Public Works Commission and Public Safety Commission
Joint Special Meeting Agenda

Wednesday, August 26, 2026
3:30 p.m.
City Hall – Multi-Purpose Room
23825 Stuart Ranch Road

Call to Order

Roll Call

Pledge of Allegiance

Approval of Agenda

Report on Posting of Agenda – August 20, 2026

1. Old Business

A. Pacific Coast Highway Las Flores Canyon Road and Rambla Pacifico Street Intersection Improvements Project Update (Continued from July 22, 2026)

Staff recommendation: 1) Receive an update and presentation on the Pacific Coast Highway Las Flores Canyon Road and Rambla Pacifico Street Intersection Improvements Project; 2) and provide feedback on the 75% design plans.

Staff contact: Associate Engineer Fahoum, 456-2489 ext. 281

2. New Business

A. Cooperative Agreement with the State of California for the Pedestrian Undercrossing at Malibu Seafood Project:

Staff recommendation: 1) Receive an update and presentation on the Pedestrian Undercrossing at Malibu Seafood Project; and 2) Recommend that the City Council authorize the Mayor to execute the Cooperative Agreement with the State of California (Caltrans) in the amount of $260,000 for providing quality assurance and oversight services for the development of the Project Initiation Documents (PID) phase of the Pedestrian Undercrossing at Malibu Seafood Project.

Staff contact: Associate Engineer McLean, 456-2489 ext. 301

Adjournment

Future Meetings

Wednesday, September 23, 2026 3:30 p.m. Regular Commission Meeting City Hall Multipurpose Room
Wednesday, October 28, 2026 3:30 p.m. Regular Commission Meeting City Hall Multipurpose Room
Wednesday, November 25, 2026 3:30 p.m. Regular Commission Meeting City Hall Multipurpose Room

Guide to the City Commission Proceedings

Old Business items have appeared on previous agendas but have either been continued or tabled to this meeting with no final action having been taken. Public comment shall follow the rules as set forth under Oral Communication.

Items in New Business are items which are appearing for the first time for formal action. Public comment shall follow the rules as set forth under Oral Communication.

Oral Communication Each speaker is limited to (3) three minutes. Time may be surrendered by deferring (1) one minute to another speaker, not to exceed a total of (8) eight minutes. The speaker wishing to defer time must be present when the item is heard. In order to be recognized and present an item, each speaker must complete and submit to the Recording Secretary a Request to Speak form prior to the beginning of the item being announced by the Chair (forms are available at the entrance to the meeting room). Speakers are taken in the order slips are submitted.

Copies of the staff reports or other written documentation relating to each item of business described above are on file in the Public Works Department, Malibu City Hall, 23825 Stuart Ranch Road, Malibu, California and are available for public inspection during regular office hours which are 7:30 a.m. to 5:30 p.m., Monday through Thursday, and 7:30 a.m. to 4:30 p.m., Friday. Written materials distributed to the Commission within 72 hours of the Commission meeting are available for public inspection immediately upon distribution (Government Code Section 54957.5(b)(2). Copies of staff reports and written materials may be purchased for $0.10 per page. Pursuant to State law, this agenda was posted at least 72 hours prior to the meeting.

The City Hall phone number is (310) 456-2489. To contact City Hall using a telecommunication device for the deaf (TDD), please call (800) 735-2929 and a California Relay Service operator will assist you. In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact Community Development Director Yolanda Bundy, (310) 456-2489, ext. 229. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. [28 CFR 35.102-35.104 ADD Title II].

Requests for use of audio or video equipment during a Commission meeting should be directed to the Media Team at (310) 456-2489, ext. 287, or media@malibucity.org. Materials must be submitted by 12:00 p.m. on the day of the meeting.

I hereby certify under penalty of perjury, under the laws of the State of California, that the foregoing agenda was posted in accordance with the applicable legal requirements. Dated this 20th day of August 2026.



Tracey Rossine, Environmental Programs Manager

Public Works Commission / Public Safety Commission Joint Special Meeting 08-26-26
Item 1.A.

Public Works Commission / Public Safety Commission Agenda Report

To: Members of the Public Works and Public Safety Joint Commission

Prepared by: Nadia Fahoum, Associate Engineer

Reviewed by: Tracey Rossine, Environmental Programs Manager

Approved by: Tatiana Holden, Assistant Public Works Director/City Engineer

Date prepared: July 13, 2026 Meeting date: August 26, 2026

Subject: Pacific Coast Highway Las Flores Canyon Road and Rambla Pacifico Street Intersection Improvements Project Update (Continued from July 22, 2026)

RECOMMENDED ACTION: 1) Receive an update and presentation on the Pacific Coast Highway Las Flores Canyon Road and Rambla Pacifico Street Intersection Improvements Project; and 2) Provide feedback on the 75% design plans.

DISCUSSION: The Pacific Coast Highway Las Flores and Rambla Pacifico Intersection Improvements Project (Project) was identified in the 2015 PCH Safety Study and consists of making various safety and efficiency improvements at the intersections of Pacific Coast Highway (PCH) at Las Flores and Rambla Pacifico. This Project will include the reconfiguration of the traffic signals and traffic lanes at the intersections of PCH at Las Flores and Rambla Pacifico in both directions (east and west). The Project will also include new traffic striping and signage, as well as pedestrian and bicycle improvements.

The overall objective of this project is to improve the safety and operations of PCH by reconfiguring the intersections of Las Flores and Rambla Pacifico, providing improved traffic flow, speed control, and accessibility for pedestrians and cyclists.

On December 10, 2025, the project and its four conceptual exhibits were presented to the public during a community meeting. The meeting received positive feedback and collaboration, with varying opinions as to each of the concepts with general preference given to Concepts #1 and #2.

The following four conceptual design plans were created for consideration:

1) Concept #1 includes extending turn pocket lengths on PCH, north and southbound, the elimination of the left-turn into the gas-station on PCH, speed humps in the plaza (Country Kitchen) parking lot, realignment of Rambla Pacifico Street, realignment of crosswalks at both intersections, extending existing raised medians along PCH, signage, etc.

2) Concept #2 includes extending turn pocket lengths on PCH, north and southbound, opening the secondary driveway at Duke's restaurant, realignment of Rambla Pacifico Street, realignment of crosswalks at both intersections, extending existing raised medians along PCH, signage, etc.

3) Concept #3 includes shifting the signalized intersection at Rambla Pacifico Street to Rambla Vista (east).

4) Concept #4 includes installation of a dual two-lane roundabout system on PCH at the intersections of Las Flores Canyon Road and Rambla Pacifico Street.

On January 22, 2026, the project, concepts, as well as community feedback were presented to the Public Works Commission. The meeting received positive feedback from the Commission with preference also given to Concepts #1 and #2.

Staff proceeded with a design plan reflecting a combination of improvements demonstrated in Concepts 1 and 2, taking into consideration community and Commissioners' input. Staff would like to receive feedback on the 75% design plans. Next steps for staff include hosting a community informational meeting, finalizing design plans, and working with Caltrans along with the City's Community Development Department to permit the scope of work for construction.

ATTACHMENTS:

1. 75% Design Plans

CITY OF MALIBU

DEPARTMENT OF PUBLIC WORKS

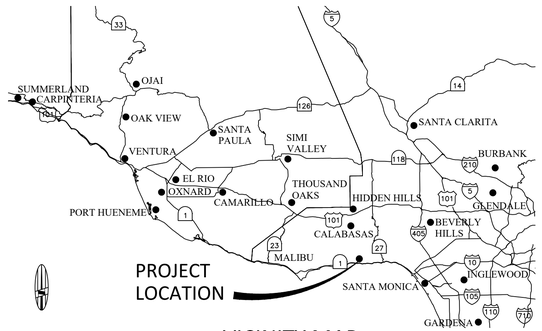
CONSTRUCTION PLANS FOR
PACIFIC COAST HIGHWAY INTERSECTION IMPROVEMENTS - LAS FLORES CANYON RD / RAMBLA PACIFICO ST
SPECIFICATION NO. XXXXX

NOTIFICATIONS

AGENCY	*CONTACT PERSON*	*PHONE*
OWNER		
CITY OF MALIBU	NADIA FAHOUM	(310) 456-2489 X281
CONSULTANT		
KIMLEY-HORN AND ASSOCIATES	SRIKANTH CHAKRAVARTHY	(213) 261-4037
UTILITY COMPANIES		

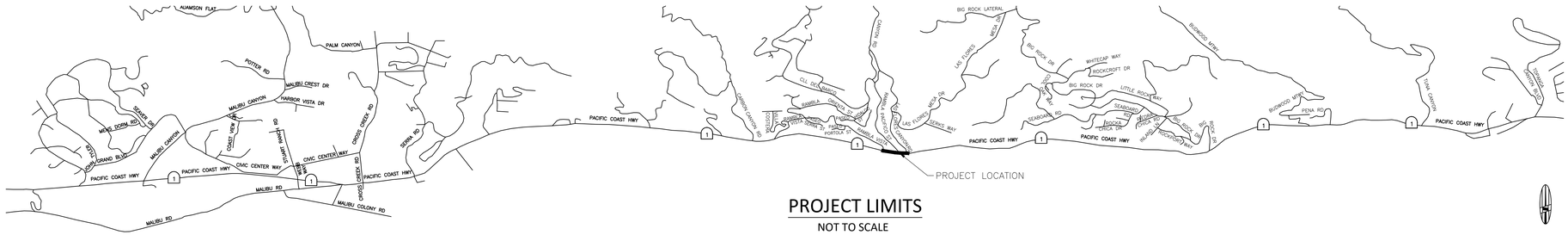
NOTE: THE CONTRACTOR SHALL NOTIFY THE FOLLOWING UTILITIES OR AGENCIES TWO WORKING DAYS PRIOR TO STARTING CONSTRUCTION OR EXCAVATION.

LOS ANGELES COUNTY WATERWORKS	ARBI DERGHOKASIAN	(626) 458-7811
CROWN CASTLE		
SOUTHERN CALIFORNIA EDISON	GILBERT ACEVES	
SOCAL GAS	ANDREA MCFADZEAN	(213) 231-0611
FRONTIER COMMUNICATIONS	MIKE JANSEN	
VERIZON		



VICINITY MAP

NOT TO SCALE



PROJECT LIMITS

NOT TO SCALE

LEGEND:

PROJECT LOCATION

LAND SURVEY CONTROL STATEMENT:

HORIZONTAL AND VERTICAL CONTROL FOR THIS SURVEY WAS ESTABLISHED USING GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) OBSERVATIONS AND/OR CONVENTIONAL SURVEY METHODS TIED TO PUBLISHED CONTROL MONUMENTS WHERE AVAILABLE. ALL FIELD MEASUREMENTS WERE ADJUSTED TO PROVIDE A CONSISTENT SURVEY CONTROL NETWORK ACROSS THE PROJECT SITE.

HORIZONTAL CONTROL COORDINATE CONTROL DATUM AND MONUMENTS:

HORIZONTAL COORDINATES ARE BASED ON THE STATE PLANE COORDINATE SYSTEM REFERENCED TO NAD83 (2011) CCRS ZONE 5 EPOCH 2017.50. USING CORS CBHS LAPC AND VIMT. ELEVATIONS ARE BASED ON THE MALIBU BENCH QUAD 2008 ADJ NAVD 88.

BENCH MARK:

Y5383: USGS MON 2.5M(8.2') S/O END OF WING WALL @ NW COR BRIDGE OVER LAS FLORES CYN 19M(62.3') N/O C/L PACIFIC COAST HWY &11M(36') E/O C/L RAMBLA PACIFICO MKD (N-576 1939)

SHEET INDEX

SHEET NO.	SHEET NAME	SHEET DESCRIPTION
1	CV-01	COVER SHEET
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4	DM-01	DEMOLITION PLANS
5	ST-01	STREET IMPROVEMENT PLAN
6 – 7	GR-1 – GR-2	GRADING AND DRAINAGE PLAN
8 – 9	EC-01 – EC-02	EROSION CONTROL PLAN
10	SS-01	SIGNING & STRIPING PLANS
11	TS-01	TRAFFIC SIGNAL PLANS
12 – 13	DT-01 – DT-02	DETAIL SHEET

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75% DESIGN FOR REVIEW ONLY MAY 2026

PLANS PREPARED BY:
Kimley»Horn
25152 SPRINGFIELD COURT, SUITE 200, SANTA CLARITA, CA 91355
PHONE: 661-347-5627
WWW.KIMLEY-HORN.COM

REGISTERED PROFESSIONAL ENGINEER — CHARIS ANN CHAN — No. 23383 — 06/30/26 — CIVIL — STATE OF CALIFORNIA — NOT FOR CONSTRUCTION

NO.	REVISION	BY	CHKD.	DATE

CITY OF MALIBU
PUBLIC WORKS DEPARTMENT

PACIFIC COAST HIGHWAY INTERSECTION IMPROVEMENTS - LAS FLORES CANYON RD / RAMBLA PACIFICO ST

CV-01 - COVER SHEET

DESIGNED BY: CA DATE 5/28/26
DRAWN BY: RC DATE 5/28/26
CHECKED BY: BC DATE 5/28/26
SCALE: AS NOTED

APPROVED BY: DATE
TATIANA L. HOLDEN, P.E.
INTERIM PUBLIC WORKS DIRECTOR/CITY ENGINEER
RCE NO. 81995

Sheet 1 of 13

PUBLIC WORKS DEPARTMENT GENERAL NOTES:

1. ALL WORK SHOWN ON THESE PLANS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (SSPWC) "GREEN BOOK."

2. CONTRACTORS SHALL COMPLY WITH ALL APPLICABLE DIVISION OF INDUSTRIAL REGULATIONS (CAL–OSHA) SAFETY STANDARDS. IF REQUESTED BY THE INSPECTOR, THE CONTRACTOR SHALL PROVIDE PROOF OF A PERMIT FROM SAID DIVISION.

3. CONTRACTOR SHALL CALL THE PUBLIC WORKS INSPECTOR AT (310) 456–2489, EXT. 341 FOR PRE–CONSTRUCTION MEETING PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION OR GRADING OPERATIONS. CONTRACTOR SHALL NOTIFY THE CITY PUBLIC WORKS INSPECTOR 48 HOURS PRIOR TO COMMENCING ANY CONSTRUCTION AND 24 HOURS IN ADVANCE OF SPECIFIC INSPECTION NEEDS DURING THE COURSE OF THE WORK.

4. NO IMPROVEMENTS ARE PROPOSED WITHIN THE PUBLIC RIGHT–OF–WAY.

5. STORAGE OF ANY CONSTRUCTION MATERIALS, CONSTRUCTION TRAILER, AND/OR PARKING AND ANY WORK WITHIN THE CITY PUBLIC RIGHT OF WAY SHALL REQUIRE A CITY ENCROACHMENT PERMIT. CALL THE PUBLIC WORKS INSPECTOR AT (310) 456–2489, EXT. 341 TO APPLY FOR A PERMIT.

6. STORAGE OF ANY CONSTRUCTION MATERIALS, CONSTRUCTION TRAILER, AND/OR PARKING AND ANY WORK WITHIN THE CALTRANS PUBLIC RIGHT OF WAY SHALL REQUIRE A CALTRANS ENCROACHMENT PERMIT. SUBMIT A COPY OF THE CALTRANS ENCROACHMENT PERMIT TO THE PUBLIC WORKS DEPARTMENT.

7. ALL WORK SHALL BE PERFORMED DURING CITY WORKING HOURS AND IN COMPLIANCE WITH THESE PLANS.

8. CONTRACTOR SHALL VERIFY ALL CONDITIONS AND DIMENSIONS AND SHALL REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO THE COMMENCEMENT OF ANY WORK.

9. CONTRACTOR SHALL LOCATE, PROTECT, AND SAVE ANY AND ALL SURVEY MONUMENTS THAT WILL BE OR MAY BE DAMAGED OR DESTROYED BY THEIR OPERATIONS. ONCE FOUND, THE CONTRACTOR SHALL THEN NOTIFY BOTH THE DEVELOPER'S SUPERVISING CIVIL ENGINEER AND THE PUBLIC WORKS INSPECTOR. THE SUPERVISING CIVIL ENGINEER SHALL RESET ALL SAID MONUMENTS PER THE REQUIREMENTS OF THE PROFESSIONAL LAND SURVEYOR'S ACT.

10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL PUBLIC AND PRIVATE PROPERTY INSOFAR AS IT MAY BE AFFECTED BY THESE OPERATIONS.

11. EXISTING TRAFFIC SIGNS ARE NOT TO BE REMOVED WITHOUT PRIOR NOTIFICATION AND APPROVAL OF THE CITY ENGINEER. AS A MINIMUM, CONSTRUCTION WORK ZONE TRAFFIC SIGNS AND STRIPING SHALL BE FURNISHED, INSTALLED, AND MAINTAINED IN ACCORDANCE WITH THE "WORK AREA TRAFFIC CONTROL HANDBOOK" (THE "WATCH MANUAL"), PUBLISHED BY BNI BUILDING NEWS, INC. A TRAFFIC CONTROL PLAN, PREPARED BY THE DEVELOPER, MAY BE REQUIRED BY THE CITY.
12. DUST CONTROL SHALL BE MAINTAINED AT ALL TIMES.

13. EROSION CONTROL PLANS SHALL BE PROVIDED FOR ALL PROJECTS. GRADING AND CLEARING IS PROHIBITED FROM NOVEMBER 1 TO MARCH 31 FOR ALL DEVELOPMENTS WITHIN OR ADJACENT TO ESHA AND/OR INCLUDING GRADING ON SLOPES GREATER THAN 4:1.

14. ALL UNDERGROUND UTILITIES AND SERVICE LATERALS SHALL BE INSTALLED PRIOR TO CONSTRUCTION OF CURBS, GUTTERS, SIDEWALKS, AND PAVING UNLESS OTHERWISE PERMITTED BY THE CITY ENGINEER.

15. THE DEVELOPER SHALL COMPLY WITH NPDES REQUIREMENTS. THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) SHALL BE AVAILABLE AT THE CONSTRUCTION SITE AT ALL TIMES AND SHALL BE KEPT UPDATED.

16. ALL RECOMMENDATIONS MADE BY THE GEOTECHNICAL/SOILS ENGINEER (AND ENGINEERING GEOLOGIST, WHERE EMPLOYED), AND CONTAINED IN THE REPORTS REFERENCED HEREON, AS APPROVED OR CONDITIONED BY THE CITY, SHALL BE CONSIDERED A PART OF THE GRADING PLAN.

17. ALL STORM DRAIN PIPE WITHIN THE PUBLIC RIGHT–OF–WAY AND EASEMENTS SHALL BE REINFORCED CONCRETE PIPE (RCP).

18. TERRACE DRAINS, INTERCEPTOR DRAINS, AND DOWN DRAINS SHALL BE CONSTRUCTED OF 3"P.C.C. REINFORCED WITH 6"X6"X #10 W.W.M. AND SHALL BE EITHER SEMICIRCULAR OR TRIANGULAR CROSS SECTION. CONCRETE COLOR SHALL BE "OMAHA TAN" OR APPROVED EQUIVALENT.

