

Laura Brill and Ellen Evans  
1320 N. Doheny Dr.  
Los Angeles, CA 90069

November 30, 2014

Michael Feuer, Esq.  
City Attorney  
The Office of the City Attorney  
800 City Hall East  
200 N. Main Street  
Los Angeles, CA 90012

Hon. Tom LaBonge  
Councilmember, 4<sup>th</sup> District  
Los Angeles City Hall  
200 N. Spring Street  
Room 480  
Los Angeles, CA 90012

Re: Board of Building & Safety Commissioners Case No. BF140042; Council File 14-1524; Item No. 6, PLUM Committee Hearing December 2, 2014

Dear Mr. Feuer and Councilmember LaBonge:

We write concerning the above-referenced administrative appeal, which is scheduled to be heard in the PLUM Committee on December 2, 2014.

The appeal concerns BBSC's approval of a hauling route for more than one thousand truckloads of dirt in the hillside area on Doheny Drive north of Sunset Boulevard.

BBSC's approval imposes significant risks for the community which BBSC expressly stated it had no power to address or remedy in its approval process. We live near the project cite and directly along the approved hauling route and are deeply concerned that the result of this approval in which the BBSC expressly determined that it lacked authority to implement reasonable safety standards for the hauling vehicles did not reasonably consider appropriate safeguard and will endanger our community.

On nearby Loma Vista Drive in Beverly Hills, which has a similar grade to our street, **three recent fatalities** have been attributed to construction vehicles losing control while going downhill. **Two of the victims were police officers.** We are attaching a copy of a news article about these issues. In response, the City of Beverly Hills implemented an immediate moratorium and has since ordered increased safety precautions for the hauling trucks, including third-party inspections and secondary braking devices on all hauling vehicles.

In contrast, the City of Los Angeles BBSC expressly held at the hearing on this appeal that it had no power to regulate trucks as part of approving the hauling route. The appellants in this matter expressly requested secondary braking devices and third party inspections, but were told that BBSC was not the appropriate body to consider the matter.

If the City of Beverly Hills has the power to order secondary braking devices and third-party inspections for trucks, then certainly someone in City of LA does. And if it is not BBSC then the appropriate committee of this Council or the Council as a whole must review the matter in the first instance or send it to the appropriate agency.

The Hollywood Hills are a treasured resource of the City of Los Angeles. While development is an important goal, approval of massive hauling projects without appropriate safeguards places the entire neighborhood at risk. The street has no sidewalks and many people walk either to reach homes where they are employed or because they are dog owners or for recreational purposes.

Please take a serious look at this issue and ensure that the appropriate agency considers the appropriate safeguards for trucking in the hills.

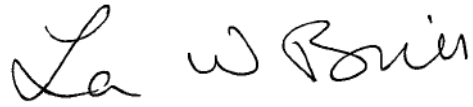
If BBSC did have discretion to impose the requested standards for hauling, then the appeal ought to be sent back to them to exercise their discretion because they expressly stated that they believed they had no power to act. It is an abuse of discretion to fail to exercise discretion.

From a common sense point of view, the City really has no business approving thousands of hauling trips as safety compliant when it has not put in place the measures to review the relevant risks of such hauling. A simple Google search turns up many news reports about fatal dump truck accidents, especially on hillsides.

Finally, while not specifically directed to this appeal, we ask that PLUM should consider an immediate moratorium on massive projects in the hills while it determines how to manage these matters safely. BBSC also suggested this at the hearing on this appeal and stated that the number of projects being approved is too great and that there is no mechanism for coordinating the massive hauling.

We believe strongly that the issue of hillside development has not being appropriately managed and is creating serious risks. Please give this matter serious attention.

Sincerely,



Laura Brill



Ellen Evans

Encl: Audiotape DVD of BBSC meeting  
Patch article about Loma Vista  
Haul Truck Safety powerpoint

cc: Jonathan Brand  
Sharon Gin  
BBSC President Van Ambatielos  
Councilmember Jose Huizar  
Councilmember Gilbert A. Cedillo  
Councilmember Mitchell Englander

# Surface Haulage Accidents...



...Ways to  
Prevent Them

**MSHA's investigations of surface haulage accidents reveals two key points:**

- I. *Certain types of accidents occur over and over.***
- II. *There is a "fine line" between fatal and non-fatal accidents.***

**We can use this information to help target safety measures that will prevent future accidents.**

# **I. Certain types of surface haulage accidents occur over and over.**

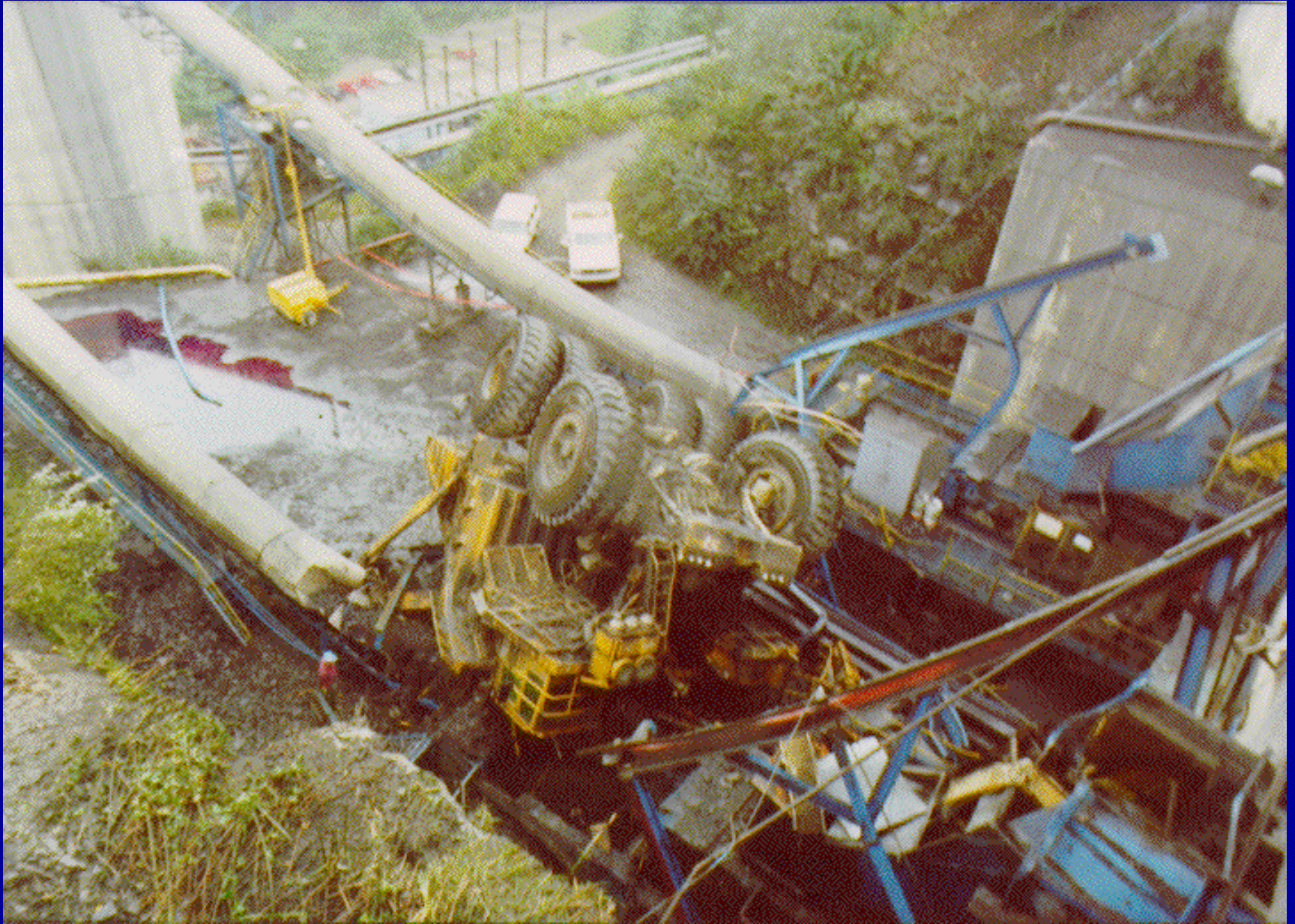
- Trucks going over dump points;**
- Vehicles /persons being run over by large trucks;**
- Miners getting caught in conveyors; and**
- Haulage trucks going out-of-control..**

# **This presentation focuses on truck accidents.**

**Common factors in accidents where trucks go out-of-control include:**

- ➔ Steep Grades...**
- ➔ Defective Brakes...**
- ➔ Overloading...**
- ➔ Driver Error...**



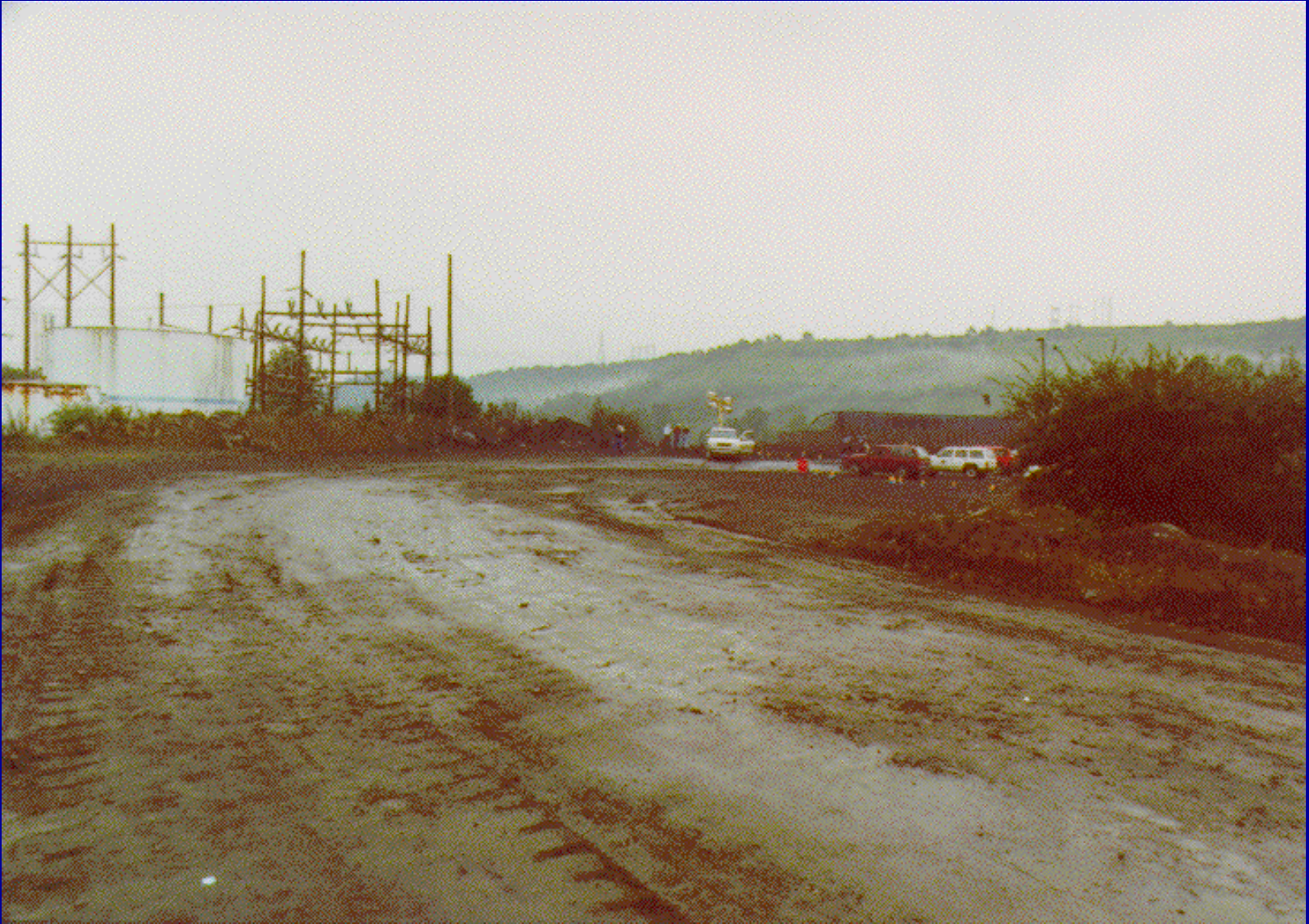


Example of a fatal haul-truck accident: The operator of this 170-ton capacity haul truck was killed when his truck went out of control as he descended an 8-percent grade.





The contract truck driver had 22 years of experience. At the end of a 4-mile long haul, he was descending this grade to the dump point just around the curve. It was his fifth haul of the shift.



A witness reported that as the truck was descending the grade it appeared to be going at an excessive rate of speed and flames were coming out of the rear wheels. The truck failed to make the curve to the right and left the road at the point where the white truck is parked facing the camera.



This is a close-up view of the area where the truck left the haul road...



The truck went over the wall and ended up here. The victim was not wearing a seatbelt. The accident investigation revealed that the electrical retarder had failed to operate because of a problem with the contacts between the brushes and the commutator.



The accident investigation also revealed that there was no braking effort available from the front service brakes because of a leaking seal. The rear service brakes were found to be capable of providing 78 % of their design braking capacity.



In summary, this fatal accident occurred because the truck's retarder system was defective and the inadequately maintained service brakes could not provide enough braking force to stop the truck.



