California High-Speed Rail Authority

RFP No.: HSR 13-57

Request for Proposals for Design-Build Services for Construction Package 2-3

Book III, Part B.1
Directive Drawings Changes

California High-Speed Rail Authority

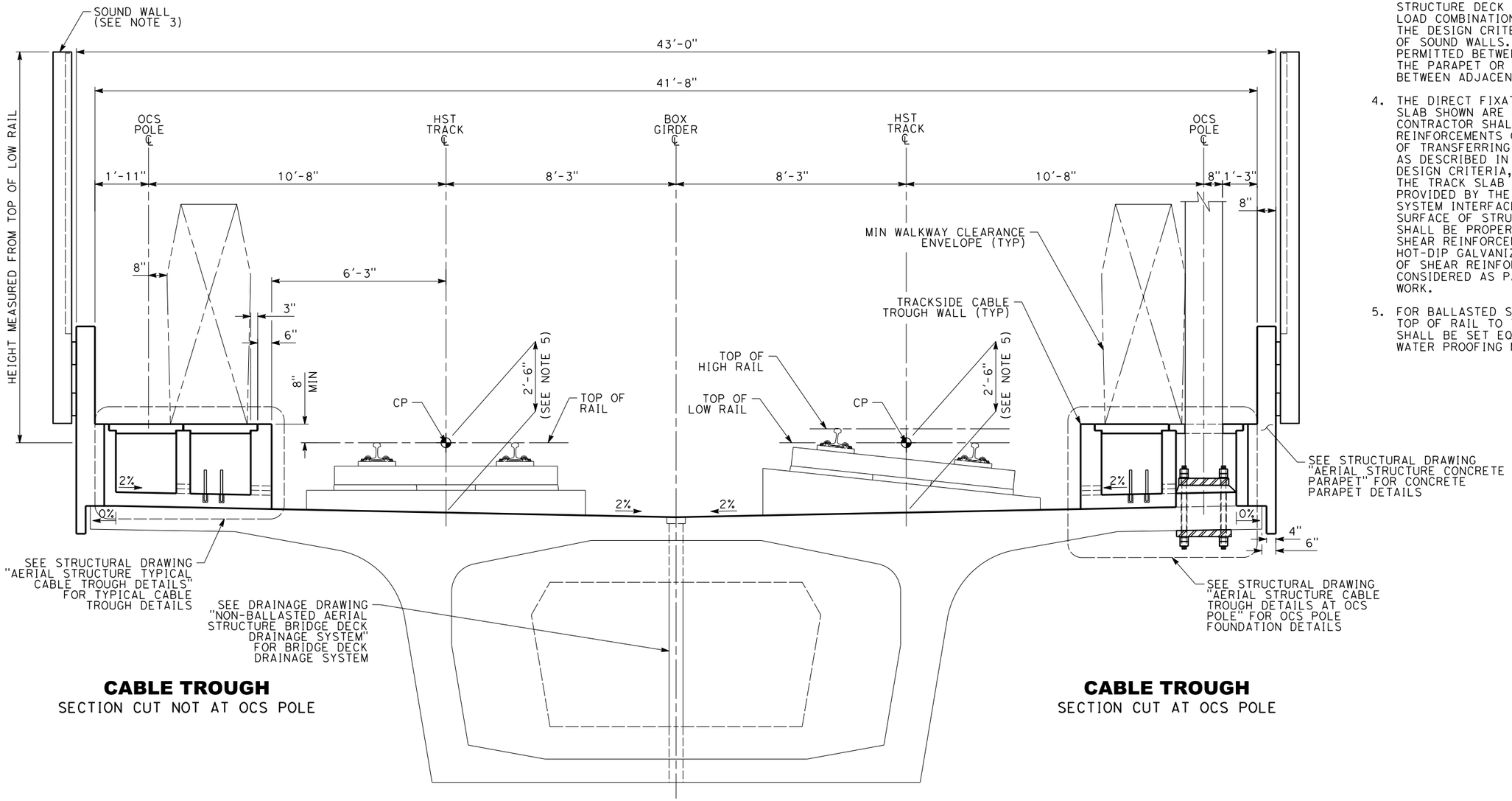
RFP No.: HSR 13-57

Request for Proposals for Design-Build Services for Construction Package 2-3

Book III, Part B.1
Directive Drawings

Structure

RFP No.: 13-57 – Addendum No. 3 - 07/31/2014



CABLE TROUGH
SECTION CUT NOT AT OCS POLE

CABLE TROUGH
SECTION CUT AT OCS POLE

FOR TANGENT TRACK

FOR SUPERELEVATED TRACK

2 0 2 4
1/2"=1'-0"

