



**a Genesee & Wyoming Company**

ANNUAL MAINTENANCE PLAN  
YALE SUBDIVISION  
MP 160.3 – MP 145.0

November 26, 2018

Jack Dokken  
SDDOT  
700 East Broadway Avenue  
Pierre SD 57501

Dear Jack:

The letter I received on November 19<sup>th</sup> 2018 in regards to the annual maintenance plan that is required by the SDRB is as follows.

Track inspections will be made per FRA TSS Part 213 to comply with federal regulations. Rail Flaw Testing will be performed per G&W's policy. Geometry Testing will be performed per G&W's policy. When defects are found they will be addressed immediately according to G&W's policies.

The 2019 preventative maintenance plan for the Yale Subdivision will be to place 500 tons of ballast in various locations as needed. RCPE forces will also install 50 crossties in various locations across the line as needed. RCPE forces will install the 500 tons of ballast under the track and line track as need be. Total cost for material and labor is estimated at a cost of \$23,000.00 to complete.

Sincerely,

Chad Roob  
Director of Engineering  
120 Main Avenue  
Brookings SD 57006

## *DMVW*

### *South Dakota Maintenance Plan*

#### -2017 Completed work

- Surface upgrade on HWY 10 and HWY 37 (\$117,300)
- Signal upgrades at on Hwy 37 (\$150,561.16)
- Signal upgrade at Havana (\$220,187)
- 54 cars of ballast dumped between Geneseo Jct and Aberdeen (\$70,200)
- Bridge rehab work done on bridges at MP 106.4 and MP 107.9 (\$55,984)
- Spot surface entire line (\$47,520)
- Sprayed chemical from Geneseo to Aberdeen (\$50,000)
- Bridge inspections (\$3,400)

#### -2018 Completed work

- Surface upgrade on 391<sup>st</sup> Ave Aberdeen (\$34,000)
- 20 cars of ballast dumped Jarret Jct and Aberdeen (\$26,000)
- Spot surface between Jarret jct and Aberdeen (estimated at \$21,000)
- Sprayed chemical from Geneseo Jct to Aberdeen (\$23,000)
- Bridge inspections (\$3,400)

#### -2019 Maintenance Plan

- Three surface upgrades and signals in Britton (\$851,396.24)
- Dump between 20 and 30 cars of ballast depending on surface conditions (\$32,000 estimated)
- Spot surface line mainly between Jarret Jct and Aberdeen (\$26,000 estimated)
- Spray chemical between Geneseo Jct and Aberdeen (\$25,000 estimated)
- Bridge inspections (\$3,500)
- Replace old switch ties where the switches have been removed roughly 500 ties (\$37,000 estimated)

## DAKOTA SOUTHERN RAILROAD 2019 MAINTENANCE PLAN

1. This year DSRC will plan 5000 ton of rock to be used as needed for soft spots and locations needing rock. The cost for the rock runs \$23 to \$25 a ton delivered to DSRC for a total cost of \$125,000. DSRC will have another \$100,000 in man hours and equipment to spread rock, which would include locomotive, loader and hyrail dump truck. Total is \$ 225,000 for project
2. This year 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. Complete 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.
4. Complete tamping and regulating 60 miles of track. The cost of tamping and regulating would be \$4000 a mile for a total of \$240,000 for the project.
5. Weed control for whole line, including sidings last year, was \$63,000 for chemicals alone. Labor and equipment for this will be \$45,000 for a total of \$108,000 a year. This would include weed eating crossings, mile posts, sidings and switches.
6. Work with state on three (3) crossing projects that will include signals being installed at HWY 273, HWY 47, HWY 45. Each of these crossing will cost between \$140 to \$200k a piece. DSRC will install the new crossing and Allpress & Morre will install the signals. Total cost of \$420 to \$600k.
7. Walking joint bar, track inspection of whole line twice a year once in spring and once in fall. In 2018 we replaced over 250 bars on the MRC at a cost of \$150 a pair for bars. This is \$37,500 in bars alone, without labor or bolts. This project will cost about \$20,000 in labor and \$30,000 bars for a total of \$50,000.
8. Replace four (4) drainage pipes, two are 30 inch pipes which cost \$1000 a piece, one 36 inch pipe will cost \$1200, one is a 48 inch pipe cost which costs \$2200. Total for pipe is \$5,400.00. Each pipe will take one day with three guys, equipment and rock for a total of \$12,000.
9. Replace several bad crossing planks all across the mrc est costing \$11,000.

