

Suicide Deterrent System (SDS)

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STATUS UPDATE

February 23, 2021

Golden Gate Bridge, Highway and Transportation District

AGENDA

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1. Welcome & Introductions

Paolo Cosulich-Schwartz, Public
Affairs Manager

2. 2020 Suicide Statistics & Intervention Efforts

Captain David Rivera, Bridge Patrol

3. SDS COVID-19 Update

Ewa Bauer, Chief Engineering Officer
Denis Mulligan, General Manager

4. SDS Manufacturing Progress

Ewa Bauer, Chief Engineering Officer
John Eberle, Deputy Chief Engineer

5. SDS Construction Progress

Ewa Bauer, Chief Engineering Officer
John Eberle, Deputy Chief Engineer

6. SDS Project Timeline

Denis Mulligan, General Manager
Ewa Bauer, Chief Engineering Officer

Q & A

BRIDGE PATROL

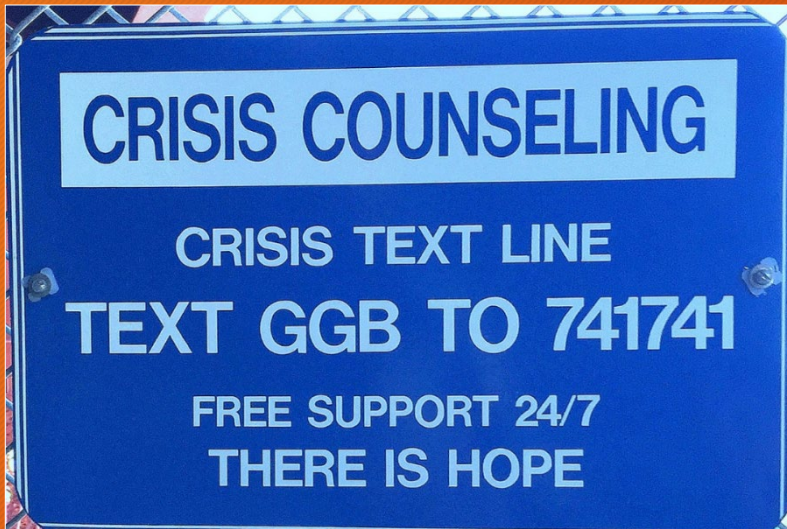
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- Staff:
 - 36 Bridge Security personnel
 - 26 Bridge Service personnel
- Respond to all incidents on or around the Bridge, many involving suicide intervention
- Patrol the Bridge, monitor cameras, and work with partner agencies

BRIDGE PATROL

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- Public Officers enforcing the Master Ordinance
- Safety personnel receive Crisis Intervention Training (CIT) and use of force training
- Partner with Crisis Text Line for additional resources



BRIDGE PATROL

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2020 Summary of GGBHTD incident reports

- 24 - Confirmed Suicides
- 185 - Successful Interventions
- 4 - Unconfirmed Suicides

2019 Summary of GGBHTD incident reports (THRU NOVEMBER 30, 2019)

- 26 - Confirmed Suicides
- 157 - Successful Interventions
- 2 - Unconfirmed Suicides

2018 Summary of GGBHTD incident reports

- 27- Confirmed Suicides
- 187- Successful Intervention
- 4 - Unconfirmed Suicides

BRIDGE PATROL

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COVID-19 Response:

- Enhanced cleaning and disinfecting at the Bridge
- Health and safety protocols implemented for all staff, including daily screening
- On-site COVID testing available for all staff
- Manage Bridge parking lots to avoid overcrowding

BRIDGE OPERATIONS

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- Weeknight lane closures performed by the contractor continue
- Lane closures requires double median barrier moves by Bridge personnel
- Contractor and Bridge personnel maintain safe bicycle access 24/7
- Work access on the East Sidewalk will begin in 2021

BRIDGE PATROL

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On Duty With Bridge Patrol (Video)



SDS COVID-19 UPDATE

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SDS PROJECT OVERVIEW

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- American-made stainless steel mesh net on supports
- 20 feet wide and 20 feet below sidewalk
- Innovative & community-approved design
- \$211m total project cost
- Construction contractor SDJV

MANUFACTURING PROGRESS

12



- All 369 net supports fabricated
- All 348 of the sidewalk railings fabricated
- All 300 of the wind fairings fabricated