NOTES:

1. TRACK, SYSTEMS AND DRAINAGE ARE SCHEMATIC AND DO NOT REPRESENT DESIGN.
2. ON CURVED ALIGNMENT, THE RELATIVE DIMENSIONS BETWEEN BRIDGE DECK AND BOX GIRDER SHALL BE ADJUSTED PROPERLY. IF A STRAIGHT DECK EDGE IS SELECTED, THE WIDER DECK WIDTH MAY BE REQUIRED.
3. THE HEIGHT OF SOUND WALLS SHALL BE AS DEFINED IN THE TABLE 12-1 OF THE DESIGN CRITERIA. THE STRUCTURE AND CONNECTION BETWEEN PARAPET AND STRUCTURE DECK SHALL BE DESIGNED TO RESIST THE LOAD COMBINATIONS AS DESCRIBED IN TABLE 12-4 OF THE DESIGN CRITERIA TO ACCOMMODATE INSTALLATION OF SOUND WALLS. NO LONGITUDINAL GAPS SHALL BE PERMITTED BETWEEN THE BOTTOM OF SOUND WALL AND THE PARAPET OR DECK, NOR ANY VERTICAL GAPS BETWEEN ADJACENT SOUND WALL PANELS.
4. THE DIRECT FIXATION RAIL SYSTEM AND THE TRACK SLAB SHOWN ARE FOR ILLUSTRATION ONLY. THE CONTRACTOR SHALL DESIGN AND INSTALL SHEAR REINFORCEMENTS OR CONNECTORS, WHICH ARE CAPABLE OF TRANSFERRING THE TRACTION OR BRAKING FORCES AS DESCRIBED IN THE STRUCTURES CHAPTER OF THE DESIGN CRITERIA, IN THE STRUCTURAL DECK BELOW THE TRACK SLAB IN ACCORDANCE WITH THE PROVISIONS PROVIDED BY THE TRACK WORK DESIGNER THROUGH SYSTEM INTERFACE WORKSHOP MEETINGS. THE TOP SURFACE OF STRUCTURAL DECK BELOW THE TRACK SLAB SHALL BE PROPERLY ROUGHENED BY THE CONTRACTOR. SHEAR REINFORCEMENTS OR CONNECTORS SHALL BE HOT-DIP GALVANIZED. THE DESIGN AND INSTALLATION OF SHEAR REINFORCEMENTS OR CONNECTORS SHALL BE CONSIDERED AS PART OF THE CONTRACTOR'S SCOPE OF WORK.
5. FOR BALLASTED STRUCTURES, THE DESIGN DEPTH FROM TOP OF RAIL TO THE STRUCTURE DECK OR INVERT SHALL BE SET EQUAL TO 2'-9" PLUS ALLOWANCE FOR WATER PROOFING MEMBRANE AND PROTECTION LAYER.

RFP No.: 13-57 – Addendum No. 3 - 07/31/2014

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY P. LIN
DRAWN BY V. HUANTE
CHECKED BY K. PUGASAP
IN CHARGE G. LUSHEROVICH
DATE 07/18/2014

