

RFP Tracking Log
Updates for Final Addendum September 11, 2026

Change No	Book	Section	Section No/Exhibit No/File Name	Original Text	Revised Text
Final Addendum September 11, 2026					
1	All Books	All	All revised Books or Sections	Final June 16, 2026	Final Addendum September 11, 2026
2	ITP	ITP	Section 1 Introduction	N/A	Unless a separate statute, rule, specification or direction is expressly referenced or identified to apply to this RFP, this RFP including this ITP will be controlled by 2 CCR 601-15 (“Design-Build Rules”).
3	ITP	ITP	1.12 Proposal Process Schedule	N/A	Session #4 of one-on-one confidential meetings for design refinement (Maximum of 2 hour virtual only meeting) CDOT will prepare an agenda for the first hour of the meeting and the Proposer will prepare an agenda for the second hour of the meeting. Date: September 15-17, 2026
4	ITP	ITP	Section 3.3 Article 2 Accessibility	Section 3.3 Article 2 Accessibility will be updated as follows to provide clarity on what is required for 508 Compliance for the Executive Summary. A. Volume I Executive Summary	Section 3.3 Article 2 Accessibility will be updated as follows to provide clarity on what is required for 508 Compliance for the Executive Summary. A. Volume I Executive Summary (The Proposer shall include in Volume I submittal an Adobe Acrobat Accessibility Report demonstrating Volume I is meets the requirements of Section 508 of the Rehabilitation Act of 1973) Guidelines for meeting the requirements can be found at: i. CDOT Web & Digital Guidelines - Google Docs https://docs.google.com/document/d/1QHHdpKHAHQdy_WU4dC9lGcQJug1YKsnLJQKSDOtmgZM/edit?tab=t.0#heading=h.5whg4eygs4h ii.PDF Accessibility Remediation Steps in Adobe Acrobat - Google Docs https://docs.google.com/document/d/16lp61UojUaShOA6rnLQzjP2S32hXiz0A36lferymuO8/edit?tab=t.0#heading=h.8r6tc576w4n1
5	ITP	ITP	Section 4.1	4.1 Volume III, Section 1: Basic Configurations:	4.1 Volume III, Section 1: Basic Configuration and Additional Requested Elements:
6	ITP	ITP	Section 4.2	4.2Additional Requested Elements: Additionally requested elements could include the following but are not limited to:	4.2Additional Requested Elements: Additionally requested elements include the following:
7	ITP	ITP	4.5.2 Maximum Points Available header	4.5.2.Maximum Points Available: Maintain Effective Partnerships Throughout	4.5.2.Maximum Points Available: Maintain Effective Partnerships Throughout
8	ITP	ITP	4.5.3 Evaluation Criteria header	4.5.3.Evaluation Criteria: Maintain Effective Parnerships Throughout	4.5.3.Evaluation Criteria: Maintain Effective Partnerships Throughout
9	ITP	ITP	Section 6.1 and Table 6-1	Update Table	Table 6-1 to updated to match Section 4 Headings Section Numbers to match Section 4
10	ITP	ITP	6.2 Responsiveness Review, Second Sentence	Failure to achieve responsiveness will result in the Proposal being declared non-responsive.	Failure to achieve responsiveness in any one Volume of the Proposal will result in the Proposal being declared non-responsive.
11	ITP	ITP	6.5 Best Value Determination, last paragraph, first sentence	To ensure transparency and build continued trust within the industry, CDOT will disclose each Proposer’s Technical Proposal Score and Proposer Price.	To ensure transparency and build continued trust within the industry, CDOT will disclose each responsive Proposer’s Technical Proposal Score and Proposer Price.
12	ITP	ITP	6.6 Authorization to Award	N/A	The project team will seek approval from the CDOT Chief Engineer to authorize Award, negotiations, Best and Final Offers (BAFOs), or rejection of all Proposals, as detailed below.
13	ITP	ITP	6.6.1 Award without Negotiations	N/A	The CDOT Project Director may request to Award the Contract without negotiations to the Proposer with the Best Value Proposal.
