

City of Rolling Hills INCORPORATED JANUARY 24, 1957

NO. 2 PORTUGUESE BEND ROAD ROLLING HILLS, CA 90274 (310) 377-1521 FAX (310) 377-7288

AGENDA Regular Traffic Commission Meeting TRAFFIC COMMISSION Thursday, July 22, 2021 CITY OF ROLLING HILLS 8:30 AM

All Commissioners will participate in-person wearing masks per Los Angeles County Health Department's Health Officer Order effective Saturday, July 17, 2021. The meeting agenda and live audio will be available on the City's website: https://www.rollinghills.org/government/agenda/index.php

Members of the public may come in to City Hall wearing masks, per the new Health Officer's Order. Zoom teleconference will not be available for this meeting, but members of the public can submit written comments in real-time by emailing the City Clerk's office at cityclerk@cityofrh.net. Your comments will become part of the official meeting record. You must provide your full name, but please do not provide any other personal information that you do not want to be published.

1. <u>CALL TO ORDER</u>

2. <u>ROLL CALL</u>

3. <u>APPROVAL OF MINUTES</u>

3.A. MARCH 25, 2021 MINUTES OF A REGULAR MEETING OF THE TRAFFIC COMMISSION.
 RECOMMENDATION: Approve as presented.
 03.25.21 TC Min. - V3.docx

4. <u>PRESENTATION</u>

- 4.A. LOS ANGELES COUNTY SHERIFF'S DEPARTMENT LOMITA STATION, TRAFFIC STATISTICS FOR THE CITY OF ROLLING HILLS (ORAL REPORT).
 RECOMMENDATION: Receive and file. March 2021 RH Traffic.v2.pdf April 2021 RH Traffic.v2.pdf May 2021 RH Traffic.pdf June 2021 RH Traffic.pdf
- 5. OLD BUSINESS

6. <u>NEW BUSINESS</u>

- 6.A. RECOMMEND THE APPROVAL OF THE FY 2021-2022 SUPPLEMENTAL TRAFFIC ENFORCEMENT CONTRACT WITH THE LOS ANGELES SHERIFF'S DEPARTMENT FOR AÂ NOT-TO-EXCEED AMOUNT OF \$27,650. RECOMMENDATION: Staff recommends that the Traffic Commission make a recommendation to the City Council to approve the supplemental traffic enforcement contract for Fiscal Year 2021-2022 with the Los Angeles County Sheriff's Department. FY 21-22 SupplementalTrafficEnforcement.pdf
- 6.B. CONSIDER THE ROLLING HILLS COMMUNITY ASSOCIATION'S REQUEST TO ALLOW COMMUNICATION COMPANY TO PLACE COMMUNICATION DEVICES ON TRAFFIC SIGNS TO ENHANCE CELLUAR SERVICE WITHIN THE CITY OF ROLLING HILLS. **RECOMMENDATION: Consider request, receive a report from the Traffic Engineer**

and provide direction to staff. Stop Sign Replacement with Pole Base.png

7. OPEN AGENDA - COMMENTS FROM PUBLIC ON ITEMS NOT ON THE AGENDA

8. MATTERS FROM MEMBERS OF THE TRAFFIC COMMISSION

9. MATTERS FROM STAFF

9.A. CREST ROAD STORM DRAIN SAFETY CONCERNS **RECOMMENDATION: Receive and file.** Rolling Hills SD Safety Memo_07.22.21.pdf Picture of Storm Drain without railing taken on 05.25.21 Picture of Storm Drain with railing taken on 06.14.21

10. ADJOURNMENT

Next meeting: THURSDAY, SEPTEMBER 23, 2021 at 8:30 a.m. in the City Council Chamber, Rolling Hills City Hall, 2 Portuguese Bend Road, Rolling Hills, California, 90274.

<u>Notice:</u>

Documents pertaining to an agenda item received after the posting of the agenda are available for review in the City Clerk's office or at the meeting at which the item will be considered.

In compliance with the Americans with Disabilities Act (ADA), if you need special assistance to participate in this meeting due to your disability, please contact the City Clerk at (310) 377-1521 at least 48 hours prior to the meeting to enable the City to make reasonable arrangements to ensure accessibility and accommodation for your review of this agenda and attendance at this meeting.



