

California High-Speed Rail Authority



Request for Proposals for the Track & Systems Construction Contract

RFQ No.: HSR25-89

Questions and Responses

Round	Date
3	01/26/2026

No.	Proposer Question	Authority Response
123	[Track Drawings] The drawings reference "cement treated type 1 gravel", however, no specification appears to define the material or its requirements.	<p>Cement treated type 1 gravel: 5% of cement, compacted to not less than 100 percent of maximum dry density unit weight (relative compaction) as determined by ASTM D1557 or AASHTO 1180 MPD; greater compaction shall be 15 provided, as necessary, to obtain an Ev2 greater than 17,000 psi. (ft3).</p> <p>The above specifications will be part of the CP4 detailed design documentation.</p>
124	Given that Paragraph (a) of Section 26.1.2 of the TSCC Agreement exempts design services from the overall Limit on Liability (LoL), resulting in uncapped design liability, is it feasible to formally impose a specific cap on design liability set at 100% of the awarded design fee?	The Authority declines to impose a specific cap on design liability; however, the exclusion of design work from the overall contractual limitation of liability will be removed in a future addendum.
125	[Agreement, 26.1.2 Limitation TSCC Contractor Liability] Will the Authority set a reasonable cap in design liability, as unlimited liability is both uninsurable and impractical?	The Authority declines to impose a specific cap on design liability; however, the exclusion of design work from the overall contractual limitation of liability will be removed in a future addendum.
126	[Agreement, Section 6.1 & 6.2] If funding becomes unavailable, could the Authority please clarify what compensation or cost recovery mechanisms can be foreseen for TSCC Contractor?	This section will be updated in a future addendum to clarify that if the TSCC Agreement is terminated for non-appropriation of funds, such termination shall be considered a termination for convenience and the TSCC Contractor shall be entitled to compensation for Work performed authorized in a Notice to Proceed.
127	[Agreement, Section 7.4] Could the Authority confirm that the Guarantor can be the TSCC Contractor parent companies?	Yes. The Guarantor referenced in Section 7.4 of the TSCC Agreement may be the parent company of TSCC Contractor, subject to the requirements of the ITP for minimum Guarantor qualifications.

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128	[Agreement, Section 24.4] Can the Authority confirm if the TSCC can retain rights to proprietary technology or negotiate licensing terms?	The Authority will not license during the Term, but may consider a post-Term and post-Project licensing discussion; however, the Authority makes no commitment to do so.
129	[Agreement, Section 24.4] Can the Authority confirm if the Authority allow carve-outs for TSCC-developed IP?	The definition of TSCC Contractor IP creates a carve-out for any pre-existing Contractor IP or IP developed independently from the TSCC Agreement.
130	[Agreement, Section 25 & Schedule 25] Can the Authority confirm if there are minimum coverage limits for each type of insurance?	See Schedule 25 for insurance limits. Yes, there are minimum coverage limits for each type of insurance the TSCC Contractor is required to maintain. For NTP 1 and NTP 6, minimum coverage limits for each type of insurance are specified in Section A.1: NTP 1 and NTP 6 Insurance Requirements. For NTP 2-5 and NTP 7-8, minimum coverage limits for each type of insurance are specified in Section A.1.2: Contractor-Furnished Insurance.
131	[Agreement, Section 24.5] Can the Authority confirm the exact conditions for releasing escrowed IP?	See Section 24.5.3 of the TSCC Agreement, which outlines the release conditions for each of the TSCC Contractor IP (Section 24.5.3(a)) and Third-Party IP (Section 24.5.3(b)).
132	[Agreement, Section 24.5] Can the Authority confirm how will proprietary software be protected?	The following provision will be added to Section 24.4.4(a)(iii) of the TSCC Agreement in a future addendum: “The Authority shall: (iii) maintain the confidentiality of any IP Materials released pursuant to Section 24.5 and shall enter into a non-disclosure agreement with any third party to whom the Authority, in its sole discretion, grants access to such IP Materials to the extent that (1) such IP Materials contain confidential information identified by TSCC Contractor or a Third Party pursuant to Section 24.2 and (2) the released IP Materials contain information or materials have not been previously disclosed to any third party or are otherwise not confidential.”

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133	[Agreement, Section 12 & Schedule 8] Can the Authority confirm if they will provide support for CEQA/NEPA compliance?	Schedule 8 – TSCC Specifications, REQS-0013 – Environmental Requirements (Rev 2.0) Section 1.2.2 specifies that the TSCC Contractor is not responsible for CEQA or NEPA analysis. As further described in Section 1.4.2 of Schedule 8, the Contractor will conduct all work within delineated and mapped Authority-owned operational right-of-way (ROW) and approved environmental footprint (EFP). If the TSCC Contractor proposes changes to the Project outside of delineated and mapped Authority-owned ROW and approved EFP that requires additional CEQA and/or NEPA analysis, the Authority shall be responsible for such analysis. However, the Contractor shall provide sufficient information regarding the proposed Project changes for the Authority to complete such additional CEQA and/or NEPA analysis as is required by law.
134	[Schedule 3_6-Design Drawing & Specs] Please confirm when the Authority will provide the project’s survey control network as established and maintained by the previous contractors (civil works and earthworks)?	The project’s survey control network will be provided in a future addendum. The TSCC contractor will be responsible for validating the survey control network prior to commencement of works.
135	[ITP -Instruction to Proposers - FORM K & L] Can the Authority please confirm that Form K and L be recreated in an alternative format (e.g., enhanced tables, improved layouts, or optimized presentation design), provided that all information required by the original forms is included in full and in the sequence prescribed?	Forms should be submitted with the same format and appearance with which they appear in the ITP.

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136	<p>[Schedule 6 - RM.RSP1A-TOC DR EOS PWD TT B00006] Please confirm cable trough size. Project wide Track Typical drawings show 348mm x 165mm, however in Addendum #1, RM.RSP1A_TOCS_DR_EOS_PWD_TT_B00006 show Project Wide Track typical with a much larger cable trough cross section. Please confirm project wide cable trough sizes.</p>	<p>The main cable route containment/trough (section 3.1.3 of the scope of work) will be 348mm x 165mm as shown on the project-wide track typical drawings.</p>
137	<p>[ITP -Instruction to Proposers - Section 6.6.2 Technical Proposal, page 62 of 83] The second paragraph states “The Technical Proposal shall include identification of long lead procurement items and identification of any possible Buy America compliance issues.” Please indicate where this information should be located within the proposal for evaluation purposes? Or is the intent that it should be its own section before “a. References”?</p>	<p>Identification of any long lead procurement items and identification of any possible Buy America compliance issues should be included in the body of the Technical Proposal, but no specific location is required.</p>
138	<p>[ITP -Instruction to Proposers - Section 6.4 Volume 1A – Administrative Submittals (page 49 of 77) and Section 6.6.2.a Technical Proposal (page 59 of 77)] ITP Section 6.4 Volume 1A – Administrative Submittals: Past Projects (Form K) states “At least one Form K submitted is for a project with a Project Construction Value over \$1 billion” while Section 6.6.2.a Technical Proposal states “provide references for at least three mega (\$1 billion or more) project clients.” Please confirm Form Ks must be provided for at least three projects with a Project Construction Value over \$1 billion.</p>	<p>The language in Section 6.6.2.a is correct. Copies of Form K are required for at least three projects valued over \$1 billion. The language in 6.4 will be clarified in a future addendum.</p>

