

| CITY OF BRAWLEY, CALIFORNIA |                 |           |              |                    |                 |           |           | ENGINEERING AND TRAFFIC SURVEY    |  |                         |    |        |  |
|-----------------------------|-----------------|-----------|--------------|--------------------|-----------------|-----------|-----------|-----------------------------------|--|-------------------------|----|--------|--|
| VEHICLES SURVEYED           |                 |           |              |                    |                 |           |           | ROADWAY:                          |  | WESTERN AVENUE          |    |        |  |
| NORTH / SOUTH BOUND         |                 |           |              | EAST / WEST BOUND  |                 |           |           | SEGMENT:                          |  | A STREET TO MAIN STREET |    |        |  |
| SPEED (MPH)                 | NO. OF VEHICLES | PERCENT T | CUM. PERCENT | SPEED (MPH)        | NO. OF VEHICLES | PERCENT T | PERCENT T | PREVAILING SPEED DATA             |  |                         |    |        |  |
| 18                          |                 | 0.0       | 0.0          | 18                 |                 |           |           | DIRECTION                         |  | NORTH/SOUTHBOUND        |    |        |  |
| 19                          |                 | 0.0       | 0.0          | 19                 |                 |           |           | DATE AND TIME OF SURVEY           |  | 06/28/11                |    | 8:30AM |  |
| 20                          |                 | 0.0       | 0.0          | 20                 |                 |           |           | 85TH PERCENTILE (MPH)             |  | 38                      |    |        |  |
| 21                          |                 | 0.0       | 0.0          | 21                 |                 |           |           | 10 MPH PACE                       |  | 31                      | TO | 40     |  |
| 22                          | 2               | 2.0       | 2.0          | 22                 |                 |           |           | PERCENT IN PACE                   |  | 90.20                   |    |        |  |
| 23                          |                 | 0.0       | 2.0          | 23                 |                 |           |           | EXISTING POSTED SPEED LIMIT (MPH) |  | 25 MPH                  |    |        |  |
| 24                          |                 | 0.0       | 2.0          | 24                 |                 |           |           | RECOMMENDED SPEED LIMIT (MPH)     |  | 25 MPH                  |    |        |  |
| 25                          | 1               | 1.0       | 2.9          | 25                 |                 |           |           |                                   |  |                         |    |        |  |
| 26                          | 1               | 1.0       | 3.9          | 26                 |                 |           |           |                                   |  |                         |    |        |  |
| 27                          | 2               | 2.0       | 5.9          | 27                 |                 |           |           |                                   |  |                         |    |        |  |
| 28                          |                 | 0.0       | 5.9          | 28                 |                 |           |           |                                   |  |                         |    |        |  |
| 29                          |                 | 0.0       | 5.9          | 29                 |                 |           |           |                                   |  |                         |    |        |  |
| 30                          | 2               | 2.0       | 7.8          | 30                 |                 |           |           |                                   |  |                         |    |        |  |
| 31                          | 8               | 7.8       | 15.7         | 31                 |                 |           |           |                                   |  |                         |    |        |  |
| 32                          | 5               | 4.9       | 20.6         | 32                 |                 |           |           |                                   |  |                         |    |        |  |
| 33                          | 1               | 1.0       | 21.6         | 33                 |                 |           |           |                                   |  |                         |    |        |  |
| 34                          | 11              | 10.8      | 32.4         | 34                 |                 |           |           |                                   |  |                         |    |        |  |
| 35                          | 28              | 27.5      | 59.8         | 35                 |                 |           |           |                                   |  |                         |    |        |  |
| 36                          | 14              | 13.7      | 73.5         | 36                 |                 |           |           |                                   |  |                         |    |        |  |
| 37                          | 10              | 9.8       | 83.3         | 37                 |                 |           |           |                                   |  |                         |    |        |  |
| 38                          | 8               | 7.8       | 91.2         | 38                 |                 |           |           |                                   |  |                         |    |        |  |
| 39                          | 4               | 3.9       | 95.1         | 39                 |                 |           |           |                                   |  |                         |    |        |  |
| 40                          | 3               | 2.9       | 98.0         | 40                 |                 |           |           |                                   |  |                         |    |        |  |
| 41                          | 1               | 1.0       | 99.0         | 41                 |                 |           |           |                                   |  |                         |    |        |  |
| 42                          |                 | 0.0       | 99.0         | 42                 |                 |           |           |                                   |  |                         |    |        |  |
| 43                          | 1               | 1.0       | 100.0        | 43                 |                 |           |           |                                   |  |                         |    |        |  |
| 44                          |                 | 0.0       | 100.0        | 44                 |                 |           |           |                                   |  |                         |    |        |  |
| 45                          |                 | 0.0       | 100.0        | 45                 |                 |           |           |                                   |  |                         |    |        |  |
| 46                          |                 | 0.0       | 100.0        | 46                 |                 |           |           |                                   |  |                         |    |        |  |
| 47                          |                 | 0.0       | 100.0        | 47                 |                 |           |           |                                   |  |                         |    |        |  |
| 48                          |                 | 0.0       | 100.0        | 48                 |                 |           |           |                                   |  |                         |    |        |  |
| 49                          |                 | 0.0       | 100.0        | 49                 |                 |           |           |                                   |  |                         |    |        |  |
| 50                          |                 | 0.0       | 100.0        | 50                 |                 |           |           |                                   |  |                         |    |        |  |
| 51                          |                 | 0.0       | 100.0        | 51                 |                 |           |           |                                   |  |                         |    |        |  |
| 52                          |                 | 0.0       | 100.0        | 52                 |                 |           |           |                                   |  |                         |    |        |  |
| 53                          |                 | 0.0       | 100.0        | 53                 |                 |           |           |                                   |  |                         |    |        |  |
| 54                          |                 | 0.0       | 100.0        | 54                 |                 |           |           |                                   |  |                         |    |        |  |
| 55                          |                 | 0.0       | 100.0        | 55                 |                 |           |           |                                   |  |                         |    |        |  |
| 56                          |                 | 0.0       | 100.0        | 56                 |                 |           |           |                                   |  |                         |    |        |  |
| 57                          |                 | 0.0       | 100.0        | 57                 |                 |           |           |                                   |  |                         |    |        |  |
| 58                          |                 | 0.0       | 100.0        | 58                 |                 |           |           |                                   |  |                         |    |        |  |
| 59                          |                 | 0.0       | 100.0        | 59                 |                 |           |           |                                   |  |                         |    |        |  |
| 60                          |                 | 0.0       | 100.0        | 60                 |                 |           |           |                                   |  |                         |    |        |  |
| 61                          |                 | 0.0       | 100.0        | 61                 |                 |           |           |                                   |  |                         |    |        |  |
| 62                          |                 | 0.0       | 100.0        | 62                 |                 |           |           |                                   |  |                         |    |        |  |
| 63                          |                 | 0.0       | 100.0        | 63                 |                 |           |           |                                   |  |                         |    |        |  |
| 64                          |                 | 0.0       | 100.0        | 64                 |                 |           |           |                                   |  |                         |    |        |  |
| 65                          |                 | 0.0       | 100.0        | 65                 |                 |           |           |                                   |  |                         |    |        |  |
| 66                          |                 | 0.0       | 100.0        | 66                 |                 |           |           |                                   |  |                         |    |        |  |
| 67                          |                 | 0.0       | 100.0        | 67                 |                 |           |           |                                   |  |                         |    |        |  |
| 68                          |                 | 0.0       | 100.0        | 68                 |                 |           |           |                                   |  |                         |    |        |  |
| 69                          |                 | 0.0       | 100.0        | 69                 |                 |           |           |                                   |  |                         |    |        |  |
| 70                          |                 | 0.0       | 100.0        | 70                 |                 |           |           |                                   |  |                         |    |        |  |
| TOTAL NO. VEHICLES          | 102             |           |              | TOTAL NO. VEHICLES | 0               |           |           | REMARK:                           |  |                         |    |        |  |

1. Higher than City average traffic accident rate, coupled with potentially high conflict between vehicular and pedestrian traffic during school drop off and pickup periods, and during organized sport activities after school hours justify retention of the existing posted 25 MPH speed limit

2. Apply traffic enforcement as much as manpower permits

911

| CITY OF BRAWLEY, CALIFORNIA |                 |           |              |                    |                 |           |           | ENGINEERING AND TRAFFIC SURVEY   |                              |    |      |  |
|-----------------------------|-----------------|-----------|--------------|--------------------|-----------------|-----------|-----------|--|------------------------------|----|------|--|
| VEHICLES SURVEYED           |                 |           |              |                    |                 |           |           | ROADWAY:   | WESTERN AVENUE               |    |      |  |
| NORTH / SOUTH BOUND         |                 |           |              | EAST / WEST BOUND  |                 |           |           | SEGMENT:   | NORTH CITY LIMIT TO A STREET |    |      |  |
| SPEED (MPH)                 | NO. OF VEHICLES | PERCENT T | CUM. PERCENT | SPEED (MPH)        | NO. OF VEHICLES | PERCENT T | PERCENT T | PREVAILING SPEED DATA  |                              |    |      |  |
| 18                          |                 | 0.0       | 0.0          | 18                 |                 |           |           | DIRECTION  | NORTH/SOUTHBOUND             |    |      |  |
| 19                          |                 | 0.0       | 0.0          | 19                 |                 |           |           | DATE AND TIME OF SURVEY  | 06/28/11                     |    | 10AM |  |
| 20                          |                 | 0.0       | 0.0          | 20                 |                 |           |           | 85TH PERCENTILE (MPH)  | 38                           |    |      |  |
| 21                          |                 | 0.0       | 0.0          | 21                 |                 |           |           | 10 MPH PACE  | 32                           | TO | 41   |  |
| 22                          |                 | 0.0       | 0.0          | 22                 |                 |           |           | PERCENT IN PACE  | 89.00                        |    |      |  |
| 23                          |                 | 0.0       | 0.0          | 23                 |                 |           |           | EXISTING POSTED SPEED LIMIT (MPH)  | 25 MPH                       |    |      |  |
| 24                          |                 | 0.0       | 0.0          | 24                 |                 |           |           | RECOMMENDED SPEED LIMIT (MPH)  | 25 MPH                       |    |      |  |
| 25                          | 2               | 2.0       | 2.0          | 25                 |                 |           |           |  |                              |    |      |  |
| 26                          |                 | 0.0       | 2.0          | 26                 |                 |           |           |  |                              |    |      |  |
| 27                          |                 | 0.0       | 2.0          | 27                 |                 |           |           |  |                              |    |      |  |
| 28                          |                 | 0.0       | 2.0          | 28                 |                 |           |           |  |                              |    |      |  |
| 29                          |                 | 0.0       | 2.0          | 29                 |                 |           |           |  |                              |    |      |  |
| 30                          | 3               | 3.0       | 5.0          | 30                 |                 |           |           |  |                              |    |      |  |
| 31                          | 3               | 3.0       | 8.0          | 31                 |                 |           |           |  |                              |    |      |  |
| 32                          | 5               | 5.0       | 13.0         | 32                 |                 |           |           |  |                              |    |      |  |
| 33                          | 2               | 2.0       | 15.0         | 33                 |                 |           |           |  |                              |    |      |  |
| 34                          | 15              | 15.0      | 30.0         | 34                 |                 |           |           |  |                              |    |      |  |
| 35                          | 9               | 9.0       | 39.0         | 35                 |                 |           |           |  |                              |    |      |  |
| 36                          | 17              | 17.0      | 56.0         | 36                 |                 |           |           |  |                              |    |      |  |
| 37                          | 11              | 11.0      | 67.0         | 37                 |                 |           |           |  |                              |    |      |  |
| 38                          | 9               | 9.0       | 76.0         | 38                 |                 |           |           |  |                              |    |      |  |
| 39                          | 10              | 10.0      | 87.0         | 39                 |                 |           |           |  |                              |    |      |  |
| 40                          | 6               | 6.0       | 93.0         | 40                 |                 |           |           |  |                              |    |      |  |
| 41                          | 4               | 4.0       | 97.0         | 41                 |                 |           |           |  |                              |    |      |  |
| 42                          | 3               | 3.0       | 100.0        | 42                 |                 |           |           |  |                              |    |      |  |
| 43                          |                 | 0.0       | 100.0        | 43                 |                 |           |           |  |                              |    |      |  |
| 44                          |                 | 0.0       | 100.0        | 44                 |                 |           |           |  |                              |    |      |  |
| 45                          |                 | 0.0       | 100.0        | 45                 |                 |           |           |  |                              |    |      |  |
| 46                          |                 | 0.0       | 100.0        | 46                 |                 |           |           |  |                              |    |      |  |
| 47                          |                 | 0.0       | 100.0        | 47                 |                 |           |           |  |                              |    |      |  |
| 48                          |                 | 0.0       | 100.0        | 48                 |                 |           |           |  |                              |    |      |  |
| 49                          |                 | 0.0       | 100.0        | 49                 |                 |           |           |  |                              |    |      |  |
| 50                          |                 | 0.0       | 100.0        | 50                 |                 |           |           |  |                              |    |      |  |
| 51                          |                 | 0.0       | 100.0        | 51                 |                 |           |           |  |                              |    |      |  |
| 52                          |                 | 0.0       | 100.0        | 52                 |                 |           |           |  |                              |    |      |  |
| 53                          |                 | 0.0       | 100.0        | 53                 |                 |           |           |  |                              |    |      |  |
| 54                          |                 | 0.0       | 100.0        | 54                 |                 |           |           |  |                              |    |      |  |
| 55                          |                 | 0.0       | 100.0        | 55                 |                 |           |           |  |                              |    |      |  |
| 56                          |                 | 0.0       | 100.0        | 56                 |                 |           |           |  |                              |    |      |  |
| 57                          |                 | 0.0       | 100.0        | 57                 |                 |           |           |  |                              |    |      |  |
| 58                          |                 | 0.0       | 100.0        | 58                 |                 |           |           |  |                              |    |      |  |
| 59                          |                 | 0.0       | 100.0        | 59                 |                 |           |           |  |                              |    |      |  |
| 60                          |                 | 0.0       | 100.0        | 60                 |                 |           |           |  |                              |    |      |  |
| 61                          |                 | 0.0       | 100.0        | 61                 |                 |           |           |  |                              |    |      |  |
| 62                          |                 | 0.0       | 100.0        | 62                 |                 |           |           |  |                              |    |      |  |
| 63                          |                 | 0.0       | 100.0        | 63                 |                 |           |           |  |                              |    |      |  |
| 64                          |                 | 0.0       | 100.0        | 64                 |                 |           |           |  |                              |    |      |  |
| 65                          |                 | 0.0       | 100.0        | 65                 |                 |           |           |  |                              |    |      |  |
| 66                          |                 | 0.0       | 100.0        | 66                 |                 |           |           |  |                              |    |      |  |
| 67                          |                 | 0.0       | 100.0        | 67                 |                 |           |           |  |                              |    |      |  |
| 68                          |                 | 0.0       | 100.0        | 68                 |                 |           |           |  |                              |    |      |  |
| 69                          |                 | 0.0       | 100.0        | 69                 |                 |           |           |  |                              |    |      |  |
| 70                          |                 | 0.0       | 100.0        | 70                 |                 |           |           |  |                              |    |      |  |
| TOTAL NO. VEHICLES          | 100             |           |              | TOTAL NO. VEHICLES | 0               |           |           | REMARK:  |                              |    |      |  |
|                             |                 |           |              |                    |                 |           |           | 1. Higher than average traffic accident rate, coupled with potentially high conflict between vehicular and pedestrian traffic during school drop off and pickup periods, and organized sport activities after school hours justify retention of the existing posted speed limit of 25 MPH. |                              |    |      |  |
|                             |                 |           |              |                    |                 |           |           | 2. Apply traffic enforcement as much as manpower permits   |                              |    |      |  |

**City of Brawley  
California  
Engineering and Traffic Survey**

**Street:** Imperial Avenue  
**Limits:** Between Main Street and North City Limit

Field Observer: TSE  
Checked By: C. Hui Lai  
Date: 7-28-11

|  |  |
|--|--|
| <b>Factors</b>                                   | <b>Direction: North/South</b>                  |
| <b><u>A. Prevailing Speed Data</u></b>           |  |
| Location of Survey                               | s/o Flamming                                   |
| 85th Percentile                                  | 33 mph   |
| 10 mph Pace                                      | 25 mph to 34 mph                               |
| Percent in Pace                                  | 90%  |
| <b><u>B. Collision History</u></b>               |  |
| Date Range Covered                               | 1/1/2008 to 12/31/2009 ( 2 YEARS )             |
| Total Collisions                                 | 3  |
| Collision Rate (Acc/MVM)                         | 2.98   |
| Expected Collision Rate                          | 1.55   |
| <b><u>C. Traffic Factors</u></b>                 |  |
| Average Daily Traffic                            | 2,300  |
| Length of Segment                                | 1.20 mile                                      |
| Lane Configuration                               | 2 lanes  |
| Street Classification                            | Collector                                      |
| <b><u>D. Conditions Not Readily Apparent</u></b> |  |
| Conditions                                       | -  |
| Roadway Geometrics                               | -  |
| Other Comments:                                  | Higher than City average traffic accident rate |
| <b><u>E. Adjacent Land Use</u></b>               |  |
|  | Residential                                    |
| Posted Speed Limit                               | 25 MPH   |
| Speed Limit Change?                              | No   |
| Recommended Speed Limit                          | 25 MPH   |
|  | Loc. #4  |

Certification  
I hereby certify, under penalty of perjury, that the attached is  
A true and correct copy of the original document which is on  
File in this office.  
EXECUTED ON \_\_\_\_\_  
\_\_\_\_\_  
City of Brawley, California  
\_\_\_\_\_  
City Clerk

Prepared by: C. Hui Lai  
C. Hui Lai, City Traffic Engineer



| CITY OF BRAWLEY CALIFORNIA |                 |           |              |                   |                 |           |           | ENGINEERING AND TRAFFIC SURVEY  |  |                          |  |     |  |    |  |  |  |
|----------------------------|-----------------|-----------|--------------|-------------------|-----------------|-----------|-----------|---|--|--------------------------|--|-----|--|----|--|--|--|
| VEHICLES SURVEYED          |                 |           |              |                   |                 |           |           | ROADWAY:  |  | IMPERIAL AVENUE          |  |     |  |    |  |  |  |
| NORTH / SOUTH BOUND        |                 |           |              | EAST / WEST BOUND |                 |           |           | SEGMENT:  |  | MAIN TO NORTH CITY LIMIT |  |     |  |    |  |  |  |
| SPEED (MPH)                | NO. OF VEHICLES | PERCENT T | CUM. PERCENT | SPEED (MPH)       | NO. OF VEHICLES | PERCENT T | PERCENT T | PREVAILING SPEED DATA   |  |                          |  |     |  |    |  |  |  |
| 18                         |                 | 0.0       | 0.0          | 18                |                 |           |           | DIRECTION   |  | NORTH/SOUTHBOUND         |  |     |  |    |  |  |  |
| 19                         |                 | 0.0       | 0.0          | 19                |                 |           |           | DATE AND TIME OF SURVEY   |  | 07/28/11                 |  | 1PM |  |    |  |  |  |
| 20                         |                 | 0.0       | 0.0          | 20                |                 |           |           | 85TH PERCENTILE (MPH)   |  | 33                       |  |     |  |    |  |  |  |
| 21                         |                 | 0.0       | 0.0          | 21                |                 |           |           | 10 MPH PACE   |  | 25                       |  | TO  |  | 34 |  |  |  |
| 22                         | 2               | 2.0       | 2.0          | 22                |                 |           |           | PERCENT IN PACE   |  | 90.00                    |  |     |  |    |  |  |  |
| 23                         | 2               | 2.0       | 4.0          | 23                |                 |           |           | EXISTING POSTED SPEED LIMIT (MPH)   |  | 25 MPH                   |  |     |  |    |  |  |  |
| 24                         | 2               | 2.0       | 6.0          | 24                |                 |           |           | RECOMMENDED SPEED LIMIT (MPH)   |  | 25 MPH                   |  |     |  |    |  |  |  |
| 25                         | 7               | 7.0       | 13.0         | 25                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 26                         | 4               | 4.0       | 17.0         | 26                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 27                         | 10              | 10.0      | 27.0         | 27                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 28                         | 1               | 1.0       | 28.0         | 28                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 29                         | 4               | 4.0       | 32.0         | 29                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 30                         | 10              | 10.0      | 42.0         | 30                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 31                         | 6               | 6.0       | 48.0         | 31                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 32                         | 5               | 5.0       | 53.0         | 32                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 33                         | 25              | 25.0      | 78.0         | 33                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 34                         | 18              | 18.0      | 96.0         | 34                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 35                         | 1               | 1.0       | 97.0         | 35                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 36                         | 1               | 1.0       | 98.0         | 36                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 37                         | 1               | 1.0       | 99.0         | 37                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 38                         | 1               | 1.0       | 100.0        | 38                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 39                         |                 | 0.0       | 100.0        | 39                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 40                         |                 | 0.0       | 100.0        | 40                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 41                         |                 | 0.0       | 100.0        | 41                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 42                         |                 | 0.0       | 100.0        | 42                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 43                         |                 | 0.0       | 100.0        | 43                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 44                         |                 | 0.0       | 100.0        | 44                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 45                         |                 | 0.0       | 100.0        | 45                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 46                         |                 | 0.0       | 100.0        | 46                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 47                         |                 | 0.0       | 100.0        | 47                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 48                         |                 | 0.0       | 100.0        | 48                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 49                         |                 | 0.0       | 100.0        | 49                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 50                         |                 | 0.0       | 100.0        | 50                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 51                         |                 | 0.0       | 100.0        | 51                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 52                         |                 | 0.0       | 100.0        | 52                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 53                         |                 | 0.0       | 100.0        | 53                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 54                         |                 | 0.0       | 100.0        | 54                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 55                         |                 | 0.0       | 100.0        | 55                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 56                         |                 | 0.0       | 100.0        | 56                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 57                         |                 | 0.0       | 100.0        | 57                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 58                         |                 | 0.0       | 100.0        | 58                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 59                         |                 | 0.0       | 100.0        | 59                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 60                         |                 | 0.0       | 100.0        | 60                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 61                         |                 | 0.0       | 100.0        | 61                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 62                         |                 | 0.0       | 100.0        | 62                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 63                         |                 | 0.0       | 100.0        | 63                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 64                         |                 | 0.0       | 100.0        | 64                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 65                         |                 | 0.0       | 100.0        | 65                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 66                         |                 | 0.0       | 100.0        | 66                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 67                         |                 | 0.0       | 100.0        | 67                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 68                         |                 | 0.0       | 100.0        | 68                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 69                         |                 | 0.0       | 100.0        | 69                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| 70                         |                 | 0.0       | 100.0        | 70                |                 |           |           |   |  |                          |  |     |  |    |  |  |  |
| TOTAL NO. VEHICLES         |                 |           |              |                   |                 |           |           | 100   |  | TOTAL NO. VEHICLES       |  | 0   |  |    |  |  |  |
| REMARK:                    |                 |           |              |                   |                 |           |           | <p>1. 85th percentile speed of 33 MPH indicates a posted speed limit of 30 MPH. However, high traffic accident rate justifies the retention of the existing posted speed limit of 25 MPH.</p> <p>2. Excessive traffic speeding on this narrow street.</p> <p>3. Apply traffic enforcement as much as manpower permits</p> |  |                          |  |     |  |    |  |  |  |

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**City of Brawley  
California  
Engineering and Traffic Survey**

**Street:** Imperial Avenue  
**Limits:** Between Main Street and Malan Street

Field Observer: TSE  
Checked By: C. Hui Lai  
Date: 6-30-11

|  |  |
|--|--|
| <b>Factors</b>                                   | <b>Direction: North/South</b>                  |
| <b><u>A. Prevailing Speed Data</u></b>           |  |
| Location of Survey                               | s/o J Street                                   |
| 85th Percentile                                  | 32 mph   |
| 10 mph Pace                                      | 25 mph to 33 mph                               |
| Percent in Pace                                  | 93%  |
| <b><u>B. Collision History</u></b>               |  |
| Date Range Covered                               | 1/1/2008 to 12/31/2009 ( 2 YEARS )             |
| Total Collisions                                 | 2  |
| Collision Rate (Acc/MVM)                         | 3.12   |
| Expected Collision Rate                          | 1.55   |
| <b><u>C. Traffic Factors</u></b>                 |  |
| Average Daily Traffic                            | 3,900  |
| Length of Segment                                | 0.45 mile                                      |
| Lane Configuration                               | 2 lanes  |
| Street Classification                            | Collector                                      |
| <b><u>D. Conditions Not Readily Apparent</u></b> |  |
| Conditions                                       | -  |
| Roadway Geometrics                               | -  |
| Other Comments:                                  | Higher than City average traffic accident rate |
| <b><u>E. Adjacent Land Use</u></b>               |  |
|  | Residential                                    |
| Posted Speed Limit                               | None   |
| Speed Limit Change?                              | -  |
| Recommended Speed Limit                          | 25 MPH   |
|  | Loc. #4A                                       |

**Certification**  
I hereby certify, under penalty of perjury, that the attached is A true and correct copy of the original document which is on File in this office.  
EXECUTED ON \_\_\_\_\_  
\_\_\_\_\_  
City of Brawley, California  
\_\_\_\_\_  
City Clerk

Prepared by: *C. Hui Lai*  
\_\_\_\_\_  
C. Hui Lai, City Traffic Engineer



| CITY OF BRAWLEY CALIFORNIA |                 |           |              |                    |                 |           |           | ENGINEERING AND TRAFFIC SURVEY   |  |                  |    |     |  |  |
|----------------------------|-----------------|-----------|--------------|--------------------|-----------------|-----------|-----------|--|--|------------------|----|-----|--|--|
| VEHICLES SURVEYED          |                 |           |              |                    |                 |           |           | ROADWAY: IMPERIAL AVENUE   |  |                  |    |     |  |  |
| NORTH / SOUTH BOUND        |                 |           |              | EAST / WEST BOUND  |                 |           |           | SEGMENT: MAIN TO MALAN   |  |                  |    |     |  |  |
| SPEED (MPH)                | NO. OF VEHICLES | PERCENT T | CUM. PERCENT | SPEED (MPH)        | NO. OF VEHICLES | PERCENT T | PERCENT T | PREVAILING SPEED DATA  |  |                  |    |     |  |  |
| 18                         |                 | 0.0       | 0.0          | 18                 |                 |           |           | DIRECTION  |  | NORTH/SOUTHBOUND |    |     |  |  |
| 19                         |                 | 0.0       | 0.0          | 19                 |                 |           |           | DATE AND TIME OF SURVEY  |  | 06/30/11         |    | 7AM |  |  |
| 20                         |                 | 0.0       | 0.0          | 20                 |                 |           |           | 85TH PERCENTILE (MPH)  |  | 32               |    |     |  |  |
| 21                         |                 | 0.0       | 0.0          | 21                 |                 |           |           | 10 MPH PACE  |  | 24               | TO | 33  |  |  |
| 22                         |                 | 0.0       | 0.0          | 22                 |                 |           |           | PERCENT IN PACE  |  | 93.00            |    |     |  |  |
| 23                         | 1               | 1.0       | 1.0          | 23                 |                 |           |           | EXISTING POSTED SPEED LIMIT (MPH)  |  | NONE             |    |     |  |  |
| 24                         | 6               | 6.0       | 7.0          | 24                 |                 |           |           | RECOMMENDED SPEED LIMIT (MPH)  |  | 25 MPH           |    |     |  |  |
| 25                         | 5               | 5.0       | 12.0         | 25                 |                 |           |           |  |  |                  |    |     |  |  |
| 26                         | 10              | 10.0      | 22.0         | 26                 |                 |           |           |  |  |                  |    |     |  |  |
| 27                         | 8               | 8.0       | 30.0         | 27                 |                 |           |           |  |  |                  |    |     |  |  |
| 28                         | 6               | 6.0       | 36.0         | 28                 |                 |           |           |  |  |                  |    |     |  |  |
| 29                         | 7               | 7.0       | 43.0         | 29                 |                 |           |           |  |  |                  |    |     |  |  |
| 30                         | 15              | 15.0      | 58.0         | 30                 |                 |           |           |  |  |                  |    |     |  |  |
| 31                         | 11              | 11.0      | 69.0         | 31                 |                 |           |           |  |  |                  |    |     |  |  |
| 32                         | 17              | 17.0      | 85.0         | 32                 |                 |           |           |  |  |                  |    |     |  |  |
| 33                         | 8               | 8.0       | 94.0         | 33                 |                 |           |           |  |  |                  |    |     |  |  |
| 34                         | 2               | 2.0       | 96.0         | 34                 |                 |           |           |  |  |                  |    |     |  |  |
| 35                         | 1               | 1.0       | 97.0         | 35                 |                 |           |           |  |  |                  |    |     |  |  |
| 36                         | 1               | 1.0       | 98.0         | 36                 |                 |           |           |  |  |                  |    |     |  |  |
| 37                         | 1               | 1.0       | 99.0         | 37                 |                 |           |           |  |  |                  |    |     |  |  |
| 38                         | 1               | 1.0       | 100.0        | 38                 |                 |           |           |  |  |                  |    |     |  |  |
| 39                         |                 | 0.0       | 100.0        | 39                 |                 |           |           |  |  |                  |    |     |  |  |
| 40                         |                 | 0.0       | 100.0        | 40                 |                 |           |           |  |  |                  |    |     |  |  |
| 41                         |                 | 0.0       | 100.0        | 41                 |                 |           |           |  |  |                  |    |     |  |  |
| 42                         |                 | 0.0       | 100.0        | 42                 |                 |           |           |  |  |                  |    |     |  |  |
| 43                         |                 | 0.0       | 100.0        | 43                 |                 |           |           |  |  |                  |    |     |  |  |
| 44                         |                 | 0.0       | 100.0        | 44                 |                 |           |           |  |  |                  |    |     |  |  |
| 45                         |                 | 0.0       | 100.0        | 45                 |                 |           |           |  |  |                  |    |     |  |  |
| 46                         |                 | 0.0       | 100.0        | 46                 |                 |           |           |  |  |                  |    |     |  |  |
| 47                         |                 | 0.0       | 100.0        | 47                 |                 |           |           |  |  |                  |    |     |  |  |
| 48                         |                 | 0.0       | 100.0        | 48                 |                 |           |           |  |  |                  |    |     |  |  |
| 49                         |                 | 0.0       | 100.0        | 49                 |                 |           |           |  |  |                  |    |     |  |  |
| 50                         |                 | 0.0       | 100.0        | 50                 |                 |           |           |  |  |                  |    |     |  |  |
| 51                         |                 | 0.0       | 100.0        | 51                 |                 |           |           |  |  |                  |    |     |  |  |
| 52                         |                 | 0.0       | 100.0        | 52                 |                 |           |           |  |  |                  |    |     |  |  |
| 53                         |                 | 0.0       | 100.0        | 53                 |                 |           |           |  |  |                  |    |     |  |  |
| 54                         |                 | 0.0       | 100.0        | 54                 |                 |           |           |  |  |                  |    |     |  |  |
| 55                         |                 | 0.0       | 100.0        | 55                 |                 |           |           |  |  |                  |    |     |  |  |
| 56                         |                 | 0.0       | 100.0        | 56                 |                 |           |           |  |  |                  |    |     |  |  |
| 57                         |                 | 0.0       | 100.0        | 57                 |                 |           |           |  |  |                  |    |     |  |  |
| 58                         |                 | 0.0       | 100.0        | 58                 |                 |           |           |  |  |                  |    |     |  |  |
| 59                         |                 | 0.0       | 100.0        | 59                 |                 |           |           |  |  |                  |    |     |  |  |
| 60                         |                 | 0.0       | 100.0        | 60                 |                 |           |           |  |  |                  |    |     |  |  |
| 61                         |                 | 0.0       | 100.0        | 61                 |                 |           |           |  |  |                  |    |     |  |  |
| 62                         |                 | 0.0       | 100.0        | 62                 |                 |           |           |  |  |                  |    |     |  |  |
| 63                         |                 | 0.0       | 100.0        | 63                 |                 |           |           |  |  |                  |    |     |  |  |
| 64                         |                 | 0.0       | 100.0        | 64                 |                 |           |           |  |  |                  |    |     |  |  |
| 65                         |                 | 0.0       | 100.0        | 65                 |                 |           |           |  |  |                  |    |     |  |  |
| 66                         |                 | 0.0       | 100.0        | 66                 |                 |           |           |  |  |                  |    |     |  |  |
| 67                         |                 | 0.0       | 100.0        | 67                 |                 |           |           |  |  |                  |    |     |  |  |
| 68                         |                 | 0.0       | 100.0        | 68                 |                 |           |           |  |  |                  |    |     |  |  |
| 69                         |                 | 0.0       | 100.0        | 69                 |                 |           |           |  |  |                  |    |     |  |  |
| 70                         |                 | 0.0       | 100.0        | 70                 |                 |           |           |  |  |                  |    |     |  |  |
| TOTAL NO. VEHICLES         | 100             |           |              | TOTAL NO. VEHICLES | 0               |           |           | REMARK:<br>1. 85th percentile speed of 32 MPH indicates a posted speed limit of 30 MPH. However, high traffic accident rate justifies the reduction of the mandated speed limit to 25 MPH.<br>2. Apply traffic enforcement as much as manpower permits |  |                  |    |     |  |  |

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**City of Brawley  
California  
Engineering and Traffic Survey**

**Street:** River Drive  
**Limits:** Between Cesar Chavez Street and Palm Avenue

Field Observer: TSE  
Checked By: C. Hui Lai  
Date: 6-27-2011

| Factors  | Direction: East/West  |
|--|---|
| <b><u>A. Prevailing Speed Data</u></b>           |   |
| Location of Survey                               | e/o Cesar Chavez  |
| 85th Percentile                                  | 33 mph  |
| 10 mph Pace                                      | 27 mph to 36 mph  |
| Percent in Pace                                  | 84%   |
| <b><u>B. Collision History</u></b>               |   |
| Date Range Covered                               | 1/1/2008 to 12/31/2009 ( 2 YEARS )  |
| Total Collisions                                 | 0   |
| Collision Rate (Acc/MVM)                         | 0   |
| Expected Collision Rate                          | 1.55  |
| <b><u>C. Traffic Factors</u></b>                 |   |
| Average Daily Traffic                            | 1,610   |
| Length of Segment                                | 0.25 mile   |
| Lane Configuration                               | 2 lanes   |
| Street Classification                            | Collector   |
| <b><u>D. Conditions Not Readily Apparent</u></b> |   |
| Conditions                                       | Curbside parking on both sides of the street, 4-way stop control at Palm Avenue |
| Roadway Geometrics                               | -   |
| Other Comments:                                  | Narrow street due to curbside parking   |
| <b><u>E. Adjacent Land Use</u></b>               |   |
|  | Residential   |
| Posted Speed Limit                               | None  |
| Speed Limit Change?                              | -   |
| Recommended Speed Limit                          | 30 mph  |
|  | Loc. #5   |

Certification  
I hereby certify, under penalty of perjury, that the attached is  
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EXECUTED ON \_\_\_\_\_  
\_\_\_\_\_  
City of Brawley, California  
\_\_\_\_\_  
City Clerk

Prepared by: *C. Hui Lai*  
\_\_\_\_\_  
C. Hui Lai, City Traffic Engineer





City of Brawley  
California  
Engineering and Traffic Survey

**Street:** River Drive  
**Limits:** Between Palm Avenue and Eastern

**Field Observer:** TSE  
**Checked By:** C. Hui Lai  
**Date:** 6-27-2011

|  |   |
|--|---|
| <b>Factors</b>                                   | <b>Direction:</b> East/West   |
| <b><u>A. Prevailing Speed Data</u></b>           |   |
| Location of Survey                               | e/o Palm Avenue   |
| 85th Percentile                                  | 32 mph  |
| 10 mph Pace                                      | 25 mph to 34 mph  |
| Percent in Pace                                  | 96%   |
| <b><u>B. Collision History</u></b>               |   |
| Date Range Covered                               | 1/1/2008 to 12/31/2009 ( 2 YEARS )  |
| Total Collisions                                 | 0   |
| Collision Rate (Acc/MVM)                         | 0   |
| Expected Collision Rate                          | 1.55  |
| <b><u>C. Traffic Factors</u></b>                 |   |
| Average Daily Traffic                            | 1,610   |
| Length of Segment                                | 0.25 mile   |
| Lane Configuration                               | 2 lanes   |
| Street Classification                            | Minor Arterial  |
| <b><u>D. Conditions Not Readily Apparent</u></b> |   |
| Conditions                                       | Curbside parking on both sides of street<br>4-way stop control at Palm Avenue |
| Roadway Geometrics                               | -   |
| Other Comments:                                  | Narrow street due to curbside parking   |
| <b><u>E. Adjacent Land Use</u></b>               |   |
|  | Residential   |
| Posted Speed Limit                               | None  |
| Speed Limit Change?                              | -   |
| Recommended Speed Limit                          | 30 mph  |
|  | Loc. #6   |

**Certification**  
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\_\_\_\_\_  
City of Brawley, California  
\_\_\_\_\_  
City Clerk

Prepared by: C. Hui Lai  
C. Hui Lai, City Traffic Engineer



| CITY OF BRAWLEY, CALIFORNIA |                 |           |              |                     |                 |           |           | ENGINEERING AND TRAFFIC SURVEY  |  |                |    |      |  |
|-----------------------------|-----------------|-----------|--------------|---------------------|-----------------|-----------|-----------|---|--|----------------|----|------|--|
| VEHICLES SURVEYED           |                 |           |              |                     |                 |           |           | ROADWAY: E. RIVER DRIVE   |  |                |    |      |  |
| EAST / WEST BOUND           |                 |           |              | NORTH / SOUTH BOUND |                 |           |           | SEGMENT: PALM TO EASTERN  |  |                |    |      |  |
| SPEED (MPH)                 | NO. OF VEHICLES | PERCENT T | CUM. PERCENT | SPEED (MPH)         | NO. OF VEHICLES | PERCENT T | PERCENT T | PREVAILING SPEED DATA   |  |                |    |      |  |
| 18                          |                 | 0.0       | 0.0          | 18                  |                 |           |           | DIRECTION   |  | EAST/WESTBOUND |    |      |  |
| 19                          |                 | 0.0       | 0.0          | 19                  |                 |           |           | DATE AND TIME OF SURVEY   |  | 06/27/11       |    | 10AM |  |
| 20                          |                 | 0.0       | 0.0          | 20                  |                 |           |           | 85TH PERCENTILE (MPH)   |  | 32             |    |      |  |
| 21                          |                 | 0.0       | 0.0          | 21                  |                 |           |           | 10 MPH PACE   |  | 25             | TO | 34   |  |
| 22                          |                 | 0.0       | 0.0          | 22                  |                 |           |           | PERCENT IN PACE   |  | 96.00          |    |      |  |
| 23                          |                 | 0.0       | 0.0          | 23                  |                 |           |           | EXISTING POSTED SPEED LIMIT (MPH)   |  | NONE           |    |      |  |
| 24                          | 1               | 1.0       | 1.0          | 24                  |                 |           |           | RECOMMENDED SPEED LIMIT (MPH)   |  | 30 MPH         |    |      |  |
| 25                          | 3               | 3.0       | 4.0          | 25                  |                 |           |           |   |  |                |    |      |  |
| 26                          | 11              | 11.0      | 15.0         | 26                  |                 |           |           |   |  |                |    |      |  |
| 27                          | 9               | 9.0       | 24.0         | 27                  |                 |           |           |   |  |                |    |      |  |
| 28                          | 9               | 9.0       | 33.0         | 28                  |                 |           |           |   |  |                |    |      |  |
| 29                          | 20              | 20.0      | 53.0         | 29                  |                 |           |           |   |  |                |    |      |  |
| 30                          | 14              | 14.0      | 67.0         | 30                  |                 |           |           |   |  |                |    |      |  |
| 31                          | 14              | 14.0      | 81.0         | 31                  |                 |           |           |   |  |                |    |      |  |
| 32                          | 5               | 5.0       | 86.0         | 32                  |                 |           |           |   |  |                |    |      |  |
| 33                          | 5               | 5.0       | 91.0         | 33                  |                 |           |           |   |  |                |    |      |  |
| 34                          | 6               | 6.0       | 97.0         | 34                  |                 |           |           |   |  |                |    |      |  |
| 35                          | 3               | 3.0       | 100.0        | 35                  |                 |           |           |   |  |                |    |      |  |
| 36                          |                 | 0.0       | 100.0        | 36                  |                 |           |           |   |  |                |    |      |  |
| 37                          |                 | 0.0       | 100.0        | 37                  |                 |           |           |   |  |                |    |      |  |
| 38                          |                 | 0.0       | 100.0        | 38                  |                 |           |           |   |  |                |    |      |  |
| 39                          |                 | 0.0       | 100.0        | 39                  |                 |           |           |   |  |                |    |      |  |
| 40                          |                 | 0.0       | 100.0        | 40                  |                 |           |           |   |  |                |    |      |  |
| 41                          |                 | 0.0       | 100.0        | 41                  |                 |           |           |   |  |                |    |      |  |
| 42                          |                 | 0.0       | 100.0        | 42                  |                 |           |           |   |  |                |    |      |  |
| 43                          |                 | 0.0       | 100.0        | 43                  |                 |           |           |   |  |                |    |      |  |
| 44                          |                 | 0.0       | 100.0        | 44                  |                 |           |           |   |  |                |    |      |  |
| 45                          |                 | 0.0       | 100.0        | 45                  |                 |           |           |   |  |                |    |      |  |
| 46                          |                 | 0.0       | 100.0        | 46                  |                 |           |           |   |  |                |    |      |  |
| 47                          |                 | 0.0       | 100.0        | 47                  |                 |           |           |   |  |                |    |      |  |
| 48                          |                 | 0.0       | 100.0        | 48                  |                 |           |           |   |  |                |    |      |  |
| 49                          |                 | 0.0       | 100.0        | 49                  |                 |           |           |   |  |                |    |      |  |
| 50                          |                 | 0.0       | 100.0        | 50                  |                 |           |           |   |  |                |    |      |  |
| 51                          |                 | 0.0       | 100.0        | 51                  |                 |           |           |   |  |                |    |      |  |
| 52                          |                 | 0.0       | 100.0        | 52                  |                 |           |           |   |  |                |    |      |  |
| 53                          |                 | 0.0       | 100.0        | 53                  |                 |           |           |   |  |                |    |      |  |
| 54                          |                 | 0.0       | 100.0        | 54                  |                 |           |           |   |  |                |    |      |  |
| 55                          |                 | 0.0       | 100.0        | 55                  |                 |           |           |   |  |                |    |      |  |
| 56                          |                 | 0.0       | 100.0        | 56                  |                 |           |           |   |  |                |    |      |  |
| 57                          |                 | 0.0       | 100.0        | 57                  |                 |           |           |   |  |                |    |      |  |
| 58                          |                 | 0.0       | 100.0        | 58                  |                 |           |           |   |  |                |    |      |  |
| 59                          |                 | 0.0       | 100.0        | 59                  |                 |           |           |   |  |                |    |      |  |
| 60                          |                 | 0.0       | 100.0        | 60                  |                 |           |           |   |  |                |    |      |  |
| 61                          |                 | 0.0       | 100.0        | 61                  |                 |           |           |   |  |                |    |      |  |
| 62                          |                 | 0.0       | 100.0        | 62                  |                 |           |           | REMARK:   |  |                |    |      |  |
| 63                          |                 | 0.0       | 100.0        | 63                  |                 |           |           | 1. 85th percentile speed of 32 MPH indicates a posted speed limit of 30 MPH |  |                |    |      |  |
| 64                          |                 | 0.0       | 100.0        | 64                  |                 |           |           |   |  |                |    |      |  |
| 65                          |                 | 0.0       | 100.0        | 65                  |                 |           |           | 2. Apply traffic enforcement as much as manpower permits                    |  |                |    |      |  |
| 66                          |                 | 0.0       | 100.0        | 66                  |                 |           |           |   |  |                |    |      |  |
| 67                          |                 | 0.0       | 100.0        | 67                  |                 |           |           |   |  |                |    |      |  |
| 68                          |                 | 0.0       | 100.0        | 68                  |                 |           |           |   |  |                |    |      |  |
| 69                          |                 | 0.0       | 100.0        | 69                  |                 |           |           |   |  |                |    |      |  |
| 70                          |                 | 0.0       | 100.0        | 70                  |                 |           |           |   |  |                |    |      |  |
| TOTAL NO VEHICLES           | 100             |           |              | TOTAL NO VEHICLES   | 0               |           |           |   |  |                |    |      |  |