This is the site of another fatal truck accident. The truck was hauling mine waste on a haul road with six switchbacks. The grade of the road varied from 9 to 19 percent.



The accident occurred at a point where the grade was near 19%. The road was wet and the victim had reporting “spinning his wheels” on the way up. On the return trip the empty truck skidded off the road, as shown above.





The accident investigation revealed that the front brakes were inoperative and there was no braking force from the right rear brake.



The conclusion on this accident was that the deficient and uneven braking, combined with speed too fast for the wet and steep-road conditions, resulted in the truck leaving the haul road. The victim was not wearing a seatbelt and was thrown through the windshield.



**This fatal accident occurred on an 11% downgrade. The accident investigation found that there were problems with the brakes and the truck was overloaded.**

- Three of the six service brakes were found to be providing no braking force - grease was found on the brake linings. The other three service brakes had brake drums which exceeded their allowable diameter.**
- The truck was loaded to the point where it exceeded the truck manufacturer's maximum recommended gross vehicle weight by over 30,000 pounds.**



**A fatal accident occurred at this mine when a scraper was hauling overburden up this ramp. The ramp was 320 feet long at a grade of 17%. The ramp runs along the top of a highwall.**



**The mine uses a left-hand traffic pattern in this area.**

**As the scraper neared the top of the ramp it stalled and rolled backwards.**



**The scraper went over the highwall at a point where there was virtually no berm for a distance of about 65 feet.**



**The scraper operator was 38 years old and had 4 years of experience. He was wearing the seatbelt.**



**The accident investigation revealed problems with the scraper's brakes. The braking capacity was diminished because the pushrods were out of adjustment and there was no lining-to-drum contact on two of the wheels.**



## **II. Fine Line ...**

- **The investigation of mining accidents repeatedly demonstrates that there is a “fine line” between fatal and non-fatal accidents...**
- **Consider the following examples...**



**In this case a water truck went out of control while descending a 1000-foot long section of haul road on a 10% grade. The truck missed a curve at the bottom of the grade and ran across this field. This could have been a fortunate circumstance, but unfortunately...**



**...the water truck crashed into a ravine that ran through the field.**



**The truck driver was 37 years old with one year of driving experience. He was not wearing a seatbelt.**



**The accident investigation revealed that the truck's front brakes had been removed and the rear brakes were defective. Rear brake problems included a severe air leak, oversized brake drums, and excessive pushrod stroke...**



**The point here is that if the truck hadn't run into the ravine - if the truck had lost its momentum rolling through the field or otherwise been brought to a controlled stop - the operator may have survived this accident unharmed.**



**When a fatal accident occurred at this site, it was only the second time that the victim had driven down this haul road and the first time in the particular model truck. The road had an 18 % grade.**



**Three runaway-truck escape ramps had been constructed on the steep grade as a safety measure.**





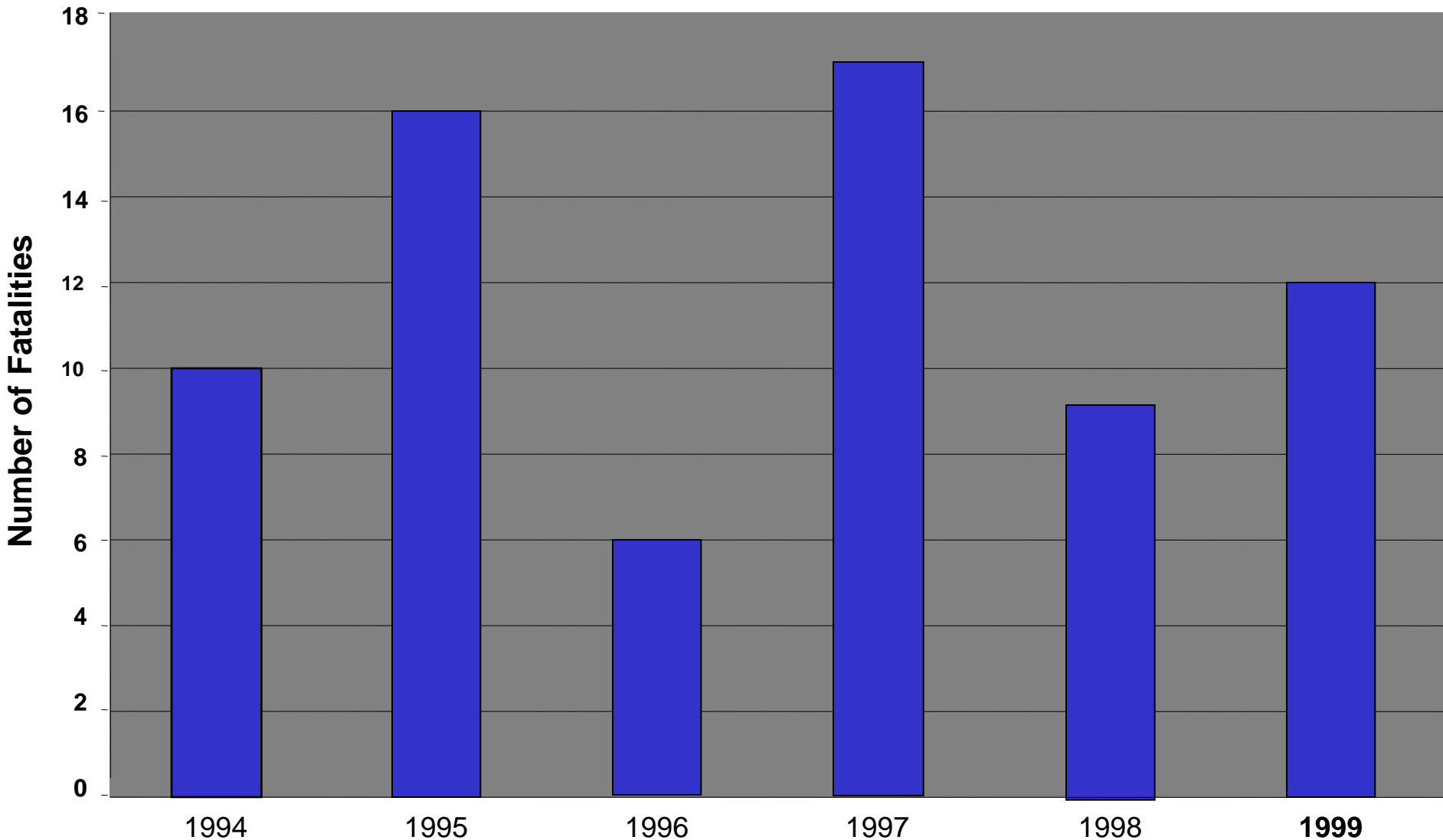
**The victim apparently had jumped from the truck and was found about 200 feet below the second escape ramp. The truck went into a ditch and ended up on its side near the third escape ramp, which can be seen to the right of the truck. This ramp was 350 feet below the second ramp.**



**The 20-ton capacity truck was found to have been loaded to about 45 tons. In addition, the driver apparently was not adequately trained on the operation of the truck and the escape-ramp safety features.**

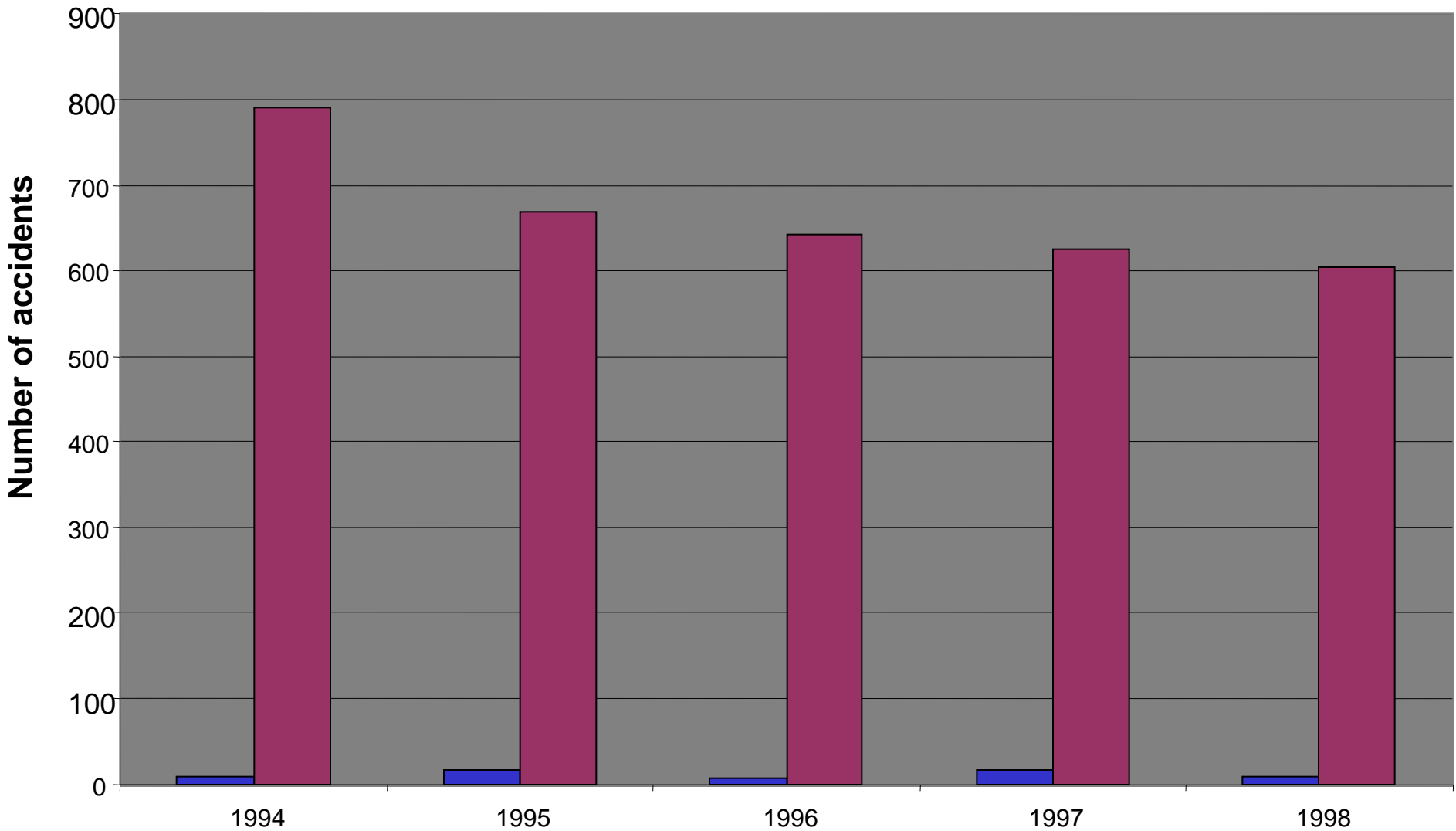


# Number of "Truck Driver" Fatalities by Year



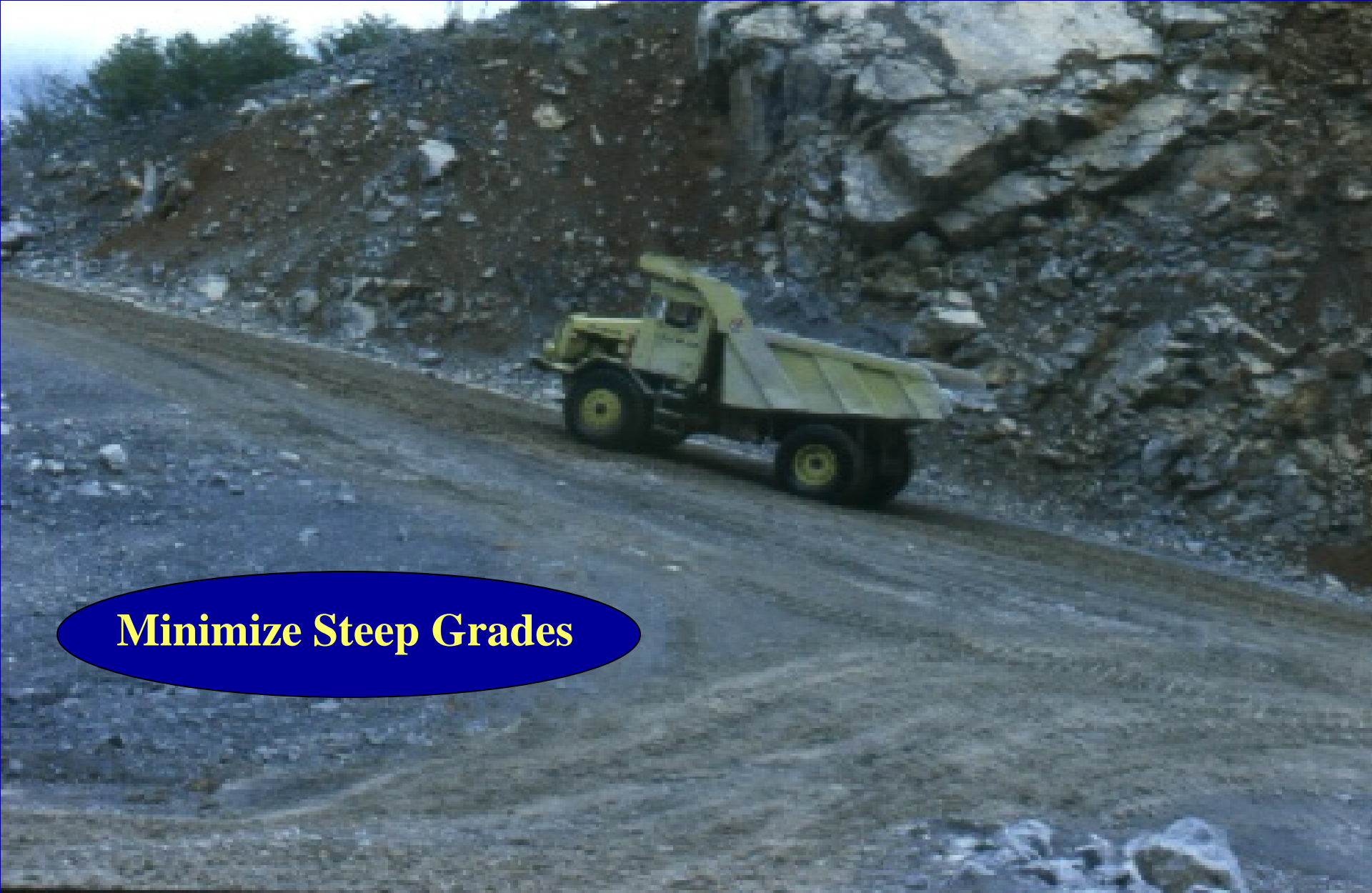
**This graph shows the number of truck driver fatalities each year. The fluctuation likely reflects the increased emphasis on surface haulage safety that occurs when the number of truck accidents rise. But these variations also result from the fact that sometimes - even with very similar sets of accident circumstances - in one case a miner is seriously or fatally injured, while in another the miner may receive only minor injuries. Safety measures - as shown in this presentation - can be taken to prevent accidents and to increase the likelihood that when an accident does occur the consequences will not be as serious.**

