

Amendment Document

5564

THIS AGREEMENT, made and entered into on July 21, 2014 by and between City of Long Beach, a California municipal corporation, whose address is 2400 E. Spring Street, Long Beach, CA 90806-2203, (hereinafter called "Licensee"); and Strong Capital I Funding, LP, a Delaware limited partnership, (hereinafter called "Strong");

RECITALS

WHEREAS, Licensee and Strong, or their predecessors in interest, entered into certain agreement(s) described on **Exhibit A** attached hereto and made a part hereof (as amended or supplemented prior to the date first written above, the "**Agreement**");

WHEREAS, capitalized terms used herein without definition shall have the respective meanings ascribed to them in the Agreement; and

WHEREAS, Licensee and Strong desire to amend the Agreement to modify certain provisions and this Amendment supplements and amends the Agreement;

NOW, THEREFORE, in consideration of the mutual covenants and agreements contained herein, and other good and valuable consideration the receipt and sufficiency of which are hereby acknowledged by each of Licensee and Strong, Licensee and Strong do hereby agree as follows:

1. Administrative Processing Fee. Licensee shall pay to Strong an administrative processing fee in the amount of ONE THOUSAND FIVE HUNDRED and NO/100 DOLLARS (\$1,500.00) upon the execution and delivery of this Amendment by an accepted form of payment.
2. Amendment to Section 1. The location of the Structure as stated in Section 1 of the Agreement shall be amended by replacing the original Drawing CE-10704 a, b & c with Drawing 5226-G, dated January 23, 2014, a copy of which is attached herein as **Exhibit B**.
3. Abandonment of Pipelines. Permission is hereby granted for the two crossings originally installed in 1954 to be abandoned in accordance with Union Pacific Railroad's Guideline for Abandonment Procedures, a copy of which is attached as **Exhibit C**. For the permission granted herein, Licensee shall pay a fee of EIGHT THOUSAND THREE HUNDRED FIFTY AND 00/100 DOLLARS (\$8,350.00).
4. Amendment to Section 1. The rental language in Section 1 of the Agreement shall be deleted in its entirety and replaced with the following:
 - (a). As partial consideration for the permission herein given, Licensee shall pay to Licensor as rental, the sum EIGHT HUNDRED THIRTY-SEVEN AND 28/100 DOLLARS (\$837.28) per annum (the "**Annual Rental Amount**"), payable annually in advance and subject to annual adjustment; provided, however, that no such notice shall be required for annual CPI Factor (hereinafter defined) increases as provided in Subsection (b) below. Acceptance by Strong of rental in advance shall not be construed as a waiver by Strong of its right to terminate as set forth in Section 15.

- (b). Automatic CPI Factor Adjustments. The annual rental amount shall automatically and without notice to Licensee, be adjusted, upwards only, on each anniversary of the effective date of this Amendment, by the CPI Factor as indicated on the Consumer Price Index, Urban Wage Earners and Clerical Workers, U.S. City Average, All Items (1982-84=100) (the "**Consumer Price Index**"), published by the United States Department of Labor, Bureau of Labor Statistics, or any successor or substitute index published as a replacement for the Index by any United States governmental agency, or by a minimum of three percent (3%). The "**CPI Factor**" is the percentage adjustment stated in the Consumer Price Index (indicated in the previous sentence) established during the last available twelve-month period immediately preceding each anniversary of the effective date of this Amendment, adjusted to the nearest one-tenth of one percent. If the CPI Factor for any period is negative, there shall be no adjustment for purposes of this Agreement for such period.
- (c). Interest. All amounts due under the Agreement, as amended (including without limitation pursuant to this Amendment), shall bear interest from the date when due until paid at the rate of eighteen percent (18%) per annum. Such interest shall be governed by the laws of Texas and in no event will interest exceed the maximum amount permitted by such laws.

5. Assignment. Licensee may not assign the Agreement without the express prior written consent of Strong; provided, further, any such assignment or delegation (whether by Licensee or Strong) shall not relieve the assigning party from responsibility for performance under the Agreement, as amended (including without limitation pursuant to this Amendment).

6. Governing Law; Interpretation. Where required for proper interpretation, words in the singular shall include the plural; the masculine gender shall include the neuter and the feminine, and vice versa. The terms "successors and assigns" shall include the heirs, administrators, executors, successors, and assigns, as applicable, of any party hereto. For purposes of construction, this Amendment will be deemed to have been drafted by all parties hereto. The headings in this Amendment are included for convenience of reference only and shall be ignored in the construction or interpretation hereof. This Amendment shall be binding and shall inure to the benefit of the parties and their respective successors and assigns.

7. Entire Agreement; Amendment; Waivers. This Amendment embodies the entire agreement among the parties relating to the subject matter hereof and may be amended only by an instrument in writing executed by an authorized officer of each party hereto. The parties may waive any of the conditions contained herein or any of the obligations of the other party hereunder, but any such waiver shall be effective only if in writing and signed by the party waiving such condition(s) or obligation(s). The failure of any party at any time or times to require performance of any provision of the Agreement, as amended, shall in no manner affect the right of such party at a later time to enforce the same or any other provision of the Agreement, as amended. No waiver of any condition or of the breach of any term of the Agreement, as amended, shall be deemed to be or construed as a further or continuing waiver of such condition or breach or a waiver of any other condition or of the breach of any other term of the Agreement, as amended.

8. Acknowledgements. The Licensee hereby acknowledges the title in and to the Strong's rights under the Agreement to be good and agrees never to assail or resist said title. The execution and delivery by Licensee of this Amendment shall be deemed Licensee's acknowledgement that it has had an adequate opportunity to make such legal, factual and other inspections, inquiries and investigations as it deems necessary, desirable or appropriate.

9. Counterparts; Facsimile Signatures. This Amendment (and the items to be furnished in accordance herewith) constitutes the entire agreement between the parties pertaining to the subject matter hereof. No representation, warranty, covenant, agreement, or condition not expressed in this Amendment shall affect or be binding upon the parties hereto. This Amendment may be executed in any number of counterparts (including facsimile signature) each of which shall be an original.

10. Approvals. No work on the premises shall commence by Licensee or by any contractor, employee or agent of the Licensee until all necessary approvals and permission from Union Pacific Railroad and all governmental and regulatory agencies is received.

11. Severability. If any term, provision, covenant or restriction of this Amendment is held by a court of competent jurisdiction or other authority to be invalid, void or unenforceable, the remainder of the terms, provisions, covenants and restrictions of this Amendment shall remain in full force and effect and shall in no way be affected, impaired or invalidated.

12. Full Force and Effect. Except as otherwise expressly provided in this Amendment all other terms, conditions and provisions of the Agreement remain in full force and effect. In the event of any conflict, inconsistency or incongruity between any provision of this Amendment and any provision of the Agreement, the provisions of this Amendment shall govern and control.

[Signature page follows]

EXECUTED PURSUANT
TO SECTION 301 OF
THE CITY CHARTER.

