

# California High-Speed Rail Authority



## Request for Proposals for the Track & Systems Construction Contract

RFQ No.: HSR25-89

### Questions and Responses

Round	Date
4	February 4, 2026

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No.	Proposer Question	Authority Response
233	<p>[Agreement, Article 19 &amp; Schedule 42], Notice of Final Acceptance is not an official confirmation of compliance (does not prove that the Work complies with the TSCC Agreement) - When does the Authority admit that Work has been completed according to the Agreement?</p>	<p>See changes made to Article 19 Addendum 2. Per Section 19.6, Package Scope Closeout will not certify acceptance, and per Section 19.17, no certificate of Completion or Acceptance will release liability for certain TSCC Contractor obligations.</p>
234	<p>[Agreement, Section 26.5.2 paragraph (b) &amp; Section 17.4.2 paragraph (b)]</p> <p>Given that the indemnity obligations set forth under Paragraph (b) of Section 26.2.5 of the TSCC Agreement are limited to claims stemming from the TSCC Contractor's own negligence, recklessness, or willful misconduct—and specifically exclude indemnification for the Authority's negligence in accordance with Civil Code 2782.8—while Paragraph (b) of Section 17.4.2 establishes broader indemnification responsibilities covering multiple parties and causes, is it practicable to expressly subject all indemnity obligations to the Limit on Liability (LoL) cap?</p>	<p>This change will not be made.</p>
235	<p>[Agreement, Section 7.1] Will the Authority consider a reasonable cap on payment bonds? In our opinion, a reasonable cap would be to limit these in the aggregate to \$500m at any time.</p>	<p>The Authority will not cap payment bonds; however, see changes in Section 7.1.2 in Addendum 2 to allow release of 90% of bonds at Package Scope Closeout for each Package.</p>
236	<p>[Agreement, Section 7.1] Will the Authority consider a reasonable cap on performance bonds? In our opinion, a reasonable cap would be to limit these in the aggregate to \$500m at any time.</p>	<p>The Authority will not cap performance bonds; however, see changes in Section 7.1.2 in Addendum 2 to allow release of 90% of bonds at Package Scope Closeout for each Package.</p>

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<b>No.</b>	<b>Proposer Question</b>	<b>Authority Response</b>
237	[Agreement, Section 20] Would the Authority consider an advance payment once NTP is issued?	The Authority does not anticipate advance payments for a Package following NTP.
238	[Agreement, Section 30] Can the Authority confirm if JAMS arbitration is mandatory, or can alternative forums be considered?	See changes to the dispute resolution process in Article 30 in Addendum 2.
239	[Agreement, Section 25 & Schedule 25] Will the Authority accept global insurance programs or require local policies?	Global insurance is acceptable.
240	[Agreement, Section 7.1] Can the Authority clarify the amount of the Performance bond? Is it 100% as indicated in RFP or 50% as indicated in the ITP?	The Performance Bond amount is 100% of the Final Package Price; however, see changes in Section 7.1.2 in Addendum 2 to allow release of 90% of bonds at Package Scope Closeout for each Package.
241	[Schedule 3_6-Design Drawing & Specs] In reviewing HSR25-89-TSCC_Schedule.3of6 for CP4 TSCC works, we were unable to locate detailed information regarding the treatment of concrete bridges and their transition to embankment zones. Can the Authority please provide detailed drawings or plans for the transition zones between concrete bridges and embankments, with particular reference to the Wasco Viaduct (Sta. 450+974 to 451+570) as well as confirmation of whether standard transition details exist for ballastless track structures in these zones, and if so, provision of the applicable drawings/plans?	The Authority confirms ballasted track will be implemented on all CP4, including the Wasco Viaduct structure and its approaches (Station 450+974 to 451+570). The 'ballast typical cross-sections provided within Schedule 6 also apply to Wasco Viaduct and its approaches.