<p>139</p>	<p>[ITP -Instruction to Proposers - Section 6.6.2 – Technical Proposal, first paragraph, page 58 of 77] This text indicates plans are excluded from the 100-page limit but must be no more than 25 pages; however, there doesn't appear to be a list of required plans. Please confirm plans are not required to be submitted with the proposal documents?</p>	<p>This will be clarified in a future addendum.</p>
<p>140</p>	<p>[HSR25-89-TSCC_Schedule.3of6 - HSR25-89-TSCC_Schedule.3of6] Cable trough is called out as 348mm x 165mm (1'-1-3/4" x 6-1/2") and is typically centered under the safety egress walkway. Is this safety walkway required to meet NFPA 130, because historically the full width of the walkway is required to be a uniform surface to meet this Code. Has the authority confirmed the size of the troughs is adequate for all anticipated cabling/sectioning, and taken into account any EMI considerations?</p>	<p>The design principle for the emergency egress walkway has been submitted to and validated by the Office of the State Fire Marshal (OSFM). Accordingly, the walkway is designated as part of the emergency means of egress.</p> <p>All applicable performance requirements for an emergency egress walkway shall therefore be met, including but not limited to structural capacity, slope, continuity, flatness, and slip-resistance, in accordance with NFPA 130 and applicable Authority standards.</p> <p>Any features located within the egress walkway envelope shall not compromise these requirements and shall be designed such that the full required egress width remains continuously available for safe evacuation.</p> <p>The main cable containment has been sized to accommodate the anticipated size and quantity of main cables that shall run along the alignment. The TSCC Contractor shall be responsible for designing and installing any additional cable containment that may be required connecting the main cable containment to system sites and wayside equipment.</p>

141	<p>[Schedule 5(e) SPEC-0009 European Train Control System (ETCS) Rev. 0.0 - 4.2.4 and 6.3.3]</p> <p>In order to lead the Integration of the ETCS Trackside and Onboard (also referring to RM.52) it will be important to have an agreed set of integration milestones such as a signed-off Interface Control Document (ICD), a signed off Integrated Test Specification, agreement on delivery of ETCS Onboard equipment to the Integrated Test Laboratory, agreement on start of dynamic testing on a test track (possibly at the trainset manufacturer's facility). Is it the Authority's intention to specify these milestones, or will the onus be on the TSCC contractor to agree on these with the Trainset Supplier?</p>	<p>ICDs and integrated test specifications are part of the scope of the TSCC Contractor to produce for the systems work, as well as taking part in interface and integration meetings with the Authority and its consultants/contractors. The production of ICDs and test specifications falling under the scope of work for the TSCC Contractor should be shown on the TSCC Contractor's proposed schedule. Milestones for interfaces outside of the TSCC scope of work will be provided by the Authority to the TSCC Contractor. There is a requirement in Schedule 16 for the TSCC Contractor to provide a Give-Gets register listing the information needed by the TSCC Contractor from other parties, as well as information the TSCC Contractor shall provide to others. This register should also include dates for each piece of information and will facilitate the production of these milestones.</p>
142	<p>[Schedule 16 Scope of Work - 1.3.11 1.2.12]</p> <p>1.3.12 The TSCC Contractor shall engage and interface with the trainset supplier to ensure the correct trainset data is used in the TSCC Contractor's designs where necessary.</p> <p>Question: Does the Authority expect TSCC Contractor to be responsible for the trainset to wayside physical and functional integration?</p>	<p>Yes, the TSCC Contractor shall be responsible for the integration of the trainset to wayside systems with engagement from the trainset supplier.</p>
143	<p>[Schedule 3 System Engineering, Testing, and Commissioning - 6.3.1, 6.5.2.1]</p> <p>Clause 6.3.1 states that the Integration Platform shall be implemented at the Maintenance Facilities. However Clause 6.5.2.1 states "Contractor Integration Platform Facilities". Please clarify.</p>	<p>Clause 6.3.1 is related to the Integration Platform located at the maintenance facility on site.</p> <p>Clause 6.5.2.1 is related to off-site testing at the Contractor Factory Platform. Therefore, there should be an Integration Platform there too.</p>

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144	[Schedule 3 System Engineering, Testing, and Commissioning - 6.5.2.5, 6.5.2.6, 6.5.2.8] Which party is responsible for leading the Dynamic Testing and Trial Running, including making arrangements with the Trainset Supplier?	The Authority shall coordinate interfaces with the trainset supplier. The TSCC Contractor shall support these activities and liaise with the trainset supplier through the Authority's appointed Subject Matter Experts (SMEs).
145	[Schedule 16 Scope of Work - 14.3.1] This section refers to Section 3.4 of Schedule 2, however that Section actually covers Configuration Management. Please confirm that Section 3.5 of Schedule 2 is the appropriate reference section for Safety Certification requirements.	Section 3.5 is the correct reference. This will be modified in a future addendum.
146	HSR25-89_ITP_TSCC - 6.2.2] Would the Authority consider allowing Proposers to include an optional 4D construction sequencing and phasing video, accessible via QR code or web link within the Proposal, as a supplemental tool to enhance communication of the Proposer's understanding of the Project and proposed approach?	Proposals will be scored based on the information requested in ITP. Proposers shall not submit additional information not requested in ITP. Any additional materials submitted with the Proposals will not be considered.
147	[HSR25-89_ITP_TSCC - 6.2.2] On page 52 of the ITP pdf, the font criteria states a 12-point-font size except for tables which maybe use a 10-point font size. Can the 10-point font size requirement extend to graphics as well?	Yes, a 10-point font size can be used for graphics. This will be clarified in a future addendum.
148	[HSR25-89_ITP_TSCC - 6.2.2] On page 52 of the ITP pdf, the page size requirements state that narrative text is not allowed on 11x17 pages. Can this requirement be updated to allow minimal narrative text to include brief context for explaining graphics?	Text adding context or describing information contained within schematics, organizational charts, or other drawings and schedules can be included on 11x17 pages, but the main narrative text of the Technical Proposal shall not be included on 11x17 pages.

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149	<p>[HSR25-89_ITP_TSCC - 6.2.2] On page 64 and 85 of ITP, it states each plan is limited to 25 pages. Could the Authority please clarify the plans it is referring to for this requirement?</p>	<p>This will be clarified in a future addendum.</p>
150	<p>[Schedule 5(j) - Appendix A] 1a: The provided MVPS and LVPS load schedule lacks sufficient resolution. Please provide a clear schedule. 1b: The provided MVPS and LVPS load schedule does not cover MV and LV loads at Merced and Bakersfield extensions. Please confirm whether these loads have been developed and, if so, provide the corresponding load data and schedules.</p>	<p>1a: This will be fixed through a future addendum. 1b: The loads for the two extensions have not been fully developed yet. The TSCC Contractor shall be involved in helping develop these as part of the systems designs.</p>
151	<p>[Scope Split Procurement Allocation] The Scope Split Procurement Allocation document indicates that the Equipment Outline Specifications and Outline Designs are by RSES and STJV. We request the Authority to make these documents available.</p>	<p>These documents have already been made available and are Schedules 5 and 6 of the RFP.</p>
152	<p>[Schedule 5 - 22.4.2, 22.4.3] The document defines N-1 and N-2 conditions for the traction power system. Please confirm both clauses are applicable to the maintenance facility.</p>	<p>For the maintenance facility, the applicable power supply, redundancy, and resilience requirements are defined in Schedule 5(j) - Medium and Low Voltage Power Supply.</p>

