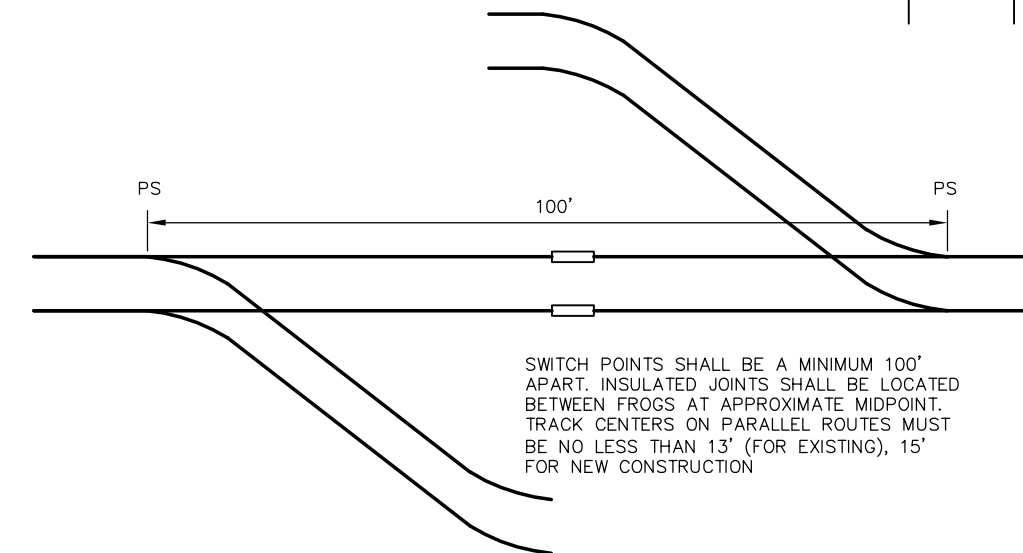
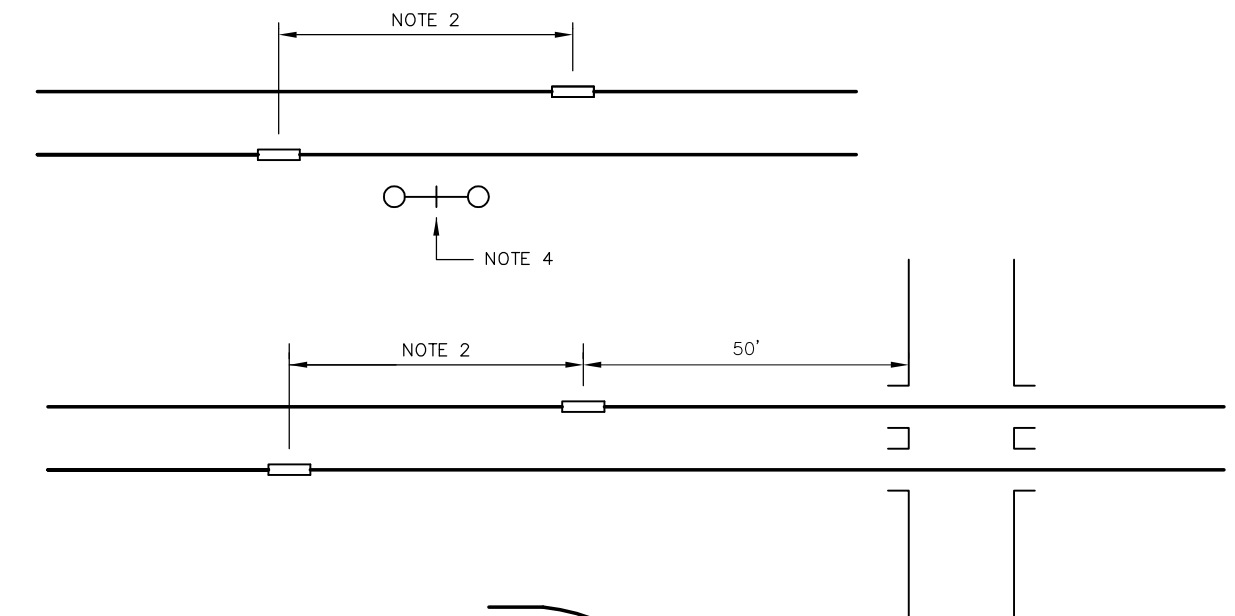
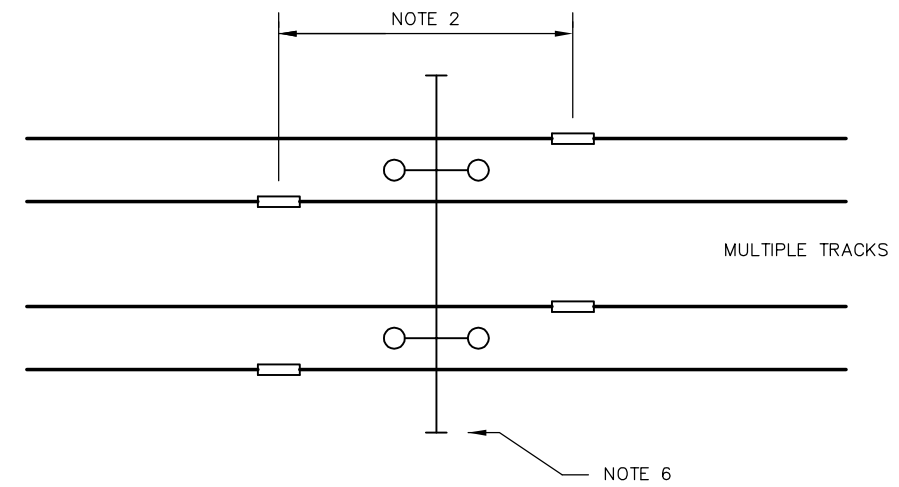