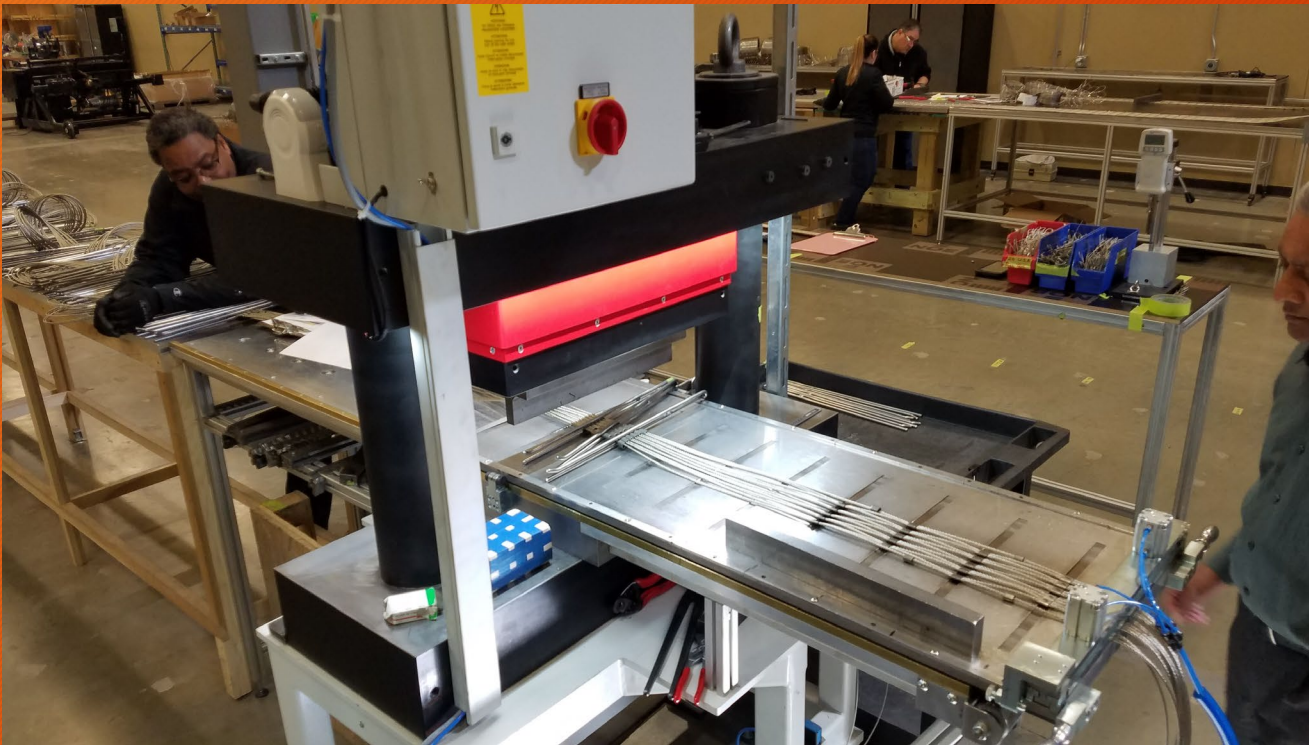
- 270,000 sf (70%) of 385,000 sf of netting fabricated

*As of 02/19/2021

MANUFACTURING THE NET

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Strips of net mesh are fabricated first



MANUFACTURING THE NET

14

Then, the strips of mesh are connected to form a net panel of specified geometry



MANUFACTURING THE NET

15

Net panels are rolled onto drums to prepare them for shipment to California



MANUFACTURING THE NET

16

Approximately 61,000 sf of the net have been delivered to a storage area at the Contractor's Richmond Yard



CONSTRUCTION PROGRESS

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Suspension Bridge Work Access Platforms:

5 large moveable platforms underneath the bridge truss and a series of side fixed platforms along the truss top cords have been installed



CONSTRUCTION PROGRESS

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North Approach Viaduct Work Access Platforms:

Fixed suspended scaffolding has been installed along the west and east sides of the Viaduct



CONSTRUCTION PROGRESS

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230 net support brackets have been installed on both sides of the Suspension Bridge