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153	<p>[Schedule 16, Section 8 - Section 8, page 857 of 1076] Per Section 8, please confirm that the Facilities included in the TSCC Traction Power Scope of Work are limited to the OCC, Trainset Maintenance Facilities (MOWS and MOWF, trainset certification facility), Training Facility.</p>	<p>The facilities shall include the OCC, training facilities, trainset maintenance facilities (TCF), and infrastructure maintenance facilities (MOWF/MOWS).</p>
154	<p>[Schedule 6 - page 96 of 500] Track Configuration</p> <p>In TSCC Schedules Part 3 of 6, Schedule 6 (Track and OCS Design, Drawings & Specs), the main track and OCS are shown as single-track. Drawing PWD_OC_C65001 presents a traction substation connecting to double track. Please confirm whether the Traction Power System for the 171-mile alignment should be designed for a double-track configuration. If so, please provide the associated drawings</p>	<p>With respect to whether the Traction Power System for the 171-mile alignment should consider a double-track configuration, bidders should refer to Section 4.2 “Scaling & Phasing Plan” of Traction Power Specification 0023, which defines the ultimate build-out requirements. Accordingly, the traction power system design should demonstrate scalability to support the ultimate double-track configuration in line with the specification.</p>
155	<p>[HSR25-89_ITP_TSCC - 6.2.2] We recommend that Form K – Past Projects be included within the Technical Proposal reference section and evaluated as part of the scored criteria under Section 6.6.2(b), with Proposers permitted to reference Form K for detailed project information in order to reduce duplication within the Technical Proposal narrative.</p>	<p>The content of Form K is available to the Authority’s Evaluation/Selection Committee for this procurement when conducting their scoring pursuant to Section 7 and Attachment B of the ITP, but Form K is not required to be included within the 100-page limit for the Technical Proposal.</p>

<p>156</p>	<p>[Schedule 6 - Drawing PWD_OC_C65001] Traction Substation Single Line Diagram</p> <p>The SS-XX diagram presents simplified single line diagrams for the traction substations, but earth switches are not shown. It is anticipated earth switches will be needed for isolation and maintenance purposes. Please confirm earth switches will be needed.</p>	<p>The bidder observation is correct. Substation detail on this drawing is indicative only. Provision of earth/grounding switches is anticipated as part of the traction substation design to support safe isolation and maintenance activities, with detailed implementation to be developed by the TSCC contractor.</p>
<p>157</p>	<p>[Schedule 6 - Drawings PWD_TT_A05001 to PWD_TT_A05020 Drawings PWD_TT_A05101 to PWD_TT_A05123] Cable Trough and Containment Capacity</p> <p>Please confirm that the longitudinal cable trough and containment sizes shown on track alignment typical sections have been space proofed to accommodate required cables, spare capacity and cable segregation requirements.</p>	<p>The main cable containment has been sized to accommodate the anticipated size and quantity of main cables that shall run along the alignment. The TSCC Contractor shall be responsible for designing and installing any additional cable containment that may be required, connecting the main cable containment to system sites and wayside equipment.</p>
<p>158</p>	<p>[Schedule 6 - Drawing PWD_OC-C65002] Maintenance facility Power Supply Configuration</p> <p>The stabling and heavy maintenance facility, including associated sectionalization, is not shown in the drawing. Please confirm whether a 1x25kV or 2x25kV system is anticipated for the Fresno facility, and whether separate utility supply and dedicated facility traction substation is anticipated.</p>	<p>The authority is currently reviewing the traction power strategy for the Fresno facility. As soon authority finalizes, the strategy will be communicated to bidders.</p>

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<p>159</p>	<p>[Schedule 16 - 7.1.2] Service Frequency Definition</p> <p>Please confirm 12 trains per hour in Schedule 16, Section 7.1.2 refers to per direction. We acknowledge that 9.2.4 refers to per direction.</p>	<p>It is to be 12 trains per hour per direction in the future San Francisco to Los Angeles service.</p>
<p>160</p>	<p>[Schedule 16 - 3.1.20] Cable Trough Installation and Interfaces</p> <p>The specification states that the TSCC Contractor shall install the main cable trough running down the right of way to the design provided by Interfacing Contractor.</p> <p>Please clarify the interface demarcation and confirmation whether any under-track crossings are anticipated within TSCC scope of work.</p>	<p>Some Under track crossings have been provided by the Civil contractors, which the TSCC Contractor shall connect to the main cable trough. Any additional under track crossings that are required as a result of either the TSCC Contractor's design or the Track/OCS design consultant's detailed design shall be installed by the TSCC Contractor.</p>
<p>161</p>	<p>[Schedule 5 - 7.1.12] Medium Voltage Distribution Reliability Requirement</p> <p>The specification requires the medium voltage distribution system to be fully diverse to prevent any single point of failure resulting in power loss.</p> <p>Please confirm that the medium voltage system is not required to be designed to N-2 redundancy.</p>	<p>The medium voltage system is not required to be designed to N-2 redundancy.</p>

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162	<p>[Schedule 10 Design Criteria Manual - 12.2.3.2.1] What radio system parameters were used to determine the nominal standalone radio site (SRS) spacing of 2.5 miles? We ask the Authority to provide the link budget calculations that support a 2.5 mile spacing.</p>	<p>The 2.5 miles spacing was given as a nominal spacing to the civil contractors based on the prevailing radio technology used to support ETCS at the time of awarding the civil contracts, allowing for coverage overlap to prevent system failure if a single radio site failed. There are no link budget calculations to pass on, and the TSCC Contractor is expected to do its own radio coverage surveys and planning based on the choice of radio technology it intends to use.</p>
163	<p>[Schedule 5(b) DCN - 5.4.3.1] Does the Authority require any form of cable route diversity for the main fiber optic cable?</p>	<p>The Authority's decision is not to retain cable route diversity as an option.</p>
164	<p>[Schedule 5(b) DCN - 6.3.1.1 / 6.4.1.1] Please clarify which elements of the DCN Stations and Facilities design are within TSCC scope?</p>	<p>All elements of the DCN design at stations and facilities are within the TSCC scope. The design shall ensure DCN equipment is located and sized to provide full connectivity of stations and facilities with the DCN servers at the OCC and ensure stations and facility systems equipment are fully connected to the wider infrastructure.</p>
165	<p>[Schedule 5(b) DCN - 7.2.19] This requirement states that the TSCC Contractor shall provide the structured cabling inside stations and other facilities. Is there a contradiction with requirements 6.3.1.1 and 6.4.1.1?</p>	<p>The TSCC Contractor shall provide all cabling required for the DCN, including at stations and facilities. Requirements 6.3.1.1 and 6.4.1.1 refer to cabling required specifically for local I.T networks within stations and facilities only.</p>
166	<p>[Schedule 5(c) EACS - 6.4.3.2] The interface between EACS and FPS is described as an external interface in requirement 6.3.2.1. Is there any reason why it is also described as an internal interface in this section (6.4)?</p>	<p>The external interface relates to the fire protection system at facilities provided by the facility contractor. The internal interface is with fire protection systems provided by the TSCC Contractor at systems locations.</p>

