



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

**Hudson Pacific Properties  
HPP 10950**

**10950 Washington Blvd.**

**Culver City, California 90232**



**Prepared by**

**KPRS Construction Services Inc.**

**August 29, 2024**

## Index

### 1.0 Introduction

- 1.1 Purpose
- 1.2 Scope
- 1.3 Program
- 1.4 Site Location

### 2.0 Construction Management

- 2.1 External Considerations
- 2.2 Anticipated Approvals
- 2.3 Site Security
- 2.4 Public/Worker Safety
  - 2.4.1 Temporary Construction
  - 2.4.2 Pedestrian Detours
- 2.5 General Onsite Administration
  - 2.5.1 Construction Hours
  - 2.5.2 Hoisting
  - 2.5.3 Demolition

### 3.0 Construction Methodology

- 3.1 Demolition, Shoring and Excavation
- 3.2 Subterranean Work
- 3.3 Elevated Concrete Construction
- 3.4 Building Enclosure
- 3.5 Mechanical, Electrical, Plumbing and Finishes
- 3.6 Site Work
- 3.7 Construction Sequence and Planning

### 4.0 Environmental

- 4.1 General
- 4.2 Noise and Vibration Management
- 4.3 Dust Management and Erosion Control

### 5.0 Exhibits

# 1. Introduction

## 1.1. Purpose

The purpose of this Concept Construction Management Plan is to forecast how the general contractor's project management team will implement and perform its site management responsibilities during construction of HPP 10950 Washington Blvd. (the Project).

This plan will describe the anticipated scope and schedule for the Project's construction to provide a guide for an efficient and coordinated construction process as well as provide information to the public about the Project's objectives and activity on and off site.

## 1.2. Scope

This Construction Management Plan will:

- Anticipate how the project management team will meet construction requirements.
- Define the objectives and goals of the Project's construction phase.
- Define constraints to the construction phase and project in general.
- Detail proposed strategies for construction control as well as resource and site management.

## 1.3. Program

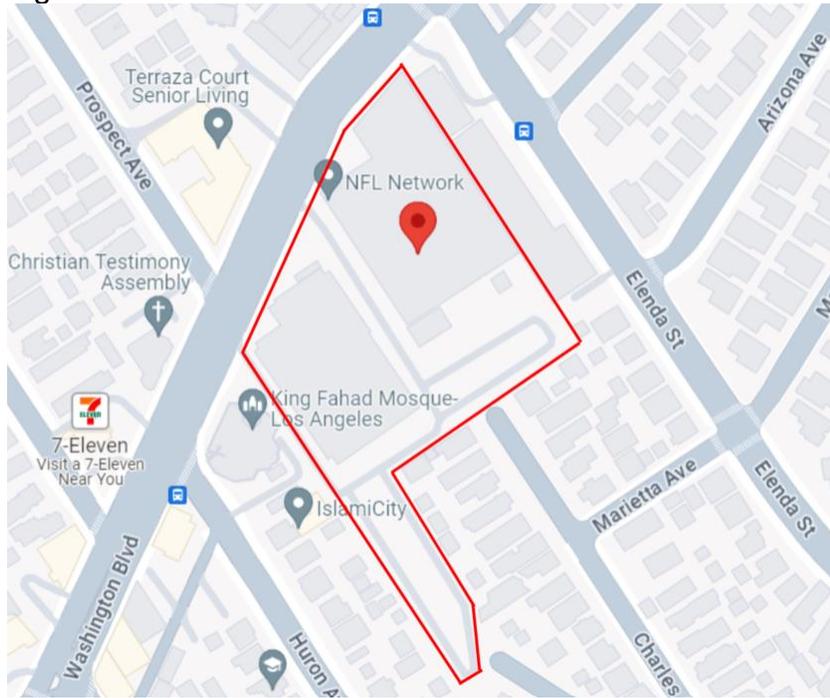
The proposed program will require the construction of:

- 1 level of subterranean shoring for 1 story on grade Type1-A parking.
- 5 stories of Type-VA apartments over 1 story type IA residential, commercial, and parking.
- 502,657 square feet of total net floor area, including 508 residential units.
- The Project will include amenity rooms, gyms, outdoor courtyards, and a residential lobby and leasing space.
- The project includes accessory parking, bicycle parking, elevators, equipment rooms and trash services room.

## 1.4. Site Location

The Project is located at 10950 Washington Blvd. with Washington being the project's west border and is further bounded by Elenda Street to the north, and Huron Ave to the south with Charles Street dead ending to the project's east side. A site map is provided in figure 1.

Figure 1 – Site Location



-End Section 1-

## 2. Construction Management

### 2.1. External Considerations

The major constraints of the project are:

- Maintaining smooth vehicular and pedestrian traffic flow with minimal disruptions to the surrounding streets.
- Minimizing impact on neighbors and collaborating with neighboring businesses for peak conditions.
- Coordination with utility companies for street work to minimize impacts from construction processes on community.

At mobilization, the construction team will:

- Begin implementation of construction activities communication plan prior to and through construction.
- Placement of a project office, site accommodation and facilities.
- Implement an offsite parking plan for construction workers. This will occur during the concrete structure build duration. After concrete, the workers will park on site.
- Confirm the locations of existing services and obtain all necessary permits and approvals.
- Arrange for the installation of temporary services —power, water, and sewer to serve the project during construction.
- Strategically locate designated trash areas to be efficiently hauled by an approved hauler.

### 2.2. Anticipated Approvals

Permits that will be required for the project construction phase will include, but may not be limited to:

- Demolition Onsite / Offsite
- Street Improvements
- Grading / Excavation
- Shoring
- Building
- Electrical
- Landscape
- Traffic Control
- Mechanical
- Plumbing
- Utility Plans
- Elevators
- Fire Sprinklers
- Metal Steel Stairs
- Fire Alarm & ERRCS

Before any lane closures and/or other temporary modifications to traffic are implemented, further approvals will be required from Culver City Public Works Traffic Management Division and/or other pertinent city departments.

These items might include, but will not be limited to:

- Traffic control plan including, but not limited to vehicular, bicycle, and pedestrian traffic routing.
- Off-site civil work
- After hours applications

### **2.3. Site Security**

The site will be secured using appropriate 6' tall fences with privacy green screens along Washington Blvd. and other property line boundaries. The site and perimeter area will be equipped with 24-hour camera video surveillance with online access by site personnel. Entry will be controlled and will be limited to approved personnel and equipment. The site will be secure after hours. All workers and visitors to the site will be required to sign in and sign out at the site office.

### **2.4. Public/Worker Safety**

All site staff and subcontractors will be required to complete a site-specific safety orientation before beginning work on site. The orientation will cover topics such as health, safety, and onsite construction practice standards. Specific items may include, but will not be limited to, job site safety requirements, time and location of regular site safety meetings, site access, emergency evacuation procedures, location of first aid facilities, location of amenities, site hours, material handling, noise and dust policies and environmental management.

The general contractor will employ a safety engineer who will review contractor and subcontractor Safety Management Plans. Also, will make regular site visits to audit the safety program of the site construction staff as well as the subcontractors. Site construction staff will perform daily safety checks to ensure daily compliance with Cal/OSHA and any other relevant safety standards.

All site staff and subcontractors will be required to follow the latest federal, state, and local health and safety construction safety guidelines.

#### **2.4.1. Temporary Construction Fencing**

Temporary site fencing will be installed around the perimeter of the site. (Refer to Exhibit A) The fence will be a six-foot chain link with a green wind screen. Fencing will include secured gated access for construction access only. The fencing installation will be subject to Culver City approval.

Where an impact from material handling and/or construction planning is anticipated, stakeholders and authorities will be consulted before implementation.

#### **2.4.2. Pedestrian Detours**

The Washington Blvd. sidewalk will be closed during construction, reference exhibit B. Pedestrians will be rerouted to the opposite side of the street on Washington Blvd. using existing crosswalks at the corner of Washington Blvd and Elenda St. as well as the corner of Tilden Ave. and Washington Blvd. Pedestrians will be rerouted to the opposite side of the street using the existing crosswalks. Adequate signage will be provided for re-directing pedestrians as required.

## **2.5. General Onsite Administration**

The general contractor project construction team will maintain an onsite office. The project construction team will be responsible for implementing and enforcing the construction management plan and all other site procedures and policies.

### **2.5.1. Construction Hours**

#### General Construction

For the majority of the work, the Project will comply with Culver City's allowable construction hours of: 8:00 a.m. to 8:00 p.m. Mondays through Fridays, 9:00 a.m. to 7:00 p.m. Saturdays, and 10:00 a.m. to 7:00 p.m. Sundays

In an effort to reduce the durations of earthwork hauling and concrete operations, the project will seek approval for a 7:00 a.m. start time Monday through Friday for these activities. The early start time for these activities will reduce the impacts of traffic and noise resulting from heavy trucking traffic.

### **Lane Closures**

- It is proposed to close the sidewalk, parking lane, adjoining the site on Washington Blvd. for the duration of the project. A formal traffic control plan will be engineered and submitted for approval.
- The intent is not to be an impediment with the lane closures on any of the city's main arterial streets, as best as possible except for special occasions such as concrete pour days, and tower crane erection/dismantle workdays.
- Changes to the traffic control plans will be coordinated in advance with the city.
- The Site Logistics Plan shows from the start of construction to completion of construction. The exhibits will summarize the closure required for demolition, shoring, concrete pours, mass excavation and tower crane erection/dismantle.
- Every effort will be made to minimize the need for any additional lane closure that are not listed above. Should lane closures be required, neighbors will be notified via the email notification system set up at the commencement of construction and city approval will be obtained in advance.

### **2.5.2. Hoisting**

- During the excavation and shoring phase of the project, most of the hoisting materials will be done with mobile cranes located on the closed sidewalk and parking lane or within the site fencing areas. There will be occasional need for cranes to extend beyond the limits of the site fencing for hoisting in this phase in a safe manner.
- After the excavation phase, a tower crane may be placed inside the project footprint. Deliveries will be unloaded with the tower crane as much as possible, using the closed parking lane.
- If any hoisting is required after the removal of the tower crane, mobile cranes will be located on the closed sidewalk and at times of one lane traffic closures.

### **2.5.3. Demolition**

A waste company will be selected who diverts all demolition and construction debris to a facility that manages mixed materials for recycling off site. It is the goal to exceed a total percentage of 50% for all materials recycled. The specific facilities where all the debris is transported will be provided when the demolition and trash hauling subcontractors are selected prior to work being performed.

### 3. Construction Methodology

#### 3.1. Demolition, Shoring and Excavation (180 days)

The site is currently two commercial properties and associated parking lots.

Existing utility services within the site will be located and either capped if redundant or modified if used as temporary services for construction.

Demolition is expected to take 180 workdays with impact to traffic from debris hauling occurring over the course of 150 days with an estimated 4 truckloads being hauled each day.

During this phase, the Washington Blvd. sidewalk public right of-way will be impacted by the project. Only demolition within the property lines will occur. The only item in the public right-of-way that will be removed during this phase are the street trees.

Trucks will enter the site from Washington. and move to a designated loading area where they will be loaded with material before exiting on Washington Blvd. Where required, curb ramps will be placed at entry/exit points to mitigate damage to curbs. Flag men will be stationed at entry and exit points to ensure safety.



Figure 2 – Existing Structures

During excavation, a shoring system will be required to support the garage walls. Shoring will begin with placement of soldier piles along the garage perimeter. This process is estimated to take about 50 days. Lagging spanning between soldier piles will be placed in coordination with the excavation of the site. As the site is excavated, there will be a need to provide bracing to further support the shoring system.

The project will require the excavation of an average of 13 Ft of earth below street level with an expected period of 50 days. Dirt hauling is anticipated to occur over 40 nonconsecutive days within the 60-day excavation period. Dirt hauling will occur

Monday through Friday 9:00 AM through 4:00 PM per City Standards. Trucks will enter and exit the site from Washington Blvd. Where required, curb ramps will be placed at entry/exit points to mitigate damage to curbs. Flag men will be stationed at entry and exit points to ensure safety. The proposed truck haul route is attached, as exhibit G.

### **3.2. Subterranean Work (120 Days)**

To facilitate its future construction, it is anticipated the installation of a tower crane within the building core. Reference exhibit E for approximate location of tower crane. The tower crane will be erected as soon as the area it is to be located has been excavated. The crane will assist in various tasks that would allow for material off-loading on Washinton Blvd. These tasks will include but are not limited to the installation of concrete and concrete reinforcement materials where it may otherwise be uneconomical to be done by other means and the movement of material into the site for subterranean level work. As excavation is completed, in-ground services will be installed followed by preparation of the ground to receive the structural foundation that will be cast in concrete.

