

April 14, 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. 130 through 133**

Ladies and Gentlemen:

The following is the response to questions submitted by prospective bidders and designated as Bid Question No. 130 through 133:

**BID QUESTION No. 130:**

SFS 60-14 Par. 60-2.01A (3) E. Specifies the scissor lift drive mechanism as a rack and pinion drive. Please specify the type of drive (manual or electromechanical), location of the drive, the size of the motor, (if needed) reducer, shafts, pinion & rack parameters. Please describe the control & mechanisms to level the lift. Is manual leveling acceptable? Please specify the way the scissor lift handrail to be folded/retracted.

**RESPONSE:**

*See Addendum 6 for revisions to Section 60-2. Section 60-2.02A(3)(e) provides requirements for scissor lifts and specifies that scissor lifts are to be self-contained, self-propelled units with an integral battery power system. The Contractor is responsible for the detailed design of the scissor lift. Manually leveling of the scissor lift with an acme-screw jack or similar, integral to the scissor lift, is acceptable. If a hand-operated manual system is proposed, the force required to actuate the mechanism must not exceed 30 lb force on a crank of radius 15 inches. The Contractor is responsible for the detailed design of the folded/retracted scissor lift handrail.*

**BID QUESTION No. 131:**

Ref Drawing No. S404, 407. Please note that the upper & lower rollers for telescoping trusses with their supports & brackets still need to be developed. Please advise.

**RESPONSE:**

*See Addendum 6 for revised Contract Drawings and revisions to Section 60-2. As shown on revised Contract Drawings S404 and S407, the Contractor is responsible for the design and details of the upper and lower rollers for the telescoping trusses along with their supports and connections. Refer to Section 60-2.02A, Design Criteria, for the design requirements.*

**BID QUESTION No. 132:**

Ref. Drawing Nos. S404, S409. Please note that for interior travelers the motor platforms ladders, handrail, etc. have not been designed yet. Please advise.

**RESPONSE:**

*See Addendum 6 for revised Contract Drawings and Section 60-2. Revised Contract Drawings S404 and S409 depict the conceptual design for the interior traveler motor platforms, handrails and ladders, including minimum member sizes and design requirements. The Contractor is responsible for the final design of these elements and their attachments. The design must be in accordance with Cal/OSHA and the Special Provisions.*

**BID QUESTION No. 133:**

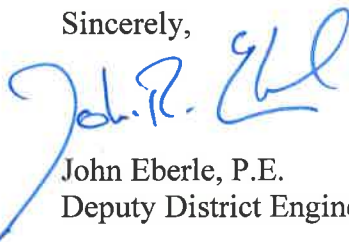
Drawing No. M453 shows the interior traveler drive consists of 5HP motor, flexible-grid type coupling, parallel shaft reducer of 215:1 ratio & shafts spaced at 14 1/8", and telescoping universal shaft. Please suggest the brand of the reducer because our research on the matter was unsuccessful. We can 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 depict a conceptual design for the traveler drive machinery. The Contractor is responsible for the final design details, development and implementation of working drive machinery systems for each of the maintenance travelers. See Contract Drawings and Section 60-2 for design requirements.*

Sincerely,



John Eberle, P.E.  
Deputy District Engineer