167	[Schedule 5(c) EACS - 6.4.7.1] This requirement mentions "..to get required power to feed the Telephony System equipment." Should this read "EACS equipment"?	Correct. It should. This will be modified through a future addendum.
168	[Schedule 5(c) EACS - 6.1.2] Please clarify which elements of the EACS Stations and Facilities design are within TSCC scope?	The location of EACS equipment within stations and facilities will be done by the stations and facility contractors. The TSCC Contractor shall ensure through its designs that all stations and facilities access control equipment is fully integrated into the wider EACS system, which is part of the TSCC scope. This includes all equipment specified in sections 6.2 and 6.3.
169	[Schedule 5(t) – 2] The Conditional Emergency Stop definition states "...unless the driver acknowledges and revokes the emergency stop message..." . In ETCS Subset 026 the emergency stop message is acknowledged by the system, not the driver.	Agreed. Conditional Emergency Stop (CES) functionality shall be provided in accordance with ETCS Subset 026.
170	[Schedule 5(o) Signaling Engineering Rules - 5.2.2.2] The reference to chapter 3.1.2.1 of ERA/ERTMS/033281 should be chapter 3.1.2.2.	Agreed. This reference should state clause 3.1.2.2. This will be fixed in a future addendum.
171	[Schedule 5(o) Signaling Engineering Rules - 5.2.5] The reference to chapter 3.1.2.1 of ERA/ERTMS/033281 should be chapter 3.1.2.4.	The Authority agrees with this statement. This reference should state clause 3.1.2.4. This will be clarified in a future addendum.
172	[Schedule 5(e) European Train Control System (ETCS) - 5.4.11.17] Please confirm that the relocation balise group referred to in this section is a BG of 2 balises.	Yes, relocation balises should consist of 2 (or more) balises.
173	[Schedule 5(e) European Train Control System (ETCS) - 4.3.2] Please provide missing reference.	This is referencing Figure 1 in Schedule 5(e) and EULYNX System Definition Appendix A1 - EULYNX System Architecture Version 4.2. This reference will be added in a future addendum.

174	[Schedule 5(e) European Train Control System (ETCS) - 5.3.16] Please provide missing reference.	The reference is to Schedule 5(g) - HDEWS Specification. This reference will be added in a future addendum.
175	[Schedule 5(e) European Train Control System (ETCS) - 6.5.4.1] Please provide missing reference.	The reference is to Schedule 5(r) - WCS Specification. This reference will be added in a future addendum.
176	[Schedule 5(s) Traction Power Supply System (TPSS) - 18.3] The list of standards is not with its correct reference or name, for instance, the standard EN 50163 correspond to standard Railway application supply voltage of traction system not to Protection principles, IEC 60076 correspond to Power Transformers not for surge arrester.	For clarity, references that apply are: <ul style="list-style-type: none"> • BS EN 50163 relates to Railway applications - Supply voltages of traction systems. • BS EN 60076 series relate to Power transformers. • BS EN 60099 series relate to Surge arresters.
177	[Schedule 6 Scope of Work - 9.4.20] Please confirm if it is expected that the ETCS system provide the automatic selective door opening functionality by means of the ETCS functionality "Station platform" track condition, or by other means.	Yes, it is expected that ETCS will provide Automatic Selective Door Opening (ASDO) functionality using the station track occupancy method in conjunction with Packet 44.
178	[Schedule 5(s) Traction Power Supply System (TPSS) - 23.1.25] Please confirm if the simulation study to determine thermal limits for Overhead Contact & return system is Traction power system scope and not OCS.	The simulation studies undertaken under the Traction Power Supply System (TPSS) scope are intended to assess system level electrical performance and to establish, for example, current, voltage, fault duty envelopes imposed on the Overhead Contact System (OCS) and return system. The TSCC Contractor is required to demonstrate simulation studies to determine the thermal limits imposed on the Overhead Contact and return system as part of the overall traction power system analysis, as defined in the specifications.

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179	<p>[HSR25-89-TSCC_Schedule.3of6, and ITP Form J1 - plans sheets and Package 2B] We request the following clarifications on the CP4 civil scope: 1. Will all subgrade be handed to the TSCC contractor ready for subballast or CTG placement, or will any cut/fill work be required? 2. Will the subgrade be delivered in a condition to support the EV2 requirements for subballast? 3. Will all required retaining walls/ballast retainers already be constructed?</p>	<p>1. Subgrade will be handed over to the TSCC Contractor, ready for subballast or CTG placement. If cut is deemed necessary, it will be informed through the Track and OCS detailed design. However, the TSCC Contractor will carry out pre-construction controls and surveys to determine if cut/fill work is necessary. 2. Subgrade will be handed over to the TSCC Contractor in a condition to support the EV2 requirements for sub-ballast. However, the TSCC Contractor will carry out pre-construction controls to determine if additional actions are necessary. 3. All required retaining walls and ballast retainers have already been constructed on CP4 as part of the Civil Works package.</p>
180	<p>[ITP Form J1] Regarding owner-furnished materials, should the TSCC contractor rely upon procurement packages posted to caleprocure for the terms and conditions of those procurements, or will the owner provide further information, such as: 1. who unloads/inspects/inventories/stockpiles material? 2. for ballast being delivered by rail, what type of cars are being provided? 3. for ballast delivered by rail, are cars available for use in delivery to the point of placement?</p>	<p>The TSCC Contractor is responsible for unloading, inspection, inventories, securing, and stockpiling the owner-furnished material. Additional information will be provided in a future addendum.</p>
181	<p>[Schedule 5(q) TMS TSI - Schedule 5(q) TMS TSI] Please clarify which is the scope of the stations remotely control. Is it to control illumination, heating and cooling, lift control, energization, ...?</p>	<p>The TMS specification is specifically related to signaling and dispatch control, not remote control of station infrastructure. Proposers should instead refer to Schedule 5(h) - ICSS Specification.</p>

