

Exhibit A

APPLICATION FOR STATE-LEGISLATED SAFE ROUTES TO SCHOOL (SR2S) PROGRAM CYCLE 10

APPLICATION SUMMARY

This summary page is filled out automatically once the application is completed.

IMPORTANT:

After the application is finalized, please save this PDF form using the Application ID as the file name.

Application ID: SR2S10-07-Rolling Hills Estates-1
(Use this as the file name)

Caltrans District: 07

Applicant (Agency): Rolling Hills Estates

Application No: 1 out of 1

SR2S Funds Requested: \$432,000.00

Project Description

Construct 5,000 linear feet of new sidewalks, curbs, curb ramps and school crosswalk flashing beacon system.

Project Location

Silver Spur Road between Kingspine Road and Palos Verdes Drive North, and at the intersection of Palos Verdes Drive North and Moccasin Lane.

STATE-LEGISLATED SAFE ROUTES TO SCHOOL (SR2S) PROGRAM APPLICATION (CYCLE 10)

Please read the Safe Routes to School Program Guidelines available on the SR2S web site and pay special attention to Application Form Instructions while preparing this application. An incomplete or altered application format will be disqualified from further review.

The agency must save the completed PDF form using the application ID as the file name. Please send the original, one color copy and a copy on CD of the application form and attachments to the DLAE by the due date of Friday, March 30, 2012 (by close of business of or postmarked no later than this date) . Refer to the DLA's web site for the DLAE in your District and the mailing address: <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>.

I. Applicant Information

Applicant (Agency):

County:

Caltrans District:

Metropolitan Planning Organization (MPO):

Address:

City:

Zip Code: (Enter only a 5-digit number.)

Name of Agency Contact Person (*Last, First*):

Phone Number:

Extension:

Email:

II. School Information

*All schools benefited by this SR2S Project are to be listed

School No. 1 County-District-School Code (CDS)⁽¹⁾ 19 - 64865 - 1995588

Full School Name: Palos Verdes Peninsula High School School Address: 27118 Silver Spur Road, Rolling Hills Estates, CA

School District: Palos Verdes Peninsula Unified School Dist. District Address: 375 Via Almar, Palos Verdes Estates, CA 90274

Total Student Enrollment 2,439 Approximate number of Students living along school route proposed for improvement⁽²⁾ 800

% of Students Eligible for the Free and Reduced Meals Program⁽¹⁾: 3 % (Enter 0-100)

% of Students who Currently Walk or Bicycle to School: 25 % (Enter 0-100)

(1) Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>
(2) School route is defined as route students would take between home and school

School No. 2 County-District-School Code (CDS)⁽¹⁾ 19 - 64865 - 6021323

Full School Name: Rancho Vista Elementary School School Address: 4323 Palos Verdes Drive North, Rolling Hills Estates, CA 90274

School District: Palos Verdes Peninsula Unified School Dist. District Address: 375 Via Almar, Palos Verdes Estates, CA 90274

Total Student Enrollment 432 Approximate number of Students living along school route proposed for improvement⁽²⁾ 350

% of Students Eligible for the Free and Reduced Meals Program⁽¹⁾: 1 % (Enter 0-100)

% of Students who Currently Walk or Bicycle to School: 15 % (Enter 0-100)

(1) Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>
(2) School route is defined as route students would take between home and school

School No. 3 County-District-School Code (CDS)⁽¹⁾ 19 - 64865 - 6021349

Full School Name: Silver Spur Elementary School School Address: 5500 Ironwood Street, Ranchos Palos Verdes, CA 90275

School District: Palos Verdes Peninsula Unified School Dist. District Address: 375 Via Almar, Palos Verdes Estates, CA 90274

Total Student Enrollment 523 Approximate number of Students living along school route proposed for improvement⁽²⁾ 100

% of Students Eligible for the Free and Reduced Meals Program⁽¹⁾: 1 % (Enter 0-100)

% of Students who Currently Walk or Bicycle to School: 15 % (Enter 0-100)

(1) Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>
(2) School route is defined as route students would take between home and school

III. Project Information

Project Description: Provide a brief description of the proposed project improvements i.e. Construct new sidewalks, curb ramps, and crosswalks; install bicycle racks and lockers (limited to 250 characters).

Construct 5,000 linear feet of new sidewalks, curbs, curb ramps and school crosswalk flashing beacon system.

Project Location: Provide a brief description of the general location(s) of the proposed project i.e. The intersection of First St and Second St. (limited to 250 characters).

Silver Spur Road between Kingspine Road and Palos Verdes Drive North, and at the intersection of Palos Verdes Drive North and Moccasin Lane.

State Legislative Districts of project location (*separate Districts by commas when there are multiple*):

Assembly District:

Senate District:

Number of project applications being submitted by the applicant (agency):

Priority of this application:

Note: Priority of this application is required. The application must be ranked and prioritized with the priority number starting from 1 ("1" is the highest priority. No two applications may have the same priority number. Also enter "1" if this is the only application from your agency.)

Improvement categories included in the proposed project: (check all that apply)

- Pedestrian Facilities
- Bicycle Facilities
- Traffic Control Devices
- Traffic Calming and Speed Reduction
- Public Outreach and Education
- Other (describe below, max 100 characters)

IV. Project Cost Estimate

Please round all costs to the nearest hundreds.

Once all costs are entered, click "Check Cost Estimate" to perform validation. Click it to check again each time when the costs have been revised.

In some cases, the review committee may recommend that a project be funded providing certain components are removed from the project scope. Will the applicant proceed with the construction of the project if its scope and cost are reduced?

	SR2S Funds	Local/Other Funds ⁽⁶⁾	Total Cost
Preliminary Engineering⁽²⁾			
Environmental	<input type="text"/>	<input type="text"/>	<input type="text"/>
PS&E	<input type="text" value="\$45,000"/>	<input type="text" value="\$5,000"/>	<input type="text" value="\$50,000"/>
Right of Way			
Engineering	<input type="text"/>	<input type="text"/>	<input type="text"/>
Appraisals, Acquisitions & Utilities	<input type="text"/>	<input type="text"/>	<input type="text"/>
Construction Engineering & Construction			
Construction Engineering ⁽³⁾	<input type="text" value="\$45,000"/>	<input type="text" value="\$5,000"/>	<input type="text" value="\$50,000"/>
Construction ⁽¹⁾	<input type="text" value="\$337,500"/>	<input type="text" value="\$37,500"/>	<input type="text" value="\$375,000"/>
Public Outreach & Education and Minor Construction Improvements⁽⁴⁾			
Education, enforcement, and encouragement activities	<input type="text" value="\$4,500"/>	<input type="text" value="\$500"/>	<input type="text" value="\$5,000"/>
Construction on school grounds	<input type="text"/>	<input type="text"/>	<input type="text"/>
<hr/>			
Total Project Cost⁽⁵⁾	<input type="text" value="\$432,000"/>	<input type="text" value="\$48,000"/>	<input type="text" value="\$480,000"/>

- (1) For construction cost (including contingencies), provide a detailed Engineer's Estimate (use form provided on SR2S web site).
- (2) Total Cost of Preliminary Engineering may not exceed 25% of the Construction "Total Cost".
- (3) Total Cost of Construction Engineering may not exceed 15% of the Construction "Total Cost".
- (4) Total Cost of Public Outreach & Education and Minor Construction Improvements to Public School Grounds may not exceed 10% of the Construction "Total Cost".
- (5) SR2S funds may not exceed 90% of "Total Cost" or \$450,000.
- (6) Local match (10% or more) to be included by phase of work.

*Please review the costs above and revise the Cost Estimate as appropriate (click the 'Check Cost Estimate' button again when costs have been revised).

V. Project Schedule

Estimated dates of completion for the major milestones shown below assuming the project is approved for funding on July 1, 2012. Refer to the SR2S Program Delivery Requirements in the Cycle 10 SR2S Guidelines.

Please enter durations (in month) and estimated dates of completion will be calculated.

	Duration (Months)	Estimated Date of Completion
Target Project Approval Date:		07/01/2012
Request Allocation of SR2S Funds:	3	09/30/2012
Complete Environmental Document:	3	12/30/2012
Obtain Right of Way Clearance:	0	12/30/2012
Award Construction Contract:	6	06/30/2013
Complete Construction:	10	04/30/2014
Project Close-out:	2	06/29/2014

VI. Evaluation Criteria

The applicant's responses to the following questions will be used to evaluate the proposed project. Rating factors (RF) and the required statute in the Streets and Highways Code [SH] have been provided for each question. Scores from applicant responses to these questions will be totaled to yield the final score.

The scoring rubrics have been posted on the SR2S web site.

1. Public participation and planning process that contributed to the development and selection of this proposed

project. Describe how the target school(s) were selected and prioritized among potential SR2S projects in the local community or region. Describe how community priorities were identified and community input was gathered to guide the development of the project included in the proposal, and what measures were taken to ensure that community priorities are reflected in the proposal. Describe how the process secured the support of relevant stakeholders, and involved a public participation process that included a public meeting involving the public, schools, parents, teachers, local agencies, the business community, key professionals and other relevant parties. Cite the stakeholder names and organizations/agencies and describe their participation. (RF 6&7) [SH 2333.5(b)(6)] (Max. Pts 20) (limited to 3,000 characters).

The City and School District hold joint semi-annual meetings to discuss traffic safety issues surrounding the schools. The City also holds quarterly public Traffic and Safety Committee meetings. The stakeholders at these meetings include members from the School District (Lydia Cano), Sheriff's Department (Sgt. Paul Creason), Public Works (Greg Grammer), ADA specialist (Elroy Kiepe), bicycle advocate (Frank Zerunyan), Traffic Engineer (Erik Zandvliet), homeowners and various parents who attend. While some issues can be handled administratively, others are too large and lack funding. Through these meetings and ongoing relationship with the principals, the City has compiled a wish list of pedestrian and bicycle enhancements that would make walking and biking safer for students. In preparation for this grant opportunity, the City Council discussed school area traffic safety at a Policy Development Meeting on March 3, 2012, to approve the most critical project(s) for this grant application. This was a public meeting in which the public had the opportunity to provide input, voice their concerns and offer suggestions. The City also met with the principals and school district staff to discuss the highest priority projects to be considered. In addition, crossing guards were interviewed for their feedback and suggestions, and Doug Prichard, City Manager, made sure the efforts met the City's general plan goals and objectives. City staff provided information on various business and citizen traffic concerns that had been recently received for further consideration.

To prioritize the community's school area pedestrian and bicycling needs, City and school officials met in February and March 2012 to discuss the existing conditions around each school area, and to determine the preferred travel routes. Prospective projects were evaluated against several criteria, including the number of students benefited, proximity to multiple schools, collision history, traffic volumes, location in lower income areas of the City, and benefit to schools with the highest risk and lowest walking percentages.

Through a process of elimination, it became obvious that a large percentage of high school students do not walk because there are insufficient pedestrian facilities along Silver Spur Road between their neighborhoods and Palos Verdes Peninsula High School. This street has the greatest exposure of pedestrians to traffic, and serves the most disadvantaged demographics in the community. The stakeholders agreed that sidewalks are needed on Silver Spur Road and would serve the greatest number of students. Also, the one intersection in the community with the highest pedestrian-vehicle exposure was selected for this SR2S project, namely Palos Verdes Drive North and Moccasin Lane/Silver Saddle Lane. The deep support for this project is exhibited in the attached letters of commitment and support from the involved stakeholders, including state legislators.

2. Identification of current and proposed walking and bicycling routes to school. Did the planning process develop into a school travel plan, safe routes to school plan, or school route plan? If yes, please describe briefly and attach a copy of the plan to this application. If no, please describe any future plans to develop one. (RF 5) [SH 2333.5(b)(5)] (Max Pts 5) (limited to 3,000 characters).

The schools within the Palos Verdes Peninsula Unified School District did not have formal school route plans at the onset of the project development efforts by the stakeholders. Instead, the City and principals collaborated to develop the age appropriate walking and biking routes for elementary and high school students. These preferred routes were confirmed by the City Traffic Engineer. After determining the preferred routes, the infrastructure needs were identified. It was found that certain measures benefited more than one school. It was also recognized that high school students can walk farther than elementary school students, but neither would walk where there are no sidewalks, so the School Travel Plan was simply to create sidewalk connections and make crossings safer.

