## T0: James L. App, City Manager

FROM: $\quad$ Dennis J. Cassidy, Chief of Police

## SUBJ: Five Year Update to Speed Zone Survey

DATE:

NEEDS:

FACTS:

For the City Council to review and consider acceptance of the recent Speed Zone Survey completed by Omni-Means.

1. The City is required to complete a speed zone study every five years in order to comply with the State Vehicle Code for enforcement by use of radar. Specific criteria must be met in establishing speed limits. Without conformance to the state law, police cannot use radar to enforce speed limits. See attached Exhibit "A" for details on how the survey was conducted and mitigating criteria for establishing posted speeds.
2. On September 2, 2002, the City Council authorized a contract with OmniMeans to complete the data collection and analysis required to meet the City's Speed Survey requirements.
3. Work on this project has been completed over the past months, including radar studies and engineering traffic studies as required by the State in and compliance with local Superior Court specifications.
4. A total of fifty-two (52) roadway segments were surveyed in this project. This number increased by twenty-four (24) since the last completed survey. Survey data supports recommendations for seven (7) posted speed limits to be raised, twelve (12) posted speed limits be reduced, twenty-two (22) to remain unchanged and eleven (11) new speed limit signs be posted. See Exhibit "B" for summary data.
5. This item was reviewed by the Streets \& Utilities Committee on June 27, 2003, and they recommended the survey be referred to the City Council for acceptance.

## ANALYSIS\&

 CONCLUSION:Omni-Means has recently completed their contract to collect and analyze speed survey data for fifty-two (52) segments of roadway within the City limits. Approximately half of the areas surveyed were in addition to previously surveyed roads. Data from the surveys support an increase in speed on seven (7) roads. Most of these are increases of 5 mph . There are twelve (12) roadway segments where speed should be reduced by 5 mph . We have 11 areas of roadway not previously surveyed which need designated speed limit signs posted. The remaining twenty-two (22) areas are unchanged by the survey data.

The Police Department has reviewed the data and concurs with the results of the Omni-Means report. We recommend ratification of the speed zone surveys and adjustment of speed limit signs accordingly.

## POLICY

REFERENCE:

## FISCAL

IMPACT:

OPTIONS:

Title 12, Chapter 12.54, Section 12.54.010 of the Municipal Code, Section 22354 of the California Vehicle Code, and the Caltrans Traffic Manual.

## None

a. Adopt Resolution No. 03-xx updating speed limits within the City of Paso Robles.
b. Amend, modify or reject the above option.

# Exhibit "A" 

April 22, 2003

Ms. Ditas Esperanza, P.E.
City of Paso Robles
1000 Spring Street
Paso Robles, CA 93446

## RE: City of Paso Robles Speed Survey Update

## Dear Ms. Esperanza:

The following letter report outlines the Engineering and Traffic Speed Survey conducted by OMNIMEANS for the City of Paso Robles. The survey was conducted to assist the City in setting appropriate and safe speed limits for certain key City streets. For each street segment surveyed, radar speed measurements were conducted. This data was considered along with other factors, including roadway characteristics, adjacent land uses, side street traffic, traffic accidents, and sight distances. Typically, roadway speed limits are established based upon a combination of these factors along with the measured "critical vehicle speed." This is usually referred to as the $85{ }^{\text {th }}$ percentile speed and is defined as the speed at which 85 percent of the motorists are traveling at or below. The following sections describe the data collection efforts and analyses for the traffic speed study.

## Background Methodology

Speed zoning or the application of designated vehicle speed limits is consistent with the State of California's laws for establishing prima facie (on the face of it) speed limits on public streets. Typically, speed zoning is warranted on streets and thoroughfares where there are "appreciable" amounts of traffic volumes and that speed zones would help contribute to the "orderly movement" of traffic by increasing driver awareness of a reasonable speed. Not all streets require prima facie speed limits. These include well established business districts or urban areas where speed limits are clearly apparent. The basic goal of speed zoning is to prevent motorists from operating at a wide range of speeds along a thoroughfare that could create vehicle conflicts. Speed zoning allows motorists to travel at or near the same speeds.

