

Northern New England Passenger Rail Authority

Addendum No. 1 – June 4, 2025

Request for Quotes # 25-PTC Platform Rehab-11

Questions Received from Contractors and Responses from NNEPRA

1. Question: With regards to the heat trace cable in the heated concrete entrance slab adjacent to the trainway: We reached out to the manufacturer to see how we can splice on to the existing SMT Heat Trace Cable. We learned from them the following;

- SMT Cable is obsolete and has been replaced with KSR cable
- SMT cable is NOT self-regulating, but KSR cable is
- The two cables have different size buss wires and cannot be spliced.
- If we have a failed section of cable, they could provide a recommendation for replacing the failed cable.

Given that information- how would they like to proceed? We could run a new circuit and install a new KSR self-regulating cable on the new section, and we can cap the old section.

*Response: The heat trace cable in the section of the heated concrete entrance slab adjacent to the trainway may be replaced with KSR self-regulating cable as suggested. The heat trace system is currently activated by an environmental sensor attached to one of the adjacent canopy support posts as shown in the existing plans. The Contractor shall configure the new heat trace cable so that it will be activated by the existing environmental sensor, or if that is not possible or practical, a new environmental sensor that can activate the new heat trace cable shall be securely installed on the canopy post adjacent to the existing sensor. In addition, in the adjacent portion of the concrete platform slab that is to remain, if there is existing heat trace cable in it, that heat trace cable shall remain operational after the section of the heated concrete entrance slab adjacent to the trainway is replaced. This may require installation of a separate new cable in the heated concrete entrance slab and a splice or other type of connection to the existing heat trace cable in the portion of the concrete platform that is to remain to maintain electrical continuity.*

ALL CONTRACTORS SUBMITTING A QUOTE ARE REQUIRED TO ACKNOWLEDGE RECEIPT OF THIS ADDENDUM NO. 1 AS PART OF THEIR QUOTE PACKAGE. PLEASE SIGN BELOW ACKNOWLEDGING RECEIPT OF THIS ADDENDUM AND RETURN WITH THE FINAL QUOTE.

Contractor Name: \_\_\_\_\_

Contractor Authorized Signature: \_\_\_\_\_

Northern New England Passenger Rail Authority – ITB #22-22CIP-Crossing Support-003  
Addendum No. 1

Printed Name & Title: \_\_\_\_\_

For any additional questions regarding this addendum please contact:

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Signed by: *Catherine Kruglak*