19. GRADING QUANTITIES:
    CUT CU.YD. FILL CU.YD.
    EXPORT CU.YD. IMPORT CU.YD.

20. TOTAL DISTURBED AREA ACRES
    (INCLUDING GRADING, CLEARING, AND LANDSCAPING AREA)
    TOTAL EXISTING IMPERVIOUS SURFACE AREA SQ. FT.
    TOTAL PROPOSED IMPERVIOUS SURFACE AREA SQ. FT.
    FLOOD ZONE ON FIRM: BASE FLOOD ELEVATION: FT.

21. ALL SLOPES ON PRIVATE PROPERTY ADJOINING STREETS, DRAINAGE CHANNELS, OR OTHER PUBLIC FACILITIES SHALL BE GRADED NOT STEEPER THAN 2:1 FOR CUT AND FILL UNLESS SPECIFICALLY APPROVED BY THE CITY ENGINEER ON RECOMMENDATION OF THE PROJECT'S GEOTECHNICAL/SOILS CONSULTANT.

22. THE APPLICANT SHALL LABEL ALL CITY/COUNTY STORM DRAIN INLETS WITHIN 250 FEET FROM EACH PROPERTY LINE PER THE CITY OF MALIBU'S STANDARD LABEL TEMPLATE.

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MAY 2026

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25152 SPRINGFIELD COURT, SUITE 200, SANTA CLARITA, CA 91355
PHONE: 661-347-5627
WWW.KIMLEY-HORN.COM

REGISTERED PROFESSIONAL ENGINEER — CHARIS ANN BRUCE — No. 28183 — 05/30/26 — CIVIL — STATE OF CALIFORNIA — NOT FOR CONSTRUCTION

NO.	REVISION	BY	CHKD.	DATE

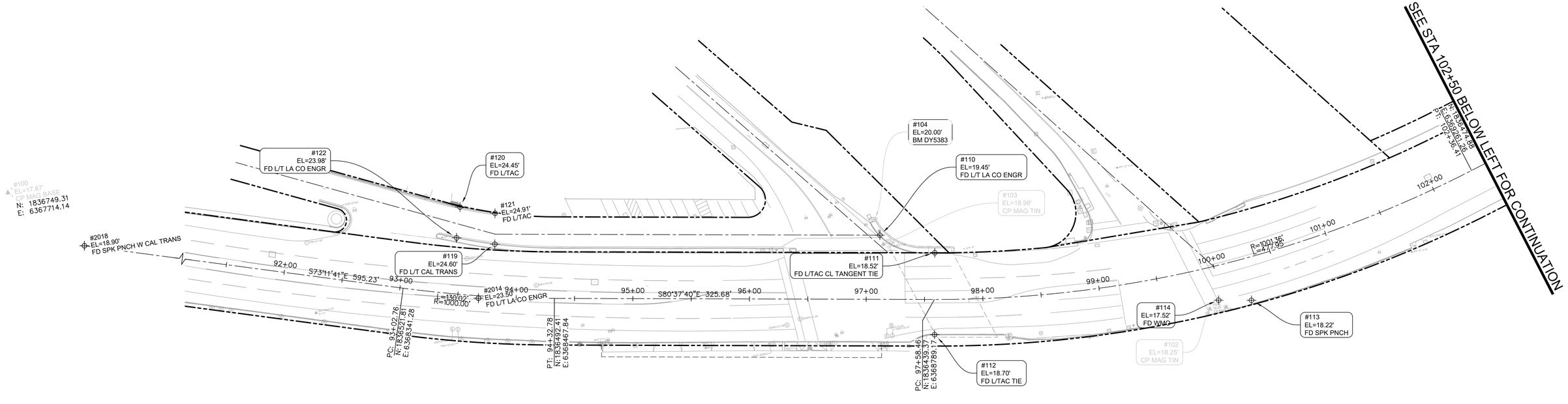
DESIGNED BY: CA DATE 5/28/26
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SCALE: AS NOTED

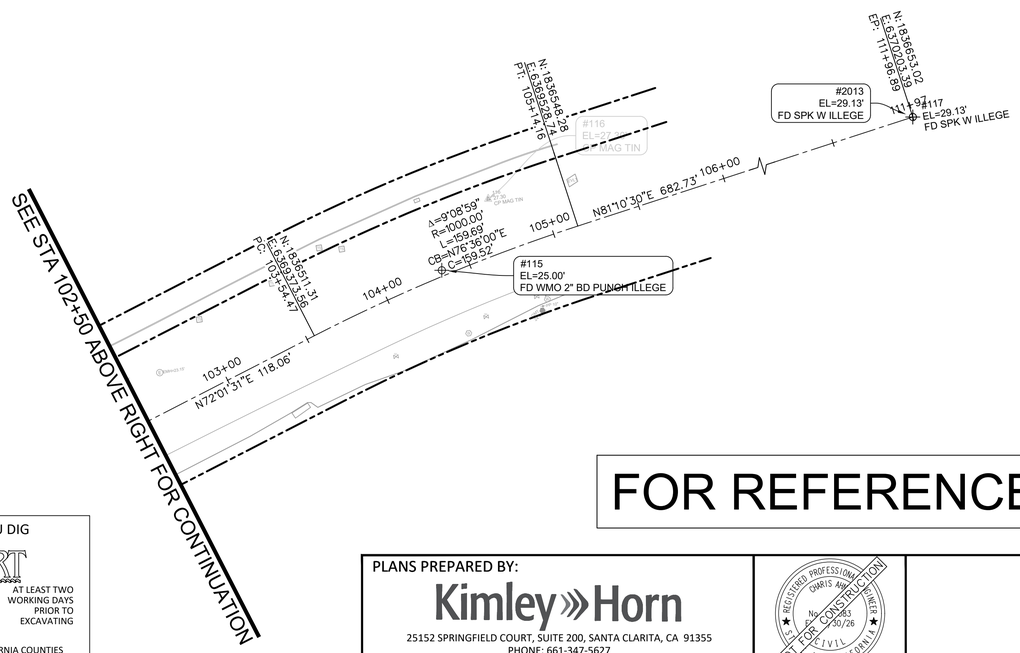
APPROVED BY: DATE
TATIANA L. HOLDEN, P.E.
INTERIM PUBLIC WORKS DIRECTOR/CITY ENGINEER
RCE NO. 81995

CITY OF MALIBU
PUBLIC WORKS DEPARTMENT

PACIFIC COAST HIGHWAY INTERSECTION IMPROVEMENTS - LAS FLORES CANYON RD / RAMBLA PACIFICO ST

GN-01 - GENERAL NOTES





NOTES

1: SEE CV-01 FOR SURVEY CONTROL NOTES.

FOR REFERENCE ONLY

GRAPHIC SCALE

40 0 20 40 80

(IN FEET)
1 inch = 40 ft.

NORTH

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PHONE: 661-347-5627
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REGISTERED PROFESSIONAL ENGINEER
CHARIS ANN
No. 28383
05/30/26
CIVIL
STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

NO.	REVISION	BY	CHKD.	DATE

CITY OF MALIBU
PUBLIC WORKS DEPARTMENT

PACIFIC COAST HIGHWAY INTERSECTION IMPROVEMENTS - LAS FLORES CANYON RD / RAMBLA PACIFICO ST

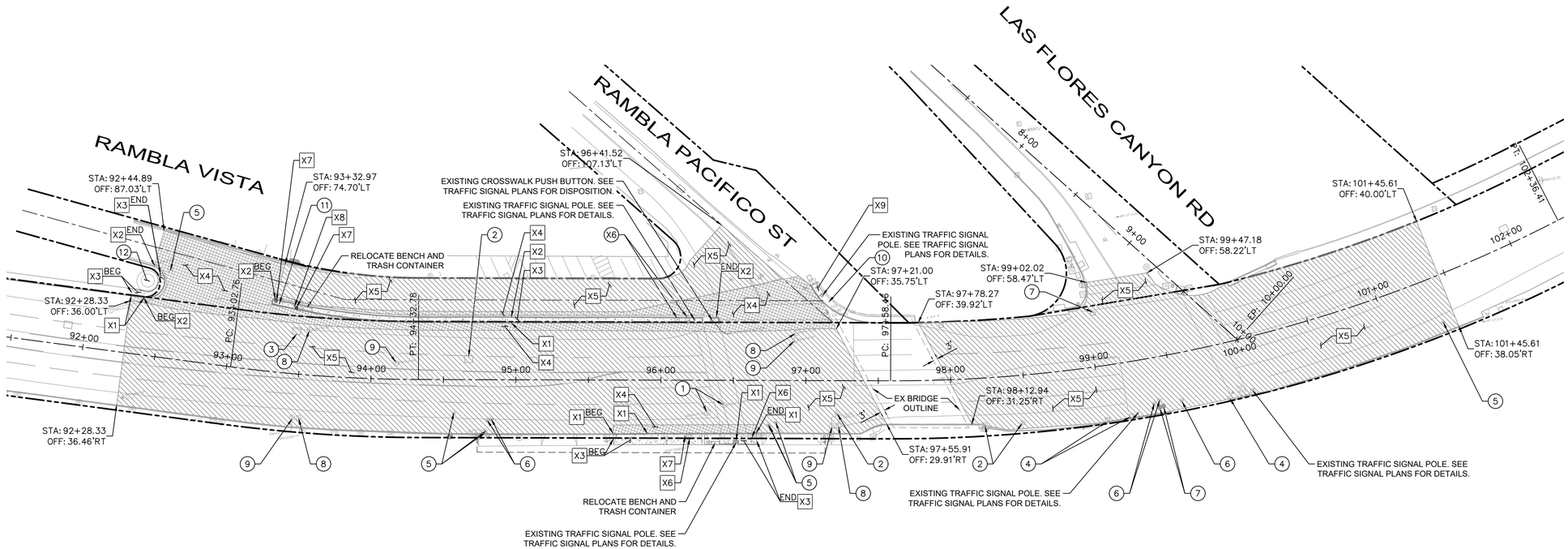
SC-1 - SURVEY CONTROL PLAN

DESIGNED BY: CA	DATE 5/28/26
DRAWN BY: RC	DATE 5/28/26
CHECKED BY: BC	DATE 5/28/26

SCALE
AS NOTED

APPROVED BY: DATE

TATIANA L. HOLDEN, P.E.
INTERIM PUBLIC WORKS DIRECTOR/CITY ENGINEER
RCE NO. 81995



PACIFIC COAST HWY (ROUTE 1)

LEGEND

- CENTER LINE
- EXISTING RIGHT-OF-WAY LINE
- SAWCUT LINE
- CIVIL LIMIT OF WORK LINE
- EX WATER LINE
- EX TELECOM LINE
- EX ELECTRIC LINE
- EX CHAIN LINK FENCE
- EX CONCRETE CHANNEL HEADWALL
- REMOVE FULL DEPTH AC PAVEMENT AND AGGREGATE BASE
- REMOVE PORTLAND CEMENT CONCRETE (INCLUDES SIDEWALK, CURB AND GUTTER, CURB RAMPS, AND DRIVEWAY APPROACHES)
- GRIND 2" OF EXISTING PAVEMENT

GENERAL DEMOLITION NOTES

1. SEE ST-01 FOR LINE/CURVE DATA.
2. THE CONTRACTOR SHALL CLEAR THE PROJECT SITE AREA WITHIN THE CONFINES OF THE DEMOLITION LIMIT LINE. THE CONTRACTOR SHALL CAP IN PLACE ALL EXISTING UTILITIES AT THE DEMOLITION LIMIT LINE, UNLESS NOTED ON THE PLAN. THE CONTRACTOR SHALL DEMOLISH AND REMOVE FROM THE SITE ALL EXISTING UTILITY STRUCTURES, PLANTERS, TREES, AND ALL OTHER SITE FEATURES, UNLESS OTHERWISE NOTED ON THE PLAN.
3. DEMOLITION AND REMOVAL OF PAVEMENT INCLUDES PAVEMENT THICKNESS AS WELL AS BASE COURSE THICKNESS.
4. REMOVAL OF LANDSCAPING SHALL INCLUDE ROOTS AND ORGANIC MATERIAL.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY AND ALL PERMITS AND SHALL PAY ALL FEES NECESSARY FOR ENCROACHMENT, GRADING, DEMOLITION, AND DISPOSAL OF SAID MATERIALS AS REQUIRED BY PRIVATE, LOCAL AND STATE JURISDICTIONS.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR A SITE INSPECTION TO FULLY ACKNOWLEDGE THE EXTENT OF DEMOLITION WORK.
7. THE CONTRACTOR SHALL VERIFY AND LOCATE ALL EXISTING ABOVE AND UNDERGROUND UTILITIES. LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE AND ARE SHOWN FOR GENERAL INFORMATION ONLY.
8. DAMAGE TO ANY EXISTING UTILITIES AND SERVICES TO REMAIN SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONTRACTOR SHALL REPAIR AND/OR REPLACE IN KIND.
9. EROSION CONTROL MEASURES SHALL BE IMPLEMENTED TO PREVENT DEBRIS AND UNSUITABLE MATERIALS FROM ENTERING STORM DRAINS, SANITARY SEWERS AND STREETS.
10. DUST CONTROL MEASURES SHALL BE IMPLEMENTED DURING DEMOLITION.
11. DEMOLITION IS LIMITED TO WITHIN THE DEMOLITION LIMIT LINE UNLESS OTHERWISE NOTED.
12. CONTRACTOR SHALL REMOVE DEMOLISHED MATERIALS FROM THE SITE AS WORK PROGRESSES.
13. THE DRAWINGS MAY NOT INDICATE IN DETAIL ALL DEMOLITION WORK TO BE PERFORMED. THE CONTRACTOR SHALL EXAMINE EXISTING CONDITIONS TO DETERMINE THE FULL EXTENT OF DEMOLITION.
14. ALL DEMOLITION SHALL COMPLY WITH CHAPTER 33 OF THE CALIFORNIA FIRE CODE.
15. CONTRACTOR TO USE CARE IN HANDLING DEBRIS FROM SITE TO ENSURE THE SAFETY OF THE PUBLIC. HAUL ROUTE TO BE CLOSELY MONITORED FOR DEBRIS OR MATERIALS TRACKED ONTO ADJOINING ROADWAYS, SIDEWALKS, ETC. ROADWAYS AND WALKWAYS TO BE CLEARED DAILY OR AS NECESSARY TO MAINTAIN PUBLIC SAFETY.
16. SEE EROSION CONTROL PLAN FOR REMAINING INLET PROTECTION AND EROSION PREVENTION.
17. CONTINUOUS ACCESS SHALL BE MAINTAINED FOR SURROUNDING PROPERTIES AT ALL TIMES DURING DEMOLITION OF EXISTING FACILITIES.
18. ALL EXISTING FEATURES NOT CALLED OUT FOR DEMOLITION SHALL BE PROTECTED IN PLACE. ANY DAMAGE TO EXISTING FEATURES SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REPAIR OR REPLACE AT NO ADDITIONAL COST.
19. CONTRACTOR SHALL PROTECT ALL UTILITY COVERS WITHIN PAVEMENT WORK AREAS IN PLACE AND ADJUST ALL COVERS TO FINISHED GRADE UPON COMPLETION OF PAVING OPERATIONS.

PROTECTION NOTES

1. PROTECT IN PLACE EXISTING STORM DRAIN MANHOLE.
2. PROTECT IN PLACE EXISTING WATER VALVE BOX.
3. PROTECT IN PLACE EXISTING ELECTRICAL VAULT.
4. PROTECT IN PLACE EXISTING TRAFFIC SIGNAL PULLBOX. REFER TO TRAFFIC SIGNAL PLAN FOR DISPOSITION OF TRAFFIC PULLBOX.
5. PROTECT IN PLACE EXISTING WATER VALVE.
6. PROTECT IN PLACE EXISTING GAS VALVE.
7. PROTECT IN PLACE EXISTING GAS METERS.
8. PROTECT IN PLACE EXISTING TELEPHONE MANHOLE.
9. PROTECT IN PLACE EXISTING ELECTRICAL MANHOLE.
10. PROTECT IN PLACE EXISTING BRIDGE STRUCTURE.
11. PROTECT IN PLACE EXISTING POWER POLE. COORDINATE WITH ELECTRICAL PURVEYOR.
12. PROTECT IN PLACE EXISTING STATUE AND BASE.

DEMOLITION NOTES

- X1 REMOVE AND DISPOSE OF EXISTING CURB.
- X2 REMOVE AND DISPOSE OF EXISTING CURB AND GUTTER.
- X3 REMOVE AND DISPOSE OF EXISTING CONCRETE AND BASE COURSE.
- X4 REMOVE AND DISPOSE OF ASPHALT CONCRETE PAVEMENT AND BASE COURSE.
- X5 GRIND AND DISPOSE 2" OF ASPHALT CONCRETE PAVEMENT. REFER TO SIGNING & STRIPING PLAN AND TRAFFIC SIGNAL PLAN FOR DISPOSITION OF TRAFFIC AND STRIPING ITEMS AFFECTED WITHIN GRINDING EXTENTS.
- X6 REMOVE AND RELOCATE TRAFFIC SIGNAL BOX. REFER TO TRAFFIC SIGNAL PLAN FOR DISPOSITON.
- X7 REMOVE AND RELOCATE VENT RISER OR GRATED VENT OPENING. COORDINATE LOCATION WITH ELECTRICAL PURVEYOR.
- X8 REMOVE AND SALVAGE OF EXISTING SIGN. CONTRACTOR SHALL COORDINATE WITH CITY REGARDING STORAGE LOCATION.
- X9 REMOVE AND DISPOSE OF SIDEWALK PANEL ON BIRDGE/WINGWALL STRUCTRURE.

GRAPHIC SCALE

40 0 20 40 80

(IN FEET)
1 inch = 40 ft.

