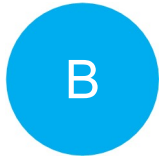


# Station Elements



- B1 Station
- B2 Underpass
- B3 Platform
- B4 Overpass

# Introduction



It is clear that railway stations must be functional, but they also should be more than a mere instrument for satisfying a basic need. They also have to demand aesthetic and emotional demands. Rail Baltica and their Regional Stations must use its chance of meeting such demands. Additionally, the importance of offering the customer an aesthetic experience has either been underestimated, or simply disregarded so far, although it is a fundamental requirement if customers are to gain confidence in the system to be built in the three Baltic states. The overall design, the interior appointment and, of course, the architecture of station buildings as aesthetic space to be experienced is essential for the exit of Rail Baltica system.

In the long term, the Rail Baltica shall be associated with an improvement in the living of Baltic citizens and Regional Stations shall be the visible identity of a new system crossing Estonia, Latvia and Lithuania, and connecting the main European cities with the Baltic capitals through their regions. Rail Baltica shall work as a sophisticated customer system that shall lead to a new culture of railway travel with its own identity.

The identity of the Regional Stations shall be clear and must become a recognizable brand item. Arriving in a station shall be a pleasant stage of a pleasant trip. The station shall ensure, for arriving and departure passengers, a clear sequence of spaces and elements.

For the usability and public acceptance of the station, functionality is important. If the railway station's aesthetic characteristics and atmosphere are to be attraction points, then normal transportation operations must be discreet. The railway station needs also to be an important architectural element, but this seems to have been forgotten. When the rail was developed in several countries around the world in the beginning of the 19th century, the Regional Stations was not only the identity of the rail line, but also the main connection between the far population and the main centres and capitals. The station was not only a vital link for each town and village to its wider locality, region, and state, it was also the meeting place. The regional railway station as a permanent architectural manifestation has not just been important for customers entering it but it has also been the centre of urban life. The regional stations were developed with a country identity but mainly with the regional or local identity. The regional station was the first welcome building when passengers arriving and it was clear that was designed to identify one region, sometimes with local architecture,

regional elements, identifiable materials as hand painted tiles, local stone, local wood, pitched roofs, colours etc.

The long tradition of the railways shall be emphasized with modern contemporary architecture for the regional stations and to add a landmark as a lantern that guides passengers through Baltic landscape, peaceful and calm.

Customer habits shall be integrated in the design of the stations and the work done with the stakeholders can help the passengers to identify with the design of the stations. The aim of the Regional Station is a combination of functional efficiency and meaning. On one side, there is the building engineering, how to build, how to protect, how to organize, how it is working, how it operates but on the other side, there is the soul of the final object that need to give meaning and identify to the subject; and the idea is to use the history of the three countries and to express them in terms of a single identity and to have the passenger to participate in its function, feeling the building and the chosen approach.

The station as a house was the design approach during the history of regional stations in several countries and also in the Baltic states as references images in First Interim Report Traditional domestic Baltic architecture and the station as a home for commuters is the design approach to develop three options of design. The design is based on the principles of overall unity and diversity of individual elements.

The new railway station is designed as a consistently unified space to be experienced, satisfying every customer's demand of it. The new concept of regional stations, expressed in the presented three options, is essentially determined by four factors: quality, economy, customer and identity. This will be achieved by a unified brand architectural image with permanent features and structures through the three states and about them keeping the identity of each. An architecture worthy of preservation, as well as local colour, gives a distinct personality to each railway station.



# Station

B1

B1.1 Station Classification

B1.2 International Station

B1.3 Regional Station

B1.4 Modular Strategy

B1.5 Growth Strategy

B1.6 Layout

B1.7 Design

B1.8 Structure

B1.9 Facade

B1.10 Floor

B1.11 Walls

B1.12 Ceiling

B1.13 Roof

B1.14 Signage and wayfinding

B1.15 Furniture

B1.16 Equipment

# Station classification

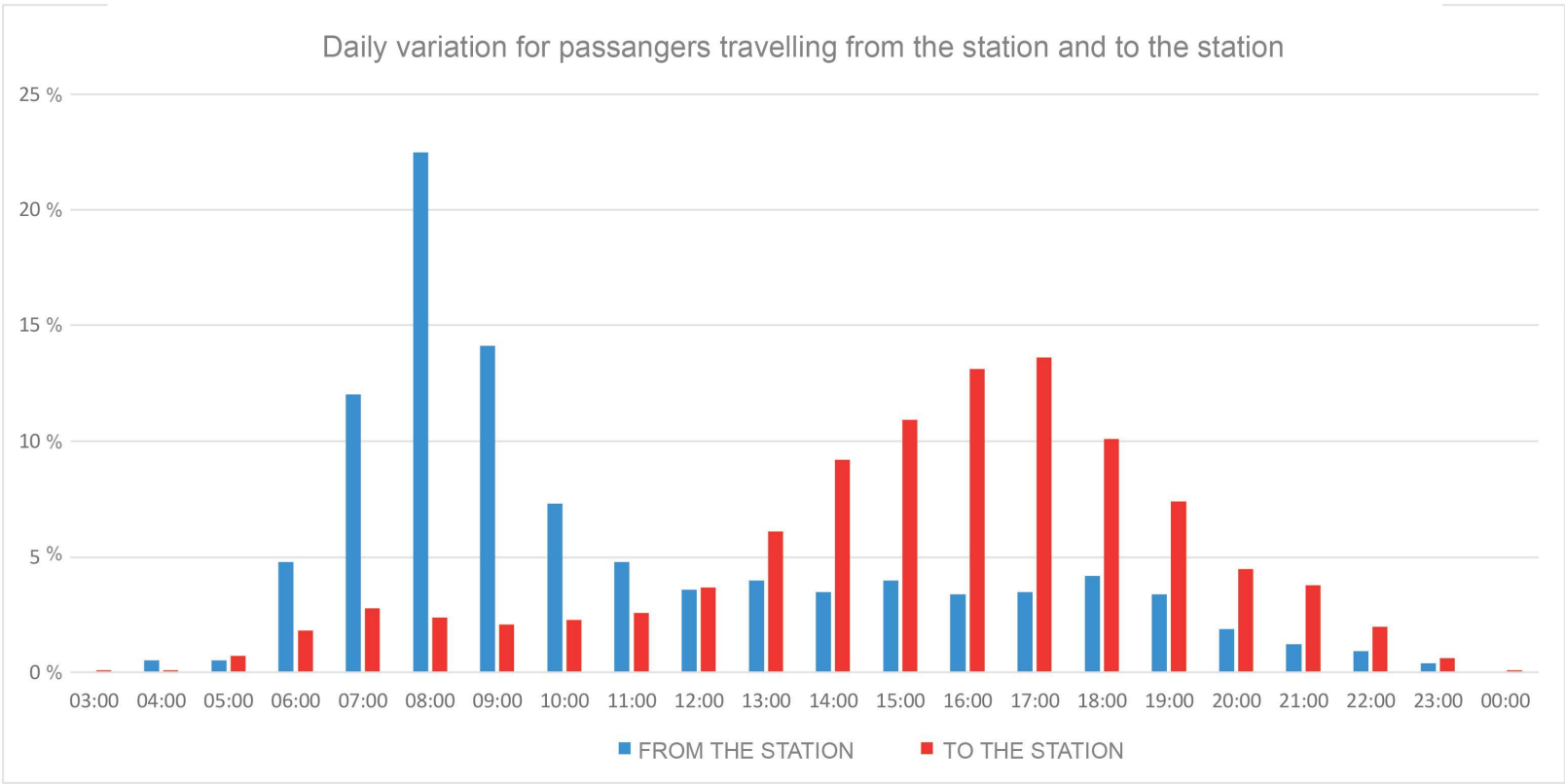
During peak hours the volume of the passengers rises. Based on the volume of passengers for days have been defined four types of station, each one with specific characteristics.

**Note:**  
The indicated station classification is general approach. The Client shall make the final decision case-by-case considering the site-specific aspects.

Volume of the passengers (person medium day)

	Type	Station Type	Volume of Travelers
RAIL BALTICA STATIONS	TYPE 1 - International	Main Station	International Station
	TYPE 2 - Landmark	Medium Station	< 600 PMD
	TYPE 3 - Basic	Small Station	< 300 PMD
	TYPE 4 - Platform	Essential Station	< 150 PMD

Peak hours





**Note:**  
The indicated minimum requirements are general approach. The Client shall make the final decision case-by-case considering the site-specific aspects.

# Station classification

## Minimum Requirements

	FUNCTION	TYPE 1	TYPE 2	TYPE 3	TYPE 4	MINIMUM DIMENSIONS	COMMENT
INTERIOR	Accessibility	●	●	●	●	-	All stations according to PRM TSI requirements
	Advertisement	●	●			-	As a revenue, advertisement shall be considered only in Type I and Type II. Other stations Type to be analysed if required.
	Art	●	●	●	●	-	Please refer to Art chapter
	ATM's	●	●	●		-	Minimum one per station in Station box near TVM
	Benches	●	●	●	●	-	For Type I,II and III
	Branding	●	●	●	●	-	Please refer to Branding chapter for all elements mandatory to have branding
	Canopy	●	●			-	Minimum 100m
	Cleaner's Room	●	●	●	●	5,0x4,0m2	In station type I shall be according to size station.
	Clock	●	●	●	●	-	Minimum one per platform
	Controller's Staff Room	●	●			5,0x4,0m	Furniture shall be provided for staff. Equipped with a safe
	Elevators	●	●	●		Shall wheel chair dimension	In type IV only if is impossible to provide a ramp according to PRM TSI regulation
	Escalator	●				-	Only for station Type I
	Debris Room	●	●			2,5x2,5m	Near Cleaning Room
	First Aid Room	●	●			4,0x3,0m	In station Type II this room can be part of the Police / Security room





**Note:**  
The indicated minimum requirements are general approach. The Client shall make the final decision case-by-case considering the site-specific aspects.

Minimum Requirements

INTERIOR	Furniture	●	●	●	●	-	Minimum requirement shall be benches and litter bins. Furniture and free-standing devices should comply with requirements of ISO 21542.
	Luggage Room	●				5,0x5,0m	Short, mid, long term according to forecast number of passengers
	Baggage trolley racks	●	●			-	-
	Operation Room	●				5,0x4,0m	A room to store equipment and supplies
	Passenger Information Desk	●				4,0x3,0m	In station Type II this service can stand in the Ticket Office
	Passenger's Toilet	●	●	●	●	-	2 toilet & 2 washbasins for female toilets; 2 toilets & 2 urinals & 2 washbasins for male and 1 toilet and 1 washbasin for PMR as minimum. Passenger toilet should comply with applicable requirements of ISO 21542.
	Public Information System	●	●	●	●	-	Minimum 1 per platform
	Recycle Bins	●	●	●	●	-	Minimum 2 per platform
	Refuse Room	●	●			Type I-4,0x3,0m Type II-2,0x2,0m	-
	Retail	●	●			12/25 sqm	One retail as minimum in station Type II. Type I according to forecast passengers.
	Security Room Police Room	●	●			4,0x3,0m	In Station Type II, this room can be together with First Aid Room
	Station Building	●	●	●		-	-
	Signage	●	●	●	●	-	-
	Station Master Room	●				20/25 sqm	At the track level near the platform. To have control's and communications systems.
	Ticket Office	●	●			2,30x2,0m	Minimum 2 per station Dimension for one workstation



**Note:**  
The indicated minimum requirements are general approach. The Client shall make the final decision case-by-case considering the site-specific aspects.

Minimum Requirements

INTERIOR	Ticket Vending Machine	●	●	●	●	-	-
	Tourist information desk/office	●	●	●			One in each station
	Speakers	●	●	●	●	-	-
	Staff Toilet Changing Room	●	●			5,0x3,0m	1 toilet & 1 washbasins for female toilets; 1 toilets & 1 urinals & 1 washbasins for male and according to PMR regulation.
	Shelter			●	●	-	Minimum 3 per platform
	Underpass Overpass	●	●	●	●	-	Mandatory as is prohibit cross the rail lines
	Waiting Area	●	●			5,0x4,0m2	In stations Type I, shall have waiting rooms for Business and 2nd Class
	Check-in barriers	●	●	●	●	-	For train tickets validation - to separate platforms from open access station
	Waste Paper Basket	●	●	●	●	-	Each 20m minimum.
	Train carriage positioning indicators at platforms - potentially including crowding-level information about	●				-	Electronic displays corresponding to loading carriages doors, installed at a height where they can be seen from platforms access areas as well as from the platform itself
	Integrated travel information systems at platforms	●				-	Touch screens equipped with multimodal (air, regional trains, PT) information system, one on each platform/platforms access
	Meeting points indicated by clocks or information/ advertisement towers	●	●	●	●	-	One meeting point for each station
	High quality restroom areas (i.e. including personnel, shower facilities and toiletries selling)	●	●			-	One for each international station



**Note:**  
The indicated minimum requirements are general approach. The Client shall make the final decision case-by-case considering the site-specific aspects.