# No. of “Truck Driver” Fatal Accidents (blue) vs. Lost-Time Accidents (red)



**A goal of surface haulage safety must be to continue the trend of decreasing the number of lost-time accidents and to incorporate measures to reduce the seriousness of any accidents that do occur.**

# Design Features to Improve Surface Haulage Safety



**Minimize Steep Grades**

**Steep grades can reduce or eliminate a driver's margin for error, especially if there is a lapse in equipment maintenance or if a truck is overloaded.**



Provide runaway truck measures

**Where grades are steep, provide measures to control a runaway truck - such as berms that a truck can plow into, or escape ramps. Such features don't take the place of good maintenance, proper truck loading, and a sound driver training program, but they provide a form of safety insurance.**



**Here's an example of an escape ramp. The ramp is still under construction in this picture, but in the first year after it was completed, a runaway truck was saved on the ramp.**





**An example of a runaway escape ramp at a copper mine in Utah. A bed of loose gravel is used on the ramp to help bring a runaway truck to a controlled stop.**



**This was a save of a runaway truck at a mine in West Virginia. Where it may not be practical to construct a ramp, some mines have had success placing berms of loose material along the sides of the roads. As shown above and in the next picture, this driver brought his runaway truck to a stop by plowing into the loose berm material.**



**The driver stayed in the truck and was not injured.**



7 27 00

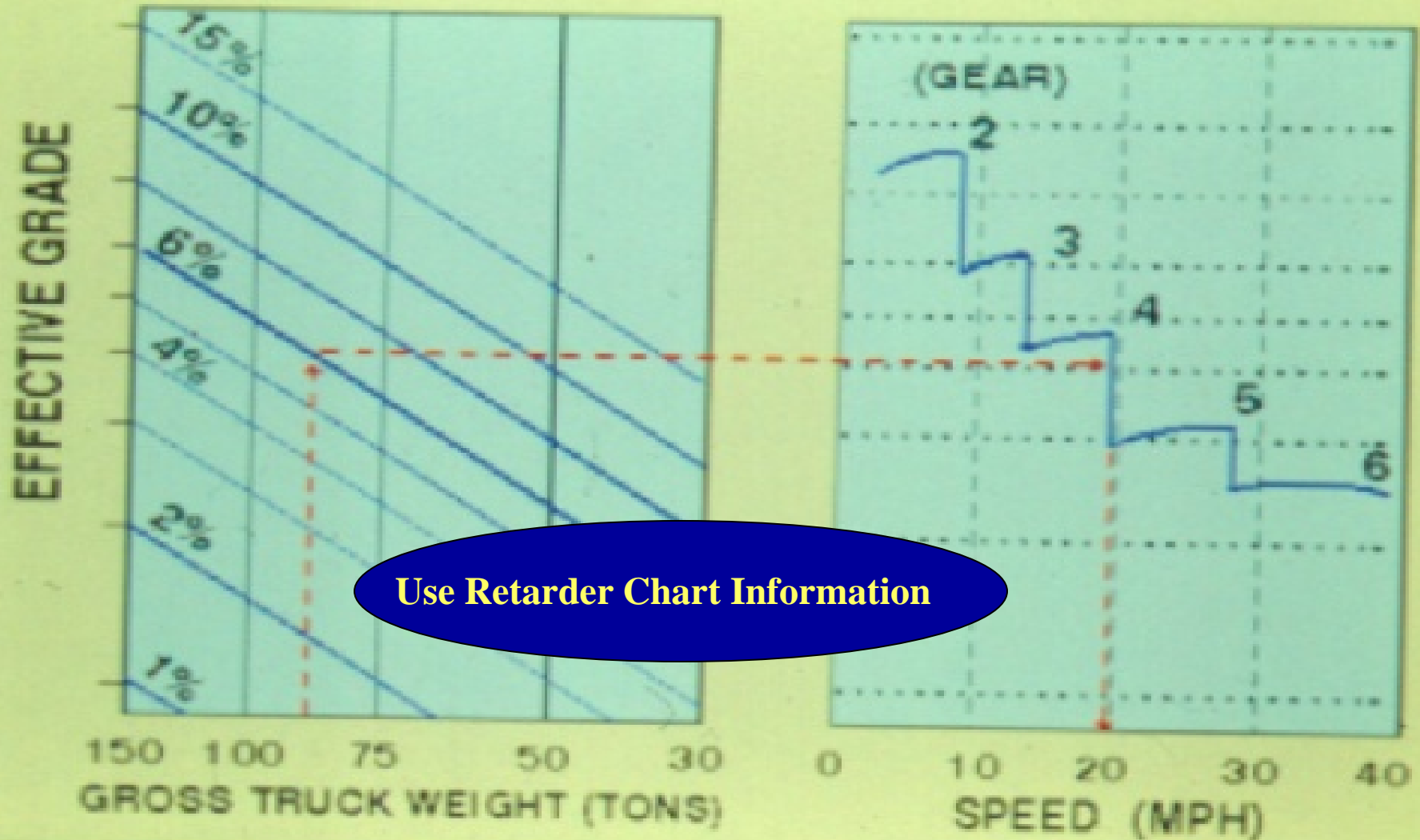
**Here, loose material is placed in a “sawtooth” pattern to provide the driver with the opportunity to straddle the berm. Since the stopping power is limited, the driver must get into the berm as soon as he or she realizes there is a problem and before the truck picks up too much momentum.**



**These are other examples where “straddle” berms of loose material have been placed in various locations where a truck driver may be able to use them to help bring an out-of-control truck to a stop.**



# EXAMPLE OF RETARDER PERFORMANCE CHART



Make sure that trucks are operated within the manufacturer's recommendations. Retarder charts, for example, indicate the combinations of loads, grades and speeds that should not be exceeded if the truck's retarder is to work properly. Use retarder chart information to set speed limits for downgrades and to train drivers on proper operation of the truck.

# WARNING

(Example only)

**DO NOT DESCEND GRADE AT SPEEDS  
GREATER THAN LISTED, WHEN VEHICLE  
IS LOADED AT MAXIMUM GVW.**



**GRADE %**

**SPEED MPH**

**12**

**0**

**10**

**16**

**8**

**23**

**6**

**28**

**4**

**34**

**Install decals in truck cabs with simplified retarder chart information. This reminds the driver - at a glance - of the retarder performance characteristics of that particular truck.**

**Provide signs on steep sections of haul road indicating the actual grade of the road in percent.**



**Combined with the retarder information decal in the cab, these signs help provide the truck driver with the information needed to operate the truck safely.**





**Match berm height to conditions  
and consequences.**

**Where the chances or the consequences of a truck leaving the haul road are more severe, use larger berms. For example, the chances of a truck leaving the haul road may be greater if you have a curve at the bottom of a grade; the consequences may be greater where a road runs near a pond. Construct larger than axle-height berms in the more critical areas.**



**A fatal accident occurred at this mine when a truck failed to make a 90-degree right turn. The road was narrow and there was little or no berm. The trucks normally took two attempts to make the sharp turn. When the driver attempted to make the turn on one try, he ended up going into a small pond. Even though the water was only 10 deep, the truck ended up on its side and the operator drowned. The lessons here were that roads should be adequately widened on curves and substantial berms should be provided where equipment travels near ponds.**



**Here's another example. In this accident a 40-ton capacity truck was returning empty to the pit. The truck was descending this 10 percent grade and negotiating the curve when a mechanical problem with the truck caused it to continue turning to the right where it plunged into a pond.**



**The accident investigation revealed a defective gear selector control cable, which apparently caused the truck to be shifted into reverse instead of 1st gear. Apparently the truck stalled and the emergency steering became depleted. The pond was 42 feet from the road and was not bermed.**



**In this fatal accident the truck was backing up past this pond when the rear wheels got too close to the edge. No berm had been provided. A berm should serve the three functions of providing a good visual indicator of the edge of a drop off; impeding equipment from going over the edge; and keeping the weight of the equipment back a safe distance from the potentially unstable edge of a drop off.**



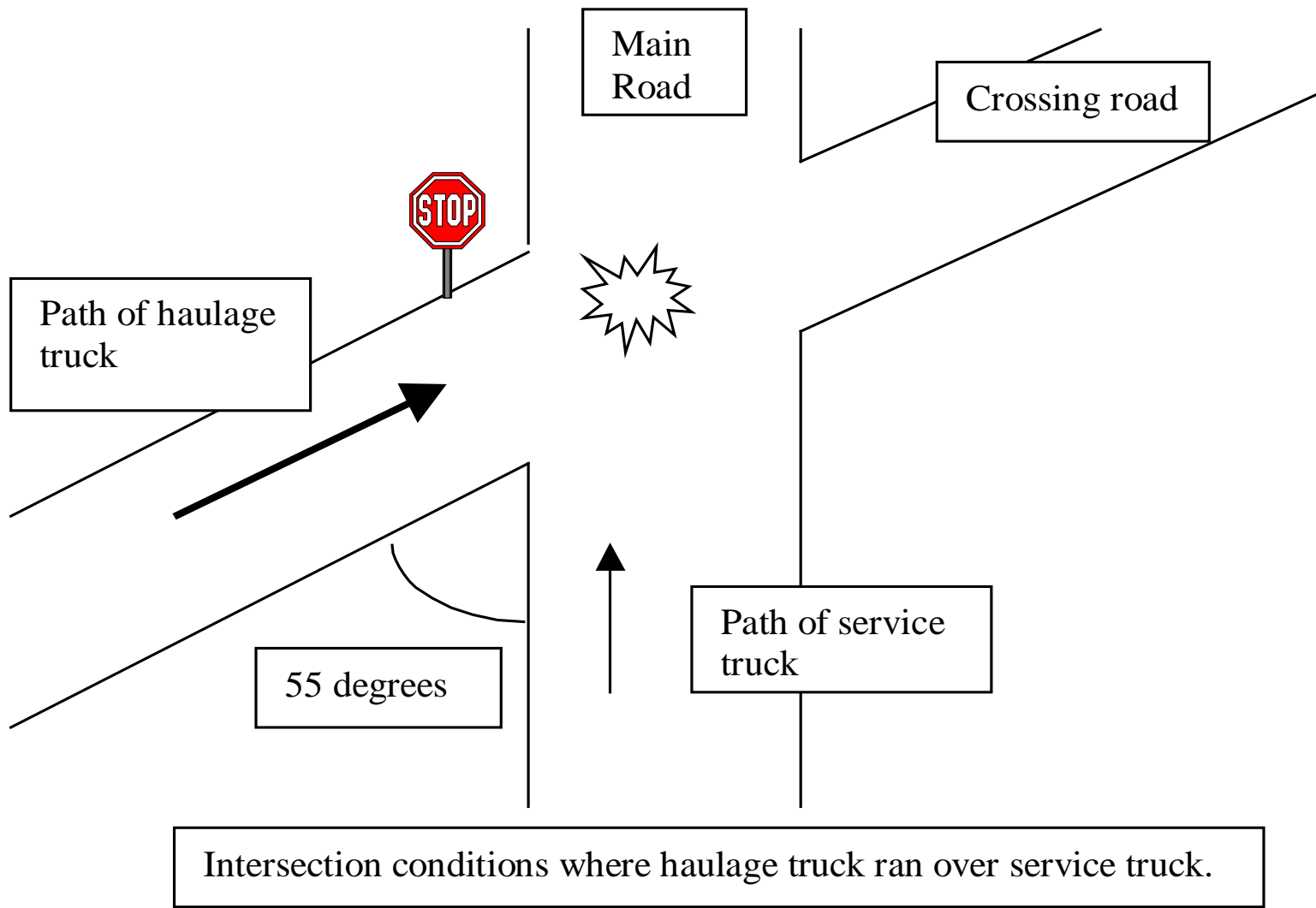
## **Provide adequate road width**

**As larger trucks are used, haul roads need to be widened to provide the drivers with a reasonable margin for error. A good safety rule is to provide clearance of at least half the truck width on each side of each truck. This means that for two lanes, the haul road should be at least 3.5 times the width of the largest trucks.**



