

# California High-Speed Train Project



## Request for Proposal for Design-Build Services

### RFP No.: HSR 11-16 Addenda Change Log for

#### Addendum No. 5

This change log contains the list of changes to the initial release of RFP HSR 11-16, as issued on March 22, 2012, including Addendums 1, 2, 3, and 4 and documents the changes, additions and deletions to the following documents:

Book	Part	Subpart	Title
1	A-C	1	Instructions to Proposers, Forms, and Certs
2	A	2	Special Provisions
2	C	1	Scope of Work
2	C	6	Scope of Work Attachment 5 - Mandatory Standard Specifications Listing
3	B	1	Verification, Validation and Self-Certification
3	C	1	Design Criteria
3	D	2	Approach for Obtaining ICS Environmental Approvals/Permits
3	D	3	Final Environmental Documents
3	D	5	Design Variance Report
3	E	2	Preliminary Ground Motions
4	A	1	CP01A Option1 Design Plans
4	A	2	CP01A Design Plans
4	B	1	San Joaquin River Hydrology and Hydraulics Report
4	D	8	gINT Geotechnical Electronic Data
4	D	9	CP01A-C Sheet DGN Files
4	E	1	City of Fresno Aesthetic Design Guidelines



## Addenda Change Logs

**RFP Document:** Book 1, Parts A-C, Instructions to Proposers, Forms, and Certs

New Document

Revised Document

Change Log Only

Change No.	Description	Location
1	<p>Sorted Table 1, RFP Schedule in ascending order by Deadline date.</p> <p>Deleted "(Tentative)" from the end of the activity description in Table 1, RFP Schedule.</p> <p>Inserted new row inserted after ninth row in Table 1, RFP Schedule for "Follow-up One-on-One Meetings with Potential Proposers" activities dated "July 10-12, 2012" for both Proposer and Authority.</p> <p>In Table 1, RFP Schedule, in the twelfth row, updated deadline for "Response to ATC Submittals" from "July 27, 2012" to "September 14, 2012."</p> <p>Inserted new row inserted after twelfth row in Table 1, RFP Schedule for "Deadline to Submit Agenda for One-on-One Meetings" with a due date "November 21, 2012."</p> <p>Updated "Deadline for Proposer Questions" from "September 14, 2012" to "November 26, 2012" in Table 1, RFP Schedule.</p> <p>Updated the "Deadline to Submit Changes to Proposer Teams" from "August 10, 2012" to "November 26, 2012" in Table 1, RFP Schedule.</p> <p>In Table 1, RFP Schedule, in the fourteenth row added "One-on-One Meetings with Potential Proposers" for "November 28-30, 2012" for both Proposers and the Authority</p> <p>Updated "Proposal Deadline" from November 2, 2012 to "January 18, 2013" in Table 1, RFP Schedule.</p> <p>Updated "Deadline to Submit Escrowed Proposal Documentation (See 8.2.5)" from "November 5, 2012" to "January 23, 2013" in Table 1, RFP Schedule.</p> <p>Updated "Anticipated Contract Award" from "January 2013" to "June 2013" in Table 1, RFP Schedule.</p> <p>Updated "Initial Notice to Proceed" from "March 2013" to "July 2013" in Table 2, Anticipated Project Implementation Schedule.</p> <p>Updated "Final Acceptance" from "May 2016" to "February 2017" in Table 2, Anticipated Project Implementation Schedule.</p>	B.1, Part A, Page 7



**RFP Document:** Book 2, Part A, Subpart 2, Special Provisions New Document Revised Document Change Log Only

Change No.	Description	Location
1	<p>Inserted ", Subpart" after "Part A" on the title page</p> <p>Inserted "0" before "3/19/2012", deleted "No." from after "Addendum" in the second row and inserted revisions number "2", Date "10/29/2012" and description as "Addendum 5" in the revision Table.</p>	B.2, Pt A, Cover Page
2	Updated Table of contents	B.2, Pt A, TOC Page i
3	Updated format of page numbers throughout the document from "A-#" to "Page # of #".	B.2, Pt A
4	<p>Replaced the following with "for each day (or any part thereof) of delay in the amount of \$60,000/day." at the end of the first paragraph under Section 7, Liquidated Damages:</p> <p>"...as set forth below:</p> <ul style="list-style-type: none"> <li>• For each day (or any part thereof) of delay up to 60 days: \$80,000/day;</li> <li>• For each day (or any part thereof) of delay between 61 days and 120 days: \$180,000/day;</li> <li>• For each day (or any part thereof) of delay between 121 days and 180 days: \$230,000/day; and</li> <li>• For each day (or any part thereof) of delay over 180 days: \$290,000/day.</li> </ul> <p>For example, if the Contractor achieves Substantial Completion 65 days after the Substantial Completion Deadline, the Contractor will owe the Authority Liquidated Damages in the amount of: <math>(\\$80,000/\text{day})(60 \text{ days})+(\\$180,000/\text{day})(5 \text{ days})=\\$5,700,000.</math>"</p>	B.2, Pt A, Page 6
5	Corrected cross reference to Section 17 of the General Provisions in the last line of the second paragraph under Section 8.1, Environmental Approvals and Permits.	B.2, Pt A, Page 7



**RFP Document:** Book 2, Part C, Subpart 1 – Scope of Work

New Document

Revised Document

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Change No.	Description	Location
1	<p><b>1 California High Speed Train Project (CHSTP) Standards and Manuals</b></p> <p>Changed the first sentence of the first paragraph to:</p> <p><i>"The following technical documents are provided to Contractor in order to direct the development of final design, construction drawings, and construction specifications:"</i></p>	AD.4 - B2 - Pt C.1, Page 1
2	<p><b>1 California High Speed Train Project (CHSTP) Standards and Manuals</b></p> <p>Added bullet point after the last bullet point "• Standard Drawings (for reference)":</p> <p>• <b><i>City of Fresno Design Guidelines CHSTP (for reference) – Guidelines convey specific aesthetic and functional recommendations by and for City of Fresno facilities. Contractor's design should address the specific recommendations described in these guidelines</i></b></p>	AD.4 - B2 - Pt C.1, Page 2
3	<p><b>3.1 CP1A, Hybrid Alternative Segment– South of Avenue 17 to North of Veterans Boulevard (alignment generally along the existing BNSF Railway)</b></p> <p>In the last sentence of the first paragraph, changed "14 miles" to "15 miles"</p>	AD.4 - B2 - Pt C.1, Page 4
4	<p><b>3.3 CP1B Segment – North of Stanislaus Street to South of Santa Clara Street</b></p> <p>Added sentence at the end of the last paragraph:</p> <p><i>"The UPRR shoo-fly required to accommodate the construction of the Tulare Street and Ventura Street crossings under the proposed HSR alignment shall be included within the CP1B limits of work."</i></p>	AD.4 - B2 - Pt C.1, Page 5
5	<p><b>3.5 Limit of Work for Enabling Facilities</b></p> <p>In the second bullet point under the third paragraph, changed "published" to "adopted"</p>	AD.4 - B2 - Pt C.1, Page 7



