Administrative Report

Date: June 24, 2024

To: **Public Works and Sustainability Commission**

From: **Department of Public Works**

Subject: **DISCUSSION AND POSSIBLE ACTION ON PERMANENT MODIFICATIONS TO TRAFFIC CONTROLS AT THE RIPLEY-PULLMAN-MACKAY TRIANGLE**

SUMMARY:
Per the Public Works & Sustainability Commission (PWSC) recommendation in February 2024 and City Council approval in March 2024, a pilot one-way westbound conversation of Pullman Lane between Ripley and Mackay has been in effect since mid-April. Feedback from residents was collected and this item pertains to recommended permanent changes to the area.

This pilot one-way westbound conversion addresses severe visibility issues at the Ripley/High/Pullman intersection, and staff recommends that this conversion be made permanent. In addition, staff is bringing forward the possibility to convert the Ripley/Mackay/Ives intersection to be all-way stop controlled in response to resident suggestions and potential increased southbound left-turns at Ripley/Mackay. If an all-way stop is approved at Ripley/Mackay, staff recommends removing stop controls along Ripley at High Lane and prohibiting left-turns from High Lane onto Ripley Avenue. This prevents the introduction of shortly spaced stop controls along Ripley that would encourage non-compliance with stop signs. The left-turn prohibition would proactively address a visibility concern between northbound High and westbound Ripley where drivers on Ripley would no longer need to stop at High. However, the removal of an all-way stop at Ripley/High would prevent the installation of a crosswalk across Ripley at this location and could potentially shift traffic from High to Ives.

Staff is seeking input on this matter from the public and the PWSC prior to consideration of approval or permanent improvements by City Council.

BACKGROUND:
Pullman Lane is a 28-foot wide local residential street that runs east-west, typical of other residential streets in the area. West of Mackay Lane, Pullman Lane is one-way eastbound with parking provided on both sides. The February 2024 PWSC Administrative Report (**Attachment 1**) provides additional background on the existing conditions, issues, and resident requests that spurred the approval of this pilot measure by the City Council in March 2024. **Attachment 2** shows an overview of the subject area prior to the trial. The trial has

been in place since mid-April, where temporary barricades and signs were installed to prohibit access onto eastbound Pullman between Mackay and Ripley. Furthermore, additional red curb was added at the northeast corner of Ripley/Mackay based on resident feedback and new state law. **Attachment 3** shows the configuration and a photo of the area during this trial.

DISCUSSION

Since the pilot project began, staff periodically monitored the area to maintain the temporary signs and received feedback from residents. A QR-code and letter explaining the changes was posted in numerous locations around the triangle. **Attachment 4** is a compilation of the feedback that was received. At this time, staff is recommending to fully convert Pullman Lane between Ripley Avenue and Mackay Lane to be one-way westbound.

In response to increased southbound left-turn activity that was shifted to the Ripley/Mackay intersection and significant feedback from residents, staff is bringing forward a proposal to provide an all-way stop (AWS) at this intersection to control conflicting turning maneuvers. If approved, staff recommends the simultaneous removal of AWS controls at the Ripley/High/Pullman intersection. This avoids introducing stop controls within 200 feet of each other along Ripley Avenue, which would create compliance issues. The removal of the eastbound Pullman approach at Ripley also removes the need to fully control each vehicular approach at this intersection. If approved, this leaves the High Lane approach as the only stop-controlled approach at this intersection. Staff then recommends prohibiting the northbound left-turn from High Lane to Ripley to remove turning conflicts and visibility issues between Ripley and High. Drivers south of Ripley using High to turn left onto Ripley can utilize the new AWS at Ripley/Mackay via Ives Lane. However, this change would conflict with a current City project to add crosswalks and curb ramps at Ripley/High, discussed below. This would also result in diverting traffic from High to Ives. This would increase vehicular traffic on Ives, which may be outweighed by the benefits of an AWS for left-turning drivers from Ives and Mackay.

Altogether, these changes remove visibility-constrained turning maneuvers at Ripley/Pullman/High due to that intersection being located at the crest of a hill. Mackay Lane provides increased access to more areas compared to High Lane, which an AWS could more effectively serve. **Attachment 5** shows a conceptual plan of the proposed permanent changes.

As a separate project, the City is designing ADA compliant intersection sidewalk curb ramps at the Ripley/Pullman/High intersection. **Attachment 6** shows a conceptual schematic of these curb ramps, which would reduce the overall size of the intersection as well. Staff would like to note that if the AWS at Ripley/High is relocated, staff does not recommend installing curb ramps or crosswalks across Ripley at this location due to limited sight distance. If the AWS remains at Ripley/High, crosswalks with compliant curb ramps would be installed since the crosswalks would remain controlled. Currently, there are no curb ramps to cross Ripley at either High or Mackay.

COORDINATION:

Coordination of this report took place within the Public Works Department. Noticing for this item was sent to all residences within 150 feet of the intersections of Pullman/Mackay, Pullman/Ripley, High/Ives, and Ripley/Mackay. Staff also posted a notification letter of this meeting at various locations around the area.

Prepared by:
Ryan Liu, Transportation Engineer

Submitted by:
Andrew Winje, Public Works Director

ATTACHMENTS:
1 – February 2024 PWSC Administrative Report
2 – Existing Conditions Before Trial
3 – Traffic Control Scheme During Trial
4 – Resident Feedback of Trial
5 – Proposed Permanent Changes
6 – Ripley/High Curb Ramp Conceptual Design

Administrative Report

Date: February 26, 2024

To: **Public Works and Sustainability Commission**

From: **Department of Public Works**

Subject: **DISCUSSION AND POSSIBLE ACTION ON A PILOT MEASURE FOR PULLMAN LANE TO BE ONE-WAY WESTBOUND BETWEEN RIPLEY AVENUE AND MACKAY LANE**

SUMMARY:
A number of residents near the Ripley Avenue & Pullman Lane intersection contacted City staff in January 2024 with visibility concerns at the Ripley Avenue & Pullman Lane intersection. This unconventional all-way stop-controlled intersection between Ripley Avenue, Pullman Lane, and High Lane is geometrically skewed and has significant visibility challenges due to intersection angles and the distance between the stop-controlled approaches. Residents initially asked for red curbs to be installed on the north side of Ripley within the intersection area to provide adequate sight lines to Pullman Lane. However, residents appeared to be willing to try alternative measures that could improve safety and maintain most of the on-street parking. Therefore, staff is presenting a few options to address the visibility issues at this intersection, one of which includes a trial prohibition of eastbound travel on Pullman Lane between Ripley Avenue and Mackay Lane, thus converting this segment of Pullman Ln to one-way westbound travel only.

