NOTES:
1. POLARITY JOINTS SHALL HAVE A MAXIMUM SPACING OF 4'-6".
2. DISTANCE MEASURED BETWEEN END POSTS OF INSULATED JOINTS,
   EXCEPT POLARITY JOINTS SHALL BE 4'-6" MIN. AND 10' MAX.
3. DISTANCE FROM POINT OF SWITCH TO FIRST INSULATED JOINT SHALL BE
   APPROXIMATELY 50'. IN NO CASE SHALL THE DISTANCE BE LESS THAN
   20'. INSTALLATIONS LESS THAN 50' MUST BE APPROVED BY CALTRON
   DEPUTY DIRECTOR OF ENGINEERING.
4. SIGNALS SHALL BE CENTERED BETWEEN INSULATED JOINTS.
5. INSULATED JOINTS SHALL BE PLACED APPROXIMATELY 50' BEYOND
   CLEARANCE POINT (C.T. 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 10'.
6. SIGNALS ON CANTILEVERS AND BRIDGES SHALL BE LOCATED DIRECTLY
   ABOVE CENTERLINE OF TRACK. CANTILEVERS AND BRIDGE MOUNTED
   SIGNALS SHALL BE CENTERED BETWEEN INSULATED JOINTS.
7. TIE PLATES UNDER POLARITY JOINTS SHALL HAVE A MINIMUM 1"
   CLEARANCE FROM THE PLATE OF OPPOSITE POLARITY.

NOTE: MULTIPLE TRACKS

SIGNAL POINTS SHALL BE A MINIMUM 100' APART. INSULATED JOINTS SHALL BE LOCATED
MINIMAL DISTANCE BETWEEN APPROPRIATE SIGNAL TRACK CENTERS ON PARALLEL ROUTES MUST
BE NO LESS THAN 15' (FOR EXISTING), 15' FOR NEW CONSTRUCTION.