14	ITP	ITP	6.6.2 Negotiations	N/A	The CDOT Project Director may request authorization to proceed with negotiations prior to Award. Such negotiations shall be limited to allocation of the Price Proposal among the various Work



RFP Tracking Log
Updates for Final Addendum September 11, 2026

Change No	Book	Section	Section No/Exhibit No/File Name	Original Text	Revised Text
15	ITP	ITP	6.6.3.Best and Final Offers (BAFO)	N/A	If one Proposal is submitted with a Proposer Price equal to or less than the CDOT Upset Amount, and a Technical Proposal score of Good or better, CDOT does not intend to request BAFOs, but reserves the right to do so. If no Proposal is submitted with the Proposer's Price equal or less than the CDOT Upset Amount, CDOT intends to request BAFOs. If the CDOT Project Director determines discussions are necessary, they may request authorization to enter into discussions with the Proposers, revise the RFP, and request BAFOs. At the conclusion of the discussions, CDOT will set a final deadline for remaining Proposers to submit written revisions. CDOT will then evaluate the revised proposals using the procedures set out in the BAFO addendum. The Proposer's that submitted BAFO Proposals will take precedence over the originally submitted Proposals, as indicated in Book 1. If the CDOT Project Director elects to utilize a BAFO process to procure the Project, the process shall be defined per the requirements of this section. The Best Value Determination scoring will be revised to reflect any changes in the technical criteria and scope. ARE's will be considered during the BAFO procurement. All requirements and conditions of the ITP shall remain in place during the BAFO process, unless specifically modified in this section, as revised in the BAFA Addendum. CDOT reserves the right to work with the selected proposer, during the award period as will be defined in the BAFO Addendum, to clarify the BAFO proposal to ensure clarity in the Contract Documents.
16	ITP	ITP	7.8 Stipend, first and Second Paragraphs	CDOT has determined that it is appropriate to Award a stipend to the unsuccessful responsible Proposers that provide a fully responsive, but unsuccessful Proposal (including all BAFOs, if any) that is deemed acceptable by CDOT. A stipend will be allowed for non-responsive Proposals based upon Proposer's Price over the Upset Amount only, as indicated on Form J, provided that (1) the Proposer completes a BAFO, if applicable; and (2) is responsive in all other areas. The amount of the stipend shall be \$200,000.00 and shall be provided to such Proposer within 90 Days after Award of the Contract. CDOT may provide, at CDOT's sole discretion, a stipend to any unsuccessful Proposer who provides a fully responsive Proposal with Pricing (as indicated on Form J) for the Basic Configuration of the Project which exceeds the Upset Amount.	CDOT has determined that it is appropriate to offer a stipend to the Proposers that provide a fully responsive, but unsuccessful Proposal (including all BAFOs, if any). The amount of the stipend shall be \$200,000.00 and shall be provided to such Proposer within 90 Days after Award of the Contract upon receipt of invoice by the Proposer. CDOT may offer, at CDOT's sole discretion, a stipend to any unsuccessful Proposer who provides a fully responsive Proposal, for which the non-responsiveness is based solely on with the Proposer's Price (as indicated on Form J) for the Basic Configuration of the Project which exceeds the Upset Amount, provided that (1) the Proposer completes a BAFO, if applicable; and (2) is responsive in all other areas. The amount of the stipend shall be \$200,000.00 and shall be provided to such Proposer within 90 Days after Award of the Contract upon receipt of invoice by the Proposer.
