WORKSITE TRAFFIC CONTROL PLAN GENERAL NOTES

- THIS STAGE OF WORK IS FOR PHASE 1A, 1B, AND 1C (UNDERGROUND STORAGE TANKS, PUMP STATIONS, AND PIPING). PHASE 2A AND 2B WILL CONTAIN SMALLER DIAMETER PIPE AND WORK UNDER WATCH COMMAND.
- 2. ALL SIGNS SHALL BE REFLECTORIZED AND STANDARD SIZE. WORK AREA WARNING SIGNS SHALL BE ORANGE SIGN FACE.
- 3. THE CONTRACTOR SHALL HAVE SIGNS, DELINEATORS, BARRICADES, ETC., PROPERLY INSTALLED PRIOR TO COMMENCING CONSTRUCTION.
- THESE PLANS INDICATE VEHICULAR TRAFFIC CONTROL IN THE WORK AREA DURING CONSTRUCTION ACTIVITY. ADDITIONAL TRAFFIC CONTROLS, SIGNS, DELINEATORS OR BARRICADES MAY BE REQUIRED IN THE FIELD. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PLACEMENT OF ANY ADDITIONAL DEVICES NECESSARY TO ASSURE SAFETY TO THE PUBLIC AT ALL TIMES DURING CONSTRUCTION.
- 5. THE CONTRACTOR SHALL PROVIDE SAFE PEDESTRIAN ACCESS AT ALL TIMES.
- ALL EXISTING STRIPING WITHIN THE WORK AREA MUST BE SAND BLASTED (PAINT) OR GRINDING (THERMOPLASTIC) PRIOR TO BEING REAPPLIED WITHIN THE CITY RIGHT OF WAY. THIS DOES NOT APPLY TO THE AREA PROTECTED BY THE K-RAIL.
- CONTRACTOR SHALL COVER ALL EXISTING SIGNS THAT CONFLICT WITH THE CONSTRUCTION SIGNS. CONTRACTOR SHALL UNCOVER EXISTING SIGNS AS SOON AS THE CONSTRUCTION SIGNS ARE REMOVED.
- 8. ALL DELINEATORS SHALL BE EQUIPPED WITH REFLECTIVE BAND AT NIGHT TIME.
- 9. OPEN TRENCH WITH LESS THAN FIVE FEET OF CLEARANCE SHALL BE PROTECTED BY K-RAIL BARRIERS AND TEMPORARY CRASH CUSHIONS INSTALLED PER CALTRANS STANDARDS. AT LOCATIONS SHOWN ON THESE PLANS, UNLESS OTHERWISE DIRECTED BY ENGINEER.
- 10. 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 ENGINEER.
- 11. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSTALL AND MAINTAIN THE TRAFFIC CONTROL DEVICES AS SHOWN HEREON, AS WELL AS ANY SUCH ADDITIONAL TRAFFIC CONTROL DEVICE AS MAY BE REQUIRED TO ENSURE THE SAFE MOVEMENT OF TRAFFIC AND PEDESTRIANS THROUGH OR AROUND THE WORK AREA AND PROVIDE MAXIMUM PROTECTION AND SAFETY TO CONSTRUCTION WORKERS.
- 12. THE 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 SUPERSEDE THESE PLANS AND BE DONE PER CALIFORNIA MUTCD WITH THE APPROVAL OF THE ENGINEER. EXACT LOCATION OF ALL EQUIPMENT AND TRAFFIC CONTROL DEVICES SHALL BE APPROVED BY THE ENGINEER.
- 13. ALL PRIVATE DRIVEWAYS AND SIDE STREETS SHALL BE KEPT OPEN AT ALL TIMES EXCEPT WHEN CONSTRUCTION TAKES PLACE DIRECTLY IN FRONT OF OR WITHIN THE DRIVEWAY/SIDE STREET. ALL OPEN EXCAVATIONS ON PUBLIC STREETS SHALL BE BACK-FILLED OR STEEL-PLATED (ANTI-SKID PLATES) FOR TRAFFIC TO THE SATISFACTION OF CITY ENGINEER OUTSIDE THE WORKING HOURS. TRAFFIC SHALL BE RESTORED TO NORMAL CONDITIONS DURING NON-WORKING HOURS.
- 14. THE CONTRACTOR SHALL MAINTAIN INGRESS TO AND EGRESS FROM ALL COMMERCIAL AND RESIDENTIAL DRIVEWAYS THROUGHOUT THE PROJECT LIMITS. THE CONTRACTOR WILL BE ALLOWED TO CLOSE SAID DRIVEWAYS TO PERFORM THE REQUIRED WORK DURING THOSE PERIODS WHEN THE BUSINESSES ARE CLOSED UNLESS PERMISSION IS GRANTED FROM THE BUSINESS OWNER TO CLOSE THE DRIVEWAY DURING BUSINESS HOURS. THE CONTRACTOR SHALL NOTIFY AFFECTED RESIDENTS THAT RESIDENTIAL DRIVEWAY ACCESS WILL BE RESTRICTED. IF A TEMPORARY CLOSURE OF A RESIDENTIAL DRIVEWAY IS NECESSARY, THE CONTRACTOR SHALL COORDINATE WITH THE OWNER TO DETERMINE THE TIME PERIOD OF THE CLOSURE.
- 15. PLACE CHANGEABLE MESSAGE SIGNS AT THE PROJECT APPROACHES OR LOCATIONS DESIGNATED BY THE ENGINEER, 14 DAYS PRIOR TO START OF WORK TO WARN MOTORISTS TO USE ALTERNATIVE ROUTES.
- 16. CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF THE AMERICANS DISABILITIES ACT (ADA) 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 AND BIKE LANE CLOSURE/DETOUR SHALL COMPLY WITH THE CALIFORNIA MUTCD STANDARDS.
- 17. THE CONTRACTOR SHALL COORDINATE DIRECTLY WITH THE CITY'S MOBILITY AND TRAFFIC ENGINEERING MANAGER FOR THE DEVELOPMENT OF TEMPORARY AND RESTORATION SIGNAL TIMING CHARTS FOR THE AFFECTED TRAFFIC SIGNALS.

