

JDP

STAFF REVIEW SESSION

June 12, 1979

AGENDA

1. Changes in Telephone System (Ford)
2. Repairs to Terminal 5 Apron (Petit)

MEMORANDUMSTAFF REVIEW SESSION

DATE June 11, 1979

TO Richard D. Ford, Executive Director

FROM Glenn V. Lansing, Senior Director, Operations and Facilities

SUBJECT Changes in Telephone System

Port staff has completed an in-depth study of the existing telecommunications system with the intent of reducing costs and providing departmental visibility and budget planning.

After considering other proposals and examining alternatives to the existing system we recommend that the Port convert to SCAN (State Controlled Area Network) and ESS (Electronic Switching System) in a 2-phased change-over.

Phase I

Immediate conversion of all toll calls from WATS to SCAN. This will reduce monthly long-distance charges by an estimated \$1,200 per month, or \$14,400 annually. The State of Washington General Services Administration will provide the Port with a magnetic tape containing a detailed report of long distance activity. There is no charge to convert to SCAN.

Phase II

Subsequent conversion to a shared ESS Centrex with other public agencies will facilitate utilization of a single-line instrument concept. With the elimination of the majority of multi-line sets and subsequent reduced costs for moves and changes, the estimated savings will be \$940 per month, or \$11,280 annually. In addition to lowering costs, the ESS offers a variety of advanced features. Non-recurring charges associated with this conversion will amount to approximately \$19,000.

A final decision to convert to ESS will not be made until an in-house study is completed to determine the adaptability of the system.

If the system is installed, it will require changing all current centrex telephone numbers. Because of this the ESS should be installed to coincide with the publication of the 1980 Seattle Directory. In addition, a permanent telephone referral service will be implemented.

Richard Ford, Executive Director
June 11, 1979
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A summary of the estimated costs and savings are as follows:

SCAN Savings	\$ 14,400 annually
ESS Savings	\$ 11,280 annually
Total Annual Savings	\$ 25,680
Estimated non-recurring charges	\$ 19,000

(The Port will recover the non-recurring charges in less than 9 months.)

Glenn V. Lansing
PDB/D41

MEMORANDUMSTAFF REVIEW SESSION

DATE June 8, 1979

TO Mr. Richard D. Ford, Executive Director

FROM Vernon L. Ljungren, Chief Engineer

SUBJECT Request for Commission Concurrence to Revise the Scope of Contract No. 820-0175 and/or Contract No. 820-0181 to Accomplish Additional Repairs to the Apron at Terminal 5

The Chief Engineer requests concurrence from the Commission to revise the scope of Manson Construction and Engineering Company's Contract No. 820-0175 and/or Prepakt Concrete Company's Contract No. 820-0181 to accomplish additional repairs to the Terminal 5 apron.

During the construction period it is necessary to take the entire north berth of Terminal 5 out of service and to restrict the yard area around construction activity. This has severely impacted Sea-Land's operation and to alleviate any further delay in returning full use of the facility to Sea-Land the contractors have been directed to proceed with the additional repair work on an emergency basis. Concurrence in this action to revise the scope to accomplish additional repair work at Terminal 5 is requested.

When the proposals have been received from the contractors and reviewed by Engineering and found to be in order and reasonable, a formal request for Change Order will be presented to CIUC and the Commission at the next meeting.

Manson and Prepakt currently have separate contracts with the Port for construction and repair work involving the Terminal 5 apron. Because of the nature of the additional repair requirements, it is advantageous for additional work to be accomplished under both of these contracts.

BACKGROUND

During excavation for Phase I of the bulkhead relieving structure, the contractor exposed a longitudinal crack in the existing bulkhead cap. Further excavation indicated that the crack extended the entire 260-foot length of the south end of the central portion of the apron. During subsequent pile driving for the relieving structure, vibration from the work caused chunks of spalled concrete to fall from the seaward side of the bulkhead cap. Repair of a portion of this damage was accomplished through emergency authorizations approved by the Executive Director.

STAFF REVIEW SESSION

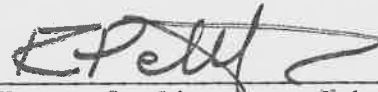
Mr. Richard D. Ford, Executive Director

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Phase II of the project is now underway on the north end of the terminal. Initial excavation revealed similar damage and deterioration to the sheet pile cap as was found in the Phase I portion to the south. Until pile driving was completed on Tuesday, June 5, it has not been possible to ascertain the extent of repair necessary. Manson Construction is now preparing a proposal to make the necessary repair. In order that further delay to Sea-Land's operation or the contractor's progress not occur, the contractor has been directed to proceed with the repair work on an emergency basis.

In addition to the bulkhead damage, inspections conducted during the work have indicated that three (3) of the existing concrete deck panels on the apron are cracked. One of these is severely cracked and must be removed and replaced with a cast-in-place concrete slab. The other two panels are not as badly damaged and can be repaired by epoxy injection.

The design for the repair and/or replacement of the panels was completed on June 8 and the appropriate contractors are now preparing proposals to repair the deck panel. However, it is again critical that this work proceed without causing further delay to Sea-Land's operation so the respective contractors have been directed to proceed with the deck panel repairs on an emergency basis.



for Vernon L. Ljungren, Chief Engineer

RGP/pjn

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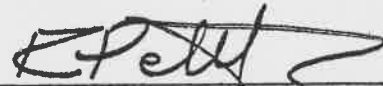
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