Preliminary Construction Management Plan

Crossings Campus Project

8825 NATIONAL BLVD, CULVER CITY
&
8888 WEST VENICE BLVD, LOS ANGELES

Updated: 11/08/22

Introduction

1.0 Introduction

1.1 Purpose

This Concept Construction Management Plan (CCMP) has been documented to anticipate how the Project Management Team (PMT) shall implement and conduct its site management responsibilities during Construction of the "Crossings Campus Project" (the Project).

The aim of the CCMP is to describe the scope and anticipated scheduling of construction as a means of ensuring and facilitating an integrated and coordinated construction phase and informative framework for public education of the objectives of the Project.

This concept plan is included as part of the Crossings Campus Comprehensive Plan.

1.2 Scope

The CCMP provides a holistic approach that:

- Anticipates how the PMT will comply with requirements relating toconstruction.
- Defines the project objectives and targets related to the constructionphase.
- Describes constraints specific to the construction phase and the project in general.
- Details the proposed strategy for the construction phase, with regard to establishing resourcing, site organization and construction controls.

1.3 Program

The project consists of two buildings of creative office space to be constructed in two phases.

Phase 1 or Building 1 is in Culver City, CA and consists of four levels of office over three levels of subterranean parking. Building 1 is new construction, replacing existing warehouse buildings on the site. The new construction is Class A commercial office space. Spaces include open plan and private offices, conference rooms, barista, entrance lobby, and auxiliary spaces.

Phase 2 or Building 2 is in Los Angeles, CA and consists of five levels of office over three levels of subterranean parking. Building 2 is new construction, replacing existing warehouse buildings on the site. The new construction is Class A commercial office space. Spaces include open plan and private offices, conference rooms, cafeteria and commercial kitchen, entrance lobby, and auxiliary spaces.

1.4 Site Location

The proposed development site (see Figure 1) is located at:

8825 National Blvd, Culver City & 8888 Venice Blvd, Los Angeles and is bounded by National Blvd to the west, and Venice Blvd to north and private commercial properties to the south and east. The site is known as "Crossings Campus".

Introduction

Figure 1 – Site Location

The site area is approximately 4.46 ac and is located within Culver City's Transportation Oriented Development district near Metro's Expo Line Culver City Station.

- End of Section 1 -

2.0 Construction Management

2.1 External Considerations

The major external constraints on the project are:

- Maintaining smooth vehicular, bicycle, and pedestrian traffic flow with minimal disruptions to the surrounding streets
- Ensuring continued use of right turn to Venice from National
- Minimizing impact on neighbors
- Coordination with neighboring construction projects to minimize impacts from parallel construction processes on community

Upon commencement, our project team's anticipated tasks will be:

- Locate a project office, site accommodation and facilities
- Implement an offsite parking plan for construction workers
- 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 service the project during construction

2.2 Anticipated Approvals

A series of permits will be required for project phases including demolition, excavation, subterranean and above ground construction.

We foresee that these approvals may include contingencies requiring additional design and submittals that must be approved before work can begin. Some anticipated items requiring further approval might include, but not be limited to:

- Final Construction Management Plan
- Erosion and Sediment Control Plan
- Shoring and Excavation Plan

Before any lane closures and/or other temporary modifications to traffic are implemented, further approvals will be required from various 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 Application

2.3 Site Security

The site will be secured using appropriate fences, with access gates manned with qualified traffic control officers and surveillance cameras to monitor the site during off hours. Entry will be controlled and will be limited to approved personnel and equipment. The site will be secured after hours and patrolled by qualified security guard. All visitors to the site will be required to sign in at the site office.

2.4 Public / Worker Safety

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

An onsite certified Safety Administrator will be appointed during the early stages of the project. The administrator will conduct regular inspections of the project site and will be actively involved in ensuring compliance with Cal/OSHA and/or other safety standards, reviewing Safety Management Plans, and making recommendations regarding health and safety issues.

2.4.1 Temporary Construction Fencing

The installation of temporary fencing is anticipated as a means of ensuring the safety and wellbeing of members of the community. (Refer to Exhibits A4 and A5 for anticipated location of fencing). Fencing during construction will consist of chain link fencing with windscreen. Gates will be used on all access points onto the site. Fencing installation will be subject to city approval. Fences must be placed on property lines at all times unless approved by an encroachment permit, if placed beyond property lines.

2.4.2 Pedestrian Detours

a. Venice Blvd Sidewalks adjacent to the site will be closed during construction. Pedestrians will be rerouted to the roadway along the vehicular barrier (K-Rail) protected from traffic. Adequate signage will be provided for re-directing pedestrians. Pedestrian re-routing plan and signage plan is subject to city approval.

b. National Blvd Sidewalk will be maintained throughout the project using covered walkways. During selected construction activities, this sidewalk will be temporarily closed. These include but not limited to:
    1. Installation of Pedestrian Scaffold with Overhead Protection
    2. Demolition of Existing Building
    3. Installation of Soldier Beams
    4. Cut/removal of Soldier Beams (8’ below street level)
    5. Dirt Ramp Removal
    6. Curb & Gutter + Sidewalk Rework
    7. Exterior Overhead Structure and Finishes

2.4.3 Bicycle Lanes

Bicycle Lane along National Blvd will remain open during construction. Temporary closures will be required for B-Permit work (curb and gutter, driveway, sidewalk replacement.)

Bicycle Lane along Venice Blvd will be closed throughout construction.

2.5 Community Notification

The construction will have several distinct construction sequences that will require different material handling strategies to optimize scheduling and minimize impact to surrounding streets, neighbors, and other potential stakeholders.

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

To this end, the construction management team, in conjunction with the Applicant team, will work with pertinent stakeholders to develop an email notification list as a means of notifying said parties of potential construction impacts at least 2 days prior to commencing actions, or as deemed feasible in the event emergency work is required.

2.6 General Onsite Administration

The Project Construction Manager will maintain an office at the project site if required. The Project Construction Manager and field staff will be responsible for implementing and maintaining procedures and policies.

2.6.1 Construction Hours

- General Construction for both phases will follow the Project's allowable construction hours of:
  - *Culver City – Building 1*
    - *Monday-Friday: 8:00 a.m. through 7:00 p.m. *unless different work hours are approved in writing by the City Engineer or the City Council*
    - *Saturdays:* 9:00 a.m. through 7:00 p.m.
  - *Los Angeles – Building 2*
    - *Monday-Friday: 7:00 a.m. through 9:00 p.m.*
    - *Saturdays and Holidays: 8:00 a.m. through 6:00 p.m.*
- Hauling, Concrete Trucks, and/or Material Delivery/Removal

  Dirt hauling, ready mix trucks, and construction material deliveries or removal will occur during normal working hours noted above. Refer to exhibits A9 and A10.
- Lane Closures

  Every effort will be made to minimize the need for full lane closures. When lane closures are required, neighbors and city officials will be notified via the email notification system set up at the commencement of construction. Such event will be coordinated with neighboring construction projects.

- End of Section 2 -

3.0 Construction Methodology

3.1 Demolition and Excavation (Phase 1: 110 workdays. Phase 2: 196 workdays)

Phase 1 currently has two single story commercial buildings and surface parking. Phase 2 currently consists of existing warehouse buildings on the site.

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

Demolition is expected to take 25 workdays for phase 1 and 49 workdays for phase 2 with impact to traffic from debris hauling occurring an estimated 4 truckloads hauled each day for phase 1 and 9 truckloads hauled each day for phase 2.

Trucks will enter the site from National Blvd and move to a designated loading area where they will be loaded with material before exiting on National Blvd. (Figure 4). Where required, curb ramps will be placed at entry/exit points to mitigate damage to curbs. Flagmen will be stationed at entry and exit points to ensure safety.

However, for demolition of one-story structure located at 8771 Washington Blvd, removal of temporary dirt ramp, select concrete pours on Saturdays, and all material delivery until Tower Crane is installed and Phase 2 Laydown Area is implemented; trucks will enter the site from Washington Blvd and exit on Washington Blvd.