NORTH

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REGISTERED PROFESSIONAL ENGINEER — CHARIS ANN BIBLE — No. 83 — 30/26 — NOT FOR CONSTRUCTION — CIVIL — STATE OF CALIFORNIA

NO.	REVISION	BY	CHKD.	DATE

CITY OF MALIBU
PUBLIC WORKS DEPARTMENT

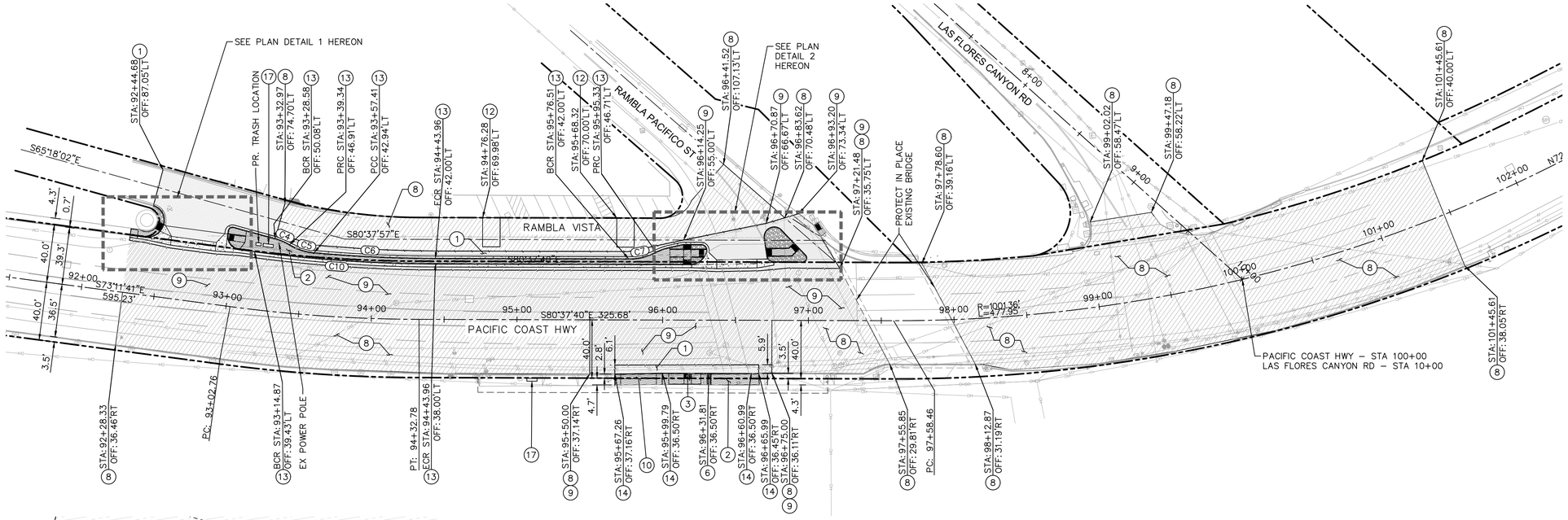
PACIFIC COAST HIGHWAY INTERSECTION IMPROVEMENTS - LAS FLORES CANYON RD / RAMBLA PACIFICO ST

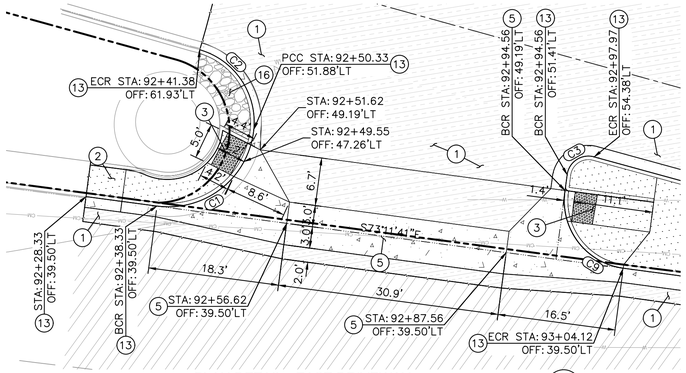
DM-01 - DEMOLITION PLANS

DESIGNED BY: CA	DATE 5/28/26	SCALE AS NOTED
DRAWN BY: RC	DATE 5/28/26	
CHECKED BY: BC	DATE 5/28/26	

APPROVED BY: DATE

TATIANA L. HOLDEN, P.E.
INTERIM PUBLIC WORKS DIRECTOR/CITY ENGINEER
RCE NO. 81995

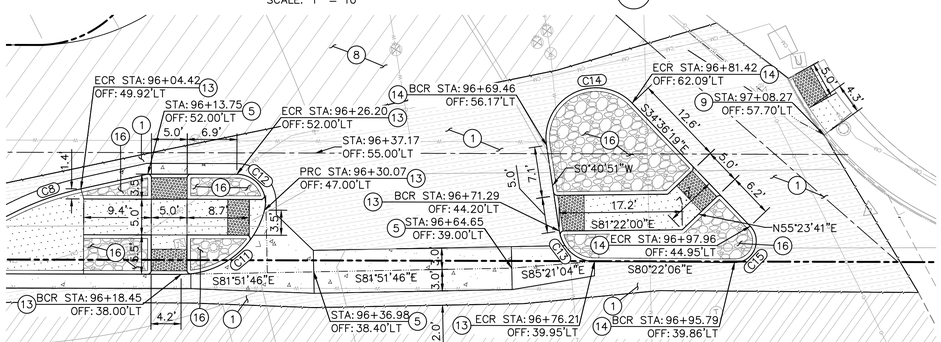




PLAN DETAIL - EAST DRIVEWAY

SCALE: 1" = 10'

1



PLAN DETAIL - LAS FLORES CANYON RD

SCALE: 1" = 10'

2

LEGEND

- CENTER LINE
- EXISTING RIGHT-OF-WAY LINE
- SAWCUT LINE
- CIVIL LIMIT OF WORK LINE
- GRIND AND OVERLAY A.C. (VARIABLE)
- GRIND AND OVERLAY 2" A.C. PAVEMENT
- CONCRETE SIDEWALK
- CONCRETE PAVEMENT
- FULL DEPTH A.C. PAVEMENT AND AGGREGATE BASE
- LANDSCAPING
- TRUNCATED DOMES
- COBBLESTONE PAVING

CONSTRUCTION NOTES: (THIS SHEET ONLY)

(1) CONSTRUCT FULL DEPTH ROAD RECONSTRUCTION MATCH EXISTING ASPHALT CONCRETE PAVEMENT THICKNESS OVER CRUSHED AGGREGATE BASE. REFER TO EXISTING PAVEMENT SECTION ON SHEET DT-1.

(2) CONSTRUCT 4" THICK PCC SIDEWALK OVER EXISTING BASE MATERIALS OR ADDITIONAL EARTHWORK AS REQUIRED TO ESTABLISH FINAL ELEVATIONS PER SPPWC (APWA) STANDARD PLAN 112-2.

(3) CONSTRUCT 4" THICK PCC ACCESS RAMP OVER EXISTING BASE MATERIALS OR ADDITIONAL EARTHWORK AS REQUIRED TO ESTABLISH FINAL ELEVATIONS PER CALTRANS STANDARD PLAN A88A, CASE PER PLAN. ADA LEVEL LANDING 1.5% MAX CROSS SLOPE IN ANY ONE DIRECTION. ADA RAMPS SHALL BE 7.5% MAX. CONSTRUCT ADA DETECTABLE WARNING SURFACE MIN 3' WIDE.

(5) CONSTRUCT CROSS GUTTER PER SPPWC STANDARD PLAN 122-3.

(6) CONSTRUCT PARKWAY DRAIN PER SPPWC STANDARD PLAN 151-3. CONNECT PARKWAY DRAIN TO EXISTING PROPERTY CONNECTION IN KIND.

(8) OVERLAY 2" ASPHALT CONCRETE PAVEMENT.

(9) OVERLAY VARIABLE ASPHALT CONCRETE PAVEMENT PAVEMENT, 2" MIN.AND DAYLIGHT TO NEW ROADWAY EDGE.

(10) CONSTRUCT DRIVEWAY PER CALTRANS STANDARD PLAN A87A.

(13) CONSTRUCT CONCRETE CURB AND GUTTER TYPE A2-6 PER SPPWC STANDARD PLAN 120-3.

(14) CONSTRUCT CONCRETE CURB TYPE A1-6 PER SPPWC STANDARD PLAN 120-3.

(16) CONSTRUCT COBBLESTONE PAVING. SEE DETAIL A ON SHEET DT-1.

(17) PROPOSED BUS STOP. CONTRACTOR SHALL COORDINATE WITH METRO PRIOR TO CONSTRUCTION.

CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	TANGENT
C1	12.00'	19.23'	91°48'46"	12.39'
C2	10.50'	14.61'	79°43'59"	8.77'
C3	3.00'	5.12'	97°44'15"	3.44'
C4	40.00'	10.75'	15°24'04"	5.41'
C5	40.00'	17.86'	25°34'32"	9.08'
C6	956.00'	83.36'	4°59'46"	41.71'
C7	40.00'	19.02'	27°14'52"	9.69'
C8	40.00'	10.23'	14°39'28"	5.14'
C9	9.50'	15.12'	91°10'29"	9.70'
C10	960.00'	124.54'	7°25'59"	62.36'
C11	12.00'	15.82'	75°31'21"	9.30'
C12	4.00'	7.29'	104°28'39"	5.16'
C13	5.00'	7.07'	81°02'57"	4.27'
C14	7.00'	17.68'	144°42'50"	22.01'
C15	3.00'	7.03'	134°14'14"	7.11'

GRAPHIC SCALE

40 0 20 40 80

(IN FEET)

1 inch = 40 ft.

NORTH

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PLANS PREPARED BY:

Kimley»Horn

25152 SPRINGFIELD COURT, SUITE 200, SANTA CLARITA, CA 91355

PHONE: 661-347-5627

WWW.KIMLEY-HORN.COM

REGISTERED PROFESSIONAL ENGINEER CHARIS ANN No. 83385 5/30/26 CIVIL STATE OF CALIFORNIA

NOT FOR CONSTRUCTION

NO.	REVISION	BY	CHKD.	DATE

CITY OF MALIBU

PUBLIC WORKS DEPARTMENT

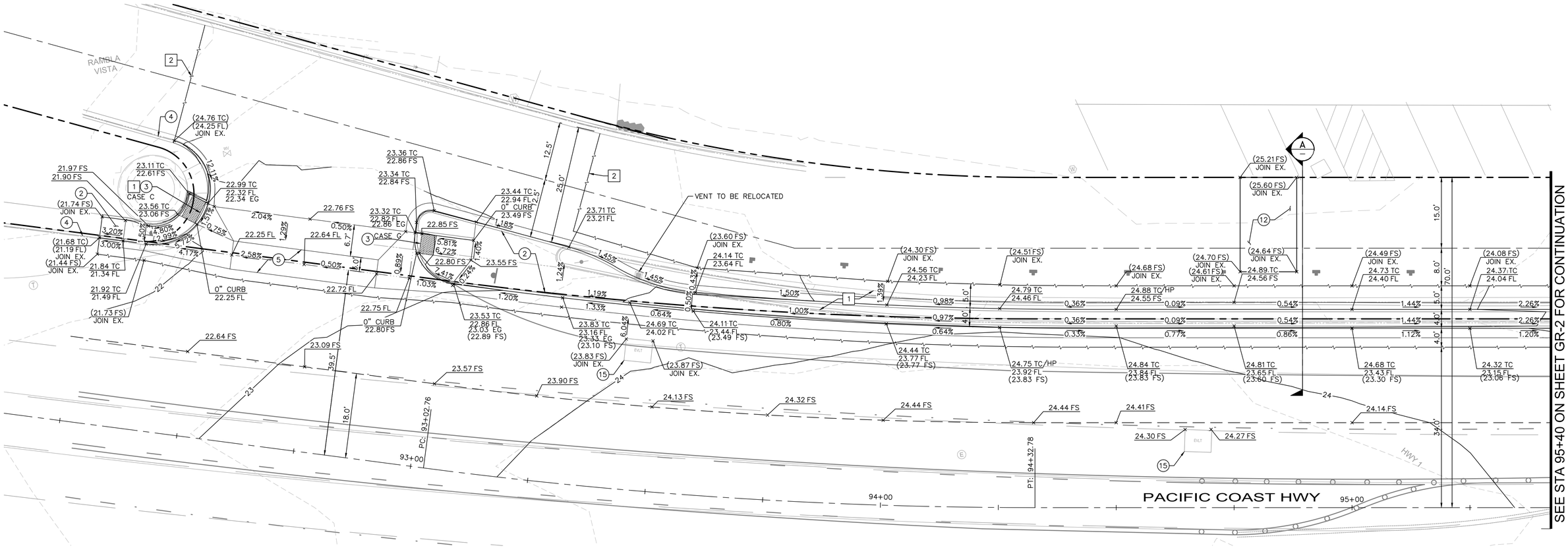
PACIFIC COAST HIGHWAY INTERSECTION IMPROVEMENTS - LAS FLORES CANYON RD / RAMBLA PACIFICO ST

ST-01 - STREET IMPROVEMENT PLAN

DESIGNED BY: CA	DATE 5/28/26	SCALE AS NOTED
DRAWN BY: RC	DATE 5/28/26	
CHECKED BY: BC	DATE 5/28/26	

APPROVED BY: DATE

TATIANA L. HOLDEN, P.E.
INTERIM PUBLIC WORKS DIRECTOR/CITY ENGINEER
RCE NO. 81995



NORTH SIDE MEDIAN

SCALE: 1" = 10'

CONSTRUCTION NOTES: (THIS SHEET ONLY)

(2) CONSTRUCT 4" THICK PCC SIDEWALK OVER EXISTING BASE MATERIALS OR ADDITIONAL EARTHWORK AS REQUIRED TO ESTABLISH FINAL ELEVATIONS PER SPPWC (APWA) STANDARD PLAN 112-2.

(3) CONSTRUCT 4" THICK PCC ACCESS RAMP OVER EXISTING BASE MATERIALS OR ADDITIONAL EARTHWORK AS REQUIRED TO ESTABLISH FINAL ELEVATIONS PER CALTRANS STANDARD PLAN A88A, CASE PER PLAN. ADA LEVEL LANDING 1.5% MAX CROSS SLOPE IN ANY ONE DIRECTION. ADA RAMPS SHALL BE 7.5% MAX. CONSTRUCT ADA DETECTABLE WARNING SURFACE MIN 3' WIDE.

(4) PROTECT IN PLACE EXISTING CURB AND GUTTER.

(5) CONSTRUCT CROSS GUTTER PER SPPWC STANDARD PLAN 122-3.

(12) CONSTRUCT SPEED HUMP PER CITY OF MALIBU STANDARD DETAIL NO 100.

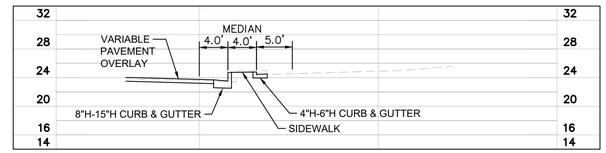
(15) ADJUST TO GRADE EXISTING UTILITY.

NOTES: (THIS SHEET ONLY)

1. FOR REMOVAL AND INSTALLATION OF TRAFFIC SIGNAL COMPONENTS SEE TRAFFIC SIGNAL MODIFICATION PLANS.

LEGEND: (THIS SHEET ONLY)

SAWCUT (LIMIT OF WORK)



SECTION - TYPICAL MEDIAN (A)

SCALE: H:1"=10 – V:1"=10'

NORTH

GRAPHIC SCALE IN FEET
0 5 10 20

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PHONE: 661-347-5627
WWW.KIMLEY-HORN.COM

REGISTERED PROFESSIONAL ENGINEER CHARIS ANN CA No. 83 CIVIL 6/30/26 STATE OF CALIFORNIA NOT FOR CONSTRUCTION

NO.	REVISION	BY	CHKD.	DATE

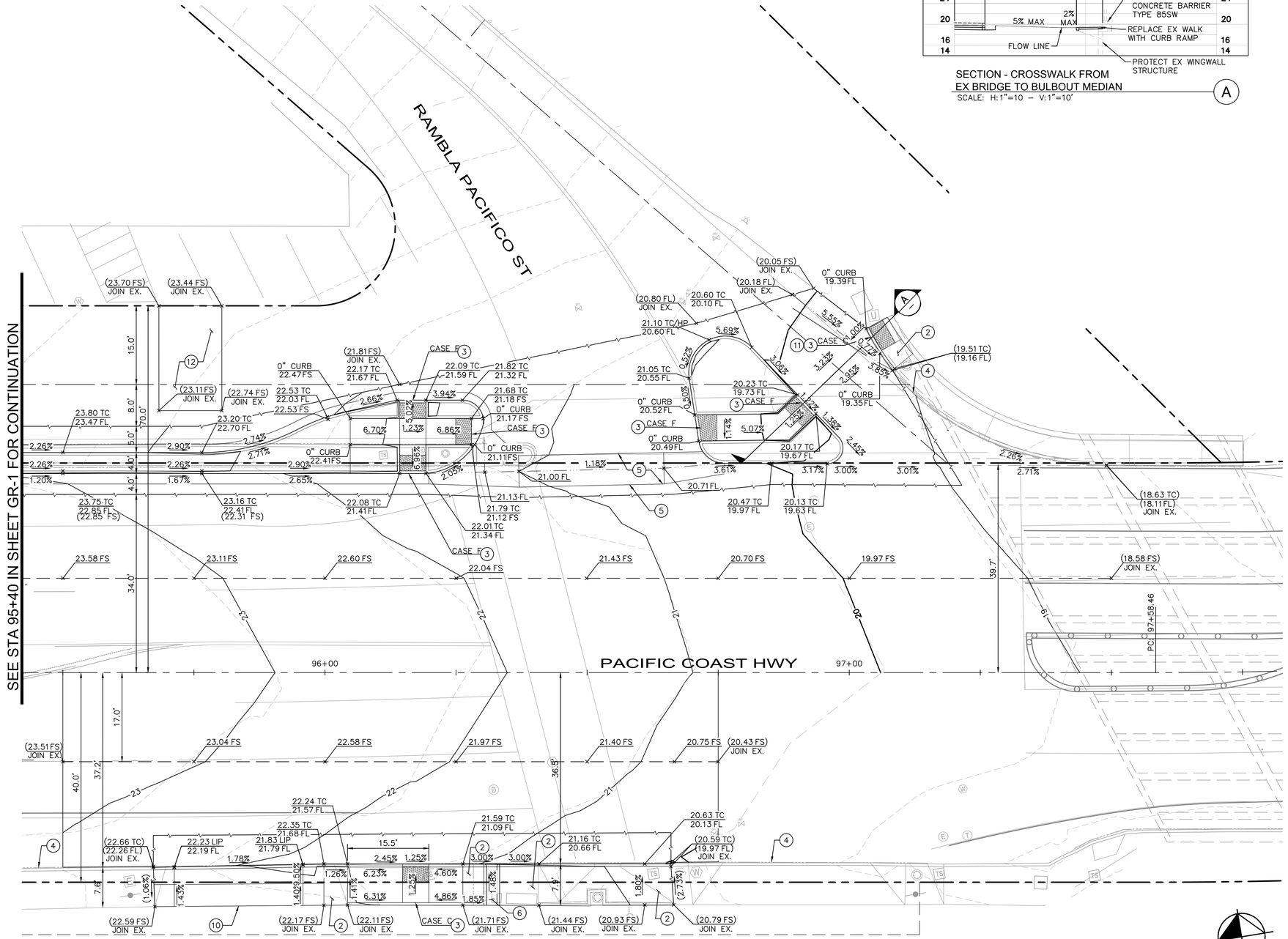
DESIGNED BY: CA DATE 5/28/26
DRAWN BY: RC DATE 5/28/26
CHECKED BY: BC DATE 5/28/26
SCALE: AS NOTED

APPROVED BY: DATE
TATIANA L. HOLDEN, P.E.
INTERIM PUBLIC WORKS DIRECTOR/CITY ENGINEER
RCE NO. 81995

CITY OF MALIBU
PUBLIC WORKS DEPARTMENT

PACIFIC COAST HIGHWAY INTERSECTION IMPROVEMENTS - LAS FLORES CANYON RD / RAMBLA PACIFICO ST

GR-1 - GRADING AND DRAINAGE PLAN



SECTION - CROSSWALK FROM EX BRIDGE TO BULBOUT MEDIAN
SCALE: H:1"=10 – V:1"=10'
A

NOTES: (THIS SHEET ONLY)

1. FOR REMOVAL AND INSTALLATION OF TRAFFIC SIGNAL COMPONENTS SEE TRAFFIC SIGNAL MODIFICATION PLANS.

LEGEND: (THIS SHEET ONLY)

SAWCUT (LIMIT OF WORK)

CONSTRUCTION NOTES: (THIS SHEET ONLY)

(2) CONSTRUCT 4" THICK PCC SIDEWALK OVER EXISTING BASE MATERIALS OR ADDITIONAL EARTHWORK AS REQUIRED TO ESTABLISH FINAL ELEVATIONS PER SPPWC (APWA) STANDARD PLAN 112–2.