Agenda Item No.: 3.A Mtg. Date: 07/22/2021

TO: HONORABLE CHAIR AND MEMBERS OF THE TRAFFIC COMMISSION

FROM: JANELY SANDOVAL, CITY CLERK

THRU: ELAINE JENG P.E., CITY MANAGER

SUBJECT: MARCH 25, 2021 MINUTES OF A REGULAR MEETING OF THE TRAFFIC COMMISSION.

DATE: July 22, 2021

BACKGROUND: None.

DISCUSSION: None.

FISCAL IMPACT: None.

RECOMMENDATION:

Approve as presented.

ATTACHMENTS:

03.25.21 TC Min. - V3.docx

MINUTES OF A REGULAR MEETING OF THE TRAFFIC COMMISSION OF THE CITY OF ROLLING HILLS THURSDAY, MARCH 25, 2020

1 <u>CALL TO ORDER</u>

A regular meeting of the Traffic Commission of the City of Rolling Hills was called to order by Chair Wilson at 8:32 a.m. on Thursday, March 25, 2021 via Zoom, in the City Council Chamber, at City Hall, 2 Portuguese Bend Road, Rolling Hills, California.

2. <u>ROLL CALL</u>

| Commissioners Present: | Bobit, Raine, Vice Chair Virtue, and Chair Wilson |
|------------------------|--|
| Commissioners Absent: | Margeta |
| Others Present: | Meredith Elguira, Planning and Community Services Director |
| | Vanessa Munoz, Traffic Engineer |
| | Deputy Tami Bouse |
| | Deputy Carlos Gonzalez |
| | Arty Beckler Jr, Maintenance Supervisor |
| | Luis Zamora, Architect |
| | Stephanie Grant, Code Enforcement Officer and Planner |

3. <u>OPEN AGENDA – COMMENTS FROM PUBLIC ON ITEMS NOT ON THE AGENDA</u>

NONE.

4 APPROVAL OF MINUTES

MOTION: Vice Chair Virtue motioned to approve the minutes of the September 24, 2020 regular meetings, and Commissioner Bobit seconded the motion.

AYES:COMMISSIONERS: Chair Wilson, Virtue, Bobit, and RaineNOES:COMMISSIONERS: NoneABSENT:COMMISSIONERS: MargetaABSTAIN:COMMISSIONERS: None

5 **PRESENTATION**

A. PRESENTATION BY REPRESENTATIVES OF THE LOS ANGELES COUNTY SHERIFF'S DEPARTMENT, LOMITA STATION, ON TRAFFIC STATISTICS FOR THE CITY OF ROLLING HILLS.

Deputy Bouse introduced Deputy Carlos Gonzalez, followed by presenting of item.

Discussion was held.

Deputy Gonzalez presented items regarding findings outside of supplemental.

MOTION: Commissioner Raine motioned to approve item as presented and Commissioner Virtue seconded the motion.

AYES:COMMISSIONERS: Chair Wilson, Virtue, Bobit, and RaineNOES:COMMISSIONERS: NoneABSENT:COMMISSIONERS: MargetaABSTAIN:COMMISSIONERS: None

6 <u>OLD BUSINESS</u>

NONE.

7 <u>NEW BUSINESS</u>

A. 2 SPUR LANE: DRIVEWAY WIDENING TO 20 FEET PER FIRE CODE REQUIREMENTS (RAJEWSKI)

Code Enforcement Officer Stephanie Grant presented the item

Discussion was held.

MOTION: Commissioner Raine motioned to approve recommendation of filling in required asphalt on driveway prior to releasing project approval and Commissioner Virtue seconded the motion.

AYES:COMMISSIONERS: Chair Wilson, Virtue, Bobit, and RaineNOES:COMMISSIONERS: NoneABSENT:COMMISSIONERS: MargetaABSTAIN:COMMISSIONERS: None

8 OPEN AGENDA - COMMENTS FROM PUBLIC ON ITEMS NOT ON THE AGENDA NONE.

9 MATTERS FROM MEMBERS OF THE TRAFFIC COMMISSION

NONE.

1) MATTERS FROM STAFF

Code Enforcement Officer Grant expressed the urgency of completing Form 770 and its deadline.

Discussion was held.

11. <u>ADJOURNMENT</u>

Hearing no further business before the Traffic Commission, Chair Wilson adjourned the meeting at 9:38 a.m. The next meeting of the Traffic Commission was scheduled for May 27, 2021 at City Hall, 2 Portuguese Bend Rd., Rolling Hills, CA via Zoom.