Staff is seeking input on this matter from the public and Public Works and Sustainability Commission (PWSC) prior to consideration of approval by City Council.

BACKGROUND:
Pullman Lane is a 28-foot wide local residential street that runs east-west, typical of other residential streets in the area. West of Mackay Lane, Pullman Lane is one-way eastbound with parking provided on both sides. The remaining 150-foot-long block between Mackay Lane and its terminus at the Ripley/Pullman/High intersection allows two-way travel, albeit with parking still provided on both sides of the street. Therefore, only a single 12-foot travel lane is provided for both directions of traffic, inadequate to provide two-way travel simultaneously with vehicles parked on both sides of Pullman Lane. Ripley, Pullman, and Mackay form a triangular-shaped park space on the south side of Pullman. Residential development is present on the north side of Pullman along this 150-foot block. **Attachment 1** shows an overview of the subject area.

DISCUSSION

The City of Redondo Beach recently received requests to address intersection safety concerns at Ripley/Pullman/High. The initial requests were to add red curb so that drivers on Ripley Avenue and High Lane would be able to see drivers from Pullman Lane and negotiate the right-of-way at the all-way stop. Engineering staff visited the location and noted that visibility of the Pullman Lane approach was severely limited from other approaches. Staff proposes the following alternatives that could address safety and operational concerns in this area.

Pilot One-Way Westbound Operations on Pullman Lane (Ripley to Mackay)

Attachment 2 shows the proposed one-way westbound circulation of Pullman Lane within the 150-foot block. This pilot configuration would allow drivers from Ripley or High to continue accessing Pullman Lane. A left or right-turn onto Mackay Lane would continue to be required since Pullman Lane is one-way eastbound west of Mackay. This pilot would not affect existing operations on Pullman west of Mackay. Drivers on eastbound Pullman west of Mackay would be required to turn left or right at Mackay to access Ripley. Staff proposes this pilot to last for at least 90 days and would involve the installation of temporary barricades along the south side parking lane of Pullman Lane between Mackay Lane and Ripley Avenue. During this pilot, some or all of parking on the south side of Pullman along the park triangle may be temporarily removed to accommodate the barricades. Appropriate temporary signage would be installed to communicate trial operations. Some street parking may be preserved depending on installation particulars. Towards the end of the trial, staff would solicit neighborhood feedback before a recommendation is brought to City Council. If permanently approved, this measure would allow parking on Pullman along the triangle to be maintained, as well as allow for more parking to be maintained along Ripley Avenue. However, traffic along eastbound Pullman would be required to turn at Mackay to access Ripley and other streets.

This arrangement would remove eastbound Pullman Lane from the all-way stop at Ripley/High, which removes the sight distance issue and allows roadway users on those two streets to focus on the intersection approaches closest to the core intersection. This converts the intersection of Ripley/High to a simpler and smaller T-intersection. Anecdotal observations have shown that drivers on Ripley and High are already unaware that eastbound Pullman is also an equal party to the all-way stop-controlled intersection. Visibility between drivers at conflicting approaches is critical to promoting safer operations at an all-way stop-controlled intersection. In addition, the removal of the eastbound approach on Pullman would remove the substandard two-way lane on the short block. Access to the three properties along the subject block would be minimally affected due to the presence of a grid network of streets in this area.

Engineering staff visited each residence along the affected block of Pullman Lane to propose the idea and gather feedback. A contact letter was left at the residences that did not respond. General feedback was supportive of a trial and in agreement that severe visibility constraints were present. However, the City received a letter from the resident at 2401 Pullman, which is located at the corner of Pullman/Mackay. The letter expressed opposition and a concern that one-way operations would encourage speeding. The letter did acknowledge the visibility concerns as well. Staff responded to their questions.

Other Feasible Measures

Attachment 3 shows other feasible measures to improve safety and operations at this intersection. This includes the relocation of the westbound Ripley stop sign towards the apex of the intersection with Pullman Lane. This would remove High Lane from the intersection. Drivers on High Lane would treat Ripley Avenue as a T-intersection where traffic on Ripley would not be required to stop, which could cause some issues if queues are long on westbound Ripley. Red curb would be added at intersection approaches in accordance with AB 413 to maintain all-way stop sightlines.

Alternatively, staff can leave existing intersection control locations as-is and paint red curb as-necessary to improve sight distance. Staff would like to note that removing street parking does not completely solve the underlying issue of the stop-controlled approaches being located far from each other.

COORDINATION:

Coordination of this report took place within the Public Works Department. Noticing for this item was sent to all residences within 150 feet of the intersections of Pullman/Mackay, Pullman/Ripley, and Ripley/Mackay. Staff also personally visited residents along the affected block of Pullman Lane, received feedback, and provided a contact letter.

Prepared by:

Ryan Liu, Transportation Engineer

Submitted by:

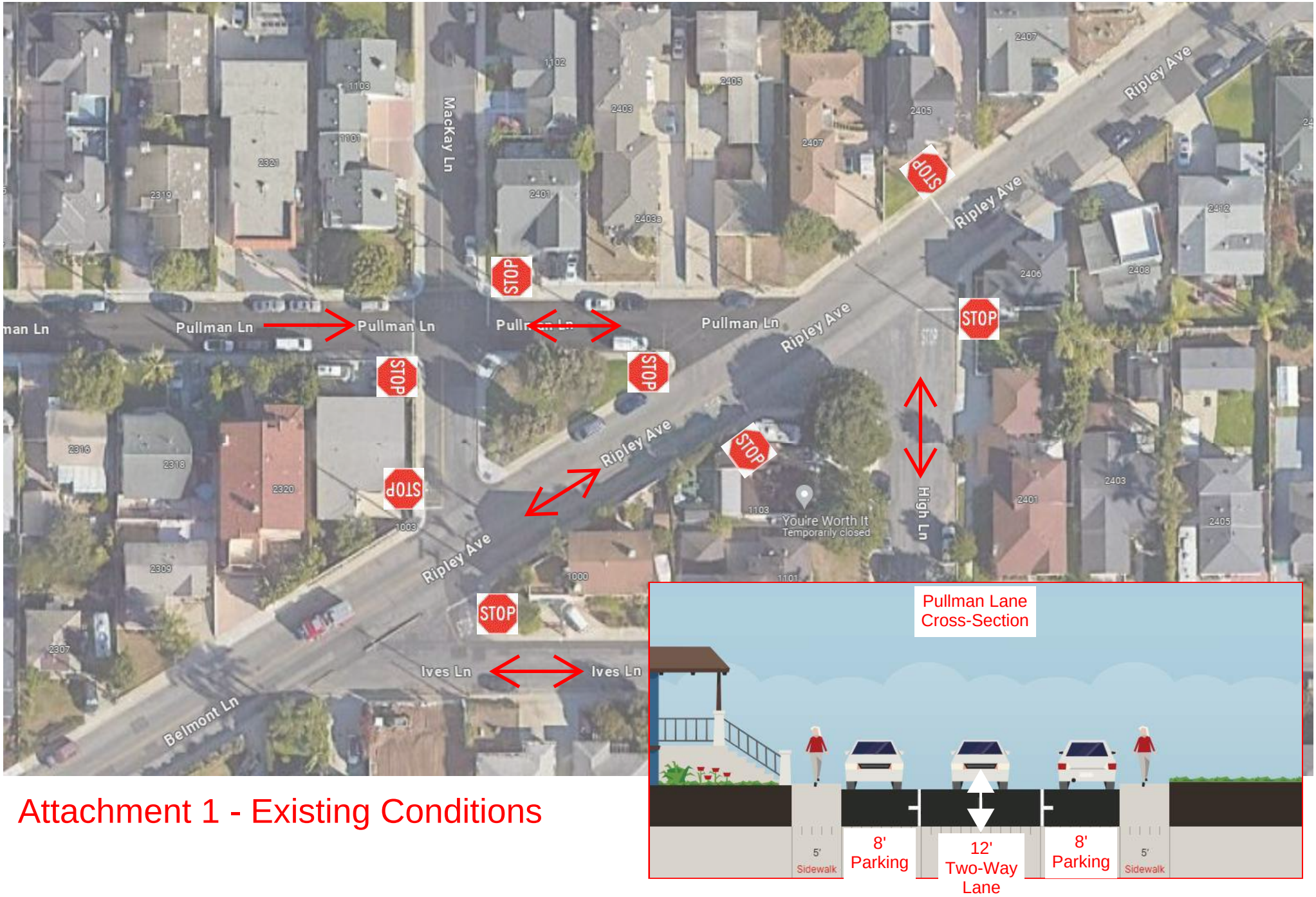
Ted Semaan, Public Works Director

ATTACHMENTS:

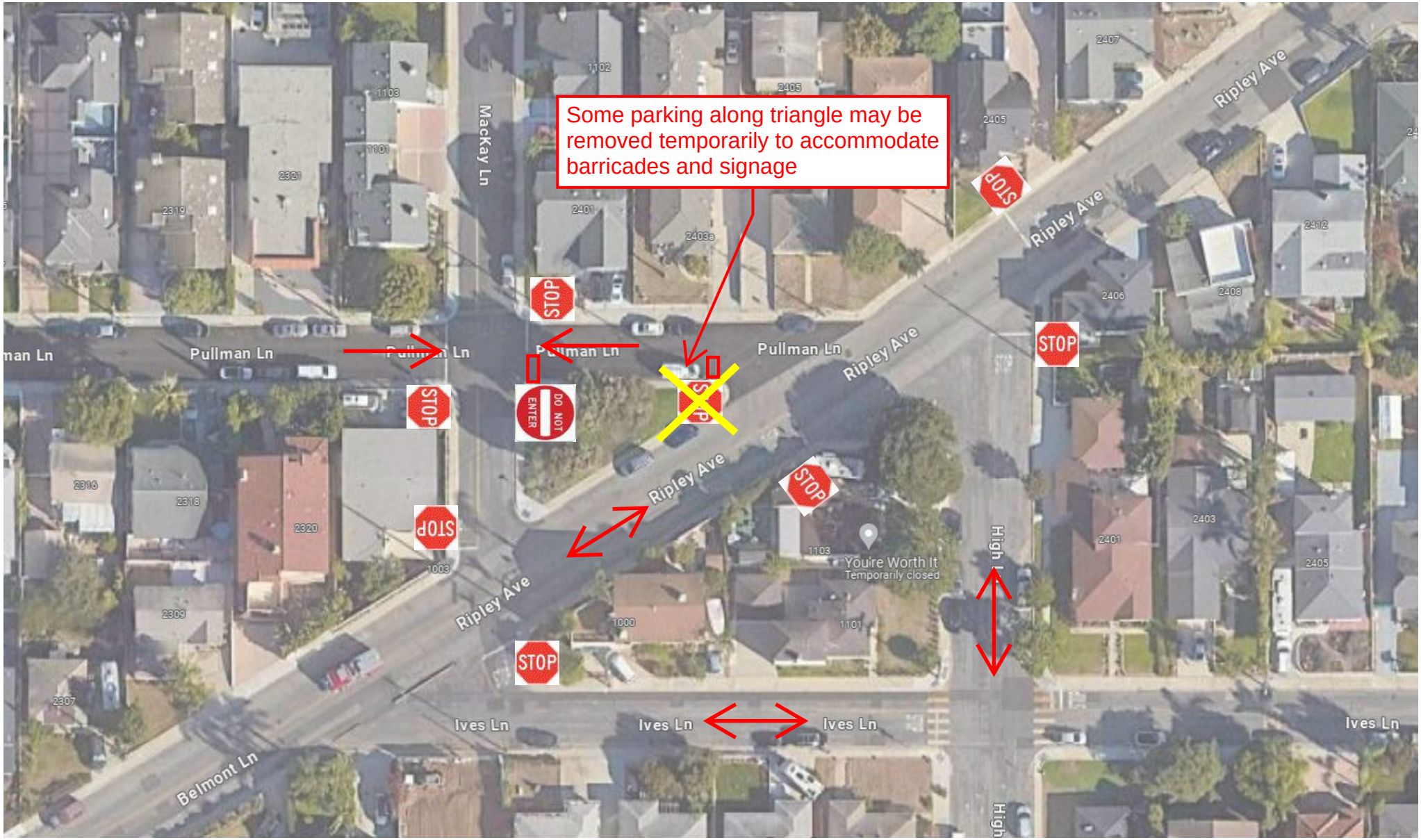
1 – Study Area Overview

2 – Proposed Pilot of One-Way Westbound Operations

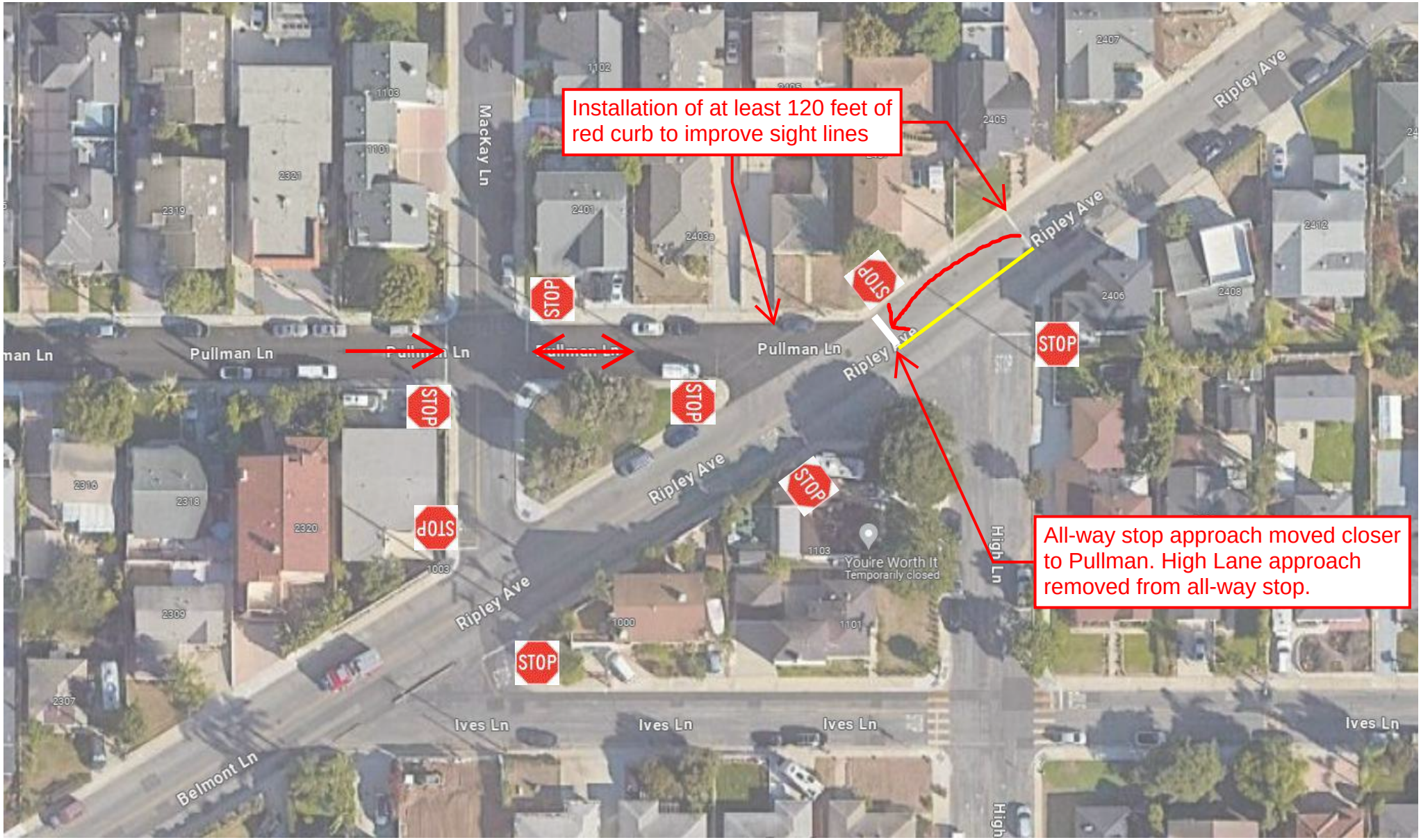
3 – Alternative Measures



Attachment 1 - Existing Conditions

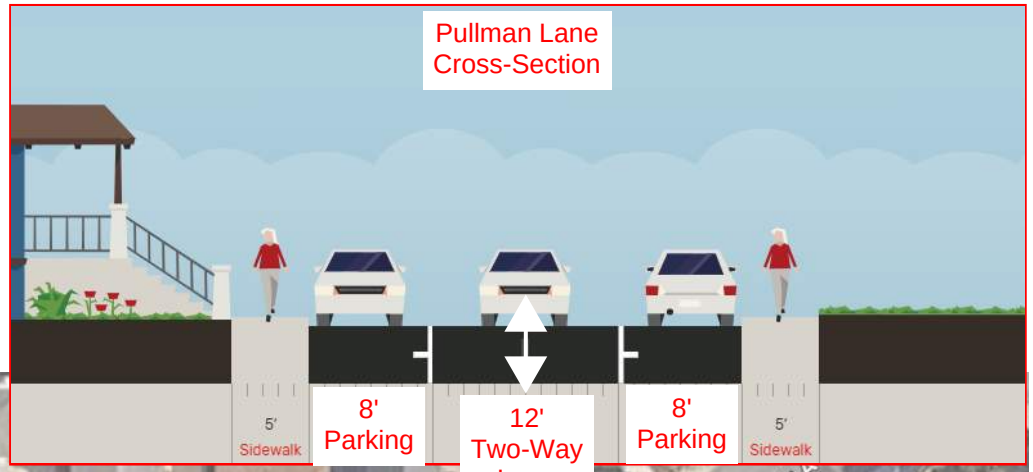


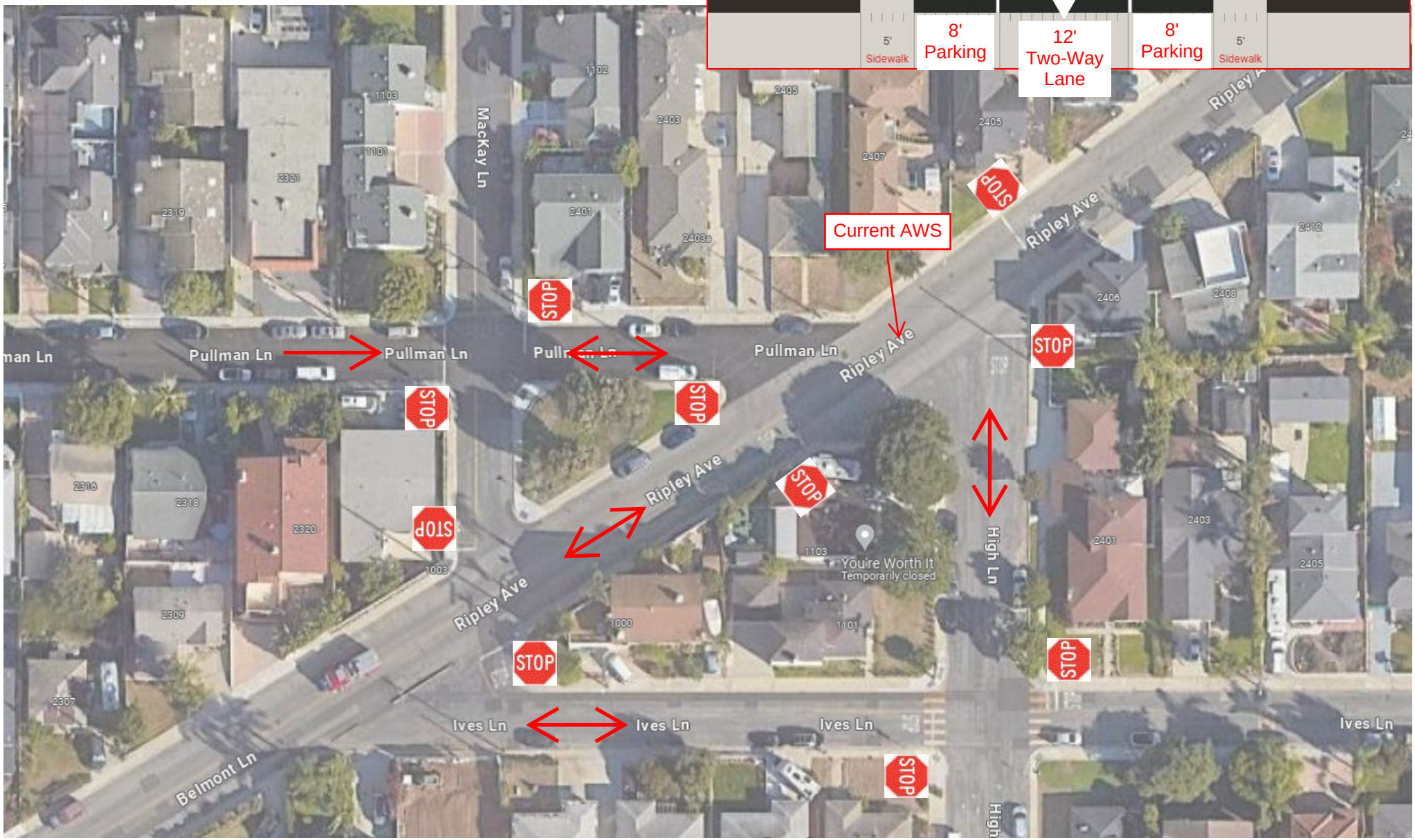
Attachment 2 - Pilot One-Way Westbound



Attachment 3 - Alternative Measures at Ripley/High/Pullman

Attachment 2 of June 2024 PWSC AR - Existing Conditions (Before Trial)





Attachment 3 - Pilot One-Way Westbound

Att 4 of June 2024 PWSC AR - Feedback

FY 23-24	24-96	05/29/24	Julia Borovay	[redacted]	[redacted]	I support your project to test making traffic one-way westbound on Pullman Lane between Ripley and MacKay in North Redondo. Drivers can't see oncoming traffic coming westbound on Ripley from that interestion. I hope you make the restriction permanent.	intersection of Pullman and Ripley, North Redondo	Other	Ryan	05/29/24	05/29/24		Completed			1d	Resident sentiments saved to project folder.

Att 4 of June 2024 PWSC AR - Feedback

Ryan Liu

From: mark greif
Sent: Tuesday, May 21, 2024 9:12 AM
To: Traffic Engineering
Subject: Pullman and Ripley

Some people who received this message don't often get email from Learn why this is important

*CAUTION: Email is from an external source; **Stop, Look, and Think** before opening attachments or links.*

Good morning!

As you are no doubt aware folks are ignoring the advisory not to access Ripley through the blind spot on Pullman - excellent opportunity for revenue generation by traffic enforcement.

Get Outlook for Android

Ryan Liu

From: Staci Yoshimura
Sent: Friday, May 17, 2024 11:08 PM
To: Traffic Engineering
Subject: Pullman Ln/Mackay/Ripley

Some people who received this message don't often get email from Learn why this is important

*CAUTION: Email is from an external source; **Stop, Look, and Think** before opening attachments or links.*

Yes the visibility on Pullman East to Ripley was an issue for the westbound stop sign on Ripley since they couldn't see up the hill for the stop sign for Pullman East. But there is still a visibility issue on mackay and Ripley intersection. With cars parked on the street you have to inch out again and shooting out since it's a blind left turn with westbound ripley.