**Provide adequate sight distance  
at intersections**

**In this fatal accident a haul truck pulled out to cross an intersection and ran over the utility truck.**



**This was the layout of the intersection. A “drive left” traffic pattern was used. Note that this intersection layout - with the crossing road intersecting at an angle of about 55 degrees - would have made it more difficult for the haulage truck driver to see traffic approach the intersection from his right side.**





**Here's the actual intersection. The main road runs from left to right across the front of the picture. The haul truck would have approached and stopped near the right side of the picture.**

**This shows a haul truck stopped at the intersection.**

**Notice in the insets below how the driver has a difficult time seeing to the right side.**

**Intersections should be laid out keeping this right side blind spot in mind. Avoid intersections at angles of less than 90 degrees to the truck's right side. Layout intersections to provide the drivers with as much sight distance as possible.**



**Several accidents have occurred in recent years where haul trucks were struck by trains.**





**At this crossing, a 44 year old driver was killed when her truck was struck by a train. She had 15 weeks of experience.**



**The accident occurred at 1:40 p.m. Other workers heard the train whistle, but the victim did not stop her truck at the crossing.**



**Drivers should keep these points in mind concerning railroad crossings:**

- **It can take a train a half mile to come to a stop from 30 mph;**
- **Trains can come at any time.**
- **Never attempt to beat a train to the crossing - it's easy to underestimate the train's speed.**
- **Always stop, look and listen at railroad crossings.**



**Another concern at railroad crossings - like at any type of intersection - is to ensure that the drivers have adequate sight distance down the tracks. Also avoid situations where trucks leaving mine property and waiting to enter a highway may become backed up and be sitting on the tracks. If this situation can't be avoided, train the drivers about the dangers and provide warning signs.**



**Use roadside reflectors**

12 30 '99

**A fatal accident occurred in at this site involving a 10-ton welding truck. The welding contractor was leaving mine property around midnight. He came down this 10 percent grade to a “T” intersection. Note the skid marks coming across the intersection.**





**The skid marks were 125 feet long and led through this berm and over a highwall.**



**The truck fell 160 feet to a bench. Although the rear brakes were found to be defective, a factor in this accident may have been the victims unfamiliarity with the mine roads while driving after dark. The use of road side reflectors may help in this type of situation.**




As shown to the left, road side reflectors are a common safety feature on public highways.



- Road side reflectors can provide similar safety benefits on mine roads. They would be helpful for new employees and visitors on the property. And they would benefit older drivers since our ability to see at night diminishes as we age.
- Different colored reflectors could also be used on each side of the road to act as a reminder on “drive-left” properties.

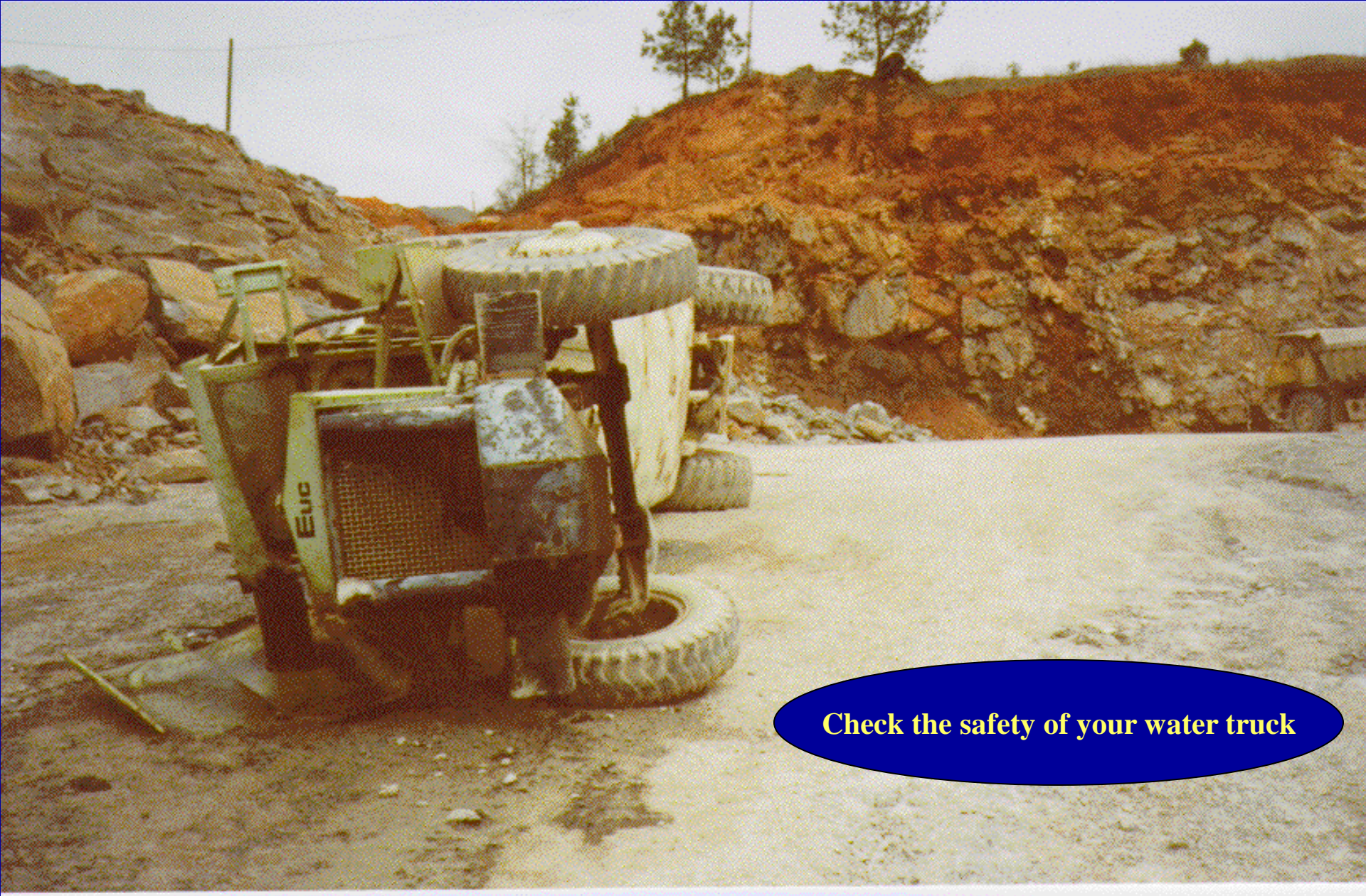


**Provide adequate right-of-way signs**



**DRIVE LEFT**  
**SPEED LIMIT 15 MPH**

**Suppose a tire salesman sees this sign as he enters mine property and drives on the left side as he makes his way to the maintenance shop. As he gets back in his truck after spending a couple of hours at the shop will that salesman remember to drive left as he leaves the property? Make sure there are sufficient signs for this type of circumstance - especially when unusual right-of-way rules are used on the property.**



**Check the safety of your water truck**

**Several fatal accidents have occurred in recent years involving water trucks. This one occurred as the water truck rounded a curve while descending a 7 to 9 % grade. The victim's regular job was in quality control and he only occasionally drove the water truck.**

**The water truck was about half full at the time of the accident and the tank was baffled from front to back.**

**A witness reported that the truck appeared to be “going too fast” as it rounded the curve.**

**The victim was not wearing the seatbelt and the rear brakes were found to be defective.**

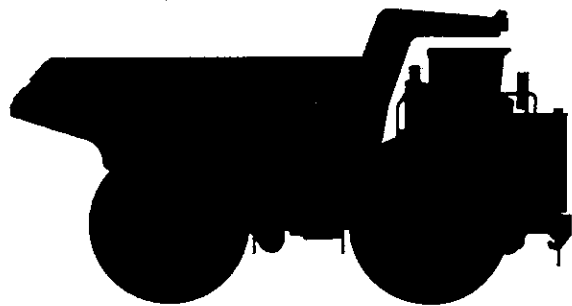


**Avoid water-truck accidents by ensuring that: water trucks receive preventive maintenance just like production equipment; water tanks are baffled to control the effects of the water movement in the tank; and water-truck drivers are properly trained on operating the truck.**

# The Importance of Driver Training...

- In **29 %** of the surface haulage fatal accidents from 1994 to 1998, the victim had less than one year of mining experience.
- In **40 %** of these accidents, the victim had less than one year of experience at the mine where the accident occurred.

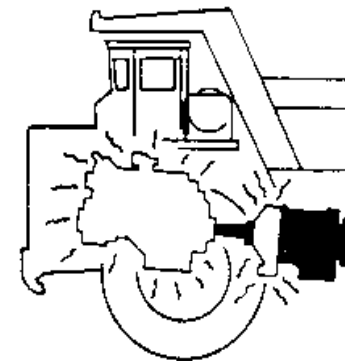
# OPERATOR HANDBOOK



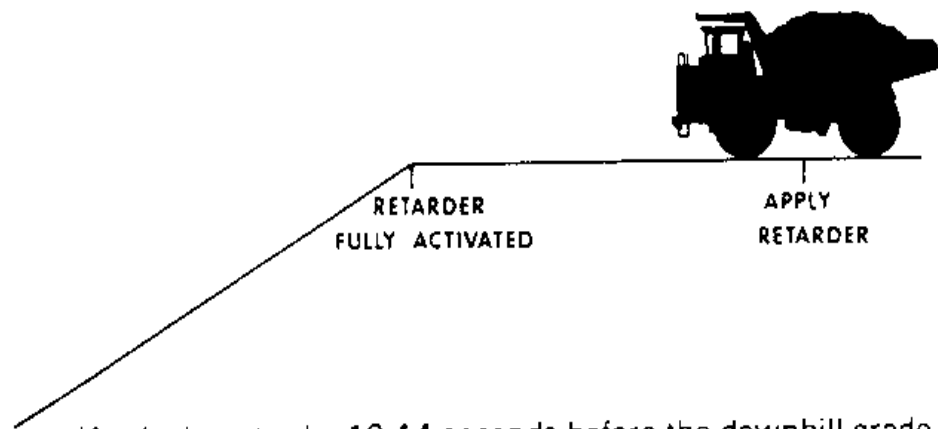
## 300 SERIES HD REAR DUMP

As part of the training program, it is important that drivers become familiar with the operator's manual for their truck. The excerpts shown here, for example, illustrate an important safety feature of the braking system of this truck.

In order to use the retarder effectively and efficiently, before the grade is descended, the transmission must be in the proper gear range and the converter in direct drive (lockup). The retarder pedal should be depressed 10-14 seconds before the grade is descended to allow enough time for the retarder to become fully activated. The retarder is most effective when fully activated just before the grade is descended. Also, it might be necessary to accelerate



Disengage Retarder  
When Going Upgrade or  
When Stopped for Long  
Intervals



(Apply the retarder 10-14 seconds before the downhill grade.)



# Keys to preventing truck accidents:



- **Systematic preventive maintenance on equipment;**
- **Effective driver training and supervision;**
- **Good haul road layout and road maintenance.**



## Loma Vista Drive Accident Takes Life of Off-Duty LAPD Officer -- Again

*Loma Vista Drive is closed to traffic between Doheny Road and Drury Lane. Loma Vista Drive is closed to traffic between Doheny Road and Drury Lane.*

By Penny Arévalo (Patch Staff) (/users/penny-arvalo-ef50db93)

© May 9, 2014 at 10:16pm

(<http://contribute.patch.com/moderation/23464666>)



*Originally posted at 3:55 p.m. May 9, 2014. Edited with new details.*

An off-duty Los Angeles police detective was killed today when a cement mixer struck his pickup truck along the same winding, hilly stretch of road in Beverly Hills where an LAPD officer was killed in March in a collision with a dump truck.

The crash, which happened at 1:53 p.m. in the 1000 block of Loma Vista Drive, also seriously injured the cement truck's driver, who was taken to a hospital for treatment, Beverly Hills police Sgt. Max Subin said.

Los Angeles Police Department Chief Charlie Beck said the detective, who was pronounced dead at the scene, has been on the force for more than 25 years. He did not release the detective's name or where he was assigned.

The detective, who was in his personal vehicle, had off-duty employment in the area and regularly travels the street where he was killed, according to Beck, who said the truck was traveling southbound, or downhill, when the crash happened.



Experience new begin



### TRENDING PATCH

- 1 ▶ [Boy Missing for 4 Year: Behind False Wall: Gec News](#)  
(/georgia/decatur/boy-missir-found-behind-false-wall-geo)
- 2 ▶ [Neighbors Combine Fc Incredible 'Let It Go' Cl Display](#)  
(/maryland/belair/amyclae-f-show-inspired-let-it-go)
- 3 ▶ [Mom's Plea: Please Do My Kids](#)  
(/california/alameda/bp-ple-help-my-kids)
- 4 ▶ [This Pig Really Can't Fl! Asked to Remove 'Disr Pig From Plane](#)  
(/connecticut/milford/pig-re-woman-asked-remove-disru-plane-0)
- 5 ▶ [Top 5 Longest Lasting Christmas Trees](#)  
(/michigan/oaklandtownship-longest-lasting-christmas-tre)

Los Angeles police Officer Nicholas Lee, 40, was killed on the same stretch of Loma Vista Drive on March 7 and another cement mixer slammed into several parked cars on the road last Friday, leaving the driver hospitalized with serious injuries.

