



Gerald Desmond Bridge Replacement Project

Caltrans • Port of Long Beach • Metro • US Department of Transportation



Status Update

California Transportation Commission, March 20, 2014

Al Moro, Acting Executive Director, Port of Long Beach

Port of Long Beach

Premier gateway for U.S.-Asia trade; Major Southern California economic engine



Big Picture

A photograph showing four construction workers in safety gear (hard hats and high-visibility vests) working on a large industrial structure. The workers are positioned around a blue cylindrical component, possibly a part of a crane or a large pipe. The structure is made of metal and has several vertical supports. The background is a plain, light-colored wall. The text is overlaid on a semi-transparent blue box in the lower half of the image.

Port needs to stay competitive by investing in upgrades that create jobs and strengthen the economy and green operations

Gerald Desmond Bridge

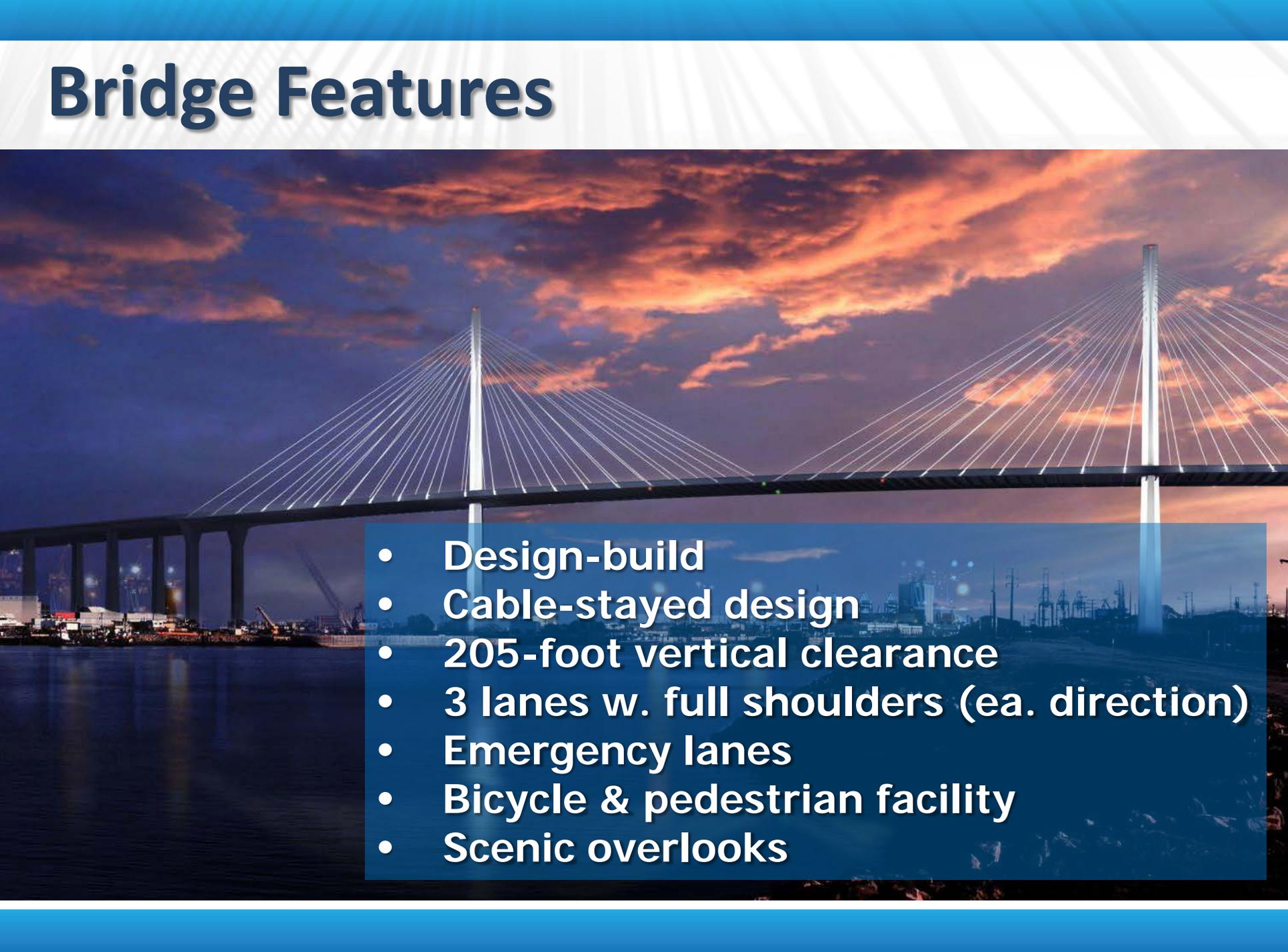


- Obsolete and deteriorating
- Low clearance
- Isn't capable of handling growth
- Needs to be replaced