We propose for three (3) truck—mounted concrete boom pumps to be staged on Washington Blvd. and one (1) on both Charles Ave. and Milton Ave. on non-consecutive days for placement of the garage concrete structure, its subsequent topping slab and for upper-level decks. The upper basement levels will be cast in zones, so that multiple work fronts will be created.

### **3.3. Elevated Concrete Construction (270 Days)**

The concrete construction of the project will encompass one subterranean parking level, one level of above grade parking and commercial space. The period required to complete the concrete portions of the project is anticipated to take approximately 270 workdays total.

Included within this time is the assembly of shoring to support formwork; construction/assembly of the required formwork for floor slabs, columns, and walls; placement of steel reinforcement for those structural components; and the placement and finishing of concrete.

Concrete placement is expected to occur over 240 nonconsecutive days within the 270-day concrete construction period. Construction material deliveries will occur during normal working hours, specifically approved under a separate permit. Flag men will be stationed at entry and exit points to ensure safety. The concrete trades will be supported by, but not limited to, a tower crane for lifting materials and equipment, a truck- mounted concrete boom pump to place concrete, and perimeter guardrail systems to provide fall protection.

### **3.4. Building Enclosure (380 Days)**

The glass enclosure for the commercial spaces will be erected as soon as practical to commence sealing floors so that finishes and fit out, can commence. The above apartment structure will consist of four (4) levels of wood frame and some structural steel. The wood framed walls are intended to be built off or on site and delivered to the site where they will be loaded by the tower crane to the appropriate locations. The unloading of trucks and the truck queuing area will be per the exhibit. It is anticipated

that the wood framing will take approximately 160 workdays. The building envelope will consist of membrane roofing and waterproof system below stucco, veneer cladding and panel siding. There will be aluminum framed store fronts at communal areas and composite windows/doors at residential units. The building will also be completed with waterproof decks and various ornamental railings. Most of this work will occur simultaneously with interior finish work.

### **3.5. Mechanical, Electrical, Plumbing and Finishes (350 Days)**

Once the roof has been installed, installation of MEP will begin. Once MEP rough installation is complete insulation and drywall will be installed, followed by painting and all other finishes. All finishes will be included as part of this construction scope, there will be no finishes for the building operator to construct. It is anticipated that MEP and finishes will take 350 days to complete.

### **3.6. Site Work (75 Days)**

Site work will include landscaping, pavers, site concrete and other exterior hardscapes. Site work will occur simultaneously with Interior finish work. Site work is anticipated to take 75 days after the buildings scaffolding is removed.

### **3.7. Construction Sequence and Planning**

As the design of this project progresses and scope is further defined, a preliminary construction schedule will be created that may require this Construction Management Plan to be revised. Based on the current design the following is a tentative schedule for the major construction phases:

*Demolition, Shoring & Excavation:  
Estimated Start Date – Estimated End  
Duration – 6 months*

*Subterranean Work:  
Estimated Start Date – Estimated End  
Duration – 4 months*

*Foundation and Elevated Concrete:  
Estimated Start Date – Estimated End  
Duration – 9 months*

*MEP and Finishes:  
Estimated Start Date – End Date  
Duration – 9 months*

*Building Envelope and Site Work:  
Estimated Start Date – End Date  
Duration – 9 months*

*Estimate Completion: End date / Duration Months*

## 4. Environmental

### 4.1. General

This section will identify proposed methods that will be used to mitigate the impacts of noise, vibration, and air quality in the vicinity of the development.

### 4.2. Noise and Vibration Management

All subcontractors will be responsible for managing noise and vibration in accordance with their project specific Management Plans. Some mitigating measures may include, but not be limited to:

Documentation of major noise-generating construction equipment and its noise levels requiring all construction equipment to be operated with an exhaust muffle and sound control devices that meet or exceed those provided on the original equipment. Requiring proper maintenance of construction equipment to minimize noise emissions. Requiring stationary source equipment to be located the greatest distance as possible from residential areas.

Requiring construction workers to be respectful of the surrounding neighborhood and keep non-construction related noise to a minimum prior to, during, and after allowed construction hours.

After hours work may be required for specific tasks to minimize impacts to pedestrians, vehicular traffic or in the interest of safety. Proposed work to occur outside of normal working hours include the following:

- Foundation and elevated concrete
- Tower crane erection and dismantling
- Manlift erection and dismantling
- Scaffolding erection and dismantling
- Offsite improvements

In cases where after hour's work will be required, consultation with pertinent Culver City departments will occur prior to and works being scheduled. Businesses and surrounding residents will be given notification via email of the proposed after-hours work prior to the start of said work including details of the work to be performed with an anticipated time required to undertake each activity. There is not anticipated to be a significant vibration generated by the construction that might impact adjoining properties.

### **4.3. Dust Management and Erosion control**

Dust and erosion control measures will be implemented as required and will comply with SCAQMD and Culver City regulations for controlling fugitive dust and erosion. Measures that may be employed include:

Site Perimeter: Erection of a temporary 6-foot-high chain link fence with attached windscreen at the site's perimeter. The fence will be moved and maintained as needed throughout the course of the project.

Demolition: All trucks removing demolition materials from site will be loaded within the site perimeter and will be required to cover loads as deemed necessary for dust control.

Excavation: Rumble strips at truck entry/exit ways, watering down working of stockpiles and surfaces as required, covering of stocks while minimizing piling of material, and use of street sweepers to maintain adjacent roadways.

Construction: Maintain an elevated level of housekeeping to minimize likelihood of windblown dust.

-End of Section 4-

## 5. Exhibits

- Exhibit A – Temporary Construction Fencing**
- Exhibit B – Pedestrian Pre-Construction**
- Exhibit B.1 – Pedestrian Detour**
- Exhibit C – Site Logistics (Demolition/Grading)**
- Exhibit D – Site Logistics (Shoring)**
- Exhibit E – Site Logistics (Tower Crane & Fixed Placement Booms)**
- Exhibit F – Site Logistics (Framing)**
- Exhibit G – Truck Haul Route (Demolition/Grading/Material Delivery)**
- Exhibit H – Site Logistics Plan (Post Framing/Finishes)**

### Attachment

- 1. Construction Personnel Hoist Specifications**
- 2. Crane Specifications**

**LEGEND**

- 6' TEMPORARY CONSTRUCTION FENCING W/ GREEN WIND SCREEN ▬
- VEHICLE GATES W/ GREEN WIND SCREEN ▬



3573 HAYDEN AVENUE  
CULVER CITY, CA 90232  
310.399.7975  
KFALOSANGELES.COM

**HPP 10950 WASHINGTON BLVD**  
10950 WASHINGTON BLVD  
CULVER CITY, CA 90232

HUDSON PACIFIC  
PROPERTIES  
11601 WILSHIRE BLVD 9TH  
FLR  
LOS ANGELES, CA 90025

THIS DRAWING AND THE WORK HEREON IS UNLESS OTHERWISE NOTED AND THE  
PROPERTY RIGHTS OF THE CLIENT ARE RESERVED AND NOT TO BE REPRODUCED OR  
TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL,  
INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE  
RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT.

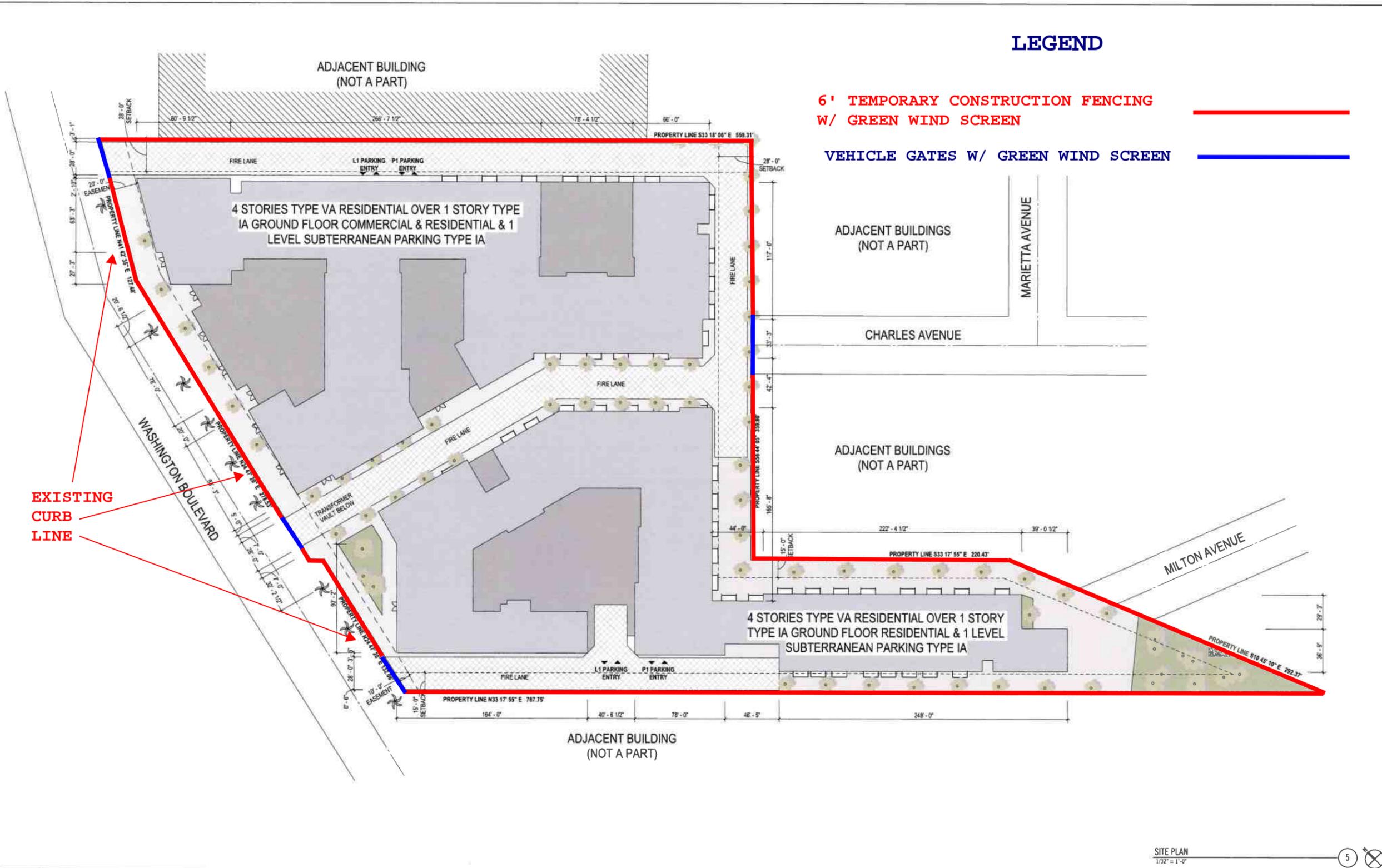
**PRELIMINARY PROJECT  
REVIEW**

AS SHOWN  
2023-021.00  
DATE  
10.05.2023  
REVISED

SHEET NOTES	LEGEND
A. ALL DIMENSIONS ARE TO FOS OR FOM UNO.	LANDSCAPE
B. SEE SHEETS G040-G042 FOR TYPICAL ACCESSIBILITY REQUIREMENTS.	GROUND FLOOR FOOTPRINT
C. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.	UPPER LEVEL FOOTPRINT
D. PROVIDE EXPANSION JOINTS AT ALL POINTS OF CONTACT BETWEEN SLAB AND VERTICAL SURFACES.	ADJACENT BUILDING (NOT A PART)
E. CONTROL JOINTS OR CONSTRUCTION JOINTS SHALL DIVIDE THE SLAB ON GRADE INTO SECTIONS WITH AREAS NOT EXCEEDING 400SF (20' X 20') WITHOUT RE-ENTRANT CORNERS AND LENGTH TO WIDTH RATIO NOT EXCEEDING 1 1/2:1. ADDITIONAL CONTROL OR CONSTRUCTION JOINTS SHALL BE PLACED AT RE-ENTRANT CORNERS.	FIRE LANE (28'-0" WIDE)