"I was stunned into disbelief when I got the phone call and they gave me the location," Beck told reporters at the scene shortly after police officers and firefighters solemnly formed a cortege and brought the fallen detective's body to a waiting coroner's van.

Loma Vista Drive was expected to be closed to traffic between Doheny Road and Drury Lane through early Saturday as police investigated the latest crash, Subin said.

Beverly Hills Police Department Chief David Snowden said a 30-day heavy traffic moratorium, effective immediately, is now in place on that road.

Snowden said his officers, with help from the California Highway Patrol, would be weighing every vehicle attempting to enter the area.

Beverly Hills police issued a statement after last Friday's crash saying officers have increased commercial vehicle enforcement in the area and that the city was "developing stringent regulations to control truck traffic on high-risk streets through the construction permit process."

The statement called it "a critical public safety issue" and said the Beverly Hills Police Department and other city departments "are aggressively working together to avoid future accidents."

The detective's death was the third of an LAPD officer in the span of a week and the fifth this year.

Officer Roberto C. Sanchez, 32, a six-year veteran of the force, died on Saturday when an SUV crashed into the cruiser in which he and his partner were following another vehicle in Harbor City.

The SUV driver, 20-year-old Mynor Enrique Varela of Harbor City, has been charged with murder for allegedly intentionally crashing into the patrol car to help a friend in the car being followed escape the police.

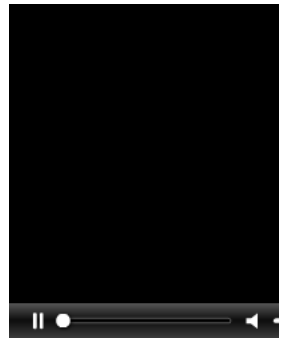
Sanchez's partner, Officer Richard Medina, suffered a broken jaw and other injuries. He was released from the hospital Sunday and is home recovering, authorities said.

On April 5, motorcycle Officer Chris Cortijo, 51, was struck from behind by an SUV while stopped at a red light at Lankershim Boulevard and Saticoy Street in Sun Valley. He died four days later. The driver was charged with driving under the influence of cocaine.

The department was also mourning the death of Officer George Nagata, a 35-year LAPD veteran who became ill while on duty and died last Friday after being hospitalized with an apparent heart condition.

Los Angeles Mayor Eric Garcetti said city officials are horrified at the news of the fifth LAPD fatality in a little more than two months.

"The city is still reeling from the recent death of three on-duty LAPD officers and my heart aches at the death today of yet another of our officers. Amy's and my thoughts are with his family and everyone in the Los Angeles Police Department," Garcetti said, referring to his wife.



TOP NEWS CALIFORNIA

**Grinch Alert: Police Offer Tips to Prevent Package Thefts**  
(/california/elcerrito/grinch-alert-police-offer-tips-package-thefts)



Police say tend to occur normal but when residents receive

**A Book to Help Kids Give Thanks**  
(/california/losaltos/book-kids-give-thanks)



An enlightening look at what other cultures eat around the world when they travel around the globe

**Did You Know #Petaluma Famous Military Comic Maximilian Uriarte?**  
(/california/petaluma/did-you-know-petaluma-famous-military-comic-maximilian-uriarte-0)



You may not know you saw him on the sidewalk at home

**Heading To DMV Monday? Don't Be Alone**  
(/california/dixon/heading-to-dmv-monday-you-won-be-alone-0)



The day after Thanksgiving among the year. But you have other options

TOP NEWS USA

**90-Year-Old Arrested for Feeding Homeless at Rallies**  
(/florida/sarasota/90-year-old-arrested-feeding-homeless-at-rallies-protesters-0)

Opponents of Fort Lauderdale's ban on feeding the homeless gathered Saturday to express displeasure with the new law.

"This is a difficult time for our men and women in blue, and the whole city joins them in mourning the loss of these heroes."

--City News Service

View as slideshow



Tara Wallis  
@tarawallis

Follow

#BREAKING cement truck crash #BeverlyHills 1 dead. On Loma vista Dr- same area where another crash killed @LAPD ofcr

2:28 PM - 9 May 2014

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(http://drive.odometer.com/click.php?net=tab&lst=www.odometer.com/car-care/4667/13-ways-dumb-people-destroy-cars&drv=4667-tde)

13 Ways Dumb People Destroy Cars

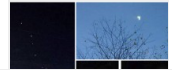
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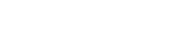
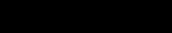
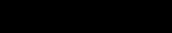
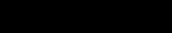
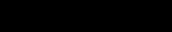
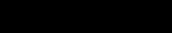
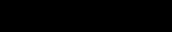
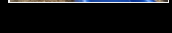
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Wom's Plea: Please Do  
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## Then & Now: Your Childhood Crush

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## Trousdale Hauling

Truck Company	Vehicle License Number	Vehicle Identification No.	Certification Date
Crown Disposal	7S6307	INKNLEOX155638061	6/23/2014
Crown Disposal	5W52426	INKDLUOXXXR790912	6/23/2014
Crown Disposal	7A66853	INKDLUOX63R703887	6/23/2014
Crown Disposal	10264A1	INKDLUOX83R703888	6/30/2014
Valley Floodlight	20379FI	INKDL5OXX9J24458	6/30/2014
Greg Porte	9E45105	IFUJGEDR6ASAR3033	7/2/2014
Pac Tank	4BP7071	IUYFS2403BC624101	7/2/2014
MFC	4UXJ048	IFVHCFAS22RKO1852	7/8/2014
Manuel Sanchez	4HK6931	IUYFS24513A949501	7/14/2014
Fonta	9E63910	INPXDP9X4CD150551	7/14/2014
Spragues Ready Mix Truck 105	7G46240	ZNPALTOX84M822623	7/12/2014
Spragues Ready Mix Truck 107	7946901	INPALTOX350851969	7/12/2014
Spragues Ready Mix Truck 109	8N99156	INPALTOX35D877049	7/12/2014
Spragues Ready Mix Truck 115	8D42759	INPALTOX370679218	7/12/2014
Spragues Ready Mix Truck 117	8F92276	INPALTOX57D679219	7/12/2014
Spragues Ready Mix Truck 119	7825OHI	INPSLJOX7ED228167	7/12/2014
Spragues Ready Mix Truck 121	55162RI	INPSLJOX4FD262777	7/12/2014
Bonanza Concrete Truck 75	7B49733	INKWLOEX83R389167	7/18/2014
Bonanza Concrete Truck 85	60040F1	INKWL50XZDJ361899	7/18/2014
Jordan, Jeremy Joseph	JETTX1	1XPSDB9XOXN502363	7/18/2014
Spragues Ready Mix Truck 110	7V38554	2NPLHZ7X56M891923	7/19/2014
Spragues Ready Mix Truck 104	7G46241	2NPALTOX64M822622	7/19/2014
Spragues Ready Mix Truck	6A86160	1NPALTOXXYN531143	7/19/2014
Spragues Ready Mix Truck 112	8A60930	1NPALTOX06N648114	7/19/2014
Spragues Ready Mix Truck 93	5R75750	1NPALTOX1WD456979	7/19/2014
Spragues Ready Mix Truck 118	78351H1	1NPSLJOX9ED228168	7/19/2014
Spragues Ready Mix Truck 120	55130R1	1NPSLJOX6FD262778	7/19/2014
Spragues Ready Mix Truck 116	8F92277	1NPALTOX17D679220	7/19/2014
Spragues Ready Mix Truck 106	7P22370	1NPALTOXX5D851970	7/19/2014
Spragues Ready Mix Truck 108	7U80240	1NPALTOXX5D877050	7/19/2014
Spragues Ready Mix Truck 114	No plate	1NPALTOX17D679217	7/19/2014
Bee Trucking Truck 5	8W38557	1XPCDR8X3RD337967	7/19/2014
Bee Trucking Tractor 4	9E02508	1XPWDU9X48N760354	7/19/2014
Bee Trucking Truck 3	906800Y	1X9HDX9X18D751921	7/19/2014
Bee Trucking Truck 2	8B42807	1XPCDB9X2XD479486	7/19/2014
Bee Trucking Truck 1	7P88292	1XPCDR9X6LD296109	7/19/2014
Monkey Trucking, Inc.	58520D1	2HSFHMZR5RC075009	7/19/2014
Champion Crane, Inc.	631740V	1Z9JD322800058250	7/22/2014
Champion Crane, Inc.	9C46239	1XPCD69X9ND318685	7/22/2014
Champion Crane, Inc.	9F02556	1X9BD49X4ED251414	7/22/2014
Bonanza Concrete Truck 77	7E01381	1NKWL00X54J053984	7/26/2014
Bonanza Concrete Truck 76	7E01382	1NKWL00X74J053985	7/26/2014
Bonanza Concrete Truck 72	6H18408	1NKWLOOXXYR849184	7/26/2014
Bonanza Concrete Truck 78	7L78567	1NPHLTOX14D829015	7/26/2014
Bonanza Concrete Truck 71	5Z52105	1NKWL00X9XR824923	7/26/2014
Bonanza Concrete Truck 82	8J36601	1NKWL00X47R186127	7/26/2014
Bonanza Concrete Truck 83	8J36600	1NKWL00X67R186128	7/26/2014
Bonanza Concrete Truck 74	6S70694	1NPAL50X52D578170	7/24/2014
Bonanza Concrete Truck 81	7Y86192	1NKWL50X46R138462	7/24/2014
Over & Over Truck 802	No plate	1NPS270X2FD266538	7/25/2014
Over & Over Truck 803	No plate	1NPSL70X4FD266539	7/25/2014
J.M. Communications Inc. Truck 213	8P80993	1GBE4C1257F406413	7/25/2014
J.M. Communications Inc. Truck 221	No plate	3C7WRKCL7EG229072	7/25/2014
Segovia, Ernesto – Truck #1	77839D1	1XPFDU9X42D581020	7/29/2014
Cordova Construction Svcs – Truck #2	8B86638	1XPGDU9X9WN434926	7/29/2014
Granados, Rodriguez Jose – Truck #2	16970E1	1XP5DB9X9WN464212	7/29/2014

