



REQUEST FOR PROPOSALS NO.: AMTI05CO-0587-000

PURPOSE OF REQUEST FOR PROPOSALS:
REHABILITATION OF TRACK BETWEEN BLAINVILLE AND
SAINT-JÉRÔME

Performance and Technical Specifications (construction contract)

DOCUMENT E

PERFORMANCE AND TECHNICAL SPECIFICATIONS (CONSTRUCTION CONTRACT)

Table of contents

1.	CONTEXT	1
2.	The mandate	1
3.	List of materials provided by AMT	2
3.1	New materials	2
3.2	Used materials	2
4.	Site inspection	2
5.	Access points to the right-of-way	2
6.	Project description	2
6.1	Preparatory work for the rehabilitation of the main track	3
6.2	Rehabilitating the main track	4
6.3	Provision and installation of rail	5
6.4	Provision and installation of switches	5
6.5	Level crossings	5
6.5.1.	Public level crossings	5
6.5.2.	Private level crossings	6
6.5.3.	Farm crossings	6
6.6	Bridges and culverts	6
6.6.1.	The two bridges at mile points 7.2 and 9.2 of the Sainte-Agathe Subdivision	6
6.6.2	The culvert at mile point 5.4 of the Sainte-Agathe Subdivision	6
6.6.3	Other culverts	6
6.7	Provision and installation of fencing	7
7.	Restrictions	7
8.	Detailed specifications	7
8.1	Ballast	7
8.2	Ties	7
8.3	Switches	8
8.4	Right-of-way fencing	8
8.5	Rail welding	8
8.6	Insulated joints	8
8.7	Railway hardware	9
8.8	Fill	9
8.9	Quality control of materials and manpower	9
8.10	Master project schedule	10
8.11	AMT staff access to the worksite	10
8.12	Site office	10
8.13	Checking the rails and the track geometry	10
9.	Deliverables	10

PERFORMANCE AND TECHNICAL SPECIFICATIONS (CONSTRUCTION CONTRACT)

Appendix A –

A1 - General plan of the right-of-way from Blainville to Saint-Jérôme and profile of the track

A2 - Cadastral drawings

A3 – Cross-culverts drawing

Appendix B - Project management and real estate business - Organizational structure of the project

Appendix C - Level crossings

C1 - Drawings for public level crossings

C2 - Transports Québec's report

C3 - List of agreements

Appendix D - Report: Rail status

Appendix E - Report: State of bridges and a culvert

Appendix F - Installation of fencing

Appendix G - CPR Standards–Signaling in the right-of-way

Appendix H - General master schedule

Appendix I - Mile points conversion table

Appendix J - Drawing showing the alignment of the track before the Saint-Jérôme Station

Appendix K - Drawing showing the storage location for the rails recovered in Saint-Jérôme

1. CONTEXT

The Agence métropolitaine de transport (AMT) mission is to improve the efficiency of the movement of people in the Montreal metropolitan area, by promoting the use of public transit. It has a specific mandate to develop, consolidate and complete the network of commuter trains on the territory it serves. To do so, it installs railway equipment and infrastructures that ensure a safe, reliable service.

In 1997, AMT set up a new commuter train service between Montreal and Blainville. As a result of this line's success, AMT intends to extend this service to Saint-Jérôme. This additional length of track, 9.5 miles long and as presented in Appendix A, has not been used for several years and has been left to deteriorate since 1997. The state of the railway infrastructure no longer allows for the circulation of trains.

The government has approved extension of the service from Blainville to Saint-Jérôme.

First, AMT purchased the entire railroad right-of-way on the track between Blainville and Saint-Jérôme, for exclusive commuter train use. The Contractor will therefore have the freedom to organize its worksite without interference from railway traffic or the need to have Canadian Pacific Railway (CPR) flagmen on site, given that AMT is considered a shortline rail company.

2. THE MANDATE

The Contractor's mandate is to act as prime contractor and to do all the work ordered by the project described below and to submit to AMT all documentation requested. Specifically, it must provide the engineering services and procure and provide all the materials necessary, except those listed in Section 3.1, which will be provided and delivered by AMT. It must also provide the machinery, equipment, and manpower required to do the work. The work done must meet the requirements laid out in these specifications, as well as any other requirement necessary to produce the deliverables as per the stipulations in Section 9.

