

Clark County Public Works

Bid Inquiry Log

Last Update: January 27, 2025

Responses will be posted on the project's "Bid Inquiry Log", which will be updated twice daily, at noon and 6:00 PM. The Bid Inquiry log will display all questions and answers to the questions that have accumulated by the posting time. Questions too late to be answered as of that posting will remain unanswered. The questions and answers posted on the Bid Inquiry Log at that time will be considered part of the contract and ranked as an Addendum with respect to order of precedence under Section 1-04.2 of the Standard Specification.

Project CRP #:	PRJ0002315
Title:	Railroad Roadbed Rehabilitation (MP 14.12 - 26.9)
Engineer In Charge:	Oliver Jim

Date: January 24, 2025
Question #1: A TMA is showing as required in the standard WSDOT plans attached, but in the TCP's it is not shown. Do we need to have a TMA or can we get away with our traffic control truck as the buffer truck?
Reference: Railroad Bridge Repaint Plan set
Answer: A TMA is required on freeways and roadways with a speed limit of 45 mph or higher. For speeds under 45 mph, a protective vehicle is recommended.

Date: January 24, 2025
Question #2: Again, the standard plan for WSDOT shows traffic drums on the plan, but the TCP's state a "channelizing device". Can I assume a 28" high reflective cone will be satisfactory?
Reference: Railroad Bridge Repaint Plan set
Answer: 28" high reflectivity cone is satisfactory.

Date:
Question #3:
Reference:
Answer:

Date:
Question #4:
Reference:
Answer:

Date:

Question #5:

Reference:

Answer:
