



Department of Transportation

Division of Secretariat

Office of Air, Rail & Transit

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OFFICE: 605/773-3574 FAX: 605/773-2804

TO: South Dakota Railroad Board

FROM: Jack Dokken, Office of Railroads

DATE: March 6, 2020

SUBJECT: 2020 Railroad Maintenance Plan

Each year, the State requests annual maintenance plans from state-owned railroad operators. These plans include projects and work the operators intend to complete during the next calendar year that will preserve or improve the rail line in conformance with the lease and sublease agreements. These maintenance plans will be used as references for the Railroad Board members during the observation tours as well as used by the State to chronicle the maintenance performed by each operator.

Attached are the 2020 maintenance plans for the Railroad Board's review and consideration of acceptance. They have been submitted by Dakota Southern for the MRC line, D&I for the Sioux Valley line, DMVW for the Britton line, and RCP&E for the Yale line.

DAKOTA SOUTHERN RAILROAD 2020 MAINTENANCE PLAN

1. DSRC will do 2500 ton of ballast to be used at locations requiring it. The cost for the ballast runs \$23 to \$25 a ton delivered to DSRC for a total cost of \$62,500. DSRC will have another \$50,000 in man hours and equipment to spread rock, which would include locomotive, loader and dump truck and ballast cars. Total is \$ 112,500 for project.
2. DSRC will install 1500 ties as needed along the line from Mitchell to Presho. The cost of ties and installation runs \$125 per tie for a total of \$187,500 for this project.
3. Do continued ditching and drainage work along track with dozer. The plan is 30 miles this year, at a cost of \$12,500 a week. This is projected to take about 20 weeks for a total of \$250,000. Last year we started ditching and have got most of the dirt pulled away from the track and now we will start leveling out the mounds of dirt along track and keep improving drainage. This is a long process but have already seen vast improvements in drainage.
4. Tamping and regulating of 30 miles of track. The cost of tamping and regulating would be \$4000 a mile for a total of \$120,000 for the project. We will run the tamper on average of 3 or 4 days a week from April to November every year as long as ground is not frozen. This number is very understated but are committing to above amounts.
5. Weed control for the line, including sidings last year, of \$57,000 for chemicals alone. Labor and equipment of \$52,000 for a total of \$109,000 last year. This would include weed eating crossings, mile posts, sidings and switches. The amount of money spent on weed spray is not a guarantee on what we will spend. This is the commitment to spray the line. The amounts are reference only.
6. Walking track inspection of whole line twice a year, once in the spring and once in the fall. In 2019 we replaced about 40 bars on the MRC, this was down from the 250 plus in 2018 so we can see the walking inspections are working.
7. DSRC also has several FEMA locations to finish this year. These locations will consume a lot of our time that we would normally for general maintenance on the line.

With all the flooding last year, we feel DSRC made great improvements to the line. We are committed to making DSRC the safest railroad it can be with the improvements listed above.



D & I RAILROAD

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1/25/2020

Jack Dokken
Program Manager
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SIOUX VALLEY REGIONAL RAILROAD AUTHORITY / D & I RAILROAD
2019/2020 MAINTENANCE PROGRAM

Dear Jack,

The D & I Railroad Co. completed the following ROW maintenance projects in 2019. Completion items include projects on SVRRA rail lines leased from the State of South Dakota and other D & I Railroad projects.

- Annual weed control: Spraying conducted by Ferrovia Services.:
16 ft. track structure sterilization, ROW broadleaf and noxious weed control as required
- Mowing program: 3 ft. from ballast section along entire ROW as needed
- Crossing renewal at the following locations:
 - Timber township crossings as needed
 - Rural Crossings in the surfacing areas
 - MP 0.4 Union County 1B at Elk Point (2 crossings) 1 of the crossings required a signal system upgrade
 - MP 77.1 Minnehaha Cty Hwy 130 at Renner, 3 crossings in Dell Rapids
- Tie removal and disposal at:
 - Tie disposal between MP 2 and MP 5, MP 29.5 and MP 34.5
 - 1500 ties on track segment under SVRRA, washout areas, Elk Point Siding, 1000 ties in washout areas on Dells Sub
 - 1200 ties in Sioux City, Hawarden, and Dell Rapids rail yards

- Main Track Rail Relay
 - Locations as needed (broken rails, worn rails)
 - 65 rail joints welded, intermittent locations from MP 28 to MP 46

- Ballast and surfacing at the following locations:
 - MP 0 to MP 5, MP 32 to MP 38, other washout areas, ballast as needed
 - MP 74 to MP 84, 4500 tons ballast in conjunction with washouts (Dells Sub)
 - DAIR yards; Sioux City, North Sioux City, Dell Rapids; surfacing and ballast
 - Surfacing associated with crossing projects
 - Other locations as needed (areas where ties are replaced or switches installed)

