

25. CONSIDERATION OF SUBSIDENCE COSTS PROJECTS, LONG BEACH - L.B.W.O. 10,226.

After consideration of Calendar Item 14 attached, and upon motion duly made and unanimously carried, the following resolution was adopted:

THE COMMISSION APPROVES COSTS PROPOSED TO BE EXPENDED BY THE CITY OF LONG BEACH, INCLUDING SUBSIDENCE REMEDIAL WORK, AS INDICATED ON EXHIBIT "A" ATTACHED AND HEREBY MADE A PART HEREOF, FOR THE PERIOD JANUARY 26, 1966, TO TERMINATION DATE; SUBJECT TO THE CONDITIONS, HOWEVER, THAT THE AMOUNTS, IF ANY, OF EACH OF THE ITEMS TO BE ALLOWED ULTIMATELY AS SUBSIDENCE COSTS, DEDUCTIBLE UNDER SECTION 4(d) OF CHAPTER 138, STATUTES OF 1964, 1ST E.S., WILL BE DETERMINED BY THE COMMISSION UPON AN ENGINEERING REVIEW AND FINAL AUDIT SUBSEQUENT TO THE TIME WHEN THE WORK UNDER ANY OF THESE ITEMS IS COMPLETED; AND THAT THE WORK CONFORM IN ESSENTIAL DETAILS TO THE PLANS AND BACKGROUND MATERIAL HERETOFORE SUBMITTED TO THE COMMISSION. FURTHER, THE EXECUTIVE OFFICER OR THE ASSISTANT EXECUTIVE OFFICER IS AUTHORIZED TO EXECUTE APPROPRIATE WRITTEN INSTRUMENTS REFLECTING THE COMMISSION'S CONDITIONAL APPROVAL.

Attachment

Calendar Item 14 (3 pages)

14.

CONSIDERATION OF SUBSIDENCE COSTS PROJECTS, LONG BEACH - L.B.W.O. 10,226.

On June 23, 1960, the Commission conditionally approved the costs to be expended by the Harbor Department of the City of Long Beach, including subsidence remedial work, for the ROADS AND STREETS PROJECT. Subsequent to the above-stated approval, it developed that additional costs will be incurred by the Harbor Department in connection with remedial subsidence work on the Heim Bridge. (Refer to Exhibits "A", "B", "C", "D", and "E" for descriptions of the work.)

This project has received initial staff review, and is considered to contain some "Subsidence costs" as defined in Section 1(e) of Chapter 138, Statutes of 1964, 1st E.S., but not necessarily all of those costs as estimated by the City of Long Beach.

IT IS RECOMMENDED THAT THE COMMISSION APPROVE COSTS PROPOSED TO BE EXPENDED BY THE CITY OF LONG BEACH, INCLUDING SUBSIDENCE REMEDIAL WORK, AS INDICATED ON EXHIBIT "A" ATTACHED AND HEREBY MADE A PART HEREOF, FOR THE PERIOD JANUARY 26, 1966, TO TERMINATION DATE; SUBJECT TO THE CONDITIONS, HOWEVER, THAT THE AMOUNTS, IF ANY, OF EACH OF THE ITEMS TO BE ALLOWED ULTIMATELY AS SUBSIDENCE COSTS, DEDUCTIBLE UNDER SECTION 4(a) OF CHAPTER 138, STATUTES OF 1964, 1ST E.S., WILL BE DETERMINED BY THE COMMISSION UPON AN ENGINEERING REVIEW AND FINAL AUDIT SUBSEQUENT TO THE TIME WHEN THE WORK UNDER ANY OF THESE ITEMS IS COMPLETED; AND THAT THE WORK CONFORM IN ESSENTIAL DETAILS TO THE PLANS AND BACKGROUND MATERIAL HERETOFORE SUBMITTED TO THE COMMISSION. IT IS FURTHER RECOMMENDED THAT THE EXECUTIVE OFFICER OR THE ASSISTANT EXECUTIVE OFFICER BE AUTHORIZED TO EXECUTE APPROPRIATE WRITTEN INSTRUMENTS REFLECTING THE COMMISSION'S CONDITIONAL APPROVAL.

Attachment

Exhibit "A"

EXHIBIT "A"-1

L.B.W.O. 10,226

LONG BEACH WORK ORDER NUMBER 10,226: Project and Estimate Submitted by the City of Long Beach, ROADS AND STREETS.

<u>ITEM</u>	<u>AFE</u>	<u>WORK PROPOSED</u>	<u>ESTIMATED SUB-PROJECT EXPENDITURES JANUARY 26, 1966 TO TERMINATION</u>	<u>ESTIMATED SUBSIDENCE COSTS</u>
1	*	Remedial Subsidence Work on the Heim Bridge (2nd Phase)	\$414,000	\$161,200 (38.9%)

* To be assigned.

NOTE:

1. The term "1st Phase" consists of costs of preliminary work expended subsequent to review of preliminary plans and/or other adequate description. (Typical "1st Phase" costs are engineering design, contract administration and advertising, preparation of site by Harbor Department forces.) For work within the same approved time period, any excess of "1st Phase" approved costs over actual expenditures may be added to "2nd Phase" approvals after date of "2nd Phase" approvals.
2. The term "2nd Phase" consists of additional costs approved subsequent to review of detail construction plans and/or other data sufficient to guide construction operations.

EXHIBIT "A"-2

L.B.W.O. 10,226

LONG BEACH HARBOR DEPARTMENT
COST ESTIMATE

SPECIFICATIONS NO. H.D. 843
HEIM BRIDGE SUBSIDENCE REMEDIAL WORK

1. Block-up lift span, tie-off both counterweights, release lift span cables from both counterweights, and re-seat lift span	\$ 32,000
2. Remove existing main sheave float bearings (4) and thrust bearings (4), disassemble bearings, inspect bearings and trunnion shafts	8,000
3. Plumb (4) main towers	20,000
4. Furnish and install new spherical roller type float bearings and thrust bearings (8 required)	96,000
5. Remove main sheaves (4) from bridge, transport to machine shop, build up trunnion shafts, machine shafts, and replace sheaves	120,000
6. Additional cost of Item No. 5 if necessary to remove existing trunnion shaft from northeast corner sheave and press new trunnion shaft onto sheave	2,000
7. Inspect, shim and/or adjust main drive shafts, bearings, and other drive mechanisms	2,000
8. Provide additional structural bracing at drag brake pedestals	4,000
9. Provide new counterweight guide rollers (2)	1,000
10. Contingency (20%)	<u>57,000</u>
	Sub-Total
	\$342,000
11. Engineering by Contractor (Estimated at 10%* of Total Work)	<u>34,000</u>
	\$376,000
12. Harbor Department Surveying, Inspection and Engineering Consulting (10%)	<u>38,000</u>
	TOTAL
	<u>\$414,000</u>