

June 30, 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. 247 through 251**

Ladies and Gentlemen:

The following are the responses to questions submitted by prospective bidders and designated as Bid Question No. 247 through 251:

BID QUESTION No. 247:

Order of Work; 8-1.08A; Z006

Specification Sheet 8-29, under listed section, paragraph 9 states "At the west side of the Suspension Bridge only, install the wind retrofit system, including the wind fairings and replacement of the west sidewalk railing, in its entirety prior to installing the Suicide Deterrent Net System on the net supports."

Please, confirm the Specification description takes precedence over the plan sheet on Z006.

Additionally, please, confirm this sequence only pertains to the location the wind retrofit work occurs and all other activities under this Contract are not restricted by this sequence restriction.

RESPONSE:

See Addenda 5 and 11 for revised Contract Drawings and revised Section 8-1.08. As stated on both revised Contract Drawing Z006, and in revised Section 8-1.08A, the Contractor must install the wind retrofit system, including the wind fairings and replacement of the west sidewalk railing, in its entirety on the Suspension Bridge Main Span prior to installing the Suicide Deterrent Net System on the net supports on the west side of the Suspension Bridge Main Span. Installations of the SDNS at all other locations are not restricted by this sequence restriction.

BID QUESTION No. 248:

Reference Section 60-2.01A(3) General (Page SDS 60-12)

The first paragraph contains the following statement

“The Plans depict a conceptual design for the maintenance traveler machinery. The Plans are not intended to depict all details of the machinery system. They are to be used as a guideline for development of working machinery systems to be incorporated into the final traveler. You are responsible for the design, development and implementation of working machinery systems for each of the maintenance travelers in accordance with the performance requirements specified herein.”

Reference Section 60-2.01C(3), (Page SDS 60-16)

This section outlines a list of Electrical / Mechanical Systems Items that will require working drawings and calculations. After Line Item 17, the following statement is made:

“The working drawings and calculations for the Traveler Mechanical System must include Complete mechanical design calculations including applied loads, safety factors and component ratings.”

That being the case, it is understood that the complete mechanical and electrical system design and calculations will be the responsibility of the traveler supplier.

However, regarding the structural design of the travelers, we are of the opinion that the main structural platform designs are considered “complete,” and no calculations are required to confirm the actual structural design of the traveler platforms. (In other words, no further analysis of the main structural platform design is required).

There are however, a minimum number of structural calculations (and working drawings) required by the traveler supplier, and they are specifically called out under Section 60-2.01C(4) Traveler Structural System. Based on our interpretation of this section, the following calculations are required.

- Design calculations for wire mesh safety screen and attachments.
- Design calculations for ladders, cages, hand rails, guardrails, swinging gates, toe boards, grated steel deck, grated steel deck platform structural supports, and machinery support components, galvanizing vents and drains, etc.
- Design calculations for motor support platforms.
- Design calculations for interior traveler telescopic truss roller supports and connections.

Please confirm the above interpretations are correct.

RESPONSE:

See Addendum 6 for revised Section 60-2. Your understanding that the complete traveler mechanical and electrical system design and calculations will be the responsibility of the Contractor and the traveler supplier is correct.

Regarding the Traveler Structural System, revised Section 60-2.02A(5)(a) states:

“The Traveler Structural System consists of the traveler steel framing, which design is detailed on the traveler structural plans, and those steel elements and aluminum hatches designated on the traveler structural plans and in this Section 60-2.02A(5) to be designed by you. The Traveler Structural System must conform to the details shown on the traveler structural plans and the provisions specified in this Section 60-2.02A(5).

The Contractor designed elements includes but are not limited to, motor support platforms, mechanical system supports, electrical equipment supports, ladders, cages, handrails, guardrails, hatches, fixed access platforms and ladders, charging station platforms, toeboards and gates.”

Therefore, your understanding that the design of the traveler main structural platforms is complete and no calculations are required to confirm the actual structural design of the traveler platforms is correct, and your understanding that the Contractor must design and provide calculations and working drawings for a number of other elements, including the ones listed in the bid question above, is correct. Revised Section 60-2 provides a listing of all elements that must be designed by the Contractor.

BID QUESTION No. 249:

The specified interior and side traveler rail end stop (ATT IHB) specified has a filler plate in the center. The TCB-1B bumper requires a screw connection to the center of the end stop. Have you worked out with Miner an alternate connection?

RESPONSE:

See Addendum 6 for Revised Contract Drawings. The Interior and Side Traveler Rail End Stop Detail has been modified on Revised Contract Drawing No. S334 to include cutouts in the crane stop plates including the filler plate to accommodate the bumper cap screw and nut.

BID QUESTION No. 250:

4-1.05A(4)

The last paragraph reads, "The mark-ups specified herein will constitute full compensation for all indirect costs (as defined therein) and profit. The total payment made as provided above shall be deemed to be the actual cost of such work and shall constitute full compensation therefor."

Markup includes indirect and profit. Per 4-1.05A(4)b, quality control is considered an indirect. Please, confirm independent testing (or special inspection) will be considered a direct cost.

RESPONSE:

Independent quality control testing or special quality control inspection when performed by a subconsultant or subcontractor to the Contractor and required only for the changed work is considered a direct cost. Other costs associated with quality control, including costs of the Contractor's Quality Control Manager and the development, administration and implementation of the Contractor's Quality Control Program are considered indirect costs.

BID QUESTION No. 251:

4-1.05A(4)(c)

4-1.05A(4)(c)(i) in part reads "Where you and the Engineer have reached agreement...the maximum mark-up shall be 20%..."

4-1.05A(4)(c)(ii) in part reads, "Where you and the Engineer have not reached agreement... the maximum mark-up shall be 15%..."

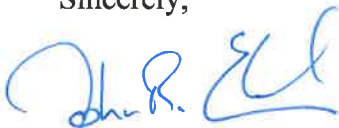
- a. Please, confirm if the District typically agrees with the Contractor's explanation or reasoning supporting the higher markup. What is the criteria used by the District to support the higher markup rate?

RESPONSE:

On previous projects, the Engineer has typically agreed with the Contractor's proposal for the direct costs of changed work when the Contractor provided, in accordance with Section 4-1.05A(4), Contractor Change Order Proposal, a detailed fair and equitable estimate of the direct costs.

As stated in Section 4-1.05A(4), the District applies the higher of the two different maximum markups on the direct costs when the Contractor and the Engineer agree, prior to the start of the changed work, on the direct costs. If agreement cannot be reached, then the work is tracked on a time and material basis and the lower markup is applied.

Sincerely,



John Eberle, P.E.
Deputy District Engineer