0			0	
61	0	0			0	
60	0	0			0	
59	0	0			0	
58	0	0			0	
56	0	0			0	
55	0	0			0	
54	0	0			0	
53	0	0			0	
52	0	0			0	
51	0	1			1	
50	0	0			0	
49	0	0			0	
48	0	0			0	
47	0	0			0	
46	0	0			0	
45	0	1			1	
44	0	1			1	
43	0	1			1	
42	1	2			3	
41	1	0			1	
40	2	3			5	
39	1	2			3	
38	5	2			7	
37	2	7			9	
36	5	4			9	
35	5	1			6	
34	4	6			10	
33	8	7			15	
32	3	3			6	
31	2	2			4	
30	0	1			1	
29	4	0			4	
28	3	1			4	
27	2	0			2	
26	2	2			4	
25	0	1			1	
24	0	1			1	
23	0	1			1	
22	0	0			0	
21	0	0			0	
20	0	0			0	
19	0	0			0	
18	0	0			0	
17	0	0			0	
16	0	0			0	
15	0	0			0	
GRAND TOTALS					100	

Location: Puente Street
 Between: Hollenbeck Avenue - Citrus Avenue
 Weather: Sunny
 Date: 12/14/10
 Time From: 1:20
 Time To: 1:45
 Existing Speed Limit: 30 M.P.H.

% Over Pace: 8%
 % In Pace: 74%
 % Under Pace: 18%
 Average Speed: 34 M.P.H.
 Pace Speed: 31 - 40 M.P.H.
 85th Percentile / Critical Speed: 38 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
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 Corona, CA 92878
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City of Covina
Radar Speed Survey

MPH		Vehicles Surveyed				TOT.
Speed	E/B	W/B	Eastbound	Westbound	VEH	
65	0	0			0	
64	0	0			0	
63	0	0			0	
62	0	0			0	
61	0	0			0	
60	0	0			0	
59	0	0			0	
58	0	0			0	
57	0	0			0	
56	0	0			0	
55	0	0			0	
54	0	0			0	
53	0	0			0	
52	0	0			0	
51	0	0			0	
50	0	0			0	
49	0	0			0	
48	0	0			0	
47	0	0			0	
46	0	0			0	
45	0	0			0	
44	0	0			0	
43	0	1			1	
42	0	0			0	
41	0	1			1	
40	1	0			1	
39	0	1			1	
38	0	0			0	
37	2	1			3	
36	1	3			4	
35	1	1			2	
34	5	3			8	
33	2	4			6	
32	4	5			9	
31	2	7			9	
30	6	5			11	
29	4	6			10	
28	8	4			12	
27	3	0			3	
26	2	5			7	
25	3	0			3	
24	2	0			2	
23	1	0			1	
22	1	2			3	
21	0	1			1	
20	1	0			1	
19	0	0			0	
18	1	0			1	
17	0	0			0	
16	0	0			0	
15	0	0			0	
GRAND TOTALS					100	

Location:	Puente Street
Between:	Citrus Avenue - Barranca Avenue
Weather:	Sunny
Date:	12/14/10
Time From:	1:45
Time To:	2:15
Existing Speed Limit:	30 M.P.H.

% Over Pace:	13%
% In Pace:	78%
% Under Pace:	9%
Average Speed:	30 M.P.H.
Pace Speed:	25 - 34 M.P.H.
85th Percentile / Critical Speed:	33 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
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City of Covina
Radar Speed Survey

Speed	MPH		Vehicles Surveyed		TOT. VEH
	E/B	W/B	Eastbound	Westbound	
65	0	0			0
64	0	0			0
63	0	0			0
62	0	0			0
61	0	0			0
60	0	0			0
59	0	0			0
58	0	0			0
57	0	0			0
56	0	0			0
55	0	1			1
54	0	0			0
53	0	0			0
52	1	0			1
51	1	1			2
50	1	0			1
49	2	0			2
48	0	0			0
47	1	0			1
46	0	1			1
45	1	3			4
44	4	3			7
43	2	3			5
42	3	5			8
41	2	3			5
40	3	1			4
39	3	0			3
38	4	5			9
37	5	6			11
36	1	4			5
35	9	4			13
34	1	1			2
33	3	1			4
32	0	5			5
31	1	0			1
30	2	1			3
29	0	1			1
28	0	0			0
27	0	1			1
26	0	0			0
25	0	0			0
24	0	0			0
23	0	0			0
22	0	0			0
21	0	0			0
20	0	0			0
19	0	0			0
18	0	0			0
17	0	0			0
16	0	0			0
15	0	0			0
GRAND TOTALS					100

Location: Puente Street

Between: Barranca Avenue - Grand Avenue

Weather: Sunny

Date: 12/14/10

Time From: 2:15

Time To: 2:45

Existing Speed Limit: 35 M.P.H.

% Over Pace: _____ 13%

% In Pace: _____ 70%

% Under Pace: _____ 17%

Average Speed: _____ 39 M.P.H.

Pace Speed: _____ 35 - 44 M.P.H.

85th Percentile / Critical Speed: _____ 43 M.P.H.

Radar Survey Conducted By:
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City of Covina

Radar Speed Survey

Speed		MPH		Vehicles Surveyed		TOT. VEH.
		EB	WB	Eastbound	Westbound	
65	0	0	0			0
64	0	0	0			0
63	0	0	0			0
62	0	0	0			0
61	0	0	0			0
60	0	0	0			0
59	0	0	0			0
58	0	0	0			0
57	0	0	0			0
56	0	0	0			0
55	0	0	0			0
54	0	0	0			0
53	0	0	0			0
52	0	0	0			0
51	0	0	0			0
50	0	0	0			0
49	0	0	0			0
48	0	0	0			0
47	2	0	0	X X		2
46	1	0	0	X		1
45	2	1	0	X X		3
44	1	1	0	X X		2
43	0	2	0		X X	2
42	9	2	0	X X X X X X X X		11
41	2	2	0	X X		4
40	2	5	0	X X X X		7
39	6	3	0	X X X X X X		9
38	3	2	0	X X X X		5
37	3	5	0	X X X X X		8
36	2	4	0	X X X X		6
35	4	6	0	X X X X X		10
34	2	4	0	X X X X		6
33	2	1	0	X X X X		3
32	4	4	0	X X X X X		8
31	1	4	0	X X X X		5
30	0	3	0	X X X		3
29	1	0	0	X		1
28	2	1	0	X X		3
27	0	0	0			0
26	0	0	0			0
25	0	0	0			0
24	0	0	0			0
23	1	0	0			1
22	0	0	0			0
21	0	0	0			0
20	0	0	0			0
19	0	0	0			0
18	0	0	0			0
17	0	0	0			0
16	0	0	0			0
15	0	0	0			0
GRAND TOTALS						100

Location: Puente Street	
Between: Grand Avenue - Glendora Avenue	
Weather: Sunny	
Date: 12/14/10	
Time From: 2:50	
Time To: 3:05	
Existing Speed Limit: 35 M.P.H.	
% Over Pace: 10%	
% In Pace: 69%	
% Under Pace: 21%	
Average Speed: 37 M.P.H.	
Pace Speed: 33 - 42 M.P.H.	
85th Percentile / Critical Speed: 41 M.P.H.	

Radar Survey Conducted By:
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City of Covina

Radar Speed Survey

MPH			Vehicles Surveyed		TOT. VEH.
Speed	E/B	W/B	Eastbound	Westbound	
65	0	0			0
64	0	0			0
63	0	0			0
62	0	0			0
61	0	0			0
60	0	0			0
59	0	0			0
58	0	0			0
57	0	0			0
56	0	0			0
55	0	0			0
54	0	0			0
53	0	0			0
52	0	0			0
51	0	1			1
50	0	0			0
49	0	0			0
48	0	0			0
47	0	0			0
46	0	0			0
45	0	0			0
44	0	0			0
43	0	0			0
42	0	0			0
41	0	0			0
40	0	0			0
39	0	0			0
38	0	0			0
37	1	0			1
36	1	0			1
35	3	1			4
34	4	2			6
33	4	0			4
32	2	4			6
31	12	3			15
30	2	3			5
29	3	5			8
28	2	2			4
27	6	7			13
26	6	6			12
25	0	9			9
24	0	3			3
23	0	1			1
22	3	1			4
21	0	1			1
20	0	0			0
19	0	1			1
18	0	0			0
17	1	0			1
16	0	0			0
15	0	0			0
			GRAND TOTALS		100

<p>Location: Puente Street</p> <p>Between: Glendora Avenue - Shouse Avenue</p> <p>Weather: Sunny</p> <p>Date: 12/14/10</p> <p>Time From: 1:10</p> <p>Time To: 3:15</p> <p>Existing Speed Limit: 25 M.P.H.</p>	<p>% Over Pace: 7%</p> <p>% In Pace: 82%</p> <p>% Under Pace: 11%</p> <p>Average Speed: 29 M.P.H.</p> <p>Pace Speed: 25 - 34 M.P.H.</p> <p>95th Percentile / Critical Speed: 32 M.P.H.</p>
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Radar Survey Conducted By:
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City of Covina
Radar Speed Survey

Speed	MPH		Vehicles Surveyed				TOT. VEH.
	E/B	W/B	Eastbound	Westbound			
65	0	0				0	
64	0	0				0	
63	0	0				0	
62	0	0				0	
61	0	0				0	
60	0	0				0	
59	0	0				0	
58	0	0				0	
57	0	0				0	
56	0	0				0	
55	0	0				0	
54	0	0				0	
53	0	0				0	
52	0	1				1	
51	1	1				2	
50	1	2				3	
49	3	2				5	
48	2	1				3	
47	2	1				3	
46	4	7				11	
45	4	2				6	
44	5	3				8	
43	3	6				9	
42	6	6				12	
41	4	4				8	
40	6	8				14	
39	0	2				2	
38	5	1				6	
37	2	1				3	
36	1	0				1	
35	0	0				0	
34	1	1				2	
33	0	0				0	
32	0	0				0	
31	0	0				0	
30	0	1				1	
29	0	0				0	
28	0	0				0	
27	0	0				0	
26	0	0				0	
25	0	0				0	
24	0	0				0	
23	0	0				0	
22	0	0				0	
21	0	0				0	
20	0	0				0	
19	0	0				0	
18	0	0				0	
17	0	0				0	
16	0	0				0	
15	0	0				0	
GRAND TOTALS							100

Location: Puente Street

Between: Reeder Avenue - Rancho Corto Drive

Weather: Sunny

Date: 2/24/11

Time From: 9:20

Time To: 10:00

Existing Speed Limit: 45 M.P.H.

% Over Pace: 6%

% In Pace: 79%

% Under Pace: 15%

Average Speed: 43 M.P.H.

Pace Speed: 40 - 49 M.P.H.

85th Percentile / Critical Speed: 47 M.P.H.

Radar Survey Conducted By:
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City of Covina
Radar Speed Survey

Speed	NIB	SIB	MPH		Vehicles Surveyed		TOT. VEH.
			Northbound	Southbound	Northbound	Southbound	
65	0	0					0
64	0	0					0
63	0	0					0
62	0	0					0
61	0	0					0
60	0	0					0
59	0	0					0
58	0	0					0
57	0	0					0
56	0	0					0
55	0	0					0
54	0	0					0
53	0	0					0
52	0	0					0
51	0	0					0
50	0	0					0
49	1	0					1
48	0	0					0
47	1	0					1
46	4	1					5
45	2	1					3
44	1	1					2
43	3	2					5
42	4	3					7
41	8	2					10
40	3	5					8
39	6	2					8
38	6	7					13
37	3	6					9
36	4	5					9
35	1	4					5
34	0	2					2
33	1	4					5
32	1	3					4
31	1	0					1
30	0	1					1
29	0	0					0
28	0	0					0
27	0	0					0
26	0	1					1
25	0	0					0
24	0	0					0
23	0	0					0
22	0	0					0
21	0	0					0
20	0	0					0
19	0	0					0
18	0	0					0
17	0	0					0
16	0	0					0
15	0	0					0
GRAND TOTALS							100

Location: Reeder Avenue

Between: Old Badillo Street - Puente Street

Weather: Cloudy

Date: 12/15/10

Time From: 10:35

Time To: 11:05

Existing Speed Limit: 30 M.P.H.

% Over Pace: 10%

% In Pace: 76%

% Under Pace: 14%

Average Speed: 39 M.P.H.

Pace Speed: 35 - 44 M.P.H.

85th Percentile / Critical Speed: 42 M.P.H.

Radar Survey Conducted By:
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City of Covina
Radar Speed Survey

MPH		Vehicles Surveyed				Tot. Veh.
		Northbound	Southbound			
65	0				0	
64	0				0	
63	0				0	
62	0				0	
61	0				0	
60	0				0	
59	0				0	
58	0				0	
57	0				0	
56	0				0	
55	0				0	
54	0				0	
53	0				0	
52	0				0	
51	0				0	
50	0				0	
49	1				1	
48	0				0	
47	0				0	
46	0				0	
45	0				0	
44	0				1	
43	1				1	
42	2				2	
41	2				2	
40	2				2	
39	4				4	
38	3				6	
37	4				6	
36	9				13	
35	2				8	
34	4				10	
33	3				6	
32	8				16	
31	3				9	
30	0				7	
29	0				0	
28	1				3	
27	0				2	
26	0				0	
25	1				1	
24	0				0	
23	0				0	
22	0				0	
21	0				0	
20	0				0	
19	0				0	
18	0				0	
17	0				0	
16	0				0	
15	0				0	
GRAND TOTALS					100	

Location:	Reeder Avenue
Between:	Old Badillo Street - Badillo Street
Weather:	Cloudy
Date:	12/15/10
Time From:	11:10
Time To:	11:45
Existing Speed Limit:	30 M.P.H.

% Over Pace:	9%
% In Pace:	85%
% Under Pace:	6%
Average Speed:	34 M.P.H.
Pace Speed:	30 - 39 M.P.H.
85th Percentile / Critical Speed:	37 M.P.H.

Radar Survey Conducted By:
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City of Covina
Radar Speed Survey

MPH		Vehicles Surveyed				TOT. VEH.
		Northbound	Southbound			
65	0				0	
64	0				0	
63	0				0	
62	0				0	
61	0				0	
60	0				0	
59	0				0	
58	0				0	
57	0				0	
56	0				0	
55	0				0	
54	0				0	
53	0				0	
52	0				0	
51	0				0	
50	0				0	
49	0				0	
48	0				0	
47	0				0	
46	2				2	
45	1				1	
44	0				0	
43	0				0	
42	1				1	
41	2				2	
40	1				1	
39	2				2	
38	6				6	
37	2				2	
36	7				7	
35	2				2	
34	6				6	
33	2				2	
32	4				4	
31	3				3	
30	1				1	
29	1				1	
28	4				4	
27	1				1	
26	1				1	
25	0				0	
24	1				1	
23	0				0	
22	0				0	
21	0				0	
20	0				0	
19	0				0	
18	0				0	
17	0				0	
16	0				0	
15	0				0	
		GRAND TOTALS				100

<p>Location: Reeder Avenue</p> <p>Between: Badillo Street - Cypress Street</p> <p>Weather: Cloudy</p> <p>Date: 12/15/10</p> <p>Time From: 12:30</p> <p>Time To: 1:30</p> <p>Existing Speed Limit: 30 M.P.H.</p>	<p>% Over Pace: 13%</p> <p>% In Pace: 70%</p> <p>% Under Pace: 17%</p> <p>Average Speed: 36 M.P.H.</p> <p>Pace Speed: 32 - 41 M.P.H.</p> <p>85th Percentile / Critical Speed: 40 M.P.H.</p>
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Radar Survey Conducted By:
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City of Covina
Radar Speed Survey

Speed	MPH		Vehicles Surveyed		TOT. VEH.
	E/B	W/B	Eastbound	Westbound	
65	0	0			0
64	0	0			0
63	0	0			0
62	0	0			0
61	0	0			0
60	0	0			0
59	0	0			0
58	0	0			0
57	0	0			0
56	0	0			0
55	0	0			0
54	0	0			0
53	0	0			0
52	0	0			0
51	0	0			0
50	1	0	X		1
49	1	0	X		1
48	1	1	X	X	2
47	0	0			0
46	1	1	X	X	2
45	3	0	X	X	3
44	1	0	X		1
43	0	1	X		1
42	2	5	X	X	7
41	1	2	X	X	3
40	5	4	X	X	9
39	2	4	X	X	6
38	8	6	X	X	14
37	5	7	X	X	12
36	5	5	X	X	10
35	2	1	X	X	3
34	3	4	X	X	7
33	3	4	X	X	7
32	2	2	X	X	4
31	1	2	X	X	3
30	3	1	X	X	4
29	0	0			0
28	0	0			0
27	0	0			0
26	0	0			0
25	0	0			0
24	0	0			0
23	0	0			0
22	0	0			0
21	0	0			0
20	0	0			0
19	0	0			0
18	0	0			0
17	0	0			0
16	0	0			0
15	0	0			0
GRAND TOTALS					100

Location:	Rowland Avenue
Between:	Armel Drive - Citrus Avenue
Weather:	Cloudy
Date:	12/15/10
Time From:	2:40
Time To:	3:00
Existing Speed Limit:	40 M.P.H.
% Over Pace:	11%
% In Pace:	78%
% Under Pace:	11%
Average Speed:	38 M.P.H.
Pace Speed:	33 - 42 M.P.H.
85th Percentile / Critical Speed:	41 M.P.H.