SHEET TITLE  
**SITE PLAN**

SHEET NUMBER  
**A000**



**CONSTRUCTION SITE FENCING PLAN**

**EXHIBIT A**

SHEET NOTES	LEGEND
A. ALL DIMENSIONS ARE TO FOS OR FOM UNO.	LANDSCAPE
B. SEE SHEETS G040-G042 FOR TYPICAL ACCESSIBILITY REQUIREMENTS.	GROUND FLOOR FOOTPRINT
C. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.	UPPER LEVEL FOOTPRINT
D. PROVIDE EXPANSION JOINTS AT ALL POINTS OF CONTACT BETWEEN SLAB AND VERTICAL SURFACES.	ADJACENT BUILDING (NOT A PART)
E. CONTROL JOINTS OR CONSTRUCTION JOINTS SHALL DIVIDE THE SLAB ON GRADE INTO SECTIONS WITH AREAS NOT EXCEEDING 400SF (20' X 20') WITHOUT RE-ENTRANT CORNERS AND LENGTH TO WIDTH RATIO NOT EXCEEDING 1 1/2:1. ADDITIONAL CONTROL OR CONSTRUCTION JOINTS SHALL BE PLACED AT RE-ENTRANT CORNERS.	FIRE LANE (28'-0" WIDE)

**PEDESTRAIN PRE-CONSTRUCTION EXHIBIT B**

**LEGEND**

**PEDESTRIAN ROUTE PRE-CONSTRUCTION**



**PROJECT AREA**



**PROJECT AREA**



# PEDESTRAIN DETOUR EXHIBIT B-1

## LEGEND

SIDEWALK CLOSED 

RE-ROUTED PEDESTRIAN WALKWAY 

EXISTING CROSS WALK W/SIGNAL 

PROJECT AREA 

10860 Washington Blvd  
**PROJECT AREA**

Google Earth

Image Landsat / Copernicus



500 ft



3573 HAYDEN AVENUE  
CULVER CITY, CA 90232  
310.399.7975  
KFALOSANGELES.COM

HPP 10950 WASHINGTON BLVD  
10950 WASHINGTON BLVD  
CULVER CITY, CA 90232

HUDSON PACIFIC  
PROPERTIES  
11601 WILSHIRE BLVD 9TH  
FLR  
LOS ANGELES, CA 90025

PRELIMINARY PROJECT  
REVIEW  
AS SHOWN  
2023-021.00  
DATE  
10.05.2023  
REVISED

SHEET TITLE  
SITE PLAN

SHEET NUMBER  
A000

### LEGEND

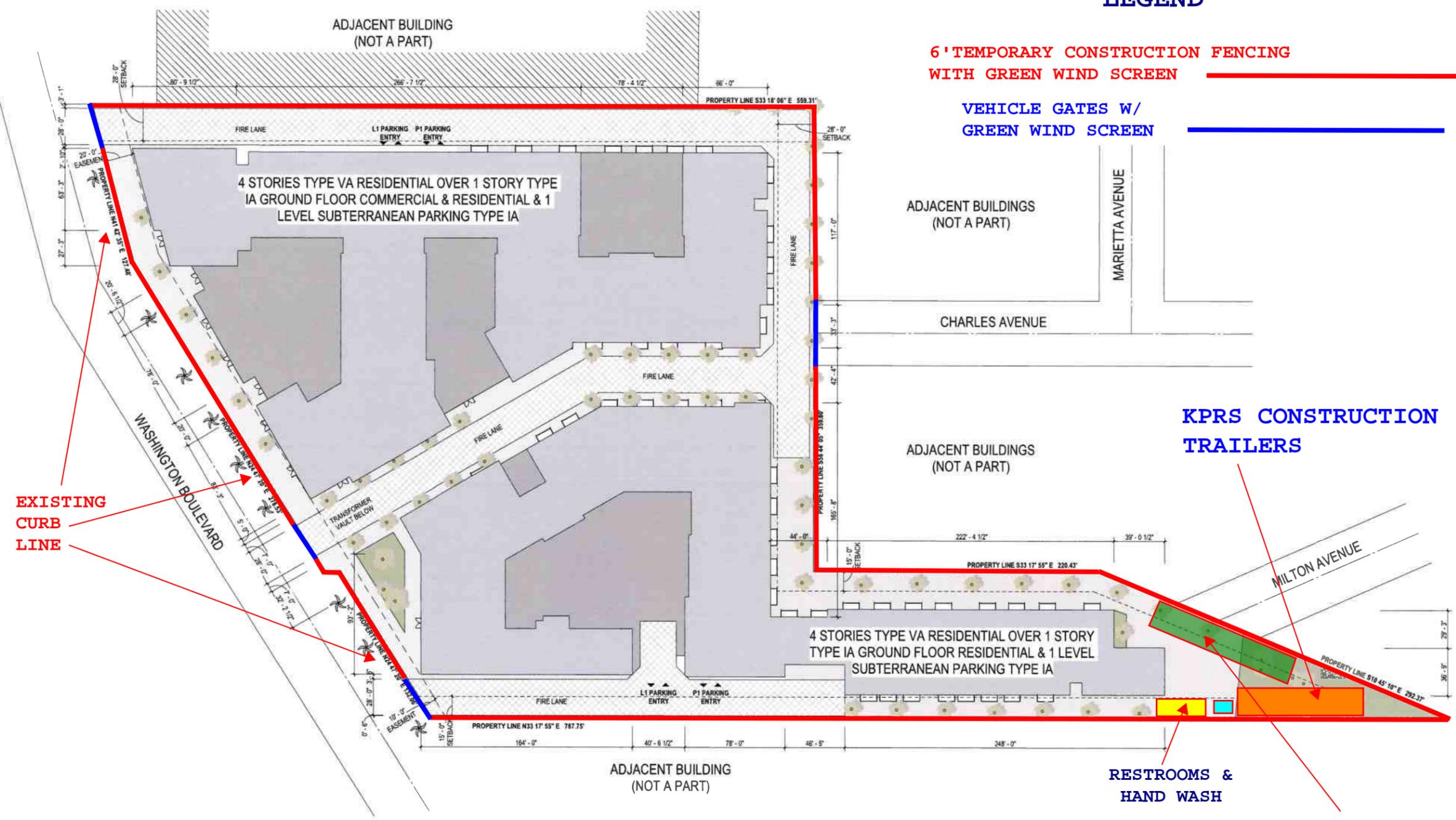
6' TEMPORARY CONSTRUCTION FENCING WITH GREEN WIND SCREEN

VEHICLE GATES W/ GREEN WIND SCREEN

KPRS CONSTRUCTION TRAILERS

RESTROOMS & HAND WASH

SUBCONTRACTORS TRAILERS



EXISTING CURB LINE

## CONSTRUCTION SITE LOGISTICS PLAN DEMOLITION / GRADING

### EXHIBIT C

#### SHEET NOTES

- A. ALL DIMENSIONS ARE TO FOS OR FOM UNO.
- B. SEE SHEETS G040-G042 FOR TYPICAL ACCESSIBILITY REQUIREMENTS.
- C. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.
- D. PROVIDE EXPANSION JOINTS AT ALL POINTS OF CONTACT BETWEEN SLAB AND VERTICAL SURFACES.
- E. CONTROL JOINTS OR CONSTRUCTION JOINTS SHALL DIVIDE THE SLAB ON GRADE INTO SECTIONS WITH AREAS NOT EXCEEDING 400SF (20' X 20') WITHOUT RE-ENTRANT CORNERS AND LENGTH TO WIDTH RATIO NOT EXCEEDING 1 1/2:1. ADDITIONAL CONTROL OR CONSTRUCTION JOINTS SHALL BE PLACED AT RE-ENTRANT CORNERS.

#### LEGEND

- LANDSCAPE
- GROUND FLOOR FOOTPRINT
- UPPER LEVEL FOOTPRINT
- ADJACENT BUILDING (NOT A PART)
- FIRE LANE (28'-0" WIDE)

SITE PLAN  
1/32" = 1'-0" (5)



3573 HAYDEN AVENUE  
CULVER CITY, CA 90232  
310.390.7975  
KFA@KANGEL.COM

HPP 10950 WASHINGTON BLVD  
10950 WASHINGTON BLVD  
CULVER CITY, CA 90232

HUDSON PACIFIC  
PROPERTIES  
11601 WILSHIRE BLVD 9TH  
FLR  
LOS ANGELES, CA 90025

PRELIMINARY PROJECT  
REVIEW  
AS SHOWN  
2023-021.00  
DATE  
10.05.2023  
REVISED

### LEGEND

6' TEMPORARY CONSTRUCTION FENCING WITH GREEN WIND SCREEN

VEHICLE GATES W/ GREEN WIND SCREEN

KPRS CONSTRUCTION TRAILERS

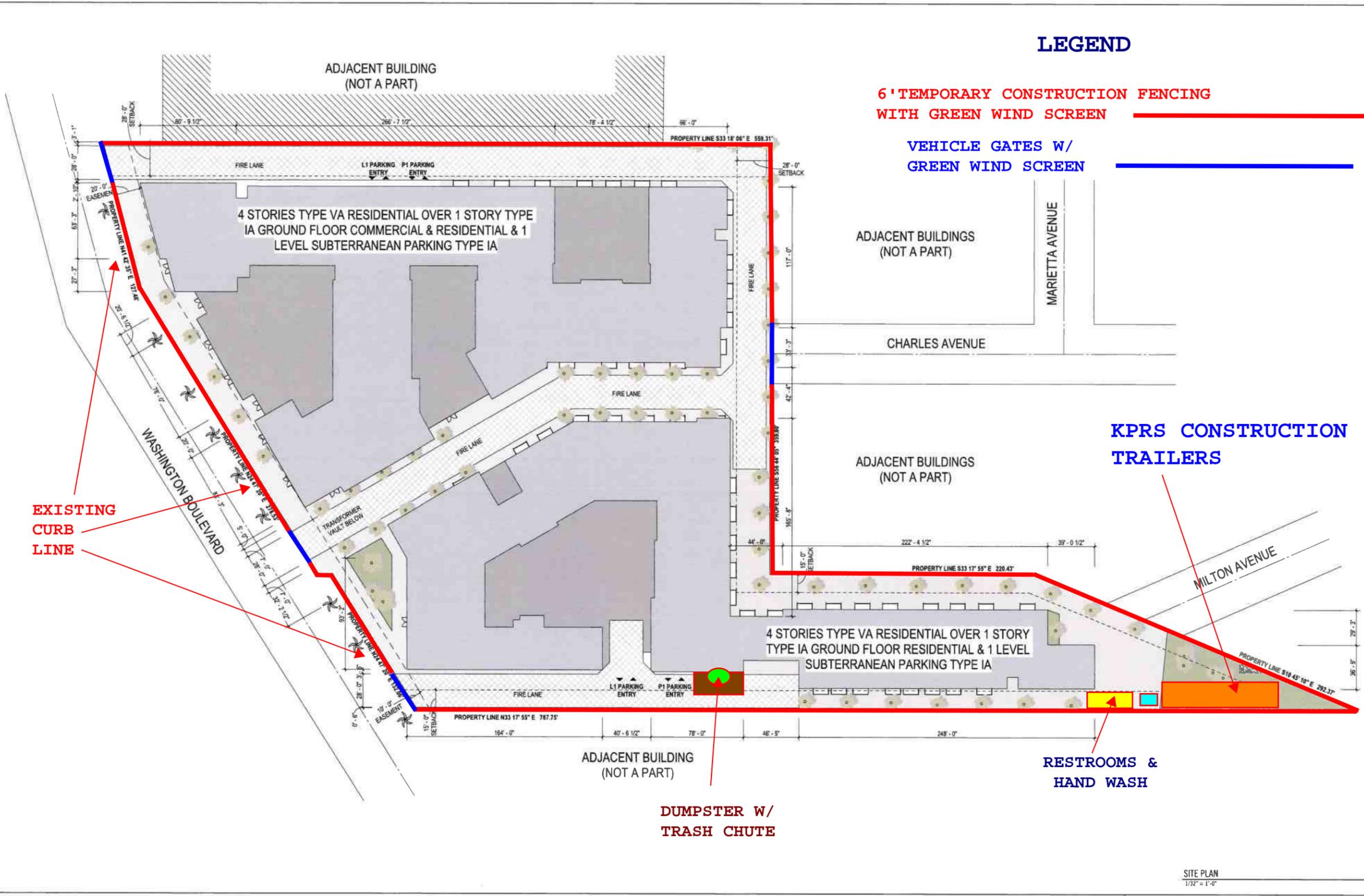
RESTROOMS & HAND WASH

DUMPSTER W/ TRASH CHUTE

EXISTING CURB LINE

## CONSTRUCTION SITE LOGISTICS PLAN - SHORING

### EXHIBIT D



SHEET NOTES	LEGEND
A. ALL DIMENSIONS ARE TO FOS OR FOM UNO.	LANDSCAPE
B. SEE SHEETS G040-G042 FOR TYPICAL ACCESSIBILITY REQUIREMENTS.	GROUND FLOOR FOOTPRINT
C. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.	UPPER LEVEL FOOTPRINT
D. PROVIDE EXPANSION JOINTS AT ALL POINTS OF CONTACT BETWEEN SLAB AND VERTICAL SURFACES.	ADJACENT BUILDING (NOT A PART)
E. CONTROL JOINTS OR CONSTRUCTION JOINTS SHALL DIVIDE THE SLAB ON GRADE INTO SECTIONS WITH AREAS NOT EXCEEDING 400SF (20' X 20') WITHOUT RE-ENTRANT CORNERS AND LENGTH TO WIDTH RATIO NOT EXCEEDING 1 1/2:1. ADDITIONAL CONTROL OR CONSTRUCTION JOINTS SHALL BE PLACED AT RE-ENTRANT CORNERS.	FIRE LANE (28'-0" WIDE)