<p>242</p>	<p>[Agreement-TSCC Agreement - Schedule 15, Agreement]</p> <p>Please confirm the contractual order of precedencalso applies TSCC Agreement and pre-existing railroad agreements, in case of conflicting technical, safety, or operational requirements.</p>	<p>This will be addressed through a future addendum.</p>
<p>243</p>	<p>[RM.26- Plan-1022 Interface Management Plan – IMP - Section 5.2]</p> <p>The statement 5.2.3 is not complete: "Responsibility for the SoS Architecture sits with the as part of our System Integrator responsibilities. Contractors are responsible for the technology specific system architecture for their respective discipline(s)". Could you please provide us with the comprehensive statement?</p>	<p>Responsibility for maintaining the System-of-Systems (SoS) Architecture rests with the Authority, in coordination with the TSCC Lead Contractor.</p> <p>The TSCC Lead Contractor holds overall system integration responsibility for the TSCC scope and is accountable for ensuring that all discipline systems function together as an integrated railway system. This includes cross-discipline coordination, technical integration, interface alignment, and system-level compatibility across all TSCC-delivered subsystems.</p> <p>TSCC Contractors are responsible for the development, maintenance, and configuration control of discipline-specific system and subsystem architectures for the technologies within their respective scope. This includes internal system architecture, subsystem integration, and implementation of external interfaces in accordance with Authority-defined requirements and approved Interface Control Documents (ICDs), while supporting the TSCC Lead Contractor’s overall system integration obligations.</p>

244	<p>[Schedule 5(e) SPEC-0009 European Train Control System (ETCS) Rev. 0.0 - 9.2.1 bullet 5]                  We assume that the "ETCS On Board system for laboratory tests" infers that the Trainset Supplier will provide this equipment at a timing to be agreed with the TSCC contractor, and will provide the necessary technical support to set up the equipment in the laboratory and to ensure that the equipment is fully supported during the testing itself. We assume that the ETCS On board system for laboratory tests will come with a train simulator. We would suggest that the ETCS On board system for laboratory tests is delivered no later than NTP + 2 years (for the Trainset Supplier contract). Please confirm.</p>	<p>Yes, the Trainset Supplier will provide the On Board ETCS equipment to the TSCC Contractor to support the TSCC Contractor's offsite/laboratory testing activities at a time to be agreed with the TSCC Contractor. The Trainset Supplier will be required to provide necessary support to facilitate these tests and to support the equipment provided. It is likely that the ETCS onboard systems will come with the driver training simulator, but this is not guaranteed. However, it should be noted that the driver training simulator is not required for offsite integration testing with adjacent systems provided by the TSCC Contractor (e.g., IXL, RBC, FRMCS, etc.).</p>
245	<p>[Schedule 16 Scope of Work - 1.3.20]                  1.3.20 The TSCC Contractor shall prepare all required documentation to obtain the necessary safety approvals for all systems.</p> <p>The clarification we would require is:                  Shall the TSCC Contractor prepare all required documentation and obtain the necessary safety approvals for the systems not designed by the TSCC?</p>	<p>The TSCC Contractor is responsible for Safety Certification for the works under this contract.</p>
246	<p>We request the Authority provide the Project BIM model or CADD files available to Proposers to support detailed analysis and further understanding of project scope, interfaces, and constraints?</p>	<p>The Authority acknowledges the request for BIM models and native CADD files for the CP packages.</p> <p>The Virtual Data Room (Virtual BOX) provides PDF as-built records and controlled reference documentation. Proposers may request access through the Authority. (continues)</p>

		<p>A controlled BIM/data environment for bidder access has not been established; therefore, native BIM or editable CADD files will not be issued at this stage. Relevant CAD information has been incorporated into the PDF as-built records, which, together with the Contract Documents, form the basis for proposal development.</p> <p>Native BIM/CADD models may be made available during project delivery once formal data exchange and configuration management controls are in place.</p> <p>Proposers remain responsible for their own due diligence and verification.</p>
247	<p>[Schedule 3 – 6.3] The document references Integration Platform Facilities in plural, indicating that more than one facility may be required. Please confirm the number of Integration Platform Facility anticipated under the TSCC scope.</p>	<p>Under the TSCC Scope of Work (Schedule 16 – Systems Technical Specifications), the Authority anticipates one (1) fully integrated Integration Platform Facility to be located at the Maintenance Facility. Subsystem development and testing may be undertaken by the TSCC Contractor using physical and/or virtual test environments, as appropriate. The use of virtual or digital integration capabilities is permitted to support subsystem development and testing and does not imply additional physical facilities. For the purposes of system integration, all subsystems shall be brought together within a single Integrated Platform, comprising, as applicable, Telecommunications, Trainset, Train Control, SCADA, OCC, and associated digital integration environments. The Integrated Platform shall be used to demonstrate and verify interfaces, functionality, and performance, confirming that individual subsystems operate collectively as an integrated system, consistent with the requirements of Schedule 16.</p>