CONSTRUCTION PROGRESS

20



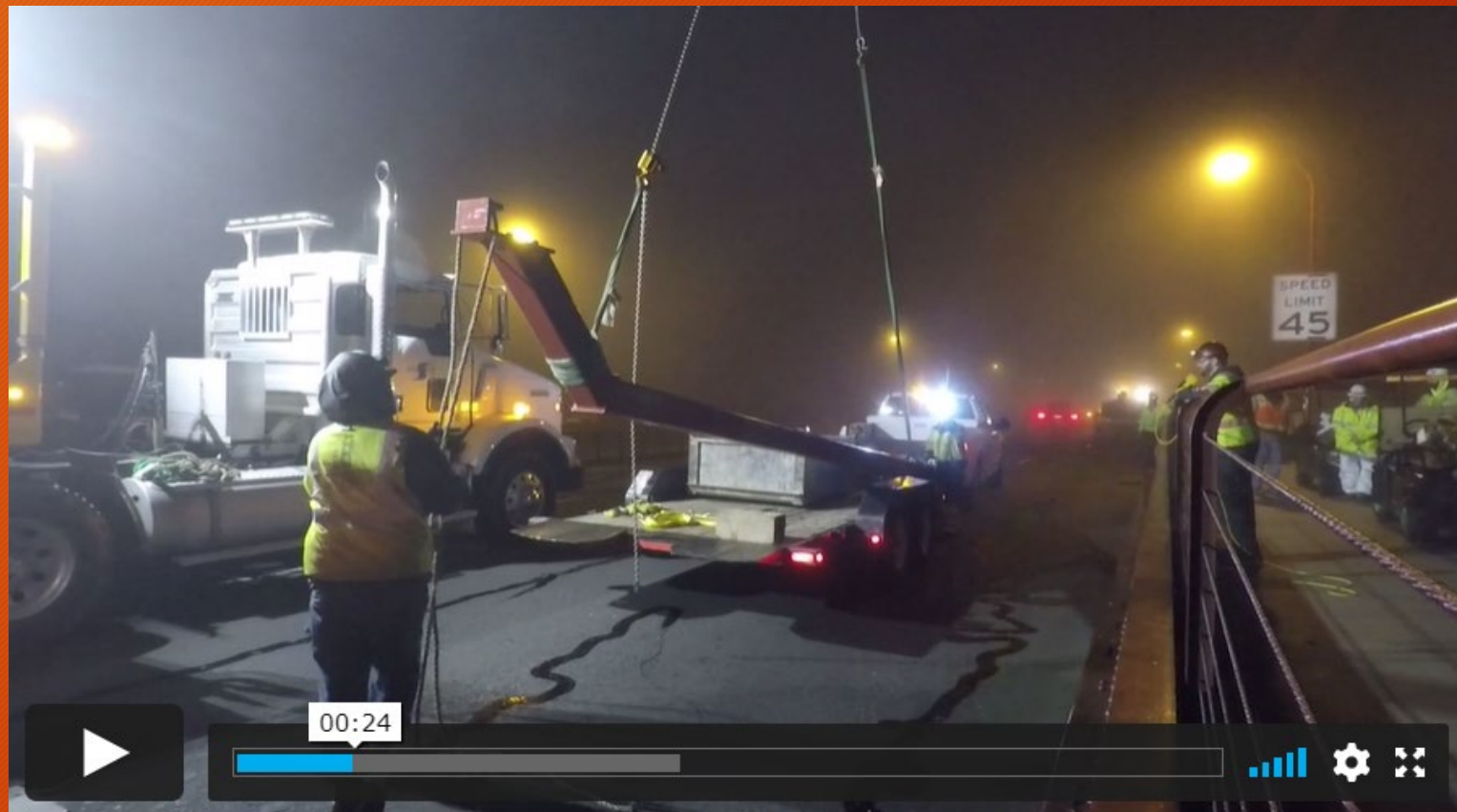
North Approach Viaduct

Installation of the net support brackets is progressing on the west side.