# Station classification

## Minimum Requirements

INTERIOR	Charging positions/ towers	●	●	●	●	-	Distributed nearby benches and sitting areas. Number depending on size of the station.
	Food and beverages courts and retails areas	●	●			-	They should be present in the main station as well as, in smaller dimension, at platforms
	Entertainment/ advertisement systems	●	●	●			Screens for videos, including news, should be provided in correspondence of the main lounge rooms and sitting areas
	Drinkable water fountains	●	●	●		-	In both main stations and close to platforms

EXTERIOR	Bike Parking (covered)	●	●	●	●	-	Minimum 20 units and according to forecast passengers to Type I
	Bus Stop Shelter / Storage	●	●	●	●	-	Minimum 1 unit per station. Mid/long term storage, size depending on the demand forecast and size of the station.
	Bike path	●				-	From entrance to platform
	Bike Car Station	●	●	●	●	-	Numbers of electrical station depending on the demand forecast and size of the station.
	Car Parking	●	●	●	●	-	Minimum to 6 to 20 cars and according to forecast passengers station Type I. Applicable requirements of TSI PRM and ISO 21542 shall be fulfilled.
	Electrical Car Station	●	●	●	●	-	Minimum 3 units and according to forecast passengers station Type I
	Furniture	●	●	●	●	-	To be consider benches and litter bins
	Kiss & Ride	●	●	●	●	-	3 to 5 cars and according to forecast passengers in Type I
	Taxi Stop	●	●	●	●		Minimum 3 cars and according to forecast passengers in Type I



**Note:**  
The indicated suggestion for future development is general approach. The Client shall make the final decision case-by-case considering the site-specific aspects.



# Station classification

## Suggestion for Future Station Development

	FUNCTION	TYPE 1	TYPE 2	TYPE 3	TYPE 4	MINIMUM DIMENSIONS	COMMENT
INTERIOR	Areas with public functionalities	●	●			-	Provision of areas with public (business oriented) functionalities. e.g. shared offices, meeting rooms, conference areas etc.
	Areas with public functionalities	●	●			-	Provision of areas with public (business oriented) functionalities. e.g. for art exhibitions, music performances, etc.
	Kids' playground area	●	●			-	One for each station in the main area. Size depending on the size of the stations.
	Smoking glass rooms	●				-	One per station



**Note:**  
The indicated station classification is general approach. The Client shall make the final decision case-by-case considering the site-specific aspects.

# Station classification

## Air to Rail Integration

	FUNCTION	TYPE 1	TYPE 2	TYPE 3	TYPE 4	MINIMUM DIMENSIONS	COMMENT
INTERIOR	Baggage belt	●	-	-	-	-	-
	Check-in desks	●	-	-	-	-	-
	Area for sorting bags, loading into any transfer container, storage area for container	●	-	-	-	-	All areas must be isolated from public access areas
	Transfer route from sorting bags area to platform	●					No public access at either end, or along route

## HSR freight services

	FUNCTION	TYPE 1	TYPE 2	TYPE 3	TYPE 4	MINIMUM DIMENSIONS	COMMENT
INTERIOR	Space for parcels deliveries	●	-	-	-	-	-
	Space for parcels storage and handling	●	-	-	-	-	-



# Station classification

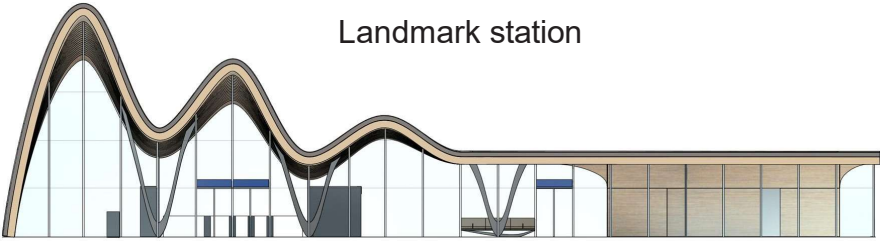
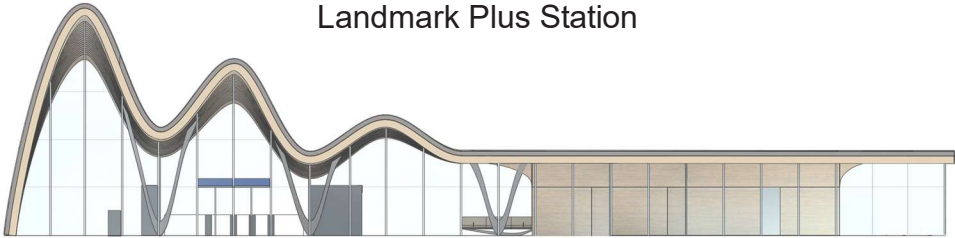



**TYPE I - International Station / Terminal Station**  
An International Station is a large station that shall be fully staffed with multiple facilities and for multiple transit services. Located in the center of the main capitals of the three Baltic states, is an element that changes the city.

**TYPE II - Regional Station II**  
This station is composed of the station building and the platform. Minimum facilities: bigger waiting space, toilets, retail/caffe, additional operation rooms and rooms for the staff. There is a possibility to extend this station by adding more commercial space. 6 shelters on the platform.

**TYPE III - Regional Station III**  
This station is composed of the base station building and the platform. Minimum facilities: smaller waiting space, toilets, operation rooms and rooms for the staff. 4 shelters on the platform.

**TYPE IV - Regional Station IV**  
This type of the station is composed of the platform and shelters.

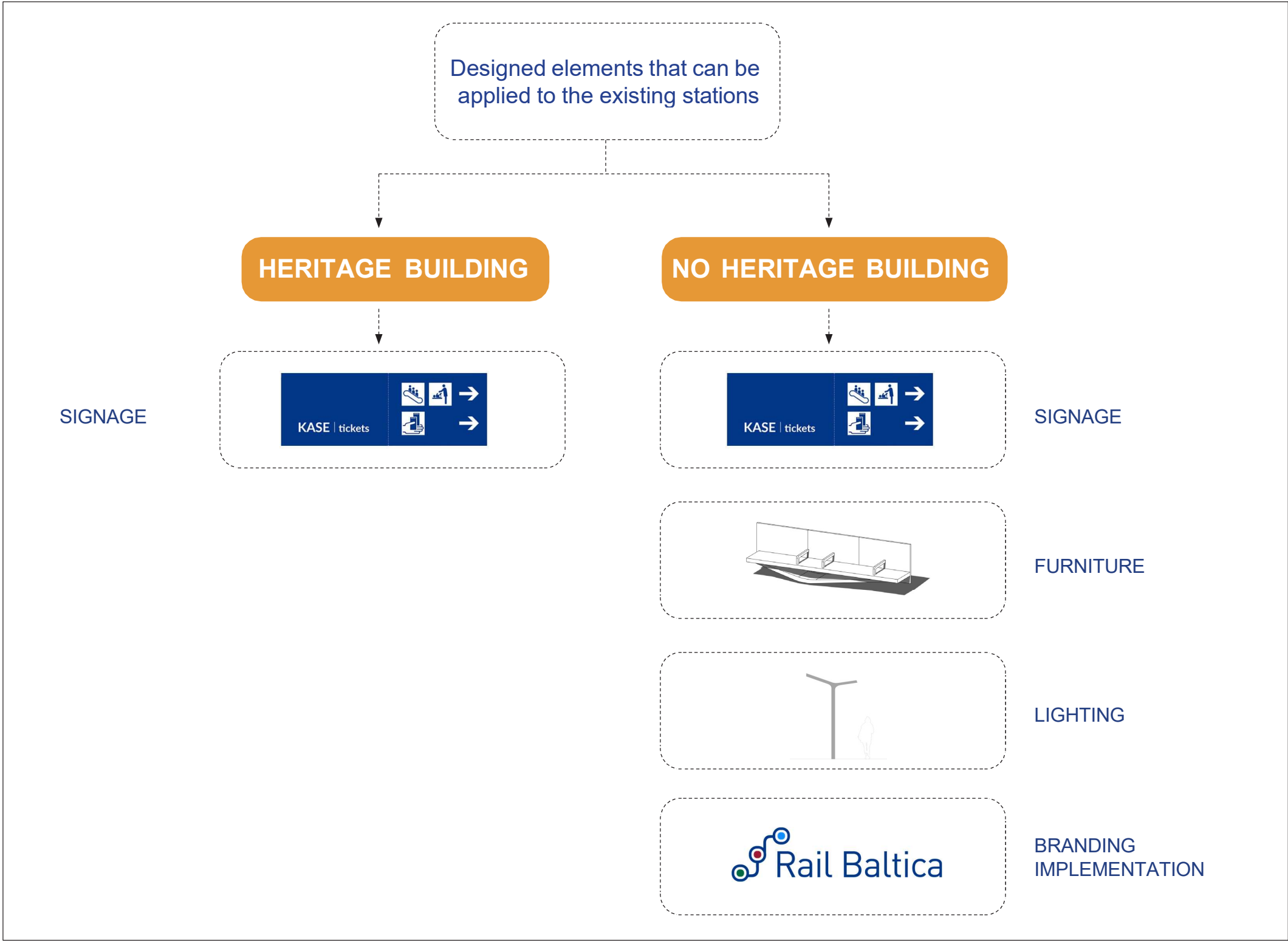
**Note:**  
The indicated station classification is general approach. The Client shall make the final decision case-by-case considering the site-specific aspects.

Design by others	
<div>Landmark station</div>  <div>*Illustrative picture, there are no horizontal slope towards trackside/entrance of the station</div>	<div>Landmark Plus Station</div>  <div>* Illustrative picture, there are no horizontal slope towards trackside/ entrance of the station</div>
<div>Basic Station</div> 	<div>Basic Plus Station</div> 
<div>Shelters</div> 	



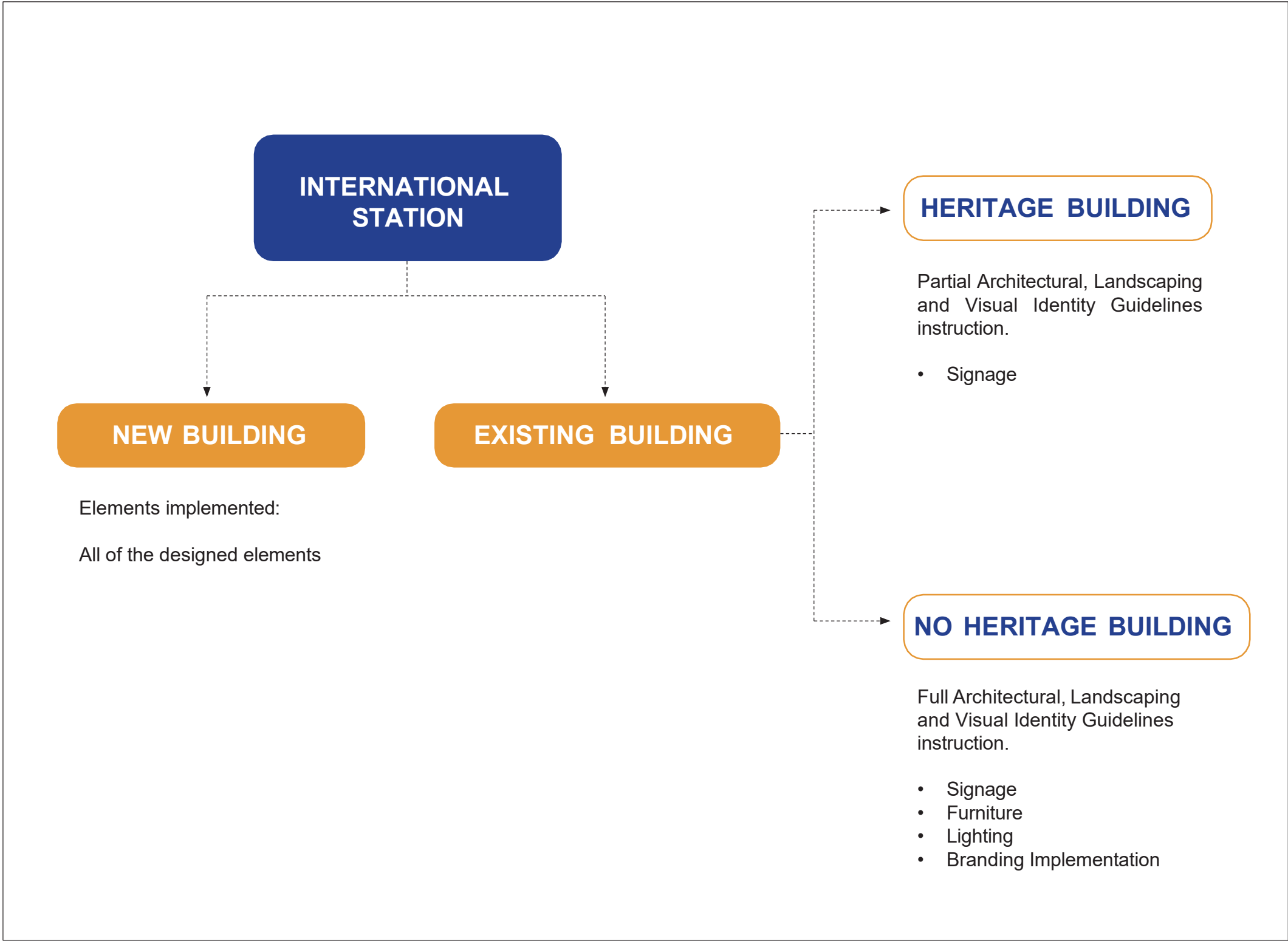


**Note:**  
The indicated station classification is general approach.  
The Client shall make the final decision considering the site-specific aspects for applicable architectural elements.