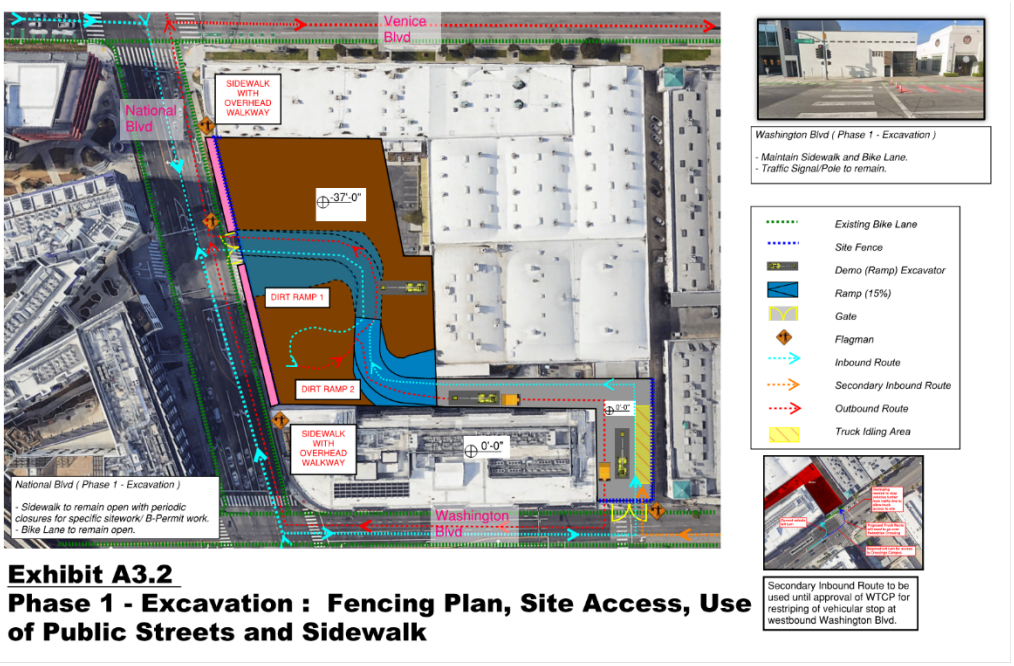


Figure 4 – Staging during Demolition

During excavation, a shoring system will be required to support the site walls. Shoring will begin with placement of soldier piles along the site's perimeter. This process is estimated to take approximately 10 days. Lagging spanning between soldier piles will be placed in coordination with the excavation of the site. Soldier piles will be drilled and vibrated into place.

The project will require the excavation of 37 FT, 5' below the matt foundation, of earth below street level. ***Dirt hauling is anticipated to occur over 85 nonconsecutive days for phase 1 and 147 nonconsecutive days for phase 2. Dirt hauling will occur Monday through Friday 7:00 a.m. through 4:00 p.m. *Pending extended construction hours request.*** Trucks will enter and exit the site from National and/or Washington Blvd (Figure 4). Where required, curb ramps will be placed at entry/exit points to mitigate damage to curbs. Flagmen will be stationed at entry and exit points to ensure safety.

3.2 Subterranean Concrete Work (Phase 1: 135 workdays. Phase 2: 280 workdays)

Based on the geotechnical report, the structure will require a mat foundation. To facilitate its and future construction, we foresee the installation of a tower crane adjacent to the building core. Reference Exhibit A8 for approximate location of tower crane.

Geotechnical report indicates ground water encountered at below grade levels. As such, dewatering of the site is required until structural concrete is topped out and/ or as recommended by Structural Engineer of Record.

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 otherwise interfere with traffic flow on National and Venice Blvd. These tasks will include but are not limited to the removal of the last of the excavation where it may otherwise be uneconomical to be done by other means and the movement of material into the excavated site for subterranean level work.

Given the size of the site and the nature of the project's program, the site will be divided into zones so that concurrent activities can occur. As excavation is completed, in-ground services will be installed followed by preparation of the ground to receive the structural mat foundation that will be cast in concrete.

Because of the desire to minimize impacts on the flow of traffic on Washington, Venice and National, we propose the use of a series of separate placing booms for the placing of concrete. These booms will be located within the project site and will mitigate the potential for traffic congestion that come with use of a truck-mounted concrete boom pump. The use of this proposed system is anticipated for all onsite concrete construction.

Following the placement of the mat foundation and its subsequent topping slab, the upper basement levels will be cast in zones, so that multiple work fronts will be created. Different formwork systems will be considered in the design of the structure to ensure the time frame can be met.

As with the mat foundation, concrete will be cast to the lower-level slabs and columns using a pump and separate placing booms to minimize the impact on traffic on the adjacent streets.

3.3 Superstructure Concrete Work (Phase 1: 86 workdays. Phase 2: 157 workdays)

The time frame required to complete the superstructure concrete portions of the project is anticipated to take approximately 86 workdays for Phase 1 and 157 for Phase 2. Included within this timeframe 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.

Construction material deliveries (ready-mix trucks) are planned to occur during working hours described in section 2.6.1 above. On select concrete pour days on Saturdays and all material delivery until Tower Crane is installed and Phase 2 Laydown Area is implemented, delivery trucks will enter and exit site staging area on Washington Blvd (Figure 6). Flagmen will be stationed at entry and exit points to ensure safety.

However, based on pour size and availability of concrete batch plant, off hour work/ extended work hours may be required.

Washington Blvd will be used primarily to deliver rebar for mat foundation, waterproofing and miscellaneous materials. Anticipated concrete pours are eight (8) days. Additionally, concrete operations that occur infrequently (28 Saturdays) beyond Sept 2023 and miscellaneous deliveries to support concrete activities.

The concrete trades will be supported by, but not limited to, a tower crane for lifting of materials and equipment, separate placing booms to place concrete, and perimeter guardrail systems to provide fall protection.

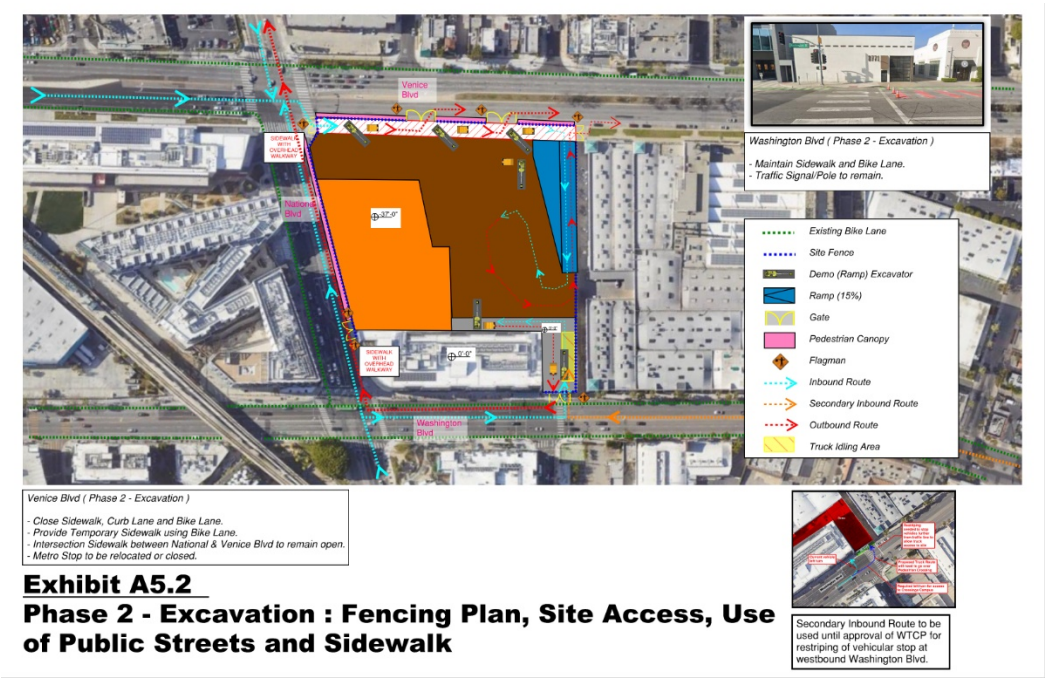


Figure 6 – Staging during Construction

3.4 Building Enclosure (Phase 1: 144 workdays. Phase 2: 240 workdays)

The glass enclosure for the office and ground level commercial spaces will be erected as soon as practical to commence sealing floors so that finishes and fit out, if required, can commence. The scheduling of the enclosure installation is scheduled for 144 workdays for Phase 1 and 240 workdays for Phase 2.

3.5 Services and Finishes (Phase 1: 233 workdays. Phase 2: 291 workdays)

For the concrete commercial and subterranean portions of the building, the installation of the services will commence as each of slabs are cast and the formwork is stripped.

The installation of services will be organized in several passes, with the first pass termed as “rough-in of services”. This typically includes all services that can be installed without needing the protection of the building façade.

Exterior finishes typically begin after the building envelope has been installed. In the concrete commercial part of the project this is usually after the enclosure has been installed.

3.6 Offsite Work (Phase 1: 105 workdays. Phase 2: 148 workdays. Work runs concurrent with interior build-out)

Offsite work is expected to begin as soon as the building envelope is installed.

Offsite work will consist of, but may not be limited to, replacement of sidewalk along the street facing sides of the project perimeter; installation/relocation of signage; placement of landscaping, trees, public seating, and bicycle parking as prescribed by Culver City’s Streetscape Master Plan; and the paving and striping of the project’s half of Washington Blvd and National Blvd.

Every effort will be made to minimize the impact on vehicle traffic flow by keeping staging activities to the parking and bicycle lanes on Washington Blvd. We do foresee the need for temporary lane closures when repaving those portions of Washington Blvd and National Blvd required of this project. To alleviate the effects on traffic, we anticipate scheduling lane closures

required for certain activities to evening after the peak traffic hours. Those activities that will be performed during daytime hours will be scheduled to take place after the morning peak traffic hours.

The anticipated time frame for all offsite improvements is TBD workdays.

3.7 Construction Sequence and Planning

As the scope of work is further detailed in the later design issuances of the project, this concept construction management plan will also require modification.