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<p>248</p>	<p>[HSR25-89-TSCC_Schedule.3of6, and ITP Form J1 - plan sheets and package 2B]                  For the railhead:                  1. please provide overall design of the railhead, including IFC CADD files and any as-builts done to date.                  2. please provide the devcon drawings showing the BNSF connection and clearance point, and how BNSF locomotives drop/pickup power.                  3. confirm if the entire railhead is being built to BNSF standards, allowing their locomotives to access</p>	<p>The southern railhead will be constructed to receive deliveries from BNSF and the UPRR and is built to railroad standards. The TSCC Contractor will be able to construct the facility with the Authority's approval. The Fresno railhead is expected to connect to the BNSF and UPRR. The design and construction of the Fresno railhead will be by the TSCC Contractor and approved when the NTP arises. A .dgn file and .pdf aerial layout will be posted in the BOX folder \Technical Drawings and Reports.</p>
<p>249</p>	<p>[Schedule 5(b) DCN - 5.4.3.1]                  Could the Authority confirm whether the installation of more than one single-mode fiber optic cable along the Right-of-Way has been considered? The current specification mentions a single cable with a minimum of 192 fibers, but the project requirement states that the network must be fully redundant. Please clarify how redundancy will be achieved under the proposed design.</p>	<p>Redundancy of the fiber optic network has been considered. While the current specification references a single cable with a minimum of 192 fibers, system-level requirements for network resilience and availability remain applicable.</p> <p>The TSCC Contractor shall ensure the proposed network architecture provides the necessary redundancy, failover capability, and operational continuity in accordance with project performance requirements. The Authority will review compliance during design development.</p>
<p>250</p>	<p>[Form J1_Add_No 1 Package 2B]                  Track Item: Impermeable Membrane Filter Drain. Please provide clarification as to what this item is, where it goes and applicable specifications.</p>	<p>Design refinements have eliminated the need to install impermeable membrane filter drains on the CP4 segment. This item will not appear in the Track and OCS detailed design documents and can be disregarded while form J1 is being amended.</p> <p>The revised Form J1 will be provided through a future addendum.</p>

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251	[Form J1_Add_No 1 Package 2B] Track Item: Spare Parts: Information provided is insufficient to price. Please provide information detailing requirements/specifications related to spare parts, or remove from pricing sheet.	The Spare Parts are not part of the pricing for Package 2B.
252	[HSR25-89-TSCC_Schedules_6_-8_A1 Track Alignment Typical Section 20] Concrete Bearing Layer - Please provide minimum thickness] Concrete Bearing Layer - Please provide minimum thickness.	This item relates to the non-ballasted track configuration. The Authority has issued a project-specific directive for the Wasco Viaduct (Sta. 450+974 to 451+570) confirming that ballasted track shall be implemented across the structure. The Authority's Track Design Consultant (STJV) is directed to proceed with the design accordingly. Final project-specific details will be developed and submitted through the CP4 final design documentation.
253	[HSR25-89-TSCC_Schedules_6_-8_A1 Track Alignment Typical Section 20] Concrete Bearing Layer - Please confirm if reinforcing is required and provide details or #/cy of reinforci	This item relates to the non-ballasted track configuration. The Authority confirms ballasted track will be implemented on all CP4, including the Wasco Viaduct structure and its approaches (Station 450+974 to 451+570).
254	[HSR25-89-TSCC_Schedules_6_-8_A1 Track Alignment Typical Section 24] Concrete Protection Layer - Please provide minimum thickness.	This item relates to the non-ballasted track configuration. The Authority confirms ballasted track will be implemented on all CP4, including the Wasco Viaduct structure and its approaches (Station 450+974 to 451+570).
255	[HSR25-89-TSCC_Schedules_6_-8_A1 Track Alignment Typical Section 24] Concrete Protection Layer - Please confirm if reinforcing is required and provide details or #/cy of reinforcing.	This item relates to the non-ballasted track configuration. The Authority confirms ballasted track will be implemented on all CP4, including the Wasco Viaduct structure and its approaches (Station 450+974 to 451+570).