Respectfully submitted,

Janely Sandoval City Clerk

Patrick Wilson Chair



Agenda Item No.: 4.A Mtg. Date: 07/22/2021

TO: HONORABLE CHAIR AND MEMBERS OF THE TRAFFIC COMMISSION

FROM: JANELY SANDOVAL, CITY CLERK

THRU: ELAINE JENG P.E., CITY MANAGER

SUBJECT: LOS ANGELES COUNTY SHERIFF'S DEPARTMENT LOMITA STATION, TRAFFIC STATISTICS FOR THE CITY OF ROLLING HILLS (ORAL REPORT).

DATE: July 22, 2021

BACKGROUND:

None.

DISCUSSION: None.

FISCAL IMPACT:

None.

RECOMMENDATION:

Receive and file.

ATTACHMENTS:

March 2021 RH Traffic.v2.pdf April 2021 RH Traffic.v2.pdf May 2021 RH Traffic.pdf June 2021 RH Traffic.pdf

March 2021 ROLLING HILLS TRAFFIC ENFORCEMEN 21RE010753

| DATE | TIME | LOCATION | VIOLATION | SPEED | RESIDENT CITES | NON- RESIDENT CITES | DEPUTY |
|-----------|---------|-------------------------|-----------|-------|-------------------|---------------------------|--------|
| 3/4/2021 | 9:41am | Crest Rd W/Johns Canyon | Speed | 44 | 1 | 0 | Bouse |
| " | 10:47am | Crest Rd W/Johns Canyon | Speed | 44 | 0 | 1 | Bouse |
| 3/4/2021 | 3:40pm | Eastfield/Outrider | Stop | | 1 | 0 | Despot |
| n | 4:20pm | Eastfield/Outrider | Stop | | 0 | 1 | Despot |
| 3/8/2021 | 3:28pm | Eastfield/Outrider | Stop | | 0 | 1 | Despot |
| | 3:45pm | Eastfield/Outrider | Stop | | 1 | 0 | Despot |
| n | 4:00pm | Eastfield/Outrider | Stop | | 0 | 1 | Despot |
| n | 6:10pm | Eastfield/Outrider | Stop | | 1 | 0 | Despot |
| 3/26/2021 | 4:14pm | Eastfield/Outrider | Stop | | 1 | 0 | Despot |
| n | 5:34pm | Eastfield/Outrider | Stop | | 0 | 1 | Despot |
| 3/31/2021 | 11:58am | 38 Crest Rd W (juvi) | Speed | 47 | 1 | 0 | Despot |
| " | 3:08pm | 38 Crest Rd W | Speed | 46 | 1 | 0 | Despot |
| " | 4:05pm | 38 Crest Rd W (warning) | Speed | 43 | 1 | 0 | Despot |
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| April 2021 | ROLLIN | G HILLS TRAFFIC ENFORCEMEN | 21RE010837 | | | | | |
|------------|---------|----------------------------|------------|-------|-------------------|---------------------------|--------|--|
| DATE | TIME | LOCATION | VIOLATION | SPEED | RESIDENT CITES | NON- RESIDENT CITES | DEPUTY | |
| 4/6/2021 | 3:40pm | Eastfield/Outrider | Stop | | | W/A | Despot | |
| " | 4:30pm | Eastfield/Outrider | Stop | | 1 | 0 | Despot | |
| n | 5:05pm | Eastfield/Outrider | Stop | | 0 | 1 | Despot | |
| 4/7/2021 | 2:02pm | Crest Rd W/Buggy Whip | Speed | 47 | 0 | 1 | Despot | |
| u | 3:28pm | 15 Crest Rd W | Speed | 50 | 0 | 1 | Despot | |
| | 3:45pm | 15 Crest Rd W | Speed | 45 | 0 | 1 | Despot | |
| " | 4:43pm | 15 Crest Rd W | Speed | 51 | 1 | 0 | Despot | |
| " | 5:23pm | 15 Crest Rd W | Speed | 44 | 1 | 0 | Despot | |
| 4/13/2021 | 2:23pm | Eastfield/Outrider | Stop | | 0 | 1 | Despot | |
| " | 3:56pm | Eastfield/Outrider | Stop | | 0 | 1 | Despot | |
| " | 4:23pm | Eastfield/Outrider | Stop | | 0 | 1 | Despot | |
| 4/14/2021 | 2:02pm | 15 Crest Rd W | Speed | 50 | 1 | 0 | Despot | |
| " | 2:45pm | Crest Rd W/Buggy Whip | Speed | 48 | 0 | 1 | Despot | |
| " | 4:09pm | Crest Rd W/Buggy Whip | speed | 49 | 1 | 0 | Despot | |
| 4/15/2021 | 3:45pm | Crest Rd W/Buggy Whip | speed | 47 | 1 | 0 | Despot | |
| 4/20/2021 | 11:25am | Eastfield/Outrider | stop | | 1 | 0 | Despot | |
| | 12:35pm | Eastfield/Outrider | stop | | 0 | 1 | Despot | |
| | 3:46pm | Eastfield/Outrider | Stop | | 0 | 1 | Despot | |
| 4/21/2021 | 12:22pm | Eastfield/Outrider | Stop | | 1 | 0 | Despot | |
| | 3:14pm | 15 Crest Rd W | Speed | 45 | 1 | 0 | Despot | |
| 4/23/2021 | 12:49pm | Eastfield/Chuckwagon | Stop | | 0 | 1 | Despot | |
| | 1:10pm | Eastfield/Chuckwagon | Stop | | 0 | 1 | Despot | |
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| May 2021 ROLLING HILLS TRAFFIC ENFORCEMENT 21RE010911 | | | | | | | | | | | |
|--|---------|-------------------------|-----------|-------|-------------------|---------------------------|--------|--|--|--|--|
| DATE | TIME | LOCATION | VIOLATION | SPEED | RESIDENT CITES | NON- RESIDENT CITES | DEPUTY | | | | |
| 5/3/2021 | 8:39am | Crest Rd W/Johns Canyon | Speed | 47 | 0 | 1 | Bouse | | | | |
| " | 9:35am | Crest Rd W/Johns Canyon | Speed | 51 | 0 | 1 | Bouse | | | | |
| | 10:34am | Crest Rd W/Johns Canyon | Speed | 47 | 0 | 1 | Bouse | | | | |
| 5/20/2021 | 6:56am | Crest Rd W/Johns Canyon | Speed | 52 | 1 | 0 | Bouse | | | | |
| 5/25/2021 | 8:00am | 13 Crest Rd E | Speed | 46 | 1 | 0 | Despot | | | | |
| 5/26/2021 | 8:40am | 26 Portuguese Bend Rd | Speed | 50 | 1 | 0 | Bouse | | | | |
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7/14/2021