City of Long Beach EXHIBIT
TO Section 301
THE CITY CHARTER

Assistant City Manager

By: *[Signature]*

Name: Patrick H. West

Title: City Manager

Date: Sept. 25, 2014

RAILROAD MANAGEMENT COMPANY, LLC
As agent for
Strong Capital I Funding, LP

By: *[Signature]*

Name: Howard L. Amistead III

Title: Manager

Date: 10/2/2014

APPROVED AS TO FORM

9.17.2014

CHARLES PARKIN, City Attorney

By: *[Signature]*

RICHARD ANTHONY
DEPUTY CITY ATTORNEY

EXHIBIT A

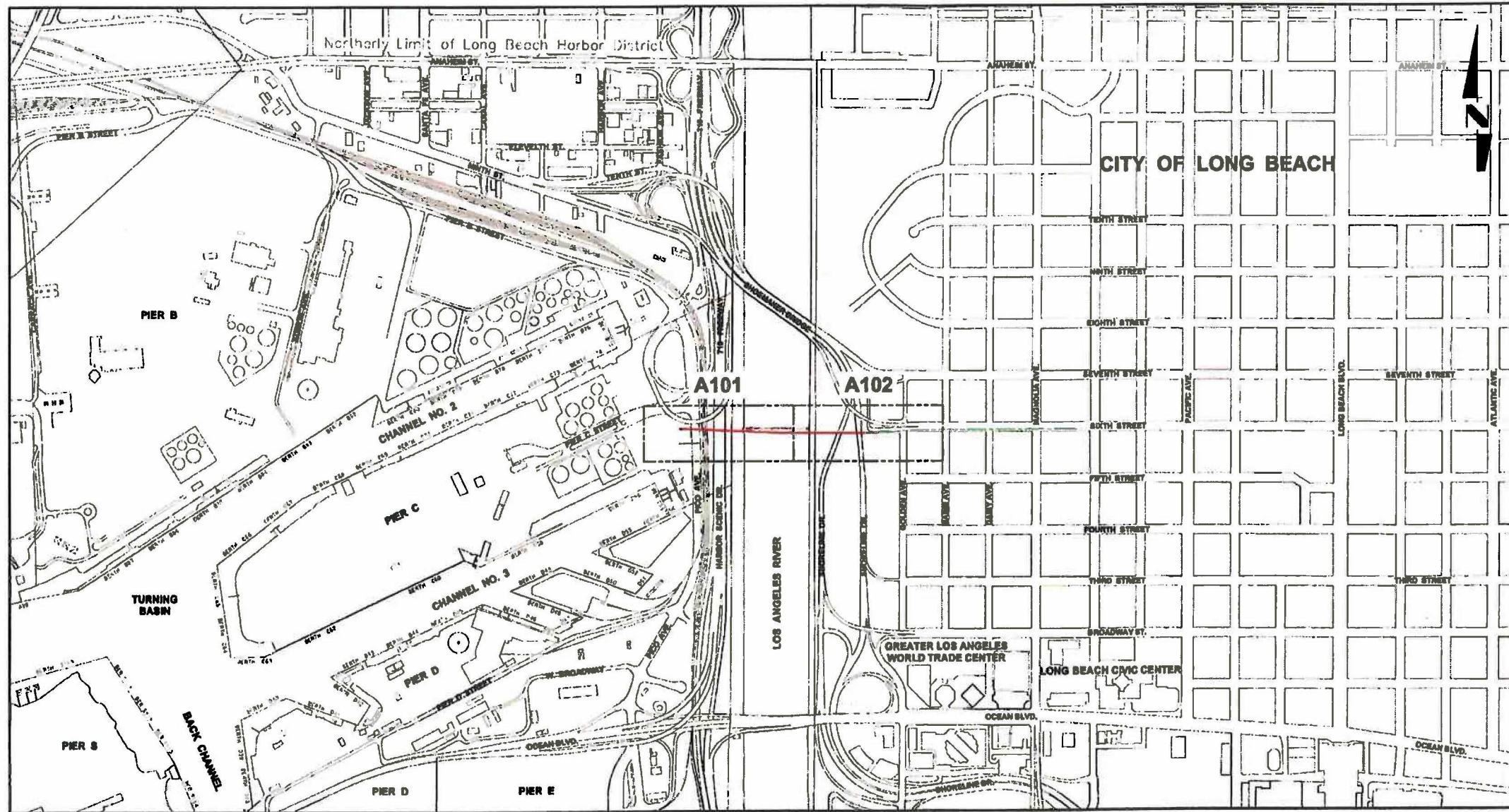
Agreements between Strong Capital I Funding, LP and City of Long Beach or their respective predecessors, amended by this agreement:

License No.	Audit No.	Folder No.	Subject
0247941	S010602	190702	2 - 16" gas pipeline crossings located along 6 th Street between Daisy and Pico Avenues in Long Beach, Los Angeles County, CA

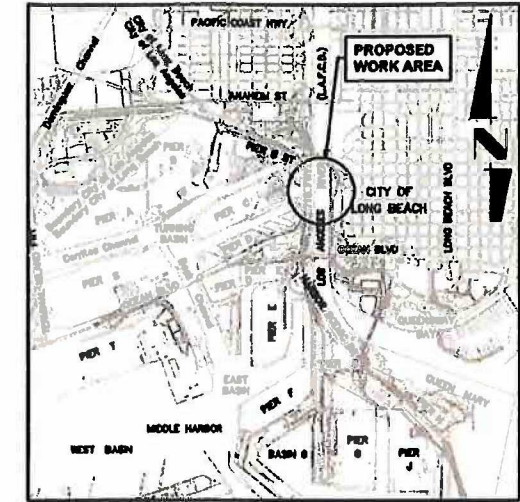
EXHIBIT B

LONG BEACH GAS & OIL DEPARTMENT

16" STEEL MAIN FROM W. 6TH ST. TO PICO AVE. HORIZONTAL DIRECTIONAL DRILL



AREA MAP
SCALE: 1"=500'



VICINITY MAP
SCALE: 1"=3000'

DRAWING LIST	
DWG NO.	TITLE
GENERAL	
8226-G-001	TITLE SHEET & DRAWING LIST
8226-G-002	GENERAL NOTES & ABBREVIATION
HDD PIPELINE ALIGNMENT	
8226-A-101	HDD PIPELINE ALIGNMENT
8226-A-102	HDD PIPELINE ALIGNMENT

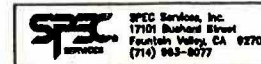


1/27/14

SUBSTRUCTURE NOTATION

THE LOCATIONS OF THE EXISTING SUBSTRUCTURES SHOWN ON THESE PLANS WERE OBTAINED BY A SEARCH OF THE AVAILABLE RECORDS. THERE IS NO ASSURANCE THAT THE EXISTING OR PROPOSED SUBSTRUCTURES ARE ACCURATE, OR THAT ALL THE EXISTING SUBSTRUCTURES ARE SHOWN ON THESE PLANS.

ISSUED FOR CONSTRUCTION
JAN 23 2014



LONG BEACH GAS & OIL DEPARTMENT 2400 E. SPRING ST., LONG BEACH, CA, 90801	
INSTALL 16" STEEL MAIN FROM 6TH ST. TO PICO AVE. TITLE SHEET & DRAWING LIST	
DESIGNED BY: S. BEMDEZ	CITY GRID:
DRAWN BY: SPEG SERVICES	SCALE: AS SHOWN
AS-BUILT BY:	SUBSTRUCTURE:
SHEET 1 OF 4	8226-G-001

I:\2013\General\8226_0001.dwg PLOTTED BY: sremirez DATE: Jan 27, 2014 4:13:32 PM
 W:\1210008

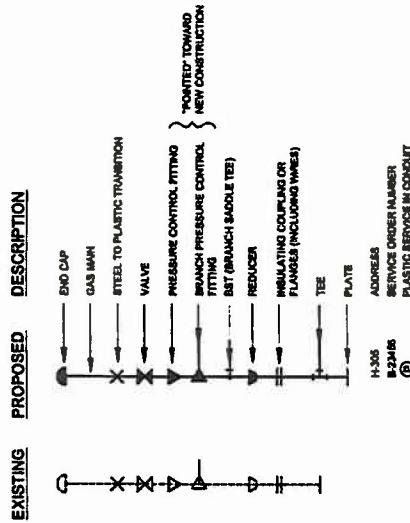
GENERAL:

- FABRICATOR TO BE APPROVED BY THE CITY, OR OTHER GOVERNMENT AGENCY, RESPONSIBLE FOR NEW CONSTRUCTION.
- DESIGN CODE AND GENERAL REQUIREMENTS:
 - ANY APPLICABLE CITY OR COUNTY BUILDING CODES, LATEST EDITION.
 - FEDERAL OCCUPATIONAL SAFETY AND HEALTH STANDARDS ACT (OSHA).
 - INTERNATIONAL PIPELINE ASSOCIATION (IPIA) STANDARDS.
 - LONG BEACH GAS CODE, SPECIFICATION 3000X.
 - ASME B31.4 (LATEST EDITION) - LIQUID TRANSPORTATION SYSTEMS FOR HYDROCARBONS (LTD).
 - U.S. D.O.T. 49CFR194 (LATEST EDITION) - TRANSPORTATION OF HAZARDOUS LIQUIDS BY PIPELINE.
- COORDINATE ALL WORK WITH THE PROJECT ENGINEER.
- THE CONTRACTOR SHALL CONFORM TO ALL REQUIREMENTS OF THE COUNTY OF LOS ANGELES DEPARTMENT OF BUILDING & SAFETY, LA FIRE DEPARTMENT, CALIFORNIA WATER QUALITY CONTROL BOARD (LOS ANGELES REGION), SOUTHERN CALIFORNIA AIR QUALITY MANAGEMENT DISTRICTS, AND ANY OTHER CITY, STATE, OR FEDERAL AGENCY REQUIREMENTS.
- THE LOCATIONS OF THE SUBSTRUCTURES SHOWN ON THESE PLANS WERE OBTAINED BY SEARCH OF AVAILABLE RECORDS. THERE IS NO ASSURANCE THAT THE RECORD INFORMATION IS COMPLETELY ACCURATE. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL EXISTING SUBSTRUCTURES SHOWN AND ANY OTHER SUBSTRUCTURES NOT OF RECORD ON NOT SHOWN ON THESE PLANS.
- THE OWNER SHALL HAVE THE RIGHT TO MAKE CERTAIN CHANGES IN THE WORK AND THE CONTRACT AMOUNT SHALL BE ADJUSTED ACCORDINGLY. ALL SUGGESTED CHANGES OR MODIFICATIONS TO THE CONTRACT SHALL BE APPROVED BY THE PROJECT ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY AND COUNTY ENGINEERS. THE CONTRACTOR IS INSTRUCTED NOT TO ACCEPT VERBAL AUTHORIZATIONS AND ASSUMES ANY AND ALL LIABILITY FOR NOT COMPLYING WITH THIS PROCEDURE IN ITS ENTIRETY. AS A RESULT, THE CONTRACTOR MAY BE REQUIRED TO REWAP AND RECONSTRUCT THE WORK WITH THE NECESSARY PRECAUTIONARY MEASURES TO PROTECT THE SUBSTRUCTURES SHOWN AND ANY OTHER SUBSTRUCTURES NOT OF RECORD ON NOT SHOWN ON THESE PLANS. AT NO ADDITIONAL COST TO THE CONTRACTOR SHALL BE PERMITTED.
- GENERAL CONTRACTOR SHALL VERIFY THE JOB SITE, VERIFY ALL GRADES, DIMENSIONS, AND EXISTING CONDITIONS PRIOR TO BEING AND COMMENCING CONSTRUCTION.
- GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE COORDINATION OF ALL WORK, INCLUDING THAT OF ALL SUBTRADES.
- GENERAL CONTRACTOR SHALL NOTIFY THE ENGINEER AND ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES FOUND WITHIN THE CONTRACT DOCUMENTS.
- ALL SUBCONTRACTORS SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS, LOCATIONS, AND DEPTHS OF THEIR OPERATIONS. ALL BRACK, BEAMS, AND OTHER EXCESS MATERIAL SHALL BE REMOVED FROM THE BUILDING SITE.
- ALL MATERIALS SHALL BE FURNISHED AS SHOWN HEREIN UNLESS EQUAL ALTERNATES ARE APPROVED IN WRITING BY THE OWNER.
- GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR SHORING AND PROTECTING BRACING DURING CONSTRUCTION AND/OR ERECTION TO SUPPORT ALL LOADS TO WHICH THE STRUCTURE MAY BE SUBJECTED.
- ANY REFERENCE TO THE WORDS "APPROVE, APPROVED, OR APPROVAL" IN THESE DOCUMENTS SHALL BE HEREIN DEEMED TO MEAN GENERAL ACCEPTANCE OR REVIEW AND SHALL NOT RELIEVE THE CONTRACTOR AND/OR THE SUBCONTRACTORS OF ANY LIABILITY IN FURNISHING THE REQUIRED MATERIALS OR LABOR REQUIRED.
- THE CONTRACT DRAWINGS AND SPECIFICATIONS REPRESENT THE FINISHED STRUCTURE AND DO NOT CONSTITUTE A CONTRACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS, LOCATIONS, AND DEPTHS OF ALL UNDERGROUND LINES WITHIN THE WORK AREA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS, LOCATIONS, AND DEPTHS OF ALL UNDERGROUND LINES WITHIN THE WORK AREA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS, LOCATIONS, AND DEPTHS OF ALL UNDERGROUND LINES WITHIN THE WORK AREA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS, LOCATIONS, AND DEPTHS OF ALL UNDERGROUND LINES WITHIN THE WORK AREA.
- CONTRACTOR TO NOTIFY UNDERGROUND SERVICE ALERT (U.S.A.) AT LEAST 48 HOURS PRIOR TO BEGINNING WORK AT SITE.
- CONTRACTOR SHALL VERIFY AND DOCUMENT THE LOCATION OF ALL UNDERGROUND LINES WITHIN THE AREAS OF PROPOSED CONSTRUCTION. UNDERGROUND LINES SHALL REMAIN IN PLACE IF THEY DO NOT CONFLICT WITH THE NEW CONSTRUCTION. OTHERWISE THE LINES SHALL BE RELOCATED BY OTHERS AT THE OWNER'S DISCRETION.
- INSTALL PIPELINE AT ELEVATIONS SHOWN ON THE PIPELINE ALIGNMENT DRAWING PROFILE. IN THE EVENT THAT FOREIGN LINES CROSSING OR OTHER OBSTRUCTIONS IMPACT THE VERTICAL ALIGNMENT, PIPELINE MUST BE LOWERED TO MAINTAIN A MINIMUM 12" CLEARANCE FROM ALL CROSSING LINES AND/OR OBSTRUCTIONS UNLESS OTHERWISE REQUIRED BY PROJECT ENGINEER.
- CROSSING LINES INDICATED IN THE PROFILE ARE SHOWN APPROXIMATELY. CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL CROSSING LINES, WHETHER SHOWN OR NOT SHOWN, PRIOR TO INSTALLATION OF PIPELINE.
- COMPANY SHALL BE RESPONSIBLE FOR BOLTS HANDLING AND MONITORING PER SECTION RULE 1WA.
- FOR PIPELINE BACK FILL REQUIREMENTS, CONTRACTOR SHALL REFER TO NOTES AND TRENCH DETAILS IN THE DRAWINGS.
- ALL TRENCH DIMENSIONS SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD PRIOR TO FABRICATION.
- CHANGES IN DIRECTION OF PIPELINE ROUTING SHALL BE ACHIEVED BY STANDARD FITTINGS AS SPECIFIED IN THE CONTRACT SPECIFICATIONS.
- THE CONTRACTOR IS RESPONSIBLE FOR PROCUREMENT OF ALL MATERIAL WHICH IS NOT SUPPLIED BY OWNER.
- THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN PIPELINE ROUTE LAYOUT AND STAKING PERFORMED BY OWNER. IN THE EVENT OF AN ALIGNMENT CONFLICT, CONTRACTOR SHALL REQUEST CLARIFICATION FROM OWNER REPRESENTATIVE BEFORE CUTTING PAVEMENT OR EXCAVATING.
- ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR OR LIABLE FOR UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGE TO EXISTING UNDERGROUND AND ABOVE GROUND FACILITIES, AND OTHER UTILITIES ON THE PROJECT AND SHALL REPAIR ANY DAMAGE AT NO COST AND TO THE SATISFACTION OF THE OWNER AS WELL AS APPROPRIATE PERMITTING AGENCIES.
- ALL TRADES SHALL AT ALL TIMES KEEP THE PREMISES FREE FROM ACCUMULATION OF WASTE MATERIALS OR RUBBISH CAUSED BY THE WORK DURING CONSTRUCTION, AND AT THE COMPLETION OF THE WORK REMOVE ALL RUBBISH AND DEBRIS OFFSITE.
- ALL WORK SHALL BE IN ACCORDANCE WITH OWNERS' SPECIFICATION.
- CONTRACTOR SHALL COORDINATE WITH SURVEY CREW TO COLLECT ALL AS-BUILT DATA BEFORE BACK FILLING TRENCH.
- CONTRACTOR MUST COORDINATE ACTIVITIES WITH ADJACENT PORT OF LONG BEACH CONSTRUCTION CONTRACTORS.

ABBREVIATIONS

- A.B. ABANDONED
- B.C. BENCH CURVE
- B.O.P. BOTTOM OF PIPE
- C.P.T. CATHODIC PROTECTION TEST STATION
- ENW. END WELD
- E.C. ECCENTRIC
- E.C.F. ECCENTRIC TOP FLAT
- E.C.B.F. ECCENTRIC BOTTOM FLAT
- E.L. ELEVATION
- F.B. FIELD BEND
- F.L. FLANGE
- F.O.F. FACE OF FLANGE
- F.S. FINISHED SURFACE
- F.W. FIELD WELD
- INS. INSULATION
- Q.T.S. GENERAL TYRN SEAL VALVE
- L.T. LEFT TURN
- L.G. LONG
- F.T.F. FITTING TO FITTING
- N.T.S. NOT TO SCALE
- O.C. ON CENTER
- P.I. POINT OF INTERSECTION
- P.S. PIPE SUPPORT
- P.V.C. POLY VINYL CHLORIDE
- RED. REDUCER
- RED. TEE REDUCING TEE
- R.F. RAISED FACE
- R.F.W. RANKED FACE WELD NECK FLANGE
- R.G. RIGID GALVANIZED CONDUIT
- R.T. RIGHT TURN
- S.B. SHOP BEND
- S.O.L. SOCKLELET
- S.S. STAINLESS STEEL
- T.B. TO BE REMOVED
- T.O. TOP OF
- T.O.C. TOP OF CONCRETE
- T.O.P. TOP OF PIPE
- T.O.B. TOP OF BRICK
- VERT. VERTICAL
- W.T. WALL THICKNESS
- W.D.L. WELDOLET

GAS SYMBOLS



NON-STANDARD ABBREVIATIONS

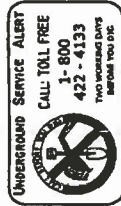
- BST. BRANCH SADDLE TEE
- E.C.D. ELECTRICAL CONDUIT
- FT. FLANGE TEE
- H.P.C. HALF PRESSURE CONTROL FITTING
- INS. INSULATION
- O. ON
- P.C. PRESSURE CONTROL FITTING
- POST. PRESSURE CONTROL FITTING BOTTOM TAP
- PT. PRESSURE CONTROL FITTING SIDE TAP
- R. RESTRICTION ORDER
- R.O. REPAIR ORDER
- RED. REDUCER
- S.L.C. SECOND SERVICE TEE
- S.V.T. SERVICE TEE
- T.T. TRANSITION FITTING
- W.D. WORK ORDER
- WT. WELD TEE
- X.F.C. DEPTH OF COVER OVER MAIN

LINETYPES

- PROPOSED GAS MAIN
- EXISTING GAS MAIN
- EXISTING WATER MAIN
- EXISTING STORM DRAIN MAIN
- EXISTING SEWER MAIN
- EXISTING TELEPHONE CONDUIT
- EXISTING ELECTRICAL CONDUIT
- ABANDON UTILITY

FIRE DEPARTMENT REQUIREMENTS:

- ALL NEW CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH ALL APPLICABLE FIRE DEPARTMENT REGULATIONS.
- ALL PIPING SYSTEMS SHALL BE LABELED IN ACCORDANCE WITH ANSI A-13.1 AND SPECIFICATIONS.
- VEHICULAR ACCESS SHALL BE MAINTAINED DURING CONSTRUCTION.



