Questions 1250L Pump House Rehab Project – RFB

1. Could a shielded multi-pair cable be used to meet the control wiring requirements from the RTU to pump junction box, and from the Soft Start to motor rather than individual runs of TSP and TST?
   - SDSTA: yes, as long as each TSP and TST has its own shield.
2. Could specs for the existing 15kV cable running into the 12.47KV Up/Down shaft j-box be provided to ensure proper termination kits are procured?
   - SDSTA: Unfortunately, no. The 15kV 250MCM RS01 cable in the Ross Shaft was procured when the site operated as the Homestake Mine, so exact specs are not available. The attached *Vertical Mineshaft Cable.pdf* shows the construction properties of this type of cable; however, measurements of the existing cable will need to be field verified by the Offeror before the termination kits are procured.
3. In addition to the 5kV rated cable being ran through the shaft, per E-201, would running low voltage branch circuits in the same manner be permitted, or will these circuits need to be ran the length of the drift?
   - SDSTA: Yes low voltage branch circuits may follow the same path as the 5kV cable and do not need to run around the length of the drift to reach the pump room. SDSTA will install the portion that enters the shaft boundary for the contractor.

4. Are the lighting breakers in Panel 1250-H intended to be powered from one 3pole 20A breaker, or three 1pole 20A breakers?
   - SDSTA: We would prefer three 1pole 20A breakers, as that would allow maintenance to be performed on a section of LED rope lights without requiring the lights to be locked out/off for the entire shaft station and pump room.

5. Please confirm that existing bolts and d-rings at the 1250L level can be utilized as lifting points for the project.
   - SDSTA: Legacy bolts and d-rings can't be used as lifting points. If the contractor wants to use a legacy bolt or d-ring then the contractor must load test and document the load test prior to the lift with SDSTA rigging staff. Additionally, newly installed anchors must also be load tested and documented prior to the lift with SDSTA rigging staff if they are to be used as lifting points.
6. Please confirm that the existing trolley beam can be utilized prior to removal and replacement.
   - SDSTA: The existing trolley beam may be used as a lifting fixture prior to removal
7. The new trolley beams, Sheet S-102, are indicated to be approximately 21' and 22' in length, which exceeds the length limitations for the Ross Shaft. Detail 9/S501 allows the contractor to install a sling hole for lowering the beam down the shaft prior to erection. Please confirm that contractor is allowed to sling the beams below the shaft. What are the procedures for slinging the beam down the shaft? Should the beam not be able to be slung underneath, please provide a splice detail.
   - SDSTA: Review sheet S-102 detail 11 S-501 at the midpoint support. Note this detail is for joining the beam sections and provides the splice detail. This detail makes the longest beam section approximately 12ft. This length should fit within

the cage. If for some reason the beam does not fit SDSTA will sling this load under the cage and pull it out onto the station for the contractor.

8. What is the anticipated depth to competent ground from existing invert elevation?
   - SDSTA: Unsure as what existing invert elevation the contractor is asking about. Based on other pump room projects, if a floor slab is present, there may be a layer of muck/piled rock present between the floor slab and underside. The thickness of the muck layer can vary wildly.

9. Specification Section 03 2300 states in 1.01A that "The contractor will install shaft thrust block anchors in the Ross Shaft at the 3650 level..." Please confirm that this is a typo.
   - SDSTA: This looks like it was left over from the previous project, it should say 1250L.
   - SDSTA will demo the old thrust block and old piping within the shaft. The contractor is to provide the new thrust block (S-201) and all items for the thrust block noted in this specification section to SDSTA. SDSTA will install the thrust block, pipe and anchors within the Ross Shaft. This activity must be coordinated with SDSTA. The contractor will be responsible for connecting the pump room piping to the SDSTA installed shaft thrust block piping (landed within 6ft of the shaft).

10. Do the existing concrete pads to be demolished have reinforcement in them? If so, what is the reinforcement?
    - SDSTA: The existing drawings do not provide any information as to the reinforcement present within the existing pads. Based on the previous project experience, the contractor could encounter reinforcement that ranges from welded wire fabric, rebar, to large steel rail pieces.
11. Once demoed material is taken to surface, who is responsible for transporting to disposal area?
    - SDSTA: There are disposal bins next to the headframe. The contractor will be required to dispose of their debris in these bins. The bins are collected and dumped weekly or as needed by SDSTA.

12. Is the contractor to assume existing conflicting ground support is to be removed?
    - SDSTA: If legacy ground support conflicts with the installation of the new design then the contractor shall plan to remove the conflicting ground support to the extent that allows the new design to be installed.

13. Is there a location contractor can access water for anchor drilling at the 1250L?
    - SDSTA: Yes see response below
14. Is there a location contractor can access compressed air for anchor drilling at the 1250L?
    - SDSTA: Yes SDSTA will have 2in compressed air (90 psi) and water (90 psi) drops for the contractor to use at the station. The contractor will be responsible for connecting to these lines and running hoses where needed during construction.

15. Rock Bolting/Deep Anchors – If the Contractor laid out deep anchors, would SDSTA staff utilize rock bolting equipment to drill holes?

- SDSTA: No SDSTA does not have the staffing power to support drilling on this project and normal day to day activities at the same time.

16. Anticipated Award/Contract Timeline – We are anticipating a 32–38-week lead time from approved shop drawings to delivery for the pump and motor. Can SDSTA clarify the intended award and contract schedule as this could impact the contractor's ability to meet the proposed construction window and completion date.
    - SDSTA: The RFP lists proposals to be good for 90 days. SDSTA intends to award this project as soon as possible. SDSTA recognizes the tight timeline for procuring the long lead items to meet the construction window. SDSTA requests that contractors perform as much work as possible in parallel to equipment lead times.
17. Rail – S101 states all existing rail on the 1250L shall be removed and replaced with new. However, S104 shows new rail connection to existing and states "Existing rail to remain as is w/ no repairs or modifications required for the rest of the drift length". Please advise the intended scope of rail replacement in the project.
    - SDSTA: review S-104 Drift Rail Salvage and Re-Install Plan. The note referenced above has an arrow pointing to the left on the drawing (towards station). This means that all the rail from this point on is considered adequate. From the note to the right (towards pumproom) requires replacement as noted on drawing

18. Cutting - Will the use of plasma cutters or cutting torches be allowed for pipe and support demolition on this project?
    - SDSTA: Yes cutters, grinders, torches, plasma cutters, welders (and all other hot work style tools) are allowed to be used underground. However, Prior to use, the contractor has to work with SDSTA to complete a hot work permit to establish basic controls and fire prevention measures while these items are used. Also note that no gasoline equipment is allowed to be used underground at any point.

19. Bid Due Date Extension – Our team has requested additional time to adequately price the requirements of this project. A bid extension of 1-2 weeks is requested
    - SDSTA proposal due date has been extended to the November 12, 2025