- Main Track Switch Repairs or replacements:
 - At MP 28.1
 - Other locations as needed

- Bridge Repairs:
 - North Abutment and approach span additions on T480
 - Bridge repairs related to flood event in March; T2601, T572, T594, T598, T648
 - Other bridge repairs as necessary
 - Required annual bridge inspections

- Slide Area
 - Ongoing data collection for minimum of 7 additional months to measure subgrade instability through change of seasons
 - Data collection and information dissemination is a collaborated effort by Deere & Ault Const., Terracon, and Sensemetrics

2020 ROW Maintenance Plan

The 2020 ROW maintenance program includes projects on SVRRA lines leased from the state of South Dakota and other D & I Railroad projects. Estimates include material, installation, and disposal costs-if applicable.

- Annual weed control: Spraying conducted by Ferrovia Services.:
16 ft. track structure sterilization, ROW broadleaf and noxious weed control as required-\$50,000
- Mowing program: 3 ft. from ballast section along entire ROW as needed
\$15,000-20,000
- Crossing renewal at the following locations:
 - Timber township crossings between Hawarden and Beresford as needed.
 - Rural Crossings in the surfacing areas
 - MP 81.5 Minnehaha Cty Hwy 122 at Midway (Dells Sub)-\$34,000
 - MP 88.19 Minnehaha Cty Hwy 110 at Colton Hwy (Dells Sub)-\$34,000
 - Crossings in Dell Rapids associated with STC grant program-depending on agreement timing
- Tie removal and disposal at:
 - 1500-2000 ties on SVRRA track segment \$125,000-\$170,000
 - 4500 ties between MP 74 and MP 89 (Dells Sub)-\$380,000
 - 1200-1500 ties for Sioux City, Hawarden, and Dell Rapids rail yards-\$100,000-\$125,000
- Scrap Rail & OTM removal and disposal at:
 - At locations where rail is replaced and has no value for reuse
- Main Track Rail Relay
 - Locations as needed (broken rails, worn rails)
 - Project areas associated with STC grant program on Dells Sub
- Ballast and surfacing at the following locations:
 - MP 5 to MP 12 and MP 32-34, 1200-1500 tons ballast-\$80,000
 - Approximately 5 miles of spot tamping on Beresford Line
 - MP 74-80, 800-1100 tons ballast (Dells Sub)-\$55,000
 - DAIR yards; Sioux City, North Sioux City, Dell Rapids; surfacing and ballast \$47,000
 - Surfacing associated with crossing projects
 - Other locations as needed (areas where ties are replaced)

- Main Track Switch Repairs or replacements:
 - MP 24.4 \$57,000/switch
 - Other locations as needed

- Bridge Repairs:
 - Required annual inspections
 - Repairs as necessary

- Slide Area
 - Ongoing data collection through spring thaw
 - Project scope and engineering begins

D & I projects outside of SVRRA lines are to support the railroad as a system and approached with the same standards as state owned lines. Facilities included are: Sioux Falls to Dell Rapids mainline and yard tracks and 2 yards in Sioux City to handle railroad interchange activities with the BNSF, UPRR, and CN railroads.

Very sincerely,



Name: Scott Van Den Top
Title: General Manager
Railroad: D & I Railroad Co.

cc: Russ Hazel, Chairman Sioux Valley Regional Railroad Authority

South Dakota 2020 Maintenance Plan For DMVW

- Estimate of putting in 1000 new maintenance ties
- Dump four to five thousand ton of ballast
- Spot surface from Geneseo Jct to Yard limits Aberdeen
- Yearly bridge inspections
- Spray for weeds from Geneseo Jct to Yard limits Aberdeen two applications
- Right of way clean up between Jarret Jct and Yard limits Aberdeen picking up old ties
- Finish up with crossbuck replacement
- May have to place rip rap through Tacoma Park area
- Remove switches from mainline at Huffton Gap and East switch at Putney install crossties and dump rock and surface
- Replace culverts at MP 63.05, MP 75.8, and at MP 97.5
- Other rehab may take place depending on spring thaw and runoff



ANNUAL MAINTENANCE PLAN
YALE SUBDIVISION
MP 160.3 – MP 145.0

January 27, 2020

Perry Griffith,

Below is the maintenance plan for the Yale subdivision:

Vegetation Control:

- Spring pre-emergent application will be applied by Asplundh for weed control. Fall application will be applied if need be.

Geometry testing:

- One Geometry test will be performed per G&W policy with remediation completed by RCPE railroad forces.

Rail testing:

- One Rail test will be performed per G&W policy performed by Sperry rail service to detect any rail failures with remediation completed by RCPE railroad forces.

Maintenance Practices:

- Track inspections will be made per FRA TSS Part 213 to comply with federal regulations.
- Walking joint bar inspection will be performed and maintained.
- All track will be maintained at Class 1 standard.