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256	<p>[Form J1_Add_No 1 Package 2B HSR25-89-TSCC_Schedules_6_-_8_A1 Track Plan and Profile 1 through 40] Non-Ballasted Track - Please confirm quantity of 811m. Track plans indicate there exists approximately 1,378m inclusive of ~ 595m at the Wasco Viaduct.</p>	<p>This item relates to the non-ballasted track configuration. The Authority confirms ballasted track will be implemented on all CP4, including the Wasco Viaduct structure and its approaches (Station 450+974 to 451+570).</p>
257	<p>[HSR25-89-TSCC_Schedules_6_-_8_A1 Spec Section 34_11_27 Part 2. 2.02] Specifications Intermediate Layer not included in this version. Please provide detail and specification for pricing.</p>	<p>This item relates to the non-ballasted track configuration. The Authority confirms ballasted track will be implemented on all CP4, including the Wasco Viaduct structure and its approaches (Station 450+974 to 451+570).</p>
258	<p>[HSR25-89-TSCC_Schedules_6_-_8_A1 Spec Section 34_11_27 Part 2. 2.03E] We ask the Authority to specify the fastening system for the non-ballasted track so that it is compatible with the Authority-furnished tie fastening system.</p>	<p>This item relates to the non-ballasted track configuration. The Authority confirms ballasted track will be implemented on all CP4, including the Wasco Viaduct structure and its approaches (Station 450+974 to 451+570).</p>
259	<p>[HSR25-89-TSCC_Schedules_6_-_8_A1 Spec Section 34_11_27 Part 1.01D] The Specifications for Non-Ballasted Track required that: "The non-ballasted track system shall have a proven record in high-speed track systems." Note that the high speed rail track systems for fasteners are not currently manufactured in the US and based on the small quantities it is doubtful that domestic suppliers will enter the market. We request a Buy America waiver for non-ballasted track system and that this system be provided by the Authority as Authority supplied material.</p>	<p>This item relates to the non-ballasted track configuration. The Authority confirms ballasted track will be implemented on all CP4, including the Wasco Viaduct structure and its approaches (Station 450+974 to 451+570).</p>

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<p>260</p>	<p>[HSR25-89-TSCC_Schedules_6_-_8_A1 Spec Section 34_11_27 Part 1.02H] Related section 03_40_00 will not be provided until detailed design which makes pricing highly risky and speculative. It is suggested that the owner provide precast elements for the Non-Ballasted trackway elements within its procurement for concrete ties. Benefit will be that the fasteners and requirements can be similar for an item that is being requested and the Authority gaining the benefit of economic of scale for pricing.</p>	<p>This item relates to the non-ballasted track configuration. The Authority confirms ballasted track will be implemented on all CP4, including the Wasco Viaduct structure and its approaches (Station 450+974 to 451+570).</p>
<p>261</p>	<p>[HSR25-89_TSCC_Schedule 1 of 6 - Schedule 13, Pages 13-1 and 13-7; PDF pages 782 and 788] NTP for Package 2 is specified to be August 14, 2026 to allow access to CP4 and Package Milestone completion is identified as December 1, 2026.  Please confirm that Civil, Track and OCS within the limits of CP4 are to be completed between August 14 and December 1, 2026.</p>	<p>This will be addressed through a future addendum.</p>
<p>262</p>	<p>[HSR25-89_TSCC_Instructions_to_Proposers_A1_Clean - 6.2.2.f.7]  The Track and OCS Installation Manager role is a construction led position. We ask the Authority to remove the California Professional Engineer license requirement.</p>	<p>This will be addressed through a future addendum.</p>