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Trinidad, Juan -Truck #3	6575271	No vin	7/29/2014
Perez, Vazquez Jaime – Truck #002	6N11923	1XPCDR8X8TN391735	7/28/2014
Perez, Jaime – Truck #003	7U88984	1XPCDR9X1VN411311	7/28/2014
Cordova, Oscar – Truck #3	50653G1	1XPCDU9XZXD478446	7/28/2014
Ruiz, Rafael – Truck #05	8T53889	1XP5DU9XOYD529663	7/29/2014
Cordova Construction – Truck #5	15278D1	1XP5DB9X2HD216974	7/29/2014
Mata, Jaime – Truck #07	8V52132	1XKAD69X4RR625641	7/28/2014
Perez, Edgar – Truck #08	8Z82361	1FUYYDCYB3PP494928	7/28/2014
Mata Perez, Jaime – Truck #10	46459JI	1FUPDXYB3SH559928	7/28/2014
Mata Jaime Perez – Truck #009	49214B1	1XPCD68X7SD377960	7/28/2014
Grandos Rodriguez, Jose – Truck #12	O7445H1	1XP5DB9XORD349671	7/28/2014
Gonzalez, Edwin A. – Truck #15	7U84122	1FUYSWDBXYLA89593	7/28/2014
Perez, Jaime – Truck #24	7Z14499	1XP5DB9X8WD449772	7/28/2014
Perez, Jaime – Truck #25	76264D1	1XPH0B9X08D749032	7/28/2014
Sanchez, Juan – Truck #71	7W63378	1XKADR9Y5TR686554	7/29/2014
Orantes Yorante, Flavio – Truck #818	7X46770	1XKWD69XZRR620833	7/28/2014
Baltazar Construction Inc – Truck #829	7Y16829	1X95DB9XXYD499348	7/12/2014
STC Netcom Inc. – Truck #133	25756F1	1GBZCVC85DZZ35207	7/22/2014
STC Netcom Inc. – Truck #507	7X77604	1FDXF46P55EC57850	7/22/2014
STC Netcom Inc. – Truck #506	7W33160	1FDWW36P25ECO2696	7/22/2014
STC Netcom Inc. – Truck #513	7Z83315	1FDWW36P66EA39147	7/22/2014
United Excavation	8X46768	1HTMMAAN87H415524	7/29/2014
Over & Over –Truck #804	No plate	1NPSL70X0FD266540	7/30/2014
Marco Transport Inc.–Truck #99892	9838661	1XPTD40X9DD199892	8/1/2014
Over & Over–Truck #800	No plate	1NPSL70X9FD266536	8/1/2014
Over & Over–Truck #801	No plate	1NPSL70X0FD266537	8/1/2014
Lopez Llamas, Raul	8J78683	3WKDDR9X9XF8Z8457	7/22/2014
Bourget Bros. Building Materials – Truck #1211	9E79990	1FVHC5DV8CDBM5448	8/2/2014
Bourget Bros. Building Materials – Truck #T705	7W56002	1FVHA6CG75LV29600	8/2/2014
William Scotsman Inc. –Truck #397417	9E09002	1HSHWAHNX8J674516	7/25/2014
Summit Equip Rentals LLC–Truck #052	9E00852	1FVFPWEB8YPG72851	8/2/2014
Stock Building Supply West LLC –Truck #6806	9F02871	1XPV079X3ED236806	8/1/2014
Stock Building Supply West LLC –Truck #6656	42895K1	1NPSLP9XXED236656	8/1/2014
Stock Building Supply West LLC –Truck #36653	42857K1	1NPSLP9X4E	8/1/2014
Stock Building Supply West LLC –Truck #225159	7V10135	2HSCNAPR76C22515	8/1/2014
Stock Building Supply West LLC –Truck #9309	42859K1	2NP2HM6X6EM239309	8/1/2014
Champion Crane Rental Inc –Truck #25	4ZRM201	WMG22042222000322	8/1/2014
Champion Crane Rental Inc –Truck #26	5NGE846	WMG22042232000360	8/1/2014
SRS Trucking Inc –Truck #635	99413J1	1NPALAOXXWN455943	8/5/2014
SRS Trucking Inc –Truck #001	7G46309	1NPALOOX44D824213	8/5/2014
SRS Trucking Inc –Truck #640	6221661	1NPALAOX9WN455948	8/5/2014
Barneys Hole Digging Svc. –Truck # A-24	4FXL250	1CYDCM583XT044080	8/8/2014
Jensen Precast –Truck #4414	WP21878	1NP4L40X5ED23784	8/7/2014
Over & Over Ready Mix-Truck#805	No plate	1NPSL70X0ED175220	8/12/2014
Over & Over Ready Mix-Truck#808	No plate	1NPSL70X9ED175216	8/12/2014
Vlloa Roberto Sanchez	8E29863	1XKAD69XXTS661527	8/11/2014
Salcedo Hugo Ignacio	KLNR4U	1NPWXU0X8A0797885	8/12/2014
Silva/Son Transport	83742D1	1AD396359GL	8/14/2014
Over & Over Ready Mix- Truck# 806	No plate	1NPSL70X4ED175222	8/14/2014
Over & Over Ready Mix- Truck# 807	No plate	1NPSL70X8ED175224	8/14/2014
Over & Over Ready Mix- Truck# 809	No plate	1NPSL70X0ED175217	8/14/2014
National Ready Mixed Concrete Company - Truck #69	6F91896	1NPALTOXXYS31158	7/26/2014
National Ready Mixed Concrete Company - Truck #358	7S68364	1NPALTOX25D883165	7/26/2014
National Ready Mixed Concrete Company - Truck #415	8A61183	1NPALTOX16D647592	7/26/2014
National Ready Mixed Concrete Company - Truck #388	7Z39970	1NPALTOX96D647565	7/26/2014
National Ready Mixed Concrete Company - Truck #338	6Z12368	1NPALTOX63D595260	7/26/2014



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National Ready Mixed Concrete Company - Truck #370	7U19199	1NPALTOX95D883177	7/26/2014
National Ready Mixed Concrete Company - Truck #341	6Z44553	1NPALTOX13D595263	7/26/2014
National Ready Mixed Concrete Company - Truck #339	6Z12369	1NPALTOX83D595261	7/26/2014
National Ready Mixed Concrete Company - Truck #424	8R14859	1NPALTOX08D768854	7/26/2014
National Ready Mixed Concrete Company - Truck #426	R814860	1NPALTOX29D768856	7/26/2014
National Ready Mixed Concrete Company - Truck #353	7546132	1NPALTOX35D883160	7/31/2014
National Ready Mixed Concrete Company - Truck #28	7D19518	1NPALTOX9XD494333	7/31/2014
National Ready Mixed Concrete Company - Truck #416	8W30763	1NPALTOX36D647593	7/31/2014
National Ready Mixed Concrete Company - Truck #314	6X79095	1NPALTOX93D595236	7/31/2014
National Ready Mixed Concrete Company - Truck #34	6D82629	1NPALTOX6Y5535949	7/31/2014
National Ready Mixed Concrete Company - Truck #336	6212367	1NPALTOY83D595258	7/31/2014
National Ready Mixed Concrete Company - Truck #427	8P51885	1NPALTOX49D768857	7/31/2014
National Ready Mixed Concrete Company - Truck #386	8A16516	1NPALTOX56D647563	8/9/2014
National Ready Mixed Concrete Company - Truck #36	6G12840	1NPALTOX6Y5535952	8/9/2014
National Ready Mixed Concrete Company - Truck #76	5Y71273	1NPALTOXSXD494331	8/9/2014
National Ready Mixed Concrete Company - Truck #61	6E91661	1NPALTOX9Y5531152	8/9/2014
National Ready Mixed Concrete Company - Truck #360	7S68367	1NPALTOX65D883167	8/9/2014
National Ready Mixed Concrete Company - Truck #35	6G12837	1NPALTOX8Y5535953	8/9/2014
Hernandez, Jaime Arcadia	8B66265	1XPCDB8X3TN411090	8/18/2014
Rodriguez Griselda, Rodriguez Raymundo	8R46415	1XKWDB9XXJ793617	8/18/2014
Dean Harl Trucking	8N59518	1XPFD9X9TN392419	8/18/2014
ROHR STEEL INC	07722R1	5PVNV8JV2E4S53949	8/19/2014
ROHR STEEL INC	862590	5PVNV8JVIC4S52367	8/19/2014
SENNA TREE CO., LLC	05735J1	1M2AX33C9DM01086	8/23/2014
SENNA TREE CO., LLC	9A48877	2WKPDCCH6MK928262	8/23/2014
SENNA TREE CO., LLC	9E49048	1FUJA6CG43LL02299	8/23/2014
SENNA TREE CO., LLC	4HX1321	4C9LU44387A061106	8/23/2014
BELLIS STEEL - Truck #114	8R11451	2EZHAZCVX7A227455	8/22/2014
BELLIS STEEL - Truck #110	9040425	XPGDU9X64D830053	8/9/2014
BELLIS STEEL - Truck #107	9B71497	1XP5DB9XXYD548614	8/9/2014
BELLIS STEEL - Truck #111	7Z26014	1HTMSAZR66H218315	8/9/2014
BELLIS STEEL CO INC - TRAILER	VX6382	1H5P04020BN032101	8/9/2014
BELLIS STEEL CO INC - TRAILER	4HW6906	1L01B482671162510	8/9/2014
BELLIS STEEL CO INC - TRAILER	VS5635	7L25042001	8/22/2014
JB Wholesale Roofing & Building Supplies, Inc.	49291D1	1FVHCYBS8DHBY1421	8/26/2014
Woody Douglas Gunit Co.	5E614903	W01530	8/16/2014
Woody Douglas Gunit Co. - Truck #48	7N91229	1FTYY9602VVA40455	8/16/2014
Ruiz, David S. - Truck #104	9D85645	1FUJA6CKX5DU18043	9/2/2014
Green Leaf Timothy	70100H1	1NP5L70X1DD168453	9/5/2014
Green Leaf Timothy	9E86258	1XPTD40X5DD168459	9/5/2014
Green Leaf Timothy - Trailer	4EG2922	1H95D38203M248004	9/5/2014
George L. Troop Co.	9E98244	1HSCUSJROAJ247774	9/8/2014
George L. Troop Co.	7U19265	1NP5LB9X360863149	9/8/2014
Stock Building Supply West LLC	42892K1	1NP5LP9X1ED236660	8/29/2014
Stock Building Supply West LLC	78321H	1FDUF5GT8CEC56757	8/29/2014
Pav Kote Inc	7X43846	1HTSCAAL7XH620907	9/6/2014
Pav Kote Inc	7C10565	1XKDD69X4RR622140	9/6/2014
Bonanza Ready Mix #86	53395S1	1NKWLJ0X9FJ430812	9/6/2014
Trench Shoring Company	4MU1093	1GRDM7025EH723115	9/11/2014
Trench Shoring Company	4DZ4130	1UYFS23544A168703	9/11/2014
Trench Shoring Company	86494E1	1NP5L7OX7CD164633	9/11/2014
Trench Shoring Company	8H64961	1XPFD9X9TN392419	9/11/2014
Trench Shoring Company	42564K1	1XPSD7OXOEDZ17808	9/11/2014
Stevens Trucking	9E27202	1XPTD4OX4DD179162	9/13/2014
Stevens Trucking	9E55239	1XPTD4OX9ED230141	9/13/2014
Stevens Trucking	9B87376	1XKWDB9XOXR835715	9/13/2014

## Trousdale Hauling

Truck Company	Vehicle License Number	Vehicle Identification No.	Certification Date
Stevens Trucking - Trailer	4FC8471	1TKA048255M062083	9/13/2014
Stevens Trucking	4KCB03	1TKA04623XM047457	9/13/2014
Stevens Trucking	4LK3916	1M9G43203SA056705	9/13/2014
American Builders Supply	8Y85996	2NPLLZ9X95M858644	9/13/2014
Hard Body Trucking	8E91901	1XP5DR9X3ND313895	9/16/2014
Arroyo Building Materials, Inc. - Truck #64	7L80057	1NP5LB9X25D844204	9/20/2014
Arroyo Building Materials, Inc. - Truck #22	6S50151	1FVXDDYB4RP627860	9/20/2014
Arroyo Building Materials, Inc. - Truck #19	58075D1	1XPCAB7XXPD328648	9/20/2014
Arroyo Building Materials, Inc.	7L80056	1NP5LB9X05D844203	9/20/2014
Woody Douglas Gunit Co.	9E14979	1XKDA68X9PJ613777	9/19/2014
Woody Douglas Gunit Co. - Trailer	4AE8679	3579BPAM	9/19/2014
Central Valley Builders Supply	8L54937	1NP5L00X08D758964	9/13/2014
Central Valley Builders Supply	8M53435	1NP5L50X68D759498	9/13/2014
Central Valley Builders Supply	7Z39470	1NPGLOOX66D653106	9/13/2014
Cunado Read Mix	8J12218	1NKWL00X27J172080	9/27/2014
Cunado Read Mix	8J12217	1NKWL00X97J172092	9/27/2014
Cunado Read Mix	8L04830	1NKWL50X47J163345	9/27/2014
MP Pool Plastering Inc	58040D1	1GD66H1C6YJ504011	9/26/2014
MP Pool Plastering Inc	9E27205	1GD66H1C6YJ504011	9/26/2014
Arroyo Building Materials, Inc.	8E29550	1XKWOB9X7VR745863	9/27/2014
Arroyo Building Materials, Inc.	4A51124	15950000060009100	9/27/2014
Arroyo Building Materials, Inc.	8V52062	1FDXA90W4FVA0540	9/27/2014
Westwood Building Materials - Truck # 29	9E34988	1M1AW02Y48N003472	9/27/2014
Westwood Building Materials - Tractor # 31	9E24756	1MJAW02YZ8N003471	9/27/2014
Westwood Building Materials - Trailer 36 A	1WP9638	1JJF452F3Y5571681	9/27/2014
United Excavation	7Y89429	1FUJA3CG21LB65295	9/27/2014
United Excavation	15406N1	1XPHDU9X3A0798145	9/27/2014
United Excavation	36541C1	1FUJAHCG41P47890	9/27/2014
United Excavation	7J05356	1XP5DR9XXD501168	9/27/2014
United Excavation	7V70541	1XPCDR8X9RD359598	9/27/2014
Medina Construction - Truck # 170	34696L1	2FWJA3CV48AY78329	9/19/2014
Medina Construction - Truck # 128	6M29588	1FTYY95U25VA43126	9/19/2014
United Excavation	21509E1E	1NPW249X090776233	10/1/2014
United Excavation	6W21721	1XP50B9X09D337310	10/1/2014
Booth Grading & Excavating	8M16785	1NKDL09X68RZ16773	9/2/2014
The Crane Guys LLC - Trailer	4MJ7792	1LDE4020XJB809924	10/4/2014
The Crane Guys LLC	6WGT415	WFN5RVDP762029145	10/4/2014
The Crane Guys LLC	9E98871	1XK0DU9XX9J242593	10/4/2014
The Crane Guys LLC - Trailer	4MJ7791	1LDE40201HB876891	10/4/2014
The Crane Guys LLC	9E58293	1XKDDU9X39J248932	10/4/2014
The Crane Guys LLC - Trailer	4AF7870	41FKF4825X1000665	10/4/2014
Central Valley Builders Supply	6G31443	2NPNHZ7X3YM550970	10/4/2014
Central Valley Builders Supply	34854P1	1NPBLP9XXFD259730	10/4/2014
Central Valley Builders Supply	8L98199	1NP5L5OX480759497	10/4/2014
Central Valley Builders Supply	6S50329	1NPGLO9X52D575527	10/4/2014
Stock Building Supply	36686R1	3FWF6FA7DV019723	10/8/2014
Stock Building Supply	42898K1	1NP5LP9X5ED236659	10/8/2014
The Crane Guys LLC - Truck #14	6TZP159	2FZHAZCV55AU07838	10/10/2014
The Crane Guys LLC - Truck #5	6XGF821	E9J15408	10/10/2014
The Crane Guys LLC - Truck #7	6X6F820	1F9E9J4694L028452	10/10/2014
The Crane Guys LLC - Truck #21	9D87230	1XKDDU9X89J236985	10/10/2014
The Crane Guys LLC - Truck #31	9E83008	1XKDDU9X58J218569	10/10/2014
Nelson Trucking	7Y64555	1XPCDB9X4TN412151	10/8/2014
Barahona - Truck #33	7S90638	1XP5DU9X7YD538148	10/8/2014
Berylwood Tree Farm	5Y59632	1HTSCAAN5XH635116	10/15/2014

