



# Track Standards Bulletin #1

## Track Work during Hot Weather and Excavations Adjacent to Track

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Sept 11, 2018

Bulletin No. 001

**\*\*\*REVISED\*\*\***

Refer to General Requirements and add Item 7:

*Change to Read*

7. All changes made to the GO Transit Track Standards through bulletins shall be noted by yellow highlighting.

Refer to Section 1 – Requirements and add a new Part 1.5 Track Maintenance and Construction Limitations.

*Change to Read*

### **1.5. Track Maintenance and Construction Limitations**

1. When rail temperatures are expected to exceed the PRLTR, all track work that has the potential to impact the stability of the track bed shall be suspended, until such time as the weather cools to the satisfaction of the CM Sr. Manager of Track and Structures or their designate.
  - a. This work is inclusive of excavations adjacent to track that extends into zone 2 or 3, as defined in Appendix W - Excavation Limits Adjacent to a Railway including track work such as utility installations, S&C infrastructure, mechanised tie renewal, turnout or track panel replacement, out-of-face surfacing, ballast cleaning (shoulder or otherwise), undercutting, lining, other track construction works, and crossing rehabilitation.
  - b. The CM Sr. Manager of Track and Structures may provide an exception to this requirement for suspension of work in the case of emergency safety-related work.
    - i. In the cases an exemption is granted, work shall proceed only when sufficient action has been taken to protect the track infrastructure from heat related damage and or alignment/surface defect(s), and the risk has been mitigated to the satisfaction of the CM Sr. Manager of Track and Structures.
2. When forecasting the expected rail temperature, please refer to Track Standards Section 2.75.b

Refer to Section 20 – Drilling and Excavating Around or Under Tracks Part 1 – Excavation and add to item 10:

*Change to Read*

9. Excavations steeper than 1.5:1 but flatter than 1:1 slope in Zone 2 are allowed under live load only when authorized in writing or supervised by a Geotechnical Engineer.
  - a. All slopes in Zone 2 shall be restored to a 1.5:1 slope at the end of the working day, unless authorized otherwise in writing by a Geotechnical Engineer, or protected by a shoring system designed by a Professional Engineer.

- b. The ballast shall be fully maintained during the course of the excavation, and shall be corrected immediately, where found deficient.
  - c. The CM Sr. Manager of Track and Structures shall be notified in writing of all excavations in this zone that are within a curved track area. At the discretion of the CM Sr. Manager of Track and Structures, additional measures may be required to support this work, such as mechanical tamping and dynamic stabilization.
10. Excavations with slopes steeper than 1:1 (Zone 3) are not allowed under train loads and require a shoring system designed by a Professional Engineer.
- a. Following excavation within this zone, the track shall be fully mechanically tamped, and the subgrade and track ballast shoulder shall be restored per these standards prior to resuming train loading, unless otherwise directed by the CM Sr. Manager of Track and Structures.
    - i. The CM Sr. Manager of Track and Structures shall be notified in writing of all excavations in this zone, and at the CM Sr. Manager of Track and Structure's discretion may require the use of a dynamic track stabilizer.
  - b. When working within zone 3, temporary slow orders must be in place to protect safe train operations.

These changes are effective immediately.

\*\*\*END\*\*\*

Signed:  
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