

ADDENDUM No. 1
TO REQUEST FOR PROPOSALS No. 24X1

April 10, 2024

This Addendum No. 1, attached to and made a part of Requests for Proposals (RFPs) 24x1 contains all changes, corrections, clarifications, and answers to common questions pertaining to the RFPs through the date above. This Addendum No. 1 shall be noted in all proposals. Unless specifically altered, all original specifications shall govern.

1. FARMINGDALE SOUTH LEG DETAIL DATED 04/10/24

To illustrate the layout at Southard, Preventorium, and Marl crossings in Farmingdale, this drawing is attached and made a part of RFP 24x1, showing the locations of existing insulated joints, and proposed locations for Bungalows, Cantilevers, Flashers, and Cutout boxes, as well as general location of AT&T Fiber Optics Lines. All dimensions are approximate and the drawing is not to scale.

The Main track route through Farmingdale is via the South Leg of the wye.

2. REVISED PROJECT WORKSHEET

Revised RFP 24X1 Project Worksheet dated **04/10/2024** shall be used to respond to this RFP.

3. SOUTHARD TRACK CIRCUITS

The Main track speed approaching Southard Avenue is 20 MPH for Southbound trains and 10 MPH for Northbound trains.

The Southbound approach starts approximately 750' North of the Road.

The Northbound approach starts approximately 389' South of the Road.

The diverging leg of the turnout at Southard Avenue is the North Leg of the Wye and has no track circuit. Trains approaching Southard from the North Leg of the Wye will start the warning devices when they enter the island circuit, and will stop movement until warning devices are active for at least 20 seconds.

There is a Cutout box to be located on the West side of the tracks, approximately 175' South of the Road so crews can leave cars on the South Leg of the Wye during switching.

Please note AT&T Fiber Optic Line.

4. PREVENTORIUM AND MARL TRACK CIRCUITS

The Main track speed approaching Preventorium and Marl Road is 10 MPH for all trains.

The configuration of track circuits for these crossings shall be Approach-Island-Island-Approach.

The Southbound approach for Preventorium starts approximately 462' North of the road.

The Southbound approach for Marl starts 436' North of Marl Road (69' North of Preventorium).

The Northbound approach for Marl starts approximately 400' South of the road.

The Northbound approach for Preventorium starts 366' South of Preventorium Road (46' South of Marl).

The straight leg of the turnout between Preventorium and Marl is the Central Leg of the Wye and has no track circuit. Trains approaching Marl from the Central Leg of the Wye will start the warning devices when they enter the island circuit, and will stop movement until warning devices are active for at least 20 seconds.

There is a Cutout box to be located on the West side of the tracks, approximately 70' North of Preventorium Road so crews can leave cars on the Southbound approach during switching.

There is a Cutout box to be located on the West side of the tracks, approximately 50' South of Marl Road so crews can leave cars on the Northbound approach during switching. This Cutout box may be located on the East side of the tracks to avoid the fiber optic line.

Please note AT&T Fiber Optic Line.

5. APPROACH CUTOFF TIMERS

The approach cutouts at Southard, Preventorium, and Marl, shall not be on timers, but shall cancel when the approach is vacated by equipment.

6. SOUTHARD CANTILEVER

The cantilever at Southard Avenue shall be for a single lane, with a fourteen (14) foot arm.

7. REMOTE MONITORING

The Railroad is surprised that remote monitoring of grade crossing equipment is not more widespread, with more off-the-shelf options for same. While the Railroad is interested in pursuing this technology, it is not an integral part of this RFP and is moved from Item 20 to Item 103 on the Project Worksheet. Respondents have the option not to provide a price for this Item.

8. PREVENTORIUM/MARL COMBINED PRICING

Insofar as Preventorium and Marl Road warning devices shall be controlled out of a single bungalow at Preventorium Road, pricing for Items 97, 98, 99, 101, 102, and 103 shall be combined for these crossings.

9. RING GUARDRAIL

Please note that the NJDOT Order includes a ring guard rail at Yellowbrook as well as Southard.

10. INSULATED JOINTS

Please note that all insulated joints are already installed for approaches, islands, and turnouts at Adelphia, Preventorium, Marl, Southard, Yellowbrook, and Fairfield crossings, and the respondent is not supplying or installing any IJs at these crossings.

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