

PORT OF HOOD RIVER 'C' DOCK EXPANSION PROJECT – Addendum #1 - December 15, 2009

THE FOLLOWING ITEMS ARE ADDED TO PROJECT REQUIREMENTS

1. Contractor must carry United States Longshoremen's and Harbors Workers Act insurance in the amount required by law as deemed necessary for applicable work. An insurance certificate must be provided to the Port.
2. Appropriate maritime and employer's liability (Jones Act) endorsements are required for overwater work.
3. Access to the Marina must remain open during construction; however, access may be limited to a 4 ft clear walkway. A barrier shall be placed between the work area and open public areas to limit access, which can consist of a low flexible fence or more significant element.
4. Any damage to the existing dock or gangway structure caused by the contractor once the Marina is placed into the contractors care will be repaired or replaced at the contractor's expense.
5. Contractor must have an up-to-date spill response kit on the dock or work vessel and accessible at all times.
6. Work may require specialty equipment, work platforms and lifting devices. Contractor may utilize dock for mooring small (less than 50 ft) material barges. Larger work platforms shall not be moored to the dock system.

PLAN SHEETS:

Q: (Plan Sheet 6 of 10) – Are we to assume the two single berths at the end of the walkway are each served by individual power pedestals with a single 30 Amp outlet, instead of the double 30 Amp outlets used on the shared berths? (Bellingham Marine)

A: Yes, each slip will be served by a single service plug. T head will be serviced by single pedestal with two plugs. (Engineer)

Change the specification section as follows:

3500 DESIGN BUILD DOCK AND FLOAT SYSTEM

1.4.

N. Chase way for Cable and phone service shall be routed from each pedestal to transition point at existing float ~~utility franchise provider connection point at top of gangway.~~