As part of the planning process, the Traffic Engineer prepared and explained the objectives for suggested routes to school to the stakeholders and city officials. Since the schools involved a high school, no school route plan had previously been developed. However, the suggested routes as developed by the traffic engineer in accordance with MUTCD guidelines are identified on the

vicinity maps, and the key crossing points closest to the schools are noted. As part of this project, the City will finalize school route maps for distribution at the schools benefited by the project, and provide safety handouts to educate students and encourage walking and biking to school.

3. Existing Safety Hazards and Demonstrated Needs of the Applicant. Describe each safety risk/hazard that has been encountered at the project location when walking or bicycling to school and the extent and severity of each. Discuss how each item was determined to be a risk/hazard. (e.g. cite data such as accident reports, community observations, surveys, reports, walk or bicycle audits.) (RF 1&4) [SH 2333.5(b)(1)] (Max. Pts 30) (limited to 3,000 characters).

The City Traffic Engineer conducted site visits and identified potential vehicle-pedestrian conflicts. He reviewed SWITRS and Sheriff collision reports, evaluated potential countermeasures, and reported his recommendations to the stakeholders.

Silver Spur Road is a 50-foot wide, two-lane collector street with approximately 15,500 vehicles per day. It is posted at 35mph but has a prevailing speed of 42 mph according to the latest E&T Survey, which is higher than expected in a residential area and poses a threat to pedestrians, especially because there are no curbs on either side. While there are narrow maintenance paths on both sides, they are not accessible and too narrow to be used as sidewalks. Along the northwest side, pedestrians must struggle to avoid vegetation, uneven ground, and other obstacles, such as guardrails and gutters. On the southeast side, the mountainous terrain makes walking almost impossible. As a result, any intrepid walkers must walk along the edge of the street, which has no paved shoulder. In addition, existing sidewalks at either end of the project location lead pedestrians into inaccessible areas. The SWITRS collision history indicates this street section has experienced 5 vehicle crashes between 2008 and 2011, as shown on attached collision summary, of which one collision ran off the road and another crossed the centerline into opposing traffic.

Palos Verdes Drive North is a 45-foot wide, two-lane major arterial street carrying over 18,500 vehicles per day. It is posted at 40mph and has a high volume for only two lanes that results in few adequate gaps for pedestrian crossings. There is an existing uncontrolled school crosswalk on the east leg of Moccasin Lane/Silver Saddle Lane, which has a crossing guard during school hours. This crossing is used by students living in a large residential neighborhood to the south. Over 100 school age children cross at this location daily, according to the latest pedestrian counts taken on March 21, 2012. In addition, the high turning volumes and prevailing speeds have necessitated that a sheriff deputy assist vehicle flow at the same intersection. Both the crossing guard and Sheriff report recurring violation of drivers failing to yield to pedestrians. The SWITRS collision history indicates this intersection experienced 3 collisions between 2008 and 2010, as shown in attached collision summary.

4. Potential of the Proposal for Reducing Child Injuries and Fatalities. Describe how the proposed project addresses each identified safety risk/hazard and how the project will improve bicycle and pedestrian safety and calm traffic. Explain why this proposed project is the best alternative for the situation. (RF 2) [SH 2333.5(b)(2)] (Max. Pts 30) (limited to 3,000 characters).

Very simply, the proposed sidewalks along Silver Spur Road will provide an accessible walkway that will separate pedestrian and fast-moving vehicle traffic. Pedestrians will then not be required to walk in the travel lanes, which will greatly improve pedestrian safety. In addition, the extra wide sidewalks will allow younger bicyclists to use the same path, so they will not have to ride in the street. New curbs will provide added protection from vehicles along the northwest side, where the sidewalk will be close to the roadway. New curb ramps and marked crosswalks at all cross-streets will provide directional guidance to pedestrians at the best place to cross. These measures will improve pedestrian and bicycle safety by significantly reducing the potential for conflicts with vehicles, and raise driver awareness at crossing locations.

The rectangular-rapid-flashing beacons at Palos Verdes Drive North and Moccasin Lane will supplement the existing crosswalk markings and provide positive right-of-way guidance for both pedestrians and motorists. It will vastly improve the visibility of pedestrians and bicyclists by changing a passive crossing to an activated flashing signal. This measure will have a traffic calming effect by giving drivers advance notice of pedestrian activity and to slow down accordingly. It will improve pedestrian and bicyclist safety by greatly improving driver compliance at the crossing, as indicated in recent RRFB studies.

Each of these project elements directly addresses the concerns and issues raised at the stakeholders meetings and in the Traffic Engineer's evaluations. They are appropriate in magnitude and are cost effective. For instance, traffic signals were considered for the intersection at Palos Verdes Drive North and Moccasin Lane, but they are more expensive and are not needed all day long. Many of the typical crossing treatments have already been implemented, including high visibility signs and markings. Along Silver Spur Road, alternatives other than sidewalks were considered, such as wider pavement shoulders, but extensive grading would be required, and pedestrians would still be exposed to fast moving vehicles. Traffic calming measures could be implemented to reduce prevailing speeds, but would not provide accessible paths for pedestrians. The City also considered striping and other road diet options, such as painted medians, but the striping would not have provided any physical protection to pedestrians trying to walk along the street.

5. Potential of the Proposal for Encouraging Increased Walking and Bicycling Among Students. Describe how increased walking and bicycling among students will be encouraged and sustained after the project is completed. (e.g. partnership building, policy change, future funding, etc). Identify any specific education, encouragement, enforcement, and evaluation activities included in this project and attach a non-infrastructure activity worksheet, if applicable, to the application or explain any on-going efforts that support this project. (RF 3) [SH 2333.5(b)(3)] (Max. Pts 10) (limited to 3,000 characters).

The proposed measures will transform the existing hostile conditions into an attractive, convenient path for walking and bicycling. New sidewalks and flashing beacons will encourage more students to walk and bike to school by showing that an alternative to driving is possible and safe. Further, the proposed measures will encourage students to cross at designated locations where driver awareness is heightened due to the improvements. These measures are proven to improve safety and motivate bicyclists and pedestrians. In fact, attractive walkways and crossings are the best advertisement for more walking. Communities that have high quality pedestrian facilities have lots of walkers.

This project will fit in well with the City's current project to construct bike lanes on Palos Verdes Drive North between both project locations to be completed concurrently with this project. The City is committed to sustaining the walking and biking efforts beyond SR25 funding, as noted below:

Education - In connection with the project, the City will prepare and distribute school route maps for the schools along the new school pedestrian corridor. Students will be able to identify their selected route and proper crossing locations.

Enforcement - The Sheriff Department will concentrate their efforts along the new pedestrian corridor as a part of their duties, and will continue to provide targeted enforcement at the beacon location, particularly with respect to school pedestrians and bicyclists. In this way, drivers will become more aware of proper driving practices in the vicinity of schools.

Encouragement - Throughout the planning process, the principals have voiced their commitment to encourage walking and bicycling. School pedestrian safety handouts will be given to students on a regular basis. Walking and biking incentive programs will be developed through the ongoing collaboration at the City-school joint school safety meetings. Best practices will be shared and duplicated at various schools.

Evaluation - The Public Works Department will conduct before-and-after studies to determine the effectiveness of the project, from both a vehicle and pedestrian/bicyclist perspective. Driver compliance will be monitored with speed surveys and field studies, and pedestrian counts will show the increase in pedestrian and bicyclist activity. In addition, the School Safety meetings will continue to convene to review the status of school area conditions, develop future projects, and pursue future funding opportunities.

6. Benefit to one or more low-income schools. Describe how the project will benefit low-income school(s) and what portion of the project funds will be directed towards providing this benefit. (RF 7) [SH 2333.5(b)(7)] (Max. Pts 5) (limited to 3,000 characters).

As shown in the attached SafeTrec map and data for Free and Reduced Price Eligibility in the El Rancho Unified School District, the project will directly benefit three schools: Palos Verdes Peninsula High School, Rancho Vista Elementary School and Silver Spur Elementary School. The City has made an effort to develop a project that benefits the greatest number of low-income students in the City.

The following attachments are required:

- A. A general map showing the location of all proposed improvements and their proximity to the school and school routes.

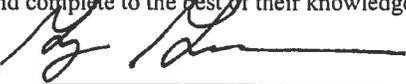
Note: The map should clearly identify the route that students take to school.

- B. A site plan for each improvement location showing existing and proposed conditions.
- C. Detailed Engineer's Estimate (Use form provided on SR2S web site)
- D. Applicable 'warrants' for projects with traffic control devices as required by California MUTCD (include Worksheet 4K-101 for Rapid Flashing Beacons at School Crossings)
- E. Non-Infrastructure Activity Worksheet, if applicable

Photographs supplementing "A" and "B" above and letters of commitment and support from partners and advocacy groups are highly recommended.

VII. Application Signatures

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature:  Date:

Name (Last, First): Phone:

Title: Email:

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list that has been identified by the School District.

Signature:  Date:

Name (Last, First): Phone:

Title: Email:

Person to Contact for Questions

Name (Last, First): Phone:

Title: Email:

Caltrans District Traffic Operations Office Approval

If the SR2S project application proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support from the traffic operations office be provided or the signature of the traffic personnel be secured below.

Signature: _____ Date:

Name (Last, First): Phone:

Title: Email:

California Highway Patrol Approval

If the SR2S project application proposes improvements on a freeway, state highway, or county road having California Highway Patrol (CHP) enforcement authority, a CHP Officer must must either write a letter of support or sign below to show support of the project

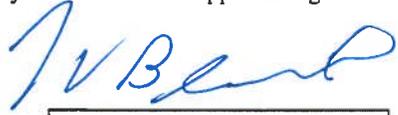
Signature: _____ Date:

Name (Last, First): Phone:

Title: Email:

Local Law Enforcement Agency Approval

If the SR2S project application proposes improvements that is outside of CHP enforcement authority, it is recommended that the local law enforcement agency write a letter of support or sign below to show support of the project.

Signature:  Date:

Name (Last, First): Phone:

Title: Email:



LEGEND

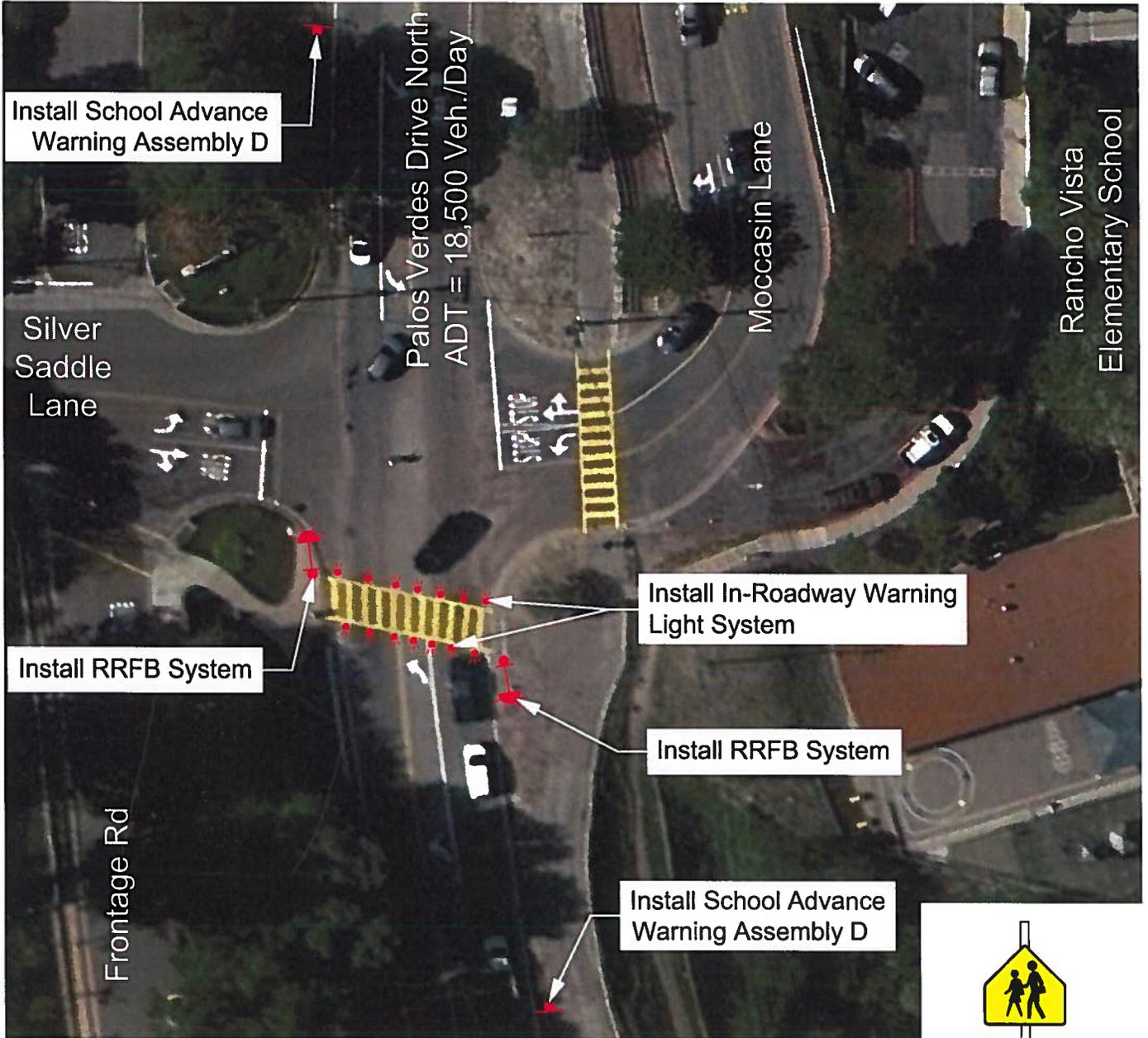
- Silver Spur sidewalk project
- Flashing Beacon and In-Roadway Warning Light Project
- Existing Sidewalk
- ➔ Suggested Route