SITE PLAN

A000



3573 HAYDEN AVENUE  
CULVER CITY, CA 90232  
310.398.7875  
KFA@KANGELLES.COM

**HPP 10950 WASHINGTON BLVD**  
10950 WASHINGTON BLVD  
CULVER CITY, CA 90232

HUDSON PACIFIC  
PROPERTIES  
11601 WILSHIRE BLVD 9TH  
FLR  
LOS ANGELES, CA 90025

PRELIMINARY PROJECT  
REVIEW  
AS SHOWN  
2023-021.00  
DATE  
10.05.2023

SITE PLAN

A000

### LEGEND

- 6' TEMPORARY CONSTRUCTION FENCING WITH GREEN WIND SCREEN
- VEHICLE GATES W/ GREEN WIND SCREEN
- MOBILE CONSTRUCTION FRNCING AT THIS LOCATIONS FOR CLOSURES
- CONCRETE PUMP LOCATIONS

KPRS CONSTRUCTION TRAILERS

SUBCONTRACTORS TRAILERS

REST ROOMS & HAND WASH

REST ROOMS & HAND WASH

DUMPSTER W/ TRASH CHUTE

DUMPSTER W/ TRASH CHUTE

CONSTRUCTION TOWER CRANE

CURB LINE

CONCRETE PUMPS WITH ONE OR TWO LANES REQUIRED AS A PERIODIC CLOSURE FOR PARKING

## CONSTRUCTION SITE LOGISTICS PLAN TOWER CRANE AND CONCRETE PUMPS

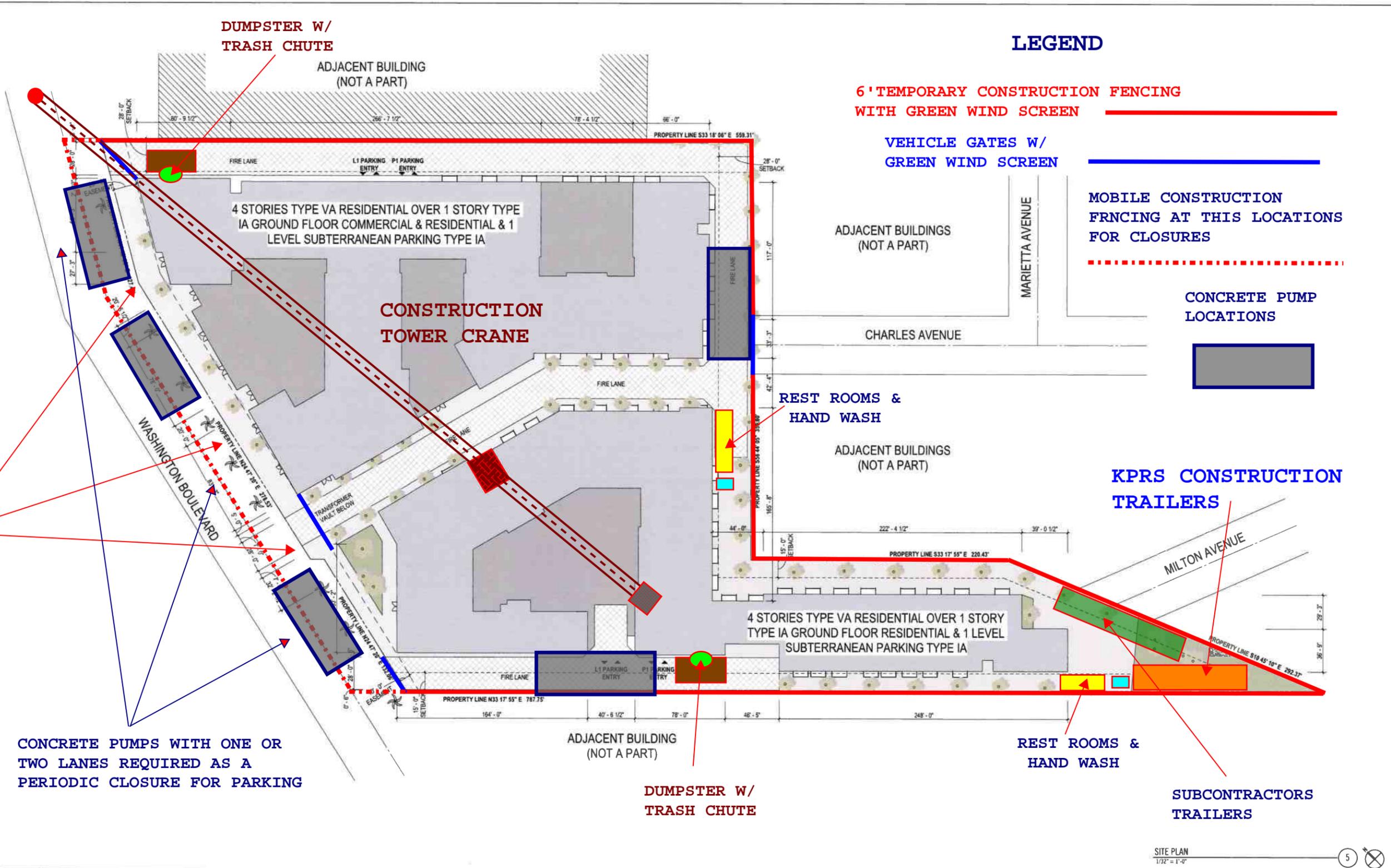
### EXHIBIT E

#### SHEET NOTES

- ALL DIMENSIONS ARE TO FOS OR FOM UNO.
- SEE SHEETS G040-G042 FOR TYPICAL ACCESSIBILITY REQUIREMENTS.
- ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.
- PROVIDE EXPANSION JOINTS AT ALL POINTS OF CONTACT BETWEEN SLAB AND VERTICAL SURFACES.
- CONTROL JOINTS OR CONSTRUCTION JOINTS SHALL DIVIDE THE SLAB ON GRADE INTO SECTIONS WITH AREAS NOT EXCEEDING 400SF (20' X 20') WITHOUT RE-ENTRANT CORNERS AND LENGTH TO WIDTH RATIO NOT EXCEEDING 1:1.2. ADDITIONAL CONTROL OR CONSTRUCTION JOINTS SHALL BE PLACED AT RE-ENTRANT CORNERS.

#### LEGEND

- LANDSCAPE
- GROUND FLOOR FOOTPRINT
- UPPER LEVEL FOOTPRINT
- ADJACENT BUILDING (NOT A PART)
- FIRE LANE (28'-0" WIDE)



SITE PLAN  
1/32" = 1'-0"  
5

CONSTRUCTION PERSONNEL HOIST #1

DUMPSTER W/ TRASH CHUTE

LEGEND

6' TEMPORARY CONSTRUCTION FENCING WITH GREEN WIND SCREEN

VEHICLE GATES W/ GREEN WIND SCREEN

LUMBER STORAGE

MOBILE CONSTRUCTION FRNCING AT THIS LOCATION FOR CLOSURES

KPRS CONSTRUCTION TRAILERS

REST ROOMS & HAND WASH

PARKING LANE CLOSED

TRASH AREA

CONSTRUCTION TOWER CRANE

REST ROOMS & HAND WASH

DUMPSTER W/ TRASH CHUTE

CONSTRUCTION PERSONNEL HOIST #2

SUBCONTRACTORS TRAILERS

CONSTRUCTION SITE LOGISTICS PLAN-FRAMING

EXHIBIT F



3573 HAYDEN AVENUE  
CULVER CITY, CA 90232  
310.399.7975  
KFA@KFAANGELES.COM

HPP 10950 WASHINGTON BLVD  
10950 WASHINGTON BLVD  
CULVER CITY, CA 90232

HUDSON PACIFIC  
PROPERTIES  
11601 WILSHIRE BLVD 9TH  
FLR  
LOS ANGELES, CA 90025

PRELIMINARY PROJECT  
REVIEW  
AS SHOWN  
2023-021.00  
DATE  
10.05.2023

SITE PLAN  
1/32" = 1'-0"

5

SHEET NOTES

- A. ALL DIMENSIONS ARE TO FOS OR FOM UNO.
- B. SEE SHEETS G040-G042 FOR TYPICAL ACCESSIBILITY REQUIREMENTS.
- C. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.
- D. PROVIDE EXPANSION JOINTS AT ALL POINTS OF CONTACT BETWEEN SLAB AND VERTICAL SURFACES.
- E. CONTROL JOINTS OR CONSTRUCTION JOINTS SHALL DIVIDE THE SLAB ON GRADE INTO SECTIONS WITH AREAS NOT EXCEEDING 400SF (20' X 20') WITHOUT RE-ENTRANT CORNERS AND LENGTH TO WIDTH RATIO NOT EXCEEDING 1:1.2. ADDITIONAL CONTROL OR CONSTRUCTION JOINTS SHALL BE PLACED AT RE-ENTRANT CORNERS.

LEGEND

- LANDSCAPE
- GROUND FLOOR FOOTPRINT
- UPPER LEVEL FOOTPRINT
- ADJACENT BUILDING (NOT A PART)
- FIRE LANE (28'-0" WIDE)

SITE PLAN

A000

City of

# Culver CITY

## TRUCK ROUTE MAP

7.02.210 TRUCK ROUTES DESIGNATED

Any commercial vehicle, the laden or unladen weight of which exceeds six thousand (6000) pounds, shall use the following streets designated as truck routes:

- (A) Centinela Ave
- (B) Culver Blvd from Sepulveda Blvd to west City limit near Sawtelle Blvd
- (C) Higuera St between Hayden Ave/PI and Jefferson Blvd
- (D) Jefferson Blvd
- (E) La Cienega Blvd
- (F) National Blvd
- (G) Sawtelle Blvd between Culver/Washington off-ramp of the San Diego Fwy and Braddock Dr
- (H) Sawtelle Blvd between Matteson Ave and Venice Blvd
- (I) Adams Blvd between Washington Blvd and Fairfax Ave
- (J) Sepulveda Blvd
- (K) Slauson Ave from Jefferson Blvd to east City limit
- (L) Venice Blvd
- (M) Washington Blvd from La Cienega Blvd to east City limit at Fairfax Ave
- (N) West side of Fairfax Ave from La Cienega Blvd to north City limit

**CUVER CITY  
TRUCK ROUTE MAP  
DEMO / GRADING  
MATERIAL DELIVERY  
EXHIBIT G**

**10950 WASHINGTON BLVD  
CULVER CITY CA. 90232  
CONSTRUCTION SITE**

0 1,375 2,750 5,500 Feet

**excellence  
PUBLIC WORKS**

**CITY OF CULVER CITY  
GIS**

**CITY OF CULVER CITY**

GEOGRAPHIC INFORMATION SYSTEMS  
INFORMATION TECHNOLOGY DEPARTMENT  
9770 CULVER BLVD  
CULVER CITY, CA 90232  
TEL: 310-253-6950  
MAY 20, 2007



3573 HAYDEN AVENUE  
CULVER CITY, CA 90232  
310.399.7975  
KFA@KFAENGINEERS.COM

HPP 10950 WASHINGTON BLVD  
10950 WASHINGTON BLVD  
CULVER CITY, CA 90232

HUDSON PACIFIC  
PROPERTIES  
11601 WILSHIRE BLVD 9TH  
FLR  
LOS ANGELES, CA 90025

PRELIMINARY PROJECT  
REVIEW  
AS SHOWN  
2023-021.00  
DATE  
10.05.2023  
REVISED

SHEET TITLE  
SITE PLAN

SHEET NUMBER  
A000

CONSTRUCTION PERSONNEL HOIST #1

DUMPSTER W/  
TRASH CHUTE

LEGEND

6' TEMPORARY CONSTRUCTION FENCING  
WITH GREEN WIND SCREEN

VEHICLE GATES W/  
GREEN WIND SCREEN

CONSTRUCTION  
TOWER CRANE

KPRS CONSTRUCTION  
TRAILERS

EXISTING  
CURB  
LINE

REST ROOMS &  
HAND WASH

REST ROOMS &  
HAND WASH

CONSTRUCTION PERSONNEL HOIST #2

SUBCONTRACTORS  
TRAILERS

# CONSTRUCTION SITE LOGISTICS PLAN POST FRAMING / FINISHES

## EXHIBIT H

SITE PLAN  
1/32" = 1'-0"