Based on the building's pre-entitlement design, the project's construction will be divided into 3 distinct sequences requiring respective logic to construct the building efficiently and minimize impact on surrounding streets and neighbors. These phases are:

Sequence 1. Substructure: Demolition / Shoring / Excavation / Drainage with Waterproofing/ Subterranean Concrete Structure

Phase 1:
Estimated Start Date: February 2023
Estimated Finish Date: December 2023
Estimated Duration: 213 workdays

Phase 2:
Estimated Start Date: August 2023
Estimated Finish Date: May 2025
Estimated Duration: 434 workdays

Sequence 2. Superstructure: Concrete Structure / Enclosure / Interior Buildout/ Startups/ Testing and Commissioning/ Inspections

Phase 1:
Estimated Start Date: December 2023
Estimated Finish Date: December 2024
Estimated Duration: 314 workdays

Phase 2:
Estimated Start Date: September 2024
Estimated Finish Date: December 2025
Estimated Duration: 387 workdays

Sequence 3. Sitework: B-Permit / Landscaping

Phase 1:
Estimated Start Date: July 2024
Estimated Finish Date: November 2024
Estimated Duration: 105 workdays

Phase 2:
Estimated Start Date: June 2025
Estimated Finish Date: December 2025
Estimated Duration: 148 workdays

Estimated Date of Completion: Phase 1 December 2024, Phase 2 December 2025

- End of Section 3 -

4.0 Environmental

4.1 General

The objective of this section is to identify the proposed methods that will be employed to minimize potential impacts of noise, vibration, and air quality in the vicinity of the development.

4.2 Noise and Vibration Management

Extended work hours within Culver City match Los Angeles and allow construction between 7:00 a.m. to 8:00 p.m. Monday-Friday. There will be some Saturday work that will occur within the allowable hours of 9:00 a.m. to 7:00 p.m.

All subcontractors will be responsible for managing noise and vibration in accordance with their project specific Management Plans. Some mitigating measures will be:

- Requiring all construction equipment to be operated with an exhaust muffler and sound control devices that meet or exceed those provided on the originalequipment
- Requiring proper maintenance of construction equipment to minimize noiseemissions
- Staging of construction material deliveries behind fencing to minimize noise emitting from idling vehicles
- Requiring stationary source equipment to be located the greatest distance from thepublic right of-way
- 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:

- Mat Foundation Pour
- Tower Crane Erection and Dismantling
- Offsite Improvements

All after hour's work will be subject to the Communication Management Plan. Consultation with pertinent Culver City departments will occur prior to any works being scheduled. Businesses and surrounding residents will be given notification via email of the proposed after hours work prior to the starting said work including details of the work to be performed with an anticipated time required to undertake each activity.

We do not foresee 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 8 ft. high fence with attached windscreen at the site's perimeter under which sandbags and/or straw wattles will be placed
- *Demolition:* All trucks removing 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 a high level of housekeeping to minimize likelihood of windblowndust

4.4 Demolition Debris Recycling Plan

A waste company will be selected who diverts all demolition and construction debris to a facility that handles mixed materials for recycling off site. It is the goal to exceed a total percentage of 75% (or as required by future Green Building checklists) 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.

- End of Section 4 -

Crossings Campus Preliminary Logistics Planning

Note: This Plan illustrates a high level concept for Site Logistics.
This Plan will be further developed and finalized during the Preconstruction Phase as we gain further knowledge of project details, incorporate Worksite Traffic Control Plan approvals, identify specific site access for completed phasing, etc. and work towards finalizing a full functional and efficient Logistics Plan for Project Delivery.

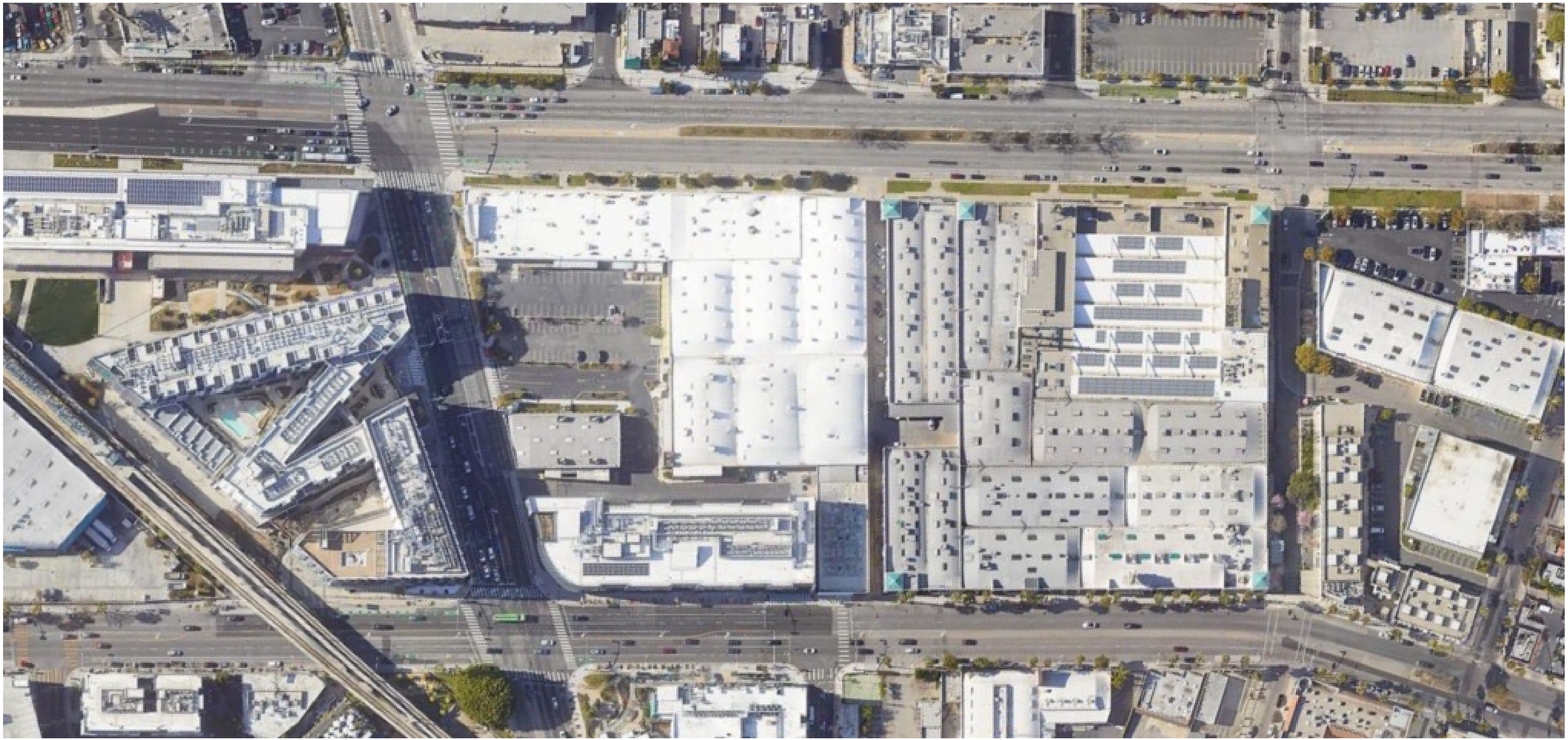
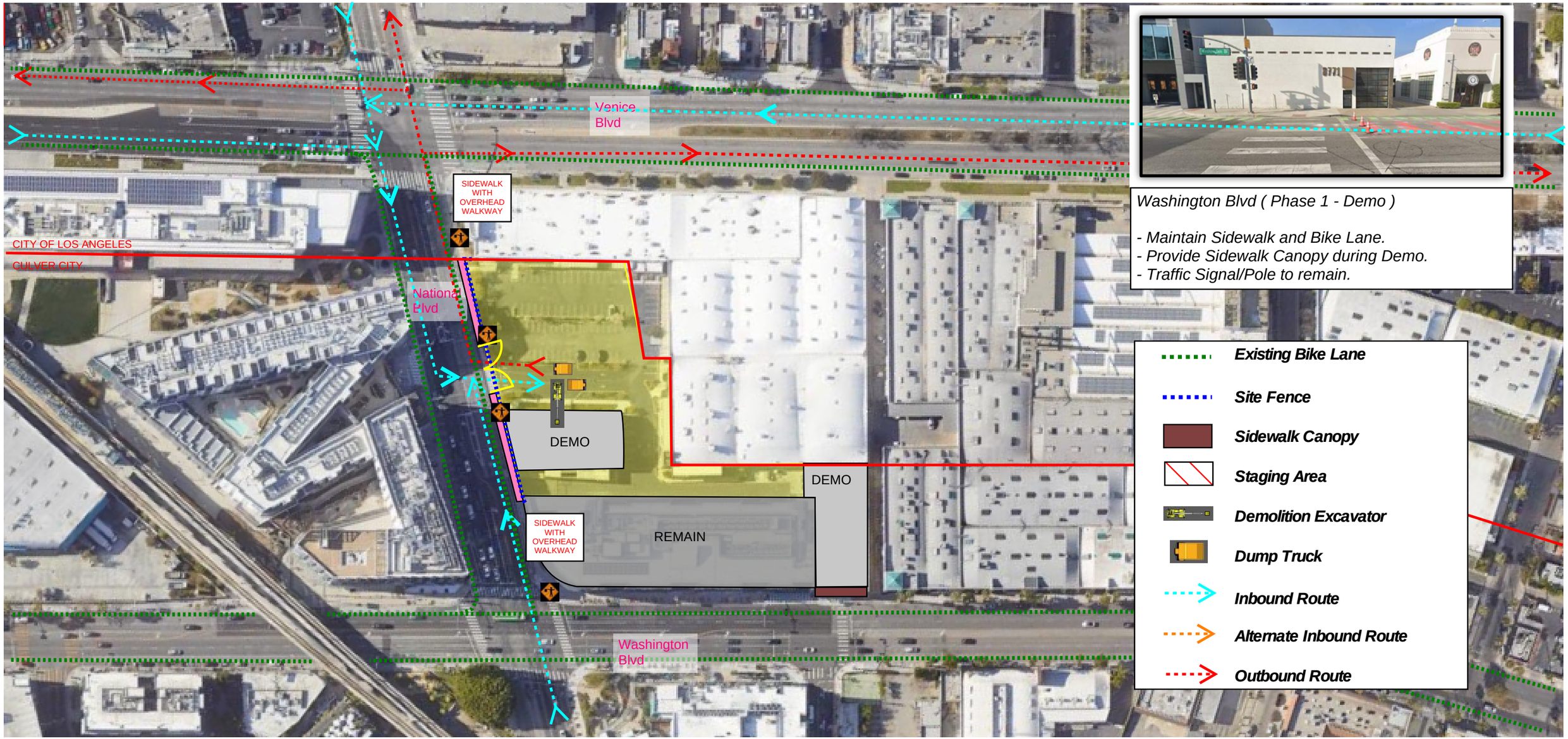


Exhibit A
Existing Conditions

Exhibit A1
Area to be Developed

Phase 1

Phase 2



Washington Blvd (Phase 1 - Demo)

- Maintain Sidewalk and Bike Lane.
- Provide Sidewalk Canopy during Demo.
- Traffic Signal/Pole to remain.

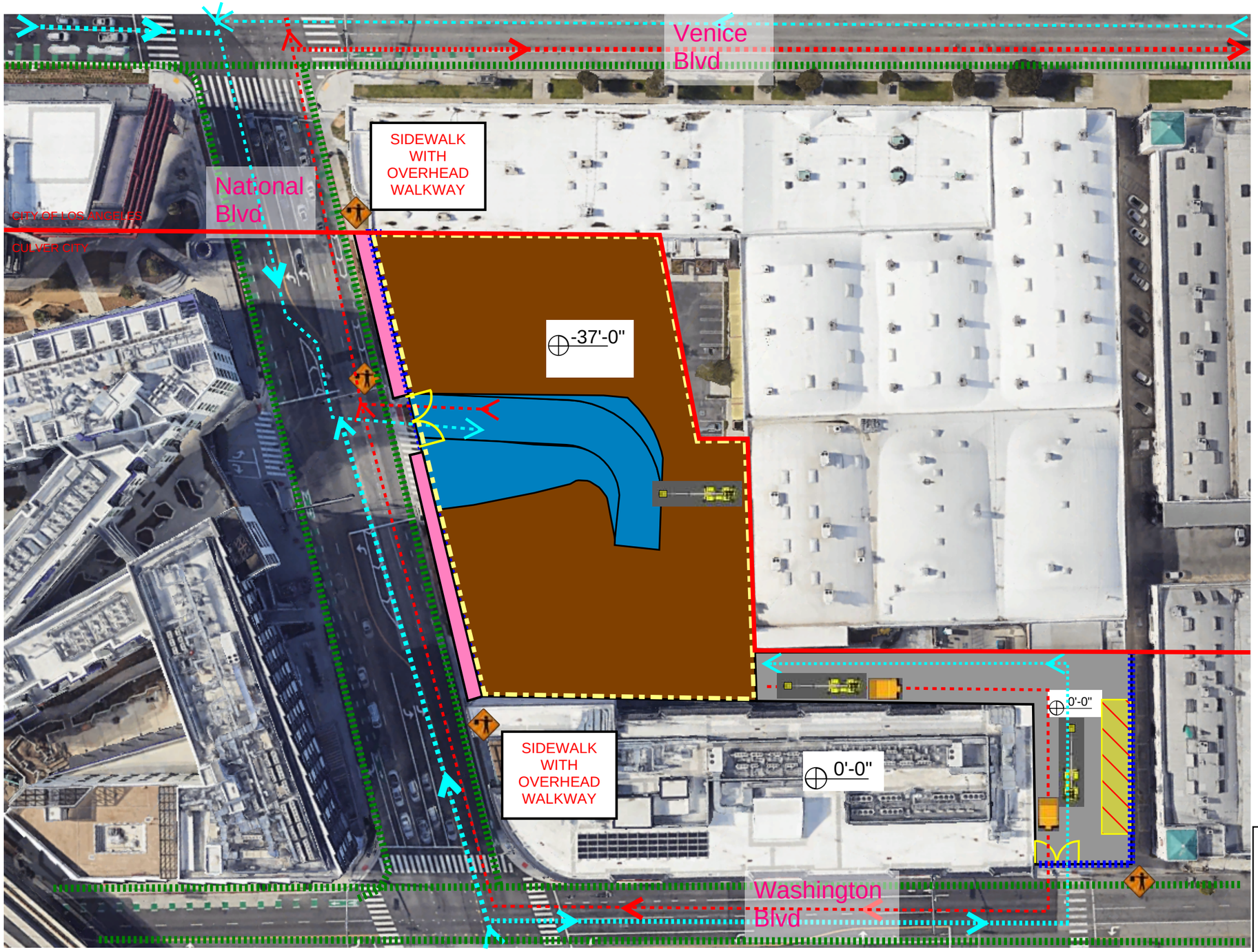
- ***Existing Bike Lane***
- ***Site Fence***
- ***Sidewalk Canopy***
- ***Staging Area***
- ***Demolition Excavator***
- ***Dump Truck***
- ***Inbound Route***
- ***Alternate Inbound Route***
- ***Outbound Route***

Exhibit A2

Phase 1 : Demo Plan & Traffic Control

National Blvd (Phase 1 - Demo) :

- Use Ivy Station on National Blvd Access (Entrance and Exit) for Hauling off Demo Debris.
- Sidewalk to remain open with Covered Walkway; temp closures will be required for specific sitework/ B-Permit work.
i. Erect/ Dismantle Sidewalk Canopy - 2 to 3 days each
ii. Erect/ Dismantle Exterior Scaffold - 3 to 5 days each
iii. Site work/ B-permit work - TBD (pending WTCP approval)
- Bike Lane to remain open.



Washington Blvd (Phase 1 - Shoring)

- Maintain Sidewalk and Bike Lane.
- Traffic Signal/Pole to remain.