Project Importance

- 
- Carries 15% of nation's waterborne cargo
 - 3,000 new jobs per year for 3+ years
 - Improvements to traffic and cargo flow

Bridge Features

- 
- A photograph of a cable-stayed bridge at sunset. The sky is filled with orange and red clouds, and the bridge's white cables and towers are silhouetted against the bright light. The bridge spans across a body of water, with an industrial facility visible in the background. A semi-transparent blue box is overlaid on the lower right portion of the image, containing a list of bridge features.
- Design-build
 - Cable-stayed design
 - 205-foot vertical clearance
 - 3 lanes w. full shoulders (ea. direction)
 - Emergency lanes
 - Bicycle & pedestrian facility
 - Scenic overlooks

Funding Partners



Bridge Contractor





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Contractual Project Schedule* (As of December 2013)



**Project schedule is based on substantial completion goal of 2016*



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Current Program Budget

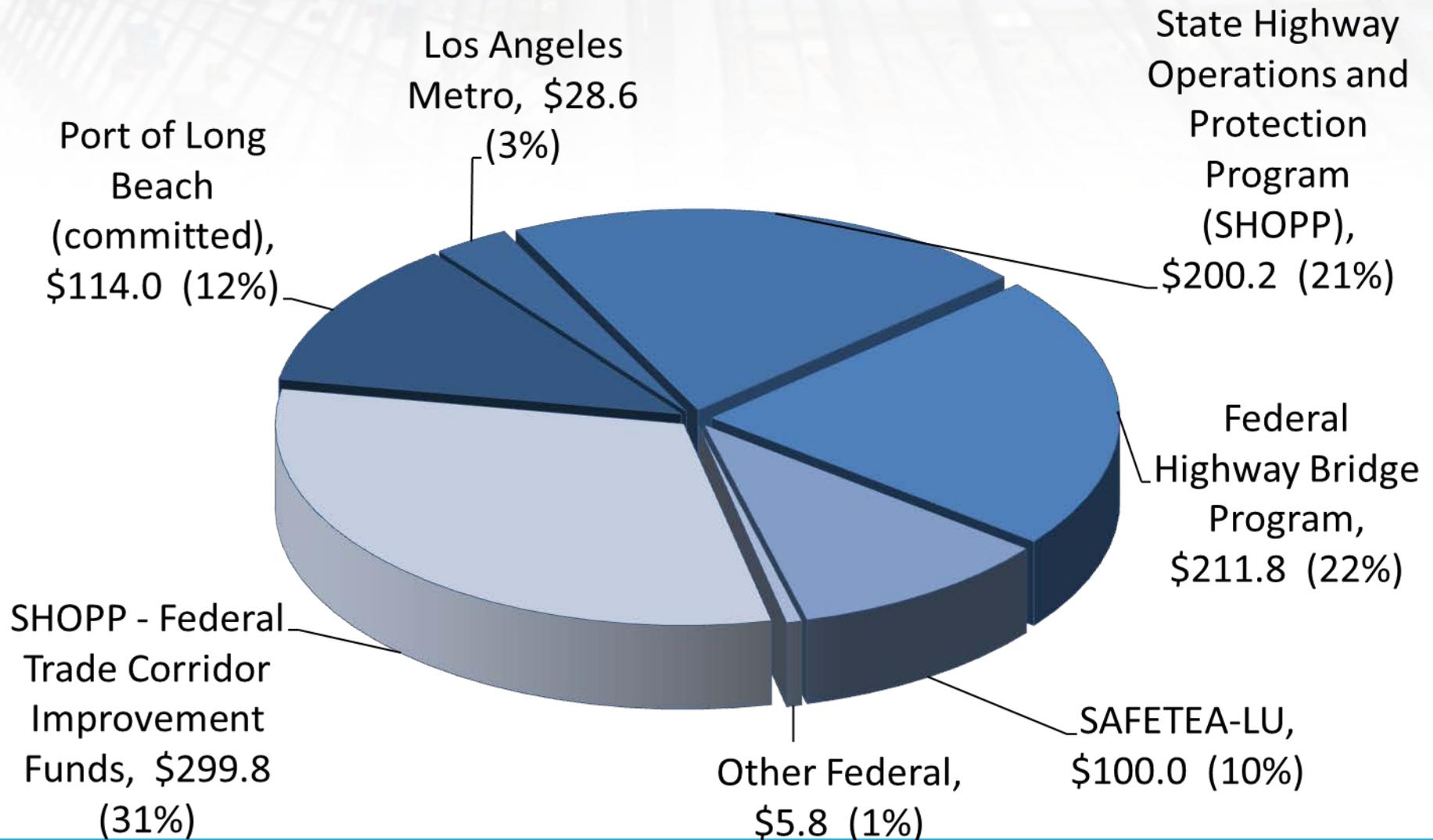
\$1.263 billion

Current Program Budget

Increase from \$960 million (original) budget
by an additional \$303 million.

Approved Funding Plan, \$960M

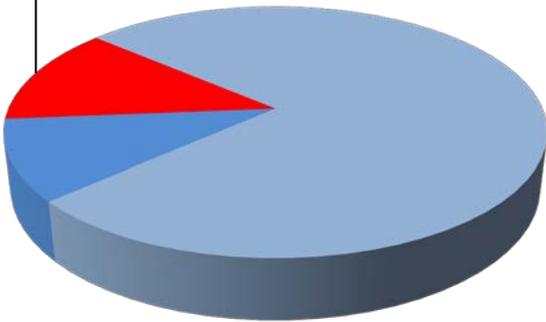
(As of Nov 2010; \$millions)



Changes to Program Budget

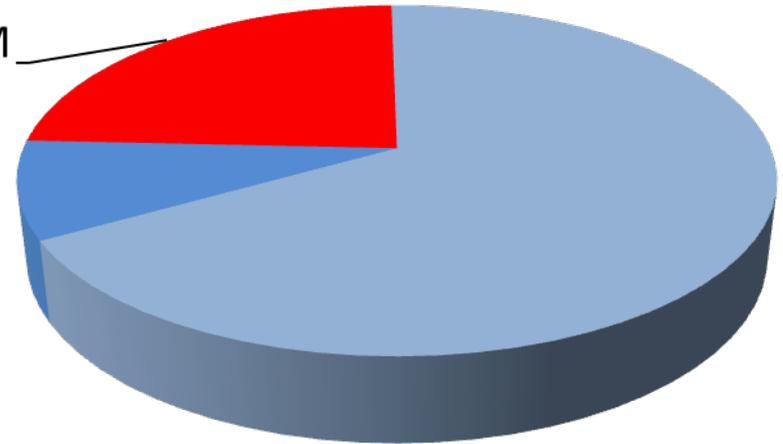
As of April 2013
\$1.1B total cost

Funding
Gap,
\$140M



As of October 2013
\$1.26B total cost

Funding
Gap,
\$303M



■ Regional, State, and Federal Funding

■ Port of Long Beach (committed)

■ Funding Gap



Pre-Construction

Preliminary engineering complete, right of way acquisitions 90% complete and we are two-thirds through utility relocations

Oil field work

Cost to relocate and abandon wells has increased past the approved ~\$105 million budget. Oil field work is 95% complete – with two more well abandonments remaining.





