

February 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. 62 through 67**

Ladies and Gentlemen:

The following is the response to questions submitted by prospective bidders and designated as Bid Question No. 62 through 67:

BID QUESTION No. 62:

Please refer to special provision section 12-4.02 – Closure Requirements. With regard to the table provided showing the District's general schedule for daily lane arrangements and comparing to the tables shown in special provision section 12-4.05B – Freeway and Expressway Lane Requirements, it is understood that the lane closures are generally allowed during night shift hours under the assumption that the district will have a moveable median barrier arrangement of 3S/3N. However, the daily lane arrangements indicated in Section 12-4.02 conflict with the lane arrangements shown on drawing number C008 where the traffic control plan shows a lane arrangement of 4N/2S and 4S/2N. Please clarify which lane arrangement is the correct to assume for lane closures to occur after 8 PM. Similarly, if the moveable barrier arrangement is indeed 4S/2N or 4N/4S during night time lane closures, will the District be responsible for arranging the median barrier in this position?

RESPONSE:

The moveable median barrier arrangement for lane closures shall be as shown on the Traffic Control drawings. In accordance with Special Provisions Section 12-4.02, the District will be responsible for moving the moveable median barrier and setting traffic pylons for the District's lane arrangement required for the lane closures to be performed by the Contractor. The Contractor is responsible for performing all other work for the lane closures.

The general schedule of the District's daily lane arrangement shown in the table in Section 12-4.02 pertains to when the Contractor is not performing lane closures on the Bridge.

BID QUESTIONS No. 63:

Builder's Risk Payment - 7-1.06K: The second paragraph reads, "The District will reimburse you for the actual cost of the Builder's Risk Insurance, excluding any commissions..."

Since the premium for Builder's Risk is paid in full shortly after the Contract is issued and then finalized with an additional invoice after the Contract final amount is known, please, confirm the Contractor will be reimbursed based on the final Contract amount (and corresponding invoices).

RESPONSE:

In accordance with Special Provisions Section 7-1.06K, "Builder's Risk/Course of Construction Insurance," the Contractor will be reimbursed for the actual cost of their Builder's Risk insurance, excluding any commissions, rebates or credits associated with placement of the insurance, up to the Contract lump sum price quoted for Contract Item: Builder's Risk Insurance."

This Contract lump sum price for Contract Item: Builder's Risk Insurance is for the cost of the Builder's Risk policy for the original Contract Amount. If the actual cost of the Contractor's Builder's Risk insurance policy increases due to an increase in the Contract Amount by an executed Contract Change Order, the Contractor will be reimbursed for the increase in the actual cost of the Builder's Risk insurance policy.

BID QUESTIONS No. 64:

Marine Liability - 7-1.06L, 7-1.06M, 7-1.06N, 7-1.06O, 7-1.06P: These sections require an extensive amount of insurance coverage to cover potentially all operations associated with the Project.

Please, confirm these sections are included only IF THE CONTRACTOR'S operations are marine based (floating vessels), or qualify for these types of coverage.

RESPONSE:

If at the bid submittal, the Contractor does not plan on conducting its operations under this Contract (e.g., delivery of materials) on a vessel (e.g., a barge or a boat) staged on the waters of the Golden Gate channel, the Contractor is not required to obtain the insurance coverage specified in Special Provisions Sections 7-1.06L, "Protection and Indemnity/Jones Act," 7-1.06M, "Hull and Machinery Insurance," 7-1.06N, "Vessel Pollution Liability Insurance," 7-1.06O, "U.S. Longshore and Harbor Workers' Compensation Act USL&H) Insurance," and 7-1.06P, "Cargo Insurance." If after award of the contract, the Contractor decides to use a vessel staged on the waters of the Golden Gate channel to perform work under this Contract, the Contractor must obtain, at Contractor's sole cost and expense, and with no cost to the District, the insurance in accordance with all of the above listed Special Provisions sections prior to using the vessel.

BID QUESTIONS No. 65:

The 104# Crane Rail can be produced to 3 grades, Standard Carbon, Head Hardened, and Advanced Head Hardened. Please advise which grade of 104# Crane Rail is to be supplied.

RESPONSE:

Your attention is directed to Volume 2 of 5, Special Provisions Section 55-1.02A(3) and Contract Drawing Z005. The Crane Rails must comply with ASTM A 759-10, standard grade.

BID QUESTIONS No. 66:

The 104# Crane Rails ends are to be "milled" at 30 degrees for use with mechanical splices. Please advise if cold saw cuts are acceptable instead of mill ends.

RESPONSE:

Cold saw cuts are not acceptable. The Crane Rail ends must be milled as specified.

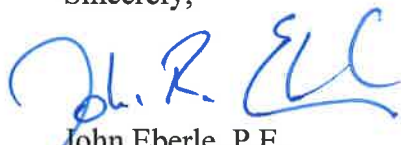
BID QUESTIONS No. 67:

Please refer to detail A on drawing no. S250. Please confirm the CJP welds shown between the existing post and the new rail post are intended to be shown as field welds.

RESPONSE:

*Yes, the CJP welds shown between the existing post and the new rail post in Detail A on Contract Drawing S250 are intended to be shown as field welds. The weld symbol for these CJP welds in Detail A is incorrect.
Revised Contract Drawing S250 will be issued in an upcoming addendum to correct the weld symbol.*

Sincerely,



John Eberle, P.E.
Deputy District Engineer