

**SCHEDULE "A" NEW TRACK AND RELOCATED TRACKS
FOR THE KING STREET GRADE SEPARATION
THE REGION'S WORK**

The following is a non-inclusive list of the Region's Work:

1. Prepare and submit to CN and GEXR for review and sign-off final detailed construction and future maintenance plans and designs, including:
 - (a) Profile and alignment of the New and Relocated Track for the King Street Grade Separation shall be as per the Realignment Plan with a design speed of 30 mph for the mainline track between Park Avenue and Weber Street with spiraled curves and 25 mph (class 2) for the Huron Spur Track and GO platform tracks and using simple curves without spirals. A 30 meter tangent section will be provided unless a reduction is agreed upon by the railway;
 - (b) The existing turnouts will be used in the new design except that the turnout from the mainline to the GO layover facility shall be Number 12 turnouts;
 - (c) Utility Crossing encasement plans;
 - (d) Road Crossing plans for Duke Street and Park Avenue (to be prepared as per Transport Canada specifications);
 - (e) Delineation of work to be performed by the Region's contractors from work to be performed by contractors that will be provided by the CN and GEXR;
 - (f) Design of all structures shall be to CN Engineering Specifications, AREMA guidelines, and Cooper 90 loading and approved by the railway including the New Bridge over King Street and associated abutment and retaining walls;
 - (g) The design shall be based on 115RE rail and not 100RA-A rail;
 - (h) The grades along this section of the Guelph Subdivision and Huron Spur will change but not to exceed 1% without CN approval;
 - (i) The Region will rely upon its previous noise investigation studies and not perform another study except for the additional movements for the GO layover Facility; and,
 - (j) The Region will show any ducts for signals, heater switchers or other wayside devices required by the CN and GEXR.
 - (h) Design all track and facility changes to the GO layover facility
2. Compliance with CN Soil Protocol (attached as Schedule H)
3. Grading, including grubbing and stripping of vegetation, topsoil & deleterious materials, excavation, supply, placement and construction of the subgrade, supply, placement and compaction of subballast materials and retaining walls.
4. Construct proposed track bed, including subballast, to CN or GEXR standards as per the final detailed design alignment and profile plans.
5. Order, transport and supply all materials not supplied by CN or GEXR for the construction of New and Relocated Tracks and Road Crossing surfaces.
6. Construct and maintain drainage ditches, underground drainage systems, supply and installation of drainage culverts and structures.
7. Construct all Utility Crossing encasements as per approved plans.
8. Construction of all Road Crossings as per approved road crossing plans and the safety assessment.
9. Remove and dispose of Existing Bridge spans, piers and abutments. (not applicable to the King Street Grade Separation)
10. Complete all reclamation of former track bed and right of way as required.
11. Restore vegetation on all disturbed areas with approved seed mix as required.
12. Highway flagging protection for work in and around existing and proposed Crossings related to GEXR and Region's activities.

13. Preparation of all documents, reports and schedules, relating to the above.
14. Attendance at meetings with GEXR related to safety, schedule preparation, construction issues, standards, changed conditions, etc.
15. Attendance at regular progress update meetings as required.
16. Planning, coordinating, scheduling, monitoring, managing, and supervising the Region's Work.
17. Any collaborative effort required by the Region or its consultant to progress the Region's Work.
18. Legal and Environmental activities.
19. Identify all utility locations and relocate or protection as directed by the CN.
20. Compensate CN and GEXR for removal and disposal of cross ties, at a Cogeneration Plant, that are not fit for reuse.
21. Construction staging shall permit continuous train operations except for cutover connections.

**SCHEDULE "B" NEW TRACK AND RELOCATED TRACKS
FOR THE KING STREET GRADE SEPARATION
THE GEXR WORK**

The GEXR Work for the New and Relocated Tracks and the removal of the existing track and facilities includes the following:

1. Track flagging protection as required to protect train operations on CN property. To assist in controlling flagging costs, GEXR endeavors to share with the Region information on planned train movements based on GEXR's normal weekly planning for train preparation and crew schedule.
2. Order, supply and deliver to the site, at the Region's sole cost, all additional track materials required for construction of the New and Relocated Tracks. This includes relay jointed rail, continuous welded rail through any road crossing and up to 10 meters on each side of the edge of the road, relay tie plates, relay joint bars, track bolts, rail anchors, track spikes, insulated joints, relay track ties, switch ties, reuse of existing #10 turnouts, providing additional turnouts as needed, switch stands, compromise joints, thermite weld kits, track ballast, track signs, standard reflectorized crossing signs, car stops and other material specifically required for the New and Relocated Tracks and the removal of the existing track and facilities and;
 - (i) New and Relocated Track using relay or new track materials which meet CN specifications, on the new trackbed provided by the Region.
 - (ii) Perform all track shifting and track cut-ins, track raising, track realignments or other adjustments to the existing tracks as needed by the Region's design to accommodate construction staging.
 - (iii) Any additional work such as train signals, switch machines, switch heaters will be provided by the CN and GEXR.
3. Remove and dispose of all Existing Track no longer required by CN, including rail, ties, spikes, tie plates, rail anchors, joint bars, bolts and turnout materials.
4. Remove main track road crossing surfaces no longer required from closure or relocation, and rehabilitation of track at former crossing locations including replacement of ties, ballast and other track materials as required
5. Jointly design, relocate, install and commission automated warning systems at Park Avenue, and Duke Street.
6. Planning, coordinating, scheduling, monitoring, managing, and supervising the GEXR Work.
7. Review of construction plans and documents to be issued for tender and other distinct phases of the New and Relocated Tracks construction.
8. Attendance at meetings with the Region and its consultant related to schedule preparation, construction issues, standards, changed conditions and other matters.
9. Attendance at regular progress update meetings as required.
10. Reviewing progress reports to be provided by the Region. CN will require a monthly progress report and updated schedule.
11. Periodic site inspections to monitor construction quality.

12. Preparation of deficiency lists, reporting on same, and monitoring correction.
13. Final inspection and acceptance of all railway related works including but not limited to the New Bridge over King Street, New and Relocated Tracks, drainage, fencing, road crossings and utility crossings.
14. Periodic site inspections during Warranty Period.
15. Warranty Maintenance Work and repairs to Replacement Track during the Warranty Period.