**CITY OF
ROLLING HILLS ESTATES**

**SAFE ROUTES TO SCHOOL
GRANT APPLICATION
VICINITY MAP**

**EXHIBIT
1A**



School Advance
Warning Assembly D



Rectangular Rapid Flashing
Beacon (RRFB) System

**CITY OF
ROLLING HILLS ESTATES**



**FLASHING BEACON AND IN-ROADWAY
WARNING LIGHT INSTALLATION
PALOS VERDES DRIVE NORTH
AND SILVER SADDLE LANE**

**EXHIBIT
B-1**

**Detailed Engineer's Estimate
For Construction Items Only**

Agency: City of Rolling Hills Estates

Project Name: Silver Spur Sidewalks and Rancho Vista School Crossing

Project Location: Silver Spur Road and Palos Verdes Drive North at Moccasin Lane

Date of Estimate: March 21 ,2012

Prepared by: Erik Zandvliet

Item No.	Description	Quantity	Units	Unit Cost	Total
1	Grub and perpare sidewalk base	30,000	SF	\$1.00	\$30,000
2	Construct new sidewalk 8' wide	30000	SF	\$6.00	\$180,000
3	Construct new rolled curb and gutter	2500	LF	\$5.00	\$12,500
4	Construct pedestrian ramps	6	EA	\$1,500.00	\$9,000
5	Construct Flashing Beacon System	1	EA	\$100,000.00	\$100,000
6	Remove/replace AC pavement	5000	SF	\$5.00	\$25,000
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					

Subtotal:	\$356,500
*Contingency:	\$17,825
TOTAL:	\$374,325

* Up to 10% Contingency may be included in Engineer's Estimate

Figure 4L-101 (CA). Flashing Beacon at School Crossings Worksheet

DIST 07 CO LA RTE - PM -

Major St: Palas Verdes Drive N. Critical Approach Speed 41 mph
 Minor St: Moccasin Ln. Critical Approach Speed N/A mph

COUNT DATE 03/21/2012
 CALC EZ DATE 3/29/2012
 CHK _____ DATE _____

Speed limit or critical speed on major street traffic > 40 mph..... }
 or } **RURAL (R)**
 In built up area of isolated community of < 10,000 population..... }
 URBAN (U)

Flashing Yellow Beacon at School Crossings SATISFIED YES NO
 (All Parts Must Be Satisfied)

		MINIMUM REQUIREMENTS			
Part A		U	R		
Vehicle Volume	Each of 2 Hours	200	<u>140</u>	<u>1295</u>	<u>1102</u>
School Age Pedestrians Crossing Street	Each of 2 Hours	40	<u>40</u>	<u>51</u>	<u>42</u>

8AM / 2:30pm

} SATISFIED YES NO

AND

Part B

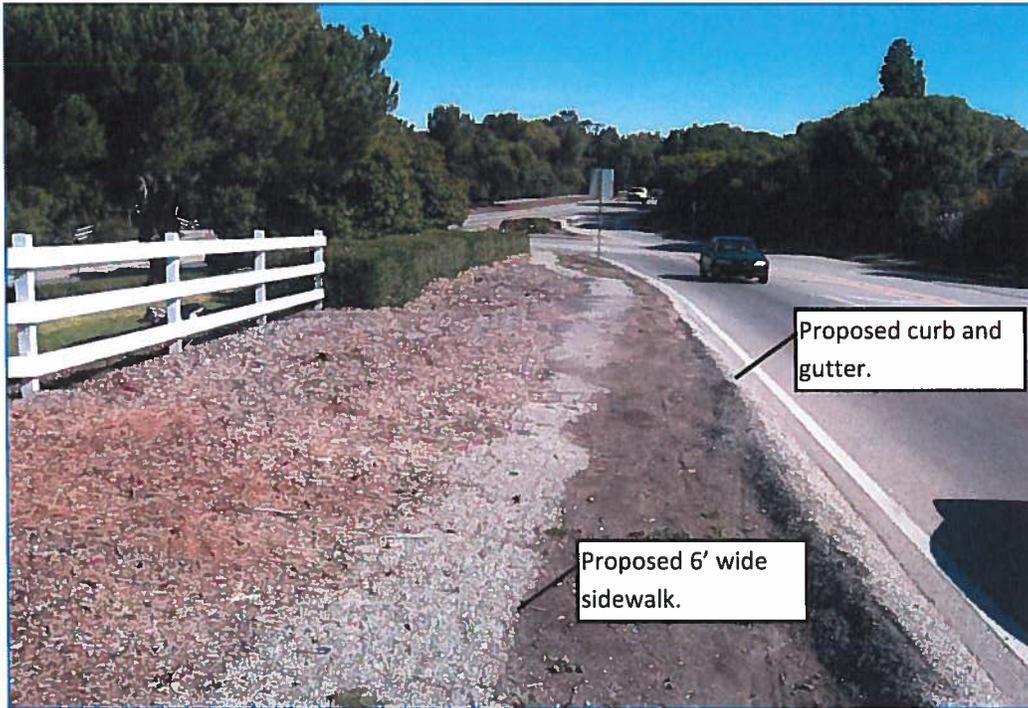
Critical Approach Speed Exceeds 35 mph SATISFIED YES NO

AND

Part C

Is Nearest Controlled Crossing More Than 600 ft away? SATISFIED YES NO

City of Rolling Hills Estates
STATE SAFE ROUTES TO SCHOOL GRANT APPLICATION
10TH Cycle
Existing Condition Photographs

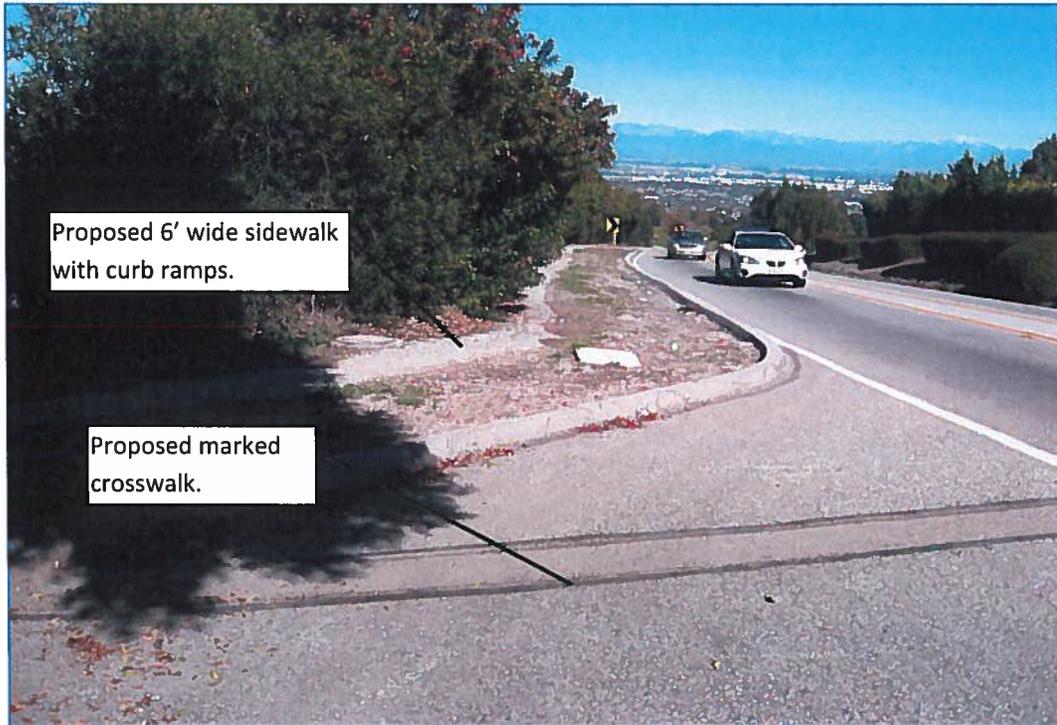


Silver Spur Road South of Palos Verdes Drive North Looking North



Silver Spur Road at Range Horse Lane Looking South
Note absence of walkable path.

City of Rolling Hills Estates
STATE SAFE ROUTES TO SCHOOL GRANT APPLICATION
10TH Cycle
Existing Condition Photographs



Silver Spur Road at Range Horse Lane Looking North



Silver Spur Road North of Kingspine Road Looking North
Note absence of walkable path.

City of Rolling Hills Estates
STATE SAFE ROUTES TO SCHOOL GRANT APPLICATION
10TH Cycle
Existing Condition Photographs



Palos Verdes Drive North at Moccasin Lane Looking West



Palos Verdes Drive North at Moccasin Lane Looking West
Note heavy pedestrians, stopped traffic and turning traffic.
Sheriff deputy in street also directs vehicle movements at school dismissal.

**SAFE ROUTES TO SCHOOL APPLICATION
NON-INFRASTRUCTURE ACTIVITY WORKSHEET**

Agency: City of Rolling Hills Estates

Project Name: Silver Spur Sidewalks and Rancho Vista School Flashing Beacon

Project Location: Silver Spur Road between Kingspine Road and Palos Verdes Drive North
Intersection of Palos Verdes Drive North and Moccasin Lane/Silver Saddle Lane

Date: March 30, 2012

Prepared by: Erik Zandvliet, City Traffic Engineer

Add additional rows as necessary to include all activities.

Activity	Timeline	Responsible Party	Deliverable(s)
Education Activities			
Develop Suggested School Routes	June 2013-Sept 2013	City Staff	Suggested Routes Maps
Encouragement Activities			
Distribute Safe Pedestrian Pamphlets	Sept 2013+	City Staff	Safe Pedestrian Pamphlets
Enforcement Activities			
Targeted Enforcement	Sept 2013+	Sheriff Department	Activity logs
Evaluation Activities			
Conduct Before and After Ped Counts	June 2013-June 2014	City Traffic Engineer	Before and after studies
Conduct volume and speed studies	June 2013-June 2014	City Traffic Engineer	Traffic volume and speed studies
Joint City-School Safety Meetings	Ongoing	City Staff and School Representatives	Meeting minutes, School Route Plans and Best Practices