17	ITP	ITP	Form G	CERTIFICATION OF COMPLIANCE WITH EQUAL OPPORTUNITY CLAUSE REQUIREMENTS	CERTIFICATION OF COMPLIANCE WITH EQUAL OPPORTUNITY CLAUSE REQUIREMENTS (effective through 10/25/26; expires on 10/26/26)
18	Book 1	N/A	Cover	Request for Proposal Date June 11, 2026	Request for Proposal Date Final Addendum September 11,2026
19	Book 1	Section 3 - Civil Rights	7.2.3 Non-Discrimination header	7.2.3 Non-Discrimination	7.2.3 Non-Discrimination (effective through 10/25/26; Section 7.2.3 is RESERVED as of 10/26/26)
20	Book 1	Section 3 - Civil Rights	7.2.4 Affirmative Action header	7.2.4 Affirmative Action	7.2.4 Affirmative Action (effective through 10/25/26; Section 7.2.4 is RESERVED as of 10/26/26)
21	Book 1	N/A	17.1.1.1 Failure to Meet Contract Deadlines and Access Requirements	If the Contractor fails to meet a contract deadline, Project Completion and/or Final Acceptance by the applicable Completion Deadline, the Contractor agrees to pay CDOT Liquidated Damages in the following amounts: 1.\$17,500 per Day (or portion of a Day) for the Contractor's failure to achieve Project Completion, as defined in Section 20.1, beyond the Completion Date as established on Item No. 1, Form P, of Exhibit B. 2.\$8,750 per Day (or portion of a Day) for the Contractor's failure to achieve Notice of Final Acceptance beyond the Completion Date as established in Item No. 2, Form P, of Exhibit B. 3.After a warning for the first occurrence from CDOT, \$2,000 per Day (or portion of a Day) for failure to obtain necessary rights of access to encroach upon private property.	If the Contractor fails to meet a contract deadline, Project Completion and/or Final Acceptance by the applicable Completion Deadline, the Contractor agrees to pay CDOT Liquidated Damages in the following amounts: 1.\$12,500 per Day (or portion of a Day) for the Contractor's failure to achieve Project Completion, as defined in Section 20.1, beyond the Completion Date as established on Item No. 1, Form P, of Exhibit B. 2.\$6,250 per Day (or portion of a Day) for the Contractor's failure to achieve Notice of Final Acceptance beyond the Completion Date as established in Item No. 2, Form P, of Exhibit B. 3.After a warning for the first occurrence from CDOT, \$2,000 per Day (or portion of a Day) for failure to obtain necessary rights of access to encroach upon private property.
22	Book 2	Section 3 - Civil Rights	Attachment 3C: Certified Payroll Review Checklist	N/A	Deleted the first tab titled "Acceptance Role." in the Excel file provided via google drive
23	Book 1	N/A	Exhibit C-4 - Federal Law- 41 CFR Sections 60-1.4 and 60-4.3	Exhibit C-4 - Federal Law - 41 C.F.R. Sections 60-1.4 and 60-4.3	Exhibit C-4 - Federal Law - 41 C.F.R. Sections 60-1.4 and 60-4.3 (effective through 10/25/26; Exhibit C-4 is RESERVED as of 10/26/26)
24	Book 1	N/A	Exhibit C-2 FHWA 1273	All text was changed	Updated complete section
25	Book 1	N/A	Exhibit C-5 Affirmative Action Standard Provisions	EXHIBIT C-5 - CDOT SPECIAL STANDARD PROVISION FOR AFFIRMATIVE ACTION	EXHIBIT C-5 - CDOT SPECIAL STANDARD PROVISION FOR AFFIRMATIVE ACTION (effective through 10/25/26; Exhibit C-5 is RESERVED as of 10/26/26)

RFP Tracking Log
Updates for Final Addendum September 11, 2026

Change No	Book	Section	Section No/Exhibit No/File Name	Original Text	Revised Text
26	Book 1	N/A	Exhibit C-1 Federal Provisions article 3 update and new Article 6 added	Performance of Previous Contract	Performance of Previous Contract (this Section 3 of Exhibit C-1 remains in effect through 10/25/26 and shall expire on 10/26/26)
27	Book 1	N/A	Exhibit C	Exhibit C-4 Federal Law - 41 CFR Sections 60-1.4 and 60-4.3 Exhibit C-5 Affirmative Action Standard Provision	Exhibit C-4 Federal Law - 41 CFR Sections 60-1.4 and 60-4.3 (effective through 10/25/26; Exhibit C-4 is RESERVED as of 10/26/26) Exhibit C-5 Affirmative Action Standard Provision (effective through 10/25/26; Exhibit C-5 is RESERVED as of 10/26/26)
28	Book 2	Section 1 - General	Section 1.5 C. i.	Construct a minimum of 1 mile of alternating passing lanes in each direction between CR 225 and eastern Project limits, with 12-foot lane width.	Construct a minimum of 1 mile of passing lanes in each direction between CR 225 and eastern Project limits, with 12-foot lane width.