ISSUED FOR CONSTRUCTION
JAN 23 2014

LONG BEACH GAS & OIL DEPARTMENT
340 E. IMPARO ST., LONG BEACH, CA 90809

INSTALL 16" STEEL MAIN FROM 6TH ST. TO PKCO AVE.
GENERAL NOTES & ABBREVIATIONS

DESIGNED BY: S. LINDOZ
DRAWN BY: SPEC SERVICES
AS-BUILT BY: SPTT

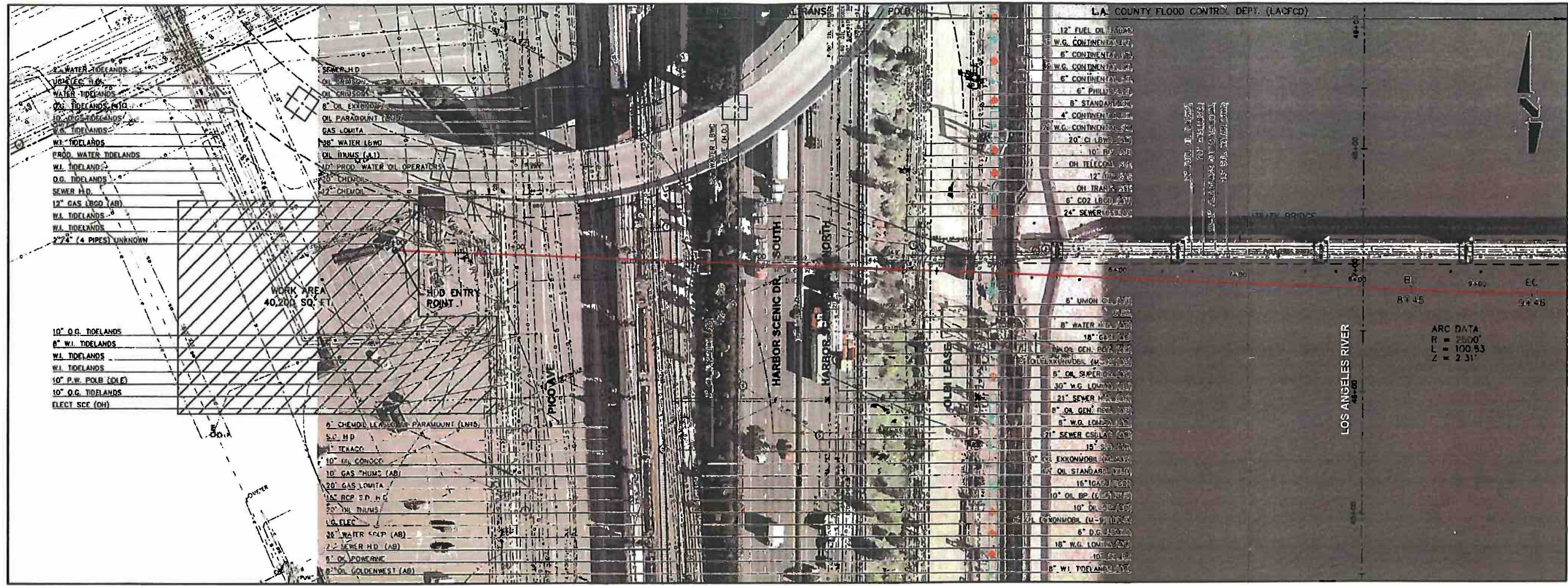
CITY GRID: 5477
SCALE: AS SHOWN
SUBSTRUCTURES: 5228-G-002

2 OF 4

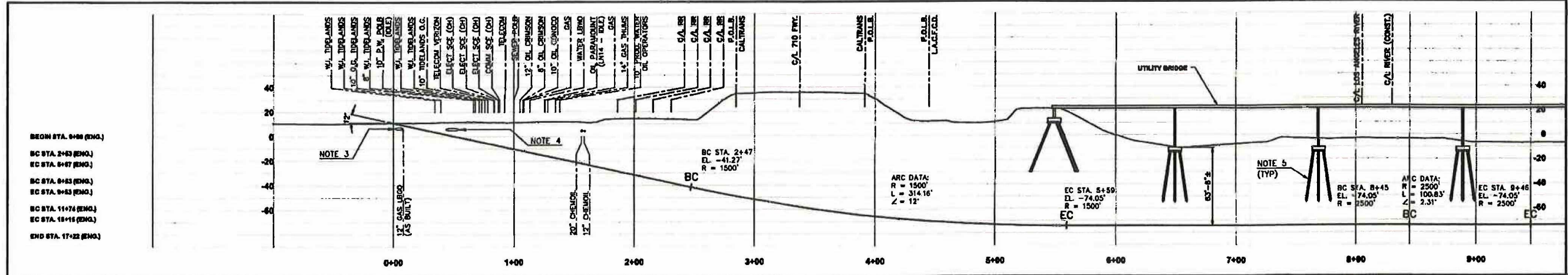


SUBSTRUCTURE NOTATION

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PLAN
SCALE: 1"=40'



- NOTES:**
- CONTRACTOR SHALL VERIFY ALL DIMENSIONS, ELEVATIONS, AND CLEARANCES PRIOR TO PIPE FABRICATION.
 - SUBSTRUCTURES WITH UNKNOWN ELEVATIONS ARE NOT SHOWN IN PROFILE.
 - CONTRACTOR SHALL VERIFY 2' UNKNOWN SUBSTRUCTURES IN THIS AREA PRIOR TO PIPE FABRICATION.
 - CONTRACTOR SHALL VERIFY 4' UNKNOWN SUBSTRUCTURES IN THIS AREA PRIOR TO PIPE FABRICATION.
 - DEPTH OF EXISTING UTILITY BRIDGE PILES WERE ASSUMED BASED ON PROJECT GEOTECH REPORT. AS-BUILT DIMS. FOR UTILITY BRIDGE DID NOT INCLUDE A RECORDED LENGTH OF PILES.



PROFILE
HORIZ. SCALE: 1"=40'
VERT. SCALE: 1"=40'

SUBSTRUCTURE NOTATION
THE LOCATIONS OF THE EXISTING SUBSTRUCTURES SHOWN ON THESE PLANS WERE OBTAINED BY A SEARCH OF THE AVAILABLE RECORDS. THERE IS NO ASSURANCE THAT THE EXISTING OR PROPOSED SUBSTRUCTURES ARE ACCURATE, OR THAT ALL THE EXISTING SUBSTRUCTURES ARE SHOWN ON THESE PLANS.