It is also backing up traffic on Mackay blocking Pullman and no stop sign there

Thank you

Staci Yoshimura

Ryan Liu

From: Laura Olson <
Sent: Monday, May 6, 2024 8:43 AM
To: Ryan Liu
Subject: Re: Pullman Ln - test

*CAUTION: Email is from an external source; **Stop, Look, and Think** before opening attachments or links.*

I'm not sure why this email did not pop up in my inbox, but I just wanted to say thank you so much for listening to my concerns and taking action. Since installing that red curb making a left onto Ripley has become much easier.

Thanks again for listening!

Laura Olson

On Apr 24, 2024, at 9:52 AM, Ryan Liu <Ryan.Liu@redondo.org> wrote:

Hi Laura,

One of my colleagues went out to Ripley/Pullman to check on the trial and we installed 33 feet of red curb along the triangle on the Ripley side. Whether or not the trial becomes permanent, this red curb is necessary for sight distance between southbound Mackay and westbound Ripley. We believe the left-turn from Mackay to Ripley is much easier than the blind turn from Pullman to Ripley.

Let us know if there's other suggestions or ways we can improve roadway safety in the area.

Ryan Liu, PE
Transportation Engineer
City of Redondo Beach | Public Works Department | Engineering Services Division
415 Diamond St, Redondo Beach, CA 90277
Engineering: 310.318.0661
TrafficEngineering@redondo.org | www.redondo.org

<image001.jpg>

From: Ryan Liu
Sent: Thursday, April 18, 2024 12:35 PM
To: Laura Olson < >
Cc: Traffic Engineering <trafficengineering@redondo.org>
Subject: RE: Pullman Ln - test

You're welcome. If you'd like an additional crossing guard, you'll have to reach out to your Councilmember about that since it requires extra funding. They're also within the Police Department,

not Public Works. District 3, Paige Kaluderovic is councilmember for this area. I believe she was able to get an additional crossing guard at a signalized intersection recently.