## Trousdale Hauling

Truck Company	Vehicle License Number	Vehicle Identification No.	Certification Date
Semizyn Express Inc - Truck #1	42771K1	5PVNV8JV7D4S53458	10/20/2014
Semizyn Express Inc - Truck #2	78879K1	5PVNV8JV5D4553362	10/20/2014
Morales Olive/ Palm Trees LP - Truck #9	9A13592	1XP5DB9X3MD311604	10/10/2014
Morales Olive/ Palm Trees LP - Trailer	4KY1358	E19337	10/10/2014
Salgado Andy - Truck #02	83618D1	1XP5DB9XOYD513905	10/20/2014
Over & Over - Truck # 810	No plate	1NPSL70X6FD282600	10/21/2014
Over & Over - Truck # 811	No plate	1NPSL70X8FD282601	10/21/2014
Over & Over - Truck # 813	No plate	1NPSL70X1FD282603	10/21/2014
Over & Over - Truck # 814	No plate	1NPSL70X3FD282604	10/21/2014
Over & Over - Truck # 815	No plate	1NPSL70X5FD282605	10/21/2014
Over & Over - Truck # 816	No plate	1NPSL70X7FD282606	10/21/2014
Over & Over - Truck # 817	No plate	1NPSL70X9FD282607	10/21/2014
Over & Over - Truck # 818	No plate	1NPSL70X0FD282608	10/21/2014
Over & Over - Truck # 19	No plate	1NPSL70X2FD282604	10/21/2014
The Crane Guys LLC - Truck #27	7BJH797	1F9N3K330DL028774	10/18/2014
The Crane Guys LLC - Truck #18	6YWE048	1F9N3J7917L028490	10/18/2014
The Crane Guys LLC - Truck #20	9D87229	1XKDDU9X69J242574	10/18/2014
The Crane Guys LLC - Truck #23	7ASC408	1NKDL40X3DJ354185	10/18/2014
The Crane Guys LLC - Truck #8	5JYE378	2NPNLD0X43M597722	10/18/2014
The Crane Guys LLC - Truck #21	9D87230	1XKDDU9X89J236985	10/18/2014
The Crane Guys LLC - Truck #9	6XGF819	1F9N3J89X8L028858	10/18/2014
The Crane Guys LLC - Truck #36	9F31500	1XKD049X38R227806	10/18/2014
Stanley Equipment - Truck #37	74KT938	1F9J8K541FL028145	10/18/2014
The Crane Guys LLC - Truck #18	46T9490	1S13GC400FC654594	10/18/2014
The Crane Guys LLC - Truck #17	9E70041	1XKDD0X5YR839071	10/18/2014
The Crane Guys LLC - Truck #9	1VY6096	1S126C406HB653961	10/18/2014
Coastline Equipment- Truck #34	7GCV008	1NKZL40X5EJ420680	10/18/2014
The Crane Guys LLC - Truck #31	9E83008	1XKDDJ9X58J218569	10/18/2014
Golden Seven Trucking Inc.	8Z58166	1XP5DU9X8XN476574	10/9/2014
Jerry's Tree Services, Inc.	7D11992	2NKMHD7X14M050952	10/23/2014
Jerry's Tree Services, Inc.	7X44775	2NKMHD7X06M160524	10/23/2014
Biltwell Roofing dba kk/k Trucking - Truck # 015	9F21385	3AKJ6BDV7ESFY627	10/23/2014
Biltwell Roofing dba kk/k Trucking - Trailer	4CJ2857	VVF311901	10/23/2014
Cunado Concrete Pumping LSE	8N54726	1NKWL00X78J225793	10/24/2014
Baltazar Construction Inc.	6M56272	1XKAD69X6RS645169	10/3/2014
Sakaida & Sons - Truck #RB14	70076H1	1NP9LJ9X5ED227360	10/24/2014
Sakaida & Sons - Trailer	4HL1937	1M9G41200GA056379	10/24/2014
Sakaida & Sons - Truck #03	9B44133	1XKDD40X03J391549	10/24/2014
F. Ramos Trucking Inc.	34725P1	1NPXX40X0FD256972	11/3/2014
F. Ramos Trucking Inc.	83168N1	1NPSL70X7CD164633	11/3/2014
F. Ramos Trucking Inc.	8U70948	1NPWXUOXXA0797886	11/3/2014
Golden Seven Trucking Inc.	7X85998	1XPCD69X4D485529	10/31/2014
Over & Over Truck #812	No plate	1NPSL70XXF0282602	11/3/2014
Dimensional Millwork, Inc	08551C1	1FDUF4GT8CEA98995	10/21/2014
Dimensional Millwork, Inc - Trailer	4AC2557	1WC200R25Y7005188	10/21/2014
Sakaida & Sons - Trailer	4A22158	1M9643202WA056913	11/4/2014
Sakaida & Sons - Truck	VP25417	1NKDL40X27R185492	11/4/2014
Sakaida & Sons - Trailer	4JL2457	1M96442041A056166	11/4/2014
Sakaida & Sons - Trailer	4CM9517	1M9J28204Y056035	11/4/2014
George L. Orozco	8T31270	D309675GL	11/7/2014
A. G. Trucking	88046J1	1XPW49X9CD163747	11/7/2014
Cowboy Trucking	8J27811	1XKDDR9XOTJ720380	11/7/2014
Cowboy Trucking	58929D1	1XKTDR9X2J819526	11/7/2014
Andrews Trucking	ANDRSTK	1XPCDB9X8TD388880	11/7/2014

## Trousdale Hauling

Truck Company	Vehicle License Number	Vehicle Identification No.	Certification Date
National Ready Mixed Concrete Company - Truck #480	No plate	1NPSLPOX7FD281084	11/6/2014
National Ready Mixed Concrete Company - Truck #478	No plate	1NPSLPOX5FD281082	11/6/2014
National Ready Mixed Concrete Company - Truck #481	No plate	1NPSLPOX7FD281085	11/6/2014
National Ready Mixed Concrete Company - Truck #479	No plate	1NPSLPOX7FD281083	11/6/2014
G & F Roof Supply	8M47933	2FZHAZCV38AY99726	11/13/2014
Hagle Lumber - Truck # P9	8J01074	1NPFLB9X97D734161	11/17/2014
National Ready Mixed Concrete Company - Truck #454	34799P1	1NPSLJ0XXFD254439	11/13/2014
National Ready Mixed Concrete Company - Truck #455	No plate	1NPSLJ0X6FD254440	11/13/2014
National Ready Mixed Concrete Company - Truck #452	No plate	1NPSLJ0X6FD254437	11/13/2014
National Ready Mixed Concrete Company - Truck #475	No plate	1NPSLPOX5FD281079	11/13/2014
National Ready Mixed Concrete Company - Truck #469	No plate	1NPSLPOX4FD281073	11/13/2014
National Ready Mixed Concrete Company - Truck #345	No plate	1NPALTOX93D595267	11/13/2014
National Ready Mixed Concrete Company - Truck #473	No plate	1NPSLPOX1FD281077	11/13/2014
National Ready Mixed Concrete Company - Truck #472	No plate	1NPSLPOXXFD281076	11/13/2014
National Ready Mixed Concrete Company - Truck #436	8R47629	1NPCLU0X59D768866	11/13/2014
National Ready Mixed Concrete Company - Truck #417	8A61184	1NPLATOX56D647594	11/13/2014
National Ready Mixed Concrete Company - Truck #387	7Z39974	1NPALTOX76D647564	11/13/2014
National Ready Mixed Concrete Company - Truck #315	6X79096	1NPALTOX03D595237	11/13/2014
National Ready Mixed Concrete Company - Truck #376	7N02382	1NPALTOX45D883183	11/13/2014
National Ready Mixed Concrete Company - Truck #332	6Z12364	1NPALTOX03D595254	11/13/2014
Art Soria Trucking	4HB1022	1TTE4820611066672	11/20/2014
Art Soria Trucking	9D34878	1FUYSWEB4YLA86087	11/20/2014
Art Soria Trucking	78072D1	1XP5DB9XXYD497969	11/20/2014



## **Trousdale Estates Area Construction Special Transportation-Related Interim Measures**

### **Background**

The City of Beverly Hills desires to enhance the safety for residents and workers in the Trousdale Estates area in recognition of the significant levels of construction-related activity and the street grades. On June 17, 2014, the Beverly Hills City Council directed staff to implement a series of measures to address large trucks travelling to/from construction sites in the area and construction-related parking. The City will also be adding signage and striping to the primary streets in the area to enhance general motor-vehicle safety.

The City will be monitoring the effectiveness of these measures and will likely fine-tune them over time. However, all of these conditions are applicable until you are officially notified to the contrary.

The City has adopted interim measures for vehicle and traffic safety outlined in this document, and has established a gross weight limit of 50,400 lbs. for all construction related vehicles travelling to and through the Trousdale Estates area.

### **Applicability**

The measures described in this document are applicable to any construction project (buildings or infrastructure) that requires a City of Beverly Hills permit. These measures also may be applicable to any major HVAC (mechanical) project that may require heavy equipment or cranes. These measures apply to all projects including those permitted prior to June 17, 2014.

### **Summary**

The special transportation-related measures developed for the Trousdale Estates area are grouped into five sections as described in the following document:

#### **Section 1: Construction-related Vehicle Important Information (pg. 2 – 4)**

- |   |   |
|---|---|
| A. Heavy Vehicle Inspection Requirement | E. Advanced Notice of Larger Vehicles           |
| B. Secondary Braking System             | F. Safe Truck Driving Practices                 |
| C. Heavy Vehicle Routes                 | G. Time Limits of Construction-related Vehicles |
| D. Maximum Loaded Weight                |   |

#### **Section 2: Construction-related Parking Requirements (pg. 5)**

#### **Section 3: Construction Traffic Management Plan (pg. 5 & Attachment B)**

**Section 4: Construction Work Hours and Days (pg. 5)**

**Section 5: Compliance and Remediation (pg. 6)**

**Section 6: Contractor/Owner Acknowledgment (pg. 6 & Attachment C)**

***For questions regarding these special measures, please contact the Department of Community Development:***

Trousdale Estates Interim Measures Information – 310.285.1168 or [trousdale@beverlyhills.org](mailto:trousdale@beverlyhills.org)

For construction project specific questions, contact your assigned Project Building Inspector. Project Building Inspectors are available by phone or e-mail. Office hours are Monday through Thursday mornings, 7:30 a.m. to 8:00 a.m. and afternoons 4:00 p.m. to 5:00 p.m. Friday office hours are in the afternoon only, 3:00 p.m. to 4:00 p.m.

**Section 1: Construction-related Truck Traffic**

**A. Heavy Vehicle Inspection is required for vehicles over 26,000 pounds**

The City requires that the vehicles listed below be physically inspected and certified by the City’s agent annually.

- Any vehicle with a gross vehicle weight rating over 26,000 pounds.
- Any vehicle with a gross vehicle weight rating over 10,000 pounds with three or more axles.
- Any trailer or semitrailer with a gross vehicle weight rating over 10,000 pounds and or used in combination with the vehicles listed above.

The vehicle owner/operator is required to contact and schedule an appointment for inspection every year.

*Inspection Agency:* Truckspect, Inc.  
*Contact:* Bill Velez, 626-307-5400  
*Inspection Location:* 332 North Foothill Road, Beverly Hills\*

\*Note: Or mutually agreed upon location with the owner/operator.

The City’s inspection process does not eliminate or alter the requirement to comply with the California BIT (Biennial Inspection of Terminals) Program.

After the City’s agent has certified that the truck has complied with City safety standards, the owner/operator will be responsible to provide the approved vehicle inspection form to the City’s Development Services Division, in person. The owner/operator will be provided with a decal which must be affixed to the vehicle on the lower left of the driver’s side window or to the front a-frame hitch area of a trailer near the data plate. The corresponding documentation must be available in the vehicle at all times for review by any agent acting on behalf of the City. The cost of the inspection will be approximately \$200.00 and borne by the entity requesting the inspection. The City will be defining the process for such payments.

The City has a current list of "certified" vehicles that have passed this inspection process, which is published weekly on the City's website [www.beverlyhills.org/trousdale](http://www.beverlyhills.org/trousdale) in Section 1 - Trousdale Certified Vehicles.

## **B. Secondary Braking System**

Any vehicle over 10,000 pounds Gross Vehicle Weight (GVW) with three or more axles must also contain a secondary braking system that is deemed adequate by the City's vehicle inspection agent. Such systems include, but are not limited to, mechanical engine brakes, exhaust brakes, electronic driveline retarders and hydraulic transmission retarders.

Class 7 vehicles (26,001 – 33,000 GVW) are uncommonly constructed with secondary braking devices and therefore required to be inspected, but not contain a secondary braking device unless they adhere to the CHP standard of "over 10,000 pounds GVW with three or more axles."

