

**Port of Hood River**  
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June 24, 2011

**TO: Prospective Bidders**

**RE:** Columbia River (Hood River Interstate) Bridge #06645  
Hood River, OR and White Salmon, WA Highways  
Hood River, OR and Klickitat, WA Counties  
Lower Chord Paint Rehabilitation Project  
(Bids to be opened and read June 30, 2011)  
**LETTER OF CLARIFICATION #1**

The following information is provided in response to questions or issues of significance that have been raised by one or more prospective bidders. This is for information only. See Addendum Numbers 1&2 for revisions to the bid documents.

**Item/Question:** What type of abrasive shall be used for this project?

**HNTB Clarification/Response –**

The abrasives used for the spot repairs shall be a mineral slag combined with an approved additive to render the material non-hazardous. Obtain approval for the specific abrasive blast additive prior to use. *Regardless of whether or not the Contractor chooses not to use an abrasive additive to reduce the chance of contamination, the Contractor shall be responsible for all containment and disposal costs (hazardous and non-hazardous).*

**Item/Question:** In section 00120.02, if a contractor is prequalified by ODOT is there any further documentation needed?

**HNTB Clarification/Response –** See Addendum No. 1 for revisions to the prequalification requirements. If the Contractor is prequalified to bid on bridge painting projects for ODOT, Contractor is only required to submit evidence of ODOT prequalification and personnel qualifications per 00120.06A.

**Item/Question:** In section 00120.06-A, item 1; "Fill out and submit Appendix A." Where is appendix A?

**HNTB Clarification/Response –** See Addendum No. 1 which removes the subsection in question.

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**Item/Question:** Clarification of the Claim Decision, Review and Exhaustion of Administrative Remedies.

**HNTB Clarification/Response** – See Addendum No. 1 Subsection 199.40 added to Special Provisions.

**Item/Question:** Where is the state line?

**HNTB Clarification/Response** – The state line has been determined to be at Pier 12.

**Item/Question:** Does the Contractor need to comply with the prevailing wage rate requirements for both Oregon and Washington?

**HNTB Clarification/Response** – No. As the project does not have state or Federal money, wage rates must be in accordance to current Oregon BOLI rates only.

**Item/Question:** Does the Contractor need to include the Washington State Sales Tax in their Bid?

**HNTB Clarification/Response** – Per subsection 00170.02, Contractor is not required to include Washington State Sales Tax in their bid price. Contractor shall calculate applicable sales tax for work performed on Spans 12-19 and pay tax to the State of Washington.. Port shall reimburse contractor over and above the bid price for Washington State Sales Tax.

**Item/Question:** What are the inspection requirements for the contractor?

**HNTB Clarification/Response** – Per Special Provisions 00120.06A.3 and 00594.03E, the Contractor is responsible for employing a quality control supervisor and preparing and implementing a quality control inspection plan for the preparation and spot coating work performed. In addition, the Port will employ an inspector knowledgeable in bridge painting to observe key activities.

**Item/Question:** What are the funding restrictions for each fiscal year?

**HNTB Clarification/Response** – See Addendum No.1 for revisions to subsection 00180.01.and eliminates ambiguity regarding the completion date. Project completion date is June 30, 2013. Construction budgets indicated are the currently authorized amounts for the next biennium. Contractor

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may propose reallocation of budget between the fiscal years if significant benefits are may be realized. Budget reallocation and supplemental funds are subject to Port Commission approval.

**Item/Question:** What will happen if the low bid price exceeds the amount currently authorized in 180.01?

**HNTB Clarification/Response** – The project is a high priority for the Port of Hood River and it is desired for it to move forward. In the event that the low bid price exceeds the amount currently authorized, the Port anticipates it will take one or both of the following steps: 1. Request additional funding be authorized by the Port Commission. 2. Reduce the scope of the project by eliminating some or all of the Oregon spans.

**Item/Question:** Are the lower chord connections in the auxiliary trusses in Spans 10 and 12 required to be prepared and painted?

**HNTB Clarification/Response** – Yes. Note 2 on Drawing No. 5 indicates that these connections shall be prepared and painted.

**Item/Question:** It is not clear whether it the intent to prepare and coat 6-inches beyond the connections at the end of each span.

**HNTB Clarification/Response** – It is the intent of the drawings and special provisions that all lower chord connections shall be prepared and painted 6-inches beyond the connection plate.

**Item/Question:** What are the existing lane widths?

**HNTB Clarification/Response** – The existing roadway width is typically 19'-7 ¼" with lane widths of approximately 9'-6". Per Special Provision 00225.02, a minimum of 9.5' clear must remain unobstructed within at least one travel lane except as allowed during intermittent or full bridge closures in 00220.40(f).

**Item/Question:** When is the last day for Requests For Information?

**HNTB Clarification/Response** – RFIs will be received up into June 29<sup>th</sup>. However, order to allow for responses and potential changes to the bid documents, the Port requests that RFIs be forwarded to the Port by June 24, 2011. RFIs received later than June 24, 2011 may not be answered.