TYPICAL CONTRACTOR RESPONSIBILITIES

- 1. THE STRIPING AND SIGNAGE SHOWN FOR REMOVAL ON THESE PLANS MAY BE DIFFERENT THAN WHAT EXISTS AT TIME OF IMPLEMENTATION OF A CONSTRUCTION STAGE. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING SIGNAGE AND STRIPING, WHETHER OR NOT IT IS DEPICTED ACCURATELY ON THESE PLANS.
- 2. 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.
- 3. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL FUNCTIONAL DRIVEWAYS AT ALL TIMES AND SHALL COORDINATE WITH ALL AFFECTED RESIDENTS AND
- 4. CONTRACTOR SHALL PERFORM WORK IN ONLY ONE STAGE AT A TIME. THE CONTRACTOR SHALL ONLY UTILIZE THAT PORTION OF THE DESIGNATED
- "WORK AREA" WHICH IS NEEDED FOR CONSTRUCTION AT ANY GIVEN TIME. THE IMPLEMENTATION OF WORKSITE TRAFFIC CONTROL PLANS, INCLUDING PAINT REMOVAL/GRINDING, MARK-OUT, LAYOUT AND INSTALLATION OF ALL
- TRAFFIC CONTROLS. INCLUDING SIGNAL WORK AND STRIPING SHALL ONLY TAKE PLACE DURING OFF-PEAK HOURS: 9AM-3PM. CONTRACTOR SHALL REQUEST APPROVAL FROM ENGINEER FOR ANY ADDITIONAL TEMPORARY LANE CLOSURES NOT SHOWN ON THESE PLANS, REGARDLESS OF DURATION
- 6. ANY CHANGES TO WORK AREAS, WORK HOURS, AND/OR APPROVED PLANS SHALL BE SUBMITTED TO ENGINEER FOR REVIEW AND APPROVAL.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR STRIPING (PROPOSED AND EXISTING) SHOWN ON THIS WTCP TO BE IN GOOD CONDITION AND VISIBLE. THE CONTRACTOR SHALL REPLACE ANY FADED EXISTING STRIPING AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING ANY MISSING OR DAMAGED SIGNS.
- FIELD CONDITIONS MAY VARY FROM THOSE SHOWN ON THE WTCP. IN THE EVENT FIELD CONDITIONS ARE DIFFERENT, THE CONTRACTOR SHALL COORDINATE WITH ENGINEER BEFORE IMPLEMENTING THE WTCP. THE CONTRACTOR MAY BE REQUIRED TO SUBMIT A REVISED WTCP FOR APPROVAL PRIOR TO WTCP IMPLEMENTATION.

