

April 12, 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. 123 through 129**

Ladies and Gentlemen:

The following is the response to questions submitted by prospective bidders and designated as Bid Question No. 123 through 129:

BID QUESTION No. 123:

Drawing No. M451. Shows the side traveler drive consisting of 3H Motor, flexible-grid type coupling, parallel shaft reducer of 215:1 ratio and shafts spaced at 12 3/16", and double-engagement gear coupling. Please suggest the brand of the reducer because our research on this matter was unsuccessful. We can suggest the gear motor as a single unit (similar to Drawing No. M456) which will achieve the soft start (the reason the flexible coupling is usually used) through the use of the specified variable frequency drive.

RESPONSE:

See Addendum 6 for revised Contract Drawings and Section 60-2. A gear motor as a single unit is not acceptable. Standard catalog products from established manufacturers, such as Rexnord Industries, were used as the basis of design for the reducer.

The Contract Drawings provide the general configuration and layout of the traveler drive machinery. The Contractor is responsible for the final design details of the traveler drive machinery. See Contract Drawings and Section 60-2 for design requirements.

BID QUESTIONS No. 124:

Drawing No. M452. Section A shows 10" OD Steel roller with the rubber lugging. Please specify the corrosion protection for the steel part of the roller (Galvanized? Painted?) and the thickness and hardness of the rubber layer.

RESPONSE:

See Addendum 6 for revised Contract Drawing M452 and Section 60-2. The steel core of the 10-inch OD rubber covered roller must be ASTM A276 type 304 stainless steel. The steel core of the roller must be coated with an inorganic zinc primer and top-coated with high gloss machinery enamel resistant to weathering and abrasion. The rubber covering must be Neoprene, Nitrile or Urethane, as appropriate for the application, and a minimum of 1-1/2" thick.

BID QUESTION No. 125:

Drawing No. M451. Please specify the size of the spherical roller bearings, the wheel shaft material, and the method the wheels are to be attached to their shafts.

RESPONSE:

See Addendum 6 for revised Contract Drawings and Section 60-2. The Contractor must determine the size of the spherical roller bearings. The diameter of the forged steel wheel shaft is 3 15/16" and the wheel shaft material must be forged steel conforming to ASTM A668. As a live axle, the wheels must be positively mounted to the shaft by conventional means, e.g. retainer nut and cotter pins or similar. Wheels must be keyed to the shaft to effectively transmit the drive torque.

The Contract Drawings provide the general configuration and layout of the traveler drive machinery. The Contractor is responsible for the final design details of the traveler drive machinery. See Contract Drawings and Section 60-2 for design requirements.

BID QUESTION No. 126:

Ref. Drawing No. S351. Note 2. Please provide the requirements for the design of tie offs.

RESPONSE:

See Addendum 6 for revisions to Section 60-2. The Contractor is responsible for the design of the side traveler tie-offs. Refer to Section 60-2.02A, Design Criteria, for the design requirements of the side traveler tie-offs.

BID QUESTION No. 127:

SDS 60-10 Par. 60-2.01A (2) A. Specifies the rail clamp which we were incapable to find on the drawings. Please clarify design & location.

RESPONSE:

See Addendum 6 for revised Contract Drawings and revisions to Section 60-2. The rail clamps are to be designed by the Contractor. The rail clamps are not shown on the Contract Drawings. Refer to revised Section 60-2.02A, Design Criteria, for the rail clamp design requirements.

BID QUESTION No. 128:

SDS 60-10 Par. 60-2.01A (2) B. Specifies the rail clamps which we were unable to find on the drawings. Please clarify design, quantity, and location.

RESPONSE:

See Addendum 6 for revised Contract Drawings and revisions to Section 60-2. The rail clamps are to be designed by the Contractor. The rail clamps are not shown on the Contract Drawings. Refer to revised Section 60-2.02A, Design Criteria, for the rail clamp design requirements.

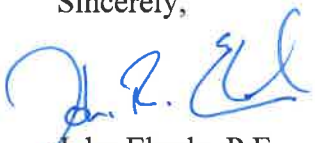
BID QUESTION No. 129:

SDS 60-11 Par. 60-2.01A (2) C. Specifies the rail clamps which we were unable to find on the drawings. Please clarify design, quantity, and location.

RESPONSE:

See Addendum 6 for revised Contract Drawings and revisions to Section 60-2. The rail clamps are to be designed by the Contractor. The rail clamps are not shown on the Contract Drawings. Refer to revised Section 60-2.02A, Design Criteria, for the rail clamp design requirements.

Sincerely,



John Eberle, P.E.
Deputy District Engineer