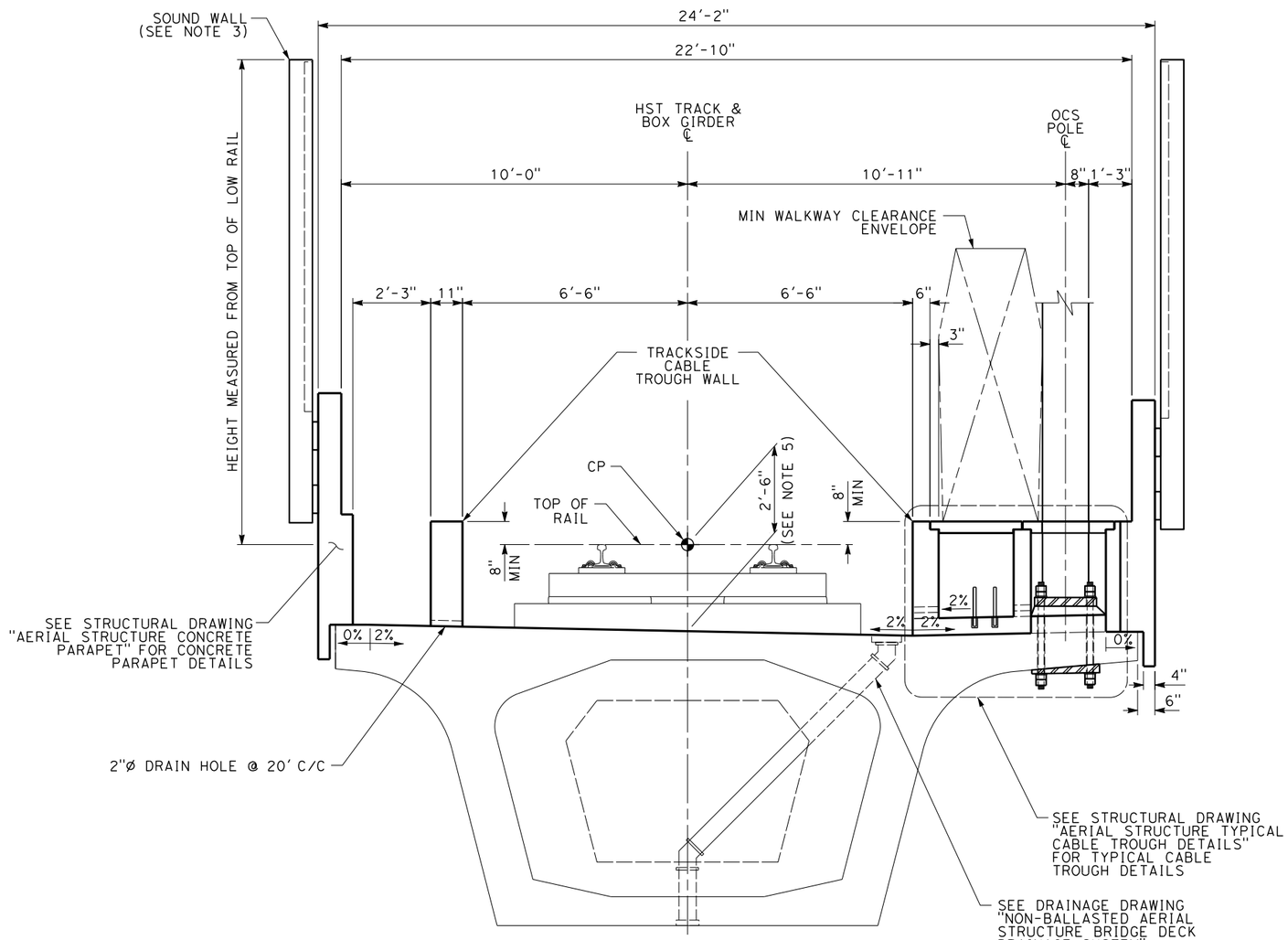
PARSONS BRINCKERHOFF

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
STRUCTURAL DIRECTIVE
TYPICAL CROSS SECTION
AERIAL STRUCTURE
TWO TRACK NON-BALLASTED
TYPICAL CONFIGURATION ON TOP OF DECK

CONTRACT NO.
DRAWING NO. DD-ST-100
SCALE AS SHOWN
SHEET NO.

Mincio 7/30/2014 11:40:27 AM CAHSRP.tbl CHSR_half_black.plt c:\projectwise\pb\projectwiseint\mincio\dms32172\DD-ST-100.dgn



TANGENT TRACK

SECTION CUT AT OCS POLE (SHOWN)
SUPERELEVATED TRACK (SIMILAR)

NOTES:

1. TRACK, SYSTEMS AND DRAINAGE ARE SCHEMATIC AND DO NOT REPRESENT DESIGN.
2. ON CURVED ALIGNMENT, THE RELATIVE DIMENSIONS BETWEEN BRIDGE DECK AND BOX GIRDER SHALL BE ADJUSTED PROPERLY. IF A STRAIGHT DECK EDGE IS SELECTED, THE WIDER DECK WIDTH MAY BE REQUIRED.
3. THE HEIGHT OF SOUND WALLS SHALL BE AS DEFINED IN THE TABLE 12-1 OF THE DESIGN CRITERIA. THE STRUCTURE AND CONNECTION BETWEEN PARAPET AND STRUCTURE DECK SHALL BE DESIGNED TO RESIST THE LOAD COMBINATIONS AS DESCRIBED IN TABLE 12-4 OF THE DESIGN CRITERIA TO ACCOMMODATE INSTALLATION OF SOUND WALLS. NO LONGITUDINAL GAPS SHALL BE PERMITTED BETWEEN THE BOTTOM OF SOUND WALL AND THE PARAPET OR DECK, NOR ANY VERTICAL GAPS BETWEEN ADJACENT SOUND WALL PANELS.
4. THE DIRECT FIXATION RAIL SYSTEM AND THE TRACK SLAB SHOWN ARE FOR ILLUSTRATION ONLY. THE CONTRACTOR SHALL DESIGN AND INSTALL SHEAR REINFORCEMENTS OR CONNECTORS, WHICH ARE CAPABLE OF TRANSFERRING THE TRACTION OR BRAKING FORCES AS DESCRIBED IN THE STRUCTURES CHAPTER OF THE DESIGN CRITERIA, IN THE STRUCTURAL DECK BELOW THE TRACK SLAB IN ACCORDANCE WITH THE PROVISIONS PROVIDED BY THE TRACK WORK DESIGNER THROUGH SYSTEM INTERFACE WORKSHOP MEETINGS. THE TOP SURFACE OF STRUCTURAL DECK BELOW THE TRACK SLAB SHALL BE PROPERLY ROUGHENED BY THE CONTRACTOR. SHEAR REINFORCEMENTS OR CONNECTORS SHALL BE HOT-DIP GALVANIZED. THE DESIGN AND INSTALLATION OF SHEAR REINFORCEMENTS OR CONNECTORS SHALL BE CONSIDERED AS PART OF THE CONTRACTOR'S SCOPE OF WORK.
5. FOR BALLASTED STRUCTURES, THE DESIGN DEPTH FROM TOP OF RAIL TO THE STRUCTURE DECK OR INVERT SHALL BE SET EQUAL TO 2'-9" PLUS ALLOWANCE FOR WATER PROOFING MEMBRANE AND PROTECTION LAYER.

2 0 2 4
1/2"=1'-0"

RFP No.: 13-57 – Addendum No. 3 - 07/31/2014

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY P. LIN
DRAWN BY V. HUANTE
CHECKED BY K. PUGASAP
IN CHARGE G. LUSHEROVICH
DATE 07/18/2014