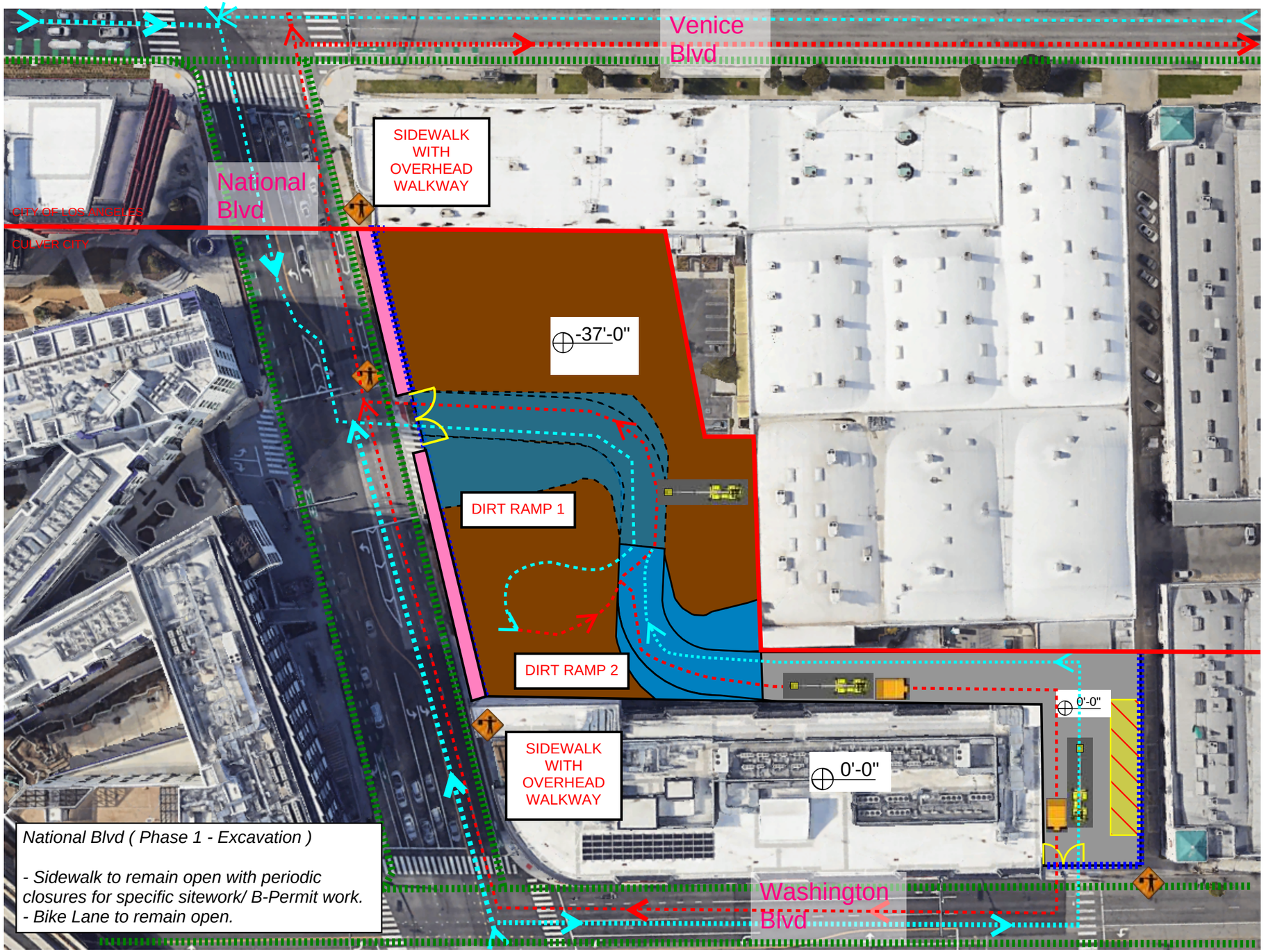
- ***Existing Bike Lane***
- ***Site Fence***
- ***Demo (Ramp) Excavator***
- ***Ramp (15%)***
- ***Gate***
- ***Flagman***
- ***Inbound Route***
- ***Secondary Inbound Route***
- ***Outbound Route***
- ***Truck Idling Area***
- ***Shoring***

National Blvd (Phase 1 - Shoring)

- Sidewalk to remain open with periodic closures for specific sitework/ B-Permit work.
i. Erect/ Dismantle Sidewalk Canopy - 2 to 3 days each
ii. Erect/ Dismantle Exterior Scaffold - 3 to 5 days each
iii. Site work/ B-permit work - TBD (pending WTCP approval)
- Bike Lane to remain open.

Exhibit A3.1

Phase 1 - Shoring : Fencing Plan, Site Access, Use of Public Streets and Sidewalk



National Blvd (Phase 1 - Excavation)

- Sidewalk to remain open with periodic closures for specific sitework/ B-Permit work.
- Bike Lane to remain open.

Washington Blvd (Phase 1 - Excavation)

- Maintain Sidewalk and Bike Lane.
- Traffic Signal/Pole to remain.

- ***Existing Bike Lane***
- ***Site Fence***
- ***Demo (Ramp) Excavator***
- ***Ramp (15%)***
- ***Gate***
- ***Flagman***
- ***Inbound Route***
- ***Outbound Route***
- ***Truck Idling Area***

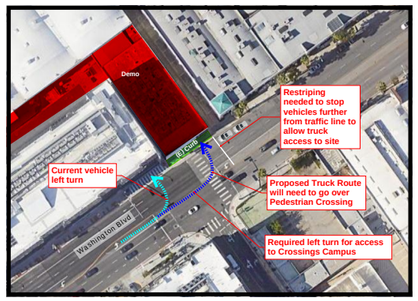
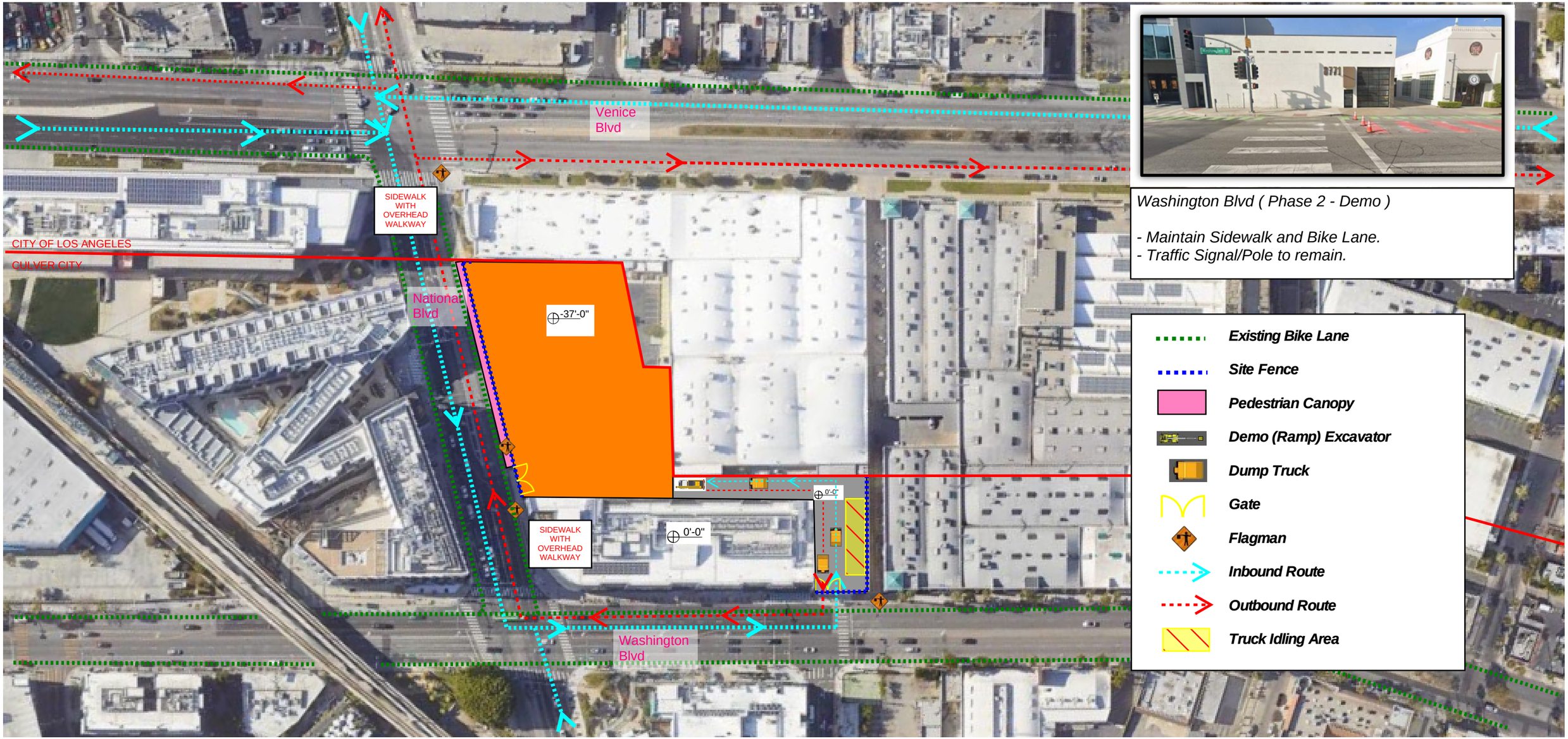


Exhibit A3.2

Phase 1 - Excavation : Fencing Plan, Site Access, Use of Public Streets and Sidewalk



Washington Blvd (Phase 2 - Demo)

- Maintain Sidewalk and Bike Lane.
- Traffic Signal/Pole to remain.

Venice Blvd (Phase 2 - Demo)

- Close Sidewalk, Curb Lane and Bike Lane.
- Provide Temporary Sidewalk using Bike Lane.
- Intersection Sidewalk between National & Venice Blvd to remain open.
- Metro Stop to be relocated or closed.

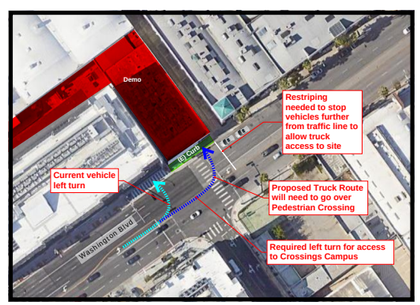


Exhibit A3.3

Phase 1 : Material Delivery Plan for Mat Foundations before Tower Crane Setup

Washington Blvd (Phase 2 - Demo)

- Maintain Sidewalk and Bike Lane.
- Traffic Signal/Pole to remain.

Venice Blvd (Phase 2 - Demo)

- Close Sidewalk, Curb Lane and Bike Lane.
- Provide Temporary Sidewalk using Bike Lane.
- Intersection Sidewalk between National & Venice Blvd to remain open.
- Metro Stop to be relocated or closed.