**RFP Document:** Book 2, Part C, Subpart 1 – Scope of Work

New Document

Revised Document

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Change No.	Description	Location
6	<p><b>4.2.1.1 CHSTP Design Criteria</b></p> <p>Per the response to CP01-RFI-0521, Changed the first paragraph to:</p> <p><i>"Design Criteria has been prepared to direct the development of Contractor's final design, construction drawings, and construction specifications for the Project. Contractor shall develop the alignment using the CHSTP Design Criteria to achieve a design speed of 250 mph."</i></p>	AD.4 - B2 - Pt C.1, Page 10
7	<p><b>4.11 CHSTP Design Submittals</b></p> <p>Changed the second paragraph to:</p> <p><i>"Unless otherwise noted, for Design Submittals, the Authority will issue one of the three dispositions as described in V&amp;V and Self-Certification Requirements in Book 3."</i></p>	AD.4 - B2 - Pt C.1, Page 17
8	<p><b>4.11 CHSTP Design Submittals</b></p> <p>In the third paragraph, changed "...in the schedule..." to "...in the baseline schedule..."</p>	AD.4 - B2 - Pt C.1, Page 17
9	<p><b>4.12 Third-Party Entity Design Submittals</b></p> <p>Changed the last paragraph to:</p> <p><i>"Contractor shall include in the schedule each Third-Party Entity Submittal and review period. Contractor shall apply V&amp;V and self-certification as described in V&amp;V and Self-Certification Requirements in Book 3."</i></p>	AD.4 - B2 - Pt C.1, Page 19
10	<p><b>4.13 Ready for Construction (RFC) Submittals</b></p> <p>Changed the first paragraph to:</p> <p><i>"Contractor shall provide Ready for Construction Submittals to the Authority and receive the Authority's approval prior to constructing any portion of the Project. Authority's review period for RFC submittals is 20 Working Days. Contractor's attention is directed to Sections 3.2 Prerequisites for Start of Construction and 61.2 Effect of Oversight, Reviews, Tests, Acceptances and Approvals of the General Provisions."</i></p>	AD.4 - B2 - Pt C.1, Page 19



**RFP Document:** Book 2, Part C, Subpart 1 – Scope of Work

New Document

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Change No.	Description	Location
11	<p><b>4.13 Ready for Construction (RFC) Submittals</b></p> <p>In bullet point listing under "Contractor shall provide the following submittals to the Authority:",</p> <ol style="list-style-type: none"> <li>1. Changed first bullet point from "<i>Civil and Structure Construction Drawings</i>" to "<i>Construction Drawings</i>".</li> <li>2. Added bullet point "<i>Construction Specifications</i>" under the first bullet point "<i>Construction Drawings</i>".</li> </ol>	AD.4 - B2 - Pt C.1, Page 20
12	<p>Added section 4.13.1:</p> <p><b>"4.13.1 Ready for Construction Submittals Prior to Final Design</b></p> <p><i>This sets forth the requirements under which certain portions or elements of the Project may be packaged by the Contractor to initiate construction for certain discrete portions or elements of the Project prior to final design. These requirements shall apply to any Work that is performed by the Contractor prior to completing the overall final design. All such work is performed at the sole risk of the Contractor.</i></p> <p><i>The Contractor, as the designer and builder of the Project, is the party at risk and shall be responsible for design errors, inconsistencies, omissions, and conflicts within the design which may cause the Work to be interrupted or changed during the course of construction.</i></p> <p><i>The Contractor may at any time propose a procedure to initiate the start of construction prior to final design at Contractor's sole risk for selected structures or structural element(s) that are critical to the timely completion of the Project. This procedure shall be coordinated with and subject to Authority's concurrence.</i></p> <p><i>If the final design documents for the Project require changes to the Work performed by the Contractor as described herein, the Contractor shall make such changes to the Work, including removal and replacement if necessary, at its sole cost and expense, and shall not be entitled to any extension of Completion Deadlines or adjustment in the Contract Price."</i></p>	AD.4 - B2 - Pt C.1, Page 20



**RFP Document:** Book 2, Part C, Subpart 1 – Scope of Work

New Document

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Change No.	Description	Location
13	<p><b>4.15.4 Shop Drawings</b></p> <p>Changed the entire section 4.15.4 to:</p> <p><b>"4.15.4 Construction-Phase Submittals</b></p> <p><i>Construction-phase submittals are defined as those submittals required under the Construction Specifications, such as shop drawings, product data, samples, installer qualification statements, manufacturer's instructions, and source and field quality control submittals.</i></p> <p><i>Contractor shall prepare construction-phase submittals, including shop drawings, in accordance with mandatory CHSTP Standard Specifications, or portions thereof, as noted in Attachment 5 of this Scope of Work and in accordance with Contractor's Construction Specifications.</i></p> <p><i>Construction-phase submittals shall be subject to self-certification and concurrence by Independent Checking Engineer/Independent Site Engineer. When the Standard and Construction Specifications state that the submittal is for the Authority or Authority Representative's (Contracting Officer's) acceptance, the Authority will issue one of the three dispositions as described in V&amp;V and Self-Certification Requirements in Book 3. Refer to the definition for "Acceptance" in Standard Specifications Section 02 01 00, Standard Specifications General Statements."</i></p>	AD.4 - B2 - Pt C.1, Page 21
14	<p><b>5.2 Railroad Relocation and Reconstruction</b></p> <p>Changed the first paragraph to:</p> <p><i>"Draft and/or final design, construction, and maintenance agreement(s) with the railroads establish scope, roles, and responsibilities of the parties during each phase of project development and construction. These include, but are not limited to work performed by the railroad, railroad's review and approval of contractor's design, the railroad's review period, permitting, inspection, safety, insurance, and flagging requirements."</i></p>	AD.4 - B2 - Pt C.1, Page 22
15	<p><b>5.2 Railroad Relocation and Reconstruction</b></p> <p>Added paragraph at the end of the section:</p> <p><i>"Contractor shall design and construct the UPRR shoo-fly required to accommodate the construction of the Tulare Street and Ventura Street crossings under the proposed HSR alignment within the CP1B limits of work."</i></p>	AD.4 - B2 - Pt C.1, Page 22



**RFP Document:** Book 2, Part C, Subpart 1 – Scope of Work

New Document

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Change No.	Description	Location
16	<p><b>5.6 Concrete Barriers</b></p> <p>Changed the first paragraph to:</p> <p><i>"Intrusion protection barriers shall be located, designed, and constructed by Contractor where required to protect the High-Speed Train Operating Infrastructure from intrusion by automotive vehicles and/or railroad locomotives and cars per CHSTP Design Criteria, railroad, and Caltrans requirements. Contractor shall reference Proposed Preliminary Design plans for intrusion protection barrier preliminary locations between High-Speed Train Operating Infrastructure and existing railroads, and confirm consistency with CHSTP Design Criteria. Final locations of intrusion protection barriers between High-Speed Train Operating Infrastructure and existing railroads will be based on preliminary risk assessment and hazard analysis prepared by the Authority."</i></p>	AD.4 - B2 - Pt C.1, Page 24
17	<p><b>5.18 Durability</b></p> <p>Changed "Contracting Officer" to "Authority Representative" in the second sentence of the first paragraph.</p>	AD.4 - B2 - Pt C.1, Page 30

