



## *Construction Management Plan, Traffic Control Plan, and Pedestrian Protection Plan*

Costco Wholesale  
13463 Washington Blvd  
Marina Del Rey, CA 90292

Prepared by  
Jones Covey Group, Inc.

June 10, 2024



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# Introduction

## 2.0 Introduction

### 2.1 Purpose

This Construction Management Plan (CMP) outlines the project management team's responsibilities for site management during the construction phase of the Costco Wholesale Onsite Gas Station Relocation (OSR) project. The CMP defines the project's scope and creates a preliminary construction schedule to ensure a well-coordinated and efficient building process.

### 2.2 Scope

This Plan takes a comprehensive approach that:

- Outlines construction compliance strategy
- Defines construction-specific objectives and targets
- Identifies construction and overall project constraints
- Details construction phase execution plan

### 2.3 Project

The project scope includes:

- Demolition of the buildings addressed as 13439, 13431, and 13539 Washington Avenue
- Installation of a new Costco branded gas station with three 40,000-gallon primary underground fuel storage tanks, one ancillary 1500-gallon fuel additive tank, and fifteen fuel dispensers.
- Demolition of the existing Costco branded fuel station.
- Parking modifications necessary to provide and improve traffic flow to the new fuel facility.

### 2.4 Location

The project is located at 13463 Washington Blvd, Marina Del Rey, CA 90292, bounded by Walnut Avenue to the west and W Washington Blvd. to the south. See figure 1.

### 2.5 Terminology

"Days" refers to calendar days, and all work will adhere to Culver City's approved work hours.

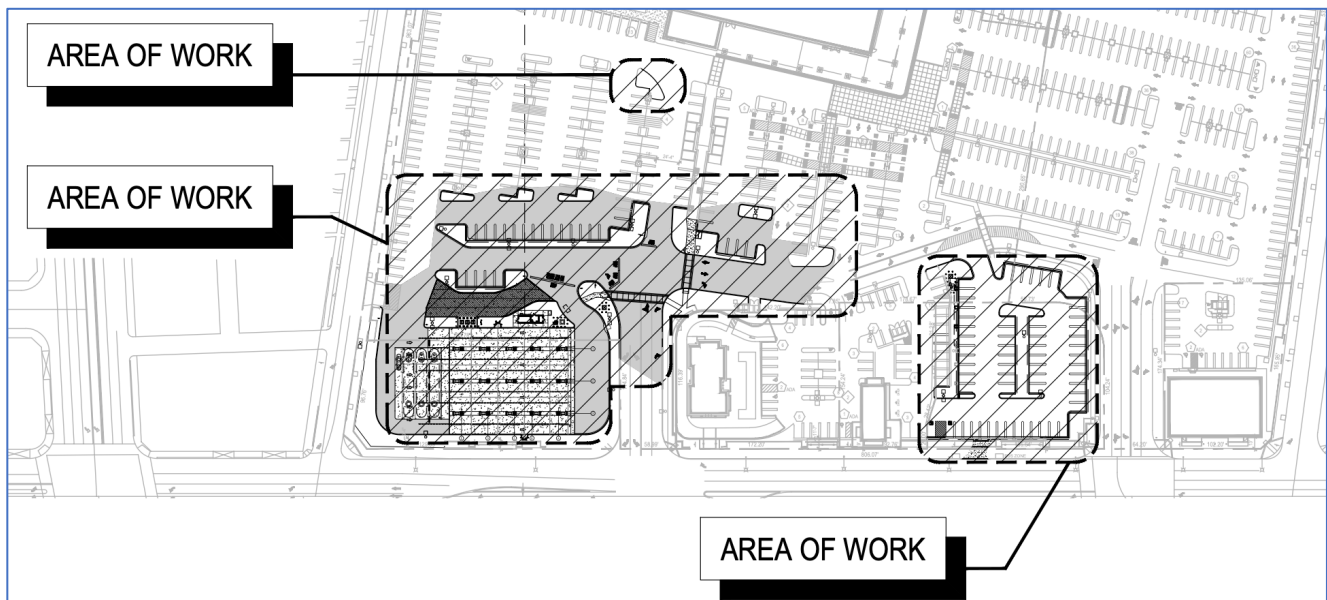


Figure 1

## 3.0 Construction Management

### 3.1 External Constraints

The project faces several key external challenges:

**Traffic Flow:** Maintaining smooth vehicular and pedestrian traffic with minimal disruptions to surrounding streets.

**Community Impact:** Minimizing noise, dust, and other disruptions for neighbors. This includes collaborating with the OSHPD (Occupational Safety and Health Program Division) to ensure their specific needs are met.

**Coordinating with Other Projects:** Working with neighboring construction projects as applicable to minimize the cumulative impact on the community.

### 3.2 Project Startup Tasks

Upon commencement, our project team will focus on the following critical tasks:

**Establish Project Facilities:** Secure a project office, site accommodations, and necessary facilities (refer to exhibit for proposed locations). Note that due to site constraints all locations represented on the exhibit may change as dictated by the needs of construction.

**Offsite Parking:** No need for offsite parking is anticipated.

**Permits and Utilities:** Confirm existing utilities locations and obtain all necessary permits and approvals.

**Temporary Services:** Arrange for the installation of temporary power, water, and sewer lines to service the project during construction (refer to exhibit).

**Waste Management:** Designate trash bin areas and management plan (refer to exhibit).

### 3.3 Required Permits:

Before construction can begin, we must obtain a series of permits for various project phases, including demolition, excavation, and both below-ground and above-ground construction. Here's a breakdown of the anticipated permits:

This Construction Management Plan (CMP) which incorporates:

- Traffic Management Plans
- Pedestrian Protection Plan
- Haul Route Plan

Demolition Permits (onsite and offsite)

Shoring Plans

Grading and Utilities Permits (including Storm Water Pollution Prevention Plan (SWPPP) and Erosion and Sediment Control Plan)

### 3.4 Site Security

The project site will be secured using the following measures:

**Perimeter Fencing:** We will install appropriate fencing along Washington Boulevard and Walnut Avenue.

**Enhanced Security for Lower Fences:** Temporary fencing or sound walls will be installed along select locations on the west and south elevations to reinforce existing fences that are shorter than 6 feet tall.

**Controlled Access:** Entry to the site will be strictly controlled and limited to authorized personnel and equipment.

**Visitor Sign-In:** All visitors to the site will be required to sign in at the site office.

### 3.5 Site Safety and Orientation

All site staff and subcontractors will be required to attend a mandatory site-specific orientation before starting work. This orientation will focus on essential health, safety, and workplace practice standards. Key topics covered will include:

- Site access procedures

- Emergency evacuation procedures
- Location of first-aid facilities and amenities
- Site working hours
- Material handling protocols
- Noise and dust control policies
- Environmental management practices

### 3.6 Construction Rules Sign

A construction rules sign will be affixed to the exterior of the job trailer and include contact names and phone numbers for project managers and superintendents.

### 3.7 Onsite Safety Management

A certified safety administrator will be appointed early in the project. Their responsibilities will include:

- Conducting regular inspections of the project site
- Enforcing compliance with Cal/OSHA and other relevant safety standards
- Reviewing Safety Management Plans
- Making recommendations to improve health and safety on the job site

### 3.8 Temporary Fencing

To ensure public safety during construction, we will install temporary fencing with opaque windscreen along the perimeter of the site (refer to exhibit). The fencing will be chain-link and comply with conditions of approval. All access points will have secure gates. A city permit will be obtained before installation.

### 3.9 Pedestrian Safety During Exit-Only Driveway Restoration

While the existing fuel facility's exit-only driveway undergoes restoration, pedestrian traffic will be temporarily rerouted to the south sidewalk of Washington Blvd. Signage will be strategically placed to guide pedestrians safely along the designated route.

A detailed pedestrian rerouting signage plan will be submitted to the city for review and approval as part of the overall traffic control plan.

We anticipate pedestrian rerouting will take place for no longer than 7-days.

### 3.10 Community Notification

The construction project will have distinct phases with varying material handling needs. To optimize scheduling and minimize disruption to surrounding areas, neighbors, and stakeholders, different material handling strategies will be implemented for each phase.

Whenever construction activities or material handling are anticipated to cause significant impact, relevant stakeholders and authorities will be consulted before work begins.

### 3.11 Site Management and Emergency Contact

A project construction manager's office will be established on-site. This manager and field staff will be responsible for implementing and enforcing project procedures and policies.