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(4) PROTECT IN PLACE EXISTING CURB AND GUTTER.

(5) CONSTRUCT CROSS GUTTER PER SPPWC STANDARD PLAN 122–3.

(6) CONSTRUCT PARKWAY DRAIN PER SPPWC STANDARD PLAN 151–3. CONNECT PARKWAY DRAIN TO EXISTING PROPERTY CONNECTION IN KIND.

(10) CONSTRUCT DRIVEWAY PER CALTRANS STANDARD PLAN A87A.

(11) INTEGRATE SIDEWALK RAMP TO WINGWALL STRUCTURE.

(12) CONSTRUCT SPEED HUMP PER CITY OF MALIBU STANDARD DETAIL NO 100.

NORTH

GRAPHIC SCALE IN FEET
0 5 10 20

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WWW.KIMLEY-HORN.COM

REGISTERED PROFESSIONAL ENGINEER — CHARIS ANN [illegible] — No. 83 — 30/26 — CIVIL — STATE OF CALIFORNIA — NOT FOR CONSTRUCTION

NO.	REVISION	BY	CHKD.	DATE

CITY OF MALIBU
PUBLIC WORKS DEPARTMENT

PACIFIC COAST HIGHWAY INTERSECTION IMPROVEMENTS - LAS FLORES CANYON RD / RAMBLA PACIFICO ST

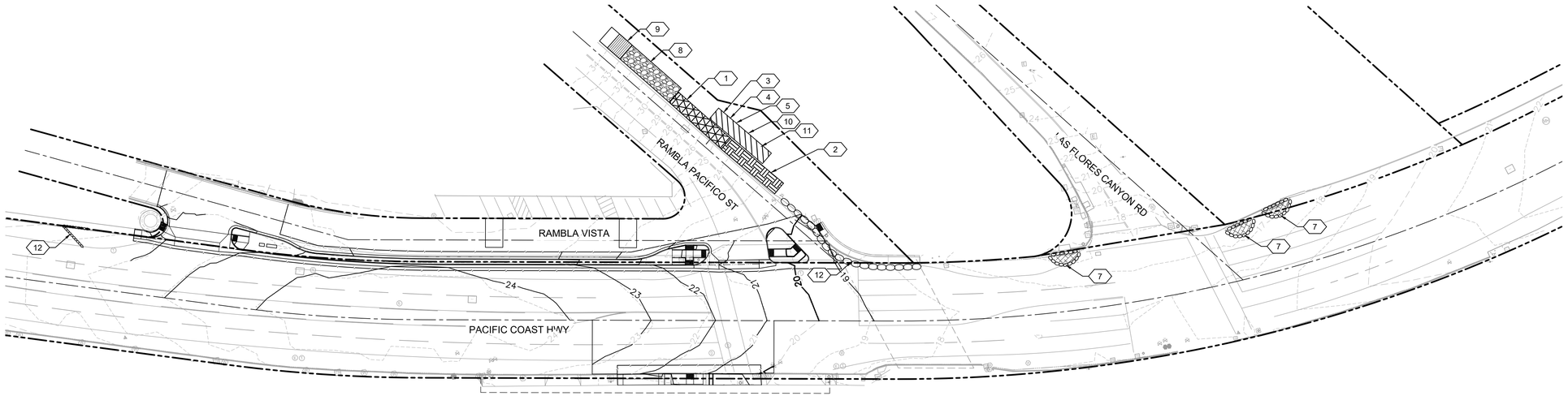
GR-2 - GRADING AND DRAINAGE PLAN

DESIGNED BY: CA	DATE 5/28/26	SCALE: AS NOTED
DRAWN BY: RC	DATE 5/28/26	
CHECKED BY: BC	DATE 5/28/26	

APPROVED BY: DATE

TATIANA L. HOLDEN, P.E.
INTERIM PUBLIC WORKS DIRECTOR/CITY ENGINEER
RCE NO. 81995

Sheet 7 of 13



LEGEND

- CENTER LINE
- EXISTING RIGHT–OF–WAY LINE
- SANDBAGS
- SILT FENCE/TEMPORARY FENCE
- INLET PROTECTION
- CONSTRUCTION ENTRANCE
- STOCKPILE AREA
- SANITARY AREA, TRASH STORAGE, HAZARDOUS MATERIAL, CONCRETE MANAGEMENT,VEHICLE MAINTENANCE AND EQUIPMENT STORAGE AREA
- MATERIAL STORAGE AND DELIVERY
- FLOW DIRECTION
- LANDSCAPING
- CHECK DAMS
- EARTHEN SWALE

BMP NOTES

THE FOLLOWING BMPS AS OUTLINED IN, BUT NOT LIMITED TO, THE CALIFORNIA STORMWATER BMP HANDBOOK DATED NOVEMBER 2009, OR THE LATEST REVISED EDITION, MAY APPLY DURING THE CONSTRUCTION OF THE PROJECT. ADDITIONAL MEASURES MAY BE REQUIRED AS NEEDED:

EC-1, SCHEDULING
EC-2, PRESERVATION OF EXISTING VEGETATION
EC-3, HYDRAULIC MULCH
WE-1, WIND EROSION CONTROL
NS-1, WATER CONSERVATION PRACTICES
NS-3, PAVING AND GRINDING OPERATIONS
NS-7, POTABLE WATER/IRRIGATION
NS-12, CONCRETE CURING
NS-13, CONCRETE FINISHING
WM-4, SPILL PREVENTION AND CONTROL
WM-5, SOLID WASTE MANAGEMENT
WM-7, CONTAMINATED SOIL MANAGEMENT
WM-9, SANITARY/SEPTIC WASTE MANAGEMENT
WM-10, LIQUID WASTE MANAGEMENT
SE-7, STREET SWEEPING AND VACUUMING

SEQUENCE OF CONSTRUCTION

UPON IMPLEMENTATION AND INSTALLATION OF THE FOLLOWING AREAS: TRAILER, PARKING, LAYDOWN, PORTA-POTTY, WHEEL WASH, CONCRETE WASHOUT, FUEL AND MATERIAL STORAGE CONTAINERS, SOLID WASTE CONTAINERS, ETC., IMMEDIATELY DENOTE THEM ON THE SITE MAPS AND NOTE ANY CHANGES IN LOCATION AS THEY OCCUR THROUGHOUT THE CONSTRUCTION PROCESS.

PHASE 1:
1. CONSTRUCT STABILIZED CONSTRUCTION ENTRANCE (1) AND CHAIN LINK FENCE WITH GREEN SCREEN AND THEN SILT FENCE WHERE SHOWN ON PLAN.
2. CONSTRUCT AND STABILIZE SEDIMENT BASIN AND DRAINAGE SWALES WITH APPROPRIATE OUTFALL STRUCTURES (CLEAR ONLY THOSE AREAS NECESSARY TO INSTALL CONTROL DEVICES LISTED ABOVE)
3. INSTALL INLET PROTECTION AT EXISTING INLET(S).
4. INSTALL AND STABILIZE ANY NECESSARY HYDRAULIC CONTROL STRUCTURES (DIKES,CHECK DAMS, OUTLET TRAPS, RISER PIPE DISCHARGE POINT, ETC.)
5. PREPARE CLEARING AND GRUBBING OF THE SITE, IF APPLICABLE.

PHASE 2:
6. PERFORM MASS GRADING. ROUGH GRADE TO ESTABLISH PROPOSED DRAINAGE PATTERNS.
7. START CONSTRUCTION OF THE BUILDING PAD AND STRUCTURES.
8. TEMPORARILY SEED WITH PURE LIVE SEED, THROUGHOUT CONSTRUCTION, DISTURBED AREAS THAT WILL BE INACTIVE FOR 7 DAYS OR MORE OR AS REQUIRED BY GENERIC PERMIT.

HALT ALL ACTIVITIES AND CONTACT THE CONSULTANT TO PERFORM INSPECTION AND CERTIFICATION OF BMPS. GENERAL CONTRACTOR SHALL SCHEDULE AND CONDUCT STORM WATER PRE-CONSTRUCTION MEETING WITH CONSULTANT AND ALL GROUND-DISTURBING CONTRACTORS BEFORE PROCEEDING WITH CONSTRUCTION.

GENERAL EROSION CONTROL NOTES

1. ERODED SEDIMENTS AND POLLUTANTS SHALL BE RETAINED ON SITE AND SHALL NOT BE TRANSPORTED FROM THE SITE VIA SHEET FLOW, SWALES, AREA DRAINS, NATURAL DRAINAGE OR WIND.
2. STOCKPILES OF EARTH AND OTHER CONSTRUCTION-RELATED MATERIALS SHALL BE COVERED AND/OR PROTECTED FROM BEING TRANSPORTED FROM THE SITE BY WIND OR WATER.
3. FUELS, OILS, SOLVENTS AND OTHER TOXIC MATERIALS MUST BE STORED IN ACCORDANCE WITH THEIR LISTING AND SHALL NOT CONTAMINATE THE SOIL NOR THE SURFACE WATERS. ALL APPROVED TOXIC STORAGE CONTAINERS ARE TO BE PROTECTED FROM THE WEATHER. SPILLS MUST BE CLEANED UP IMMEDIATELY AND DISPOSED OF PROPERLY AND SHALL NOT BE WASHED INTO THE DRAINAGE SYSTEM.
4. NON-STORM WATER RUNOFF FROM EQUIPMENT AND VEHICLE WASHING AND ANY OTHER ACTIVITY SHALL BE CONTAINED ON THE PROJECT SITE.
5. EXCESS OR WASTE CONCRETE MAY NOT BE WASHED INTO THE PUBLIC WAY OR ANY DRAINAGE SYSTEM. PROVISIONS SHALL BE MADE TO RETAIN CONCRETE WASTE ON-SITE UNTIL IT CAN BE APPROPRIATELY DISPOSED OF OR RECYCLED.
6. TRASH AND CONSTRUCTION -RELATED SOLID WASTES MUST BE DEPOSITED INTO A COVERED RECEPTACLE TO PREVENT CONTAMINATION OF STORM WATER AND DISPERSAL BY WIND.
7. SEDIMENTS AND OTHER MATERIALS SHALL NOT BE TRACKED FROM THE SITE BY VEHICLE TRAFFIC. THE CONSTRUCTION ENTRANCE ROADWAYS MUST BE STABILIZED SO AS TO INHIBIT SEDIMENTS FROM BEING DEPOSITED INTO THE STREET/PUBLIC WAYS. ACCIDENTAL DEPOSITIONS MUST BE SWEPT UP IMMEDIATELY AND MAY NOT BE WASHED DOWNBY RAIN OR BY ANY OTHER MEANS.
8. RETENTION BASINS OF SUFFICIENT SIZE SHALL BE PROVIDED TO RETAIN STORM WATER RUNOFF ON-SITE AND SHALL BE PROPERLY LOCATED TO COLLECT ALL TRIBUTARY SITE RUNOFF.
9. WHERE RETENTION OF STORM WATER RUNOFF ON-SITE IS NOT FEASIBLE DUE TO SITE CONSTRAINTS, RUNOFF MAY BE CONVEYED TO THE STREET AND THE STORM DRAIN SYSTEM PROVIDED THAT AN APPROVED FILTERING SYSTEM IS INSTALLED AND MAINTAINED ON-SITE DURING THE CONSTRUCTION DURATION.
10. ANY SLOPES WITH DISTURBED SOILS OR DENUDED OF VEGETATION MUST BE STABILIZED SO AS TO INHIBIT EROSION BY WIND AND WATER.
11. STORM WATER POLLUTION CONTROL REQUIREMENTS MUST BE INTEGRATED ONTO THE EROSION CONTROL PLANS FOR ANY CONSTRUCTION BETWEEN OCTOBER 1 AND APRIL 15. THE FOLLOWING NOTES AND BMP'S AS OUTLINED IN, BUT NOT LIMITED TO, THE BEST MANAGEMENT PRACTICE HANDBOOK, CALIFORNIA STORM WATER QUALITY TASK FORCE. SACRAMENTO, CALIFORNIA 1993, OR THE LATEST REVISED EDITION MAY APPLY DURING THE CONSTRUCTION OF PROJECT (ADDITIONAL MEASURES MAY BE REQUIRED IF DEEMED APPROPRIATE BY CITY INSPECTIONS).
12. TEMPORARY EROSION CONTROL DEVICES SHOWN ON THE PLAN WHICH INTERFERE WITH THE WORK SHALL BE RELOCATED OR MODIFIED AS AND WHEN THE CONTRACTOR AND/OR THE INSPECTOR SO DIRECTS AS THE WORK PROGRESSES.
13. ALL STANDARDS REFERENCED FROM 2009 CASQA CONSTRUCTION BMP BOOK.

MAINTENANCE NOTES

ALL MEASURES STATED ON THIS SITE MAP, AND IN THE STORM WATER POLLUTION PREVENTION PLAN, SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL NO LONGER REQUIRED FOR A COMPLETED PHASE OF WORK OR FINAL STABILIZATION OF THE SITE. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE CHECKED BY A QUALIFIED PERSON IN ACCORDANCE WITH THE CONTRACT DOCUMENTS OR THE APPLICABLE PERMIT, WHICHEVER IS MORE STRINGENT, AND REPAIRED IN ACCORDANCE WITH THE FOLLOWING:

1. INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING OR DETERIORATION.
2. ALL SEEDED AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND IS MAINTAINED. AREAS SHOULD BE FERTILIZED, WATERED, AND RESEEDED AS NEEDED.
3. THE CONSTRUCTION EXITS SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE CONSTRUCTION EXITS AS CONDITIONS DEMAND.
4. THE TEMPORARY PARKING AND STORAGE AREA SHALL BE KEPT IN GOOD CONDITION (SUITABLE FOR PARKING AND STORAGE). THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE TEMPORARY PARKING AREA AS CONDITIONS DEMAND.
6. OUTLET STRUCTURES IN THE SEDIMENTATION BASINS SHALL BE MAINTAINED IN OPERATIONAL CONDITIONS AT ALL TIMES. SEDIMENT SHALL BE REMOVED FROM SEDIMENT BASINS OR TRAPS WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY 50%.

CONTRACTOR RESPONSIBLE FOR TRAFFIC CONTROL AND PEDESTRIAN CONTROL WHILE PERFORMING WORK IN THE PUBLIC RIGHT-OF-WAY.

SITE PREPARATION SHOULD BE IN ACCORDANCE WITH GEOTECHNICAL INVESTIGATION

CONTRACTOR TO USE BEST MANAGEMENT PRACTICES TO ENSURE COMPLIANCE WITH NPDES AND WATER MANAGEMENT DISTRICT REGULATIONS FOR STORMWATER DISCHARGE FROM CONSTRUCTION ACTIVITIES AND DEWATERING OPERATIONS.

GRAPHIC SCALE

40 0 20 40 80

(IN FEET)
1 inch = 40 ft.

NORTH

EROSION CONTROL NOTES

1. WM-1, MATERIAL DELIVERY AND STORAGE.
2. WM-3, STOCKPILE MANAGEMENT, CONTRACTOR TO SET UP STOCKPILE AREA.
3. WM-5, SANITARY AREA.
4. WM-6, HAZARDOUS WASTE MANAGEMENT.
5. WM-8, CONCRETE WASTE MANAGEMENT.
6. SE-1 - SILT FENCE; REFER TO DETAIL 6, PER CIVIL DETAIL SHEET. CONTRACTOR TO MAINTAIN DURING ALL GRADING & MOBILIZATION ACTIVITIES.
7. SE-10, STORM DRAIN INLET PROTECTION. REFER TO DETAIL 7, PER CIVIL DETAIL SHEET.
8. TR-1, STABILIZED CONSTRUCTION ENTRANCE/EXIT; REFER TO DETAIL B, PER SHEET EC-2.
9. TR-3, ENTRANCE/OUTLET TIRE WASH; REFER TO DETAIL B AND C, PER SHEET EC-2.
10. NS-10, VEHICLE AND EQUIPMENT MAINTENANCE.
11. SD-32, TRASH STORAGE AREA.
12. SE-4, GRAVEL BAG CHECK DAM

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PLANS PREPARED BY:
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REGISTERED PROFESSIONAL ENGINEER CHARIS ANN No. 83 30/26 CIVIL STATE OF CALIFORNIA
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NO.	REVISION	BY	CHKD.	DATE

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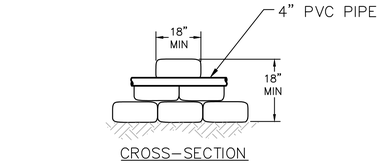
PACIFIC COAST HIGHWAY INTERSECTION IMPROVEMENTS - LAS FLORES CANYON RD / RAMBLA PACIFICO ST

EC-01 - EROSION CONTROL PLAN

DESIGNED BY: CA	DATE 5/28/26	SCALE AS NOTED
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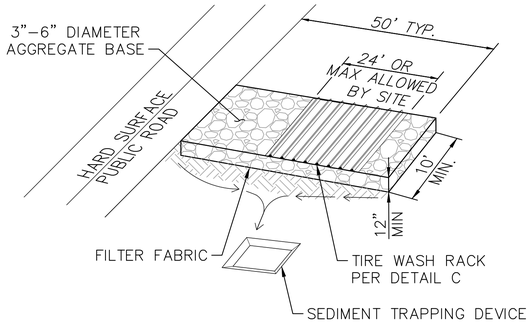
APPROVED BY: DATE

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INTERIM PUBLIC WORKS DIRECTOR/CITY ENGINEER
RCE NO. 81995



RUNOFF BARRIER
N.T.S.

A



NOTES:

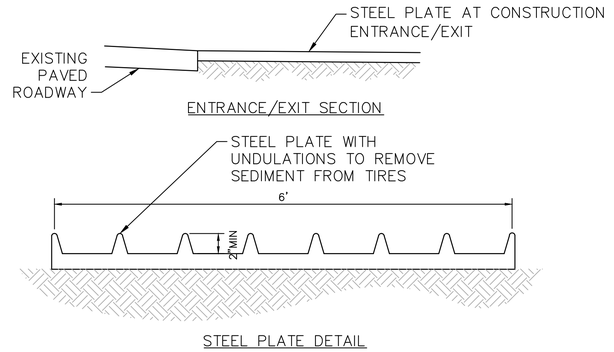
1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS–OF–WAY. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.

2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT–OF–WAY.

3. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.

STABILIZED CONSTRUCTION ENTRANCE
N.T.S.

B



TIRE WASH RACK
N.T.S.

