



Agenda Item No. (3)

To: Building and Operating Committee/Committee of the Whole  
Meeting of March 26, 2026

From: David Rivera, Deputy General Manager, Bridge Division  
John R. Eberle, District Engineer  
Denis J. Mulligan, General Manager

Subject: **APPROVE ACTIONS RELATIVE TO AWARD OF CONTRACT NO. 2026-B-025, A-62T ASPEN BOOM LIFT RENTAL SERVICES, TO BRIDGE ACCESS SPECIALTIES, LLC**

### **Recommendation**

The Building and Operating Committee recommends that the Board of Directors approve the following actions relative to award of Contract No. 2026-B-025, *A-62T Aspen Boom Lift Rental Services*:

1. Approve award of Contract No. 2026-B-025, to Bridge Access Specialties, LLC, of Springfield, OR, in an amount not-to-exceed \$475,875, to provide an A-62T boom lift with an equipment operator to provide under-deck access at the Golden Gate Bridge; and,
2. Establish a 10% contingency for Contract No. 2026-B-025 in the amount of \$47,588;

with the understanding that sufficient funds are available in the FY 25/26 Bridge Division Operating Budget to fund the estimated \$523,463 in expenses under Contract No. 2026-B-025.

This matter will be presented to the Board of Directors at its March 27, 2026, meeting for appropriate action.

### **Summary**

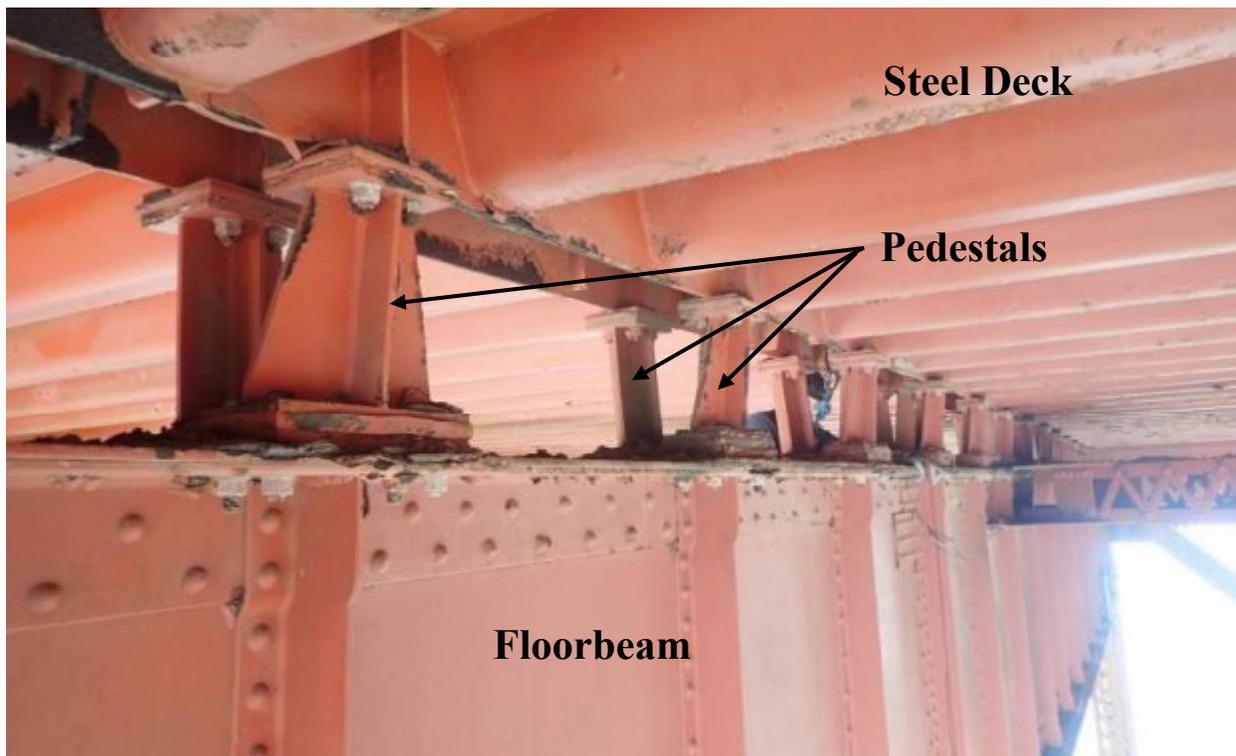
Title 23 – Highways, Code of Federal Regulations, Part 650, Subpart C, National Bridge Inspection Standards (23 CFR 650), sets the national standards for the safety inspection and evaluation of all highway bridges. The Golden Gate Bridge is a part of the National Highway System and is required to comply with the bridge inspection requirements set forth in 23 CFR 650 in order to receive federal funding for Bridge projects.