29	Book 2	Section 7 - Third Party Agreements	Section 7.0	La Plata Archuleta Water District - CDOT will enter into a PSA for design review and construction Inspection.	La Plata Archuleta Water District - CDOT will enter into a PSA for design review and construction Inspection and /or Standard Utility Agreement for construction relocation
30	Book 2	Section 7 - Third Party Agreements	Section 7.9 Exhibits	N/A	Added Red Cedar Preliminary Services Agreement (PSA) as Exhibit 7-A.03.
31	Book 2	Section 9 - Right-of-Way	Exhibit 9A ROW Schedule Exhibit 9B ROW Schedule of Unique Acquisitions Terms and Conditions Exhibit 9C Schedule of Improvements to be Demolished	Original ROW Exhibits	Updated ROW Exhibits with new terms and conditions
32	Book 2	Section 11 - Geotechnical and Roadway Pavement	Section 11.2	The soil and rock samples referenced in the GDR and collected as part of this geotechnical engineering exploration are available at the CDOT Durango facility:	The soil and rock samples collected as part of this geotechnical engineering exploration and remaining after laboratory testing referenced in the GDR will be made available at the CDOT Durango facility:
33	Book 2	Section 11 - Geotechnical and Roadway Pavement	Section 11.3.5.2, first paragraph	Expansive and high plasticity surficial soil and bedrock Subgrade Materials have been identified within the alignment as documented in the GDR. These Subgrade conditions shall be treated by the subexcavation method with granular Material as defined in Chapter 4 of the CDOT M-E Pavement Design Manual. This is the only subgrade treatment allowed. This treatment is not ATC eligible. In order to achieve the Project goal of maximizing the use of available on Site Materials and for the long-term resiliency and benefit of the Project, the subexcavation shall be backfilled with a minimum thickness of 12 inches of moisture conditioned, recompactd subgrade and a minimum of 15 inches of Subbase course Materials consisting of suitable Material meeting the minimum requirements of Class 2 Aggregate Base Course (ABC), AASHTO classification of A-1 and with an R-value of at least 70, in accordance with Book 2, Section 12. Subbase course constructed on expansive and high plasticity subgrade Materials (surficial soils and processed bedrock) shall be placed on a geosynthetic filter-separator layer and constructed with ditches, edge drains or other drainage measures to collect and divert water from the Subbase Materials and prevent saturation of the Subgrade and Pavement Structure. The CDOT baseline pavement design has accounted for the reworked Subgrade and Subbase course layers. ATCs, including those prepared using the AASHTOWare Pavement M-E Design software, shall not propose reductions in the minimum requirements of this section. These minimum requirements are not ATC eligible.	Expansive and high plasticity surficial soil and bedrock Subgrade Materials have been identified within the alignment as documented in the GDR. These Subgrade conditions shall be treated by the subexcavation method as defined in Chapter 4 of the CDOT M-E Pavement Design Manual. This is the only subgrade treatment allowed. This treatment is not ATC eligible. In order to achieve the Project goal of maximizing the use of available on Site Materials and for the long-term resiliency and benefit of the Project, the subexcavation shall be backfilled with a minimum thickness of 12 inches of moisture conditioned, recompactd subgrade and a minimum of 15 inches of Subbase course Materials consisting of suitable Material meeting the minimum requirements of Class 2 Aggregate Base Course (ABC), AASHTO classification of A-1 and with an R-value of at least 70, in accordance with Book 2, Section 12. Subbase course constructed on expansive and high plasticity subgrade Materials (surficial soils and processed bedrock) shall be constructed with ditches, edge drains or other drainage measures to collect and divert water from the Subbase Materials and prevent saturation of the Subgrade and Pavement Structure. ATCs, including those prepared using the AASHTOWare Pavement M-E Design software, shall not propose reductions in the minimum requirements of this section including the subexcavation method. These minimum requirements are not ATC eligible.