### 3.12 Contractor On-Site Representative and Emergency Contact

- Jason Hermosillo
  - Office: (888) 972-7581
  - Cell: (909) 957-9521

### 3.13 Construction Schedule and Hours

#### General Construction:

- Construction will adhere to Culver City's permitted hours:
  - Monday-Friday: 8:00 AM to 7:00 PM
  - Saturdays: 9:00 AM to 6:00 PM

#### Hauling and Deliveries:

- To minimize traffic congestion, hauling and material deliveries/removals will be restricted during peak commute times:
  - Weekdays: Before 9:00 AM and between 4:00 PM and 6:00 PM

### 3.14 Lane Closures:

During Phase 3 of the traffic control plan, a temporary single turn lane closure will be implemented on eastbound Washington Boulevard. This closure is necessary to restrict traffic from entering the left-turn lane while improvements are being made to the on-site driveway access.

#### ***Traffic Management Plan Approval:***

The comprehensive traffic control plan, which details this lane closure and other safety measures, will be submitted for review and approval by the city engineer and current planning manager. Permit issuance for demolition, grading, and excavation will be contingent upon obtaining this approval.

#### ***Project Scope:***

It's important to note that this project is confined to the on-site property, and no construction activities are planned for areas outside the site boundaries except that the existing fuel facility exit will be returned to sidewalk.

### 3.15 Hoisting Operations:

#### ***Mobile Crane Usage:***

During tank set activities, mobile cranes will be the primary equipment for lifting and placing tanks and deadmen in the excavation. Their operation will be confined entirely within the construction zone and will not encroach on any public areas.

### 3.16 Demolition Debris Recycling:

We are committed to sustainable construction practices and aim to exceed a 75% recycling rate for all demolition and construction debris (or achieve a higher target as mandated by future LEED or Green Building certifications).

To achieve this goal, we will select a qualified waste hauling subcontractor who operates a facility equipped to handle and recycle mixed construction materials. The specific recycling facility will be confirmed upon subcontractor selection, prior to the commencement of demolition activities.

## 4.0 Construction Methodology

### 4.1 Soundwall and Fence Installation (7 days):

This phase involves the construction of a 16-foot-tall sound barrier along the border of Walnut Avenue to mitigate noise impacts.

Additionally, a 6-foot-tall chain-link fence will be installed around the entire work area to restrict access and enhance security.

### 4.2 Demolition, Utilities, and Grading (35 Days):

#### ***Site Description:***

The project site is currently occupied by two single-story commercial buildings with a surface parking lot.

#### ***Pre-Demolition Activities:***

Before demolition begins, we will locate and assess all existing utilities on the site. Redundant utilities will be capped and sealed.

**Demolition (7 Days):**

The demolition of existing structures is estimated to take approximately 7 days. Debris hauling will occur over the entire 7-day period, with an estimated 4 truckloads removed daily.

**Underground Utilities (21 Days):**

The installation of underground utilities is estimated to take approximately 21 days. Soil hauling will occur over seven non-consecutive days, with an estimated 4-6 truckloads removed daily.

**Public Right-of-Way:**

Public right-of-way will not be impacted during as all construction activities take place on Costco Wholesale's property.

**4.3 Fuel Facility and On-site Parking and Drive Isle Reconfiguration (85 days):**

**Temporary Shoring Installation and Excavation (5 days):**

To ensure the safety of workers during excavation for the underground tanks, a slide-rail shoring system will be employed. This system requires a site-specific engineered shoring plan, which will be commissioned before any excavation begins.

The slide-rail system's installation necessitates a synchronized excavation process. In other words, excavation and shoring installation will progress simultaneously. We anticipate removing approximately 270 truckloads (~54 truckloads per day) of soil during this five-day excavation phase.

**Gravel Import and Stockpile:**

Due to limited on-site storage space, gravel import for tank and piping backfill will begin shortly after excavation starts and continue throughout the tank installation phase. We anticipate requiring approximately 4,500 tons (300 truckloads) of gravel.

- The majority of this gravel (estimated at 33 truckloads per day) will be delivered over a 5-7 day period during the combined excavation and tank installation phase.
- Sporadic deliveries will continue throughout gas station construction to meet backfill needs.

**Tank installation and backfill (5 days):**

Tank installation will take a single day. Backfill of the excavation will take an additional four days.

**Fuel Facility Construction (70 days):**

Installation of fuel system and all improvements above grade. It should be noted that the canopy construction does not require crane service. All components are lifted with extendable boom forklifts.

**Parking and Drive Isle Reconfiguration:**

To the extent possible and allowed by Costco Wholesale, the parking and drive isle improvements will happen concurrently with construction of the fuel station.

**4.4 Washington Blvd Site Access Reconfiguration (14 days)**

**Traffic Flow Optimization for Phase 3**

To minimize traffic disruptions during construction of the new fuel facility and demolition of the existing one, the work designated as "Phase 3" on the traffic control plan will be adjusted as follows:

- **Phased Approach:** This phase will be divided into two sub-phases to ensure continuous access to the property throughout construction.
- **Separate Phase:** The work on Washington Blvd. included in Phase 3 will be conducted as a separate phase, strategically positioned between the fuel facility construction (phases 1 and 2) and existing facility demolition (phase 4).

**Washington Blvd. Eastbound Left-Turn Lane:**

During the separate phase impacting the Washington Blvd. entrance, the eastbound left-turn lane will be intermittently closed as needed. This temporary closure will prevent vehicles from turning left onto the boulevard if doing so would create congestion due to limited access to the property.

**4.5 Demolition of Existing Costco Branded Fuel Facility (63 days):**



The removal of the existing fuel system necessitates a meticulously planned demolition sequence for the surrounding hard surfaces. This phased approach prioritizes worker safety, efficient tank extraction, and the environment. Demolition will be timed to grant safe access and equipment operation throughout the process. Additionally, some hard surfaces may need to remain temporarily to ensure structural stability while workers access the tanks. The sequence will also be designed to minimize the risk of damaging remaining fuel lines or connected components, further safeguarding personnel and the environment from potential leaks or spills.

#### **Underground Storage Tank (UST) and Fuel System Removal (14 days concurrently with demolition)**

1. **Fuel Removal and Disposal:** All remaining fuel within the underground storage tanks will be thoroughly removed by a licensed professional. The fuel will be properly manifested and disposed of according to regulations.
2. **Utility Disconnection and Safety:** All sources of electricity connected to the tanks will be safely disconnected and deactivated to prevent any hazards during removal.
3. **Professional Tank Cleaning and Removal:** A qualified tank cleaning and removal company will be contracted to handle the cleaning, removal, and disposal of the existing USTs and piping. Tanks, piping, and rinsate will be properly manifested and disposed of according to regulations.
4. **Safety Protocols:** All applicable state and federal safety precautions will be strictly followed before, during, and after UST removal. This includes, but is not limited to:
  - **Decommissioning:** Tanks will be degassed to minimize explosion risks.
  - **Triple Rinsing:** The tanks will undergo a thorough triple-rinsing process to remove any residual fuel and contaminants.
  - **Structural Stability:** Prior to removing the tank's hard surfaces, it will be triple-rinsed and degassed to ensure worker safety while they access the interior.

#### **Demolition of Vertical Improvements and Pavement (14 days concurrently with tank removal, 7 days afterward):**

This phase encompasses the demolition of all above-ground structures, including:

- Fuel canopy
- Attendants' booth
- Transformer
- Curbs

In addition to these vertical improvements, all remaining concrete and asphalt pavement, including the base material, will be removed from the site.

All debris generated during demolition will be hauled away and disposed of responsibly, following the guidelines set forth in Culver City's COA#6 and §2.15 of this document.

#### **Parking Lot Restoration**

##### **Backfilling (7 Days):**

Open excavations will be backfilled with suitable on-site soils whenever possible. If insufficient on-site soil is available, we estimate importing no more than 500 tons during this week, with an average of 10 truckloads delivered daily.

##### **Grading (7 Days):**

The subgrade will be prepped to establish a level base for the new pavement, curbs, and landscaping elements.

##### **Future Electric Vehicle (EV) Infrastructure (14 Days):**

All underground conduit necessary for the future installation of 11 electric vehicle charging stations will be installed during this phase.

### **Curb Installation (4 Days):**

Approximately 1,126 linear feet of curb and gutter will be installed according to the project plans and specifications.

### **Landscaping (7 Days):**

An irrigation system will be installed along with approximately 6,651 square feet of landscaping, as detailed in the project plans.

### **Asphalt Paving and Base (10 Days):**

The first five days of this sub-phase will focus on installation of asphalt paving:

- Approximately 48 truckloads of base material will be delivered.
- Approximately 35 truckloads of asphalt will be delivered.

This translates to an average of 17 truckloads per day during this initial period. The entire 10-day sub-phase includes striping the completed parking lot.

## **4.6 Project Completion Timeline**

The Costco Culver City OSR project is estimated to be completed within a total of 190 calendar days. This timeframe encompasses the following key phases:

- **Soundwall and Fence Installation (7 Days):** Construction of a sound barrier along Walnut Avenue and a perimeter chain-link fence for security.
- **Demolition, Utilities, and Grading (35 Days):** This phase includes demolition of existing structures, utility relocation or installation, and site grading to prepare for new construction.
- **Fuel Facility and On-site Parking/Drive Isle Reconfiguration (85 Days):** This phase focuses on building the new fuel facility and reconfiguring the on-site parking and drive aisles.
- **Demolition of Existing Costco Branded Fuel Facility (63 Days):** Demolition of the existing Costco fuel facility will occur during this dedicated phase.