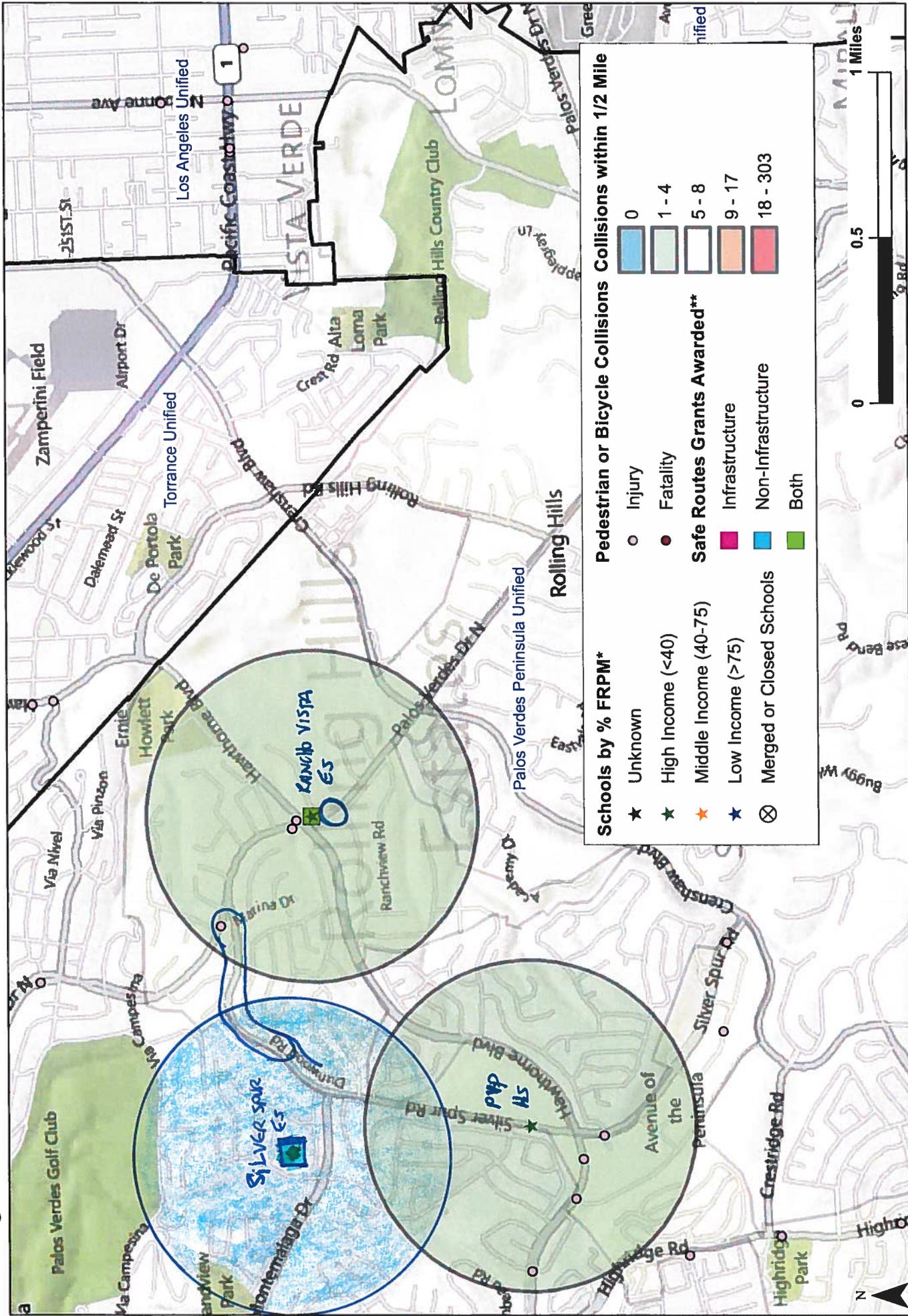
CITY OF ROLLING HILLS ESTATES COLLISION HISTORY

Date: from 1/1/2008 to 6/30/2011 Project: Silver Spur Sidewalks and Crosswalk Beacons

Location	Dist.	Date	Time	Direction	Type	Reasons
PVDN @ Silver Saddle	60' W	1/28/2010	0900	WB RAN OFF ROAD	HIT OBJECT	UNSAFE SPEED
PVDN @ Silver Saddle	12' W	9/8/2009	1505	WB THRU VS. EB STOP	REAREND	FOLLOWING TOO CLOSE
PVDN @ Moccasin	19' N	9/9/2008	18:09	SB BACK VS. NB STOP	REAREND	BACKING UP
Silver Spur @ Marina	957'W	5/9/2011	11:26	EB RAN OFF ROAD	HIT OBJECT	IMPROPER TURN
Silver Spur @ PVDN	I	3/10/2010	08:30	EB LT VS. EB LT	REAREND	FOLLOWING TOO CLOSE
Silver Spur @ PVDN	I	8/6/2009	09:30	NB LT VS EB THRU	BROADSIDE	STOP VIOLATION
Silver Spur @ PVDN	50' S	10/29/2009	22:18	NB THRU VS EB THRU	BROADSIDE	UNSAFE SPEED
Silver Spur @ Rangehorse	54' S	4/16/2009	19:00	SB THRU VS. NB THRU	SIDESWIPE	DUI, OPPOSING LANE

NOTE: EB=EASTBOUND, NB=NORTHBOUND, WB=WESTBOUND, SB=SOUTHBOUND,
THRU=THROUGH, STOP=STOPPED, LT=LEFT TURN, U-TN=U-TURN, I=INTERSECTION
* - Similar collisions

Rolling Hills Estates - Pedestrian or Bicycle Collisions Near School Sites (2007-2009)



*Schools classified according to percentage of students eligible for the Free/Reduced Price Meal Program (2010).
 **Safe Routes to School awards include state and federal funding from 2005 - 2011.

Sources: California Public School Database; SWITRS 2007-2009; Bing Maps



Free and Reduced Price Meal Eligibility Data (as of January 25, 2012)
 California Department of Education
 Data Source: see footnote

County Name	County Code	District Code	School Code	Direct Funded Charter School Number	District	School	Low Grade	High Grade	Enrollment ¹ (age 5-17)	Eligible for Free Meals ¹ (age 5-17)	Eligible for Reduced Price Meals ¹ (age 5-17)	Eligible for FRPM Total ¹ (age 5-17)	Percent FRPM
Los Angeles	19	64865	1933308		Palos Verd	Rancho del Mar High (Continuation)	10	12	69	0	0	7	0.10
Los Angeles	19	64865	1995588		Palos Verd	Palos Verdes Peninsula High	09	12	2439	0	0	71	0.03
Los Angeles	19	64865	1996552		Palos Verd	Palos Verdes High	09	12	1656	0	0	14	0.01
Los Angeles	19	64865	6021240		Palos Verd	Lunada Bay Elementary	KK	05	372	0	0	4	0.01
Los Angeles	19	64865	6021257		Palos Verd	Palos Verdes Intermediate	06	08	978	0	0	14	0.01
Los Angeles	19	64865	6021273		Palos Verd	Mira Catalina Elementary	01	05	345	0	0	5	0.01
Los Angeles	19	64865	6021281		Palos Verd	Miraleste Kindergarten	KK	01	75	0	0	0	0.00
Los Angeles	19	64865	6021299		Palos Verd	Montemalaga Elementary	KK	05	454	0	0	8	0.02
Los Angeles	19	64865	6021307		Palos Verd	Comerstone at Pedregal Elementa	KK	05	394	0	0	2	0.01
Los Angeles	19	64865	6021315		Palos Verd	Point Vicente Elementary	KK	05	375	0	0	16	0.04
Los Angeles	19	64865	6021323		Palos Verd	Rancho Vista Elementary	KK	05	432	0	0	4	0.01
Los Angeles	19	64865	6021331		Palos Verd	Miraleste Intermediate	06	08	936	0	0	39	0.04
Los Angeles	19	64865	6021349		Palos Verd	Silver Spur Elementary	KK	05	523	0	0	4	0.01
Los Angeles	19	64865	6021356		Palos Verd	Soleado Elementary	KK	05	404	0	0	12	0.03
Los Angeles	19	64865	6021372		Palos Verd	Vista Grande Elementary	KK	05	504	0	0	9	0.02
Los Angeles	19	64865	6116164		Palos Verd	Vaimonte Elementary	KK	01	43	0	0	0	0.00
Los Angeles	19	64865	6116172		Palos Verd	Dapplegray Elementary	KK	05	643	0	0	12	0.02
Los Angeles	19	64865	6117584		Palos Verd	Ridgecrest Intermediate	06	08	932	0	0	20	0.02

SUSAN SEAMANS
Mayor

FRANK V. ZERUNYAN
Mayor Pro Tem

JOHN C. ADDLEMAN
Council Member

JUDY MITCHELL
Council Member

STEVEN ZUCKERMAN
Council Member

DOUGLAS R. PRICHARD
City Manager



CITY OF

ROLLING HILLS ESTATES

4045 PALOS VERDES DRIVE NORTH • ROLLING HILLS ESTATES, CA 90274
TELEPHONE 310.377.1577 FAX 310.377.4468
www.ci.Rolling-Hills-Estates.ca.us

March 30, 2012

Mr. Kirk Cessna, Chief
Caltrans District 7 Office of Local Assistance
100 S. Main Street, 12th Floor
Los Angeles, CA 90012

Subject: City of Rolling Hills Estates
Application for the State Safe Routes to School Program

Dear Mr. Cessna:

The City of Rolling Hills Estates is submitting an application for a grant under the provisions of the State Safe Routes to School Program. The City Council and the Palos Verdes Peninsula Unified School District have been working together for many years to make our school areas safer and more attractive to walking and biking. More recently, it is our priority to pursue Complete Streets concepts for livable neighborhoods in our community which this project will follow.

Our City believes very strongly in the benefits of the State Safe Routes to School Grant Program, and will commit the needed resources to successfully complete this project in a timely manner. Our staff will be given the tools needed to design and construct 5,000 feet of new multi-modal sidewalk and install a high visibility pedestrian crossing on a high speed, high volume road at Rancho Vista Elementary School. Your support for our application will assist the City in meeting its safety goals for the growth in student population at our elementary, middle and high schools.

Should you have any questions about the need for traffic safety funds, please call Assistant City Manager Greg Grammer at (310) 377-1577, ext. 107. We respectfully request your favorable consideration of our application for grant assistance.

Sincerely,

A handwritten signature in cursive script that reads "Susan Seamans".

Susan Seamans
Mayor

California State Senate

CAPITOL OFFICE
STATE CAPITOL, ROOM 5064
SACRAMENTO, CA 95814
(916) 651-4025
FAX (916) 445-3712

INGLEWOOD DISTRICT OFFICE
ONE MANCHESTER BLVD., SUITE 600
INGLEWOOD, CA 90301
(310) 412-0393
FAX (310) 412-0996

E-mail: senator.wright@senate.ca.gov

www.sen.ca.gov/wright

SENATOR RODERICK D. WRIGHT

TWENTY-FIFTH SENATE DISTRICT

Representing the Communities of Alondra Park, Athens, Compton, Gardena, Florence-Graham, Hawthorne, Inglewood, Ladera Heights, Lawndale, Long Beach, Los Angeles, Palos Verdes Peninsula, San Pedro, Watts, Westchester, Westmont, and Willowbrook



GOVERNMENTAL ORGANIZATION
CHAIR

BUDGET & FISCAL REVIEW

BUDGET SUBCOMMITTEE #1
ON EDUCATION

ENERGY, UTILITIES &
COMMUNICATIONS

HUMAN SERVICES

SELECT COMMITTEES

CALIFORNIA JOB CREATION
AND RETENTION - CHAIR

CALIFORNIA'S HORSE RACING
INDUSTRY CHAIR

CALIFORNIA'S WINE INDUSTRY

EARTHQUAKE AND DISASTER PREPAREDNESS,
RESPONSE, AND RECOVERY

EXCELLENCE AND INNOVATION
IN STATE GOVERNMENT

PROCUREMENT

JOINT COMMITTEE ON RULES

March 30, 2012

Mr. Kirk Cessna, Chief
Caltrans, District 7 Office of Local Assistance
100 S. Main Street, 12th Floor
Los Angeles, CA 90012

Re: Rolling Hills Estates' "State Safe Routes to School" grant application

Dear Mr. Cessna:

I support the City of Rolling Hills Estates in their request for a grant through the "Safe Routes to School" program, money that will help to fund improvements to pedestrian and bicycle safety in one of the area's busiest intersections.

Improvements will include new sidewalks along Silver Spur Road as well as pedestrian beacons on Palos Verdes Drive North at Rancho Vista Elementary School. Palos Verdes Drive is a main circular arterial route connecting all of the communities on the Palos Verdes Peninsula, and thus is a point of particular care when making safety plans for school children who must cross it.

The "Safe Routes to School" program can play a major role in helping protect students who walk or bike to school. This project will encourage more students to walk or ride a bike to school, reducing traffic and promoting healthy kids. I look forward to hearing word of your decision on the Rolling Hills Estates application.

Sincerely,

A handwritten signature in black ink, appearing to read "Roderick D. Wright".