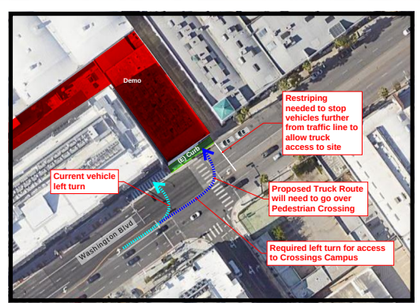
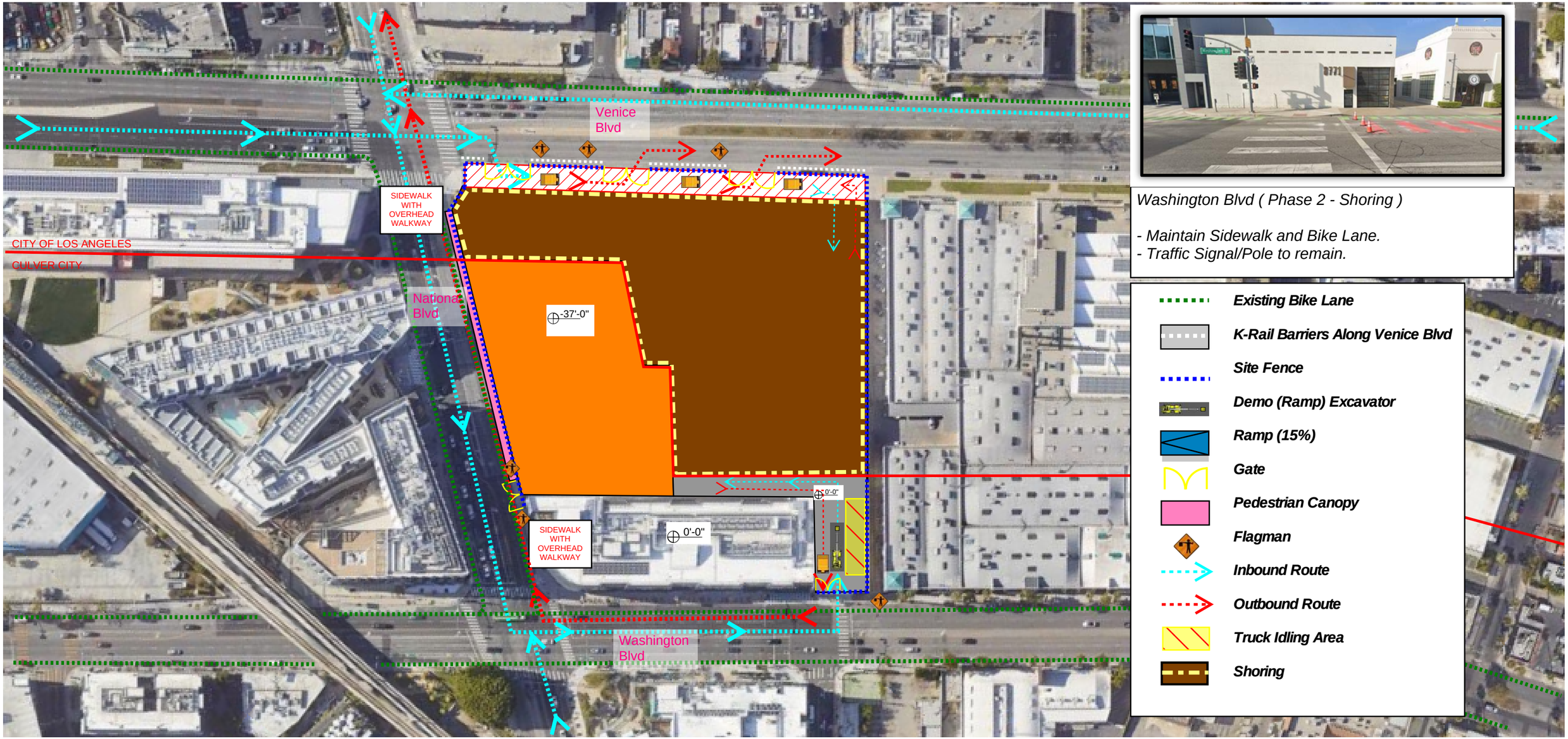


Exhibit A4

Phase 2 : Demo Plan & Traffic Plan



Washington Blvd (Phase 2 - Shoring)

- Maintain Sidewalk and Bike Lane.
- Traffic Signal/Pole to remain.

Venice Blvd (Phase 2 - Shoring)

- Close Sidewalk, Curb Lane and Bike Lane.
- Provide Temporary Sidewalk using Bike Lane.
- Intersection Sidewalk between National & Venice Blvd to remain open.
- Metro Stop to be relocated or closed.

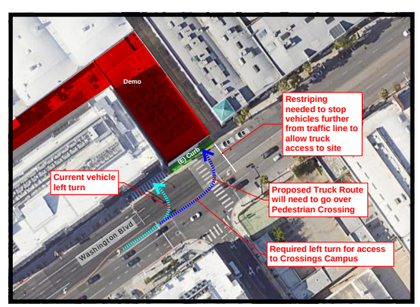


Exhibit A5.1

Phase 2 - Shoring : Fencing Plan, Site Access, Use of Public Streets and Sidewalk

Washington Blvd (Phase 2 - Excavation)

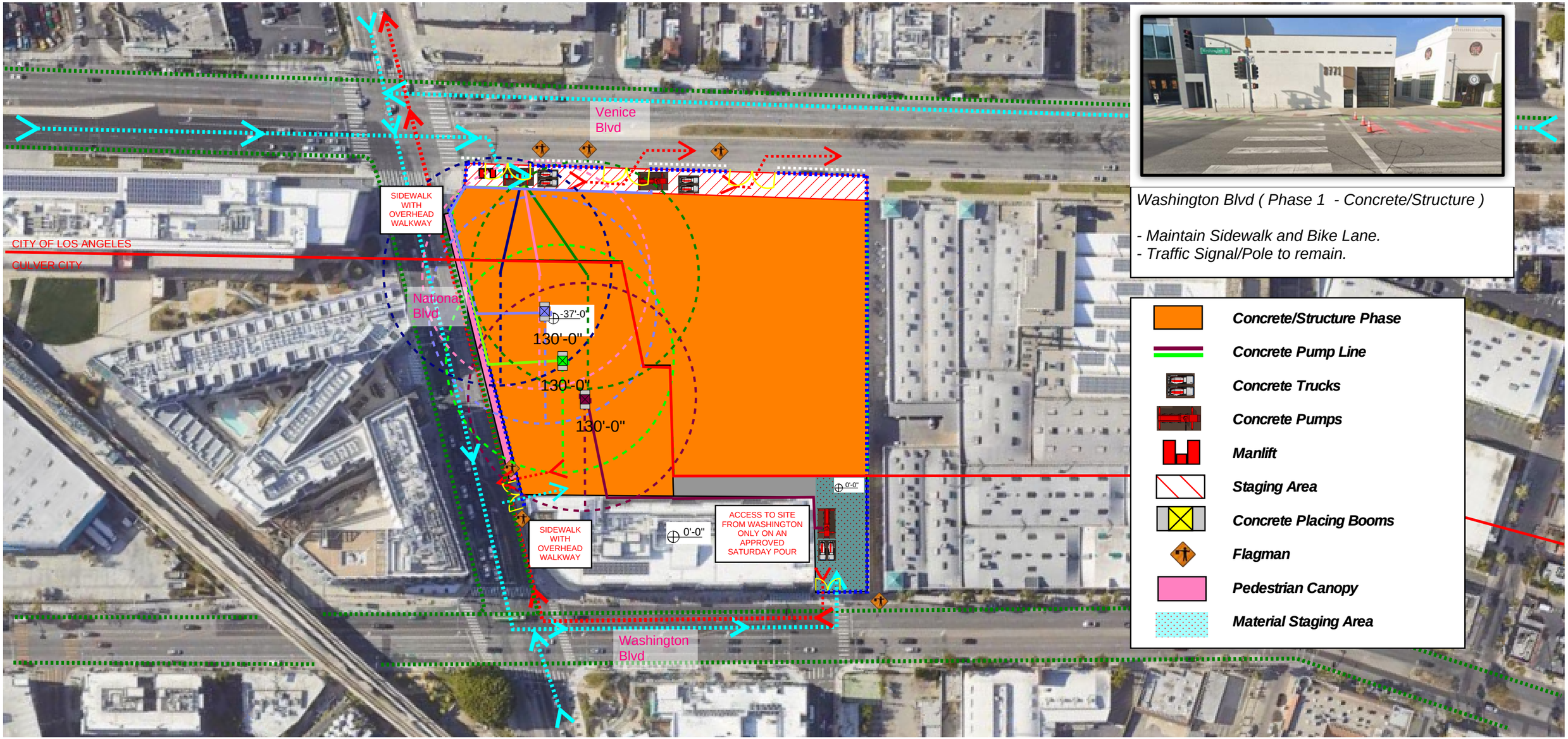
- Maintain Sidewalk and Bike Lane.
- Traffic Signal/Pole to remain.

Venice Blvd (Phase 2 - Excavation)

- Close Sidewalk, Curb Lane and Bike Lane.
- Provide Temporary Sidewalk using Bike Lane.
- Intersection Sidewalk between National & Venice Blvd to remain open.
- Metro Stop to be relocated or closed.

