

April 7, 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. 107 through 117**

Ladies and Gentlemen:

The following is the response to questions submitted by prospective bidders and designated as Bid Question No. 107 through 117:

**BID QUESTION No. 107:**

Restore exist bolt hole with weld; 55-5.03; Det B / WR024

The detail has a note that reads, "Restore exist bolt hole with weld."

For this specific instance of restoration of existing bolt holes with weld, will the weld need to be inspected using UT? If required what is the UT criteria, tension or compression?

**RESPONSE:**

*See Addendum 3 and revised Contract Drawing WR024. The requirement to restore existing bolt hole with weld referenced in this question has been eliminated.*

**BID QUESTIONS No. 108:**

Please refer to drawing sheet no.224 "Existing railing at refuge bay clean and paint limits" section. Note at this section points out to sidewalk stringer and says "limits on existing sidewalk stringer are for entire length of stringer from PP46 to PP46". Please clarify if the sidewalk stringer is to be repainted from PP46 to PP46'?

**RESPONSE:**

*Yes, as specified on Detail 3 of Contract Drawing WR025, the west sidewalk stringer from Panel Point 46 to Panel Point 46' is to be cleaned and painted.*

**BID QUESTION No. 109:**

Sheet 59/224, Note 8.: Dimension  $Y_E$  and  $Y_I$  shall be within +/-1'' of value shown (...). No dimension and tolerances for vertical sags are given. How to consider the vertical sag? How to verify the dimensions and tolerances for  $Y_E/Y_I$  under consideration of gravity?

**RESPONSE:**

*The vertical sag of the SDNS border cable between the supports is anticipated to be between 1 inch and 6 inches. However the critical dimensions of the SDNS are the horizontal sag dimensions  $Y_E$  and  $Y_I$ , and corresponding border cable forces as shown on drawing S180.*

*In order to verify the dimensions and tolerances for  $Y_E$  and  $Y_I$  under consideration of gravity, you must measure the horizontal distance between a vertical plane, located through the border cable connection points, and the border cable between the cable supports, as shown on Contract Drawing S180.*

*You must submit shop drawings that reflect the anticipated vertical sag in accordance with the Special Provisions. Also you must construct a mock-up of the SDNS installation to demonstrate your installation procedures, the tensile forces in the border cables, the horizontal and vertical sag of the border cables, and the vertical sag of the tensioned wire mesh. Pending the results of the Net System mockup, adjustments to the working drawings may be required as directed by the Engineer.*

*See Addendum 5 for revisions to Section 60-1 and the requirements for the SDNS Installation Work Plans and the SDNS Installation Mock-Up.*

**BID QUESTION No. 110:**

Sheet 80/224, Nominal Mesh Opening: Orientation unclear. How can be the mesh circular oriented under consideration of a uniform nominal mesh opening of 60° and the given border cable forces?

**RESPONSE:**

*See Addendum 5 and revised Contract Drawing S230. The SDNS will have variable mesh openings between the interior and exterior border cables as shown on revised Contract Drawing S230.*

**BID QUESTION No. 111:**

It does not appear from the details included in the Contract Drawings that the District has considered a net system that would allow for a more "panelized" approach that would introduce intermediate transverse border cables. Such an approach could still provide a continuously tensioned SDS net system that would appear to maintain the intent of the current Contract Drawings. This "panelized" system would greatly increase the ability of the installer to construct a more consistent and uniformly constructed system. Additionally, a "panelized" system would alleviate what will certainly be a maintenance problem for the District if/when a section of SDS net becomes damaged. Would the District entertain a "panelized" approach that introduces additional transverse border cables, if the net is continuous across these border cables? If so, what is the minimum panel size that the District would consider?

**RESPONSE:**

*The present SDNS design as shown minimizes the loading to the existing Bridge structure. The present design does not accommodate for any intermediate transverse border cables and therefore a "panelized" approach is not allowed.*

**BID QUESTION No. 112:**

There are a number of un-tensioned net areas shown on the plans that require additional net and border cable (ex. See Sheet 45/224, Note 4 or Sheet 80/224, Note 8) or require un-tensioned net to be installed "level with interior border cable" (See Sheet 48/224). Has the District confirmed with industry net suppliers that the details shown at these un-tensioned net areas are both constructible and reasonable for the intended use?