Speed limits range from absolute to prima facie. Absolute speed limits are usually found on freeways where the maximum speed limit ( 65 mph or 70 mph ) cannot be exceeded. Prima facie speed limits are usually established through speed zoning studies. In some instances, there are automatic prima facie speed limits. These include a temporary 25 mph limit through school zones when children are present coming to/from school or 15 mph speed limits at uncontrolled railroad crossings. It is possible for a motorist to exceed the established prima facie speed limit if it is safe to do so under current driving conditions. However, if the motorist is cited by a police officer, the motorist must prove that he/she was driving in a safe and prudent manner and not endangering other motorists.

## Data Collection

Study Initiation: Based on discussions with City staff, speed surveys were conducted at locations throughout the City of Paso Robles at 52 separate locations along 35 roadways. For each survey, a
"Radar Speed Survey" worksheet was prepared summarizing the measured vehicle speed characteristics, such as the average speed, the critical speed ( $85^{\text {th }}$ percentile speed), the pace speed and the posted speed limit.

Survey Locations: Radar speed surveys were collected at the locations identified in Table 1.
Data Collection Procedures: Field data was generally collected during November of 2002 thru the first two weeks of January 2003 along the indicated roadway segments and survey locations, with the exception of Rambouillet Road segments, which were collected in late May 2002. Each of the radar speed surveys was made from an inconspicuously parked vehicle. An effort was made to ensure that the presence of the vehicle in no way affected the speed of the traffic being surveyed. Field information was recorded on forms and later electronically coded for computer analysis. Along sections of roadways where traffic flows more freely, only the lead vehicle of bunches or vehicles alone were recorded. The calculations derived from this technique accurately demonstrate a balance among the speed, capacity, and general use of a segment.

## Field Survey Results

Field Data Reduction: Copies of the computer analysis of the field data collected at each survey location are attached to this report. The data at the top of each analysis indicates the observed conditions while the data at the bottom represents the calculated conditions. Observed conditions include the location of the spot speed survey, the direction of travel, the date and day of the week, and time of the survey. The existing speed limit, if posted, is noted along with the type of roadway and the general type of adjacent development (business, residential, industrial, etc.) Calculated values include the average speed, the 85th percentile (critical) speed, the 10 mph pace speed and the percent of vehicles observed within the 10 mph pace speed, the range of speeds observed and the total number of vehicles observed. A brief explanation of some of these terms follows.

The average speed is the arithmetical mean of the speeds observed and is derived by dividing the sum of all the speeds observed by the total number of observations.

The $85^{\text {th }}$ percentile speed is that speed at or below which 85 percent of the observed vehicles are traveling. The $85^{\text {th }}$ percentile speed (also called the critical speed) of a spot speed survey is the primary indicator of a speed limit that might be imposed. For City roadways the speed limit normally should be established at the first five mile per hour increment below the $85^{\text {th }}$ percentile speed. However, in matching existing conditions with the traffic safety needs of the community, engineering judgment may indicate the need for a further reduction of five miles per hour. Factors affecting the decision to further decrease the speed limit include accident experience, traffic volumes, road features, or other special situations.

The pace is the 10 miles per hour increment of observed speeds that contains the greatest number of vehicles. In nearly all cases, the $85^{\text {th }}$ percentile speed and the recommended speed limit lie somewhere within the pace, frequently in the middle to upper ranges. This is another indicator used to determine appropriate speed limits.