ISSUED FOR CONSTRUCTION
JAN 23 2014

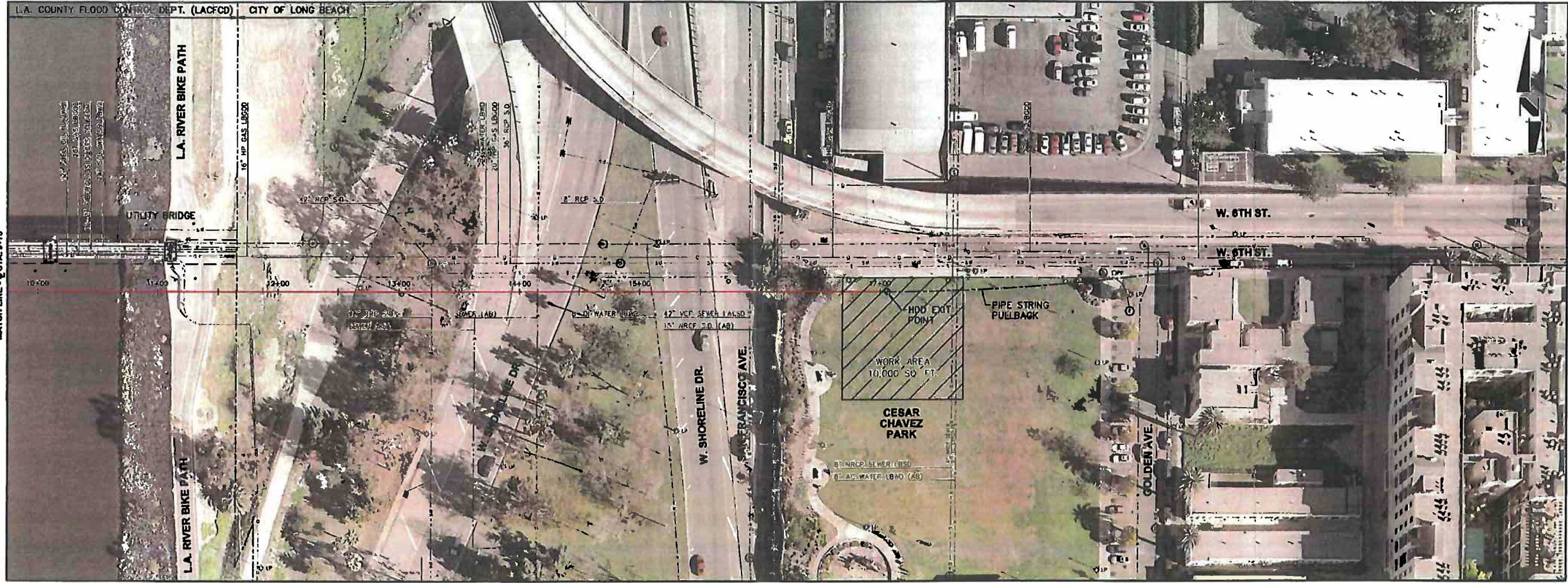


LONG BEACH GAS & OIL DEPARTMENT
2400 E. SPYRAG ST., LONG BEACH, CA 90805

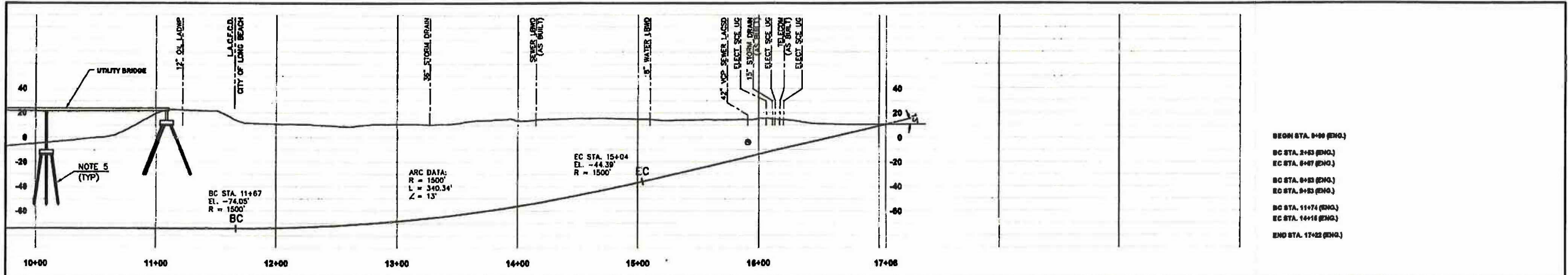
INSTALL 18" STEEL MAIN FROM 8TH ST. TO PICO AVE. HDD PIPELINE ALIGNMENT	
DESIGNED BY: S. MENDEZ	CITY ORD:
DRAWN BY: S/PEC SERVICES	SCALE: 1"=40'
AS-BUILT BY:	SUBSTRUCTURE:
3 OF 4	5226-A-101

SPZ SERVICES
SPEC SERVICES, Inc.
17011 Buena Vista Street
Fountain Valley, CA 92708
(714) 943-8077

SEE SHEET 182 MATCH LINE - E STA. 9+75
K:\9226\A101\5226-A101.dwg PLOTTED BY: smendez DATE: Jan 27, 2014 4:25:50 pm
DWG: 5226-A-101



PLAN
SCALE: 1"=40'



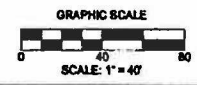
BEGIN STA. 0+00 (ENCL)
 BC STA. 2+43 (ENCL)
 EC STA. 8+47 (ENCL)
 BC STA. 8+83 (ENCL)
 EC STA. 9+83 (ENCL)
 BC STA. 11+74 (ENCL)
 EC STA. 16+16 (ENCL)
 END STA. 17+02 (ENCL)

- NOTES:**
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PROFILE
HORIZ. SCALE: 1"=40'
VERT. SCALE: 1"=40'

ISSUED FOR CONSTRUCTION
JAN 23 2014



UNDERGROUND SERVICE ALERT
CALL: TOLL FREE 1-800-422-4133
TWO WORKING DAYS BEFORE YOU DIG

SPC Services, Inc.
17101 Shepard Street
Fountain Valley, CA 92708
(714) 963-8077

LONG BEACH GAS & OIL DEPARTMENT
3400 E. SPRING ST., LONG BEACH, CA 90805

INSTALL 16" STEEL MAIN FROM 6TH ST. TO PICO AVE. HDD PIPELINE ALIGNMENT

DESIGNED BY: S. MENDEZ	CITY ORG:
DRAWN BY: SPEC SERVICES	SCALE: 1" = 40'
AS-BUILT BY:	SUBSTRUCTURE:
SHEET 4 OF 4	5226-A-102