34	Book 2	Section 11 - Geotechnical and Roadway Pavement	Section 11.3.5.2, second and third paragraph	Material placed in the top 4 feet below the bottom of the Subbase shall have an R-Value of at least 40.	Where proposed embankment fill thickness is greater than 4 feet measured from the bottom of the Subbase to existing subgrade, Material placed in the top 4 feet below the bottom of the Subbase shall have an R-Value of at least 40. Where proposed embankment fill thickness is less than 4 feet measured from the bottom of the Subbase to existing Subgrade, Material placed between the existing Subgrade and Subbase shall have an R-Value of at least 40. Existing Subgrade within 12 inches of the bottom of the Subbase and containing non-durable bedrock shall be pulverized, broken down, watered, and processed to a 6-inch maximum particle size and a maximum of 30 percent retained on the 3/4-inch sieve to a depth of 12 inches, the moisture content increased or reduced as necessary and compacted to the specified embankment density for the material type present. Existing Subgrade within 12 inches of the bottom of the Subbase and containing expansive and high plasticity soil shall be scarified to a depth of 12 inches, the moisture content increased or reduced as necessary and compacted to the specified embankment density for the material type present.

RFP Tracking Log
Updates for Final Addendum September 11, 2026

Change No	Book	Section	Section No/Exhibit No/File Name	Original Text	Revised Text
35	Book 2	Section 11 - Geotechnical and Roadway Pavement	Section 11.3.5.3 first paragraph	CDOT has prepared the baseline pavement design, as described in the Pavement Justification Report, and performed the Life-Cycle Cost Analysis (LCCA) to determine the types and thicknesses of pavement surface courses, thicknesses of Base Courses and Subbase courses, and Subgrade treatments that meet the requirements of this Project. The Pavement Justification Report is included in the Reference Documents. This baseline Pavement Structure is provided below and Contractor proposed ATC pavement designs shall include the same components as the baseline design. Proposed ATCs for pavement designs shall utilize the baseline pavement design parameters and the baseline pavement design calibration factors defined in this Section. Output reports for the baseline pavement design are provided in the Reference Documents. Due to statewide calibration issues, CDOT performed the baseline pavement design using AASHTO Design Analysis and Rehabilitation for Windows (DARWin). All DARWin-specific referencing was done using the 2013 CDOT Pavement Design Manual. The 2025 CDOT M-E Pavement Design Manual was referenced for all other aspects of the baseline pavement design.	CDOT has prepared the baseline pavement design, as described in the Pavement Justification Report, and performed the Life-Cycle Cost Analysis (LCCA) to determine the types and thicknesses of pavement surface courses, thicknesses of Base Courses and Subbase courses, and Subgrade treatments that meet the requirements of this Project. The CDOT baseline pavement design has accounted for the reworked Subgrade and Subbase course layers to meet the subexcavation requirements of this section and Chapter 4 of the CDOT M-E Pavement Design Manual. The Pavement Justification Report is included in the Reference Documents. This baseline Pavement Structure is provided below and Contractor proposed ATC pavement designs shall include the same components as the baseline design. Proposed ATCs for pavement designs shall utilize the baseline pavement design parameters and the baseline pavement design calibration factors defined in this Section. Output reports for the baseline pavement design are provided in the Reference Documents. Due to statewide calibration issues, CDOT performed the baseline pavement design using AASHTO Design Analysis and Rehabilitation for Windows (DARWin). All DARWin-specific referencing was done using the 2013 CDOT Pavement Design Manual. The 2025 CDOT M-E Pavement Design Manual was referenced for all other aspects of the baseline pavement design.