The Contractor assumes the organization, management, administration, coordination and quality control for the entire project. In particular, it acts as project liaison with third parties.

The Contractor is in direct contact with the AMT project manager (Appendix B).

3. LIST OF MATERIALS PROVIDED BY AMT

3.1 *New materials*

- 115-lb. RE rail
- Two no. 11 115-lb. switches, excluding the ties and track materials

3.2 *Used materials*

The following materials are currently part of the existing track and can be reused to repair the main track:

- 2 x 115-lb. RE/100-lb. RE splice bars
- 1 x no. 11 100-lb. left side switch with 22-ft. points and 17-ft. manganese steel frog (Railbound Manganese)
- 2 switch stands 31-B
- 100 lb rail anchors

4. SITE INSPECTION

The project extends over a distance of 9.22 miles. To accurately determine the scope of work, to reasonably quantify the matter and materials to be removed or replaced and to determine as accurately as possible the costs and methods for repairing the damage to the right-of-way and the structures, the Contractor must inspect the entire length of the railroad right-of-way between mile points 3.618 and 12.84 of the Sainte-Agathe Subdivision. If it notes any work that has been omitted from the project as described below, it will inform AMT accordingly. The latter will then decide whether or not an addendum is warranted before the opening of bids.

5. ACCESS POINTS TO THE RIGHT-OF-WAY

The Contractor can access the right-of-way at several places, from the Blainville and Saint-Jérôme Stations or from the eleven (11) public level crossings as indicated in the drawings in Appendices A and C.

6. PROJECT DESCRIPTION

The mile points indicated in this document refer to the Sainte-Agathe Subdivision. They have been modified under a new name, the Parc Subdivision (see the conversion table in Appendix I). To make things easier, the old mile points of the Sainte-Agathe Subdivision are used in this document.

The project essentially consists in:

PERFORMANCE AND TECHNICAL SPECIFICATIONS (CONSTRUCTION CONTRACT)

- Rehabilitating 9.22 miles of single track between Blainville and Saint-Jérôme, i.e. between mile points 3.618 and 12.84 of the Sainte-Agathe Subdivision so that commuter trains can safely travel at a speed of 60 mph. The Contractor must remove the existing rails, switches and ties, as well as six inches of ballast along the entire length, using the base of the ties as a reference. To maintain the current profile of public level crossings and bridges, the Contractor must allow for the gradual removal of three additional inches of ballast while ensuring a maximum slope of 0.3% on the railway track. The Contractor provides the new ballast, fastenings and ties, and installs and welds the new 115-lb. rail that AMT will supply and deliver;
- Installing three switches, two for access to the future Saint-Jérôme garage and the third to switch tracks at the Saint-Jérôme Station. The switch points at the south and north ends of the garage are at mile points 11.24 and 11.76 of the Sainte-Agathe Subdivision, respectively. The switch after the Saint-Jérôme Station is at mile point 12.82 of the Sainte-Agathe Subdivision;
- Resurfacing eleven (11) level crossings;
- Installing the necessary signaling and warning equipment on the public level crossings depending on the road layout, road traffic, speed of approaching trains, bike path (if present) and Transports Québec's recommendations (Appendices C.1 and C.2);
- Repairing the bridges at mile points 7.2 and 9.2 of the Sainte-Agathe Subdivision to ensure a service life of at least 10 years and replacing the stone culvert at mile point 5.4 of the Sainte-Agathe Subdivision (see the State of Bridges and a Culvert Report in Appendix E);
- Cleaning all culverts;
- Cleaning and reprofiling all side ditches;
- Cutting the brush on the right-of-way and clearing trees, as necessary;
- Supplying and installing appropriate fencing in places for safety reasons (see Appendix F);
- Submitting to AMT copies of all laboratory, test and quality control reports as well as the as-built drawings;
- Preparing and submitting to AMT a destressing report for the rails.