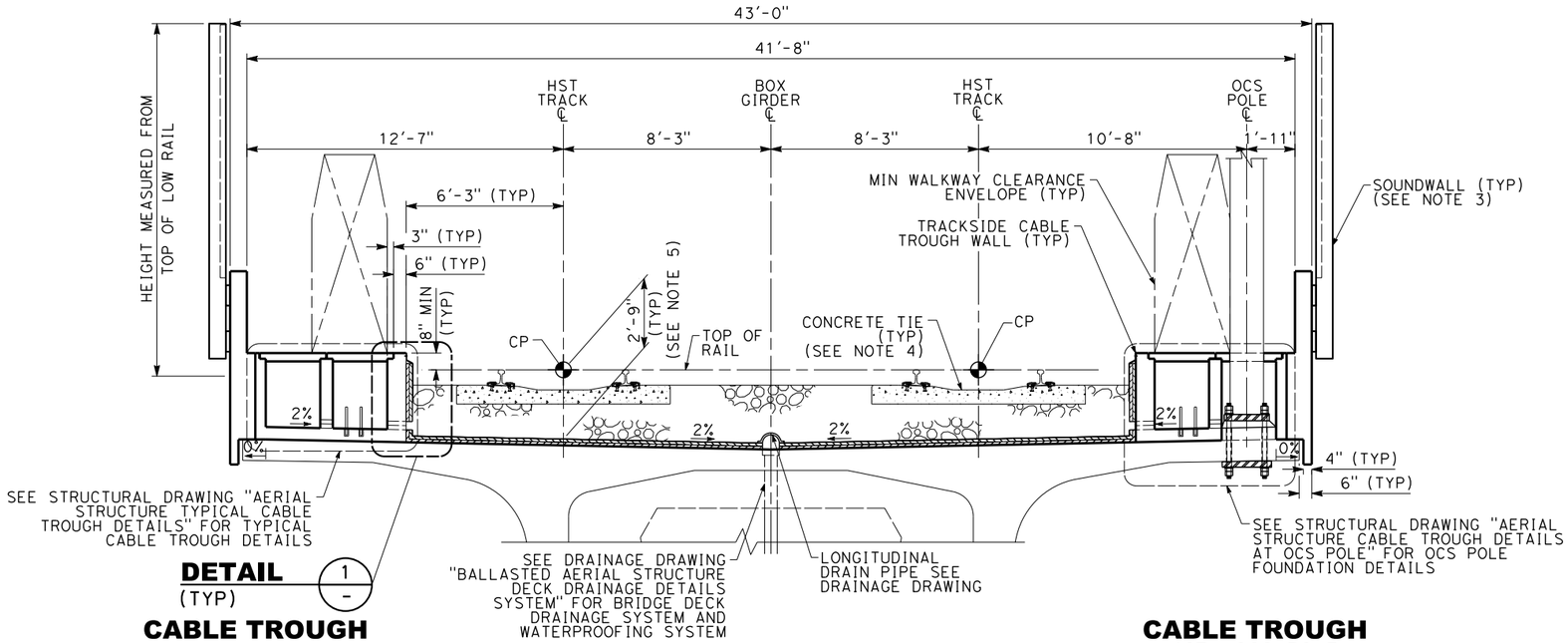
PARSONS BRINCKERHOFF

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
STRUCTURAL DIRECTIVE
TYPICAL CROSS SECTION
AERIAL STRUCTURE
ONE TRACK NON-BALLASTED
TYPICAL CONFIGURATION ON TOP OF DECK

CONTRACT NO.
DRAWING NO. DD-ST-101
SCALE AS SHOWN
SHEET NO.

Mincio 8/1/2014 10:17:31 AM CAHSRP-AD.+bCHSR_half_black.plt c:\projectwise\pb\projectwiseint\mincio\dms32172\DD-ST-101.dgn