# International Station

**Note:**  
The indicated station classification is general approach.  
The Client shall make the final decision considering the site-specific aspects for applicable architectural elements.  
Branding is more detail described in page No. 73.



# International Station

Heritage Building

Before



After



Signage

Signage

**Note:**  
Images present examples of implementation of designed elements on existing stations.

The Client shall make the final decision regarding branding considering the site-specific aspects for applicable architectural elements.



# International Station

## New Building



Before



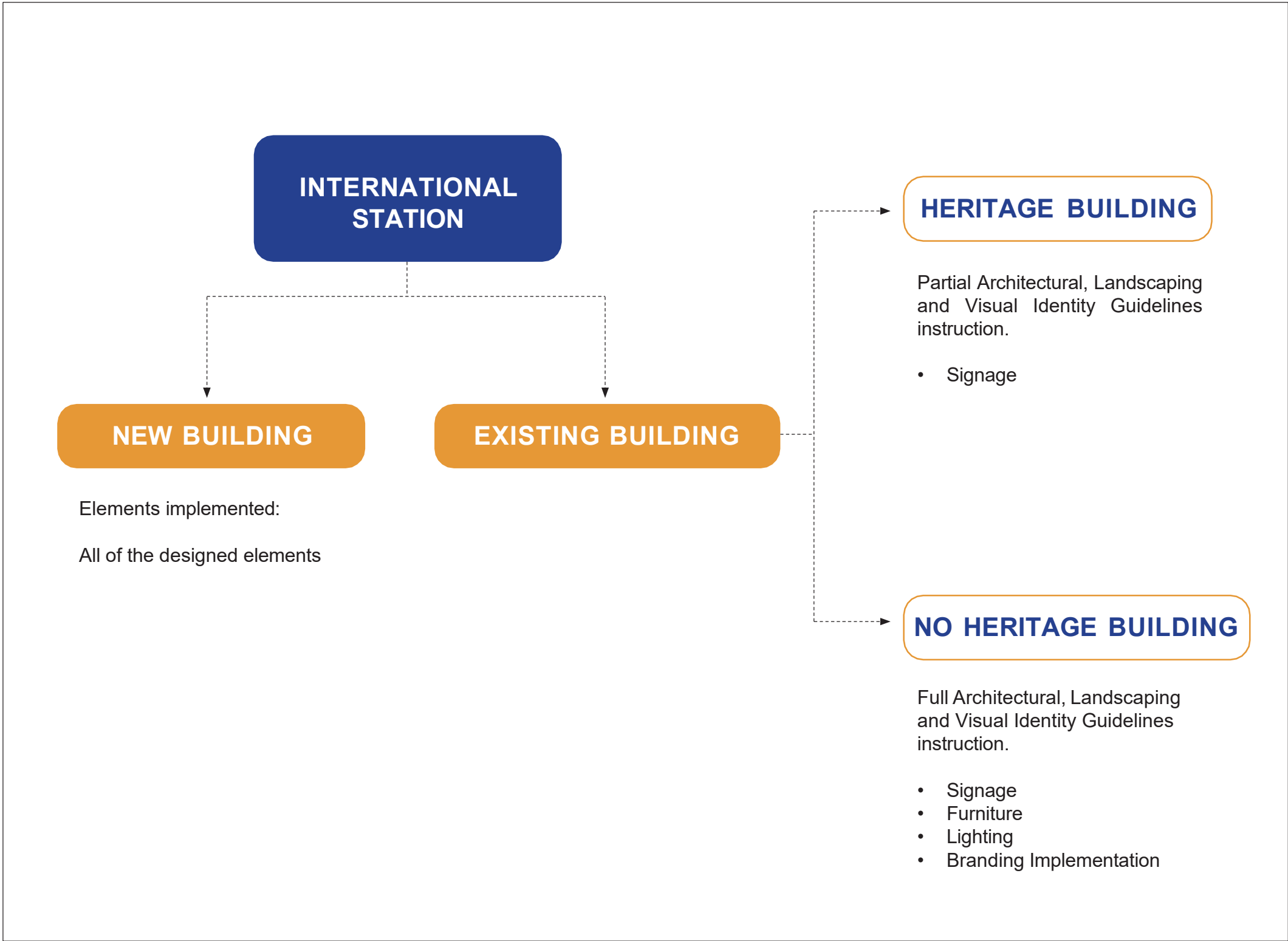
After

**Note:**  
Images present examples of implementation of designed elements on new international stations.

The Client shall make the final decision regarding branding considering the site-specific aspects for applicable architecture elements.

# Regional Station

**Note:**  
The indicated station classification is general approach.  
The Client shall make the final decision considering the site-specific aspects for applicable architectural elements.  
Branding is more detail described in page No. 73.



# Modular strategy

Rail Baltica modular design approach was to divide stations into types depending on an amount of daily passengers.

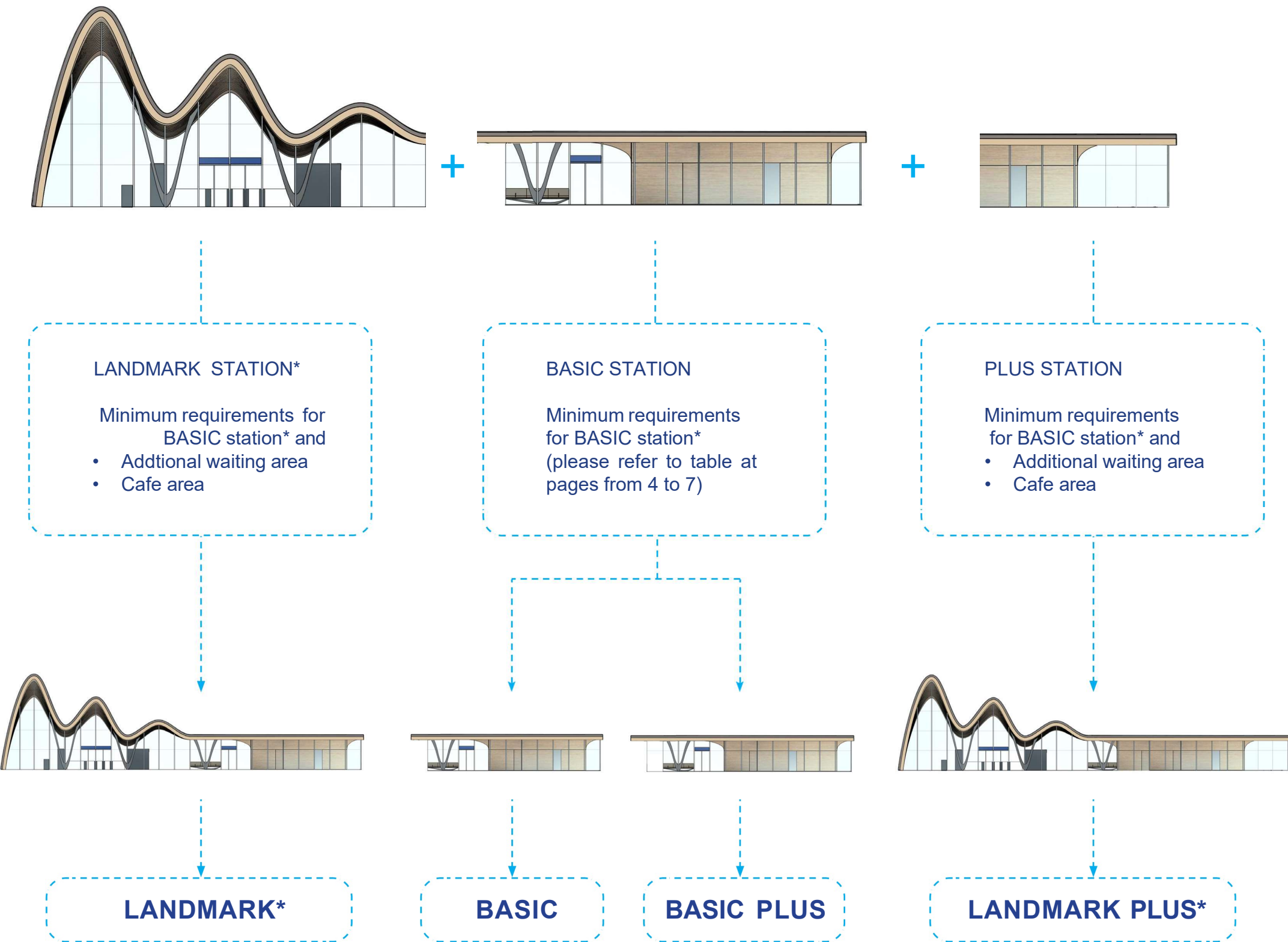
Station Basic consists of station building and the platform as well as all minimum station facilities. It was designed for average number of passengers.

Station Landmark is composed of the base station building and the platform. Consists of station building and the platform, minimum facilities as well as additional space such as bigger waiting space, cafe space.

Station Plus is composed of the station building and the platform. Consists of station building and the platform, minimum facilities, bigger waiting space, retail/cafe and additional commercial space.

Modular design brings several advantages such as reduced capital requirements and economies. Modularity is especially advantageous when the scale and scope of the project are relatively large. In such cases, it is a practical and economic option. Through modularity Rail Baltica can achieve various designs, while achieving low-cost for development.

\*Illustrative picture, there are no horizontal slope towards trackside/entrance of the station





# Growth Strategy

B1.5

## Modular design

Based on several analysis and also on the medium number of passengers per day, four type of station have been define:

Type 1: International Station

Type 2: Landmark Station

Type 3: Basic Station

Type 4: Platform Station (no building, only shelters)

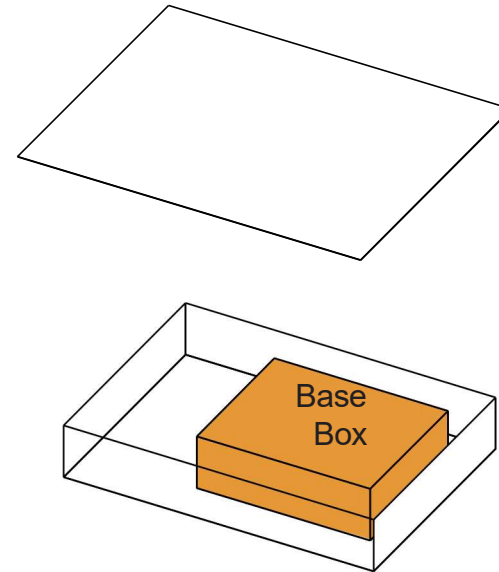
The scheme illustrates how, starting from the basic, a station can growth choosing to expand toward the Landmark station or the Basic Plus.

The maximum possible expansion will allow reaching the Landmark plus station.

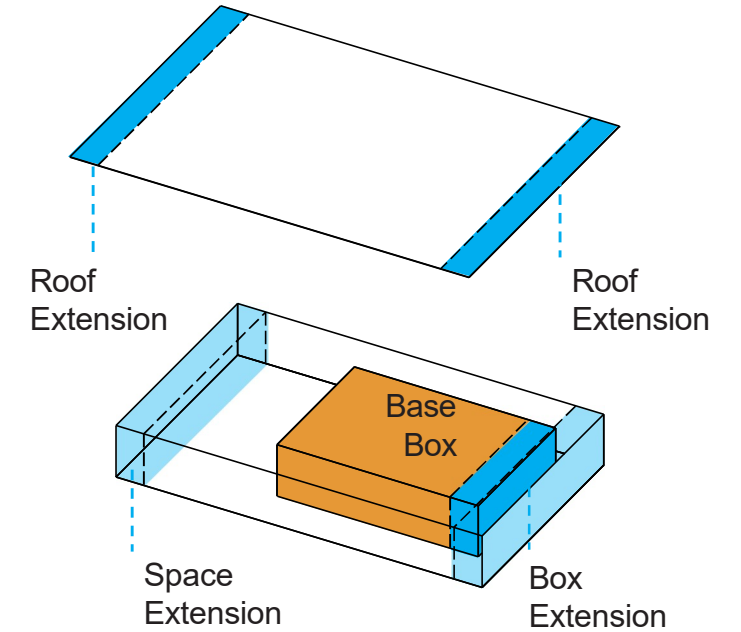
### Note:

The Client shall make the final decision for growth strategy case-by-case considering the site-specific aspects.