## **5.0 Environmental**

This section outlines the methods we will employ to minimize potential environmental impacts during construction, including noise, vibration, air quality, dust, and pests. All work will comply with relevant Culver City and SCAQMD regulations.

### **5.1 Noise and Vibration Management**

#### **Standard Construction Hours:**

- Construction activities will primarily occur within Culver City's permitted noise and vibration hours:
  - o Weekdays (Monday-Friday): 8:00 AM to 7:00 PM
  - o Saturdays: 9:00 AM to 6:00 PM
- No construction will take place on Sundays.

### **5.2 Noise Reduction Measures:**

All subcontractors will be responsible for implementing noise and vibration control measures outlined in their project-specific management plans. These measures may include:

- **Equipment Selection and Maintenance:**
  - o Using construction equipment with mufflers and sound control devices that meet or exceed manufacturer specifications.
  - o Regularly maintaining equipment to minimize noise emissions.
- **Material Staging:**

- Staging construction materials behind fencing to reduce noise from idling vehicles.
- **Equipment Placement:**
  - Positioning stationary equipment at the furthest practical distance from the public right-of-way.
- **Worker Conduct:**
  - Requiring construction workers to minimize non-construction related noise before, during, and after allowed working hours, being respectful of the surrounding neighborhood.

### 5.3 Additional Noise Reduction Measures:

- **Noise Barriers:** A minimum 16-foot-tall, temporary dual K-rail mounted noise barrier will be installed along the western boundary of the site along Walnut Avenue. The barrier will have a Sound Transmission Class (STC) rating of 25.

### 5.4 After-Hours Work:

We do not anticipate after hours work will be necessary for this project.

### 5.5 Vibration Impacts:

We do not anticipate significant vibration generation from construction activities that would affect adjoining properties.

### 5.6 Dust Management and Erosion Control

Dust and erosion control measures will be implemented throughout construction to comply with SCAQMD and Culver City regulations for fugitive dust and erosion control. These measures may include:

- **Site Perimeter:** A 6-foot-high fence with attached windscreen will be erected around the site perimeter. Sandbags or straw rattles will be placed at the fence base.
- **Demolition:** Trucks hauling demolition materials will be loaded within the site perimeter and will be covered as necessary for dust control.
- **Excavation:** Rumble strips will be installed at truck entry/exit points. Water will be used to dampen working stockpiles and surfaces as required. Stockpiles will be covered when not in use, and street sweepers will be used as necessary to maintain adjacent driveways.
- **Construction:** High housekeeping standards will be maintained to minimize windblown dust.

### 5.7 Vector/Pest Control Plan

At the time of this writing, we have engaged with a pest control company to survey the existing conditions and develop a pest control plan, it has not taken place yet. It will be submitted when complete under separate cover. The requirements for the pest control plan include:

- **Pre-Demolition Control:** Measures to prevent existing pests from relocating during demolition.
- **Construction Control:** Measures to prevent new pests from entering the site throughout the project duration.

Additional vector/pest control measures will be implemented throughout construction, including:

- Maintaining a clean worksite by controlling and eliminating potential food sources (immediate disposal of food waste).
- Daily site clean-up.
- Using properly controlled trash containers with limited access to prevent spillage.
- Maintaining proper site sanitation.
- Controlling weeds and other undesirable vegetation, if necessary.
- Eliminating potential water sources and ensuring proper drainage away from the new structure.

**PROJECT DATA**

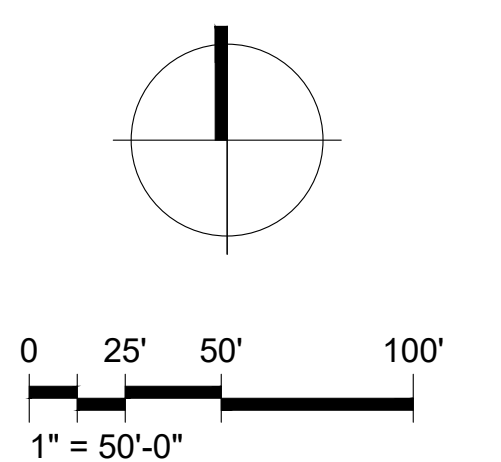
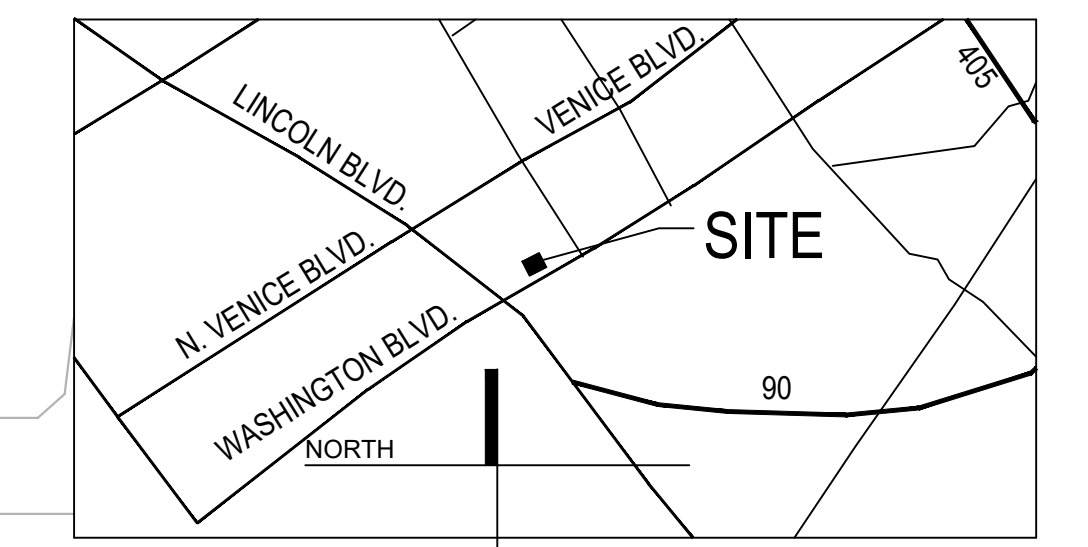
CLIENT:	COSTCO WHOLESALE 999 LAKE DRIVE ISSAQUAH, WA 98027
PROJECT ADDRESS:	13463 WASHINGTON BLVD. CULVER CITY, CA 90292
APN:	4236-029-003, 4236-029-008, 4236-029-009
SITE DATA:	TOTAL SITE AREA: 18.41 ACRES (801,881 S.F.) JURISDICTION: CULVER CITY ZONING: COMMERCIAL REGIONAL RETAIL (CRR) SETBACKS: 20 FT. FROM ZANJA ST (NORTH) 20 FT. FROM WALNUT AVE. (WEST)

BUILDING DATA:	EXISTING BUILDING AREA: 165,924 S.F. EXISTING FOOD SERVICE: 1,829 S.F. EXISTING TIRE CENTER: 5,422 S.F.
TOTAL COSTCO:	EXISTING PAD B, C, D, E, F: 19,721 S.F.
TOTAL EXISTING BUILDING AREA:	192,896 S.F.
PROPOSED DEMOLISHED:	PAD 'E' & PAD 'F': 8,480 S.F.
PROPOSED BUILDING AREA:	184,416 S.F.

PARKING DATA:	EXISTING PARKING:
	10' X 19' STALLS: 393 STALLS
	9' X 19' STALLS: 449 STALLS
	9' X 15' OR 9' X 17' COMPACT STALLS: 91 STALLS
	ADA ACCESSIBLE STALLS: 30 STALLS
	TOTAL PARKING FOR CENTER: 963 STALLS
	NO. OF STALLS PER 1000 S.F. OF NEW BUILDING AREA: 5.22 STALLS
	PROPOSED PARKING:
	10' X 19' STALLS: 457 STALLS
	9' X 19' STALLS: 365 STALLS
	9' X 15' OR 9' X 17' COMPACT STALLS: 76 STALLS
	10' X 19' EV STALLS SEE DETAIL: 6 STALLS
	9' X 19' EV READY STALLS - REFER TO DETAIL: 6 STALLS
	9' X 18' FEV STALLS INCLUDING (1) ACCESSIBLE AND (1) VAN ACCESSIBLE STALL - REFER TO DETAIL: 12 STALLS
	ADA ACCESSIBLE STALLS: 27 STALLS
	BICYCLE PARKING PROVIDED: 46 BIKES
	BICYCLE PARKING REQ'D 5% X 934 STALLS: 46 BIKES
	TOTAL PARKING FOR CENTER: 934 STALLS
	NO. OF STALLS PER 1000 S.F. OF NEW BUILDING AREA: 5.06 STALLS
	JURISDICTIONAL REQUIRED PARKING: 5 STALLS/1,000 SF: 923 STALLS
	NET PARKING CHANGE: -29 STALLS
	EXISTING BICYCLE PARKING - COSTCO: 36 STALLS
	EXISTING BICYCLE PARKING - PAD BLDGS: 10 STALLS

NOTES:  
EXISTING CONDITIONS TO BE FIELD VERIFIED.