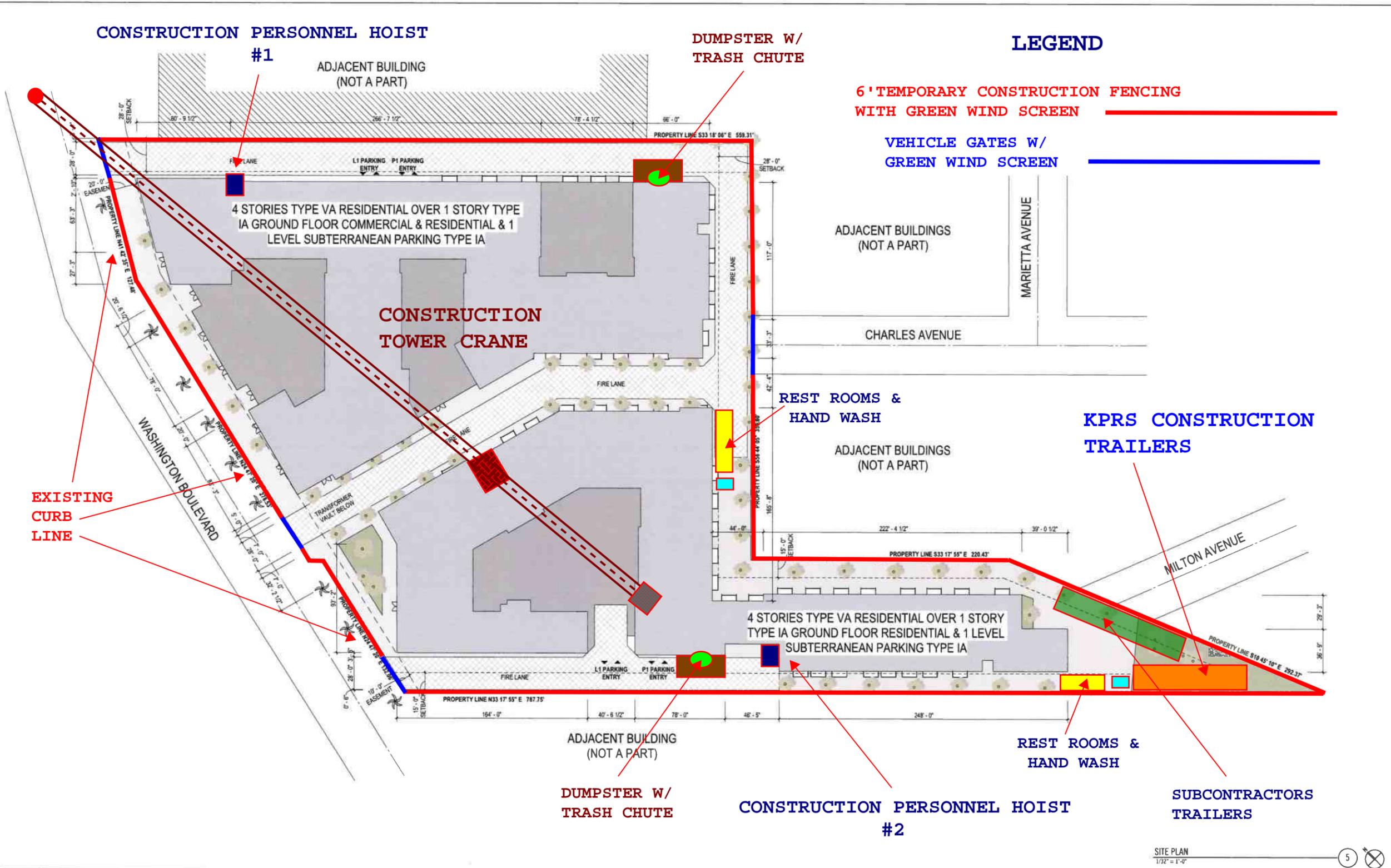
5

### SHEET NOTES

- A. ALL DIMENSIONS ARE TO FOS OR FOM UNO.
- B. SEE SHEETS G040-G042 FOR TYPICAL ACCESSIBILITY REQUIREMENTS.
- C. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.
- D. PROVIDE EXPANSION JOINTS AT ALL POINTS OF CONTACT BETWEEN SLAB AND VERTICAL SURFACES.
- E. CONTROL JOINTS OR CONSTRUCTION JOINTS SHALL DIVIDE THE SLAB ON GRADE INTO SECTIONS WITH AREAS NOT EXCEEDING 400SF (20' X 20') WITHOUT RE-ENTRANT CORNERS AND LENGTH TO WIDTH RATIO NOT EXCEEDING 1:1.2. ADDITIONAL CONTROL OR CONSTRUCTION JOINTS SHALL BE PLACED AT RE-ENTRANT CORNERS.

### LEGEND

- LANDSCAPE
- GROUND FLOOR FOOTPRINT
- UPPER LEVEL FOOTPRINT
- ADJACENT BUILDING (NOT A PART)
- FIRE LANE (28'-0" WIDE)



## Technical Data - Scando 650 FC32/39I



### GENERAL DATA

Installation country	USA
Regulation	ANSI A10.4
Hoist config no	C52 - Long car with two vertical gates
Drive unit	3-motor FC Capacity 7100 lbs.177 fpm
Other possible configurations	See general technical data sheet

### PERFORMANCE

Payload capacity	7100 lbs
Max. lifting height (higher on req.)	655 ft 10.91"
No of persons	35
No of buffers/hoist	3 pcs
Safety device	9099255-SUB (HS)
Safety device SUB no	1212

### CAR DIMENSIONS

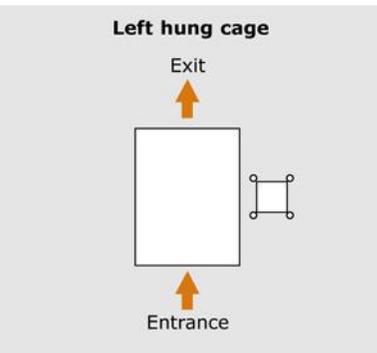
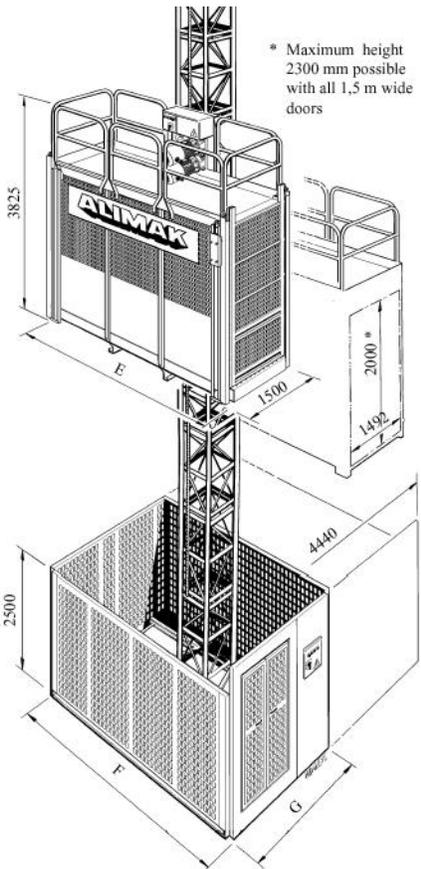
Internal width	4 ft 11.03"
Internal length	12 ft 9.48"
External length	13 ft 2.2"
Internal height	7 ft 6.51"
Door opening height	6 ft 6.7"
Min shaft width	8 ft 6.32"
Min shaft length	13 ft 10.07"

### ELECTRICAL DATA

Voltage supply	480 V
Frequency	60 Hz
Power supply fuses	100 A
Power consumption	56 / 65 kVA
Starting current	77 / 90 A
Hoist voltage	480 V
Motor power	3x11 kW
Cable guiding system	Cable trolley, sep ctrl cable (double wheels)

### TRANSPORT DIMENSIONS AND WEIGHTS

Car weight (incl drive unit, excl cable)	5300 lbs
Drive unit weight	1900 lbs
Base unit weight (singel)	7800 lbs
Mast section weight, one rack	260 lbs
Mast section weight, two racks	294 lbs
Mast section length	4 ft 11.34"
Base unit length	14 ft 5.16"
Base unit width	8 ft 4.35"
Base unit height (excl machinery)	10 ft 1.99"
Mast length for hoist	11 ft 2.59"



## Foundation

The hoist can be installed on a gravel bed, a concrete slab or in some cases a foundation pit is required.

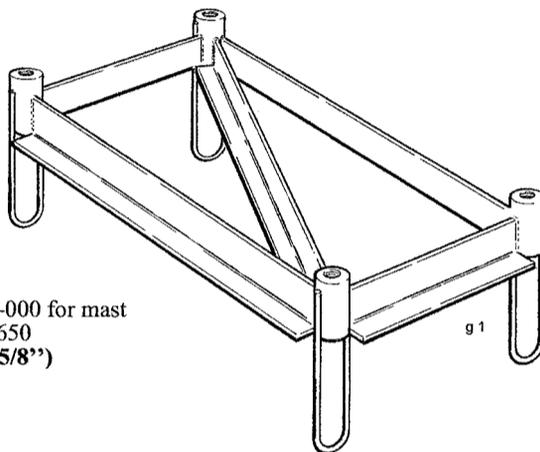
What way to go depends on the circumstances and the National hoist regulations.

### Concrete slab

A concrete slab is to be made according to the following instructions, and according to the actual model of hoist.

It is important that the mounting holes of the foundation frame are brought in level with the completed concrete surface, and that the concrete is vibrated thoroughly – especially around the foundation frame.

*It is also important that the finished surface is plane and horizontal.*

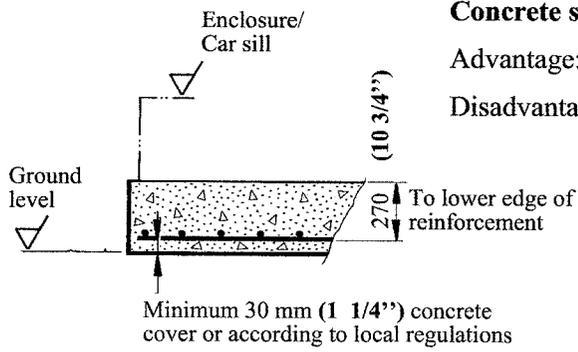


Foundation frame:

- part no. 9025 751-000 for mast section c/c 650 x 650 (2'-1 5/8" x 2'-1 5/8")

The foundation may be made in any of the following ways, depending upon the finished concrete level compared with the ground level.

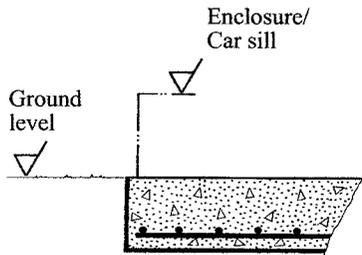
# G<sub>2</sub>



## Concrete slab on the ground

Advantage: No drain required.

Disadvantage: High sill.

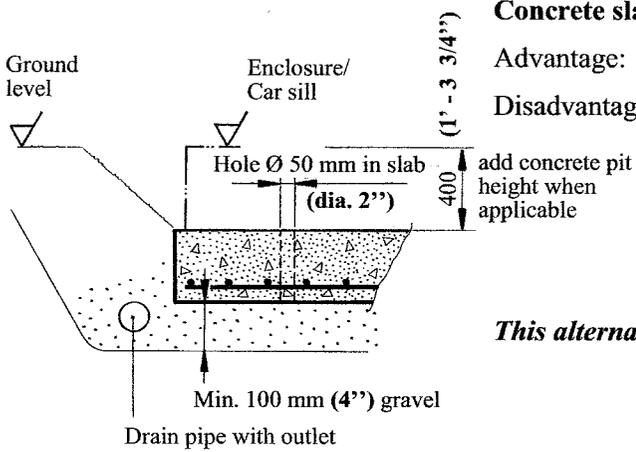


## Concrete slab level with the ground

Advantage: No drain required.

Disadvantage: Sill.

A concrete slab level with the ground is the most common type of foundation. A ramp up to the level of the sill is usually made of fill, wood or steel.

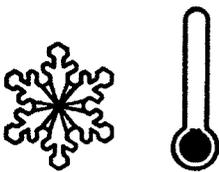


## Concrete slab below ground level

Advantage: No sill between ground level and hoist car.

Disadvantage: Corrosion if water remains on the foundation and does not drain.