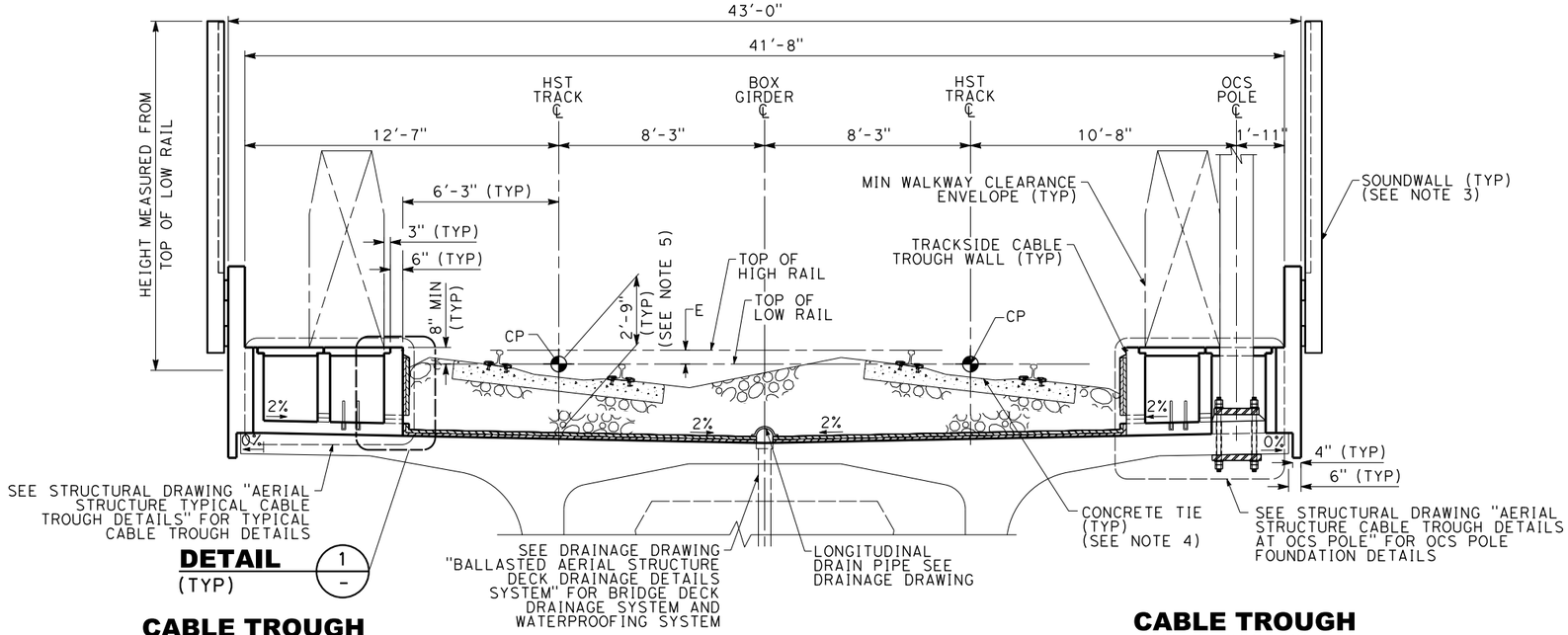


DETAIL 1 / - (TYP)

CABLE TROUGH
WITHOUT OCS POLE

CABLE TROUGH
WITH OCS POLE

TANGENT TRACK



DETAIL 1 / - (TYP)

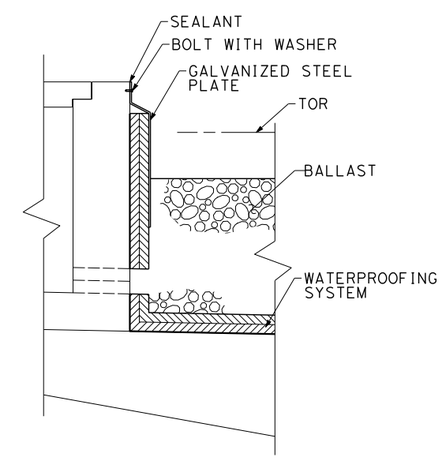
CABLE TROUGH
WITHOUT OCS POLE

CABLE TROUGH
WITH OCS POLE

SUPERELEVATED TRACK

NOTES:

1. TRACK, SYSTEMS AND DRAINAGE ARE SCHEMATIC AND DO NOT REPRESENT DESIGN.
2. ON CURVED ALIGNMENT, THE RELATIVE DIMENSIONS BETWEEN BRIDGE DECK AND BOX GIRDER SHALL BE ADJUSTED PROPERLY. IF A STRAIGHT DECK EDGE IS SELECTED, THE WIDER DECK WIDTH MAY BE REQUIRED.
3. THE HEIGHT OF SOUND WALLS SHALL BE AS DEFINED IN THE TABLE 12-1 OF THE DESIGN CRITERIA. THE STRUCTURE AND CONNECTION BETWEEN PARAPET AND STRUCTURE DECK SHALL BE DESIGNED TO RESIST THE LOAD COMBINATIONS AS DESCRIBED IN TABLE 12-4 OF THE DESIGN CRITERIA TO ACCOMMODATE INSTALLATION OF SOUND WALLS. NO LONGITUDINAL GAPS SHALL BE PERMITTED BETWEEN THE BOTTOM OF SOUND WALL AND THE PARAPET OR DECK, NOR ANY VERTICAL GAPS BETWEEN ADJACENT SOUND WALL PANELS.
4. CONCRETE TIES SHOWN ARE FOR ILLUSTRATION ONLY.
5. FOR BALLASTED STRUCTURES, THE DESIGN DEPTH FROM TOP OF RAIL TO THE STRUCTURE DECK OR INVERT SHALL BE SET EQUAL TO 2'-9" PLUS ALLOWANCE FOR WATER PROOFING MEMBRANE AND PROTECTION LAYER.



1 / - **WATERPROOFING SYSTEM**
ON CONCRETE DECK

RFP No.: 13-57 – Addendum No. 3 - 07/31/2014

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY P. LIN
DRAWN BY V. HUANTE
CHECKED BY G. HARRIS
IN CHARGE G. LUSHEROVICH
DATE 07/18/2014

PARSONS BRINCKERHOFF

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
STRUCTURAL DIRECTIVE
TYPICAL CROSS SECTION
AERIAL STRUCTURE
TWO TRACK BALLASTED
TYPICAL CONFIGURATION ON TOP OF DECK

CONTRACT NO.
DRAWING NO. DD-ST-102
SCALE NO SCALE
SHEET NO.

Mincio 8/1/2014 10:22:04 AM CAHSRP-AD.tbCHSR_half_black.plt c:\projectwise\pb\projectwiseint\mincio\dms32172\DD-ST-102.dgn