C

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AT LEAST TWO WORKING DAYS PRIOR TO EXCAVATING
SERVING NINE SOUTHERN CALIFORNIA COUNTIES

75% DESIGN FOR REVIEW ONLY MAY 2026

PLANS PREPARED BY:
Kimley»Horn
25152 SPRINGFIELD COURT, SUITE 200, SANTA CLARITA, CA 91355
PHONE: 661-347-5627
WWW.KIMLEY-HORN.COM

REGISTERED PROFESSIONAL ENGINEER CHARIS ANN CHAN No. 28383 5/30/26 CIVIL OF CALIFORNIA
NOT FOR CONSTRUCTION

NO.	REVISION	BY	CHKD.	DATE

CITY OF MALIBU
PUBLIC WORKS DEPARTMENT

PACIFIC COAST HIGHWAY INTERSECTION IMPROVEMENTS - LAS FLORES CANYON RD / RAMBLA PACIFICO ST

EC-02 - EROSION CONTROL PLAN

DESIGNED BY: CA	DATE 5/28/26	SCALE: AS NOTED
DRAWN BY: RC	DATE 5/28/26	
CHECKED BY: BC	DATE 5/28/26	

APPROVED BY: DATE

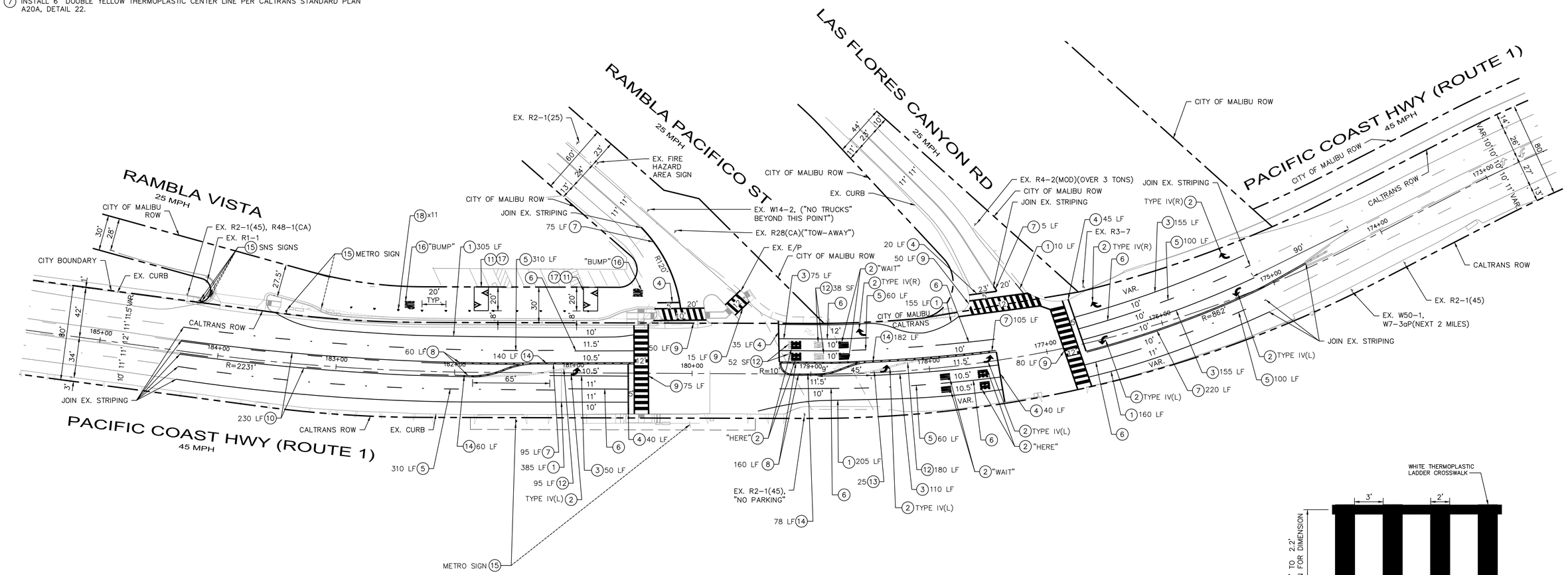
TATIANA L. HOLDEN, P.E.
INTERIM PUBLIC WORKS DIRECTOR/CITY ENGINEER
RCE NO. 81995

SIGNING AND STRIPING CONSTRUCTION NOTES (THIS SHEET ONLY):

1. INSTALL 6" WHITE THERMOPLASTIC RIGHT EDGE LINE PER CALTRANS STANDARD PLAN A20B, DETAIL 27B.
2. INSTALL WHITE THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STANDARD PLAN A24A AND A24D. TYPE PER PLAN.
3. INSTALL 8" SOLID WHITE THERMOPLASTIC CHANNELIZING LINE PER CALTRANS STANDARD PLAN A20D, DETAIL 38.
4. INSTALL 12" WHITE THERMOPLASTIC LIMIT LINE PER CALTRANS STANDARD PLAN RSP A24G.
5. INSTALL 6" WHITE THERMOPLASTIC LANE LINE PER CALTRANS STANDARD PLAN RSP A20A. DETAIL 12.
6. INSTALL 50 FEET OF 6" WHITE THERMOPLASTIC LANE LINE.
7. INSTALL 6" DOUBLE YELLOW THERMOPLASTIC CENTER LINE PER CALTRANS STANDARD PLAN A20A, DETAIL 22.
8. INSTALL 6" DOUBLE YELLOW THERMOPLASTIC MEDIAN ISLAND PER CALTRANS STANDARD PLAN A20B, DETAIL 29.
9. INSTALL WHITE THERMOPLASTIC LADDER CROSSWALK PER CALTRANS STANDARD PLAN A24F. SEE DETAIL "A" THIS SHEET.
10. INSTALL TWO-WAY LEFT TURN MEDIAN PER CALTRANS STANDARD PLAN A20B, DETAIL 32.
11. INSTALL PAVEMENT MARKINGS FOR PROPOSED SPEED HUMPS PER CITY OF MALIBU STD. DET. NO. 100. SEE SHEET DT-01.
12. REMOVE CONFLICTING STRIPING OR PAVEMENT MARKING USING WET SANDBLASTING OR CALTRANS APPROVED METHOD.
13. REMOVE EXISTING YELLOW RAISED EPOXY DELINEATORS.
14. FURNISH AND INSTALL NEW YELLOW RAISED EPOXY DELINEATORS AT 7' O.C.
15. RELOCATE EXISTING SIGN AND POST. SIGN PER PLAN.
16. INSTALL 8' TALL WHITE THERMOPLASTIC PAVEMENT WORD MARKING "BUMP" PER CALIFORNIA MUTCD SECTION 3B.20, SECTION 3B.30, AND FIGURE 3B-17.
17. INSTALL SPEED HUMPS PER CITY OF MALIBU STD. DET. NO. 100. SEE SHEET DT-01.
18. INSTALL 12" WHITE THERMOPLASTIC PARKING SPACE MARKING FOR ON-STREET PARALLEL PARKING PER CALIFORNIA MUTCD SECTION 3B.27 FIGURE 3B-23.

LEGEND

REMOVE	EXISTING	PROPOSED	
			PAVEMENT ARROW
			ROADSIDE SIGN
			TRAFFIC STRIPE OR MARKING



DETAIL "A" - CONTINENTAL CROSSWALK
NOT TO SCALE

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

NORTH

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PHONE: 661-347-5627
WWW.KIMLEY-HORN.COM

REGISTERED PROFESSIONAL ENGINEER CHARIS A. No. 83 50/26 CIVIL STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

NO.	REVISION	BY	CHKD.	DATE

CITY OF MALIBU
PUBLIC WORKS DEPARTMENT

PACIFIC COAST HIGHWAY INTERSECTION IMPROVEMENTS - LAS FLORES CANYON RD / RAMBLA PACIFICO ST

SS-01 - SIGNING & STRIPING PLANS

DESIGNED BY: CA	DATE 5/28/26	SCALE AS NOTED
DRAWN BY: RC	DATE 5/28/26	
CHECKED BY: BC	DATE 5/28/26	

APPROVED BY: DATE

TATIANA L. HOLDEN, P.E.
INTERIM PUBLIC WORKS DIRECTOR/CITY ENGINEER
RCE NO. 81995

TRAFFIC SIGNAL CONSTRUCTION NOTES:

1. FURNISH AND INSTALL NO. 6 PULL BOX.
2. FURNISH AND INSTALL 3" SCHEDULE 80 HDPE CONDUIT.
3. FURNISH AND INSTALL "NO TURN ON RED" (R10-11) SIGN ON EXISTING TRAFFIC SIGNAL POLE.
4. FURNISH AND INSTALL 2" SCHEDULE 80 HDPE CONDUIT.

AB ABANDON. IF APPLIED TO CONDUIT, REMOVE CONDUCTORS.

CB INSTALL CONDUIT INTO EXISTING PULL BOX.

CC CUT AND CONNECT EXISTING CONDUCTORS TO PROPOSED CONDUCTORS TO MATCH EXISTING CONDITIONS.

RL RELOCATE EXISTING EQUIPMENT.

SC SPLICE CONDUCTORS.

LEGEND

REMOVE	EXISTING	PROPOSED	
			SIGNAL EQUIPMENT
			DETECTOR LOOP CABLES (DLC)

POLE SCHEDULE

NO.	STANDARD TYPE	HEIGHT	SIGNAL M.A.	LUM M.A.	LUM. LED/ LED EQ.	VEHICLE SIGNAL MTG. MAST ARM	VEHICLE SIGNAL MTG. POLE	PED. SIGNAL MTG.	PPB ø	PPB TYPE*	PPB ARROW	R.S.N.S.	POLE LOCATION A	POLE LOCATION B	REMARKS
A	15TS	30'	–	12'	88	–	SV-1-T	SP-1-T	–	–	–		EXISTING		
B	15TS	30'	–	12'	88	–	SV-1-T	SP-1-T	4	APS	→	–	EXISTING		
C	19-4-129	30'	30'	12'	137W	2-MAS	SV-1-T SV-2-T	SP-1-T	4	APS	←	Las Flores	EXISTING		
D	1-A	10'	–	–	–	–	TV-3-T	–	–	–	–	–	EXISTING		
E	XIX	30'	30'	12'	137W	2-MAS	SV-2-T	SP-1-T	–	–	–	←Rambla Pacifico	EXISTING		
F	1-A	10'	–	–	–	–	TV-3-T	–	8	APS	→	–	EXISTING		
G	**PPB POST(N)**	**4'-7"**	**–**	**–**	**–**	**–**	**–**	**–**	**8(R)**	**APS**	→		SEE PLAN		
H	**PPB POST(R)**	**4'-7"**	**–**	**–**	**–**	**–**	**–**	**–**	**2(R) 8(R)**	**APS APS**	→ →		SEE PLAN		
I	19-4-100	30'	30'	15'	87	2-MAS	SV-1-T	SP-2-T	8	APS	←	Rambla Pacifico→	EXISTING		
J	**PPB POST(N)**	**4'-7"**	**–**	**–**	**–**	**–**	**–**	**–**	**2(N)**	**APS**	←		SEE PLAN		
K	**PPB POST(N)**	**4'-7"**	**–**	**–**	**–**	**–**	**–**	**–**	**2(N)**	**APS**	→		SEE PLAN		
L	15TS	30'	–	12'	87	–	SV-1-T	SP-1-T	**2(R)**	**APS**	→	–	EXISTING		
M	29-5-100	30'	45'	15'	87	3-MAS	SV-1-T	SP-1-T	–	–	–	Las Flores(N)	EXISTING		

ALL EQUIPMENT IS EXISTING UNLESS OTHERWISE SPECIFIED.
EXACT POLE LOCATIONS TO BE DETERMINED BY FIELD INSPECTOR. POTHOLE POLE FOUNDATIONS PRIOR TO ORDERING NEW POLES.
(N) NEW, (R) RELOCATED
R.S.N.S. – RETROREFLECTIVE STREET NAME SIGN
* – TYPE PER CALTRANS STD PLAN ES-5C, NEW PPB MOUNTED 42" ABOVE FINISHED GRADE OF LANDING AREA.

EXISTING PHASE DIAGRAM

ø1	ø2	ø3	ø4
		NOT IN USE	

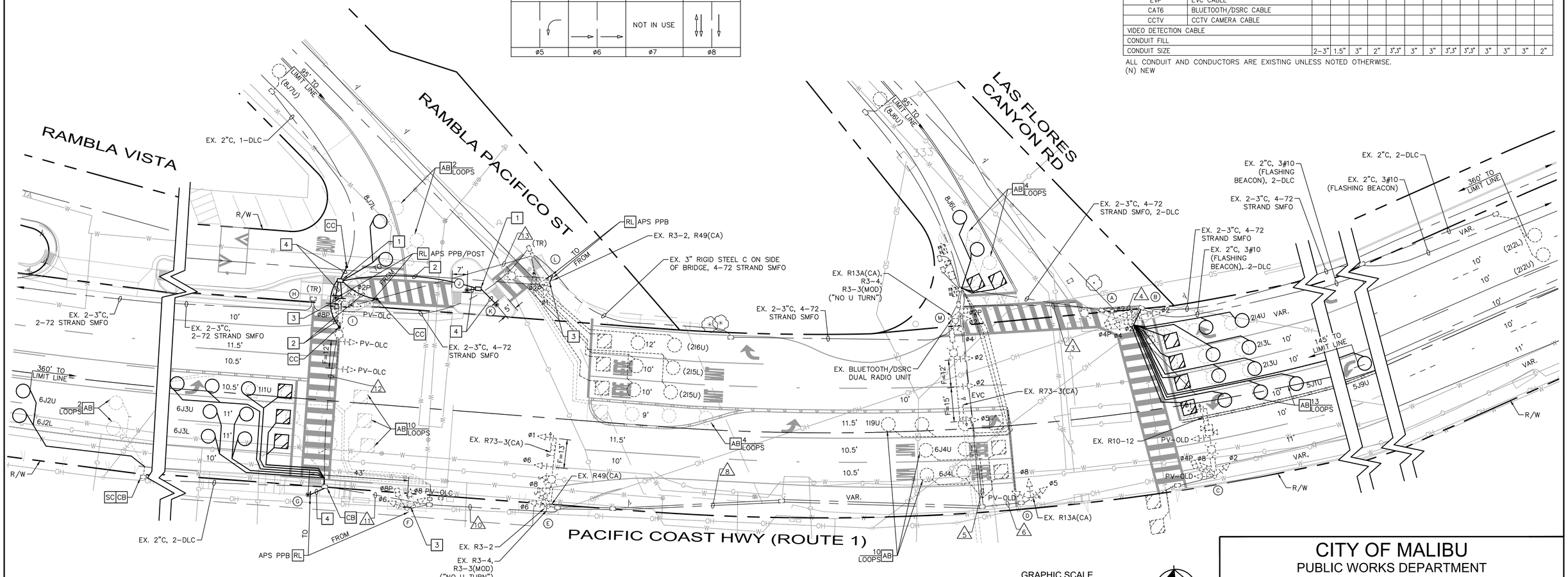
ø5	ø6	ø7	ø8
		NOT IN USE	

CONDUCTOR SCHEDULE

AWG OR CABLE	POLE	CIRCUIT	1	2	3	4	5	6	7	8	9	10	11	12	13
28CSC	A	ø4,ø4P/–													
12CSC	B	ø1,ø2P/ø4PPB													
	C	ø1,ø2,ø6,ø8,OLD,ø4P/ø4PPB													
	D	ø5,ø6,ø8/–													
	E	ø1,ø6,ø8/–													
	F	ø6,ø8,OLC,ø8P/ø8PPB													
	G	–/ø8PPB													
	H	–/ø2PPB,ø8PPB													
	I	OLC,ø2P,ø8P/ø8PPB													
	J	ø1,ø2P/ø2PPB													
	K	ø2,ø4,ø5,ø2P/–													
3CSC		TOTAL													
#14		TOTAL #14													
#10		LUMINAIRE													
#8		LUMINAIRE													
		GROUND													
		TOTAL #8													
DLC		ø1 DETECTOR													
		ø2 DETECTOR													
		ø4 DETE													
		ø5 DE													
		ø6 DET													
		ø8 DETE													
		TOTAL DLC													
12 SMFO		FIBER-OPTIC CABLE													
EVP		EVC CABLE													
CAT6		BLUETOOTH/DSRC CABLE													
CCTV		CCTV CAMERA CABLE													
VIDEO DETECTION CABLE															
CONDUIT FILL															
CONDUIT SIZE			2-3"	1.5"	3"	2"	3",3"	3"	3"	3",3"	3",3"	3"	3"	3"	2"

ALL CONDUIT AND CONDUCTORS ARE EXISTING UNLESS NOTED OTHERWISE.
(N) NEW

PROGRESS
TO BE INCLUDED IN NEXT SUBMITTAL



GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.