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City of Brawley  
California  
Engineering and Traffic Survey

**Street:** River Drive  
**Limits:** Between Best Drive  
and Eastern Avenue

Field Observer: TSE  
Checked By: HUI LAI  
Date: 6/27/11

|  |                                    |
|--|------------------------------------|
| <b>Factors</b>                                   | <b>Direction: East/ West</b>       |
| <b><u>A. Prevailing Speed Data</u></b>           |                                    |
| Location of Survey                               | w/o Best Pool                      |
| 85th Percentile                                  | 41 mph                             |
| 10 mph Pace                                      | 29 mph to 38 mph                   |
| Percent in Pace                                  | 72%                                |
| <b><u>B. Collision History</u></b>               |                                    |
| Date Range Covered                               | 1/1/2008 to 12/31/2009 ( 2 YEARS ) |
| Total Collisions                                 | 2                                  |
| Collision Rate (Acc/MVM)                         | 6.30                               |
| Expected Collision Rate                          | 1.55                               |
| <b><u>C. Traffic Factors</u></b>                 |                                    |
| Average Daily Traffic                            | 1,610                              |
| Length of Segment                                | 0.54 mile                          |
| Lane Configuration                               | 4 lanes                            |
| Street Classification                            | Minor Arterial                     |
| <b><u>D. Conditions Not Readily Apparent</u></b> |                                    |
| Conditions                                       | -                                  |
| Roadway Geometrics                               | -                                  |
| Other Comments:                                  | High accident rate                 |
| <b><u>E. Adjacent Land Use</u></b>               |                                    |
|  | Industrial/ Airport                |
| Posted Speed Limit                               | 25 mph (South side only)           |
| Speed Limit Change?                              | Yes                                |
| Recommended Speed Limit                          | 35 mph                             |

Loc. #7

**Certification**  
I hereby certify, under penalty of perjury, that the attached is  
A true and correct copy of the original document which is on  
File in this office.  
EXECUTED ON \_\_\_\_\_  
\_\_\_\_\_  
City of Brawley, California  
\_\_\_\_\_  
City Clerk

Prepared by: *C. Hui Lai*  
C. Hui Lai, City Traffic Engineer



| CITY OF BRAWLEY, CALIFORNIA |                 |           |              |                     |                 |           |           | ENGINEERING AND TRAFFIC SURVEY  |  |                 |    |      |  |
|-----------------------------|-----------------|-----------|--------------|---------------------|-----------------|-----------|-----------|---|--|-----------------|----|------|--|
| VEHICLES SURVEYED           |                 |           |              |                     |                 |           |           | ROADWAY:  |  | E. RIVER DRIVE  |    |      |  |
| EAST / WEST BOUND           |                 |           |              | NORTH / SOUTH BOUND |                 |           |           | SEGMENT:  |  | EASTERN TO BEST |    |      |  |
| SPEED (MPH)                 | NO. OF VEHICLES | PERCENT T | CUM. PERCENT | SPEED (MPH)         | NO. OF VEHICLES | PERCENT T | PERCENT T | PREVAILING SPEED DATA   |  |                 |    |      |  |
| 18                          |                 | 0.0       | 0.0          | 18                  |                 |           |           | DIRECTION   |  | EAST/WESTBOUND  |    |      |  |
| 19                          |                 | 0.0       | 0.0          | 19                  |                 |           |           | DATE AND TIME OF SURVEY   |  | 06/27/11        |    | NOON |  |
| 20                          |                 | 0.0       | 0.0          | 20                  |                 |           |           | 85TH PERCENTILE (MPH)   |  | 41              |    |      |  |
| 21                          |                 | 0.0       | 0.0          | 21                  |                 |           |           | 10 MPH PACE   |  | 29              | TO | 38   |  |
| 22                          |                 | 0.0       | 0.0          | 22                  |                 |           |           | PERCENT IN PACE   |  | 72.28           |    |      |  |
| 23                          |                 | 0.0       | 0.0          | 23                  |                 |           |           | EXISTING POSTED SPEED LIMIT (MPH)   |  | 25 MPH          |    |      |  |
| 24                          |                 | 0.0       | 0.0          | 24                  |                 |           |           | RECOMMENDED SPEED LIMIT (MPH)   |  | 35 MPH          |    |      |  |
| 25                          |                 | 0.0       | 0.0          | 25                  |                 |           |           |   |  |                 |    |      |  |
| 26                          | 1               | 1.0       | 1.0          | 26                  |                 |           |           |   |  |                 |    |      |  |
| 27                          |                 | 0.0       | 1.0          | 27                  |                 |           |           |   |  |                 |    |      |  |
| 28                          | 2               | 2.0       | 3.0          | 28                  |                 |           |           |   |  |                 |    |      |  |
| 29                          | 7               | 6.9       | 9.9          | 29                  |                 |           |           |   |  |                 |    |      |  |
| 30                          | 6               | 5.9       | 15.8         | 30                  |                 |           |           |   |  |                 |    |      |  |
| 31                          | 4               | 4.0       | 19.8         | 31                  |                 |           |           |   |  |                 |    |      |  |
| 32                          | 10              | 9.9       | 29.7         | 32                  |                 |           |           |   |  |                 |    |      |  |
| 33                          | 10              | 9.9       | 39.6         | 33                  |                 |           |           |   |  |                 |    |      |  |
| 34                          | 6               | 5.9       | 45.5         | 34                  |                 |           |           |   |  |                 |    |      |  |
| 35                          | 6               | 5.9       | 51.5         | 35                  |                 |           |           |   |  |                 |    |      |  |
| 36                          | 11              | 10.9      | 62.4         | 36                  |                 |           |           |   |  |                 |    |      |  |
| 37                          | 7               | 6.9       | 69.3         | 37                  |                 |           |           |   |  |                 |    |      |  |
| 38                          | 6               | 5.9       | 75.2         | 38                  |                 |           |           |   |  |                 |    |      |  |
| 39                          | 1               | 1.0       | 76.2         | 39                  |                 |           |           |   |  |                 |    |      |  |
| 40                          | 7               | 6.9       | 83.2         | 40                  |                 |           |           |   |  |                 |    |      |  |
| 41                          | 3               | 3.0       | 86.1         | 41                  |                 |           |           |   |  |                 |    |      |  |
| 42                          | 2               | 2.0       | 88.1         | 42                  |                 |           |           |   |  |                 |    |      |  |
| 43                          | 1               | 1.0       | 89.1         | 43                  |                 |           |           |   |  |                 |    |      |  |
| 44                          | 2               | 2.0       | 91.1         | 44                  |                 |           |           |   |  |                 |    |      |  |
| 45                          | 3               | 3.0       | 94.1         | 45                  |                 |           |           |   |  |                 |    |      |  |
| 46                          | 1               | 1.0       | 95.0         | 46                  |                 |           |           |   |  |                 |    |      |  |
| 47                          |                 | 0.0       | 95.0         | 47                  |                 |           |           |   |  |                 |    |      |  |
| 48                          | 2               | 2.0       | 97.0         | 48                  |                 |           |           |   |  |                 |    |      |  |
| 49                          |                 | 0.0       | 97.0         | 49                  |                 |           |           |   |  |                 |    |      |  |
| 50                          |                 | 0.0       | 97.0         | 50                  |                 |           |           |   |  |                 |    |      |  |
| 51                          | 1               | 1.0       | 98.0         | 51                  |                 |           |           |   |  |                 |    |      |  |
| 52                          |                 | 0.0       | 98.0         | 52                  |                 |           |           |   |  |                 |    |      |  |
| 53                          |                 | 0.0       | 98.0         | 53                  |                 |           |           |   |  |                 |    |      |  |
| 54                          |                 | 0.0       | 98.0         | 54                  |                 |           |           |   |  |                 |    |      |  |
| 55                          |                 | 0.0       | 98.0         | 55                  |                 |           |           |   |  |                 |    |      |  |
| 56                          | 2               | 2.0       | 100.0        | 56                  |                 |           |           |   |  |                 |    |      |  |
| 57                          |                 | 0.0       | 100.0        | 57                  |                 |           |           |   |  |                 |    |      |  |
| 58                          |                 | 0.0       | 100.0        | 58                  |                 |           |           |   |  |                 |    |      |  |
| 59                          |                 | 0.0       | 100.0        | 59                  |                 |           |           |   |  |                 |    |      |  |
| 60                          |                 | 0.0       | 100.0        | 60                  |                 |           |           |   |  |                 |    |      |  |
| 61                          |                 | 0.0       | 100.0        | 61                  |                 |           |           |   |  |                 |    |      |  |
| 62                          |                 | 0.0       | 100.0        | 62                  |                 |           |           |   |  |                 |    |      |  |
| 63                          |                 | 0.0       | 100.0        | 63                  |                 |           |           |   |  |                 |    |      |  |
| 64                          |                 | 0.0       | 100.0        | 64                  |                 |           |           |   |  |                 |    |      |  |
| 65                          |                 | 0.0       | 100.0        | 65                  |                 |           |           |   |  |                 |    |      |  |
| 66                          |                 | 0.0       | 100.0        | 66                  |                 |           |           |   |  |                 |    |      |  |
| 67                          |                 | 0.0       | 100.0        | 67                  |                 |           |           |   |  |                 |    |      |  |
| 68                          |                 | 0.0       | 100.0        | 68                  |                 |           |           |   |  |                 |    |      |  |
| 69                          |                 | 0.0       | 100.0        | 69                  |                 |           |           |   |  |                 |    |      |  |
| 70                          |                 | 0.0       | 100.0        | 70                  |                 |           |           |   |  |                 |    |      |  |
| TOTAL NO. VEHICLES          |                 | 101       |              | TOTAL NO. VEHICLES  |                 | 0         |           |   |  |                 |    |      |  |
|                             |                 |           |              |                     |                 |           |           | REMARK:   |  |                 |    |      |  |
|                             |                 |           |              |                     |                 |           |           | 1. 85th percentile speed of 41 MPH indicates a posted speed limit of 40 MPH. However, high traffic accident rate justifies the reduction of the mandated speed limit to 35 MPH. |  |                 |    |      |  |
|                             |                 |           |              |                     |                 |           |           | 2. Apply traffic enforcement as much as manpower permits  |  |                 |    |      |  |

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**City of Brawley  
California  
Engineering and Traffic Survey**

**Street:** Best Road  
**Limits:** Between River Drive and Main Street/S.R. 78

Field Observer: TSE  
Checked By: C. Hui Lai  
Date: 6/27/11

| Factors  | Direction: North/ South            |
|--|------------------------------------|
| <b><u>A. Prevailing Speed Data</u></b>           |                                    |
| Location of Survey                               | n/o Main Street                    |
| 85th Percentile                                  | 43 mph                             |
| 10 mph Pace                                      | 35 mph to 44 mph                   |
| Percent in Pace                                  | 81%                                |
| <b><u>B. Collision History</u></b>               |                                    |
| Date Range Covered                               | 1/1/2008 to 12/31/2009 ( 2 YEARS ) |
| Total Collisions                                 | 2                                  |
| Collision Rate (Acc/MVM)                         | 2.42                               |
| Expected Collision Rate                          | 1.55                               |
| <b><u>C. Traffic Factors</u></b>                 |                                    |
| Average Daily Traffic                            | 4,200                              |
| Length of Segment                                | 0.54 mile                          |
| Lane Configuration                               | 4 lanes                            |
| Street Classification                            | Minor Arterial                     |
| <b><u>D. Conditions Not Readily Apparent</u></b> |                                    |
| Conditions                                       | -                                  |
| Roadway Geometrics                               | -                                  |
| Other Comments:                                  | High traffic accident rate         |
| <b><u>E. Adjacent Land Use</u></b>               |                                    |
|  | Airport, open-space                |
| Posted Speed Limit                               | 25mph                              |
| Speed Limit Change?                              | Yes                                |
| Recommended Speed Limit                          | 35 mph                             |

Loc. # 8

**Certification**  
I hereby certify, under penalty of perjury, that the attached is  
A true and correct copy of the original document which is on  
File in this office.  
EXECUTED ON \_\_\_\_\_  
\_\_\_\_\_  
City of Brawley, California  
\_\_\_\_\_  
City Clerk

Prepared by: *C. Hui Lai*  
C. Hui Lai, City Traffic Engineer



| CITY OF BRAWLEY CALIFORNIA |                 |           |              |                   |                 |           |           | ENGINEERING AND TRAFFIC SURVEY    |  |  |  |  |  |  |  |   |  |  |  |
|----------------------------|-----------------|-----------|--------------|-------------------|-----------------|-----------|-----------|-----------------------------------|--|--|--|--|--|--|--|---|--|--|--|
| VEHICLES SURVEYED          |                 |           |              |                   |                 |           |           | ROADWAY: BEST AVENUE              |  |  |  |  |  |  |  |   |  |  |  |
| NORTH / SOUTH BOUND        |                 |           |              | EAST / WEST BOUND |                 |           |           | SEGMENT: RIVER TO MAIN            |  |  |  |  |  |  |  |   |  |  |  |
| SPEED (MPH)                | NO. OF VEHICLES | PERCENT T | CUM. PERCENT | SPEED (MPH)       | NO. OF VEHICLES | PERCENT T | PERCENT T | PREVAILING SPEED DATA             |  |  |  |  |  |  |  |   |  |  |  |
| 18                         |                 | 0.0       | 0.0          | 18                |                 |           |           | DIRECTION                         |  |  |  | NORTH/SOUTHBOUND   |  |  |  |   |  |  |  |
| 19                         |                 | 0.0       | 0.0          | 19                |                 |           |           | DATE AND TIME OF SURVEY           |  |  |  | 06/27/11 2PM   |  |  |  |   |  |  |  |
| 20                         |                 | 0.0       | 0.0          | 20                |                 |           |           | 85TH PERCENTILE (MPH)             |  |  |  | 43   |  |  |  |   |  |  |  |
| 21                         |                 | 0.0       | 0.0          | 21                |                 |           |           | 10 MPH PACE                       |  |  |  | 35 TO 44   |  |  |  |   |  |  |  |
| 22                         |                 | 0.0       | 0.0          | 22                |                 |           |           | PERCENT IN PACE                   |  |  |  | 81.00  |  |  |  |   |  |  |  |
| 23                         |                 | 0.0       | 0.0          | 23                |                 |           |           | EXISTING POSTED SPEED LIMIT (MPH) |  |  |  | 25 MPH   |  |  |  |   |  |  |  |
| 24                         |                 | 0.0       | 0.0          | 24                |                 |           |           | RECOMMENDED SPEED LIMIT (MPH)     |  |  |  | 35 MPH   |  |  |  |   |  |  |  |
| 25                         |                 | 0.0       | 0.0          | 25                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 26                         |                 | 0.0       | 0.0          | 26                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 27                         |                 | 0.0       | 0.0          | 27                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 28                         |                 | 0.0       | 0.0          | 28                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 29                         | 1               | 1.0       | 1.0          | 29                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 30                         | 1               | 1.0       | 2.0          | 30                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 31                         | 2               | 2.0       | 4.0          | 31                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 32                         | 5               | 5.0       | 9.0          | 32                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 33                         |                 | 0.0       | 9.0          | 33                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 34                         | 4               | 4.0       | 13.0         | 34                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 35                         | 7               | 7.0       | 20.0         | 35                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 36                         | 7               | 7.0       | 27.0         | 36                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 37                         | 3               | 3.0       | 30.0         | 37                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 38                         | 6               | 6.0       | 36.0         | 38                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 39                         | 9               | 9.0       | 45.0         | 39                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 40                         | 10              | 10.0      | 55.0         | 40                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 41                         | 10              | 10.0      | 65.0         | 41                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 42                         | 18              | 18.0      | 83.0         | 42                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 43                         | 2               | 2.0       | 85.0         | 43                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 44                         | 9               | 9.0       | 94.0         | 44                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 45                         | 3               | 3.0       | 97.0         | 45                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 46                         | 3               | 3.0       | 100.0        | 46                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 47                         |                 | 0.0       | 100.0        | 47                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 48                         |                 | 0.0       | 100.0        | 48                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 49                         |                 | 0.0       | 100.0        | 49                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 50                         |                 | 0.0       | 100.0        | 50                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 51                         |                 | 0.0       | 100.0        | 51                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 52                         |                 | 0.0       | 100.0        | 52                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 53                         |                 | 0.0       | 100.0        | 53                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 54                         |                 | 0.0       | 100.0        | 54                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 55                         |                 | 0.0       | 100.0        | 55                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 56                         |                 | 0.0       | 100.0        | 56                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 57                         |                 | 0.0       | 100.0        | 57                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 58                         |                 | 0.0       | 100.0        | 58                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 59                         |                 | 0.0       | 100.0        | 59                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 60                         |                 | 0.0       | 100.0        | 60                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 61                         |                 | 0.0       | 100.0        | 61                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 62                         |                 | 0.0       | 100.0        | 62                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 63                         |                 | 0.0       | 100.0        | 63                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 64                         |                 | 0.0       | 100.0        | 64                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 65                         |                 | 0.0       | 100.0        | 65                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 66                         |                 | 0.0       | 100.0        | 66                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 67                         |                 | 0.0       | 100.0        | 67                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 68                         |                 | 0.0       | 100.0        | 68                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 69                         |                 | 0.0       | 100.0        | 69                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| 70                         |                 | 0.0       | 100.0        | 70                |                 |           |           |                                   |  |  |  |  |  |  |  |   |  |  |  |
| TOTAL NO. VEHICLES         |                 |           |              |                   |                 |           |           | 100                               |  |  |  | TOTAL NO. VEHICLES   |  |  |  | 0 |  |  |  |
|                            |                 |           |              |                   |                 |           |           |                                   |  |  |  | REMARK:  |  |  |  |   |  |  |  |
|                            |                 |           |              |                   |                 |           |           |                                   |  |  |  | 1. 85th percentile speed of 43 MPH indicates a 40 MPH posted speed limit. However, due to the high traffic accident rate, it is justifiable that the mandated speed limit of 40 MPH be lowered to 35 MPH |  |  |  |   |  |  |  |
|                            |                 |           |              |                   |                 |           |           |                                   |  |  |  | 2. Apply traffic enforcement as much as manpower permits   |  |  |  |   |  |  |  |

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**City of Brawley  
California  
Engineering and Traffic Survey**

**Street:** Best Road  
**Limits:** Between River Drive and Shank Road

Field Observer: TSE  
Checked By: C. Hui Lai  
Date: 6/27/11

|  |   |
|--|---|
| <b>Factors</b>                                   | <b>Direction: North/ South</b>  |
| <b><u>A. Prevailing Speed Data</u></b>           |   |
| Location of Survey                               | n/o River   |
| 85th Percentile                                  | 53 mph  |
| 10 mph Pace                                      | 41 mph to 50 mph  |
| Percent in Pace                                  | 60%   |
| <b><u>B. Collision History</u></b>               |   |
| Date Range Covered                               | 1/1/2008 to 12/31/2009 ( 2 YEARS )  |
| Total Collisions                                 | 0   |
| Collision Rate (Acc/MVM)                         | 0   |
| Expected Collision Rate                          | 1.55  |
| <b><u>C. Traffic Factors</u></b>                 |   |
| Average Daily Traffic                            | 1,500   |
| Length of Segment                                | 1.00 mile   |
| Lane Configuration                               | 2 lanes (n/o Joan), 4 lanes with concrete median (s/o Joan)<br>Divided highway (n/o Joan) |
| Street Classification                            | Minor Arterial  |
| <b><u>D. Conditions Not Readily Apparent</u></b> |   |
| Conditions                                       | -   |
| Roadway Geometrics                               | -   |
| Other Comments:                                  | n/o Joan, roadway narrows from a 4-lane divided highway to 2-lane undivided street.       |
| <b><u>E. Adjacent Land Use</u></b>               |   |
|  | Airport, open-space   |
| Posted Speed Limit                               | None  |
| Speed Limit Change?                              | -   |
| Recommended Speed Limit                          | 45 mph  |
|  | Loc. # 9  |

**Certification**  
I hereby certify, under penalty of perjury, that the attached is  
A true and correct copy of the original document which is on  
File in this office.  
EXECUTED ON \_\_\_\_\_  
\_\_\_\_\_  
City of Brawley, California  
\_\_\_\_\_  
City Clerk

Prepared by: C. Hui Lai  
C. Hui Lai, City Traffic Engineer



| CITY OF BRAWLEY CALIFORNIA |                 |           |              |                    |                 |           |           | ENGINEERING AND TRAFFIC SURVEY   |  |  |  |                  |  |       |  |
|----------------------------|-----------------|-----------|--------------|--------------------|-----------------|-----------|-----------|--|--|--|--|------------------|--|-------|--|
| VEHICLES SURVEYED          |                 |           |              |                    |                 |           |           | ROADWAY: BEST AVENUE   |  |  |  |                  |  |       |  |
| NORTH / SOUTH BOUND        |                 |           |              | EAST / WEST BOUND  |                 |           |           | SEGMENT: E. RIVER TO SHANK   |  |  |  |                  |  |       |  |
| SPEED (MPH)                | NO. OF VEHICLES | PERCENT T | CUM. PERCENT | SPEED (MPH)        | NO. OF VEHICLES | PERCENT T | PERCENT T | PREVAILING SPEED DATA  |  |  |  |                  |  |       |  |
| 18                         |                 | 0.0       | 0.0          | 18                 |                 |           |           | DIRECTION  |  |  |  | NORTH/SOUTHBOUND |  |       |  |
| 19                         |                 | 0.0       | 0.0          | 19                 |                 |           |           | DATE AND TIME OF SURVEY  |  |  |  | 08/27/11         |  | 3PM   |  |
| 20                         |                 | 0.0       | 0.0          | 20                 |                 |           |           | 85TH PERCENTILE (MPH)  |  |  |  | 53               |  |       |  |
| 21                         |                 | 0.0       | 0.0          | 21                 |                 |           |           | 10 MPH PACE  |  |  |  | 41               |  | TO 50 |  |
| 22                         |                 | 0.0       | 0.0          | 22                 |                 |           |           | PERCENT IN PACE  |  |  |  | 60.00            |  |       |  |
| 23                         |                 | 0.0       | 0.0          | 23                 |                 |           |           | EXISTING POSTED SPEED LIMIT (MPH)  |  |  |  | NONE             |  |       |  |
| 24                         |                 | 0.0       | 0.0          | 24                 |                 |           |           | RECOMMENDED SPEED LIMIT (MPH)  |  |  |  | 45 MPH           |  |       |  |
| 25                         |                 | 0.0       | 0.0          | 25                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 26                         |                 | 0.0       | 0.0          | 26                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 27                         |                 | 0.0       | 0.0          | 27                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 28                         |                 | 0.0       | 0.0          | 28                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 29                         |                 | 0.0       | 0.0          | 29                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 30                         | 1               | 1.0       | 1.0          | 30                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 31                         |                 | 0.0       | 1.0          | 31                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 32                         | 2               | 2.0       | 3.0          | 32                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 33                         | 1               | 1.0       | 4.0          | 33                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 34                         |                 | 0.0       | 4.0          | 34                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 35                         |                 | 0.0       | 4.0          | 35                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 36                         | 1               | 1.0       | 5.0          | 36                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 37                         |                 | 0.0       | 5.0          | 37                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 38                         | 6               | 6.0       | 11.0         | 38                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 39                         |                 | 0.0       | 11.0         | 39                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 40                         | 5               | 5.0       | 16.0         | 40                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 41                         | 7               | 7.0       | 23.0         | 41                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 42                         | 3               | 3.0       | 26.0         | 42                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 43                         | 2               | 2.0       | 28.0         | 43                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 44                         | 7               | 7.0       | 35.0         | 44                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 45                         | 11              | 11.0      | 46.0         | 45                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 46                         | 5               | 5.0       | 51.0         | 46                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 47                         | 5               | 5.0       | 56.0         | 47                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 48                         | 5               | 5.0       | 61.0         | 48                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 49                         | 5               | 5.0       | 66.0         | 49                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 50                         | 10              | 10.0      | 76.0         | 50                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 51                         | 4               | 4.0       | 80.0         | 51                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 52                         | 3               | 3.0       | 83.0         | 52                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 53                         | 3               | 3.0       | 86.0         | 53                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 54                         | 2               | 2.0       | 88.0         | 54                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 55                         | 3               | 3.0       | 91.0         | 55                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 56                         | 4               | 4.0       | 95.0         | 56                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 57                         | 2               | 2.0       | 97.0         | 57                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 58                         | 3               | 3.0       | 100.0        | 58                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 59                         |                 | 0.0       | 100.0        | 59                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 60                         |                 | 0.0       | 100.0        | 60                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 61                         |                 | 0.0       | 100.0        | 61                 |                 |           |           | REMARK:  |  |  |  |                  |  |       |  |
| 62                         |                 | 0.0       | 100.0        | 62                 |                 |           |           | 1. 85th percentile speed of 53 MPH indicates a posted speed limit of 50 MPH.   |  |  |  |                  |  |       |  |
| 63                         |                 | 0.0       | 100.0        | 63                 |                 |           |           | However, the drastic roadway transition from a 4-lane divided highway to a 2-lane undivided street justifies the reduction of the mandated 50 MPH speed limit to 45 MPH. |  |  |  |                  |  |       |  |
| 64                         |                 | 0.0       | 100.0        | 64                 |                 |           |           | 2. Apply traffic enforcement as much as manpower permits   |  |  |  |                  |  |       |  |
| 65                         |                 | 0.0       | 100.0        | 65                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 66                         |                 | 0.0       | 100.0        | 66                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 67                         |                 | 0.0       | 100.0        | 67                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 68                         |                 | 0.0       | 100.0        | 68                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 69                         |                 | 0.0       | 100.0        | 69                 |                 |           |           |  |  |  |  |                  |  |       |  |
| 70                         |                 | 0.0       | 100.0        | 70                 |                 |           |           |  |  |  |  |                  |  |       |  |
| TOTAL NO. VEHICLES         | 100             |           |              | TOTAL NO. VEHICLES | 0               |           |           |  |  |  |  |                  |  |       |  |

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**City of Brawley  
California  
Engineering and Traffic Survey**

**Street:** Palm Avenue  
**Limits:** Between Main Street and Malan Street

**Field Observer:** TSE  
**Checked By:** C. Hui Lai  
**Date:** 6-28-11

| Factors  | Direction: North/ South            |
|--|------------------------------------|
| <b><u>A. Prevailing Speed Data</u></b>           |                                    |
| Location of Survey                               | s/o H Street                       |
| 85th Percentile                                  | 33 mph                             |
| 10 mph Pace                                      | 25 mph to 34 mph                   |
| Percent in Pace                                  | 85%                                |
| <b><u>B. Collision History</u></b>               |                                    |
| Date Range Covered                               | 1/1/2008 to 12/31/2009 ( 2 YEARS ) |
| Total Collisions                                 | 1                                  |
| Collision Rate (Acc/MVM)                         | 1.78                               |
| Expected Collision Rate                          | 1.55                               |
| <b><u>C. Traffic Factors</u></b>                 |                                    |
| Average Daily Traffic                            | 2,050                              |
| Length of Segment                                | 0.54 mile                          |
| Lane Configuration                               | 2 lanes                            |
| Street Classification                            | Local Street                       |
| <b><u>D. Conditions Not Readily Apparent</u></b> |                                    |
| Conditions                                       | -                                  |
| Roadway Geometrics                               | -                                  |
| Other Comments:                                  | -                                  |
| <b><u>E. Adjacent Land Use</u></b>               |                                    |
|  | Residential                        |
| Posted Speed Limit                               | None                               |
| Speed Limit Change?                              | -                                  |
| Recommended Speed Limit                          | 25 mph                             |
|  | Loc. #10                           |

**Certification**  
I hereby certify, under penalty of perjury, that the attached is  
A true and correct copy of the original document which is on  
File in this office.  
EXECUTED ON \_\_\_\_\_  
\_\_\_\_\_  
City of Brawley, California  
\_\_\_\_\_  
City Clerk

Prepared by: C. Hui Lai  
C. Hui Lai, Traffic Engineer



| CITY OF BRAWLEY CALIFORNIA |                 |           |              |                   |                 |           |           | ENGINEERING AND TRAFFIC SURVEY  |  |  |  |                    |  |  |  |   |  |  |  |
|----------------------------|-----------------|-----------|--------------|-------------------|-----------------|-----------|-----------|---|--|--|--|--------------------|--|--|--|---|--|--|--|
| VEHICLES SURVEYED          |                 |           |              |                   |                 |           |           | ROADWAY: PALM AVENUE  |  |  |  |                    |  |  |  |   |  |  |  |
| NORTH / SOUTH BOUND        |                 |           |              | EAST / WEST BOUND |                 |           |           | SEGMENT: MALAN ST TO E MAIN ST  |  |  |  |                    |  |  |  |   |  |  |  |
| SPEED (MPH)                | NO. OF VEHICLES | PERCENT T | CUM. PERCENT | SPEED (MPH)       | NO. OF VEHICLES | PERCENT T | PERCENT T | PREVAILING SPEED DATA   |  |  |  |                    |  |  |  |   |  |  |  |
| 18                         | 1               | 1.0       | 1.0          | 18                |                 |           |           | DIRECTION   |  |  |  | NORTH/SOUTHBOUND   |  |  |  |   |  |  |  |
| 19                         |                 | 0.0       | 1.0          | 19                |                 |           |           | DATE AND TIME OF SURVEY   |  |  |  | 06/28/11 5PM       |  |  |  |   |  |  |  |
| 20                         |                 | 0.0       | 1.0          | 20                |                 |           |           | 85TH PERCENTILE (MPH)   |  |  |  | 33                 |  |  |  |   |  |  |  |
| 21                         | 2               | 2.0       | 3.0          | 21                |                 |           |           | 10 MPH PACE   |  |  |  | 25 TO 34           |  |  |  |   |  |  |  |
| 22                         | 1               | 1.0       | 4.0          | 22                |                 |           |           | PERCENT IN PACE   |  |  |  | 85.00              |  |  |  |   |  |  |  |
| 23                         | 2               | 2.0       | 6.0          | 23                |                 |           |           | EXISTING POSTED SPEED LIMIT (MPH)   |  |  |  | NONE               |  |  |  |   |  |  |  |
| 24                         | 4               | 4.0       | 10.0         | 24                |                 |           |           | RECOMMENDED SPEED LIMIT (MPH)   |  |  |  | 25 MPH             |  |  |  |   |  |  |  |
| 25                         | 15              | 15.0      | 25.0         | 25                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 26                         | 10              | 10.0      | 35.0         | 26                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 27                         | 10              | 10.0      | 45.0         | 27                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 28                         | 7               | 7.0       | 52.0         | 28                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 29                         | 9               | 9.0       | 61.0         | 29                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 30                         | 7               | 7.0       | 68.0         | 30                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 31                         | 5               | 5.0       | 73.0         | 31                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 32                         | 9               | 9.0       | 82.0         | 32                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 33                         | 8               | 8.0       | 90.0         | 33                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 34                         | 5               | 5.0       | 95.0         | 34                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 35                         | 2               | 2.0       | 97.0         | 35                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 36                         | 3               | 3.0       | 100.0        | 36                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 37                         |                 | 0.0       | 100.0        | 37                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 38                         |                 | 0.0       | 100.0        | 38                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 39                         |                 | 0.0       | 100.0        | 39                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 40                         |                 | 0.0       | 100.0        | 40                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 41                         |                 | 0.0       | 100.0        | 41                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 42                         |                 | 0.0       | 100.0        | 42                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 43                         |                 | 0.0       | 100.0        | 43                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 44                         |                 | 0.0       | 100.0        | 44                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 45                         |                 | 0.0       | 100.0        | 45                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 46                         |                 | 0.0       | 100.0        | 46                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 47                         |                 | 0.0       | 100.0        | 47                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 48                         |                 | 0.0       | 100.0        | 48                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 49                         |                 | 0.0       | 100.0        | 49                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 50                         |                 | 0.0       | 100.0        | 50                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 51                         |                 | 0.0       | 100.0        | 51                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 52                         |                 | 0.0       | 100.0        | 52                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 53                         |                 | 0.0       | 100.0        | 53                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 54                         |                 | 0.0       | 100.0        | 54                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 55                         |                 | 0.0       | 100.0        | 55                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 56                         |                 | 0.0       | 100.0        | 56                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 57                         |                 | 0.0       | 100.0        | 57                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 58                         |                 | 0.0       | 100.0        | 58                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 59                         |                 | 0.0       | 100.0        | 59                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 60                         |                 | 0.0       | 100.0        | 60                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 61                         |                 | 0.0       | 100.0        | 61                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 62                         |                 | 0.0       | 100.0        | 62                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 63                         |                 | 0.0       | 100.0        | 63                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 64                         |                 | 0.0       | 100.0        | 64                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 65                         |                 | 0.0       | 100.0        | 65                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 66                         |                 | 0.0       | 100.0        | 66                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 67                         |                 | 0.0       | 100.0        | 67                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 68                         |                 | 0.0       | 100.0        | 68                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 69                         |                 | 0.0       | 100.0        | 69                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| 70                         |                 | 0.0       | 100.0        | 70                |                 |           |           |   |  |  |  |                    |  |  |  |   |  |  |  |
| TOTAL NO. VEHICLES         |                 |           |              |                   |                 |           |           | 100   |  |  |  | TOTAL NO. VEHICLES |  |  |  | 0 |  |  |  |
|                            |                 |           |              |                   |                 |           |           | REMARK:   |  |  |  |                    |  |  |  |   |  |  |  |
|                            |                 |           |              |                   |                 |           |           | 1. Palm Avenue is a local street and qualifies for the posting of a prima facie speed of 25 MPH |  |  |  |                    |  |  |  |   |  |  |  |

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**City of Brawley  
California  
Engineering and Traffic Survey**

**Street:** Palm Avenue  
**Limits:** Between Main Street and River Drive

**Field Observer:** TSE  
**Checked By:** C. Hui Lai  
**Date:** 6-28-11

| Factors  | Direction: North/ South                |
|--|--|
| <b><u>A. Prevailing Speed Data</u></b>           |  |
| Location of Survey                               | s/o H Street                           |
| 85th Percentile                                  | 33 mph                                 |
| 10 mph Pace                                      | 24 mph to 33 mph                       |
| Percent in Pace                                  | 88%                                    |
| <b><u>B. Collision History</u></b>               |  |
| Date Range Covered                               | 1/1/2008 to 12/31/2009 ( 2 YEARS )     |
| Total Collisions                                 | 1                                      |
| Collision Rate (Acc/MVM)                         | 1.78                                   |
| Expected Collision Rate                          | 1.55                                   |
| <b><u>C. Traffic Factors</u></b>                 |  |
| Average Daily Traffic                            | 2,050                                  |
| Length of Segment                                | 0.75 mile                              |
| Lane Configuration                               | 2 lanes                                |
| Street Classification                            | Local Street                           |
| <b><u>D. Conditions Not Readily Apparent</u></b> |  |
| Conditions                                       | -                                      |
| Roadway Geometrics                               | -                                      |
| Other Comments:                                  | Uncontrolled x-walk at Magnolia Street |
| <b><u>E. Adjacent Land Use</u></b>               |  |
|  | Residential                            |
| Posted Speed Limit                               | None                                   |
| Speed Limit Change?                              | -                                      |
| Recommended Speed Limit                          | 25 mph                                 |

Loc. #11

**Certification**  
I hereby certify, under penalty of perjury, that the attached is  
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File in this office.  
EXECUTED ON \_\_\_\_\_  
\_\_\_\_\_  
City of Brawley, California  
\_\_\_\_\_  
City Clerk

Prepared by: *C. Hui Lai*  
\_\_\_\_\_  
C. Hui Lai, City Traffic Engineer



| CITY OF BRAWLEY CALIFORNIA |                 |           |              |                    |                 |           |           | ENGINEERING AND TRAFFIC SURVEY   |  |                  |    |        |  |
|----------------------------|-----------------|-----------|--------------|--------------------|-----------------|-----------|-----------|--|--|------------------|----|--------|--|
| VEHICLES SURVEYED          |                 |           |              |                    |                 |           |           | ROADWAY: PALM AVENUE   |  |                  |    |        |  |
| NORTH / SOUTH BOUND        |                 |           |              | EAST / WEST BOUND  |                 |           |           | SEGMENT: E MAIN ST TO RIVER DRIVE  |  |                  |    |        |  |
| SPEED (MPH)                | NO. OF VEHICLES | PERCENT T | CUM. PERCENT | SPEED (MPH)        | NO. OF VEHICLES | PERCENT T | PERCENT T | PREVAILING SPEED DATA  |  |                  |    |        |  |
| 18                         |                 | 0.0       | 0.0          | 18                 |                 |           |           | DIRECTION  |  | NORTH/SOUTHBOUND |    |        |  |
| 19                         |                 | 0.0       | 0.0          | 19                 |                 |           |           | DATE AND TIME OF SURVEY  |  | 06/28/11         |    | 6:30PM |  |
| 20                         |                 | 0.0       | 0.0          | 20                 |                 |           |           | 85TH PERCENTILE (MPH)  |  | 33               |    |        |  |
| 21                         |                 | 0.0       | 0.0          | 21                 |                 |           |           | 10 MPH PACE  |  | 24               | TO | 33     |  |
| 22                         |                 | 0.0       | 0.0          | 22                 |                 |           |           | PERCENT IN PACE  |  | 87.76            |    |        |  |
| 23                         | 1               | 1.0       | 1.0          | 23                 |                 |           |           | EXISTING POSTED SPEED LIMIT (MPH)  |  | NONE             |    |        |  |
| 24                         | 3               | 3.1       | 4.1          | 24                 |                 |           |           | RECOMMENDED SPEED LIMIT (MPH)  |  | 25 MPH           |    |        |  |
| 25                         | 4               | 4.1       | 8.2          | 25                 |                 |           |           |  |  |                  |    |        |  |
| 26                         | 5               | 5.1       | 13.3         | 26                 |                 |           |           |  |  |                  |    |        |  |
| 27                         | 13              | 13.3      | 26.5         | 27                 |                 |           |           |  |  |                  |    |        |  |
| 28                         | 13              | 13.3      | 39.8         | 28                 |                 |           |           |  |  |                  |    |        |  |
| 29                         | 12              | 12.2      | 52.0         | 29                 |                 |           |           |  |  |                  |    |        |  |
| 30                         | 11              | 11.2      | 63.3         | 30                 |                 |           |           |  |  |                  |    |        |  |
| 31                         | 11              | 11.2      | 74.5         | 31                 |                 |           |           |  |  |                  |    |        |  |
| 32                         | 9               | 9.2       | 83.7         | 32                 |                 |           |           |  |  |                  |    |        |  |
| 33                         | 5               | 5.1       | 88.8         | 33                 |                 |           |           |  |  |                  |    |        |  |
| 34                         | 2               | 2.0       | 90.8         | 34                 |                 |           |           |  |  |                  |    |        |  |
| 35                         | 3               | 3.1       | 93.9         | 35                 |                 |           |           |  |  |                  |    |        |  |
| 36                         | 1               | 1.0       | 94.9         | 36                 |                 |           |           |  |  |                  |    |        |  |
| 37                         | 3               | 3.1       | 98.0         | 37                 |                 |           |           |  |  |                  |    |        |  |
| 38                         | 2               | 2.0       | 100.0        | 38                 |                 |           |           |  |  |                  |    |        |  |
| 39                         |                 | 0.0       | 100.0        | 39                 |                 |           |           |  |  |                  |    |        |  |
| 40                         |                 | 0.0       | 100.0        | 40                 |                 |           |           |  |  |                  |    |        |  |
| 41                         |                 | 0.0       | 100.0        | 41                 |                 |           |           |  |  |                  |    |        |  |
| 42                         |                 | 0.0       | 100.0        | 42                 |                 |           |           |  |  |                  |    |        |  |
| 43                         |                 | 0.0       | 100.0        | 43                 |                 |           |           |  |  |                  |    |        |  |
| 44                         |                 | 0.0       | 100.0        | 44                 |                 |           |           |  |  |                  |    |        |  |
| 45                         |                 | 0.0       | 100.0        | 45                 |                 |           |           |  |  |                  |    |        |  |
| 46                         |                 | 0.0       | 100.0        | 46                 |                 |           |           |  |  |                  |    |        |  |
| 47                         |                 | 0.0       | 100.0        | 47                 |                 |           |           |  |  |                  |    |        |  |
| 48                         |                 | 0.0       | 100.0        | 48                 |                 |           |           |  |  |                  |    |        |  |
| 49                         |                 | 0.0       | 100.0        | 49                 |                 |           |           |  |  |                  |    |        |  |
| 50                         |                 | 0.0       | 100.0        | 50                 |                 |           |           |  |  |                  |    |        |  |
| 51                         |                 | 0.0       | 100.0        | 51                 |                 |           |           |  |  |                  |    |        |  |
| 52                         |                 | 0.0       | 100.0        | 52                 |                 |           |           |  |  |                  |    |        |  |
| 53                         |                 | 0.0       | 100.0        | 53                 |                 |           |           |  |  |                  |    |        |  |
| 54                         |                 | 0.0       | 100.0        | 54                 |                 |           |           |  |  |                  |    |        |  |
| 55                         |                 | 0.0       | 100.0        | 55                 |                 |           |           |  |  |                  |    |        |  |
| 56                         |                 | 0.0       | 100.0        | 56                 |                 |           |           |  |  |                  |    |        |  |
| 57                         |                 | 0.0       | 100.0        | 57                 |                 |           |           |  |  |                  |    |        |  |
| 58                         |                 | 0.0       | 100.0        | 58                 |                 |           |           |  |  |                  |    |        |  |
| 59                         |                 | 0.0       | 100.0        | 59                 |                 |           |           |  |  |                  |    |        |  |
| 60                         |                 | 0.0       | 100.0        | 60                 |                 |           |           |  |  |                  |    |        |  |
| 61                         |                 | 0.0       | 100.0        | 61                 |                 |           |           |  |  |                  |    |        |  |
| 62                         |                 | 0.0       | 100.0        | 62                 |                 |           |           |  |  |                  |    |        |  |
| 63                         |                 | 0.0       | 100.0        | 63                 |                 |           |           |  |  |                  |    |        |  |
| 64                         |                 | 0.0       | 100.0        | 64                 |                 |           |           |  |  |                  |    |        |  |
| 65                         |                 | 0.0       | 100.0        | 65                 |                 |           |           |  |  |                  |    |        |  |
| 66                         |                 | 0.0       | 100.0        | 66                 |                 |           |           |  |  |                  |    |        |  |
| 67                         |                 | 0.0       | 100.0        | 67                 |                 |           |           |  |  |                  |    |        |  |
| 68                         |                 | 0.0       | 100.0        | 68                 |                 |           |           |  |  |                  |    |        |  |
| 69                         |                 | 0.0       | 100.0        | 69                 |                 |           |           |  |  |                  |    |        |  |
| 70                         |                 | 0.0       | 100.0        | 70                 |                 |           |           |  |  |                  |    |        |  |
| TOTAL NO. VEHICLES         |                 | 98        |              | TOTAL NO. VEHICLES |                 | 0         |           | REMARK:<br>1. Palm Avenue is a local street and qualifies for the posting of a prima facie speed of 25 MPH |  |                  |    |        |  |