Ryan Liu, PE
Transportation Engineer
City of Redondo Beach | Public Works Department | Engineering Services Division
415 Diamond St, Redondo Beach, CA 90277
Engineering: 310.318.0661
TrafficEngineering@redondo.org | www.redondo.org

<image001.jpg>

From: Laura Olson <l[redacted]>
Sent: Thursday, April 18, 2024 12:02 PM
To: Ryan Liu <Ryan.Liu@redondo.org>
Cc: Traffic Engineering <trafficengineering@redondo.org>
Subject: Re: Pullman Ln - test

> You don't often get email from [redacted]. Learn why this is important

*CAUTION: Email is from an external source; **Stop, Look, and Think** before opening attachments or links.*

Yes, correct. That intersection is hard for anyone making a left turn onto Ripley from Mackay, hence why I use Pullman. People at the stop sign at Pullman/Ripley can slide into the intersection and look for a car going through a stop sign at a much lower speed, where as a left from Mackay to Ripley you are half way into the intersection and cars have had time to get up to speed from that Ripley/Pullman stop sign.

Thanks for your response, and looking into this for the community.

If I can ask/suggest another thing? The intersection of Ripley/Marshallfield/Phelan Ln would really benefit from a crossing guard. Mornings more than the afternoon, but that 4 way stop is so crazy in the mornings and people going from Phelan Ln to Ripley just don't stop.

Thanks again!

Laura Olson

> On Apr 18, 2024, at 11:38 AM, Ryan Liu <Ryan.Liu@redondo.org> wrote:
>
> Hi Laura,
>
> Thanks for checking out that area and providing your feedback/questions. It helps us as we gather information as part of a future decision on what to do permanently there.
>
> If this change is made permanent, then we will evaluate any red curb needs in the area to provide adequate intersection visibility, including that side of Ripley. Even if we don't make this permanent, that condition you're describing won't change, so we'll take a look anyways.

Ryan Liu, PE
Transportation Engineer
City of Redondo Beach | Public Works Department | Engineering Services Division
415 Diamond St, Redondo Beach, CA 90277
Engineering: 310.318.0661
TrafficEngineering@redondo.org | www.redondo.org

<image001.jpg>

-----Original Message-----
From: Laura Olson <_____>
Sent: Thursday, April 18, 2024 10:09 AM
To: Traffic Engineering <trafficengineering@redondo.org>
Subject: Pullman Ln - test

[Some people who received this message don't often get email from
. Learn why this is important at
https://aka.ms/LearnAboutSenderIdentification]

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

To whom it may concern,

I'm contacting you today as I just saw the signage posted near Pullman Ln for the one way test that is currently going on. I live on Marshallfield and use Mackay to get myself over to Washington Elementary 3+ times a week, and then on the weekends.

My question to you today is, if the one way Pullman Ln becomes permanent, will the parking on Ripley (south corner of the grass triangle, north side of ripley on the triangle) be taken away? My issue with not being able to take Pullman East is that I will need to take Mackay to ripley and then turn left. There is zero visibility when there are vehicles parked on that small area of the triangle. On the weekends there are even large motorhomes and trucks parked on that area making visibility down to zero.

Is there any talk of the parking being taken away if the one way is implemented? I tried to read over the proposal however there are multiple different ideas, and I didn't see anything specific about removal of parking spaces other than where the barricades would possibly go.

Thanks,

Laura Olson

Please note that email correspondence with the City of Redondo Beach, along with attachments, may be subject to the California Public Records Act, and therefore may be subject to disclosure unless otherwise exempt. The City of Redondo Beach shall not be responsible for any claims, losses or damages resulting from the use of digital data that may be contained in this email.

Ryan Liu

From: BRENT K. OGAWA < >
Sent: Monday, May 6, 2024 6:51 AM
To: Traffic Engineering
Subject: FW: Ripley and Mckay

Some people who received this message don't often get email from Learn why this is important

*CAUTION: Email is from an external source; **Stop, Look, and Think** before opening attachments or links.*

HI,

I live near/at the corner of where a one way lane on Pullman is being tested/implemented.

Mine and our neighbors' main concern is the number of people that speed up from the stop sign on the top of the hill at Ripley and High going westbound. There are already many near accidents and honkings.

With the new one way street lane on Pullman (which I think is a good idea) there will be more people obviously having to turn left from McKay to Ripley. With the cars parked at that triangle grass area it is difficult for them to see let along deal with the already speeding cars.

1) A 4 way stop at McKay and Ripley would be the safest.
2) Move the east bound stop sign on Ripley and High closer to the corner of Ripley and High and remove the right turn stop sign from Ripley to High (which doesn't make much sense).

Since it is an abnormal intersection much like down the hill at Ripley/Perkins and Huntington which was implemented last year.

Thank you for your time.

Brent K. Ogawa

NOTICE TO RECIPIENT: If you are not the intended recipient of this e-mail, you are prohibited from sharing, copying, or otherwise using or disclosing its contents. If you have received this e-mail in error, please notify the sender immediately by reply e-mail and permanently delete this e-mail and any attachments without reading, forwarding or saving them. v.173.295 Thank you.

Ryan Liu

From: mark greif < >
Sent: Friday, April 19, 2024 3:13 PM
To: Traffic Engineering
Subject: East bound Pullman Lane to Ripley

> Some people who received this message don't often get email from @outlook.com. Learn why this is important

*CAUTION: Email is from an external source; **Stop, Look, and Think** before opening attachments or links.*

Fully agree with closing it off - been too many instances of view obstruction Ripley west bound traffic and near miss accidents. August this year will be 35 years living at .

Regards,
Oscar Mark Greif

Get Outlook for Android

Ryan Liu

From: Laura Olson < >
Sent: Thursday, April 18, 2024 12:02 PM
To: Ryan Liu
Cc: Traffic Engineering
Subject: Re: Pullman Ln - test

> You don't often get email from com. Learn why this is important

*CAUTION: Email is from an external source; **Stop, Look, and Think** before opening attachments or links.*

Yes, correct. That intersection is hard for anyone making a left turn onto Ripley from Mackay, hence why I use Pullman. People at the stop sign at Pullman/Ripley can slide into the intersection and look for a car going through a stop sign at a much lower speed, where as a left from Mackay to Ripley you are half way into the intersection and cars have had time to get up to speed from that Ripley/Pullman stop sign.

Thanks for your response, and looking into this for the community.

If I can ask/suggest another thing? The intersection of Ripley/Marshallfield/Phelan Ln would really benefit from a crossing guard. Mornings more than the afternoon, but that 4 way stop is so crazy in the mornings and people going from Phelan Ln to Ripley just don't stop.

Thanks again!

Laura Olson

On Apr 18, 2024, at 11:38 AM, Ryan Liu <Ryan.Liu@redondo.org> wrote:

Hi Laura,

Thanks for checking out that area and providing your feedback/questions. It helps us as we gather information as part of a future decision on what to do permanently there.