**VICINITY MAP**



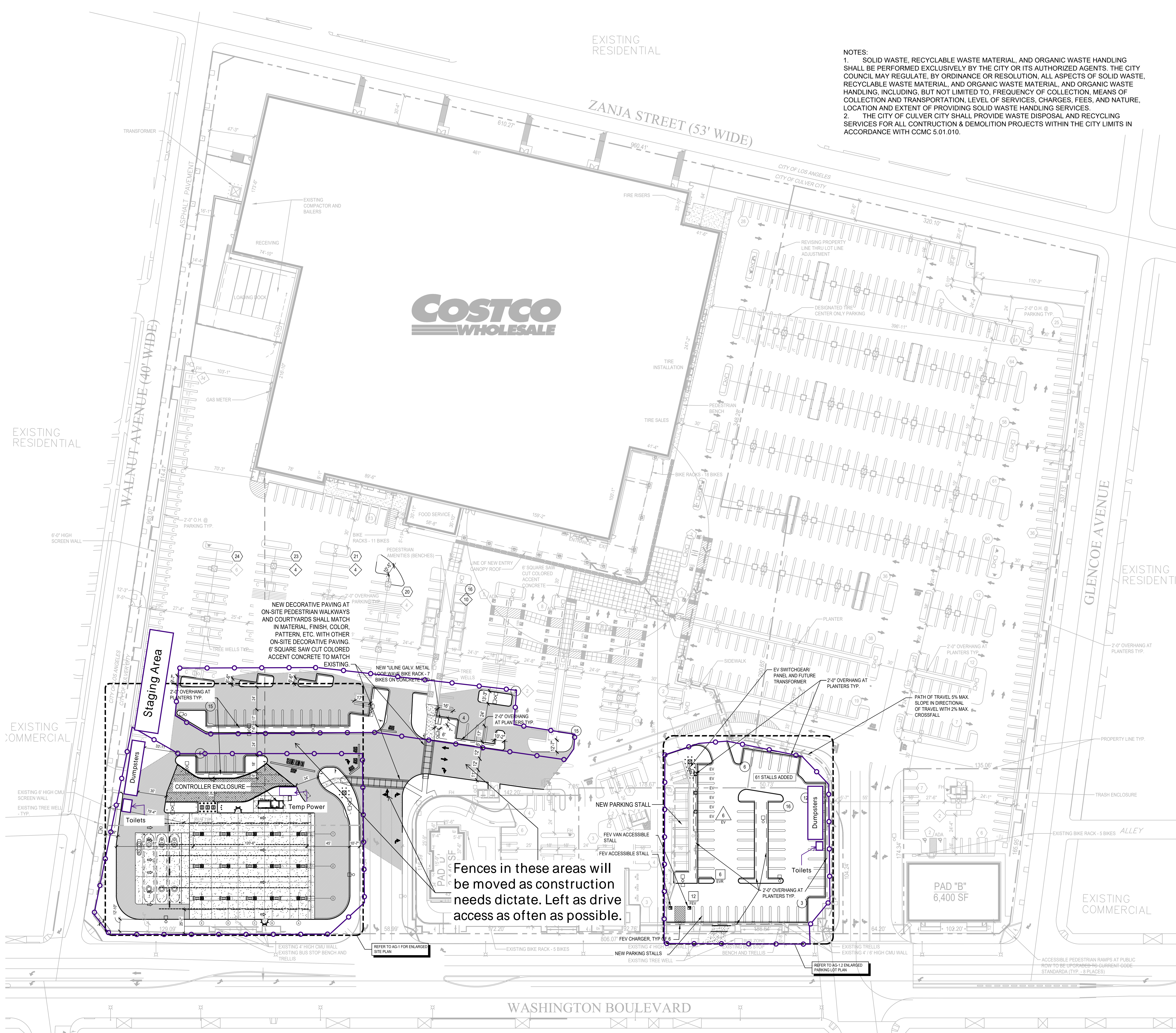
TERRY W. ODLE, ARCHITECT

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DATE	DESCRIPTION
08.11.22	PERMIT ISSUE
08.30.22	BID ISSUE

94-0630-37  
PM: TERRY ODLE  
DRAWN: GM

**SITE PLAN**



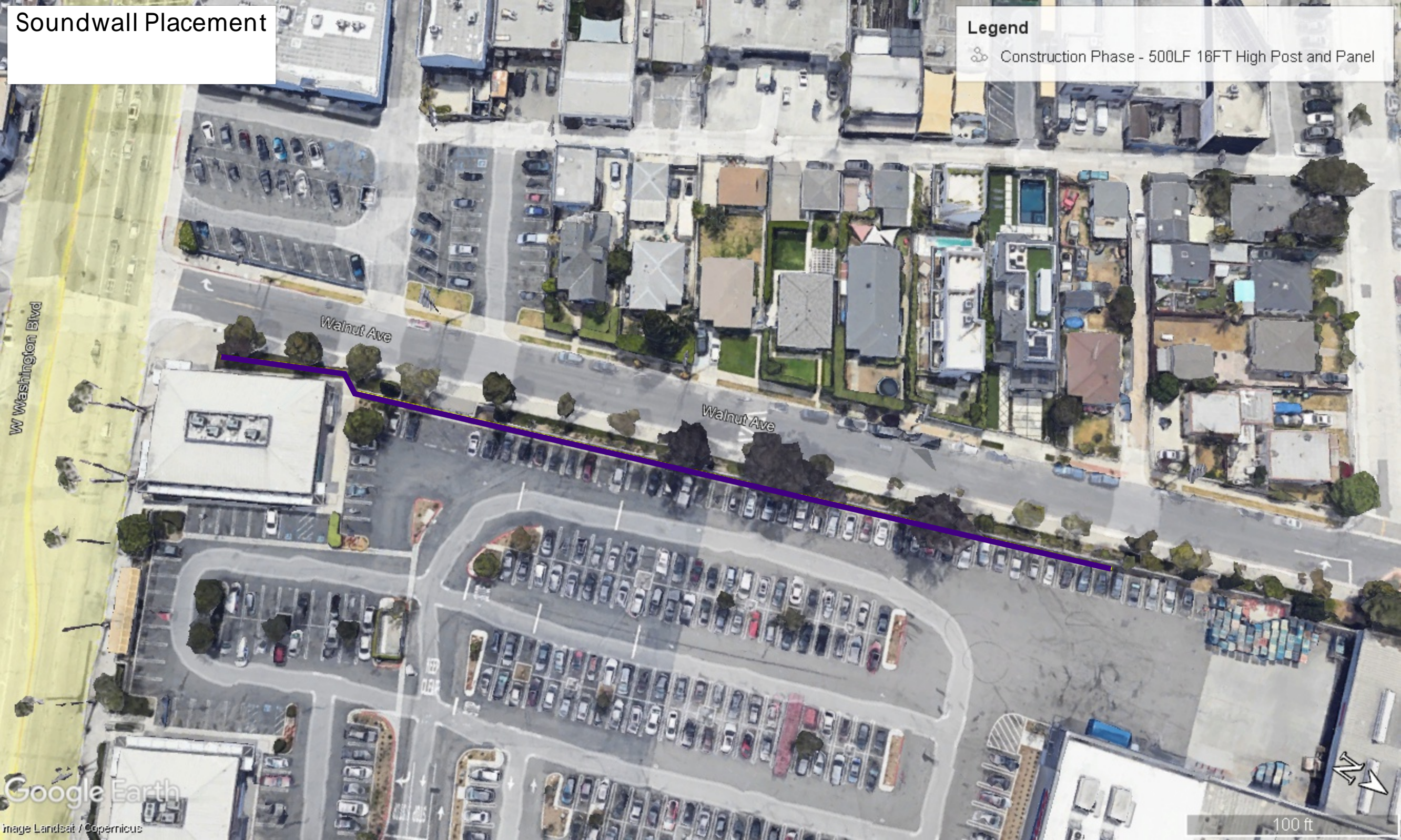
NOTES:  
1. SOLID WASTE, RECYCLABLE WASTE MATERIAL, AND ORGANIC WASTE HANDLING SHALL BE PERFORMED EXCLUSIVELY BY THE CITY OR ITS AUTHORIZED AGENTS. THE CITY COUNCIL MAY REGULATE, BY ORDINANCE OR RESOLUTION, ALL ASPECTS OF SOLID WASTE, RECYCLABLE WASTE MATERIAL, AND ORGANIC WASTE MATERIAL, AND ORGANIC WASTE HANDLING, INCLUDING, BUT NOT LIMITED TO, FREQUENCY OF COLLECTION, MEANS OF COLLECTION AND TRANSPORTATION, LEVEL OF SERVICES, CHARGES, FEES, AND NATURE, LOCATION AND EXTENT OF PROVIDING SOLID WASTE HANDLING SERVICES.  
2. THE CITY OF CULVER CITY SHALL PROVIDE WASTE DISPOSAL AND RECYCLING SERVICES FOR ALL CONSTRUCTION & DEMOLITION PROJECTS WITHIN THE CITY LIMITS IN ACCORDANCE WITH CCMC 5.01.010.