Radar Survey Conducted By:
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City of Covina
Radar Speed Survey

Speed	MPH		Vehicles Surveyed		TOT. VEH.
	E/B	W/B	Eastbound	Westbound	
65	0	0			0
64	0	0			0
63	0	0			0
62	0	0			0
61	0	0			0
60	0	0			0
59	0	0			0
58	0	0			0
57	0	0			0
56	0	0			0
55	0	0			0
54	0	0			0
53	0	0			0
52	0	0			0
51	0	0			0
50	0	0			0
49	1	0	X		1
48	0	1		X	1
47	0	0			0
46	1	2	X	X	3
45	2	3	X	X	5
44	0	4		X	4
43	3	1	X	X	4
42	2	5	X	X	7
41	3	5	X	X	8
40	6	3	X	X	9
39	2	4	X	X	6
38	6	6	X	X	12
37	6	4	X	X	10
36	6	3	X	X	9
35	3	3	X	X	6
34	4	1	X		5
33	3	0	X		3
32	2	2	X		4
31	0	1	X		1
30	0	2	X		2
29	0	0			0
28	0	0			0
27	0	0			0
26	0	0			0
25	0	0			0
24	0	0			0
23	0	0			0
22	0	0			0
21	0	0			0
20	0	0			0
19	0	0			0
18	0	0			0
17	0	0			0
16	0	0			0
15	0	0			0
GRAND TOTALS					100

Location: Rowland Avenue

Between: Citrus Avenue - Barranca Avenue

Weather: Cloudy

Date: 12/15/10

Time From: 2:10

Time To: 2:35

Existing Speed Limit: 40 M.P.H.

% Over Pace: 14%

% In Pace: 76%

% Under Pace: 10%

Average Speed: 39 M.P.H.

Pace Speed: 34 - 43 M.P.H.

85th Percentile / Critical Speed: 42 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
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City of Covina
Radar Speed Survey

Speed	MPH		Vehicles Surveyed		TOT. VEH.
	E/B	W/B	Eastbound	Westbound	
65	0	0			0
64	0	0			0
63	0	0			0
62	0	0			0
61	0	0			0
60	0	0			0
59	0	0			0
58	0	0			0
57	0	0			0
56	0	0			0
55	0	0			0
54	0	0			0
53	0	1			1
52	0	1			1
51	2	0			2
50	1	1			2
49	1	0			1
48	2	3			5
47	2	3			5
46	2	3			5
45	4	4			8
44	0	3			3
43	6	5			11
42	2	7			9
41	5	1			6
40	7	5			12
39	6	4			10
38	4	3			7
37	2	1			3
36	2	1			3
35	0	1			1
34	0	1			1
33	1	1			2
32	0	1			1
31	1	0			1
30	0	0			0
29	0	0			0
28	0	0			0
27	0	0			0
26	0	0			0
25	0	0			0
24	0	0			0
23	0	0			0
22	0	0			0
21	0	0			0
20	0	0			0
19	0	0			0
18	0	0			0
17	0	0			0
16	0	0			0
15	0	0			0
GRAND TOTALS					100

Location:	Rowland Avenue
Between:	Barranca Avenue - Forestdale Avenue
Weather:	Cloudy
Date:	12/15/10
Time From:	1:45
Time To:	2:10
Existing Speed Limit:	40 M.P.H.
% Over Pace:	12%
% In Pace:	76%
% Under Pace:	12%
Average Speed:	42 M.P.H.
Pace Speed:	38 - 47 M.P.H.
85th Percentile / Critical Speed:	46 M.P.H.

Radar Survey Conducted By:
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City of Covina
Radar Speed Survey

MPH		Vehicles Surveyed				TOT.
Speed	E/B	W/B	Eastbound	Westbound	VEH	
65	0	0			0	
64	0	0			0	
63	0	0			0	
62	0	0			0	
61	0	0			0	
60	0	0			0	
59	0	0			0	
58	0	0			0	
57	0	0			0	
56	0	0			0	
55	0	0			0	
54	0	0			0	
53	0	1			1	
52	1	1			2	
51	2	0			2	
50	0	0			0	
49	2	3			5	
48	4	2			6	
47	0	0			0	
46	0	2			2	
45	4	4			8	
44	9	7			16	
43	2	1			3	
42	3	3			6	
41	2	3			5	
40	2	5			7	
39	7	6			13	
38	1	1			2	
37	2	3			5	
36	4	3			7	
35	1	2			3	
34	1	0			1	
33	0	0			0	
32	1	2			3	
31	1	0			1	
30	1	1			2	
29	0	0			0	
28	0	0			0	
27	0	0			0	
26	0	0			0	
25	0	0			0	
24	0	0			0	
23	0	0			0	
22	0	0			0	
21	0	0			0	
20	0	0			0	
19	0	0			0	
18	0	0			0	
17	0	0			0	
16	0	0			0	
15	0	0			0	
GRAND TOTALS					100	

Location:	San Bernardino Road
Between:	Vincent Avenue - Lark Ellen Avenue
Weather:	Sunny
Date:	12/16/10
Time From:	10:45
Time To:	11:25
Existing Speed Limit:	35 M.P.H.
% Over Pace:	18%
% In Pace:	72%
% Under Pace:	10%
Average Speed:	42 M.P.H.
Pace Speed:	36 - 45 M.P.H.
85th Percentile / Critical Speed:	47 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 T 951-268-6268 F 951-268-6267

City of Covina
Radar Speed Survey

Speed	MPH		Vehicles Surveyed				TOT. VEH.
	E/B	W/B	Eastbound	Westbound			
65	0	0					0
64	0	0					0
63	0	0					0
62	0	0					0
61	0	0					0
60	0	0					0
59	0	0					0
58	0	0					0
57	0	0					0
56	0	0					0
55	0	0					0
54	0	0					0
53	0	0					0
52	0	0					0
51	0	0					0
50	1	1	X				2
49	0	0					0
48	1	0	X				1
47	0	1	X				1
46	0	1	X				1
45	1	4	X	X	X		5
44	2	1	X	X	X		3
43	2	2	X	X	X		4
42	4	3	X	X	X		7
41	4	4	X	X	X		7
40	4	3	X	X	X		7
39	5	3	X	X	X		8
38	2	7	X	X	X		9
37	9	5	X	X	X	X	14
36	4	6	X	X	X	X	10
35	3	2	X	X	X		5
34	1	1	X				2
33	3	1	X	X	X		4
32	1	3	X	X	X		4
31	1	1	X				2
30	2	0	X	X	X		2
29	0	0					0
28	0	1					1
27	0	0					0
26	0	0					0
25	0	0					0
24	0	0					0
23	0	0					0
22	0	0					0
21	0	0					0
20	0	0					0
19	0	0					0
18	0	0					0
17	0	0					0
16	0	0					0
15	0	0					0
GRAND TOTALS							100

<p>Location: San Bernardino Road</p> <p>Between: Lark Ellen Avenue - Azusa Avenue</p> <p>Weather: Sunny</p> <p>Date: 12/16/10</p> <p>Time From: 10:00</p> <p>Time To: 11:00</p> <p>Existing Speed Limit: 35 M.P.H.</p>	<p>% Over Pace: 5%</p> <p>% In Pace: 75%</p> <p>% Under Pace: 20%</p> <p>Average Speed: 39 M.P.H.</p> <p>Pace Speed: 36 - 45 M.P.H.</p> <p>85th Percentile / Critical Speed: 42 M.P.H.</p>
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<p>Radar Survey Conducted By: Counts Unlimited, Inc. PO Box 1178 Corona, CA 92878</p>	<p>T 951-268-6268 F 951-268-6267</p>
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City of Covina
Radar Speed Survey

MPH		Vehicles Surveyed				TOT.
Speed	E/B	WB	Eastbound	Westbound	VEH	
65	0	0			0	
64	0	0			0	
63	0	0			0	
62	0	0			0	
61	0	0			0	
60	0	0			0	
59	0	0			0	
58	0	0			0	
57	0	0			1	
56	1	0			1	
55	0	0			0	
54	0	0			0	
53	0	0			0	
52	0	0			0	
51	0	0			0	
50	0	0			0	
49	1	0			1	
48	3	0			3	
47	0	0			0	
46	0	2			2	
45	2	0			2	
44	1	1			2	
43	3	5			8	
42	2	2			4	
41	5	5			10	
40	6	4			10	
39	4	10			14	
38	7	5			12	
37	4	3			7	
36	4	4			8	
35	2	3			5	
34	1	4			5	
33	2	0			2	
32	0	1			1	
31	2	1			3	
30	0	0			0	
29	0	0			0	
28	0	0			0	
27	0	0			0	
26	0	0			0	
25	0	0			0	
24	0	0			0	
23	0	0			0	
22	0	0			0	
21	0	0			0	
20	0	0			0	
19	0	0			0	
18	0	0			0	
17	0	0			0	
16	0	0			0	
15	0	0			0	
GRAND TOTALS					100	

Location:	San Bernardino Road
Between:	Azusa Avenue - Hollenbeck Avenue
Weather:	Cloudy
Date:	12/15/10
Time From:	3:05
Time To:	3:35
Existing Speed Limit:	35 M.P.H.

% Over Pace:	11%
% In Pace:	83%
% Under Pace:	6%
Average Speed:	39 M.P.H.
Pace Speed:	34 - 43 M.P.H.
85th Percentile / Critical Speed:	42 M.P.H.

Radar Survey Conducted By:
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City of Covina

Radar Speed Survey

MPH		Vehicles Surveyed										TOT. VEH		
		Eastbound					Westbound							
65	0													0
64	0													0
63	0													0
62	0													0
61	0													0
60	0													0
59	0													0
58	0													0
57	0													0
56	0													0
55	0													0
54	0													0
53	0													0
52	0													0
51	0													0
50	0													0
49	0													0
48	0													0
47	0													0
46	0													0
45	1													1
44	0													0
43	0													0
42	1													1
41	1													1
40	2													4
39	1													3
38	5													10
37	3													5
36	4													11
35	7													14
34	4													7
33	2													8
32	4													11
31	4													10
30	1													1
29	4													6
28	3													4
27	2													2
26	0													0
25	0													0
24	0													0
23	0													0
22	1													1
21	0													0
20	0													0
19	0													0
18	0													0
17	0													0
16	0													0
15	0													0
GRAND TOTALS													100	

<p>Location: San Bernardino Road</p> <p>Between: Hollenbeck Avenue - Citrus Avenue</p> <p>Weather: Cloudy</p> <p>Date: 12/15/10</p> <p>Time From: 2:45</p> <p>Time To: 3:05</p> <p>Existing Speed Limit: 35 M.P.H.</p>	<p>% Over Pace: 3%</p> <p>% In Pace: 83%</p> <p>% Under Pace: 14%</p> <p>Average Speed: 34 M.P.H.</p> <p>Pace Speed: 31 - 40 M.P.H.</p> <p>85th Percentile / Critical Speed: 37 M.P.H.</p>
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Radar Survey Conducted By:
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City of Covina
Radar Speed Survey

Speed	MPH		Vehicles Surveyed		Tot. Veh.
	E/B	W/B	Eastbound	Westbound	
65	0	0			0
64	0	0			0
63	0	0			0
62	0	0			0
61	0	0			0
60	0	0			0
59	0	0			0
58	0	0			0
56	0	0			0
55	0	0			0
54	0	0			0
53	0	0			0
52	0	0			0
51	0	0			0
50	0	0			0
49	0	0			0
48	0	2			2
47	0	0			0
46	2	0			2
45	1	2			3
44	1	1			2
43	1	1			2
42	1	0			1
41	4	2			6
40	4	2			6
39	3	7			10
38	4	3			7
37	5	8			13
36	4	8			12
35	6	6			12
34	4	2			6
33	3	0			3
32	3	4			7
31	4	1			5
30	0	1			1
29	0	0			0
28	0	0			0
27	0	0			0
26	0	0			0
25	0	0			0
24	0	0			0
23	0	0			0
22	0	0			0
21	0	0			0
20	0	0			0
19	0	0			0
18	0	0			0
17	0	0			0
16	0	0			0
15	0	0			0
GRAND TOTALS					100

Location: San Bernardino Road

Between: Citrus Avenue - Barranca Avenue

Weather: Cloudy

Date: 12/15/10

Time From: 2:15

Time To: 2:40

Existing Speed Limit: 35 M.P.H.

% Over Pace: 12%

% In Pace: 82%

% Under Pace: 6%

Average Speed: 37 M.P.H.

Pace Speed: 32 - 41 M.P.H.

85th Percentile / Critical Speed: 40 M.P.H.

Radar Survey Conducted By:
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City of Covina
Radar Speed Survey

Speed	MPH		Vehicles Surveyed		TOT. VEH.
	E/B	W/B	Eastbound	Westbound	
65	0	0			0
64	0	0			0
63	0	0			0
62	0	0			0
61	0	0			0
60	0	0			0
59	0	0			0
58	0	0			0
57	0	0			0
56	0	0			0
55	0	0			0
54	0	0			0
53	0	0			0
52	0	0			0
51	0	0			0
50	0	1			1
49	1	0			1
48	0	1			1
47	0	0			0
46	0	4			4
45	2	0			2
44	1	0			1
43	2	2			4
42	5	5			10
41	4	0			4
40	4	10			14
39	3	5			8
38	2	0			2
37	3	5			8
36	4	3			7
35	6	4			10
34	7	2			9
33	1	3			4
32	3	1			4
31	1	2			3
30	0	1			1
29	1	0			1
28	0	1			1
27	0	0			0
26	0	0			0
25	0	0			0
24	0	0			0
23	0	0			0
22	0	0			0
21	0	0			0
20	0	0			0
19	0	0			0
18	0	0			0
17	0	0			0
16	0	0			0
15	0	0			0
GRAND TOTALS					100

Location: San Bernardino Road

Between: Barranca Avenue - Grand Avenue

Weather: Cloudy

Date: 12/15/10

Time From: 1:45

Time To: 2:10

Existing Speed Limit: 35 M.P.H.

% Over Pace: 10%

% In Pace: 76%

% Under Pace: 14%

Average Speed: 38 M.P.H.

Pace Speed: 34 - 43 M.P.H.

85th Percentile / Critical Speed: 42 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
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City of Covina
Radar Speed Survey

MPH		Vehicles Surveyed		TOT. VEH.
		Northbound	Southbound	
65	0			0
64	0			0
63	0			0
62	0			0
61	0			0
60	0			0
59	0			0
58	0			0
57	0			0
56	0			0
55	0			0
54	0			0
53	0			0
52	0			0
51	0			0
50	0			0
49	0			0
48	0			0
47	1			1
46	1			1
45	0			0
44	0			0
43	1			1
42	0			0
41	2			2
40	3			3
39	0			0
38	3			3
37	6			6
36	5			5
35	5			5
34	2			2
33	2			2
32	5			5
31	2			2
30	3			3
29	3			3
28	2			2
27	1			1
26	2			2
25	0			0
24	0			0
23	0			0
22	0			0
21	1			1
20	0			0
19	0			0
18	0			0
17	0			0
16	0			0
15	0			0
GRAND TOTALS				100

Location: Second Avenue
Between: Rowland Avenue - Badillo Street
Weather: Sunny
Date: 12/16/10
Time From: 10:45
Time To: 11:00
Existing Speed Limit: 35 M.P.H.

% Over Pace: _____	11%
% In Pace: _____	70%
% Under Pace: _____	19%
Average Speed: _____	36 M.P.H.
Pace Speed: _____	32 - 41 M.P.H.
85th Percentile / Critical Speed: _____	40 M.P.H.

Radar Survey Conducted By:
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City of Covina
Radar Speed Survey

Speed	MPH		Vehicles Surveyed		tot. VEH.
	N/B	S/B	Northbound	Southbound	
65	0	0			0
64	0	0			0
63	0	0			0
62	0	0			0
61	0	0			0
60	0	0			0
59	0	0			0
58	0	0			0
57	0	0			0
56	0	0			0
55	0	0			0
54	0	0			0
53	0	0			0
52	0	0			0
51	0	0			0
50	0	0			0
49	0	0			0
48	0	0			0
47	0	0			0
46	0	1			1
45	1	0			1
44	0	0			0
43	0	0			0
42	1	0			1
41	3	2			5
40	2	0			2
39	1	1			2
38	1	3			4
37	2	1			3
36	4	3			7
35	5	4			9
34	6	6			12
33	4	6			10
32	2	6			8
31	6	6			12
30	6	5			11
29	1	1			2
28	1	1			2
27	1	1			2
26	0	1			1
25	0	0			0
24	1	0			1
23	2	0			2
22	0	1			1
21	0	0			0
20	0	0			0
19	0	0			0
18	0	1			1
17	0	0			0
16	0	0			0
15	0	0			0
GRAND TOTALS					100

Location: Second Avenue
 Between: Badillo Street - Front Street
 Weather: Sunny
 Date: 12/16/10
 Time From: 11:00
 Time To: 11:25
 Existing Speed Limit: 35 M.P.H.