| DATE | TIME | LOCATION | VIOLATION | SPEED | RESIDENT CITES | NON- RESIDENT CITES | DEPUTY |
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June 2021 ROLLING HILLS TRAFFIC ENFORCEMEN 21RE011026

| DATE | TIME | LOCATION | VIOLATION | SPEED | RESIDENT CITES | NON- RESIDENT CITES | DEPUTY |
|-----------|---------|----------------------|-----------|-------|-------------------|---------------------------|--------|
| 6/28/2021 | 11:46am | Eastfield/Chuckwagon | Stop | | 1 | 0 | Castro |
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City of Rolling Hills INCORPORATED JANUARY 24, 1957

Agenda Item No.: 6.A Mtg. Date: 07/22/2021

TO: HONORABLE CHAIR AND MEMBERS OF THE TRAFFIC COMMISSION

FROM: ELAINE JENG, CITY MANAGER

THRU: ELAINE JENG P.E., CITY MANAGER

SUBJECT: RECOMMEND THE APPROVAL OF THE FY 2021-2022 SUPPLEMENTAL TRAFFIC ENFORCEMENT CONTRACT WITH THE LOS ANGELES SHERIFF'S DEPARTMENT FOR A NOT-TO-EXCEED AMOUNT OF \$27,650.

DATE: July 22, 2021

BACKGROUND:

The City of Rolling Hills has engaged the Los Angeles County Sheriff's Department (Sheriff's Department) to provide supplemental traffic enforcement services. Each year, in May and or June, the Sheriff's Department would present a proposal for services for the next fiscal year. The supplemental traffic enforcement proposal was provided by the Sheriff's Department in June 2021.

