

February 23, 2016



GOLDEN GATE BRIDGE
PHYSICAL SUICIDE DETERRENT SYSTEM
FEDERAL-AID PROJECT: BHLS-6003(051)
and
WIND RETROFIT
FEDERAL-AID PROJECT: BHLS-6003(052)

Contract No. 2016-B-1

To: Prospective Bidders

RE: **Response to Bidders' Question No. 69 through 74**

Ladies and Gentlemen:

The following is the response to questions submitted by prospective bidders and designated as Bid Question No. 69 through 74:

BID QUESTION No. 69:

Fabricator qualifications and certifications - 55-1.01D(2): The first paragraph begins, "Fabricators of structural steel for this Contract must be certified under the AISC Quality Certification Program, Category Major Steel Bridges (Cbr),..."

1. Since all steel elements are structural steel, is the shop or fabrication site sizing material "precut before arrival at the fabrication site", subject to the AISC Cbr requirements and required to have the certification?

RESPONSE:

See Addendum No. 3. Section 55-1.01D(2) was revised to require steel fabrication shops to be AISC certified as Certified Bridge Fabricator – Intermediate (IBR) or as Certified Bridge Fabricator – Advanced (ABR).

In accordance with AISC's description of the supply chain for structural steel, fabrication starts with the delivery of the steel to the fabrication shop from either the structural steel mill producers or from structural steel service centers. If the pre-cutting occurs at either a steel mill producer or service center, this pre-cutting will not be considered fabrication. This pre-cutting will not be to exact dimensions but will be for aiding the shipping and delivery process from the steel mill producer or service center to the fabrication shop.

Any fabrication shop, either the Contractor's primary shop for fabrication of structural steel or another fabrication shop assisting the primary shop, that does cutting of structural steel must be

AISC certified as Certified Bridge Fabricator – Intermediate (IBR) or as Certified Bridge Fabricator – Advanced (ABR), as specified in Special Provisions Section 55-1.01D(2).

BID QUESTIONS No. 70:

2. Is pre-drilling steel members considered fabrication? Will the fabrication shop pre-drilling steel members be required to hold a current Cbr certification?

RESPONSE:

Pre-drilling of structural steel members is considered fabrication. The fabrication shop that does the pre-drilling must be AISC certified as Certified Bridge Fabricator – Intermediate (IBR) or as Certified Bridge Fabricator – Advanced (ABR), as specified in Special Provisions Section 55-1.01D(2). See Addendum No. 3.

BID QUESTIONS No. 71:

3. Since steel fabrication is a majority of the Contract, and the Contractor is expected to have DBE participation, it is intended to utilize DBE steel fabricators to supplement the main SDS net support fabricator and the traveler fabricator. This Cbr certification is not held by any DBE steel fabricators known at this time. Please, confirm sizing and pre-drilling will be permitted by fabricators not certified by AISC for Major Bridge (Cbr).

RESPONSE:

See Addendum No. 3. All structural steel fabrication shops or fabricators, including those only doing sizing and pre-drilling, must be AISC certified as Certified Bridge Fabricator – Intermediate (IBR) or as Certified Bridge Fabricator – Advanced (ABR), as specified in Special Provisions Section 55-1.01D(2).

BID QUESTIONS No. 72:

Per Drawing S006, please confirm the Interior Traveler Crane Rails installed between the South Tower and North Tower actually pass through the centerline of the bridge without interruption.

RESPONSE:

The Interior Traveler crane rails are continuous through the centerline of the bridge at Panel Number 129 as shown on Drawing S006.

Revised Drawing S006 will be issued in an upcoming addendum to clarify the Interior Traveler travel limits.

BID QUESTIONS No. 73:

Please refer to drawing sheet no.114 "Interior and bottom traveler rail and connections" section. Existing fasteners have to be removed and replaced. Please clarify if those fasteners are rivets or bolts?

RESPONSE:

Special Provisions Section 55-5.01B, "Definitions," states "The terms 'existing fasteners' and 'existing rivets' are used interchangeably on the Plans and must be understood as describing existing connections consisting of rivets and bolts, as some of the original rivets have been replaced with bolts due to repairs and upgrades." You must take this into consideration when preparing your bid.

BID QUESTIONS No. 74:

12-4.01A(1); C006 - C011: The ninth paragraph begins, "At any location on the Bridge roadway where your personnel, equipment and materials are present in a traffic lane, such lane must be closed to traffic and the lanes that remain open to traffic must be separated from the work area by temporary railing (Type K), as shown and specified."

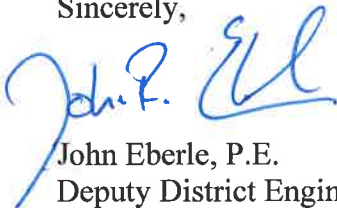
The Traffic Control drawings shown in C006 - C011, show only cones to separate the work area and the active traffic. Please, confirm k-rail is not required for these traffic configurations.

RESPONSE:

In accordance with Special Provisions Sections 7-1.04, "Public Safety," and 12-4.01A(1), "Summary," temporary railing (Type K) is required to be installed on the Bridge roadway between an open traffic lane and a closed traffic lane where your personnel, equipment and materials are present in a traffic lane. See Addendum No. 3 for revised Special Provisions Section 7-1.04.

Revised Contract Drawings C006 through C011 will be issued in an upcoming addendum to clarify this requirement.

Sincerely,



John Eberle, P.E.
Deputy District Engineer