6.1 *Preparatory work for the rehabilitation of the main track*

The vegetation overgrowth on the right-of-way that has been neglected for some ten years extensively contaminated the track ballast. The ties have deteriorated and sections of the 30-ft., 100-lb. bolted rail are damaged, buried or missing and not recommended for a main track. It will therefore be necessary to rehabilitate the entire track between mile points 3.618 and 12.84 of the Sainte-Agathe Subdivision.

The Contractor must remove the existing bolted rail. The rail still deemed good by the AMT representative and listed in Appendix D will be transported and stored by the Contractor at the Saint-Jérôme garage, in compliance with trade practices and stacked as per the AMT project manager's instructions. The storage location for these rails is shown in yellow in Appendix K. This site can be accessed via Du Buisson Street. The scrap rails are identified and marked. The Contractor will take ownership and dispose of them off of the right-of-way, as it deems fit and at its own expense.

All existing ties will be removed. The Contractor will take ownership and dispose of them as it deems fit and off of the right-of-way. The small trees, shrubs and other vegetation having taken root in the ballast, the railbed or the ditches and which could interfere with future use, drainage and maintenance of the main track will be disposed of off of the right-of-way.

Appendix D lists the other track materials that can be recovered, such as tie plates, splice bars, insulated joints, rail anchors, and switches. The Contractor will carefully dismantle this material so as not damage it, and will transport and store it at the Saint-Jérôme garage, in compliance with trade practices and as per the AMT project manager's instructions.

However, some of this material will be used by the Contractor to renovate the main track, as described in subsections 3.2, 8.3 and 8.6.

The side ditches will be cleaned and reprofiled. The culverts must be cleaned, as necessary.

All cuts, except for the small trees and bushes, and any other plant material, will be left within the boundaries of the right-of-way and leveled out such that drainage is toward the ditches of the right-of-way, except for hydrocarbons and Level C or higher contaminated material, which AMT will have removed before November 30, 2005. The trees will be kept provided they are far enough back to not interfere with the sightlines at the level crossings, operations or general maintenance of the right-of-way.

Between mile points 3.618 and 12.84 of the Sainte-Agathe Subdivision, the existing ballast will be removed and replaced by a layer of new ballast at least 9 inches below the ties, while retaining the current profile at public level crossings and bridges. It will be laid down within the boundaries of the right-of-way, and leveled so that the right-of-way continues to drain toward the side ditches of the track. At the new Saint-Jérôme garage, i.e. at mile points 11.24 and 11.76, the railbed will be widened on the garage side, to install a no. 11 115-lb. switch provided by AMT, at each of these locations. Moreover, at the new Saint-Jérôme Station, the railbed must be wide enough for a no. 11 100-lb. switch, which will connect the two tracks, built by others, serving the station. This switch already exists at mile point 7.3 and must be moved and re-installed at mile point 12.82.

6.2 *Rehabilitating the main track*

The railway track, comprising new ties, welded rail and all new materials, will be rebuilt on compacted, level bed prepared by the Contractor. The new switches for the Saint-Jérôme garage tracks and the used switch for the second track at the Saint-Jérôme Station will be installed. The cable ducts for the cables at all the public level crossings will be installed. Lastly, new ballast will be laid and compacted, and the new track leveled, standardized, aligned and stabilized so that the trains can safely travel at 60 mph.

The current alignment must be respected (Appendix A.1), except for the last 325 feet before the future Saint-Jérôme Station, where the alignment will branch off slightly to the east as indicated in the attached drawing in Appendix J. The profile will be adjusted to take into account the planned changes to the thickness of the ballast.

To control the level at the base of the ties, the Contractor will place a sufficient number of bench marks before starting and after completing the job, the whole to the satisfaction of AMT representative.

6.3 *Provision and installation of rail*

AMT undertakes to provide 1250 main-line quality 115-lb. rails in 80-ft.+/- lengths for the entire length of the new single track. AMT will ship this rail to the site of the Saint-Jérôme garage and/or the future site of the Mirabel Station at mile points 11.24 and/or 7.3, no later than February 14, 2006. The Contractor will be responsible for the unloading, stockpiling and installation of the rails.

