

MAINTENANCE OF WAY (MOW) SET OUT TRACK DESIGN STANDARDS

This document establishes current criteria and standards for the planning, design, construction, and maintenance of electrified Caltrain commuter rail service. This document covers the majority of Caltrain's current improvements. This document should be used in conjunction with current Caltrain design criteria. These requirements are meant as a guideline for capital projects that are currently in the design or construction phase (as of May 1st, 2018). These standards will be included with in the new PCJPB design criteria currently being developed. We anticipate this being completed in September 2019.

The Caltrain commuter rail system consists of revenue tracks and nonrevenue tracks. The revenue tracks, carrying passengers, include main tracks, sidings, station tracks and temporary tracks. The nonrevenue tracks include yard tracks, industrial tracks, set out tracks and other tracks that are constructed for the purpose of switching, storing, maintaining rolling stock or other on track maintenance equipment. These nonrevenue tracks support the staging of materials and equipment for maintenance and construction activities. Nonrevenue tracks also support JPB Operations and as necessary to ensure the safe Operations of rail service.

Set Out Track Criteria:

1. All MOW setout tracks shall have a minimum storage capacity of 950 feet. The storage capacity shall be measured from the "clear point" of the switch or the clear of the signal, whichever is more restrictive. Setout tracks shall be double ended with derails at both mainline turnout entry locations.
2. All MOW setout tracks shall be electrified. Current Peninsula Corridor Electrification Program (PCEP) design standards shall be incorporated for all elements.
3. All MOW setout tracks shall include a means of access for rubber tire trucks (40' tractor trailer trucks) for deliveries and pickups.
4. When relocating and/or removing a set out track, construction staging shall be implemented to allow for maintenance of way access to the set out track at all times.
5. Avoid relocating a set out track to a different mainline track. Set out tracks shall be relocated to the same main line when possible.
6. All setout tracks shall include a remote controlled (via CCF) power switch machine.
7. All turnouts for new setout tracks shall be constructed using flange bearing or "jump" frogs.
8. Setout tracks shall be located a maximum of 3 miles from each adjacent (north and south) set out track.
9. Turnout should not be constructed on curved track due to excessive maintenance issues on the switch.
10. Any deviation from the above criteria must be approved by the Caltrain Director of Engineering.