Exhibit A5.2

Phase 2 - Excavation : Fencing Plan, Site Access, Use of Public Streets and Sidewalk



Washington Blvd (Phase 1 - Concrete/Structure)

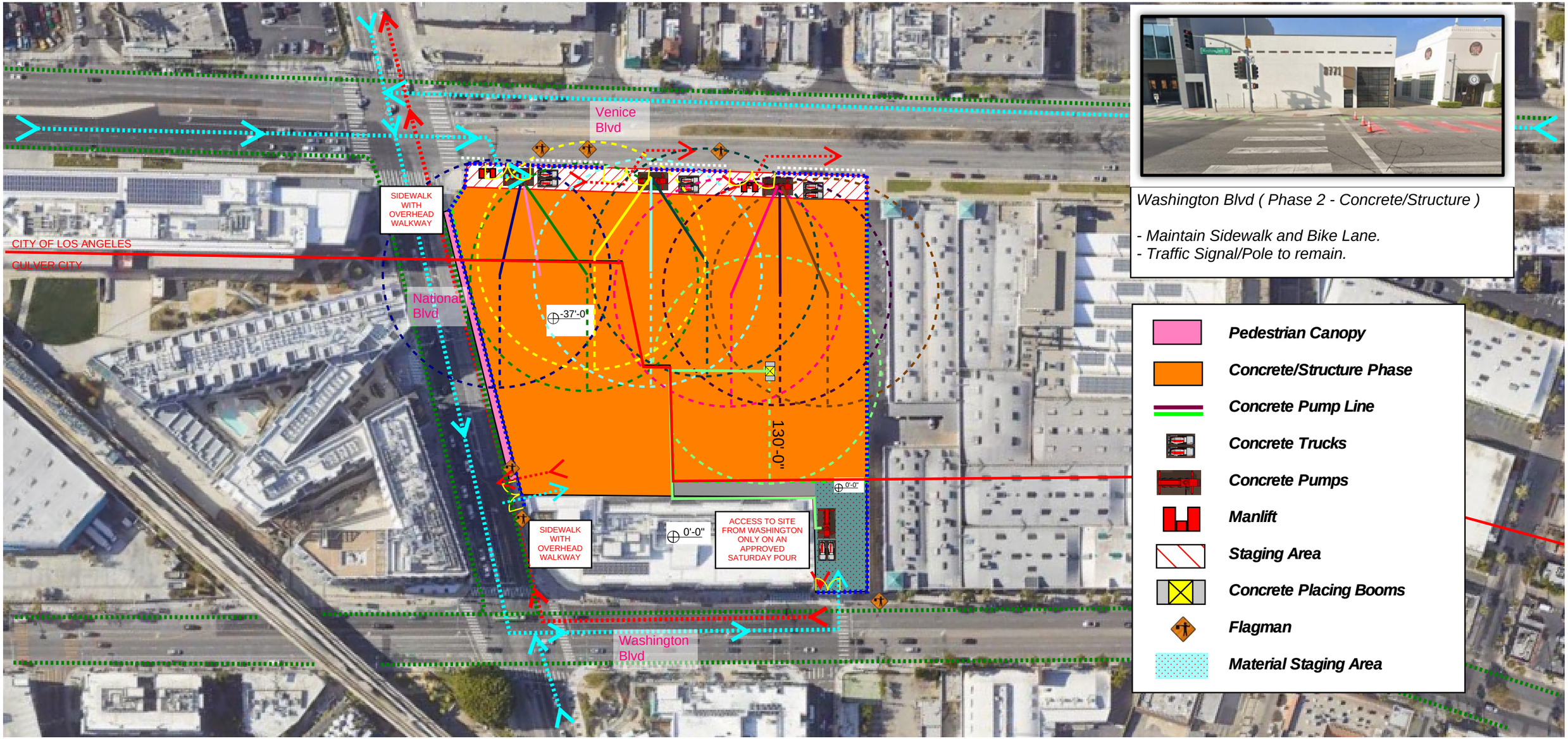
- Maintain Sidewalk and Bike Lane.
- Traffic Signal/Pole to remain.

Venice Blvd (Phase 1 - Concrete/Structure)

- Close Sidewalk, Curb Lane and Bike Lane.
- Provide Temporary Sidewalk using Bike Lane.
- Intersection Sidewalk between National & Venice Blvd to remain open.
- Metro Stop to be relocated or closed.

Exhibit A6

Phase 1 - Concrete/Structure : Placing Booms Locations and Site Access



Washington Blvd (Phase 2 - Concrete/Structure)

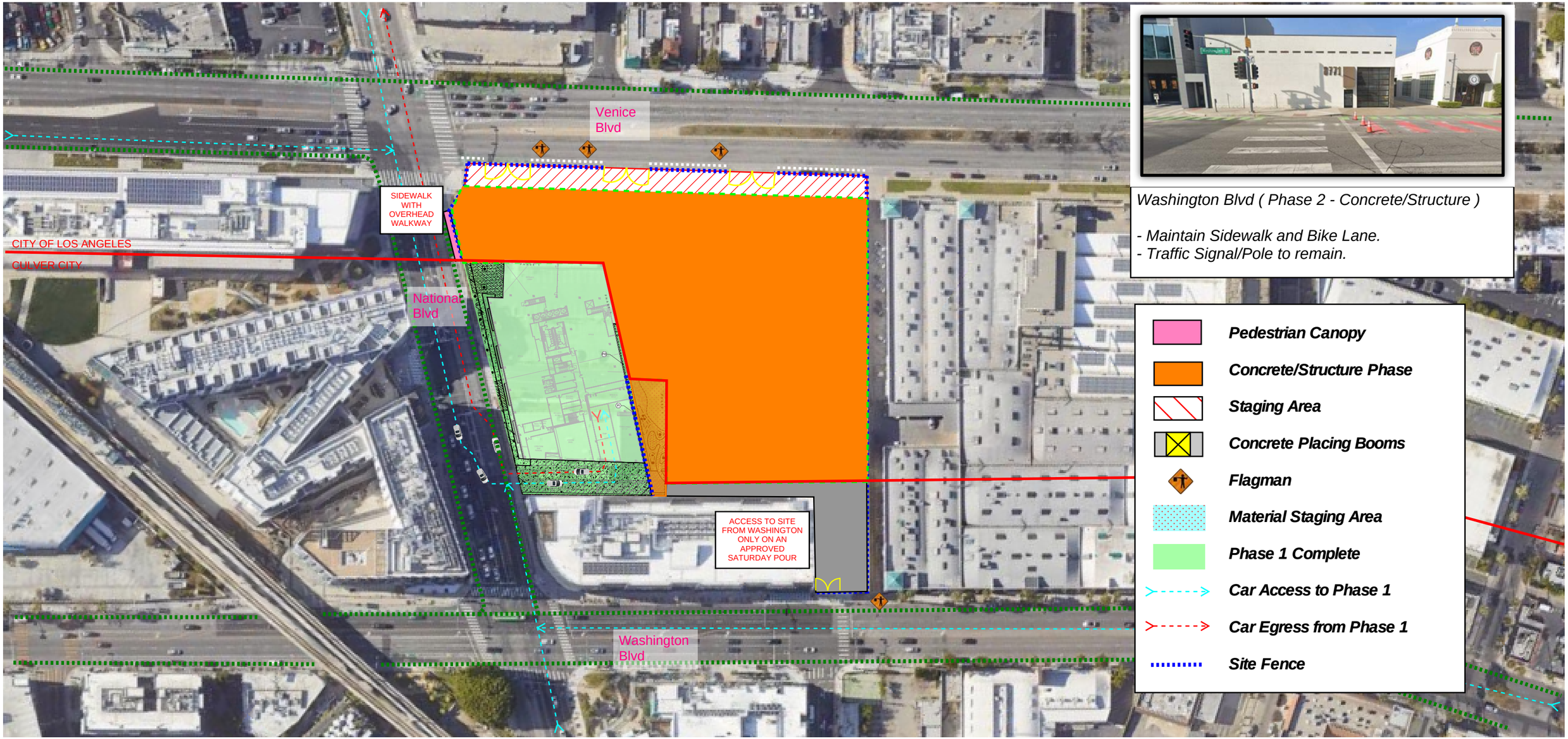
- Maintain Sidewalk and Bike Lane.
- Traffic Signal/Pole to remain.

Venice Blvd (Phase 2 - Concrete/Structure)

- Close Sidewalk, Curb Lane and Bike Lane.
- Provide Temporary Sidewalk using Bike Lane.
- Intersection Sidewalk between National & Venice Blvd to remain open.
- Metro Stop to be relocated or closed.

Exhibit A7

Phase 2 - Concrete/Structure : Placing Booms Locations and Site Access



Washington Blvd (Phase 2 - Concrete/Structure)

- Maintain Sidewalk and Bike Lane.
- Traffic Signal/Pole to remain.