% Over Pace: 10%
 % In Pace: 78%
 % Under Pace: 12%
 Average Speed: 33 M.P.H.
 Pace Speed: 30 - 39 M.P.H.
 85th Percentile / Critical Speed: 37 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
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City of Covina
Radar Speed Survey

Speed		MPH		Vehicles Surveyed		TOT. VEH.
		NB	SB	Northbound	Southbound	
65	0	0	0			0
64	0	0	0			0
63	0	0	0			0
62	0	0	0			0
61	0	0	0			0
60	0	0	0			0
59	0	0	0			0
58	0	0	0			0
57	0	0	0			0
56	0	0	0			0
55	0	0	0			0
54	0	0	0			0
53	0	0	0			0
52	0	0	0			0
51	0	0	0			0
50	0	0	0			0
49	0	0	0			0
48	0	0	0			0
47	0	0	0			0
46	0	1	46		X	1
45	0	0	0			0
44	1	0	44		X	1
43	0	0	43			0
42	0	3	42		X X X	3
41	1	3	41		X X X	4
40	2	2	40		X X	4
39	2	2	39		X X	4
38	3	2	38		X X X	5
37	7	5	37		X X X X X	12
36	6	3	36		X X X X X	9
35	6	8	35		X X X X X X	14
34	3	4	34		X X X X	7
33	5	3	33		X X X X X	8
32	5	3	32		X X X X X	8
31	1	1	31		X X	2
30	2	6	30		X X X X X	8
29	4	2	29		X X X X	6
28	0	0	28			0
27	1	0	27		X	1
26	1	1	26		X	2
25	0	0	25			0
24	0	1	24		X	1
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
GRAND TOTALS						100

Location: Sunflower Avenue

Between: Cypress Street - Cienega Avenue

Weather: Sunny

Date: 12/16/10

Time From: 11:30

Time To: 12:00

Existing Speed Limit: 35 M.P.H.

% Over Pace: 17%

% In Pace: 79%

% Under Pace: 4%

Average Speed: 35 M.P.H.

Pace Speed: 29 - 38 M.P.H.

85th Percentile / Critical Speed: 38 M.P.H.

Radar Survey Conducted By:
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City of Covina
Radar Speed Survey

Speed MPH	MPH		Vehicles Surveyed		TOT. VEH.
	N/B	S/B	Northbound	Southbound	
65	0	0			0
64	0	0			0
63	0	0			0
62	0	0			0
61	0	0			0
60	0	0			0
59	0	0			0
58	0	0			0
57	0	0			0
56	0	0			0
55	0	0			0
54	0	0			0
53	0	0			0
52	0	0			0
51	0	0			0
50	0	0			0
49	0	0			0
48	2	0	X		2
47	1	1	X		2
46	0	1		X	1
45	0	0			0
44	2	4	X	X	6
43	2	2	X	X	4
42	7	2	X	X	9
41	1	3	X	X	4
40	3	4	X	X	7
39	4	8	X	X	12
38	4	2	X	X	6
37	4	3	X	X	7
36	5	5	X	X	10
35	5	6	X	X	11
34	3	1	X		4
33	4	1	X	X	5
32	0	2		X	2
31	1	2	X		3
30	2	1	X	X	3
29	0	1		X	1
28	0	0			0
27	0	0			0
26	0	1		X	1
25	0	0			0
24	0	0			0
23	0	0			0
22	0	0			0
21	0	0			0
20	0	0			0
19	0	0			0
18	0	0			0
17	0	0			0
16	0	0			0
15	0	0			0
GRAND TOTALS					100

Location: Vincent Avenue

Between: Badillo Street - Edna Place

Weather: Sunny

Date: 12/16/10

Time From: 9:30

Time To: 9:45

Existing Speed Limit: 40 M.P.H.

% Over Pace: _____ 5%

% In Pace: _____ 76%

% Under Pace: _____ 19%

Average Speed: _____ 38 M.P.H.

Pace Speed: _____ 35 - 44 M.P.H.

85th Percentile / Critical Speed: _____ 42 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
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City of Covina
Radar Speed Survey

Speed	E/B	W/B	MPH		Vehicles Surveyed		TOT. VEH.
			Eastbound	Westbound			
65	0	0					0
64	0	0					0
63	0	0					0
62	0	0					0
61	0	0					0
60	0	0					0
59	0	0					0
58	0	0					0
57	0	0					0
56	0	0					0
55	0	0					0
54	0	0					0
53	0	0					0
52	0	0					0
51	0	0					0
50	0	0					0
49	0	0					0
48	0	0					0
47	0	0					0
46	0	0					0
45	1	0					1
44	4	0					4
43	1	1					2
42	1	1					2
41	2	1					3
40	1	5					6
39	1	3					4
38	0	2					2
37	2	2					4
36	2	4					6
35	5	7					12
34	11	7					18
33	1	4					5
32	5	3					8
31	0	6					6
30	2	1					3
29	5	1					6
28	4	1					5
27	0	0					0
26	2	0					2
25	0	0					0
24	0	0					0
23	0	0					0
22	0	0					0
21	0	0					0
20	0	0					0
19	0	0					0
18	0	0					0
17	0	1					1
16	0	0					0
15	0	0					0
			GRAND TOTALS				100

Location: Workman Avenue

Between: West City Limits - East City Limit west of Citrus Avenue

Weather: Sunny

Date: 12/16/10

Time From: 10:15

Time To: 10:40

Existing Speed Limit: 35 M.P.H.

% Over Pace: 24%

% In Pace: 73%

% Under Pace: 3%

Average Speed: 35 M.P.H.

Pace Speed: 28 - 37 M.P.H.

85th Percentile / Critical Speed: 39 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
T 951-268-6268 F 951-268-6267

City of Covina
Radar Speed Survey

MPH		Vehicles Surveyed		TOT. VEH	
Speed	E/B W/B	Eastbound	Westbound		
65	0 0			0	
64	0 0			0	
63	0 0			0	
62	0 0			0	
61	0 0			0	
60	0 0			0	
59	0 0			0	
58	0 0			0	
57	0 0			0	
56	0 0			0	
55	0 0			0	
54	0 0			0	
53	0 0			0	
52	0 0			0	
51	0 0			0	
50	0 0			0	
49	0 0			0	
48	2 0	X X		2	
47	1 0	X X		1	
46	2 0	X X		2	
45	0 0			0	
44	0 0			0	
43	2 3	X X X		5	
42	2 4	X X X		6	
41	1 4	X X X		5	
40	3 5	X X X X		8	
39	4 4	X X X X		8	
38	5 6	X X X X X		11	
37	6 8	X X X X X X		14	
36	8 4	X X X X X X X		12	
35	1 3	X X X		4	
34	7 3	X X X X X X		10	
33	4 2	X X X X		6	
32	1 3	X X X		4	
31	1 0	X X		1	
30	0 0			0	
29	0 1	X		1	
28	0 0			0	
27	0 0			0	
26	0 0			0	
25	0 0			0	
24	0 0			0	
23	0 0			0	
22	0 0			0	
21	0 0			0	
20	0 0			0	
19	0 0			0	
18	0 0			0	
17	0 0			0	
16	0 0			0	
15	0 0			0	
		GRAND TOTALS			100

Location: Workman Avenue
 Between: Citrus Avenue - Barranca Avenue
 Weather: Sunny
 Date: 12/16/10
 Time From: 11:40
 Time To: 12:15
 Existing Speed Limit: 35 M.P.H.
 % Over Pace: 10%
 % In Pace: 84%
 % Under Pace: 6%
 Average Speed: 38 M.P.H.
 Pace Speed: 33 - 42 M.P.H.
 85th Percentile / Critical Speed: 41 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 T 951-268-6268 F 951-268-6267

City of Covina

Radar Speed Survey

MPH		Vehicles Surveyed				TOT. VEH.
		E/B	W/B	Eastbound	Westbound	
65	0	0	0			0
64	0	0	0			0
63	0	0	0			0
62	0	0	0			0
61	0	0	0			0
60	0	0	0			0
59	0	0	0			0
58	0	0	0			0
57	0	0	0			0
56	0	0	0			0
55	0	0	0			0
54	0	0	0			0
53	0	0	0			0
52	0	0	0			0
51	0	0	0			0
50	0	0	0			0
49	0	0	0			0
48	0	1	0			1
47	0	0	0			0
46	0	0	0			0
45	0	0	0			0
44	0	0	0			0
43	0	0	0			0
42	0	1	0			1
41	0	3	0			3
40	0	0	0			0
39	1	2	39	X		3
38	3	0	38	X X X		3
37	2	4	37	X X X		6
36	6	1	36	X X X X X X X		7
35	5	0	35	X X X X X X		5
34	3	0	34	X X X		3
33	1	2	33	X		3
32	5	5	32	X X X X X		10
31	2	5	31	X X X X X		7
30	5	3	30	X X X X X		8
29	6	5	29	X X X X X X		11
28	4	3	28	X X X X		7
27	0	2	27	X X		2
26	2	4	26	X X		6
25	1	4	25	X X X		5
24	0	1	24	X X X X		1
23	3	1	23	X X X		4
22	1	0	22	X		1
21	0	3	21	X X X		3
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
GRAND TOTALS					100	

Location: Workman Avenue
Between: Baranca Avenue - Easterly End of Road
Weather: Sunny
Date: 12/16/10
Time From: 12:20
Time To: 12:55
Existing Speed Limit: 30 M.P.H.

% Over Pace: 11%
% In Pace: 67%
% Under Pace: 22%
Average Speed: 31 M.P.H.
Pace Speed: 28 - 37 M.P.H.
85th Percentile / Critical Speed: 36 M.P.H.

Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 T 951-268-6268 F 951-268-6267



APPENDIX C – Collision Rate



**Table 3
Collision Rates**

Segment No.	Street	From	To	Midblock Collisions (5 Years)	ADT	Approx. Length of Segment (mi)	Calculated Accident Rate (Acc/MVM)	Statewide Accident Rate
1	Arrow Highway	Arrow Grand Circle	Grand Avenue	13	26568	0.273	0.982	1.75
2	Arrow Highway	Grand Avenue	1000' Easterly	7	26377	0.189	0.769	1.75
3	Azusa Avenue	South City Limits	San Bernardino Road	13	31055	0.182	1.260	2.45
4	Azusa Avenue	San Bernardino Road	Cypress Street	29	32478	0.455	1.075	1.75
5	Azusa Avenue	Cypress Street	Arrow Highway	30	34437	0.773	0.618	2.45
6	Badillo Street	Lark Ellen Avenue	Hollenbeck Avenue	32	17715	1.091	0.907	1.75
7	Badillo Street	Hollenbeck Avenue	4th Avenue	9	18722	0.273	0.965	1.75
8	Badillo Street	4th Avenue	2nd Avenue	4	17105	0.364	0.352	2.80
9	Badillo Street	2nd Avenue	Barranca Avenue	12	18625	0.363	0.973	2.45
10	Badillo Street	Barranca Avenue	Grand Avenue	10	18404	0.500	0.595	1.75
11	Badillo Street	Grand Avenue	Glendora Avenue	11	20425	0.500	0.590	1.75
12	Badillo Street	Glendora Avenue	Reeder Avenue	6	17809	0.636	0.290	1.75
13	Badillo Street	Reeder Avenue	East City Limits	2	13666	0.455	0.176	1.75
14	Barranca Avenue	South City Limits	Puente Street	26	24196	0.500	1.178	3.80
15	Barranca Avenue	Puente Street	San Bernardino Road	16	22881	0.545	0.703	3.80
16	Barranca Avenue	San Bernardino Road	Covina Boulevard	15	23165	0.591	0.600	3.80
17	Barranca Avenue	Covina Boulevard	North City Limits	7	17914	0.500	0.428	2.45
18	Cienega Avenue	Barranca Avenue	Grand Avenue	3	3472	0.500	0.947	2.80
19	Cienega Avenue	Arroway Avenue	Ivescrest Avenue	5	6546	0.182	2.300	3.80
20	Citrus Avenue	Workman Avenue	Rowland Avenue	8	28109	0.227	0.687	2.45
21	Citrus Avenue	Rowland Avenue	Puente Street	7	23798	0.227	0.710	2.45
22	Citrus Avenue	Puente Street	Badillo Street	9	19644	0.227	1.106	3.80
23	Citrus Avenue	Badillo Street	San Bernardino Road	10	15461	0.273	1.298	2.80
24	Citrus Avenue	San Bernardino Road	Covina Boulevard	28	20479	0.636	1.178	2.45
25	Citrus Avenue	Covina Boulevard	Arrow Highway	32	21917	0.500	1.600	1.75
26	Covina Boulevard	Fircroft Avenue	Citrus Avenue	10	10594	0.409	1.265	2.45
27	Covina Boulevard	Citrus Avenue	Grand Avenue	11	11546	1.000	0.522	3.80
28	Covina Boulevard	Grand Avenue	Rimhurst Avenue	9	9747	0.682	0.742	3.80
29	Covina Boulevard	Bonnie Cove Avenue	Sunflower Avenue	4	7462	0.500	0.587	3.80
30	Covina Hills Road	Grand Avenue	Rancho La Carlota Road	4	3686	1.000	0.595	2.80
31	Cypress Street	Leaf Avenue	Hollenbeck Avenue	5	16132	0.909	0.187	2.35
32	Cypress Street	Hollenbeck Avenue	Citrus Avenue	2	13011	0.500	0.168	3.80
33	Cypress Street	Citrus Avenue	Barranca Avenue	7	9686	0.500	0.792	3.80
34	Cypress Street	Barranca Avenue	Grand Avenue	2	8550	0.500	0.256	3.80

**Table 3
Collision Rates**

Segment No.	Street	From	To	Midblock Collisions (5 Years)	ADT	Approx. Length of Segment (mi)	Calculated Accident Rate (Acc/MVM)	Statewide Accident Rate
35	Cypress Street	Grand Avenue	Glendora Avenue	6	9264	0.500	0.710	3.80
36	Cypress Street	Glendora Avenue	Bonnie Cove Avenue	4	8318	0.500	0.527	3.80
37	Cypress Street	Bonnie Cove Avenue	Sunflower Avenue	2	7606	0.500	0.288	2.35
38	Glendora Avenue	Puente Street	Ruddock Street	3	9038	0.500	0.364	3.80
39	Glendora Avenue	Ruddock Street	Cypress Street	5	10651	0.409	0.629	3.80
40	Glendora Avenue	Cypress Street	Covina Boulevard	10	10666	0.250	2.055	3.80
41	Glendora Avenue	Covina Boulevard	Cienega Avenue	5	12242	0.273	0.820	3.80
42	Grand Avenue	Walnut Creek Road	Puente Street	8	36348	0.545	0.221	1.75
43	Grand Avenue	Puente Street	San Bernardino Road	43	31931	0.591	1.249	2.45
44	Grand Avenue	San Bernardino Road	Covina Boulevard	31	34435	0.545	0.905	2.45
45	Grand Avenue	Covina Boulevard	Arrow Highway	11	26991	0.455	0.491	2.45
46	Hollenbeck Avenue	South City Limits	Rowland Avenue	20	14992	0.273	2.678	3.80
47	Hollenbeck Avenue	Rowland Avenue	Badillo Street	16	17663	0.500	0.993	3.80
48	Hollenbeck Avenue	Badillo Street	Edna Place	12	18266	0.455	0.791	2.80
49	Hollenbeck Avenue	Covina Boulevard	Arrow Highway	8	12915	0.500	0.679	3.80
50	Holt Avenue	I-10 Freeway	Via Verde	5	3389	0.318	2.542	2.80
51	Lark Ellen Avenue	GroveCenter Street	Edna Place	12	15560	0.500	0.845	2.45
52	Puente Street	Armel Drive	Hollenbeck Avenue	6	7349	0.227	1.971	2.80
53	Puente Street	Hollenbeck Avenue	Citrus Avenue	4	7868	0.500	0.557	2.80
54	Puente Street	Citrus Avenue	Barranca Avenue	4	5163	0.500	0.849	2.80
55	Puente Street	Barranca Avenue	Grand Avenue	3	5222	0.500	0.630	3.80
56	Puente Street	Grand Avenue	Glendora Avenue	5	6077	0.500	0.902	3.80
57	Puente Street	Glendora Avenue	Shouse Avenue	2	1613	0.114	5.960	2.80
58	Puente Street	Reeder Avenue	Rancho Corto Drive	5	4031	0.636	1.069	1.50
59	Reeder Avenue	Old Badillo Street	Puente Street	2	5728	0.227	0.843	2.55
60	Reeder Avenue	Old Badillo Street	Badillo Street	1	5178	0.227	0.466	1.30
61	Reeder Avenue	Badillo Street	Cypress Street	2	2791	0.455	0.863	2.80
62	Rowland Avenue	Armel Drive	Citrus Avenue	8	12624	0.727	0.478	2.45
63	Rowland Avenue	Citrus Avenue	Barranca Avenue	6	15251	0.500	0.431	2.45
64	Rowland Avenue	Barranca Avenue	Forestdale Avenue	2	9913	0.273	0.405	1.75
65	San Bernardino Road	Vincent Avenue	Lark Ellen Avenue	30	15512	0.500	2.119	2.35
66	San Bernardino Road	Lark Ellen Avenue	Azusa Avenue	9	17553	0.500	0.562	3.80
67	San Bernardino Road	Azusa Avenue	Hollenbeck Avenue	7	14762	0.545	0.477	3.80
68	San Bernardino Road	Hollenbeck Avenue	Citrus Avenue	17	12165	0.500	1.531	2.80