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**City of Brawley  
California  
Engineering and Traffic Survey**

**Street:** Cesar Chavez Street  
**Limits:** Between River Drive and B Street

Field Observer: TSE  
Checked By: C. Hui Lai  
Date: 6-29-11

| Factors  | Direction: North/ South  |
|--|--|
| <b><u>A. Prevailing Speed Data</u></b>           |  |
| Location of Survey                               | s/o Magnolia Street  |
| 85th Percentile                                  | 32 mph   |
| 10 mph Pace                                      | 24 mph to 33 mph   |
| Percent in Pace                                  | 100%   |
| <b><u>B. Collision History</u></b>               |  |
| Date Range Covered                               | 1/1/2008 to 12/31/2009 ( 2 YEARS )   |
| Total Collisions                                 | 0  |
| Collision Rate (Acc/MVM)                         | 0  |
| Expected Collision Rate                          | 1.55   |
| <b><u>C. Traffic Factors</u></b>                 |  |
| Average Daily Traffic                            | 1,500  |
| Length of Segment                                | 0.25 mile  |
| Lane Configuration                               | 2 lanes  |
| Street Classification                            | Collector Street   |
| <b><u>D. Conditions Not Readily Apparent</u></b> |  |
| Conditions                                       | -  |
| Roadway Geometrics                               | -  |
| Other Comments:                                  | Narrow street due to curbside parking on both sides of the street, high volume of youth pedestrian traffic crossing Cesar Chavez Street to attend Brawley Union High School. |
| <b><u>E. Adjacent Land Use</u></b>               |  |
|  | Residential  |
| Posted Speed Limit                               | None   |
| Speed Limit Change?                              | -  |
| Recommended Speed Limit                          | 25 mph <span style="float: right;">Loc. #12</span>   |

**Certification**  
I hereby certify, under penalty of perjury, that the attached is  
A true and correct copy of the original document which is on  
File in this office.  
EXECUTED ON \_\_\_\_\_  
\_\_\_\_\_  
City of Brawley, California  
\_\_\_\_\_  
City Clerk

Prepared by: *C. Hui Lai*  
C. Hui Lai, City Traffic Engineer



| CITY OF BRAWLEY CALIFORNIA |                 |           |              |                    |                 |           |           | ENGINEERING AND TRAFFIC SURVEY   |  |                  |    |     |  |
|----------------------------|-----------------|-----------|--------------|--------------------|-----------------|-----------|-----------|--|--|------------------|----|-----|--|
| VEHICLES SURVEYED          |                 |           |              |                    |                 |           |           | ROADWAY: CEASAR CHAVEZ   |  |                  |    |     |  |
| NORTH / SOUTH BOUND        |                 |           |              | EAST / WEST BOUND  |                 |           |           | SEGMENT: E B ST TO E RIVER DRIVE   |  |                  |    |     |  |
| SPEED (MPH)                | NO. OF VEHICLES | PERCENT T | CUM. PERCENT | SPEED (MPH)        | NO. OF VEHICLES | PERCENT T | PERCENT T | PREVAILING SPEED DATA  |  |                  |    |     |  |
| 18                         |                 | 0.0       | 0.0          | 18                 |                 |           |           | DIRECTION  |  | NORTH/SOUTHBOUND |    |     |  |
| 19                         |                 | 0.0       | 0.0          | 19                 |                 |           |           | DATE AND TIME OF SURVEY  |  | 06/29/11         |    | 7AM |  |
| 20                         |                 | 0.0       | 0.0          | 20                 |                 |           |           | 85TH PERCENTILE (MPH)  |  | 32               |    |     |  |
| 21                         |                 | 0.0       | 0.0          | 21                 |                 |           |           | 10 MPH PACE  |  | 24               | TO | 33  |  |
| 22                         |                 | 0.0       | 0.0          | 22                 |                 |           |           | PERCENT IN PACE  |  | 100.00           |    |     |  |
| 23                         |                 | 0.0       | 0.0          | 23                 |                 |           |           | EXISTING POSTED SPEED LIMIT (MPH)  |  | NONE             |    |     |  |
| 24                         |                 | 0.0       | 0.0          | 24                 |                 |           |           | RECOMMENDED SPEED LIMIT (MPH)  |  | 25 MPH           |    |     |  |
| 25                         | 2               | 4.0       | 4.0          | 25                 |                 |           |           | REMARK:<br>1. 85th percentile speed of 32 MPH indicates a posted speed limit of 30 MPH. However, high volume of youth pedestrian traffic crossing Cesar Chavez Street to attend Brawley Union High School justifies the posting of a 25 MPH speed limit. |  |                  |    |     |  |
| 26                         | 3               | 6.0       | 10.0         | 26                 |                 |           |           |  |  |                  |    |     |  |
| 27                         | 1               | 2.0       | 12.0         | 27                 |                 |           |           |  |  |                  |    |     |  |
| 28                         | 10              | 20.0      | 32.0         | 28                 |                 |           |           |  |  |                  |    |     |  |
| 29                         | 8               | 16.0      | 48.0         | 29                 |                 |           |           |  |  |                  |    |     |  |
| 30                         | 9               | 18.0      | 66.0         | 30                 |                 |           |           |  |  |                  |    |     |  |
| 31                         | 2               | 4.0       | 70.0         | 31                 |                 |           |           |  |  |                  |    |     |  |
| 32                         | 10              | 20.0      | 90.0         | 32                 |                 |           |           |  |  |                  |    |     |  |
| 33                         | 5               | 10.0      | 100.0        | 33                 |                 |           |           |  |  |                  |    |     |  |
| 34                         |                 | 0.0       | 100.0        | 34                 |                 |           |           |  |  |                  |    |     |  |
| 35                         |                 | 0.0       | 100.0        | 35                 |                 |           |           |  |  |                  |    |     |  |
| 36                         |                 | 0.0       | 100.0        | 36                 |                 |           |           |  |  |                  |    |     |  |
| 37                         |                 | 0.0       | 100.0        | 37                 |                 |           |           |  |  |                  |    |     |  |
| 38                         |                 | 0.0       | 100.0        | 38                 |                 |           |           |  |  |                  |    |     |  |
| 39                         |                 | 0.0       | 100.0        | 39                 |                 |           |           |  |  |                  |    |     |  |
| 40                         |                 | 0.0       | 100.0        | 40                 |                 |           |           |  |  |                  |    |     |  |
| 41                         |                 | 0.0       | 100.0        | 41                 |                 |           |           |  |  |                  |    |     |  |
| 42                         |                 | 0.0       | 100.0        | 42                 |                 |           |           |  |  |                  |    |     |  |
| 43                         |                 | 0.0       | 100.0        | 43                 |                 |           |           |  |  |                  |    |     |  |
| 44                         |                 | 0.0       | 100.0        | 44                 |                 |           |           |  |  |                  |    |     |  |
| 45                         |                 | 0.0       | 100.0        | 45                 |                 |           |           |  |  |                  |    |     |  |
| 46                         |                 | 0.0       | 100.0        | 46                 |                 |           |           |  |  |                  |    |     |  |
| 47                         |                 | 0.0       | 100.0        | 47                 |                 |           |           |  |  |                  |    |     |  |
| 48                         |                 | 0.0       | 100.0        | 48                 |                 |           |           |  |  |                  |    |     |  |
| 49                         |                 | 0.0       | 100.0        | 49                 |                 |           |           |  |  |                  |    |     |  |
| 50                         |                 | 0.0       | 100.0        | 50                 |                 |           |           |  |  |                  |    |     |  |
| 51                         |                 | 0.0       | 100.0        | 51                 |                 |           |           |  |  |                  |    |     |  |
| 52                         |                 | 0.0       | 100.0        | 52                 |                 |           |           |  |  |                  |    |     |  |
| 53                         |                 | 0.0       | 100.0        | 53                 |                 |           |           |  |  |                  |    |     |  |
| 54                         |                 | 0.0       | 100.0        | 54                 |                 |           |           |  |  |                  |    |     |  |
| 55                         |                 | 0.0       | 100.0        | 55                 |                 |           |           |  |  |                  |    |     |  |
| 56                         |                 | 0.0       | 100.0        | 56                 |                 |           |           |  |  |                  |    |     |  |
| 57                         |                 | 0.0       | 100.0        | 57                 |                 |           |           |  |  |                  |    |     |  |
| 58                         |                 | 0.0       | 100.0        | 58                 |                 |           |           |  |  |                  |    |     |  |
| 59                         |                 | 0.0       | 100.0        | 59                 |                 |           |           |  |  |                  |    |     |  |
| 60                         |                 | 0.0       | 100.0        | 60                 |                 |           |           |  |  |                  |    |     |  |
| 61                         |                 | 0.0       | 100.0        | 61                 |                 |           |           |  |  |                  |    |     |  |
| 62                         |                 | 0.0       | 100.0        | 62                 |                 |           |           |  |  |                  |    |     |  |
| 63                         |                 | 0.0       | 100.0        | 63                 |                 |           |           |  |  |                  |    |     |  |
| 64                         |                 | 0.0       | 100.0        | 64                 |                 |           |           |  |  |                  |    |     |  |
| 65                         |                 | 0.0       | 100.0        | 65                 |                 |           |           |  |  |                  |    |     |  |
| 66                         |                 | 0.0       | 100.0        | 66                 |                 |           |           |  |  |                  |    |     |  |
| 67                         |                 | 0.0       | 100.0        | 67                 |                 |           |           |  |  |                  |    |     |  |
| 68                         |                 | 0.0       | 100.0        | 68                 |                 |           |           |  |  |                  |    |     |  |
| 69                         |                 | 0.0       | 100.0        | 69                 |                 |           |           |  |  |                  |    |     |  |
| 70                         |                 | 0.0       | 100.0        | 70                 |                 |           |           |  |  |                  |    |     |  |
| TOTAL NO VEHICLES          | 50              |           |              | TOTAL NO. VEHICLES | 0               |           |           |  |  |                  |    |     |  |

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**City of Brawley  
California  
Engineering and Traffic Survey**

**Street:** Cesar Chavez Street  
**Limits:** Between Main Street and B Street

Field Observer: TSE  
Checked By: C. Hui Lai  
Date: 6-29-11

| Factors  | Direction: North/ South  |
|--|--|
| <b><u>A. Prevailing Speed Data</u></b>           |  |
| Location of Survey                               | s/o C Street   |
| 85th Percentile                                  | 33 mph   |
| 10 mph Pace                                      | 25 mph to 34 mph   |
| Percent in Pace                                  | 95%  |
| <b><u>B. Collision History</u></b>               |  |
| Date Range Covered                               | 1/1/2008 to 12/31/2009 ( 2 YEARS )   |
| Total Collisions                                 | 0  |
| Collision Rate (Acc/MVM)                         | 0  |
| Expected Collision Rate                          | 1.55   |
| <b><u>C. Traffic Factors</u></b>                 |  |
| Average Daily Traffic                            | 1,500  |
| Length of Segment                                | 0.55 mile  |
| Lane Configuration                               | 2 lanes  |
| Street Classification                            | Collector Street   |
| <b><u>D. Conditions Not Readily Apparent</u></b> |  |
| Conditions                                       | -  |
| Roadway Geometrics                               | -  |
| Other Comments:                                  | Narrow street due to curbside parking on both sides of the street, high volume of youth pedestrian traffic crossing Cesar Chavez Street to attend Brawley Union High School. |
| <b><u>E. Adjacent Land Use</u></b>               |  |
|  | Residential  |
| Posted Speed Limit                               | None   |
| Speed Limit Change?                              | -  |
| Recommended Speed Limit                          | 25 mph   |
|  | Loc. #13   |

**Certification**  
I hereby certify, under penalty of perjury, that the attached is A true and correct copy of the original document which is on File in this office.  
EXECUTED ON \_\_\_\_\_  
\_\_\_\_\_  
City of Brawley, California  
\_\_\_\_\_  
City Clerk

Prepared by: *C. Hui Lai*  
C. Hui Lai, City Traffic Engineer



| CITY OF BRAWLEY CALIFORNIA |                 |           |              |                    |                 |           |           | ENGINEERING AND TRAFFIC SURVEY   |  |                     |    |        |  |
|----------------------------|-----------------|-----------|--------------|--------------------|-----------------|-----------|-----------|--|--|---------------------|----|--------|--|
| VEHICLES SURVEYED          |                 |           |              |                    |                 |           |           | ROADWAY:   |  | CEASAR CHAVEZ       |    |        |  |
| NORTH / SOUTH BOUND        |                 |           |              | EAST / WEST BOUND  |                 |           |           | SEGMENT:   |  | MAIN ST TO B STREET |    |        |  |
| SPEED (MPH)                | NO. OF VEHICLES | PERCENT T | CUM. PERCENT | SPEED (MPH)        | NO. OF VEHICLES | PERCENT T | PERCENT T | PREVAILING SPEED DATA  |  |                     |    |        |  |
| 18                         |                 | 0.0       | 0.0          | 18                 |                 |           |           | DIRECTION  |  | NORTH/SOUTHBOUND    |    |        |  |
| 19                         |                 | 0.0       | 0.0          | 19                 |                 |           |           | DATE AND TIME OF SURVEY  |  | 06/29/11            |    | 8:30AM |  |
| 20                         |                 | 0.0       | 0.0          | 20                 |                 |           |           | 85TH PERCENTILE (MPH)  |  | 33                  |    |        |  |
| 21                         |                 | 0.0       | 0.0          | 21                 |                 |           |           | 10 MPH PACE  |  | 25                  | TO | 34     |  |
| 22                         |                 | 0.0       | 0.0          | 22                 |                 |           |           | PERCENT IN PACE  |  | 95.00               |    |        |  |
| 23                         |                 | 0.0       | 0.0          | 23                 |                 |           |           | EXISTING POSTED SPEED LIMIT (MPH)  |  | NONE                |    |        |  |
| 24                         |                 | 0.0       | 0.0          | 24                 |                 |           |           | RECOMMENDED SPEED LIMIT (MPH)  |  | 25 MPH              |    |        |  |
| 25                         | 12              | 12.0      | 12.0         | 25                 |                 |           |           |  |  |                     |    |        |  |
| 26                         | 7               | 7.0       | 19.0         | 26                 |                 |           |           |  |  |                     |    |        |  |
| 27                         | 6               | 6.0       | 25.0         | 27                 |                 |           |           |  |  |                     |    |        |  |
| 28                         | 9               | 9.0       | 34.0         | 28                 |                 |           |           |  |  |                     |    |        |  |
| 29                         | 11              | 11.0      | 45.0         | 29                 |                 |           |           |  |  |                     |    |        |  |
| 30                         | 5               | 5.0       | 50.0         | 30                 |                 |           |           |  |  |                     |    |        |  |
| 31                         | 20              | 20.0      | 70.0         | 31                 |                 |           |           |  |  |                     |    |        |  |
| 32                         | 11              | 11.0      | 81.0         | 32                 |                 |           |           |  |  |                     |    |        |  |
| 33                         | 6               | 6.0       | 87.0         | 33                 |                 |           |           |  |  |                     |    |        |  |
| 34                         | 8               | 8.0       | 95.0         | 34                 |                 |           |           |  |  |                     |    |        |  |
| 35                         | 5               | 5.0       | 100.0        | 35                 |                 |           |           |  |  |                     |    |        |  |
| 36                         |                 | 0.0       | 100.0        | 36                 |                 |           |           |  |  |                     |    |        |  |
| 37                         |                 | 0.0       | 100.0        | 37                 |                 |           |           |  |  |                     |    |        |  |
| 38                         |                 | 0.0       | 100.0        | 38                 |                 |           |           |  |  |                     |    |        |  |
| 39                         |                 | 0.0       | 100.0        | 39                 |                 |           |           |  |  |                     |    |        |  |
| 40                         |                 | 0.0       | 100.0        | 40                 |                 |           |           |  |  |                     |    |        |  |
| 41                         |                 | 0.0       | 100.0        | 41                 |                 |           |           |  |  |                     |    |        |  |
| 42                         |                 | 0.0       | 100.0        | 42                 |                 |           |           |  |  |                     |    |        |  |
| 43                         |                 | 0.0       | 100.0        | 43                 |                 |           |           |  |  |                     |    |        |  |
| 44                         |                 | 0.0       | 100.0        | 44                 |                 |           |           |  |  |                     |    |        |  |
| 45                         |                 | 0.0       | 100.0        | 45                 |                 |           |           |  |  |                     |    |        |  |
| 46                         |                 | 0.0       | 100.0        | 46                 |                 |           |           |  |  |                     |    |        |  |
| 47                         |                 | 0.0       | 100.0        | 47                 |                 |           |           |  |  |                     |    |        |  |
| 48                         |                 | 0.0       | 100.0        | 48                 |                 |           |           |  |  |                     |    |        |  |
| 49                         |                 | 0.0       | 100.0        | 49                 |                 |           |           |  |  |                     |    |        |  |
| 50                         |                 | 0.0       | 100.0        | 50                 |                 |           |           |  |  |                     |    |        |  |
| 51                         |                 | 0.0       | 100.0        | 51                 |                 |           |           |  |  |                     |    |        |  |
| 52                         |                 | 0.0       | 100.0        | 52                 |                 |           |           |  |  |                     |    |        |  |
| 53                         |                 | 0.0       | 100.0        | 53                 |                 |           |           |  |  |                     |    |        |  |
| 54                         |                 | 0.0       | 100.0        | 54                 |                 |           |           |  |  |                     |    |        |  |
| 55                         |                 | 0.0       | 100.0        | 55                 |                 |           |           |  |  |                     |    |        |  |
| 56                         |                 | 0.0       | 100.0        | 56                 |                 |           |           |  |  |                     |    |        |  |
| 57                         |                 | 0.0       | 100.0        | 57                 |                 |           |           |  |  |                     |    |        |  |
| 58                         |                 | 0.0       | 100.0        | 58                 |                 |           |           |  |  |                     |    |        |  |
| 59                         |                 | 0.0       | 100.0        | 59                 |                 |           |           |  |  |                     |    |        |  |
| 60                         |                 | 0.0       | 100.0        | 60                 |                 |           |           |  |  |                     |    |        |  |
| 61                         |                 | 0.0       | 100.0        | 61                 |                 |           |           |  |  |                     |    |        |  |
| 62                         |                 | 0.0       | 100.0        | 62                 |                 |           |           |  |  |                     |    |        |  |
| 63                         |                 | 0.0       | 100.0        | 63                 |                 |           |           |  |  |                     |    |        |  |
| 64                         |                 | 0.0       | 100.0        | 64                 |                 |           |           |  |  |                     |    |        |  |
| 65                         |                 | 0.0       | 100.0        | 65                 |                 |           |           |  |  |                     |    |        |  |
| 66                         |                 | 0.0       | 100.0        | 66                 |                 |           |           |  |  |                     |    |        |  |
| 67                         |                 | 0.0       | 100.0        | 67                 |                 |           |           |  |  |                     |    |        |  |
| 68                         |                 | 0.0       | 100.0        | 68                 |                 |           |           |  |  |                     |    |        |  |
| 69                         |                 | 0.0       | 100.0        | 69                 |                 |           |           |  |  |                     |    |        |  |
| 70                         |                 | 0.0       | 100.0        | 70                 |                 |           |           |  |  |                     |    |        |  |
| TOTAL NO. VEHICLES         | 100             |           |              | TOTAL NO. VEHICLES | 0               |           |           | REMARK:<br>1. 85th percentile speed of 32 MPH indicates a posted speed limit of 30 MPH. However, high volume of youth pedestrian traffic crossing Cesar Chavez Street to attend Brawley Union High School justifies the posting of a 25 MPH speed limit. |  |                     |    |        |  |

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**City of Brawley  
California  
Engineering and Traffic Survey**

**Street:** Cesar Chavez Street  
**Limits:** Between Main Street and Malan Street

**Field Observer:** TSE  
**Checked By:** C. Hui Lai  
**Date:** 6-29-11

|  |   |
|--|---|
| <b>Factors</b>                                   | <b>Direction:</b> North/ South  |
| <b><u>A. Prevailing Speed Data</u></b>           |   |
| Location of Survey                               | s/o I street  |
| 85th Percentile                                  | 36 mph  |
| 10 mph Pace                                      | 25 mph to 34 mph  |
| Percent in Pace                                  | 71%   |
| <b><u>B. Collision History</u></b>               |   |
| Date Range Covered                               | 1/1/2008 to 12/31/2009 ( 2 YEARS )  |
| Total Collisions                                 | 3   |
| Collision Rate (Acc/MVM)                         | 5.75  |
| Expected Collision Rate                          | 1.55  |
| <b><u>C. Traffic Factors</u></b>                 |   |
| Average Daily Traffic                            | 1,300   |
| Length of Segment                                | 0.55 mile   |
| Lane Configuration                               | 2 lanes   |
| Street Classification                            | Collector Street  |
| <b><u>D. Conditions Not Readily Apparent</u></b> |   |
| Conditions                                       | -   |
| Roadway Geometrics                               | -   |
| Comments:  | Narrow street due to curbside parking on both sides of the street, higher than City average traffic accident rate, potentially high conflict between vehicular and pedestrian traffic to and from the park, youth and toddler playground, and community center. |
| <b><u>E. Adjacent Land Use</u></b>               |   |
|  | Residential, School, Park, Playground, Community Center   |
| Posted Speed Limit                               | None  |
| Speed Limit Change?                              | -   |
| Recommended Speed Limit                          | 25 mph  |

Loc. #14

**Certification**

I hereby certify, under penalty of perjury, that the attached is A true and correct copy of the original document which is on File in this office.

EXECUTED ON

\_\_\_\_\_  
City of Brawley, California

\_\_\_\_\_  
City Clerk

Prepared by: *C. Hui Lai*  
C. Hui Lai, City Traffic Engineer



| CITY OF BRAWLEY CALIFORNIA |                |           |             |                   |                 |           |           | ENGINEERING AND TRAFFIC SURVEY    |  |                        |  |      |  |    |  |  |  |
|----------------------------|----------------|-----------|-------------|-------------------|-----------------|-----------|-----------|-----------------------------------|--|------------------------|--|------|--|----|--|--|--|
| VEHICLES SURVEYED          |                |           |             |                   |                 |           |           | ROADWAY:                          |  | CEASAR CHAVEZ          |  |      |  |    |  |  |  |
| NORTH / SOUTH BOUND        |                |           |             | EAST / WEST BOUND |                 |           |           | SEGMENT:                          |  | MALAN ST TO E. MAIN ST |  |      |  |    |  |  |  |
| SPEED (MPH)                | NO OF VEHICLES | PERCENT T | CUM PERCENT | SPEED (MPH)       | NO. OF VEHICLES | PERCENT T | PERCENT T | PREVAILING SPEED DATA             |  |                        |  |      |  |    |  |  |  |
| 18                         |                | 0.0       | 0.0         | 18                |                 |           |           | DIRECTION                         |  | NORTH/SOUTHBOUND       |  |      |  |    |  |  |  |
| 19                         |                | 0.0       | 0.0         | 19                |                 |           |           | DATE AND TIME OF SURVEY           |  | 06/29/11               |  | 11AM |  |    |  |  |  |
| 20                         |                | 0.0       | 0.0         | 20                |                 |           |           | 85TH PERCENTILE (MPH)             |  | 36                     |  |      |  |    |  |  |  |
| 21                         |                | 0.0       | 0.0         | 21                |                 |           |           | 10 MPH PACE                       |  | 25                     |  | TO   |  | 34 |  |  |  |
| 22                         | 1              | 1.0       | 1.0         | 22                |                 |           |           | PERCENT IN PACE                   |  | 71.00                  |  |      |  |    |  |  |  |
| 23                         | 1              | 1.0       | 2.0         | 23                |                 |           |           | EXISTING POSTED SPEED LIMIT (MPH) |  | NONE                   |  |      |  |    |  |  |  |
| 24                         | 5              | 5.0       | 7.0         | 24                |                 |           |           | RECOMMENDED SPEED LIMIT (MPH)     |  | 25 MPH                 |  |      |  |    |  |  |  |
| 25                         | 6              | 6.0       | 13.0        | 25                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 26                         | 3              | 3.0       | 16.0        | 26                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 27                         | 6              | 6.0       | 22.0        | 27                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 28                         | 6              | 6.0       | 28.0        | 28                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 29                         | 4              | 4.0       | 32.0        | 29                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 30                         | 12             | 12.0      | 44.0        | 30                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 31                         | 8              | 8.0       | 52.0        | 31                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 32                         | 6              | 6.0       | 58.0        | 32                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 33                         | 11             | 11.0      | 69.0        | 33                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 34                         | 9              | 9.0       | 78.0        | 34                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 35                         | 4              | 4.0       | 82.0        | 35                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 36                         | 5              | 5.0       | 87.0        | 36                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 37                         | 3              | 3.0       | 90.0        | 37                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 38                         | 6              | 6.0       | 96.0        | 38                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 39                         | 1              | 1.0       | 97.0        | 39                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 40                         | 1              | 1.0       | 98.0        | 40                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 41                         | 2              | 2.0       | 100.0       | 41                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 42                         |                | 0.0       | 100.0       | 42                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 43                         |                | 0.0       | 100.0       | 43                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 44                         |                | 0.0       | 100.0       | 44                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 45                         |                | 0.0       | 100.0       | 45                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 46                         |                | 0.0       | 100.0       | 46                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 47                         |                | 0.0       | 100.0       | 47                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 48                         |                | 0.0       | 100.0       | 48                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 49                         |                | 0.0       | 100.0       | 49                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 50                         |                | 0.0       | 100.0       | 50                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 51                         |                | 0.0       | 100.0       | 51                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 52                         |                | 0.0       | 100.0       | 52                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 53                         |                | 0.0       | 100.0       | 53                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 54                         |                | 0.0       | 100.0       | 54                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 55                         |                | 0.0       | 100.0       | 55                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 56                         |                | 0.0       | 100.0       | 56                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 57                         |                | 0.0       | 100.0       | 57                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 58                         |                | 0.0       | 100.0       | 58                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 59                         |                | 0.0       | 100.0       | 59                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 60                         |                | 0.0       | 100.0       | 60                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 61                         |                | 0.0       | 100.0       | 61                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 62                         |                | 0.0       | 100.0       | 62                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 63                         |                | 0.0       | 100.0       | 63                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 64                         |                | 0.0       | 100.0       | 64                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 65                         |                | 0.0       | 100.0       | 65                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 66                         |                | 0.0       | 100.0       | 66                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 67                         |                | 0.0       | 100.0       | 67                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 68                         |                | 0.0       | 100.0       | 68                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 69                         |                | 0.0       | 100.0       | 69                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| 70                         |                | 0.0       | 100.0       | 70                |                 |           |           |                                   |  |                        |  |      |  |    |  |  |  |
| TOTAL NO VEHICLES          | 100            |           |             | TOTAL NO VEHICLES | 0               |           |           | REMARK:                           |  |                        |  |      | 1. Potentially high conflict between vehicular and pedestrian traffic to and from the park, youth and toddler playground, and community center and high accident rate justify the posting of a 25 MPH speed limit. |    |  |  |  |
|                            |                |           |             |                   |                 |           |           |                                   |  |                        |  |      | 2. Traffic enforcement is strongly recommended   |    |  |  |  |

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City of Brawley  
California  
Engineering and Traffic Survey

Street: Malan Street  
Limits: Between Eastern and Old Highway III

Field Observer: TSE  
Checked By: C. Hui Lai  
Date: 6/27/11

|  |                                    |
|--|------------------------------------|
| <b>Factors</b>                                   | <b>Direction: East / West</b>      |
| <b><u>A. Prevailing Speed Data</u></b>           |                                    |
| Location of Survey                               | e/o 18 <sup>th</sup> St.           |
| 85th Percentile                                  | 37 mph                             |
| 10 mph Pace                                      | 29 mph to 38 mph                   |
| Percent in Pace                                  | 89%                                |
| <b><u>B. Collision History</u></b>               |                                    |
| Date Range Covered                               | 1/1/2008 to 12/31/2009 ( 2 YEARS ) |
| Total Collisions                                 | 0                                  |
| Collision Rate (Acc/MVM)                         | 0                                  |
| Expected Collision Rate                          | 1.55                               |
| <b><u>C. Traffic Factors</u></b>                 |                                    |
| Average Daily Traffic                            | 2,010                              |
| Length of Segment                                | 0.54 mile                          |
| Lane Configuration                               | 2 lanes                            |
| Street Classification                            | Minor Arterial                     |
| <b><u>D. Conditions Not Readily Apparent</u></b> |                                    |
| Conditions                                       | -                                  |
| Roadway Geometrics                               | -                                  |
| Other Comments:                                  | -                                  |
| <b><u>E. Adjacent Land Use</u></b>               |                                    |
|  | Residential, Open Space            |
| Posted Speed Limit                               | None                               |
| Speed Limit Change?                              | -                                  |
| Recommended Speed Limit                          | 30 mph                             |
|  | Loc. #15                           |

**Certification**  
I hereby certify, under penalty of perjury, that the attached is  
A true and correct copy of the original document which is on  
File in this office.  
EXECUTED ON \_\_\_\_\_  
\_\_\_\_\_  
City of Brawley, California  
\_\_\_\_\_  
City Clerk

Prepared by: C. Hui Lai  
C. Hui Lai, City Traffic Engineer



| CITY OF BRAWLEY, CALIFORNIA |                |           |              |                     |                |           |           | ENGINEERING AND TRAFFIC SURVEY  |                        |                |    |                    |  |   |  |
|-----------------------------|----------------|-----------|--------------|---------------------|----------------|-----------|-----------|---|------------------------|----------------|----|--------------------|--|---|--|
| VEHICLES SURVEYED           |                |           |              |                     |                |           |           | ROADWAY:  | MALAN                  |                |    |                    |  |   |  |
| EAST / WEST BOUND           |                |           |              | NORTH / SOUTH BOUND |                |           |           | SEGMENT:  | EASTERN TO OLD HWY 111 |                |    |                    |  |   |  |
| SPEED (MPH)                 | NO OF VEHICLES | PERCENT T | CUM. PERCENT | SPEED (MPH)         | NO OF VEHICLES | PERCENT T | PERCENT T | PREVAILING SPEED DATA   |                        |                |    |                    |  |   |  |
| 18                          |                | 0.0       | 0.0          | 18                  |                |           |           | DIRECTION   |                        | EAST/WESTBOUND |    |                    |  |   |  |
| 19                          |                | 0.0       | 0.0          | 19                  |                |           |           | DATE AND TIME OF SURVEY   |                        | 06/27/11       |    | 5PM                |  |   |  |
| 20                          |                | 0.0       | 0.0          | 20                  |                |           |           | 85TH PERCENTILE (MPH)   |                        | 37             |    |                    |  |   |  |
| 21                          |                | 0.0       | 0.0          | 21                  |                |           |           | 10 MPH PACE   |                        | 29             | TO | 38                 |  |   |  |
| 22                          |                | 0.0       | 0.0          | 22                  |                |           |           | PERCENT IN PACE   |                        | 89.00          |    |                    |  |   |  |
| 23                          |                | 0.0       | 0.0          | 23                  |                |           |           | EXISTING POSTED SPEED LIMIT (MPH)   |                        | NONE           |    |                    |  |   |  |
| 24                          |                | 0.0       | 0.0          | 24                  |                |           |           | RECOMMENDED SPEED LIMIT (MPH)   |                        | 30 MPH         |    |                    |  |   |  |
| 25                          |                | 0.0       | 0.0          | 25                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 26                          |                | 0.0       | 0.0          | 26                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 27                          |                | 0.0       | 0.0          | 27                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 28                          |                | 0.0       | 0.0          | 28                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 29                          | 7              | 7.0       | 7.0          | 29                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 30                          | 5              | 5.0       | 12.0         | 30                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 31                          | 10             | 10.0      | 22.0         | 31                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 32                          | 4              | 4.0       | 26.0         | 32                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 33                          | 15             | 15.0      | 41.0         | 33                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 34                          | 10             | 10.0      | 51.0         | 34                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 35                          | 13             | 13.0      | 64.0         | 35                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 36                          | 10             | 10.0      | 74.0         | 36                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 37                          | 8              | 8.0       | 82.0         | 37                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 38                          | 7              | 7.0       | 89.0         | 38                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 39                          | 4              | 4.0       | 93.0         | 39                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 40                          | 5              | 5.0       | 98.0         | 40                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 41                          | 1              | 1.0       | 99.0         | 41                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 42                          | 1              | 1.0       | 100.0        | 42                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 43                          |                | 0.0       | 100.0        | 43                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 44                          |                | 0.0       | 100.0        | 44                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 45                          |                | 0.0       | 100.0        | 45                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 46                          |                | 0.0       | 100.0        | 46                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 47                          |                | 0.0       | 100.0        | 47                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 48                          |                | 0.0       | 100.0        | 48                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 49                          |                | 0.0       | 100.0        | 49                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 50                          |                | 0.0       | 100.0        | 50                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 51                          |                | 0.0       | 100.0        | 51                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 52                          |                | 0.0       | 100.0        | 52                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 53                          |                | 0.0       | 100.0        | 53                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 54                          |                | 0.0       | 100.0        | 54                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 55                          |                | 0.0       | 100.0        | 55                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 56                          |                | 0.0       | 100.0        | 56                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 57                          |                | 0.0       | 100.0        | 57                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 58                          |                | 0.0       | 100.0        | 58                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 59                          |                | 0.0       | 100.0        | 59                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 60                          |                | 0.0       | 100.0        | 60                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 61                          |                | 0.0       | 100.0        | 61                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 62                          |                | 0.0       | 100.0        | 62                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 63                          |                | 0.0       | 100.0        | 63                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 64                          |                | 0.0       | 100.0        | 64                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 65                          |                | 0.0       | 100.0        | 65                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 66                          |                | 0.0       | 100.0        | 66                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 67                          |                | 0.0       | 100.0        | 67                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 68                          |                | 0.0       | 100.0        | 68                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 69                          |                | 0.0       | 100.0        | 69                  |                |           |           |   |                        |                |    |                    |  |   |  |
| 70                          |                | 0.0       | 100.0        | 70                  |                |           |           |   |                        |                |    |                    |  |   |  |
| TOTAL NO. VEHICLES          |                |           |              |                     |                |           |           | 100   |                        |                |    | TOTAL NO. VEHICLES |  | 0 |  |
|                             |                |           |              |                     |                |           |           | REMARK:   |                        |                |    |                    |  |   |  |
|                             |                |           |              |                     |                |           |           | 1. Excessive traffic speeding. Lack of adequate posting of speed limit signs is the primary cause of excessive traffic speeding.  |                        |                |    |                    |  |   |  |
|                             |                |           |              |                     |                |           |           | 2. Apply traffic enforcement as much as manpower permits.   |                        |                |    |                    |  |   |  |
|                             |                |           |              |                     |                |           |           | 3. 85th percentile speed of 37 MPH indicates a posted speed limit of 35 MPH. However, the need to maintain continuity with the 30 MPH speed limit west of Eastern justifies the reduction of the mandated speed limit of 35 MPH to 30 MPH |                        |                |    |                    |  |   |  |
|                             |                |           |              |                     |                |           |           | 4. Re-conduct radar speed survey after the implementation of police traffic calming.  |                        |                |    |                    |  |   |  |

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**City of Brawley  
California  
Engineering and Traffic Survey**

**Street:** Malan Street  
**Limits:** Between Eastern Street and Cesar Chavez Street

Field Observer: TSE  
Checked By: C. Hui Lai  
Date: 6/27/11

| Factors  | Direction: East/West                                    |
|--|---|
| <b><u>A. Prevailing Speed Data</u></b>           |   |
| Location of Survey                               | e/o Palm Avenue   |
| 85th Percentile                                  | 37 mph  |
| 10 mph Pace                                      | 28 mph to 37 mph  |
| Percent in Pace                                  | 94%   |
| <b><u>B. Collision History</u></b>               |   |
| Date Range Covered                               | 1/1/2008 to 12/31/2009 ( 2 YEARS )                      |
| Total Collisions                                 | 0   |
| Collision Rate (Acc/MVM)                         | 0   |
| Expected Collision Rate                          | 1.55  |
| <b><u>C. Traffic Factors</u></b>                 |   |
| Average Daily Traffic                            | 3,920   |
| Length of Segment                                | 0.54 mile   |
| Lane Configuration                               | 2 lanes   |
| Street Classification                            | Minor Arterial  |
| <b><u>D. Conditions Not Readily Apparent</u></b> |   |
| Conditions                                       | -   |
| Roadway Geometrics                               | -   |
| Other Comments:                                  | -   |
| <b><u>E. Adjacent Land Use</u></b>               |   |
|  | Residential, Elementary School, Open Space (South Side) |
| Posted Speed Limit                               | 25 mph  |
| Speed Limit Change?                              | Yes   |
| Recommended Speed Limit                          | 30 mph  |
|  | Loc. #16  |

**Certification**  
I hereby certify, under penalty of perjury, that the attached is  
A true and correct copy of the original document which is on  
File in this office.  
EXECUTED ON \_\_\_\_\_  
\_\_\_\_\_  
City of Brawley, California  
\_\_\_\_\_  
City Clerk