W.O. 120008
 DATE: 01/23/14
 TIME: 4:28:07 PM

**PROPOSED PORTION OF PIPELINE
HIGHLIGHTED IN RED IS WITHIN
UNION PACIFIC RAILROAD RIGHT OF WAY**

HARBOR SCENIC DR

1571 LIVING WALL
WO 9085 787

1571 LIVING WALL (UT) (R) (S) DISCONTINUED

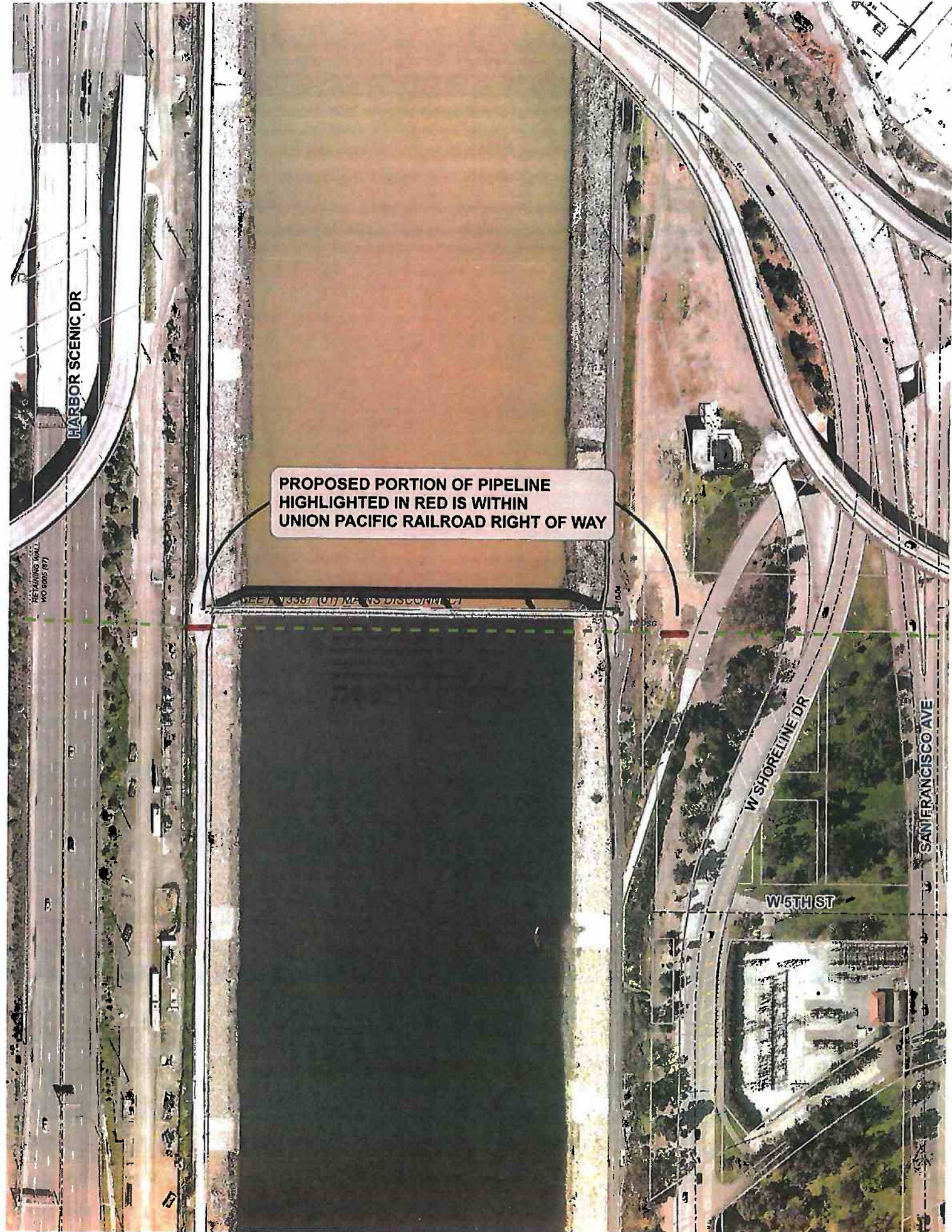
1004

1005

W SHORELINE DR

SAN FRANCISCO AVE

W 5TH ST



4-15-14

PLACE ARROW INDICATING NORTH DIRECTION RELATIVE TO CROSSING

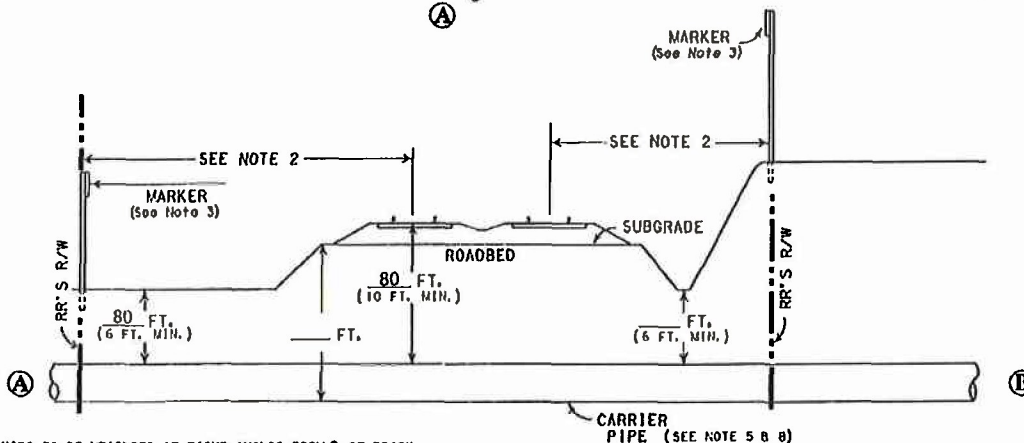
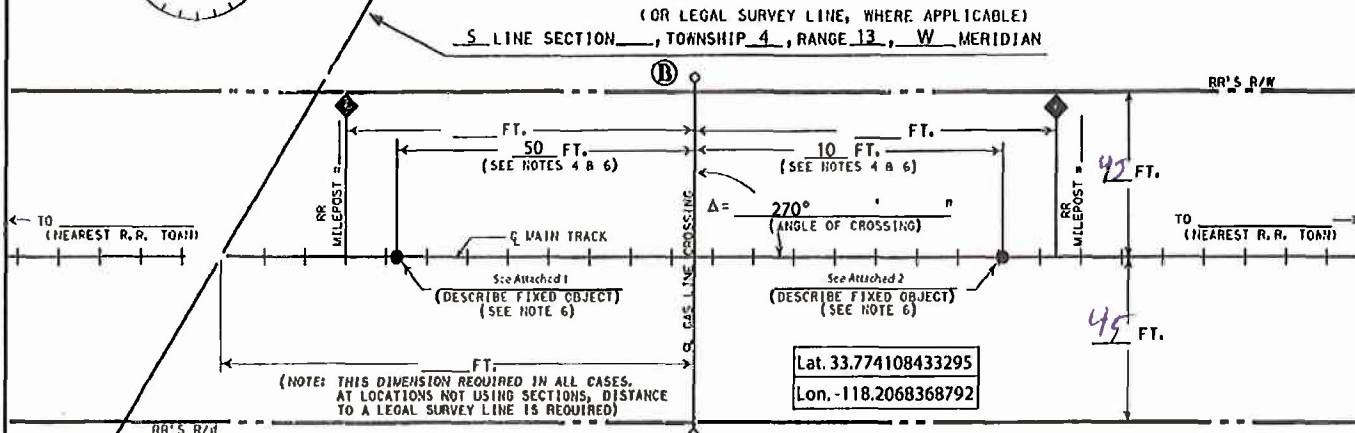


UNCASED GAS TRANSMISSION PIPELINE CROSSING

NOTE: ALL AVAILABLE DIMENSIONS MUST BE FILLED IN TO PROCESS THIS APPLICATION.

FORM DR-0404-C
REV 10-26-2007
www.uprr.com

NO SCALE



NOTES:

- 1) ALL HORIZONTAL DISTANCES TO BE MEASURED AT RIGHT ANGLES FROM C. OF TRACK.
- 2) REQUISITES FOR CARRIER LINE PIPE SHALL APPLY FROM RIGHT-OF-WAY TO RIGHT-OF-WAY.
- 3) MARKER TO INDICATE LOCATION OF PIPELINE AT RIGHT-OF-WAY LINE. IN ADDITION, MARKERS SHALL BE INSTALLED AT MINIMUM 500 FT. INTERVALS ALONG PIPELINE ENCROACHMENTS AND AT LOCATIONS OF MAJOR CHANGE OF DIRECTION.
- 4) MINIMUM OF 50' FROM THE END OF ANY RAILROAD BRIDGE, C. OF ANY CULVERT, OR FROM ANY SWITCHING AREA.
- 5) SIGNAL REPRESENTATIVE MUST BE PRESENT DURING INSTALLATION IF RAILROAD SIGNALS ARE IN THE VICINITY OF CROSSING.
- 6) ALLOWABLE FIXED OBJECTS INCLUDE: BACKWALLS OF BRIDGES; C. OF ROAD CROSSINGS & OVERHEAD VIADUCTS (GIVE ROAD NAME), OR CULVERTS.
- 7) CASING AND CARRIER PIPE MUST BE PLACED A MINIMUM OF 2 FEET BELOW THE EXISTING FIBER OPTIC CABLE. ANY EXCAVATION REQUIRED WITHIN 5 FEET OF THE EXISTING FIBER OPTIC CABLE MUST BE HAND DUG.
- 8) CARRIER PIPE MUST BE OF STEEL CONSTRUCTION WITH CATHODIC PROTECTION PROVIDED

- A) IS PIPELINE CROSSING WITHIN DEDICATED STREET? YES; NO;
- B) IF YES, NAME OF STREET NORTH HARBOR SCENIC DR - 710 FREEWAY
- C) CARRIER PIPE:
COMMODITY TO BE CONVEYED (NO LIQUIDS ALLOWED) NATURAL GAS
OPERATING PRESSURE 40 PSI
WALL THICKNESS 0.5; DIAMETER 16;
- D) METHOD OF INSTALLING CARRIER PIPE UNDER TRACK(S):
 DRY BORE AND JACK (WET BORE NOT PERMITTED);
 TUNNEL; OTHER Directional Bore
- E) DISTANCE FROM CENTER LINE OF TRACK TO NEAR FACE OF BORING AND JACKING PITS WHEN MEASURED AT RIGHT ANGLES TO TRACK 475 (30' MIN.)
- F) WILL CONSTRUCTION BE BY AN OUTSIDE CONTRACTOR? YES; NO;
- G) APPLICANT HAS CONTACTED 1-800-336-9193, U. P. COMMUNICATION DEPARTMENT, AND HAS DETERMINED FIBER OPTIC CABLE DOES; DOES NOT; EXIST IN VICINITY OF WORK TO BE PERFORMED. TICKET NO. _____

EXHIBIT "A"

(FOR RAILROAD USE ONLY - DO NOT WRITE IN THIS BOX)

UNION PACIFIC RAILROAD CO.