**Table 3
Collision Rates**

Segment No.	Street	From	To	Midblock Collisions (5 Years)	ADT	Approx. Length of Segment (mi)	Calculated Accident Rate (Acc/MVM)	Statewide Accident Rate
69	San Bernardino Road	Citrus Avenue	Barranca Avenue	15	12835	0.500	1.281	3.80
70	San Bernardino Road	Barranca Avenue	Grand Avenue	6	10787	0.500	0.610	3.80
71	Second Avenue	Rowland Avenue	Badillo Street	0	8612	0.500	0.000	3.80
72	Second Avenue	Badillo Street	Front Street	0	8283	0.364	0.000	3.80
73	Sunflower Avenue	Cypress Street	Cienega Avenue	3	9994	0.500	0.329	3.80
74	Vincent Avenue	Badillo Street	Edna Place	15	21310	0.455	0.848	2.45
75	Workman Avenue	West City Limit	East City Limits w/o Citrus Avenue	8	8413	0.727	0.717	2.80
76	Workman Avenue	Citrus Avenue	Barranca Avenue	8	9783	0.500	0.896	1.65
77	Workman Avenue	Barranca Avenue	Easterly End of Road	4	2522	0.364	2.388	3.80



APPENDIX D – Survey Equipment & Certification





Survey Equipment Used:

The radar equipment used to record the speed measurements for this survey were two Model Hunter 2 PC manufactured by Decatur Electronics in Decatur, Illinois. These units are calibrated and checked for any malfunctions annual by One Day Radar in Huntington Beach, California, as well as being field tested using hand held tuning forks prior to each survey to manufactures specification. Both units were last calibrated on July, 30th, 2010, and the field technicians have been certified by Decatur Electronics.



One Day Radar Certificate Of Calibration

This certificate attests that on July, 30, 2010
the below radar was calibrated to meet the manufacturer's accuracy specifications. One Day Radar's calibration equipment has accuracy traceable to the National Institute of Standards and Technology (formerly N.B.S.) Evidence of traceability is on file at our metrology laboratory and is available to our customers upon written request.

DUE for RECALIBRATION : July, 30, 2011
MANUFACTURER : Decatur Electronics
MODEL NUMBER : Hunter 2PC
SERIAL NUMBER : 2025
ANTENNA S/N (1) : 2565
TX. FREQ. (1) : 10.5329 GHz
ANTENNA S/N (2) : _____
TX. FREQ. (2) : _____ GHz
FORK S/N (1) : None
FORK SPEED (1) : _____
FORK S/N (2) : _____
FORK SPEED (2) : _____
FORK TEMPERATURE : _____ °F

K BAND X BAND Ka BAND M.P.H. K.P.H. KNOTS

David Horne

Signature of Calibration Technician

ONE DAY RADAR

Sales • Service • Calibration

For all your radar needs.
16241 Magellan Lane
Huntington Beach, CA 92647
(714) 848-2776

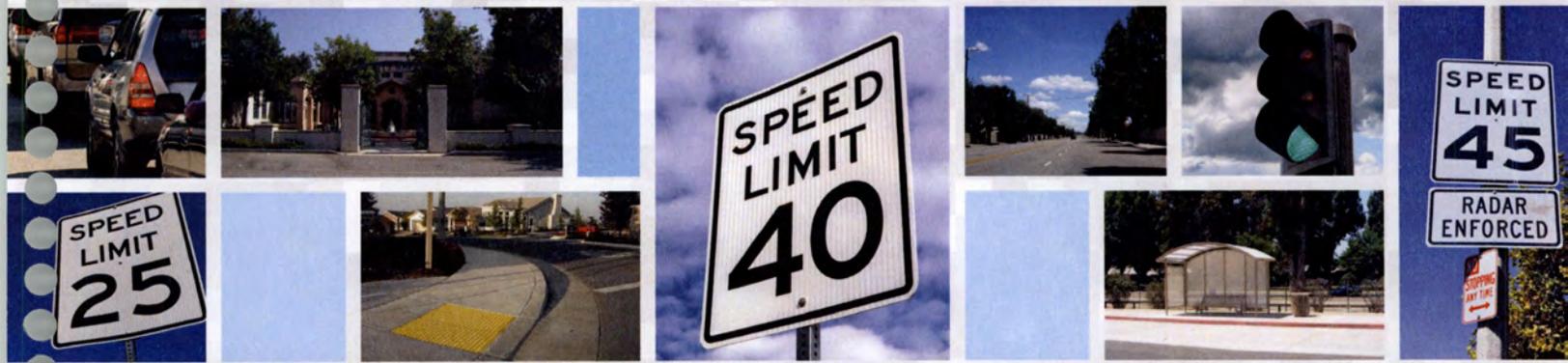
© ONE DAY RADAR

CITY OF COVINA | CALIFORNIA

Proposal for the

Preparation of the Citywide Engineering and Traffic Survey

November 12, 2015



Cover Letter

November 12, 2015

Siobhan Foster, Director of Public Works
City of Covina
c/o City of Covina City Clerk's Office
125 E. College Street
Covina, CA 91723

Re: Technical Proposal – Citywide Engineering and Traffic Survey

Dear Ms. Foster:

Willdan Engineering is especially qualified to provide a Citywide Engineering and Traffic Survey to the City of Covina.

Willdan Engineering offers a unique and efficient perspective to meet your expectations for this endeavor. Our professional staff serves as City Traffic Engineer for 42 Southern California cities and is well-versed in the practical and political implications of speed zoning.

Both our professional and technical personnel are thoroughly familiar with the State Vehicle Code requirements for completion of Engineering and Traffic Surveys, including the most current California Manual on Uniform Traffic Control Devices (CA MUTCD) which went into effect in 2014. Our radar operators are certified and regularly trained beyond industry standards. We have conducted Engineering and Traffic Surveys for numerous jurisdictions throughout Southern California, covering a wide range of traffic conditions on thousands of roadway miles, and building a wealth of related experience.

We use our own in-house professional engineers and supplement our technicians with Counts Unlimited, Inc., whom we regularly team with for the collection of radar survey and to ensure complete quality control of our work effort and of our ability to provide these services on time and within budget.

Firm Qualifications

Willdan Engineering (Willdan), a subsidiary of Willdan Group, Inc., has provided superior engineering and planning consulting services for more than 50 years. During that time, Willdan has earned an outstanding reputation as problem solvers by successfully delivering comprehensive, yet tailored, solutions to meet the specific needs of municipalities, counties, and special districts—as well as state and federal agencies—throughout California, the Southwest, and nationwide.

Combining an integrated approach with state-of-the-art technical resources, depth of staffing, and services that are both wide ranging and complementary, Willdan supports all phases of project development from concepts and financing through final design and construction. Throughout these phases our emphasis is on strong project management, cost effectiveness, timely performance, and consistent reciprocal communication—both with our clients and among our internal and external resources.

Traffic Engineering

Willdan's Traffic and Transportation Group specializes in traffic engineering and transportation planning services to governmental agencies. The Group's experience and expertise covers nearly all facets of traffic and transportation engineering, from handling citizen complaints to managing multi-million dollar capital improvement projects. In addition to their independent projects, this division provides transportation services to support the office's public works design services, planning services, and contract administration services.

Since its establishment in September 1982, the Traffic and Transportation Group has greatly expanded in size and service capabilities. Today, the division has a staff of 12 individuals, seven of whom are registered civil or traffic engineers in the State of California. These registered engineers are highly qualified professionals with combined traffic experience exceeding 150 years. This experience includes a significant amount of time in responsible charge of traffic functions for a variety of municipalities. Currently, these individuals serve as contract Traffic Engineer for numerous agencies throughout California.

Siobhan Foster, Director of Public Works
City of Covina
November 12, 2015
Page 2

A highly-skilled staff provides technical support for the Traffic and Transportation Group. Staff members have experience in parking, neighborhood traffic management, traffic impact, traffic impact fee, circulation studies, crosswalk, suggested route to school, and pedestrian studies; traffic signal and control system design, implementation, and operation; computer-assisted signal timing projects; engineering and traffic surveys; geometric design; grant applications to state and federal agencies; operations and roadway improvement projects; signal, signing and striping, lighting, and overlay design projects (using both AutoCAD and MicroStation software) and contract administration; street lighting system; work area traffic control training; transportation modeling; commuter rail projects; and bus transit systems.

For this proposal, the contact person who will be authorized to make representations for the Willdan Engineering team is Mr. Lew Gluesing at the following address:

Willdan Engineering

13191 Crossroads Parkway North, Suite 405

Industry, California 91746 Telephone: (562) 364-8491 ♦ Fax: (562) 695-2120

We welcome a meeting with the City to further discuss our proposal or to arrange an interview with our outstanding team. Please contact Mr. Lew Gluesing, PE, TE, PTOE at (562) 364-8491 or Ms. Vanessa Muñoz, PE, TE, PTOE at (562) 368-4848 for additional information or to set up an interview.

Sincerely,

Willdan Engineering

A handwritten signature in black ink, appearing to read 'Lew Gluesing', with a long horizontal flourish extending to the right.

Lew Gluesing, PE, TE, PTOE
Director of Engineering

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i. Work Plan

Willdan understands that the City of Covina is commissioning a Citywide Engineering and Traffic Survey (E&T) in order to establish and re-certify posted speed limits on 77 street segments throughout the City. This survey will be conducted in compliance with the provisions of the California Vehicle Code (CVC), which require that such surveys be updated every 5, 7 or 10 years (depending on specific conditions being met) to enable law enforcement agencies to perform radar enforcement. The City of Covina E&T was last recertified in 2011 and will incorporate the E&T-related changes to the CA MUTCD that became effective on November 2014.

Task 1 – Kick- Off Meeting

Willdan will meet with City staff to discuss the project, identify unique conditions, establish contact with City staff and establish a priority schedule for conducting data collection.

Information relevant to the project will also be exchanged at the meeting. Data requested of the City will include:

- Copy of the latest Engineering and Traffic Surveys.
- Access to Statewide Integrated Traffic Records System (SWITRS) Reports or the City's traffic record system, for the last 3 years, in electronic format.
- Citywide map electronic file.

Willdan will provide samples of the Speed Survey Sheets, various Data Summary Sheets, Collision History Summary Sheet, and Summary of Recommendations Chart for pre-approval. A review of the current speed zone survey will be conducted with the meeting's attendees to determine if it adequately addresses the survey requirements and to identify any known changes in the existing roadway system since the last survey was prepared. Willdan will present a schedule for the volume and radar collection as well as certification of the equipment being used for the radar collection.

Willdan will review State policies, including, and not limited to, California Assembly Bill (AB) 321 regarding the establishment of prima facie speed limits in school zones and surrounding school grounds.

Task 2 & 3 – Radar Field Data Collection and Analysis

Radar speed data will be gathered for each of the 77 street segments including street segments containing a raised median or designated as needing two surveys per segment in the survey. The surveys shall not be conducted on weekends, school or civic holidays, during congested peak traffic hours, or inclement weather conditions. The data collected will consist of an optimum of 100 samples with 50 samples in each direction but not less than 50 samples or more than 2 hours of measurement for each segment. The information will be recorded on field tally sheets and will include date, time, field conditions, weather and engineering calculations of the average speed, 85th percentile speed, 10 mph pace speed, and percent-in-pace.

Current radar speed data will be collected by a trained, certified radar operator using a certified hand-held radar unit. The results will be analyzed to determine the average speed, critical speed, and 10 mile-per-hour (MPH) pace.

Task Deliverable:

- Radar Speed Survey Field Tally Sheets

Task 4 – Roadway Segment Characteristics Review

Using the existing survey data for reference, a field inspection and assessment of each of the 77 street segment will be conducted to determine traffic and roadway conditions that are not readily apparent to motorists. Existing speed limit postings and locations will be verified. Roadway and traffic conditions, major traffic control devices, adjacent land use, and pedestrian activity will be noted. Any changes in roadway conditions since the last survey was conducted will be identified and noted on the survey data sheets. Willdan Engineering will work with the City to evaluate unusual conditions on roadway segments. All field inspections will be made on weekdays when school is in session.

The data gathered will also be summarized on the survey data sheets. Each survey data sheet will contain all of the information necessary to determine the appropriate speed limit for each street segment surveyed.

After collection of all data, the survey data sheets will be analyzed to determine the recommended speed limit based on the latest State requirements. The previous reasons given in the past E&T Survey for reducing speed limits will be considered when

determining the recommended speed limits. The recommended speed limits will be provided on the survey data sheets and summarized in tabular form in the Report.

Task Deliverables:

- Survey Data Sheets for each street segment

Task 5 – Accident History Review and Accident Rate Calculation

For each street segment, collision records for the most recent 3-year period using the City’s SWITRS or other automated collision reporting system will be reviewed and summarized. Collision rates will be calculated and compared with the State of California average collision rates for similar roadways and street segments. The results will be summarized on survey data sheets and in tabular form.

Task Deliverables:

- Collision Summary Table

Task 6 – Completion of Speed Zone Survey and Summary of Recommendations Chart

Using the collect speed radar survey, we will compile a table for that summarizes each segment to be included in the Draft and Final Engineering and Traffic Survey Report. The table will include the recommendation for each segment posted speed limit based on data collected, review of accident history and field segment verification. A summary table will be provided showing the posted speed limit, 85th percentile speed and recommended speed limit for each segments. The summary table will be submitted to the City Engineer for his/her review prior to beginning the preparation of the final report.

Task Deliverables:

- Summary Table

Task 7 and 8 Preparation of Draft and Final Speed Survey Report

All of the tasks in this project will be documented to form the basis of the Final E&T Report. The Report will include a written explanation of “Realistic Speed Zoning” and the requirements for conducting speed zone surveys. The Report will document the methodology and procedures used for the survey, statistical analysis factors, field data collection description, collision history, results and recommendations. It will also include excerpts from the California Vehicle Code that pertain to the establishment of speed limits.

The E&T Report will include a summary of recommendations and certification pages per City standard that are often useful in presentation of information to City Council and for use in the court system. A summary of recommendations will be prepared in chart form including the street name, street segment, existing speed limit, recommended speed limit, critical (85th percentile) speed, mean speed, 10-mile per hour pace range, percent in pace, date of survey, and reason for speed limit change from the 85th percentile. Willdan Engineering carefully constructs the recommendations summary to include clear descriptions of the application of “conditions not readily apparent to motorists” in order to facilitate consistent interpretation of the report by the court system. Other portions of the Report will include the Table of Contents, tables, figures, and appendices such as the survey data sheets for each roadway segment and certifications for radar equipment and technicians.

Ten (10) copies of the Draft E&T Report will be prepared and delivered to the City for consideration by City staff. The Draft Report will include the recommended speed limits and a list of recommended speed limit increases and decreases as well as a color map of the recommended speed limits.

Following review and approval by City staff, ten (10) bound copies of the Final E&T Report will be delivered to the City for approval by the City Council. The Final E&T Report will include the recommended speed limits and a list of recommended speed limit increases and decreases.

Task Deliverables:

- Ten (10) copies of the Draft E&T Report

City of Covina

- Ten (10) copies of the Final E&T Report
- Ten (10) color speed survey map
- One (1) Electronic Copy of the Final E&T Report

Task 9 – Meetings

For the purposes of this proposal, two (2) meetings with the City, and Police Department are included. Additional meetings beyond this can be attended on an hourly basis based on Willdan Engineering's standard hourly rates.