If this change is made permanent, then we will evaluate any red curb needs in the area to provide adequate intersection visibility, including that side of Ripley. Even if we don't make this permanent, that condition you're describing won't change, so we'll take a look anyways.

Ryan Liu, PE
Transportation Engineer
City of Redondo Beach | Public Works Department | Engineering Services Division
415 Diamond St, Redondo Beach, CA 90277
Engineering: 310.318.0661
TrafficEngineering@redondo.org | www.redondo.org

<image001.jpg>

-----Original Message-----
From: Laura Olson <l >
Sent: Thursday, April 18, 2024 10:09 AM
To: Traffic Engineering <trafficengineering@redondo.org>
Subject: Pullman Ln - test

[Some people who received this message don't often get email from . Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

To whom it may concern,

I'm contacting you today as I just saw the signage posted near Pullman Ln for the one way test that is currently going on. I live on Marshallfield and use Mackay to get myself over to Washington Elementary 3+ times a week, and then on the weekends.

My question to you today is, if the one way Pullman Ln becomes permanent, will the parking on Ripley (south corner of the grass triangle, north side of ripley on the triangle) be taken away? My issue with not being able to take Pullman East is that I will need to take Mackay to ripley and then turn left. There is zero visibility when there are vehicles parked on that small area of the triangle. On the weekends there are even large motorhomes and trucks parked on that area making visibility down to zero.

Is there any talk of the parking being taken away if the one way is implemented? I tried to read over the proposal however there are multiple different ideas, and I didn't see anything specific about removal of parking spaces other than where the barricades would possibly go.

Thanks,

Laura Olson

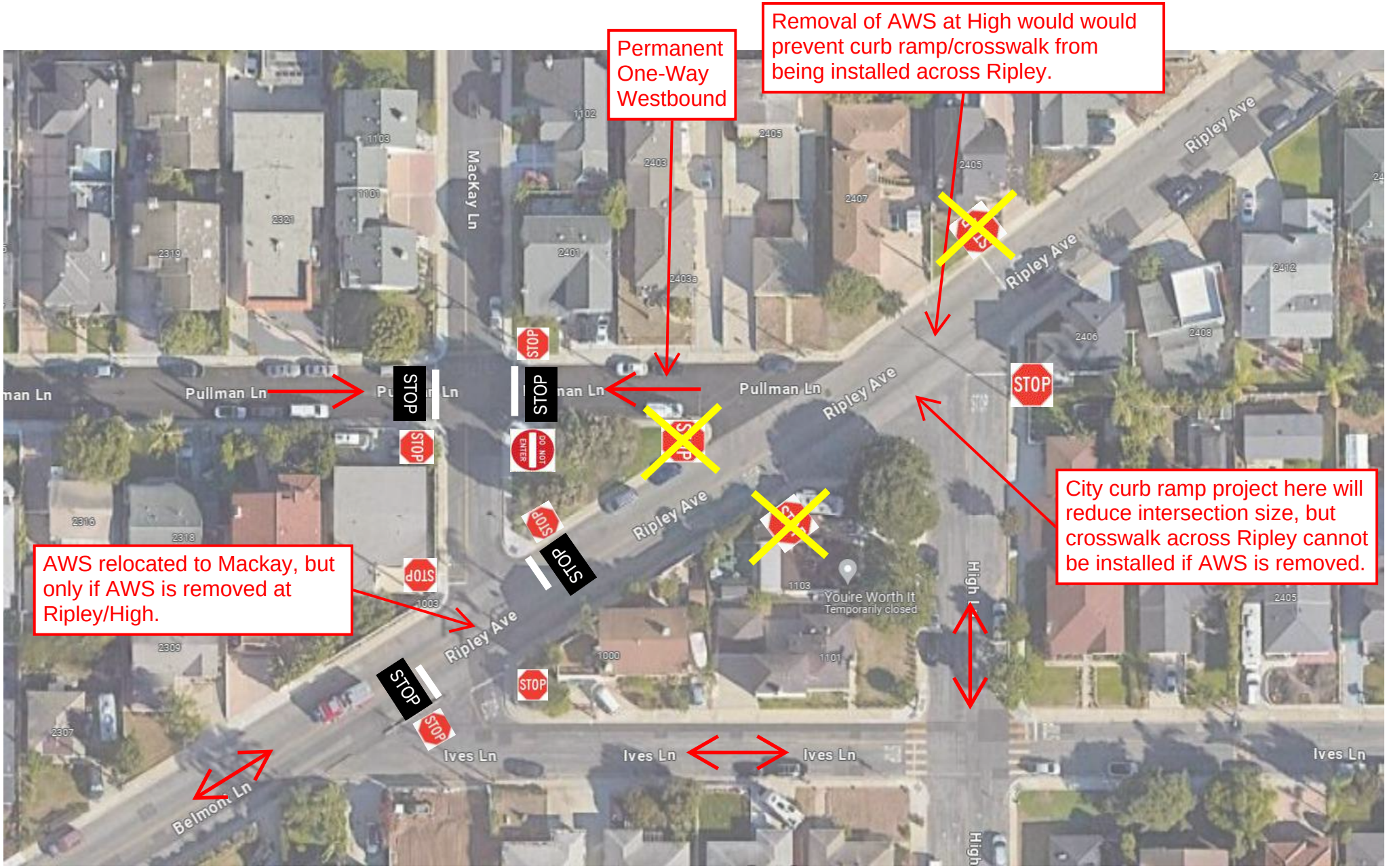
Ryan Liu

From: Ozzie Medrano < >
Sent: Wednesday, April 17, 2024 8:17 PM
To: Traffic Engineering
Subject: One way on Pullman between ripley and Mackey