TEMPORARY CRASH CUSHION INSTALLATION NOTES

- 1. INDICATES SAND FILLED MODULE LOCATION AND WEIGHT OF SAND IN POUNDS FOR EACH MODULE. MODULE SPACING IS BASED ON THE GREATER DIAMETER OF THE MODULE.
- 2. ALL SAND WEIGHTS ARE NOMINAL.
- 3. THE TEMPORARY CRASH CUSHION ARRAYS SHOWN ON THE PLANS SHALL BE USED ONLY IN LOCATIONS WHERE THERE WILL BE TRAFFIC ON ONE SIDE OF THE TEMPORARY CRASH CUSHION ARRAY.
- 4. IF THE FIXED OBJECT OR APPROACH END OF THE TEMPORARY RAILING IS LESS THAN 15'-0" FROM THE EDGE OF THE TRAVELED WAY, A TEMPORARY CRASH CUSHION ARRAY IS REQUIRED IN A CONSTRUCTION WORK ZONE
- 5. TEMPORARY CRASH CUSHION ARRAYS SHALL NOT ENCROACH ON THE TRAVELED WAY.
- 6. PLACE THE TYPE P MARKER PANEL SO THAT THE BOTTOM OF THE PANEL RESTS UPON THE PALLET AND FACES TRAFFIC.

TYPICAL IMPLEMENTATION REQUIREMENTS

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR LABOR EQUIPMENT AND MATERIAL INVOLVED IN THE REMOVAL, INSTALLATION, AND MAINTENANCE OF ALL STRIPING, PAVEMENT MARKINGS, SIGNS, BARRICADES, DELINEATORS, ETC., SHOWN ON THESE WTC PLANS AND AS CONSTRUCTION STAGING NECESSITATES. STRIPING AND PAVEMENT MARKINGS SHALL BE REMOVED BY WET SANDBLASTING/GRINDING. PAINTING THE EXISTING STRIPING OVER WITH BLACK PAINT IS NOT PERMITTED. PAINT MAY BE USED ON SMOOTH SURFACES FOR INSTALLATION LESS THAN 6 MONTHS. DETOUR TAPE IS NOT PERMITTED.
- 2. ALL CONSTRUCTION RELATED WARNING SIGNS SHALL BE IN BLACK LEGEND WITH ORANGE BACKGROUND AND IN CONFORMANCE WITH THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA M.U.T.C.D.) LATEST EDITION.
- CONTRACTOR SHALL PROVIDE FLAGGERS AS DEEMED NECESSARY BY CITY. A FLAGGER SHALL USE ONLY THE APPROVED OCTAGONAL STOP/ SLOW PADDLE, SHALL WEAR AN ORANGE CLASS 3 SAFETY VEST (PADDLE AND VEST MUST BE REFLECTORIZED FOR NIGHT WORK) AND HARD HAT, AS REQUIRED BY THE WATCH MANUAL, AND MUST BE PROPERLY TRAINED BY THE CONTRACTOR IN PERFORMING THE WORK SAFELY. APPROPRIATE ADVANCE SIGNS MUST ALSO BE INSTALLED, PER THE WATCH MANUAL
- 4. ALL SIGNS, DELINEATORS, BARRICADES, ETC., SHALL CONFORM TO THE CALIFORNIA MUTCD (LATEST EDITION).
- FOR OTHER REQUIREMENTS RELATED TO TRAFFIC CONTROL PLANS AND WORK AREA MAINTENANCE, THE CONTRACTOR SHALL FOLLOW THE CALIFORNIA MUTCD (LATEST EDITION) AND WATCH MANUAL (LATEST EDITION), AND ALL RELATED SECTIONS OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION,
- CONTRACTOR SHALL PROVIDE CHANGEABLE MESSAGE SIGNS/FLASHING ARROW BOARDS AND CONES/BARRICADES DELINEATORS AS FIELD CONDITIONS/DETOURS WARRANT AND AS DEEMED NECESSARY BY ENGINEER.
- 7. UNLESS K-RAILS AND CRASH CUSHIONS ARE INSTALLED, CONTRACTOR SHALL PROVIDE MIN. 5' SHOULDER FROM ANY OPEN EXCAVATION.
- ALL K-RAIL ENDS, PLATFORMS AND FIXED OBJECTS SHALL BE PROTECTED BY CRASH CUSHIONS OR BY A QUADGUARD SYSTEM, UNLESS THEY ARE PLACED 15' AWAY FROM EDGE OF TRAVEL WAY. FOR A 20' K-RAIL MAX. VERTICAL DISTANCE DISPLACED CAN NOT EXCEED 5'/K-RAIL, OR A TAPER RATE SHALL NOT EXCEED 1/4.
- 9. ALL TEMPORARY SIGNAGE INSTALLED ADJACENT TO PEDESTRIAN TRAVEL WAY MUST ALLOW FOR ADA—COMPLIANT PASSAGEWAYS.
- 10. CONCRETE K-RAIL SECTIONS SHALL BE CONTINUOUSLY CONNECTED. IN AREAS WITH LESS THAN 3 CONCRETE K-RAILS, SECURE K-RAIL TO PAVEMENT PER CALTRANS SPECIFICATIONS T3B.
- 11. THE CONTRACTOR SHALL INSTALL SIDE REFLECTORS WITH CUBE-CORNER LENSES OR TOP MOUNTED REFLECTORS (FACING THE DRIVER) ON ALL K-RAIL BARRIERS.
- 12. WHEN REMOVAL IS REQUIRED BY CONSTRUCTION, CROSSWALK MARKINGS AND PEDESTRIAN SIGNAL HEADS SHALL BE COVERED SIMULTANEOUSLY.
- 13. CONTRACTOR SHALL PROVIDE REFLECTORIZED CONES AT TYPE III BARRICADE SUPPORTS TO ALERT PEDESTRIANS OF THE BARRICADE SUPPORT.
- 14. CONTRACTOR SHALL PROVIDE ACCESS TO ALL FIRE HYDRANTS WITHIN AND ADJACENT TO THE WORK AREA AT ALL TIMES.
- 15. CONTRACTOR SHALL PROVIDE ADA COMPLIANT AND MINIMUM 5FT WIDE CONTINUOUS ACCESS FOR PEDESTRIAN PASSAGEWAYS.