Task 10 – 24 hour Volume Counts

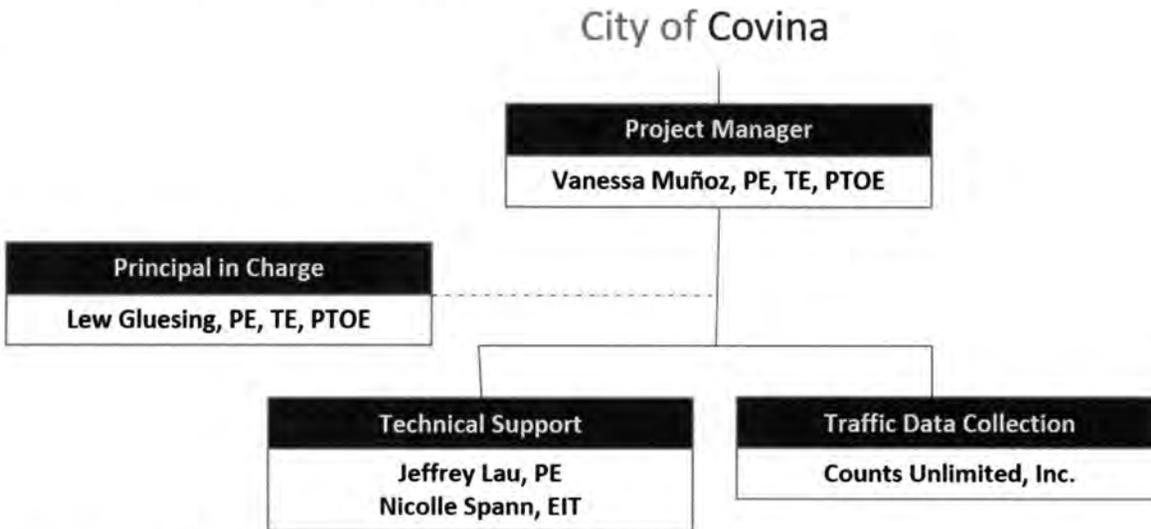
Twenty-four hour directional machine traffic volume counts will be conducted by Counts Unlimited for the 77 street locations. The counts will be conducted on a Tuesday, Wednesday or Thursday, excluding holidays.

A booklet summarize the collection of counts will be prepared.

Task Deliverables:

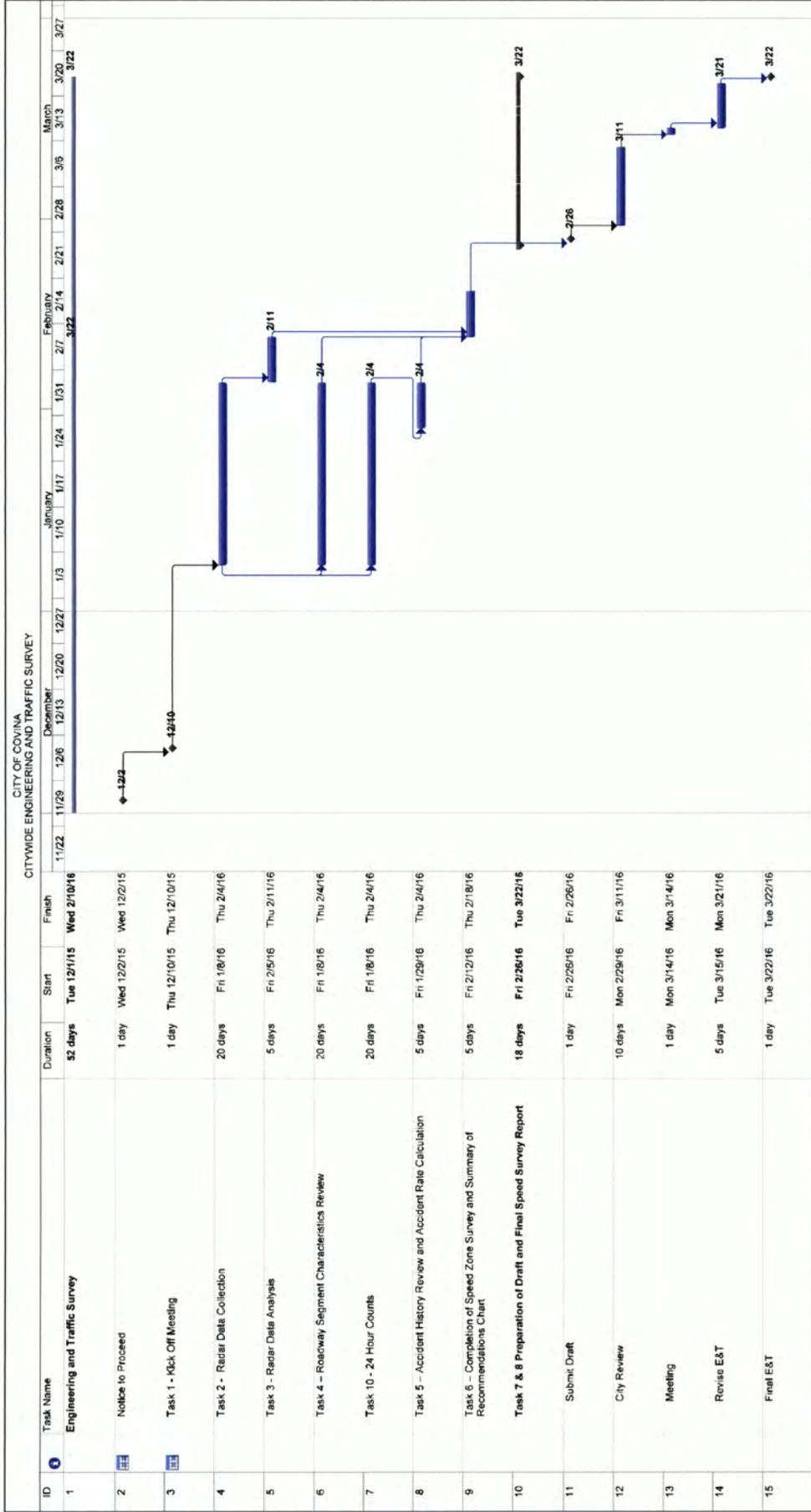
- Two (2) Bound Copies of Raw Traffic Count Data Sheets for each location; summary sheets
- One (1) Electronic Copy of Raw Traffic Count Data Sheets; summary sheets

ii. Organizational Chart



iii. Schedule and Deadlines

Based on the RFP schedule we anticipate the Notice to proceed will be provided by the first week of December 2015. Due to the holiday traffic patterns and schools' winter break, we recommend the radar speed survey and 24-hour volume counts begin being collected around the 2nd week in January 2016 when schools are back in session and traffic patterns will reflect typical driver behavior.



Project: Project Schedule
Date: Wed 11/11/15

Legend:

- Task
- Split
- Milestone
- Summary
- Project Summary
- External Task
- External Milestone
- Inactive Task
- Inactive Milestone
- Inactive Summary
- Manual Task
- Duration-only
- Manual Summary Rollup
- Manual Summary
- Start-only
- Finish-only
- Progress
- Deadline

Page 1

iv. Staffing Plan

Project Manager

Willdan's proposed project manager for this effort is:

Vanessa Muñoz, PE, TE, PTOE
Deputy Director of Engineering
Willdan Engineering
13191 Crossroads Parkway, North, Suite 405
Industry, CA 91746
Phone 562.368.4848

Contract Responsibility

The individual directly responsible for negotiating the contract with the City of Covina is:

Lew Gluesing, PE, TE, PTOE
Director of Engineering
Willdan Engineering
13191 Crossroads Parkway, North, Suite 405
Industry, CA 91746
Phone 562.364.8491

Team Member Qualifications

Mr. Lew Gluesing, PE, TE, PTOE, Principal in Charge

Education

BS, Civil Engineering, California State University, Long Beach

Registration/Certification

Professional Traffic Operation Engineer

Traffic Engineer, California No. 1683

Civil Engineer, California No. 45729

Affiliations

American Society of Civil Engineers

Institute of Transportation Engineers

Orange County Traffic Engineering Council

City Traffic Engineers

American Public Works Association

Availability

20%

51 Years' Experience

Mr. Herbert L. Gluesing, Jr., a Director of Engineering at Willdan, supervises 14 engineers and technicians providing traffic engineering and design and construction survey services throughout California and in support of our Arizona and Nevada offices. Mr. Gluesing has 48 years of experience in traffic and transportation engineering, including neighborhood traffic management, traffic circulation, impact and parking studies, design and operations, municipal engineering, and operational analyses. To date, Mr. Gluesing has supervised the completion of more than 10,000 larger and smaller-scale projects. He has personally designed more than 1,000 new and modified traffic signal installations, as well as two traffic signal master computer systems, employing various interconnect and communication facilities. Prior to joining the Willdan team, he served 12 years with a private engineering firm and 12 years with the Cities of Newport Beach and Fullerton.

In addition to serving as City Traffic Engineer for the Cities of Malibu, Lakewood, La Puente, Lawndale, Norwalk, and Paramount, in his capacity as a Director of Engineering, Mr. Gluesing is responsible for:

- City traffic engineering and municipal support services
- Design and construction survey services
- Funding applications
- CPUC, FHWA, and local agency coordination and applications

- At-grade rail crossing traffic control design
- Traffic signing and striping design
- Construction traffic control and detour design
- Traffic signal systems and coordination design and operations
- State Highway and Freeway traffic design and operations
- Street lighting analysis and design
- Rail station study and design
- Traffic impact analyses and review
- Engineering and traffic surveys
- Neighborhood traffic management and traffic calming
- Local intersection, traffic signal system coordination, and railroad preemption timing analysis, development, and implementation

Ms. Vanessa Muñoz, PE, TE, PTOE, Project Manager

Education

1997, BS, Civil Engineering, California Polytechnic State University, Pomona

Registration/Certification

2007, Professional Traffic Operation Engineer
 2006, Traffic Engineer, California - No. 2341
 2005, Civil Engineer, California - No. 67583
 2000, Doppler Traffic Operator

Affiliations

City Traffic Engineers
 American Public Works Association
 Institute of Transportation Engineers

Availability

50%

17 Years' Experience

Ms. Vanessa Muñoz is a Deputy Director of Engineering at Willdan with 17 years of experience in transportation planning and traffic engineering. Ms. Muñoz is an accomplished engineer for multi-discipline and multi-agency traffic and transportation projects and has supervised the completion of more than 1,000 projects, for a variety of large to smaller scaled projects and understands the importance of meeting schedules and developing the most cost-efficient project in order to meet the City's budgetary constraints. She is responsible for analysis, coordination, and design of various projects, including preparation of plans, specifications and estimate for traffic and street improvement projects and engineering and traffic surveys. Ms. Munoz has prepared engineering and traffic survey for close to 1000 segments. Ms. Muñoz has secured funding through the Safe Routes to School (SR2S) and Highway Safety Improvement Program (HSIP) grants. Ms. Muñoz is bilingual, fluent in the Spanish language.

Mr. Jeffrey Lau, PE, Technical Support

Education

2006, BS, Civil Engineering, California Polytechnic State University, Pomona

Registration/Certification

2015, Civil Engineer, California No. 83887
 Doppler Radar Operator

Affiliations

American Society of Civil Engineers

Availability

60%

11 Years' Experience

Mr. Jeffrey Lau is a Senior Design Engineer I with 11 years of traffic and transportation engineering. Prior to joining Willdan, Mr. Lau interned with the Cities of Chino Hills and Glendale where he was introduced to the various facets of traffic engineering, including field investigations, traffic data collection and analysis, traffic design, and project management. Since joining Willdan, Mr. Lau has been involved in fieldwork, design, and drafting on a variety of traffic engineering projects including traffic signals, signing and striping, street lighting, and construction traffic control. Mr. Lau has also assisted in the preparation of traffic impact studies and analysis, plan checking, and engineering and traffic survey updates. Mr. Lau is highly proficient in numerous traffic software programs such as AutoCAD, MicroStation, Synchro, HCS+, PC-Warrants, and Crossroads Collision Database.

Ms. Nicole Spann, EIT, Technical Support

Education

2015, BS, Civil Engineering, Mathematics Minor, California State Polytechnic University, Pomona

Registration/Certification

2015, Engineer-in-Training, California No. 156551

Availability

60%

1 Years' Experience

Ms. Nicolle Spann is an Assistant Engineer with Willdan. She has assisted the Willdan team with multiple E&T surveys, including reviewing existing field conditions and identifying non-readily-apparent conditions, performing accident data analysis, and provided speed recommendations for 99 intersections in Norwalk, 42 intersection in Temecula and 39 in Paramount, California. Additionally, Ms. Spann has served as Assistant Engineer on a team that provided speed radar data collection surveys for 280 segments throughout the County of Los Angeles, including collection of 15 hours of turning movements and classification counts.

As shown on Table below, our team has significant experience working together in the successful delivery of relevant projects:

Team Member	City of Paramount	City of Norwalk	City of Rosemead E&T	City of Temecula E&T	City of Rancho Palos Verdes E&T	City of Arcadia E&T
Vanessa Muñoz, PE, TE, PTOE	◆	◆	◆	◆	◆	◆
Lew Gluesing, PE, TE, PTOE	◆	◆	◆	◆	◆	◆
Jeffrey Lau, PE	◆	◆	◆	◆		◆
Nicolle Spann, EIT	◆	◆		◆		
Counts Unlimited	◆	◆				

Subconsultant

Counts Unlimited, Inc.

11711 Sterling Avenue, Riverside, CA 92503

Counts Unlimited, Inc., (CUI), a California corporation, has been serving the Southern California area for the past 24 years. The firm specializes in traffic data collection and provides accurate and comprehensive traffic data collection services to the transportation engineering community throughout Southern California. CUI has an experience full-time staff of 15 and a support staff of 20 located throughout Southern California.

CUI's staff members receive extensive training and testing before beginning data collection to ensure they meet the highest possible standards of performance, accuracy, and customer service. CUI understands the immense importance of the data collected and the impact it has on transportation planning. They place a large emphasis on customer service and staff availability to clients.

Through their broad spectrum of data collection projects, CUI continuously refines their data collection methodologies and offers the most proficient, cost-effective, and timely traffic data collection services with state-of-the-art solutions.

Relative Experience and References

Willdan is a multidisciplinary firm that specializes in providing engineering and planning services to governmental and private sector clients throughout the United States, including State governments, local municipalities, counties, districts, and other public agencies, as well as residential, industrial, commercial, institutional, and other private interests.

The Traffic and Transportation Division of Willdan specializes in providing traffic engineering and transportation planning services to governmental agencies in California. In addition to our own divisional projects, this division provides transportation support services to local agencies through Willdan's Public Works Division, Planning Services Division, and Contract Administration Services Division. Our Traffic and Transportation Division also provides transportation support services for a variety of projects managed at the company's corporate headquarters in Anaheim and our offices located in Anaheim, San Bernardino, and Sacramento, California; and Phoenix, Arizona.

Our firm has completed numerous engineering and traffic survey projects as defined by California Vehicle Code, Section 627. In general, these projects included: 1) radar speed checks; 2) collision analyses; 3) statistical analyses of speed data; 4) field observations of roadway conditions; 5) recommendations for speed limits; and 6) the development of bound reports documenting study findings and procedures.