*This alternative requires draining.*



**IMPORTANT:** Please note that the foundation must always be isolated, or the surrounding soil prevented from freezing, if there is a risk of frost heave.

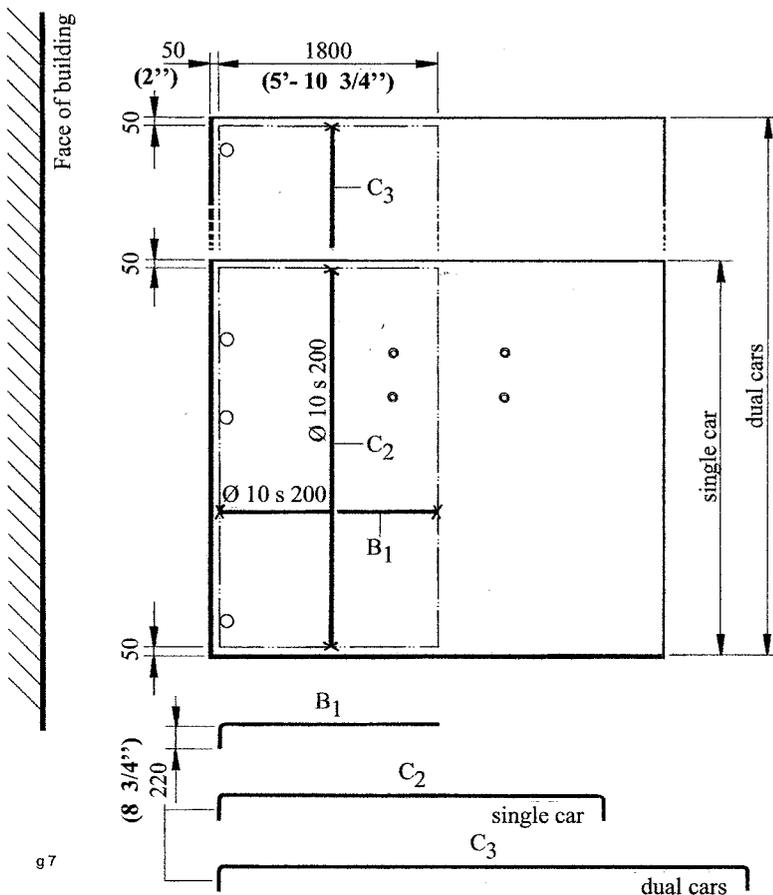
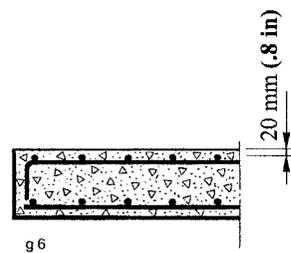
**Extra reinforcement of concrete slab**

**– for hoist with landing equipment on vertical pipe support**

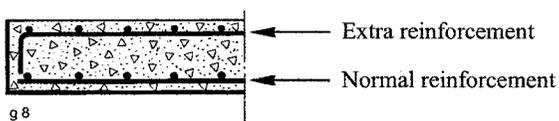
The concrete slab must have additional reinforcement in order to carry the extra load due to the vertical pipes, landing equipment and the extra load, due to the landings (people, buggies, materials, etc).

The extra reinforcement is only necessary within the areas shown in the picture below. The layer of reinforcement should be placed 20 mm (.8 in.) below the upper edge of the slab.

*Note that a concrete slab which forms part of a foundation pit does not require this extra reinforcement.*



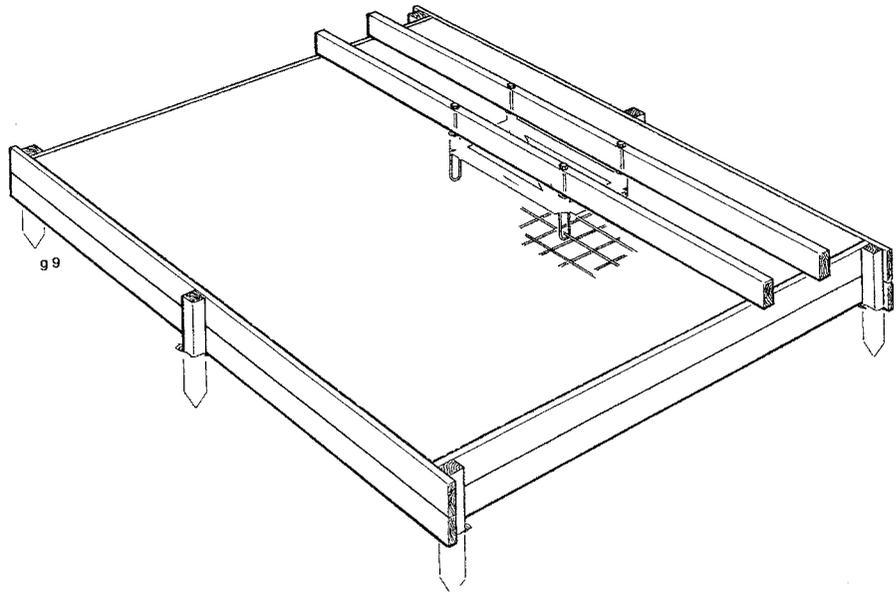
**Cross-section of concrete slab**



# G 4

## Formwork and fixing of foundation frame

This is done by means of crossbeams, to which the foundation frame is fastened with bolts.



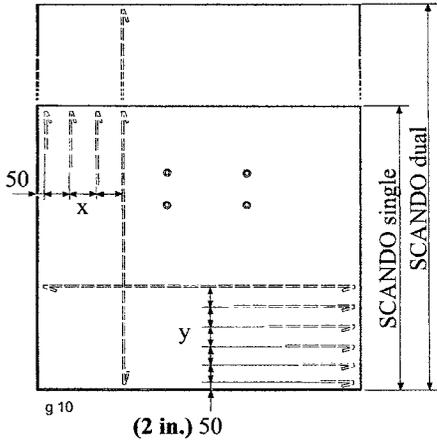
### Conversion table:

Ø 10 mm ≈ dia. 3/8 in.  
Ø 16 mm ≈ dia. 5/8 in.

s 140 mm ≈ 5 1/2 in.  
s 170 mm ≈ 6 1/2 in.  
s 180 mm ≈ 7 in.  
s 190 mm ≈ 7 1/2 in.  
s 200 mm ≈ 8 in.  
s 210 mm ≈ 8 1/2 in.  
s 220 mm ≈ 8 5/8 in.  
s 230 mm ≈ 9 in.  
s 250 mm ≈ 10 in.  
s 280 mm ≈ 11 in.  
s 300 mm ≈ 12 in.

## Reinforcement for concrete slab

Reinforcement bar quality: minimum KS 400 (Yield strength = 390 N/mm<sup>2</sup> or 56550 psi)



Lifting height lower than	150 m (500 ft).		150 – 250 m (500 – 820 ft.)	
	Reinforcement x	Reinforcement y	Reinforcement x	Reinforcement y
<b>Car dimension meter</b>				
<b>Single car</b>				
1.5 x 3.2	Ø10 s 300	Ø16 s 300	Ø10 s 230	Ø16 s 210
1.5 x 3.9	Ø10 s 250	Ø16 s 180	Ø10 s 180	Ø16 s 140
1.5 x 4.6	Ø10 s 250	Ø16 s 180	Ø10 s 180	Ø16 s 140
<b>Dual cars</b>				
1.5 x 3.2	Ø16 s 250	Ø16 s 250	Ø16 s 180	Ø16 s 180
1.5 x 3.9	Ø16 s 300	Ø16 s 300	Ø16 s 220	Ø16 s 220
1.5 x 4.6	Ø16 s 300	Ø16 s 300	Ø16 s 220	Ø16 s 220

## Concrete quality:

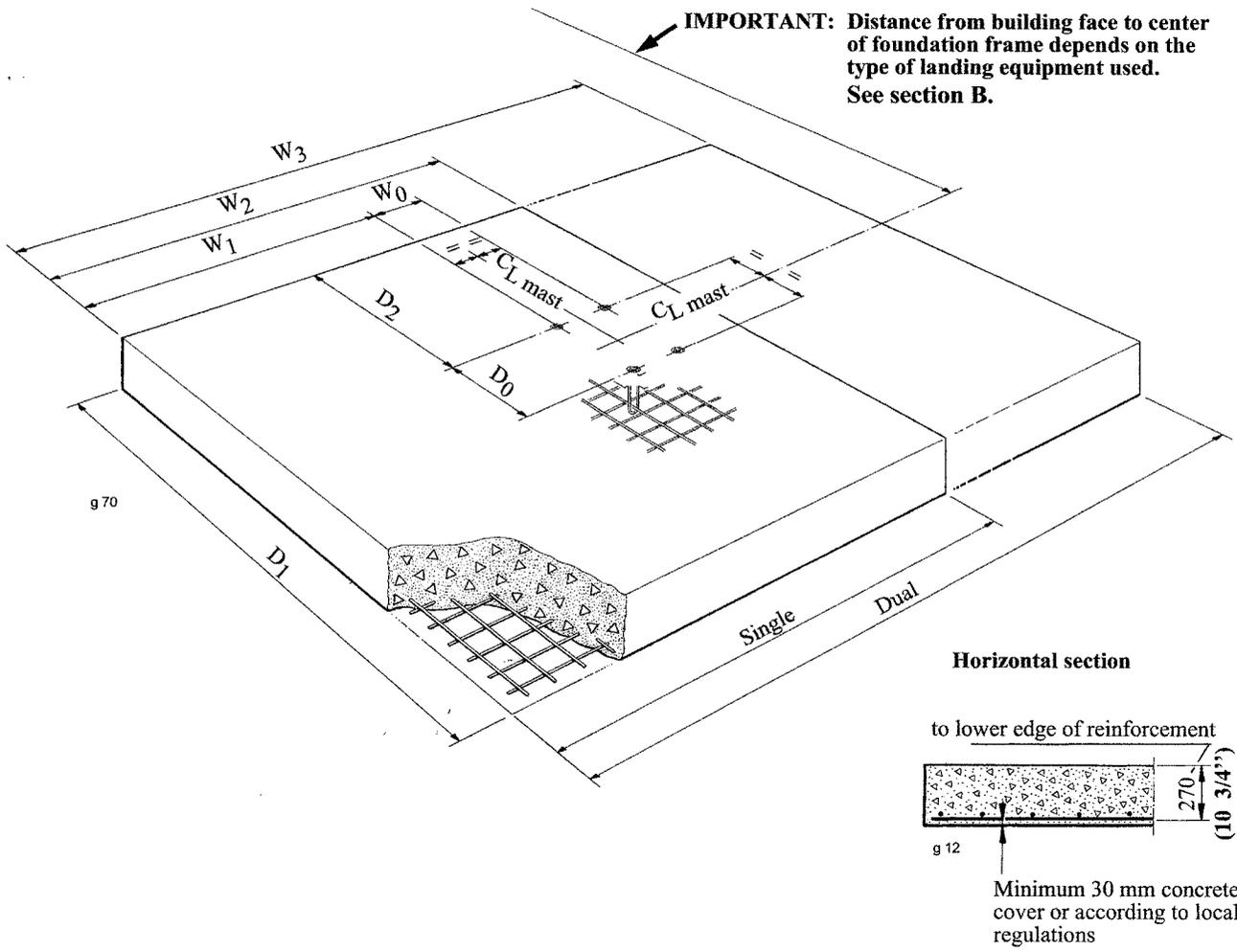
minimum K 25 (25 N/mm<sup>2</sup> or 3625 psi) at 28 days.

The concrete must reach 70% of the required compressive strength before the installation of the hoist may start.

This is usually obtained 7 days after placing the concrete.

If a shorter time is needed, higher strength concrete may be used.

