

## Part C4

### Site Information

#### 4 Site Information

##### 4.1 Employers objectives

Existing timber turnout sleepers and cracked concrete sleepers on existing turnouts in track countrywide are to be replaced with concrete universal sleepers.

##### 4.2 Overview of the works

The Contractor is required to correct the turnout geometry of each turnout to within the A-standard prior to replacing the turnout sleepers with universal concrete turnout sleepers. The sleepers are to be installed in accordance to the Universal Sleepers Installation Procedure and without damaging the formation. As a rule this all work is to be done during Between-Trains-Occupation.

##### 4.3 Extent of the works

The Contractor would be required submit a timeous formal report to each respective Maintenance Managers (Track) based on a pre-inspection of each turnout describing the detail of preparation work to be done by Transnet Freight Rail (TFR) prior to the sleeper replacement starting on each turnout. The ballast of each turnout must be screened for the entire complete length plus 20m on either side (e.g. 1:12 turnout = 32m+20m+20m=72m) of each turnout if required. Ballast off-loading to replenish screened out ballast spoil as well as trimming, lifting, aligning and tamping of each completed turnout shall be included. In the event of a shortage of rail wagons, the contractor may be called upon the transport universal concrete sleepers, pads and infra bolts by road from suppliers to point of installation.

##### 4.4 Location of the works

Turnouts on which sleepers are to be replaced are in track and spread out on all Transnet Freight Rail (TFR) or SARCC owned or operated lines around the country. The Contractor will be required to work on site at any place within the contract area. This Contract will focus mainly on the depot areas of Heidelberg, Port Elizabeth, Krugersdorp, Kimberley, Bellville and Bloemfontein but may be required to work also on any other depot area. Some turnouts may be situated on embankments or cuttings or between multiple railway lines or with limited road access. The detail description and locations of all turnouts to be worked on are reflected in Annexure 1. This represents the total workload of turnouts for the contract.