The welding will be done on site by the Contractor before July 1, 2006.

The Contractor will handle and utilize the rails sparingly and professionally, as if they were its property and return all surplus rails to the AMT at the end of the job.

6.4 *Provision and installation of switches*

AMT undertakes to provide, no later than April 30, 2006, two new no. 11 115-lb. switches to be installed at the Saint-Jérôme garage entrance and exit. The ties and other track materials will be provided by the Contractor. AMT will provide a manually operated switch stand for the switch at mile point 11.24. A power switch, fitted with a switch heater, will be installed at mile point 11.76. The motor and switch heater will be provided by AMT.

The Contractor will recover a no. 11 100-lb. manual switch from the existing track and install it at mile point 12.82. The switch stand will also be supplied by AMT.

The Contractor will be fully responsible for installing all three (3) switches. The rails will be provided by AMT, as described above.

6.5 *Level crossings*

The Contractor must take all steps required by the appropriate authorities to ensure compliance with signaling requirements and the safety of the rehabilitation of the various level crossings and its employees.

6.5.1. *Public level crossings*

There are eleven (11) public level crossings on the right-of-way, nine of which are in urban areas and two in farm areas. The Contractor must resurface all of these level crossings.

The Contractor must use double rubber flangeways for each crossing and 9-foot no. 1 ties. All public level crossings have a single two-lane road for traffic to cross in both directions, except for the level crossings at Céloron Street, J.B. Rolland Boulevard and Highway 158 (Lachapelle Boulevard), which have four lanes with a central median strip.

The requirements of Transports Québec and the necessary signaling equipment are presented in Appendix C.2.

PERFORMANCE AND TECHNICAL SPECIFICATIONS (CONSTRUCTION CONTRACT)

The signaling circuits for all public level crossings must be designed and installed by the Contractor for a speed of 60 mph and equipped with a speed detection device of the type "Grade Crossing Predictor" or equivalent. The Contractor must submit the installation drawings for the signaling at public level crossings to AMT for validation.

The Contractor is responsible for producing the drawings for the sightlines for each public level crossing as per Transports Québec requirements and submitting a copy to AMT.

Lastly, the Contractor must construct and implement the level of protection and the equipment to be installed at each level crossing depending on the road layout, road traffic, bike path (if present), speed of approaching trains and Transports Québec's recommendations. It must conduct the necessary tests and ensure everything is working.

6.5.2. Private level crossings

The Contractor must rehabilitate all private level crossings identified in Appendix C.3. The planks must be replaced and the approaches renewed.

6.5.3. Farm crossings

If necessary, the farm crossings must be rehabilitated.

6.6 Bridges and culverts

6.6.1. The two bridges at mile points 7.2 and 9.2 of the Sainte-Agathe Subdivision

The Contractor must repair these bridges by applying the recommendations in the report in Appendix E. However, if, while inspecting these sites, the Contractor feels that applying these recommendations will not ensure these structures a minimum of ten additional years of service life without speed restrictions, it must mention this in its bid and indicate, as an option, the additional work needed to meet this requirement. The cost of this work must also appear in its bid, separate from the total price submitted on the *Price Schedule and Quantities*. The guardrails on these two bridges are in good condition and can be reused. New pads will be needed under the new tie plates, in addition to filling the existing spike holes with a Spike-Fast product or equivalent.

New ties must be installed on the bridge approaches in accordance with CPR standards, i.e. 7" x 9" x 9' ties, every 20 inches, for a minimum of 20 ties at each end.

6.6.2 The culvert at mile point 5.4 of the Sainte-Agathe Subdivision

The stone culvert needs replacing. A hydrological study is underway, as recommended in Appendix E. The recommendations from this study will be provided in an addendum before the opening of bids.

6.6.3 Other culverts

All other culverts will be cleaned, as necessary, by the Contractor.

6.7 Provision and installation of fencing

The Contractor will install fencing in the sectors identified in Appendix F.

Fencing will be installed inside AMT's right-of-way (Appendix A.2).