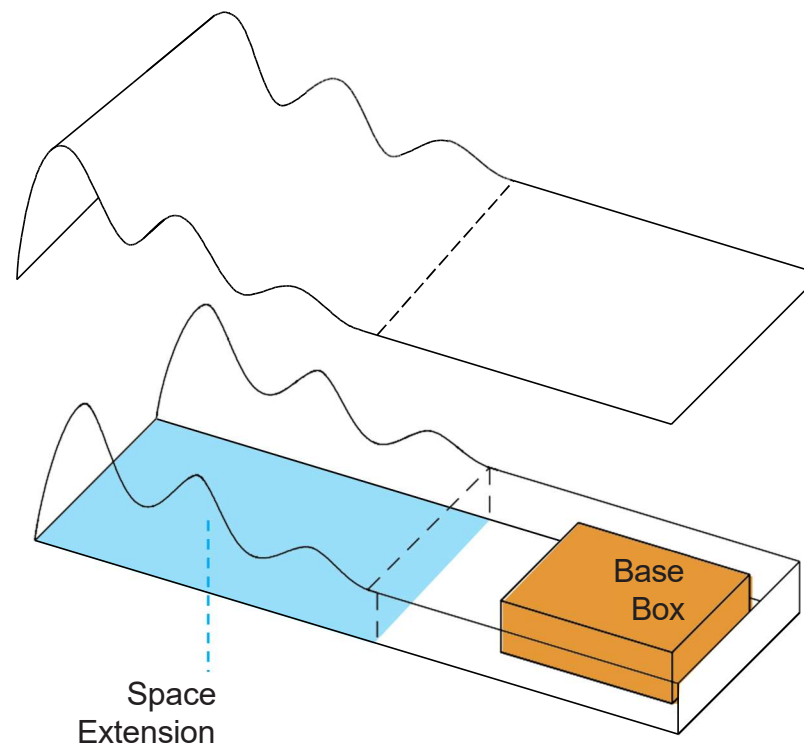
**BASIC**



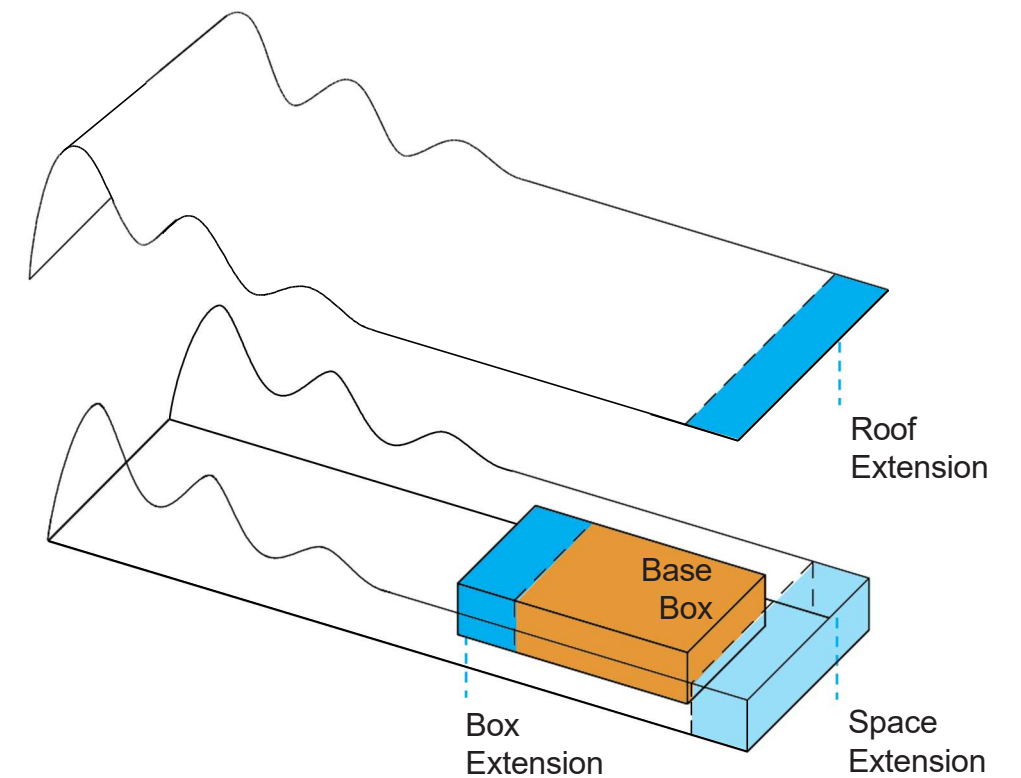
**BASIC PLUS**



**LANDMARK**



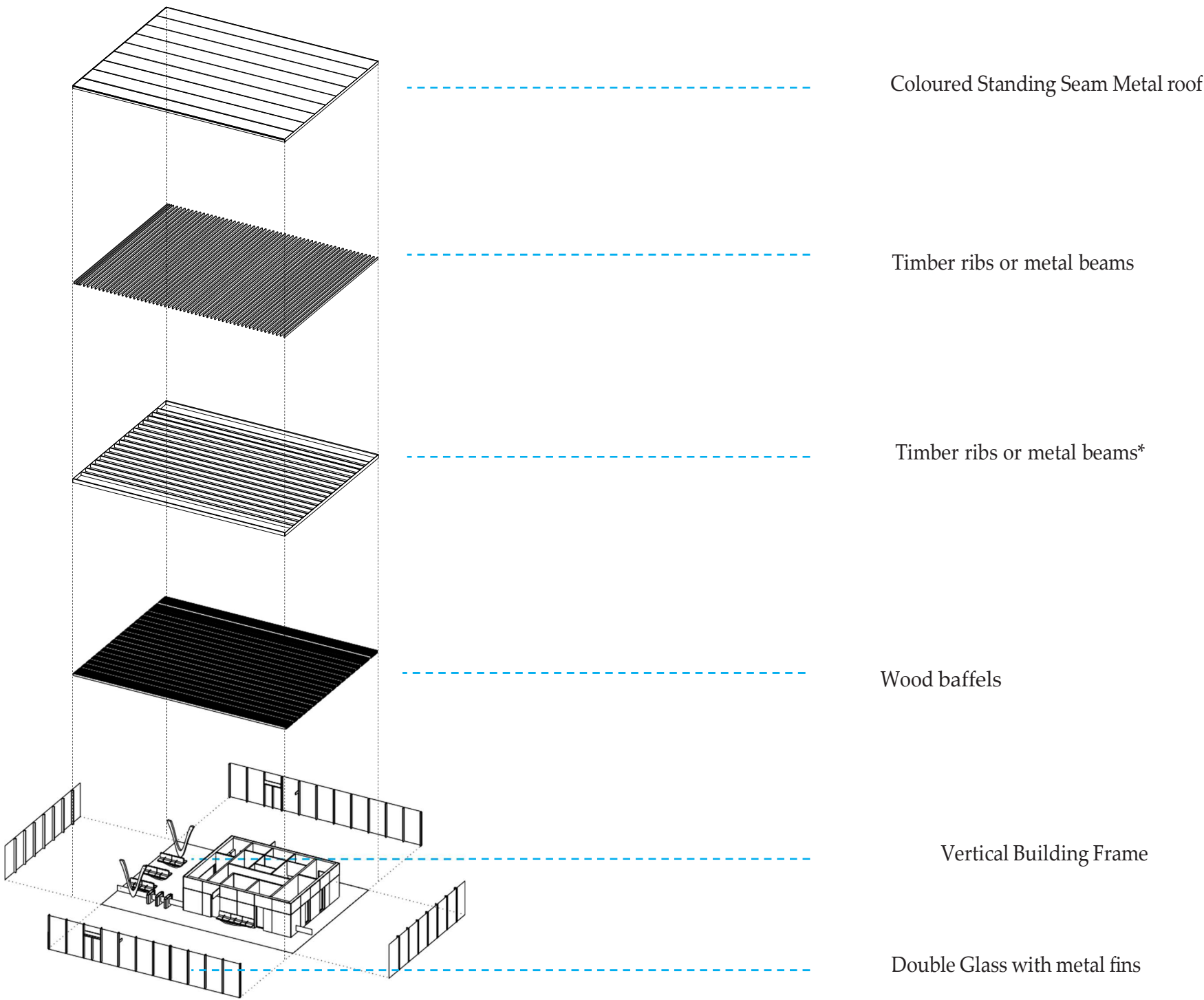
**LANDMARK PLUS**



# Layout

## Basic

\*visible metal beams must be sheated with wood



**Note:**  
The station layout is indicative.

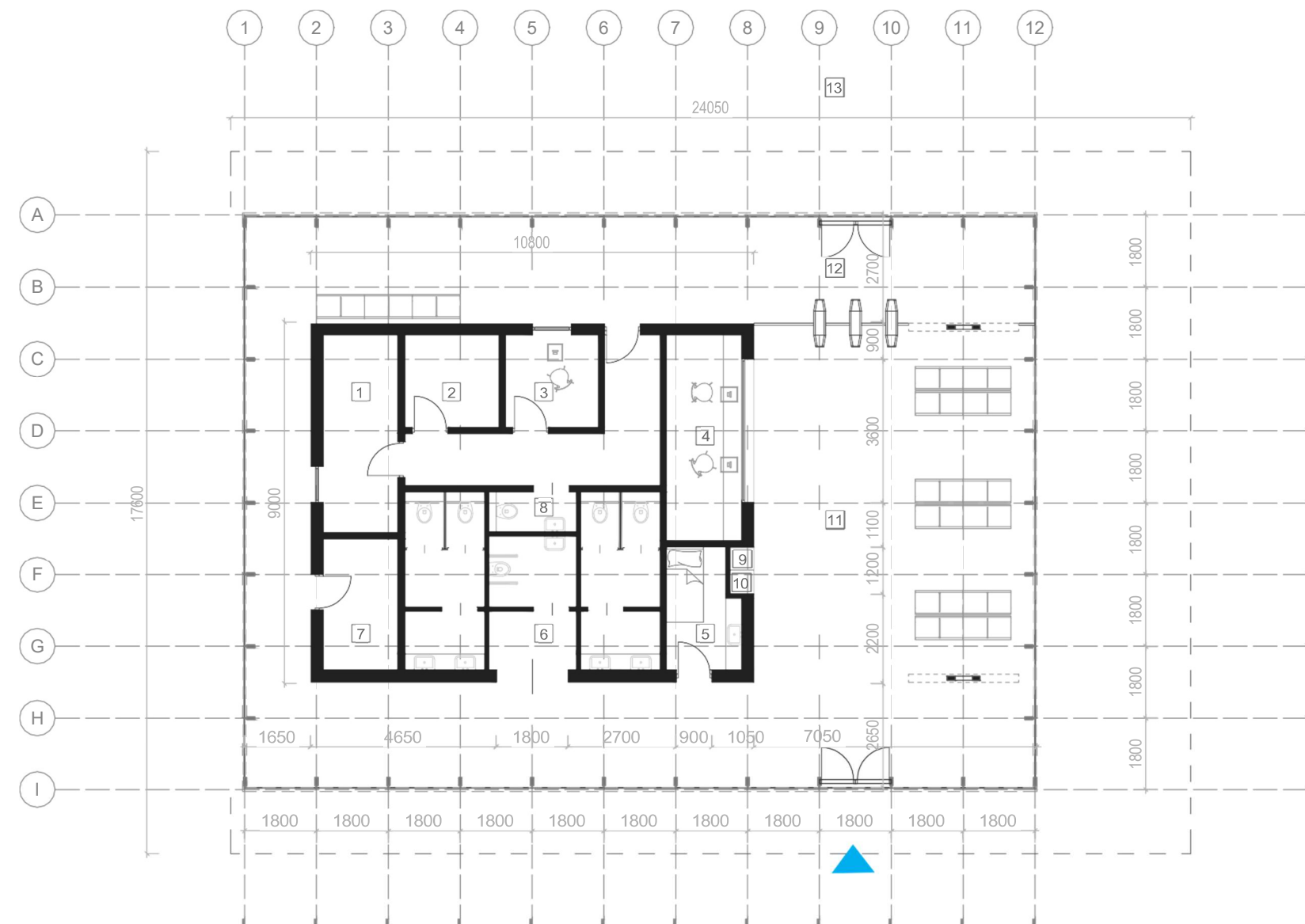
# Layout

## Basic

Note:  
The station layout is indicative

### Legend

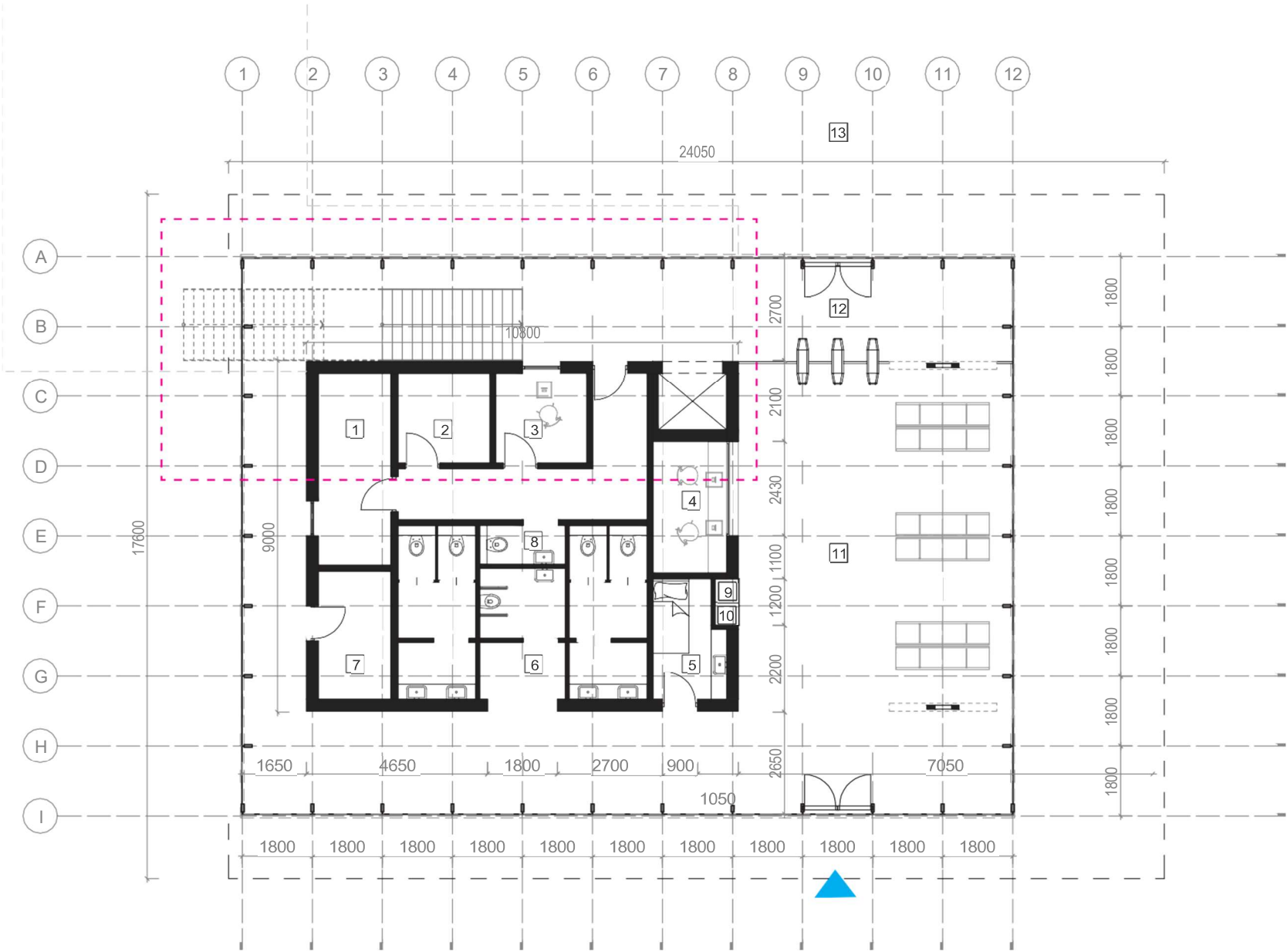
1. Staff Room
2. Police
3. Control Room
4. Ticket office
5. First Aid
6. Toilets
7. Master
8. Staff Toilet
9. ATM
10. TVN
11. Waiting Zone
12. Ticket Validation Zone
13. Platform





# Layout

## Basic with Direct Access to the Underpass

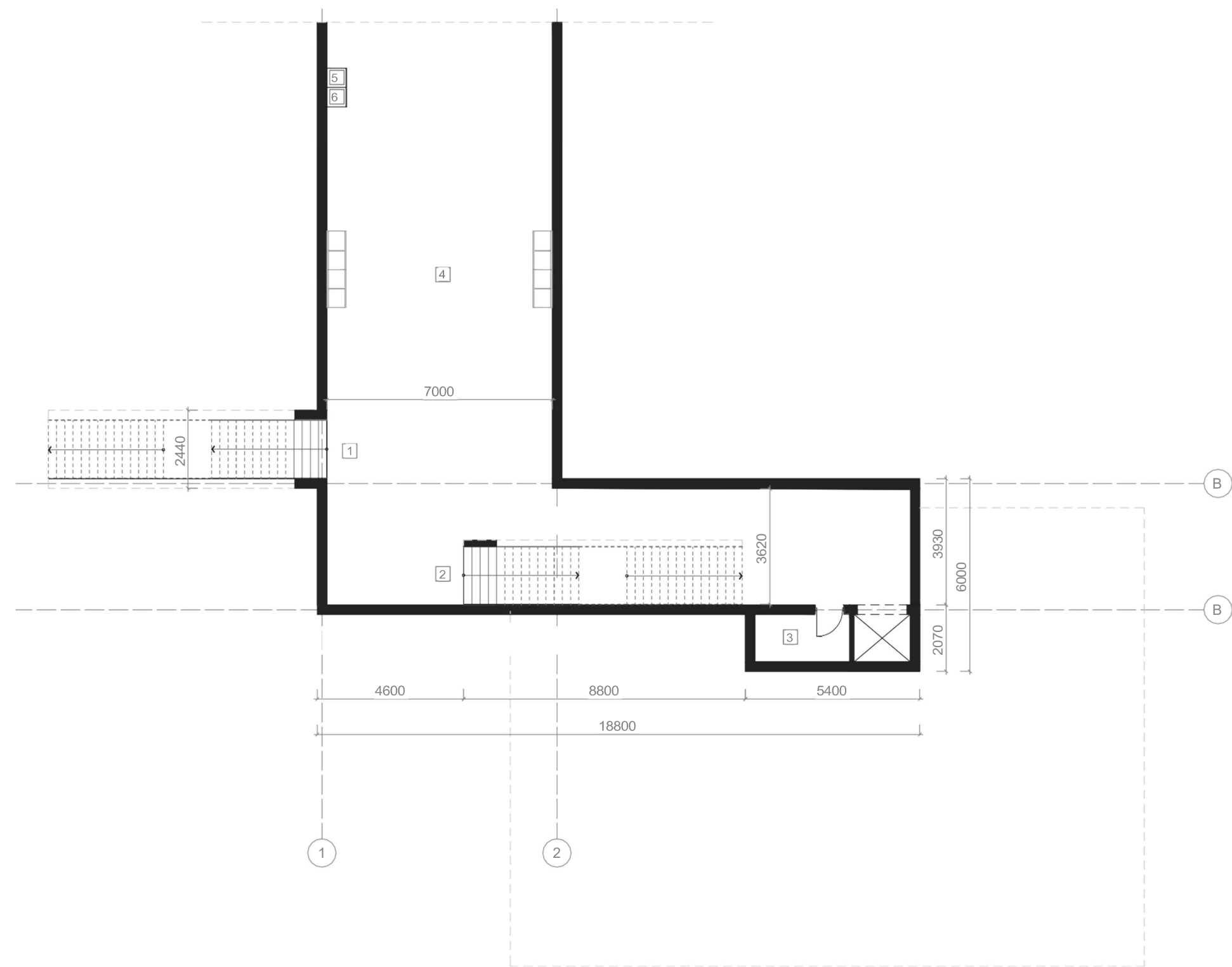