These projects will cost DSRC EST \$ 975k this does not reflect the regular maintenance needs to operate DSRC. This also does not include any cost to railroad on the three signal crossings going in. In 2018 DSRC spent over \$ 1.6 million on the maintenance cost. We are committed to making DSRC the safest railroad it can be. As we all know with railroading things change on a daily basis and these items can change with unforeseen weather or train traffic which can also affect the cost.



**D & I RAILROAD**

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12/11/2018

Jack Dokken  
Program Manager  
SDDOT Office of Air, Rail and Transit  
700 E Broadway Ave.  
Pierre, SD 57501

**SIOUX VALLEY REGIONAL RAILROAD AUTHORITY / D & I RAILROAD  
2018/2019 MAINTENANCE PROGRAM**

Dear Jack,

The D & I Railroad Co. completed the following ROW maintenance projects in 2018. 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
- Timber (or other) crossing renewal at the following locations:
  - Township crossings between Hawarden and Beresford as needed.
  - SD Hwy 115 Mainline and Siding crossing replaced (Dells Sub)
  - Rural crossings in surfacing areas
- Tie removal and disposal at:
  - 6000 ties between MP 29.5 and MP 34.5 and other locations as needed
- Scrap Rail & OTM removal and disposal at:
  - At locations where rail is replaced and has no value for reuse.
- Ballast and surfacing at the following locations
  - MP 76 to 80, MP 90 to 91, MP 26.7 to MP 32, MP 3.5 areas, spot tamping as needed, 5500 tons ballast
  - Other locations (areas where ties or switches were replaced)

- Main Track Rail Relay
  - 5200 feet of 100 # rail replaced with 80 ft pieces of new 115 # rail between MP 27.7 and MP 26.7 at or near Hawarden
  - Other locations as needed (broken rails, worn rails)
  
- Main Track Switch Repairs or replacements:
  - 2018 switch installations:
    - At MP 26.9, MP 27.5 in the Hawarden area
    - At MP 77.1, MP 90.1 (Dells Sub)
  
- Bridge Repairs:
  - Bridge T780 replacement between Sioux Falls and Renner currently in process
  - As needed

## 2019 ROW Maintenance Plan

The 2019 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 0.4 Union County 1B at Elk Point (2 crossings)-\$209,000; 1 of the crossings requires a signal system upgrade

Pending Contracts:

  - MP 77.1 Minnehaha Cty Hwy 130 at Renner (Dells Sub)-\$34,000
  - 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
- Tie removal and disposal at:
  - Tie disposal between MP 29.5 and MP 34.5
  - 1000-1500 ties on track segment under SVRRA, focus on curves and Elk Point Siding-\$85,000-\$125,000
  - 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)
  - 65 rail joints to be welded in summer of 2019, intermittent locations from MP 28 to MP 46-\$45,000
  - Project areas associated with 11.2 miles in CRISI grant program-\$8.1mm
- Ballast and surfacing at the following locations:
  - MP 23-25 and MP 32-38, 1200-1500 tons ballast-\$80,000
  - 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 or switches installed)
- Main Track Switch Repairs or replacements:
  - At MP 28.1, 24.4 in the Hawarden area-\$57,000/switch
  - Other locations as needed
- Bridge Repairs:
  - North Abutment and approach span additions on T480. Bid awarded to Meyer Contracting Inc. Commencement of work is anticipated to start in Q1, 2019.
  - Bridge T780 between Sioux Falls and Renner to be replaced-Currently in process -\$400,000
  - Debris removal-\$20,000-\$25,000
  - Steel rating study to be performed on 6 Sioux River Bridges \$10000/bridge assessment
- 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
  - \$230,000

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: Jack Parliament  
Title: President / GM  
Railroad: D & I Railroad Co.

cc: Russ Hazel, Chairman Sioux Valley Regional Railroad Authority