| Table 1 <br> City of Paso Robles Speed Zones - 2002/03 |  |  |
| :---: | :---: | :---: |
| \# | Street | From / To |
| 1 | Appaloosa Dr | Niblick to Red Cloud |
| 2 | Buena Vista Dr | SR 46 to City Limit |
| 3 | Charolais Rd | River Rd to Creston |
| 4 | Commerce St | Sherwood to Scott |
| 5 | Creston Rd | River Rd to Niblick |
| 6 | Creston Rd | Niblick to Meadowlark |
| 7 | Creston Rd | Meadowlark to City Limit |
| 8 | Experimental Station | Buena Vista to River Oaks |
| 9 | Golden Hill Rd | Creston to Rolling Hills Rd |
| 10 | Golden Hill Rd | Rolling Hills Rd to Union |
| 11 | Golden Hill Rd | Union to SR 46 |
| 12 | Lana | Creston to Melody |
| 13 | Linne Rd | Fontana to City Limit |
| 14 | Meadowlark Rd | Creston to Beechwood |
| 15 | Meadowlark Rd | Beechwood to Airport |
| 16 | Navajo | River to Crazy Horse |
| 17 | Niblick Rd | Spring to Bridge |
| 18 | Niblick Rd | River to Creston |
| 19 | North River Rd | Creston North to City Limit |
| 20 | Pacific Ave | Olive to W City Limit |
| 21 | Southerly Paso Robles St | 13th to US 101 |
| 22 | Pine | 10th to 4th |
| 23 | Ramada Dr | SR 46 to Vendel Circle |
| 24 | Rambouillet Rd | Niblick to Nicklaus |
| 25 | Rambouillet Rd | Nicklaus to Charolais |
| 26 | Riverside Ave | Black Oak to 13th |
| 27 | Riverside Ave | US 101 to 13th |
| 28 | Rolling Hills Rd | Creston to Golden Hill |
| 29 | Scott St | Creston to Commerce |
| 30 | Sherwood Rd | Creston to Fontana |
| 31 | South River Road | Creston To Niblick |
| 32 | South River Road | Niblick to Charolais |
| 33 | South Vine St | 1st to SR 46 West |
| 34 | Spring St | 1st to 10th |
| 35 | Spring St | 10th to 24th |
| 36 | Spring St | 24th to 36th |
| 37 | Stoney Creek | Creston to Rambouillet |
| 38 | Theatre Dr | SR 46 West to South City Limit |
| 39 | Union Rd | River to Golden Hill |
| 40 | Union Rd | Golden Hill to SR 46 |
| 41 | Union Rd | Along Barney Schwartz Park |
| 42 | Vine St | 1st to 12th |
| 43 | Vine St | 12th to 17th |
| 44 | Vine St | 17th to 24th |
| 45 | Vine St | 24th to 32nd |
| 46 | 10th St | Riverside to Spring |
| 47 | 12th St | Vine to Merryhill |
| 48 | 13th St | Spring to Riverside |
| 49 | 16th St | Spring to Riverside |
| 50 | 21st St | Spring to Riverside |
| 51 | 24th St | West City Limit to Spring |
| 52 | 24th St | Spring to US 101 |

The percent of vehicles in the pace speed is an indication of the bunching of vehicular speeds. The higher the percent of vehicles within the pace speed the better the speed distribution. The percent in the pace is often between 60 and 80 .

Table 2 (attached) presents a summarized list of the raw radar data that was utilized to develop this report. The table includes the street name, segment limits, number of lanes, average daily traffic (ADT) if available, distance of segment, number of accidents for 2001 and 2002 (average between the two), City accident rate (annual accidents per million vehicle miles), statewide accident rate, roadway classification, posted speed, critical speed, difference between critical and posted speeds, recommended speed, and the difference between recommended and critical speeds. Text shown in bold font indicates that the City accident rate was greater than the statewide accident rate.

Survey Results: Based on recorded radar observations of current vehicle speeds, seven (7) locations had a measured $85^{\text {th }}$ percentile (critical) speed below the posted speed limit, 21 had measured $85^{\text {th }}$ percentile speeds $0-5 \mathrm{mph}$ above the posted speed limit, 11 had measured $85^{\text {th }}$ percentile speeds $6-10 \mathrm{mph}$ above the posted speed limit, and two (2) had a measured $85^{\text {th }}$ percentile speed of 11 mph or more above the posted speed limit. The remaining 11 locations did not have a posted speed limit.

Besides measuring the $85^{\text {th }}$ percentile speed, other physical or demographic factors regarding a roadway segment can be involved in determining the proper vehicle speeds, including type of adjacent land use, presence of on-street parking, roadway grade changes or curvature, and/or proximity to schools.

Recommendations: Based on the results of the survey and outlined in Table 2 (attached), it is recommended that eight (8) of the posted speed limits be raised, nine (9) of the posted speed limits be reduced, 24 to remain unchanged, and 11 to post speed limit signs.

Please feel free to give me a call if you have any questions regarding the results of the surveys.
Sincerely,
OMNI-MEANS, Ltd.
Engineers \& Planners
H. Ross Ainsworth, P.E., T.E.