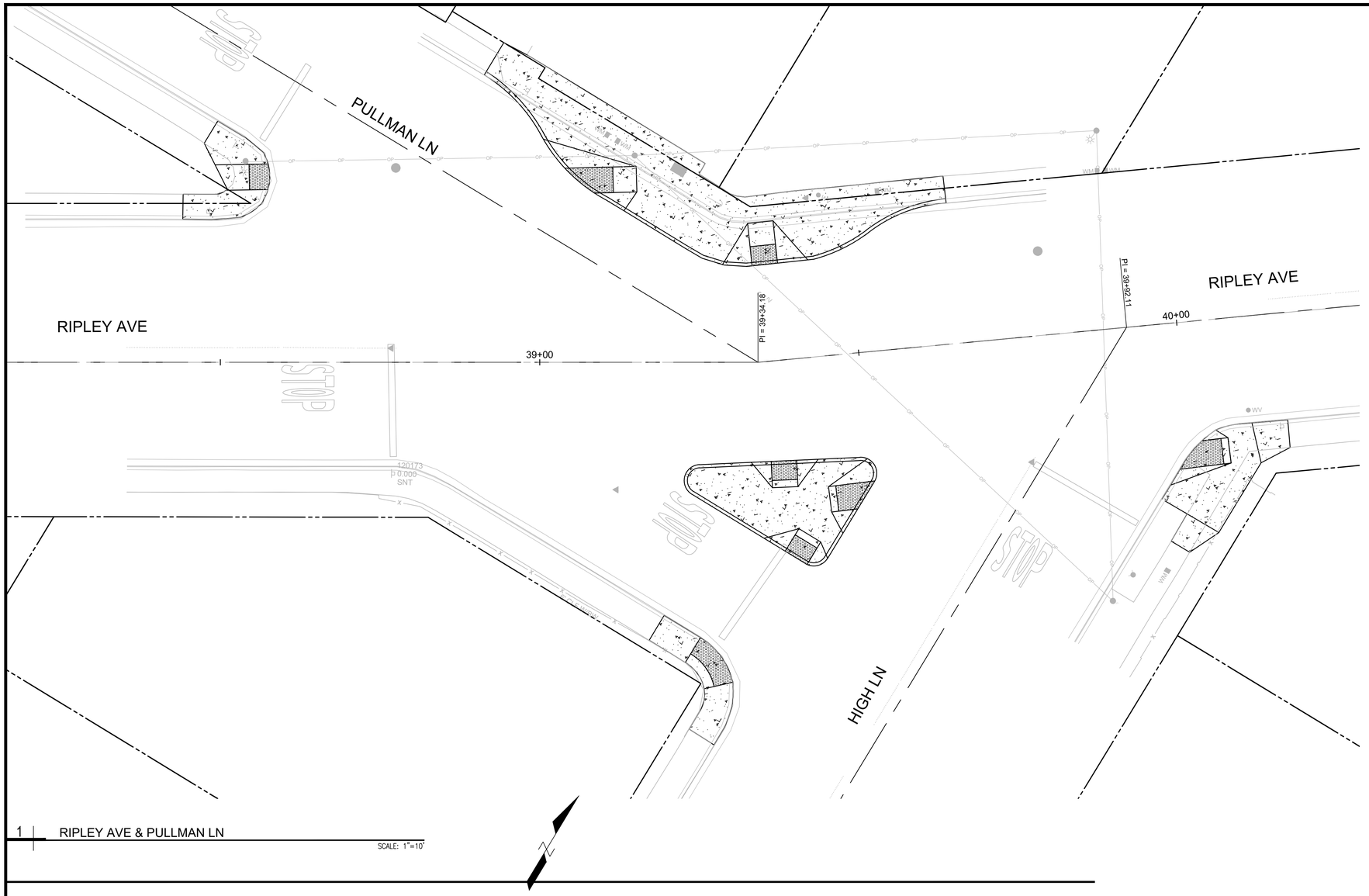
> Some people who received this message don't often get email from . Learn why this is important

*CAUTION: Email is from an external source; **Stop, Look, and Think** before opening attachments or links.*

To whom it may concern,
I am a resident on Pullman between ripley and Mackey,and I believe the real problem and possible solution would be to or add a second stop on top of ripley closer to the Pullman stop so vehicles can actually see each other and stop and go according to traffic law,the problem seems to be that the stop sign on top of ripley and high lane is set too far back and it allows drivers to stop and pick up speed while the angle of Pullman causes a blind spot coming on to ripley.
Thanks
Get Outlook for iOS



Attachment 5 - Permanent Proposed Changes



1 RIPLEY AVE & PULLMAN LN

SCALE: 1"=10'

CONSTRUCTION NOTES:

- (P) PROTECT IN PLACE (ITEM AS NOTED)
- (31) SAWCUT AND JOIN EXISTING PAVEMENT
- (32) CONSTRUCT 4" PCC SIDEWALK PER APWA STD. 113-2
- (33) CONSTRUCT CURB RAMP PER APWA STD. 120-3
- (34) CONSTRUCT 8" PCC CROSS GUTTER PER APWA STD. 122-3
- (35) CONSTRUCT CURB AND GUTTER PER APWA STD. 120-3
- (39) CONSTRUCT CURB RAMP CASE B TYPE 1 PER APWA STD. 111-5
- (40) CONSTRUCT CURB RAMP CASE B TYPE 2 PER APWA STD. 111-5
- (42) CONSTRUCT RETAINING CURB PER APWA STD. 111-5
- (44) SAWCUT AT THE NEAREST JOINT OR AS SHOWN IN THE CURB AND GUTTER PLACEMENT DETAIL AND JOIN EXISTING SIDEWALK
- (45) CONSTRUCT YELLOW DETECTABLE WARNING SURFACE PER APWA STD. 111-5
- (A) BRING EXISTING MANHOLES / VALVES BOXES/ METER BOXES / PULL BOXES COVERS TO THE FINISHED GRADE LEVEL AFTER CONSTRUCTION
- (R) RELOCATE (ITEM AS NOTED) FROM / TO

REVISIONS	
DATE	DESCRIPTION

CITY OF REDONDO BEACH
CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

2024 CURB RAMP DESIGN PROJECT

RIPLEY AVENUE AND PULLMAN LANE

DRAWN AH	CHECKED SA	SCALE 1"=10'
APPROVED BY XXXX XXXX - CITY ENGINEER		DATE 05/17/2024
PROJECT NO. 40399	SHEET NO. 4 OF 12 SHEETS	DRAWING NO.

DAVID EVANS AND ASSOCIATES INC.
201 S. Figueroa Street, Suite 240
Los Angeles California 90012
Phone: 213.337.3680

PREPARED UNDER THE SUPERVISION OF:

STEVEN M. ANDERSON R.C.E. NO. 73460 — 05/17/2024 DATE

REGISTERED PROFESSIONAL ENGINEER — STEVEN MICHAEL ANDERSON — No. 73460 — CIVIL — STATE OF CALIFORNIA

More to Sea redondo BEACH

Drawing Name: P:\CIVIL\RBS\0003\0040\CAD\CSHEETS\EC-RD-001-CIVDB0003-RIPLEY & PULLMAN.dwg
Last Opened: May 23, 2024 - 1:46pm by: Arlia

Attachment 6 - Conceptual Curb Ramp Design at Ripley/Pullman/High