**RFP Document:** Book 2, Part C, Subpart 6 – Scope of Work Attachment 5 - Mandatory Standard Specifications Listing

New Document

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Change No.	Description	Location
1	<p>Insert a mandatory item at Section <i>09 96 00, High-Performance Coatings</i>. <i>"2.1 Products"</i></p>	AD.4 - B2 - Pt C.6, Attachment 5, Page 4
2	<p>Per the response to CP01-RFI-0371, Insert a mandatory item at Section <i>31 05 00, Common Work Results for Earthwork</i>: <i>"1.5 Classifications of Earthwork"</i>.</p>	AD.4 - B2 - Pt C.6, Attachment 5, Page 4



**RFP Document:** Book 3, Part B, Subpart 1 – Verification, Validation and Self-Certification

New Document

Revised Document

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Change No.	Description	Location
1	Clarified references to <i>"final design"</i> and <i>"ready for construction"</i> in all applicable instances throughout the document.	AD.3 - B3 – Pt B.1, Entire document
2	<b>1 Introductions</b> Replaced in the fourth paragraph <i>"have to"</i> with <i>"shall"</i> .	AD.3 - B3 – Pt B.1, Page 1
3	<b>1 Introductions</b> Changed last sentence in last paragraph to: <i>"Refer to the applicable performance specifications and other Contract requirements."</i>	AD.3 - B3 – Pt B.1, Page 1
4	<b>1.2 Scheduling</b> Changed second bullet point to: <i>"Add V&amp;V activities as defined in Verification and Validation Plan to Contract schedule."</i>	AD.3 - B3 – Pt B.1, Page 1
5	<b>1.3 V&amp;V Submittals</b> Changed last sentence in second paragraph to: <i>"V&amp;V submittals include the Requirements Verification Traceability Matrix (RVTM), Certifiable Items List (CIL), and a V&amp;V report explaining how the Contractor submittals meet the Technical Contract Requirements."</i>	AD.3 - B3 – Pt B.1, Page 2
6	<b>1.5 Term and Acronyms</b> New terms and definitions added to the table.	AD.3 - B3 – Pt B.1, Page 2-3
7	<b>2.2.1 Parse the Contract for Technical Contract Requirements</b> Added the following bullet point under third bullet <i>"Directive Drawings"</i> : <i>"Mandatory standard specifications"</i>	AD.3 - B3 – Pt B.1, Page 9
8	<b>2.2.2 Capture Technical Contract Requirements</b> Added bullet point after the third bullet point: <i>"• Mandatory standard specifications</i> <i>- Capture applicable Technical Contract Requirements."</i>	AD.3 - B3 – Pt B.1, Page 10



**RFP Document:** Book 3, Part B, Subpart 1 – Verification, Validation and Self-Certification

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Change No.	Description	Location
9	<p><b>2.2.2 Capture Technical Contract Requirements</b></p> <p>Revised fourth bullet point to:</p> <ul style="list-style-type: none"> <li>“• <i>Standard specifications and drawings</i> <ul style="list-style-type: none"> <li>- <i>Assess each standard specification and standard drawing and determine applicability to Contractor’s final design and construction methods</i></li> <li>- <i>If applicable, capture applicable Technical Contract Requirements and follow requirements for Directive Drawings and Mandatory Standard Specifications as described above”</i></li> </ul> </li> </ul>	AD.3 - B3 – Pt B.1, Page 10
10	<p><b>2.2.2 Capture Technical Contract Requirements</b></p> <p>Revised fifth bullet point to:</p> <ul style="list-style-type: none"> <li>“• <i>Special specifications</i> <ul style="list-style-type: none"> <li>- <i>Assess each special specification and determine applicability to Contractor’s final design and construction methods</i></li> <li>- <i>If applicable, capture applicable Technical Contract Requirements and follow requirements for Mandatory Standard Specifications as described above”</i></li> </ul> </li> </ul>	AD.3 - B3 – Pt B.1, Page 10
11	<p><b>2.2.2 Capture Technical Contract Requirements</b></p> <p>Revised sixth bullet point to:</p> <ul style="list-style-type: none"> <li>“• <i>Other Contract documents containing Technical Contract Requirements (e.g. Aesthetic Guidelines for Non-Station Structures)</i> <ul style="list-style-type: none"> <li>- <i>Capture applicable Technical Contract Requirements. ”</i></li> </ul> </li> </ul>	AD.3 - B3 – Pt B.1, Page 10
12	<p><b>2.2.8 Manage Technical Contract Requirements</b></p> <p>Added fourth line under first bullet point:</p> <p>“– <i>After ready for construction submittal”</i></p>	AD.3 - B3 – Pt B.1, Page 12
13	<p><b>2.2.9 Verify Technical Contract Requirements</b></p> <p>Added bullet point after the first bullet point:</p> <p>“• <i>Support variances by referencing the approved change(s) as per Section 2.2.7”</i></p>	AD.3 - B3 – Pt B.1, Page 13



**RFP Document:** Book 3, Part B, Subpart 1 – Verification, Validation and Self-Certification

New Document

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Change No.	Description	Location
14	<p><b>2.2.10 Validate Technical Contract Requirements</b></p> <p>Added bullet point after the first bullet point:</p> <p><i>“ Support variances by referencing the approved change(s) as per Section 2.2.7”</i></p>	AD.3 - B3 – Pt B.1, Page 13
15	<p><b>2.3 Requirements Verification and Traceability Matrix</b></p> <p>Revised second to last paragraph to:</p> <p><i>“Reflect in the RVTM any changes in final design, construction, inspection testing, and acceptance that have been approved by the Authority’s Representative.”</i></p>	AD.3 - B3 – Pt B.1, Page 16
16	<p><b>2.3 Requirements Verification and Traceability Matrix</b></p> <p>Deleted <i>“The use of”</i> in last paragraph.</p>	AD.3 - B3 – Pt B.1, Page 16
17	<p><b>2.3.1.2 Construction</b></p> <p>Revised first and second bullet points to:</p> <p><i>“ Ready for Construction:</i></p> <p><i>Submit RVTM with Technical Contract Requirements fully traced to applicable ready for construction documents including section references.</i></p> <p><i>• Inspection plans, procedures and reports:</i></p> <p><i>Submit RVTM with apportioned Technical Contract Requirements fully traced to applicable inspection plans, procedures and reports including section references applicable to the inspected construction element.”</i></p>	AD.3 - B3 – Pt B.1, Page 16
18	<p><b>2.3.1.2 Construction</b></p> <p>Deleted <i>“design, inspection”</i> in the last sub-bullet.</p>	AD.3 - B3 – Pt B.1, Pages 17
19	<p><b>2.4 Certifiable Items List</b></p> <p>Revised sixth paragraph to:</p> <p><i>“Develop the CIL based on the RVTM, with extra columns or fields to include the date and initials of the verifier, certifying that the critical item has been incorporated into the final design, construction, inspected, tested, and accepted as appropriate at each stage of development.”</i></p>	AD.3 - B3 – Pt B.1, Page 17