President
Attachments

> A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASO ROBLES ACCEPTING THE COMPLETED SPEED ZONE SURVEYS AND AUTHORIZING THE UPDATE AND ENFORCEMENT OF PO STED SPEED SACCORDINGLY

WHEREAS, the City is required to update its speed zone studies every five years as mandated by State law; and

WHEREAS, the City Council contracted with Omni-Means traffic engineers to complete speed zone surveys consisting of radar and traffic engineering studies; and

WHEREAS; the Streets \& Utilities Committee, Police Department and Public Works Department have reviewed the speed studies and concur with the speed limits as listed in the attached Exhibit "A"; and

WHEREAS, Municipal Code Section 12.54 .010 and 12.54 .020 allow for speed limits to be set by resolution of the City Council.

NOW, THEREFORE, BE IT HEREBY RESOLVED that the City Council of the City of El Paso de Robles does hereby adopt this resolution amending the speed limits within the City limits as listed on the attached Exhibit "A," superseding the limits as set forth in Chapter 12.54 of the Municipal Code and all previous resolutions adopting speed limits.

PASSED AND AD OPTED by the City Council of the City of Paso Robles this 5 ${ }^{\text {th }}$ day of August 2003 by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Frank R. Mecham, Mayor
ATTEST:

Sharilyn M. Ryan, Deputy City Clerk

| \# | Street | From / To | Lanes | ADT | Distance | Accidents (1) | $\frac{\text { City }}{\text { Acc Rate (2) }}$ | $\begin{gathered} \hline \text { Statewide } \\ \text { Acc Rate (2) } \\ \hline \end{gathered}$ | Classification | Posted <br> Speed | $\begin{gathered} \hline \text { Critical } \\ \text { Speed } \\ \hline \end{gathered}$ | Diff | $\begin{aligned} & \hline \text { Recom } \\ & \text { Speed } \end{aligned}$ | $\begin{gathered} \begin{array}{c} \text { R Spd } \\ \text { v. Crit } \end{array} \\ \hline \end{gathered}$ | \# |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Appaloosa Drive | Niblick to Red Cloud | 2 |  |  | 1.0 | 0.0 | 3.3 |  | None | 26 | -- | 25 | 1 | 1 |
| 2 | Buena Vista Dr | SR 46 to City Limit | 2 | 3,220 | 2,200 | 1.5 | 3.1 | 3.3 | Collector | 35 | 42 | 7 | 40 | 2 | 2 |
| 3 | Charolais Rd | River Rd to Creston | 2 | 2,060 | 8,200 | 2.5 | 2.1 | 3.3 | Collector | 40 | 46 | 6 | 40 | 6 | 3 |
| 4 | Commerce St | Sherwood to Scott | 2 |  |  | 2.0 | 0.0 | 3.3 |  | None | 39 | -- | 35 | 4 | 4 |
| 5 | Creston Rd | River Rd to Niblick | 4 | 13,320 | 11,000 | 34.0 | 3.4 | 5.2 | Arterial | 35 | 39 | 4 | 35 | 4 | 5 |
| 6 | Creston Rd | Niblick to Meadowlark | 4 | 8,680 | 5,700 | 5.5 | 1.6 | 5.2 | Arterial | 40 | 41 | 1 | 35 | 6 | 6 |