NORTH

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NOT FOR CONSTRUCTION

NO.	REVISION	BY	CHKD.	DATE

CITY OF MALIBU
PUBLIC WORKS DEPARTMENT

PACIFIC COAST HIGHWAY INTERSECTION IMPROVEMENTS - LAS FLORES CANYON RD / RAMBLA PACIFICO ST

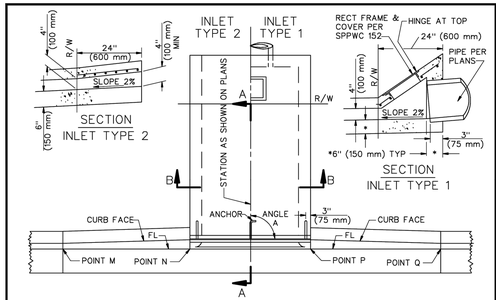
TS-01 - TRAFFIC SIGNAL PLANS

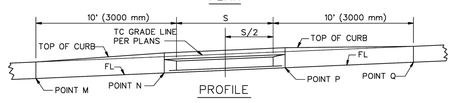
DESIGNED BY: CA	DATE 5/28/26	SCALE AS NOTED
DRAWN BY: RC	DATE 5/28/26	
CHECKED BY: BC	DATE 5/28/26	

APPROVED BY: DATE

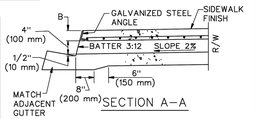
TATIANA L. HOLDEN, P.E.
INTERIM PUBLIC WORKS DIRECTOR/CITY ENGINEER
RCE NO. 81995

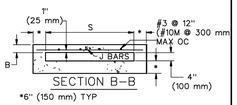
Sheet 11 of 13





S	J BAR SPACING	ANCHORS	NOTE
12" (300 mm)	7" (180 mm)	2	9
18" (450 mm)	7" (180 mm)	2	9
24" (600 mm)	7" (180 mm)	2	9
30" (750 mm)	7" (180 mm)	2	9
36" (900 mm)	7" (180 mm)	3	9
42" (1050 mm)	6" (150 mm)	3	9
48" (1200 mm)	5" (125 mm)	3	9
54" (1350 mm)	6-1/2" (165 mm)	3	10
60" (1500 mm)	5" (125 mm)	3	10
66" (1650 mm)	4" (100 mm)	3	10
72" (1800 mm)	3-1/2" (90 mm)	3	10





STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION

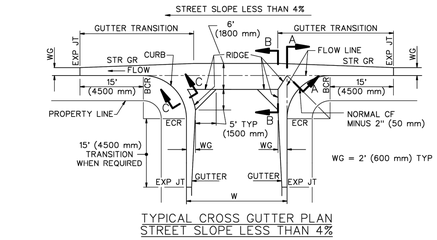
PROMULGATED BY THE PUBLIC WORKS STANDARDS INC. GREENBOOK COMMITTEE 1963 REV. 1996, 2009, 2021

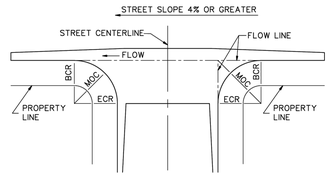
PARKWAY DRAIN

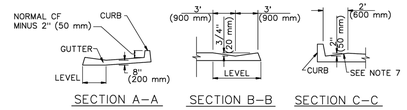
USE WITH STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION

STANDARD PLAN 151-3

SHEET 1 OF 2







STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION

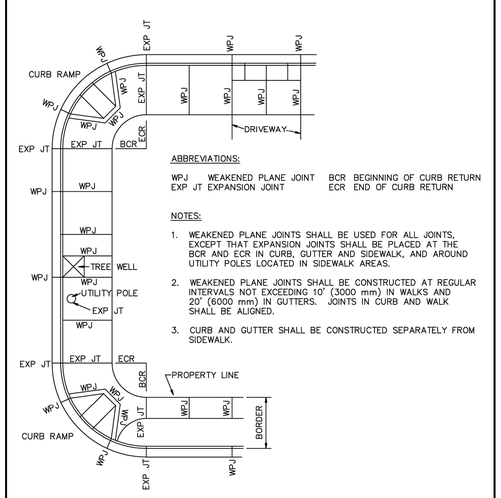
PROMULGATED BY THE PUBLIC WORKS STANDARDS INC. GREENBOOK COMMITTEE 1964 REV. 1963, 2009, 2021

CROSS AND LONGITUDINAL GUTTERS

USE WITH STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION

STANDARD PLAN 122-3

SHEET 1 OF 2



STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION

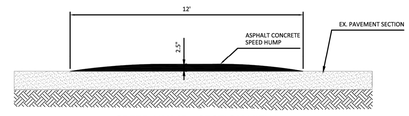
PROMULGATED BY THE PUBLIC WORKS STANDARDS INC. GREENBOOK COMMITTEE 1994 REV. 1996, 2009

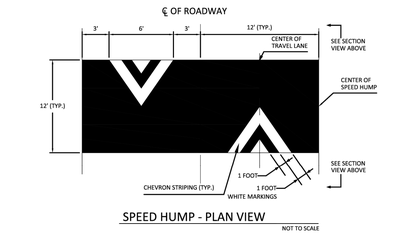
CURB AND SIDEWALK JOINTS

USE WITH STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION

STANDARD PLAN 112-2

SHEET 1 OF 1





NOTES:
1. ADVANCED WARNING SIGNS SHALL BE MUTCD W17-1 (MODIFIED) "SPEED HUMP AHEAD" OR CALTRANS W84 (CA) AND SHALL BE PLACED AS DIRECTED BY THE ENGINEER

CITY OF MALIBU
PUBLIC WORKS DEPARTMENT

SPEED HUMPS

		Date
Designed	RD	3/14
Drawn	AA	3/14
Checked	RD	3/14
Approved		

STD. DET. NO. 100

SHEET 1 OF 1

NOTES

1. FLOOR OF BOX SHALL BE TROWLED SMOOTH.
2. IF THE TOE OF SLOPE IS ALLOWED WITHIN THE R/W, INLET TYPE 1 BEGINS AT THE TOE RATHER THAN AT THE R/W LINE.
3. FOR OPEN DITCH (TYPE 2), THE 24" (600 mm) EXTENSION BEYOND THE R/W LINE IS NOT REQUIRED WHEN BACK OF WALK IS 24" (600 mm) OR MORE FROM THE R/W LINE; HOWEVER, THE PARKWAY DRAIN SHALL EXTEND TO THE R/W LINE IN ANY EVENT.
4. TOP OF INLET STRUCTURE (TYPE 1 & 2) SHALL BE FLUSH WITH ADJACENT SURFACE WHERE PRACTICAL.
5. A HEADED STEEL STUD 5/8" x 6-3/8" WITH A 1" HEAD (16 x 160 mm, 25 mm HEAD) ATTACHED BY A FULL PENETRATION BUTT WELD MAY BE USED AS AN ALTERNATE ANCHOR.
6. NORMAL CURB FACE AT POINT M AND Q. CURB FACE IS B + 5" (125 mm) AT POINT N AND P.
7. THE 3" (75 mm) LEG OF THE 5/8" (16 mm) DIA ANCHORS SHALL BE PARALLEL TO THE TOP OF SIDEWALK.
8. J BARS ARE #3 (#10M).
9. FOR S = 48" (1200 mm) AND LESS, B = 3" (75 mm). USE 2-1/2" x 2" x 3/8" (64 x 51 x 9.5 mm) GALVANIZED STEEL ANGLE.
10. FOR S = 54" (1350 mm) OR MORE, B = 4" (100 mm). USE 3-1/2" x 3" x 1/2" (89 x 76 x 12.7 mm) GALVANIZED STEEL ANGLE.
11. ANGLE A EQUALS 90° UNLESS OTHERWISE SPECIFIED.

STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION

PARKWAY DRAIN

STANDARD PLAN 151-3

SHEET 2 OF 2

NOTES:

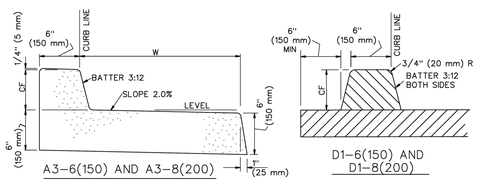
1. WEAKENED-PLANE AND/OR CONSTRUCTION JOINTS SHALL BE PLACED IN CURB AND GUTTER AT LOCATIONS SHOWN ON THE TYPICAL JOINT PLAN HEREON.
2. WEAKENED-PLANE JOINTS SHALL BE PLASTIC CONTROL JOINTS OR 1-1/2" (40 mm) DEEP SAW CUTS. CONCRETE SAWING SHALL TAKE PLACE WITHIN 24 HOURS AFTER CONCRETE IS PLACED.
3. DOWELS FOR CONSTRUCTION JOINTS SHALL BE #4 BARS 18" LONG (#13M BARS 450 mm LONG).
4. PLACE A WEAKENED-PLANE OR CONSTRUCTION JOINT WHERE LONGITUDINAL ALLEY GUTTER JOINS CONCRETE ALLEY INTERSECTION.
5. ALL EXPOSED CORNERS ON PCC CURBS AND GUTTERS SHALL BE ROUNDED WITH 1/2" (15 mm) RADIUS.
6. CONCRETE SHALL BE INTEGRAL WITH CURB UNLESS OTHERWISE SPECIFIED.
7. ADJACENT TO CURB RAMPS, CONCRETE SLOPE SHALL BE 5% MAXIMUM FOR A DISTANCE OF 5 FEET (1525 mm) FROM THE CURB FACE FOR THE WIDTH OF THE WIDTH OF THE RAMP, NOT INCLUDING SIDE TRANSITION CURBS.

STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION

CROSS AND LONGITUDINAL GUTTERS

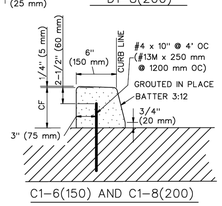
STANDARD PLAN 122-3

SHEET 2 OF 2



NOTES:

1. THE LAST NUMBER IN THE DESIGNATION IS THE CURB FACE (CF) HEIGHT, INCHES (mm). IF SHOWN AS 'VAR' THE CURB FACE VARIES.
2. GUTTER WIDTH, W, IS 24" (600 mm) UNLESS OTHERWISE SPECIFIED.
3. TYPES A1, A2, A3 AND C1 SHALL BE CONSTRUCTED OF CONCRETE.
4. TYPE D1 CURB SHALL BE CONSTRUCTED OF ASPHALT CONCRETE.
5. TYPE C1 CURB SHALL BE ANCHORED WITH STEEL DOWELS AS SHOWN OR WITH AN EPOXY APPROVED BY THE ENGINEER.
6. ALL EXPOSED CORNERS ON CONCRETE CURBS AND GUTTERS SHALL BE ROUNDED WITH A 1/2" (15 mm) RADIUS.



STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION

PROMULGATED BY THE PUBLIC WORKS STANDARDS INC. GREENBOOK COMMITTEE 1994 REV. 1996, 2009, 2021

CURB AND GUTTER - BARRIER

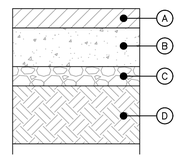
USE WITH STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION

STANDARD PLAN 120-3

SHEET 1 OF 1

DETAIL "A" - COBBLESTONE PAVING

SCALE: NTS



NOTES:

1. MATCH EXISTING PAVEMENT SECTION.
2. CONTRACTOR TO PROVIDE R-VALUE OF COMPACTED SUBGRADE TO ENGINEER PRIOR TO PAVEMENT OPERATIONS, IN ORDER TO MAKE ANY NECESSARY ADJUSTMENTS TO THE PAVEMENT SECTION.

(A) 0.30' AC (C) 0.33' CTB
(B) 0.67' PCC (D) 1.00' AB

EXISTING PAVEMENT SECTION

N.T.S.

DIAL BEFORE YOU DIG
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DIGALERT
PLAY IT SAFE. DIAL BEFORE YOU DIG! AT LEAST TWO WORKING DAYS PRIOR TO EXCAVATING
SERVING NINE SOUTHERN CALIFORNIA COUNTIES

75% DESIGN FOR REVIEW ONLY MAY 2026

PLANS PREPARED BY:
Kimley»Horn
25152 SPRINGFIELD COURT, SUITE 200, SANTA CLARITA, CA 91355
PHONE: 661-347-5627
WWW.KIMLEY-HORN.COM

REGISTERED PROFESSIONAL ENGINEER — CHARIS AM — No. 83 — 06/30/26 — CIVIL — STATE OF CALIFORNIA — NOT FOR CONSTRUCTION

NO.	REVISION	BY	CHKD.	DATE

CITY OF MALIBU
PUBLIC WORKS DEPARTMENT

PACIFIC COAST HIGHWAY INTERSECTION IMPROVEMENTS - LAS FLORES CANYON RD / RAMBLA PACIFICO ST

DT-01 - DETAIL SHEET

DESIGNED BY: CA	DATE 5/28/26	SCALE AS NOTED
DRAWN BY: RC	DATE 5/28/26	
CHECKED BY: BC	DATE 5/28/26	

APPROVED BY: DATE

TATIANA L. HOLDEN, P.E.
INTERIM PUBLIC WORKS DIRECTOR/CITY ENGINEER
RCE NO. 81995

Sheet 12 of 13

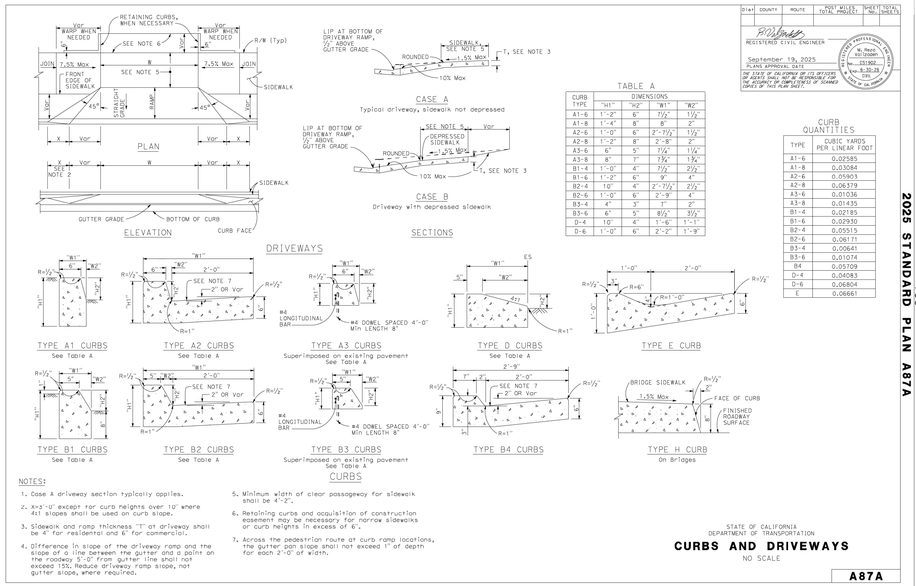


TABLE A

CURB TYPE	DIMENSIONS "H1"	"H2"	"W1"	"W2"
A1-6	1'-2"	6"	7½"	1½"
A1-8	1'-4"	8"	8"	2"
A2-6	1'-0"	6"	2'-7½"	1½"
A2-8	1'-2"	8"	2'-8"	2"
A3-6	6"	5"	7⅛"	1¼"
A3-8	8"	7"	7⅜"	1⅜"
B1-4	1'-0"	4"	7½"	2½"
B1-6	1'-2"	6"	8"	4"
B2-4	10"	4"	2'-7½"	2½"
B2-6	1'-0"	6"	2'-9"	4"
B3-4	4"	3"	7"	2"
B3-6	6"	5"	8½"	3½"
D-4	10"	4"	1'-6"	1'-1"
D-6	1'-0"	6"	2'-2"	1'-9"

CURB QUANTITIES

TYPE	CUBIC YARDS PER LINEAR FOOT
A1-6	0.02585
A1-8	0.03084
A2-6	0.05903
A2-8	0.06379
A3-6	0.01036
A3-8	0.01435
B1-4	0.02185
B1-6	0.02930
B2-4	0.05515
B2-6	0.06111
B3-4	0.00641
B3-6	0.01074
B4	0.03709
D-4	0.04083
D-6	0.06804
E	0.06661

NOTES:

1. Case A driveway section typically applies.
2. X=3'-0" except for curb heights over 12" where 4:1 slopes shall be used on curb slope.
3. Sidewalk and ramp thickness "T" at driveway shall be 4" for residential and 6" for commercial.
4. Difference in slope of the driveway ramp and the slope of a line between the gutter and a point on the roadway 5'-0" from gutter line shall not exceed 15%. Reduce driveway ramp slope, not gutter slope, where required.
5. Minimum width of clear passageway for sidewalk shall be 4'-0".
6. Retaining curbs and acquisition of construction easement may be necessary for narrow sidewalks or curb heights in excess of 6".
7. Across the pedestrian route at curb ramp locations, the gutter pan slope shall not exceed 1" of depth for each 2'-0" of width.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
CURBS AND DRIVEWAYS
NO SCALE

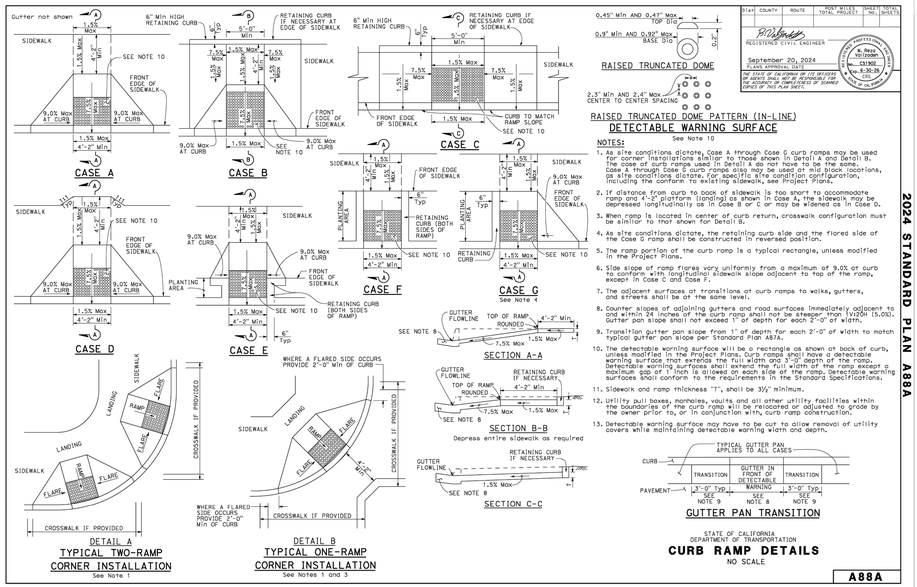
A87A

7-1-25

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER
September 19, 2025
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

2025 STANDARD PLAN A87A



NOTES:

1. As site conditions dictate, Case A through Case G curb ramps may be used for corner installations similar to those shown in Detail A and Detail B. The case of curb ramps used in Detail A do not have to be the same. Case's through Case G curb ramps also may be used at mid block locations, such as at intersections of alleys with streets. For mid block location, including the contain to existing sidewalk, see Project Plans.
2. If distance from curb to back of sidewalk is too short to accommodate ramp and 4'-2" platform (landing) as shown in Case A, the sidewalk may be depressed longitudinally as in Case B or C or may be widened as in Case D.
3. When ramp is located in center of curb return, crosswalk configuration must be similar to that shown for Detail B.
4. As site conditions dictate, the retaining curb side and the flared side of the Case G ramp shall be constructed in reversed position.
5. The ramp portion of the curb ramp is a typical rectangle, unless modified in the Project Plans.
6. Side slope of ramp flares vary uniformly from a maximum of 9.0% at curb to match 1.5% slope of sidewalk sidewalk slope adjacent to top of the ramp, except in Case C and Case F.
7. The adjacent surfaces at transitions at curb ramps to walks, gutters, and streets shall be at the same level.
8. Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp shall not be steeper than 1V:20H (5.0%). Gutter pan slope shall not exceed 1" of depth for each 2'-0" of width.
9. Transition gutter pan slope from 1" of depth for each 2'-0" of width to match typical gutter pan slope per Standard Plan A87A.
10. The detectable warning surface will be a rectangle as shown at back of curb, unless modified in the Project Plans. Curb ramps shall have a detectable warning surface that extends the full width and 3'-0" depth of the ramp. Detectable warning surfaces shall extend the full width of the ramp except a gap of 1 inch is allowed on each side of the ramp. Detectable warning surfaces shall conform to the requirements in the Standard Specifications.
11. Sidewalk and ramp thickness "T", shall be 6" minimum.
12. Utility pull boxes, manholes, vaults and all other utility facilities within the boundaries of the curb ramp will be relocated or adjusted to grade by the owner prior to, or in conjunction with, curb ramp construction.
13. Detectable warning surface may have to be cut to allow removal of utility covers while maintaining detectable warning width and depth.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
CURB RAMP DETAILS
NO SCALE

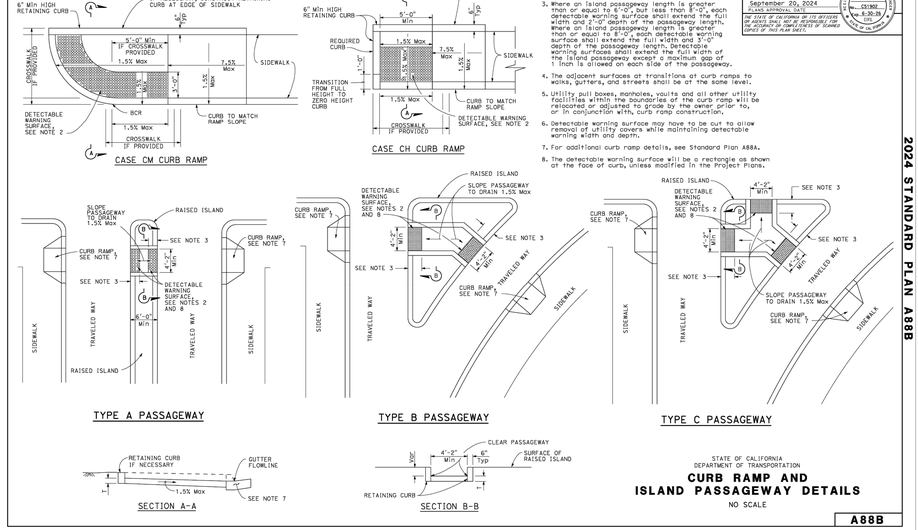
A88A

7-1-25

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER
September 20, 2024
PLANS APPROVAL DATE
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2024 STANDARD PLAN A88A