RODERICK D. WRIGHT
Senator, 25th District

RDW/wro:cdi

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0054
(916) 319-2054
(916) 319-2154 FAX

DISTRICT OFFICE
110 PINE AVENUE, SUITE 804
LONG BEACH, CA 90802
(562) 495-2915
FAX (562) 495-2983

WEB SITE
www.asm.ca.gov/lowenthal

Assembly
California Legislature

BONNIE LOWENTHAL
ASSEMBLYMEMBER, FIFTY-FOURTH DISTRICT



COMMITTEES
TRANSPORTATION, CHAIR
JOINT COMMITTEE ON EMERGENCY
MANAGEMENT, CHAIR
SELECT COMMITTEE ON PORTS, CHAIR
ACCOUNTABILITY AND ADMINISTRATIVE
REVIEW
HEALTH
ENVIRONMENTAL SAFETY & TOXIC
MATERIALS
LEGISLATIVE ETHICS

March 30, 2012

Mr. Kirk Cessna, Chief
Caltrans District 7 Office of Local Assistance
100 S. Main Street, 12th Floor
Los Angeles, CA 90012

SUBJECT: Safe Routes to School (SR2S) Program – Rolling Hills Estates, CA

Dear Mr. Cessna:

I am pleased to offer this letter of support for the City of Rolling Hills Estates' application for Safe Routes to School (SR2S) Grant funding for school area pedestrian safety improvements. The project includes the construction of new sidewalks along Silver Spur Road as well as pedestrian beacons on Palos Verdes Drive North at Rancho Vista Elementary School. These locations are along the Suggested Route to School to two elementary schools and Palos Verdes Peninsula High School with a combined attendance of over 3,000 students.

There is great need for improved safety for young pedestrians and bicyclists in our neighborhoods. I fully support the City's application to install these traffic calming and pedestrian improvements along high speed/high volume streets near our schools. These measures will help improve driver compliance, reduce collision rates and encourage walking and bicycling in our most needed areas.

I respectfully request your favorable consideration for the City's proposal for the Safe Routes to School Program. Please keep me informed of any development regarding this matter. If you have any questions please feel free to contact my office at (562) 495 2915.

Sincerely,

A handwritten signature in black ink that reads "Bonnie Lowenthal".

BONNIE LOWENTHAL
Assemblymember 54th District



BOARD OF SUPERVISORS COUNTY OF LOS ANGELES

822 KENNETH HAHN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012
Telephone (213) 974-4444 / FAX (213) 626-6941

DON KNABE
SUPERVISOR, FOURTH DISTRICT

March 30, 2012

Mr. Kirk Cessna
Chief
Caltrans District 7 Office of Local Assistance
100 South Main Street, 12th Floor
Los Angeles, California 90012

Safe Routes to School (SR2S) Program

Dear Mr. Cessna:

I am writing to express my support for the City of Rolling Hills Estates' application for Safe Routes to School (SR2S) Grant funding for school area pedestrian safety improvements. The project includes the construction of new sidewalks along Silver Spur Road, as well as pedestrian beacons on Palos Verdes Drive North at Rancho Vista Elementary School. These locations are along the Suggested Route to School to two elementary schools and Palos Verdes Peninsula High School with a combined attendance of over 3,000 students.

There is great need for improved safety for young pedestrians and bicyclists in our neighborhoods. I strongly support the City's application to install these traffic-calming and pedestrian improvements along high-speed/high-volume streets near our schools. These measures will help improve driver compliance, reduce collision rates and encourage walking and bicycling in our most needed areas.

I hope you will give positive consideration to the City's proposal for the Safe Routes to School Program.

Sincerely,

A handwritten signature in blue ink, appearing to read "Don Knabe", written over a circular stamp.

DON KNABE
Supervisor, Fourth District
County of Los Angeles

DK:lm

March 30, 2012

MAR 20 2012

Mr. Kirk Cessna, Chief
Caltrans, District 7 Office of Local Assistance
100 S. Main Street
Los Angeles, CA 90012

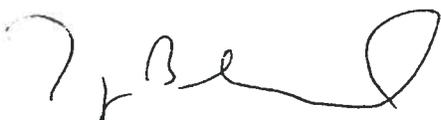
Subject: City of Rolling Hill Estates Safe Routes to School Program
10th Cycle

Dear Mr. Cessna:

As Traffic Sergeant for the City of Rolling Hills Estates, I am very aware of the need for better traffic safety for our pedestrians, bicyclists and motorists near our elementary, middle and high schools. Therefore, I fully support the City's application for Safe Routes to School (SR2S) Program funding to build new sidewalks along Silver Spur Road as well as pedestrian beacons on Palos Verdes Drive North at Rancho Vista Elementary School. In particular, we believe the proposed sidewalks will reduce the potential for collisions between vehicles and pedestrians, and the pedestrian signals will help lower driver speeds and make this crossing much safer.

Thank you in advance for your consideration of the City's application. I believe that this project is very important in order to achieve the goals of the City and School District, namely to improve overall traffic safety and encourage both pedestrian and bicycle uses on suggested school routes. If you have any questions, please contact me at (310) 891-3206.

Sincerely,



Anthony Blanchard, Traffic Sergeant
LA County Sheriff's Department

CONTENTS
CAPTAIN R. M. ANDA
NOTED



MALAGA COVE
ADMINISTRATION
CENTER

375 Via Almar
Palos Verdes Estates
California 90274-1277
(310) 378-9966
www.pvpusd.k12.ca.us

Walker Williams
Superintendent
of Schools

Board of Education

Barbara Lucky
President

Larry Vanden Bos
Vice President -

Anthony Collatos
Clerk

Erin G. LaMonte
Member

Malcolm S. Sharp
Member

Department Extensions
and FAX Numbers

Superintendent, x 404
(310) 378-0732 (FAX)

Business Services, x 418
(310) 791-1306 (FAX)

Curriculum and Instruction, x 163
(310) 791-2919 (FAX)

Human Resources, x 417
(310) 791-2948 (FAX)

Pupil Services, x 551
(310) 378-1971 (FAX)

Palos Verdes Peninsula Unified School District

March 30, 2012

Mr. Kirk Cessna, Chief
Office of Local Assistance and Alameda Corridors
Caltrans, District 7
100 S. Main Street, 12th Floor
Los Angeles, California 90012

Dear Mr. Cessna:

Safe Routes to School (SR2S) Grant Program

As Superintendent for the Palos Verdes Peninsula Unified School District, I fully support the City of Rolling Hills Estate's application for the Safe Routes to School (SR2S) Program. The proposed sidewalks on Silver Spur Road address a major void in pedestrian facilities between two elementary schools and our high school to the neighborhoods they serve. Also, the project would construct a high-visibility flashing beacon system at a key student crossing in front of Rancho Vista Elementary School where hundreds of children struggle to cross Palos Verdes Drive North, a major street with over 27,000 vehicles per day. These improvements will make walking and biking significantly safer for our children.

We believe these actions will improve safety, the environment and student health for our community. The City has the full endorsement of the Palos Verdes Peninsula Unified School District, and we are committed to working closely with the City and Sheriff's Department to implement this project and promote walking and biking to school.

We thank you for the opportunity to improve the safety of the students who walk or bike to our schools. This project will make walking and biking more appealing to students and their parents, thereby reducing the overall congestion at our schools and making our students healthier. If you have any questions, please do not hesitate to contact me at (310) 378-9966, Ext 404.

Sincerely,

Walker Williams
Superintendent of Schools

WW/ld



PALOS VERDES PENINSULA HIGH SCHOOL

27118 Silver Spur Road • Rolling Hills Estates, CA 90274
(310) 377-4888

March 30, 2012

Mr. Kirk Cessna, Chief
Caltrans, District 7 Office of Local Assistance
100 S. Main Street, 12th Floor
Los Angeles, CA 90012

Re: Safe Routes to School (SR2S) Grant Program

Dear Mr. Cessna:

We at Palos Verdes Peninsula High School are proud supporters of the City of Rolling Hills Estates' application for a Safe Routes to School (SR2S) Grant. The parents, school staff, and I are very concerned about pedestrian and bicycle safety around our school. A large percentage of our students would like to walk or bike to school but don't feel the streets are safe for pedestrians and bicyclists on which the prevailing vehicle speed is 40 miles per hour.

As principal, I fully support the City's efforts to improve school pedestrian and bicycle safety by building new sidewalks along Silver Spur which would provide a safe corridor to our campus from Palos Verdes Drive North. Additionally, I am in full support of the installation of pedestrian beacons on Palos Verdes Drive North at Rancho Vista Elementary School which would further ensure the safety of both pedestrians and bicyclists. The City has the full endorsement of the staff and parents of the school and we are committed to working closely with the City to implement this proposed project. Upon completion, we will actively promote walking and biking on these suggested routes to school. This project will help fulfill our goal to provide a safer walking environment for our students and make our students healthier.

We thank you for the opportunity to help improve the safety of the students who walk or bike to school. This project will encourage more students to walk or bike to school and thereby reduce the overall traffic congestion at the school. If you have any questions, please do not hesitate to contact me at (310) 377-4888 x 200.

Sincerely,

Principal
Palos Verdes Peninsula High School

STEVEN ZUCKERMAN
Mayor
SUSAN SEAMANS
Mayor Pro Tem
JOHN C. ADDLEMAN
Council Member
JUDY MITCHELL
Council Member
FRANK ZERUNYAN
Council Member
DOUGLAS R. PRICHARD
City Manager



CITY OF
ROLLING HILLS ESTATES

4045 PALOS VERDES DRIVE NORTH • ROLLING HILLS ESTATES, CA 90274
TELEPHONE 310.377.1577 FAX 310.377.4468
www.ci.Rolling-Hills-Estates.ca.us

March 30, 2012

Ms. Zoe Yue, Acting Chief
Caltrans Office of Local Assistance
100 S. Main Street, #12-420
Los Angeles, CA 90012

Subject: City of Rolling Hills Estates Safe Routes to School Grant Program
10th Cycle

Dear Mr. Cessna:

As the City Traffic Engineer for the City of Rolling Hills Estates, I am very aware of the need for better traffic safety for our pedestrians, bicyclists and motorists near our elementary, middle and high schools. Together with key stakeholders in the city, we evaluated and prioritized the most critical pedestrian safety improvements needed on the streets surrounding the City's schools. The City is proposing to construct new sidewalks along Silver Spur Road between Rollingwood Drive and Palos Verdes Drive North, as well as a pedestrian flashing beacon with in-pavement flashing lights on Palos Verdes Drive North at Moccasin Lane, in front of Rancho Vista Elementary School.

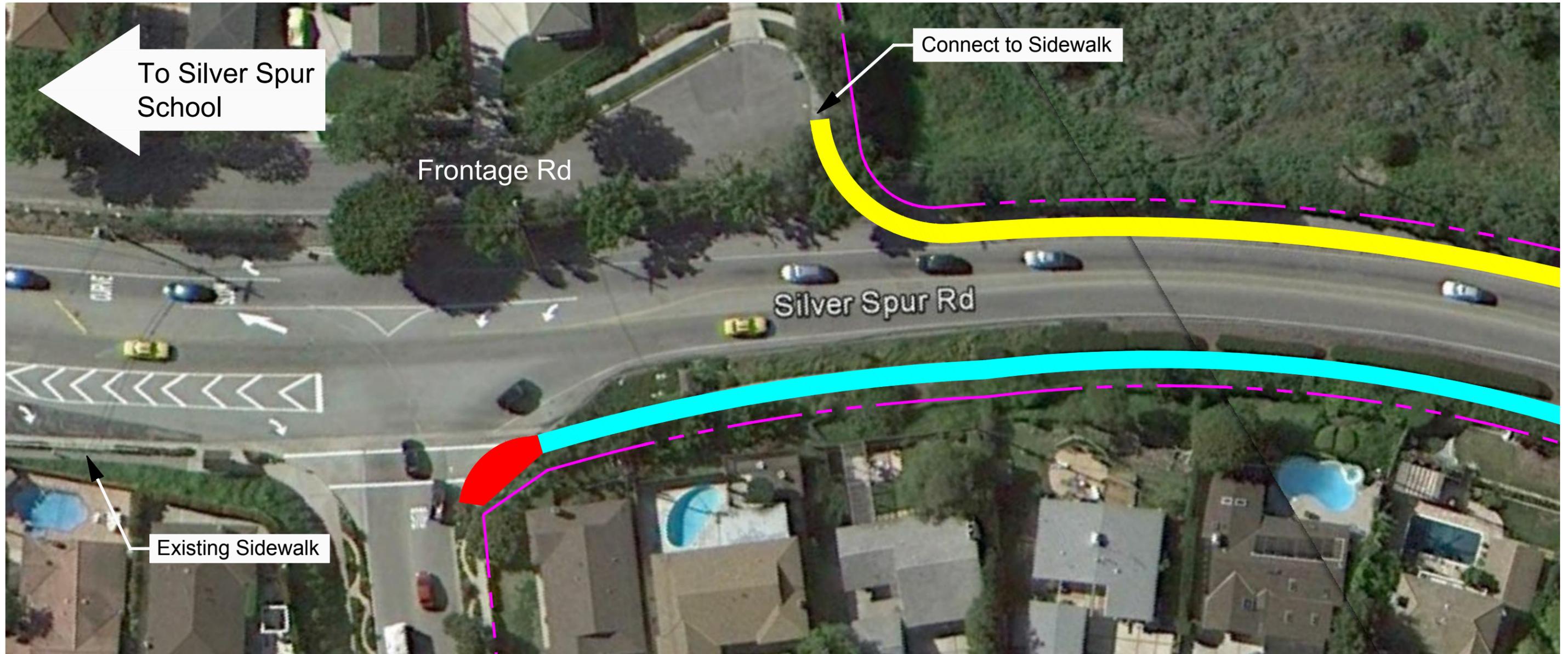
I have personally observed how vehicular traffic on these street segments is unreasonably fast during student arrival and dismissal times. Also, the students have difficulty crossing due to the high volumes and few gaps. These conditions reduce the margin of safety for students and other pedestrians in an around our schools.