36	Book 2	Section 13 - Drainage	Exhibit 13-A	Original 13-A	Updated 13-A
37	Book 2	Section 14 - Roadway	14.3.13 Bullet 4	If requested, a representative from the design team shall attend in-person meetings with property owners within the 2 week timeframe during the owner's appeal. The representative shall be able to adequately describe design, familiar with design standards, understand the ROW process, and discuss potential alternatives	If requested, a representative from the design team shall attend in-person meetings with property owners within the 2 week of the request. The representative shall be able to adequately describe design, familiar with design standards, understand the ROW process, and discuss potential alternatives
38	Book 2	Section 14 - Roadway	Exhibit 14B	N/A	Added Footnote 10. 10) 20 mph Design and Posted speeds on CR 223 Elmore's apply to limits of construction shown in the Basic Configuration, including full curve at east tie in. Superelevation in excess of 6% is allowed through transition to existing curve and eastern curve radius may match existing condition.
39	Book 2	Section 16 - Structures	Table 16-4	Length (ft)	Approximate Length (ft)
40	Book 2	Section 16 - Structures	16.3.4.5 Ultimate Configuration Barrier	N/A	16.3.4.5 Ultimate Configuration Barrier The proposed Florida River and Wildlife Underpass Bridges shall be designed to accommodate a future additional barrier load to account for a median barrier along the centerline of the structure.
41	Book 2	Section 17 - Transportation Management Plan	17.2, 12.A	The Contractor shall submit a Form 568 to CDOT for Approval 14 Days prior to the date when speed reduction is to be implemented.	The Contractor shall submit a Form 568 to CDOT for Approval 14 Days prior to the date when speed reduction is to be implemented with each phase specific MHT



RFP Tracking Log
Updates for Final Addendum September 11, 2026

Change No	Book	Section	Section No/Exhibit No/File Name	Original Text	Revised Text
42	Book 2	Section 17 - Transportation Management Plan	17.3.5	Design speeds shall in all cases be equal to or greater than the posted speed. The Contractor shall provide existing design and posted speed whenever it can be reasonably maintained. In the event speed reductions are required, the Contractor shall submit Form 568 to CDOT for Approval at least 14 Days prior to implementation.	Work zone design speeds shall in all cases be equal to or greater than the work zone posted speed. The Contractor shall provide existing posted speed whenever it can be reasonably maintained. CDOT will grant a construction work zone speed reduction to 45 MPH provided a Form 568 speed reduction package request is submitted thoroughly filled in and complete with all requested supporting documentation from the CDOT Traffic Unit. CDOT will consider lower speeds for isolated areas on a case-by-case basis. For any speed reduction below posted speed, the Contractor shall submit Form 568 to CDOT for Approval at least 14 Days prior to implementation with phase specific MHT's . The reduction must be based on an assessment of how the construction or work activity will impact traffic flow through the work zone. The traffic assessment or traffic investigation must be documented with the 568. Speed reductions shall only apply while the conditions exist that warrant the reduction. If no work is occurring, temporary traffic control speed limit signs must be removed or masked within one hour of the completion of work. The Contractor shall provide existing highway speed whenever it can be reasonably maintained. The permanently posted speed limits shall be effective upon completion of the speed reduction and signs shall be either unmasked or re-installed.
43	Book 2	Section 17 - Transportation Management Plan	Section 17.3.6.3 Table 17-6	N/A	Barrier constrained for US 160 is defined as follows: Case 1: Barrier is on both sides of US 160 with less than 8 foot Shoulders on either side and a barrier run longer than 0.5 mile. Case 2: Barrier only on one side with less than 8 foot Shoulder and a barrier run longer than 0.5 mile. Pullouts would only be required on the constrained side
44	Book 2	Section 17 - Transportation Management Plan	17.4.2.3 Bullet 3	3. For temporary alignments in place for 3 months or more, modified epoxy striping shall be used.	3.For temporary alignments in place for 3 months or more, High Build (Temporary) is CDOT's preferred application for striping pursuant to the latest SSP Revised Section 627 Pavement Marking.