In accordance with 23 CFR 650, bridge owners are required to perform inspections of all bridge structural members every 24 months, except for the underwater portions of bridges that must be inspected no more than every 60 months. There are four types of bridge inspections applicable to existing bridges: (1) Nonredundant Steel Tension Member Inspection, (2) Special Close Up (In-

Depth) Bridge Inspection, (3) Routine Bridge Inspection, and (4) Complex Bridge Element Inspection.

A Nonredundant Steel Tension Member (NSTM), formerly known as Fracture Critical Member (FCM), is defined as a steel member in tension or with a tension element whose failure would probably cause a portion or the entire bridge to collapse. Inspections of NSTMs must be performed no more than an arm's length distance from the member to be inspected to properly observe any defects, such as cracks. Inspections for non-NSTMs, including Complex Bridge Elements, are also subject to biennial inspections and must be performed from such a distance that allows a visual assessment of their condition. Complex Bridge Elements of the Golden Gate Bridge include main cable bands, rocker-links, and special devices, such as energy dissipation devices and force impact resisting devices. Some of the non-NSTMs can be, if needed, subjected to an in-depth Special Close-Up Inspection to provide a more detailed assessment of their condition and any required repairs.

On February 28, 2025, the Board of Directors, by Resolution No. 2025-014, authorized execution of Professional Services Agreement No. 2024-B-014, *Bridge Inspection Services*, with HDR Engineering, Inc., to perform two cycles of the 23 CFR 650 mandated bridge inspections at the Golden Gate Bridge. The scope of services included in-depth inspections of some non-NSTM elements, including the underside of the steel orthotropic deck and the steel pedestals located on top of the Golden Gate Bridge floorbeams. There are 14 steel pedestals, each approximately 16.5 inches tall, located on top of each floorbeam. The steel pedestals were installed in the 1980s as part of the concrete deck replacement project and act as small columns that transfer the roadway deck loads to the floorbeams, which in turn transfer the loads to the suspender ropes and the main cables. The suspension spans alone contain a total of 4,164 pedestals.



The in-depth inspections have identified some pedestals in need of repair or replacement, and Engineering Department staff has developed work plans for repairing and replacing pedestals. Bridge Division staff have begun performing the replacement work, which includes, in general, installing a temporary access system underneath the roadway to provide a work platform from which the work will be performed, cleaning and abating the existing steel areas at each pedestal location where work is required, installing jacks to temporarily support the roadway, removing and replacing the pedestal with a new pedestal, performing finish painting operations, and removing the temporary access system when the work is complete at each location. The work is underway but is progressing slowly due to the lack of existing access and the time and effort necessary to install temporary access at each location. Engineering Department staff has determined that a temporary redundant support system should be installed at select pedestal locations where replacement is required while waiting for the permanent replacement work to be performed.