<p>182</p>	<p>[RM.35_CSHR_SDLC and Schedule 2 (TMRCA) - 4.1.2 & 3.2.2] CSHR mandates usage of IBM Rational DOORS. IBM continues to discontinue support/maintenance of recent versions of Rational DOORS which could impact this program throughout the project lifecycle thus leaving RM Tool data at risk if issues arise with the discontinued service. CSHR DOORS Manual specifies only the necessary setup of the database (folders, modules, item architecture, item/attribute data configuration management) and does not highlight any mandatory functionalities that are only specific to IBM Rational DOORS. The required setup and framework can be easily replicated on other industry recognized RM Tools that have more flexible licensing to support the project needs and can produce ReqIF files to be compatible and included into the Authority's final user IBM Rational DOORS framework as required. Please confirm mandatory usage of IBM Rational DOORS if other industry recognized RM Tools meet and/or better the functionalities defined in the CHSR DOORS Manual.</p>	<p><u>Statement:</u> CSHR mandates the usage of IBM Rational DOORS. <u>Response:</u> Yes, the IBM Rational DOORS classic Rev. 9.X</p> <p><u>Statement:</u> IBM continues to discontinue support/maintenance of recent versions of Rational DOORS, which could impact this program throughout the project lifecycle, thus leaving RM Tool data at risk if issues arise with the discontinued service. <u>Response:</u> The IBM Rational DOORS Classic Rev. 9.X is a reliable software, and the Authority V&V Manager understands this risk and will continue to use the software license.</p> <p><u>Statement:</u> CSHR DOORS Manual specifies only the necessary setup of the database (folders, modules, item architecture, item/attribute data configuration management) and does not highlight any mandatory functionalities that are only specific to IBM Rational DOORS. <u>Response:</u> Every Project supporting the CHSR Program will use the CHSR DOORS Manual.</p> <p><u>Statement:</u> The required setup and framework can be easily replicated on other industry recognized RM Tools that have more flexible licensing to support the project needs and can produce ReqIF files to be compatible and included into the Authority's final user IBM Rational DOORS framework as required. <u>Response:</u> Every Project supporting the CHSR Program shall comply with Systems Development Life Cycle Requirements, section 4.1.2 Requirements Management Tool.</p>
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		<p>Statement: Please confirm mandatory usage of IBM Rational DOORS if other industry recognized RM Tools meet and/or better the functionalities defined in the CHSR DOORS Manual.</p> <p>Response: Every Project supporting the CHSR Program shall use IBM Rational DOORS rev. 9.X (Classic).</p>
<p>183</p>	<p>[Schedule 3 (SETCS) and Schedule 16 (Scope of Work) - 4.1.1.3 & 1.1.6] Contractor is required to integrate, construct, and commission across all contract packages. Please confirm whether the Authority will provide existing Interface Registers, ICDs, interface matrices, or interface risk logs developed during CP1–CP4 (civil works) that remain applicable to Contractor's scope. If available, provide: 1) Authoritative versions and current status (open/closed/obsolete). 2) Ownership and responsibility for update and closure. 3) Alignment expectations with the Contractor's Interface Management Plan.</p>	<p>Interface-related documentation developed for CP1–CP4 civil works will be provided for integration purposes. Any guidance arising from such information will be jointly reviewed to support interface coordination.</p> <p>The Contractor's obligations remain as defined in Schedule-3, Section 4.1.1.2, which states:</p> <p>The Contractor shall implement Interface Management to ensure the seamless integration of design, construction, and system implementation activities across all contract packages.</p> <p>CP1 and CP4 interface documentation (ICDs) are being made available within the Authority's virtual environment (Box). A formal access request shall be submitted in accordance with Authority procedures to access those documents.</p> <p>CP2–CP3 Interface Control Documents (ICDs) are not yet fully developed.</p> <p>Any interface documentation made available is provided for information and coordination purposes only. The Contractor remains responsible for the identification, development, validation, and control of interfaces within its scope, in accordance with the applicable contract requirements."</p>

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		<p>CP1 and CP4 interface documentation (ICDs) are being made available within the Authority’s virtual environment (Box). A formal access request shall be submitted in accordance with Authority procedures to access those documents.</p> <p>The Contractor shall prepare, maintain, and implement an Interface Management Plan consistent with the Authority’s Interface Management Plan. The Contractor’s Interface Management Plan is subject to the Authority’s review and approval prior to implementation and shall be updated as required to reflect changes in scope, interfaces, or delivery sequencing where applicable.</p>
184	<p>Is the authority open to transmit Mission Critical Video (both on-demand + streaming CCTV) over PWS (passenger WiFi System)?</p>	<p>The Authority is open to innovative technical solutions that meet the Authority’s requirements and all required standards and legislation.</p>
185	<p>[Schedule 5a (Cyber security specifications) - 3.1.14, page 16 of 887] Is there any SoW for the TSCC Contractor in relation to the AFC (Automatic Fare Collection) System?</p>	<p>The authority is currently reviewing the AFC system strategy.</p>
186	<p>[Schedule 5i (Interlocking specifications) - 6.4, page 216 of 887] For EULYNX, it is not mentioned that the interface SCI-P (between the interlocking and the points) is a requirement, but EULYNX support is required for other interfaces. Please confirm this is accurate.</p>	<p>Standard R40 referenced in Schedule 5(i) mandates the application of EULYNX for interfaces, including switch machines.</p>
187	<p>[Schedule 5r (Wireless Communication System) - 5.1.6 (page 772 of 887)] For FRMCS, is the Authority expecting that the Contractors engage with MNO (mobile network operators) during the bidding stage ?</p>	<p>No, Authority is not expecting that the Contractors engage with MNO (mobile network operators) during the bidding stage but expects it immediately upon NTP 1.</p>

<p>188</p>	<p>[Schedule 5a (Cyber security specifications) - 6.1.4, page 47 of 887] The cybersecurity specs states that "The network must not be dependent on external networks, if there is an outage of IT, ticketing, public wi-fi, or other networks, the operational network must still be functional". In addition FRMCS has been identified as a SuC (system under consideration). This requirement seems to be contradictory with the option to rely on MNO (mobile network operators) for the deployment of FRMCS (WCS schedule 5r, section 5.1.6), given the available spectrum (2 MHz) available. Could you clarify?</p>	<p>The specification does not mandate FRMCS to be deployed over an MNO 5G network but states it is an option. If the TSCC Contractor decides during the design stage to propose to use an MNO for mission critical voice and data (e.g., ETCS), then this requirement can be revisited.</p>
<p>189</p>	<p>[HSR25-89-TSCC_Schedule.1of6 - 7.1.16, page 856 of 1076] Please clarify the TSCC scope of works at stations regarding MV system. [HSR25-89-TSCC_Schedule_5_A1-Redline - 4.3.3.2, page 457 of 887 4.3.3.3, page 457 of 887] Please clarify the TSCC scope of works at stations regarding LV system.</p>	<p>Section 4.3.3 of the MV/LV Technical Specification (Schedule 5(j)) defines the TSCC scope at passenger stations and remains the governing requirement. In summary, the TSCC Contractor's MV scope is to design for, and install and test the main incoming MV power supply to the stations from the traction power substations, via two Ring Main Units (RMUs). This includes all necessary MV cabling and equipment from the substations to the main station electrical rooms. The station MV/LV transformers and station LV power system is the Stations Contractor's scope. Kindly refer to SPEC-0014 – Medium Voltage Power System (MVPS) and Low Voltage Power System (LVPS). At passenger stations, the station Low Voltage (LV) power system, including MV/LV transformers and station LV main switchboards, is within the Stations Contractor's scope, as defined in Section 4.3.3.</p>

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		The TSCC scope includes the provision of TSCC LV Power System (LVPS) equipment required to supply TSCC systems, which is connected downstream of the station LV main switchboards provided by the Stations Contractor.
190	[HSR25-89-TSCC_Schedule_5_A1-Redline - 20.2.4, page 843 of 887] Please confirm the required spare elements/space for spare bays, spare cable ducts, spare cable trays.	Minimum of 30% spare capacity.
191	[Schedule 10 Design Criteria Manual - 12.2.2.1] What is the spacing for installing under-track conduits?	Any UTXs the TSCC Contractor requires shall be designed by the TSCC Contractor, which includes proposed spacing between conduits.
192	[Concept of Operations] For the EOS operating phase the Concept of Operations states that the train service will be 1tphpd all day, Merced to Bakersfield, based on the single line track configuration with passing loops. Will there be any requirement to handle failure in route (non-equipped trains)?	Yes. Although EOS operations are planned at 1 train per hour per direction (1 tphpd) between Merced and Bakersfield based on a single-track configuration with passing loops, the Concept of Operations requires that failure-in-route scenarios be accommodated, including situations involving non-equipped or degraded trains. The operating concept will include degraded-mode and recovery procedures to manage such events, protect the single-line route, and restore service. These procedures will be further developed and refined during detailed operational planning.
193	[Form J1_Add_No 1 Package 2B] Track Item: Geotextile Fabric (49,615m ²) - Please confirm this item is for the track drainage furnish and installation of the fabric and is intended to be used in conjunction with Perforated Underdrain Pipe 8"(11,640m), Drainage Aggregate(8,292m ³), Pipe cleanout (188unit) and are intended to be paid as separate items.	Confirmed. The Authority confirms that the Geotextile Fabric is for the track drainage furnish and installation of the fabric and is intended to be used in conjunction with Perforated Underdrain Pipe 8", Drainage Aggregate, Pipe cleanout, and is intended to be paid as separate items.