Willdan has prepared Engineering and Traffic Surveys for many jurisdictions, including the following:

Project: 2015, 2009 Engineering and Traffic Survey (39 Segments)

Client: City of Paramount
16400 Colorado Avenue
Paramount, CA 90723

Contact: Mr. Chris Cash, Public Works Director, (562) 220-2020

Project: 2015 Engineering and Traffic Survey (20 Segments)

Client: City of Cudahy
5220 Santa Ana St.
Cudahy, CA 90201

Contact: Mr. Aaron Hernandez-Torres, Assistant City Engineer, (323) 773-5143

Project: 2015, 2014 and 2012 Engineering and Traffic Survey (42, 81 & 45 Segments)

Client: City of Temecula
41000 Main Street
Temecula, California 92590

Contact: Mr. Jerry Gonzales, Associate Engineer, (951) 694-6411

Project: 2014 Engineering and Traffic Survey (52 Segments)

Client: City of Arcadia
240 West Huntington Drive
Arcadia CA 91006

Contact: Mr. Phil Wray, Deputy Director of Development Services/City Engineer, (626) 574-5488

Project: 2014 and 2004 Engineering and Traffic Survey (24 Segments)

Client: City of Rolling Hills Estates
4045 Palos Verdes Drive North
Rolling Hills Estates Ca 90274

Contact: Mr. Greg Grammer, Assistant City Manager, (310) 377-1577, ext. 107

Project: 2014 and 2010 Engineering and Traffic Survey (132)

Client: City of Tustin
300 Centennial Way
Tustin, CA 92780

Contact: Mr. Ken Nishikawa, Deputy Director of Public Works, (714) 573-3150

Project: 2014, 2011, 2009 and 2007 Engineering and Traffic Survey (17, 8, 19, and 56 Segments)

Client: City of La Quinta
78-495 Calle Tampico
La Quinta, CA 92253

Contact: Mr. Edward Wimmer, Principal Engineer, (760) 777-7088

Project: 2013 and 2008 Engineering and Traffic Survey (24 Segments)

Client: City of Hawaiian Gardens
21815 Pioneer Boulevard
Hawaiian Gardens, CA 90716

Contact: Mr. Joseph Colombo, Community Development Director, (562) 420-2641, ext. 208

Project: 2013 and 2012 Engineering and Traffic Survey (27 and 5 Segments)

Client: City of Rancho Palos Verdes
30940 Hawthorne Boulevard
Rancho Palos Verdes, CA 90275

Contact: Ms. Nicole Jules, Deputy Director of Public Works, (310) 544-5275

Project: 2013 & 2006 Engineering and Traffic Survey (42 Segments)

Client: City of Rosemead
8838 East Valley Boulevard
Rosemead, CA 91770

Contact: Mr. Rafael Fajardo, Associate Civil Engineer, (626) 569-2151

Project: 2010 Engineering and Traffic Survey (70)

Client: City of Compton
205 South Willowbrook Avenue
Compton, CA 90220

Contact: Hien Nguyen, Assistant City Engineer, (310) 761-1476

v. Objections to Professional Services Agreement

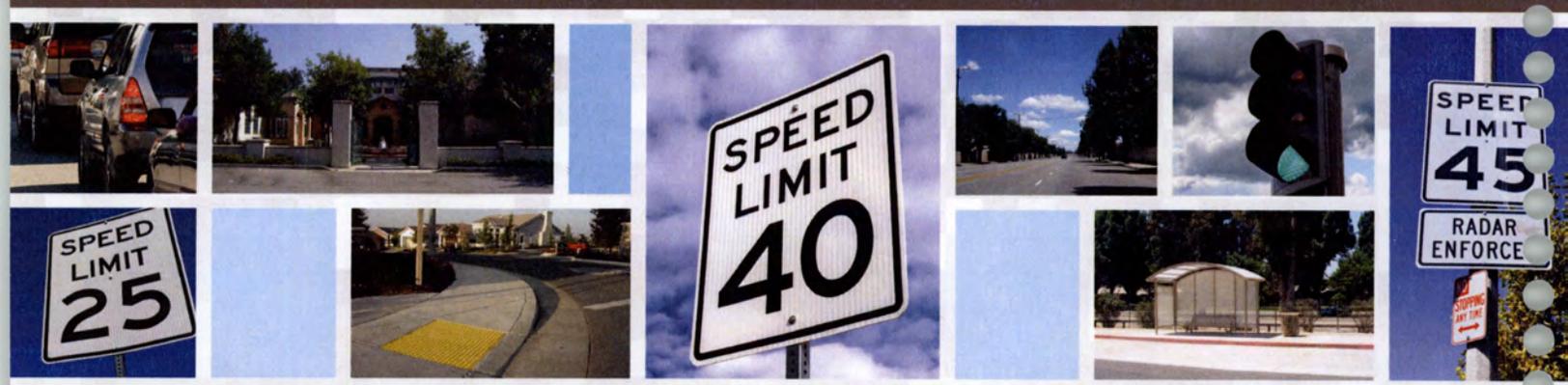
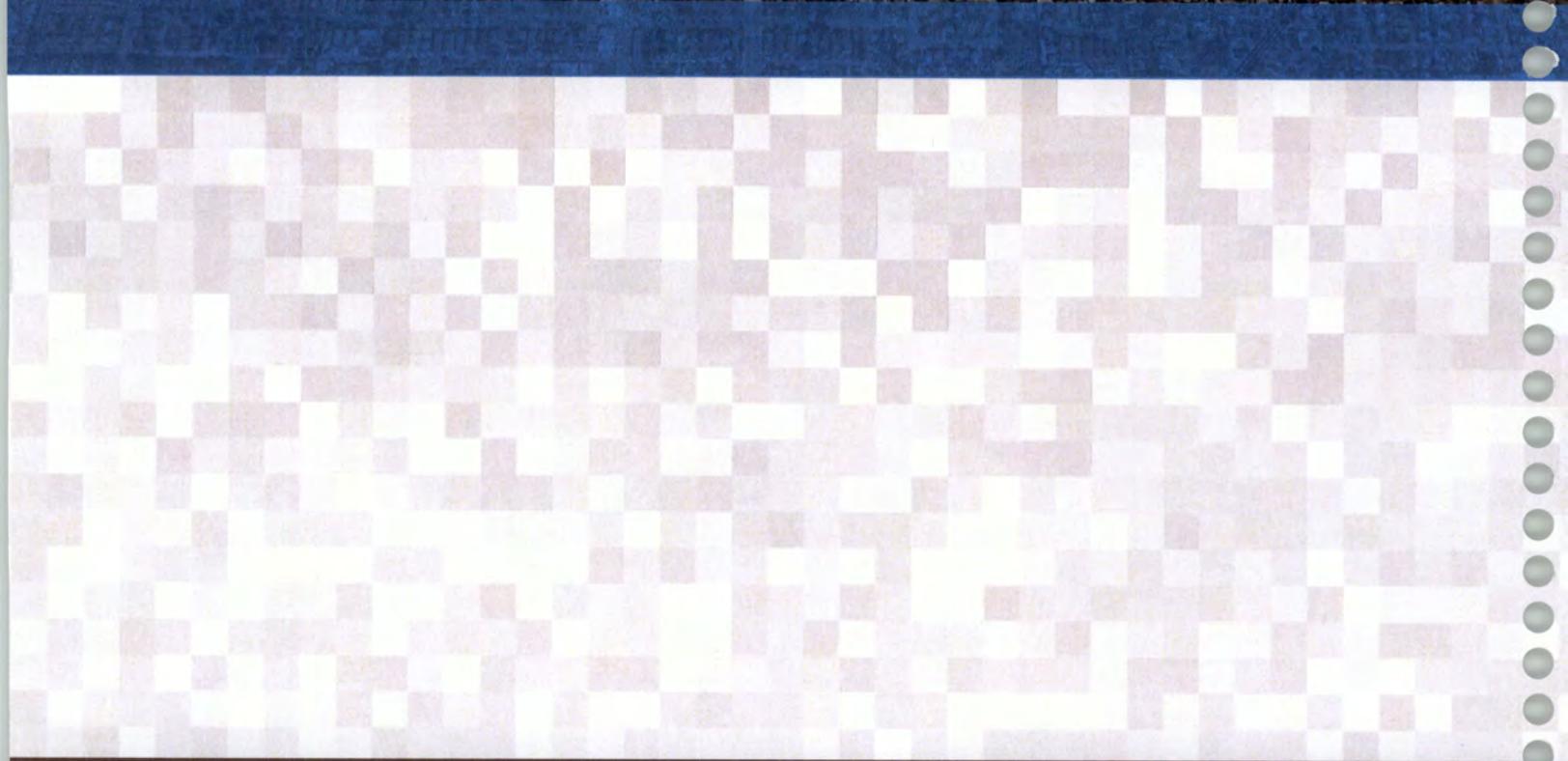
Willdan's attorney has reviewed the RFP's included Professional Services Agreement, and respectfully requests the following revisions:

3.2.11 Insurance

..... and \$4,000,000 annual aggregate,
3.2.11.3 Professional Liability. Consultant shall procure and maintain, and require its sub-consultants to procure and maintain, for a period of five (5) years following completion of the Project, errors and omissions liability insurance appropriate to their profession. Such insurance shall be in an amount not less than \$2,000,000 per claim, and shall be endorsed to include contractual liability. ~~Defense costs shall be paid in addition to the limits.~~

first class

D. All Coverages. Each insurance policy required by this Agreement shall be endorsed to state that: (A) coverage shall not be ~~suspended, voided, reduced or canceled~~ except after thirty (30) days (10 days for nonpayment of premium) prior written notice by ~~certified mail, return receipt requested~~, has been given to the City; and (B) any failure to comply with reporting or other provisions of the policies, including breaches of warranties, shall not affect coverage provided to the City, its directors, officials, officers, employees, agents, and volunteers. Any failure to comply with reporting or other provisions of the policies including breaches of warranties shall not affect coverage provided to the City, its officials, officers, employees, agents and volunteers, or any other additional insureds.



13191 Crossroads Parkway North, Suite 405
Industry, California 91746-3443
562.908.6200 | Fax: 562.695.2120
www.willdan.com

November 12, 2015

Siobhan Foster, Director of Public Works
City of Covina
c/o City of Covina City Clerk's Office
125 E. College Street
Covina, CA 91723

Re: Cost Proposal – Citywide Engineering and Traffic Survey

Dear Ms. Foster:

Willdan Engineering (Willdan) is pleased to submit this fee proposal to the City of Covina to perform a Citywide Engineering and Traffic Survey, as provided in our Technical Proposal, submitted under separate cover.

Willdan proposes to provide these services at a cost of \$270 per segment (including radar and 24-hour volumes counts) for a total not-to-exceed cost of \$20,790 for all 77 segments.

Willdan sincerely appreciates this opportunity to be of continuing service to the City of Covina. Should you have any questions or require additional information regarding this proposal, please contact Mr. Lew Gluesing at (562) 364-8491 or Mrs. Vanessa Muñoz at (562) 368-4848.

Respectfully submitted,
WILLDAN ENGINEERING



Lew Gluesing, PE, TE, PTOE
Director of Engineering

vi. Cost Proposal

**CITY OF COVINA
CITYWIDE ENGINEERING AND TRAFFIC SPEED SURVEYS
COST PROPOSAL**

Willdan Engineering

Summary Task	Deputy Director	Senior Engineer II	Assistant Engineer III	Estimated Hours	Outside Cost	Subconsultant (Counts Unlimited)	Estimates Cost
	Munoz	Lau	Spann				
	\$200	\$154	\$125				
Task 1 – Kick- Off Meeting	2.0			2.0	\$ -		\$ 400.00
Task 2 – Radar Field Data Collection			2.0	2.0	\$ -	5,313.00	\$ 5,563.00
Task 3 – Radar Analysis			4.5	4.5	\$ -		\$ 562.50
Task 4 – Roadway Segment Characteristics Review			24.0	24.0	\$ 86.00		\$ 3,086.00
Task 5 – Accident History Review and Accident Rate Calculation			8.0	8.0	\$ -		\$ 1,000.00
Task 6 – Completion of Speed Zone Survey and Summary of Recommendations Chart	5.0	4.0		9.0	\$ -		\$ 1,616.00
Task 7 - Preparation of Draft Speed Survey Report	2.0	7.0		9.0	\$ -		\$ 1,478.00
Task 8 - Preparation of Final Speed Survey Report	3.0	7.0		10.0	\$ 78.50		\$ 1,756.50
Task 9 – Meetings	2.0			2.0	\$ -		\$ 400.00
Task 10 – 24 hour Volume Counts			4.0	4.0	\$ -	4,428.00	\$ 4,928.00
Subtotal	\$ 2,800.00	\$ 2,772.00	\$ 5,312.50	74.5	\$ 164.50	\$ 9,741.00	\$ 20,790.00

vii. Schedule of Work

Our cost proposal above is presented within a schedule of work items on a task-by-task basis, and it includes the detail required by the City, including:

- a. Time estimates for principals, staff, sub-consultants, etc. with hourly billing rates.
- b. Cost for materials and incidental services, including travel expenses, copying, printing, and plotting.
- c. Total fee per task breakdown.
- d. The fee proposal shall be an amount "Not to Exceed."

viii. Hourly Rate Schedule



WILLDAN ENGINEERING

Schedule of Hourly Rates

Effective July 1, 2015 to June 30, 2016

ENGINEERING		CONSTRUCTION MANAGEMENT		BUILDING AND SAFETY	
Technical Aide I	59.00	Labor Compliance Specialist	105.00	Senior Construction Permit Specialist	110.00
Technical Aide II	75.00	Labor Compliance Manager	131.00	Supervising Construction Permit Specialist	115.00
Technical Aide III	93.00	Utility Coordinator	138.00	Building Inspector*	115.00
Drafter I	94.00	Assistant Construction Manager	131.00	Supervisor Code Enforcement	126.00
Drafter II	110.00	Construction Manager	156.00	Senior Building Inspector	126.00
Senior Drafter	121.00	Senior Construction Manager	164.00	Plans Examiner	126.00
GIS Analyst I	126.00	Project Manager IV	181.00	Supervising Building Inspector	138.00
GIS Analyst II	143.00	Deputy Director	200.00	Senior Plans Examiner	138.00
GIS Analyst III	159.00	Director	203.00	Inspector of Record	154.00
Designer I	126.00	INSPECTION SERVICES		Deputy Building Official	154.00
Designer II	131.00	Public Works Observer I*	81.00	Plan Check Engineer	154.00
Senior Designer I	138.00	Public Works Observer II*	89.00	Building Official	159.00
Senior Designer II	145.00	Senior Public Works Observer I*	97.00	Supervising Plan Check Engineer	159.00
Assistant Engineer I	100.00	Senior Public Works Observer II*	108.00	Principal Project Manager	190.00
Assistant Engineer II	119.00	Senior Public Works Observer III*	116.00	Deputy Director	200.00
Assistant Engineer III	125.00	Senior Public Works Observer IV*	123.00	Director	203.00
Assistant Engineer IV	130.00	Senior Public Works Observer V*	131.00	PLANNING	
Associate Engineer I	132.00	MAPPING AND EXPERT SERVICES		Community Development Technician	93.00
Associate Engineer II	139.00	Survey Analyst I	110.00	Planning Technician	93.00
Associate Engineer III	146.00	Survey Analyst II	126.00	Assistant Planner	115.00
Design Manager	148.00	Calculator I	110.00	Assistant Community Development Planner	115.00
Senior Design Manager	156.00	Calculator II	121.00	Associate Community Development Planner	126.00
Senior Engineer I	149.00	Calculator III	132.00	Associate Planner	126.00
Senior Engineer II	154.00	Senior Survey Analyst	143.00	Senior Community Development Planner	143.00
Senior Engineer III	160.00	Supervisor – Survey & Mapping	164.00	Senior Planner	143.00
Senior Engineer IV	173.00	Principal Project Manager	190.00	Principal Community Development Planner	159.00
Supervising Engineer	177.00	LANDSCAPE ARCHITECTURE		Principal Planner	159.00
Project Manager I	135.00	Assistant Landscape Architect	110.00	Deputy Director	200.00
Project Manager II	157.00	Associate Landscape Architect	126.00	Director	203.00
Project Manager III	174.00	Senior Landscape Architect	138.00	ADMINISTRATIVE	
Project Manager IV	190.00	Principal Landscape Architect	159.00	Administrative Assistant I	68.00
Program Manager	195.00	Principal Project Manager	190.00	Administrative Assistant II	83.00
Traffic Engineer I	175.00	BUILDING AND SAFETY		Administrative Assistant III	97.00
Traffic Engineer II	190.00	Assistant Code Enforcement Officer	77.00	Project Accountant I	78.00
City Engineer I	190.00	Plans Examiner Aide	83.00	Project Accountant II	91.00
City Engineer II	200.00	Assistant Construction Permit Specialist	93.00		
Principal Project Manager	190.00	Construction Permit Specialist	88.00		
Deputy Director	200.00	Code Enforcement Officer	88.00		
Director	203.00	Assistant Building Inspector*	105.00		
Principal Engineer	221.00	Senior Code Enforcement Officer	105.00		

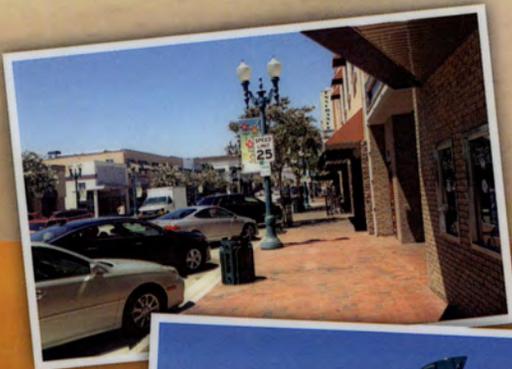
Mileage reimbursement will be charged at the current Federal guideline rate at the time of billing. Vehicles will be charged at a monthly rate of \$500.00.
 * \$138 per hour For Prevailing Wage Project

Additional billing classifications may be added to the above listing during the year as new positions are created. Consultation in connection with litigation and court appearances will be quoted separately. The above schedule is for straight time. Overtime will be charged at 1.5 times, and Sundays and holidays, 2.0 times the standard rates. Blueprinting, reproduction, messenger services, and printing will be invoiced at cost plus fifteen percent (15%). A sub consultant management fee of fifteen percent (15%) will be added to the direct cost of all sub consultant services to provide for the cost of administration, consultation, and coordination. Valid July 1, 2015 thru June 30, 2016, thereafter, the rates may be raised once per year to the value of change of the Consumer Price Index for the Los Angeles/Orange County/Sacramento/San Francisco/San Jose area, but not more than five percent per year.

Rev.2 10-23-2015



CITYWIDE
ENGINEERING
AND TRAFFIC
SURVEY PROPOSAL



Kimley»Horn

Expect More. Experience Better.