Thank you in advance for your consideration of the City's application. I believe that this project significantly advances our goal to encourage both pedestrian and bicycle use on appropriate streets while improving overall traffic safety near our schools. If you have any questions, please contact me at (310) 377-1577.

Sincerely,

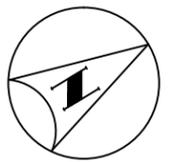
A handwritten signature in blue ink that reads 'Erik Zandvliet'.

Erik Zandvliet, T.E.
City Traffic Engineer



LEGEND

-  Proposed 8' sidewalk and rolled curb
-  Proposed 8' multi-use path
-  Proposed ADA curb ramp
-  Right-of-Way



N.T.S.

CITY OF
ROLLING HILLS ESTATES

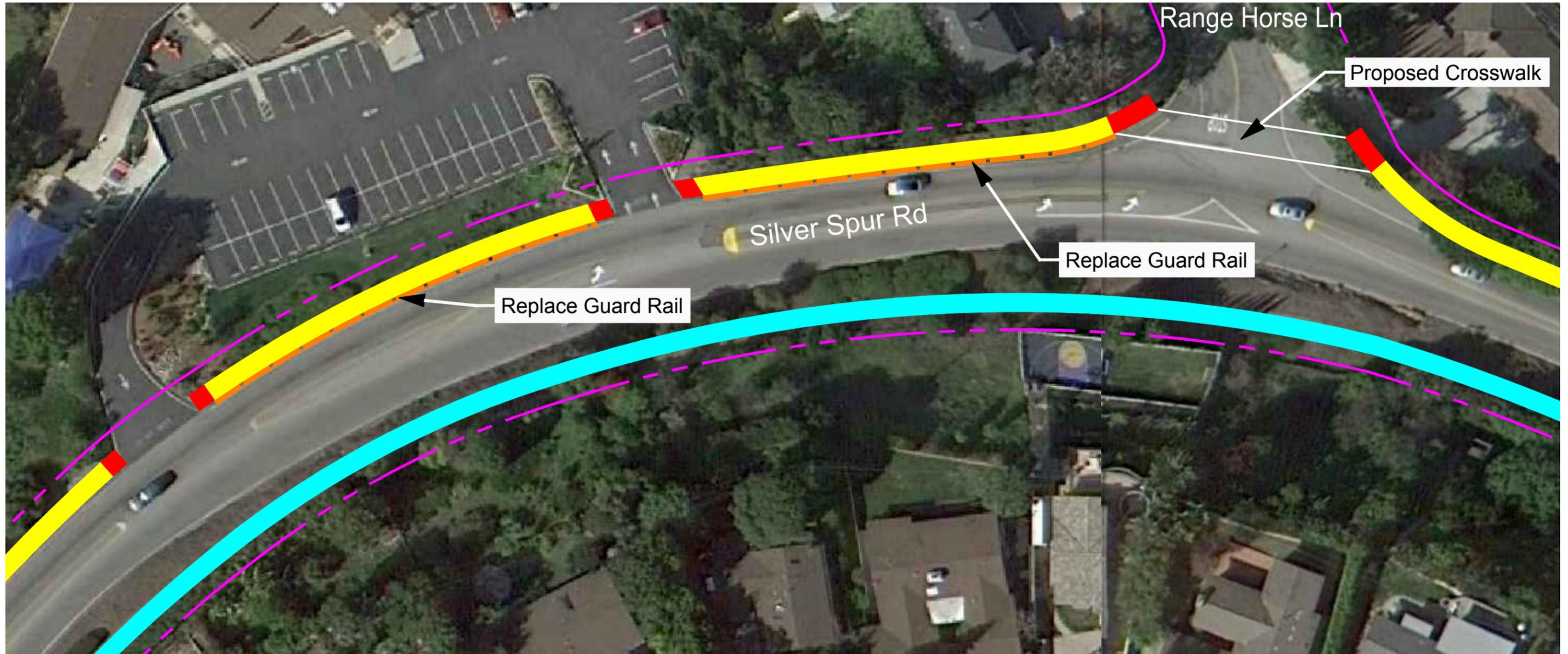


**SAFE ROUTES TO SCHOOL GRANT APPLICATION
SILVER SPUR ROAD SIDEWALK PROJECT**

EXHIBIT

1

PAGE 1 OF 4



LEGEND

- Proposed 8' sidewalk and rolled curb
- Proposed 8' multi-use path
- Proposed ADA curb ramp
- Right-of-Way
- Remove and replace guard rail



N.T.S.

CITY OF
ROLLING HILLS ESTATES

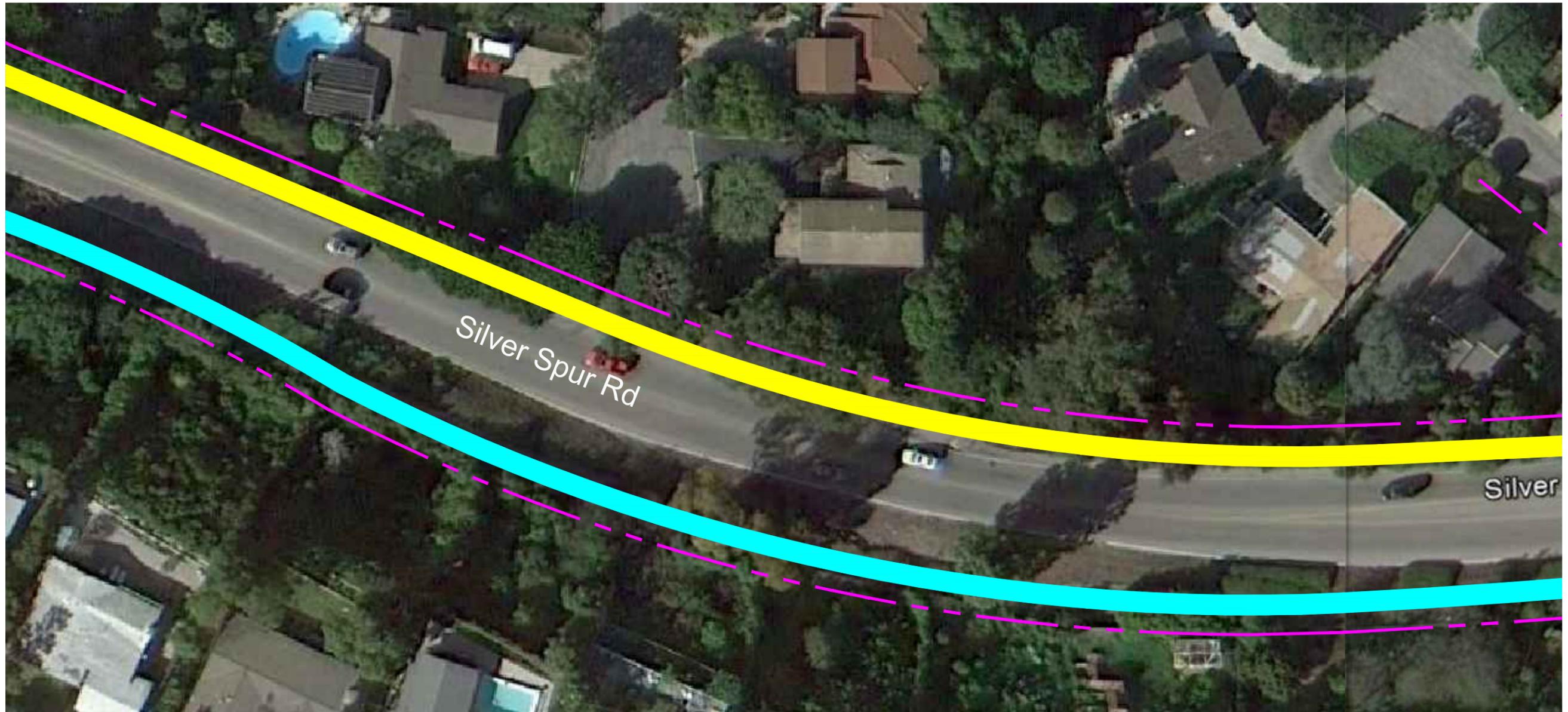


**SAFE ROUTES TO SCHOOL GRANT APPLICATION
SILVER SPUR ROAD SIDEWALK PROJECT**

EXHIBIT

1

PAGE 2 OF 4



LEGEND

-  Proposed 8' sidewalk and rolled curb
-  Proposed 8' multi-use path
-  Right-of-Way



N.T.S.

CITY OF
ROLLING HILLS ESTATES

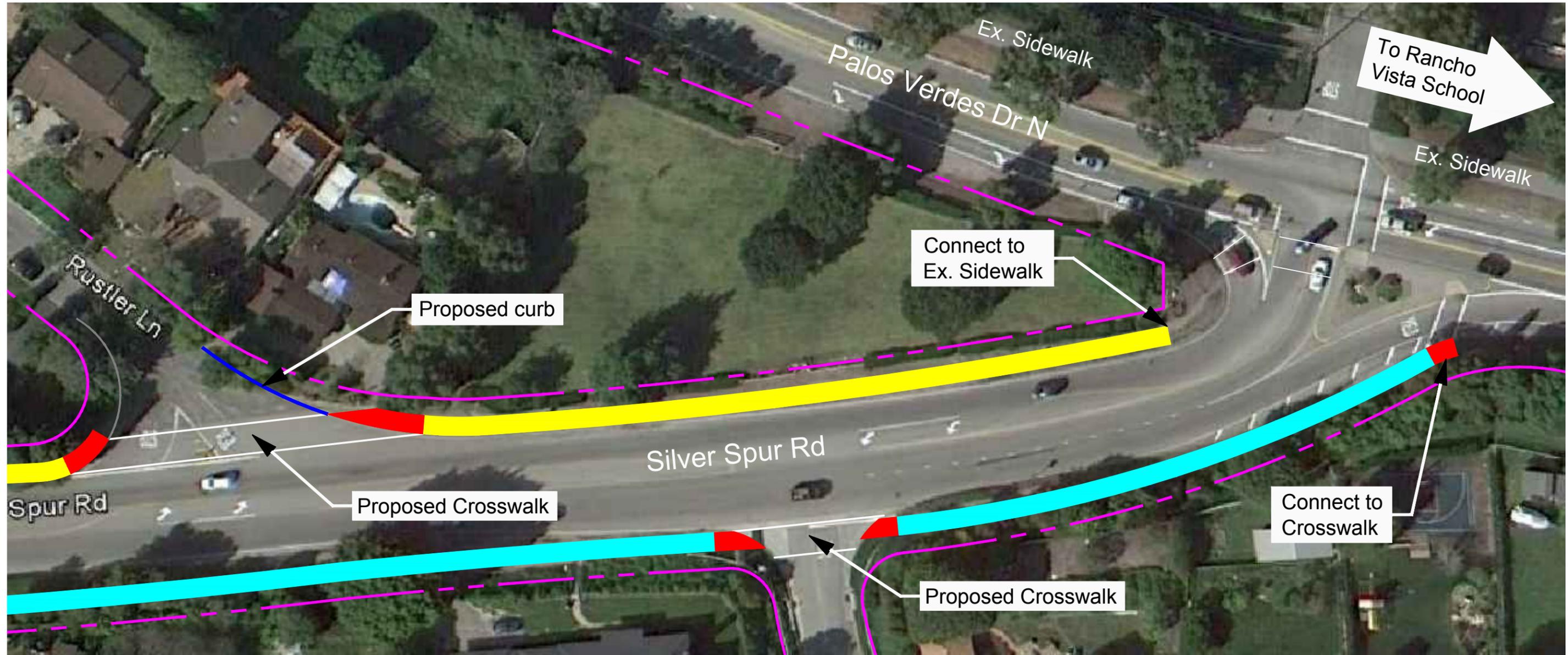


**SAFE ROUTES TO SCHOOL GRANT APPLICATION
SILVER SPUR ROAD SIDEWALK PROJECT**

EXHIBIT

1

PAGE 3 OF 4



LEGEND

- Proposed 8' sidewalk and rolled curb
- Proposed 8' multi-use path
- Proposed ADA curb ramp
- Right-of-Way



N.T.S.