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# Soundwall Placement

## Legend

 Construction Phase - 500LF 16FT High Post and Panel



W Washington Blvd

Walnut Ave

Walnut Ave

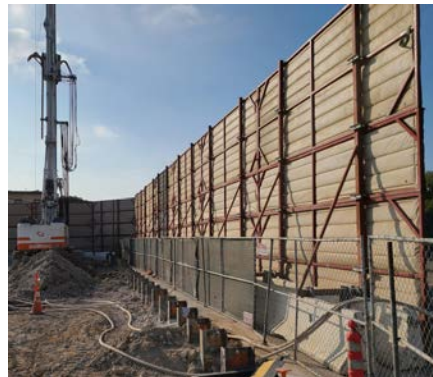




# ENVIRONMENTAL NOISE CONTROL

## ACOUSTICAL K-RAIL / JERSEY BARRIER MOUNTED SOUND WALL

ENC's K-Rail/Jersey barrier mounted sound walls allow for **quick** and **easy** positioning and movement throughout the site to provide a flexible noise control solution for mobile equipment or operations. The K-Rail/Jersey mounted barrier panels can be **customized** to meet your needs, with heights from 8-16 feet. This product line is an effective solution if the site does not allow earth boring.



### BARRIER BLANKET SPECIFICATIONS

- Sound Transmission Class rated STC-25, 32 in accordance with ASTM E-413
- Engineered to meet IBC Wind Load requirements
- Flame Retardant to California Fire Marshall F-419.01 Specifications  
Length of Char: 3.5, After Flame: 2 Seconds
- Working Temperature: -40 °F to +200 °F
- Oil resistant, UV resistant, Fiber-Free, Anti-Fungal, Self-Drying Poly-Vinyl Chloride Outer Shell with specially developed inner core septum barrier

**FREESTANDING ACOUSTICAL PANELS ARE NOT INTENDED FOR USE IN HIGH WIND CONDITIONS WITHOUT A SUPPORTING STRUCTURAL ANALYSIS**

### TEMPORARY ACOUSTICAL NOISE BARRIER SYSTEMS

Designed to provide optimum sound control in blocking and absorbing unwanted noise.

#### ENVIRONMENTAL



#### ENTERTAINMENT



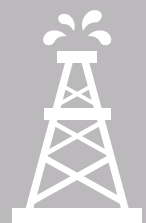
#### CONSTRUCTION



#### INDUSTRIAL



#### OIL & GAS



Learn more about commercial noise control at  
[www.environmental-noise-control.com](http://www.environmental-noise-control.com) or call us at 1-800-679-8633

# TEMPORARY NOISE BARRIER PANEL SYSTEM

At the heart of our temporary sound wall is our Environmental Noise Control (ENC) acoustical noise barrier panel system, which is manufactured using state-of-the-art acoustical composite materials. Our sound panels are fabricated with a polyvinyl-chloride coated outer shell, multiple layers of noise absorbing and blocking material and feature a specially developed septum barrier inner core. The ENC temporary sound wall system is available from 6 to 40 ft. high.

## Temporary Sound Panel Systems



**FREE  
STANDING**

**AUGERED  
STRUCTURE**

### Sound Transmission Loss (dB)

% Octave Band Center Frequency	STC 25 Transmission Loss	STC 32 Transmission Loss
63 Hz	8 dB	16 dB
80 Hz	10 dB	20 dB
100 Hz	11 dB	18 dB
125 Hz	10 dB	16 dB
160 Hz	7 dB	16 dB
200 Hz	7 dB	17 dB
250 Hz	11 dB	19 dB
315 Hz	17 dB	23 dB
400 Hz	23 dB	26 dB
500 Hz	28 dB	32 dB
630 Hz	33 dB	34 dB
800 Hz	36 dB	35 dB
1000 Hz	39 dB	35 dB
1250 Hz	41 dB	36 dB
1600 Hz	41 dB	36 dB
2000 Hz	40 dB	36 dB
2500 Hz	41 dB	37 dB
3150 Hz	44 dB	39 dB
4000 Hz	46 dB	40 dB
5000 Hz	50 dB	43 dB

**The modular design of ENC's temporary sound panel systems meets or exceeds code requirements.**

An independent acoustical laboratory has conducted tests in accordance with ASTM E-90 and ASTM E-413 requirements, to measure sound transmission loss and validating the Sound Transmission Class rating of STC-25, STC-32 and STC-43. The ENC composite barrier/absorber blankets, which are laboratory tested and certified, meet or exceed the specifications in the Sound Transmission Loss Data Table.

**1 (800) 679 8633 | International +1 310 679 8633 | [www.environmental-noise-control.com](http://www.environmental-noise-control.com)**

**CORPORATE OFFICE**  
Hawthorne, CA

**REGIONAL OFFICES & FIELD OPERATIONS**  
Aledo, TX; Carson, CA; Firestone, CO  
Napa, CA; Shreveport, LA; Washington, PA  
Calgary, Alberta

For more information on our quality products or possible applications, please see our website or call to speak with one of our ENC representatives. Rapid engineering and deployment response is available worldwide.