RESTORATION STRIPING NOTES

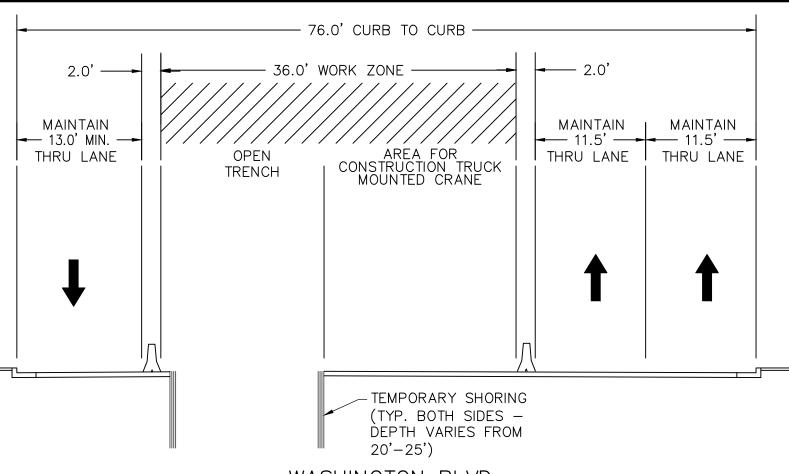
- 1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LABOR AND MATERIAL INVOLVED IN THE MARKOUT, AND INSTALLATION OF ALL RESTORATION STRIPING/PAVEMENT MARKINGS. SEE SHEETS SS-01, SS-02, AND SS-03. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR REMOVAL OF ALL CONFLICTING WTCP STRIPING, SIGNING, AND OTHER WTCP-RELATED TRAFFIC CONTROL DEVICES PRIOR TO THE INSTALLATION OF THE FINAL STRIPING.
- 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAINTING OF ALL EXISTING STRIPING AND CURBS THAT HAVE BEEN DAMAGED DURING THE CONSTRUCTION PROCESS.
- MARKOUT SHALL BE BY HEAVY PAINT BRUSH MARKINGS OVER A PULLED ROPE IN THE RESPECTIVE WHITE AND YELLOW COLORS OF THE PROPOSED STRIPING.
- THE CONTRACTOR SHALL CONTACT ENGINEER AT LEAST TEN (10) WORKING DAYS BEFORE BEGINNING MARKOUT. THE CONTRACTOR SHALL CORRECT ALL ERRORS IN MARKOUT REQUESTED. THE INSTALLATION OF STRIPING MAY PROCEED ONLY AFTER APPROVAL OF MARKOUT.