Prepared by: *C. Hui Lai*  
C. Hui Lai, City Traffic Engineer



| CITY OF BRAWLEY, CALIFORNIA |                 |           |              | ENGINEERING AND TRAFFIC SURVEY |                 |           |           |  |  |                |    |        |  |  |
|-----------------------------|-----------------|-----------|--------------|--------------------------------|-----------------|-----------|-----------|--|--|----------------|----|--------|--|--|
| VEHICLES SURVEYED           |                 |           |              | ROADWAY: MALAN                 |                 |           |           |  |  |                |    |        |  |  |
| EAST / WEST BOUND           |                 |           |              | NORTH / SOUTH BOUND            |                 |           |           | SEGMENT: EASTERN TO CEASAR CHAVEZ  |  |                |    |        |  |  |
| SPEED (MPH)                 | NO. OF VEHICLES | PERCENT T | CUM. PERCENT | SPEED (MPH)                    | NO. OF VEHICLES | PERCENT T | PERCENT T | PREVAILING SPEED DATA  |  |                |    |        |  |  |
| 18                          |                 | 0.0       | 0.0          | 18                             |                 |           |           | DIRECTION  |  | EAST/WESTBOUND |    |        |  |  |
| 19                          |                 | 0.0       | 0.0          | 19                             |                 |           |           | DATE AND TIME OF SURVEY  |  | 06/27/11       |    | 5:30PM |  |  |
| 20                          |                 | 0.0       | 0.0          | 20                             |                 |           |           | 85TH PERCENTILE (MPH)  |  | 37             |    |        |  |  |
| 21                          |                 | 0.0       | 0.0          | 21                             |                 |           |           | 10 MPH PACE  |  | 28             | TO | 37     |  |  |
| 22                          |                 | 0.0       | 0.0          | 22                             |                 |           |           | PERCENT IN PACE  |  | 94.00          |    |        |  |  |
| 23                          |                 | 0.0       | 0.0          | 23                             |                 |           |           | EXISTING POSTED SPEED LIMIT (MPH)  |  | 25 MPH         |    |        |  |  |
| 24                          |                 | 0.0       | 0.0          | 24                             |                 |           |           | RECOMMENDED SPEED LIMIT (MPH)  |  | 30 MPH         |    |        |  |  |
| 25                          |                 | 0.0       | 0.0          | 25                             |                 |           |           | REMARK:<br>1. Excessive traffic speeding.<br><br>2. Apply traffic enforcement as much as manpower permits.<br><br>3. 85th percentile speed of 37 MPH indicates a posted speed limit of 35 MPH. However, the need to maintain continuity with the 30 MPH speed limit west of Cesar Chavez Street and the school zone justify the reduction of the mandated speed limit to 30 MPH.<br><br>4. Re-conduct radar speed survey after the implementation of police traffic calming. |  |                |    |        |  |  |
| 26                          | 1               | 1.0       | 1.0          | 26                             |                 |           |           |  |  |                |    |        |  |  |
| 27                          |                 | 0.0       | 1.0          | 27                             |                 |           |           |  |  |                |    |        |  |  |
| 28                          | 3               | 3.0       | 4.0          | 28                             |                 |           |           |  |  |                |    |        |  |  |
| 29                          | 10              | 10.0      | 14.0         | 29                             |                 |           |           |  |  |                |    |        |  |  |
| 30                          | 1               | 1.0       | 15.0         | 30                             |                 |           |           |  |  |                |    |        |  |  |
| 31                          | 10              | 10.0      | 25.0         | 31                             |                 |           |           |  |  |                |    |        |  |  |
| 32                          | 5               | 5.0       | 30.0         | 32                             |                 |           |           |  |  |                |    |        |  |  |
| 33                          | 11              | 11.0      | 41.0         | 33                             |                 |           |           |  |  |                |    |        |  |  |
| 34                          | 15              | 15.0      | 56.0         | 34                             |                 |           |           |  |  |                |    |        |  |  |
| 35                          | 11              | 11.0      | 67.0         | 35                             |                 |           |           |  |  |                |    |        |  |  |
| 36                          | 13              | 13.0      | 80.0         | 36                             |                 |           |           |  |  |                |    |        |  |  |
| 37                          | 15              | 15.0      | 95.0         | 37                             |                 |           |           |  |  |                |    |        |  |  |
| 38                          | 1               | 1.0       | 96.0         | 38                             |                 |           |           |  |  |                |    |        |  |  |
| 39                          | 1               | 1.0       | 97.0         | 39                             |                 |           |           |  |  |                |    |        |  |  |
| 40                          | 2               | 2.0       | 99.0         | 40                             |                 |           |           |  |  |                |    |        |  |  |
| 41                          | 1               | 1.0       | 100.0        | 41                             |                 |           |           |  |  |                |    |        |  |  |
| 42                          |                 | 0.0       | 100.0        | 42                             |                 |           |           |  |  |                |    |        |  |  |
| 43                          |                 | 0.0       | 100.0        | 43                             |                 |           |           |  |  |                |    |        |  |  |
| 44                          |                 | 0.0       | 100.0        | 44                             |                 |           |           |  |  |                |    |        |  |  |
| 45                          |                 | 0.0       | 100.0        | 45                             |                 |           |           |  |  |                |    |        |  |  |
| 46                          |                 | 0.0       | 100.0        | 46                             |                 |           |           |  |  |                |    |        |  |  |
| 47                          |                 | 0.0       | 100.0        | 47                             |                 |           |           |  |  |                |    |        |  |  |
| 48                          |                 | 0.0       | 100.0        | 48                             |                 |           |           |  |  |                |    |        |  |  |
| 49                          |                 | 0.0       | 100.0        | 49                             |                 |           |           |  |  |                |    |        |  |  |
| 50                          |                 | 0.0       | 100.0        | 50                             |                 |           |           |  |  |                |    |        |  |  |
| 51                          |                 | 0.0       | 100.0        | 51                             |                 |           |           |  |  |                |    |        |  |  |
| 52                          |                 | 0.0       | 100.0        | 52                             |                 |           |           |  |  |                |    |        |  |  |
| 53                          |                 | 0.0       | 100.0        | 53                             |                 |           |           |  |  |                |    |        |  |  |
| 54                          |                 | 0.0       | 100.0        | 54                             |                 |           |           |  |  |                |    |        |  |  |
| 55                          |                 | 0.0       | 100.0        | 55                             |                 |           |           |  |  |                |    |        |  |  |
| 56                          |                 | 0.0       | 100.0        | 56                             |                 |           |           |  |  |                |    |        |  |  |
| 57                          |                 | 0.0       | 100.0        | 57                             |                 |           |           |  |  |                |    |        |  |  |
| 58                          |                 | 0.0       | 100.0        | 58                             |                 |           |           |  |  |                |    |        |  |  |
| 59                          |                 | 0.0       | 100.0        | 59                             |                 |           |           |  |  |                |    |        |  |  |
| 60                          |                 | 0.0       | 100.0        | 60                             |                 |           |           |  |  |                |    |        |  |  |
| 61                          |                 | 0.0       | 100.0        | 61                             |                 |           |           |  |  |                |    |        |  |  |
| 62                          |                 | 0.0       | 100.0        | 62                             |                 |           |           |  |  |                |    |        |  |  |
| 63                          |                 | 0.0       | 100.0        | 63                             |                 |           |           |  |  |                |    |        |  |  |
| 64                          |                 | 0.0       | 100.0        | 64                             |                 |           |           |  |  |                |    |        |  |  |
| 65                          |                 | 0.0       | 100.0        | 65                             |                 |           |           |  |  |                |    |        |  |  |
| 66                          |                 | 0.0       | 100.0        | 66                             |                 |           |           |  |  |                |    |        |  |  |
| 67                          |                 | 0.0       | 100.0        | 67                             |                 |           |           |  |  |                |    |        |  |  |
| 68                          |                 | 0.0       | 100.0        | 68                             |                 |           |           |  |  |                |    |        |  |  |
| 69                          |                 | 0.0       | 100.0        | 69                             |                 |           |           |  |  |                |    |        |  |  |
| 70                          |                 | 0.0       | 100.0        | 70                             |                 |           |           |  |  |                |    |        |  |  |
| TOTAL NO VEHICLES           | 100             |           |              | TOTAL NO. VEHICLES             | 0               |           |           |  |  |                |    |        |  |  |

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**City of Brawley  
California  
Engineering and Traffic Survey**

**Street:** Malan Street  
**Limits:** Between Cesar Chavez Street and Railroad Tracks

Field Observer: TSE  
Checked By: C. Hui Lai  
Date: 6/27/11

| <b>Factors</b>                                   | <b>Direction: East/West</b>                             |
|--|---|
| <b><u>A. Prevailing Speed Data</u></b>           |   |
| Location of Survey                               | w/o Vine Avenue   |
| 85th Percentile                                  | 38 mph  |
| 10 mph Pace                                      | 30 mph to 39 mph  |
| Percent in Pace                                  | 94%   |
| <b><u>B. Collision History</u></b>               |   |
| Date Range Covered                               | 1/1/2008 to 12/31/2009 ( 2 YEARS )                      |
| Total Collisions                                 | 0   |
| Collision Rate (Acc/MVM)                         | 0   |
| Expected Collision Rate                          | 1.55  |
| <b><u>C. Traffic Factors</u></b>                 |   |
| Average Daily Traffic                            | 3,920   |
| Length of Segment                                | 0.25 mile   |
| Lane Configuration                               | 2 lanes   |
| Street Classification                            | Minor Arterial  |
| <b><u>D. Conditions Not Readily Apparent</u></b> |   |
| Conditions                                       | -   |
| Roadway Geometrics                               | -   |
| Other Comments:                                  | -   |
| <b><u>E. Adjacent Land Use</u></b>               |   |
|  | Residential, Elementary School, Open Space (South Side) |
| Posted Speed Limit                               | 25 mph (south side of street only)                      |
| Speed Limit Change?                              | Yes   |
| Recommended Speed Limit                          | 30 mph  |
|  | Loc. #17  |

**Certification**  
I hereby certify, under penalty of perjury, that the attached is  
A true and correct copy of the original document which is on  
File in this office.  
EXECUTED ON \_\_\_\_\_  
\_\_\_\_\_  
City of Brawley, California  
\_\_\_\_\_  
City Clerk

Prepared by: C. Hui Lai  
C. Hui Lai, City Traffic Engineer



| CITY OF BRAWLEY, CALIFORNIA |                 |           |              |                     |                 |           |           | ENGINEERING AND TRAFFIC SURVEY    |  |                |    |   |  |     |  |
|-----------------------------|-----------------|-----------|--------------|---------------------|-----------------|-----------|-----------|-----------------------------------|--|----------------|----|---|--|-----|--|
| VEHICLES SURVEYED           |                 |           |              |                     |                 |           |           | ROADWAY: MALAN                    |  |                |    | SEGMENT: CEASAR CHAVEZ TO RAILROAD TRACKS |  |     |  |
| EAST / WEST BOUND           |                 |           |              | NORTH / SOUTH BOUND |                 |           |           | PREVAILING SPEED DATA             |  |                |    |   |  |     |  |
| SPEED (MPH)                 | NO. OF VEHICLES | PERCENT T | CUM. PERCENT | SPEED (MPH)         | NO. OF VEHICLES | PERCENT T | PERCENT T | DIRECTION                         |  | EAST/WESTBOUND |    | DATE AND TIME OF SURVEY                   |  |     |  |
| 18                          |                 | 0.0       | 0.0          | 18                  |                 |           |           |                                   |  |                |    | 06/27/11                                  |  | 6PM |  |
| 19                          |                 | 0.0       | 0.0          | 19                  |                 |           |           | 85TH PERCENTILE (MPH)             |  | 38             |    |   |  |     |  |
| 20                          |                 | 0.0       | 0.0          | 20                  |                 |           |           | 10 MPH PACE                       |  | 30             | TO | 39  |  |     |  |
| 21                          |                 | 0.0       | 0.0          | 21                  |                 |           |           | PERCENT IN PACE                   |  |                |    | 94.00                                     |  |     |  |
| 22                          |                 | 0.0       | 0.0          | 22                  |                 |           |           | EXISTING POSTED SPEED LIMIT (MPH) |  | 25 MPH         |    |   |  |     |  |
| 23                          |                 | 0.0       | 0.0          | 23                  |                 |           |           | RECOMMENDED SPEED LIMIT (MPH)     |  | 30 MPH         |    |   |  |     |  |
| 24                          |                 | 0.0       | 0.0          | 24                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 25                          |                 | 0.0       | 0.0          | 25                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 26                          |                 | 0.0       | 0.0          | 26                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 27                          |                 | 0.0       | 0.0          | 27                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 28                          |                 | 0.0       | 0.0          | 28                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 29                          | 5               | 5.0       | 5.0          | 29                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 30                          | 3               | 3.0       | 8.0          | 30                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 31                          | 3               | 3.0       | 11.0         | 31                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 32                          | 6               | 6.0       | 17.0         | 32                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 33                          | 10              | 10.0      | 27.0         | 33                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 34                          | 18              | 18.0      | 45.0         | 34                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 35                          | 15              | 15.0      | 60.0         | 35                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 36                          | 13              | 13.0      | 73.0         | 36                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 37                          | 9               | 9.0       | 82.0         | 37                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 38                          | 8               | 8.0       | 90.0         | 38                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 39                          | 9               | 9.0       | 99.0         | 39                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 40                          | 1               | 1.0       | 100.0        | 40                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 41                          |                 | 0.0       | 100.0        | 41                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 42                          |                 | 0.0       | 100.0        | 42                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 43                          |                 | 0.0       | 100.0        | 43                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 44                          |                 | 0.0       | 100.0        | 44                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 45                          |                 | 0.0       | 100.0        | 45                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 46                          |                 | 0.0       | 100.0        | 46                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 47                          |                 | 0.0       | 100.0        | 47                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 48                          |                 | 0.0       | 100.0        | 48                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 49                          |                 | 0.0       | 100.0        | 49                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 50                          |                 | 0.0       | 100.0        | 50                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 51                          |                 | 0.0       | 100.0        | 51                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 52                          |                 | 0.0       | 100.0        | 52                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 53                          |                 | 0.0       | 100.0        | 53                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 54                          |                 | 0.0       | 100.0        | 54                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 55                          |                 | 0.0       | 100.0        | 55                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 56                          |                 | 0.0       | 100.0        | 56                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 57                          |                 | 0.0       | 100.0        | 57                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 58                          |                 | 0.0       | 100.0        | 58                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 59                          |                 | 0.0       | 100.0        | 59                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 60                          |                 | 0.0       | 100.0        | 60                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 61                          |                 | 0.0       | 100.0        | 61                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 62                          |                 | 0.0       | 100.0        | 62                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 63                          |                 | 0.0       | 100.0        | 63                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 64                          |                 | 0.0       | 100.0        | 64                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 65                          |                 | 0.0       | 100.0        | 65                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 66                          |                 | 0.0       | 100.0        | 66                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 67                          |                 | 0.0       | 100.0        | 67                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 68                          |                 | 0.0       | 100.0        | 68                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 69                          |                 | 0.0       | 100.0        | 69                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| 70                          |                 | 0.0       | 100.0        | 70                  |                 |           |           |                                   |  |                |    |   |  |     |  |
| TOTAL NO. VEHICLES          | 100             |           |              | TOTAL NO. VEHICLES  | 0               |           |           |                                   |  |                |    |   |  |     |  |

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- REMARK:
- Excessive traffic speeding.
  - Apply traffic enforcement as much as manpower permits.
  - 85th percentile speed of 38 MPH indicates a posted speed limit of 35 MPH. However, the need to maintain continuity with the 30 MPH speed limit west of the railroad tracks and the school zone justify the reduction of the mandated speed limit to 30 MPH.
  - Re-conduct radar speed survey after the implementation of police traffic calming.

**City of Brawley  
California  
Engineering and Traffic Survey**

**Street:** Malan Street  
**Limits:** Between Railroad Tracks and Imperial/Dogwood

Field Observer: TSE  
Checked By: C. Hui Lai  
Date: 6/27/11

| Factors  | Direction: East/West                               |
|--|--|
| <b><u>A. Prevailing Speed Data</u></b>           |  |
| Location of Survey                               | e/o Imperial Avenue                                |
| 85th Percentile                                  | 33 mph   |
| 10 mph Pace                                      | 27 mph to 36 mph                                   |
| Percent in Pace                                  | 98%  |
| <b><u>B. Collision History</u></b>               |  |
| Date Range Covered                               | 1/1/2008 to 12/31/2009 ( 2 YEARS )                 |
| Total Collisions                                 | 0  |
| Collision Rate (Acc/MVM)                         | 0  |
| Expected Collision Rate                          | 1.55   |
| <b><u>C. Traffic Factors</u></b>                 |  |
| Average Daily Traffic                            | 3,200  |
| Length of Segment                                | 0.25 mile  |
| Lane Configuration                               | 2 lanes  |
| Street Classification                            | Minor Arterial                                     |
| <b><u>D. Conditions Not Readily Apparent</u></b> |  |
| Conditions                                       | -  |
| Roadway Geometrics                               | -  |
| Other Comments:                                  | -  |
| <b><u>E. Adjacent Land Use</u></b>               |  |
|  | Residential, Open Space (South Side)               |
| Posted Speed Limit                               | 25 mph   |
| Speed Limit Change?                              | Yes  |
| Recommended Speed Limit                          | 30 mph <span style="float: right;">Loc. #18</span> |

**Certification**  
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File in this office.  
EXECUTED ON \_\_\_\_\_  
\_\_\_\_\_  
City of Brawley, California  
  
\_\_\_\_\_  
City Clerk

Prepared by: *C. Hui Lai*  
C. Hui Lai, City Traffic Engineer



| CITY OF BRAWLEY, CALIFORNIA |                 |           |              |                     |                 |           |           | ENGINEERING AND TRAFFIC SURVEY  |  |                |    |        |  |
|-----------------------------|-----------------|-----------|--------------|---------------------|-----------------|-----------|-----------|---|--|----------------|----|--------|--|
| VEHICLES SURVEYED           |                 |           |              |                     |                 |           |           | ROADWAY: MALAN  |  |                |    |        |  |
| EAST / WEST BOUND           |                 |           |              | NORTH / SOUTH BOUND |                 |           |           | SEGMENT: RAILROAD TRACKS TO DOGWOOD/IMPERIAL  |  |                |    |        |  |
| SPEED (MPH)                 | NO. OF VEHICLES | PERCENT T | CUM. PERCENT | SPEED (MPH)         | NO. OF VEHICLES | PERCENT T | PERCENT T | PREVAILING SPEED DATA   |  |                |    |        |  |
| 18                          |                 | 0.0       | 0.0          | 18                  |                 |           |           | DIRECTION   |  | EAST/WESTBOUND |    |        |  |
| 19                          |                 | 0.0       | 0.0          | 19                  |                 |           |           | DATE AND TIME OF SURVEY   |  | 06/27/11       |    | 6:30PM |  |
| 20                          |                 | 0.0       | 0.0          | 20                  |                 |           |           | 85TH PERCENTILE (MPH)   |  | 33             |    |        |  |
| 21                          |                 | 0.0       | 0.0          | 21                  |                 |           |           | 10 MPH PACE   |  | 27             | TO | 36     |  |
| 22                          |                 | 0.0       | 0.0          | 22                  |                 |           |           | PERCENT IN PACE   |  | 98.00          |    |        |  |
| 23                          |                 | 0.0       | 0.0          | 23                  |                 |           |           | EXISTING POSTED SPEED LIMIT (MPH)   |  | 25 MPH         |    |        |  |
| 24                          |                 | 0.0       | 0.0          | 24                  |                 |           |           | RECOMMENDED SPEED LIMIT (MPH)   |  | 30 MPH         |    |        |  |
| 25                          |                 | 0.0       | 0.0          | 25                  |                 |           |           |   |  |                |    |        |  |
| 26                          |                 | 0.0       | 0.0          | 26                  |                 |           |           |   |  |                |    |        |  |
| 27                          | 7               | 14.0      | 14.0         | 27                  |                 |           |           |   |  |                |    |        |  |
| 28                          | 4               | 8.0       | 22.0         | 28                  |                 |           |           |   |  |                |    |        |  |
| 29                          | 7               | 14.0      | 36.0         | 29                  |                 |           |           |   |  |                |    |        |  |
| 30                          | 6               | 12.0      | 48.0         | 30                  |                 |           |           |   |  |                |    |        |  |
| 31                          | 7               | 14.0      | 62.0         | 31                  |                 |           |           |   |  |                |    |        |  |
| 32                          | 7               | 14.0      | 76.0         | 32                  |                 |           |           |   |  |                |    |        |  |
| 33                          | 5               | 10.0      | 86.0         | 33                  |                 |           |           |   |  |                |    |        |  |
| 34                          | 2               | 4.0       | 90.0         | 34                  |                 |           |           |   |  |                |    |        |  |
| 35                          |                 | 0.0       | 90.0         | 35                  |                 |           |           |   |  |                |    |        |  |
| 36                          | 4               | 8.0       | 98.0         | 36                  |                 |           |           |   |  |                |    |        |  |
| 37                          | 1               | 2.0       | 100.0        | 37                  |                 |           |           |   |  |                |    |        |  |
| 38                          |                 | 0.0       | 100.0        | 38                  |                 |           |           |   |  |                |    |        |  |
| 39                          |                 | 0.0       | 100.0        | 39                  |                 |           |           |   |  |                |    |        |  |
| 40                          |                 | 0.0       | 100.0        | 40                  |                 |           |           |   |  |                |    |        |  |
| 41                          |                 | 0.0       | 100.0        | 41                  |                 |           |           |   |  |                |    |        |  |
| 42                          |                 | 0.0       | 100.0        | 42                  |                 |           |           |   |  |                |    |        |  |
| 43                          |                 | 0.0       | 100.0        | 43                  |                 |           |           |   |  |                |    |        |  |
| 44                          |                 | 0.0       | 100.0        | 44                  |                 |           |           |   |  |                |    |        |  |
| 45                          |                 | 0.0       | 100.0        | 45                  |                 |           |           |   |  |                |    |        |  |
| 46                          |                 | 0.0       | 100.0        | 46                  |                 |           |           |   |  |                |    |        |  |
| 47                          |                 | 0.0       | 100.0        | 47                  |                 |           |           |   |  |                |    |        |  |
| 48                          |                 | 0.0       | 100.0        | 48                  |                 |           |           |   |  |                |    |        |  |
| 49                          |                 | 0.0       | 100.0        | 49                  |                 |           |           |   |  |                |    |        |  |
| 50                          |                 | 0.0       | 100.0        | 50                  |                 |           |           |   |  |                |    |        |  |
| 51                          |                 | 0.0       | 100.0        | 51                  |                 |           |           |   |  |                |    |        |  |
| 52                          |                 | 0.0       | 100.0        | 52                  |                 |           |           |   |  |                |    |        |  |
| 53                          |                 | 0.0       | 100.0        | 53                  |                 |           |           |   |  |                |    |        |  |
| 54                          |                 | 0.0       | 100.0        | 54                  |                 |           |           |   |  |                |    |        |  |
| 55                          |                 | 0.0       | 100.0        | 55                  |                 |           |           |   |  |                |    |        |  |
| 56                          |                 | 0.0       | 100.0        | 56                  |                 |           |           |   |  |                |    |        |  |
| 57                          |                 | 0.0       | 100.0        | 57                  |                 |           |           |   |  |                |    |        |  |
| 58                          |                 | 0.0       | 100.0        | 58                  |                 |           |           |   |  |                |    |        |  |
| 59                          |                 | 0.0       | 100.0        | 59                  |                 |           |           |   |  |                |    |        |  |
| 60                          |                 | 0.0       | 100.0        | 60                  |                 |           |           |   |  |                |    |        |  |
| 61                          |                 | 0.0       | 100.0        | 61                  |                 |           |           |   |  |                |    |        |  |
| 62                          |                 | 0.0       | 100.0        | 62                  |                 |           |           |   |  |                |    |        |  |
| 63                          |                 | 0.0       | 100.0        | 63                  |                 |           |           |   |  |                |    |        |  |
| 64                          |                 | 0.0       | 100.0        | 64                  |                 |           |           |   |  |                |    |        |  |
| 65                          |                 | 0.0       | 100.0        | 65                  |                 |           |           |   |  |                |    |        |  |
| 66                          |                 | 0.0       | 100.0        | 66                  |                 |           |           |   |  |                |    |        |  |
| 67                          |                 | 0.0       | 100.0        | 67                  |                 |           |           |   |  |                |    |        |  |
| 68                          |                 | 0.0       | 100.0        | 68                  |                 |           |           |   |  |                |    |        |  |
| 69                          |                 | 0.0       | 100.0        | 69                  |                 |           |           |   |  |                |    |        |  |
| 70                          |                 | 0.0       | 100.0        | 70                  |                 |           |           |   |  |                |    |        |  |
| TOTAL NO VEHICLES           | 50              |           |              | TOTAL NO VEHICLES   | 0               |           |           | REMARK:<br>1. 85th percentile speed of 33 MPH indicates a posted speed limit of 30 MPH. |  |                |    |        |  |

149

**City of Brawley  
California  
Engineering and Traffic Survey**

**Street:** Malan Street  
**Limits:** Between SR 86  
And Dogwood Road/ Imperial Avenue

Field Observer: TSE  
Checked By: HUI LAI  
Date: 6-27-11

| Factors  | Direction: North/ South   |
|--|---|
| <b><u>A. Prevailing Speed Data</u></b>           |   |
| Location of Survey                               | w/o Gilmour Street  |
| 85th Percentile                                  | 33 mph  |
| 10 mph Pace                                      | 27 mph to 36 mph  |
| Percent in Pace                                  | 95%   |
| <b><u>B. Collision History</u></b>               |   |
| Date Range Covered                               | 1/1/2008 to 12/31/2009 ( 2 YEARS )  |
| Total Collisions                                 | 0   |
| Collision Rate (Acc/MVM)                         | 0   |
| Expected Collision Rate                          | 1.55  |
| <b><u>C. Traffic Factors</u></b>                 |   |
| Average Daily Traffic                            | 3,200   |
| Length of Segment                                | 0.54 mile   |
| Lane Configuration                               | 2 lanes   |
| Street Classification                            | Minor Arterial  |
| <b><u>D. Conditions Not Readily Apparent</u></b> |   |
| Conditions                                       | Roadway dip at Gilmour, 4-way stop control at First Street  |
| Roadway Geometrics                               | -   |
| Other Comments:                                  | Potentially high conflict between vehicular and pedestrian traffic during school drop off and pick up periods and during organized sport activities after school hours. |
| <b><u>E. Adjacent Land Use</u></b>               |   |
|  | Residential, Elementary School  |
| Posted Speed Limit                               | 25 mph (South side only)  |
| Speed Limit Change?                              | No  |
| Recommended Speed Limit                          | 25 mph  |

Loc. #19

**Certification**

I hereby certify, under penalty of perjury, that the attached is A true and correct copy of the original document which is on File in this office.

EXECUTED ON

\_\_\_\_\_  
City of Brawley, California

\_\_\_\_\_  
City Clerk

150

Prepared by:

*C. Hui Lai*  
C. Hui Lai, City Traffic Engineer



| CITY OF BRAWLEY, CALIFORNIA |                |           |              |                     |                |           |           | ENGINEERING AND TRAFFIC SURVEY   |  |                             |        |    |
|-----------------------------|----------------|-----------|--------------|---------------------|----------------|-----------|-----------|--|--|-----------------------------|--------|----|
| VEHICLES SURVEYED           |                |           |              |                     |                |           |           | ROADWAY:   |  | MALAN                       |        |    |
| EAST / WEST BOUND           |                |           |              | NORTH / SOUTH BOUND |                |           |           | SEGMENT:   |  | S.R. 86 TO IMPERIAL/DOGWOOD |        |    |
| SPEED (MPH)                 | NO OF VEHICLES | PERCENT T | CUM. PERCENT | SPEED (MPH)         | NO OF VEHICLES | PERCENT T | PERCENT T | PREVAILING SPEED DATA  |  |                             |        |    |
| 18                          |                | 0.0       | 0.0          | 18                  |                |           |           | DIRECTION  |  | EAST/WESTBOUND              |        |    |
| 19                          |                | 0.0       | 0.0          | 19                  |                |           |           | DATE AND TIME OF SURVEY  |  | 06/27/11                    | 7:15PM |    |
| 20                          |                | 0.0       | 0.0          | 20                  |                |           |           | 85TH PERCENTILE (MPH)  |  | 33                          |        |    |
| 21                          |                | 0.0       | 0.0          | 21                  |                |           |           | 10 MPH PACE  |  | 27                          | TO     | 36 |
| 22                          |                | 0.0       | 0.0          | 22                  |                |           |           | PERCENT IN PACE  |  | 95.00                       |        |    |
| 23                          |                | 0.0       | 0.0          | 23                  |                |           |           | EXISTING POSTED SPEED LIMIT (MPH)  |  | 25 MPH                      |        |    |
| 24                          |                | 0.0       | 0.0          | 24                  |                |           |           | RECOMMENDED SPEED LIMIT (MPH)  |  | 25 MPH                      |        |    |
| 25                          | 2              | 2.0       | 2.0          | 25                  |                |           |           |  |  |                             |        |    |
| 26                          |                | 0.0       | 2.0          | 26                  |                |           |           |  |  |                             |        |    |
| 27                          | 2              | 2.0       | 4.0          | 27                  |                |           |           |  |  |                             |        |    |
| 28                          | 3              | 3.0       | 7.0          | 28                  |                |           |           |  |  |                             |        |    |
| 29                          | 9              | 9.0       | 16.0         | 29                  |                |           |           |  |  |                             |        |    |
| 30                          | 18             | 18.0      | 34.0         | 30                  |                |           |           |  |  |                             |        |    |
| 31                          | 15             | 15.0      | 49.0         | 31                  |                |           |           |  |  |                             |        |    |
| 32                          | 18             | 18.0      | 67.0         | 32                  |                |           |           |  |  |                             |        |    |
| 33                          | 20             | 20.0      | 87.0         | 33                  |                |           |           |  |  |                             |        |    |
| 34                          | 6              | 6.0       | 93.0         | 34                  |                |           |           |  |  |                             |        |    |
| 35                          | 3              | 3.0       | 96.0         | 35                  |                |           |           |  |  |                             |        |    |
| 36                          | 1              | 1.0       | 97.0         | 36                  |                |           |           |  |  |                             |        |    |
| 37                          | 2              | 2.0       | 99.0         | 37                  |                |           |           |  |  |                             |        |    |
| 38                          | 1              | 1.0       | 100.0        | 38                  |                |           |           |  |  |                             |        |    |
| 39                          |                | 0.0       | 100.0        | 39                  |                |           |           |  |  |                             |        |    |
| 40                          |                | 0.0       | 100.0        | 40                  |                |           |           |  |  |                             |        |    |
| 41                          |                | 0.0       | 100.0        | 41                  |                |           |           |  |  |                             |        |    |
| 42                          |                | 0.0       | 100.0        | 42                  |                |           |           |  |  |                             |        |    |
| 43                          |                | 0.0       | 100.0        | 43                  |                |           |           |  |  |                             |        |    |
| 44                          |                | 0.0       | 100.0        | 44                  |                |           |           |  |  |                             |        |    |
| 45                          |                | 0.0       | 100.0        | 45                  |                |           |           |  |  |                             |        |    |
| 46                          |                | 0.0       | 100.0        | 46                  |                |           |           |  |  |                             |        |    |
| 47                          |                | 0.0       | 100.0        | 47                  |                |           |           |  |  |                             |        |    |
| 48                          |                | 0.0       | 100.0        | 48                  |                |           |           |  |  |                             |        |    |
| 49                          |                | 0.0       | 100.0        | 49                  |                |           |           |  |  |                             |        |    |
| 50                          |                | 0.0       | 100.0        | 50                  |                |           |           |  |  |                             |        |    |
| 51                          |                | 0.0       | 100.0        | 51                  |                |           |           |  |  |                             |        |    |
| 52                          |                | 0.0       | 100.0        | 52                  |                |           |           |  |  |                             |        |    |
| 53                          |                | 0.0       | 100.0        | 53                  |                |           |           |  |  |                             |        |    |
| 54                          |                | 0.0       | 100.0        | 54                  |                |           |           |  |  |                             |        |    |
| 55                          |                | 0.0       | 100.0        | 55                  |                |           |           |  |  |                             |        |    |
| 56                          |                | 0.0       | 100.0        | 56                  |                |           |           |  |  |                             |        |    |
| 57                          |                | 0.0       | 100.0        | 57                  |                |           |           |  |  |                             |        |    |
| 58                          |                | 0.0       | 100.0        | 58                  |                |           |           |  |  |                             |        |    |
| 59                          |                | 0.0       | 100.0        | 59                  |                |           |           |  |  |                             |        |    |
| 60                          |                | 0.0       | 100.0        | 60                  |                |           |           |  |  |                             |        |    |
| 61                          |                | 0.0       | 100.0        | 61                  |                |           |           |  |  |                             |        |    |
| 62                          |                | 0.0       | 100.0        | 62                  |                |           |           |  |  |                             |        |    |
| 63                          |                | 0.0       | 100.0        | 63                  |                |           |           |  |  |                             |        |    |
| 64                          |                | 0.0       | 100.0        | 64                  |                |           |           |  |  |                             |        |    |
| 65                          |                | 0.0       | 100.0        | 65                  |                |           |           |  |  |                             |        |    |
| 66                          |                | 0.0       | 100.0        | 66                  |                |           |           |  |  |                             |        |    |
| 67                          |                | 0.0       | 100.0        | 67                  |                |           |           |  |  |                             |        |    |
| 68                          |                | 0.0       | 100.0        | 68                  |                |           |           |  |  |                             |        |    |
| 69                          |                | 0.0       | 100.0        | 69                  |                |           |           |  |  |                             |        |    |
| 70                          |                | 0.0       | 100.0        | 70                  |                |           |           |  |  |                             |        |    |
| TOTAL NO VEHICLES           | 100            |           |              | TOTAL NO. VEHICLES  | 0              |           |           | REMARK:<br>1. Potentially high conflict between vehicular and pedestrian traffic during school drop off and pickup periods and during organized sport activities after school hours justify the retention of the existing posted 25 MPH speed limit. |  |                             |        |    |

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**City of Brawley  
California  
Engineering and Traffic Survey**

**Street:** Old Highway 111  
**Limits:** Between East Main Street (SR 78/111)  
And Malan Street

Field Observer: TSE  
Checked By: HUI LAI  
Date: 6/27/11

| Factors  | Direction: North/ South            |
|--|------------------------------------|
| <b><u>A. Prevailing Speed Data</u></b>           |                                    |
| Location of Survey                               | s/o I. Street                      |
| 85th Percentile                                  | 57 mph                             |
| 10 mph Pace                                      | 43 mph to 52 mph                   |
| Percent in Pace                                  | 57%                                |
| <b><u>B. Collision History</u></b>               |                                    |
| Date Range Covered                               | 1/1/2008 to 12/31/2009 ( 2 YEARS ) |
| Total Collisions                                 | 0                                  |
| Collision Rate (Acc/MVM)                         | 0                                  |
| Expected Collision Rate                          | 1.55                               |
| <b><u>C. Traffic Factors</u></b>                 |                                    |
| Average Daily Traffic                            | -                                  |
| Length of Segment                                | 0.54 mile                          |
| Lane Configuration                               | 2 lanes                            |
| Street Classification                            | Major Collector                    |
| <b><u>D. Conditions Not Readily Apparent</u></b> |                                    |
| Conditions                                       | -                                  |
| Roadway Geometrics                               | -                                  |
| Other Comments:                                  | -                                  |
| <b><u>E. Adjacent Land Use</u></b>               |                                    |
|  | Industrial/ Open-space             |
| Posted Speed Limit                               | None                               |
| Speed Limit Change?                              | -                                  |
| Recommended Speed Limit                          | 55 mph                             |

Loc. #20

**Certification**  
I hereby certify, under penalty of perjury, that the attached is  
A true and correct copy of the original document which is on  
File in this office.  
EXECUTED ON \_\_\_\_\_  
\_\_\_\_\_  
City of Brawley, California  
\_\_\_\_\_  
City Clerk

Prepared by: *C. H. Lai*  
C. Hui Lai, City Traffic Engineer



| CITY OF BRAWLEY CALIFORNIA |                 |           |              |                    |                 |           |           | ENGINEERING AND TRAFFIC SURVEY   |                     |    |     |  |
|----------------------------|-----------------|-----------|--------------|--------------------|-----------------|-----------|-----------|--|---------------------|----|-----|--|
| VEHICLES SURVEYED          |                 |           |              |                    |                 |           |           | ROADWAY:   | OLD HIGHWAY 111     |    |     |  |
| NORTH / SOUTH BOUND        |                 |           |              | EAST / WEST BOUND  |                 |           |           | SEGMENT:   | MAIN ST TO MALAN ST |    |     |  |
| SPEED (MPH)                | NO. OF VEHICLES | PERCENT T | CUM. PERCENT | SPEED (MPH)        | NO. OF VEHICLES | PERCENT T | PERCENT T | PREVAILING SPEED DATA  |                     |    |     |  |
| 18                         |                 | 0.0       | 0.0          | 18                 |                 |           |           | DIRECTION  | NORTH/SOUTHBOUND    |    |     |  |
| 19                         |                 | 0.0       | 0.0          | 19                 |                 |           |           | DATE AND TIME OF SURVEY  | 06/27/11            |    | 4PM |  |
| 20                         |                 | 0.0       | 0.0          | 20                 |                 |           |           | 85TH PERCENTILE (MPH)  | 57                  |    |     |  |
| 21                         |                 | 0.0       | 0.0          | 21                 |                 |           |           | 10 MPH PACE  | 43                  | TO | 52  |  |
| 22                         |                 | 0.0       | 0.0          | 22                 |                 |           |           | PERCENT IN PACE  | 57.00               |    |     |  |
| 23                         |                 | 0.0       | 0.0          | 23                 |                 |           |           | EXISTING POSTED SPEED LIMIT (MPH)  | NONE                |    |     |  |
| 24                         |                 | 0.0       | 0.0          | 24                 |                 |           |           | RECOMMENDED SPEED LIMIT (MPH)  | 55 MPH              |    |     |  |
| 25                         |                 | 0.0       | 0.0          | 25                 |                 |           |           |  |                     |    |     |  |
| 26                         |                 | 0.0       | 0.0          | 26                 |                 |           |           |  |                     |    |     |  |
| 27                         |                 | 0.0       | 0.0          | 27                 |                 |           |           |  |                     |    |     |  |
| 28                         |                 | 0.0       | 0.0          | 28                 |                 |           |           |  |                     |    |     |  |
| 29                         |                 | 0.0       | 0.0          | 29                 |                 |           |           |  |                     |    |     |  |
| 30                         |                 | 0.0       | 0.0          | 30                 |                 |           |           |  |                     |    |     |  |
| 31                         |                 | 0.0       | 0.0          | 31                 |                 |           |           |  |                     |    |     |  |
| 32                         |                 | 0.0       | 0.0          | 32                 |                 |           |           |  |                     |    |     |  |
| 33                         |                 | 0.0       | 0.0          | 33                 |                 |           |           |  |                     |    |     |  |
| 34                         |                 | 0.0       | 0.0          | 34                 |                 |           |           |  |                     |    |     |  |
| 35                         |                 | 0.0       | 0.0          | 35                 |                 |           |           |  |                     |    |     |  |
| 36                         | 2               | 2.0       | 2.0          | 36                 |                 |           |           |  |                     |    |     |  |
| 37                         |                 | 0.0       | 2.0          | 37                 |                 |           |           |  |                     |    |     |  |
| 38                         | 1               | 1.0       | 3.0          | 38                 |                 |           |           |  |                     |    |     |  |
| 39                         | 2               | 2.0       | 5.0          | 39                 |                 |           |           |  |                     |    |     |  |
| 40                         | 1               | 1.0       | 6.0          | 40                 |                 |           |           |  |                     |    |     |  |
| 41                         | 3               | 3.0       | 9.0          | 41                 |                 |           |           |  |                     |    |     |  |
| 42                         | 1               | 1.0       | 10.0         | 42                 |                 |           |           |  |                     |    |     |  |
| 43                         | 6               | 6.0       | 16.0         | 43                 |                 |           |           |  |                     |    |     |  |
| 44                         | 4               | 4.0       | 20.0         | 44                 |                 |           |           |  |                     |    |     |  |
| 45                         | 6               | 6.0       | 26.0         | 45                 |                 |           |           |  |                     |    |     |  |
| 46                         | 5               | 5.0       | 31.0         | 46                 |                 |           |           |  |                     |    |     |  |
| 47                         | 4               | 4.0       | 35.0         | 47                 |                 |           |           |  |                     |    |     |  |
| 48                         | 9               | 9.0       | 44.0         | 48                 |                 |           |           |  |                     |    |     |  |
| 49                         | 4               | 4.0       | 48.0         | 49                 |                 |           |           |  |                     |    |     |  |
| 50                         | 6               | 6.0       | 54.0         | 50                 |                 |           |           |  |                     |    |     |  |
| 51                         | 5               | 5.0       | 59.0         | 51                 |                 |           |           |  |                     |    |     |  |
| 52                         | 8               | 8.0       | 67.0         | 52                 |                 |           |           |  |                     |    |     |  |
| 53                         | 3               | 3.0       | 70.0         | 53                 |                 |           |           |  |                     |    |     |  |
| 54                         | 4               | 4.0       | 74.0         | 54                 |                 |           |           |  |                     |    |     |  |
| 55                         | 4               | 4.0       | 78.0         | 55                 |                 |           |           |  |                     |    |     |  |
| 56                         | 6               | 6.0       | 84.0         | 56                 |                 |           |           |  |                     |    |     |  |
| 57                         | 1               | 1.0       | 85.0         | 57                 |                 |           |           |  |                     |    |     |  |
| 58                         | 4               | 4.0       | 89.0         | 58                 |                 |           |           |  |                     |    |     |  |
| 59                         | 3               | 3.0       | 92.0         | 59                 |                 |           |           |  |                     |    |     |  |
| 60                         | 4               | 4.0       | 96.0         | 60                 |                 |           |           |  |                     |    |     |  |
| 61                         |                 | 0.0       | 96.0         | 61                 |                 |           |           |  |                     |    |     |  |
| 62                         |                 | 0.0       | 96.0         | 62                 |                 |           |           |  |                     |    |     |  |
| 63                         |                 | 0.0       | 96.0         | 63                 |                 |           |           |  |                     |    |     |  |
| 64                         | 1               | 1.0       | 97.0         | 64                 |                 |           |           |  |                     |    |     |  |
| 65                         | 1               | 1.0       | 98.0         | 65                 |                 |           |           |  |                     |    |     |  |
| 66                         | 1               | 1.0       | 99.0         | 66                 |                 |           |           |  |                     |    |     |  |
| 67                         | 1               | 1.0       | 100.0        | 67                 |                 |           |           |  |                     |    |     |  |
| 68                         |                 | 0.0       | 100.0        | 68                 |                 |           |           |  |                     |    |     |  |
| 69                         |                 | 0.0       | 100.0        | 69                 |                 |           |           |  |                     |    |     |  |
| 70                         |                 | 0.0       | 100.0        | 70                 |                 |           |           |  |                     |    |     |  |
| TOTAL NO. VEHICLES         | 100             |           |              | TOTAL NO. VEHICLES | 0               |           |           | REMARK:<br>1. 85th percentile speed of 57 MPH indicates a posting of 55 MPH speed limit. |                     |    |     |  |

153

**City of Brawley  
California  
Engineering and Traffic Survey**

**Street:** Legion Road  
**Limits:** Between S.R. 86  
and Kelly Avenue

Field Observer: TSE  
Checked By: HUI LAI  
Date: 6-28-11

|  |   |
|--|---|
| <b>Factors</b>                                   | <b>Direction: North/South</b>   |
| <b><u>A. Prevailing Speed Data</u></b>           |   |
| Location of Survey                               | e/o Richard   |
| 85th Percentile                                  | 37 mph  |
| 10 mph Pace                                      | 28 mph to 37 mph  |
| Percent in Pace                                  | 79%   |
| <b><u>B. Collision History</u></b>               |   |
| Date Range Covered                               | 1/1/2008 to 12/31/2009 ( 2 YEARS )  |
| Total Collisions                                 | 0   |
| Collision Rate (Acc/MVM)                         | 0   |
| Expected Collision Rate                          | 1.55  |
| <b><u>C. Traffic Factors</u></b>                 |   |
| Average Daily Traffic                            | 6,500   |
| Length of Segment                                | 0.55 mile   |
| Lane Configuration                               | 2 lanes   |
| Street Classification                            | Collector   |
| <b><u>D. Conditions Not Readily Apparent</u></b> |   |
| Conditions                                       | -   |
| Roadway Geometrics                               | -   |
| Other Comments:                                  | High mobility limited patient traffic volume crossing the uncontrolled crosswalk on Legion Road between the hospital and the medical center, high volume of young pedestrian traffic crossing the uncontrolled x-walk on Legion Road at Richard Avenue. |
| <b><u>E. Adjacent Land Use</u></b>               |   |
|  | Residential/Park/Hospital/Medical Offices   |
| Posted Speed Limit                               | 35 mph (south side of street only)  |
| Speed Limit Change?                              | Yes   |
| Recommended Speed Limit                          | 25 mph  |
|  | Loc. #21  |

**Certification**  
I hereby certify, under penalty of perjury, that the attached is A true and correct copy of the original document which is on file in this office.  
EXECUTED ON \_\_\_\_\_  
\_\_\_\_\_  
City of Brawley, California  
\_\_\_\_\_  
City Clerk

