

April 11, 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. 118 through 122**

Ladies and Gentlemen:

The following is the response to questions submitted by prospective bidders and designated as Bid Question No. 118 through 122:

**BID QUESTION No. 118:**

Vol. 2 60-2.04 refers to Access Hatches being included in the pay item TRAVELERS. Can you please provide location and details of Access Hatch required?

**RESPONSE:**

*See Addendum 6 for revised Section 60-2 and revised Contract Drawings. As shown on revised Contract Drawings S362, S419 and S421, hatches must be provided on the side travelers and interior travelers to access the different platform levels. The Contractor must design and detail the hatches in accordance with the requirements of Cal/OSHA and the Special Provisions.*

**BID QUESTIONS No. 119:**

Sheet S333 (114/224) Note 3 states, in reference to the interior traveler rail connection to the existing W14, "Interior traveler connections to the existing are +/- 2'-6" on-center (nominal)". Note 4 on the same Drawing No. states, in reference to the bottom traveler trolley beam to the existing W14, "Full depth existing W14 and Bottom traveler connections to existing are +/- 5'-0" on-center (nominal)". Is the spacing of the existing W14 +/- 5'-0" on-center (nominal)? If so, please clarify how the interior traveler rail connections to the W14 are to occur every +/- 2'-6" on-center (nominal).

**RESPONSE:**

*See Addendum 6, revised Contract Drawing S333 and new Contract Drawings S333B, S333C and S333D. Along the length of the track girders, between the existing bottom transverse struts, there are existing full depth W14 members spaced at +/- 5'-0" on-center (nominal) and there are existing partial depth W14 members also spaced at +/- 5'-0" on-center (nominal) and located equidistance between the full depth W14 members. Therefore, there is either a full depth existing W14 member or a partial depth existing W14 member spaced at approximately 2'-6" along the top length of the track girders. The new trolley beams for the bottom travelers are connected only to the existing full depth W14 members so the connections are spaced at +/- 5'0". The new crane rails for the interior travelers are connected to the existing full depth and partial depth W14 members so the connections are spaced at +/- 2'-6".*

**BID QUESTION No. 120:**

Drawings for Charging Stations (S315... S319) do not show details handrail & ladders. Please clarify.

**RESPONSE:**

*See Addendum 6 for revised Contract Drawings and Section 60-2. The Contract Drawings depict a conceptual design of the handrails and ladders. The Contractor is responsible for the final design of these elements. The design must be in accordance with Cal/OSHA and the Special Provisions.*

**BID QUESTION No. 121:**

Drawing No. S354. Section (F) shows guide wheel brackets made of HSS5x2. The same brackets on Drawing No. M451 are shown as made of plate material. Please clarify.

**RESPONSE:**

*Contract Drawing S354 provides the structural details for the Side Traveler framing. The guide wheel brackets must be made of HSS 5x2 members as shown in Section F on Contract Drawing S354. Contract Drawing M451 provides the general configuration and layout of the Drive Machinery for the Side Traveler. Note 2 on Contract Drawing M451 refers you to the structural drawings for the framing details of the travelers.*

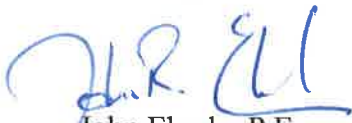
**BID QUESTION No. 122:**

Drawing No. M451. Transverse Elevation shows guide rail to be shimmed 0"...1/4". However, the lower bracket is not required to be shimmed. Please clarify.

**RESPONSE:**

*See Addendum 6 for revised Contract Drawings M451 and S334. The guide rail is not to be shimmed. The call out on Drawing M451, Transverse Elevation, is to alert the Contractor to provide clearance between the guide wheel roller assembly, which is to be designed by the Contractor, and the W6x16 trolley beam on the Side Traveler Rail Chair. There may be shimming under the CR 104 crane rail as shown on Drawing S334. Shimming under the crane rail will raise the Side Traveler so the guide rail system must accommodate this shimming without causing interference with the guide rail system.*

Sincerely,



John Eberle, P.E.  
Deputy District Engineer