| 7 | Creston Rd | Meadowlark to City Limit | 2 | 2,990 | 1,600 | 2.0 | 6.0 | 3.3 | Arterial | 40 | 52 | 12 | 45 | 7 | 7 |
| 8 | Experimental Station | Buena Vista to River Oaks | 2 |  |  | 1.0 | 0.0 | 3.3 |  | 25 | 37 | 12 | 30 | 7 | 8 |
| 9 | Golden Hill Rd | Creston to Rolling Hills Rd | 2 | 6,790 | 5,500 | 5.0 | 1.9 | 3.3 | Collector | 50 | 51 | 1 | 45 | 6 | 9 |
| 10 | Golden Hill Rd | Rolling Hills Rd to Union | 2 | 7,800 | 2,500 | 4.5 | 3.3 | 3.3 | Collector | 50 | 49 | (1) | 45 | 4 | 10 |
| 11 | Golden Hill Rd | Union to SR 46 | 2 | 6,800 | 1,700 | 3.5 | 4.4 | 3.3 | Collector | 50 | 41 | (9) | 45 | (4) | 11 |
| 12 | Lana | Creston to Melody | 2 |  |  | 0.0 | 0.0 | 3.3 |  | None | 27 | -- | 25 | 2 | 12 |
| 13 | Linne Rd | Fontana to City Limit |  | 2,240 | 3,300 | 2.0 | 3.9 | 3.3 | Collector | 40 | 42 | 2 | 35 | 7 | 13 |
| 14 | Meadowlark Rd | Creston to Beechwood | 2 |  |  | 1.0 | 0.0 | 3.3 |  | None | 35 | -- | 35 | 0 | 14 |
| 15 | Meadowlark Rd | Beechwood to Airport | 2 |  |  | 0.0 | 0.0 | 3.3 |  | None | 40 | -- | 35 | 5 | 15 |
| 16 | Navajo | River to Crazey Horse |  |  |  | 0.0 | 0.0 | 3.3 |  | 25 | 31 | 6 | 30 | 1 | 16 |
| 17 | Niblick Rd | Spring to Bridge | 4 | 19,710 | 3,200 | 14.5 | 3.3 | 5.2 | Arterial | 40 | 45 | 5 | 40 | 5 | 17 |
| 18 | Niblick Rd | River to Creston | 4 | 16,210 | 6,600 | 18.0 | 2.4 | 5.2 | Arterial | 40 | 45 | 5 | 40 | 5 | 18 |
| 19 | Pacific Ave | Olive to W City Limit | 2 |  |  | 1.0 | 0.0 | 3.3 |  | 30 | 33 |  | 30 | 3 | 19 |
| 20 | Southerly Paso Robles St | 13th to US 101 |  |  |  | 4.0 | 0.0 | 3.3 |  | 40 | 40 | 0 | 35 | 5 | 20 |
| 21 | Pine | 10th to 4th | 2 | 2,860 | 2,400 | 4.0 | 8.4 | 3.3 | Collector | None | 31 | -- | 30 | 1 | 21 |
| 22 | Ramada Dr | SR 46 to Vendel Circle | 2 | 2,530 | 2,800 | 3.0 | 6.1 | 3.3 | Collector | None | 40 | -- | 35 | 5 | 22 |
| 23 | Rambouillet Rd | Niblick to Nicklaus | 2 | 1,940 | 2,500 | 0.0 | 0.0 | 3.3 | Collector | 25 | 27 | 2 | 25 | 2 | 23 |
| 24 | Rambouillet RD | Nicklaus to Charolais | 2 | 1,940 | 3,500 | 1.0 | 2.1 | 3.3 | Collector | 25 | 28 | 3 | 25 | 3 | 24 |
| 25 | North River Rd | Creston North to City Limit | 2 | 1,500 | 8,300 | 6.5 | 7.6 | 3.3 | Collector | 40 | 46 | 6 | 40 | 6 | 25 |
| 26 | South River Road | Creston To Niblick | 2 | 5,900 | 5,300 | 7.0 | 3.2 | 3.3 | Arterial | 35 | 42 | 7 | 40 | 2 | 26 |
| 27 | South River Road | Niblick to Charolais | 2 | 8,610 | 3,700 | 3.0 | 1.4 | 3.3 | Arterial | 40 | 41 | 1 | 40 | 1 | 27 |
| 28 | Riverside Ave | Black Oak to 13th |  |  |  | 11.5 | 0.0 | 3.3 |  | 35 | 38 | 3 | 35 | 3 | 28 |
| 29 | Riverside Ave | US 101 to 13th | 2 |  |  | 7.0 | 0.0 | 3.3 |  | 35 | 37 | 2 | 35 | 2 | 29 |
| 30 | Rolling Hills Rd | Creston to Golden Hill | 2 | 1,170 | 4,700 | 0.0 | 0.0 | 3.3 | Collector | 35 | 44 | 9 | 35 | 9 | 30 |