DISCUSSION:

The proposal for FY 2021-2022 is \$27,648.50. As before, the hours of service for the entire fiscal year will be divided into three phases with 132 hours dedicated to phase 1 (July 2021-November 2021). The second phase will have 16 hours for December 2021. One hundred twenty seven hours will be dedicated to phase 3, from January 2022 to June 2022, for a total of 275 hours.

FISCAL IMPACT:

The following is history on the cost of service:

FY 2018-2019 - \$25,790 FY 2019-2020 - \$25,790 FY 2020-2021 - \$27,379

The cost of service for FY 2021-2022 is \$27,650. The amount is included in the FY 2021-2022 adopted budget.

RECOMMENDATION:

Staff recommends that the Traffic Commission make a recommendation to the City Council to approve the supplemental traffic enforcement contract for Fiscal Year 2021-2022 with the Los Angeles County

Sheriff's Department.

ATTACHMENTS:

FY 21-22 SupplementalTrafficEnforcement.pdf

ROLLING HILLS TRAFFIC ENFORCEMENT FISCAL YEAR 2021-2022

The program will begin July 1, 2021. The supplemental traffic enforcement will run from July 1, 2021 through June 30, 2022. The primary focus of this direct traffic enforcement will be Monday thru Friday. Location will be random to increase our visibility and the effectiveness of the enforcement. The breakdown is as follows:

PHASE 1

The first phase will start July 1, 2021 and continue through November 30, 2021. This will be a total of 132 hours. 60 hours from phase 1 will correspond with the first two weeks of the 2021/2022 school year, which tentatively begins on August 26, 2021.

The cost of the initial phase is \$13,271.28 (132 hours X \$100.54 per hour).

PHASE 2

A Second phase will begin on December 1, 2021 and will continue through December 30, 2021. The program will consist of 16 hours of traffic enforcement. The breakdown is as follows:

8 hours per week for 2 weeks for a total of 16 hours. The cost of this phase for the month of December will be \$1,608.64 (16 hours X \$100.54 per hour).

PHASE 3

A third phase will commence on January 1, 2022 and will conclude on June 30, 2022. The remaining 127 hours of traffic enforcement will be utilized throughout this time period. The breakdown is as follows:

127 hours spread over a 6 month time period. The cost of this phase is \$12,768.58 (127 hours X \$100.54).

The traffic office will work closely with city staff and residents to increase the overall effectiveness of the entire program. High visibility and compliance with traffic regulations will be the main goal of this operation. This will result in a safer environment for everyone traveling through the city of Rolling Hills.

If a shift is missed, it can be made up during the phase in which it was missed. This will ensure maximum coverage throughout the operation.

TOTAL COST FOR ALL 3 PHASES: \$27,648.50 (275 hours X \$100.54)



City of Rolling Hills INCORPORATED JANUARY 24, 1957

Agenda Item No.: 6.B Mtg. Date: 07/22/2021

TO: HONORABLE CHAIR AND MEMBERS OF THE TRAFFIC COMMISSION

FROM: ASHFORD BALL, SENIOR MANAGEMENT ANALYST

THRU: ELAINE JENG P.E., CITY MANAGER

SUBJECT: CONSIDER THE ROLLING HILLS COMMUNITY ASSOCIATION'S REQUEST TO ALLOW COMMUNICATION COMPANY TO PLACE COMMUNICATION DEVICES ON TRAFFIC SIGNS TO ENHANCE CELLUAR SERVICE WITHIN THE CITY OF ROLLING HILLS.

DATE: July 22, 2021

BACKGROUND:

Dependence on cellular service has increased over the years and reliability is critical for timely communication. In recent years, the Rolling Hills Community Association (RHCA) has received proposals from a communication company Crown Castle on improving cellular service by placing additional devices in the city. One proposal to place antennas and or beacons on traffic signs, like stop signs, is being considered by the RHCA.

In early July 2021, the RHCA Manager requested the City review Crown Castle's proposal and permit the additions on traffic signs.

DISCUSSION:

The proposal to the RHCA does not include specific locations for the additions. Crown Castle would conduct radio frequency analysis once the proposal is approved by the RHCA. In preparation, staff forwarded the proposal to the City's Traffic Engineer Willdan Engineering. Willdan Engineering will provide input at the July 22, 2021 Traffic Commission meeting.

FISCAL IMPACT:

None.

RECOMMENDATION:

Consider request, receive a report from the Traffic Engineer and provide direction to staff.