NOTES:

1. Sidewalk, ramp and passageway thickness "T", shall be 6" minimum.
2. For details of detectable warning surfaces, see Standard Plan A88A.
3. Where an island passageway length is greater than or equal to 6'-0", but less than 8'-0", each detectable warning surface shall extend the full width and 2'-0" depth of the passageway length. Where an island passageway length is greater than or equal to 8'-0", each detectable warning surface shall extend the full width and 3'-0" depth of the passageway length. Detectable warning surfaces shall extend the full width of the island passageway except a maximum gap of 1 inch is allowed on each side of the passageway.
4. The adjacent surfaces at transitions at curb ramps to walks, gutters, and streets shall be at the same level.
5. Utility pull boxes, manholes, vaults and all other utility facilities within the boundaries of the curb ramp will be relocated or adjusted to grade by the owner prior to, or in conjunction with, curb ramp construction.
6. Detectable warning surface may have to be cut to allow removal of utility covers while maintaining detectable warning width and depth.
7. For additional curb ramp details, see Standard Plan A88A.
8. The detectable warning surface will be a rectangle as shown at the face of curb, unless modified in the Project Plans.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
CURB RAMP AND ISLAND PASSAGEWAY DETAILS
NO SCALE

A88B

7-1-25

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER
September 20, 2024
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

2024 STANDARD PLAN A88B

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Kimley»Horn
25152 SPRINGFIELD COURT, SUITE 200, SANTA CLARITA, CA 91355
PHONE: 661-347-5627
WWW.KIMLEY-HORN.COM

REGISTERED PROFESSIONAL ENGINEER CHARLES ANDREW BRUCE No. 83 12/31/26 CIVIL STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

NO.	REVISION	BY	CHKD.	DATE

CITY OF MALIBU
PUBLIC WORKS DEPARTMENT

PACIFIC COAST HIGHWAY INTERSECTION IMPROVEMENTS - LAS FLORES CANYON RD / RAMBLA PACIFICO ST

DT-02 - DETAIL SHEET

DESIGNED BY: CA	DATE 5/28/26	SCALE	APPROVED BY: TATIANA L. HOLDEN, P.E. INTERIM PUBLIC WORKS DIRECTOR/CITY ENGINEER RCE NO. 81995 — DATE
DRAWN BY: RC	DATE 5/28/26	AS NOTED	
CHECKED BY: BC	DATE 5/28/26		Sheet 13 of 13

Public Works Commission / Public Safety Commission Agenda Report

Public Works Commission / Public Safety Commission Joint Special Meeting 08-26-26

Item 2.A.

To: Members of the Public Works and Public Safety Joint Commission

Prepared by: Nathaniel McLean, Associate Engineer

Reviewed by: Tracey Rossine, Environmental Programs Manager

Approved by: Tatiana Holden, Assistant Public Works Director/City Engineer

Date prepared: August 12, 2026 Meeting date: August 26, 2026

Subject: Cooperative Agreement with the State of California for the Pedestrian Undercrossing at Malibu Seafood Project

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RECOMMENDED ACTION: 1) Receive an update and presentation on the Pedestrian Undercrossing at Malibu Seafood Project; and 2) Recommend that the City Council authorize the Mayor to execute the Cooperative Agreement with the State of California (Caltrans) in the amount of $260,000 for providing quality assurance and oversight services for the development of the Project Initiation Documents (PID) phase of the Pedestrian Undercrossing at Malibu Seafood Project.

DISCUSSION: The Pedestrian Undercrossing at Malibu Seafood Project is intended to improve pedestrian safety and beach access in an area where people currently cross PCH to access Corral Beach, Malibu Seafood, the Sara Wan trailhead, and other nearby coastal destinations. Because crossing PCH at this location presents significant safety concerns and there are no marked crosswalks nearby, the project is evaluating feasible solutions to provide a safe and accessible connection across or under the highway. Staff is now seeking the Public Works and Public Safety Joint Commission's recommendation that the City Council authorize the Mayor to execute a Cooperative Agreement with Caltrans for the PID phase, which is the next required step for Caltrans review and approval of project alternatives, preliminary costs, schedule, and overall project development.

Project Background

This project was identified in the 2015 PCH Safety Study to improve safety for pedestrians crossing PCH. The 2015 PCH Safety Study states that many pedestrians currently cross PCH in this area to access the beach, which presents an extremely dangerous condition. The report identified a safety project consisting of a new pedestrian undercrossing near Malibu Seafood. This project will provide separation from vehicles and ADA-compliant access to beach area.

In 2019, Caltrans proposed to install a new pedestrian hybrid beacon on PCH near Malibu Seafood. Caltrans held a public meeting on March 26, 2019 at the City of Malibu to discuss the pedestrian hybrid beacon project and obtain input from the community. During the meeting, members of the public, City Commissioners, and elected officials expressed support for evaluating a pedestrian undercrossing at this location as an alternative to the pedestrian hybrid beacon. Former Mayor Wagner also suggested that Caltrans evaluate whether the existing drainage culverts could be used or modified to provide a pedestrian undercrossing and requested that Caltrans return for an additional public meeting to discuss that option. On October 30, 2019, a second public meeting at City Hall with Caltrans was held for the pedestrian hybrid beacon project. As a result of the meeting, staff requested Caltrans revert the current Project Report and Supplemental Project Report back to the initial planning stage, investigate in-depth alternatives as typically documented within a Caltrans Environmental Impact Study or Report (EIS/EIR), and present the proposed alternatives to the City for input.

Following concerns from the January 26 and March 23, 2022 City of Malibu Public Works Commission Regular Meetings, and the February 23, 2022 Public Works Commission and Public Safety Commission Joint Special Meeting, Caltrans terminated the project to install a pedestrian hybrid beacon on PCH at Corral Canyon and subsequently the City began pursuing the Pedestrian Undercrossing at Malibu Seafood Project as identified in the 2015 PCH Safety Study and previously directed by the Council.

The City worked with the Las Virgenes-Malibu Council of Governments (LVMCOG) and Metro to authorize Malibu's Measure M allocations to finance the project. On February 26, 2024, Council authorized the Mayor to execute the Los Angeles County Measure M Funding Agreement for the PCH Undercrossing at Malibu Seafood Project, which provided $2.25 million in Measure M funds to be used towards the project.

Pedestrian Crossing Alternatives

In 2025, the City entered into an agreement with MNS Engineers, Inc., who completed a feasibility study evaluating pedestrian crossing alternatives based on existing site conditions, traffic operations, safety, constructability, and the project's purpose and need. The findings indicate that three primary alternatives could satisfy the project's purpose and need.

Undercrossing Options

1. Grade-Separated Pedestrian Undercrossing
    - This alternative would construct a new and improved road bridge with a pedestrian undercrossing underneath.

2. Standalone Pedestrian Undercrossing
    - This alternative would construct a new concrete tunnel structure under PCH that avoids replacing the road bridge.

The study found that Alternatives One (1) and Two (2) are feasible under existing conditions. A Grade-separated pedestrian undercrossing includes a new road bridge with pedestrian undercrossing or a standalone pedestrian undercrossing. The grade separated options are the safest options for a pedestrian crossing but would be more complex than the at-grade pedestrian crossing.

At Grade Option

3. Pedestrian Crossing
    - This alternative would provide a pedestrian crossing at street level using traffic control devices to stop vehicles, such as a Rectangular Rapid-Flashing Beacon (RRFB), Pedestrian Hybrid Beacon (PHB) also known as a High-Intensity Activated crosswalk (HAWK), or other signalized crossing treatment.

The at-grade pedestrian crossing includes marked crosswalks, curb extensions, RRFBs, and HAWKs. An at-grade crossing utilizing a traffic signal or a HAWK, would effectively meet the project's purpose and need by providing a safe, direct, and convenient connection between the beach and inland attractions like the restaurant, RV park and the state park trailhead. A HAWK Beacon System is a complex mast-arm signal that operates like a standard traffic light and requires drivers to come to a complete stop.

Caltrans Cooperative Agreement

Upon Council's decision, the Caltrans Quality Management Assessment Process (QMAP) will be initiated through commencement of the Cooperative Agreement for the development of the PID. Caltrans QMAP is the process Caltrans uses to provide review, quality assurance, and oversight for locally sponsored projects that affect the State Highway System.

This Cooperative Agreement is for the first phase of the project and includes Caltrans quality assurance and oversight services for the development of the PID. Since this project is a locally sponsored project on the state highway system and the construction cost is in excess of $3 million, Caltrans is required to review and approve the project's PID. The PID identifies the project's need and purpose, stakeholder input, project alternatives, anticipated right-of-way requirements, preliminary environmental analysis, initial cost estimates, and potential funding sources.

The PID phase is when Caltrans provides continuous involvement in the development of the project. This ensures that the City and designer are clear regarding the design and approval approach with Caltrans during project development. Caltrans oversight includes active participation in project development team meetings, and Caltrans staff to be assigned to the project. For a project of this complexity and size, Caltrans is allowed to be reimbursed by way of a Cooperative Agreement for the time their staff spend working on the project. Caltrans estimates that it will cost about $260,000 for their staff to perform this work.

Upon completion of the PID, staff will present to Public Works Commission then return to Council with the recommended alternative, updated cost estimate, funding strategy, and any additional agreements or approvals required to advance the project to the next phase.

Authorization of the Cooperative Agreement would allow the City to advance the project through the PID process; it would not constitute selection of a preferred alternative or authorization of final design or construction.

ATTACHMENTS:

1. Feasibility Memo for Pedestrian Undercrossing at Malibu Seafood

201 N. Calle Cesar Chávez, Suite 300
Santa Barbara, CA 93103
Ph 805.692.6921

Technical Memorandum

To	Nathaniel McLean
Date	October 16, 2025
Subject	Feasibility of a Pedestrian Crossing of Pacific Coast Highway at Malibu Seafood - Sara Wan Trailhead at Corral Canyon
From	Shawn Kowalewski, PE



EXECUTIVE SUMMARY

Background

The City is initiating a pedestrian crossing project near Malibu Seafood and the Sara Wan Trailhead at Corral Creek to enhance safety and traffic operations along Pacific Coast Highway (PCH). Identified in the 2015 PCH Safety Study, the project will provide a pedestrian connection between the beach and the state park trailhead adjacent to Malibu Seafood. The community has identified this location as a priority for improved pedestrian access.

Study Area

The project study area is in the vicinity of Corral Creek, between Corral Canyon Road and Malibu Road in Malibu, California.

Key Findings

A pedestrian crossing at this location is considered feasible based on existing site conditions and traffic operations. An at-grade crossing utilizing a traffic signal or a Pedestrian Hybrid Beacon (PHB), also known as a HAWK or High-Intensity Activated crosswalk, would effectively meet the project's purpose and need by providing a safe, direct, and convenient connection between the beach and inland attractions like the restaurant, RV park and the state park trailhead. This option would improve pedestrian visibility, reduce unsafe midblock crossings, and enhance overall safety and accessibility along PCH without requiring significant structural modifications or right-of-way impacts.

Alternatives Evaluation

Other alternatives, including grade-separated options such as pedestrian undercrossings, are also anticipated to be feasible and will be further evaluated during Caltrans' Quality Management Assessment Process (QMAP) project development process. These alternatives will be assessed in greater detail to determine their technical, environmental, and cost implications, as well as their relative benefits to safety, accessibility, and connectivity. The evaluation will consider factors such as right-of-way constraints, constructability, drainage, and user experience to identify the most effective and context-sensitive solution for this location.

Recommendation

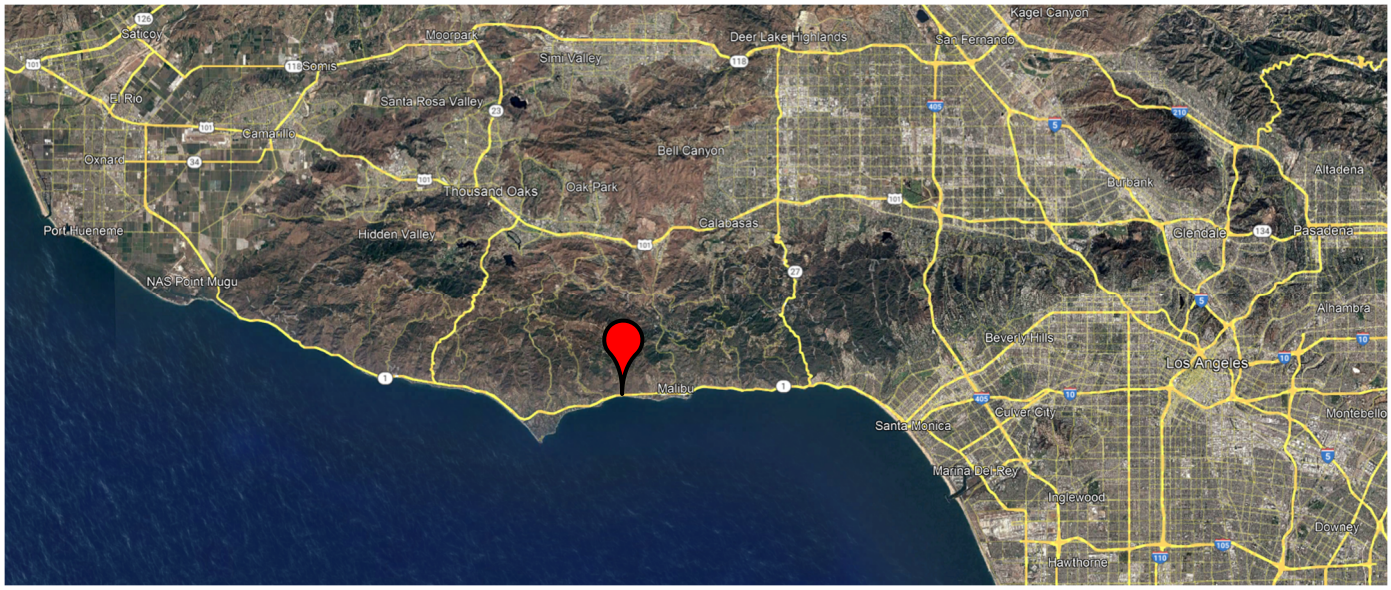
A pedestrian crossing of PCH within the study area has been determined to be feasible based on preliminary site conditions, traffic operations, and pedestrian activity patterns. To advance the project, the City should formally engage the California Department of Transportation (Caltrans) to initiate Project Initiation Documentation (PID) phase activities. This engagement will support the development of preliminary design concepts, identify potential environmental and right-of-way considerations, evaluate technical feasibility, and establish coordination requirements with regulatory and permitting agencies. Early collaboration with Caltrans will help ensure that the project complies with State Highway standards and that subsequent design and construction phases proceed efficiently.

INTRODUCTION

Project Background

The project is in the City of Malibu, an incorporated city in Los Angeles County, California. Within the City, PCH is a scenic coastal route that runs between the Pacific Ocean and the Santa Monica Mountains, offering ocean vistas on one side and rugged mountainous terrain on the other. The corridor passes through a diverse landscape of beaches, low-lying coastal areas, and hillsides, with drainage flowing southwest toward the ocean. PCH provides a visually striking drive and access to a variety of recreational opportunities while serving as a primary transportation artery for residential, commercial, and recreational areas. The highway extends approximately 21 miles within the City and includes 19 signalized intersections. As a State Highway, PCH is owned, operated, and maintained by the California Department of Transportation (Caltrans) District 7. **Figure 1** shows the project vicinity map.

Figure 1: Vicinity Map



Due to diverse land uses, high activity levels, and heavy corridor demand, PCH experiences recurring congestion during peak hours and seasonal coastal visitation periods. Vehicle speeds are often higher than desirable for safety and community quality of life, and collisions occur frequently – averaging one per day. These incidents often result in injuries or fatalities and contribute to periodic roadway closures and localized congestion.

In response to these safety concerns, the Southern California Association of Governments (SCAG) completed a corridor safety study in 2015 to identify strategies to reduce the frequency and severity of collisions. A pedestrian crossing of PCH in the vicinity of Malibu Seafood was identified as a potential project.

The City of Malibu is initiating a pedestrian crossing at Malibu Seafood to improve safety and operations along Pacific Coast Highway (PCH). The project, identified in the 2015 PCH Safety Study, will construct a pedestrian crossing connecting Dan Blocker County Beach (previously known as Corral State Beach) to the Sara Wan Trailhead near Malibu Seafood (25653 PCH). **Figure 2** shows the setting of the beach and roadway at Malibu Seafood.

The community supports a pedestrian crossing near Malibu Seafood to improve safety and connectivity. This location has been identified as a priority due to high pedestrian activity between the beach, commercial areas, and nearby trailheads, where current conditions create frequent conflicts with vehicles.

The crossing will provide ADA-compliant access, incorporate lighting for visibility, and require preparation of a stormwater pollution prevention plan and traffic control plan. Located within Caltrans' right-of-way, the project is subject to Caltrans' development and permitting process, the City's Local Coastal Program, and all applicable federal, state, and local regulations.

Figure 2: Beach and Roadway Setting



Caltrans is a key stakeholder, as the proposed project will traverse State right-of-way and interface directly with Caltrans roadway facilities. The project will be advanced under Caltrans' QMAP. To initiate this process, the City contacted Caltrans and was advised that a feasibility study must be completed prior to the allocation of Caltrans resources for project development support. This memorandum has been prepared to document the project feasibility.

Similar Initiatives

The City, in coordination with Caltrans, has implemented or is planning several pedestrian crossings along PCH to improve safety and accessibility:

- La Costa Beach Area (Rambla Vista East to Rambla Vista West)
  - Pedestrian Hybrid Beacon (PHB).
  - Installed in October 2019 to assist pedestrians in crossing PCH at an unsignalized location by activating beacon signals when a pedestrian is present.
- Palisades Bowl Mobile Home Park (16321 PCH)
  - Pedestrian Hybrid Beacon (PHB).
  - This PHB aims to facilitate pedestrian movement across five lanes of traffic to access the beach.
- Guernsey Avenue/PCH Intersection
  - New crosswalk striping.
  - Recently installed to improve pedestrian safety and visibility at this intersection.
- Encinal Canyon Road and El Matador Beach Road Intersections
  - Proposed roundabouts with enhanced pedestrian crossings.
  - Proposed quick-build roundabouts at these intersections to slow traffic and improve pedestrian safety.
- Trancas Creek Bridge
  - Bridge replacement with pedestrian facilities.
  - Caltrans is replacing the existing bridge with a new structure that includes separate pedestrian lanes, bike lanes, and wider shoulders to enhance safety for all users.