**Behrens & Associates, Inc.**  
*Environmental Noise Control*



**ENVIRONMENTAL  
NOISE CONTROL**

# TRAFFIC CONTROL PLANS FOR: WASHINGTON BLVD & WALNUT AVE CULVER CITY

**TRAFFIC CONTROL NOTES:**

- A. IT IS THE RESPONSIBILITY OF THE CONTRACTOR PERFORMING WORK ON A PUBLIC STREET TO INSTALL AND MAINTAIN TRAFFIC CONTROL DEVICES AS SHOWN HEREIN, AS WELL AS ANY SUCH ADDITIONAL TRAFFIC CONTROL DEVICES AS MAY BE REQUIRED TO ENSURE THE SAFE MOVEMENT OF OF TRAFFIC AND PEDESTRIANS THROUGH OR AROUND THE WORK AREA AND PROVIDE MAXIMUM PROTECTION AND SAFETY TO CONSTRUCTION WORKERS.
- B. ALL DELINEATORS SHALL BE EQUIPPED WITH REFLECTIVE BANDS AT NIGHT TIME.
- C. THE CONTRACTOR SHALL NOTIFY CITY OF CULVER CITY AT LEAST FIVE (5)WORKING DAYS IN ADVANCE OF IMPLEMENTING ANY CONSTRUCTION DETOUR.
- D. ALL SIGNS, DELINEATORS, BARRICADES, ETC. AND THEIR INSTALLATION SHALL CONFORM TO THE STATE OF CALIFORNIA STANDARD SPECIFICATIONS LATEST EDITION AND THE 2014 CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (2014 CA MUTCD).
- E. CITY OF CULVER CITY RESERVES THE RIGHT TO OBSERVE THESE TRAFFIC CONTROL PLANS IN USE AND TO MAKE ANY NECESSARY CHANGES AS FIELD CONDITIONS WARRANT. ANY CHANGES SHALL SUPERCEDE THESE PLANS AND BE DONE PER 2014 CA MUTCD REV-3 WITH THE APPROVAL OF CITY OF CULVER CITY. REVISED TRAFFIC CONTROL PLANS MAY BE REQUIRED BY CITY OF CULVER CITY. EXACT LOCATION OF ALL EQUIPMENT AND TRAFFIC CONTROL DEVICES SHALL BE DETERMINED BY THE ENGINEER.
- F. CONTRACTOR SHALL NOTIFY AFFECTED TRANSIT SERVICES AT LEAST FIVE (5) WORKING DAYS PRIOR TO CONSTRUCTION.
- G. ALL TRAFFIC CONTROL DEVICES, STRIPES, MARKINGS, LEGENDS AND RAISED PAVEMENT MARKERS SHALL CONFORM TO 2014 CA MUTCD, STANDARD PLANS, AND STANDARD SPECIFICATIONS (MOST RECENT EDITION).
- H. ALL TRAFFIC CONTROL DEVICES SHALL BE KEPT IN THEIR PROPER POSITION AT ALL TIMES, AND SHALL BE REPAIRED, REPLACED, OR CLEANED AS NECESSARY TO PRESERVE THEIR APPEARANCE AND CONTINUITY.
- I. ALL TRAFFIC LANES SHALL HAVE A MINIMUM OF 5 FEET CLEARANCE FROM OPEN EXCAVATIONS AND A MINIMUM OF 2 FEET FROM VERTICAL OBSTRUCTIONS.
- J. CONTRACTOR SHALL PROVIDE FLAGGERS AS DEEMED NECESSARY BY ENGINEER.
- K. CONTRACTOR SHALL NOTIFY ALL AFFECTED RESIDENTS AND BUSINESSES FIVE (5) WORKING DAYS PRIOR TO CONSTRUCTION.
- L. ALL ADVANCE WARNING SIGNS SHALL BE EQUIPPED WITH FLAGS DURING DAY TIME WORKING HOURS AND WITH WARNING LIGHTS AT NIGHT.
- M. TRAFFIC SIGNALS SHALL REMAIN IN OPERATION AT ALL TIMES. CONFLICTING TRAFFIC SIGNAL INDICATIONS SHALL BE COVERED AND SIGNAL OPERATION DURING EACH CONSTRUCTION PHASE SHALL BE COORDINATED WITH AND APPROVED BY THE CITY OF CULVER CITY ENGINEER.
- N. PLACE ADDITIONAL "LANE CLOSED" (C30) SIGNS ON TYPE II BARRICADES AT 150 FOOT INTERVALS THROUGHOUT EXTENDED WORK AREAS IN EACH LANE THAT IS CLOSED. INSTALL "OPEN TRENCH" (C27) SIGNS WHENEVER AN OPEN EXCAVATION AREA EXISTS ADJACENT TO THE TRAVELED WAY.
- O. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE REMOVED FOLLOWING COMPLETION OF EACH CONSTRUCTION STAGE AND THE PERMANENT TRAFFIC CONTROL DEVICES SHALL BE RESTORED BY THE CONTRACTOR AT END OF EACH WORK DAY.
- P. CONTRACTOR SHALL REPLACE/REPAIR ALL DAMAGED STRIPING WITH TEMPORARY STRIPING OR RAISED PAVEMENT MARKERS AT END OF EACH WORKING DAY.
- Q. CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF THE AMERICAN DISABILITY ACT ACCESSIBILITY GUIDELINES AND WITH THE CALIFORNIA ACCESSIBILITY GUIDELINES AS RELATED TO PEDESTRIAN ACCESS AND SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES PER ADA REQUIREMENTS. SIDEWALK CLOSURE/DETOUR SHALL COMPLY WITH THE 2014 CA MUTCD STANDARDS.
- R. CONTRACTOR SHALL COVER OR REMOVE ALL CONFLICTING SIGNS
- S. CONTRACTOR SHALL POST "SYMBOL" UNEVEN LANES. "STEEL PLATES AHEAD" OR "BUMP" SIGNS, FOR PAVEMENT SURFACE DISRUPTIONS OF 1/2" OR GREATER. PAVEMENT DISRUPTIONS OF 1" OR GREATER SHALL HAVE BEVELED EDGE OF FOUR (4) HORIZONTAL TO ONE (1) VERTICAL.
- T. CONTRACTOR SHALL INSTALL "CAUTION STEEL PLATES AHEAD" AND/OR "ROUGH ROAD" SIGNS IN ADVANCE OF STEEL PLATE BRIDGING.
- U. WORK HOURS MONDAY THROUGH FRIDAY - \_\_\_\_\_ AM - \_\_\_\_\_ PM.



**TRAFFIC CONTROL PLAN  
SUBMITTED TO:**  
CITY OF CULVER CITY

**PROJECT:**  
COSTCO FUEL FACILITY  
RE-LOCATION

**PROJECT LOCATION**  
WASHINGTON BLVD  
@  
WALNUT AVE  
COVERSHEET

**CONTRACTOR**  
JONES COVEY GROUP, INC  
9595 LUCAS RANCH RD #100  
RANCHO CUCAMONGA, CA 91730  
949-683-3172

- LEGEND**
- WORK AREA
  - ARROW BOARD (AB)
  - CHANGEABLE MESSAGE SIGN (CMS)
  - TYPE I & II BARRICADE
  - TYPE III BARRICADE
  - CHANNELIZATION DEVICE
  - SIGN
  - SIGNALIZED
  - FLAGGER
  - HIGH LEVEL WARNING DEVICE W/FLAGS

PREPARED BY JONATHAN A LANG JR  
PROJECT ENGINEER  
CHECKED \_\_\_\_\_  
DRAWN \_\_\_\_\_  
SCALE \_\_\_\_\_  
PREPARED DATE 6/7/2024  
REVISION DATE \_\_\_\_\_

SHEET NO.  
**TC-01**

SHEET  
**1**  
OF **5**





17311 S. MAIN ST.  
GARDENA, CA 90248  
310-513-6209 PHONE  
310-513-6299 FAX

**TRAFFIC CONTROL PLAN**  
**SUBMITTED TO:**  
CITY OF CULVER CITY

**PROJECT:**  
COSTCO FUEL FACILITY  
RE-LOCATION

**PROJECT LOCATION**  
WASHINGTON BLVD  
@  
WALNUT AVE

**CONTRACTOR**  
JONES COVEY GROUP, INC  
9595 LUCAS RANCH RD #100  
RANCHO CUCAMONGA, CA 91730  
949-683-3172

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  - HIGH LEVEL WARNING DEVICE W/FLAGS

PREPARED BY JONATHAN A LANG JR  
PROJECT ENGINEER

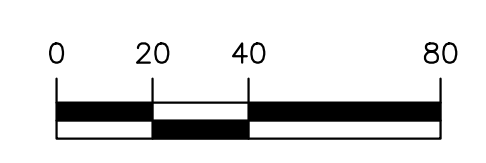
CHECKED \_\_\_\_\_

DRAWN \_\_\_\_\_

SCALE 1"=40'

PREPARED DATE 6/7/2024

REVISION DATE \_\_\_\_\_

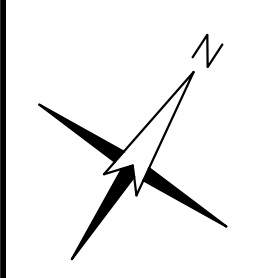


SCALE: 1"=40'

SHEET NO.

**TC-02**

SHEET  
2  
OF  
5



**COSTCO  
CULVER CITY**

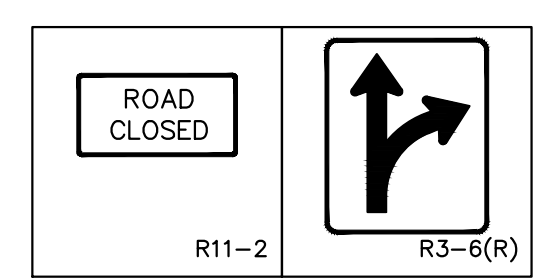
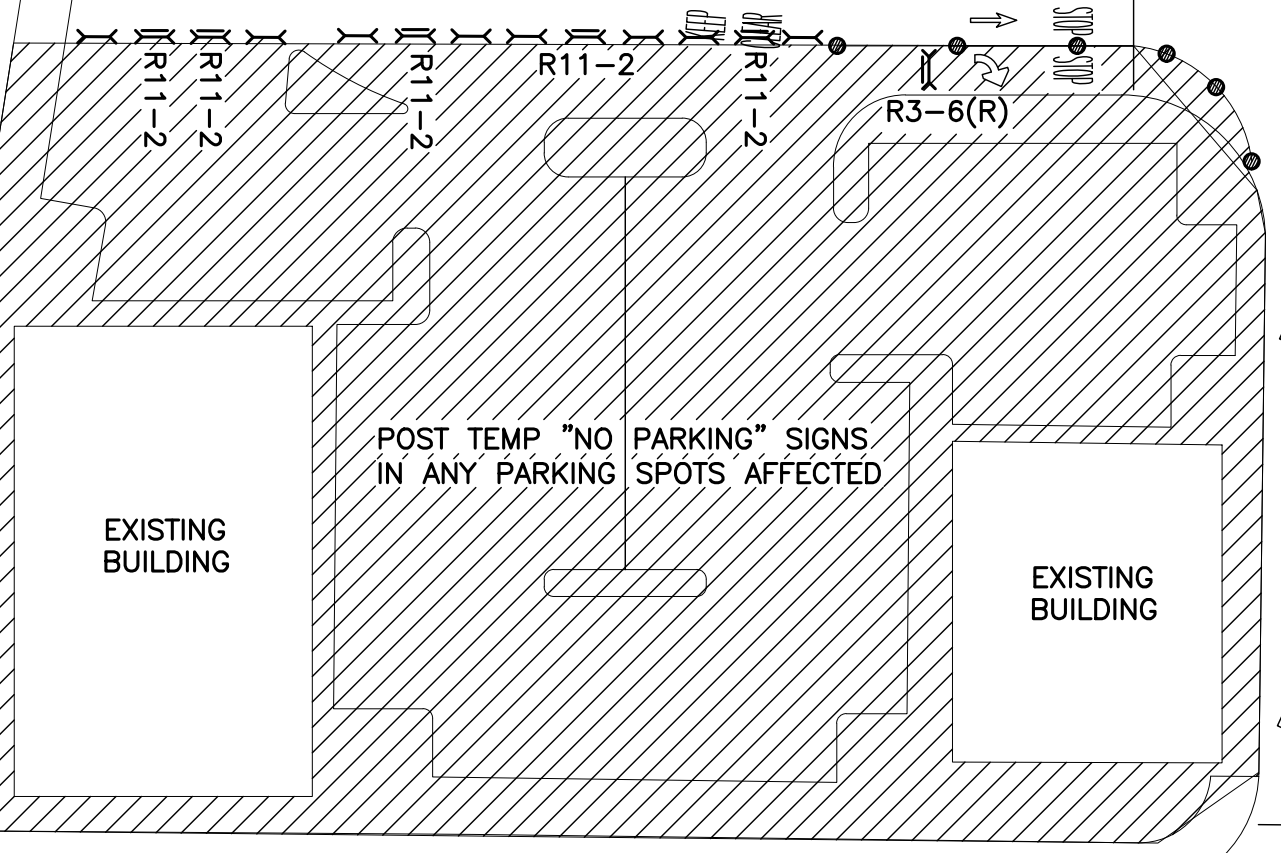
**WASHINGTON BLVD  
(35 M.P.H.)**