7. RESTRICTIONS

All railway track infrastructure and installation work must comply with the latest American Railway Engineering and Maintenance-of-Way Association (AREMA) standards, unless otherwise stipulated in this document. It is the Contractor's responsibility to procure the latest version (2005) of the American Railway Engineering and Maintenance-of-Way Association standards for this work.

CPR standards will be used for the railway signs along the right-of-way. However, these standards have been adapted to the specific needs of AMT (Appendix G).

All public level crossings must meet Transports Québec requirements for a Class 3 track, according to Transports Québec's *Règlement sur la sécurité ferroviaire* (Regulation respecting railway safety).

Lastly, the Contractor must, at its own expense, dispose of all scrap material off of the right-of-way in compliance with Environnement Québec regulations and other applicable laws and regulations.

8. DETAILED SPECIFICATIONS

8.1 Ballast

New ballast is required on the entire length of this section. The ballast must be properly washed so as to keep dust to a minimum.

The ballast must be in accordance with AREMA standard no. 4A, Chapter 1, Part 2. It must have a minimum depth of 9 inches below the ties.

Spacing between the ties must be filled and 12-inch shoulders are required at the end of the ties. Slopes will have a gradient of 2:1 with the end of slope at 12 inches below the base of the tie.

8.2 Ties

All ties on existing track must be replaced by new treated hardwood no. 2 ties and be in accordance with AREMA standard, Chapter 30, Part 3. Ties must be spaced 21 inches apart. Old ties remain property of the Contractor who must dispose of them at its convenience and according to Environnement Québec requirements.

PERFORMANCE AND TECHNICAL SPECIFICATIONS (CONSTRUCTION CONTRACT)

Four categories of new ties are required, i.e.:

- a) Main track: No. 2 ties, 8' x 6" x 8"
- b) Level crossings: No. 1 ties, 9' x 7" x 9"
- c) Switches: Three sets for no. 11 switches plus nine (9) track ties (n^o.1 – 9 feet) per switch.
- d) Approaches to the two bridges: 80 units of no. 1 - 9-ft. ties.

8.3 Switches

Two (2) new no. 11 - 115-lb. switches must be installed at the accesses to the Saint-Jérôme garage, around mile points 11.24 and 11.76, and a used no.11 100-lb. switch at the Saint-Jérôme Station at mile point 12.82.

The no. 11 115-lb. switch materials, except the ties and track materials, are provided by AMT and will be delivered to the Saint-Jérôme garage no later than April 30, 2006.

The no. 11 - 100-lb. switch currently at mile point 7.3 will be dismantled and reinstalled by the Contractor at mile point 12.82. Rails will be welded in 60-foot lengths minimum. All missing or damaged parts, such as the plates, tie plates, bolts and other hardware will be replaced by the Contractor who will perform repairs described in Appendix D.

Anchoring of this switch and adjacent rails will be done with Fair rail anchors recovered from the dismantling of the existing track.

The Contractor must take into account the construction schedule for the garage (not included in contract), for which the work could extend from November 2005 to July 1, 2006.

8.4 Right-of-way fencing

Right-of-way fencing is planned to meet safety standards. In residential sectors, 1.8-m-high chain link fencing must be installed. In farming sectors, farm fencing is sufficient (Appendix F).

The Contractor must indicate the locations of the different types of fencing on its drawings.

8.5 Rail welding

The rails must be welded onsite by flash welding (Holland Company or equivalent) in accordance with AREMA standards, Chapter 4, Section 2.3. Thermitic welding is required to join long rails and to insert pre-bonded insulated joints, as specified in Chapter 4, Section 2.5 in the AREMA Manual. All welds must be registered and electric process charts must be remitted to AMT at the end of the work.

8.6 Insulated joints

The 115-lb. RE pre-bonded insulated joints must be 19' 6" in length (Reference: AREMA standards, Chapter 4, Section 2.11). 115-lb. RE insulated joints are required for the two switches giving access to the Saint-Jérôme garage (Reference: AREMA standards, Chapter

4, Section 2.12). The insulated joints to be installed at the 100-lb. RE switch for the second track at the Saint-Jérôme Station will be recovered by the Contractor from the level crossings at Plan Bouchard and/or Céloron Street and installed in the appropriate location.