**Note:**  
The station layout is indicative

- Legend**
- 1. Staff Room
  - 2. Police
  - 3. Control Room
  - 4. Ticket office
  - 5. First Aid
  - 6. Toilets
  - 7. Master
  - 8. Staff Toilet
  - 9. ATM
  - 10. TVN
  - 11. Waiting Zone
  - 12. Ticket Validation Zone
  - 13. Platform

# Layout

## Basic with Direct Access to the Underpass



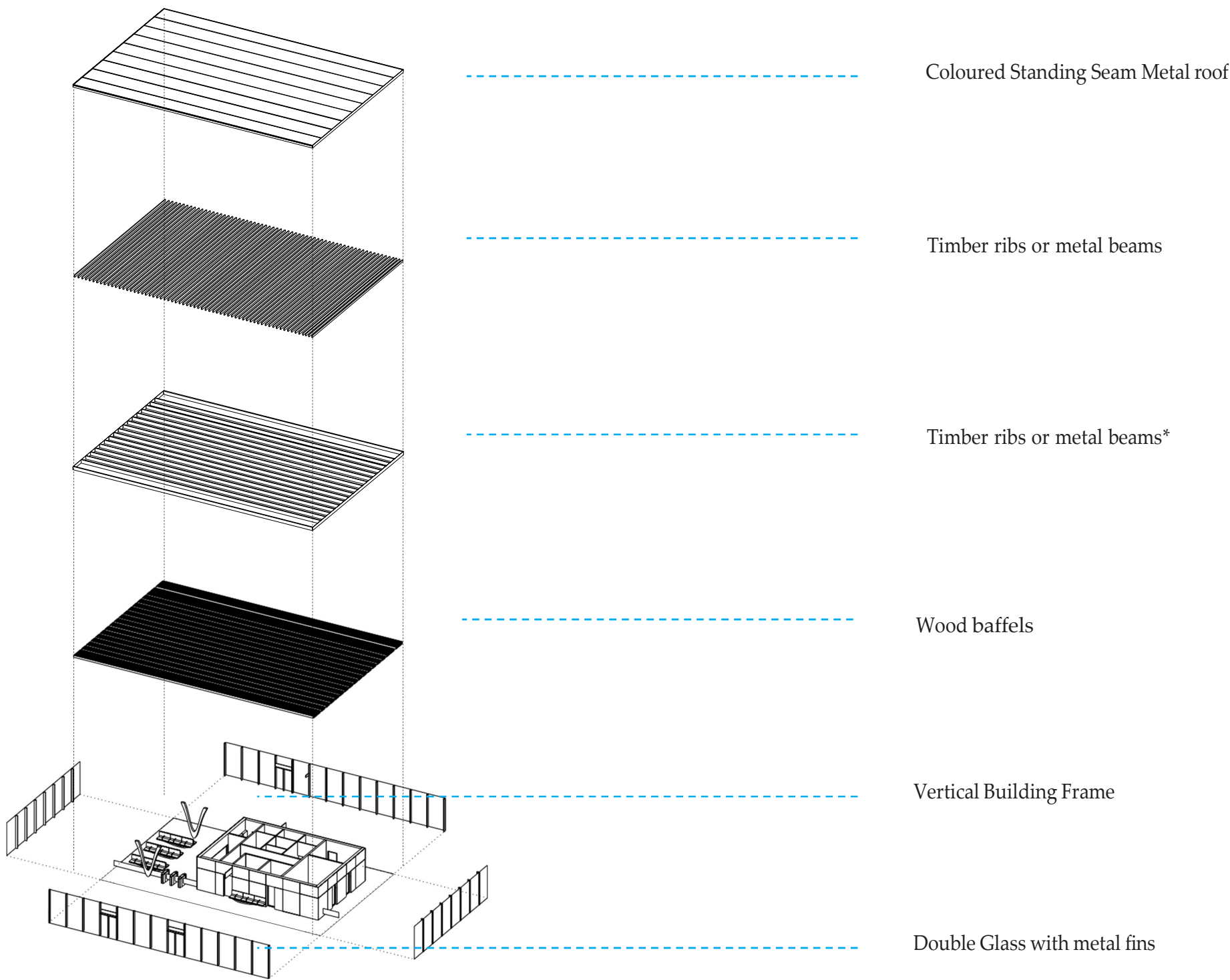
**Note:**  
The station layout is indicative

- Legend**
- 1. Stairs to the Platform
  - 2. Stairs to the Station
  - 3. Storage Room
  - 4. Main Underpass Route
  - 5. ATM
  - 6. TVN

# Layout

## Basic Plus

\*visible metal beams must be sheated with wood



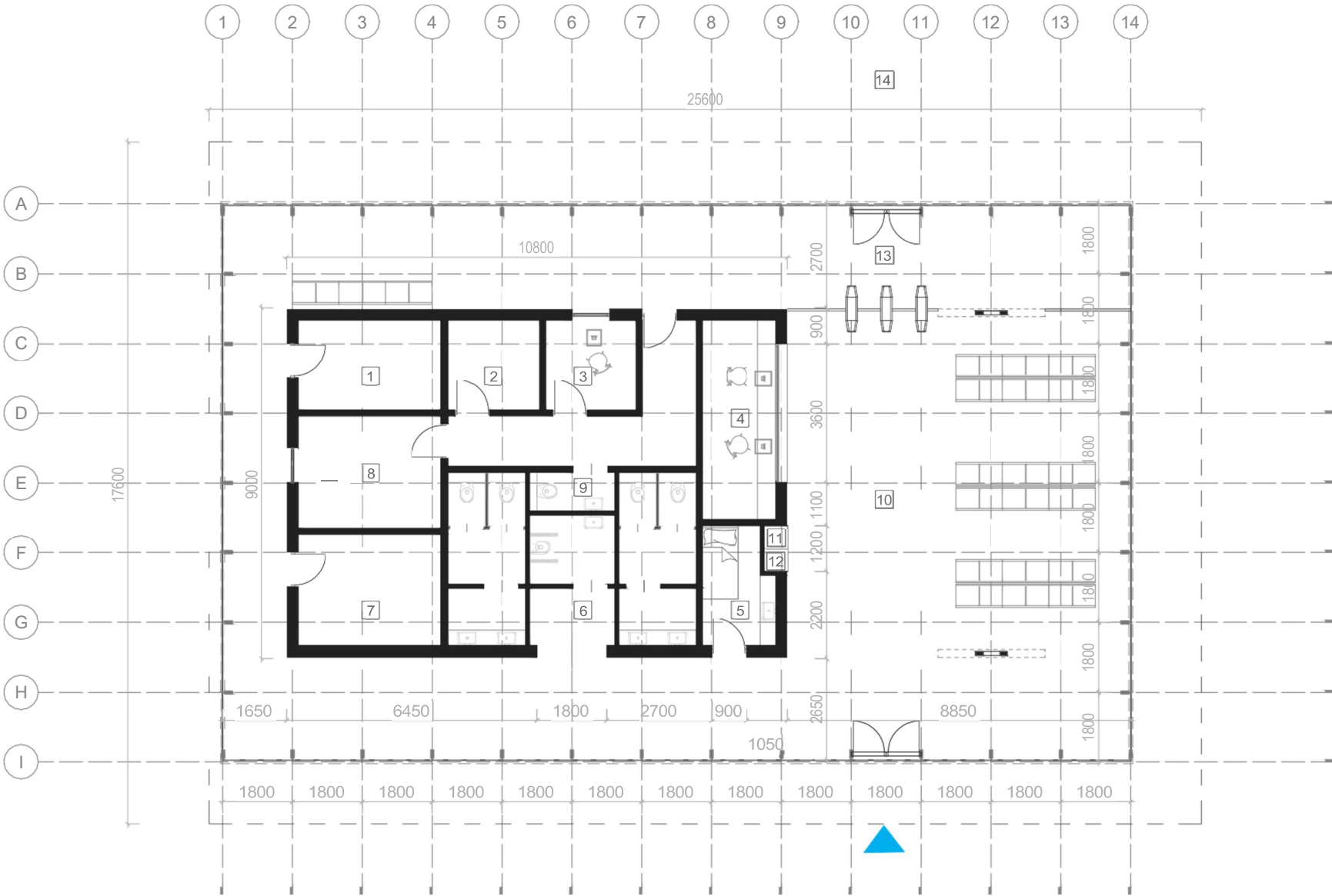
**Note:**  
The station layout is indicative