WALNUT AVE

GLENCOE AVE

DELRAY AVE

GLENCOE AVE



**PHASE 1**



17311 S. MAIN ST.  
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**TRAFFIC CONTROL PLAN**  
**SUBMITTED TO:**  
CITY OF CULVER CITY

**PROJECT:**  
COSTCO FUEL FACILITY  
RE-LOCATION

**PROJECT LOCATION**  
WASHINGTON BLVD  
@  
WALNUT AVE

**CONTRACTOR**  
JONES COVEY GROUP, INC  
9595 LUCAS RANCH RD #100  
RANCHO CUCAMONGA, CA 91730  
949-683-3172

**LEGEND**

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- FLAGGER
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PREPARED BY JONATHAN A LANG JR

PROJECT ENGINEER \_\_\_\_\_

CHECKED \_\_\_\_\_

DRAWN \_\_\_\_\_

SCALE 1"=40'

PREPARED DATE 6/7/2024

REVISION DATE \_\_\_\_\_

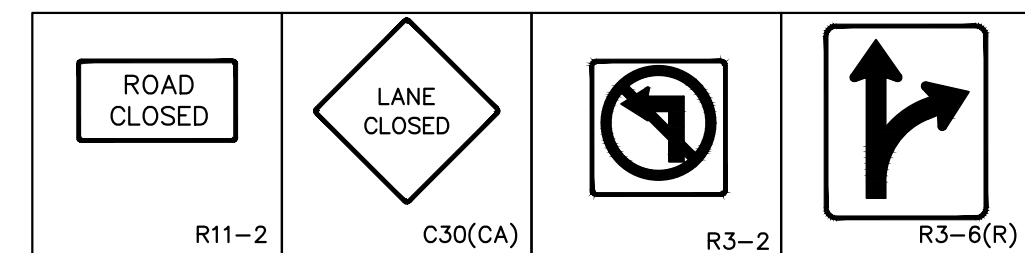


SCALE: 1"=40'

SHEET NO.

**TC-03**

SHEET  
**3**  
OF  
**5**



**PHASE 2**

**COSTCO  
CULVER CITY**

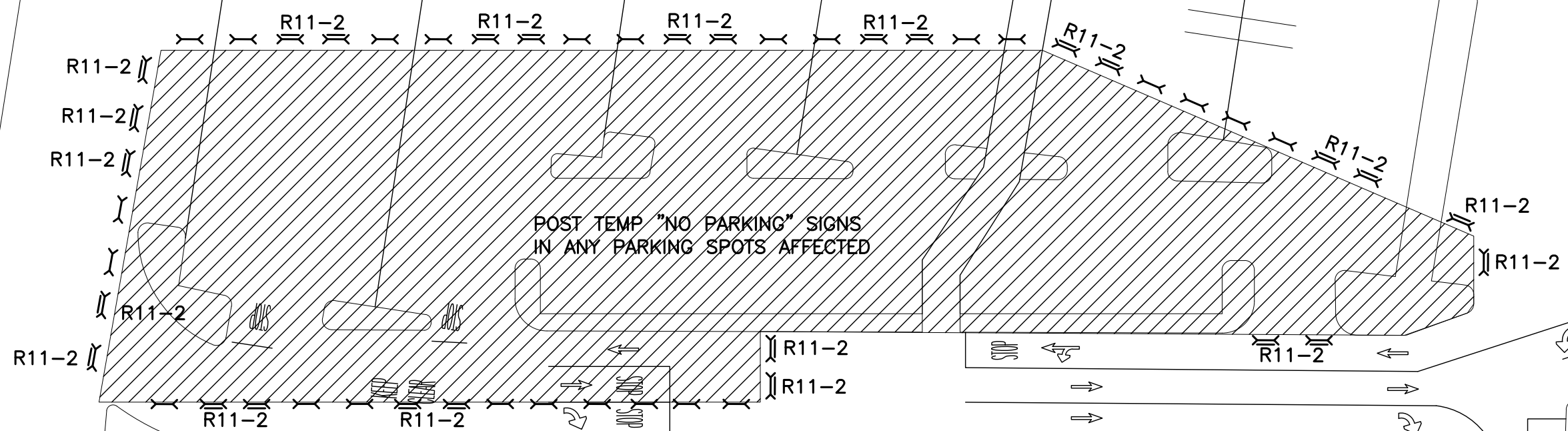
**WASHINGTON BLVD  
(35 M.P.H.)**

WALNUT AVE

GLENCOE AVE

GLENCOE AVE

DEL RAY AVE





17311 S. MAIN ST.  
GARDENA, CA 90248  
310-513-6209 PHONE  
310-513-6299 FAX

**TRAFFIC CONTROL PLAN**  
**SUBMITTED TO:**  
CITY OF CULVER CITY

**PROJECT:**  
COSTCO FUEL FACILITY  
RE-LOCATION

**PROJECT LOCATION**  
WASHINGTON BLVD  
@  
WALNUT AVE

**CONTRACTOR**  
JONES COVEY GROUP, INC  
9595 LUCAS RANCH RD #100  
RANCHO CUCAMONGA, CA 91730  
949-683-3172

**LEGEND**

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- CHANNELIZATION DEVICE
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- FLAGGER
- HIGH LEVEL WARNING DEVICE W/FLAGS

PREPARED BY JONATHAN A LANG JR  
PROJECT ENGINEER

CHECKED \_\_\_\_\_

DRAWN \_\_\_\_\_

SCALE 1"=40'

PREPARED DATE 6/7/2024

REVISION DATE \_\_\_\_\_



SCALE: 1"=40'

SHEET NO.

**TC-04**

SHEET  
4  
OF  
5

**COSTCO  
CULVER CITY**

WALNUT AVE

GLENCOE AVE

GLENCOE AVE

**WASHINGTON BLVD  
(35 M.P.H.)**

EXISTING BUILDING

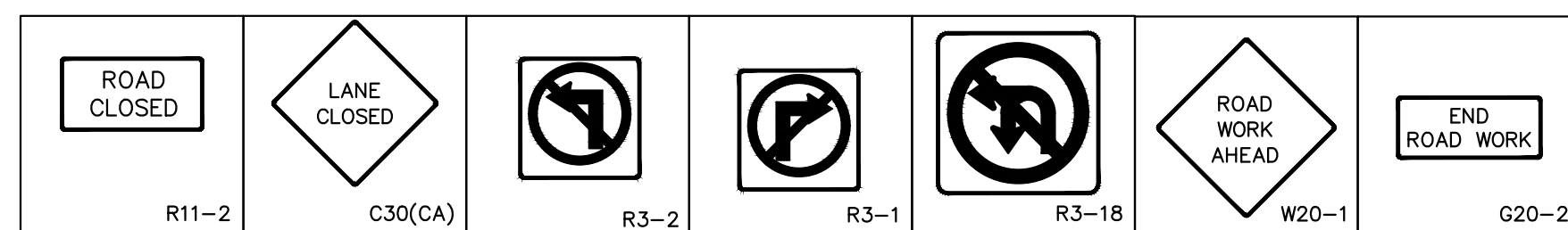
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EXISTING BUILDING