There are 17 traffic signals and 6 midblock PHB crossings on PCH in the City. These initiatives reflect Malibu's ongoing efforts to improve pedestrian safety along PCH, addressing both current needs and future demands.

Prior Caltrans Review for Undercrossing

In 2019, Caltrans prepared a memorandum in response to the City of Malibu's request to evaluate the feasibility of a pedestrian undercrossing of PCH utilizing the existing Corral Creek Bridge. The review, conducted by the Office of Stormwater and Landscape Architecture with input from Caltrans hydraulics personnel, examined the potential to use

the existing creek drainage channel for the pedestrian passage. The evaluation concluded that such a configuration was not recommended.

The site lies within Flood Zone AE, also known as the base flood area or 100-year floodplain, as designated by the Federal Emergency Management Agency (FEMA). FEMA regulations allow improvements within Flood Zone AE provided it can be demonstrated that the project will not increase the 100-year flood water surface elevation by more than one foot.

Caltrans discontinued further consideration of the undercrossing concept at the existing bridge based on this flood elevation criterion, without evaluating whether design alternatives could satisfy FEMA requirements or otherwise mitigate flood elevation impacts. In general, pedestrian facilities are not required to be located outside the 100-year floodplain. Modifications to the existing channel or bridge, or complete bridge replacement, are feasible strategies that could be explored to accommodate a pedestrian undercrossing while meeting FEMA criteria.

Purpose and Need

Purpose

Improve pedestrian safety by providing a pedestrian crossing of PCH in the vicinity of Corral Creek, (between Corral Canyon Road and Malibu Road) in Malibu, California – connecting on-street vehicle parking, local businesses, National Recreation facilities and coastal resources.

Enhance and improve coastal access for bicycles and pedestrians consistent with local coastal policies and plans.

Need

Between Latigo Canyon Road and Malibu Canyon Road (3.0 miles) there are only three marked pedestrian crossings of PCH. Between Corral Canyon Road and Malibu Road (0.7 mile) there are over 300 legal and informal on-street parking spaces located on both sides of PCH and primarily serving facilities for ocean activities (Corral State Beach), camping (Malibu RV Park), restaurant eating (Malibu Seafood), and hiking (Sara Wan Trailhead). Additionally, Metro provides Line 134 bus transit services to this area in both north- and south-bound directions. Transit users must cross PCH to use the system.

The need for pedestrians to cross PCH to access these facilities is high – with only one marked crosswalk at Corral Canyon Road. The walking distance for pedestrians using this marked crosswalk could be greater than 1.3 miles in one direction, or 2.6 miles round trip, which results in informal, dispersed and potentially unsafe pedestrian crossings. A pedestrian crossing is needed in this area.

Study Scope

The study area is on and adjacent to 0.7 miles of PCH (PM 49.7 to 50.4) in the City of Malibu, California – specifically between Corral Canyon Road on the west and Malibu Road on the east end. The site is within the California Coastal Commission's Coastal Zone. **Figure 3** shows the study area imposed on an aerial image.

Figure 3: Study Area



The project boundaries are set based on recreational opportunities (hiking and beach access), parking, proximity to amenities and lack of crossing opportunities.

Approach and Methodology

This memorandum presents a desktop-level feasibility analysis based on previously developed studies, reports, and available data to evaluate the potential for a pedestrian crossing at the project location. Upon confirmation of feasibility, the project will proceed into the Caltrans Quality Management and Project Delivery (QMAP) process, which includes project initiation, site-specific data collection, and detailed environmental and engineering analyses.

EXISTING CONDITIONS AND SITE ANALYSIS

Safety Deficiencies

Across the corridor, there are recurring safety issues. The first is conflict among travel modes due to competing demands for shoulder use. In areas without sidewalks or bike lanes, pedestrians, cyclists, buses, parked vehicles, and service activities all rely on the shoulder. This limited space within the public right of way creates frequent operational conflicts that require coordinated management or expansion to improve safety.

Parking is a recurring issue along the corridor. Parking demand on PCH far exceeds what is typical for a major roadway, as much of it is accommodated on-street rather than in off-street lots. Parking maneuvers, including slowing to search for spaces, sudden stops, backing, and reentering traffic, create conflicts with pedestrians and cyclists using the shoulder. These maneuvers also disrupt vehicle flow, increasing friction in the right-hand lane and elevating collision potential.

Conflicts between vehicles and pedestrians are common throughout the corridor. As noted previously, pedestrians often share the shoulder with vehicles, and crosswalk visibility and consistency vary significantly. Additional conflicts arise from transit activity, as all bus riders are pedestrians at the start and end of their trips. Many bus stops, some of which predate ADA requirements, lack safe or direct pedestrian connections – particularly those on the north side of PCH opposite key destinations. Without marked crossings nearby, riders frequently cross mid-block. Access to many stops is limited even for able-bodied users, with some lacking paved paths or connections outside the roadway.

Roadway Characteristics

PCH is a primary north-south highway that follows California's Pacific coastline, providing critical regional connectivity and scenic coastal access. In this segment, PCH is a four-lane highway with notable grades near Malibu Canyon Road and Sea Vista Drive. The vertical alignment varies from flat to rolling terrain in both directions. Due to limited sight distance and vertical curvature, particularly between Latigo Canyon Road and Sea Vista Drive, U-turns are prohibited by median treatments such as raised concrete medians, delineators, or double yellow centerlines.

Left-turn lanes provided at Corral Canyon Road and Puerco Canyon Road. The westbound approach at Corral Canyon Road includes an exclusive U-turn lane. The segment lacks curve, speed, and access warning signs, and street lighting is not provided. Residential driveways and access roads on the north side of PCH have steep grades and lack adequate signing, striping, and illumination. Most driveways along this corridor are limited to right-in/right-out access.

On-street parking is available near commercial areas on both sides of Pacific Coast Highway (PCH), creating potential for sudden parking and turning maneuvers. Near Paradise Cove, for instance, free on-street parking serves as an alternative to paid private parking, leading to frequent U-turns at intersections and midblock locations. These maneuvers contribute to congestion, sudden stops, and vehicle conflicts along the corridor. Street lighting is not provided. The posted speed limit is 50 mph. A speed-monitoring radar is located just west of the Malibu Canyon Road intersection.

The roadway facility is composed of two 12-foot-wide travel lanes and an 8-foot-wide shoulder in each direction. The lanes are separated from each other by either 6- to 12-foot-wide painted median island (western 1,000 feet starting at Corral Canyon Road), or a 6-foot-wide raised concrete median for the remainder of the study area. The functional use zones of this roadway section are illustrated in **Figure 4**.

Figure 4: Roadway Uses



Pedestrian Environment

The City of Malibu attracts millions of visitors annually to its beaches, all accessed via PCH. On-street parking near beaches and the concentration of commercial areas along PCH generate substantial pedestrian activity, creating frequent conflicts with vehicular traffic. In this segment, pedestrians primarily travel between parking areas and destinations, while a smaller portion walk to transit stops or from local residences.

Pedestrian infrastructure is limited, with no sidewalks and few marked crosswalks. Existing crosswalks are located at Corral Canyon Road, with the next nearest crossings 1.9–2.6 miles away, forcing pedestrians to cross midblock. Most pedestrian movement occurs on roadway shoulders or informal paths connecting PCH to beaches, increasing exposure to vehicles. The roadway is divided with parking on both sides, and street lighting is minimal, provided only at the lifeguard structure near Corral Creek and at the Corral Canyon Road traffic signal, which further reduces visibility during low-light conditions.

These conditions – high vehicle speeds, midblock crossings, parking maneuvers, and lack of continuous pedestrian facilities – create elevated safety risks. Transit access is limited; Bus Route 134 provides one stop in each direction near Corral Creek and Corral Canyon Road, generating additional pedestrian-vehicle interactions at these points. The combination of recreational, residential, and commercial land uses, along with limited infrastructure, underscores the need for targeted pedestrian safety improvements in this corridor.

Bicycle Environment

In this section, PCH widens into an undulating four-lane arterial with short but steep grades. Vehicle speeds tend to increase through this segment, although the wider shoulders provide additional space for cyclists. Popular hill-cycling routes are accessed from this area. Driveways and intersecting streets are less frequent than in adjacent segments; however, most intersections lack adequate signage and illumination. Edge striping is present in both directions, but designated bicycle lanes are not provided.

Traffic Data

Traffic data for the study area was obtained from the July 2012 investigation documented in the *2015 PCH Safety Study*. **Table 1** summarizes vehicular Average Daily Traffic (ADT), and **Table 2** presents bicycle peak-hour volumes. Pedestrian volumes were not recorded as part of the 2012 data collection effort; however, they will be documented as part of subsequent engineering studies.

Table 1: Vehicle Average Daily Traffic

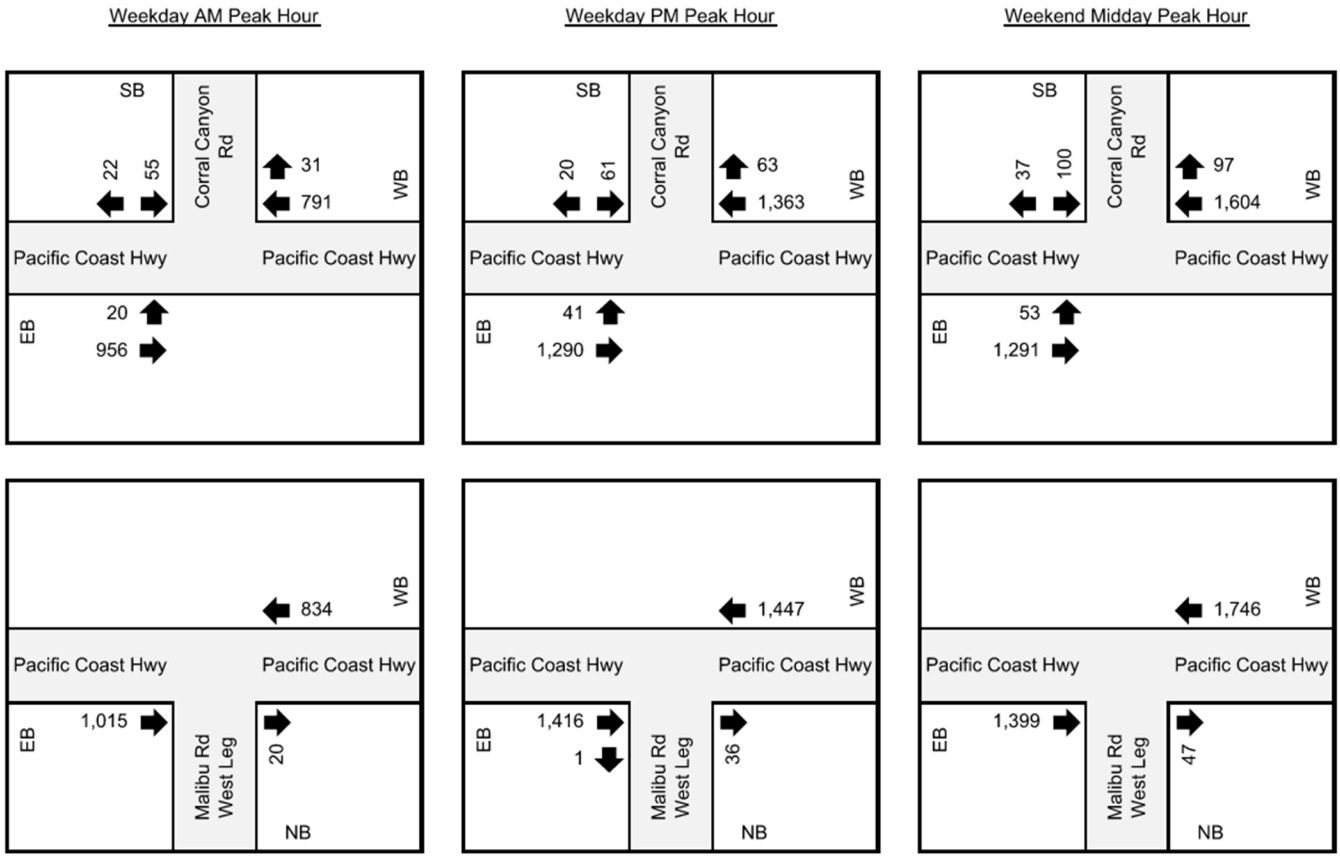
	Weekday	Weekend
Northbound	17,375	20,944
Southbound	17,026	20,393

Table 2: Bicycle Peak Hour Volume

	Weekday	Weekend
Northbound	9	32
Southbound	5	130

Corral Canyon Road and Malibu Road (west leg) bound the study area. Turning movement counts for these intersections were also provided in the 2015 PCH Safety Study. **Figure 5** displays the turning movements for weekday AM and PM, and weekend midday peak hour vehicle volumes.

Figure 5: Turning Movements – PCH at Corral Canyon Road and Malibu Road (West)



Crash history

A review of Statewide Integrated Traffic Records System (SWITRS) data for City of Malibu for all dates available (1/1/2014 to 6/30/2025) shows that there were 1,657 crashes, with 52 victims killed and 2,444 injured. Of these crashes, 126 involved pedestrians (28 killed and 129 injured) and 95 involved bicyclists (5 killed and 101 injured).

Of the 126 pedestrian-involved crashes almost 40% were attributed to crossing not in a crosswalk and associated pedestrian violations:

- 24% Pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk.
- 8% Pedestrian failure to cross at crosswalks between adjacent traffic signal-controlled intersections.

- 6% Pedestrian failure to walk close to the edge of the roadway when there is no sidewalk present / Pedestrian failure to walk on the left-hand edge of the roadway when outside of a business or resident district, unless crossing is not possible.

Figure 6 is a heat map of crashes involving pedestrians and bicyclists within and adjacent to the project study area.

Figure 6: SWITRS Heat Map of Crashes Involving Pedestrians and Bicyclists



Additional information shown in **Tables 3 and 4** for Malibu and Los Angeles County was obtained from the California Office of Traffic Safety (OTS), the Transportation Injury Mapping System (TIMS), and Caltrans "Annual Crash Data on California State Highways".

Table 3: Collision Data on California State Highways (Conventional Highway; Fatal and Injury; LA County)

	2013	2014	2015	2016	2017	2018	2019	2020	2022	2023	Ave	% Tot
Total	1802	2107	2079	2284	1931	1795	1608	1370	1399	1576	1795	100%
Pedestrians	130	111	113	108	85	96	88	74	82	112	100	5.6%
Bicycle	111	104	116	106	79	71	48	49	34	54	77	4.3%

Table 4: California Office of Traffic Safety (Malibu)

	2018	Rank	2019	Rank	2020	Rank	2021	Rank	2022	Rank	Ave	% Tot
Total	190	1/102	200	1/103	170	1/103	216	1/101	203	1/104	196	100%
Pedestrians	15	1/102	12	1/103	8	5/103	15	1/101	15	1/104	13	6.6%
Bicycle	13	2/102	6	8/103	10	2/103	10	3/101	7	9/104	9	4.7%

ALTERNATIVES ANALYSIS

Identification of Alternatives

No-Build

The no-build alternative assumes existing conditions along PCH would remain, and pedestrians would continue to cross at informal or distant locations. While this option avoids construction and environmental impacts, it does not improve safety, accessibility, or connectivity. Pedestrian-vehicle conflicts would persist or worsen as traffic and visitor activity increase.

At-Grade Alternatives

At-grade alternatives include marked crosswalks, curb extensions, Rectangular Rapid-Flashing Beacons (RRFBs), and Pedestrian Hybrid Beacons (PHBs).

Grade-Separated Alternatives

Analyze pedestrian overpasses or underpasses. Due to the terrain and project location in the California Coastal Zone, overpasses are deemed infeasible.

Evaluation Criteria and Ranking

Table 5 is an initial weighted decision matrix that can be used to compare alternatives based on specific criteria.

Table 5: Evaluation Matrix

	Maximum Possible Points	No-Build	At-Grade Traffic or HAWK Signal	Grade-Separated New Road Bridge with Pedestrian Undercrossing	Grade-Separated Standalone Pedestrian Undercrossing
Safety Benefits	40	0	32	36	40
Connectivity	20	0	20	20	16
Accessibility	15	3	15	12	12
Environmental Impact	10	10	10	3	6
Estimated Cost Rank	10	10	9	1	5
Constructability	5	5	4	1	2
Total	100	28	90	73	81

Safety Benefits

Measures the potential reduction in pedestrian–vehicle conflicts and crashes, and overall safety of use. Higher values indicate greater safety benefits. Grade-separated facilities provide the highest level of protection. The standalone pedestrian undercrossing ranks highest, as it eliminates interaction with traffic and is not expected to be affected by creek storm flows.

Connectivity

Assesses improvements to access between coastal areas, parking, public transportation, restaurants, and restrooms. Higher values indicate stronger connectivity. The at-grade crossing ranks well because users can cross directly without passing under the roadway. The bridge with undercrossing also ranks well, as it allows pedestrian paths both along and under the highway, enhancing access across the creek.

Accessibility
Evaluates compliance with ADA standards. All the build alternatives provide ADA-compliant access. The at-grade option ranks well since it avoids elevation changes. While undercrossing options include ADA ramps, the required grade changes may reduce user convenience.

Environmental Impact
Considers potential effects on wetlands, habitats, and other sensitive resources. The at-grade option ranks highest due to its smaller footprint, minimal excavation, and avoidance of riparian habitat near the creek.

Estimated Cost Rank
Project cost estimates were prepared and then ranked linearly from least cost ranked 10 to highest cost ranked 1.

Constructability
This covers ease of construction, including right of way or easement acquisition and utility conflicts. The no-build and at-grade options rank highest.

FINANCIAL FEASIBILITY

Table 6 provides a high-level breakdown of estimated costs for the four alternatives. The costs are based on Caltrans Construction Contract Cost Data base and their "11-Page Preliminary Cost Estimate Template."

Table 6: Planning-Level Cost Estimate

	No-Build	At-Grade Traffic or HAWK Signal	Grade-Separated New Road Bridge with Pedestrian Undercrossing	Grade-Separated Standalone Pedestrian Undercrossing
Roadway and Structures Construction	$0	$1,395,000	$12,200,000	$5,425,000
Right of Way	$0	$0	$2,500,000	$1,875,000
Support	$0	$965,000	$8,100,000	$3,600,000
Total	$0	$2,360,000	$22,800,000	$10,900,000

Roadway and Structures Construction
Capital construction costs are included in this section. Subsections include earthwork, pavement structural section, drainage, specialty items, environmental, traffic items, minor items, structures, mobilization, and contingency.

Right of Way
Right of way and easement acquisition capital costs are included in this category of project expense. Project-borne utility relocation expenses are included here as well.

Support
These include non-capital costs such as Caltrans and City management, engineering and planning for PID, PA&ED and PS&E phase work activities, right of way work and construction management, inspection, and testing.

RECOMMENDATIONS AND NEXT STEPS

The objective of this memorandum is to assess, with supporting documentation, the feasibility of a pedestrian crossing within the study area on Pacific Coast Highway (PCH) between Corral Canyon Road and Malibu Road. The findings indicate that multiple alternatives could satisfy the project's purpose and need. Based on this determination, the next step is to initiate the Caltrans Quality Management Assessment Process (QMAP) through commencement of the Project Initiation Document (PID) phase.