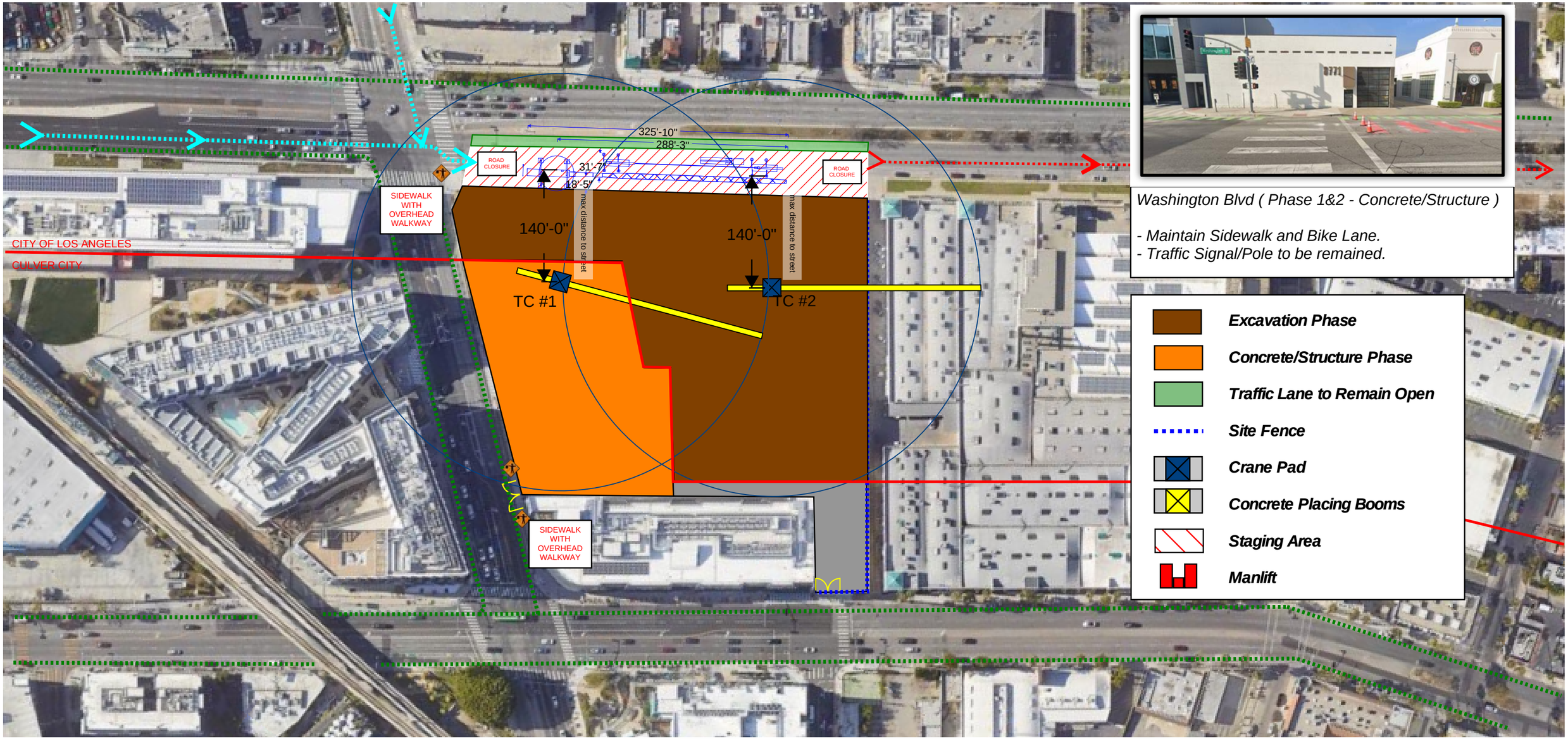
Venice Blvd (Phase 2 - Concrete/Structure)

- Close Sidewalk, Curb Lane and Bike Lane.
- Provide Temporary Sidewalk using Bike Lane.
- Intersection Sidewalk between National & Venice Blvd to remain open.
- Metro Stop to be relocated or closed.

Exhibit A7.1

Phase 1 - Complete

Phase 2 - Above Grade Concrete (Under Construction)



Washington Blvd (Phase 1&2 - Concrete/Structure)

- Maintain Sidewalk and Bike Lane.
- Traffic Signal/Pole to be remained.

Phase 1 - Tower Crane #1 - Three days of lane closure of Venice Blvd. between National and Helm's Alleyway during erection and dismantling of tower crane.

Phase 2 - Tower Crane #2 - Three days of lane closure of Venice Blvd. between National and Helm's Alleyway during erection and dismantling of tower crane.

East Bound Traffic Lane to remain open during erection and dismantling.

Exhibit A8

Phase 1&2 : Tower Crane Erection and Dismantling Plan

Exhibit A9

Phase 1&2 : Haul Route to Jobsite

Job Site

Truck coming to job site coming Eastbound and Westbound on I-10

Exhibit A9.1

Phase 1&2 : Haul Route to Jobsite

Job Site

Truck leaving job site headed Eastbound and Westbound on I-10

Exhibit A10

Phase 1&2 : Haul Route leaving Jobsite

Existing Pedestrian Route

Exhibit A11.1
Pedestrian Plan - Preconstruction

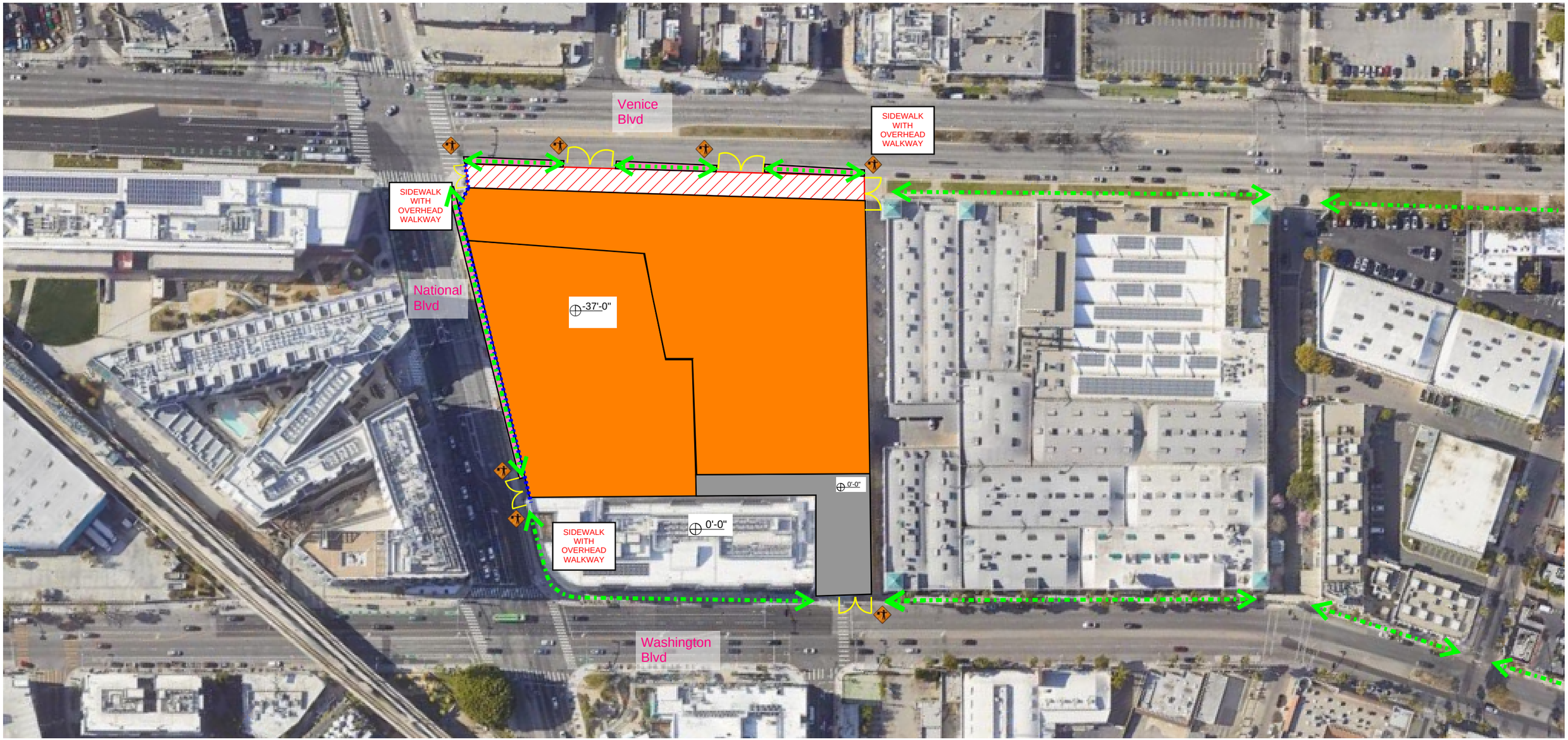


Exhibit A11.2
Pedestrian Plan - During Construction

- *Concrete/Structure Phase*
- *Flagman*
- *Pedestrian Canopy*
- *Pedestrian Route*
- *Site Entrance/ Exit*