


To: Regional Managers/Regional Engineers
From: Robert Ball, Technical Director 
CC: Gary Griggs, Frank Vacca, Scott Jarvis, Ben Tripousis, Diana Gomez, Michelle Boehm, Lisa Marie Alley, Boris Lipkin, Thierry Prate, Melissa Dumond, Mark McLoughlin, Lisa Nungesser, Ofelia Alcantara, Bruce Armistead, John Popoff, Simon Whitehorn, Dominique Rulens, HSR Environmental & Engineering Team Task Leads
Date: September 7, 2016
Subject: Notice to Designers No. 13 - Station Platform and Track Layout

Purpose:

This memorandum establishes the revised guidelines for the HSR program to follow in the Planning, Environmental and Preliminary Engineering Design phase with respect to station tracks and platform lengths. Implementation of this change will also consider the following elements and will be evaluated by the HSR Engineering, Rail & Operations groups:

- Ridership (total & during rush-hour) – Evaluated by Authority in making this decision
- Revenue – Evaluated by Authority in making this decision.
- Operation of Coupled Trainsets
- Traction Power Supply
- Phase Break Length & Pantograph Spacing
- Train Control Safe Breaking & Block Size
- Tunnel Cross Sections (aerodynamic effects & health criteria)
- Tunnel Portals – Length of Evacuation Area
- MoI Facilities – Track Length
- MoE Facilities – Track Length
- Number of Trainsets

Background:

These guidelines are the result of the Authority's decision to operate a single trainset configuration up to a 10 car consist berthed at a station platform, instead of a double trainset configuration, per email from Frank Vacca to Robert Ball dated August 29, 2016.

This Notice to Designer rectifies the following:

- TM 2.1.3 Turnouts and Station Tracks, Rev. 0
- TM 2.2.4 Station Platform Geometric Design, Rev. 0
- NTD No. 10 R1 Special Track Work: Crossover and Turnouts; Tunnel Cross Section Reduction

Guidelines:

1. Modify the Usable Platform Length from 1,410 feet to 800 feet. Minimum and Exceptional values are omitted.
2. The station platform track between entry turnout and the exit turnout along the main track shall have a 2,750 foot minimum length centered symmetrically on the midpoint of the station platform.
3. Modify refuge track or storage track length from 1,650 feet to 900 feet clear length.

These guidelines are not applicable for joint facility stations (e.g. 4th and King or LAUS) where the platform length should be the same as the other rail operators in the facility, but not shorter than 800 ft.

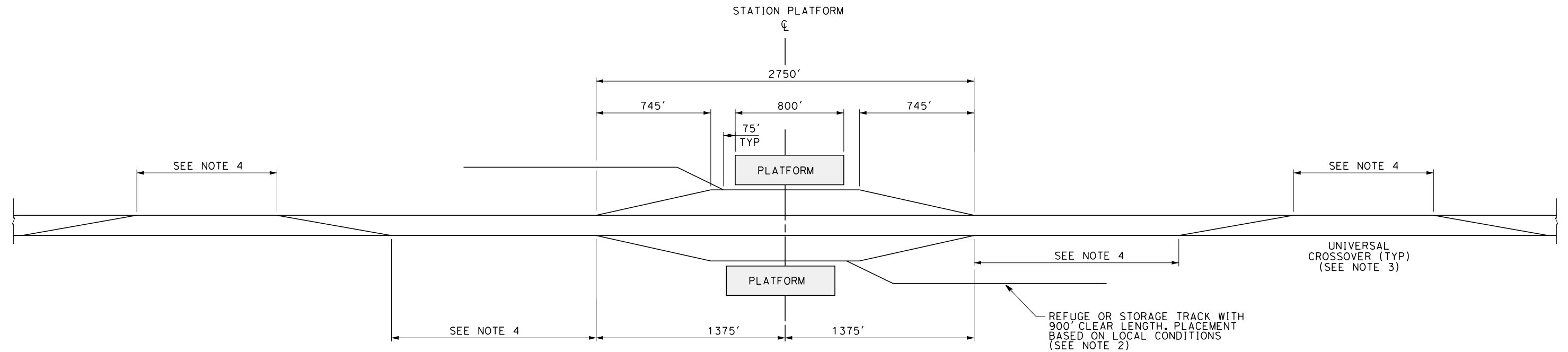
The regional teams shall evaluate this modification to environmental footprints in platform length and review potential impacts to Record of Decision (ROD) schedules. Further definition of this change will follow.

See attached NTD 013-001 that supersedes NTD 010-002.

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NOTES:

1. 60 MPH DESIGN SPEED FOR STATION TRACK TURNOUTS.
2. PROVIDE TWO REFUGE OR STORAGE TRACKS, EACH 900' MINIMUM. THE REFUGE OR STORAGE TRACK CAN BE LOCATED IN ANY QUADRANT OF THE STATION. EACH 900' REFUGE OR STORAGE TRACK IS PROVISIONAL WITH 50' SPACE FOR BUMPING POST AND SAFETY BUFFER ZONE AND 50' SPACE FOR RESCUE VEHICLES.
3. PROVIDE UNIVERSAL CROSSOVERS BETWEEN MAIN TRACKS AT EACH SIDE OF STATION TRACKS.
4. FOR POINT OF SWITCH SPACING, SEE NTD 10 "SPACING BETWEEN CROSSOVERS AND TURNOUT" DRAWING.



STATION PLATFORM AND TRACK LAYOUT
 INTERMEDIATE STATION WITH HIGH-SPEED TURNOUTS
 (NOT APPLICABLE TO JOINT FACILITY AT LAUS AND 4TH/KING STATIONS)

DATE: 08/31/2016

NO SCALE