| 31 | Scott St | Creston to Commerce | 2 |  |  | 0.0 | 0.0 | 3.3 |  | 35 | 36 | 1 | 35 | 1 | 31 |
| 32 | Sherwood Rd | Creston to Fontana | 2 | 6,680 | 2,800 | 0.5 | 0.4 | 3.3 | Collector | 45 | 48 | 3 | 45 | 3 | 32 |
| 33 | Spring St | 1st to 10th | 3 | 15,800 | 3,600 | 40.0 | 10.2 | 5.2 | Collector | 35 | 33 | (2) | 30 | 3 | 33 |
| 34 | Spring St | 10th to 24th | 3 | 15,430 | 5,600 | 48.0 | 8.0 | 5.2 | Collector | 30 | 32 | 2 | 30 | 2 | 34 |
| 35 | Spring St | 24th to 36th | 3 | 11,150 | 3,800 | 21.0 | 7.2 | 5.2 | Collector | 35 | 36 | 1 | 35 | 1 | 35 |
| 36 | Stoney Creek | Creston to Rambouillet | 2 |  |  | 2.5 | 0.0 | 3.3 |  | 25 | 32 | 7 | 30 |  | 36 |
| 37 | Theatre Dr | SR 46 West to South City Limit | 2 | 4,240 | 3,000 | 10.0 | 11.4 | 3.3 | Collector | 45 | 47 | 2 | 40 | 7 | 37 |
| 38 | Union Rd | River to Golden Hill | 2 | 4,330 | 9,200 | 4.0 | 1.5 | 3.3 | Collector | 45 | 52 | 7 | 45 | 7 | 38 |
| 39 | Union Rd | Golden Hill to SR 46 | 2 | 5,600 | 3,300 | 1.5 | 1.2 | 3.3 | Collector | 45 | 48 | 3 | 45 | 3 | 39 |
| 40 | Union Rd | Along Barney Schwartz Park | 2 | 1,710 | 2,000 | 0.0 | 0.0 | 3.3 | Collector | 55 | 58 | 3 | 50 |  | 40 |
| 41 | Vine St | 1st to 12th | 2 | 3,140 | 4,300 | 12.0 | 12.9 | 3.3 | Collector | 35 | 34 | (1) | 30 | 4 | 41 |
| 42 | Vine St | 12th to 17th | 2 | 3,140 | 2,050 | 3.5 | 7.9 | 3.3 | Collector | 35 | 32 | (3) | 30 | 2 | 42 |
| 43 | Vine St | 177h to 24th |  | 3,140 | 2,900 | 2.0 | 3.2 | 3.3 | Collector | 35 | 36 | 1 | 35 | 1 | 43 |
| 44 | Vine St | 24th to 32nd |  | 1,500 | 3,300 | 1.0 | 2.9 | 3.3 | Collector | 35 | 36 | 1 | 35 |  | 44 |
| 45 | South Vine St | 1 st to SR 46 West | 2 |  |  | 2.0 | 0.0 | 3.3 |  | 50 | 43 | (7) | 45 | (2) | 45 |
| 46 | 10th St | Riverside to Spring | 2 |  |  | 4.0 | 0.0 | 3.3 |  | None | 28 | -- | 25 | 3 | 46 |
| 47 | 12th St | Vine to Merryhill | 2 |  |  | 2.0 | 0.0 | 3.3 |  | 30 | 29 | (1) | 30 | (1) | 47 |
| 48 | 13th St | Spring to Riverside | , | 9,500 | 1,400 | 22.0 | 23.9 | 3.3 | Collector | None | 24 | -- | 25 | (1) | 48 |
| 49 | 16th St | Spring to Riverside | 2 |  |  | 4.0 | 0.0 | 3.3 |  | None | 32 | -- | 30 | 2 | 49 |
| 50 | 21st St | Spring to Riverside | 2 |  |  | 2.0 | 0.0 | 3.3 |  | None | 32 |  | 30 | 2 | 50 |
| 51 | 24th St | West City Limit to Spring | 2 |  |  | 8.0 | 0.0 | 3.3 |  | 35 | 41 |  | 35 | 6 | 51 |
| 52 | 24th St | Spring to US 101 | 2 |  | 2,800 | 29.0 | 20.8 | 3.3 | Arterial | 30 | 29 | (1) | 25 | 4 | 52 |
| Note: | (1) Accidents equal to the greater of the average of 2001 \& 2002 (2) Accidents per million vehicle miles travelled. <br> Bole indicates new posting |  | Speed reduced Speed increased |  |  |  |  |  |  |  |  |  |  |  |  |