8.7 *Railway hardware*

- Splice bars

36-inch splice bars with six (6) holes for 115 lb rail are required in accordance with CPR plan R-14-68-2 and AREMA standards, chapter 4, part 2.8.

- Bolts

Track bolts will be 1" x 5 3/4" according to CPR plan R-14-32-5 and AREMA standards, Chapter 4, part 2.9.

- Tie plates

According to CPR drawing n°. R-14-35-7, and AREMA standards, Chapter 5, Part 3, tie plates are 7 1/2" x 14".

- Spikes

According to AREMA standard, Chapter 5, Part 2, 5/8" x 6"-high carbon spikes must be used.

- Rail anchors

According to Chapter 5, Part 7, of the AREMA Manual, only Improved Fair rail anchors may be used.

8.8 *Fill*

Class A and B fill materials are required, especially where AMT has previously removed contaminated soil, as well as where fill is required after the culvert at mile point 5.4 is replaced. This fill will be compacted to 95% of the modified Proctor density.

8.9 *Quality control of materials and manpower*

The Contractor must only use new materials of quality previously proven through their use in similar projects or established by successful qualification tests, and supported in a report submitted to AMT.

To construct the track as such, the Contractor must only use manpower experienced in this type of work. AMT reserves the right to examine at any time the qualifications of the staff hired by the Contractor for that purpose and to require that any person deemed unfit by AMT is replaced.

To maintain the quality of materials and manpower throughout the work, the Contractor must have a quality control system set up. In its bid, the Contractor must indicate how its system is organized and operates, and indicate the main control points. The Contractor must grant AMT access to all internal quality control reports. Moreover, if it deems fit to do so, AMT may conduct spot quality tests if it has reason to believe the quality is below standards.

8.10 *Master project schedule*

The master schedule for the project is presented in Appendix H.

The work on the station in the right-of-way will be completed before November 30, 2005 and will be part of a separate contract.

AMT will decontaminate the right-of-way before November 30, 2005.

The Contractor must take into account the schedule of the work at the garage site done by a third party in a separate contract.

8.11 *AMT staff access to the worksite*

During business hours, the Contractor must grant AMT staff, identified at the beginning of the contract, access to the worksite. AMT may change these names on five days' written notice.

8.12 *Site office*

The Contractor must plan to set up a site office that will be easy to access and open during the entire work period. This office must include a telephone, fax machine, electricity, a washroom, drinking water, a table and chairs for meetings, a draft table and a filing cabinet.

8.13 *Checking the rails and the track geometry*

Before delivering the track to AMT, the Contractor must use a test car to perform an ultrasonic testing of the rails over the entire length of the track and in accordance with CPR criteria. It must also check the track geometry using a track geometry car.

These test reports must be submitted to AMT.

9. DELIVERABLES

The Contractor must deliver to AMT by July 31, 2006:

- A new single railway track in welded rail on which commuter trains can safely travel at a speed of 60 mph between the Blainville and Saint-Jérôme Stations. This track gives access to two tracks built in the Saint-Jérôme Station as well as the future Saint-Jérôme garage.

PERFORMANCE AND TECHNICAL SPECIFICATIONS (CONSTRUCTION CONTRACT)

- A leveled right-of-way that drains toward the side ditches after having removed the old ballast from the cleaned ditches and the culverts. This right-of-way has new fencing in the appropriate locations.
- Repaved and safe level crossings.
- Two repaired bridges with a service life of at least 10 years.
- Studies, specifications, and without being restrictive, all as-built drawings and copies of all other studies and laboratory, test and quality control reports.
- A rail destressing report.
- A report on the ultrasound test results of the rails and the status of the track geometry
- Additional track materials:
 - 10 pairs of splice bars for 115 lb rail
 - 1 keg of bolts 1" x 5 3/4"
 - 2 pre-bonded insulated joints (115 lb rail), 23 feet long
 - 200 tie plates 7 1/2" x 14"
 - 20 rail pads (for bridges)
- An inventory of surplus rails
- A list of all flash and thermite welds.