**Concrete slab dimensions**



Car dimension meter	D <sub>0</sub> mm	D <sub>1</sub> mm	D <sub>2</sub> mm	W <sub>0</sub> mm	W <sub>1</sub> mm	W <sub>2</sub> mm	W <sub>3</sub> mm	Concrete volume m <sup>3</sup>
<b>Single car</b>								
1.5 x 3.2 (4'-11" x 10'-6")	960 (3'-1 3/4")	3950 (12'-11 1/2")	1495 (4'-10 3/4")	380 (1'-3")	2035 (6'-8")	2800 (9'-2 1/4")	—	3.32 (4.34 cu.yds)
1.5 x 3.9 (4'-11" x 12'-9 1/2")	960 (3'-1 3/4")	4650 (15'-3")	1845 (6'-0 3/4")	380 (1'-3")	2035 (6'-8")	2800 (9'-2 1/4")	—	3.91 (5.11 cu.yds)
1.5 x 4.6 (4'-11" x 15'-1")	960 (3'-1 3/4")	5350 (17'-6 3/4")	2195 (7'-2 1/2")	380 (1'-3")	2035 (6'-8")	2800 (9'-2 1/4")	—	4.50 (5.88 cu.yds)
<b>Dual cars</b>								
1.5 x 3.2 (4'-11" x 10'-6")	960 (3'-1 3/4")	3950 (12'-11 1/2")	1495 (4'-10 3/4")	380 (1'-3")	2035 (6'-8")	—	4530 (14'-10 1/4")	5.37 (6.83 cu.yds)
1.5 x 3.9 (4'-11" x 12'-9 1/2")	960 (3'-1 3/4")	4650 (15'-3")	1845 (6'-0 3/4")	380 (1'-3")	2035 (6'-8")	—	4530 (14'-10 1/4")	6.32 (7.02 cu.yds)
1.5 x 4.6 (4'-11" x 15'-1")	960 (3'-1 3/4")	5350 (17'-6 3/4")	2195 (7'-2 1/2")	380 (1'-3")	2035 (6'-8")	—	4530 (14'-10 1/4")	7.27 (9.51 cu.yds)

# G<sub>6</sub>

## Components for attachments of enclosure

For the attachment of the enclosure on the foundation we recommend to use expansion bolts.

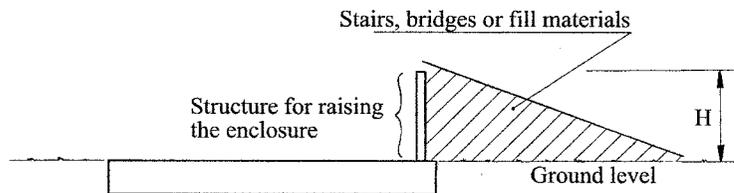
*Please note that these items are not furnished with the hoist.*

## When extra safety space is required under the hoist car at the bottom landing

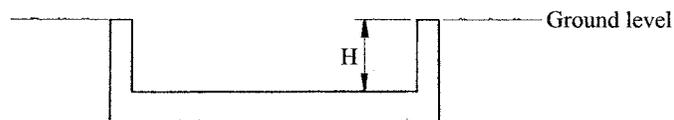
Some local hoist regulations require an extra safety space under the hoist car bottom landing. The same concrete slab as before can be used provided that the enclosure front is raised according to local hoist regulations.

See picture below.

H min. = 1060 mm (3'-5 3/4")



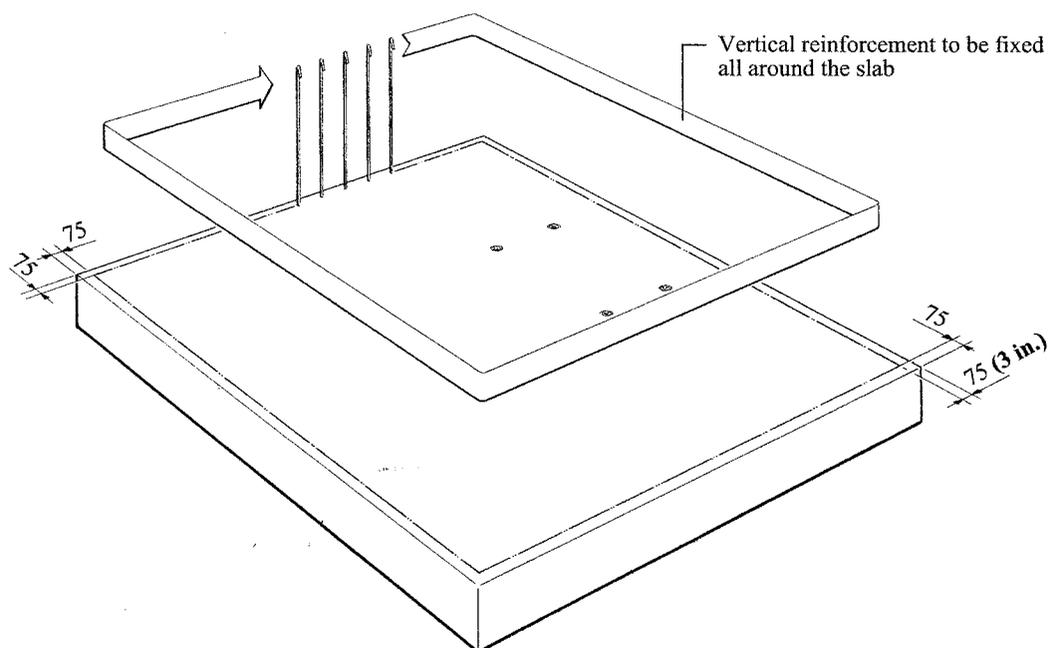
Alternatively a concrete pit can be made below ground level.



## Foundation pit

The foundation pit is made as follows:

1. Make a concrete slab with additional vertical reinforcement for the pit walls, see figure. (Identical to one for a concrete slab level with the ground and for the hoist model in question).



2. When the base slab has cured, add the horizontal reinforcement, followed by formwork and completion of the walls of the foundation pit.

### **Concrete slab without foundation frame**

In order to use a concrete slab without a foundation frame, the following requirements must be met:

- The procedures/specifications for preparing the concrete slab will be the same ones used for preparing a concrete slab with a foundation frame.
- The base frame must be attached with expansion bolts that can *each* withstand a pull-out force of at least:  
Freestanding in service = 67 kN **(15060 lbf.)**  
Freestanding during erection with load not exceeding allowable erection load = 51 kN **(11465 lbf.)**  
The expansion bolts should be mounted in the holes normally used for attaching the base frame to the foundation frame.
- Installation is prohibited when wind speeds are in excess of 15 m/sec. **(33 mph)**.
- The maximum height allowed for the first tie is 9 meters **(30 ft)** provided that the reduced allowable erection load 1160 kg **(2560 lbs.)** is not exceeded.
- The type of installation must be approved by the local governing authorities.

### **Transportable foundation**

In order to use a transportable steel foundation, the following requirements must be met:

- The steel foundation must conform to all of Alimak's specifications. (These can be ordered separately from an Alimak representative).
- The type of installation must be approved by the local governing authorities.

## Optional prefabricated sheet steel foundation

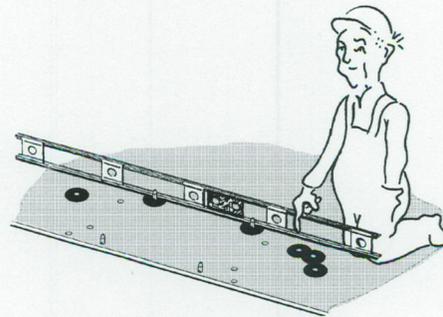
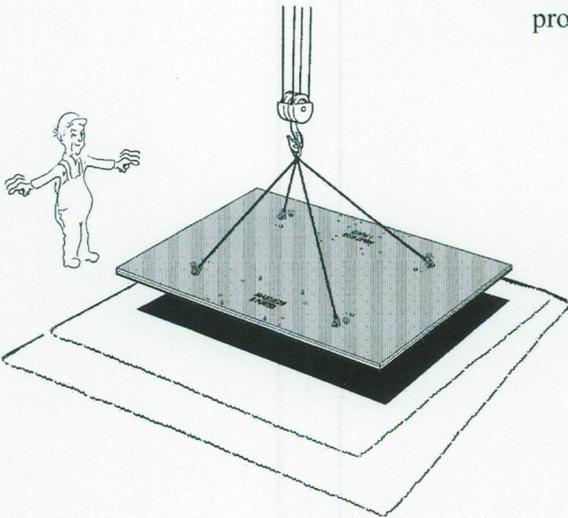
### Use of prefabricated sheet steel foundation

- Furnish a properly sized gravel bed where the base unit is to be installed.

- Level and compact the gravel bed.

The gravel bed furnished should be of sufficient depth in order to preclude washout. Consideration shall be given to installing a plastic membrane below the gravel.

- Set the sheet steel plate onto the prepared gravel bed at its proper location.



*Alimak can supply manufacturing appropriate steel sheet foundation free of charge.*

- Using a spirit level to locate the highest level guide pin.
- From the highest level guide pin use shim washers or pair of slotted shims to level remaining pins.



**Ground pressure**

Max. ground pressure under the concrete slabs is 0.15 MPa (**21.75 psi**) provided that the foundation has been reinforced and built up according to the given instructions.

Should the ground be able to stand higher pressures, it is possible to increase the load on the foundation. Please contact ALIMAK for information.

Examples of acceptable ground pressure according to SBN 1975 (Swedish Building Norms):

Moraine = 0.4 – 1.0 MPa (**58 – 145 psi**)

Fine sand = 0.2 MPa (**29 psi**)

**The ground pressure due to the installation is calculated according to the following formula:**

$P_V$  is the sum of the static and the dynamic load and the dead weight of foundation in kN. Estimate approx. 24 kN/m<sup>3</sup> for concrete.

See "Concrete slab dimensions" for D, W and concrete volume.

D x W is the concrete slab surface in m<sup>2</sup>.

$\sigma_{\text{ground}}$  = ground pressure (MPa)

**Single car hoist**

$$\text{without pipe support : } \sigma_{\text{ground}} = \frac{2.3 \times P_V}{D_1 \times W_2 \times 1000} \quad (\text{MPa})$$

$$\text{with pipe support : } \sigma_{\text{ground}} = \frac{3.5 \times P_V}{D_1 \times W_2 \times 1000} \quad (\text{MPa})$$

**Dual car hoist**

$$\text{without pipe support : } \sigma_{\text{ground}} = \frac{P_V}{D_1 \times W_3 \times 1000} \quad (\text{MPa})$$

$$\text{with pipe support : } \sigma_{\text{ground}} = \frac{1.6 \times P_V}{D_1 \times W_3 \times 1000} \quad (\text{MPa})$$

(MPa x 145 = psi)

**Example:**

Calculation of ground pressure for a twin car SCANDO 650 DOL 22/32 with vertical pipe support.

Static and dynamic load = 380 kN (according to example on previous page).

Concrete slab dimension is  $D_1 \times W_3 = 3950 \times 4530$  mm or 3.95 x 4.53 meter and weight of concrete slab is  $24 \text{ kN/m}^3 \times 5.37 \text{ m}^3 = 129 \text{ kN}$ .

$$P_v = 380 + 129 \text{ kN} = 509 \text{ kN}$$

$$\sigma_{\text{ground}} = \frac{1.6 \times P_v}{D_1 \times W_3 \times 1000} \quad (\text{MPa})$$

$$\sigma_{\text{ground}} = \frac{1.6 \times 509}{3.95 \times 4.53 \times 1000} =$$

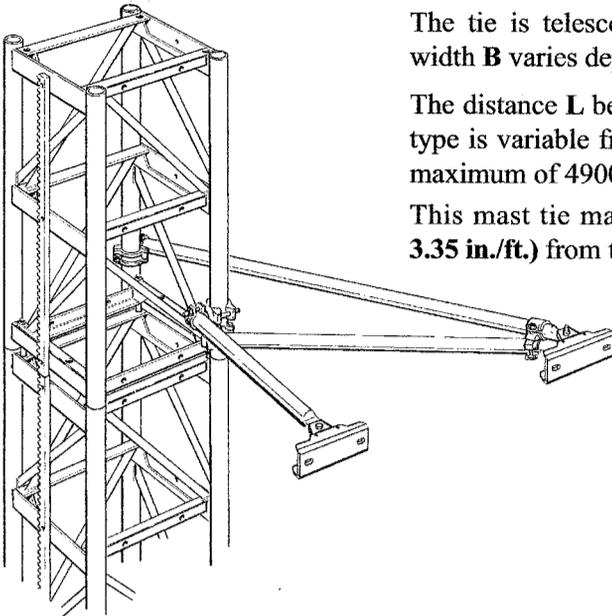
$$\sigma_{\text{ground}} = 0.045 \text{ MPa} \quad (\text{MPa} \times 145 = \mathbf{6.60 \text{ psi}})$$

**Mast tie type S1A-76 (tube dia, 76 mm or 3 in.)  
(for single car installation)**

The tie is telescopic variable in horizontal direction. The tie width **B** varies depending on the length of the tie selected.

The distance **L** between the wall and the mast center for this tie type is variable from a minimum of 1000 mm (3'- 3 1/4") to a maximum of 4900 mm (16'- 1").

This mast tie may be inclined between  $\pm 15^\circ$  (270 mm/m or 3.35 in./ft.) from the horizontal.



Wall bracket part. no. 9100631-000.

mm x 0.03937 = inches  
kN x 225 = pound force, lbf.