There currently is no access system present under the roadway, and as noted above, Bridge Division forces must install site-specific temporary access systems at each floorbeam to access the pedestals. In addition, the Golden Gate Bridge, Highway and Transportation District (District) does not own any equipment capable of gaining access to the underside of the Bridge where the pedestals are located, so Engineering Department staff investigated the availability of equipment that may be rented and that is capable of reaching the locations of concern. Staff's research has determined that a specialized piece of equipment, specifically an A-62T Aspen Aerial boom lift, is capable of fitting on the Bridge roadway, reaching over the sidewalk, and extending under the roadway to the select pedestal locations where temporary supports are needed.

The A-62T Aspen Aerial boom lift, which is a type of Under Bridge Inspection Truck or UBIT, is a truck-mounted lift that is specifically designed with an extended reach to deploy over wide sidewalks and gain access to the underside of a bridge roadway from a bridge topside. The vehicle is designed such that outriggers, which provide lateral support to large cranes and similar equipment, are not required. This design allows for faster deployment and reduces the area necessary for set-up on the roadway. Similar types of vehicles are widely used for bridge inspection and maintenance by government agencies, including the California Department of Transportation (Caltrans), on bridges without sidewalks.



The specialized A-62T Aspen Aerial boom lift is a limited production model that was first manufactured in 2018. Engineering reached out to the four (4) rental vendors nationwide that carry this unit and requested a cost proposal for services. Multiple vendors and units are located on the

East Coast and do not provide services to the West Coast. However, one vendor, Bridge Access Specialties, LLC, is located on the West Coast and provided a cost proposal for the services. The vendor's scope of services will consist of providing an A-62T Aspen Aerial boom lift, providing a licensed operator for the vehicle, maintaining the vehicle at the site, training District staff in the use of the boom, driving the vehicle onto the Bridge and setting the vehicle up within a closed curb traffic lane, and lifting Bridge Division and Engineering staff and equipment over the sidewalk and under the roadway to select pedestal locations and other locations as necessary to perform Bridge inspections and install temporary supports. Since a lane closure is necessary to place the vehicle, the services will be performed at night during eight (8) hour shifts. Bridge District staff will provide the necessary lane closures. The vehicle will be at the Bridge for a total of twelve (12) weeks.

In accordance with Section V, Competitive Negotiations, of the District's Procurement Manual, in the event that the District receives only one proposal in response to an RFQ/RFP, a cost analysis must be conducted to determine whether the compensation proposal is fair and reasonable. Engineering staff reviewed the proposal and compared the cost to the District's cost estimate for the services. Engineering staff also contacted Caltrans and inquired about the cost for similar equipment used for bridge inspection services on state-owned bridges. After performing the analysis and reviewing the cost proposal, staff determined that the not-to-exceed price of \$475,875 is fair and reasonable based on the scope of work and the rarity of this type of specialized equipment.

There was no contract-specific Disadvantaged Business Enterprise (DBE) or Small Business Enterprise (SBE) goal established for these services. The District's Manager of SBE Compliance Programs has determined that Bridge Access Specialties, LLC is not a DBE or SBE and that no small business participation is anticipated during the performance of this contract.

Staff recommends that the Building and Operating Committee recommend that the Board of Directors authorize execution of Contract No. 2026-B-025, *A-62T Aspen Boom Lift Rental Services*, to Bridge Access Specialties, LLC, for a not-to-exceed amount of \$475,875, and also recommends an establishment of a 10% contract contingency in the amount of \$47,588 be established for this contract for any additional shift work or changed scope of services that may develop while work proceeds. Bridge Access Specialties, LLC will be compensated monthly based upon percentage of work completed of the lump sum contract within the authorized not-to-exceed amount. Any additional shift or changed scope of services will be paid for from the established contingency amount.

### **Fiscal Impact**

The total estimated cost of services under Contract No. 2026-B-025, *A-62T Aspen Boom Lift Rental Services*, is \$523,463, which includes an authorized contract amount not-to-exceed \$475,875 and a 10% contingency in the amount of \$47,588. This project is 100% District funded, and funds for these services are available in the FY 25/26 Bridge Division Operating Budget.