CITYWIDE ENGINEERING AND TRAFFIC SURVEY PROPOSAL

November 12, 2015

Ms. Siobhan Foster, Director of Public Works
City of Covina, c/o City of Covina City Clerk's Office
125 E. College Street
Covina, CA 91723

660 South Figueroa Street
Suite 2050
Los Angeles, California
90017
TEL 213 261 4040

Re: Proposal for Citywide Engineering & Traffic Survey

Dear Ms. Foster and Members of the Selection Panel:

Kimley-Horn understands that the City of Covina is looking for a qualified professional engineering firm to provide professional traffic engineering consulting services for the preparation of a citywide engineering and traffic survey, as required by Section 40802 of the California Vehicle Code. We have **significant experience working on these types of projects locally and across California**. We also have years of experience working with the City of Covina and understand the importance of acting as an extension of staff that serves to complement the City's processes and regulations. Below, we have listed just a few of the key benefits the City will gain by hiring us as your consultant:

Project Manager with Directly Applicable Experience. Our proposed project manager, **Vikas Sharma, T.E.**, is based in our downtown Los Angeles office, which is a short drive from the City's offices. Vikas—who will draw from his extensive experience with the City of Covina and his recent experience completing similar projects for the Cities of Agoura Hills and Malibu—will manage our team of traffic engineers and analysts to provide efficient, cost-effective services to the City. Our team will provide you with a high level of responsiveness and unparalleled local knowledge. We have the immediate availability to complete this project for you in a timely and efficient manner. Not only will our two local offices in Los Angeles be responsible for meeting your needs, but as a national firm with more than 2,500 employees, we can also provide you with the depth of resources needed to complete this project in an expedited manner.

Experienced, Involved, and Dedicated Project Team. As your proposed project manager, Vikas has selected a strong project team, incorporating multiple senior and local staff members who will provide hands-on support and quality deliverables for this project. Together, they have led a number of speed survey projects throughout California. In addition to our capabilities, our team includes **National Data & Surveying Service (NDS)** to assist with the traffic data collection and radar speed surveys. We have a strong working relationship with NDS, and have recently completed several successful and local engineering and traffic survey projects together.

Kimley-Horn Values You as a Client. We have enjoyed working on many projects for the City of Covina, while serving as a consultant for both engineering design and traffic-related services. We look forward to further strengthening our relationship with you through our work on this project.

We hope that you find our team, capabilities, and eagerness to serve the City is evidenced in our submittal. Should you have any questions regarding our submittal, please contact Vikas at (213) 261-4050 or by email at vikas.sharma@kimley-horn.com. We look forward to working with you.

Sincerely,

KIMLEY-HORN

Robert Blume, P.E.
Vice President/Associate

Vikas Sharma, T.E.
Project Manager

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CITYWIDE ENGINEERING AND TRAFFIC SURVEY PROPOSAL

1. Work Plan

Project Understanding

Kimley-Horn will provide traffic engineering consulting services to produce Engineering and Traffic Surveys, as defined by California Vehicle Code (CVC) Section 627 and 40802, and the California Manual on Uniform Traffic Control Devices 2014, section 2B.13. Our team will study the 77 street segments identified in the City of Covina Engineering and Traffic Survey completed in 2011. The City's goal is to enforce the speed limits that are presently posted throughout the city and set speed limits pursuant to Section 22358 of the CVC.

We understand that the City is dedicated to providing a safe environment for motorists, bicyclists, and pedestrians. Past court decisions have rendered many speeds within the City unenforceable because of inadequate documentation. The current Citywide Engineering and Traffic Survey resolution adopted in 2011, established speed limits within the City. In the last few years, there have been several changes to the roadway and intersections conditions and because of these new improvements, travel patterns have potentially changed. This effort will help the City determine if new posted speed limits are appropriate. Based on the surveys, Kimley-Horn will prepare a report that defines posted speed limit recommendations for 77 roadway segments on arterial, secondary roadways, and collector streets.

Approach

The key to establishing appropriate speed limits on the type of roadways in the City of Covina is not only dependent on the data that is being collected, but also in understanding the factors that the collected data does not reflect. **We believe that "the conditions not readily apparent to the driver" play a critical role in defining the most reasonable and accurate speed limits, for the safe and efficient movement of motorists on the street,** as well as in justifying the proposed speed limits in a court of law. These conditions should be described in detail, adhering to the standards and guidelines established by the California Vehicle Code (CVC) and the new California Manual of Uniform Traffic Control Devices (CA MUTCD 2014). We have been extremely successful in assisting various agencies in defining these conditions accurately.

Successful engineering and traffic survey projects include establishing the exact location for the collection of the radar surveys. Site selection is critical to the accurate collection of unencumbered speeds. The ideal locations are situated beyond the influence of stops, dips, curves, parked vehicles, and any other condition that may affect the normal rate of travel. The ideal sites must allow for the collection of

data to occur without our presence coming to the attention of the motorists. We will review the locations to make sure the traffic speed limit signage is in accordance with the adopted traffic speed limits established pursuant to your previous traffic speed survey report.

Radar Gun

This is one of the most important pieces of equipment for an engineering and traffic survey project. Kimley-Horn will provide proof of the most recent radar speed meter certifications required by the City. These certifications ensure that the radar gun used for the study has been calibrated to obtain accurate vehicle speeds.

Field Observations

Another key factor for a successful engineering and traffic survey project is the field work and field observation in addition to the data being collected. We will conduct extensive field observations for each roadway segment to identify roadway conditions, land uses, pedestrian and bicycle activity, sight distance constraints, existing posted speed limits, driveway locations, and geometry and other roadside conditions not readily apparent to the driver.

Accident Survey Analysis and Summary

Accident analysis for each segment will help us determine whether a particular segment experiences more accidents compared to a similar roadway segment. This determination could be used as part of justification for lowering speed limits.

85th Percentile Speed, 50th Percentile Speed, and 10-mph Pace

We will primarily use the 85th percentile speed on a segment to determine the starting point for the speed limit. The accident rates, conditions not readily apparent, field conditions, 50th percentile, and 10-mph pace could be used as justification to lower the speed limit, if needed. We have been extremely successful in assisting various agencies we have worked with in defining these conditions accurately.

The scope of services described in the RFP is very thorough—we have defined our tasks, as presented in the scope of services, with some minor additional details.



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Scope of Services

Kimley-Horn staff will provide the following services:

Task 1: Kickoff Meeting

Kimley-Horn will prepare for and attend a kick-off meeting with the City Engineer to discuss the project, identify problem areas and unique conditions, and establish a priority schedule for conducting data collection.

Kimley-Horn will review the 2011 City of Covina Speed Survey and the latest Federal Aid Urban Map to confirm street segments and to recommend any needed modifications to the roadway segments to be evaluated as a part of the Engineering and Traffic Surveys. These modifications may include, proximity to schools (public and private), public parks or similar facilities, and new bicycle facilities. We will also review state policies, including the California Assembly Bill (AB) 321 regarding the establishment of prima facie speed limits in **school zones** and surrounding school grounds.

Task 2: Radar Speed Surveys

Prior to commencement of data collection, Kimley-Horn will provide proof of radar speed certifications. We will conduct speed surveys on street segments specified by the City to identify roadway conditions, land uses, parking turnover, pedestrian activity, sight distance constraints, existing posted speed limits, and driveways readily apparent to the driver. We will establish the exact location for the collection of the radar surveys to accurately collect unencumbered speeds during the field observations. The ideal locations are situated beyond the influence of stops, dips, curves, parked vehicles, and any other condition that may affect the normal rate of travel. The ideal sites must allow for the collection of data to occur without our presence coming to the attention of motorists. We will review the locations of speed limit signs to make sure that the traffic speed limit signage is in accordance with the adopted traffic speed limits established pursuant to the previous traffic speed survey report prepared by Kimley-Horn. All data collection and field review will be conducted **while schools are in session** and data will be reviewed for completeness and reasonableness.

One-hundred samples per survey will be collected. If the street segment contains a raised median, a survey of 100 observations will be completed for each direction of travel. If the street segment does not have a raised median and is designated as needing one survey per segment, one survey will be completed for both directions of travel, with **a minimum of 40 observations** for each direction.

Task 3: Speed Data Analysis

Kimley-Horn will tabulate the data collected in Task 2, analyze and plot to identify the 85th percentile speed, average speed, pace speed range, and the percentage of vehicles in the pace. We will review for consistency the posted speed limits on those street segments that cross the city boundary with the posted speed limit in the adjacent city.

It should be noted that the new California MUTCD guidance on the setting of speed limits requires that when a speed limit is to be posted, it shall be established at the nearest 5-mph increment of the 85th percentile speed of free-flowing traffic, except as shown in the two options below.

Options:

1. The posted speed may be reduced by 5 mph from the nearest 5-mph increment of the 85th percentile speed, in compliance with CVC Sections 627 and 22358.5.
2. For cases in which the nearest 5-mph increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5-mph increment below the 85th percentile speed, if no further reduction is used. Refer to CVC Section 21400(f).

Although it is not anticipated that this change will result in any significant changes in speed limit recommendations, it will be considered and discussed with City staff before the results and recommendations for each location are summarized and submitted in the project report.

Kimley-Horn will develop recommendations based on the statistical analysis of the data for posted speed limits for each street segment. We will certify that all speed limits changes will conform to the 2014 California Manual on Uniform Traffic Control Devices Section 2B.13. Recommendations for posted speed limits will take into account the proximity of schools (public and private), public parks or other similar facilities, bicycle facilities, transit facilities, and any other features that may be relevant.

Task 4: Roadway Segment Characteristics and Speed Limit Sign Locations Review

Our project manager will coordinate and observe each specified location and determine whether or not there are any roadway characteristics not readily apparent to the average motorist that would justify reduction or increase of the proposed speed limit(s) to the maximum permitted under the established guidelines.

We will also review the locations to make sure the traffic speed limit signage is in accordance with the adopted traffic speed limits



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established pursuant to your 2011 traffic speed survey report. The field survey will be documented for analysis purposes. Our team will visually inspect all street segments for traffic related concerns, including visibility, driveways, and both existing land use and road conditions not readily apparent to motorists.

We will summarize each of the specified locations and identify those locations where reduction or increase of the recommended traffic speed limit(s) is justified.

Task 5: Accident History Review and Accident Rate Calculations

We will collect a summary of collision data from the City's Accident Database for the past three years from the State Collision Data Record System (SWITRS) and City of Covina Police Department records and available traffic volume data from the City's Public Works Agency to use in calculating applicable collision rates. We will seek City staff assistance in gathering available accident records from the Police Department by facilitating Kimley-Horn's written request for data.

Task 6: Compilation of Speed Zone Survey and Summary of Recommendations Chart

Kimley-Horn will review a summary of the accident rate data provided by City staff for each specified location. Depending on the City's preference, the accident rates will be compared to average expected collision rates for similar streets provided by the City or to collision rates for similar roadway segments, as summarized in the California Department of Transportation Accident Data on California State Highways. Kimley-Horn will compile tables for Segment Spot Speed and accident rate summary and include in the Draft and Final Traffic Speed Survey Reports. We will include all conclusions reached during accident summary reviews and field surveys in the traffic speed survey data summaries to constitute the basis for changing recommended traffic speed limit(s) from the 85th percentile speed.

Task 7: Draft Report

A draft study report will be prepared to include an introduction, study methodology, survey results, conclusions, and recommendations. Once the Draft Report has been reviewed by City staff, Kimley-Horn will meet with you to discuss your comments. The Draft Report will also contain the following items:

- Certification statement
- Radar speed survey operational procedures
- Description of the purpose
- Description of the statistical analysis factors

- Description of the field data used in analyzing the related roadway characteristics
- Field review summary sheets
- Accident rate summary
- Results and recommendations
- Summary table of speed limit recommendations

Task 8: Final Report

Upon receipt of one set of non-conflicting comments, we will update the Draft Report and provide 10 copies of the Final Report, as well as a copy on an approved digital format to the City Engineer. The report will be certified, signed, and stamped by Project Manager. **Two 24"x36" color speed survey maps, designating the different posted traffic speed limits for each specified location will also be provided, along with an approved digital format copy of the maps.** We will attend the City Council meeting at time of adoption of Final Traffic Speed Survey.

Summary of Deliverables

1. The radar speed survey sheets containing raw data for each street segment
2. The field review summary sheets and other pertinent data (e.g. ADT counts) for each street segment
3. The radar speed survey analysis sheets for each street segment
4. Two copies of the Draft Report which will include:
 - A. The methodology of the study
 - B. Survey results
 1. Accident rate summary
 - a. What data was used for this task
 - b. A table showing locations with unusually high collision rates that may warrant speed reduction.
 2. Spot speed survey
 - a. This section will discuss the method of data collections and software used to calculate findings.
 3. Survey findings and recommendations
 - C. Summary and conclusions
5. Ten copies of the Final Report that will include finalized contents of the Draft Report.
 - A. Two color copies of a color speed survey map, with dimensions of 24"x36."



2. Relevant Project Experience & References

Our team members have worked together on many speed survey projects. We offer valuable relevant experience and lessons learned from recently completed traffic surveys conducted for other local agencies such as Agoura Hills, Malibu, and Santa Monica. Additionally, our proposed team has worked on many traffic engineering projects with the City throughout the past two years while serving on an as needed engineering services contract and engineering bench.

Kimley-Horn's outstanding reputation in the engineering industry is the direct result of the confidence and trust that we have earned from our clients. We have provided descriptions and references for our most notable relevant projects in this section, and encourage you to contact each individuals listed to ask them about their experiences and working relationships with our proposed team members.

Engineering and Traffic Survey, Agoura Hills, CA — 25 segments

Year completed: Ongoing
Reference: Kelly Fisher, Public Works Project Manager
 City of Agoura Hills
 (818) 597-7338

Engineering and Traffic Survey, Malibu, CA — 40 segments

Year completed: 2014
Reference: Rob Duboux, Assistant Public Works Director
 City of Malibu
 (310) 456-2489 ext. 3

Engineering and Traffic Survey, Downey, CA — 38 segments

Year completed: Ongoing
Reference: Ed Norris, Deputy Public Works Director
 City of Downey
 (562) 904-7246

Engineering and Traffic Survey, Arcadia, CA — 52 segments

Year completed: 2009
Reference: Philip Wray, City Engineer/Development Services
 City of Arcadia
 (626) 574-548

Engineering and Traffic Survey, Santa Monica, CA — 190 segments

Year completed: 2013
Reference: Andrew Maximous, P.E., Transportation Engineer
 City of Santa Monica
 (310) 458-4982

Engineering and Traffic Survey, Industry, CA — 38 segments

Year completed: 2010
Reference: John Ballas, P.E., City Engineer
 City of Industry
 (626) 333-2211

Engineering and Traffic Survey for Speed Limits, Palo Alto, CA — 46 segments

Year completed: 2012
Reference: Jaime Rodriguez
 City of Palo Alto
 (650) 329-2441

Engineering and Traffic Survey for Speed Limits Update, Oakland, CA — 180 segments

Year completed: 2014
Reference: Joe Wang, Supervising Transportation Engineer
 City of Oakland
 (510) 238-6107

Engineering and Traffic Survey, Fremont, CA — 145 segments

Year completed: Ongoing
Reference: Frans van der Meer, Associate Transportation Engineer
 City of Fremont
 (510) 494-4796

3. Organizational Chart

Our team is comprised of veteran project management, traffic engineers, and technical support staff to provide streamlined support. **Project Manager Vikas Sharma, T.E.**, not only has the depth of experience in engineering and traffic surveys, but has worked closely with the City of Covina on several projects, most recently on the Workman/Hollenbeck intersection design, Grand Avenue TSS Plans review, Traffic Impact Analysis Guidelines, and Pedestrian and Bicycle study. Directly applicable local experience and intricate knowledge of the City's street system make him the ideal choice for this role. He is supported by **Sri Chakravarthy, P.E., T.E.**, who is our QC/QA Manager for this speed survey, and has also managed several engineering and traffic survey projects throughout southern California. **Robert Blume, P.E., Vice President, is authorized to negotiate the contract on behalf of Kimley-Horn.**

The organization chart on the following page identifies our proposed project team members and their project roles.