<p>263</p>	<p>All</p> <p>We ask the Authority to provide an index of documents for ease of navigation.</p>	<p>There is not one comprehensive list of all documents provided for the RFP. A list of all schedules to the TSCC Agreement is included in the TSCC Agreement, and a list of Reference Materials is included in ITP Attachment C. Additionally, the file RM.12, Engineering TSCC Reference Material – Summary Sheet, describes the list of files and summarizes the content, purpose, and relevance of each file included as RM files on the Event Page.</p>
<p>264</p>	<p>[Schedule 5 (o). Signaling Engineering Rules (SER) - 6.2.4.1, Figure 18]          Figure 18 of section 6.2.4.1 indicates that the distance from the balise group (LRBG) to the Stop Marker must be 5 m based on SUBSET 40, section 4.1.1.4.          Upon reviewing this section of the standard, it specifies that this distance should be 1.3 m, not 5 m. Please justify the 5 m value.</p>	<p>As per Subset 40, Clause 4.1.1.4, the distance from End of Authority (EOA) for "Stop if in SR" is 1.3m + a 100ms buffer to account for system response time. This is for a safety margin to ensure that at the maximum approach speed, the train can stop in advance of the EOA if in SR mode.</p>
<p>265</p>	<p>[Schedule 5 (o). Signaling Engineering Rules (SER) - 6.2.5.2]          Section 6.2.5.2 states: "According to the safety requirements of SUBSET-091 [R12], the maximum distance between two consecutive balise groups shall not exceed 2500 m."          We have not found this requirement in the indicated standard (SUBSET 091).          Furthermore, the specified distance value appears to be rather high. With a spacing of 2,500 m, the loss of any balise group could result in an accumulated odometry error of up to 5 km. Is it assumed that no balise information will be lost? If so, what measures are foreseen to guarantee this? For example, will redundancy be implemented by duplicating balises?</p>	<p>Subset 91, Clause 10.2.1.14, specifies the maximum distance of 2.5km between balise groups. A reasonable assumption for cumulative odometry error in ETCS applications is +5m +5% of the distance travelled in accordance with Subset 26. For a distance of 2.5km, with this stated odometry error, it is 130 meters of error, not 5km.          This means that the loss of one balise group would give a cumulative odometry error of 255 meters over a 5km distance.</p>

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266	<p>[Schedule 5 (o). Signaling Engineering Rules (SER) - 5.2.8.1, Figure 17; and 8.2.1, Figure 25]                  There is an inconsistency between the two figures. Figure 17 indicates a distance of 6 m from the derailler to the fouling point, whereas Figure 25 indicates that this same distance may range from 4 to 6 m.</p>	<p>The Authority agrees that an inconsistency exists within the document. The 6 m distance stated between the derailler and the fouling point in Section 5.2.8.1 and Figure 12 shall be followed. This represents the more conservative requirement for derailler positioning and shall apply.</p> <p>The affected figures will be updated in a future addendum to ensure consistency with this requirement.</p>
267	<p>What is the anticipated date the Authority furnished OCS Components will be delivered for the CP4 segment?</p>	<p>Assume October 15, 2026.</p>
268	<p>What is the anticipated date the Authority furnished OCS Poles will be delivered for the CP4 segment?</p>	<p>Assume August 15, 2026.</p>
269	<p>[Schedule 16 - 2.1.8] Will the Authority OCS Component and Pole supplier incorporate comments on packing and shipping methods from the TSCC Contractor? This is something typically included in Contracts to ensure effective and efficient delivery / offloading and accessibility of the material for Contractor's convenience &amp; reduced cost.</p>	<p>The TSCC Contractor coordinates with the suppliers on the transportation process and unloading methods. The TSCC Contractor is responsible and in charge of all receiving, handling, unloading, and inspection of all materials.</p>
270	<p>Will the Authority OCS Component and Pole supplier delivery to multiple locations as needed for staging of the work?</p>	<p>Deliveries from materials suppliers are currently only planned for the railheads.</p>

