

June 15, 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. 199 through 207**

Ladies and Gentlemen:

The following are the responses to questions submitted by prospective bidders and designated as Bid Question No. 199 through 207:

BID QUESTION No. 199:

The detail provided for the side span rail chairs in the Contract 23 As-Built drawings (see attached partial) shows the existing rail chair fastened down with two (2) standard rivets and three (3) countersunk rivets at numerous locations. The middle countersunk rivet is inaccessible for normal removal as the stiffening web plate of the existing filed welded stool is directly over top of the rivet that is to be removed. How does the District suggest that the existing rail chair be removed if this rivet is inaccessible? How does the District suggest that this open hole be filled since a new fastener would interfere with the web stiffeners of the new rail chair?

RESPONSE:

See Addendum 6 for revised and new Contract Drawings.

As shown on revised Contract Drawing S333, the existing side traveler rail chairs and attachments are to be removed. The means and methods to remove the chairs and attachments are to be determined by the Contractor. One method to remove the existing countersunk rivets connecting the chairs to the chord would be to cut and remove a portion of the existing chair that interferes with accessing the countersunk rivet and then drilling out the rivet.

Detail 1, Side Traveler Rail Chair, on revised Contract Drawing S334, provides details for the new rail chair and the rail chair web stiffener, including providing a cutout in the web in order to install new fasteners in the existing holes.

BID QUESTION No. 200:

15-4.01A(2), and (3)

These Sections makes several references to "...your registered Civil Engineer...".

Please, confirm this Civil Engineer does not need to be the Lead Construction Engineer and that it simply must be a registered engineer either in the contractor's employment or employed as a consultant.

RESPONSE:

See Addendum 8 for revised Section 15.

The Civil Engineer referenced in Sections 15-4.01A(2), Submittals, and 15-4.01A(3)(a), General, does not have to be the Contractor's Lead Construction Engineer. As stated in these two sections, the Civil Engineer must be a registered Civil Engineer in the State of California. The Civil Engineer may be either employed by the Contractor or a consultant to the Contractor.

BID QUESTION No. 201:

55-1.02C

The first paragraph reads, "Mark the weight of any member weighing over 6,000 lb on the member."

Please, confirm permanent materials need not conform to this requirement as marking the members may damage permanent coatings.

RESPONSE:

The Contractor must comply with the requirement in Section 55-1.02C to mark the weight of any member weighing over 6,000 pounds on the member. To prevent damage to the coatings on the permanent materials weighing over 6,000 pound, the Contractor may attach a tag to the member with the member's weight written on the tag.

BID QUESTION No. 202:

55-1.03C(1)

The fourth paragraph, starting at the fourth sentence, "Where shim plates are required, the total shim plate thickness to complete the connection must be comprised of a single shim plate of proper thickness. Multiple shim plates of varying thickness in a connection are not allowed. If shim plates are required but are not identified in the field measurements and verifications, such shim plates must be furnished and installed at your expense and you are responsible for all costs of any..."

In the industry, shim plates are intended to shim gaps between bearing surfaces and the existing structure. Depending on the movement of the structure, shim plates may be required that were not calculated or identifiable at the time of field measurements. Please, confirm the District will allow up to 3 individual shim plates provided the shim plates are bolted through. This will permit successful installation, based upon the thermal expansion or other movement of the bridge.

RESPONSE:

See Addendum 8 for revised Section 55.

The complete paragraph in Section 55-1.03C(1) quoted in the above bid question states:

"Connections to existing structure may require shim plates. Shim plates must be considered structural steel and must be galvanized in accordance with Section 75-1.05. You must have sufficient materials at the job site to provide the necessary shim plates to make the connections. Where shim plates are required, the total shim plate thickness to complete the connection must be comprised of a single shim plate of proper thickness. Multiple shim plates of varying thickness in a connection are not allowed. If shim plates are required but are not identified in the field measurements and verifications, such shim plates must be furnished and installed at your expense and you are responsible for all costs of any resulting delay." (Underline added)

The Contractor must keep an adequate supply of shim plates of various thicknesses as required for proper fit and installation of structural steel and must install a single shim plate with the correct thickness for the particular location at the time of installation. The requirement in Section 55-1.03C(1) for the Contractor to install a single shim plate of proper thickness to complete the connection remains unchanged.