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By the NUMBERS



23 Active or idle wells underneath the footings of the bridge that required shallow casing recovery.



18 Previously abandoned wells that had to be re-abandoned to current standards.



10 Miles of utility lines to be relocated.



6 Buildings, such as a former fire station and the port's maintenance yard, to be demolished.

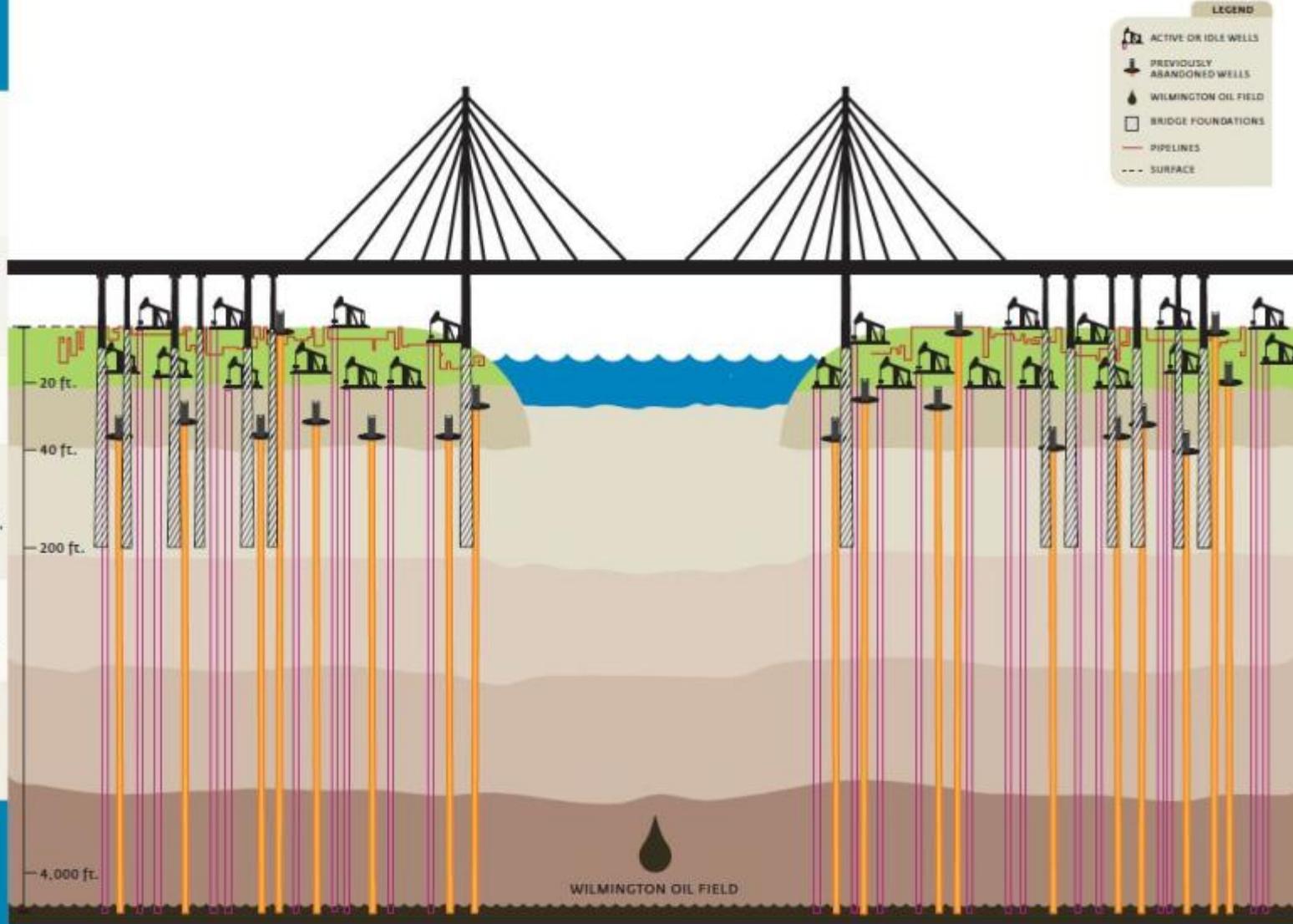


1.5 The length of the new bridge in miles.



30 - 50 feet of previous subsidence due to oil operations.

2016 The expected completion of the new bridge relocated.



LEGEND

- ACTIVE OR IDLE WELLS
- PREVIOUSLY ABANDONED WELLS
- WILMINGTON OIL FIELD
- BRIDGE FOUNDATIONS
- PIPELINES
- SURFACE

*Not actual scale



- Complete oil well work
- Resolve towers, structures, and design challenges
- Manage major road closures
 - e.g. Southbound I-710 to Westbound Ocean Boulevard (Spring 2014)
- Complete easements agreements with Caltrans (funding partner and future owner of the bridge)
- Seek other funding sources



The Future is Big
We face big challenges, but we see big opportunities that will bring a promising future to the Port of Long Beach

Thank You!

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