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271	Will the contractor be responsible for the costs of OCS construction spares of Authority furnished material needed during Installation? What is the Authority's approach for handling OCS construction spares? In our experience, there are spares required for construction use and spares required to be turned over to the Authority for future use.	The Authority will order OCS spares for construction and for its own needs, operation, and maintenance.
272	1. Please clarify which wire/cable the TSCC is responsible to furnish and which wire/cable the Authority will furnish. 2. Please confirm the TSCC contractor will have discretion over how the OCS wire is packaged, assorted, and delivered for Authority furnished wire.	All main OCS conductors will be provided by the Authority, including contact wire, messenger wire, auxiliary feeder and ground/earth wire.  Bonding and grounding conductors are not included and shall be provided by the TSCC Contractor. The Authority will also furnish the main fiber optic cable.
273	As the Portal structures are closely related to the OCS Poles, will the Authority be providing the Portals via the same manufacturer as the OCS Poles?	Yes.
274	[Form J] Form J does not including OCS Testing Line items. Please clarify where costs for OCS Testing shall be included for CP4.	The cost for OCS testing shall be incidental and included in the package price.
275	[Form J] Form J does not include OCS Integration Test support. Should the price for this be included here for CP4 or will it be included in the Systems Integration scope.	The cost for OCS Integration Test support is incidental and included in the package price.
276	[Section 34 30 03, Part 1.01-B] Section 34 30 03 Part 1.01-B states "The work associated with the Overhead Contract System is shown on the Authority's detailed design". Please provide a copy of this detailed design.	SNCF license drawings and specifications are being made available within the Authority's virtual environment (Box), detailed in the ITP, Form P, and Form R. Typical cross-sections for the OCS arrangements have been made available in Schedule 6.

<p>277</p>	<p>[Questions and Answers, Round 2]                  Per Q&amp;A 2, question 109, the Authority states that "the Contractor shall still be responsible for certifying the fitness of the overall system;..." as it refers to the OCS. Our understanding is that the TSCC consultant (Systra/Typsa) is responsible for utilizing both the as-built civil conditions and the Authority owned OCS license to develop and implement the OCS design. The TSCC contractor will work with the Authority's TSCC consultant to provide constructability, coordinate on material delivery needs, receive and inspect material, and install the OCS components and test per the specifications. Please clarify in this process how the TSCC contractor is to "certify" the fitness of the system.</p>	<p>Certifying the fitness of the overall system does not transfer design responsibility for the OCS to the TSCC Contractor, where the OCS design is developed under the Authority's consultant and license arrangements.</p> <p>In this context, the TSCC Contractor's certification responsibility relates to the installed and integrated system and other systems within the TSCC scope, and is demonstrated through:</p> <ul style="list-style-type: none"> <li>• Proper installation in accordance with the issued-for-construction design and specifications</li> <li>• Compliance with material, workmanship, and construction quality requirements</li> <li>• Completion of inspection, testing, and commissioning activities</li> <li>• Verification that the installed OCS interfaces correctly with civil works, track, power supply, and other TSCC scope systems</li> <li>• Demonstration through testing and commissioning that the system performs in accordance with the contractual requirements</li> </ul> <p>Accordingly, the TSCC Contractor certifies that the constructed, installed, and integrated system is fit for its intended operational purpose, based on compliance with the approved design, specifications, and successful completion of testing — not that it is the design originator of the OCS system.</p>
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278	<p>[Section 34 30 03, Part 1.01-D] Section 34 30 03 Part 1.01-D states "The Contractor shall be responsible for any temporary OCS arrangements required to support the staging of the OCS installation work and, as necessary, to provide continued, uninterrupted service on the existing diesel commuter rail system. Temporary components shall include but not be limited to poles, foundations, guy anchors, insulators, feeder/jumper cables, static wires, grounding, and terminations". Please confirm that the Authority will produce this design and that the TSCC contractor will price it at a later date.</p>	<p>The Authority confirms that a Track and OCS Detailed Design will be provided to the TSCC Contractor. The TSCC Contractor will be responsible for the OCS installation including staging definition and any temporary OCS arrangements required to support the installation.</p>
279	<p>[Section 34 30 03, Part 1.05-T] Section 34 30 03 Part 1.05-T states "Provide O&amp;M manuals for all OCS Equipment". As it appears the Authority will be providing all OCS Equipment, please confirm the Authority will be providing the O&amp;M Manuals to the Contractor.</p>	<p>Authority will provide Operation and Maintenance manuals for equipment provided by the Authority. TSCC Contractor is responsible for Operation and Maintenance manuals for equipment provided by TSCC Contractor.</p>
280	<p>[Section 34 30 03 Part 1.05-T] Section 34 30 03 Part 1.05-T states "Provide OCS training and related training materials for the Authority's O&amp;M personnel, for emergency response personnel at towns and cities along the route, for schools along the route, and for public awareness programs.". As the Authority will be providing the Design and Supplying the Material, please confirm if the Contractor should be providing the Training as this often involves the manufacturers.</p>	<p>To be provided by the TSCC Contractor.</p>