<p>194</p>	<p>[Concept of Operations] Track Item: Perforated Underdrain Pipe 8" (11,649m) - Please confirm this item is for the track drainage and is to include only the cost of excavation and installation of the 8" pipe and is to be utilized in conjunction with Geotextile Fabric (49,615m²), Drainage Aggregate(8,292m³)and Pipe cleanout (188unit) and are intended to be paid as separate items.</p>	<p>Confirmed. We confirm that the Perforated Underdrain Pipe 8" is for track drainage and is to include only the cost of excavation and installation of the 8" pipe and is to be utilized in conjunction with Geotextile Fabric, Drainage Aggregate, and Pipe cleanout, and are intended to be paid as separate items.</p>
<p>195</p>	<p>[HSR25-89-TSCC_Schedules_6_-_8_A1 Track Items Description PDF page 148 of 627] Track Item: Perforated Underdrain Pipe 8" (11,649m) - the Authorities detailed description, last sentence, states: "Include Cleanouts". There is an item Pipe Cleanout. Questions 1) Please clarify if these are redundant or additional cleanouts 2) Please provide a detail and applicable specifications 3) Please provide locations</p>	<ol style="list-style-type: none"> 1) The statement "include Cleanouts" is redundant and will be modified through a future addendum. 2) Furnish, install, and test 8-inch-diameter perforated HDPE or PVC trackbed drainage pipe in accordance with the Contract Documents. Pipe shall comply with ASTM F405 (HDPE), ASTM D2729 or ASTM D3034 (PVC), and DCM 7.0 Section 27.2.3.5.3. Install at trench invert with uniform bottom perforations and a minimum 36-inch cover, unless otherwise approved. 3) Locations will be provided with detailed Track and OCSs design.

196	<p>[Form J1_Add_No 1 Package 2B] Track Item: Pipe cleanout(188 unit) - Please provide a detail and locations.</p>	<p>The TSCC Contractor shall furnish, install, and test PVC cleanout assemblies for 8-inch underdrain systems in accordance with the Contract Documents and DCM 7.0 Section 27.2.3.5.3.4. Each cleanout includes a tee junction, riser pipe, removable gasketed cap, and reinforced concrete collar. Pipe shall comply with ASTM D3034 SDR 35. Cleanout risers shall be a minimum of 3.28 ft in height, with access points provided at 300-ft intervals or at grade breaks and bends.</p> <p>Locations will be provided with detailed Track and OCSs design.</p>
197	<p>[HSR25-89-TSCC_Schedules_6_-_8_A1 Track Items Description PDF page 148 of 627] Track Item 8" I.D. Half-circle Perforated Corrugated Drain Pipe: Description calls out for galv pipe and applicable standards ASTM F405. ASTM F405 is for plastic pipe. Please provide clarification as to pipe type required.</p>	<p>Half-circle shall not be plastic, but a perforated corrugated drain pipe. The pipe is made of 0.079" galvanized steel, with perforations to allow water infiltration. Pipe shall meet ASTM F405 or equivalent standards.</p> <p>BoQ & Bid Tab descriptions will be updated in a future addendum.</p>
198	<p>[Form J1_Add_No 1 Package 2B & "HSR25-89-TSCC_Schedules_6_-_8_A1] Track Item: Bridge Deck Waterproofing. Note that both specification 07_13_00 Sheet Waterproofing and 07_13_29 Butyl Rubber Membrane Waterproofing have been provided. Please clarify what specification should be utilized for Bridge Deck Waterproofing.</p>	<p>Both specifications shall apply to bridge deck waterproofing as indicated in section 1.1 of both items.</p>
199	<p>[Form J1_Add_No 1 Package 2B & Track Items Description PDF page 148 of 627] Track Item: Track Work. No definition was provided within the Item Description. Please</p>	<p>Kern County Railhead has been constructed with a connection to BNSF. Fresno railhead layout will be designed by the winning bidder, and all materials required to construct the railhead will be supplied by that winning bidder. It is the Authority's view that the</p>

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	clarify what specific work is to be included within this item of work. As an example, should this include: installation of owner provided materials Track Ballast, Concrete Ties and Track Rail; Management of material management at rail head; transport of materials from stockpile to grade; removal of existing temporary trackwork servicing rail head that conflicts with permanent railway; construction of track between Special Trackwork - BNSF connection and BNSF trackway.	winning bidder is best placed to design and install the track at Fresno and associated materials to suit their method of construction. Draft layouts of the site have been designed and can be shared for information only. Temporary trackwork will be removed on completion of works. The Authority is currently in discussions with BNSF on the exact location of access to their network. It is anticipated that BNSF will install the turnout on their network and associated trackwork up to the clearance point and /or their boundary line. The winning bidder will use owner-provided materials, Track Ballast, Concrete Ties, and Track Rail to connect from this location to the railhead temporary layout.
200	[Form J1_Add_ No 1 Package 2B & Track Items Description PDF page 148 of 627] Track Item: Ties With Under Sleep Pads. Please confirm this is installation only of Authority furnished material.	The Authority confirms this is installation only of Authority furnished material.
201	[Form J1_Add_ No 1 Package 2B & Track Items Description PDF page 148 of 627] Track Item: Ties With Under Sleep Pads - provide stationing for the location of this work to inform contractor for productivity related purposes	Ties with under sleep pads are required at Ballasted to Non-ballasted track transition, and the location and length are indicated on CP4 drawings PWD_TT_S6001; 400_TT_A15001 to 400_TT_A15040.
202	[Form J1_Add_ No 1 Package 2B & Track Items Description PDF page 148 of 627] Track Item: Inner Rails - please provide station limits for work	Inner Rails are required at Ballasted to Non-ballasted track transition for a length of 18.0m as shown on drawings PWD_TT_S6001; 400_TT_A15001 to 400_TT_A15040. Station limits of work will be provided within the Track & OCS Detailed Design.

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203	[Form J1_Add_No 1 Package 2B & Track Items Description PDF page 148 of 627] Track Item : Inner Rails - please confirm that any required special ties will be provided by Authority	The Authority confirms that any required special ties will be provided by the Authority.
204	[Form J1_Add_No 1 Package 2B & Track Items Description PDF page 148 of 627] Track Item: Track Subballast: Item Description requires a minimum bearing capacity shall be $Ev2 \geq 17,400$ psi. Minimum bearing capacity will depend greatly on existing subgrade. Please confirm that the Authority will guarantee suitable subgrade that will support $Ev2 \geq 17,400$ psi without any additional work by Contractor.	Subgrade will be handed over to the TSCC Contractor in a condition to support the EV2 requirements for sub-ballast. However, the TSCC Contractor will carry out pre-construction controls to determine if additional actions are necessary.
205	[Form J1_Add_No 1 Package 2B & Track Items Description PDF page 148 of 627] Track Item: Load Distribution Beam - please provide station limits and typical sections as applicable	"Load distribution Beam is required at Ballasted to Non-Ballasted track transition for a length of 12.0m as shown on drawings PWD_TT_S6001; 400_TT_A15001 to 400_TT_A15040. Station limits of work will be provided within the Track & OCS Detailed Design. Preliminary size is 10.0x0.76x12.0m."
206	[Form J1_Add_No 1 Package 2B & Track Items Description PDF page 148 of 627] Track Item: Track Rail - Special Trackwork HST-80 - BNSF Connection: Please provide clarification related to limits of work beyond the special trackwork and BNSF trackway.	Kern County Railhead has been constructed with a connection to BNSF. At the Fresno Railhead, it is anticipated that BNSF will install the turnout on their network and associated trackwork up to the clearance point and /or their boundary line. The winning bidder will use owner-provided materials, Track Ballast, Concrete Ties, and Track Rail to connect from this location to the railhead temporary layout.