CONSTRUCTION PROGRESS

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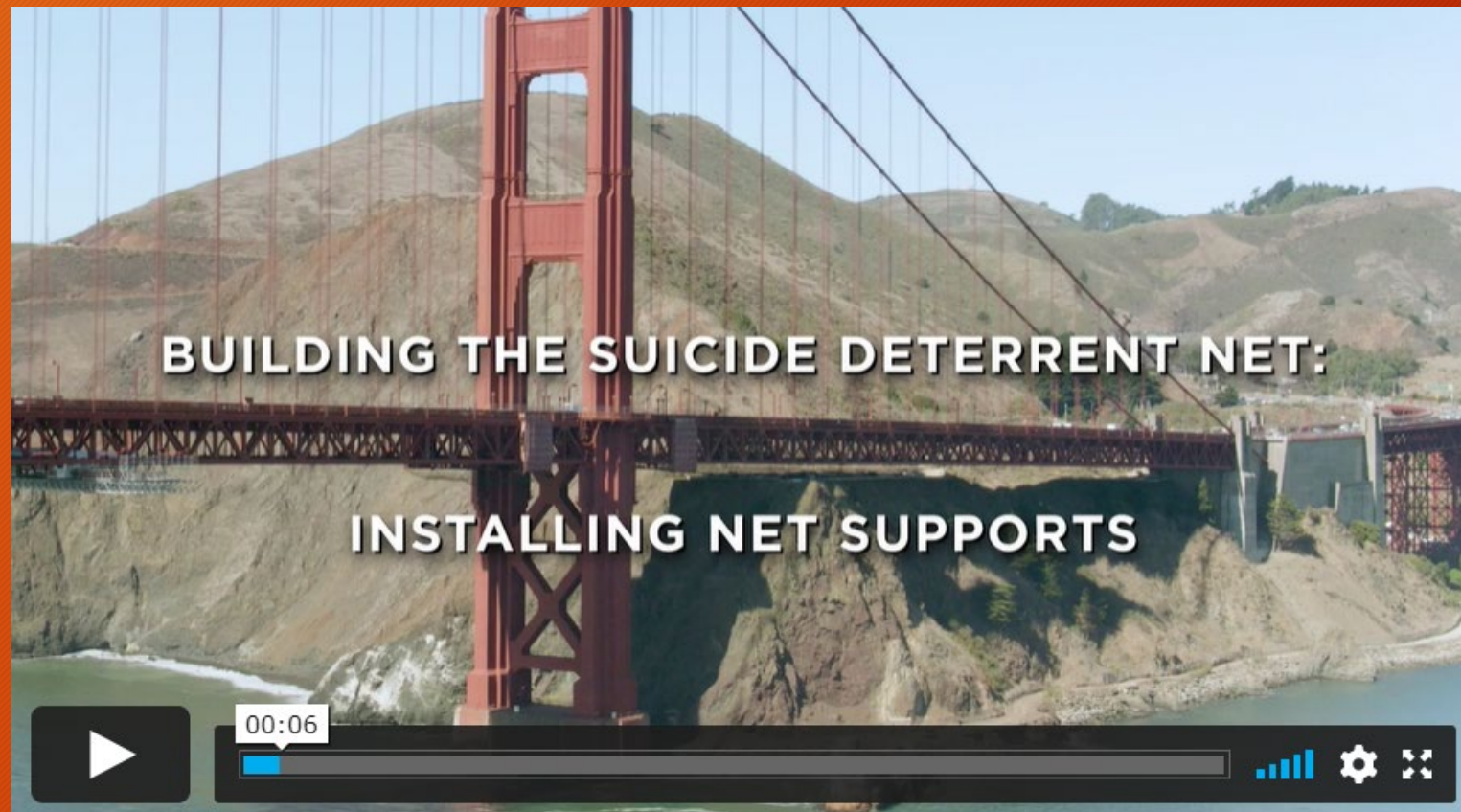
Net Support Installation (Raw Video)



CONSTRUCTION PROGRESS

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Net Support Installation (Video)



PROJECT TIMELINE

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BACKGROUND

The SDS construction contract was awarded in 2016 to Shimmick/Danny's Joint Venture (SDJV) for \$142m through the federally-required low bid process.

In 2018 Shimmick was purchased by AECOM (a Fortune 200 company).

In January 2021, AECOM sold Shimmick to Oroco Capital, a Maryland-based infrastructure investor and operator.

PROJECT TIMELINE

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SDJV has stated that project delivery will be late. They have not yet specified a firm completion date.

SDJV continues to make changes to their schedule by changing activity durations and sequencing.

District engineers estimate completion of the Net will be about 2.5 years late.

PROJECT TIMELINE

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DELAY FACTOR #1 - Corporate Distractions

- Shimmick's company sale to AECOM had delayed the project launch.
- AECOM's construction services unit was struggling.
- AECOM's sell off of Shimmick to Oroco created further distraction.

DELAY FACTOR #2 - Work Access Development

- AECOM/SDJV took a long time to develop plans for accessing different Bridge locations, delaying the start of work.
- AECOM/SDJV did not assign appropriate expertise to the project.

DELAY FACTOR #3 - Rate of Construction

- AECOM/SDJV miscalculated the rate of construction by a factor of two.

PROJECT TIMELINE

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District Goals:

Save Lives.

Construct the Suicide Deterrent Net as quickly as possible.

Suicide Deterrent System Q & A

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Thank you for attending.