Prepared by:  
\_\_\_\_\_  
C. Hui Lai, City Traffic Engineer



| CITY OF BRAWLEY, CALIFORNIA |                 |             |              |                     |                 |           |           | ENGINEERING AND TRAFFIC SURVEY   |  |                 |           |            |  |
|-----------------------------|-----------------|-------------|--------------|---------------------|-----------------|-----------|-----------|--|--|-----------------|-----------|------------|--|
| VEHICLES SURVEYED           |                 |             |              |                     |                 |           |           | ROADWAY: <i>LEGION</i>   |  |                 |           |            |  |
| EAST / WEST BOUND           |                 |             |              | NORTH / SOUTH BOUND |                 |           |           | SEGMENT: <i>S.R. 86 TO KELLY</i>   |  |                 |           |            |  |
| SPEED (MPH)                 | NO. OF VEHICLES | PERCENT T   | CUM. PERCENT | SPEED (MPH)         | NO. OF VEHICLES | PERCENT T | PERCENT T | PREVAILING SPEED DATA  |  |                 |           |            |  |
| 18                          |                 | 0.0         | 0.0          | 18                  |                 |           |           | DIRECTION  |  | EAST/WESTBOUND  |           |            |  |
| 19                          |                 | 0.0         | 0.0          | 19                  |                 |           |           | DATE AND TIME OF SURVEY  |  | <i>06/28/11</i> |           | <i>3PM</i> |  |
| 20                          |                 | 0.0         | 0.0          | 20                  |                 |           |           | 85TH PERCENTILE (MPH)  |  | <i>37</i>       |           |            |  |
| 21                          |                 | 0.0         | 0.0          | 21                  |                 |           |           | 10 MPH PACE  |  | <i>28</i>       | <i>TO</i> | <i>37</i>  |  |
| 22                          |                 | 0.0         | 0.0          | 22                  |                 |           |           | PERCENT IN PACE  |  | <i>79.00</i>    |           |            |  |
| 23                          |                 | 0.0         | 0.0          | 23                  |                 |           |           | EXISTING POSTED SPEED LIMIT (MPH)  |  | <i>35 MPH</i>   |           |            |  |
| 24                          | <i>1</i>        | <i>1.0</i>  | <i>1.0</i>   | 24                  |                 |           |           | RECOMMENDED SPEED LIMIT (MPH)  |  | <i>25 MPH</i>   |           |            |  |
| 25                          |                 | 0.0         | 1.0          | 25                  |                 |           |           |  |  |                 |           |            |  |
| 26                          | <i>4</i>        | <i>4.0</i>  | <i>5.0</i>   | 26                  |                 |           |           |  |  |                 |           |            |  |
| 27                          | <i>3</i>        | <i>3.0</i>  | <i>8.0</i>   | 27                  |                 |           |           |  |  |                 |           |            |  |
| 28                          | <i>6</i>        | <i>6.0</i>  | <i>14.0</i>  | 28                  |                 |           |           |  |  |                 |           |            |  |
| 29                          | <i>12</i>       | <i>12.0</i> | <i>26.0</i>  | 29                  |                 |           |           |  |  |                 |           |            |  |
| 30                          | <i>11</i>       | <i>11.0</i> | <i>37.0</i>  | 30                  |                 |           |           |  |  |                 |           |            |  |
| 31                          | <i>4</i>        | <i>4.0</i>  | <i>41.0</i>  | 31                  |                 |           |           |  |  |                 |           |            |  |
| 32                          | <i>12</i>       | <i>12.0</i> | <i>53.0</i>  | 32                  |                 |           |           |  |  |                 |           |            |  |
| 33                          | <i>8</i>        | <i>8.0</i>  | <i>61.0</i>  | 33                  |                 |           |           |  |  |                 |           |            |  |
| 34                          | <i>10</i>       | <i>10.0</i> | <i>71.0</i>  | 34                  |                 |           |           |  |  |                 |           |            |  |
| 35                          | <i>6</i>        | <i>6.0</i>  | <i>77.0</i>  | 35                  |                 |           |           |  |  |                 |           |            |  |
| 36                          | <i>6</i>        | <i>6.0</i>  | <i>83.0</i>  | 36                  |                 |           |           |  |  |                 |           |            |  |
| 37                          | <i>4</i>        | <i>4.0</i>  | <i>87.0</i>  | 37                  |                 |           |           |  |  |                 |           |            |  |
| 38                          | <i>4</i>        | <i>4.0</i>  | <i>91.0</i>  | 38                  |                 |           |           |  |  |                 |           |            |  |
| 39                          | <i>4</i>        | <i>4.0</i>  | <i>95.0</i>  | 39                  |                 |           |           |  |  |                 |           |            |  |
| 40                          | <i>1</i>        | <i>1.0</i>  | <i>96.0</i>  | 40                  |                 |           |           |  |  |                 |           |            |  |
| 41                          | <i>1</i>        | <i>1.0</i>  | <i>97.0</i>  | 41                  |                 |           |           |  |  |                 |           |            |  |
| 42                          |                 | 0.0         | 97.0         | 42                  |                 |           |           |  |  |                 |           |            |  |
| 43                          |                 | 0.0         | 97.0         | 43                  |                 |           |           |  |  |                 |           |            |  |
| 44                          | <i>3</i>        | <i>3.0</i>  | <i>100.0</i> | 44                  |                 |           |           |  |  |                 |           |            |  |
| 45                          |                 | 0.0         | 100.0        | 45                  |                 |           |           |  |  |                 |           |            |  |
| 46                          |                 | 0.0         | 100.0        | 46                  |                 |           |           |  |  |                 |           |            |  |
| 47                          |                 | 0.0         | 100.0        | 47                  |                 |           |           |  |  |                 |           |            |  |
| 48                          |                 | 0.0         | 100.0        | 48                  |                 |           |           |  |  |                 |           |            |  |
| 49                          |                 | 0.0         | 100.0        | 49                  |                 |           |           |  |  |                 |           |            |  |
| 50                          |                 | 0.0         | 100.0        | 50                  |                 |           |           |  |  |                 |           |            |  |
| 51                          |                 | 0.0         | 100.0        | 51                  |                 |           |           |  |  |                 |           |            |  |
| 52                          |                 | 0.0         | 100.0        | 52                  |                 |           |           |  |  |                 |           |            |  |
| 53                          |                 | 0.0         | 100.0        | 53                  |                 |           |           |  |  |                 |           |            |  |
| 54                          |                 | 0.0         | 100.0        | 54                  |                 |           |           |  |  |                 |           |            |  |
| 55                          |                 | 0.0         | 100.0        | 55                  |                 |           |           |  |  |                 |           |            |  |
| 56                          |                 | 0.0         | 100.0        | 56                  |                 |           |           |  |  |                 |           |            |  |
| 57                          |                 | 0.0         | 100.0        | 57                  |                 |           |           |  |  |                 |           |            |  |
| 58                          |                 | 0.0         | 100.0        | 58                  |                 |           |           |  |  |                 |           |            |  |
| 59                          |                 | 0.0         | 100.0        | 59                  |                 |           |           |  |  |                 |           |            |  |
| 60                          |                 | 0.0         | 100.0        | 60                  |                 |           |           |  |  |                 |           |            |  |
| 61                          |                 | 0.0         | 100.0        | 61                  |                 |           |           |  |  |                 |           |            |  |
| 62                          |                 | 0.0         | 100.0        | 62                  |                 |           |           |  |  |                 |           |            |  |
| 63                          |                 | 0.0         | 100.0        | 63                  |                 |           |           |  |  |                 |           |            |  |
| 64                          |                 | 0.0         | 100.0        | 64                  |                 |           |           |  |  |                 |           |            |  |
| 65                          |                 | 0.0         | 100.0        | 65                  |                 |           |           |  |  |                 |           |            |  |
| 66                          |                 | 0.0         | 100.0        | 66                  |                 |           |           |  |  |                 |           |            |  |
| 67                          |                 | 0.0         | 100.0        | 67                  |                 |           |           |  |  |                 |           |            |  |
| 68                          |                 | 0.0         | 100.0        | 68                  |                 |           |           |  |  |                 |           |            |  |
| 69                          |                 | 0.0         | 100.0        | 69                  |                 |           |           |  |  |                 |           |            |  |
| 70                          |                 | 0.0         | 100.0        | 70                  |                 |           |           |  |  |                 |           |            |  |
| TOTAL NO. VEHICLES          | <i>100</i>      |             |              | TOTAL NO. VEHICLES  | <i>0</i>        |           |           | REMARK:  |  |                 |           |            |  |
|                             |                 |             |              |                     |                 |           |           | 1. 85th percentile speed of 37 MPH indicates a posted speed limit of 35 MPH. However, high volume of mobility limited patients crossing the existing uncontrolled midblock crosswalk on Legion Road between the hospital and the medical center. Also, high volume of youth pedestrian traffic crossing on Legion Road at the uncontrolled crosswalk at Richard Avenue to and from the park justify the reduction of the existing posted 35 MPH speed limit to 25 MPH speed limit. |  |                 |           |            |  |
|                             |                 |             |              |                     |                 |           |           | 2. Apply traffic enforcement as much as manpower permits   |  |                 |           |            |  |

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**City of Brawley  
California  
Engineering and Traffic Survey**

**Street:** Legion Road  
**Limits:** Between Kelly Avenue  
And W.C.L.

Field Observer: TSE  
Checked By: HUI LAI  
Date: 6-28-11

| Factors  | Direction: North/South             |
|--|------------------------------------|
| <b><u>A. Prevailing Speed Data</u></b>           |                                    |
| Location of Survey                               | w/o Kelly                          |
| 85th Percentile                                  | 33 mph                             |
| 10 mph Pace                                      | 26 mph to 35 mph                   |
| Percent in Pace                                  | 89%                                |
| <b><u>B. Collision History</u></b>               |                                    |
| Date Range Covered                               | 1/1/2008 to 12/31/2009 ( 2 YEARS ) |
| Total Collisions                                 | 0                                  |
| Collision Rate (Acc/MVM)                         | 0                                  |
| Expected Collision Rate                          | 1.55                               |
| <b><u>C. Traffic Factors</u></b>                 |                                    |
| Average Daily Traffic                            | 3,500                              |
| Length of Segment                                | 0.35 mile                          |
| Lane Configuration                               | 2 lanes                            |
| Street Classification                            | Collector                          |
| <b><u>D. Conditions Not Readily Apparent</u></b> |                                    |
| Conditions                                       | -                                  |
| Roadway Geometrics                               | -                                  |
| Other Comments:                                  | Rough pavement w/o Panno           |
| <b><u>E. Adjacent Land Use</u></b>               |                                    |
|  | Residential, Park                  |
| Posted Speed Limit                               | None                               |
| Speed Limit Change?                              | -                                  |
| Recommended Speed Limit                          | 25 mph                             |
|  | Loc. #22                           |

Certification  
I hereby certify, under penalty of perjury, that the attached is  
A true and correct copy of the original document which is on  
File in this office.  
EXECUTED ON \_\_\_\_\_  
\_\_\_\_\_  
City of Brawley, California  
\_\_\_\_\_  
City Clerk

Prepared by: *C. Hui Lai*  
C. Hui Lai, City Traffic Engineer



| CITY OF BRAWLEY, CALIFORNIA |                 |             |              |                     |                 |           |           | ENGINEERING AND TRAFFIC SURVEY   |  |                 |    |            |  |  |
|-----------------------------|-----------------|-------------|--------------|---------------------|-----------------|-----------|-----------|--|--|-----------------|----|------------|--|--|
| VEHICLES SURVEYED           |                 |             |              |                     |                 |           |           | ROADWAY: <i>LEGION</i>   |  |                 |    |            |  |  |
| EAST / WEST BOUND           |                 |             |              | NORTH / SOUTH BOUND |                 |           |           | SEGMENT: <i>KELLY TO WEST CITY LIMIT</i>   |  |                 |    |            |  |  |
| SPEED (MPH)                 | NO. OF VEHICLES | PERCENT T   | CUM. PERCENT | SPEED (MPH)         | NO. OF VEHICLES | PERCENT T | PERCENT T | PREVAILING SPEED DATA  |  |                 |    |            |  |  |
| 18                          |                 | 0.0         | 0.0          | 18                  |                 |           |           | DIRECTION  |  | EAST/WESTBOUND  |    |            |  |  |
| 19                          |                 | 0.0         | 0.0          | 19                  |                 |           |           | DATE AND TIME OF SURVEY  |  | <i>06/28/11</i> |    | <i>4PM</i> |  |  |
| 20                          |                 | 0.0         | 0.0          | 20                  |                 |           |           | 85TH PERCENTILE (MPH)  |  | <i>33</i>       |    |            |  |  |
| 21                          |                 | 0.0         | 0.0          | 21                  |                 |           |           | 10 MPH PACE  |  | <i>26</i>       | TO | <i>35</i>  |  |  |
| 22                          |                 | 0.0         | 0.0          | 22                  |                 |           |           | PERCENT IN PACE  |  | <i>89.00</i>    |    |            |  |  |
| 23                          | <i>1</i>        | <i>1.0</i>  | <i>1.0</i>   | 23                  |                 |           |           | EXISTING POSTED SPEED LIMIT (MPH)  |  | <i>NONE</i>     |    |            |  |  |
| 24                          | <i>3</i>        | <i>3.0</i>  | <i>4.0</i>   | 24                  |                 |           |           | RECOMMENDED SPEED LIMIT (MPH)  |  | <i>25 MPH</i>   |    |            |  |  |
| 25                          | <i>4</i>        | <i>4.0</i>  | <i>8.0</i>   | 25                  |                 |           |           |  |  |                 |    |            |  |  |
| 26                          | <i>4</i>        | <i>4.0</i>  | <i>12.0</i>  | 26                  |                 |           |           |  |  |                 |    |            |  |  |
| 27                          | <i>8</i>        | <i>8.0</i>  | <i>20.0</i>  | 27                  |                 |           |           |  |  |                 |    |            |  |  |
| 28                          | <i>9</i>        | <i>9.0</i>  | <i>29.0</i>  | 28                  |                 |           |           |  |  |                 |    |            |  |  |
| 29                          | <i>16</i>       | <i>16.0</i> | <i>45.0</i>  | 29                  |                 |           |           |  |  |                 |    |            |  |  |
| 30                          | <i>8</i>        | <i>8.0</i>  | <i>53.0</i>  | 30                  |                 |           |           |  |  |                 |    |            |  |  |
| 31                          | <i>8</i>        | <i>8.0</i>  | <i>61.0</i>  | 31                  |                 |           |           |  |  |                 |    |            |  |  |
| 32                          | <i>7</i>        | <i>7.0</i>  | <i>68.0</i>  | 32                  |                 |           |           |  |  |                 |    |            |  |  |
| 33                          | <i>12</i>       | <i>12.0</i> | <i>80.0</i>  | 33                  |                 |           |           |  |  |                 |    |            |  |  |
| 34                          | <i>11</i>       | <i>11.0</i> | <i>91.0</i>  | 34                  |                 |           |           |  |  |                 |    |            |  |  |
| 35                          | <i>6</i>        | <i>6.0</i>  | <i>97.0</i>  | 35                  |                 |           |           |  |  |                 |    |            |  |  |
| 36                          | <i>3</i>        | <i>3.0</i>  | <i>100.0</i> | 36                  |                 |           |           |  |  |                 |    |            |  |  |
| 37                          |                 | 0.0         | 100.0        | 37                  |                 |           |           |  |  |                 |    |            |  |  |
| 38                          |                 | 0.0         | 100.0        | 38                  |                 |           |           |  |  |                 |    |            |  |  |
| 39                          |                 | 0.0         | 100.0        | 39                  |                 |           |           |  |  |                 |    |            |  |  |
| 40                          |                 | 0.0         | 100.0        | 40                  |                 |           |           |  |  |                 |    |            |  |  |
| 41                          |                 | 0.0         | 100.0        | 41                  |                 |           |           |  |  |                 |    |            |  |  |
| 42                          |                 | 0.0         | 100.0        | 42                  |                 |           |           |  |  |                 |    |            |  |  |
| 43                          |                 | 0.0         | 100.0        | 43                  |                 |           |           |  |  |                 |    |            |  |  |
| 44                          |                 | 0.0         | 100.0        | 44                  |                 |           |           |  |  |                 |    |            |  |  |
| 45                          |                 | 0.0         | 100.0        | 45                  |                 |           |           |  |  |                 |    |            |  |  |
| 46                          |                 | 0.0         | 100.0        | 46                  |                 |           |           |  |  |                 |    |            |  |  |
| 47                          |                 | 0.0         | 100.0        | 47                  |                 |           |           |  |  |                 |    |            |  |  |
| 48                          |                 | 0.0         | 100.0        | 48                  |                 |           |           |  |  |                 |    |            |  |  |
| 49                          |                 | 0.0         | 100.0        | 49                  |                 |           |           |  |  |                 |    |            |  |  |
| 50                          |                 | 0.0         | 100.0        | 50                  |                 |           |           |  |  |                 |    |            |  |  |
| 51                          |                 | 0.0         | 100.0        | 51                  |                 |           |           |  |  |                 |    |            |  |  |
| 52                          |                 | 0.0         | 100.0        | 52                  |                 |           |           |  |  |                 |    |            |  |  |
| 53                          |                 | 0.0         | 100.0        | 53                  |                 |           |           |  |  |                 |    |            |  |  |
| 54                          |                 | 0.0         | 100.0        | 54                  |                 |           |           |  |  |                 |    |            |  |  |
| 55                          |                 | 0.0         | 100.0        | 55                  |                 |           |           |  |  |                 |    |            |  |  |
| 56                          |                 | 0.0         | 100.0        | 56                  |                 |           |           |  |  |                 |    |            |  |  |
| 57                          |                 | 0.0         | 100.0        | 57                  |                 |           |           |  |  |                 |    |            |  |  |
| 58                          |                 | 0.0         | 100.0        | 58                  |                 |           |           |  |  |                 |    |            |  |  |
| 59                          |                 | 0.0         | 100.0        | 59                  |                 |           |           |  |  |                 |    |            |  |  |
| 60                          |                 | 0.0         | 100.0        | 60                  |                 |           |           |  |  |                 |    |            |  |  |
| 61                          |                 | 0.0         | 100.0        | 61                  |                 |           |           |  |  |                 |    |            |  |  |
| 62                          |                 | 0.0         | 100.0        | 62                  |                 |           |           |  |  |                 |    |            |  |  |
| 63                          |                 | 0.0         | 100.0        | 63                  |                 |           |           |  |  |                 |    |            |  |  |
| 64                          |                 | 0.0         | 100.0        | 64                  |                 |           |           |  |  |                 |    |            |  |  |
| 65                          |                 | 0.0         | 100.0        | 65                  |                 |           |           |  |  |                 |    |            |  |  |
| 66                          |                 | 0.0         | 100.0        | 66                  |                 |           |           |  |  |                 |    |            |  |  |
| 67                          |                 | 0.0         | 100.0        | 67                  |                 |           |           |  |  |                 |    |            |  |  |
| 68                          |                 | 0.0         | 100.0        | 68                  |                 |           |           |  |  |                 |    |            |  |  |
| 69                          |                 | 0.0         | 100.0        | 69                  |                 |           |           |  |  |                 |    |            |  |  |
| 70                          |                 | 0.0         | 100.0        | 70                  |                 |           |           |  |  |                 |    |            |  |  |
| TOTAL NO. VEHICLES          | <i>100</i>      |             |              | TOTAL NO. VEHICLES  | <i>0</i>        |           |           | REMARK:<br><br>1. 85th percentile speed of 33 MPH indicates a speed limit of 30 MPH. However, high volume of youth pedestrian traffic crossing the existing uncontrolled crosswalk on Legion Road at Richard Avenue to and from the park coupled with the need to maintain continuity with the 25 MPH posted speed limit west of Kelly Avenue justify the posting of a 25 MPH speed limit. |  |                 |    |            |  |  |

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**City of Brawley  
California  
Engineering and Traffic Survey**

**Street:** Dogwood Street  
**Limits:** Between Malan Street  
And S.C.L

Field Observer: TSE  
Checked By: HUI LAI  
Date: 6-28-2011

| Factors  | Direction: North/South             |
|--|------------------------------------|
| <b><u>A. Prevailing Speed Data</u></b>           |                                    |
| Location of Survey                               | s/o Ell St.                        |
| 85th Percentile                                  | 58 mph                             |
| 10 mph Pace                                      | 48 mph to 57 mph                   |
| Percent in Pace                                  | 72%                                |
| <b><u>B. Collision History</u></b>               |                                    |
| Date Range Covered                               | 1/1/2008 to 12/31/2009 ( 2 YEARS ) |
| Total Collisions                                 | 0                                  |
| Collision Rate (Acc/MVM)                         | 0                                  |
| Expected Collision Rate                          | 1.55                               |
| <b><u>C. Traffic Factors</u></b>                 |                                    |
| Average Daily Traffic                            | 3,900                              |
| Length of Segment                                | 1.10 mile                          |
| Lane Configuration                               | 2 lanes                            |
| Street Classification                            | Minor Arterial                     |
| <b><u>D. Conditions Not Readily Apparent</u></b> |                                    |
| Conditions                                       | -                                  |
| Roadway Geometrics                               | -                                  |
| Other Comments                                   | -                                  |
| <b><u>E. Adjacent Land Use</u></b>               |                                    |
|  | Open space                         |
| Posted Speed Limit                               | None                               |
| Speed Limit Change?                              | -                                  |
| Recommended Speed Limit                          | 55 mph                             |

Loc. #23

**Certification**  
I hereby certify, under penalty of perjury, that the attached is  
A true and correct copy of the original document which is on  
File in this office.  
EXECUTED ON \_\_\_\_\_  
\_\_\_\_\_  
City of Brawley, California  
\_\_\_\_\_  
City Clerk

Prepared by: *C. Hui Lai*  
\_\_\_\_\_  
C. Hui Lai, City Traffic Engineer



| CITY OF BRAWLEY, CALIFORNIA |                 |           |             |                    |                 |           |           | ENGINEERING AND TRAFFIC SURVEY                                   |  |                  |      |    |  |  |
|-----------------------------|-----------------|-----------|-------------|--------------------|-----------------|-----------|-----------|--|--|------------------|------|----|--|--|
| VEHICLES SURVEYED           |                 |           |             |                    |                 |           |           | ROADWAY: DOGWOOD ROAD  |  |                  |      |    |  |  |
| NORTH / SOUTH BOUND         |                 |           |             | EAST / WEST BOUND  |                 |           |           | SEGMENT: SOUTH CITY LIMITS TO MALAN                              |  |                  |      |    |  |  |
| SPEED (MPH)                 | NO. OF VEHICLES | PERCENT T | CUM PERCENT | SPEED (MPH)        | NO. OF VEHICLES | PERCENT T | PERCENT T | PREVAILING SPEED DATA  |  |                  |      |    |  |  |
| 18                          |                 | 0.0       | 0.0         | 18                 |                 |           |           | DIRECTION  |  | NORTH/SOUTHBOUND |      |    |  |  |
| 19                          |                 | 0.0       | 0.0         | 19                 |                 |           |           | DATE AND TIME OF SURVEY  |  | 6/28/11          | 11AM |    |  |  |
| 20                          |                 | 0.0       | 0.0         | 20                 |                 |           |           | 85TH PERCENTILE (MPH)  |  | 58               |      |    |  |  |
| 21                          |                 | 0.0       | 0.0         | 21                 |                 |           |           | 10 MPH PACE  |  | 48               | TO   | 57 |  |  |
| 22                          |                 | 0.0       | 0.0         | 22                 |                 |           |           | PERCENT IN PACE  |  | 72.00            |      |    |  |  |
| 23                          |                 | 0.0       | 0.0         | 23                 |                 |           |           | EXISTING POSTED SPEED LIMIT (MPH)                                |  | NONE             |      |    |  |  |
| 24                          |                 | 0.0       | 0.0         | 24                 |                 |           |           | RECOMMENDED SPEED LIMIT (MPH)                                    |  | 55 MPH           |      |    |  |  |
| 25                          |                 | 0.0       | 0.0         | 25                 |                 |           |           |  |  |                  |      |    |  |  |
| 26                          |                 | 0.0       | 0.0         | 26                 |                 |           |           |  |  |                  |      |    |  |  |
| 27                          |                 | 0.0       | 0.0         | 27                 |                 |           |           |  |  |                  |      |    |  |  |
| 28                          |                 | 0.0       | 0.0         | 28                 |                 |           |           |  |  |                  |      |    |  |  |
| 29                          |                 | 0.0       | 0.0         | 29                 |                 |           |           |  |  |                  |      |    |  |  |
| 30                          |                 | 0.0       | 0.0         | 30                 |                 |           |           |  |  |                  |      |    |  |  |
| 31                          |                 | 0.0       | 0.0         | 31                 |                 |           |           |  |  |                  |      |    |  |  |
| 32                          |                 | 0.0       | 0.0         | 32                 |                 |           |           |  |  |                  |      |    |  |  |
| 33                          |                 | 0.0       | 0.0         | 33                 |                 |           |           |  |  |                  |      |    |  |  |
| 34                          |                 | 0.0       | 0.0         | 34                 |                 |           |           |  |  |                  |      |    |  |  |
| 35                          |                 | 0.0       | 0.0         | 35                 |                 |           |           |  |  |                  |      |    |  |  |
| 36                          |                 | 0.0       | 0.0         | 36                 |                 |           |           |  |  |                  |      |    |  |  |
| 37                          |                 | 0.0       | 0.0         | 37                 |                 |           |           |  |  |                  |      |    |  |  |
| 38                          |                 | 0.0       | 0.0         | 38                 |                 |           |           |  |  |                  |      |    |  |  |
| 39                          |                 | 0.0       | 0.0         | 39                 |                 |           |           |  |  |                  |      |    |  |  |
| 40                          |                 | 0.0       | 0.0         | 40                 |                 |           |           |  |  |                  |      |    |  |  |
| 41                          |                 | 0.0       | 0.0         | 41                 |                 |           |           |  |  |                  |      |    |  |  |
| 42                          | 1               | 1.0       | 1.0         | 42                 |                 |           |           |  |  |                  |      |    |  |  |
| 43                          |                 | 0.0       | 1.0         | 43                 |                 |           |           |  |  |                  |      |    |  |  |
| 44                          | 1               | 1.0       | 2.0         | 44                 |                 |           |           |  |  |                  |      |    |  |  |
| 45                          | 2               | 2.0       | 4.0         | 45                 |                 |           |           |  |  |                  |      |    |  |  |
| 46                          | 3               | 3.0       | 7.0         | 46                 |                 |           |           |  |  |                  |      |    |  |  |
| 47                          | 3               | 3.0       | 10.0        | 47                 |                 |           |           |  |  |                  |      |    |  |  |
| 48                          | 6               | 6.0       | 16.0        | 48                 |                 |           |           |  |  |                  |      |    |  |  |
| 49                          | 6               | 6.0       | 22.0        | 49                 |                 |           |           |  |  |                  |      |    |  |  |
| 50                          | 5               | 5.0       | 27.0        | 50                 |                 |           |           |  |  |                  |      |    |  |  |
| 51                          | 6               | 6.0       | 33.0        | 51                 |                 |           |           |  |  |                  |      |    |  |  |
| 52                          | 13              | 13.0      | 46.0        | 52                 |                 |           |           |  |  |                  |      |    |  |  |
| 53                          | 12              | 12.0      | 58.0        | 53                 |                 |           |           |  |  |                  |      |    |  |  |
| 54                          | 7               | 7.0       | 65.0        | 54                 |                 |           |           |  |  |                  |      |    |  |  |
| 55                          | 8               | 8.0       | 73.0        | 55                 |                 |           |           |  |  |                  |      |    |  |  |
| 56                          | 4               | 4.0       | 77.0        | 56                 |                 |           |           |  |  |                  |      |    |  |  |
| 57                          | 5               | 5.0       | 82.0        | 57                 |                 |           |           |  |  |                  |      |    |  |  |
| 58                          | 4               | 4.0       | 86.0        | 58                 |                 |           |           |  |  |                  |      |    |  |  |
| 59                          | 6               | 6.0       | 92.0        | 59                 |                 |           |           |  |  |                  |      |    |  |  |
| 60                          | 2               | 2.0       | 94.0        | 60                 |                 |           |           |  |  |                  |      |    |  |  |
| 61                          | 1               | 1.0       | 95.0        | 61                 |                 |           |           |  |  |                  |      |    |  |  |
| 62                          | 1               | 1.0       | 96.0        | 62                 |                 |           |           |  |  |                  |      |    |  |  |
| 63                          | 2               | 2.0       | 98.0        | 63                 |                 |           |           |  |  |                  |      |    |  |  |
| 64                          |                 | 0.0       | 98.0        | 64                 |                 |           |           |  |  |                  |      |    |  |  |
| 65                          |                 | 0.0       | 98.0        | 65                 |                 |           |           |  |  |                  |      |    |  |  |
| 66                          | 1               | 1.0       | 99.0        | 66                 |                 |           |           |  |  |                  |      |    |  |  |
| 67                          |                 | 0.0       | 99.0        | 67                 |                 |           |           |  |  |                  |      |    |  |  |
| 68                          | 1               | 1.0       | 100.0       | 68                 |                 |           |           |  |  |                  |      |    |  |  |
| 69                          |                 | 0.0       | 100.0       | 69                 |                 |           |           |  |  |                  |      |    |  |  |
| 70                          |                 | 0.0       | 100.0       | 70                 |                 |           |           |  |  |                  |      |    |  |  |
| TOTAL NO. VEHICLES          | 100             |           |             | TOTAL NO. VEHICLES | 0               |           |           | 1. 85th percentile speed of 58 MPH indicated a posting of 55 MPH |  |                  |      |    |  |  |

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**City of Brawley  
California  
Engineering and Traffic Survey**

**Street:** Eastern Avenue  
**Limits:** Between Main Street and River Drive

Field Observer: TSE  
Checked By: C. Hui Lai  
Date: 6-30-11

|  |  |
|--|--|
| <b>Factors</b>                                   | <b>Direction: North/South</b>                  |
| <b><u>A. Prevailing Speed Data</u></b>           |  |
| Location of Survey                               | s/o B Street                                   |
| 85th Percentile                                  | 32 mph   |
| 10 mph Pace                                      | 24 mph to 33 mph                               |
| Percent in Pace                                  | 90%  |
| <b><u>B. Collision History</u></b>               |  |
| Date Range Covered                               | 1/1/2008 to 12/31/2009 ( 2 YEARS )             |
| Total Collisions                                 | 1 ped + 2 auto                                 |
| Collision Rate (Acc/MVM)                         | 4.4  |
| Expected Collision Rate                          | 1.55   |
| <b><u>C. Traffic Factors</u></b>                 |  |
| Average Daily Traffic                            | 3,380  |
| Length of Segment                                | 0.55 mile                                      |
| Lane Configuration                               | 2 lanes with bike lanes                        |
| Street Classification                            | Collector Street                               |
| <b><u>D. Conditions Not Readily Apparent</u></b> |  |
| Conditions                                       | -  |
| Roadway Geometrics                               | -  |
| Other Comments:                                  | Higher than City average traffic accident rate |
| <b><u>E. Adjacent Land Use</u></b>               |  |
|  | Residential, School                            |
| Posted Speed Limit                               | None   |
| Speed Limit Change?                              | -  |
| Recommended Speed Limit                          | 25 MPH   |
|  | Loc. #24                                       |

**Certification**  
I hereby certify, under penalty of perjury, that the attached is  
A true and correct copy of the original document which is on  
File in this office.  
EXECUTED ON \_\_\_\_\_  
\_\_\_\_\_  
City of Brawley, California  
\_\_\_\_\_  
City Clerk

Prepared by: *C. Hui Lai*  
C. Hui Lai, City Traffic Engineer



| CITY OF BRAWLEY CALIFORNIA |                |           |              |                   |                |           |           | ENGINEERING AND TRAFFIC SURVEY  |  |                  |    |        |  |
|----------------------------|----------------|-----------|--------------|-------------------|----------------|-----------|-----------|---|--|------------------|----|--------|--|
| VEHICLES SURVEYED          |                |           |              |                   |                |           |           | ROADWAY:  |  | EASTERN AVENUE   |    |        |  |
| NORTH / SOUTH BOUND        |                |           |              | EAST / WEST BOUND |                |           |           | SEGMENT:  |  | MAIN TO RIVER    |    |        |  |
| SPEED (MPH)                | NO OF VEHICLES | PERCENT T | CUM. PERCENT | SPEED (MPH)       | NO OF VEHICLES | PERCENT T | PERCENT T | PREVAILING SPEED DATA   |  |                  |    |        |  |
| 18                         |                | 0.0       | 0.0          | 18                |                |           |           | DIRECTION   |  | NORTH/SOUTHBOUND |    |        |  |
| 19                         |                | 0.0       | 0.0          | 19                |                |           |           | DATE AND TIME OF SURVEY   |  | 06/30/11         |    | 8:30AM |  |
| 20                         |                | 0.0       | 0.0          | 20                |                |           |           | 85TH PERCENTILE (MPH)   |  | 32               |    |        |  |
| 21                         |                | 0.0       | 0.0          | 21                |                |           |           | 10 MPH PACE   |  | 24               | TO | 33     |  |
| 22                         |                | 0.0       | 0.0          | 22                |                |           |           | PERCENT IN PACE   |  | 90.00            |    |        |  |
| 23                         | 2              | 2.0       | 2.0          | 23                |                |           |           | EXISTING POSTED SPEED LIMIT (MPH)   |  | NONE             |    |        |  |
| 24                         | 4              | 4.0       | 6.0          | 24                |                |           |           | RECOMMENDED SPEED LIMIT (MPH)   |  | 25 MPH           |    |        |  |
| 25                         | 8              | 8.0       | 14.0         | 25                |                |           |           |   |  |                  |    |        |  |
| 26                         | 9              | 9.0       | 23.0         | 26                |                |           |           |   |  |                  |    |        |  |
| 27                         | 7              | 7.0       | 30.0         | 27                |                |           |           |   |  |                  |    |        |  |
| 28                         | 7              | 7.0       | 37.0         | 28                |                |           |           |   |  |                  |    |        |  |
| 29                         | 9              | 9.0       | 46.0         | 29                |                |           |           |   |  |                  |    |        |  |
| 30                         | 13             | 13.0      | 59.0         | 30                |                |           |           |   |  |                  |    |        |  |
| 31                         | 10             | 10.0      | 69.0         | 31                |                |           |           |   |  |                  |    |        |  |
| 32                         | 18             | 18.0      | 87.0         | 32                |                |           |           |   |  |                  |    |        |  |
| 33                         | 5              | 5.0       | 92.0         | 33                |                |           |           |   |  |                  |    |        |  |
| 34                         | 2              | 2.0       | 94.0         | 34                |                |           |           |   |  |                  |    |        |  |
| 35                         | 1              | 1.0       | 95.0         | 35                |                |           |           |   |  |                  |    |        |  |
| 36                         | 2              | 2.0       | 97.0         | 36                |                |           |           |   |  |                  |    |        |  |
| 37                         | 3              | 3.0       | 100.0        | 37                |                |           |           |   |  |                  |    |        |  |
| 38                         |                | 0.0       | 100.0        | 38                |                |           |           |   |  |                  |    |        |  |
| 39                         |                | 0.0       | 100.0        | 39                |                |           |           |   |  |                  |    |        |  |
| 40                         |                | 0.0       | 100.0        | 40                |                |           |           |   |  |                  |    |        |  |
| 41                         |                | 0.0       | 100.0        | 41                |                |           |           |   |  |                  |    |        |  |
| 42                         |                | 0.0       | 100.0        | 42                |                |           |           |   |  |                  |    |        |  |
| 43                         |                | 0.0       | 100.0        | 43                |                |           |           |   |  |                  |    |        |  |
| 44                         |                | 0.0       | 100.0        | 44                |                |           |           |   |  |                  |    |        |  |
| 45                         |                | 0.0       | 100.0        | 45                |                |           |           |   |  |                  |    |        |  |
| 46                         |                | 0.0       | 100.0        | 46                |                |           |           |   |  |                  |    |        |  |
| 47                         |                | 0.0       | 100.0        | 47                |                |           |           |   |  |                  |    |        |  |
| 48                         |                | 0.0       | 100.0        | 48                |                |           |           |   |  |                  |    |        |  |
| 49                         |                | 0.0       | 100.0        | 49                |                |           |           |   |  |                  |    |        |  |
| 50                         |                | 0.0       | 100.0        | 50                |                |           |           |   |  |                  |    |        |  |
| 51                         |                | 0.0       | 100.0        | 51                |                |           |           |   |  |                  |    |        |  |
| 52                         |                | 0.0       | 100.0        | 52                |                |           |           |   |  |                  |    |        |  |
| 53                         |                | 0.0       | 100.0        | 53                |                |           |           |   |  |                  |    |        |  |
| 54                         |                | 0.0       | 100.0        | 54                |                |           |           |   |  |                  |    |        |  |
| 55                         |                | 0.0       | 100.0        | 55                |                |           |           |   |  |                  |    |        |  |
| 56                         |                | 0.0       | 100.0        | 56                |                |           |           |   |  |                  |    |        |  |
| 57                         |                | 0.0       | 100.0        | 57                |                |           |           |   |  |                  |    |        |  |
| 58                         |                | 0.0       | 100.0        | 58                |                |           |           |   |  |                  |    |        |  |
| 59                         |                | 0.0       | 100.0        | 59                |                |           |           |   |  |                  |    |        |  |
| 60                         |                | 0.0       | 100.0        | 60                |                |           |           |   |  |                  |    |        |  |
| 61                         |                | 0.0       | 100.0        | 61                |                |           |           |   |  |                  |    |        |  |
| 62                         |                | 0.0       | 100.0        | 62                |                |           |           |   |  |                  |    |        |  |
| 63                         |                | 0.0       | 100.0        | 63                |                |           |           |   |  |                  |    |        |  |
| 64                         |                | 0.0       | 100.0        | 64                |                |           |           |   |  |                  |    |        |  |
| 65                         |                | 0.0       | 100.0        | 65                |                |           |           |   |  |                  |    |        |  |
| 66                         |                | 0.0       | 100.0        | 66                |                |           |           |   |  |                  |    |        |  |
| 67                         |                | 0.0       | 100.0        | 67                |                |           |           |   |  |                  |    |        |  |
| 68                         |                | 0.0       | 100.0        | 68                |                |           |           |   |  |                  |    |        |  |
| 69                         |                | 0.0       | 100.0        | 69                |                |           |           |   |  |                  |    |        |  |
| 70                         |                | 0.0       | 100.0        | 70                |                |           |           |   |  |                  |    |        |  |
| TOTAL NO VEHICLES          | 100            |           |              | TOTAL NO VEHICLES | 0              |           |           |   |  |                  |    |        |  |
|                            |                |           |              |                   |                |           |           | REMARK:   |  |                  |    |        |  |
|                            |                |           |              |                   |                |           |           | 1. 85th percentile speed of 32 MPH indicates a posted speed limit of 30 MPH. However, high traffic accident rate justifies the reduction of the mandated speed limit to 25 MPH. |  |                  |    |        |  |
|                            |                |           |              |                   |                |           |           | 2. Apply traffic enforcement as much as manpower permits  |  |                  |    |        |  |

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**City of Brawley  
California  
Engineering and Traffic Survey**

**Street:** Eastern Avenue  
**Limits:** Between Main Street and Malan Street

Field Observer: TSE  
Checked By: C. Hui Lai  
Date: 6-30-11

| Factors  | Direction: North/South                         |
|--|--|
| <b><u>A. Prevailing Speed Data</u></b>           |  |
| Location of Survey                               | s/o I Street                                   |
| 85th Percentile                                  | 38 mph   |
| 10 mph Pace                                      | 29 mph to 38 mph                               |
| Percent in Pace                                  | 78%  |
| <b><u>B. Collision History</u></b>               |  |
| Date Range Covered                               | 1/1/2008 to 12/31/2009 ( 2 YEARS )             |
| Total Collisions                                 | 1  |
| Collision Rate (Acc/MVM)                         | 1.85   |
| Expected Collision Rate                          | 1.55   |
| <b><u>C. Traffic Factors</u></b>                 |  |
| Average Daily Traffic                            | 3,300  |
| Length of Segment                                | 0.45 mile                                      |
| Lane Configuration                               | 2 lanes with bike lanes                        |
| Street Classification                            | Collector Street                               |
| <b><u>D. Conditions Not Readily Apparent</u></b> |  |
| Conditions                                       | -  |
| Roadway Geometrics                               | -  |
| Other Comments:                                  | Higher than City average traffic accident rate |
| <b><u>E. Adjacent Land Use</u></b>               |  |
|  | Residential, School                            |
| Posted Speed Limit                               | None   |
| Speed Limit Change?                              | -  |
| Recommended Speed Limit                          | 30 MPH   |
|  | Loc. #25                                       |

**Certification**  
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EXECUTED ON \_\_\_\_\_  
\_\_\_\_\_  
City of Brawley, California  
\_\_\_\_\_  
City Clerk

Prepared by: *C. Hui Lai*  
C. Hui Lai, City Traffic Engineer



| CITY OF BRAWLEY CALIFORNIA |                 |           |              | ENGINEERING AND TRAFFIC SURVEY |                 |           |           |
|----------------------------|-----------------|-----------|--------------|--------------------------------|-----------------|-----------|-----------|
| VEHICLES SURVEYED          |                 |           |              | ROADWAY: EASTERN AVENUE        |                 |           |           |
| NORTH / SOUTH BOUND        |                 |           |              | EAST / WEST BOUND              |                 |           |           |
| SPEED (MPH)                | NO. OF VEHICLES | PERCENT T | CUM. PERCENT | SPEED (MPH)                    | NO. OF VEHICLES | PERCENT T | PERCENT T |
| 18                         |                 | 0.0       | 0.0          | 18                             |                 |           |           |
| 19                         |                 | 0.0       | 0.0          | 19                             |                 |           |           |
| 20                         |                 | 0.0       | 0.0          | 20                             |                 |           |           |
| 21                         |                 | 0.0       | 0.0          | 21                             |                 |           |           |
| 22                         |                 | 0.0       | 0.0          | 22                             |                 |           |           |
| 23                         |                 | 0.0       | 0.0          | 23                             |                 |           |           |
| 24                         |                 | 0.0       | 0.0          | 24                             |                 |           |           |
| 25                         |                 | 0.0       | 0.0          | 25                             |                 |           |           |
| 26                         | 1               | 1.0       | 1.0          | 26                             |                 |           |           |
| 27                         | 5               | 5.0       | 6.0          | 27                             |                 |           |           |
| 28                         | 6               | 6.0       | 12.0         | 28                             |                 |           |           |
| 29                         | 7               | 7.0       | 19.0         | 29                             |                 |           |           |
| 30                         | 6               | 6.0       | 25.0         | 30                             |                 |           |           |
| 31                         | 5               | 5.0       | 30.0         | 31                             |                 |           |           |
| 32                         | 7               | 7.0       | 37.0         | 32                             |                 |           |           |
| 33                         | 8               | 8.0       | 45.0         | 33                             |                 |           |           |
| 34                         | 4               | 4.0       | 49.0         | 34                             |                 |           |           |
| 35                         | 17              | 17.0      | 66.0         | 35                             |                 |           |           |
| 36                         | 4               | 4.0       | 70.0         | 36                             |                 |           |           |
| 37                         | 8               | 8.0       | 78.0         | 37                             |                 |           |           |
| 38                         | 12              | 12.0      | 90.0         | 38                             |                 |           |           |
| 39                         | 6               | 6.0       | 96.0         | 39                             |                 |           |           |
| 40                         | 3               | 3.0       | 99.0         | 40                             |                 |           |           |
| 41                         | 1               | 1.0       | 100.0        | 41                             |                 |           |           |
| 42                         |                 | 0.0       | 100.0        | 42                             |                 |           |           |
| 43                         |                 | 0.0       | 100.0        | 43                             |                 |           |           |
| 44                         |                 | 0.0       | 100.0        | 44                             |                 |           |           |
| 45                         |                 | 0.0       | 100.0        | 45                             |                 |           |           |
| 46                         |                 | 0.0       | 100.0        | 46                             |                 |           |           |
| 47                         |                 | 0.0       | 100.0        | 47                             |                 |           |           |
| 48                         |                 | 0.0       | 100.0        | 48                             |                 |           |           |
| 49                         |                 | 0.0       | 100.0        | 49                             |                 |           |           |
| 50                         |                 | 0.0       | 100.0        | 50                             |                 |           |           |
| 51                         |                 | 0.0       | 100.0        | 51                             |                 |           |           |
| 52                         |                 | 0.0       | 100.0        | 52                             |                 |           |           |
| 53                         |                 | 0.0       | 100.0        | 53                             |                 |           |           |
| 54                         |                 | 0.0       | 100.0        | 54                             |                 |           |           |
| 55                         |                 | 0.0       | 100.0        | 55                             |                 |           |           |
| 56                         |                 | 0.0       | 100.0        | 56                             |                 |           |           |
| 57                         |                 | 0.0       | 100.0        | 57                             |                 |           |           |
| 58                         |                 | 0.0       | 100.0        | 58                             |                 |           |           |
| 59                         |                 | 0.0       | 100.0        | 59                             |                 |           |           |
| 60                         |                 | 0.0       | 100.0        | 60                             |                 |           |           |
| 61                         |                 | 0.0       | 100.0        | 61                             |                 |           |           |
| 62                         |                 | 0.0       | 100.0        | 62                             |                 |           |           |
| 63                         |                 | 0.0       | 100.0        | 63                             |                 |           |           |
| 64                         |                 | 0.0       | 100.0        | 64                             |                 |           |           |
| 65                         |                 | 0.0       | 100.0        | 65                             |                 |           |           |
| 66                         |                 | 0.0       | 100.0        | 66                             |                 |           |           |
| 67                         |                 | 0.0       | 100.0        | 67                             |                 |           |           |
| 68                         |                 | 0.0       | 100.0        | 68                             |                 |           |           |
| 69                         |                 | 0.0       | 100.0        | 69                             |                 |           |           |
| 70                         |                 | 0.0       | 100.0        | 70                             |                 |           |           |
| TOTAL NO. VEHICLES         | 100             |           |              | TOTAL NO. VEHICLES             | 0               |           |           |

| PREVAILING SPEED DATA   |  |                  |        |
|---|--|------------------|--------|
| DIRECTION   |  | NORTH/SOUTHBOUND |        |
| DATE AND TIME OF SURVEY   |  | 06/30/11         | 9:30AM |
| 85TH PERCENTILE (MPH)   |  | 38               |        |
| 10 MPH PACE   |  | 29               | TO 38  |
| PERCENT IN PACE   |  | 78.00            |        |
| EXISTING POSTED SPEED LIMIT (MPH)   |  | NONE             |        |
| RECOMMENDED SPEED LIMIT (MPH)   |  | 30 MPH           |        |
| REMARK:   |  |                  |        |
| 1. 85th percentile speed of 38 MPH indicates a posted speed limit of 35 MPH. However, high traffic accident rate justifies the reduction of the mandated speed limit to 30 MPH. |  |                  |        |
| 2. Apply traffic enforcement as much as manpower permits  |  |                  |        |

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**City of Brawley  
California  
Engineering and Traffic Survey**

**Street:** River Drive  
**Limits:** Between S.R. 111 and Western Avenue

**Field Observer:** TSE  
**Checked By:** C. Hui Lai  
**Date:** 6-30-2011

| Factors  | Direction: East/West  |
|--|---|
| <b><u>A. Prevailing Speed Data</u></b>           |   |
| Location of Survey                               | w/o 3 <sup>rd</sup> Street  |
| 85th Percentile                                  | 32 mph  |
| 10 mph Pace                                      | 24 mph to 33 mph  |
| Percent in Pace                                  | 96%   |
| <b><u>B. Collision History</u></b>               |   |
| Date Range Covered                               | 1/1/2008 to 12/31/2009 ( 2 YEARS )  |
| Total Collisions                                 | 1   |
| Collision Rate (Acc/MVM)                         | 2.03  |
| Expected Collision Rate                          | 1.55  |
| <b><u>C. Traffic Factors</u></b>                 |   |
| Average Daily Traffic                            | 1,800   |
| Length of Segment                                | 0.75 mile   |
| Lane Configuration                               | 2 lanes   |
| Street Classification                            | Collector Street  |
| <b><u>D. Conditions Not Readily Apparent</u></b> |   |
| Conditions                                       | -   |
| Roadway Geometrics                               | -   |
| Other Comments:                                  | <ol style="list-style-type: none"> <li>1. Moderate roadway curve e/o Pater Street</li> <li>2. Narrow street due to curbside parking on both sides of the street</li> <li>3. Higher than City average traffic accident rate</li> </ol> |
| <b><u>E. Adjacent Land Use</u></b>               |   |
|  | Residential   |
| Posted Speed Limit                               | 25 MPH  |
| Speed Limit Change?                              | No  |
| Recommended Speed Limit                          | 25 mph  |

Loc. #26

**Certification**

I hereby certify, under penalty of perjury, that the attached is A true and correct copy of the original document which is on file in this office.