APPENDIX A

A.1 – General drawing of the right-of-way from Blainville to Saint-Jérôme and profile of the track

A.2 – Cadastral drawings

A.3 – Cross-culverts drawing

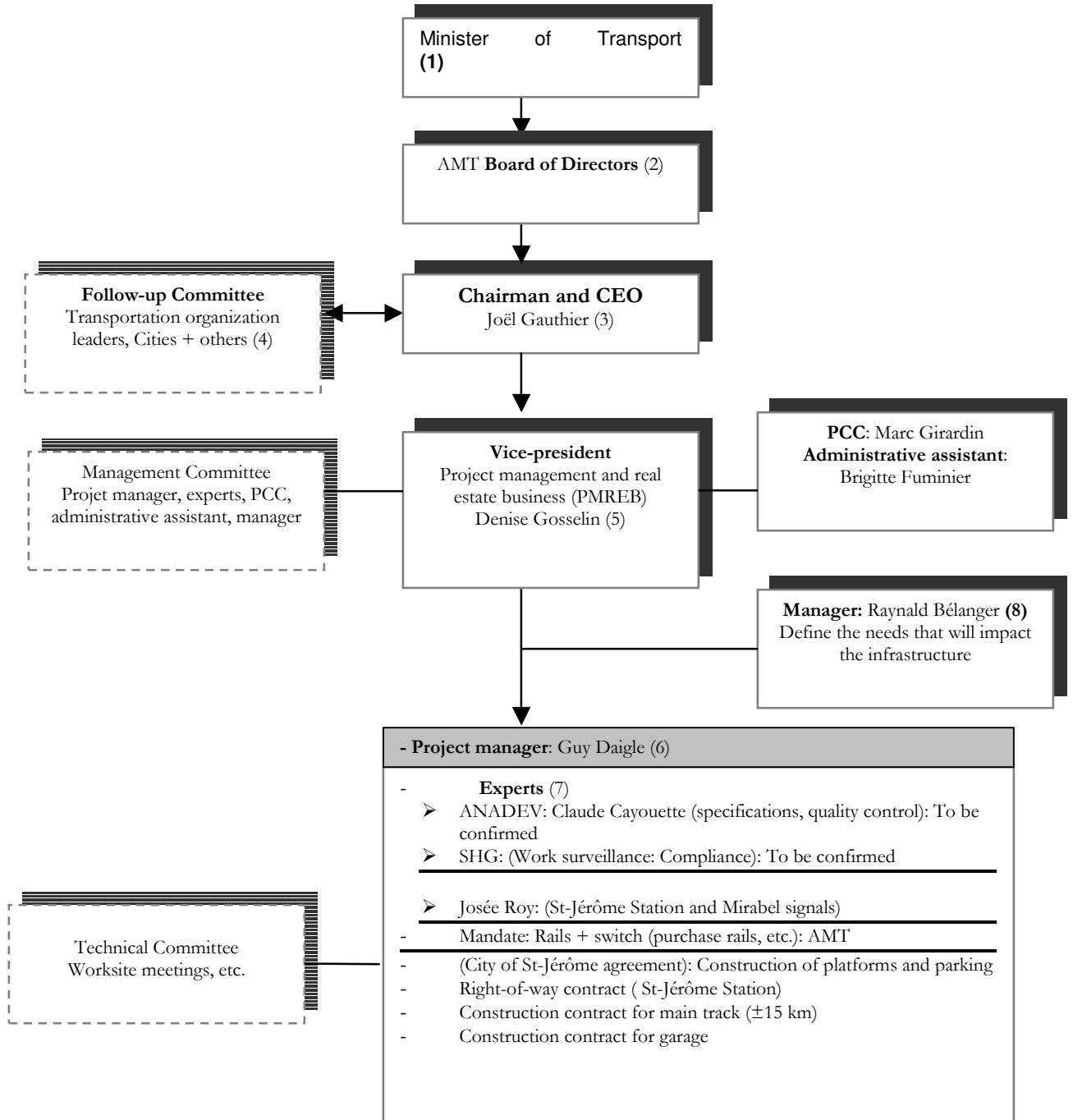
**REQUEST FOR PROPOSALS: REHABILITATION OF TRACK BETWEEN BLAINVILLE AND
SAINT-JÉRÔME**

