

## Addendum No. 2

### 6-Inch Main Replacement Mt. Rose Street – Arlington to Plumas PWP #WA-2011-191, WO#04-196 Contract No. 1011-215 March 22, 2011

The following information, clarifications, changes and modifications are by reference incorporated into the bid documents for the above referenced project. Any work item or contract provision not changed or modified will remain in full force and effect. The bid date and time and construction schedule remain the same.

#### 1. Questions or Clarifications:

**Question:** In regard to the 6-Inch Main Replacement for Mt. Rose Street, City of Reno Special Conditions state in Traffic Control, Notifications & Hours of Operation, paragraph 6, "Full road closures are not permitted. One direction of eastbound traffic along Mount Rose shall be maintained during work hours at all times during the duration of the project." Will TMWA entertain horizontal realignment of the proposed main to accommodate the City of Reno condition stated above? Can the proposed water main be located approximately 6-feet off the curb between stations 1+78 to 6+84? Can the proposed main be moved approximately 5-feet south between stations 12+15 to 14+51?

**Response:** The proposed horizontal alignment of the WL is based on obtaining (to the extent practical) minimum separations from existing SS and SDs (10-foot desired, 5-foot typical), while not resulting in conflicts to other facilities. If field facility locations differ from what is shown on the plans adjustments may be needed per TMWA direction. For the main alignment between stations 1+78 to 6+84 need to have the most separation as possible from the 24-inch SD, if move 6-feet off the curb would be within 2-feet to 3-feet, yes on the eastern portion get within this distance, but no other option while keeping the existing WL in-service. Between stations 12+15 to 14+51 if move the proposed WL 5-feet south will be on top of the existing 12-inch SS and need to do multiple horizontal offsets to get around MH. Keeping one eastbound lane open will be challenging, in addition to flaggers depending on equipment size may need to back trucks in/out of the trench excavation area for material export/import. For the work in the intersection of Mt. Rose and Plumas a brief closure will be needed to get the tap done and mainline heading west.

**END OF ADDENDUM 2**