EXECUTED ON

\_\_\_\_\_  
City of Brawley, California

\_\_\_\_\_  
City Clerk

Prepared by:

*C. Hui Lai*  
\_\_\_\_\_  
C. Hui Lai, City Traffic Engineer



CITY OF BRAWLEY, CALIFORNIA

ENGINEERING AND TRAFFIC SURVEY

VEHICLES SURVEYED

ROADWAY:

RIVER DRIVE

SEGMENT:

S.R. 111 TO WESTERN

EAST / WEST BOUND

NORTH / SOUTH BOUND

| SPEED (MPH) | NO. OF VEHICLES | PERCENT T | CUM. PERCENT | SPEED (MPH) | NO. OF VEHICLES | PERCENT T | PERCENT T |
|-------------|-----------------|-----------|--------------|-------------|-----------------|-----------|-----------|
| 18          |                 | 0.0       | 0.0          | 18          |                 |           |           |
| 19          |                 | 0.0       | 0.0          | 19          |                 |           |           |
| 20          |                 | 0.0       | 0.0          | 20          |                 |           |           |
| 21          |                 | 0.0       | 0.0          | 21          |                 |           |           |
| 22          |                 | 0.0       | 0.0          | 22          |                 |           |           |
| 23          | 2               | 2.0       | 2.0          | 23          |                 |           |           |
| 24          | 3               | 3.0       | 5.0          | 24          |                 |           |           |
| 25          | 5               | 5.0       | 10.0         | 25          |                 |           |           |
| 26          | 6               | 6.0       | 16.0         | 26          |                 |           |           |
| 27          | 5               | 5.0       | 21.0         | 27          |                 |           |           |
| 28          | 8               | 8.0       | 29.0         | 28          |                 |           |           |
| 29          | 12              | 12.0      | 41.0         | 29          |                 |           |           |
| 30          | 12              | 12.0      | 53.0         | 30          |                 |           |           |
| 31          | 16              | 16.0      | 69.0         | 31          |                 |           |           |
| 32          | 19              | 19.0      | 88.0         | 32          |                 |           |           |
| 33          | 10              | 10.0      | 98.0         | 33          |                 |           |           |
| 34          | 1               | 1.0       | 99.0         | 34          |                 |           |           |
| 35          | 1               | 1.0       | 100.0        | 35          |                 |           |           |
| 36          |                 | 0.0       | 100.0        | 36          |                 |           |           |
| 37          |                 | 0.0       | 100.0        | 37          |                 |           |           |
| 38          |                 | 0.0       | 100.0        | 38          |                 |           |           |
| 39          |                 | 0.0       | 100.0        | 39          |                 |           |           |
| 40          |                 | 0.0       | 100.0        | 40          |                 |           |           |
| 41          |                 | 0.0       | 100.0        | 41          |                 |           |           |
| 42          |                 | 0.0       | 100.0        | 42          |                 |           |           |
| 43          |                 | 0.0       | 100.0        | 43          |                 |           |           |
| 44          |                 | 0.0       | 100.0        | 44          |                 |           |           |
| 45          |                 | 0.0       | 100.0        | 45          |                 |           |           |
| 46          |                 | 0.0       | 100.0        | 46          |                 |           |           |
| 47          |                 | 0.0       | 100.0        | 47          |                 |           |           |
| 48          |                 | 0.0       | 100.0        | 48          |                 |           |           |
| 49          |                 | 0.0       | 100.0        | 49          |                 |           |           |
| 50          |                 | 0.0       | 100.0        | 50          |                 |           |           |
| 51          |                 | 0.0       | 100.0        | 51          |                 |           |           |
| 52          |                 | 0.0       | 100.0        | 52          |                 |           |           |
| 53          |                 | 0.0       | 100.0        | 53          |                 |           |           |
| 54          |                 | 0.0       | 100.0        | 54          |                 |           |           |
| 55          |                 | 0.0       | 100.0        | 55          |                 |           |           |
| 56          |                 | 0.0       | 100.0        | 56          |                 |           |           |
| 57          |                 | 0.0       | 100.0        | 57          |                 |           |           |
| 58          |                 | 0.0       | 100.0        | 58          |                 |           |           |
| 59          |                 | 0.0       | 100.0        | 59          |                 |           |           |
| 60          |                 | 0.0       | 100.0        | 60          |                 |           |           |
| 61          |                 | 0.0       | 100.0        | 61          |                 |           |           |
| 62          |                 | 0.0       | 100.0        | 62          |                 |           |           |
| 63          |                 | 0.0       | 100.0        | 63          |                 |           |           |
| 64          |                 | 0.0       | 100.0        | 64          |                 |           |           |
| 65          |                 | 0.0       | 100.0        | 65          |                 |           |           |
| 66          |                 | 0.0       | 100.0        | 66          |                 |           |           |
| 67          |                 | 0.0       | 100.0        | 67          |                 |           |           |
| 68          |                 | 0.0       | 100.0        | 68          |                 |           |           |
| 69          |                 | 0.0       | 100.0        | 69          |                 |           |           |
| 70          |                 | 0.0       | 100.0        | 70          |                 |           |           |

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PREVAILING SPEED DATA

|                                   |                |    |         |
|-----------------------------------|----------------|----|---------|
| DIRECTION                         | EAST/WESTBOUND |    |         |
| DATE AND TIME OF SURVEY           | 06/30/11       |    | 10:30AM |
| 85TH PERCENTILE (MPH)             | 32             |    |         |
| 10 MPH PACE                       | 24             | TO | 33      |
| PERCENT IN PACE                   | 96.00          |    |         |
| EXISTING POSTED SPEED LIMIT (MPH) | 25 MPH         |    |         |
| RECOMMENDED SPEED LIMIT (MPH)     | 25 MPH         |    |         |

REMARK:

1. 85th percentile speed of 32 MPH indicates a posted speed limit of 30 MPH. However, high traffic accident rate justifies the reduction of the mandated speed limit to 25 MPH.

2. Apply traffic enforcement as much as manpower permits

TOTAL NO. VEHICLES

100

TOTAL NO. VEHICLES

0

**City of Brawley  
California  
Engineering and Traffic Survey**

**Street:** River Drive  
**Limits:** Between Western Avenue and Rio Vista

**Field Observer:** TSE  
**Checked By:** C. Hui Lai  
**Date:** 6-30-2011

| Factors  | Direction: East/West   |
|--|--|
| <b><u>A. Prevailing Speed Data</u></b>           |  |
| Location of Survey                               | e/o El Cerrito   |
| 85th Percentile                                  | 28 mph   |
| 10 mph Pace                                      | 19 mph to 28 mph   |
| Percent in Pace                                  | 100%   |
| <b><u>B. Collision History</u></b>               |  |
| Date Range Covered                               | 1/1/2008 to 12/31/2009 ( 2 YEARS )                                 |
| Total Collisions                                 | 0  |
| Collision Rate (Acc/MVM)                         | 0  |
| Expected Collision Rate                          | 1.55   |
| <b><u>C. Traffic Factors</u></b>                 |  |
| Average Daily Traffic                            | -  |
| Length of Segment                                | 0.25 mile  |
| Lane Configuration                               | 2 lanes  |
| Street Classification                            | Local Street   |
| <b><u>D. Conditions Not Readily Apparent</u></b> |  |
| Conditions                                       | -  |
| Roadway Geometrics                               | -  |
| Other Comments:                                  | Narrow street due to curbside parking on both sides of the street. |
| <b><u>E. Adjacent Land Use</u></b>               |  |
|  | Residential, school  |
| Posted Speed Limit                               | None   |
| Speed Limit Change?                              | -  |
| Recommended Speed Limit                          | 25 mph   |
|  | Loc. #27   |

**Certification**  
I hereby certify, under penalty of perjury, that the attached is  
A true and correct copy of the original document which is on  
File in this office.  
EXECUTED ON \_\_\_\_\_  
\_\_\_\_\_  
City of Brawley, California  
\_\_\_\_\_  
City Clerk

Prepared by: *C. Hui Lai*  
C. Hui Lai, City Traffic Engineer



| CITY OF BRAWLEY, CALIFORNIA |                 |           |              | ENGINEERING AND TRAFFIC SURVEY |                 |           |           |
|-----------------------------|-----------------|-----------|--------------|--------------------------------|-----------------|-----------|-----------|
| VEHICLES SURVEYED           |                 |           |              | ROADWAY: RIVER DRIVE           |                 |           |           |
| EAST / WEST BOUND           |                 |           |              | NORTH / SOUTH BOUND            |                 |           |           |
| SPEED (MPH)                 | NO. OF VEHICLES | PERCENT T | CUM. PERCENT | SPEED (MPH)                    | NO. OF VEHICLES | PERCENT T | PERCENT T |
| 18                          |                 | 0.0       | 0.0          | 18                             |                 |           |           |
| 19                          |                 | 0.0       | 0.0          | 19                             |                 |           |           |
| 20                          |                 | 0.0       | 0.0          | 20                             |                 |           |           |
| 21                          |                 | 0.0       | 0.0          | 21                             |                 |           |           |
| 22                          |                 | 0.0       | 0.0          | 22                             |                 |           |           |
| 23                          | 6               | 7.7       | 7.7          | 23                             |                 |           |           |
| 24                          | 10              | 12.8      | 20.5         | 24                             |                 |           |           |
| 25                          | 22              | 28.2      | 48.7         | 25                             |                 |           |           |
| 26                          | 16              | 20.5      | 69.2         | 26                             |                 |           |           |
| 27                          | 12              | 15.4      | 84.6         | 27                             |                 |           |           |
| 28                          | 12              | 15.4      | 100.0        | 28                             |                 |           |           |
| 29                          |                 | 0.0       | 100.0        | 29                             |                 |           |           |
| 30                          |                 | 0.0       | 100.0        | 30                             |                 |           |           |
| 31                          |                 | 0.0       | 100.0        | 31                             |                 |           |           |
| 32                          |                 | 0.0       | 100.0        | 32                             |                 |           |           |
| 33                          |                 | 0.0       | 100.0        | 33                             |                 |           |           |
| 34                          |                 | 0.0       | 100.0        | 34                             |                 |           |           |
| 35                          |                 | 0.0       | 100.0        | 35                             |                 |           |           |
| 36                          |                 | 0.0       | 100.0        | 36                             |                 |           |           |
| 37                          |                 | 0.0       | 100.0        | 37                             |                 |           |           |
| 38                          |                 | 0.0       | 100.0        | 38                             |                 |           |           |
| 39                          |                 | 0.0       | 100.0        | 39                             |                 |           |           |
| 40                          |                 | 0.0       | 100.0        | 40                             |                 |           |           |
| 41                          |                 | 0.0       | 100.0        | 41                             |                 |           |           |
| 42                          |                 | 0.0       | 100.0        | 42                             |                 |           |           |
| 43                          |                 | 0.0       | 100.0        | 43                             |                 |           |           |
| 44                          |                 | 0.0       | 100.0        | 44                             |                 |           |           |
| 45                          |                 | 0.0       | 100.0        | 45                             |                 |           |           |
| 46                          |                 | 0.0       | 100.0        | 46                             |                 |           |           |
| 47                          |                 | 0.0       | 100.0        | 47                             |                 |           |           |
| 48                          |                 | 0.0       | 100.0        | 48                             |                 |           |           |
| 49                          |                 | 0.0       | 100.0        | 49                             |                 |           |           |
| 50                          |                 | 0.0       | 100.0        | 50                             |                 |           |           |
| 51                          |                 | 0.0       | 100.0        | 51                             |                 |           |           |
| 52                          |                 | 0.0       | 100.0        | 52                             |                 |           |           |
| 53                          |                 | 0.0       | 100.0        | 53                             |                 |           |           |
| 54                          |                 | 0.0       | 100.0        | 54                             |                 |           |           |
| 55                          |                 | 0.0       | 100.0        | 55                             |                 |           |           |
| 56                          |                 | 0.0       | 100.0        | 56                             |                 |           |           |
| 57                          |                 | 0.0       | 100.0        | 57                             |                 |           |           |
| 58                          |                 | 0.0       | 100.0        | 58                             |                 |           |           |
| 59                          |                 | 0.0       | 100.0        | 59                             |                 |           |           |
| 60                          |                 | 0.0       | 100.0        | 60                             |                 |           |           |
| 61                          |                 | 0.0       | 100.0        | 61                             |                 |           |           |
| 62                          |                 | 0.0       | 100.0        | 62                             |                 |           |           |
| 63                          |                 | 0.0       | 100.0        | 63                             |                 |           |           |
| 64                          |                 | 0.0       | 100.0        | 64                             |                 |           |           |
| 65                          |                 | 0.0       | 100.0        | 65                             |                 |           |           |
| 66                          |                 | 0.0       | 100.0        | 66                             |                 |           |           |
| 67                          |                 | 0.0       | 100.0        | 67                             |                 |           |           |
| 68                          |                 | 0.0       | 100.0        | 68                             |                 |           |           |
| 69                          |                 | 0.0       | 100.0        | 69                             |                 |           |           |
| 70                          |                 | 0.0       | 100.0        | 70                             |                 |           |           |
| TOTAL NO. VEHICLES          | 78              |           |              | TOTAL NO. VEHICLES             | 0               |           |           |

| PREVAILING SPEED DATA             |                |    |     |
|-----------------------------------|----------------|----|-----|
| DIRECTION                         | EAST/WESTBOUND |    |     |
| DATE AND TIME OF SURVEY           | 06/30/11       |    | 1PM |
| 85TH PERCENTILE (MPH)             | 28             |    |     |
| 10 MPH PACE                       | 19             | TO | 28  |
| PERCENT IN PACE                   | 100.00         |    |     |
| EXISTING POSTED SPEED LIMIT (MPH) | NONE           |    |     |
| RECOMMENDED SPEED LIMIT (MPH)     | 25 MPH         |    |     |

REMARK:  
1. River Drive is a local street and qualifies for the posting of a prima facie speed of 25 MPH

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EXHIBIT "B"

LASER GUN CALIBRATION CERTIFICATE



16202 Keats Circle  
Westminster, Calif. 92683

# TRAFFIC LIDAR CERTIFICATION

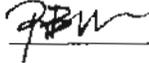
TESTED TO NHTSA SPECIFICATIONS / IACP CRITICAL PERFORMANCE STANDARDS  
(NHTSA) National Highway and Traffic Safety Administration.  
(IACP) International Association of Chiefs of Police

R.H.F. is a certified independent testing and repair facility.

|    |  |   |   |  |  |
|----|--|---|---|--|--|
| 1  | <b>TEST ID</b>   | Date received:<br><i>6-24-11</i>  | Testing lab number:<br><i>61098</i>       |  |  |
| 2  | <b>DEVICE ID</b>   | Make:<br><b>Kustom</b>  | Model:<br><b>Pro Laser III &amp; II</b>   | Serial number:<br><i>PL 21475</i>        |  |
| 3  | §2.6.1 / §2.6.2 / §2.6.3 / §3.6.1 / §3.6.2 / §3.6.3<br><b>COMBINED BEAM ALIGNMENT, TARGET DISCRIMINATION, RANGE ACCURACY</b> | A: Beam alignment: Horizontal and vertical.   |   | <input checked="" type="checkbox"/> PASS | FAIL   |
|    |  | B: Target discrimination: Horizontal and vertical.  |   | <input checked="" type="checkbox"/> PASS | FAIL   |
|    |  | C: Range accuracy: Horizontal and vertical.   |   | <input checked="" type="checkbox"/> PASS | FAIL   |
| 4  | §2.8 / §5.8<br><b>LOW SUPPLY VOLTAGE INDICATOR</b>   | Low voltage alert spec:<br><b>Not specified: &lt;9.0 volts</b>  | LVA Activates:<br><i>8.7</i>              | LVA deactivates:<br><i>9.0</i>           | <input checked="" type="checkbox"/> PASS<br>FAIL |
| 5  | §2.9.1 / §2.9.2 / §3.9.1 / §3.9.2<br><b>SUPPLY VOLTAGE TOLERANCE</b>   | Standard supply voltage:<br><b>12.0 volts</b>   | Pulse repetition rate:<br><i>199.9964</i> |  | <input checked="" type="checkbox"/> PASS<br>FAIL |
|    |  | High voltage limit:<br><b>16.0 volts</b>  | Pulse repetition rate:<br><i>199.9964</i> |  |  |
|    |  | Low voltage limit:<br><b>&lt;9.0 volts</b>  | Pulse repetition rate:<br><i>199.9964</i> |  |  |
| 6  | §2.10.5 / §5.10.5<br><b>LOW SPEED AND HIGH SPEED DISPLAY LIMITS</b>  | A: Approaching  | Lo-speed spec.<br><b>5</b>                | Lo-speed display<br><i>5</i>             | <input checked="" type="checkbox"/> PASS<br>FAIL |
|    |  |   | Hi-speed spec<br><b>200</b>               | Hi-speed display<br><i>200</i>           |  |
|    |  | B: Receding   | Lo-speed spec<br><b>5</b>                 | Lo-speed display<br><i>5</i>             |  |
|    |  |   | Hi-speed spec.<br><b>200</b>              | Hi speed display<br><i>200</i>           |  |
| 7  | §2.11.1 / §2.11.2 / §3.11.1 / §3.11.2<br><b>SPEED ACCURACY</b>   | A: Smoothly moving target without perturbation  |   | <input checked="" type="checkbox"/> PASS | FAIL   |
|    |  | B: Smoothly moving target with perturbation   |   | <input checked="" type="checkbox"/> PASS | FAIL   |
| 8  | <b>LABORATORY COMMENTS</b>   |   |   |  |  |
| 9  | <b>NHTSA/IACP CERTIFICATION</b>  | <p style="text-align: center;"><i>This lidar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802</i></p> <p style="text-align: right;"><input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL</p> <p>Certified by: <i>Ford Barrman</i>      Date: <i>6-24-11</i></p> |   |  |  |
| 10 | <b>INVENTORY</b>   | <input type="checkbox"/> Lidar Unit   | <input type="checkbox"/> Operators manual | <input type="checkbox"/> Certificate     | <input type="checkbox"/> Carrying Case           |

**COUNCIL AGENDA REPORT**  
City of Brawley

Meeting Date: October 7, 2014

City Manager: 

**PREPARED BY:** Pete Sanchez, Equipment Maintenance Supervisor

**PRESENTED BY:** Yazmin Arellano, Public Works Director

**SUBJECT:** Vehicle Purchases for Public Works Department and Parks & Recreation Department, Utilizing State of California Contract #1-14-23-20A

**CITY MANAGER RECOMMENDATION:** Approve the purchase of Five (5) Ford F150 Pickup Trucks, One (1) Ford F250 Pickup Trucks, and One (1) Ford F650 Dump Truck utilizing the State of California Contract #1-14-23-20A in the amount of \$198,605.28 and authorize the City Manager to execute all documentation in relation to this acquisition.

**DISCUSSION:** The State of California, on an annual or biannual basis, procures vehicles for its fleet. As a public agency, the City of Brawley has the opportunity to “piggyback” on the State contract to receive the same prices that were quoted to the State.

Five (5) 2014 Ford F150 Regular Cab Pickup trucks will replace deteriorating, high mileage trucks ranging in year from 1998 to 2002 currently used by the following Public Works Department Divisions:

- Two (2) at the Water Treatment Plant
- Two (2) at the Wastewater Treatment Plant
- One (1) within the Pretreatment Program

The total quotation for the 5 trucks from Downtown Ford Sales is \$90,521.75 (\$18,104.35 per vehicle). All of these divisions have a FY 14/15 budgeted amount of \$18,000 per vehicle for a total of \$90,000.

One (1) 2015 Ford F 250 Regular Cab Pickup will replace a deteriorating, high mileage truck used by the Parks & Recreation Department. The quote from Downtown Ford Sales is \$25,036.31.

One (1) Dump Truck will assist the Streets and Utilities Division with the transportation of earth, road base, and asphalt during utility / road repairs. The Dump Truck is a Medium Duty 5-6 YD 2015 Ford F650 XL, 6.7L 220 HP Cummins Diesel with a cost of \$83,047.22. The Streets and Utilities Division FY 14/15 budget includes the purchase of a Dump Truck for \$90,000.

**FISCAL IMPACT:** 2 Pickup Trucks: \$36,208.70 Water Treatment, Equipment (501-321.000-800.400)  
2 Pickup Trucks: \$36,208.70 Wastewater Treatment, Equipment (512-332.000-800.400)  
1 Pickup Truck: \$18,104.35 Water Distribution, Equipment (501-322.000-800.400)  
1 Pickup Truck: \$25,036.31 Parks, Vehicles (101-511.000-800.500)  
1 Dump Truck: \$83,047.22 Maintenance, Equipment (601-803.000-800.400)

**Total: \$198,605.28**

**ATTACHMENTS:** Downtown Ford Sales Quotes  
State Contract #1-14-23-20A

# QUOTATION

DOWNTOWN FORD SALES  
525 N16th Street, Sacramento, CA. 95814  
916-442-6931 fax 916-491-3138

DF082014236

## QUOTATION

| Customer |                 | Date  | 8/20/2014 |
|----------|-----------------|-------|-----------|
| Name     | CITY OF BRAWLEY | REP   | FORBESS   |
| Address  |                 | Phone |           |
| City     | CA              | FOB   |           |
| Phone    |                 |       |           |

| Qty | Description                           | Unit Price  | TOTAL       |
|-----|---------------------------------------|-------------|-------------|
| 5   | 2014 FORD F150 REGULAR CAB PICKUP 4X2 | \$16,265.00 | \$81,325.00 |

|   |         |         |          |
|---|---------|---------|----------|
| 5 | DOC FEE | \$80.00 | \$400.00 |
|---|---------|---------|----------|

| Payment Details                  |
|----------------------------------|
| <input type="radio"/>            |
| <input checked="" type="radio"/> |
| <input type="radio"/>            |

|       |              |                    |
|-------|--------------|--------------------|
|       |              | \$81,725.00        |
|       | SHIPPING     | \$2,250.00         |
| Taxes | s            | \$6,538.00         |
|       | TIRE FEE     | \$8.75             |
|       | <b>TOTAL</b> | <b>\$90,521.75</b> |

Office Use Only

**\$500.00 DISCOUNT FOR PAYMENT IN 20 DAYS**

STATE OF CALIFORNIA CONTRACT 1-14-23-20A

# QUOTATION

DOWNTOWN FORD SALES  
525 N16th Street, Sacramento, CA. 95814  
916-442-6931 fax 916-491-3138

DF091714240

## QUOTATION

### Customer

Name CITY OF BRAWLEY  
Address  
City CA  
Phone

Date 9/17/2014  
REP FORBESS  
Phone  
FOB

| Qty | Description                    | Unit Price  | TOTAL       |
|-----|--------------------------------|-------------|-------------|
| 1   | 2015 FORD F250 REGULAR CAB 4X2 | \$18,503.00 | \$18,503.00 |
| 1   | CLOTH 40/20/40 SEAT            | \$294.00    | \$294.00    |
| 1   | CAB STEPS                      | \$348.00    | \$348.00    |
| 1   | LIMITED SLIP REAR AXLE         | \$366.00    | \$366.00    |
| 1   | MATERIAL RACK                  | \$1,295.00  | \$1,295.00  |
| 1   | POWER GROUP                    | \$1,076.00  | \$1,076.00  |
| 1   | TOOL BOX DIAMOND PLATE         | \$795.00    | \$795.00    |
| 1   | DOC FEE                        | \$80.00     | \$80.00     |

### Payment Details

- 
- 
- 

Taxes SHIPPIING \$22,757.00  
\$450.00  
\$1,820.56  
TIRE FEE \$8.75  
TOTAL **\$25,036.31**

Office Use Only

**\$500.00 DISCOUNT FOR PAYMENT IN 20 DAYS**

STATE OF CALIFORNIA CONTRACT 1-14-23-20A

# THIS IS YOUR QUOTE

DOWNTOWN FORD SALES  
 525 N16th Street, Sacramento, CA. 95811  
 916-442-8931 fax 916-491-3138

RJM08132014

## QUOTATION

|                 |                    |       |            |
|-----------------|--------------------|-------|------------|
| <b>Customer</b> |                    | Date  | 8/20/2014  |
| Name            | CITY OF BRAWLEY    | REP   | BOB MILLOY |
| Address         |                    | Phone |            |
| City            |                    | FOB   | SACRAMENTO |
| Phone           | ATTN: Pete Sanchez |       |            |

| Qty | Description  | Unit Price       | TOTAL              |
|-----|--|------------------|--------------------|
| 1   | 2014 State of California Contract #1-14-23-20A<br>2015 FORD F650 XL TRIM, 25,999 lbs. GVWR, 176" Wheelbase (102" CA), 50,000 lbs. Frame, 8,500 lbs. Front Axle and Suspension, 17,500 lbs Rear Axle with 18,500 lbs Rear Suspension, 6:43 Axle ratio, Hydraulic Brakes, Ford 6.8L Triton V10 Gasoline Engine, 362 HP/457 lbs. ft Torque, Ford Select Shift 6-Speed Transmission 42 Gallon Gas Tank, Vinyl Seating, 11R22.5 (G) All Position Tread Tires (6), Air Conditioning, AM/FM Radio, Tilt Wheel, Cruise Control | \$42,441.00      | \$42,441.00        |
| 1   | Upgrade to Diesel F650 (26,000 lbs GVWR) Includes Cummins ISB 6.7L Diesel Engine, 220HP/520 Lbs Ft Torq Allison 2500 6-Speed Transmission, 6.14 Rear Axle Ratio 45 Gallon Fuel tank, 10 gallon DEF tank Mounted Rear of Cab R/s Frame Rail, Hydraulic Brakes   | \$11,068.00      | \$11,068.00        |
| 1   | Change Wheelbase to 158" / 84" CA  | \$0.00           | \$0.00             |
| 1   | Upgrade to Tow Hooks   | \$70.00          | \$70.00            |
| 1   | Upgrade to Backup Alarm  | \$104.00         | \$104.00           |
| 1   | Upgrade Fuel Tank to 50 Gal/5 Gal DEF Tank Under Cab   | \$201.00         | \$201.00           |
| 1   | Upgrade to Air Brakes  | \$1,443.00       | \$1,443.00         |
| 1   | Upgrade to Air Dryer   | \$433.00         | \$433.00           |
| 1   | Dump Body (Package) - 10' (5-6 Yd) 1/4 Cab Shield, 7 Gauge Floor, 10 Gauge Sides and Ends (Approx 28" High, Double Acting Manual Tailgate w/ Center Ditchgate Spreader Apron, Underbody Arm Hoist (No Dog House) Hot Shift PTO, 1/2" Hitch Plate with 30,000 lbs Pintle Hitch and Separately Mounted receiver Tube)  | \$18,778.00      | \$18,778.00        |
| 1   | Semi Automatic Mesh Tarp   | \$1,540.00       | \$1,540.00         |
| 1   | Upgrade Seats to Cloth   | \$126.00         | \$126.00           |
| 1   | Document Fee   | \$80.00          | \$80.00            |
|     |  | <b>Subtotal</b>  | <b>\$76,284.00</b> |
|     |  | Delivery         | \$650.00           |
|     |  | Sales Tax        | \$6,102.72         |
|     |  | CA Tire Tax      | \$10.50            |
|     |  | <b>TOTAL DUE</b> | <b>\$83,047.22</b> |

\$500 DISCOUNT FOR QUICK  
PAY IN 20 DAYS



Department of General Services  
Procurement Division  
707 Third Street, 2<sup>nd</sup> Floor  
West Sacramento, CA 95605-2811

State of California  
**CONTRACT NOTIFICATION**  
\*\*\*\*\*MANDATORY\*\*\*\*\*

|                               |  |
|-------------------------------|--|
| CONTRACT NUMBER:              | 1-14-23-20 A through G   |
| DESCRIPTION:                  | Fleet Vehicles – Trucks  |
| CONTRACTOR(S):                | Downtown Ford Sales (1-14-23-20A)<br>Elk Grove Auto Group (1-14-23-20B)<br>Hanford Toyota (1-14-23-20C)<br>Winner Chevrolet (1-14-23-20D)<br>Wondries Fleet Group (1-14-23-20E)<br>Riverview International (1-14-23-20F)<br>Swift Superstore (1-14-23-20G) |
| CONTRACT TERM:                | 2/3/2014 through 2/2/2016  |
| STATE CONTRACT ADMINISTRATOR: | Christina Nunez<br>(916) 375-4482<br><a href="mailto:Christina.nunez@dgs.ca.gov">Christina.nunez@dgs.ca.gov</a>  |

The contract user instructions, products, and pricing are included herein. All purchase documents issued under this contract incorporate the contract terms and applicable California General Provisions.

*Signature on File*

Date: 2/3/2014

Contract (Mandatory) 1-14-23-20 A - G  
Contract Notification and User Instructions

**Christina Nunez, Contract Administrator**

**1. SCOPE**

The State's contract provides current model year Fleet Vehicles - Trucks at contracted pricing to the State of California and local governmental agencies in accordance with the requirements of Contract # 1-14-23-20 A - G. The contractors shall supply the entire portfolio of products as identified in the contract and will be the primary point of contact for data collection, reporting, and distribution of Fleet Vehicles - Trucks to the State.

The contract term is for two (2) years with an option to extend the contract for one (1) additional year period or portion thereof. The terms, conditions, and prices for the contract extension option shall be by mutual agreement between the contractor and the State. If a mutual agreement cannot be met the contract may be terminated at the end of the current contract term.

**2. CONTRACT USAGE/RULES**

**A. State Departments**

- The use of this contract is mandatory for all State of California departments. State departments shall only purchase vehicles that are ranked #1 for each line item, with no exceptions. See Section 6 - Contract Items for ranking order details.
- Ordering departments must adhere to all applicable State laws, regulations, policies, best practices, and purchasing authority requirements, e.g. California Codes, Code of Regulations, State Administrative Manual, Management Memos, and State Contracting Manual Volume 2 and 3, as applicable.
- Prior to placing orders against this contract, departments must have been granted non-IT purchasing authority by the Department of General Services, Procurement Division (DGS/PD) for the use of this statewide contract. The department's current purchasing authority number must be entered in the appropriate location on each purchase document. Departments that have not been granted purchasing authority by DGS/PD for the use of the State's statewide contracts may access the Purchasing Authority Application at <http://www.pd.dgs.ca.gov/deleg/pamannual.htm> or may contact DGS/PD's Purchasing Authority Management Section by e-mail at [pams@dgs.ca.gov](mailto:pams@dgs.ca.gov).
- Departments must have a Department of General Services (DGS) agency billing code prior to placing orders against this contract. Ordering departments may contact their Purchasing Authority contact or their department's fiscal office to obtain this information.

**B. Local Governmental Agencies**

- Local governmental agency use of this contract is optional.
- Local government agencies are defined as "any city, county, city and county, district or other governmental body or corporation, including the California State Universities (CSU) and University of California (UC) systems, K-12 schools and community colleges", empowered to expend public funds for the acquisition of products, per Public Contract Code Chapter 2, Paragraph 10298 (a) (b). While the State makes this contract available to local governmental agencies, each local governmental agency should determine whether this contract is consistent with its procurement policies and regulations.
- Local governmental agencies shall have the same rights and privileges as the State under the terms of this contract. Any agencies desiring to participate shall be required to adhere to the same responsibilities as do State agencies and have no authority to amend, modify or change any condition of the contract.

**Contract (Mandatory) 1-14-23-20 A - G**  
**Contract Notification and User Instructions**

- Local governmental agencies must have a DGS agency billing code prior to placing orders against this contract. DGS agency billing codes may be obtained by emailing the DGS billing code contact with the following information:
  - Local governmental agency
  - Contact name
  - Telephone number
  - Mailing address
  - Facsimile number and e-mail address

DGS Billing Code Contact: [BillCodesCMAS@dgs.ca.gov](mailto:BillCodesCMAS@dgs.ca.gov)

- C. Unless otherwise specified within this document, the term "ordering agencies" will refer to all State departments and/or local governmental agencies eligible to utilize this contract. Ordering and/or usage instructions exclusive to State departments or local governmental agencies shall be identified within each article.

**3. DGS ADMINISTRATIVE FEES**

**A. State Departments**

The DGS will bill each State department an administrative fee for use of this statewide contract. The administrative fee should NOT be included in the order total, nor remitted before an invoice is received from DGS.

Current fees are available online in the Procurement Division Price Book located at: <http://www.dgs.ca.gov/ofs/NewsEvents/PriceBookAnnouncement.aspx> (Click on "Purchasing" under Procurement Division.)

**B. Local Governmental Agencies**

For all local government agency transactions issued against this contract, the Contractor is required to remit the DGS/PD an Incentive Fee of an amount equal to 1% of the total purchase order amount excluding taxes and freight. This Incentive Fee shall not be included in the agency's purchase price, nor invoiced or charged to the purchasing entity. All prices quoted to local governmental agency customers shall reflect State contract pricing, including any and all applicable discounts, and shall include no other add-on fees.

**4. CONTRACT ADMINISTRATION**

Both the State and the contractor(s) have assigned contract administrators as the single points of contact for problem resolution and related contract issues.

**DGS/PD Contract Administrator:** Christina Nunez  
**Address:** DGS/Procurement Division  
707 Third Street, 2<sup>nd</sup> Floor  
West Sacramento, CA 95605  
**Telephone:** (916) 375-4482  
**Facsimile:** (916) 375-4613  
**E-Mail:** [christina.nunez@dgs.ca.gov](mailto:christina.nunez@dgs.ca.gov)

**Contract (Mandatory) 1-14-23-20 A - G**  
**Contract Notification and User Instructions**

**Contractor:** **Downtown Ford Sales 1-14-23-20A**  
**Contact Name:** Dave Forbess  
**Address:** 525 N. 16<sup>th</sup> Street  
Sacramento, CA 95811  
**Telephone:** (916) 442-6931  
**Facsimile:** (916) 491-3138  
**E-Mail:** [daveforbess@downtownfordsales.com](mailto:daveforbess@downtownfordsales.com)

**Contractor:** **Elk Grove Auto Group 1-14-23-20B**  
**Contact Name:** Bill Kemery  
**Address:** 8575 Laguna Grove Drive  
Elk Grove, CA 95757  
**Telephone:** (916) 429-4700  
**Facsimile:** (916) 421-0149  
**E-Mail:** [billk@lasherauto.com](mailto:billk@lasherauto.com)

**Contractor:** **Hanford Toyota 1-14-23-20C**  
**Contact Name:** Pat Ireland  
**Address:** 1835 Glendale Avenue  
Hanford, CA 93230  
**Telephone:** (559) 707-5735  
**Facsimile:** (559) 961-4601  
**E-Mail:** [patireland1962@yahoo.com](mailto:patireland1962@yahoo.com)

**Contractor:** **Winner Chevrolet 1-14-23-20D**  
**Contact Name:** Bill Kemery  
**Address:** 8575 Laguna Grove Drive  
Elk Grove, CA 95757  
**Telephone:** (916) 429-4700  
**Facsimile:** (916) 421-0149  
**E-Mail:** [billk@lasherauto.com](mailto:billk@lasherauto.com)

**Contractor:** **Wondries Fleet Group 1-14-23-20E**  
**Contact Name:** Clarke Cooper  
**Address:** 1247 W. Main Street  
Alhambra, CA 91801  
**Telephone:** (626) 457-5590  
**Facsimile:** (626) 457-5593  
**E-Mail:** [clarkecooper@wondries.com](mailto:clarkecooper@wondries.com)

**Contractor:** **Riverview International 1-14-23-20F**  
**Contact Name:** Jason Farrell  
**Address:** 2445 Evergreen Avenue  
West Sacramento, CA 95691  
**Telephone:** (916) 669-0253  
**Facsimile:** (916) 371-2023  
**E-Mail:** [Jasonf@riverview-trucks.com](mailto:Jasonf@riverview-trucks.com)

Contract (Mandatory) 1-14-23-20 A - G  
Contract Notification and User Instructions

**Contractor:** Swift Superstore 1-14-23-20G  
**Contact Name:** Dan Heil  
**Address:** 4318 Chiles Road  
Davis, CA 95618  
**Telephone:** (530) 771-3821  
**Facsimile:** (530) 757-3783  
**E-Mail:** [danh@swiftindavis.com](mailto:danh@swiftindavis.com)

**5. PROBLEM RESOLUTION/SUPPLIER PERFORMANCE**

Ordering agencies and/or contractors shall inform the State Contract Administrator of any technical or contractual difficulties encountered during contract performance in a timely manner. This includes and is not limited to informal disputes, supplier performance, outstanding deliveries, etc.

For contractor performance issues, ordering agencies must submit a completed Supplier Performance Report via email or facsimile to the State Contract Administrator identified in Article 4. The ordering agency should include all relevant information and/or documentation (i.e. Purchase documents).

**6. CONTRACT ITEMS**

All pricing is listed on Attachment A, Contract Pricing. A Service Plan is offered on all light duty vehicles. The Service Plan is optional but highly recommended.

All prices quoted shall be fixed as the maximum cost for the contract period unless a price increase is granted.

Ranking Order

Vehicles have been awarded by line item based on the highest score per line item. Line items may have multiple awards in a ranking order. Vehicles ranked #1 on a given line item received the highest score for that line item. Vehicles with the second highest score on a given line item are ranked #2, provided the vehicle is a different make and model, and so on. **State departments shall only purchase vehicles that are ranked #1 for each line item, NO EXCEPTIONS.** Local governmental agencies may purchase any vehicle on contract regardless of rank.

NOTE: Vehicles are categorized by rank on Attachment A, Contract Pricing. The tabs located at the bottom of Attachment A, Contract Pricing spreadsheets identify the ranking categories.

Sales Tax

The sales tax rate applied should be based on the rate of the "Bill To" address listed on the Purchase Order.

Options

All factory options shall be available and priced at dealer cost plus up to ten percent for an addition or dealer cost minus up to ten percent for a deletion in accordance with the manufacturer's price list in effect at the time of the bid opening. All options added or deleted shall be shown as a separate line item on the purchase order, invoice, and contract usage report. Equipment changes which might be made would include, but would not be limited to, the following:

- Add power windows;
- Add trailer tow package;
- Delete pick up box (bed)

**Contract (Mandatory) 1-14-23-20 A - G**  
**Contract Notification and User Instructions**

In no case shall options be included or deleted in such a manner as to cause the vehicle to conflict with any other line item on this or any other vehicle contract. Additionally, the option to change the engine size shall not be allowed on all light duty vehicles (e.g. V6 to V8; 4.8L to 5.3L).

The supplier will provide DGS/PD and/or ordering agencies a copy of the dated factory price lists in use at the time of bid opening if requested. These prices will be firm and not subject to increase through the life of the contract. The price list must be furnished to the requestor within ten (10) calendar days of notification.

NOTE: Vehicles with options added or deleted must continue to meet or exceed the appropriate minimum specification.

Tire Fee

Purchase orders MUST include the State mandated \$1.75 per tire fee.

**7. SPECIFICATIONS**

All products must conform to the attached State of California Bid Specification Number 2310-2626 dated 9/24/2013 (Attachment B).

Literature and specifications must be provided within 10 calendar days of request.

Vehicle color shall be a solar reflective color (white, silver metallic, or gold metallic) per Mangement Memo 12-03 (exceptions are listed in the Memo).

**8. PURCHASE EXECUTION**

A. State Departments

1) Purchase Documents

State departments must use the Purchasing Authority Purchase Order (Std. 65) for purchase execution. An electronic version of the Std. 65 is available at the Office of State Publishing web site: <http://www.dgs.ca.gov/pd/Forms.aspx> (select Standard Forms)

All Purchasing Authority Purchase Orders (Std. 65) must contain the following:

- Agency Order Number (Purchase Order Number)
- Ordering Agency Name
- Agency Billing Code
- Purchasing Authority Number
- Leveraged Procurement Number (Contract Number)
- Supplier Information (Contact Name, Address, Phone Number, Fax Number, E-mail)
- Line Item number
- Quantity
- Unit of Measure
- Commodity Code Number
- Product Description
- Unit Price
- Extension Price
- Delivery Instructions (if applicable)

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2) Office of Fleet and Asset Management Approval

In accordance with GC section 13332.09, departments must receive approval from the DGS Office of Fleet and Asset Management (OFAM) when procuring vehicles. Details are available in the Fleet Handbook (<http://www.documents.dgs.ca.gov/ofa/handbook.pdf>).

3) American Recovery and Reinvestment Act (ARRA) - Supplemental Terms and Conditions

Ordering departments executing purchases using ARRA funding must attach the ARRA Supplemental Terms and Conditions document to their individual purchase documents. Departments are reminded that these terms and conditions supplement, but do not replace, standard State terms and conditions associated with this leveraged procurement agreement.

- ARRA Supplemental Terms and Conditions

Note: Additional information regarding ARRA is available by clicking here to access the email broadcast dated 08/10/09, titled Supplemental Terms and Conditions for Contracts Funded by the American Recovery and Reinvestment Act.

B. Local Governmental Agencies

Local governmental agencies may use their own purchase document for purchase execution. The purchase documents must include the same data elements as listed above (Exception: Purchasing Authority Number is used by State departments only). **The contractor will not accept purchase documents from local agencies without a State issued billing code.**

C. Documentation

All ordering agencies will submit a copy of executed purchase documents to:

DGS - Procurement Division (IMS# Z-1)  
Attn: Data Entry Unit  
707 Third Street, 2<sup>nd</sup> Floor, MS 2-212  
West Sacramento, CA 95605-2811

9. ORDERING PROCEDURE

A. Ordering Methods:

Ordering agencies are to submit appropriate purchase documents directly to the contractor(s) via one of the following ordering methods:

- U.S. Mail
- Facsimile
- Email

The contractor's Order Placement Information is as follows:

| ORDER PLACEMENT INFORMATION   |                |  |             |
|---|----------------|--|-------------|
| U.S. Mail   | Facsimile      | Email  | Contract #  |
| Downtown Ford Sales<br>525 N. 16th Street<br>Sacramento, CA 95811<br>Attn: Dave Forbess | (916) 491-3138 | <a href="mailto:daveforbess@downtownfordsales.com">daveforbess@downtownfordsales.com</a> | 1-14-23-20A |

**Contract (Mandatory) 1-14-23-20 A - G**  
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|   |                |  |             |
|---|----------------|--|-------------|
| Elk Grove Auto Group<br>8575 Laguna Grove Drive<br>Elk Grove, CA 95757<br>Attn: Bill Kemery           | (916) 421-0149 | <a href="mailto:billk@lasherauto.com">billk@lasherauto.com</a>               | 1-14-23-20B |
| Hanford Toyota<br>1835 Glendale Avenue<br>Hanford, CA 93230<br>Attn: Pat Ireland                      | (559) 961-4601 | <a href="mailto:patireland1962@yahoo.com">patireland1962@yahoo.com</a>       | 1-14-23-20C |
| Winner Chevrolet<br>8575 Laguna Grove Drive<br>Elk Grove, CA 95757<br>Attn: Bill Kemery               | (916) 421-0149 | <a href="mailto:billk@lasherauto.com">billk@lasherauto.com</a>               | 1-14-23-20D |
| Wondries Fleet Group<br>1247 W. Main Street<br>Alhambra, CA 91801<br>Attn: Clarke Cooper              | (626) 457-5593 | <a href="mailto:clarkecooper@wondries.com">clarkecooper@wondries.com</a>     | 1-14-23-20E |
| Riverview International<br>2445 Evergreen Ave.<br>West Sacramento, CA<br>95691<br>Attn: Jason Farrell | (916) 371-2023 | <a href="mailto:jasonf@riverview-trucks.com">jasonf@riverview-trucks.com</a> | 1-14-23-20F |
| Swift Superstore<br>4318 Chiles Road<br>Davis, CA 95618<br>Attn: Dan Heil                             | (559) 961-4601 | <a href="mailto:danh@swiftindavis.com">danh@swiftindavis.com</a>             | 1-14-23-20G |

Note: When using any of the ordering methods specified above, all State departments must conform to proper State procedures.

**10. MINIMUM ORDER**

There is no minimum order for this contract.

**11. ORDER RECEIPT CONFIRMATION**

The contractor will provide the ordering agencies with an order receipt acknowledgement containing a unique order number either via e-mail or facsimile within 48 hours of receipt of order.

The acknowledgement will include:

- Ordering Agency Name
- Agency Order Number (Purchase Order Number)
- Purchase Order Total Cost
- Delivery Completion Date

**12. DELIVERY PROCEDURES**

Pre-Delivery Checklist

Prior to delivery, each vehicle shall be completely inspected, serviced and detailed by the delivering dealer and/or the manufacturer's pre-delivery service center. A copy of the pre-delivery checklist shall be completed for each vehicle, signed by a representative of the organization performing the inspection/service, and delivered with the vehicle.

Contract (Mandatory) 1-14-23-20 A - G  
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Delivery:

Delivery shall be within one hundred and fifty (150) days after receipt of order (ARO). State departments may limit delivery to a maximum of ten (10) units per working day.

Contractor is requested to make deliveries in Los Angeles County, Orange County, San Bernardino Metropolitan Area, and San Diego Metropolitan Area during off-peak hours. Off-peak hours are Monday through Friday, 10:00 AM to 4:00 PM.

In accordance with paragraph 15 of the General Provisions entitled "Delivery", the contractor shall strictly adhere to the delivery terms and completion schedule as specified in this bid. Failure to comply with the delivery requirements, as stated, may be considered a breach of contract and subject the contractor to General Provisions 26, entitled "Rights and Remedies of the State for Default".

FOB Point

The successful bidder (dealer) will be required to deliver vehicles to State agencies or local agencies located in the FOB point in which they receive an award.

Vehicles shall be delivered from the factory to the dealer's place of business. The dealer is required to deliver vehicles to State and local agencies located within an FOB point for which they receive an award. If the purchase order indicates delivery outside an FOB point, the dealer and agency will negotiate for delivery beyond the FOB point. This delivery may be subject to an additional delivery charge. This charge shall be shown as a separate item on the purchase order and invoice.

State agencies requesting delivery outside the F.O.B. area must contact the Office of Transportation Management for freight rate comparisons if the dealer is delivering the vehicle. These delivery instructions will be provided on the purchase order. Dealers receiving a purchase order without specific transportation instructions must contact the ordering agency.

Caravan or drive-away method of delivery from the factory to a dealer is not acceptable.

The supplier shall insure that each vehicle reaches its delivery point with no less than five (5) gallons of fuel in the tank.

Drop ship deliveries shall not be made without prior State inspection.

Unless, pre-arranged between the dealer and the ordering agency, vehicles delivered from a dealer with more than 50 miles on the odometer will be charged 50 cents for each mile exceeding 50 miles. This charge shall be deducted from the order price for each vehicle delivered against each order. Vehicles delivered with more than 500 miles on the odometer will not be accepted.

Receiving Inspection

Vehicles ordered for State use will be inspected by a State inspector at the dealer's place of business. Inspection will commence within five (5) working days of notification that a vehicle is ready for inspection. Inspection will include: specification compliance, workmanship, appearance, proper operation of all equipment and systems, and that all documents are present. In the event deficiencies are detected, the vehicle will be rejected and the delivering dealer will be required to make the necessary repairs, adjustments or replacements. Payment and/or the commencement of a discount period (if applicable) will not begin until the defects are corrected and the vehicle is re-inspected and accepted.

Completion of inspection or acceptance by the State inspector shall in no way release the dealer from satisfying the requirements of the contract, specifications, and warranty. Deviations from the specified

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**Contract Notification and User Instructions**

requirements that are detected by the inspection shall be corrected by the dealer in an expeditious manner at no expense to the owning agency.

Inspection by local agencies will be at the dealer's place of business or as otherwise agreed to by the dealer and local agency.

**DOCUMENTS:**

The following documents shall be delivered to the receiving agency with the vehicle:

1. Completed and signed pre-delivery service checklist, including the order number and Vehicle Identification Number (VIN).
2. "Line Set Tickets" or "Window Sticker" showing all options installed.
3. One (1) copy of the vehicle warranty.
4. One (1) Owner's Manual

**13. EMERGENCY/EXPEDITED ORDERS**

Not Applicable.

**14. FREE ON BOARD (F.O.B.) DESTINATION**

All prices are F.O.B. destination; freight prepaid by the contractor, to the ordering organization's receiving point. Responsibility and liability for loss or damage for all orders will remain with the contractor until final inspection and acceptance, when all responsibility will pass to the ordering organization, except the responsibility for latent defects, fraud, and the warranty obligations.

**15. SHIPPED ORDERS**

All shipments must comply with General Provisions (rev 06/08/2010), Paragraph 12 entitled "Packing and Shipment". The General Provisions are available at:  
<http://www.documents.dgs.ca.gov/pd/modellang/GPnonIT060810.pdf>

**16. INVOICING**

Ordering agencies may require separate invoicing, as specified by each ordering organization. Invoices will contain the following information:

- Contractor's name, address and telephone number
- Leveraged Procurement Number (Contract Number)
- Agency Order Number (Purchase Order Number)
- Line Item and UNSPSC Code Number
- Quantity purchased
- Contract unit price and extension
- State sales and/or use tax
- Prompt payment discounts/cash discounts, if applicable
- Totals for each order

**17. PAYMENT**

Payment terms for this contract include either a \$200 or \$500 per vehicle discount for payment made within twenty (20) days. See Attachment A – Contract Pricing for discount amount. For this contract, cash discount time will be defined by the State as beginning only after the vehicle has been inspected, delivered and accepted by the receiving agency, or from the date a correct invoice is received in the office specified

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on the Purchase Order, whichever is later. Payment is deemed to be made, for the purpose of earning the discount, one (1) working day after the date on the State warrant or check. Normally, acceptance will be accomplished within twenty (20) normal business hours after a vehicle is delivered.

Payment will be made in accordance with the provisions of the California Prompt Payment Act, Government Code Section 927, et seq. Unless expressly exempted by statute, the Act requires State departments to pay properly submitted, undisputed invoices not more than forty- five (45) days after the date of acceptance of goods, performance of services, or receipt of an undisputed invoice, whichever is later.

**18. PAYEE DATA RECORD**

Each State accounting office must have a copy of the Payee Data Record (Std. 204) in order to process payments. State departments should forward a copy of the Std. 204 to their accounting office(s). Without the Std. 204, payment may be unnecessarily delayed. State departments should contact the contractor for copies of the Payee Data Record.

**19. CALIFORNIA SELLER'S PERMIT**

The California seller permit number for the contractor(s) is listed below. State departments can verify that permits are currently valid at the following website: [www.boe.ca.gov](http://www.boe.ca.gov). State departments must adhere to the file documentation required identified in the State Contract Manual Volume 2 and Volume 3, as applicable

| <b>Contractor Name</b>  | <b>Seller Permit #</b>           |
|-------------------------|----------------------------------|
| Downtown Ford Sales     | 28600344                         |
| Elk Grove Auto Group    | 100197237                        |
| Hanford Toyota          | 102047569                        |
| Winner Chevrolet        | 100208309                        |
| Wondries Fleet Group    | Ford 98037902<br>Toyota 17107585 |
| Riverview International | 101079519                        |
| Swift Superstore        | 97022608                         |

**20. RECYCLED CONTENT**

State departments are required to report purchases in many product categories. The metal post-consumer recycled content for SABRC reporting is located in on Attachment C - Recycle Content Information.

**21. SMALL BUSINESS/DISABLED VETERAN BUSINESS ENTERPRISE PARTICIPATION**

There is no small business (SB) or disabled veteran business enterprise (DVBE) participation for this contract.

**22. WARRANTY**

The manufacturer's standard new vehicle warranty shall apply to all vehicles procured against the resulting contract.

All warranties shall be factory authorized. Bumper to bumper warranty shall cover not less than 3 years/36,000 miles, no charge for parts and labor. Powertrain warranty for light duty vehicles weighing 8500 lbs. GVWR or less shall cover not less than 5 years/100,000 miles, no charge for parts and labor. Power

**Contract (Mandatory) 1-14-23-20 A - G**  
**Contract Notification and User Instructions**

train warranty for vehicles over 8500 lbs. GVWR shall cover not less than 5 years/60,000 miles, no charge for parts and labor. All emission-related components shall be warranted in compliance with CARB and Federal requirements. Bids offering independent insurance or a statement indicating self-insurance will be deemed non-responsive and will be rejected.

This warranty shall be honored by all franchised dealers of the vehicle within the State of California. The State's established preventative maintenance procedures and practices shall be acceptable to the manufacturer/dealers in lieu of the manufacturer's prescribed procedures, which may form a part of the warranty. All warranty certificates and/or cards shall be supplied with each vehicle delivered.

If an additional extended warranty is purchased, a warranty certificate, warranty card, or a statement indicating the extended warranty has been recorded with the manufacturer shall be furnished with each vehicle delivered.

Normal wear items such as tires, belts, hoses, headlamps, light bulbs, brake linings, brake discs/drums, etc. are excluded from warranty coverage. All other items not subject to normal wear or gross operator neglect and abuse, such as window, seat or wiper motors, chassis electrical switches (door, trunk lid), paint, hinges, locks, etc., shall be covered.

The State reserves the right to use re-refined lubrication oils, where available, in lieu of the virgin equivalent oils. The re-refined oils used by the State will meet all API and SAE standards and specifications as set forth by the vehicle manufacturer. The use of said oils shall in no way void or degrade the original manufacturer's minimum 3-year/36,000 mile warranty.

The State reserves the right to use recycled content antifreeze/coolant, where available, in lieu of virgin equivalent antifreeze/coolant, in servicing its vehicles. The recycled antifreeze/coolant used by the State will meet all ASTM standards and specifications as set forth by the vehicle manufacturer. The use of said recycled antifreeze/coolant shall in no way void or degrade the original manufacturer's minimum 3-year/ 36,000 mile warranty.

"Manufacturer's Warranty Policy and Procedures Manual" shall be made available upon customer request.

**Note:** Vehicles not placed in service immediately upon receipt shall be warranted from the date the unit is placed in service. The receiving agency shall notify the dealer in writing of the actual "in-service" date.

**Repair Parts**

It shall be the responsibility of the vehicle manufacturer to maintain an adequate stock of all regular and special parts to meet the continuing service and repair parts needs of the State without undue delay. A special system shall be set up for expediting the procurement of back order items needed to repair an inoperative vehicle including a system to air freight parts at factory expense when parts are not in stock in California parts depots. Parts must be available within three (3) working days after telephone notification.

**23. SERVICE PLAN**

Purchase of the service plan is non-mandatory but highly recommended. The service plan covers all regularly scheduled service for a minimum of 100,000 miles and not less than five (5) years. The Service Plan is not applicable to vehicles over 8,500 lb. GVWR. The service shall include at a minimum all manufacturer recommended services such as but not limited to:

- Oil changes;
- Filter changes;
- Fluid changes;

**Contract (Mandatory) 1-14-23-20 A - G**  
**Contract Notification and User Instructions**

- Lubrications;
- Tire rotations;
- Timing belt changes
- Equipment and safety inspections

The service plan need not cover wear items such as brake pads/shoes, wiper blades, etc.

**24. ATTACHMENTS**

Attachment A – Contract Pricing

Attachment B – Specification 2310-2626, dated 9/24/2013

Attachment C – Recycle Content Information



**STATE OF CALIFORNIA  
BID SPECIFICATION  
FLEET VEHICLES**

2310-2626

**1 SCOPE**

This specification establishes the minimum requirements for the State of California Fleet Vehicles. These vehicles will be used on highways, city/county roads and shall be designed to operate under typical ambient temperatures (which can range from 10° to 120° F).

**2 SPECIFICATIONS AND STANDARDS**

Specifications and standards referenced in this document in effect on the opening of the Request for Proposal form a part of this specification where referenced. Each vehicle delivered shall be fully compliant with all Federal and State regulations for vehicles in effect as of the date of manufacture.

**2.1 DEFINITIONS:**

- GVWR - Gross Vehicle Weight Rating
- CA - Cab to Axle
- WB - Wheelbase
- SUV - Sport Utility Vehicle
- AWD - All Wheel Drive

**2.2 SAFETY:** Each vehicle delivered shall conform to the Federal Motor Vehicle Safety Standards (FMVSS) and the California Vehicle Code (CVC) requirements in effect as of the date of manufacture.

**2.3 EMISSION CONTROL:** The engine shall be California Air Resource Board (CARB) certified to operate on-highway in the State of California at the time of manufacture. Any motor vehicle rated at 8,500 pounds GVWR or less which has a vehicle curb weight of 6,000 pounds or less shall meet or exceed California's Ultra-Low Emission Vehicle II (ULEV II) standards for exhaust emissions (13 CCR 1961).

**2.4 BRAKES:** All motor vehicle brake friction materials must meet the requirements as identified in Health and Safety Code Section 25250.51

**3 REQUIREMENTS****3.1 GENERAL (APPLIES TO ALL VEHICLES):**

Each vehicle shall be new (unused), current production as specified in the solicitation at the line item description. Vehicles bid must meet or exceed the requirements in the RFP line item description. Each vehicle shall be supplied with all equipment and accessories indicated as standard equipment in the manufacturer's published literature (or web site). Optional equipment necessary to meet the minimum requirements of this specification shall be included.

Vehicle classifications in this specification or at the line item description are consistent with The U.S. Environmental Protection Agency (EPA) and U.S. Department of Energy (DOE) Fuel Economy Guide found at [www.fueleconomy.gov](http://www.fueleconomy.gov). Vehicles shall be evaluated to ensure that they are listed in the proper class in the Fuel Economy Guide that matches the line item description with the following exceptions:

- Sport utility vehicles and passenger vans with a GVWR of more than 10,000 lbs.
- Other vehicles with a GVWR of 8,500 lbs. or more
- Special Purpose Vehicles shall be included in the evaluations as Vans

The following items (supplementing if necessary those items already cataloged as standard equipment) shall be furnished:

- Air Conditioning
- Automatic Transmission
- AM/FM Radio
- Original Equipment Manufacturer (O.E.M.) floor mat sets installed in all seating rows where the vehicle comes with carpeted floors
- If offered by the manufacturer, all vehicles with a GVWR under 10,000 lbs. shall include a mounted spare tire and wheel changing tools (if a full size spare is available, then it shall be included)

Wheel weights shall contain no more than 0.1 percent lead by weight (Health and Safety Code Section 25215.6).

Exterior shall be painted with a solar reflective color (white, silver metallic or gold metallic) per Management Memo 12-03 (exceptions are listed in the Memo).

**3.2 FUEL TYPES:**

Specific fuel requirements for each vehicle are found at the line item description in the bid and may include any of the following types:

- Gasoline (87 octane)
- Diesel
- Ethanol (E85)
- Compressed Natural Gas (CNG): CNG systems must be O.E.M. or O.E.M. approved
- Hybrid-Electric
- Plug-In Hybrid Electric
- Electric: Minimum range must be 50 miles per full charge

**3.3 VANS**

Vans that call for "High Ceiling" require at least 76 inches of interior height from floor to ceiling.

**3.4 SPORT UTILITY VEHICLES (SUV):**

SUVs that call for "4x4 Off-Road" require the following as standard equipment:

- Ground Clearance: 8.4 inches
- Approach Angle: 32°
- Departure Angle: 28°
- Limited Slip or locking rear differential

**3.5 TRUCKS:**

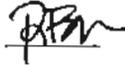
Trucks with a GVWR of more than 26,000 lbs. shall come equipped with air brakes.

The RFP line item description shall specify the cab configuration which is defined as follows:

- Regular: Equipped with 2 doors and seating for 2-3 passengers
- Extra: Equipped 3 or 4 doors and seating for 4-5 passengers (rear door(s) are typically less than full size)
- Crew: Equipped with 4 full-size doors with center post that can open independently, allow egress of the rear passengers without disturbing the front passenger/driver and seating for 5-6 passengers

**COUNCIL AGENDA REPORT**  
City of Brawley

Meeting Date: 10/07/14

City Manager: 

**PREPARED BY:** Francisco Soto, Housing Programs Manager

**PRESENTED BY:** Francisco Soto, Housing Programs Manager

**SUBJECT:** 11-HOME-7664 Housing Owner-Occupied Rehabilitation Program

**CITY MANAGER RECOMMENDATION:** Approve Loan No. H7664-442 to be funded by 11-HOME-7664 grant.

**DISCUSSION:** The City of Brawley's Owner-Occupied Housing Rehabilitation Program aims to assist low income households who are homeowners with deferred financing opportunities. Eligible properties are in violation of the Building Code and present health or safety risks.

The applicant review process considers the housing rehabilitation applicant's income, credit report, title information and property appraisal. The California Department of Housing Community Development (HCD) has approved the proposed project. Loan No. H7664-442 conforms with the City's Program Guidelines for 11-HOME-7664. Final City Council approval and funding of this loan is recommended.

**FISCAL IMPACT:** \$104,610.00/11-HOME-7664

**ATTACHMENTS:** Council Fact Sheet

City of Brawley  
Housing Rehabilitation Program  
**COUNCIL FACT SHEET**

**Case #**   H7664-442  

**Household Size/Type**   1/Single Family Dwelling  

**Annual Income:**   \$ 12,564.00  

Projected Loan to Value:   78  %\*

Appraised Value (After Rehab Value):   \$134,000.00  

City Lien Position:   1st     There are no current liens.  

|                    |                              |               |
|--------------------|------------------------------|---------------|
| Contractor's Bids: | Trade Mark Construction Inc. | \$ 110,563.00 |
|                    | R Garcia Construction Inc.   | \$ 104,610.00 |
|                    | David Conn Construction      | \$ 113,350.00 |
|                    |                              |               |
|                    |                              |               |

Proposed Funding Source:   11-HOME-7664  

|                          |                    |                             |
|--------------------------|--------------------|-----------------------------|
| <b>AMOUNT REQUESTED:</b> | Winning Bid        | <u>  \$ 104,610.00  </u>    |
|                          | Packaging/Service  | <u>                    </u> |
|                          | Insurance          | <u>                    </u> |
|                          | Relocation (Grant) | <u>                    </u> |
|                          | <b>TOTAL</b>       | <u>  \$ 104,610.00  </u>    |

|                                |                             |
|--------------------------------|-----------------------------|
| 0% Deferred (Includes Elderly) | <u>  \$ 104,610.00  </u>    |
| 1% Deferred                    | <u>                    </u> |
| 3% Deferred                    | <u>                    </u> |
| 2% Amortized                   | <u>                    </u> |
| 3% Amortized                   | <u>                    </u> |
|                                | <u>                    </u> |

**SCOPE OF WORK:**

Installing new roof trusses and roofing system. Installing a new electrical panel and rewiring the home. Replacing the windows and drywall throughout the home. Installing a new kitchen and bathroom. Repairing the foundation and installing new flooring. Replacing the A/C and water heater.

**COUNCIL AGENDA REPORT**  
City of Brawley

Meeting Date: 10/07/14

City Manager: 

**PREPARED BY:** Francisco Soto, Housing Programs Manager

**PRESENTED BY:** Francisco Soto, Housing Programs Manager

**SUBJECT:** 11-HOME-7664 Housing Owner-Occupied Rehabilitation Program

**CITY MANAGER RECOMMENDATION:** Approve Loan No. H7664-443 to be funded by 11-HOME-7664.

**DISCUSSION:** The City of Brawley's Owner-Occupied Housing Rehabilitation Program aims to assist low income households who are homeowners with deferred financing opportunities. Eligible properties are in violation of the Building Code and present health or safety risks.

The applicant review process considers the housing rehabilitation applicant's income, credit report, title information and property appraisal. The California Department of Housing Community Development (HCD) has approved the proposed project. Loan No. H7664-443 conforms with the City's Program Guidelines for 11-HOME-7664. Final City Council approval and funding of this loan is recommended.

**FISCAL IMPACT:** \$32,780.00/11-HOME-7664

**ATTACHMENTS:** Council Fact Sheet



## Imperial Valley Cities Deposit Requirements

shared survey by City of Imperial

| City        | Owner   | Tenant  |
|-------------|---|---|
| IMPERIAL    | \$250.00. Deposit stays on account until homeowner moves out.             | \$250.00. Deposit stays on account until tenant moves out.                          |
| EL CENTRO   | No Deposit Required   | \$40.00 Not refundable and stays in the account until tenant moves out              |
| HEBER       | \$25.00 to connect service but no deposit required                        | \$25.00 connection fee. \$250.00 two months rental fee. Total Fee \$275.00          |
| CALEXICO    | No Deposit Required   | \$104.30 stays in the account until tenant moves out                                |
| WESTMORLAND | \$200.00 Deposit. Deposit stays in the account until homeowner moves out. | \$200.00. Deposit stays in the account until tenant moves out.                      |
| HOLTVILLE   | No Deposit Required   | \$232.00 - 2 months flat rate. Deposit stays in the account until tenant moves out. |
| CALIPATRIA  | No Water Billing Department   | No Water Billing Department   |
| SEELEY      | \$100 Deposit. Deposit stays in the account until homeowner moves out.    | \$100.00 Deposit. Deposit stays in the account until tenant moves out.              |

| City  | Does your City require a deposit?  | If yes, who is required to pay a deposit (owner/non-owner)?  | What is the amount of required deposit?  | When is the deposit refunded?   | On what terms is a deposit refunded?  | Are Deposits waived? | If so, under what circumstances?   |
|---|--|--|--|---|---|----------------------|--|
| Livermore   |  | Only residential tenants require a deposit. The tenant pays.   | \$100.00   | The deposit is returned upon vacating the property and if there is a final balance that is removed from the deposit prior the tenant getting it back.   |   |                      | Occasionally deposits are not required. We ask that they get a letter from a former utility company that can inform us that they had a good payment history or if they lived in the city before as a tenant and had a good payment history, we will waive the deposit if they move in as a tenant in another time. |
| La Palma  | Stopped collecting a deposit for new Utility accounts more than a decade ago |  |  |   |   |                      |  |
| Calistoga   | Yes  | Tenants Only   | \$150.00   | When services are terminated  | Only when services are terminated and it is applied to any outstanding amount.  | No                   |  |
| San Clemente  | Yes  | Anyone who orders service  | \$120 for residential/\$22 for commercial  | After 12 months of service without a late payment   |   | Yes                  | Three options: 1) if you have prior service with the City (no late payments for 12 months), 2) Pass a credit bureau review (we use or Equifax for a "utility credit score"), or 3) provide a letter of reference from another utility.   |
| Indio   | Yes  | Anyone can sign up for service, so it would be the account holder  | \$50 residential, \$100 commercial or 3 times the average monthly bill   | After one year of on-time payments or if the account is closed prior to one year.   | Credit to their account   | Yes                  | With proof of good credit at another utility within the last two years or if the customer has had good payment history with us over the last two years.  |
| Lodi<br><a href="http://www.lo di.gov/finance/begin service.html">http://www.lo di.gov/finance/begin service.html</a> | Yes  | Customer/s unable to meet the requirement of a clean credit history must provide a deposit to the Finance office. Those that have a prior delinquent account sent for collection, the applicant does not have a credit reference letter and those applicants without a VALID US ID will require an additional deposit. | Estimated amount no more than 2 months service cost. Residential \$200 - \$500, Commercial \$500 minimum.  | The retention period for all deposits is normally one year. The City of Lodi reserves the right to retain deposits longer than the normal one-year retention period if, in the Finance Services Manager's opinion a deposit is still warranted. | Deposits will be credited to the Customer's account: 1) after 12 consecutive months of current payment history (no late charges). 2) if the account is closed and a final billing has been generated. |                      |  |
| Fort Bragg  | Yes  | Non-owners   | \$150 (water & sewer residential) Larger deposits are required for commercial accounts based on history of usage at the address. 1 month average bill. | When they move out it is applied to the last bill - remainder refunded  |   | No                   |  |
| Sebastopol (2,900 Utility customers)  | Yes  | New service  | \$30 deposit and a \$20 new service fee  | The deposit is refunded with their closing bill, and the NSF is non-refundable.   |   | NO                   |  |

| City                                  | Does your City require a deposit?  | If yes, who is required to pay a deposit (owner/non-owner)?  | What is the amount of required deposit?   | When is the deposit refunded?  | On what terms is a deposit refunded?   | Are Deposits waived?  | If so, under what circumstances?   |
|---------------------------------------|--|--|---|--|--|---|--|
| Blythe                                | Yes  | Any customer who has not had an account within the last 6 months and no more than 1 late payment   | \$135   | After 1 year of good payment history; no more than 1 late payment or upon closure of account.  | No outstanding balance on any closed account   | Yes   | If the customer has had another account within the last 6 months with good payment history   |
| Soquel Creek Water District           | We only require a deposit if creditworthiness is in question or cannot be established. This translates essentially to 2 circumstances in which we require a deposit: 1) if they are re-establishing service with the District and have a history of collection issues or have been turned over for collection, and 2) if they are a new customer and refuse to provide a SSN so we are not able to establish creditworthiness to begin with (for identity theft protection we run all new customers through our Online Utility Exchange which requires a SSN). The applicant for service, whether owner or tenant, is required to pay the deposit. The deposit is twice the estimated average of the estimated bill. So we take a year's worth of utility bills from that service address and calculate an average consumption, and then double that bill. In most instances the deposit is refunded when the account is closed, however there have been some circumstances when we have agreed to refund the deposit if the customer can establish 1 year of satisfactory payments. The deposit is never waived, but there have been some instances, when economic hardship is established, that we have divided the deposit into two payments. |  |   |  |  |   |  |
| Beaumont-Cherry Valley Water District | The Beaumont-Cherry Valley Water District is a cost recovery district where we follow California State water code (22282.3) lands denied service, which allows special districts to attach outstanding charges to the land. To minimize the occurrence of this, as we have no collections department, we process a soft credit check on all new applicants that cannot show 12 months of good payment history within our own district. The credit check will give a high, moderate, or low credit risk assessment and a moderate or high credit risk assessment and a moderate or high credit risk applicant will have to pay a deposit.   | If a deposit is required, the applicant (owner or non-owner) has to pay the deposit. If a non-owner is signing into service and has a deposit required that they refuse or cannot pay, the application process stops and a notice is sent to the owner of the property to let them know services are continuing in their name. | An applicant with moderate risk has a \$150 deposit, while a high risk applicant will have a \$250 deposit. | For a closed account, within 30 days of the closing read, after the deposit is applied to any outstanding balances. For open accounts, the deposit is applied to the account after 12 months of good payment history. Any refund request for an active account is required to be done in writing and will also be applied to any open balances before being issued, also within 30 days. | See prior response.  | No, but a payment arrangement can be made with supervisor approval. If an extension is given, it is added to the customer's first bill, which is then due within 30 days. |  |
| Huntington Beach                      | Yes  | All Account require a deposit. We don't differentiate between owner and tenants. (this is an area that I hope new software will enhance)   | It is based on meter size. A 3/4 inch meter is \$75, a 1-inch meter is \$100, etc.                          |  | For non-commercial accounts the deposit may be refunded after 12 consecutive months of on time payments. One past due notice is allowed during that time frame. Deposits on commercial and irrigation accounts remain until the service is closed out. | Yes   | Deposits may be waived if the customer has prior service with the city or prior service with another utility and can provide a letter of credit form that agency/utility |

| City                      | Does your City require a deposit?   | If yes, who is required to pay a deposit (owner/non-owner)?   | What is the amount of required deposit?   | When is the deposit refunded?   | On what terms is a deposit refunded? | Are Deposits waived? | If so, under what circumstances?  |
|---------------------------|---|---|---|---|--------------------------------------|----------------------|---|
| Hemet                     | Yes   | If the home will be owner occupied, no deposit required. Tenants and Landlords are required to pay deposits.  | 1.5 times the average bill at the property over last year. (However, we bill every two months, so our deposits are pretty high)   | We only refund deposits when the account is closed regardless of payment history  | N/A                                  | Yes                  | For tenants only (not landlords) who can provide a "Letter of Credit" from another metered utility that shows 12 months good pay history (no lates) |
| Madera                    | The City requires a deposit on most accounts based upon the type of service. Customers with prior service and good credit history for at least the past 12 months can have their deposit waived, however, if they have been late a deposit is required. | For single family residence the deposit is \$150; if it is a multi-family residence then the deposit is 3x the monthly bill, and commercial accounts the deposit is 3x the monthly bill | Deposits can be refunded as long as the account has been in good standing (no late fees) for the last 12 months; if a penalty has been assessed to the account then the deposit can be refunded six months from the last penalty. The City of Madera deposits are refunded and applied to the account balance unless the customer insists on a refund in the form of a check. |   |                                      |                      |   |
| Vallecitos Water District | Yes   | Owners & Renters  | \$150   | 1 year of good payment history for owners & Renters upon disconnection (move-out) |                                      | Non yet              |   |
| Reedley (25K population)  | Yes for tenants, no for owners in good standing   | Non-owner, or owner with history of bad payments  | Average of 3-months worth of water, sewer and solid waste services, approximately \$350, set by ordinance (formula not amount)  | When the account is terminated  | Only when the account is terminated  | No                   |   |

| City                                       | Does your City require a deposit?   | If yes, who is required to pay a deposit (owner/non-owner)?   | What is the amount of required deposit?  | When is the deposit refunded?   | On what terms is a deposit refunded?  | Are Deposits waived?  | If so, under what circumstances?  |
|--|---|---|--|---|---|---|---|
| Rincon del Diablo Municipal Water District | Yes   | For both owners and tenants. The deposit will be included with the first bill. If a satisfactory letter of credit is received prior to the first billing date, no deposit will be billed. | A minimum \$100 deposit is placed on all residential accounts. For non-residential accounts, minimum security deposits shall be collected based on meter size. The deposit will be applied to the closing bill when the account is closed. | Deposits for residential accounts will either be returned to the customer after maintaining a satisfactory payment history for 24 months or will be applied to the closing bill when the account is closed, whichever occurs first.       |   | Yes   | The deposit may be waived if you can obtain a "letter of credit" from a previous or current utility company. The letter needs to show satisfactory payment, defined as: no more than 1 late charge in 12 months, no returned payment charges, no disconnections for non-payment, or no bankruptcies or liens filed. |
| Oxnard                                     | Yes   | Both owner and non-owner  | Based on Meter size: \$44 0.75", \$65 1.0", \$120 1.5", \$185 2.0", \$205 over 2.0" or average 1 month bill whichever is greater.  | After 2 years of good payment history   | Has a prior or current account with us showing good payment history, no delinquencies   | Yes   | If customer had an account with us in the past 12 months with a good payment history or if customer can provide letter of good credit from another Utility company (i.e. another water company, SCE or Gas company)   |
| Mckinleyville CSD                          | Yes, we require deposits as a hedge against potential default on payment.   | Non-owners are required to pay deposits. Owners' defaults can be collected by the County with their property tax payments, so we don't need the deposit from them.                        | We adjust the deposits annually with adjustments to our rate structure. This is not retro-active, but applies to all new deposits collected in the current year.   | After 12 months of good payment history (no Late payments)  | Refunded deposits appear as a credit on the account, or if the account is closed, are cut as a check and sent to the customer | Extremely rare  | These vary on a case-to-case basis. Personal/staff knowledge of a customer's excellent credit history with other local utilities coupled with hardship might work, but if the customer get locked for non-payment, the deposit will be due before they can have their water turned back on.                         |
| Morgan Hill                                | The City of Morgan Hill does not take deposits at all. We do, however, have the option to require a deposit from a customer at any time |   |  |   |   |   |   |
| Gridley                                    | Only for renters  | Only for renters  | Three months worth of average yearly usage (most recent)   | When the tenant moves (if they have paid all their bills on time - outstanding bills would be factored against the deposit). If they live in a house for three years with a perfect payment history, they can also receive their deposit. |   | Never: Once in a blue moon we will allow tenants to break up the deposit into two month payments. But how often does a blue moon occur? | n/a   |

| City                                       | Does your City require a deposit? | If yes, who is required to pay a deposit (owner/non-owner)?                             | What is the amount of required deposit? | When is the deposit refunded?  | On what terms is a deposit refunded?  | Are Deposits waived? | If so, under what circumstances?   |
|--|-----------------------------------|---|---|--|---|----------------------|--|
| Glendora                                   | Yes                               | Renters Only  | \$200                                   | Upon closing the account.  | The deposit is applied to the outstanding balance and they are refunded the difference between what is owed and the amount of the bill.   |                      |  |
| Newman                                     | Yes                               | Tenants and those with bad payment history and have been shut off within last 18 months | \$150                                   | 18 months of good payment history (no late payments, no returned checks, etc.) - deposit applied to outstanding balance.   |   |                      | If payment history at prior location, in town, is good for 18 months, deposit can be waived.   |
| Mountain House Community Services District | Yes                               | Both the owner/Property Manager, and the tenant   | \$300                                   | After 12 months of payments made on time, no more than 2 lates, it is credited back to the customer's account. UNLESS service was disconnected and a deposit required, then no lates are accepted. | When customers move out of the home the deposit is refunded. After 12 months of making on time payments it is credited back to the customer's account. If it was disconnected no lates for 12 months before it will be credited back to the customer's account. | Yes                  | We check the previous property to see how many time they were late or on time before we accept a letter of credibility. With a letter of credibility from a Municipal Utility Company with no more than 2 lates, and no disconnections, the deposit can be waived. |

# League Takes Official Positions on Four Upcoming November Ballot Measures

## Sample Resolutions For Cities Attached

September 22, 2014

The League has taken positions on four of the six ballot measures on the 2014 November general election ballot.

In order for the League to take a position on a proposition, it must first qualify for a general election ballot, followed by the League board of directors approving the proposed position by a two-thirds vote.

The following list contains brief description of the four ballot measures the League has taken positions on. In addition, sample position resolutions are provided below for cities to use should they choose to take a formal position on a specific measure.

### Proposition 1: Water Quality, Supply, and Infrastructure Improvement Act of 2014

Upon approval of voters, Prop. 1 would provide a total of \$7.545 billion in bond funding for water related projects such as water conservation, groundwater recharge, stormwater capture and reuse/Clean Water Act Compliance, watershed restoration, water storage and conveyance and water recycling and reuse. The \$7.545 billion in funding would come from the issuance of \$7.12 billion in new general obligation (GO) bonds and the reallocation of \$425 million in existing bond funds previously approved by voters.

Funding for water projects would be subject to the following breakdown:

#### **Clean, Safe, and Reliable Drinking Water: \$520 million**

- \$260 million deposit in the State Water Pollution Control Revolving Fund Small Community Grant Fund for grants for wastewater treatment projects. Priority shall be given to projects that serve disadvantaged communities and severely disadvantaged communities, and to projects that address public health hazards.
- \$260 million for grants and loans for public water system infrastructure improvements to meet safe drinking water standards, ensure affordable drinking water, or both. Priority shall be given to projects that provide treatment for contamination or access to an alternate drinking water source or sources for small community water systems or state small water systems in disadvantaged communities whose drinking water source is impaired by chemical and nitrate contaminants and other health hazards.

#### **Protecting River, Lakes, Streams, Coastal Waters, and Watersheds: \$1.495 billion**

- \*\$327.5 million for Conservancies to fund projects that restore, enhance, and protect watersheds.
- \*\$100 million to protect and enhance urban creeks.
- \*\$20 million shall be made available for a competitive program to fund multi-benefit watershed and urban rivers enhancement projects in urban watersheds that increase regional and local water self-sufficiency and that meet at least two of the following objectives:
  - Promote groundwater recharge and water reuse.
  - Reduce energy consumption.
  - Use soils, plants, and natural processes to treat runoff.
  - Create or restore native habitat.
  - Increase regional and local resiliency and adaptability to climate change.
  - At least 25 percent of the funds available pursuant to this section shall be allocated for projects that benefit disadvantaged communities. Up to 10 percent of the funds available pursuant to this section may be allocated for project planning.
- \$87 million to the Department of Fish and Wildlife for water quality, ecosystem restoration, and fish protection facilities that benefit the Delta.

**Regional Water Security, Climate, and Drought Preparedness: \$810 million**

- \*\$510 million for hydrologic regions identified in the Water Action Plan for regional self-reliance security; grants and loans for projects included in an IRWM plan.
- \*\$100 million for grants and loans for water conservation and efficiency plans, projects, and programs.
- \*\$200 million for grants for multi-benefit stormwater management projects.