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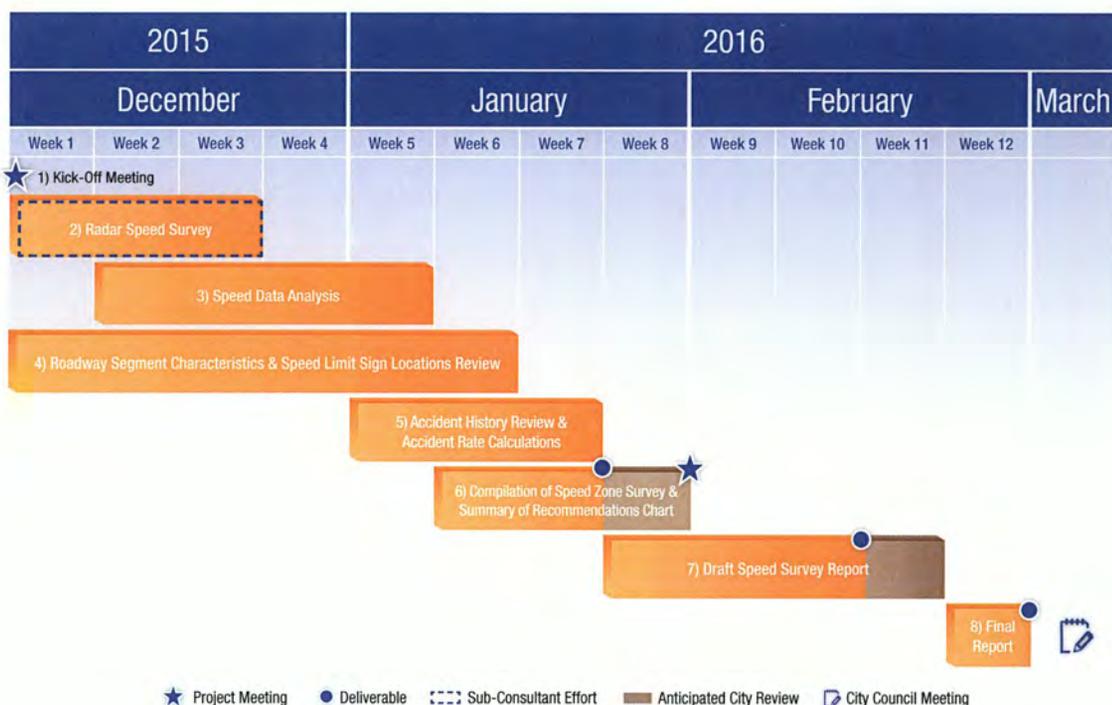
*Task Lead
1. NDS

4. Schedule and Deadlines

Kimley-Horn has the necessary in-house resources and staff to complete this project within the selected delivery schedule, including City review time. We will not need to hire additional staff to complete this project within the proposed four-month schedule.

Kimley-Horn has always completed work on time with quality products. I highly recommend Kimley-Horn.

— Ken Johnson,
Traffic Engineer, City of Burbank





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I have had the chance to work with Kimley-Horn now for the past year, and they are excellent in regards to customer service. Responsive, professional, adaptive, versatile, client-oriented, quality AND quantity, and practical are all things that come to mind. Simply a great group of people from top to bottom.

— Ramiro Adeva,
City Engineer/Director of Public Works,
City of Agoura Hills

Schedule and Cost Control Procedures

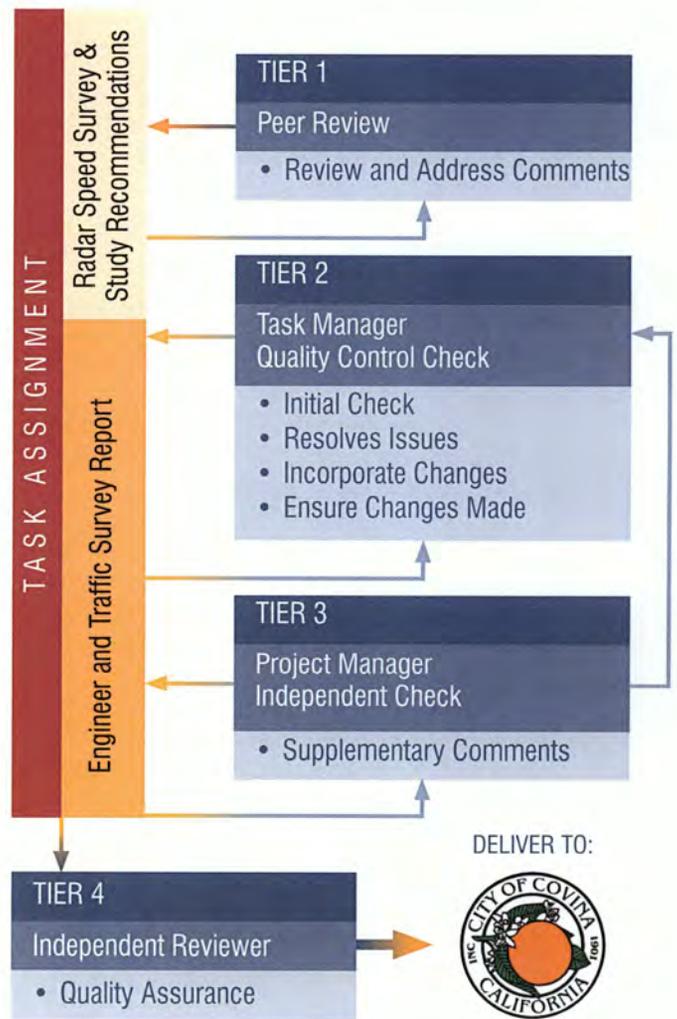
Kimley-Horn is well suited to manage and administer your project. We are prepared to commit the necessary resources to ensure the success of your efforts. Moreover, we also have the tools to help us determine exactly how and when to implement these resources. While this can be perceived as an internal issue to Kimley-Horn, the tools we use to manage and administer a project are really for the clients' benefit, because a firm basis is established for on-time, within-budget delivery of all services. Schedule and budget are extremely important to Kimley-Horn—we have the available resources to meet the City's goals for this project.

To assist our project managers in efficient administration of projects, Kimley-Horn maintains a detailed, integrated management information system (MIS). This system, designed primarily to focus on schedule adherence and cost control, has proved to be a valuable tool. For more involved projects, we use the same Primavera software that is used by Caltrans staff.

Schedule control begins with the preparation of a detailed schedule that includes milestone completion dates for specific tasks and the overall project. We will develop for your project, as we do for every project we undertake, a work plan that allocates item and person-hour commitments by individual for each task. Twice monthly, the MIS generates a Project Effort Report showing actual effort expended by task. This internal control allows us to make, on a timely basis, any adjustments that may be necessary to maintain your schedule and stay within your budget.

Cost control is achieved through two independent processing systems within our MIS program that we integrate to provide a complete financial overview of each individual task, as well as the entire project. Project managers and task managers receive cost status reports twice each month. This level of tracking allows us to control project budgets and to keep our clients fully informed of the administrative aspects of each project.

Quality Control/Quality Assurance





5. Staffing Plan

Kimley-Horn is a full-service engineering, planning, and environmental consulting firm providing services to public and private sector clients nationwide. Founded in 1967, Kimley-Horn has grown to more than 2,500 employees in 78 offices nationwide, including our local Los Angeles offices (Downtown and Woodland Hills). Our growth is the result of our firm's commitment to integrity and dedication to providing quality services. **We provide our clients with the local knowledge and responsiveness of a small organization, backed by the depth of resources of a large multi-disciplinary firm.**

Founded as a traffic engineering firm, **Kimley-Horn continues to be nationally recognized for our traffic engineering services and ranked among the top planning and design firms in the nation. In 2015, *Engineering News-Record* ranked us as #31 in the top 500 engineering firms in the nation.**

In the area of engineering and traffic surveys of speed limits, our team members have completed numerous projects throughout the state, including recent projects in the cities of Agoura Hills, Malibu, Downey, Industry, Santa Monica and other cities throughout Southern California. Our team members have strong relationships with the City of Covina and have provided the City with many engineering services in the past several years, while serving on an as-needed basis.

Data Collection Subconsultant

We recognize the value of personal relationships as significant contributors to a quality project. When project team members have a history of completing successful projects together, they are much more likely to be successful on future projects because of their established working relationships and because they enjoy working together. We have specifically selected our speed survey subconsultant, **National Data & Surveying Services (NDS)**, based on our current successful working relationship.

National Data & Surveying Services



National Data & Surveying Services

Founded in 1989, NDS was established to deliver accurate and cost-effective solutions to our client's traffic, transit and GIS/GPS data collection. Today, NDS is a leading full service, traffic and transit data collection company on the west coast.

NDS has an outstanding team of 70 professional full-time employees, who will ensure the successful coordination and completion of your project. With local field crews in 10 major cities, they can respond quickly to your project's needs.

Key Personnel Qualifications

On the following pages, you will find a summary of each key personnel's qualifications along with a table outlining their current project workload and percentage of time that will be devoted to the project.



Vikas Sharma, T.E.

Project Manager; Data Reduction Analysis and Study Report

Vikas has 11 years of progressive experience in traffic engineering, design, traffic operations, and transportation planning. Vikas has completed Engineering and Traffic Surveys for several local agencies throughout southern California, most recently City of Agoura Hills and City of Malibu. His core areas of expertise include traffic operations, safety analyses, and ITS design and municipal traffic engineering services. Besides engineering and traffic surveys, Vikas has also completed several parking studies, accident modeling and traffic impact analyses, and pedestrian and bicycle planning studies for local agencies within Los Angeles and Orange Counties. Vikas also manages the as-needed traffic engineering contract to the City and is currently providing support for construction phase of Workman/Hollenbeck project.



Sri Chakravarthy, T.E., P.E.

QC/QA; Task Lead: Data Reduction Analysis and Study Report

Sri is a professional civil and traffic engineer with more than 12 years of extensive transportation engineering experience, including engineering and traffic surveys, traffic signal design and signal timing (over 400 intersections), ITS, traffic impact analysis, and transportation modeling. He has managed both small and large projects for clients throughout Southern California, serving most recently as the Project Manager for the OCTA On-Call Traffic Engineering Services. As a senior project engineer, Sri has been a key staff member for many transportation studies, as well as traffic signal control system design and implementation projects. His most recent relevant projects include providing engineering and traffic survey services to the Cities of Malibu, La Canada Flintridge, and Agoura Hills.



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Jean Fares, P.E.

Task Lead: Speed Survey and Data Collection

Jean has more than 25 years of traffic and transportation engineering experience including engineering and traffic surveys, traffic signal design (over 2,000 locations), signal system design (over 1,500 locations), traffic signal timing (over 2,500 locations), traffic operations, signing and marking plans preparation, and traffic control plans. He is also a certified radar operator. His most recent relevant projects include providing engineering and traffic survey services for the Cities of Santa Monica and La Canada Flintridge.



Jason Melchor, P.E.

Task Lead: Roadway Segment Review and Accident Analysis

Jason is a professional engineer with more than 17 years of experience in traffic engineering and transportation planning. He has worked with clients in Southern California to complete traffic studies and perform the technical analysis for a variety of transportation planning projects: parking studies, transit analysis, site plan reviews, and circulation studies. His traffic engineering experience includes

engineering and traffic surveys, traffic signal design, signing and striping, traffic control, and signal interconnect design plans. He has acted as in-house staff for the cities of Irvine and Huntington Beach to review development studies and design plans. His most recent relevant projects include providing on-call engineering and traffic survey services to the City of Industry.

Kevin Deal (NDS)

Speed Survey and Data Collection



Kevin has eight years of data collection experience and is the Vice President of Operations at National Data & Surveying Services. He has extensive experience in every aspect of the data collection industry and is a certified radar operator. His expertise includes field operations, administrative operations, program development, R&D and company-wide quality control. Kevin has successfully managed more than 2,500 projects from inception to completion, including customized study development, as well as customized deliverables.

Below, we have provided a summary table of our current project workload and our team's anticipated availability to serve the City of Covina for the duration of this project.

Key Personnel	Current Workload	Availability to Complete Scope of Work
Vikas Sharma, T.E. <i>Project Manager</i>	<ul style="list-style-type: none"> OCTA On-Call Traffic Engineering Services – 25% City of Lancaster Complete Streets Project – 15% Miscellaneous Traffic Engineering Studies – 20% 	40%
Sri Chakravarthy <i>QC/QA; Task Lead: Data Reduction Analysis and Study Report</i>	<ul style="list-style-type: none"> City of Agoura Hills On-Call Services – 15% City of Malibu On-Call Services – 25% City of Lancaster Complete Streets Project – 15% OCTA On-Call Traffic Engineering Services – 15% 	30%
Jean Fares, P.E. <i>Task Lead: Speed Survey and Data Collection</i>	<ul style="list-style-type: none"> ITS Phase IV – Santa Clarita – 25% Imperial Hwy ITS – Downey – 15% I-5 Arterial improvements – Downey 10% Lawrence Teller Study – Thousand Oaks – 10% 	25%
Jason Melchor, P.E. <i>Task Lead: Roadway Segment Review and Accident Analysis</i>	<ul style="list-style-type: none"> City of Industry Citywide E&TS – 25% City of Industry On-Call Traffic Engineering Services – 20% Miscellaneous Traffic Design Projects – 30% 	25%
Kevin Deal (NDS) <i>Speed Survey and Data Collection</i>	<ul style="list-style-type: none"> LADOT Countywide TMCs & ADTs – 40% Various Smaller Projects – 30% 	50%



6. Objections to Professional Service Agreement

Kimley-Horn has reviewed the sample Professional Services Agreement and would like to discuss the following modifications which are consistent with terms negotiated for our current On-Call Engineering Services Contract with the City.

3.2.9 Period of Performance and Liquidated Damages. Consultant shall perform and complete all Services under this Agreement within the term set forth in Section 3.1.2 above ("Performance Time"). Consultant shall also perform the Services in strict accordance with any completion schedule or Project milestones described in Exhibits "A" or "B" attached hereto, or which may be separately agreed upon in writing by the City and Consultant ("Performance Milestones"). Consultant agrees that if the Services are not completed within the aforementioned Performance Time and/or pursuant to any such Project Milestones developed pursuant to provisions of this Agreement, it is understood, acknowledged and agreed that the City will suffer damage. ~~Pursuant to Government Code Section 53069.85, Consultant shall pay to the City as fixed and liquidated damages the sum of [***INSERT WRITTEN DOLLAR AMOUNT***] Dollars (\$[***INSERT NUMERICAL DOLLAR AMOUNT***]) per day for each and every calendar day of delay beyond the Performance Time or beyond any Project Milestones established pursuant to this Agreement.~~

3.2.11.3 Professional Liability. Consultant shall procure and maintain, and require its sub-consultants to procure and maintain, for a period of five (5) years following completion of the Project, errors and omissions liability insurance appropriate to their profession. Such insurance shall be in an amount not less than \$2,000,000 per claim, ~~and shall be endorsed to include contractual liability~~. Defense costs shall be paid in addition to the limits.

Contractual liability is not commercially available as part of any professional liability policy. We do carry contractual liability as part of our general liability policy.

7. Cost Proposal

Please refer to the following page, which contains the cost proposal for this project.

8. Schedule of Work

Please refer to the following page.

9. Hourly Rate Schedule

Kimley-Horn

Clerical.....	\$75.00 - \$120.00
Technician/CADD Operator	\$85.00 - \$110.00
Analyst I	\$95.00 - \$120.00
Analyst II	\$105.00 - \$130.00
Professional I.....	\$130.00 - \$165.00
Professional II	\$150.00 - \$185.00
Sr. Professional	\$190.00 - \$235.00
Principal.....	\$220.00 - \$260.00

Billing Rates are reviewed yearly and are adjusted effective July 1 each year based upon market conditions.

NDS

Item:	Quantity:	Cost Per:
ADT-02LA (24-hour volume tube machine counts)	77	\$48.00
RAD-02LA (radar speed survey — collection of 100 samples)	77	\$55.00

These rates include all data collection and processing fees, and will be honored regardless of the market conditions during the duration of this project.

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Cost Proposal and Schedule of Work

Tasks	Hourly Billing Rate	Vikas Sharma	Jean Fares	Sri Chakravarthy/ Jason Melchor	David Shaw/ Roxanabelle Perfecto	Project Support	Total Hours	Total Cost
Task 1: Kick-Off Meeting		4		4	\$115.00	\$95.00	8	\$ 1,260.00
Task 2: Radar Field Data Collection					6		6	\$ 690.00
Task 3: Speed Data Analysis		8		6	20		34	\$ 4,490.00
Task 4: Roadway Segment Characteristics		10		4	26		40	\$ 5,150.00
Task 5: Accident History Review and Accident Rate Calculations		4		4	12		20	\$ 2,640.00
Task 6: Completion of Speed Zone Survey and Summary of Recommendations Chart		12	2	6	16		36	\$ 5,080.00
Task 7: Preparation of Draft Traffic Speed Survey Report		15	1	2	32	4	54	\$ 6,865.00
Task 8: Preparation of Final Speed Survey Report		6	1		10	2	19	\$ 2,465.00
Total Hours		59	4	26	122	6	217	
Subtotal Labor		\$ 8,850.00	\$ 900.00	\$ 4,290.00	\$ 14,030.00	\$ 570.00		\$ 28,640.00
Other Direct Costs								\$ 3,696.00
NDS: Radar Speed Survey at 77 Locations (100 Samples)								
TOTAL COST:								\$ 32,336.00
(Optional/Recommended) NDS: 24-Hour Volume Count Tube Machine Counts at 77 Locations								
								\$ 4,235.00



Contact:
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Kimley»Horn

Expect More. Experience Better.