# Layout

## Basic Plus

**Note:**  
The station layout is indicative

- Legend**
- 1. Storage Room
  - 2. Police
  - 3. Control Room
  - 4. Ticket office
  - 5. First Aid
  - 6. Toilets
  - 7. Master
  - 8. Staff Room
  - 9. Staff Toilet
  - 10. Waiting Zone
  - 11. ATM
  - 12. TVM
  - 13. Ticket Validation Zone
  - 14. Platform

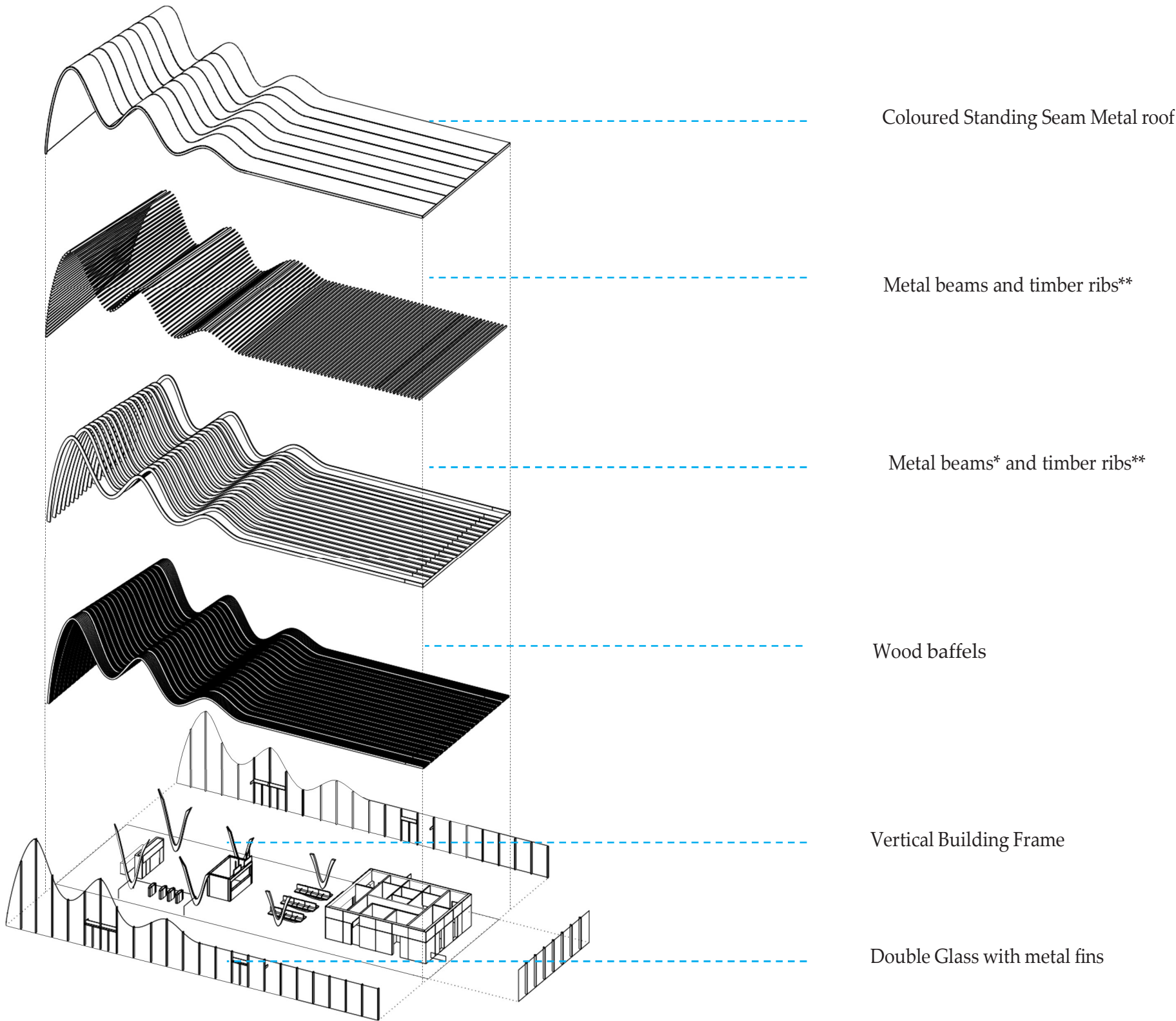


\* visible metal beams must be sheated with wood

\*\* wood structures can be used for flat part of the roof

# Layout

## Landmark



**Note:**  
The station layout is indicative



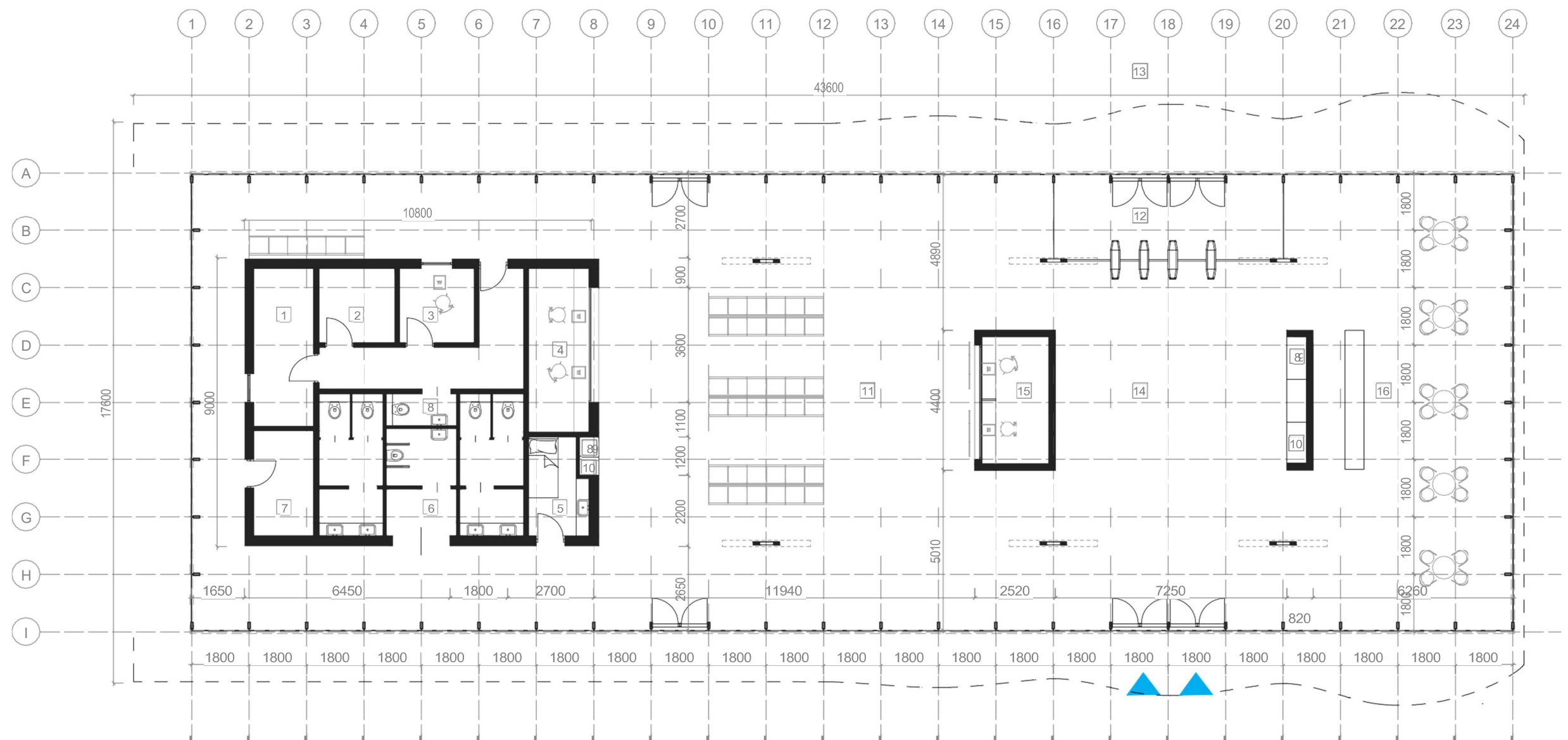
# Layout

## Landmark

Note:  
The station layout is indicative

### Legend

1. Staff Room
2. Police
3. Control Room
4. Ticket office
5. First Aid
6. Toilets
7. Master
8. Staff Toilet
9. TVM
10. ATM
11. Waiting Zone
12. Ticket Validation Zone
13. Platform
14. Main Route
15. Information Desk
16. Retail zone