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281	[Section 34 30 85 3.02D] Section 34 30 85 3.02D States "When aluminum-to-copper contact surfaces are required to be in contact to prevent copper corrosion, add bi-metallic couplings and orient products to be rain-washed on their exposed surfaces". Please clarify if the Authority or Contractor will supply the couplings.	All OCS components will be provided by the Authority according to the Track and OCS final design package.
282	Please clarify if the Authority or the Contractor shall supply the wire rope, including Non-Rotational stainless steel wire rope.	All OCS components will be provided by the Authority according to the Track and OCS final design package.
283	Please clarify if the Authority or the Contractor will be responsible for developing Structure Erection Diagrams (SEDs) for fabrication of the Cantilevers.	Fabrication of cantilevers will be undertaken by the Authority in accordance with the Track and OCS final design, and complete cantilevers will be provided to the TSCC Contractor.
284	Will it be acceptable to utilize technologies such as LiDAR to perform Acceptance Measurements?	The LiDAR system may not be accurate enough to perform all the Site Acceptance Test, either for OCS or track. Other technologies for precise on-site measurements are anticipated to be necessary during construction and acceptance operations of various high-speed system elements/components (e.g., catenary and contact wires). Before construction, the TSCC Contractor will propose a Site Acceptance plan, including equipment, for the Authority's approval.

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285	[Section 34 30 86 3.04] 34 30 86 3.04 states Loop resistance tests shall not exceed 1 mile unless otherwise approved by Authority. As sections are typically longer than this, is it acceptable to perform loop resistance testing based on OCS Wire Runs and Return sectionalization? If limited to 1 mile, this may require jumpers to be removed and replaced for testing, potentially not having the test done on the fully finalized system.	For procurement, please consider that the loop resistance tests shall not exceed 1 mile. The TSCC Contractor could propose testing alternatives for the Authority's evaluation after the contract's award.
286	[Section 34 30 39 1.04G] Section 34 30 39 1.04G discusses Weld Testing. Please confirm the Authority will be responsible for weld testing in the factory and the Contractor shall only be responsible for testing of field welds.	Yes, the Authority can confirm that the TSCC Contractor will not be responsible for weld testing in the factory.
287	[Schedule 6 - Technical Specifications] Please note the Technical Specifications appear to contain duplicated sections in Schedule 6.	The Authority notes this observation. This will be clarified in a future addendum.
288	[Schedule 16 Scope of Work - Section 6] Schedule 16 Scope of Work Section 6 calls for TSCC Contractor to provide Design Support Services supporting the Track/OCS Design. Please provide additional details on the timeline, process, and requirements of the Design Support expected.	<p>The TSCC Contractor is expected to perform reviews of the Track/OCS Designs produced by the Design Services Consultant from a constructability perspective and to ensure that the TSCC Contractor is satisfied that the level of information provided on the designs allows the Contractor to complete construction without any pauses or stoppages once commenced due to missing information shown on the designs. Refer to clauses 2.1.3 and 2.1.4 and 6.1.3 through 6.1.12 of Schedule 16 for specific requirements.</p> <p>Design reviews will follow the processes outlined in the Authority's system development life cycle document and review management plan, which will be shared with the TSCC Contractor upon contract award. (continues)</p>