## METRIC

Mast tie Part No.	L <sub>min.</sub> mm	L <sub>max.</sub> * mm	B <sub>min.</sub> - B <sub>max.</sub> mm	P <sub>max</sub> In service / Out of serv.
9100635-170	min. 1000 - " -	max. 1700 - " -	500 -	72 kN
			- 850	72 kN
9100635-250	min. 1700 - " -	max. 2500 - " -	850 -	72 kN
			- 1200	72 kN
9100635-330	min. 2500 - " -	max. 3300 - " -	1250 -	72 kN
			- 1600	72 kN
9100635-410	min. 3300 - " -	max. 4100 - " -	1650 -	43 kN
			- 2000	41 kN
9100635-490	min. 4100 - " -	max. 4900 - " -	2050 -	24 kN
			- 2400	22 kN
9100635-490	min. 4100 - " -	max. 4900 - " -	2050 -	24 kN
			- 2400	22 kN
9100635-490	min. 4100 - " -	max. 4900 - " -	2450 -	13 kN
			- 2800	12 kN

**\*Note:** Wall bracket turned for installation towards face of structure will give additional 75 mm (3 in.).

## Reaction forces

Reaction forces can be calculated by using various formulas depending on the type of mast tie selected:

Values for Rx and Ry according to the following.

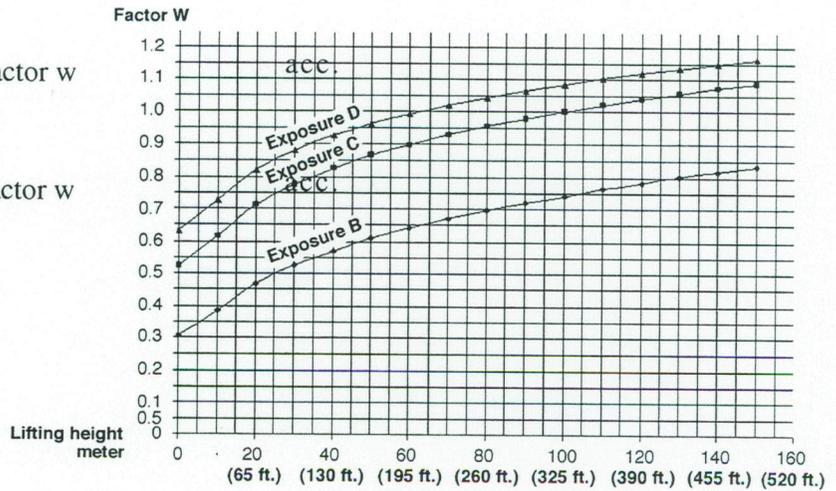
### Hoist in Service

<b>METRIC</b>											
Overhang	a	12.0 m	10.5 m	9.0 m	7.5 m	6.0 m					
Mast tie intervals	b	12.0 m	10.5 m	9.0 m	7.5 m	6.0 m					
		Rx	Ry	Rx	Ry	Rx	Ry	Rx	Ry	Rx	Ry
		kN	kN	kN	kN	kN	kN	kN	kN	kN	kN
<b>Car length 3.2 m, speed 0.7 m/s or less, payload capacity...</b>											
... up to	2600 kg	17.7	7.6	18.7	7.1	20.2	6.6	22.4	6.1	25.8	5.5
( If, a = b / 2		14.9	4.7	16.0	4.4	17.7	4.1	18.5	3.8	21.4	3.3
... between	2601 – 3200 kg	21.6	8.0	23.1	7.4	25.1	6.9	28.1	6.3	-	-
( If, a = b / 2		18.5	4.9	20.2	4.5	22.4	4.1	23.5	4.3	-	-
<b>Car length 3.9 m, speed 0.7 m/s or less, payload capacity ...</b>											
... up to	2400 kg	18.3	8.1	19.3	7.7	20.8	7.2	23.0	6.6	26.4	6.0
( If, a = b / 2		15.3	5.1	16.5	4.8	18.1	4.5	18.9	4.1	21.6	3.6
... between	2401 – 3200 kg	22.6	8.3	24.1	7.7	26.3	7.1	29.5	6.5	-	-
( If, a = b / 2		19.4	5.0	21.1	4.7	23.3	4.3	24.0	4.6	-	-
kN x 225 = pound force, lbf.											
<b>IMPERIAL</b>											
Overhang	a	40 ft.	35 ft.	30 ft.	25 ft.	20 ft.					
Mast tie intervals	b	40 ft.	35 ft.	30 ft.	25 ft.	20 ft.					
		Rx	Ry	Rx	Ry	Rx	Ry	Rx	Ry	Rx	Ry
		lbf.	lbf.	lbf.	lbf.	lbf.	lbf.	lbf.	lbf.	lbf.	lbf.
<b>Car length 10' - 6" , speed 135 fpm or less, payload capacity...</b>											
... up to	5735 lbs.	3982	1620	4207	1597	4545	1485	5040	1372	5805	1237
( If, a = b / 2		3352	1057	3600	990	3982	9225	4162	855	4815	7425
... between	5736 – 7055 lbs.	4860	1800	5197	1665	5647	1552	6322	1417	-	-
( If, a = b / 2	(5276 – 6600 lbs)	4162	1102	4545	1012	5040	922	5287	9675	-	-
<b>Car length 12' - 9" , speed 135 fpm or less, payload capacity ...</b>											
... up to	5290 lbs.	4117	1822	4342	1732	4680	1620	5175	1485	5940	1350
( If, a = b / 2		3442	1147	3712	1080	4072	945	4252	922	4860	810
... between	5291 – 7055 lbs.	5085	1867	5422	1732	5917	1597	6637	1462	-	-
( If, a = b / 2		4365	1125	4747	1057	5242	967	5400	1035	-	-

## Hoist out of Service

$R_x = R_x \text{ acc. to table below} \times \text{Factor } w$   
to diagram to the right.

$R_y = R_y \text{ acc. to table below} \times \text{Factor } w$   
to diagram to the right.



ASCE 7 - 02, Exposure B - D

### METRIC

Overhang	a	12.0 m	10.5 m	9.0 m	7.5 m	6.0 m					
Tie intervals	b	12.0 m	10.5 m	9.0 m	7.5 m	6.0 m					
		R <sub>x0</sub> kN	R <sub>y0</sub> kN								
Single car		23.6	23.6	20.6	20.6	17.7	17.7	14.7	14.7	11.8	11.8
a = b / 2 *		12.1	12.1	10.6	10.6	9.1	9.1	7.6	7.6	6.1	6.1
Dual cars		-	-	22.6	22.6	19.4	19.4	16.5	16.5	12.9	12.9
a = b / 2 *		-	-	11.6	11.6	10.0	10.0	8.6	8.6	6.6	6.6

### IMPERIAL

Overhang	a	40 ft.	35 ft.	30 ft.	25 ft.	20 ft.					
Tie intervals	b	40 ft.	35 ft.	30 ft.	25 ft.	20 ft.					
		R <sub>x0</sub> lbf.	R <sub>y0</sub> lbf.								
Single car		5310	5310	4635	4635	3982	3982	3307	3307	2655	2655
a = b / 2 *		2722	2722	2385	2385	2047	2047	1710	1710	1372	1372
Dual cars		-	-	5085	5085	4365	4365	3712	3712	2902	2902
a = b / 2 *		-	-	2610	2610	2250	2250	1935	1935	1485	1485

\* If overhang equal or less than half the tie distances the reaction forces in the remaining mast ties will ALWAYS be the same. They can never be less.

Values for distances above last mast tie larger than b / 2 can be interpolated.



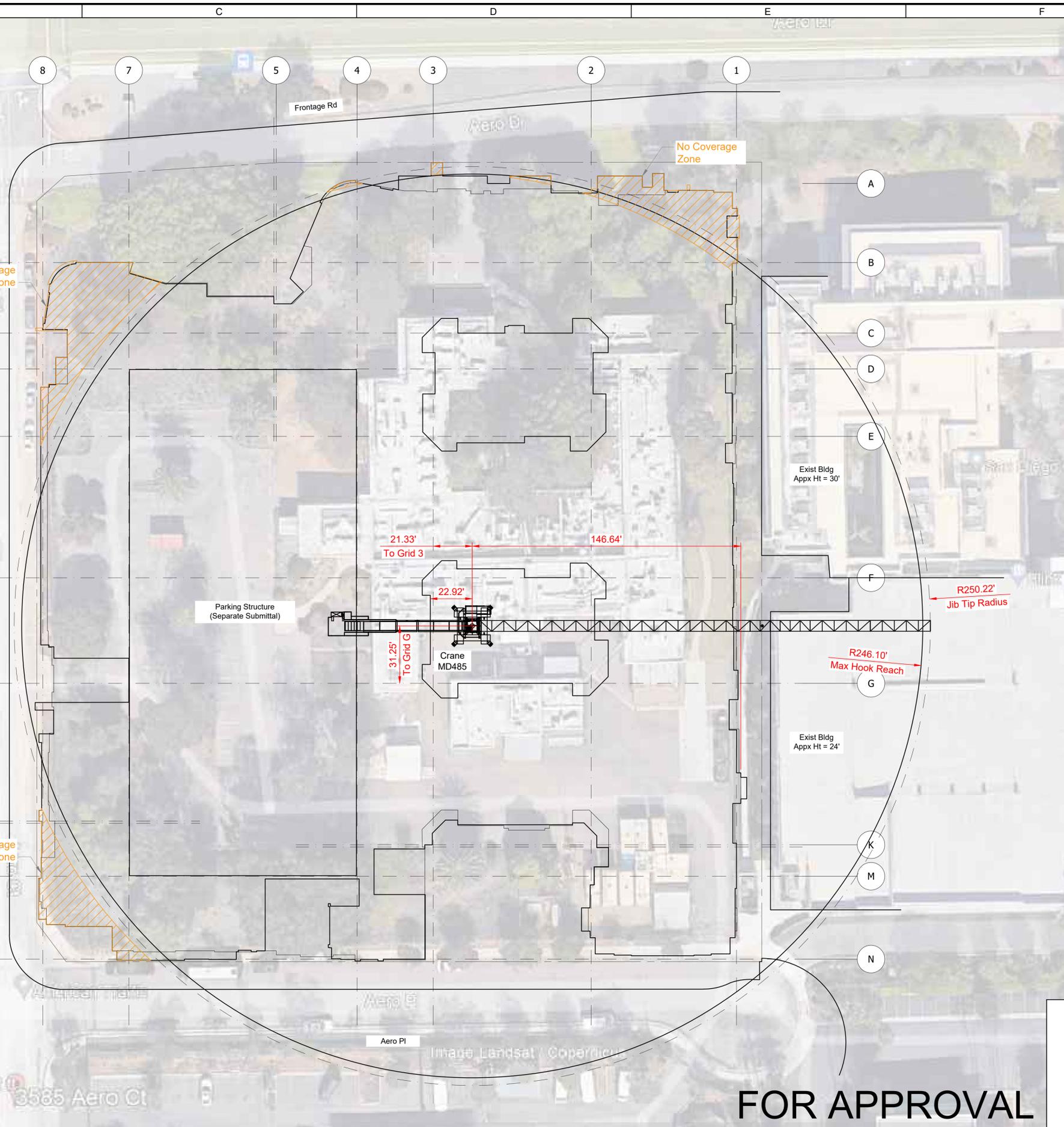




- Note:
1. The plan view was taken from a drawing prepared by AO Architects and titled "Site Plan" dated 7/8/2022.
  2. It is the contractor's responsibility to verify the location of the crane(s) and confirm the crane components do not conflict with any part of the existing or proposed structure at all elevations whether shown or not represented on this drawing prior to installing the foundation.

**MD485B.20**  
246.1' MAX. HR.

2 PART CAPACITY	
RADIUS (ft)	CAPACITY (lbs)
12.3	22,046
to	22,046
119.1	22,046
131.2	19,621
147.6	16,975
164.0	14,991
180.4	13,228
196.9	11,905
213.3	10,803
229.7	9,700
246.1	8,818



DRAWING SCALE 1"=30'



**FOR APPROVAL**



This drawing has been prepared for the sole use of Maxim Crane Works. It is loaned to the recipient for confidential use only. Reproduction or distribution shall not be performed without the express written consent of Maxim Crane Works.

Aero  
SAN DIEGO, CA  
OVERALL SITE PLAN

TRADEMARK CONSTRUCTION

REV NOTE DATE

Job #: T23-0066  
Dwn by: LR  
Chk by: --  
Sheet:

X-4.1

filename: X-4.1 OVERALL SITE PLAN.DWG plot date: 5/22/23 plot scale: 1:1 plot size: ANSI D (22.00 x 34.00 inches)