**RFP Document:** Book 3, Part B, Subpart 1 – Verification, Validation and Self-Certification New Document Revised Document Change Log Only

<b>Change No.</b>	<b>Description</b>	<b>Location</b>
20	<p><b>2.4 Certifiable Items List</b></p> <p>Revised seventh paragraph to:</p> <p><i>"Reflect in the CIL any changes in final design, construction, inspection, testing, and acceptance that have been approved by the Authority's Representative."</i></p>	AD.3 - B3 – Pt B.1, Page 18
21	<p><b>2.4 Certifiable Items List</b></p> <p>Deleted "The use of" in second to the last paragraph.</p>	AD.3 - B3 – Pt B.1, Page 18
22	<p><b>2.5 Contractor Verification and Validation Report</b></p> <p>Revised second paragraph to:</p> <p><i>"Use the report to provide an executive summary and certification of compliance with Technical Contract Requirements. Provide additional explanation as necessary on how the contract submittal meets the Technical Contract Requirements that is not readily available from the RVTM or CILs. Variances between Technical Contract Requirements and the contract submittal shall be explicitly identified and discussed."</i></p>	AD.3 - B3 – Pt B.1, Page 18
23	<p><b>2.5 Contractor Verification and Validation Report</b></p> <p>Changed third paragraph from:</p> <p><i>"If the submittal is in full compliance with the Technical Contract Requirements, no further explanation is required."</i></p> <p>to:</p> <p><i>"The Certification of compliance shall include the confirmation that the references to the objective evidence provided in the RVTM and CILs have been checked by the Contractor's QA/QC process, and have been confirmed as complete and correct."</i></p>	AD.3 - B3 – Pt B.1, Page 18
24	<p><b>2.5 Contractor Verification and Validation Report</b></p> <p>Revised last paragraph to:</p> <p><i>"The Contractor may choose to provide the content of the V&amp;V report as part of the submittal letter."</i></p>	AD.3 - B3 – Pt B.1, Page 18
25	<p><b>3.1 Self-certification Process Overview</b></p> <p>Deleted "on" in Item 5.</p>	AD.3 - B3 – Pt B.1, Page 20



**RFP Document:** Book 3, Part B, Subpart 1 – Verification, Validation and Self-Certification

New Document

Revised Document

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Change No.	Description	Location
26	<p><b>(New Section 3.2 ) Self-certification Process involving Third Party Entities</b></p> <p>Per the response to CP01-RFI-0385 and RFI-0393,</p> <p>Added section (after Section 3.1) "Self-certification Process involving Third Party Entities", including clear requirements for various configurations of Contractor and Third Party.</p> <p>Added Figure 3 and updated process diagram to include Third Party.</p> <p>Updated document section numbers and cross-references to section numbers accordingly.</p>	AD.3 - B3 – Pt B.1, Page 20
27	<p><b>3.3 Independent Checking Engineer and Independent Site Engineer</b></p> <p>Replaced "<i>shall seek approval</i>" with "<i>shall obtain approval</i>" in last paragraph.</p>	AD.3 - B3 – Pt B.1, Page 21
28	<p><b>3.3.3 ICE/ISE Qualifications</b></p> <p>Deleted "<i>on a High Speed Railway</i>" in seventh bullet point.</p>	AD.3 - B3 – Pt B.1, Page 22
29	<p><b>3.3.4 ICE/ISE Duties</b></p> <p>Revised second bullet point under third paragraph:</p> <p><i>"Final design documents including reports, analyses, drawings and specifications conform to Technical Contract Requirements"</i></p>	AD.3 - B3 – Pt B.1, Page 24
30	<p><b>3.4 Authority's Representative Review</b></p> <p>Replaced "<i>his</i>" with "<i>its</i>" in first paragraph.</p>	AD.3 - B3 – Pt B.1, Page 26
31	<p><b>3.4 Authority's Representative Review</b></p> <p>Added a comma after "<i>Upon submittal</i>" in first sentence of second paragraph.</p>	AD.3 - B3 – Pt B.1, Page 26
32	<p><b>3.4 Authority's Representative Review</b></p> <p>Revised first sentence in fifth paragraph to</p> <p><i>"Prior to issuance of a design review report, the Authority's Representative may require consultations with the ICE/ISE, Contractor, or the Contractor's engineers for the various disciplines involved in the part of the work under review."</i></p>	AD.3 - B3 – Pt B.1, Page 27



**RFP Document:** Book 3, Part B, Subpart 1 – Verification, Validation and Self-Certification

New Document

Revised Document

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Change No.	Description	Location
33	<b>3.4 Authority's Representative Review</b> Replaced "Submittal" with "submittal" in last paragraph.	AD.3 - B3 – Pt B.1, Page 27
34	<b>3.5 V&amp;V Submittals</b> Added "V&V submittals are subject to SONO."	AD.3 - B3 – Pt B.1, Page 27

**RFP Document:** Book 3, Part C, Subpart 1 - Design Criteria

New Document

Revised Document

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Change No.	Description	Location
1	<b>3.1 Scope</b> Changed entire Section (Page 3-1, Lines 1 to 11) to: <i>"This chapter provides design criteria for required clearances to the California High-Speed Train (HST) trackway and facilities. It includes an allowance for HST maintenance equipment and other equipment that may be operated within the HST tracks. Two sets of static, dynamic, fixed equipment, and structure gauge envelopes are presented in this chapter. They have been developed to accommodate the following:</i> <ul style="list-style-type: none"> <li>• <i>Tracks that will accommodate high-speed equipment only which includes:</i> <ul style="list-style-type: none"> <li>- <i>The widest and tallest existing HST rolling stock currently under contemplation</i></li> <li>- <i>International Union of Railway (UIC) GC Gauge</i></li> <li>- <i>Association of American Railroads (AAR) Plate C</i></li> </ul> </li> <li>• <i>Tracks that will also accommodate other passenger train equipment operating in California."</i></li> </ul>	B3 - Pt C.1, Page 3-1