CITY OF
ROLLING HILLS ESTATES

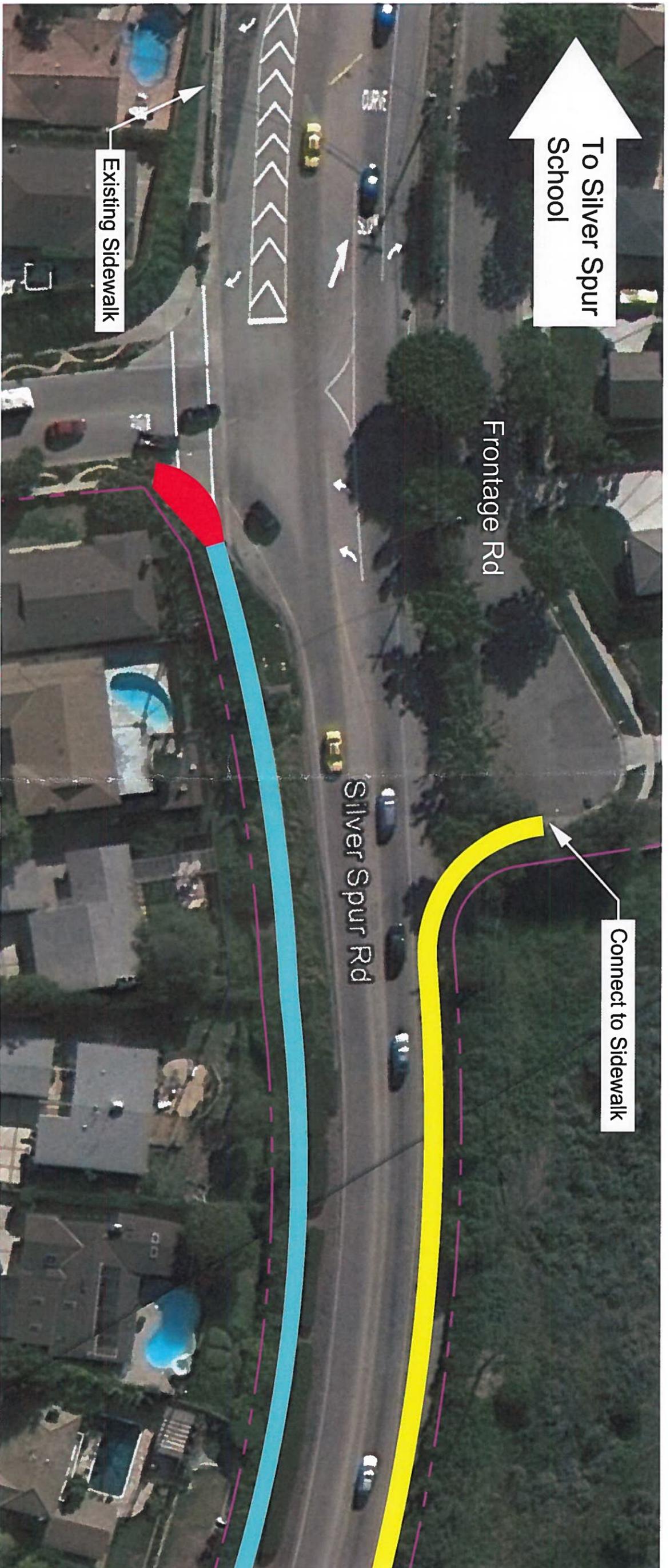


**SAFE ROUTES TO SCHOOL GRANT APPLICATION
SILVER SPUR ROAD SIDEWALK PROJECT**

EXHIBIT

1

PAGE 4 OF 4



LEGEND

- Proposed 8' sidewalk and rolled curb
- Proposed 8' multi-use path
- Proposed ADA curb ramp
- Right-of-Way

Kingspine Rd

Frontage Rd

Silver Spur Rd

Existing Sidewalk

To Silver Spur School

Connect to Sidewalk



N.T.S.

CITY OF
ROLLING HILLS ESTATES

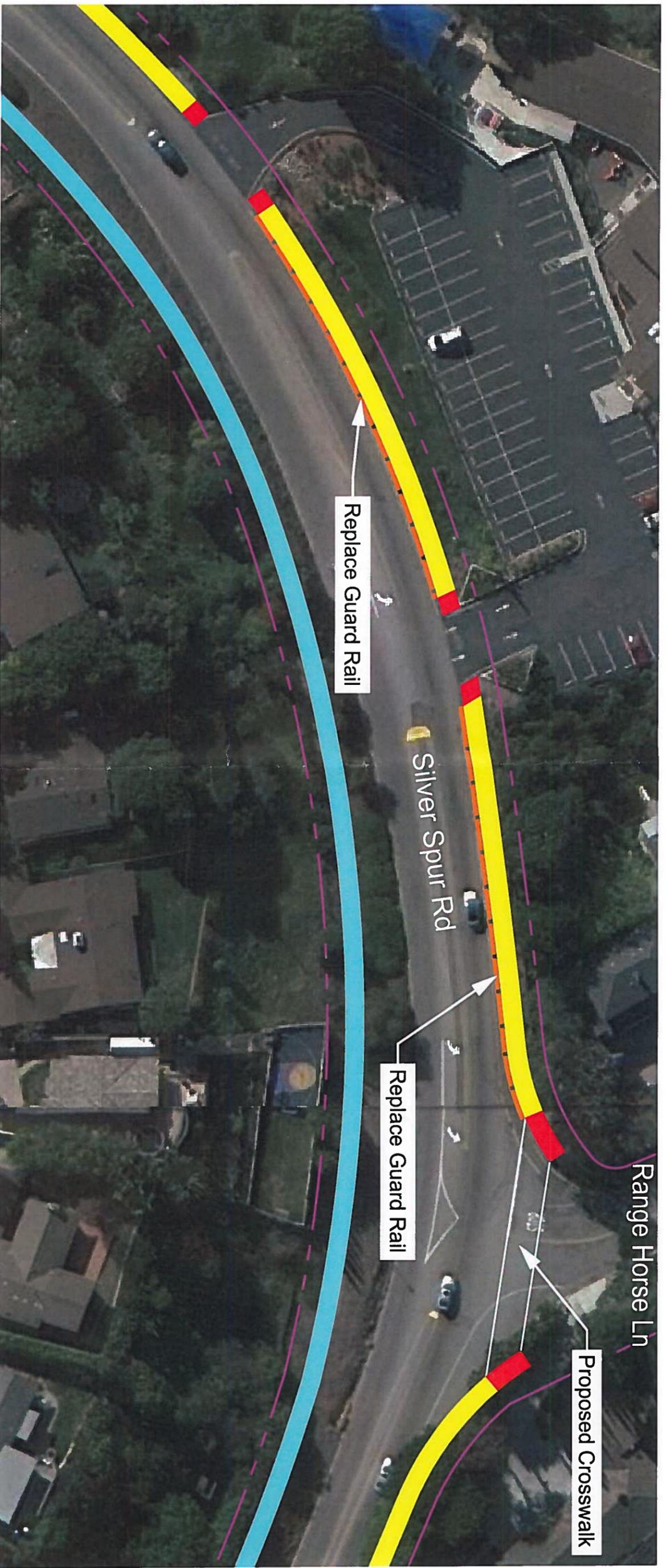


SR2S GRANT APPLICATION
SILVER SPUR ROAD SIDEWALK PROJECT

EXHIBIT

B-2

PAGE 1 OF 4



LEGEND

- Proposed 8' sidewalk and rolled curb
- Proposed 8' multi-use path
- Proposed ADA curb ramp
- Right-of-Way

- Remove and replace guard rail

N.T.S.



CITY OF
ROLLING HILLS ESTATES

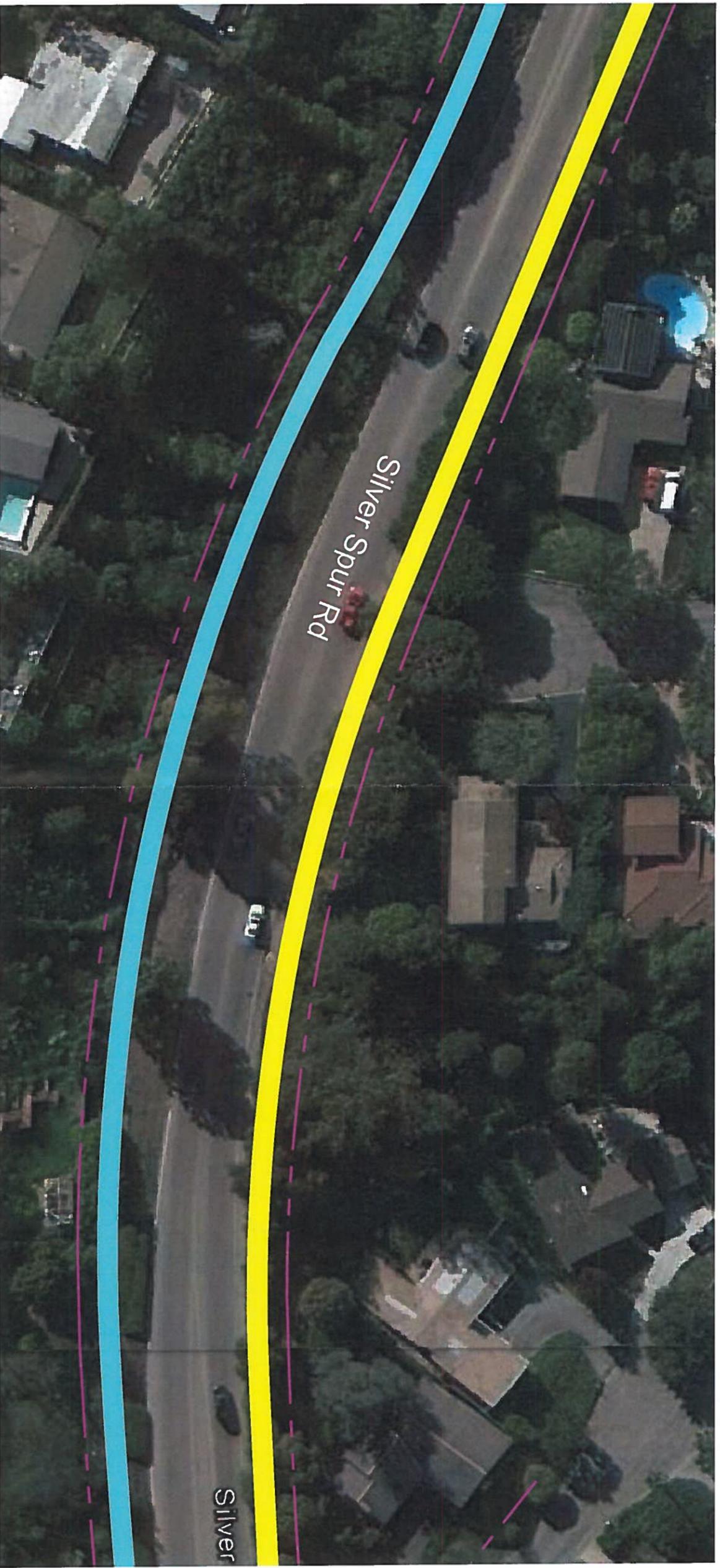


SR2S GRANT APPLICATION
SILVER SPUR ROAD SIDEWALK PROJECT

EXHIBIT

B-2

PAGE 2 OF 4



LEGEND

- Proposed 8' sidewalk and rolled curb
- Proposed 8' multi-use path
- Right-of-Way

N.T.S.