Class 8 vehicles (33,001 GVW – AND GREATER) are commonly constructed with secondary braking devices and generally fit the profile of "over 10,000 pounds GVW with three or more axles."

## **C. Heavy Vehicle Routes (for any vehicle subject to the City's Heavy Vehicle Inspection)**

Any vehicle subject to the City's Heavy Vehicle Inspection (exceeds 26,000 pounds GVW and any vehicle over 10,000 pounds GVW with three or more axles) must follow a pre-defined route when entering and exiting the Trousdale Estates area. The map found on Attachment A: Trousdale Estates area Construction-related Truck Routes provides the prescribed route according to the property location.

Vehicles travelling to/from properties in:

**Zone 1** – Enter the Trousdale Estates area from the south (via Schuyler Road or Loma Vista Drive) and exit to the north (via Cherokee Lane).

**Zone 2** – Enter and exit the Trousdale Estates area from the south (via Loma Vista Drive or Hillcrest Road). Access to Wallace Ridge is from Loma Vista or Hillcrest Road, whichever is more direct.

Only one heavy vehicle is allowed per job site at a time, and the staging of multiple vehicles is not allowed within Beverly Hills city limits.

## **D. Maximum Loaded Weight – 50,400 pounds (for all construction related vehicles)**

**The maximum loaded weight allowed for any construction-related vehicle travelling on the streets within the Trousdale Estates area is 50,400 pounds.** This includes the weight of the vehicle, trailer, passengers, equipment, payload, and any other items associated with the vehicle.

If any City representative (ie. Police official, Building Inspector, or Code Enforcement) finds that a truck exceeds this limit, they will deny access to the Trousdale Estates area or require it be weighed at a commercial scale to demonstrate that it does not exceed the 50,400 pound limit.

**E. Required Advanced Notice of Heavy Vehicles (Vehicles over 26,000 pounds and 10,000 pounds with 3 or more axles) – Email [Trousdale@beverlyhills.org](mailto:Trousdale@beverlyhills.org)**

For any vehicle subject to the City’s Heavy Vehicle Inspection process (exceeds 26,000 pounds GVW), the City and the Project Building Inspector must be notified **no later than 24 hours in advance** (excluding weekends and holidays) of any travel in the Trousdale Estates area.

**The general contractor for the project must email [trousdale@beverlyhills.org](mailto:trousdale@beverlyhills.org) up to 30 days in advance, and no later than 24 hours in advance** to gain approval to haul within the Trousdale Estates area. Required information includes completing a notification form outlining the following information:

- Date and Time of Haul
- Type of vehicle and Company Name
- Certification Number (Decal Number of vehicle)
- Designated Hauling Route
- Destination within Trousdale Estates area.

**The contractor must receive a returned email from the City, acknowledging receipt and approval of the details of the heavy haul request prior to the truck gaining access to the Trousdale Estates area. A printed copy of the dated approval email, vehicle certification decal and Inspection report is required to be with the operator, and furnished upon request.**

**Important contact information:**

Trousdale Email – [trousdale@beverlyhills.org](mailto:trousdale@beverlyhills.org)  
Trousdale phone – 310.285.1168

**Building Inspector Contact Information:**

Randy Miller – [rmiller@beverlyhills.org](mailto:rmiller@beverlyhills.org)  
Michael Midstokke – [mmidstokke@beverlyhills.org](mailto:mmidstokke@beverlyhills.org)  
Trent Baker – [tbaker@beverlyhills.org](mailto:tbaker@beverlyhills.org)  
George Lelea – [glelea@beverlyhills.org](mailto:glelea@beverlyhills.org)  
Wayne Register – [wregister@beverlyhills.org](mailto:wregister@beverlyhills.org)  
Steve Tabor – [stabor@beverlyhills.org](mailto:stabor@beverlyhills.org)

**F. Safe Truck Driving Practices (Vehicles over 10,000 pounds)**

All trucks are required to use their lowest gear when travelling downhill. All trucks are not permitted to pass another vehicle while in a drive lane.

Any construction-related truck with an optional 4<sup>th</sup> axle is required to deploy the 4<sup>th</sup> axle when travelling within the Trousdale Estates area, regardless of whether it is carrying a load.



## **Time Limits of Construction-related Vehicles**

All Construction-related vehicles in excess of 10,000 pounds (Gross Vehicle Weight as established by the manufacturer) are only allowed to be in the Trousdale Estates area between the hours of 8:30 AM and 3:15 PM on weekdays (excluding Holidays).

## **Section 2: Construction-Related Parking**

Contractors, or their agents, are allowed to park on the project site (off street), provided they do not overhang the sidewalk or curb in any manner. Each construction site is allowed to park, at maximum, two vehicles on-street immediately in front of job site. Two on-street parking permits will be provided to the prime contractor at the time the initial building permit is approved. Each permit will be marked with the applicable project address.

Contractors needing additional parking for worker's personal vehicles, equipment, etc. must find a suitable location **outside of the Trousdale Estates area**, with Greystone Mansion being an exception. The City's web page (Building Department section) contains a list of potential off-site parking facilities. However, it is the contractor's responsibility to obtain an agreement to use the facilities and pay any related fees.

As part of the Construction Traffic Management Plan (Attachment B), the prime contractor must indicate the location and duration of any off-site parking they have secured.

The limitation regarding on-street parking does not apply to contractors doing street-related maintenance, such as utility projects or road repair.

**A current list of parking structures within the City of Beverly Hills and their associated daily/monthly rates can be found at <http://www.beverlyhills.org/citygovernment/parkingservices/parkinglocationsmap/>.**

## **Section 3: Construction Traffic Management Plan**

Prior to issuance of a building permit or approval to haul within the Trousdale Estates area, the prime contractor must complete the attached Construction Traffic Management Plan (Attachment B) regarding the subject project and receive approval from the City as to its completeness.

The prime contractor is required to provide this information for the life of the project. Attachment B can be amended based on a change in construction schedule or scope as needed.

## **Section 4: Established City-wide Construction Work Hours**

No person shall engage in construction, maintenance or repair work which requires a city permit between the hours of six o'clock (6:00) P.M. and eight o'clock (8:00) A.M. of any day. No work which requires a city permit is allowed on Saturday, Sunday or public holiday. For the purpose of this section, "public holiday" shall mean:

1. New Year's Day.
2. Memorial Day.
3. Independence Day.
4. Labor Day.
5. Thanksgiving Day.
6. Christmas Day.



## **Trousdale Estates Area Construction**

### **Special Transportation-Related Interim Measures**

No person employed for the purposes of construction, maintenance, or repair work which requires a city permit shall enter a site on which such work will be done prior to eight o'clock (8:00) A.M. Any violation of this subsection shall be deemed to be an infraction.

#### **Section 5: Compliance and Remediation**

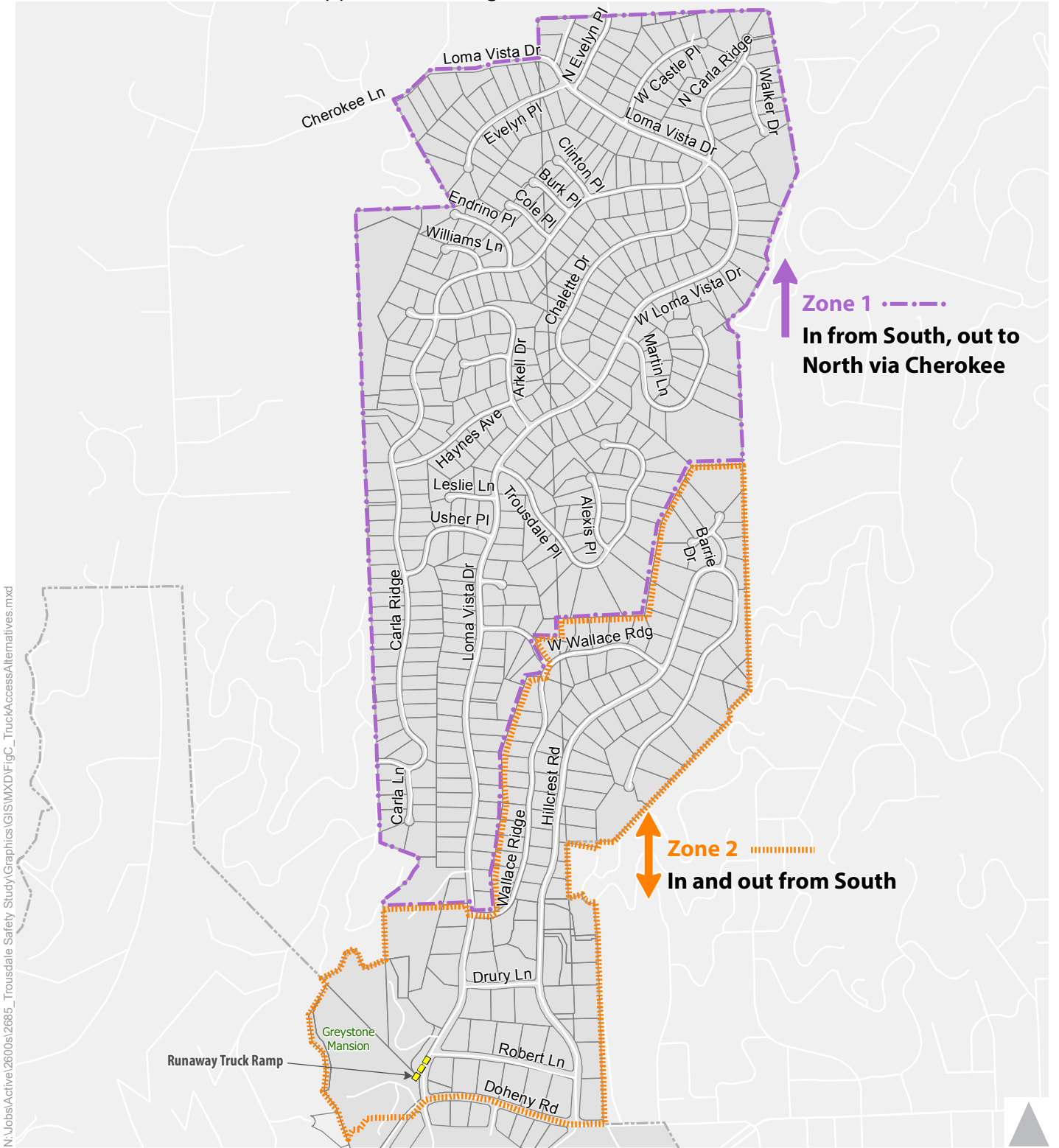
As expressed by the City Council, the City of Beverly Hills has "zero tolerance" for any non-compliance with the conditions outlined in this document. There will be no warnings, second-chances, or excused violations. Failure to comply with these conditions, as determined by the Building Department or their agents, will result in the following at the discretion of the Building Official:

- Complete shut-down of the project site until remedial measures are completed
- Completion of a driver training program as identified by the City
- Citation of any trucks found not to be in compliance with the City's program
- Revisions to the project's construction traffic management plan
- Special investigation fees assessed

#### **Section 6: Contractor Acknowledgment**

Attachment C: Contractor/Owner Acknowledgment must be signed and returned to the City of Beverly Hills at [trousdale@beverlyhills.org](mailto:trousdale@beverlyhills.org) prior to the issuance of any new building permits and for permits issued prior to June 17, 2014, before any project site construction deliveries or pickups are authorized within the Trousdale Estates area.

Attachment A  
Approved Hauling Routes (Zone 1/ Zone 2)



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**Attachment B**

**Trousdale Estates Construction Traffic Management Plan**

Send completed form to: [trousdale@beverlyhills.org](mailto:trousdale@beverlyhills.org)

Job Site Address: \_\_\_\_\_

Project Description: \_\_\_\_\_

Contact Name: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

Job Start and End Dates: \_\_\_\_\_

Building Permit Number: \_\_\_\_\_

Right of Way Use Permit Number\*: \_\_\_\_\_

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**Heavy Vehicles**

Activities that will involve vehicles subject to the City's Heavy Vehicle Inspection (defined as vehicles with a GVW in excess of 26,000 pounds):

Type of Activity	Vehicle Type	Daily # of Vehicles	Start Date	End Date

\*All vehicles are required to be parked on-site during delivery/hauling. A Right of Way Permit must be obtained by prime contractor for any oversized vehicles requiring on street parking.

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**Off-Site Parking Provisions**

Location of off-site parking secured by contractor: \_\_\_\_\_

**Signature and Date:** \_\_\_\_\_

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**Attachment C**

**CONTRACTOR/OWNER ACKNOWLEDGMENT**

The following must be signed and returned to the City of Beverly Hills at [trousdale@beverlyhills.org](mailto:trousdale@beverlyhills.org) prior to the issuance of any building permits in the Trousdale Estates area.

I, the undersigned, hereby certify that I have received a copy of the special transportation-related measures for construction in the Trousdale Estates area of Beverly Hills and understand the regulations hereto in. I hereby agree to comply with the City's restrictions, policies and procedures in connection with the work to be performed in the Trousdale Estates area by myself and/or my company. I further agree that I am responsible for all sub-contractors and material suppliers' adherence to these requirements.

Construction Property Address: \_\_\_\_\_

Building Permit Number: \_\_\_\_\_

Name (PRINT): \_\_\_\_\_

Company: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_