PERFORMANCE AND TECHNICAL SPECIFICATIONS

APPENDIX B

Organizational structure of the project

Organizational structure of the project



Responsibilities

- 1. Ministère des Transports du Québec**
 - Finance 75% of project
 - Apply the conditions of the assistance program
 - Authorize budgets

- 2. Board of Directors (AMT)**
 - Approve contracts, budgets and deadlines

- 3. Chairman and CEO (AMT)**
 - Chair the Board of Directors
 - Set project guidelines and objectives
 - Submit the Board of Director's recommendations to the minister and Transports Québec
 - Approve the schedule and monitor attainment of objectives

- 4. Follow-up Committee chaired by the Chairman and CEO**
 - Consultation on the guidelines, objectives, results and impacts of the projects (ridership, fixed assets, operations)

- 5. Vice-president, PMREB**
 - Prepare the master schedule and oversee each step
 - Prepare, with the PCC and the Administrative Assistant, the budgets and cost control and follow-up of contracts by batch or individual activities
 - Head the Management Committee and *ad hoc* committees, if applicable
 - Present information about the project to the public (garage)
 - Present the files to the Board of Directors

- 6. Project manager**
 - Prepare specifications and organize the bids
 - Administer the contracts
 - Procure the supply of rails and two switches
 - Ensure the integration of work with respect to the master schedule and budgets
 - Have the PCC and/or an expert do estimates and validations
 - Define the needs for the *ad hoc* expert mandates in agreement with the Vice-president, PMREB
 - Prepare the files for the AMT Board of Directors

- 7. Experts**
 - Under the direction of the Vice-president and/or Project Manager, depending on the mandate, ensure technical support for the various defined activities of their mandate

- 8. Manager**
 - Provide the needs that impact the work and operations
 - Assist in preparing certain mandates
 - Assist in the procurement of rails and two switches

APPENDIX C

Level crossings

C.1 – Drawings for public level crossings

C.2 – Transports Québec's report

C.3 – List of agreements

PERFORMANCE AND TECHNICAL SPECIFICATIONS (CONSTRUCTION CONTRACT)

APPENDIX D

Report: Rail status

PERFORMANCE AND TECHNICAL SPECIFICATIONS (CONSTRUCTION CONTRACT)

PERFORMANCE AND TECHNICAL SPECIFICATIONS (CONSTRUCTION CONTRACT)

APPENDIX E

Report: State of bridges and a culvert

PERFORMANCE AND TECHNICAL SPECIFICATIONS (CONSTRUCTION CONTRACT)

APPENDIX F

Installation of fencing

PERFORMANCE AND TECHNICAL SPECIFICATIONS (CONSTRUCTION CONTRACT)

INSTALLATION OF FENCING

Mile point	Type of fencing to install	Length on west side	Length on east side
3.7 – 3.9	Chain link	1,000 ft.	
4.0 – 4.2	Chain link	1,000 ft.	
4.03	Chain link		200 ft.
5.2	Chain link		200 ft.
5.3 – 5.7	Farm	1,500 ft.	
6.1 – 6.2	Farm	2,000 ft.	
6.6 – 6.7	Farm	400 ft.	
7.03 – 7.13	Farm	500 ft.	500 ft.
12.28 – 12.67	Chain link	2,000 ft.	
12.05 – 12.28	Chain link		1 200 ft.
12.67 – 12.84	Chain link	300 ft.	1 000 ft.

Total to install:

Chain link

6 900 ft.

Farm

4,900 ft.

APPENDIX G

CPR Standards—Signaling in the right-of-way

PERFORMANCE AND TECHNICAL SPECIFICATIONS (CONSTRUCTION CONTRACT)

APPENDIX H

General master schedule

APPENDIX I

Mile point conversion table

APPENDIX J

**Drawing showing the alignment of the track
at the Saint-Jérôme Station**

APPENDIX K

**Drawing showing the storage location for the
rails recovered in Saint-Jérôme**

TECHNICAL SPECIFICATIONS (CONSTRUCTION CONTRACT)