ATTACHMENTS:

Stop Sign Replacement with Pole Base.png







Agenda Item No.: 9.A Mtg. Date: 07/22/2021

TO: HONORABLE CHAIR AND **MEMBERS** OF THE TRAFFIC COMMISSION FROM: **STEPHANIE GRANT , ADMINISTRATIVE CLERK THRU: ELAINE JENG P.E., CITY MANAGER** SUBJECT: **CREST ROAD STORM DRAIN SAFETY CONCERNS** DATE: July 22, 2021

BACKGROUND:

On May 7, 2021, a resident fell into a concrete storm drain located on the south side of Crest Road East and was seriously injured. The City is working with RHCA to prevent any further accidents from occurring in the future. The City sought help from the Traffic Engineer to recommend mitigations for the change in elevation surrounding storm drains. The Traffic Engineer conducted site inspections of all drains located on Crest Road East and West and recommended mitigations. The RHCA will review the proposed mitigations. In the meantime, RHCA has installed railings and a wooden cover over the concrete drain where the resident fell and was injured.

DISCUSSION:

Attached for your reference are the Traffic Engineer's Safety Assessment of the storm drains located along Crest Road East and West.

FISCAL IMPACT:

None.

RECOMMENDATION: Receive and file.

ATTACHMENTS:

Rolling Hills SD Safety Memo_07.22.21.pdf Picture of Storm Drain without railing taken on 05.25.21 Picture of Storm Drain with railing taken on 06.14.21



Memorandum

- TO: Stephanie Grant, City of Rolling Hills, Code Enforcement Officer/Planner
- FROM: Rafael O. Casillas, PE, Project Manager IV
- **DATE:** June 3, 2021
- SUBJECT: Safety Assessment of Existing Storm Drains Along Crest Road

Dear Ms. Grant,

Per the City of Rolling Hills (City), Willdan Engineering (Willdan) met with the HOA Maintenance Supervisor on Friday, May 28, 2021 to asses pedestrian safety concerns along Crest Road at a few existing storm drain inlet locations. The purpose of this memorandum is to provide a summary of the field conditions and recommendations for pedestrian safety enhancements. Willdan engineers inspected the existing storm drain inlet locations and collected field observations, see Attachment A. The existing storm drain locations were evaluated for pedestrian travel path safety and potential trip hazards.

Storm drain inlet "A" is located on the south side of Crest Road, approximately 240 feet east of Georgeff Road and has a twenty (20) inch tall concrete retaining curb with an eighteen (18) inch corrugated metal pipe (CMP) inlet. The CMP inlet structure is constructed to current roadway design standards. In addition, permanent white delineators are currently in place along the back of the retaining curb that provides an enhanced visibility of the structure. The existing natural dirt pedestrian path of travel runs along the backside of the existing storm drain structure inlet. The retaining curb height at this location does not exceed the thirty (30) inch height requirement for handrails. However, in order to reduce potential trip and fall hazards at this location, the installation of a metal handrailing along the top of the retaining curb per Standard Plans for Public Works Construction (SPPWC) Standard 606-4 (see attachment B) is recommended as an additional pedestrian safety measure. As an alternative to the metal handrail, a two/three vinyl rail and post fence can be installed along the pedestrian path behind the storm drain structure. The railing shall be a minimum of forty-two (42) inches tall, measured from the finished surface or top of curb. Object marker reflectors are required at the end posts in order to enhance nighttime visibility for pedestrian and/or oncoming traffic. The object marker shall be Type K-2 (CA) or Type L-2 (CA) Object Marker per Caltrans Standard Plan A73A (see attachment B). In addition, the temporary wooden plank decking should be removed from the storm drain inlet.

Storm drain inlet "B" is in front of address 18 Crest Road. This storm drain inlet structure is a standard catch basin with a typical curb height. The catch basin opening is offset from the asphalt rolled curb face. The existing natural dirt pedestrian path of travel runs along the backside of the existing storm drain catch basin inlet. The existing rolled curb, catch basin, and pedestrian path of travel meet current roadway geometric design and pose no hazards to pedestrians or vehicles. However, a two/three vinyl rail and post fence can be installed along the pedestrian path eighteen (18) inches behind the existing curb face. The railing shall be a minimum of forty-two (42) inches tall, measured from the pedestrian surface or top of curb. Object marker reflectors are required at the end posts in order to enhance nighttime visibility for

pedestrian and/or oncoming traffic. The object marker shall be Type K-2 (CA) or Type L-2 (CA) Object Marker per Caltrans Standard Plan A73A (See attachment B).