**RFP Document:** Book 3, Part C, Subpart 1 - Design Criteria

New Document

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Change No.	Description	Location				
2	<p><b>3.3 Clearances to Overhead and Adjacent Structures and Facilities</b></p> <p>Changed the Section's title and the first paragraph (Page 3-2, Lines 2 to 4) to:</p> <p><b><i>"3.3 Clearances to Overhead and Adjacent Structures and Facilities</i></b></p> <p><i>Minimum clearance requirements shall be as shown on Standard and Directive drawings where applicable. These drawings and the requirements in Tables 3-1 and 3-2 shall be used as guidance in developing clearances for situations and conditions not clearly defined in these drawings."</i></p>	B3 - Pt C.1, Page 3-2				
3	<p><b>3.3.1 Vertical Clearances</b></p> <p>Changed the first paragraph (Page 3-2, Lines 8 to 11) to:</p> <p><i>"Minimum vertical clearances shall be measured from the HST top of rail (TOR). Minimum vertical clearances should be carried to a point 25 feet laterally from the centerline of the most outside track."</i></p>	B3 - Pt C.1, Page 3-2				
4	<p><b>3.3.2 Horizontal Clearances</b></p> <ol style="list-style-type: none"> <li>Changed the first paragraph (Page 3-2, Lines 18 to 19) to: <i>"Minimum horizontal clearances shall be measured from the track centerline (TCL) of the closest HST track to the feature being cleared."</i></li> <li>In Table 3-2, added a superscript <sup>(3)</sup> to the dimensions in items: "TCL to face of permanent structure" and "TCL to face of fixed equipment"</li> <li>In Table 3-2, deleted the following rows: <table border="1" data-bbox="367 1341 1213 1486"> <tbody> <tr> <td><i>TCL to centerline of OCS pole</i></td> <td><i>10'-8"</i></td> </tr> <tr> <td><i>HST tracks over Road and/or Railroad (HST Overpass)</i></td> <td><i>See Note <sup>(3)</sup></i></td> </tr> </tbody> </table> </li> <li>In Table 3-2, changed the row from "TCL to centerline of main gantry and strain gantry" to "TCL to centerline of OCS poles, main gantry, and strain gantry"</li> <li>In Table 3-2, changed Note (3) (Page 3-3, Line 7) to <sup>(3)</sup> <i>See Appendix 3C, 3D, 3G, and 3H for constrained areas."</i></li> </ol>	<i>TCL to centerline of OCS pole</i>	<i>10'-8"</i>	<i>HST tracks over Road and/or Railroad (HST Overpass)</i>	<i>See Note <sup>(3)</sup></i>	B3 - Pt C.1, Page 3-2 and Page 3-3
<i>TCL to centerline of OCS pole</i>	<i>10'-8"</i>					
<i>HST tracks over Road and/or Railroad (HST Overpass)</i>	<i>See Note <sup>(3)</sup></i>					



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Change No.	Description	Location
5	<p><b>(New Section)</b></p> <p>Added a new section after Section 3.3.2 (Page 3-3, after Line 7):</p> <p><b>"3.3.3 Clearances to Third Party Facilities</b></p> <p><i>Where facilities owned and operated by third parties are involved, the clearance requirement of this document and those of the third party shall be compared and the larger dimension used."</i></p>	B3 - Pt C.1, Page 3-3
6	<p><b>3.4 Vehicle Clearance Envelopes</b></p> <p>Changed the first paragraph (Page 3-3, Lines 8 to 11) to:</p> <p><i>"The static and dynamic envelopes in Appendix 3A and 3E define the maximum vehicle size and limits of vehicle movement including the pantograph. For additional space requirements for pantograph and OCS related facilities, see the Overhead Contact System and Traction Power Return Systems chapter."</i></p>	B3 - Pt C.1, Page 3-3



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Change No.	Description	Location
7	<p><b>3.4.1 Description of Envelopes</b></p> <ol style="list-style-type: none"> <li>Changed "3.F" to "3H" in the first sentence (Page 3-3, Line 12).</li> <li>Deleted "Composite" in the first and second bullet points (Page 3-3, Lines 13 and 15).</li> <li>Deleted the following text in the "Walkway Envelope" bullet point (Page 3-4, Lines 12 to 15): <i>"Appendix 3.A and 3.B illustrate the walkway envelope and its relationship to the structure gauge and other features for tangent and superelevated tracks. For clearance purposes, the centerline remains perpendicular to the plane across the top of rails on superelevated tracks."</i></li> <li>Deleted the following text (Page 3-4, Lines 18 to 24): <i>"Where speeds are less than 50 miles per hour (mph), the offset to the trackside edge of the walkway envelope may be reduced by 1.00 foot. In the case of walkways in tunnels or adjacent to walls, additional offset for mounting of pipes and other fixtures shall be added to ensure that these features do not encroach into the walkway allowance.  See Appendix 3.A for illustrations that show the required minimum structure gauges on straight (tangent) tracks. These envelopes form the basis for all further structure gauge requirements."</i></li> <li>Added the following sub-bullets in the "Walkway Envelope" bullet point: <i>" – The top may be tapered symmetrically from full width at 6.00 feet above the walkway surface to 2.50 feet wide at the top of the envelope.  – The trackside edge of the walkway shall clear the static envelope and should clear the dynamic envelope."</i></li> </ol>	B3 - Pt C.1, Page 3-3 and Page 3-4
8	<p><b>3.4.2 Structure Gauge for Non-Electrified Tracks</b></p> <p>Changed text (Page 3-4, Line 28) from "Appendix 3.A and 3.B" to "Appendix 3C, 3D, 3G, and 3H"</p>	B3 - Pt C.1, Page 3-4



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Change No.	Description	Location
9	<p><b>3.4.3 Effects of Radius Curvature</b></p> <ol style="list-style-type: none"> <li>1. Changed the Section's title to "3.4.3 Effects Due to Curve Radius"</li> <li>2. Changed the first paragraph (Page 3-4, Lines 30 to 32) to: <p><i>"Due to swing out of the car ends beyond the bogie positions and swing in of the middle of the car body, the "swept path" of the vehicle body will be wider on curves than on tangent track. Only the car body itself swings out. The lower parts of the Static Envelope and Dynamic Envelope that represent the position of the bogies do not swing out. Since the normal mounting position of pantographs is over the bogies, the swept path of the pantograph does not increase on curves. Those parts of the envelopes representing space for the catenary do not increase on curves, as the catenary is mounted on the structure, not on the vehicle. See Appendix 3A and 3E for the location of affected points. The widening of the static and dynamic envelopes shall consider lateral clearance requirements on curves for all of the candidate rolling stock. The lateral dimensions determined by the formula below provide for the maximum swing out of the mid car toward the inside of the curve and end of car toward the outside of the curve."</i></p> </li> <li>3. Deleted "- 0.25 ft." in the equation (Page 3-5, Line 1)</li> <li>4. Added the following paragraph (Page 3-5, after Line 5): <p><i>"For large radius curves, the widening may be neglected. The limitations of and methods of applicability of widening of sections is described in the notes of the Appendixes."</i></p> </li> <li>5. Deleted the following text (Page 3-5, Line 6): <p><i>"Table 3-3 is provided for example purposes."</i></p> </li> <li>6. Deleted Table 3-3: Additional Width from Centerline on Curves</li> <li>7. Deleted the following text (Page 3-5, Lines 13 to 17): <p><i>"For curve radii under 2,200 feet, horizontal dimensions shall be increased by the value determined by the formula:</i></p> <math display="block">EO (ft) = MO (ft.) = 550 / R (ft.) - 0.25 ft.</math> <p><i>These increased dimensions shall be applied to the section before rotation to determine the effects of superelevation."</i></p> </li> </ol>	B3 - Pt C.1, Page 3-4 and Page 3-5