CITY OF
ROLLING HILLS ESTATES

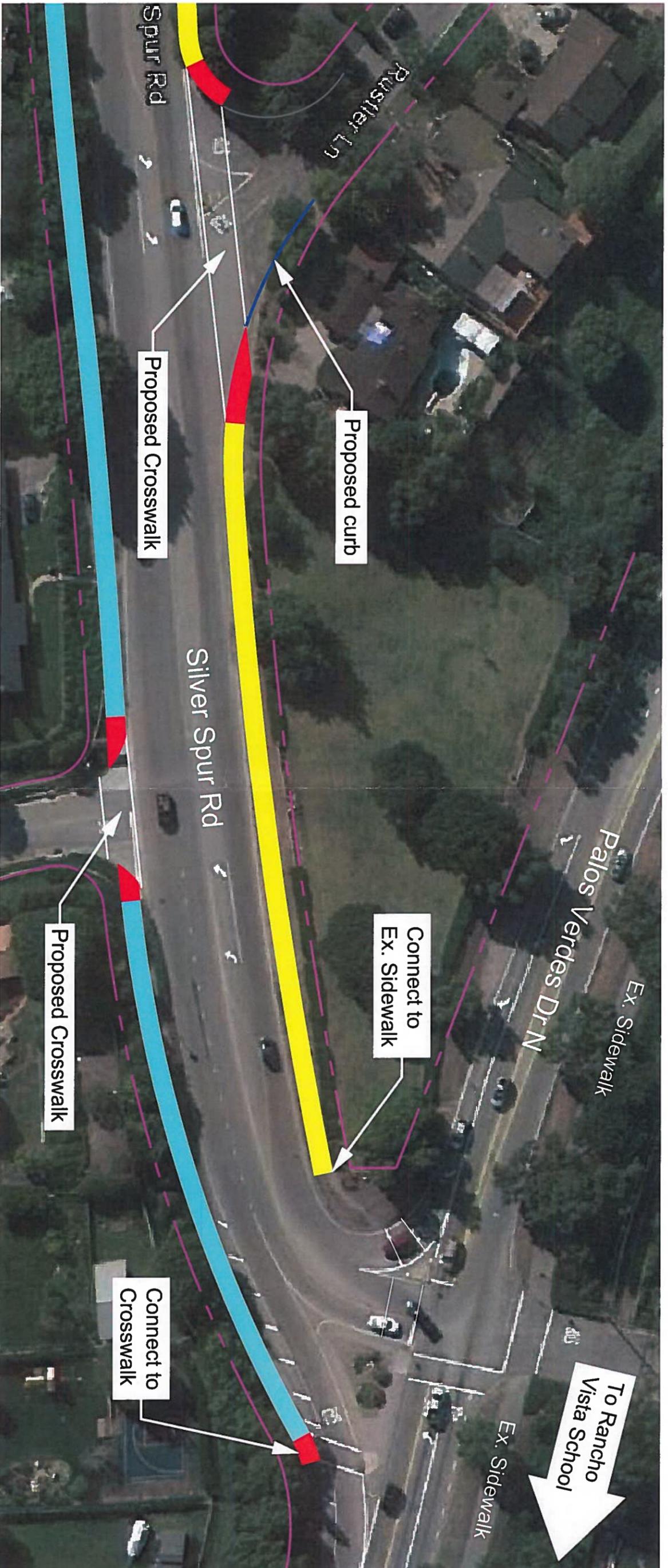


SR2S GRANT APPLICATION
SILVER SPUR ROAD SIDEWALK PROJECT

EXHIBIT

B-2

PAGE 3 OF 4



LEGEND

- █ Proposed 8' sidewalk and rolled curb
- █ Proposed 8' multi-use path
- █ Proposed ADA curb ramp
- █ Right-of-Way



N.T.S.

CITY OF
ROLLING HILLS ESTATES



SR2S GRANT APPLICATION
SILVER SPUR ROAD SIDEWALK PROJECT

EXHIBIT

B-2

PAGE 4 OF 4

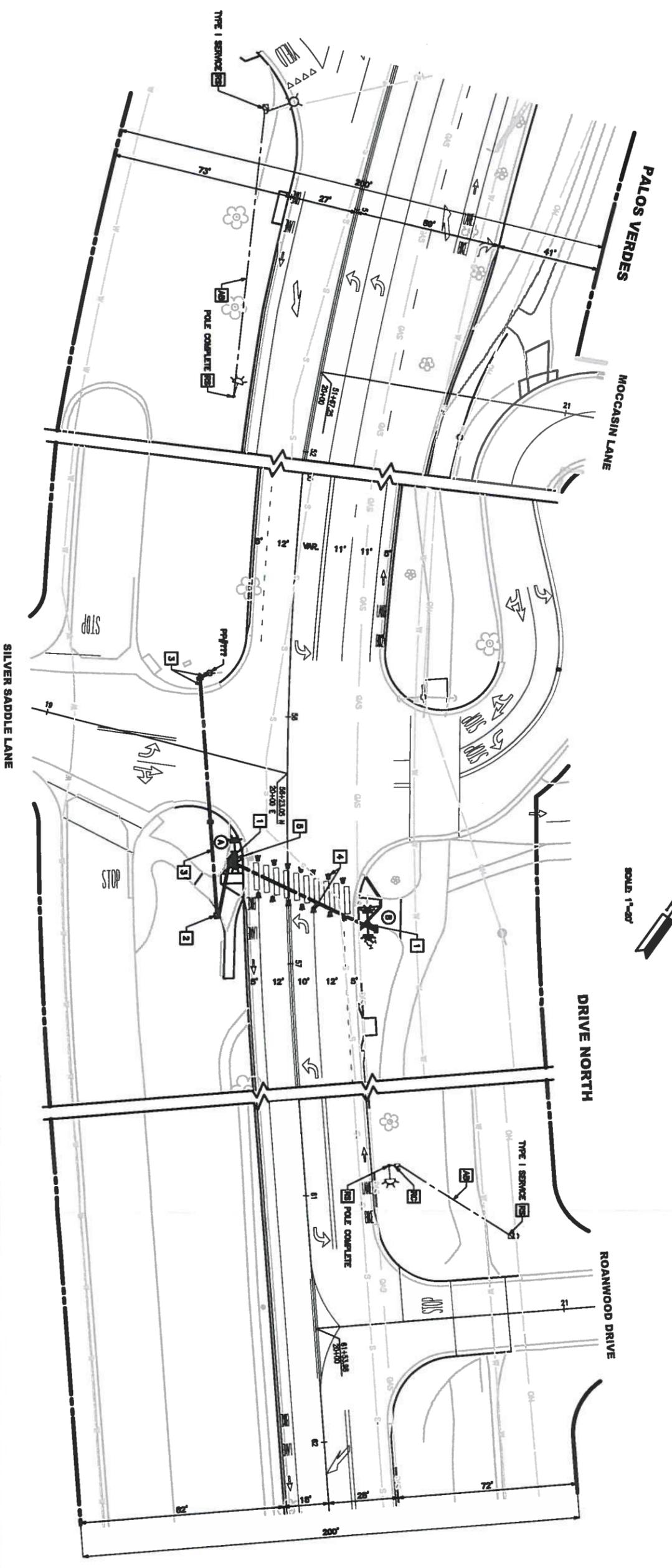
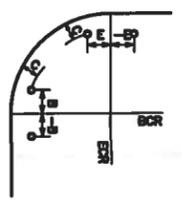
- IN-ROADWAY WARNING LIGHTS AND FLASHING BEACON GENERAL NOTES:**
1. IN-ROADWAY WARNING LIGHTS AND FLASHING BEACON AND THE INSTALLATION THEREOF SHALL CONFORM TO CALIFORNIA STANDARD PLANS AND SPECIFICATIONS, DATED MAY 2004, THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CALIFORNIA EDITION), DATED JANUARY 2010, THIS PLAN, AND THE SPECIAL PROVISIONS.
 2. THE CONTRACTOR SHALL EXERCISE EXTREME CARE IN LOCATING ALL INSTALLATIONS PRIOR TO CONSTRUCTION. (AND DO NOT RELOCATE ANY UTILITIES OR UTILITIES ON SITE) UNLESS THE CONTRACTOR HAS BEEN ADVISED BY UNDERGROUND SERVICE ALERT AT (800) 452-4333, 48 HOURS PRIOR TO CONSTRUCTION.
 3. OBTAIN APPROVAL FOR EXACT SIGNAL, EQUIPMENT, LOCATIONS WITH THE ENGINEER IN THE FIELD PRIOR TO FINAL PLACEMENT.
 4. PRELIMINARY CROSSWALK LAYOUT SHALL BE PERFORMED PRIOR TO FINAL PLACEMENT OF TRAFFIC SIGNAL POLES. PER THE ENGINEER IN THE FIELD, TRAFFIC SIGNAL POLES SHALL BE LOCATED NO MORE THAN 5 FEET FROM THE BACK OF THE CROSSWALK. SEE SIGNING AND STRIPING PLANS FOR CROSSWALK REGULATIONS.
 5. IN-ROADWAY FLASHING LIGHTS SHALL BE INSTALLED IN THE CENTER OF EACH TRAVEL LANE, THE EDGE OF EACH TRAVEL LANE AND THE EDGE OF PARKING LANE AND AS SHOWN ON PLAN.
 6. BEACONS SHALL BE 12" LED YELLOW.
 7. PRESTERNUM FISH BUTTONS AND SIGNS SHALL BE TYPE 8 (2" BUTTON) AND PRECISION SIGN.
 8. NEW CONDUIT SHALL BE 1/2" I.D. AND ALL PULL BOXES SHALL BE NO. 5 UNLESS OTHERWISE NOTED.
 9. COORDINATE ELECTRICAL SERVICE DETAILS AND SCHEDULING WITH SOUTHERN CALIFORNIA Edison. CONTACT WARRIN JACKSON (310) 783-4358.

- IN-ROADWAY WARNING LIGHT AND FLASHING BEACON CONSTRUCTION NOTES:**
1. INSTALL ASSEMBLY (8770) ON TRAFFIC SIGNAL POLE.
 2. INSTALL 120/240V TYPE B-8" ELECTRICAL SERVICE ENCLOSURE WITH 1-1100AMP METAL PROVIDE 1-1100AMP SERVICE FOR LEDDED IN-ROADWAY WARNING LIGHT AND FLASHING BEACON CONTROLLER.
 3. INSTALL 3" SCHEDULE 40 PVC CONDUIT AND TYPE H SERVICE PIPES WITH RAIL ROPE FOR SEE ROADSIDE COORDINATE INSTALLATION WITH THE DESIGN SERVICE DRAWING 48 HOURS PRIOR TO CONSTRUCTION.
 4. USE PRESTERNUM FLASHING LIGHT COMPLETE PER MANUFACTURER'S SPECIFICATIONS AND AS SHOWN ON PLAN.
 5. INSTALL IN-ROADWAY WARNING LIGHT AND FLASHING BEACON CONTROLLER ASSEMBLY COMPLETE WITH PRESTERNUM AND EXISTING FISH BUTTON ACTUATED RE-SETTABLE ADJUSTABLE TAPER IN NEAR BY ENCLOSURE. ENCLOSURE SHALL BE MOUNTED ON POLE AWAY FROM TRAFFIC PER MANUFACTURER'S SPECIFICATIONS (SEE SPECIAL PROVISIONS).

POLE SCHEDULE

NO.	TYPE	SR. M.A.	UTIL. M.A.	USE	VEHICLE SIGNAL HOUSING	POLE	HT.	PPB	EPB	LSLALS	POLE LOCATION
(1)	(1)(1)	-	-	-	-	T-1	-	0	0	-	E B C
(2)	(1)(1)	-	-	-	-	T-1	-	0	0	-	E B C

NOTE: EXISTING FISH BUTTON (PFB) 5'11" ABOVE GROUND.



W. WILDAN
 REGISTERED PROFESSIONAL ENGINEER
 No. 42349
 State of California
 Civil

BENCH MARK:
 NO. _____ ELEV. _____
 DATE ADJ. _____ DIA. _____
 NONE

REVISIONS

NO.	DESCRIPTION	APP.	DATE

CITY OF ROLLING HILLS ESTATES
 FLASHING BEACON AND IN-ROADWAY
 WARNING LIGHT INSTALLATION PLAN
 PALOS VERDES DRIVE NORTH
 AND
 SILVER SADDLE LANE/MOCCASIN LANE
 PLAN NO. _____

DESIGNED BY: LJV/MS
 CHECKED BY: VJW
 SHT. 22 OF 26 SHTS.