Storm drain inlet "C" is in front of address 29 Crest Road. This storm drain inlet structure is a concrete catch basin with a custom wooden platform built and attached to the catch basin. The elevation height difference from the top of the wooden platform to the asphalt concrete pavement is within a standard curb height. Upon review of the structure, it is recommended that a protection bar be installed at the storm drain opening (per SPPWC Standard 310-4) (see attachment B), remove the existing custom wooden platform, grade, and compact the soil adjacent to the existing storm drain structure flush. As an alternative to the compacted soil; two feet of asphalt along the edge of each side of the storm drain structure can be installed for a smooth transition between the storm drain structure lid and pedestrian path surface.

Storm drain inlet "D" is a standard drop inlet with metal grate. The existing natural dirt pedestrian path of travel runs along the backside of the existing storm drain catch basin inlet. The existing rolled curb, catch basin, and pedestrian path of travel meet current roadway geometric design and pose no hazards to pedestrians and/or vehicles. No corrective actions are recommended at this location.

Storm drain inlet "E" is a standard CMP inlet with concrete masonry unit (CMU) headwall. The pedestrian path of travel is undefined at this location and pedestrians typically utilize the roadway in front of the existing storm drain inlet structure. The existing rolled curb and catch basin inlet structure meet current roadway geometric design and pose no hazards to pedestrians and/or vehicles. The City should continue with on-going debris and soil removals in front of the inlet structure to minimize any potential pedestrian slipping hazards. No corrective actions are recommended at this location.

If you have any questions, please do not hesitate to contact me via email <u>rcasillas@willdan.com</u> or phone at (562) 330-9008.

Respectfully submitted, Rafael O. Casillas, PE

Prepared by Alexis Escobar, EIT

WILLDAN

Attachments: A – Storm Drain Inlet Photos B – Referenced Standard Plans



ATTACHMENT "A"

Storm Drain Inlet Photos









Optional vinyl post and rail fence on each side, located 18 inches away from flow line.

standard curb height.



Install protection bar.

S.LE

Construct asphalt concrete on each side.

ATTACHMENT "B"

Referenced Standard Plans

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NOTES:

GENERAL

- 1. ALL PARTS SHALL BE STEEL, EXCEPT SET SCREWS, WHICH SHALL BE STAINLESS STEEL OR BRASS.
- 2. EXCLUDING SET SCREWS, ALL EXPOSED METAL PARTS SHALL BE GALVANIZED AFTER FABRICATION.
- 3. CURB FACE SHALL BE AS NOTED ON THE PLANS.
- 4. CURB BATTER SHALL BE 3:12 UNLESS OTHERWISE SPECIFIED.

FACE PLATE

- 5. FACE PLATE LENGTHS SHALL BE CATCH BASIN W PLUS 12" (300 mm) EXCEPT AS MODIFIED FOR "A" CURB OPENING CATCH BASIN AT DRIVEWAY".
- 6. WHEN THE LENGTH OF THE FACE PLATE IS BETWEEN 22' (6.5 m) AND 43' (13 m), TWO SECTIONS MAY BE USED. WHEN THE LENGTH EXCEEDS 43' (13 m), THREE SECTIONS MAY BE USED. SECTIONS SHALL BE SPLICED ACCORDING TO THE APPLICABLE SPLICE DETAIL. SPLICE SHALL BE PLACED 1' (300 mm) FROM A SUPPORT BOLT.
- 7. WHERE CATCH BASINS ARE TO BE CONSTRUCTED ON CURVES, THE MAXIMUM CHORD LENGTH FOR THE FACE PLATE SHALL BE SUCH THAT THE MAXIMUM PERPENDICULAR DISTANCE TO THE TRUE CURVE SHALL NOT EXCEED 1" (25 mm). WHERE MORE THAN ONE CHORD IS REQUIRED, CHORD LENGTHS SHALL BE EQUAL. CHORD SECTIONS SHALL BE SPLICED ACCORDING TO THE APPLICABLE SPLICE DETAIL (MODIFIED TO FIT THE CHORD DEFLECTION) AND A SUPPORT BOLT SHALL BE PLACED 1' (300 mm) FROM THE SPLICE.
- 8. ROUND HEAD ANCHORS FOR THE FACE PLATE SHALL BE NELSON H-4F SHEAR CONNECTOR, KSN WELDING SYSTEMS DIVISION SHEAR CONNECTOR OR EQUAL.