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207	<p>[Form J1_Add_ No 1 Package 2B & Track Items Description PDF page 148 of 627] Track Item: Emergency Exist - Please provide additional information (including detailed plans). The information provided to date is insufficient to create an accurate estimate.</p>	<p>The Emergency Exit item will be removed from the Bid Item Descriptions and the Bill of Quantities (BoQ) in a future addendum.</p>
208	<p>[Form J1_Add_ No 1 Package 2B & Track Items Description PDF page 148 of 627] Track Item: Emergency access walkways: Please confirm that the walkway will be on one side of trackway as shown in the typical and that the subballast is a suitable surface.</p>	<p>Yes, the walkway will be one side only. Referring to Question 140, the design principle for the emergency walkway has been submitted and validated by OSFM. Crush stones or gravel compacted as specified within subballast specification is a suitable surface.</p>
209	<p>[Form J1_Add_ No 1 Package 2B & Track Items Description PDF page 148 of 627] Track Item: Sound Barrier on MSE Wall: Information provided is insufficient to price. Please provide information such as height, performance criteria and specifications for pricing.</p>	<p>The height of the sound barriers is provided in RM 10.6 soundwalls. They take precedence over the geometry data table in schedule 6 - part 3 of 6. Performance criteria are provided through the applicable EIR/EIS documents, part of RM.10 environmental documents, especially the EIR/EIS Noise and Vibration Mitigation Guidelines and RM 10.6 soundwalls. Specifications will be provided in a future addendum.</p>
210	<p>[Form J1_Add_ No 1 Package 2B & Track Items Description PDF page 148 of 627] Track Item: Sound Barrier on Structure: Information provided is insufficient to price. Please provide information such as height, performance criteria and specifications for pricing.</p>	<p>The height of the sound barriers is provided in RM 10.6 soundwalls. They take precedence over the geometry data table in schedule 6 - part 3 of 6. Performance criteria are provided through the applicable EIR/EIS documents, part of RM.10 environmental documents, especially the EIR/EIS Noise and Vibration Mitigation Guidelines and RM 10.6 soundwalls. Specifications will be provided in a future addendum.</p>

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211	<p>[Form J1_Add_No 1 Package 2B & Track Items Description PDF page 148 of 627] Track Item: Sound Barrier on Grade: Information provided is insufficient to price. Please provide information such as height, performance criteria and specifications for pricing.</p>	<p>Height of the sound barriers is provided in RM 10.6 soundwalls. They take precedence over the geometry data table in Schedule 6 - part 3 of 6. Performance criteria are provided through the applicable EIR/EIS documents, part of RM.10 environmental documents, especially the EIR/EIS Noise and Vibration Mitigation Guidelines and RM 10.6 soundwalls. Specifications will be provided in a future addendum.</p>
212	<p>[Form J1_Add_No 1 Package 2B] Track Item: General Conditions: Please confirm this is only for work related to construction activities for CP4 Package 2B and that any work related to coordination with Authority or its design partners for CP1 and CP 2/3 will be paid separately.</p>	<p>Confirmed, any work related to coordination with Authority or its design partners for CP1 and CP 2/3 will be paid separately.</p>
213	<p>[Form J1_Add_No 1 Package 2B] Track Item: General Conditions: Please confirm this is only for work related to construction activities for CP4 Package 2B and is to include all aspects of project compliance such as: environmental, construction survey, as-builts, quality control, safety, safety certification of certifiable items for construction, supervision, temporary office facilities, etc.</p>	<p>Package 2B includes all aspects of project compliance such as: environmental, construction survey, as-builts, quality control, safety, safety certification of certifiable items for construction, supervision, temporary office facilities, etc.</p>
214	<p>[Form J1_Add_No 1 Package 2B] Track Item: Flagging: Information provided is insufficient to price. Please provide information detailing requirements/specifications related to flagging.</p>	<p>This will be modified in a future addendum.</p>
215	<p>[Form J1_Add_No 1 Package 2B] Track Item: Civil Maintenance: Question 1: Is this for contractor maintenance of all items within Package 2B, Maintenance Tab</p>	<p>1. The TSCC Contractor shall retain responsibility for the interim maintenance of all assets from installation through to commencement of revenue service.</p>

	<p>related items to CP4 or both. Please clarify intent of this item. Question 2: Please confirm that FRA track inspection and maintenance is not being priced as part of this effort. If it is, please indicate which item.</p>	<p>The cost of this interim Maintenance is considered an incidental cost to the work. 2. FRA track inspection and maintenance is part of the track work item.</p>
<p>216</p>	<p>[HSR25-89-TSCC_Schedules_6_-_8_A1 pdf pages 164 to 165] The provided document jumps from OCS Optimized Track Design Criteria page 14 to Specification Section 34_11_26.16 page 5. We've also noticed the same condition in other specs. We ask the Authority to provide a comprehensive list of specifications.</p>	<p>Specification List: Section 03 20 00 – Concrete Reinforcing Section 03 30 00 – Cast-in-Place Concrete Section 07 13 00 – Sheet Waterproofing Section 07 13 29 – Butyl Rubber Membrane Waterproofing Section 26 05 34 – Cable Trough Section 26 05 35 – Manholes Section 26 05 43 – Under Track Cable Routing Section 31 63 23 – CIDH Foundations Section 33 42 00 – Storm Drainage System Section 34 11 00 – Track Construction Section 34 11 23 – Special Trackwork Section 34 11 26.16 – Subballast Section 34 30 03 – OCS General Requirements Section 34 30 49 – Grounding and Bonding Section 34 30 85 – OCS Insta Section 34 11 27 – Non-Ballasted Track Section 33 41 00 – Subdrainage System Section 03 05 15 – Portland Cement Concrete Section 34 30 86 – OCS Testing Section 34 30 39 – OCS Supporting Structures</p>

