

July 8, 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. 280**

Ladies and Gentlemen:

The following is the response to a question submitted by prospective bidders and designated as Bid Question No. 280:

BID QUESTION No. 280:

With regards to the K-Rail requirement for protecting active work zones in a lane closure, will the Bridge District accept an alternate approved option? The approved option would be the "Mobile Barrier (MBT-1) Manufactured by Mobile Barrier, LLC (www.mobilebarrier.com)", which meets and exceeds the crash test rating of concrete K-Rail (NCHRP 350)(See attached FHWA approval letter HSSD/B-178 and product information sheet). In addition to meeting the NCHRP 350 requirements, it also meets the more stringent and upcoming MASH 16 standards. It provides more positive worker and motorist protection than temporary concrete k-rail. The Mobile Barrier is also approved for use by the FHWA for use on the National Highway System. The Barrier is towed into position with absolutely no additional deployment time before work may begin. It also has an optional onboard diesel generator, work lights, test level 3 TMA crash cushion and a full matrix message board or arrowboard on the rear. This extremely fast deployment and removal will result in 1-2 hours of gained access to the work area(s) each shift, which in turn will increase work production and decrease the project time frame as well as decrease worker's liabilities and in turn save money. Lastly, it can be easily be relocated to multiple work zones in the same shift if needed unlike the concrete k-rail that is being called for in the specifications. For these reasons, we feel that this device should be considered for use on this project.

RESPONSE:

The information provided with this bid question is insufficient for the District to approve the Mobile Barrier (MBT-1) manufactured by Mobile Barrier, LLC, as an alternate approved option to the Type K temporary railing specified for Contract 2016-B-1.

The District may consider accepting the Mobile Barrier (MBT-1) manufactured by Mobile Barrier, LLC, as an alternative option to the Type K temporary railing specified to be placed to separate the closed lanes and work areas on the Bridge roadway from the lanes that remain open to traffic whenever your personnel, equipment and materials are present in a traffic lane, provided such alternative:

- *provides at least the same protection as Type K temporary railings*
- *is approved by FHWA and Caltrans for use as a protective moveable barrier for protecting work zones in closed highways lanes adjacent to lanes open to traffic*
- *will be used in conformance with all conditions and with all auxiliary equipment required by such FHWA and Caltrans' approvals*
- *fits within the lane closure configurations shown on the Traffic Control Drawings and as specified*
- *can be stationed inside the closed lanes such that the continuous line of the specified and shown traffic cones is maintained*
- *can accommodate the geometry of the local roads and entry and exit ramps near the Bridge.*

Sincerely,



John Eberle, P.E.
Deputy District Engineer