**RESPONSE:**

*See Addendum 5 and revised Section 60-1 and revised Contract Drawings. The un-tensioned net locations are either at locations where there will be differential movement between structures, such as between the towers and suspension bridge's stiffening trusses, or at locations where there is a gap between the SDNS and the bridge structure which must be covered, such as at the weather station at the west side of the suspension bridge center span. See revised Contract Drawings S120 and S230. The installation of un-tensioned net at these locations is necessary. You must provide the final details for the fabrication of the un-tensioned net in your SDNS Fabrication Working Drawings and for the installation of the un-tensioned net in your SDNS Installation Work Plans.*

**BID QUESTION No. 113:**

Subject: Net Splice Filler Sections

60-1.03C(5)

60-1.03C(8)

Based on the requirements contained in the Contract, it appears the SDS Net Supplier and the Contractor will work out the location of the splices. Please, confirm there are no minimum or maximum splice lengths (length is parallel with bridge).

**RESPONSE:**

*See Addendum 5 and revised Section 60-1 and Contract Drawing Z006. The SDNS must be assembled in the shop to the maximum extent possible and minimize field splicing and assembly. The SDNS may be spliced no closer than every 250 feet unless otherwise approved by the Engineer.*

**BID QUESTION No. 114:**

Subject: Net Splice Filler Sections

60-1.03C(5)

60-1.03C(8)

In many other applications of net suicide deterrent systems, there are small gaps in the net at each splice location. Please, confirm there is no requirement to have a filler piece to cover any minor gaps in the net system.

**RESPONSE:**

*There must be no small gaps in the net at the splice locations. The SDNS must be installed so the mesh openings conform to the geometry shown. See Addendum 5 for revised Section 60-1 including revisions to Section 60-1.03C.*

**BID QUESTION No. 115:**

Please refer to drawing sheet no.224 "Existing railing at refuge bay clean and paint limits" section. Note at this section points out to sidewalk stringer and says "limits on existing sidewalk stringer are for entire length of stringer from PP46 to PP46'. Please clarify if both sides of the sidewalk stringer are to be repainted from PP46 to PP46' or just the outside face of the stringer?

**RESPONSE:**

*As shown on Detail 3 of Contract Drawing WR025, the entire west sidewalk stringer, except for the inside portion of the top flange, from Panel Point 46 to Panel Point 46' is to be cleaned and painted. Revised Contract Drawing WR028 (sheet no 224) will be issued in the upcoming addendum to correct the painting limits shown on Section C.*

**BID QUESTION No. 116:**

Please clarify if the west side sidewalk railing from PP0 to 45 and 45' to 0' is to be repainted?

**RESPONSE:**

*The west sidewalk railing from Panel Point 0 to Panel Point 45 and from Panel Point 45' to Panel Point 0' is not required to be cleaned and painted.*

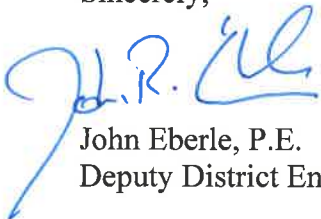
**BID QUESTION No. 117:**

In regard to Workers' Compensation, Automobile Liability, and General Liability insurance, the \$100,000 maximum insurance deductible criteria significantly increases the cost of the policies. Will the owner consider raising the maximum deductible to \$500,000 which is consistent with comparable projects. This will result in significant insurance cost savings and a more competitive bid.

**RESPONSE:**

*See Addendum 4. The deductible limits for Contractor Pollution Liability Coverage, Builder's Risk/Course of Construction, Protection and Indemnity, Hull and Machinery, and Vessel Pollution Liability insurances have been increased to a maximum of \$500,000. All other insurance must have a deductible of no more than \$100,000.*

Sincerely,



John Eberle, P.E.  
Deputy District Engineer