217	<p>[HSR25-89-TSCC_Schedules_6_-_8_A1 Spec Section 34_11_27 Part 1.01F] Note that this Spec Section appears twice within the project documents within this pdf at starting at pdf page 171 and 420.</p>	<p>Noted. It will be fixed in a future addendum.</p>
218	<p>[HSR25-89-TSCC_Schedules_6_-_8_A1 Spec Section 34_11_23 Part 2.01C] The requirements state that: "Special trackwork design shall have a proven record of use in a high-speed system." It is important to note that special trackwork is not currently manufactured domestically and will require a new design based on EN Standards and vendor experience. Please acknowledge that this is acceptable or provide an applicable Buy America waiver to source this product non-domestic.</p>	<p>The high-speed special trackwork will be procured by the Authority for the final design. Any temporary switches that are needed for construction shall be provided by the contractor, using any suitable available AREMA turnouts. The document will be updated in a future addendum.</p>
219	<p>[HSR25-89-TSCC_Schedules_9_-_43 - Schedule 16 Scope of Work] Has the Authority performed soil resistivity testing along the corridor that will be provided to the Contractor for the development of the Grounding and Bonding design?</p>	<p>The grounding and bonding design is required to be developed by the Contractor based on site-specific conditions and in accordance with the applicable specifications and standards. The Authority does not warrant the availability of corridor wide soil resistivity testing suitable for grounding and bonding design. Where existing geotechnical or civil ground data may be available, this may be provided for information only; however, the Contractor remains responsible for obtaining, validating, or supplementing soil resistivity data as necessary to support the development and verification of the grounding and bonding design.</p>

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		Accordingly, any soil resistivity testing required to demonstrate compliance of the grounding and bonding system forms part of the Contractor's scope.
220	<p>[HSR25-89-TSCC_Schedules_9_-_43 - Schedule 16 Scope of Work, Section 7.1.9]</p> <p>SOW Section 7.1.9 states there are 5 TPSS Sites. The "Project-wide Track Pocket Map" included in Schedule 6 shows 5 TPSS Sites located within CP1 thru CP4. Please confirm if any additional TPSS Sites are required (or being planned by the Authority) in the Merced and/or Bakerfield extensions.</p>	There is one additional TPSS identified for the Merced extension, for a total of 6 TPSS covering Merced to Bakersfield.
221	<p>[HSR25-89-TSCC_Schedule.3of6 Track OCS Dwgs and Specs - CP4 Overall Access Road Layout Exhibit (pp 135-136 of 500)]</p> <p>Please confirm if the design and construction of access roads (both those that are labeled or otherwise indicated by linework) are the responsibility of the TSCC Contractor</p>	<p>The access roads (both those that are labeled or otherwise indicated by linework) have been constructed as part of the Civil Works package.</p> <p>Any additional access road that is required as a result of either the TSCC Contractor's design or Track/OCS design consultant detailed design shall be designed and constructed by the TSCC Contractor.</p>
222	<p>[HSR25-89-TSCC_Schedule.3of6 Track OCS Dwgs and Specs - CP4 Overall Fences & Gates Layout Exhibit (pp 137-138 of 500)]</p> <p>Please confirm if the design and construction of fencing and gates (both those that are labeled or otherwise indicated by linework) are the responsibility of the TSCC Contractor.</p>	<p>"Fencing and gates (both those that are labeled or otherwise indicated by linework) have been constructed as part of the Civil Works package. Adjustments to existing fencing and/or gates may be required.</p> <p>Any additional fencing and gates that are required as a result of either the TSCC Contractor's design or Track/OCS design consultant's detailed design shall be designed and constructed by the TSCC Contractor."</p>

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223	<p>[HSR25-89-TSCC_Schedule.3of6 Track OCS Dwgs and Specs - Typical sections]</p> <p>Please provide dimensions and details for the cable trough derailment wall and walkway on the bridges. The info is needed to determine cable trough connection or transition at the bridges.</p>	<p>Cable Troughs/walkways have been constructed on the bridges as part of the CP4 Civil Works package. Drawings shall be provided as part of the reference material documents</p>
224	<p>[HSR25-89-TSCC_Schedule.3of6 Track OCS Dwgs and Specs - Typical sections]</p> <p>Cable trough typically sits 1' above finished grade to facilitate lid removals, the location shown is in the middle of the walkways, the trough will likely cause tripping hazard. Please advise on trough width and if location can be modified</p>	<p>The design principle for the emergency walkway has been submitted and validated by OSFM. OSFM stated that the cableway trough buried in the sub-ballast is not an issue for compliance with NFPA 130, assuming all other requirements (flat, slope, etc.) were met. Accordingly, cable trough shall be buried, and lids shall be at the same level as the top of the sub-ballast to get a flat surface compliant with NFPA 130.</p>
225	<p>[HSR25-89-TSCC_Schedule.3of6 Track OCS Dwgs and Specs – Typica Sections]</p> <p>Where drainage is shown penetrating the existing bridge structures have sleeves been cast in the bridge to accommodate a drain pipe to avoid any structural conflicts.</p>	<p>Specific arrangements mentioned have been constructed on the bridges as part of the CP4 Civil Works package. Drawings shall be provided as part of the reference material documents.</p>
226	<p>[HSR25-89-TSCC_Schedule.3of6 Track OCS Dwgs and Specs - Typical sections]</p> <p>Do the bridge decks have structural accommodations to facilitate the OCS pole anchors (may run into conflicts with the existing cable trough / derailment walls)</p>	<p>OCS pole anchors have been constructed on the bridges as part of the CP4 Civil Works package.</p>

<p>227</p>	<p>[HSR25-89-TSCC_Schedule.3of6 Track OCS Dwgs and Specs - Typical sections]</p> <p>Will cable trough drainage be required. There doesn't appear to be any means to drain any rain water that enters the trough.</p>	<p>Since the cable troughs are made of precast elements not jointly sealed, no drainage is needed. The specification will be reviewed accordingly.</p>
<p>228</p>	<p>[SS Sec 34 30 49 Grounding and Bonding - 1.02 A Pg 7]</p> <p>Are the structures, walls, bridges and fences currently being built grounded and bonded?</p>	<p>All structures, walls, bridges, and fences should be grounded and bonded per as-built drawings. However, the TSCC Contractor will carry out pre-construction controls to determine if additional actions are necessary.</p>
<p>229</p>	<p>[HSR25-89-TSCC_Schedule.3of6 Track OCS Dwgs and Specs - Typical Sections]</p> <p>There are many drawings containing typical sections. No where on the plan and profile drawings does it indicate which typical section is to be applied and where. We ask the Authority to provide where those typical sections apply.</p>	<p><u>Track</u>: Location where typical sections will apply are under development and will be included within the Track & OCS Detailed Design.</p> <p><u>OCS</u>: Cross sections at each pole are under development and will be included within the Track & OCS Detailed Design.</p>
<p>230</p>	<p>[HSR25-89-TSCC_Schedule.3of6 Track OCS Dwgs and Specs - 34 11 00 & 34 11 27]</p> <p>The RFP indicates that the 60E1 rail will be owner furnished. The documents do not indicate if the rail will be supplied in sticks to be welded or welded into CWR. Please indicate if the rail will be supplied as CWR or sticks and in what lengths.</p>	<p>The rail will be provided in 1600 ft length rails.</p>

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231	<p>[HSR25-89_TSCC_Instructions_to_Proposers_A1_Clean - HSR25-89_TSCC_Instructions_to_Proposers_A1_Clean]</p> <p>The Civil/Structure Integration Manager is a position that does not required signature or seal for design by this individual. We ask the Authority to remove the California Professional Engineer license requirement.</p>	<p>The requirement will be removed in a future addendum.</p>
232	<p>We are looking for the Soil Reports for CP 1 to CP 4 as part of the Track & OCS RFP. Could you please help us find all of the Soil Report for the four initial Construction Packages (CP).</p>	<p>Public reference materials for this procurement are listed in Attachment C to the ITP and are available on the California State Contracts Register at https://caleprocure.ca.gov/event/2665/HSR25-89.</p> <p>Instructions for accessing confidential reference materials are provided in ITP Section 2.5(d).</p>