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		CP4 detailed design shall be ready prior to Contract award. Timelines for the submission of CP1 and CP 2-3 track and OCS designs are given on the Authority's master schedule, which will be shared with the TSCC Contractor upon Contract award.
289	[Schedule 16 - 6.1.11] Schedule 16 Section 6.1.11 states "The TSCC Contractor shall validate the Track/OCS Design Submittals that pertain to product selection and compare market pricing and availability, to efficiently and effectively facilitate the procurement of proposed products." We request the Authority delete this requirement.	This requirement is applicable only to materials that will be furnished by the TSCC Contractor.  The request is denied.
290	[Schedule 16 - 2.2.9] Schedule 16 Section 2.2.9 states "The TSCC Contractor shall fabricate/manufacture the agreed list of mock-ups for Authority inspection and/or witness testing prior to construction/on site installation. Please provide a list of requested Mock ups and clarify where costs for these mockups should be included on Form J.	The TSCC Contractor is expected to provide the Authority with a list of proposed mockups for systems equipment, which will only be known once a level of design maturity has been reached.  These items are not expected to be priced at the bid stage and do not appear on Form J.
291	[Section 26 05 34 Cable Trough - Part 2, 2.02 A6] 26 05 34 Cable Trough Part 2, 2.02 A6 states "Grounding resistance between the cable trough grounding system and earth shall be $\leq 25$ ohms. See Section 34 30 49 for Grounding and Bonding" however Section 34 30 49 does not identify Cable Trough grounding/bonding. Does the Cable Trough require grounding/bonding? If so please provide a detail for it.	Cable troughs will not require grounding.

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292	[HSR25-89-TSCC Schedules 6-8 - Track & OCS Drawings & Specs-Track Drawing PWD TT A05014 (Sheet 11 of 34)] HSR25-89-TSCC Schedules 6-8 Track & OCS Drawings & Specs-Track Drawing PWD TT A05014 (Sheet 11 of 34) shows Directly Buried PVC Conduit for the Under Track Ducting, whereas Spec Section 26 05 43-Under Track Cable Routing Part 2 Products describes Concrete encased conduits. Please clarify if the PVC conduit is to be direct buried or concrete encased.	Direct Buried Cable shown on the plans are already in place as part of the CP4 Civil Works Package. Specification Section 26 05 43 describes any additional Under Track Cable routing requirements.
293	What type of OCS foundation are used on Portal Structures? SWS and TPS W12x96 poles for portals? Foundations for portals do not appear to be accounted for in the Quantities on Form J.	Portal foundations are intended to be the same type of foundation as for OCS Foundation Standard. Only the depth may vary. Depths will be confirmed once the Track and OCS Detailed Design is finalized. Foundations for portals are accounted for in the quantities as item "OCS foundation Standard - Counterweight".
294	CP4 has half a catenary wire run shared with CP2-3; Will this Wire Run and associated Work be part of the CP-4 price proposal?	<p>CP-4 limits of construction are as follows:</p> <ul style="list-style-type: none"> <li>- Track from S454+460 to S423+818</li> <li>- OCS from pole 187/15 to pole 157/03</li> </ul> <p>Form J1 and Bill of Quantities will be amended to reflect these changes as part of the final design submissions.</p>
295	SWS and SS facilities do not have a neutral zone. It is currently designed with a single insulated overlap, and one double pole disconnect switch. This may present an electrical risk if both sides of the SWS and SS are being fed with a different electrical phase and create a potential difference when a pantograph touches both wires. Please confirm the system will have a neutral zone with two insulated overlaps or a phase break or confirm that the design is correct.	Refer to Design Criteria Manual, section 10.2.1: Static Frequency Converters (SFC's) shall be utilized at all utility connections to eliminate the need for phase breaks in the OCS system at TPSS and SWS locations.