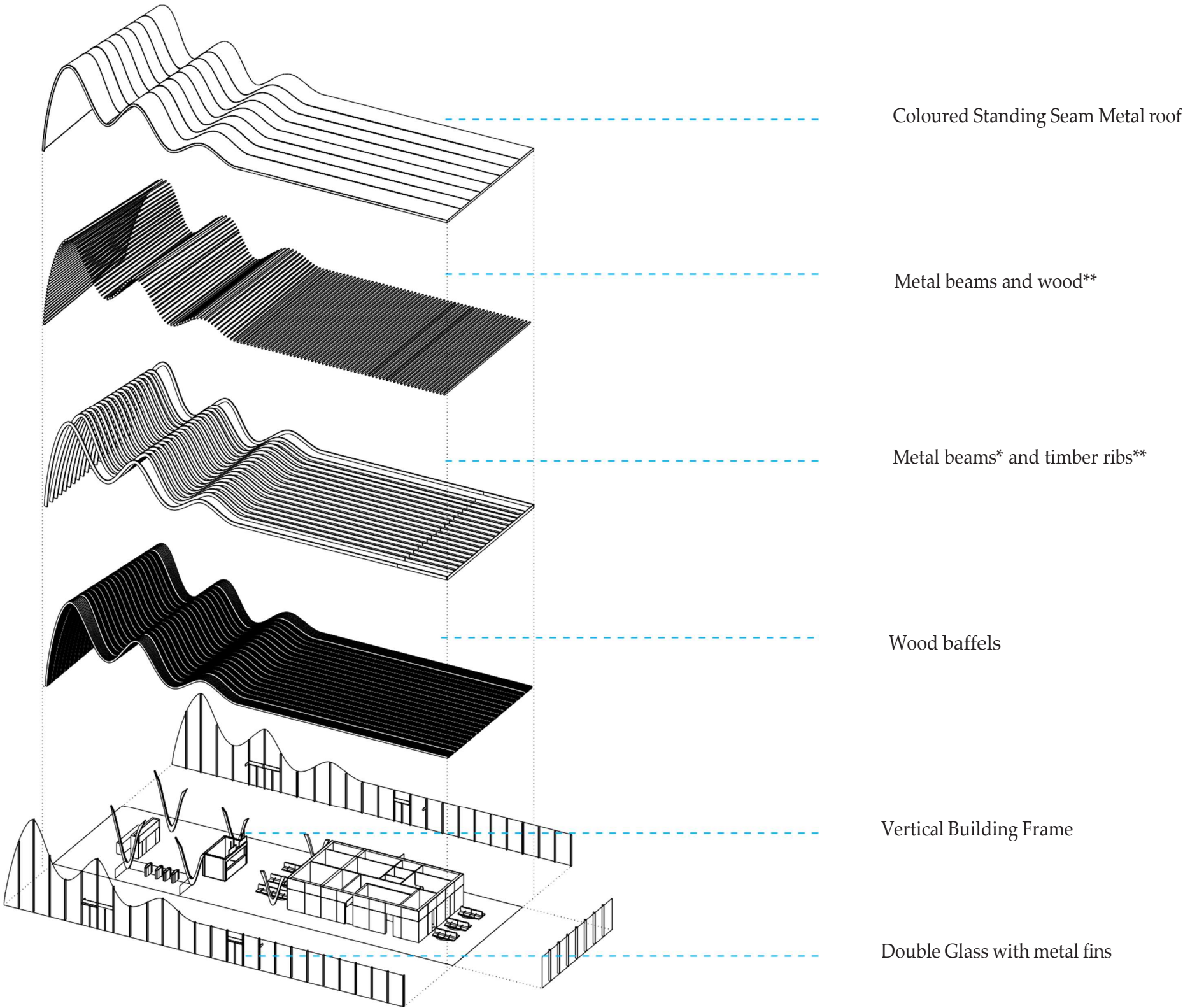


\* visible metal beams must be sheated with wood

\*\* wood structures can be used for flat part of the roof

# Layout

## Landmark Plus



**Note:**  
The station layout is indicative

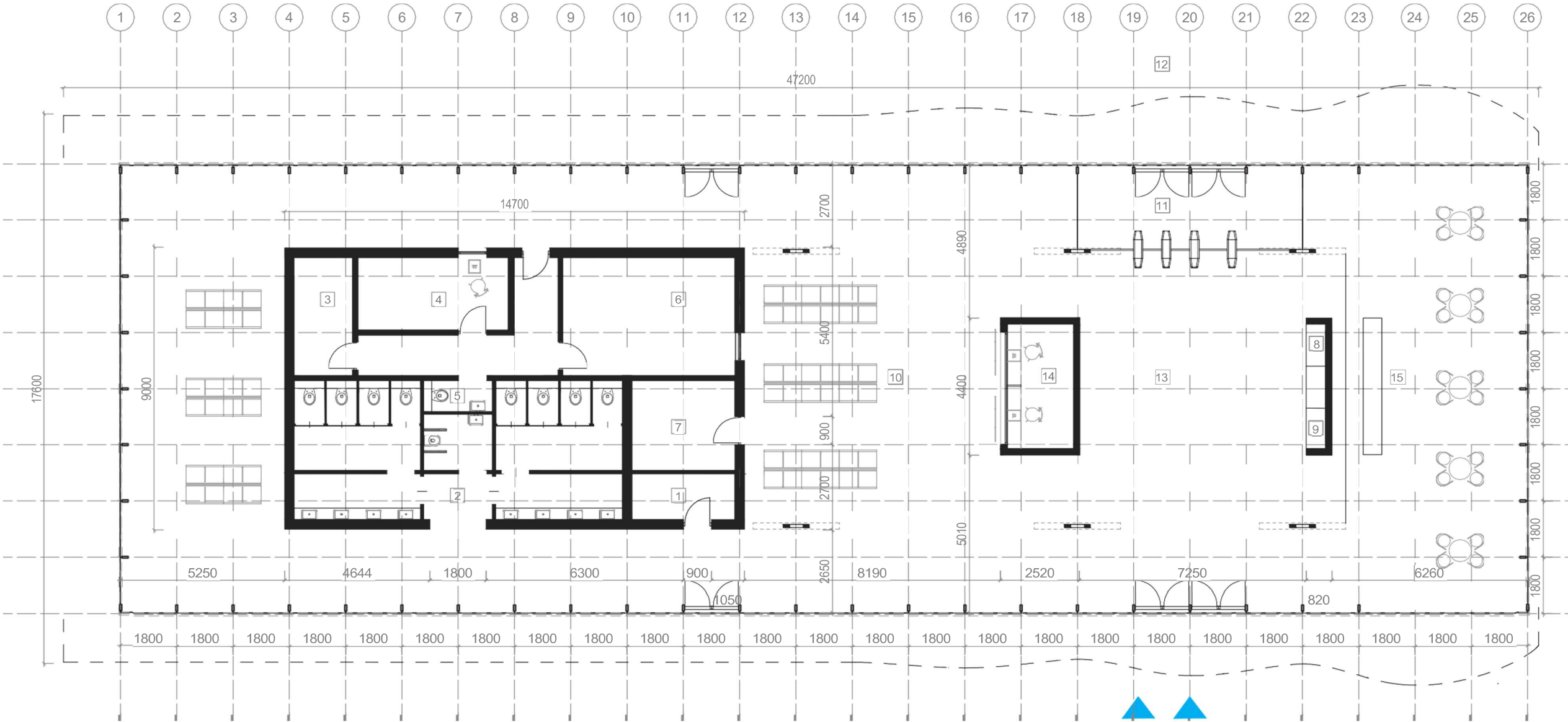
# Layout

B1.6

**Note:**  
The station layout is indicative.

## Landmark Plus

- Legend**
- 1. Storage Room
  - 2. Toilet
  - 3. Police
  - 4. Control Room
  - 5. Staff Toilet
  - 6. Staff Room
  - 7. Master
  - 8. TVM
  - 9. ATM
  - 10. Waiting Zone
  - 11. Ticket Validation Zone
  - 12. Platform
  - 13. Main Route
  - 14. Ticket office
  - 15. Retail zone

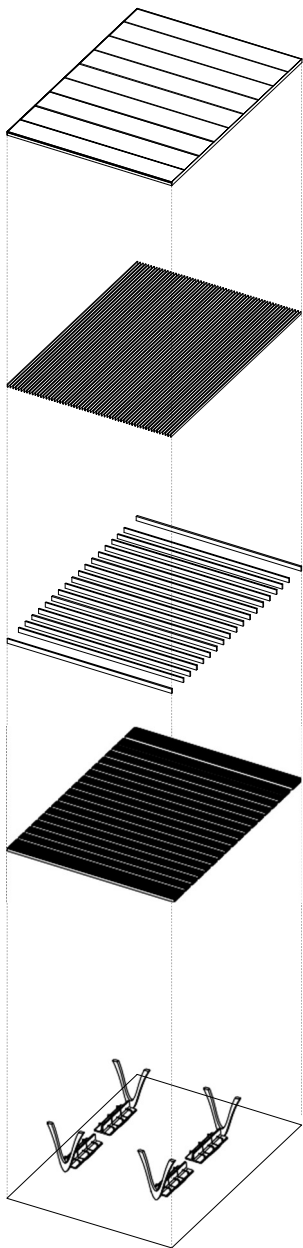


\* visible metal beams must be sheated with wood



# Layout

## Shelter



- Coloured Standing Seam Metal roof
- Timber ribs or metal beams
- Timber ribs or metal beams\*
- Wood baffels
- Vertical Building Frame

**Note:**  
The station layout is indicative



# Design

## Typical Basic Station Scenario

B1.7



Note  
Images are only for reference



# Design

B1.7

## Typical Landmark Station Scenario



Note  
Images are only for reference

\*Illustrative picture, there are no horizontal slope towards trackside/entrance of the station



# Design

B1.7

## Typical Landmark Plus Station Scenario



Note  
Images are only for reference

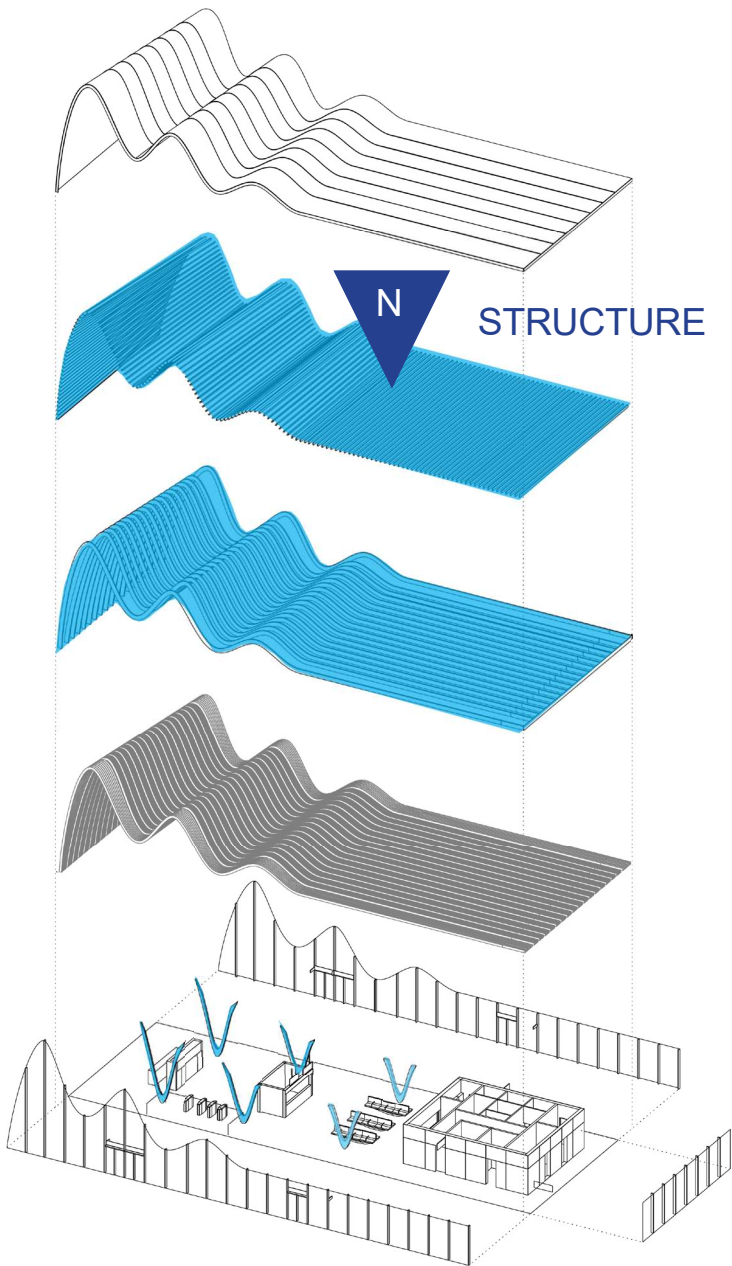
\*Illustrative picture, there are no horizontal slope towards trackside/entrance of the station