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Change No.	Description	Location
10	<p><b>3.4.4 Effects of Superelevation</b></p> <p>1. Deleted the following text (Page 3-6, Lines 16 to 20):</p> <p><i>"Walkways – If the walkway is on the outside of superelevated curves, the offset of the walkway should be the same as on straight track except along small radius curves that require widening of the clearance section. If the walkway is on the inside of the superelevated curve, the track side of the walkway shall be located at a point not lower than 6.00 feet above the walkway surface or top of rail, whichever is higher."</i></p> <p>2. Changed the last paragraph (Page 3-6, Lines 21 to 26) to:</p> <p><i>"Widening of Section – The Structure Gauge and Fixed Equipment Envelope will not require widening on large radius curves. See notes on Appendix 3C, 3D, 3G, and 3H for widening requirements."</i></p>	B3 - Pt C.1, Page 3-6
11	<p><b>3.5 Track Center Spacing</b></p> <p>1. Changed text (Page 3-6, Line 29) from <i>"desirable"</i> to <i>"the increase is beneficial"</i></p> <p>2. In Table 3-4, changed the minimum dimension in the condition <i>"With OCS poles located between tracks"</i> from <i>"25.00<sup>(2)</sup>"</i> to <i>"22.00"</i></p> <p>3. In Table 3-4, added a superscript <sup>(2)</sup> to the Recommended and Minimum dimensions in the condition <i>"Tracks with inter-track fences"</i></p> <p>4. In Table 3-4, deleted the following text in Note (1) (Page 3-7, Line 3):</p> <p><i>"For yard layouts affecting track centers, see applicable Maintenance documents."</i></p> <p>5. In Table 3-4, changed Note (2) (Page 3-7, Line 4) to:</p> <p><sup>(2)</sup> <i>If the walkway is adjacent to the fence, then the distance in the condition: "with OCS poles located between tracks" shall be used."</i></p>	B3 - Pt C.1, Page 3-6 and Page 3-7
12	<p><b>3.5.1 Effect of Small Radius</b></p> <p>Changed <i>14.25'</i> to <i>14.75'</i> in the last sentence (Page 3-7, Line 16).</p>	B3 - Pt C.1, Page 3-7



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Change No.	Description	Location
13	<p><b>3.6.3 Additional Clearance for Seismic Fault Zones</b></p> <p>Added the following sentences at the end of the first paragraph (Page 3-9, Line 2):</p> <p><i>"The positioning of the additional clearance shall be based on the result of the analysis of the potential magnitude of and direction of ground movement at the location of the fault zone crossing. The length and width of the additional clearance zone shall be such that subsequent to movement of the fault there will be sufficient space so that the required track realignment will permit operation without a permanent speed restriction."</i></p>	B3 - Pt C.1, Page 3-9
14	<p><b>3.6.5 Space Around Derails</b></p> <ol style="list-style-type: none"> <li>1. Changed text (Page 3-9, Line 13) from "turnout" to "derails"</li> <li>2. Changed text (Page 3-9, Line 15) from "250" to "300"</li> <li>3. Added the following text at the end of the paragraph (Page 3-9, Line 16):</li> </ol> <p><i>"See the Trackwork chapter for criteria determining derail types and locations."</i></p>	B3 - Pt C.1, Page 3-9
15	<p><b>5.3.8 High-Speed Tracks</b></p> <p>Per the response to CP01-RFI-0226 and CP01-RFI-0233,</p> <p>Changed paragraph (Page 5-3, Lines 16 to 19) to:</p> <p><i>"Homogeneity in track type is recommended. Frequent changes in trackform shall be avoided. The continuous minimum length of any trackform shall not be less than the minimum length of alignment segment for a run time of 1.8 seconds at the design speed of the segment, as specified in the Track Geometry chapter."</i></p>	B3 - Pt C.1, Page 5-3
16	<p><b>8.3 Policies</b></p> <p>Per the response to CP01-RFI-0240,</p> <p>Changed second bullet point (Page 8-2, Lines 17 to 18) to:</p> <p><i>"Ensure Critical HST structures/facilities are protected against 100- and 500- year flood events."</i></p>	B3 - Pt C.1, Page 8-2



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Change No.	Description	Location			
17	<p><b>8.4.3 Design Storm Frequency/Recurrence Interval</b></p> <p>Per the response to CP01-RFI-0240,</p> <ol style="list-style-type: none"> <li>In Table 8-1 (Page 8-4), deleted "yards," in the second row.</li> <li>In Table 8-1 (Page 8-4), changed the last row to the following:</li> </ol> <table border="1" data-bbox="324 621 1213 726"> <tr> <td data-bbox="324 621 644 726">Critical HST Structures/Facilities <sup>(3)</sup></td> <td data-bbox="644 621 932 726">Min 0.2% (500-yr) <sup>(3)</sup></td> <td data-bbox="932 621 1213 726">Min 0.2% (500-yr) <sup>(3)</sup></td> </tr> </table> <ol style="list-style-type: none"> <li>In notes for Table 8-1 (Page 8-4, after Line 3), added a Note 3:  <i>"<sup>(3)</sup> For Critical HST Facilities, see Section 8.6.7."</i></li> </ol>	Critical HST Structures/Facilities <sup>(3)</sup>	Min 0.2% (500-yr) <sup>(3)</sup>	Min 0.2% (500-yr) <sup>(3)</sup>	B3 - Pt C.1, Page 8-4
Critical HST Structures/Facilities <sup>(3)</sup>	Min 0.2% (500-yr) <sup>(3)</sup>	Min 0.2% (500-yr) <sup>(3)</sup>			
18	<p><b>8.6.7 Facilities</b></p> <p>Per the response to CP01-RFI-0240,</p> <p>Changed the entire section (Page 8-26, Lines 11 to 16) to:</p> <p><b>"8.6.7 Critical HST Structures/Facilities</b></p> <p>HST critical facility sites, such as Traction Electrification System, Automatic Train Control, vent structures, Traction Power Supply Sites, and yards shall be designed to drain so that the Finish Floor Elevation or top of slab foundation of the facility sites remain 6 inches above a 500-year flood elevation or 2 feet above 100-year flood elevation, whichever is greater."</p>	B3 - Pt C.1, Page 8-26			
19	<p><b>8.6.9.2 Storm Drain Design</b></p> <p>Added the following sentence at the end of the paragraph (Page 8-27, Line 12):</p> <p><i>"Refer to the Utilities chapter for clearance requirements of storm drain facilities with adjacent infrastructure facilities."</i></p>	B3 - Pt C.1, Page 8-27			
20	<p><b>10.8.3 Settlements</b></p> <p><b>Note:</b> This is a change to <i>AD.3 RFP HSR 11-16 - CP01 Addendum No. 3 Change Log</i>; in the Design Criteria <b>Change No. 21, Item 1.</b></p> <p>Changed the 2<sup>nd</sup> paragraph text (Page 10-24, Lines 22 to 24) to:</p> <p><i>"Embankments shall be designed and constructed so as not to exceed the maximum residual settlement set forth in Table 10-10. "Residual" settlements occur after the monitoring period and completion of the embankments and shall be limited along the general track segments."</i></p>	B3 - Pt C.1, Page 10-25			



