

Underground Rail Locomotive Replacement

Questions & Answers

- 1) Is the intent to be muck free? **Yes, but doesn't need to be completely. If there is a little leftover on the sill that is fine since we will cover it with ballast. The big thing is to establish the ditch and have that cleared.**
- 2) Can we slide rail new to old? **Yes, just if the day shift is able to use the rail.**
- 3) Ballist is this on the contractor? **Yes**
- 4) Is Yates Shaft only means of getting underground? **Yates will be the primary access for this project but could utilize the Ross shaft if Yates has issues.**
- 5) 1. Is sill board required and if so what are the treatment specifications on it? **Sill boards are required on one side to establish and be able to maintain a ditch system to manage water. Is it the same as the ties? This is typically a 2" x 8" nominal treated boards (Treated same as Ties)**
- 6) What size of ballast is required? **¾" Clean Limestone**
- 7) Would the rail contractor be able to go down the Ross shaft on the weekends to access the work area? **Yes. Either the Yates or the Ross will be available every other weekend (depends on concurrent activities). No day shift SDSTA 1700L support on weekends.** If so, could the rail be left unfinished and not operational for dayshift during the weekend? **Yes, unless a pre-planned reason presents itself on a limited basis.**
- 8) Is there minimum height and width requirements for the installation? **Do not exceed current grade elevation. SDSTA to work with contractor on alignment.**
- 9) What specific hand tools are provided and how many?
 - a. **Spike Maul – 4**
 - b. **Claw Bar – 4**
 - c. **Adze with Handle – 4**
 - d. **Rail Bender 3-H Hydraulic – 1**
 - e. **Track Gauge Spreader – 4**
 - f. **Rail Tongs – 2**
 - g. **Standard End Stop – 6**
 - h. **Double End Gauge Rod – 220**
 - i. **Prime Track Spikes – 70**
 - j. **Splice Bar – 370**

- 10) Will the contractor be responsible for getting ties, ballast, sill boards to work area? **This will be in conjunction with SDSTA Underground Mitigation Crew. The plan is to have them stage materials at work site at end of day shift for the contractor to work, but issues may arise, and the contractor may need to transport loads if necessary.**
- 11) A compressor will be needed to run the spike driver; can a fuel cell be rented from Surf for compressor and excavator fuel or will contractor need to provide that? **Contractor will need to provide a fuel cell that is double walled.**
- 12) When can the decision of replacing the additional 3,600' of rail be expected? **This will be on a task order basis and dependent upon available funding.**
- 13) Does the video provided show more than the 500' of rail that will be replaced initially? **Yes this is the full 3600 feet plus a little extra.** If so is there a time range on the video that shows the specific 500' to be replaced initially? **Start 3:00 End 5:00 This is the general area of the 500 feet.**
- 14) What are the specific requirements as applicable to Article 15 regarding uncovering and correction of work? **Refer to 2021-17 Agreement for Construction General Conditions Contract. Discussions regarding work corrections (if any) will be discussed in weekly meetings.**
- 15) What are the elevation and centerline requirements for the location of the rail? **The elevation should maintain what the current rail is at, and the centerline need to be as close to the middle of the drift as possible. SDSTA to work with contractor on any alignment or grade questions.**