Long Beach Branch (Abandoned)

M. P. 503.3 E. S. OPP 31113.42

UNCASED GAS PIPELINE AT

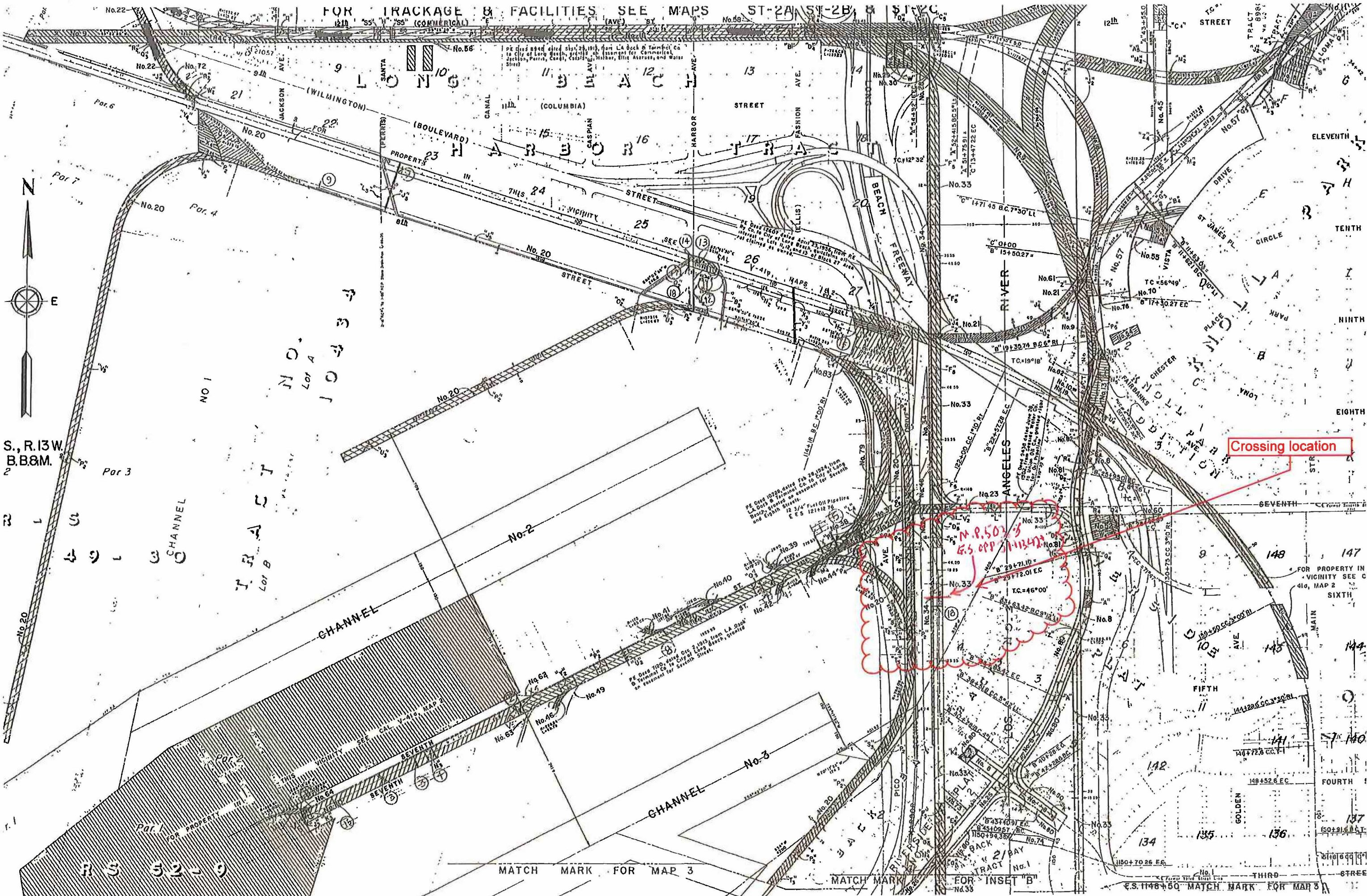
Los Angeles Los Angeles CA

FOR CITY OF LONG BEACH

RR FILE NO. 0286706 DATE 9/5/14

WARNING

IN ALL OCCASIONS, U. P. COMMUNICATIONS DEPARTMENT MUST BE CONTACTED IN ADVANCE OF ANY WORK TO DETERMINE EXISTENCE AND LOCATION OF FIBER OPTIC CABLE. PHONE: 1-800-336-9193



S., R. 13W.
B.B.&M.

NO. 1
Lot A
10434
NO. 2
Lot B

Crossing location

N.P. 5013
G.S. OPP 111347

MATCH MARK FOR MAP 3

MATCH MARK FOR INSET B

E.S. 1148+50 MATCH MARK FOR MAP 3

4-15-14

DIRECTION ARROW INDICATING NORTH
DIRECTION RELATIVE TO CROSSING

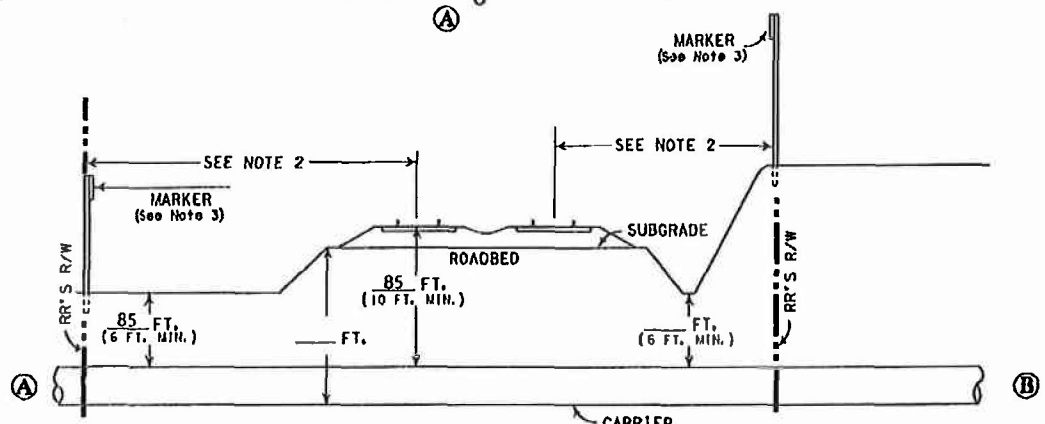
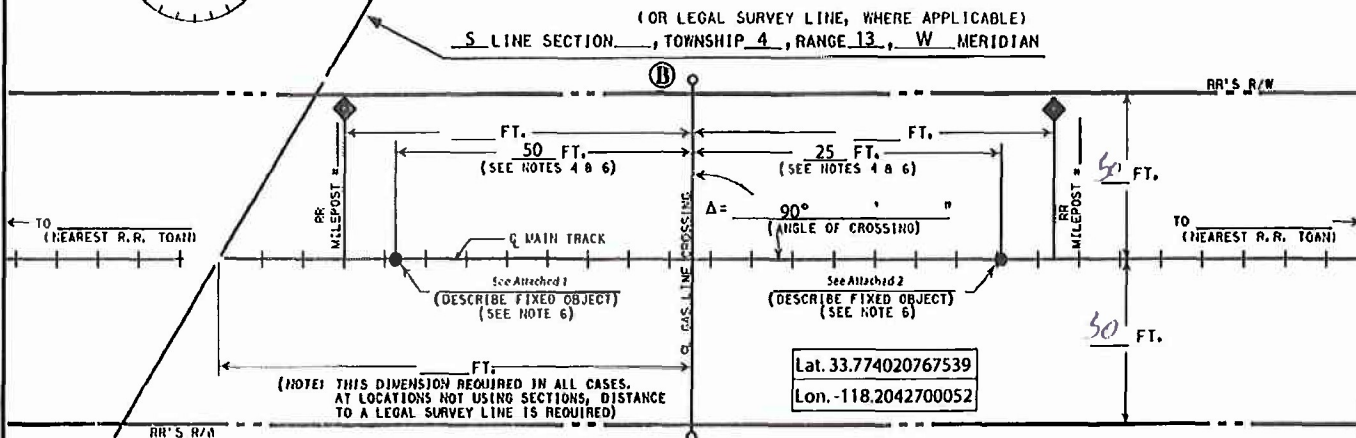


UNCASED GAS TRANSMISSION PIPELINE CROSSING

NOTE: ALL AVAILABLE DIMENSIONS MUST BE
FILLED IN TO PROCESS THIS APPLICATION.