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Change No.	Description	Location
21	<p><b>10.8.5.1 Foundation Support</b></p> <p>Per the response to CP01-RFI-0474 and CP01-RFI-0475,</p> <p><b>Note:</b> The second paragraph (below) is a change to <i>AD.3 RFP HSR 11-16 - CP01 Addendum No. 3 Change Log</i>; in the Design Criteria <b>Change No. 22</b>.</p> <p>Changed entire section 10.8.5.1 (Page 10-26, Lines 1 to 5) to:</p> <p><i>"If the height of the embankment is less than or equal to 6.5 feet, as measured from the flat top of the subballast at the side edge of the embankment to the existing ground surface, and the foundation subgrades are loose and soft, compressible soils, they shall be removed and replaced with backfill and compacted to ensure settlement criteria.</i></p> <p><i>For embankment heights greater than 6.5 feet over loose, soft, and compressible subgrade soils, the global stability and settlement induced by the embankment load shall be determined and ground improvement implemented, if necessary, to improve stability and achieve settlement criteria."</i></p>	B3 - Pt C.1, Page 10-26
22	<p><b>10.8.5.6 Transition of Embankments to Structures</b></p> <p>Per the response to CP01-RFI-0473 and CP01-RFI-0474,</p> <p>In Figure 10-5, at the subballast / bearing base layer, changed "<math>E_{v2} \geq 20</math> PSI" to "<math>E_{v2} \geq 11,500</math> PSI"</p>	B3 - Pt C.1, Page 10-30
23	<p><b>(New Section) 10.8.5.9 Embankment Prepared Subgrade</b></p> <p>Per the response to CP01-RFI-0474 and CP01-RFI-0475,</p> <p>Added section (Page 10-32, after Line 22):</p> <p><b>"10.8.5.9 Embankment Prepared Subgrade</b></p> <p><i>Material and thickness of the prepared subgrade for each track type (ballasted and non-ballasted) shall be as noted in the "Thickness of Prepared Subgrade" table of Figure 10-4. For non-ballasted track where the embankment height is low (less than 6.5 feet as measured from the flat top of the subballast at the side edge of the embankment to the existing ground surface), excavation below existing grade is not required to achieve a 6.5-foot thick prepared subgrade if it can be demonstrated that <math>E_{v2}</math> of the existing subgrade is <math>\geq 11,500</math> psi after the foundation soil is proof-rolled. In this case, the thickness of the prepared subgrade can be reduced to the available thickness, but it shall not be less than 14-inch thick and <math>E_{v2} \geq 11,500</math> psi shall be provided."</i></p>	B3 - Pt C.1, Page 10-32



**RFP Document:** Book 3, Part C, Subpart 1 - Design Criteria

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Change No.	Description	Location			
24	<p><b>12.5.1.1 Dead Load (DC, DW)</b></p> <p><b>Note:</b> This is a change to <i>AD.3 RFP HSR 11-16 - CP01 Addendum No. 3 Change Log</i>; in the Design Criteria <b>Change No. 28</b>.</p> <p>Corrected "100 plf" to "1000 plf" in the "Ballasted track not including rail and fastener systems" unit weight.</p> <p>See below for revised table row:</p> <table border="1" data-bbox="321 657 1213 793"> <tr> <td data-bbox="321 657 607 793">Ballasted track not including rail and fastener systems</td> <td data-bbox="607 657 1096 793">3800 pounds per foot per track, including ties, (add 1000 plf in superelevated zones)</td> <td data-bbox="1096 657 1213 793">CHSTP</td> </tr> </table>	Ballasted track not including rail and fastener systems	3800 pounds per foot per track, including ties, (add 1000 plf in superelevated zones)	CHSTP	B3 - Pt C.1, Page 12-5
Ballasted track not including rail and fastener systems	3800 pounds per foot per track, including ties, (add 1000 plf in superelevated zones)	CHSTP			
25	<p><b>12.5.2.14 Collision Loads (CL)</b></p> <p>Per the response to CP01-RFI-0261,</p> <p>Changed Part B (Page 12-25, Lines 9 to 16) to:</p> <p><i>"The height of barrier wall shall be as shown in the Rolling Stock and Vehicle Intrusion Protection chapter. The wall shall be constructed of reinforced concrete. The wall shall extend 15 feet beyond each end of the pier or wall that is within 25 feet of the TCL, and shall conform to the end conditions presented in the Rolling Stock and Vehicle Intrusion Protection chapter."</i></p>	B3 - Pt C.1, Page 12-25			
26	<p><b>12.8.1.5 Material Strength</b></p> <p>Added Part B1. Concrete Cover (Page 12-69, after Line 23):</p> <p><i>"B1. Concrete Cover</i></p> <p><i>Minimum concrete cover shall conform to AASHTO LRFD with Caltrans Amendments Table 5.12.3-1 with the following exceptions:</i></p> <ul style="list-style-type: none"> <li>• <i>Uncased drilled shafts: 6 inches</i></li> <li>• <i>Cased drilled shafts with temporary casing: 4 inches"</i></li> </ul>	B3 - Pt C.1, Page 12-69			



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Change No.	Description	Location
27	<p><b>12.8.5.4 Maintenance and Inspection of Concrete Structures</b></p> <p>Per the response to CP01-RFI-0387,</p> <p><b>Note:</b> This is a change to <i>AD.3 RFP HSR 11-16 - CP01 Addendum No. 3 Change Log</i>, in the Design Criteria <b>Change No. 41, Item 2.</b></p> <p>See below for revised change (Page 12-74, after Line 24):</p> <p><i>"The minimum headroom inside of box girders shall be 6 feet. For two- or three-span short bridges with spans less than 90 feet, the minimum headroom inside of box girders shall be 4 feet."</i></p>	B3 - Pt C.1, Page 12-74

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Change No.	Description	Location
1	<p><b>Chapter 3 – Trackway Clearances Appendixes</b></p> <p>The existing Appendixes A through F have been superseded in their entirety by new Appendixes A through H</p>	B3 - Pt C.1, Chapter 3

**RFP Document:** Book 3, Part D, Subpart 2 – Approach for Obtaining ICS Environmental Approvals/Permits New Document Revised Document Change Log Only

Change No.	Description	Location
1	Update of tables regarding ICS Environmental Approvals and Permits	B3 - Pt D.2

**RFP Document:** Book 3, Part D, Subpart 3 – Final Environmental Documents New Document Revised Document Change Log Only

Change No.	Description	Location
1	This is provided on the Authority website but will also be provided to proposers via DVD format and transmitted via FedEx with the remainder of the RFP Documents.	B3 - Pt D.3



**RFP Document:** Book 3, Part D, Subpart 5 - Design Variance Report New Document Revised Document Change Log Only

Change No.	Description	Location
1	Added new Design Variance: HORIZONTAL CURVE AT SR99	B3 - Pt D.5
2	Added new Design Variance: USE OF LONG SPANS IN FRESNO VIADUCT	B3 - Pt D.5
3	Added new Design Variance: JENSEN GRADE SEPARATION UTILITY CLEARANCES	B3 - Pt D.5
4	Added new Design Variance: VERTICAL CLEARANCE BENEATH STATE ROUTE 41 AND E JENSEN BYPASS	B3 - Pt D.5

