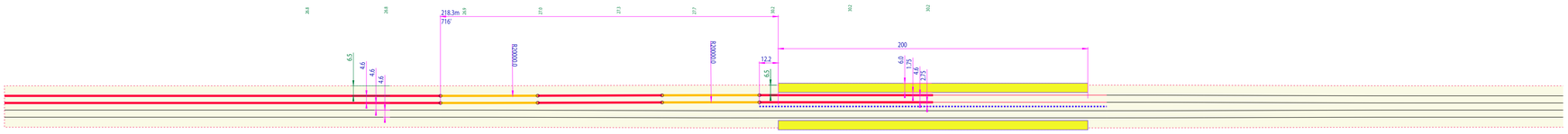
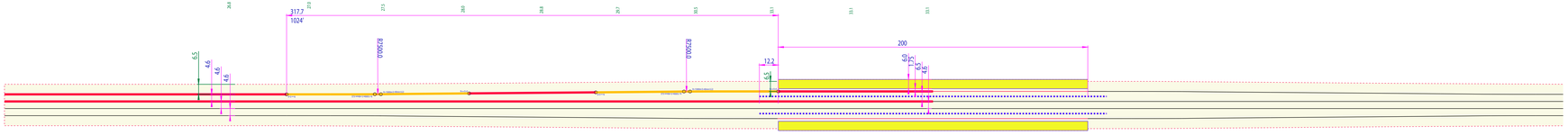


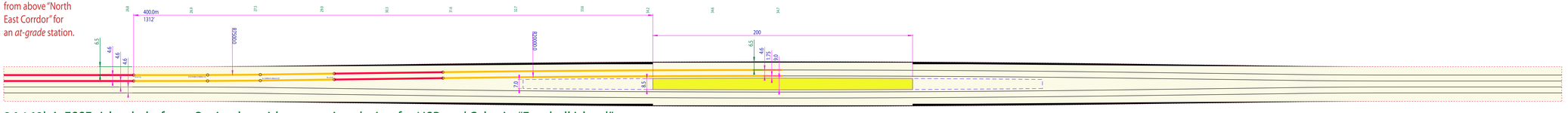
33.054hA: SFFS; Side platforms; Central fence, all tracks slew.



34.680hA: SFFS; Side platforms; Straight central tracks, Two fences; Peninsula Rail Program's "North East Corridor" design

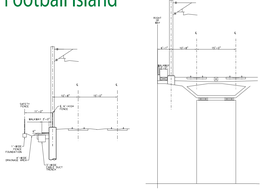
ROW width difference in feet and inches from above "North East Corrdor" for an *at-grade* station.

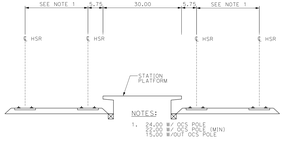
0'00" 0'04" 1'10" 4'09" 7'5" 8'11" 10'0" 10'10" 3'07" 4'10" 5'03"

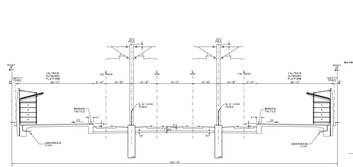


36.168hA: FSSF; Island platform; Optimal corridor operating design for HSR *and* Caltrain: "Football Island"

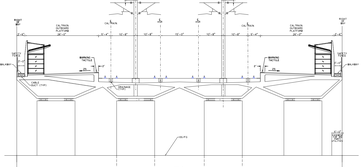
All alignments designed for V=200kmh (125mph)
Platform curve radius 20000m per CSHRA TM 2.2.4 "Station Platform Geometric Design"
Track curvature > design desire 3200m for 200kmh operations per CHSRA TM 2.1.2 "Alignment Design Standards for High-Speed Train Operation"
Track spacing 4.6m (15') per CHSRA TM 1.1.21 "Typical Cross Sections for 15% Design"
Inter-track station fencing extends 40' (12.2m) beyond platforms between track CL spacing 18' (5.5m) per Caltrain Standard SD-3001, SD2152
Island platform width 9.0m/7.5m, side platform width 6.0m/5.5m (desirable/exceptional) per CHSRA TM 2.2.4 "Station Platform Geometric Design"
Excessive 6.5m clearance track CL to ROW edge per CHSRA TM 1.1.21 "Typical Cross Sections for 15% Design"
No transition spirals or superelevation required for V=200kmh R=20000m.







TYPICAL CALTRAIN-ONLY STATION OUTBOARD PLATFORM



TYPICAL CALTRAIN-ONLY STATION ELEVATED OUTBOARD PLATFORM