



**THE PORT
OF LOS ANGELES**

Executive Director's
Report to the
Board of Harbor Commissioners

DATE: DECEMBER 7, 2011

FROM: ENGINEERING

**SUBJECT: RESOLUTION NO. _____ AWARD OF BID NO. F-772, FOR
PROCUREMENT OF CONLEY JOINTS FOR THE BADGER AVENUE
BRIDGE TO CLEVELAND TRACK MATERIAL, INC.**

SUMMARY:

Staff recommends award of bid to Cleveland Track Material, Inc., Cleveland, Ohio, for the fabrication of two sets of Conley joints and the rehabilitation of two sets of existing Conley joints for the Badger Avenue Railroad Bridge. This agreement is for a not-to-exceed amount of \$295,852 (including sales tax).

RECOMMENDATION:

It is recommended that the Board of Harbor Commissioners (Board):

1. Award Bid No. F-772 to Cleveland Track Material, Inc., Cleveland, Ohio, for a total not-to-exceed amount of \$295,852 (including sales tax);
2. Authorize the Executive Director to execute said Contract for and on behalf of the Board; and
3. Adopt Resolution No. _____.

DISCUSSION:

Background – The Badger Avenue Railroad Bridge was constructed in 1996, and provides the only railroad link to Terminal Island. The vertical lift rail bridge runs parallel to the Terminal Island Freeway/Schuyler Heim Bridge, carrying trains on two tracks across the Cerritos Channel to Terminal Island, and serving both Ports of Los Angeles and Long Beach. The bridge has four sets of Conley joints that connect the rails at the interface between the fixed and the moveable portions on each end of the bridge (Transmittal 2: Photo of Conley Joints). The expected lifespan for the Conley joints

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is approximately 8–12 years based on the type and volume of rail traffic that serves Terminal Island. The second amendment of Agreement 1989, between the City of Los Angeles Harbor Department (Harbor Department) and Pacific Harbor Line (PHL), contractually requires the Harbor Department to replace the Conley joints of the Badger Avenue Railroad Bridge once they have reached their expected lifespan.

Progress Rail Services of Covington, Kentucky, manufactured the four Conley joints installed on the Badger Avenue Railroad Bridge in 1996. Two extra sets were also purchased as spares and stored in the Harbor Department maintenance yard. The rail operator, PHL, has regularly performed maintenance on the joints. After 11 years of service and excessive wear, PHL replaced the joints on the south end with the spare sets in 2007. The original joints are currently in storage awaiting rehabilitation. The remaining two sets on the north end of the bridge are in need of replacement, as they have exceeded their maximum predicted lifespan.

The Engineering Division performed an analysis of the Badger Avenue Railroad Bridge Conley joints in November 2009. The analysis determined that the most advantageous action would be to procure and install two new sets of Conley joints identical to the existing sets that require replacement, and to rehabilitate the two worn sets of Conley joints to a like-new condition, which will serve as spare emergency replacements.

Vendor Selection – The Request for Bid No. F-772 was sent out on September 30, 2011. Bids were received on October 26, 2011, from two manufacturers and the results are shown below.

Vendor	Price for New Assembly (2)	Price to Rehab Assembly (2)	Price to Evaluate Assembly (2)	Total Price
Cleveland Track Material, Inc.	\$193,134	\$77,252	\$8,566	\$278,952
Atlantic Track & Turnout Co.	\$205,500	\$79,500	\$9,800	\$294,800

It is recommended that the low bidder, Cleveland Track Material, Inc., be awarded the bid (Transmittal 1).

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ENVIRONMENTAL ASSESSMENT:

The proposed action is the award of Bid No. F-772 for the fabrication and installation of two new sets of Conley joints and the rehabilitation of two sets of existing Conley joints, which will serve as spare emergency replacement parts for the continued operation of the Badger Avenue Railroad Bridge. As an activity involving the restoration or rehabilitation of an existing structure to meet current safety standards, the Director of Environmental Management has determined that the proposed action is exempt from the requirements of the California Environmental Quality Act (CEQA) under Article III Section 1(4) of the Los Angeles City CEQA Guidelines.

ECONOMIC BENEFITS:

This Board action will have no direct employment impact for the five-county region since the company is located outside region.

FINANCIAL IMPACT:

The financial impact of the proposed purchase bid is that the Harbor Department will expend \$295,852 (including sales tax) for the fabrication of two sets of Conley joints and the rehabilitation of two sets of existing Conley joints described herein.

Funds in the amount requested of \$295,852 are available in the fiscal year (FY) 2011/12 Capital Improvement Program budget, Center No. 1002, Program No. 000 (Base Budget), Account No. 55010. This procurement was budgeted for \$263,548 in the FY 2011/12 CIP budget. The remaining balance of \$32,304 is available from the CIP contingency.

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CITY ATTORNEY:

The Office of the City Attorney has reviewed the subject agreement and has approved it as to form and legality.

TRANSMITTALS:

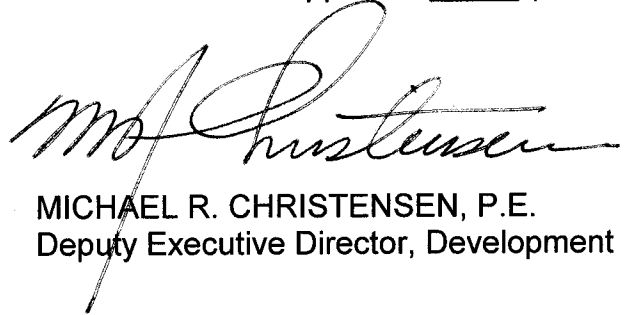
1. Bid No. F-772 – Cleveland Track Material, Inc.
2. Photo of Conley Joints

FIS Approval: ef (initials)

CA Approval: RV (initials)

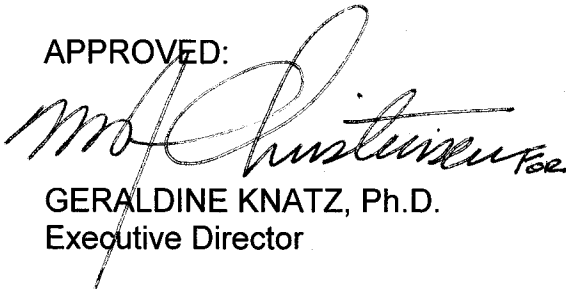


ANTONIO V. GIOIELLO
Chief Harbor Engineer



MICHAEL R. CHRISTENSEN, P.E.
Deputy Executive Director, Development

APPROVED:



GERALDINE KNATZ, Ph.D.
Executive Director

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Author: M. Harne