45	Book 2	Section 17 - Transportation Management Plan	Table 17-7	Maintenance of Traffic (MHT) At least 14 Days prior to the date when speed reduction is to be implemented. 14 Days prior to implementation of each MHT.	Method of Handling Traffic (MHT) At least 14 Days prior to the date when speed reduction is to be implemented with each phase specific MHT. 14 Days prior to implementation of each TCP.
46	Book 2	Section 21 - Mods to Standard Specs	Liquidated Damages	SSP 108 was included	Removed SSP 108
47	Book 2	Section 21 - Mods to Standard Specs	Revision to Section 401	Revision of Section 401 was included	Removed Revision of Section 401
48	Book 2	Section 21 - Mods to Standard Specs	Revision to Section 105 & 106	Revision to Section 105 & 106 was included	Removed Revision of Sections 105 & 106
49	Book 2	Section 21 - Mods to Standard Specs	Revision of Section 412 - Repair of Defective Concrete Pavement	N/A	Revision of Section 412 - Repair of Defective Concrete Pavement Dated May 28, 2026 1 page
50	Book 2	Section 21 - Mods to Standard Specs	Section 21.1.2.2 Standard Special Provisions	Standard Special Provisions Index: December 12 ,2025	Standard Special Provisions Index: June 12, 2026
51	Book 3	N/A	Index	Index	Index updated
52	Book 3	N/A	Additional McLean Spring Decree	N/A	Provided the McLean Spring Decree •20980_Book 3_3.2.08_McLean Spring Decree_1975
53	Book 3	N/A	Additional McLean Spring Flow Measurement Data	N/A	Provided the website link for the McLean Spring Flow Measurement Data
51	Book 4	N/A	Index	Index	Index updated
52	Book 4	N/A	N/A	ROW Plans released with Final RFP	ROW Plans released with Final Addendum based on new acquisitions and includes memo of changes
53	Book 4	N/A	Additional Memorandum of Understandings	Additional MOAs added to the project information	Updated and provided additional MOA in Final Addendum

RFP Tracking Log
Updates for Final Addendum September 11, 2026

Change No	Book	Section	Section No/Exhibit No/File Name	Original Text	Revised Text
54	Reference Documents	N/A	N/A	Original files provided in Final RFP	Updated files provided in Final Addendum Included updated ROW ORD model file to match the updated ROW Plans in Book 4: •20980ROW_ModelProposed_REV1.dgn
55	Reference Documents	N/A	N/A	Original files provided in Final RFP	Updated files provided in Final Addendum Including updated ROW ORD model file to match the updated ROW Plans in Book 4: •20980ROW_ModelProposed_REV1.dgn •20980_RD_Prop Surface_Dry Creek_REV1.xml •20980_RD_Prop Surface_Elmores_REV1.xml •20980_RD_Prop Surface_Valley_REV1.xml
56	Reference Documents	N/A	N/A	Original files provided in Final RFP	Updated files provided in Final Addendum Including updated Structures CAD file: •20980_STR_LAY_REV2.dgn
57	Reference Documents	N/A	N/A	Original files provided in Final RFP	Updated files provided in Final Addendum McLean Spring reference sheets and McLean Spring Measurements •20980 McLean Spring Measurements 8.26.2026.pdf •20980_RD_Reference Plans_Shts 112-113-1950s UD_McLean Spring Layouts Highlighted.pdf
58	Reference Documents	N/A	N/A	Original files provided in Final RFP	Updated files provided in Final Addendum Including utility mapping for Red Cedar: •20980_RD_UT_Utility Mapping_Red Cedar Pipeline Inspection Report T68-12in.pdf
59	Reference Documents	N/A	N/A	Original files provided in Final RFP	Updated files provided in Final Addendum Including utility mapping (GIS files) for LPEA facilities. •20980_RD_UT_Utility Mapping_LPEA_GIS.zip