FORM DR-0404-C
REV 10-20-2007
www.uprr.com

NO SCALE



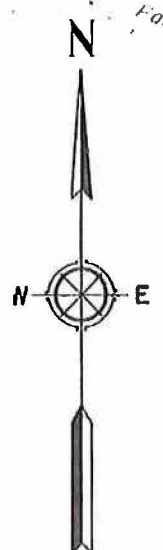
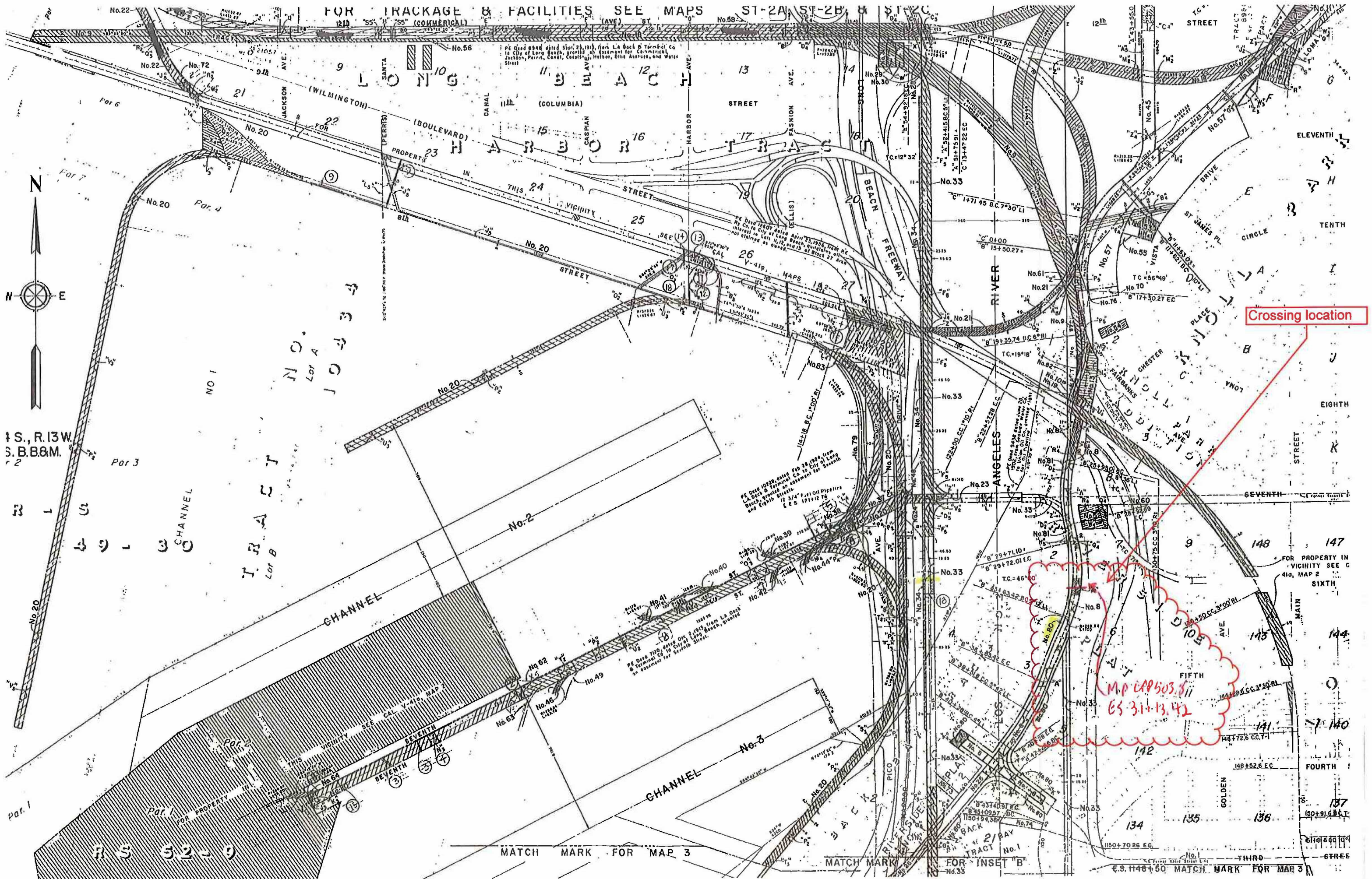
- NOTES:
- 1) ALL HORIZONTAL DISTANCES TO BE MEASURED AT RIGHT ANGLES FROM ϕ OF TRACK.
 - 2) REQUISITES FOR CARRIER LINE PIPE SHALL APPLY FROM RIGHT-OF-WAY TO RIGHT-OF-WAY.
 - 3) MARKER TO INDICATE LOCATION OF PIPELINE AT RIGHT-OF-WAY LINE. IN ADDITION, MARKERS SHALL BE INSTALLED AT MINIMUM 500 FT. INTERVALS ALONG PIPELINE ENCROACHMENTS AND AT LOCATIONS OF MAJOR CHANGE OF DIRECTION.
 - 4) MINIMUM OF 50' FROM THE END OF ANY RAILROAD BRIDGE, ϕ OF ANY CULVERT, OR FROM ANY SWITCHING AREA.
 - 5) SIGNAL REPRESENTATIVE MUST BE PRESENT DURING INSTALLATION IF RAILROAD SIGNALS ARE IN THE VICINITY OF CROSSING.
 - 6) ALLOWABLE FIXED OBJECTS INCLUDE: BACKWALLS OF BRIDGES; ϕ OF ROAD CROSSINGS & OVERHEAD VIADUCTS (GIVE ROAD NAME); OR CULVERTS.
 - 7) CASING AND CARRIER PIPE MUST BE PLACED A MINIMUM OF 2 FEET BELOW THE EXISTING FIBER OPTIC CABLE. ANY EXCAVATION REQUIRED WITHIN 5 FEET OF THE EXISTING FIBER OPTIC CABLE MUST BE HAND DUG.
 - 8) CARRIER PIPE MUST BE OF STEEL CONSTRUCTION WITH CATHODIC PROTECTION PROVIDED.

A) IS PIPELINE CROSSING WITHIN DEDICATED STREET? YES; NO;
 B) IF YES, NAME OF STREET W. SHORELINE DR
 C) CARRIER PIPE:
 COMMODITY TO BE CONVEYED NATURAL GAS
 OPERATING PRESSURE 40 PSI
 WALL THICKNESS 0.5; DIAMETER 16;
 D) METHOD OF INSTALLING CARRIER PIPE UNDER TRACK(S):
 DRY BORE AND JACK (WET BORE NOT PERMITTED);
 TUNNEL; OTHER Directional Bore
 E) DISTANCE FROM CENTER LINE OF TRACK TO NEAR FACE OF BORING AND JACKING PITS WHEN MEASURED AT RIGHT ANGLES TO TRACK 550 (30' MIN.)
 F) WILL CONSTRUCTION BE BY AN OUTSIDE CONTRACTOR? YES; NO;
 G) APPLICANT HAS CONTACTED 1-800-336-9193, U. P. COMMUNICATIONS DEPARTMENT, AND HAS DETERMINED FIBER OPTIC CABLE DOES; DOES NOT; EXIST IN VICINITY OF WORK TO BE PERFORMED. TICKET NO. _____

EXHIBIT "A"
 (FOR RAILROAD USE ONLY - DO NOT WRITE IN THIS BOX)
 UNION PACIFIC RAILROAD CO.
Long Beach Branch (Abundant)
 (SUBDIVISION)
 M. P. 503.5 E. S. 3113.42
 UNCASED GAS PIPELINE AT
Los Angeles Los Angeles CA
 (NEAREST RR STATION) (COUNTY) (STATE)
 FOR CITY OF LONG BEACH
 (APPLICANT)
 RR FILE NO. 0286705 DATE 5/8/14

WARNING
 IN ALL OCCASIONS, U. P. COMMUNICATIONS DEPARTMENT MUST BE CONTACTED IN ADVANCE OF ANY WORK TO DETERMINE EXISTENCE AND LOCATION OF FIBER OPTIC CABLE. PHONE 1-800-336-9193

FOR TRackage & FACILITIES SEE MAPS ST-2A, ST-2B, & ST-2C



1 S., R. 13 W.
3. B. B. & M.

NO. 1
LOT A
JO 3 3 4
TRACT
LOT B

Crossing location

M.P. 68503.811
65-31+13.42

MATCH MARK FOR MAP 3

MATCH MARK FOR INSET "B"

MATCH MARK FOR MAP 3

EXHIBIT C

GUIDELINES FOR ABANDONMENT PROCEDURES ON UPRR RIGHT-OF-WAY:

For pipelines, steam tunnels, pipe tunnels and other similar structures that are scheduled for abandonment on the UPRR right-of-way, it is the current standard of the UPRR Structures Department to require the pipeline/structure to be filled with CLSM (Controlled Low-Strength Material). This process is designed to help avoid future subsidence as the line deteriorates after abandonment. The use of low strength CLSM also allows the future removal of CLSM at a later date if deemed necessary.

The following requirements are adapted from ***General Notes and Details for Round Steel Pipe Culverts, UPRR plan 680000***

1. The CLSM material shall have an unconfined compressive strength of 50 to 300psi. (Currently, UPRR specifies 300 psi as a standard for abandoned pipeline fill. This strength should provide adequate protection while allowing future removal if necessary.)
2. The mixture shall consist of water, Portland cement, fly ash, and sound fine or coarse aggregate or both.
3. The mix design shall allow adequate flowability without segregation of aggregates.
4. Hardening time is of prime importance and CLSM should develop 50psi in about one hour.
5. The maximum layer of thickness for CLSM shall be 3 feet.
6. Additional layers shall not be placed until the CLSM has lost sufficient moisture (to be walked on without indenting more than 2 inches)*

*In most cases, it will not be possible to check moisture content by the "walking on" procedure above, however a reasonable time should be provided before placing additional layers/lifts.

Additional notes:

1. For pipelines or structures with a depth greater than 3 feet, CLSM shall be placed in lifts.
2. Contractor should verify no voids will be present after filling the structure.
3. Access to fill pipelines shall be from off the UPRR right-of-way if possible. If excavation is required for the fill procedure, excavations shall meet requirements for shoring design.

Additional references:

"Applications that require removal of CLSM at a later date usually limit the maximum compressive strength to less than 200 psi."

From Portland Cement Association "Cement and Concrete Basics, Controlled Low-Strength Material", www.cement.org