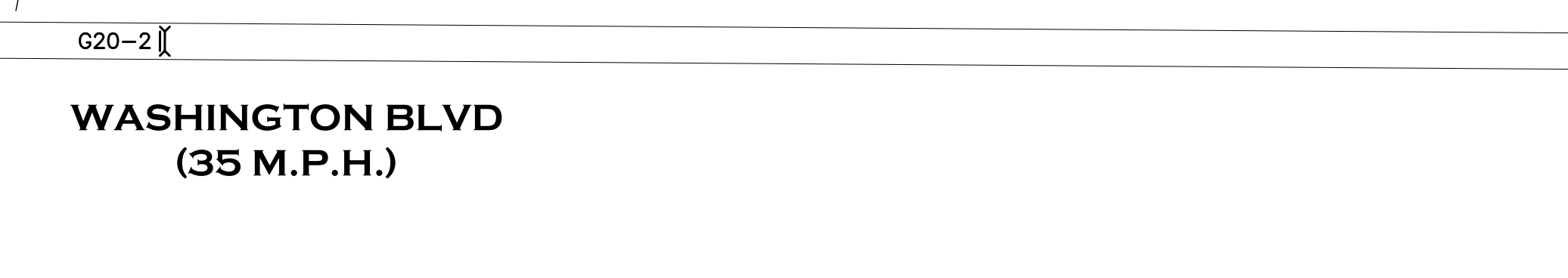
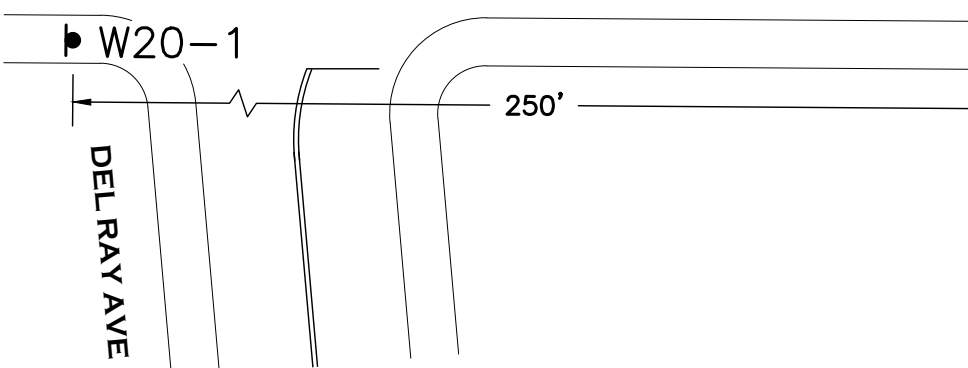
EXISTING BUILDING

EXISTING BUILDING

EXISTING BUILDING



**PHASE 3**





17311 S. MAIN ST.  
GARDENA, CA 90248  
310-513-6209 PHONE  
310-513-6299 FAX

**TRAFFIC CONTROL PLAN**  
**SUBMITTED TO:**  
CITY OF CULVER CITY

**PROJECT:**  
COSTCO FUEL FACILITY  
RE-LOCATION

**PROJECT LOCATION**  
WASHINGTON BLVD  
@  
WALNUT AVE

**CONTRACTOR**  
JONES COVEY GROUP, INC  
9595 LUCAS RANCH RD #100  
RANCHO CUCAMONGA, CA 91730  
949-683-3172

**LEGEND**

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- CHANNELIZATION DEVICE
- SIGN
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- FLAGGER
- HIGH LEVEL WARNING DEVICE W/FLAGS

PREPARED BY JONATHAN A LANG JR

PROJECT ENGINEER

CHECKED

DRAWN

SCALE 1"=40'

PREPARED DATE 6/7/2024

REVISION DATE

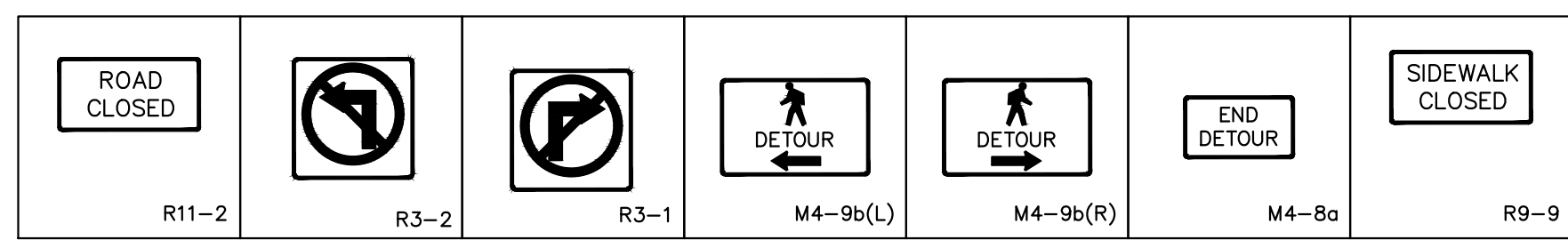
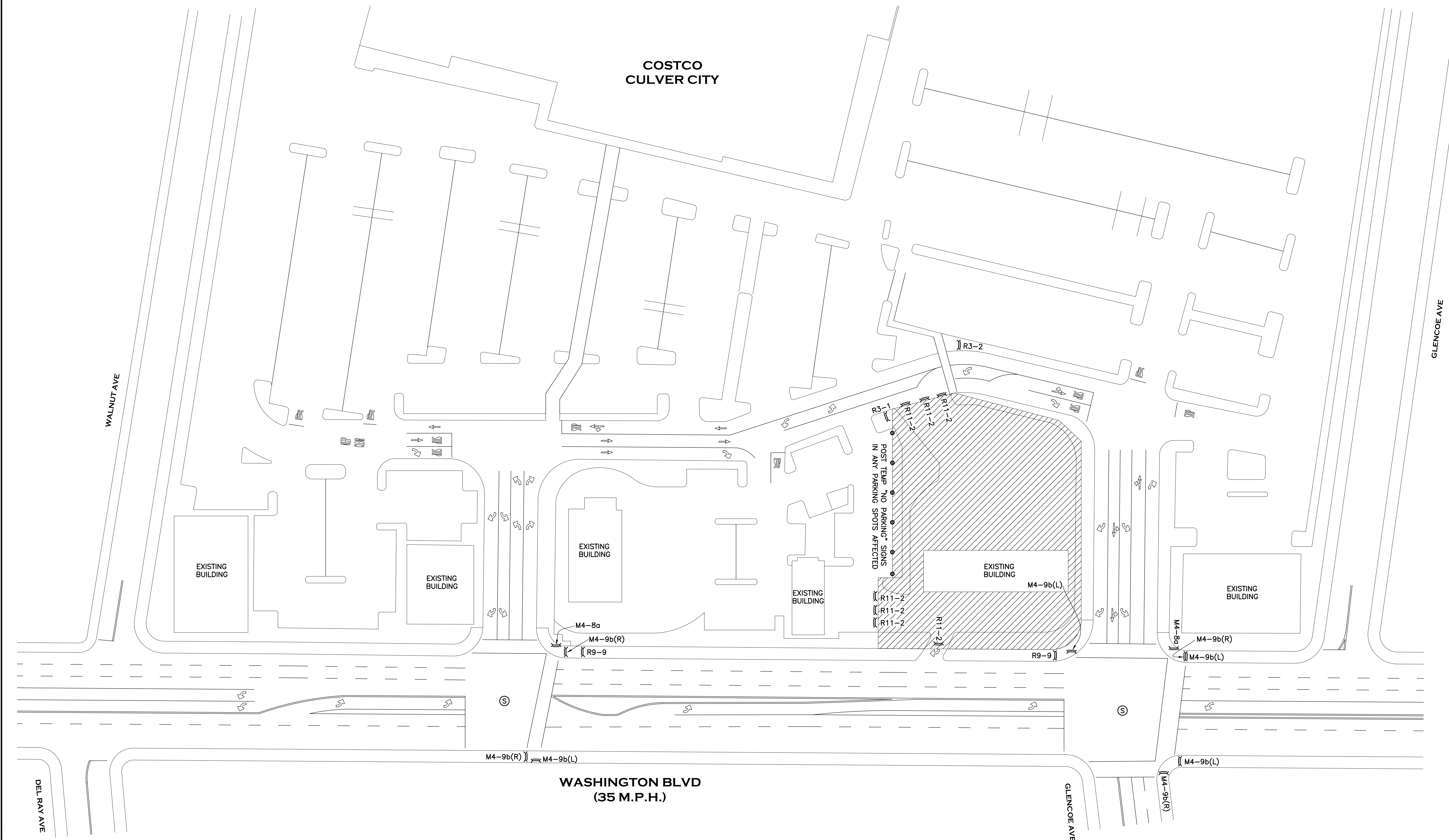


SCALE: 1"=40'

SHEET NO.  
**TC-05**

SHEET  
5  
OF  
5

**COSTCO  
CULVER CITY**



**PHASE 4**