NOTES:

1. POLARITY JOINTS SHALL HAVE A MAXIMUM STAGGER OF 4'-6"
2. DISTANCE MEASURED BETWEEN END POSTS OF INSULATED JOINTS, EXCEPT POLARITY JOINTS, SHALL BE 4'-8" MIN AND 10' MAX
3. DISTANCE FROM POINT OF SWITCH TO FIRST INSULATED JOINT SHALL BE APPROXIMATELY 50'. IN NO CASE SHALL THIS DISTANCE BE LESS THAN 20'. INSTALLATIONS LESS THAN 50' MUST BE APPROVED BY CALTRAIN DEPUTY DIRECTOR OF ENGINEERING
4. SIGNAL SHALL BE CENTERED BETWEEN INSULATED JOINTS
5. INSULATED JOINT SHALL BE PLACED APPROXIMATELY 50' BEYOND CLEARANCE POINT (13' CENTERS). EXCEPT WHERE THE CLEAR POINT IS ON TANGENT TRACK PARALLEL TO THE MAIN TRACK, IN WHICH CASE INSULATED JOINTS MAY BE PLACED AT CLEARANCE POINT PLUS 15'
6. SIGNALS ON CANTILEVERS AND BRIDGES SHALL BE LOCATED DIRECTLY ABOVE CENTERLINE OF TRACK. CANTILEVER AND BRIDGE MOUNTED SIGNALS SHALL BE CENTERED BETWEEN INSULATING JOINTS
7. TIE PLATES UNDER POLARITY JOINTS SHALL HAVE A MINIMUM 1" CLEARANCE FROM TIE PLATE OF OPPOSITE POLARITY



SWITCH POINTS SHALL BE A MINIMUM 100' APART. INSULATED JOINTS SHALL BE LOCATED BETWEEN FROGS AT APPROXIMATE MIDPOINT. TRACK CENTERS ON PARALLEL ROUTES MUST BE NO LESS THAN 13' (FOR EXISTING), 15' FOR NEW CONSTRUCTION


REV	DATE	BY	CHK	APP	DESCRIPTION

PENINSULA CORRIDOR JOINT POWERS BOARD

APPROVED BY:

Bernard Anzures *Steph Chen*

ENGINEERING MANAGER DEPUTY DIRECTOR OF ENGINEERING



1250 San Carlos Avenue
San Carlos, CA 94070

STANDARD DRAWINGS

SIGNAL AND COMMUNICATION
GENERAL SIGNAL
STANDARD PLACEMENT INSULATED
JOINTS AT SIGNAL LOCATIONS

CADD FILE NO.:	SD-5107
REV	DATE
0	093011
SIGNAL	
STANDARD NO.:	SD-5107