GENERAL NOTES

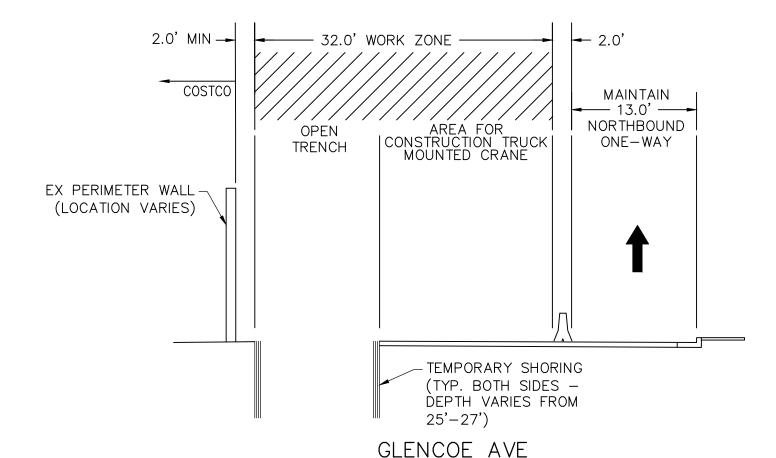
- ALL MATERIAL AND WORK SHALL CONFORM TO THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CALIFORNIA MUTCD) LATEST EDITION, STANDARD PLANS AND STANDARD SPECIFICATIONS OF THE CALIFORNIA DEPARTMENT OF TRANSPORTATION DATED 2015. FHWA STANDARD HIGHWAY SIGNS 2012 EDITION, CALIFORNIA SIGN SPECIFICATION DATED NOVEMBER 7, 2014, AND THE SPECIAL PROVISIONS.
- 2. ALL STRIPING AND PAVEMENT LEGENDS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
- ALL CONFLICTING LINES, LEGENDS AND RAISED PAVEMENT MARKERS SHALL BE REMOVED BY WET SANDBLASTING.
- 4. ALL SALVAGED SIGNS AND POSTS SHALL BE DELIVERED TO THE CITY MAINTENANCE YARD, 9505 JEFFERSON BLVD, CITY OF CULVER CITY, (310) 253-6441, UNLESS OTHERWISE INDICATED.
- 5. NEW SIGN POSTS SHALL BE "UNISTRUT" SQUARE GALVANIZED STEEL POSTS WITH BREAKAWAY ANCHOR POST, OR APPROVED EQUAL.
- ALL NEW SIGNS ARE TO BE REFLECTORIZED USING 3-M TYPE IV GRADE SHEETING OR APPROVED EQUAL.
- 7. ALL SIGNS ARE TO BE PER THE STATE OF CALIFORNIA SIGN SPECIFICATIONS, EXCEPT THAT ALL SIGNS SHALL BE MINIMUM 0.1 INCH THICK ALUMINUM.
- STRIPING SHALL BE CAT TRACKED (MARKED OUT BY ROPE) AND APPROVED BY THE CITY TRAFFIC ENGINEER PRIOR TO FINAL INSTALLATION. MINIMUM OF ONE WEEK NOTICE REQUIRED BY THE CITY TRAFFIC ENGINEER FOR APPROVAL OF STRIPING.
- 9. PAVING DAMAGED DUE TO REMOVING RAISED PAVEMENT MARKERS SHALL BE REPAIRED TO THE SATISFACTION OF THE CITY ENGINEER.
- 10. INTERSECTION APPROACHES AND DEPARTURES SHALL BE STRIPED WITH A 50' SECTION OF 4" SOLID WHITE STRIPING OR OTHER APPROPRIATE STRIPING DETAIL.
- 11. SEE CIVIL PLAN SHEET FOR STREET IMPROVEMENTS.

ACCEPTED BY:

12. ALL SIGNS WHERE PARKING IS ALLOWED SHALL BE INSTALLED ON SIGN POST.



WASHINGTON BLVD TRAFFIC CONTROL TYPICAL SECTION - WEST NOT TO SCALE



TRAFFIC CONTROL TYPICAL SECTION - NORTH

CITY OF CULVER CITY PUBLIC WORKS DEPARTMENT

WASHINGTON BOULEVARD STORMWATER AND URBAN RUNOFF DIVERSION

TRAFFIC CONTROL GENERAL NOTES





Drawing No.

PLANS PREPARED UNDER THE SUPERVISION OF: Project Number: PR- 001

PLAN CHECKER

CITY OF LOS ANGELES

GARY LEE MOORE. P.E.

DIVISION / DISTRICT ENGINEER

DEPARTMENT OF PUBLIC WORKS

CITY ENGINEER

DATE DATE

REVISION

| APPR.| DATE

APPROVED BY: ANDREW MAXIMOUS, P.E., T.E. MOBILITY & TRAFFIC ENGINEERING DIVISION

4/11/23 DATE | Sheet 31 Of 49 Sheets

SHEET TC-01