**Statewide Water System Operational Improvement and Drought Preparedness: \$2.7 billion**

- \*\$2.7 billion for surface and subsurface water storage.
- \*Funds are continuously appropriated.

**Water Recycling: \$725 million**

- \*\$725 million for grants and loans for water recycling and advanced treatment projects.

**Groundwater Sustainability: \$900 million**

- \*\$720 million for competitive grants, and loans for, projects to prevent or clean up the contamination of groundwater that serves or has served as a source of drinking water. Funds may also be used for projects necessary to protect public health by preventing or reducing the contamination of groundwater that serves or has served as a major source of drinking water for a community.
- \*\$80 million for grants for treatment and remediation activities that prevent or reduce the contamination of groundwater that serves as a source of drinking water.
- \*\$100 million of grants for projects that develop and implement groundwater plans.

### **Flood Management: \$395 million**

- \$295 million to reduce the risk of levee failure and flood in the Delta.

\* Indicates consistency with League water bond priorities.

### **League Position: Support**

Many of the funding provisions outlined in Prop. 1 are consistent with water bond priorities developed by the League's Water Bond Task Force. The League supports this bipartisan proposal because it would provide financial support to help local communities provide reliable and clean drinking water.

- [Sample City Resolution](#)

### **Proposition 2: Rainy Day Budget Stabilization Fund Act**

The measure establishes new state budget reserve fund requirements and policies and was approved by the Legislature on May 15, 2014, with strong bipartisan support. In conjunction with this action, the Legislature removed ACA 4 of 2009 from the November ballot, a previously adopted state reserve fund proposal that had not yet been submitted to the voters.

Specifically, the measure:

- Requires 1.5 percent of general fund (GF) revenues to be placed annually into a reserve fund called the [Budget Stabilization Account \(BSA\)](#). Caps the reserve at no more than 10 percent of GF revenues, and requires any additional contributions to be spent on infrastructure.
- Directs 50 percent of funds, that would have otherwise been deposited into the BSA to pay down any of the following through FY 2029-2030:
  - Previous [Prop. 98](#) school obligations;
  - Previous budgetary loans;
  - Local mandates owed pre FY 2004-05; or
  - Supplemental payments to reduce pension and benefit liabilities.
- Allows for budget reserve withdrawals or deposit suspensions following a gubernatorial finding of a "budget emergency."
- Creates a Prop. 98 reserve where capital gains revenues exceeding 8 percent of GF revenues (that are allocated to the Prop. 98 guarantee) can be placed into a reserve fund. Increases in funding related to capital gains would be retained for future years of decline. Deposits would be made after required increases in enrollment growth and cost-of-living and once the current maintenance factor was paid.

### **League Position: Support**

The League believes Prop. 44 will bring more stability to the state's finances and supports the

measure's key principles of fiscal discipline, debt repayment and saving in preparation for the next economic downturn.

- [Sample City Resolution](#)

#### Proposition 46: Troy and Alana Pack Patient Safety Act of 2014

In response to ever-increasing medical liability costs, the Governor signed the Medical Injury Compensation Reform Act (MICRA) in 1975 to cap medical malpractice damages. Under MICRA, noneconomic damages (pain and suffering, emotional distress) are capped at \$250,000, while economic damages (medical costs, lost wages, and lifetime earning potential) are unlimited. Prop. 46 seeks to repeal the cap and increase the state's medical malpractice damage limits. The nonpartisan [Legislative Analyst Office \(LAO\)](#) predicts that state and local government health care costs would increase "likely ranging from the tens of millions of dollars to several hundred million dollars annually" if the cap were to increase as proposed.

Specifically, the measure:

- Adjusts the current \$250,000 cap on noneconomic damages for inflation, which, according to LAO, would bring the new cap to \$1.1 million;
- Requires reporting of suspected physician drug or alcohol impairment or failure to follow appropriate standard of care;
- Requires hospitals to conduct alcohol and drug testing on physicians; and
- Requires health care practitioners and pharmacists to consult the [Controlled Substance Utilization and Review Evaluation System \(CURES\)](#). CURES are an electronic monitoring system for the prescribing and dispensing of specific controlled substances. It is monitored by the [California State Department of Justice](#) and is intended to curb prescription drug abuse.

#### **League Position: Oppose**

While the measure contains other provisions of undeniable merit, the League opposes the significant cost increases local governments may incur due to increased medical liability costs resulting from repealing the MICRA cap.

- [Sample City Resolution](#)

#### Proposition 47: Safe Neighborhoods and Schools Act

This measure seeks to enact the significant changes in sentencing policy and direct any resulting state savings to support mental health and substance abuse treatment (65 percent), truancy and drop-out prevention (25 percent), and victim services (10 percent). Specifically, the measure would:

- Reduce sentencing penalties for specified non-serious and non-violent drug and property crimes. Specifically, it would direct that the following offenses be treated as misdemeanors, in most instances irrespective of the circumstances:
  - Commercial Burglary
    - Entering a commercial establishment during business hours with intent to commit larceny of property not exceeding \$950 will no longer be deemed commercial burglary. Instead, it will be defined as shoplifting, which is a misdemeanor.
  - Forgery
    - Under current law, forgery can be charged as a felony or misdemeanor (known as a “wobbler”) but Prop. 47 will re-define it to be a misdemeanor if the defendant is forging a financial instrument that does not exceed \$950.00 in value. As drafted, Prop. 47 would provide that even if the person has forged multiple documents whose total value exceeded \$950.00, that individual could only be charged with a misdemeanor, so long as no individual financial instrument exceeded the threshold.
  - Passing Bad Checks
    - Current law provides that the current threshold for felony prosecution for this offense is \$450.00, but Prop. 47 would increase this threshold to \$950.00. Current law provides that one prior conviction of this offense would trigger a felony charge on the second offense; but Prop. 47 requires three prior convictions for similar offenses.
  - Grand Theft
    - The provisions pertaining to grand theft will reduce the theft of all personal property, including all but the most exotic handguns, to a misdemeanor, ushering in a major change in current criminal justice policy. Prop. 47 states that all theft of property less than \$950.00 in value shall be a misdemeanor offense.
  - Receipt of Stolen Property
    - Under current law, receipt of stolen property is a felony/misdemeanor wobbler, with district attorneys granted discretion on how to charge the offense if the value of the property did not exceed \$950.00 — however Prop. 47 defines all such cases under \$950.00 to be misdemeanors.
  - Petty Theft with a Prior Offense
    - Under current law, a defendant with more than three prior offenses for theft could be charged with a felony if charged with the offense a fourth time. Under Prop. 47, felony penalties only apply if the person had been previously convicted of a serious or violent felony and had a theft-related related prior.
  - Drug Possession
    - Under Prop. 47, all drug possession cases will be reduced to misdemeanors. District attorneys would be stripped of discretion about whether to charge such offenses as felonies. This provision does not distinguish between “simple possession” and “possession for sale” — despite the fact that there can be a quantum difference in the amounts of a controlled substance involved between those two offenses. Prop. 47 makes

no distinction based on the nature of the controlled substance, so it would impose misdemeanor penalties even for possession of significant quantities of substances such as methamphetamine, or for possession of ketamine or GHB, both known to be date-rape drugs.

- Allow certain offenders previously convicted of the above crimes to apply for reduced sentences. This is expected to result in the release of an estimated 10,000 inmates. Newly sentenced offenders in the affected categories would be sentenced to county jails, many of which are already at capacity or overcrowded due to the implementation of 2011's AB 109, Public Safety Realignment.

**League Position: Oppose**

By reclassifying a series of what are felony or felony/misdemeanor offenses as outright misdemeanors, this measure will trigger significant public safety policy changes with respect to crimes such as theft of firearms and drug possession, including the possession of date-rape drugs. As drafted, it appears to be quite broad and treats nearly all instances of specified offenses with the same general rule, in a fashion that may not promote public safety. In addition, it will likely lead to changes in the prison inmate population, the county jail population, and what is known as the population of AB 109 offenders who are in and out of county jails.

- Sample City Resolution

**RESOLUTION NO. \*\*\*\*\***

**A RESOLUTION OF THE COUNCIL OF THE CITY OF \*\*\*\*\* SUPPORTING PROPOSITION 1**

---

WHEREAS, the State of California is facing a severe multiyear drought due to a variety of factors not limited to record dry conditions and below average rainfall; and,

WHEREAS, on January 17, 2014 California Governor Jerry Brown declared a drought state of emergency; and,

WHEREAS, the drought has, and will continue to have significant impacts on local agency ability to provide reliable and clean drinking water to the communities they serve; and,

WHEREAS, the Legislature approved and Governor Brown signed the Water Quality, Supply and Infrastructure Improvement Act of 2014, which will appear as Proposition 1 on the November 4 ballot; and,

WHEREAS, Proposition 1 will provide a total of \$7.545 billion in bond funding (\$7.12 billion in new general obligation (GO) bonds and the reallocation of \$425 million in existing bond funds previously approved by voters) for water related projects that will benefit local communities such as water conservation, groundwater recharge, stormwater capture and reuse, watershed restoration, water storage and conveyance and water recycling and reuse; and,

WHEREAS, Proposition 1 contains several provisions providing significant funding opportunities to disadvantaged communities and economically distressed areas that have been hardest hit by the drought; and,

WHEREAS, the intent of Proposition 1 aligns with the City of \*\*\*\*\* and statewide priorities to provide a comprehensive water management plan for decades to come; and,

NOW, THEREFORE, the City Council of the City of \*\*\*\*\* resolves as follows:

SECTION 1. The City Council of the City of \*\*\*\*\* by the adoption of this resolution hereby supports Proposition 1 on the November 4, 2014 ballot.

\* \* \*

ADOPTED [DATE], by the City of \*\*\*\*\* City Council by the following vote:

Ayes:

Noes:

Absent:

Abstain:

ATTEST:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Mayor

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney

**RESOLUTION NO. \*\*\*\*\***

**A RESOLUTION OF THE COUNCIL OF THE CITY OF \*\*\*\* SUPPORTING  
PROPOSITION 2**

---

WHEREAS, the State of California has proven susceptible to chronic budget deficits in previous years and should prepare better for future economic recessions; and,

WHEREAS, the State of California lacks an adequate state reserve fund to serve as a reliable buffer during economic downturns; and,

WHEREAS, California voters approved Proposition 58 in 2004 and established the Budget Stabilization Account (BSA); and,

WHEREAS, Proposition 58 has proven ineffective in generating sufficient reserves due to the ability to suspend contributions and years of extremely difficult state budget conditions since its enactment; and,

WHEREAS, when the state government is unprepared for financial downturns it can have a destabilizing effect on the economy and result in state budget solutions that have harmful impacts on local services, revenues and budgets; and,

WHEREAS, the Legislature approved and Governor Brown signed the Rainy Day Budget Stabilization Fund Act, which will appear as Proposition 2 on the November 4 ballot; and,

WHEREAS, Proposition 2 will: require the State Controller deposit 1.5 percent of general fund (GF) revenues and tax revenues derived from capital gains (to the extent that these revenues are in excess of 8.0 percent of GF revenues) into the BSA and lead to a reserve of up to 10 percent of GF revenues; and,

WHEREAS, any additional contributions above a 10 percent reserve will assist the state's economic competitiveness by being required to be spent on infrastructure; and,

WHEREAS, the measure would only allow budget reserve withdrawals or deposit suspensions following a gubernatorial finding of a defined "budget emergency;" and,

WHEREAS, Proposition 2 provides for the dedication of additional funds to pay for previously accrued state debts, payments owed on local mandates, and supplemental payments toward the state's pension liabilities will contribute to the improvement of the state's overall financial footing; and,

WHEREAS, the longer-term effect of Proposition 2 will contribute to a more stabilized the California state budget process;

NOW, THEREFORE, the City Council of the City of \*\*\*\*\* resolves as follows:

SECTION 1. The City Council of the City of \*\*\*\*\* by the adoption of this resolution hereby supports Proposition 2 on the November 4, 2014 ballot.

\* \* \*

ADOPTED [DATE], by the City of \*\*\*\*\* City Council by the following vote:

Ayes:

Noes:

Absent:

Abstain:

ATTEST:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Mayor

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney

**RESOLUTION NO. \*\*\*\*\***

**A RESOLUTION OF THE COUNCIL OF THE CITY OF \*\*\*\*\* OPPOSING PROPOSITION 46**

---

WHEREAS, Proposition 46 placed on the November 4, 2014, California general election ballot would quadruple the existing cap on non-economic damages under the Medical Injury Compensation Reform Act, or MICRA; and,

WHEREAS, under MICRA, patients are currently entitled to unlimited compensation for all economic damages including compensation for lost wages and compensation for all past and future medical costs; and,

WHEREAS, independent experts predict that quadrupling the cap on non-economic damages in health care lawsuits will significantly increase health care costs, including the cost of providing medical care and the cost of providing health benefits for special district and all local government employees; and,

WHEREAS, according to the independent, non-partisan Legislative Analyst's Office, "state and local governments spend tens of billions of dollars annually on health care services;" and,

WHEREAS, the Legislative Analyst estimates that Proposition 46 would increase costs for state and local governments by "several hundred million dollars annually;" and,

WHEREAS, Proposition 46 is opposed by hundreds of organizations representing local governments, community health clinics, hospitals, doctors, nurses, labor unions, business and taxpayer groups, public safety groups, and community groups; and,

NOW, THEREFORE, the City Council of the City of \*\*\*\*\* resolves as follows:

SECTION 1. The City Council of the City of \*\*\*\*\* by the adoption of this resolution hereby opposes Proposition 46 on the November 4, 2014 ballot.

\* \* \*

ADOPTED [DATE], by the City of \*\*\*\*\* City Council by the following vote:

Ayes:

Noes:

Absent:

Abstain:

ATTEST:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Mayor

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney

**RESOLUTION NO. \*\*\*\*\***

**A RESOLUTION OF THE COUNCIL OF THE CITY OF \*\*\*\*\* OPPOSING  
PROPOSITION 47**

---

WHEREAS, Proposition 47 has qualified for the November 4, 2014 Statewide General Election; and,

WHEREAS, the proponents of this measure concede that Proposition 47 will make up to 10,000 felons eligible for early release; and,

WHEREAS, with the implementation of Public Safety Realignment in 2011, which altered sentencing policy by shifting all newly convicted non-violent, non-serious, non-sex offenders to county supervision, there is currently a significantly diminished population of non-violent offenders in California's prisons, and there is a legitimate question as to how many of the 10,000 inmates eligible for early release could be classified as high-risk for committing subsequent violent offenses; and,

WHEREAS, Proposition 47 contains provisions re-classifying a host of felony offenses or felony/misdemeanor offenses as simple misdemeanors, representing sweeping sentencing reform that would be better accomplished through the state legislative process; and,

WHEREAS, Proposition 47 would redefine grand theft in such a way that theft of a firearm would be considered a misdemeanor unless the value of the gun was greater than \$950, and the overwhelming majority of new handguns sold in California retail for significantly less than that amount; and,

WHEREAS, Proposition 47 would reduce the penalty for possession of illicit drugs, including drugs used to facilitate date-rape, to a simple misdemeanor; and,

WHEREAS, Proposition 47 may further burden our local criminal justice systems by shifting responsibility for additional categories of offenders to already overcrowded county jails; and,

NOW, THEREFORE, the City Council of the City of \*\*\*\*\* resolves as follows:

SECTION 1. The City Council of the City of \*\*\*\*\* by the adoption of this resolution hereby opposes Proposition 47 on the November 4, 2014 ballot.

\* \* \*

ADOPTED [DATE], by the City of \*\*\*\*\* City Council by the following vote:

Ayes:  
Noes:  
Absent:  
Abstain:

ATTEST:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Mayor

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney



September 18, 2014

Brawley City Council  
 383 Main Street  
 Brawley, CA 92227

Dear Board Member;

The Imperial Valley Desert Museum is opening a permanent exhibit in the Spring of 2015. The exhibit has been designed as three major components by Dean Weldon Exhibits, which will be built in three phases. There are several key areas of the exhibit design that are not currently funded.

**We are seeking funding to complete the Land of Extremes Interactive.**

The Land of Extremes interactive is a focal point to welcome and orientate visitors and is the first thing seen upon entering the Museum. This interactive includes:

- Imperial County orientation information
- Museum visitor services
- Local business information

Visitors to the County will receive information regarding places to eat, things to see, and other tourist information. A Caltrans Transportation Planning Report estimates between 12,000 – 14,000 cars use the Ocotillo exit annually (2002, Imperial Highway Plan Update). Our current visitation shows 33% of museum visitors are from outside Imperial County. Upon opening the new exhibit, this demographic will be the largest area of growth. At our current rate of growth of 40% annually, we are on target to reach our expected annual visitation of 54,000 with in five years.

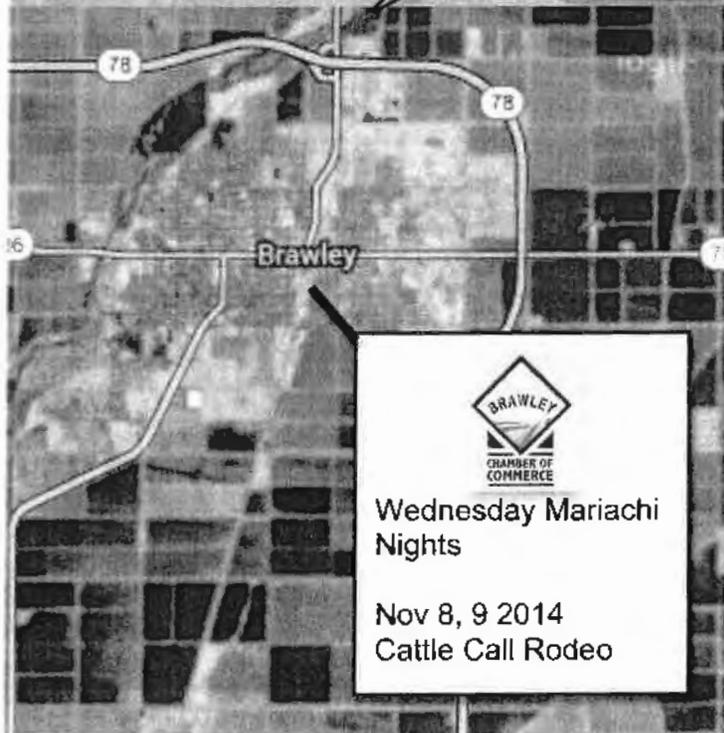
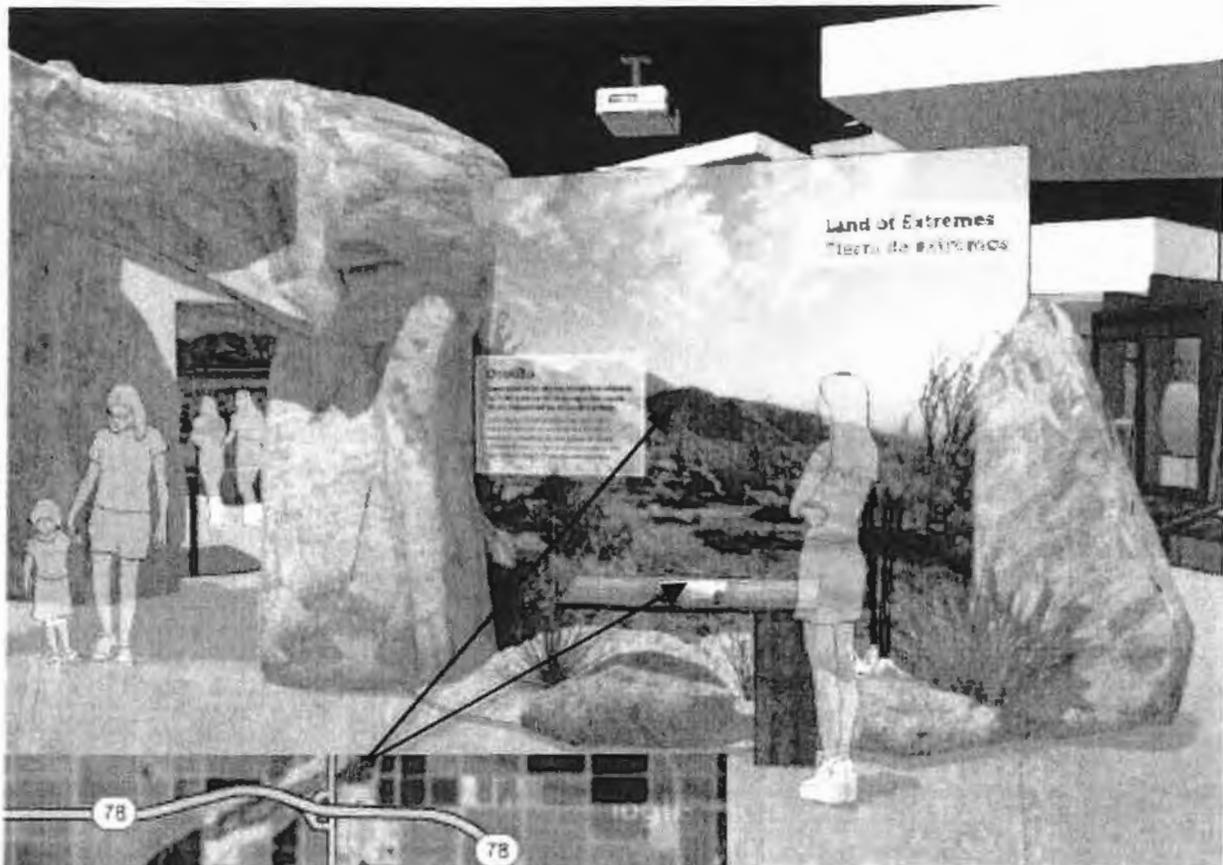
**City Benefits**

- City will have their logo/name on exhibit design
- City can control content for Brawley information point
- City will be included in all press for Permanent exhibit mentioning this exhibit section

**Budget**

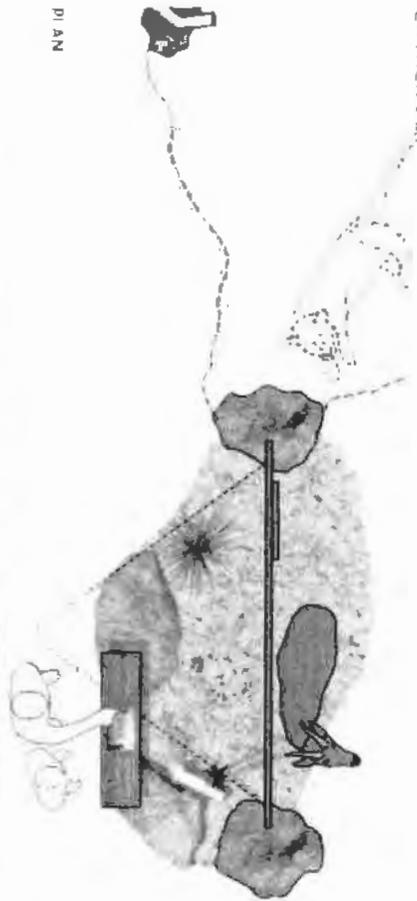
|  |                   |
|--|-------------------|
| 5 year buy-in for Land of Extremes Content ..... | \$1,000.00/year   |
| <b>Total .....</b>                               | <b>\$5,000.00</b> |

## Land of Extremes Interactive Concept

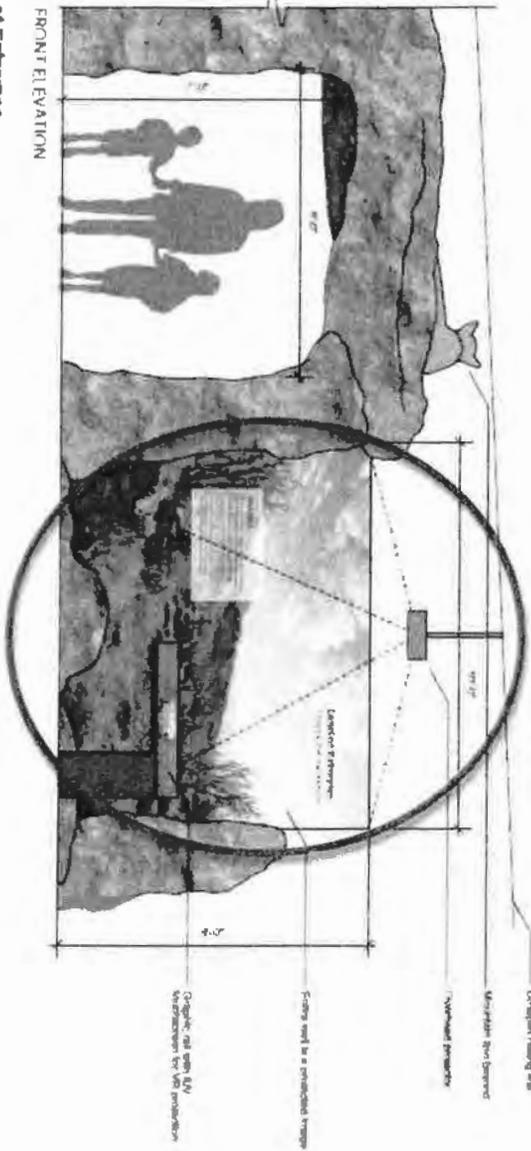


Visitors can zoom in to find information on Brawley events or local businesses. Viewed content is projected onto large screen for easy viewing by multiple visitors. Content provided by Council and updated annually for five years.

02 LAND OF EXTREMES



PI AN

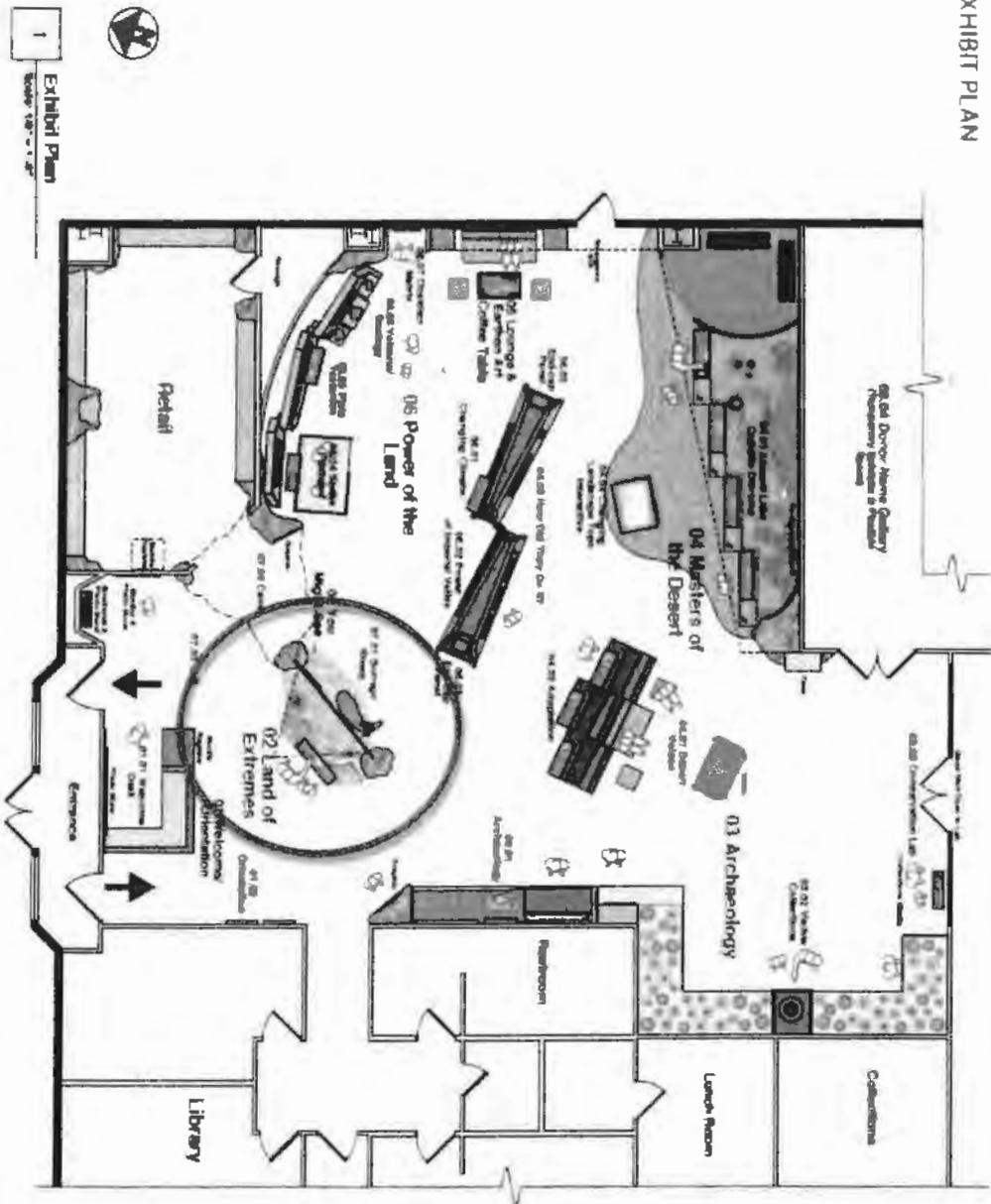


FRONT ELEVATION

1 Land of Extremes  
Scale: 3/8" = 1'-0"

|   |   |
|---|---|
|   | <p>Imperial Valley<br/>Desert Museum<br/>Davenport, CA</p>  |
| <p>Imperial Valley Desert Museum Society, Inc.<br/>1400 E. 14th St.<br/>Davenport, CA 92314</p> | <p>Scale: As Shown<br/>Date: 28th February 2014<br/>Project: Design Development<br/>Revision:</p> |
| <p>Land<br/>of<br/>Extremes</p>   |   |
| <p>17</p>   |   |

EXHIBIT PLAN



|   |   |   |
|---|---|---|
| <br>William Phillips | <br>Imperial Valley<br>Desert Museum<br>Oceanside, CA | Scope: As Shown<br>Date: 08/01/2014<br>Project: Design Development<br>Revision: |
| Exhibit Plan  |   |   |
| 10  |   |   |



## Fiscal Year 2014-2015

Monthly Staffing Report for October 2014

Updated 09/29/2014

| Full-time Regular EE Groups   | Authorized Positions | Filled Positions | Vacant Positions | Notes  |
|-------------------------------|----------------------|------------------|------------------|--|
| Building & Community Develop. | 5                    | 5                | 0                |  |
| Finance                       | 7                    | 7                | 0                |  |
| Fire                          | 17                   | 17               | 0                |  |
| Personnel & Risk Management   | 1                    | 1                | 0                |  |
| Information Technology        | 1                    | 1                | 0                |  |
| Library                       | 4                    | 4                | 0                |  |
| Parks & Recreation            | 9                    | 9                | 0                |  |
| Planning                      | 2                    | 2                | 0                |  |
| Police                        | 49                   | 47               | 2                | Processing backgrounds   |
| Public Works                  | 40                   | 37               | 3                | Chief Water Treatment Plant Operator accepted conditional offer. WTP Op 3 vacancy. Utility Worker I position |
| Records Management/City Clerk | 3                    | 3                | 0                | Clerk as 2 positions   |
| Council Members               | 5                    | 5                | 0                |  |
| Treasurer                     | 1                    | 1                | 0                |  |
| City Manager                  | 1                    | 1                | 0                |  |
| <b>Total</b>                  | <b>145</b>           | <b>140</b>       | <b>5</b>         |  |

| Groups   | Limited Term Positions | Temp & Part time Positions | Temp Agency Positions |  |
|--|------------------------|----------------------------|-----------------------|--|
| Finance  | 0                      | 0                          | 0                     |  |
| Fire - Reserve   | 0                      | 21                         | 0                     |  |
| Library  | 3                      | 4                          | 0                     | Page promoted to aide. Recruiting for Page (4 part time positions not previously noted on the report)  |
| Parks & Recreation   | 0                      | 12                         | 0                     | 2 F/T Temporary Parks Maintenance Workers, 2 F/T - Temporary Admin Secretary and Senior Center Coordinator, P/T temporary worker, 3 seasonal workers, 4 temps for Cattle Call prep |
| Police   | 0                      | 3                          | 0                     | P/T Maintenance worker, P/T Dispatcher, F/T Graffiti Abatement   |
| Public Works   | 0                      | 5                          | 0                     | WWTP OIT - temporary position. Four temps for Cattle Call.   |
| Records Management   | 0                      | 1                          | 0                     | Currently utilizing temp worker from PD 10 hours per week  |
| Prepared by: Shirley Bonillas, Personnel & Risk Management Administrator |                        |                            |                       |  |

The logo of the Brawley Fire Department is a Maltese cross with a central circle. The text is overlaid on this logo.

**Brawley Fire Department's**  
**Annual**  
**OPEN HOUSE**

**Saturday, October 11<sup>th</sup> 2014**

**10AM-2PM**

**Please join us at:**

**Brawley Fire Station #2**

**1505 Jones St. Brawley**

**Fire Prevention**

**Demonstrations**

**REACH helicopter**

**Station tours**

**Free Hot Dogs and Drinks!**



# Brawley Cattle Call 2014

*"Red, White, & Blue"*

|  |                     |                        |
|--|---------------------|------------------------|
| <b>QUEEN HORSEMANSHIP CONTEST</b><br>Wednesday, October 15                               | 7:00 pm             | Cattle Call Arena      |
| <b>QUEEN CORONATION</b><br>Friday, October 17  | 7:00 pm             | Stockmen's Club        |
| <b>CHILI COOKOFF – Joe Ramirez</b><br>Saturday, November 1                               | 9:00 am             | Main Street/Plaza Park |
| <b>FAMILY FUN DAY/Farmer's Market</b><br>Sunday, November 2                              | 10:00 am to 2:00 pm | South Plaza            |
| <b>CHAMBER MIXER</b><br>Monday, November 3   | 5:30 pm - 7:30 pm   | Inferno 800 Patio      |
| <b>COWBOY POETRY – Leonard Vasquez</b><br>Tuesday, November 4                            | 7:00 pm             | Stockmen's Club        |
| <b>CHILDREN'S RODEO- Joanie Moore/Cheryl Foster</b><br>Wednesday, November 5             | 10:30 am            | Cattle Call Arena      |
| <b>MARIACHI NIGHT – Max Reyes</b><br>Wednesday, November 5                               | 6:00 pm -10:00 pm   | Main Street/Plaza Park |
| <b>BUHS COWBELL TRI-TIP DINNER – Emily Milan</b><br>Thursday, November 6                 | 4:30 pm – 8:00 pm   | Lions Center           |
| <b>ANNUAL BELL GAME</b><br>Friday, November 7  | 7:00 pm to 10:00 pm | Warne Field            |
| <b>KIWIANIS CLUB CHUCKWAGON BREAKFAST</b><br>Saturday, November 8                        | 5:30 am             | Main Street            |
| <b>BRAWLEY WRESTLING BOOSTERS 5K<br/>WALK/RUN-Bobby Gonzales</b><br>Saturday, November 8 | 6:00 am – 8:00 am   | Plaza Park/Main St.    |
| <b>CATTLE CALL PARADE</b><br>Saturday, November 8  | 9:45 am             | Main Street            |

**CATTLE CALL RODEO – BCCRC Chairman**

**Saturday, November 8**

**2:00 pm & 7:00 pm**

**Cattle Call Park**

**Sunday, November 9**

**1:00 pm**

**Cattle Call Park**

**ELKS CLUB DANCE**

**Friday, November 7**

**3 pm to 2 am**

**G Street/Lodge**

**Saturday, November 8**

**3pm to 2 am**

**G Street/Lodge**

**INFERNO 800 Entertainment**

**Friday, November 7**

**6 pm to 2 am**

**North Plaza/Restaurant**

**Saturday, November 8**

**6 pm to 2 am**

**North Plaza/Restaurant**

Please Join The City Of Brawley And Allied Waste For

# 2014 BRAWLEY FALL CLEAN UP

PLEASE BRING A CURRENT CITY OF BRAWLEY  
UTILITY BILL AND A VALID ID FOR ADMITTANCE



**October 11, 2014**  
**7:00 a.m. -2:00 p.m.**

Location: Brawley Airport

Please call Allied Waste Services at  
**760-355-0004**

If you have any questions or if you have  
any special solid waste or recycling needs!

FREE For City Of Brawley Residents Only

## WHAT YOU CAN BRING

Automotive or light truck tires  
Appliances without Freon  
General solid waste  
Computer Monitors  
Green yard waste  
Air conditioners  
Washers/Dryers  
Refrigerators  
Televisions  
Couches  
Chairs  
Tables

## DO NOT BRING

Stucco  
Explosives  
Sheet Rock  
Ammunitions  
Medical Waste  
Roofing Materials  
Radioactive Materials  
Construction Materials  
Hazardous Waste (Paints or Oil)



# RECORD OF BUILDING PERMITS

## August 2014

Prepared by: Francisco Soto, Building Official

Prepared As of: 09-10-14

| DATE ISSUED | PERMIT NUMBER | PERMIT DESCRIPTION  | ASSESSOR PARCEL NUMBER | ADDRESS                  | OWNER                         | ISSUED TO                        | COST OF IMPROVEMENTS |
|-------------|---------------|---------------------|------------------------|--------------------------|-------------------------------|----------------------------------|----------------------|
| 08/01/14    | 25365         | Inspection Fee Only | 049-224-013-000        | 1299 Ivy Street          | Angela Mariscal               | Owner                            | N/A                  |
| 08/04/14    | 25366         | Kitchen Renovation  | 048-073-004-000        | 449 Sycamore Drive       | Bill & Barbara Colace         | Landmark Hospitality Contracting | \$50,000.00          |
| 08/04/14    | 25367         | Plumb/Elect         | 048-073-004-000        | 449 Sycamore Drive       | Bill & Barbara Colace         | Landmark Hospitality Contracting | N/A                  |
| 08/04/14    | 25368         | Inspection Fee Only | 049-021-012-000        | 131 South 6th Street     | Carolyn Benson                | Owner                            | N/A                  |
| 08/04/14    | 25369         | Electrical          | 048-162-007            | 352 "J" Street           | Karios Properties, LLC        | Owner                            | N/A                  |
| 08/05/14    | 25370         | House Remodel       | 048-073-001-000        | 305 Sycamore Drive       | Russell Allen                 | Trifecta Construction            | \$143,218.00         |
| 08/05/14    | 25371         | Mechanical          | 049-131-009            | 459 "J" Street           | Ignacio & Guadalupe Fausto    | Baeza's Heating & Cooling        | N/A                  |
| 08/05/14    | 25372         | Carport             | 049-192-073            | 691 Stanley Place        | David Ornelas                 | Trade Mark Construction          | \$9,800.00           |
| 08/05/14    | 25373         | Electrical          | 046-312-002            | 271 Riverwood Drive      | Joe & Pat Spieler             | Omega Electric, Inc.             | N/A                  |
| 08/06/14    | 25374         | Plumbing            | 046-163-005-000        | 273 Driftwood Place      | Marina Ortiz                  | Campesinos Unidos, Inc.          | N/A                  |
| 08/06/14    | 25375         | Plumbing            | 047-320-073-000        | 1697 "I" Street          | Claudia Tellez                | Campesinos Unidos, Inc.          | N/A                  |
| 08/07/14    | 25376         | Sign                | 047-440-025            | 1620 Jones Street        | Bryan Wood                    | San Diego Electric Sing          | \$3,500.00           |
| 08/07/14    | 25377         | Right of Way        | 047-390-002            | 560 East Highway 78      | San Diego State University    | Performance Plumbing & Mech.     | N/A                  |
| 08/07/14    | 25378         | Electrical          | 047-152-026            | 623 Bina Street          | Eligia Vasquez                | Owner                            | N/A                  |
| 08/08/14    | 25379         | Carport             | 048-073-005            | 499 Sycamore Drive       | Bryan & Erika Ashurt          | George Mitchell Builders, Inc.   | \$14,600.00          |
| 08/08/14    | 25380         | Mechanical          | 049-113-003            | 1120 "H" Street          | Charlie Lineses               | Cool Breeze Air Conditioning     | N/A                  |
| 08/08/14    | 25381         | Right of Way        | 049-021-012-000        | 131 South 6th Street     | Carolyn Benson                | Owner                            | N/A                  |
| 08/11/14    | 25382         | Electrical          | 047-161-019            | 1397 Adler Street        | Alfred Garcia                 | Owner                            | N/A                  |
| 08/11/14    | 25383         | Inspection Fee Only | 048-052-007            | 154 Main Street          | Abdelnour Family Partnership  | Owner                            | N/A                  |
| 08/12/14    | 25384         | Garage Enclosure    | 048-340-028            | 895 Willard Avenue       | Dave Griggs                   | Aros Construction                | \$5,200.00           |
| 08/14/14    | 25385         | Plumbing            | 048-131-014-000        | 351 West "K" Street      | Sherrian Hess                 | R Smyth Plumbing                 | N/A                  |
| 08/14/14    | 25386         | House Addition      | 048-133-008            | 232 West "J" Street      | John R. Armstrong             | Owner                            | \$50,000.00          |
| 08/14/14    | 25387         | Bathroom Remodel    | 047-121-010            | 663 North 5th Street     | Julia Strubbar                | Owner                            | \$8,500.00           |
| 08/15/14    | 25388         | Mechanical          | 049-192-074-000        | 695 Stanley Place        | Ruben Saenez                  | R. Smyth Plumbing                | N/A                  |
| 08/15/14    | 25389         | Right of Way        | 047-122-019            | 640 North 5th Street     | James Taylor                  | HomePro, Inc.                    | N/A                  |
| 08/15/14    | 25390         | Demo Walls          | 047-073-048            | 1355 Rubio Street        | Full Throttle Enterprise, LLC | Owner                            | N/A                  |
| 08/15/14    | 25391         | Inspection Fee Only | 047-073-048            | 1355 Rubio Street        | Full Throttle Enterprise, LLC | Owner                            | N/A                  |
| 08/15/14    | 25392         | Reroof              | 046-253-029            | 548 West Magnolia Street | Chuck & Natalie Peraza        | K.D. Mansfield                   | \$8,000.00           |
| 08/15/14    | 25393         | Plumbing            | 046-151-002            | 474 West "B" Street      | Scott & Lynn Webster          | AJRA Construction                | N/A                  |
| 08/19/14    | 25394         | Right of Way        | N/A                    | N/S Main St./O N 2nd St. | City of Brawley               | AT&T                             | N/A                  |
| 08/19/14    | 25395         | New House           | 049-164-005            | 1132 "K" Street          | Felipe & Sara Ortiz           | R. Garcia Construction, Inc.     | \$124,602.00         |
| 08/19/14    | 25396         | Inspection Fee Only | 049-102-031            | 931 "J" Street           | Isabel Duarte                 | Owner                            | N/A                  |
| 08/19/14    | 25397         | Electrical          | 047-071-005            | 1288 Duarte Street       | Rudolph Ferrei                | Franklins Electric               | N/A                  |