BID QUESTION No. 203:

Subject: Painting of Bolt/Rivet Holes

59-2.03B(2)(c)

Specification 59-2.03B(2)(c) Cleaning, Preparing, and Painting Bolt Holes and Connections Surfaces states "Clean the inside surfaces of all bolt holes in conformance with the requirements in SSPC Surface Preparation Specification No. 1, "Solvent Cleaning," and Surface Preparation Specification No. 2, "Hand Tool Cleaning." Remove all visible rust. Paint inside surfaces of bolt holes cleaned under SSPC-SP 1 with 1 coat of zinc primer by brush methods. Protect the adjacent undercoated surfaces from the zinc primer. Allow primer to fully dry prior to final fit up and bolt installation."

The Contractor recommends the paint be applied and the bolt inserted while the paint is still wet as has been standard practice on many Caltrans projects. This practice is acceptable because the paint has a better chance of adhering to those interior surfaces. Once the paint is cured, there is a chance to chip or damage this painted surface when pushing the bolt through. Please, confirm this best practice will be permitted on this Project.

RESPONSE:

See Addendum 8 for revised Section 59.

The practice of installing bolts while the paint on the inside of a bolt hole is still wet, as described in the question above, is not acceptable. As required by Section 59-2.03B(2)(c), Cleaning, Preparing and Painting Bolt Holes and Connection Surfaces, the paint inside bolt holes must be fully dry prior to final fit up and bolt installation.

BID QUESTION No. 204:

In reference to the District's response to LOGGED BID QUESTION No. 74, and the revisions/additions to Section 7-1.04 Public Safety included in Addendum No. 3 referring to Type K temporary railing, we offer the following questions:

1. The response to LOGGED BID QUESTION No. 74 states that "*Revised Contract Drawings C006 through C011 will be issued in an upcoming addendum to clarify this requirement.*" When will these revised drawings be issued?

RESPONSE:

Revised Contract Drawings C006 through C011 were issued in Addendum 4 on March 17, 2016.

BID QUESTION No. 205:

Please refer to Attachment E, items 8-9 and 16. It is a customary bidding practice to receive quotes the day of a bid. Items 8-9 require the bidder to calculate total subcontractor participation moments before a bid submission. This step is in addition to putting together a complete and comprehensive bid. In addition, the DBE Commitment requirement described in item 16, require us to submit signed DBE commitments from DBE subcontractors. This request may not be fulfilled if we receive a quote moments before a bid submission. This would result in losing possible DBE commitment participation. We respectfully request Attachments E, Construction Contract DBE Commitment and Attachment F, DBE Good Faith Efforts, be submitted within nine days of the bid opening and not with the proposal documents. We hope you understand our concern and await a favorable reply.

RESPONSE:

See Addendum 10 for revised Sections 2-12A and 2-1.34, and revised Proposal Forms.

The new Bid Form Submittal Schedule in the revised Proposal Forms states that the deadline for submitting Attachments E and F of the Contractor's Proposal to the District is no later than 4 p.m. on the 4th business day after bid opening.

BID QUESTION No. 206:

With the regard to the K-Rail requirement for protecting active work zones in a lane closure, will the owner accept an alternate solution to protect the active work zone in a closed lane from an adjacent open lane? Are there certain impact load limits which must be met in order to verify acceptance of an alternate solution? The alternate system proposed is currently being employed by CALTRANS on other projects.

RESPONSE:

The District is not aware of any alternative protective system that has been approved by Caltrans for use by contractors and no information of such a system was included in this question. Therefore, the District will not accept an alternative protective system in lieu of temporary railing (type K) for protecting work areas in a closed lane from an adjacent open lane.

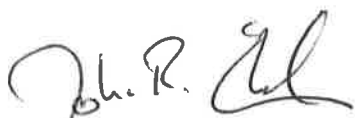
BID QUESTION No. 207:

How does the district intend on addressing any RFI questions that remain unanswered? Is it the district's intent to address all RFI questions prior to the bid?

RESPONSE:

In accordance with Section 2-1.06D, Addenda and Explanations, bidders may submit questions to the District up to 8 days prior to the deadline for the submission of bids. The District intends to respond to all bidder's questions that are received by that deadline but as stated in Section 2-1.06, the District is not under any obligation to respond to all questions.

Sincerely,

A handwritten signature in black ink, appearing to read "John Eberle". The signature is fluid and cursive, with a large initial "J" and "E".

John Eberle, P.E.
Deputy District Engineer