**RFP Document:** Book 3, Part E, Subpart 1 – Directive Drawings New Document Revised Document Change Log Only

Change No.	Description	Location
1	<p><b>DIRECTIVE DRAWING DD-GE-003</b></p> <p>Per the response to CP01-RFI-0140, Changed Note E, including Sections a) through g) to:</p> <p><i>"E. CONCRETE COVER</i></p> <p><i>1. UNLESS OTHERWISE NOTED, MINIMUM CONCRETE COVER SHALL CONFORM TO AASHTO LRFD WITH CALTRANS AMENDMENTS TABLE 5.12.3-1 WITH THE FOLLOWING EXCEPTIONS:</i></p> <p><i>a) UNCASSED DRILLED SHAFTS: 6 INCHES</i></p> <p><i>b) CASSED DRILLED SHAFTS WITH TEMPORARY CASING: 4 INCHES"</i></p>	B3 - Pt E.1, Page 5 of 74



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Change No.	Description	Location
2	<p><b>DIRECTIVE DRAWING DD-GE-003</b></p> <p>1. Fixed error, changed Note C, Numbers "7", "8", and "9", to Numbers "6", "7" and "8".</p> <p>2. Changed last sentence of Note C, Number 6 to:</p> <p><i>"6. HYDROSWELLING STRIPS SHALL BE INSTALLED ON ALL JOINT SURFACES WHICH WILL BE EXPOSED TO EARTH AND PERMANENTLY UNDER THE GROUNDWATER ELEVATION."</i></p>	B3 - Pt E.1 Page 5 of 74
3	<p><b>DIRECTIVE DRAWING DD-GE-003</b></p> <p>Changed last sentence of Note D, Number 1, Section c) to:</p> <p><i>"c) FORMED CAST-IN-PLACE STRUCTURAL CONCRETE:</i></p> <p><i>f'c (UNDER GROUND)=4000 PSI</i></p> <p><i>f'c (ABOVE GROUND)=5000 PSI"</i></p>	B3 - Pt E.1 Page 5 of 74
4	<p><b>DIRECTIVE DRAWING DD-ST-003</b></p> <p>Per the response to CP01-RFI-0382,</p> <p>1. Cable Trough Plan: Added "(TYP)" after "JOINT WITH FILLER"</p> <p>2. Cable Trough Plan: Added "(MIN)" after the "6'-0"" dimension shown along the parapet.</p>	B3 - Pt E.1 Page 48 of 74
5	<p><b>DIRECTIVE DRAWING DD-ST-004</b></p> <p>Per the response to CP01-RFI-0382,</p> <p>1. Cable Trough at OCS Pole Plan: Added "JOINT WITH FILLER (TYP)" callout to the line between parapet walls.</p> <p>2. Cable Trough at OCS Pole Plan: Changed "(TYP)" to "(MIN)" after the "6'-0"" dimension shown along the parapet.</p>	B3 - Pt E.1 Page 49 of 74



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Change No.	Description	Location
6	<p><b>DIRECTIVE DRAWING DD-ST-005</b></p> <p>Per response to CP01-RFI-0382,</p> <p>1. Notes: Added Note 4:</p> <p><i>"4. AT CONSTRUCTION JOINTS OF CONCRETE PARAPETS, A JOINT WITH FILLER SHALL BE PROVIDED. IN ADDITION, A PARAPET EXPANSION JOINT SHALL BE DESIGNED AND PROVIDED AT EVERY AERIAL STRUCTURE AND BRIDGE EXPANSION JOINT LOCATION. THE INSIDE FACE OF JOINT OPENING SHALL BE COVERED WITH A GALVANIZED STEEL PLATE SECURELY FASTENED TO THE INSIDE FACE OF THE PARAPET ON ONE SIDE OF THE EXPANSION JOINT WITH A LENGTH OF THREE INCHES MORE THAN THE MAXIMUM JOINT MOVEMENT LENGTH."</i></p> <p>2. Elevation View: Added "(MIN)" to the middle "6'-0"" dimension</p> <p>3. Elevation View: Removed the left and right "6'-0"" dimensions</p> <p>4. Elevation View: Added "JOINT WITH FILLER (TYP)" callout to the line between parapet walls.</p>	B3 - Pt E.1 Page 50 of 74
7	<p><b>DIRECTIVE DRAWING DD-ST-010</b></p> <p>Per the response to CP01-RFI-0302,</p> <p>Changed Note 2 to the following:</p> <p><i>"2. A 27'-0" MIN VERTICAL CLEARANCE SHALL BE MAINTAINED IN TUNNELS AS WELL AS THE MINIMUM TUNNEL CROSS-SECTIONAL AREA REQUIRED AS PER THE TUNNELS CHAPTER OF THE DESIGN CRITERIA."</i></p>	B3 - Pt E.1 Page 55 of 74

**RFP Document:** Book 3, Part E, Subpart 2 – Preliminary Ground Motions New Document Revised Document Change Log Only

Change No.	Description	Location
1	Provided revised Preliminary Ground Motions document based on site specific data.	B3 - Pt E.2



**RFP Document:** Book 4, Part A, Subpart 1 - CP01A Option1 Design Plans New Document Revised Document Change Log Only

Change No.	Description	Location
1	Updated the following structural sheets in the CP1A-Option1 Design Plans <ul style="list-style-type: none"> <li>• SV1890</li> <li>• SV1892-A3</li> <li>• SV1893</li> <li>• SV1894</li> </ul>	B4 - Pt A.1

**RFP Document:** Book 4, Part A, Subpart 2 - CP01A Design Plans New Document Revised Document Change Log Only

Change No.	Description	Location
1	Updated the following sheets in the CP1A Design Plans <ul style="list-style-type: none"> <li>• TT-D3001</li> <li>• ST-K1001</li> <li>• CV-R1014-GSB-A3</li> <li>• CV-R1015-GSB-A3</li> <li>• CV-R3007-GSB-A3</li> </ul>	B4 - Pt A.2

**RFP Document:** Book 4, Part B, Subpart 1 – San Joaquin River Hydrology and Hydraulics Report New Document Revised Document Change Log Only

Change No.	Description	Location
1	Provided new Hydrology and Hydraulics report titled "SJ-River-HH-Report"	B4 - Pt B.1

**RFP Document:** Book 4, Part D, Subpart 8 - gINT Geotechnical Electronic Data New Document Revised Document Change Log Only

Change No.	Description	Location
1	Per the response to CP01-RFI-0231, provided gINT data files for CP1 geotechnical investigations	B4 - Pt D.8



**RFP Document:** Book 4, Part D, Subpart 9 - CP01A-C Sheet DGN Files

New Document

Revised Document

Change Log Only

Change No.	Description	Location
1	Per the response to CP01-RFI-0468, requested Electronic DGNs provided for CP01A, CP01B, CP01C and Hybrid Alternative addendum drawings	B4 - Pt D.9

**RFP Document:** Book 4, Part E, Subpart 1 – City of Fresno Aesthetic Design Guidelines

New Document

Revised Document

Change Log Only

Change No.	Description	Location
1	Provided new document titled "City-Of-Fresno-Aesthetic-Design-Guidelines"	B4 - Pt E.1