SUPPORT BOLT

9. SUPPORT BOLTS ARE REQUIRED WHEN THE LENGTH OF THE CATCH BASIN OPENING IS 7' (2 m) OR GREATER, AND SHALL BE EVENLY SPACED ACROSS THE OPENING. SPACING SHALL NOT BE LESS THAN 3'-6" (1 m) ON CENTER NOR GREATER THAN 5' (1.5 m) ON CENTER.

STIRRUP

10. FOR TYPE A, MATERIAL SHALL BE CAST STEEL.

PROTECTION BAR

- 11. TYPE A SHALL BE USED UNLESS OTHERWISE SPECIFIED.
- 12. FOR TYPE A, THE BAR SHALL BE CUT TO FIT IN THE FIELD. WHEN "W" IS OVER 21' (6 m), THE PROTECTION BAR SHALL CONSIST OF 2 OR MORE SECTIONS. A SPECIAL CONNECTOR BETWEEN THE PROTECTION BAR PIECES SHALL CONSIST OF A 5" (125 mm) LENGTH OF STANDARD 3/4" (20 mm) PIPE WITH STANDARD COUPLINGS FULLY THREADED ONTO EACH END DRILLED AND TAPPED FOR A SOCKET SET SCREW AS DETAILED FOR THE DOWNSTREAM END ANCHOR.
- 13. FOR TYPE B, THE BAR SHALL BE TWO PIECES. TWO EYE BOLTS AND A WELDED STIRRUP ON EACH SUPPORT BOLT ARE REQUIRED.
- 14. NUMBER OF PROTECTION BARS AND LOCATIONS ARE AS FOLLOWS:

FOR OTHER CURB FACE OR BATTER SEE PLANS

STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION

CATCH BASIN FACE PLATE ASSEMBLY AND PROTECTION BAR

TYPE A PROTECTION BAR ONLY

| | | | | | · | MAXIMU | IM CURI | B FACE, | INCHES | 5 (mm) | | | | |] |
|-------|------|---------------------------|--------------|--------------|----------------------|----------------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------------|---------------|--------|
| | | 6" (150) | 7" (175) | 8" (200) | 9" (225) | 10" (250) | 11" (275) | 12" (300) | 13" (325) | 14" (350) | 15" (375) | 16" (400) | 17 " (425) | 18" (450) | l |
| | 0:12 | 0 | 0 | 3.5" (90) | 3.5" (90) | 4.5" (115) | 4.5" (115) | 4.5" (115) | 5.5" (140) | 3.5" (90) | 3.5" (90) | 4.5" (115) | 4.5" (115) | 4.5" (115) | |
| TER | 1:12 | 0 | 0 | 3.5" (90) | 3.5" (90) | 4.5" (115) | 4.5" (115) | 4.5" (115) | 5.5" (140) | 3.5" (90) | 3.5" (90) | 4.5" (115) | 4.5" (115) | 5.5" (140) | NO |
| 3 BAT | 2:12 | 0 | 0 | 3.5" (90) | 3.5" (90) | 4.5" (115) | 4.5" (115) | 5.5" (140) | 3.5″ (90) | 3.5" (90) | 4.5″ (115) | 4.5" (115) | 5.5" (140) | 5.5" (140) | IMENS |
| CURI | 3:12 | 0 | 0 | 3.5" (90) | 3.5 " (90) | 4.5" (115) | 4.5" (115) | 5.5" (140) | 3.5" (90) | 4.5" (115) | 4.5" (115) | 5.5" (140) | 5.5" (140) | 4.5" (115) | N S |
| | 4:12 | 0 | 3.5" (90) | 3.5" (90) | 4.5" (115) | 4.5" (115) | 5.5" (140) | 3.5" (90) | 3.5" (90) | 4.5" (115) | 4.5" (115) | 5.5" (140) | 4.5" (115) | 4.5" (115) | |
| | | 0 |) 1 | | | | | | | 2* | | | 3 | * | |
| | | NUMBER OF PROTECTION BARS | | | | | | | |] | | | | | |

STANDARD PLAN

310–3

SHEET 6 OF 6