# Structure

B1.8

## Identity Matrix



Material



Geometry





Modularity



Color



Vegetation

	N	C	R
Structure	 		

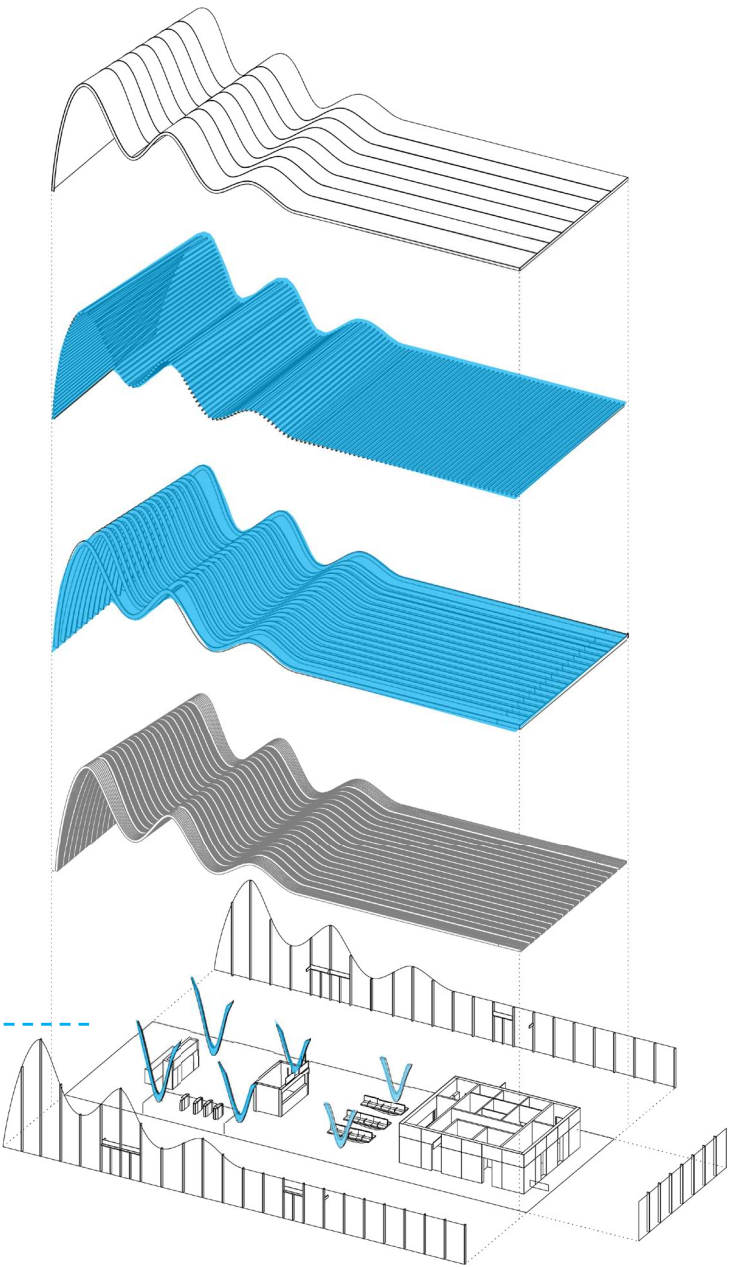
# Structure

## Concept Design

Sub-Structure

Main Structure

Support Structure



# Structure

B1.8

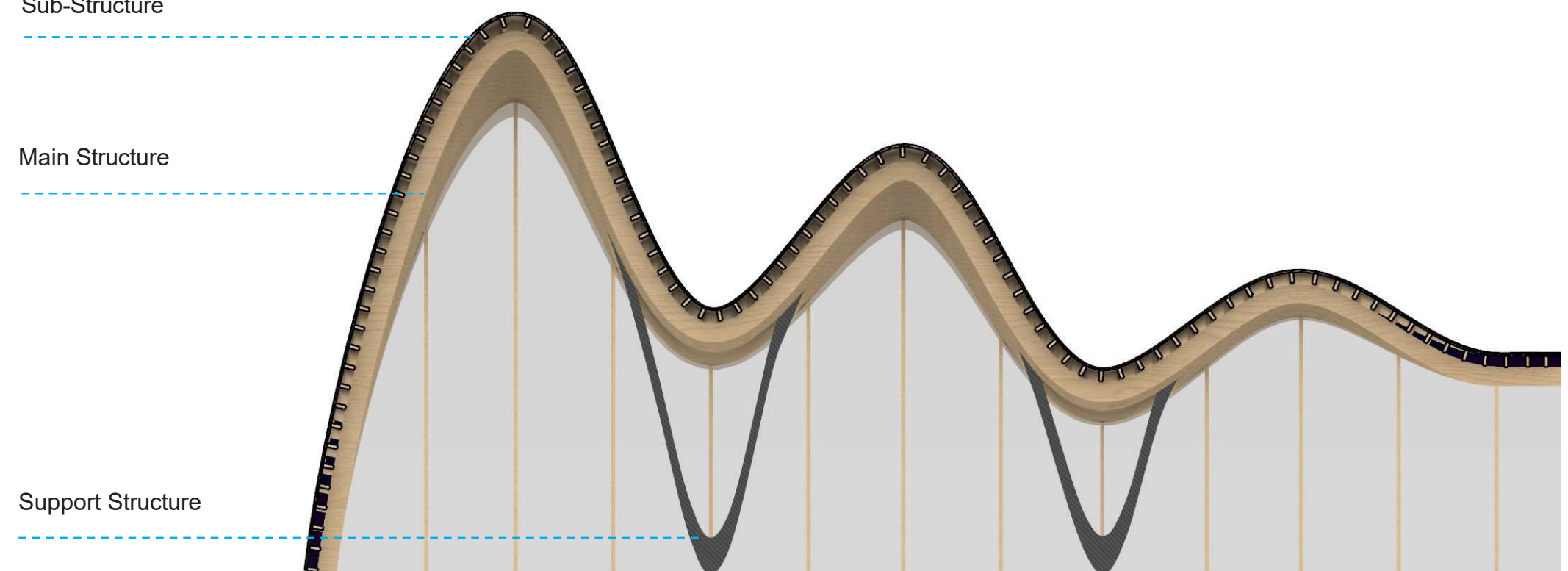
## Concept Design



Sub-Structure

Main Structure

Support Structure



### Note

Image above shows the station structure from the interior.

There are no horizontal slope towards trackside/entrance of the station

For timber rib dimensions and module refer to this page

Metal beam dimensions and module need to be designed so that they are in accordance with country's legislation.

Note:  
The dimensions are indicative

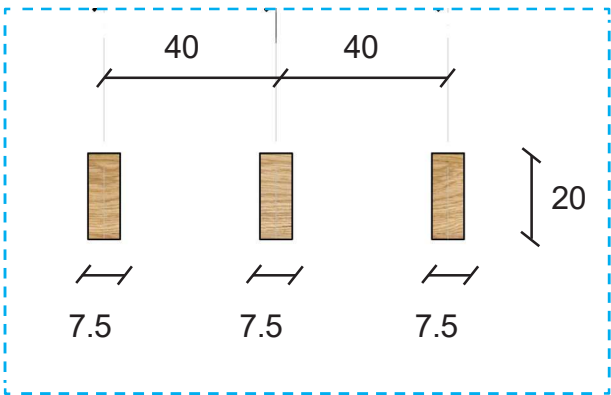
# Structure

## Geometry

Timber Ribs

size - 20 x 7.5 cm

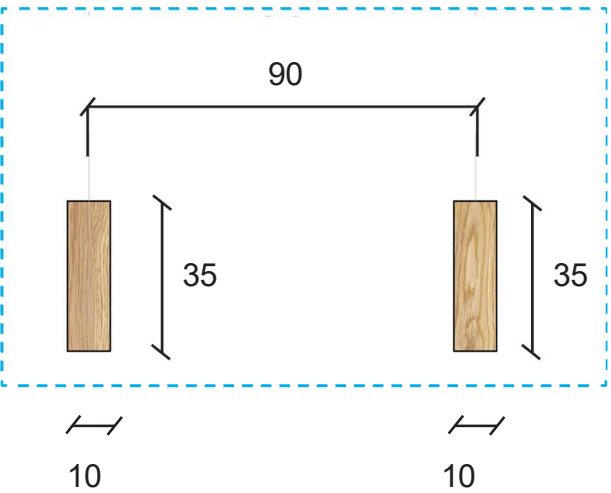
module of every 40 cm



Timber Ribs

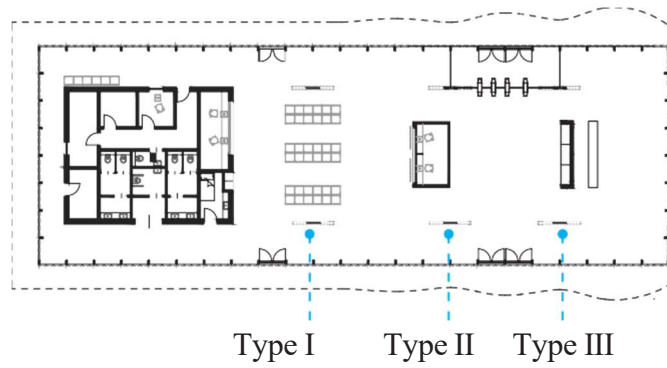
size - 35 x 10 cm

module of every 90 cm



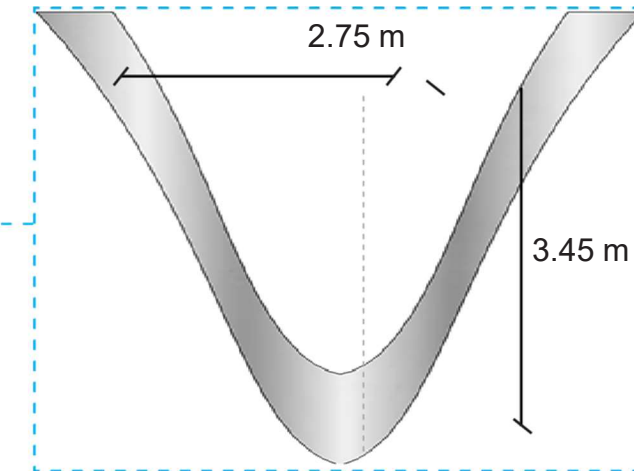
# Structure

## Geometry

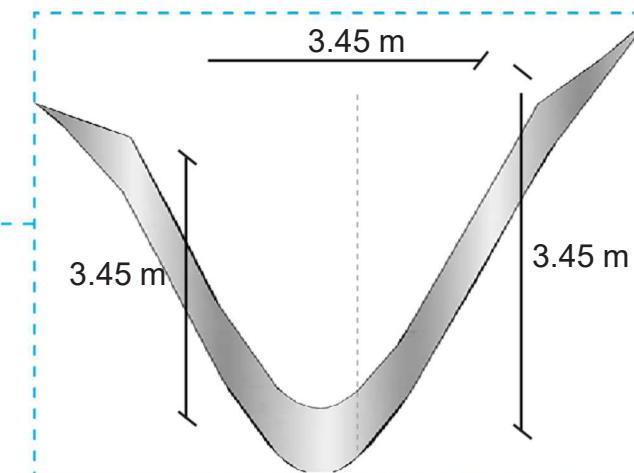


Note:  
The dimensions are indicative

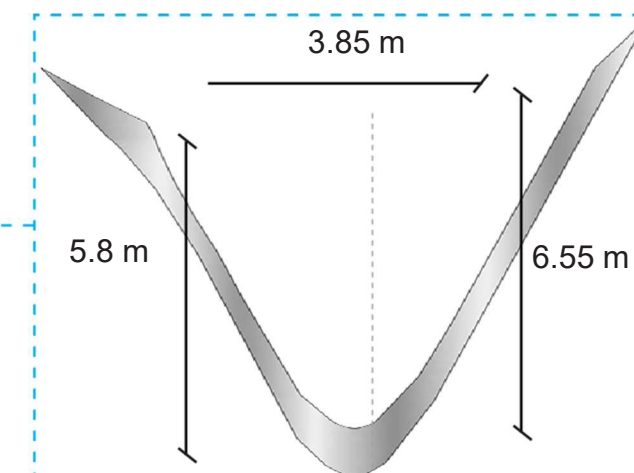
Support Building Frame Type I



Support Building Frame Type II



Support Building Frame Type III

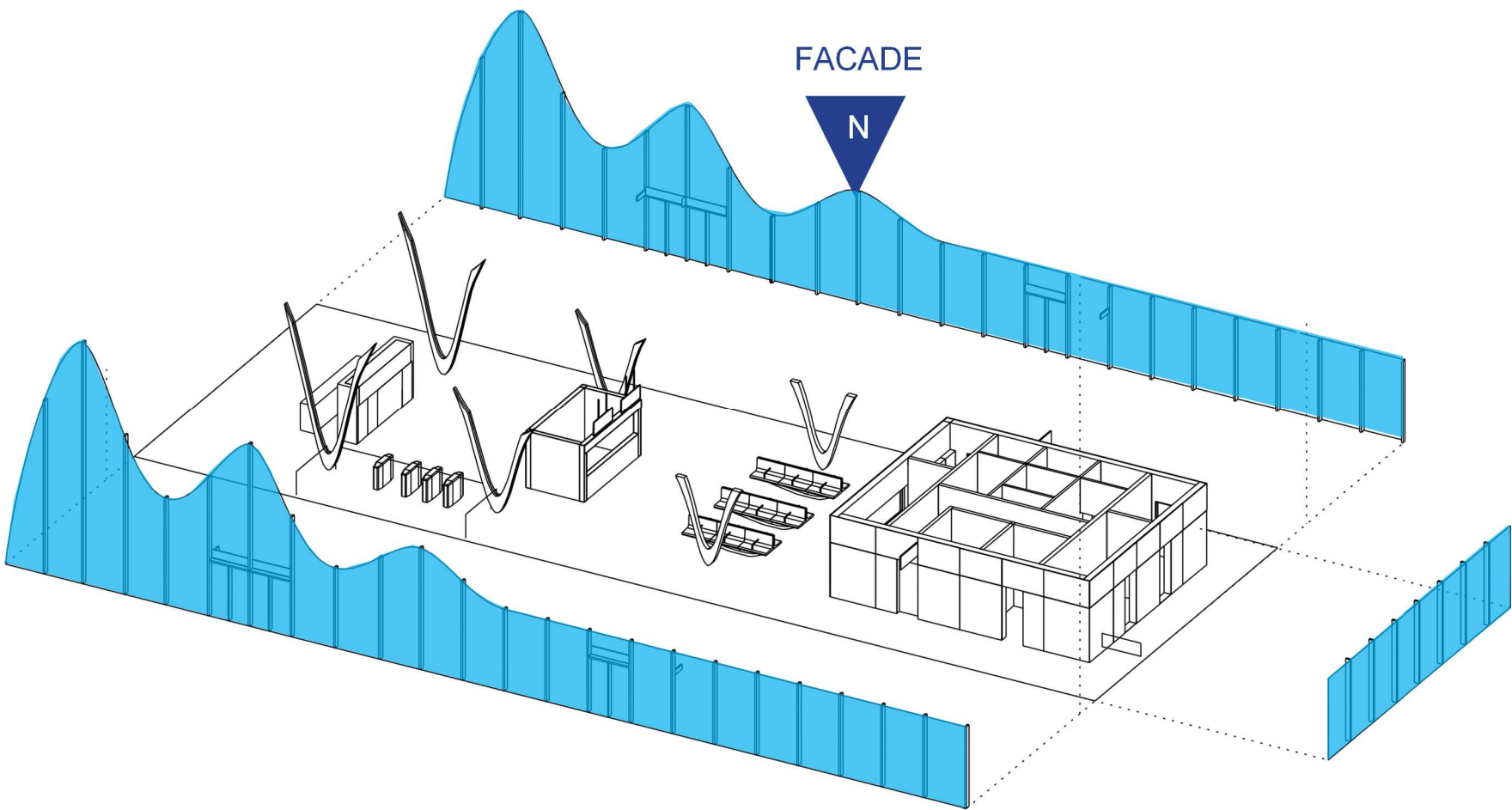




# Facade

B1.9

## Identity Matrix



Material



Geometry





Modularity



Color



Vegetation

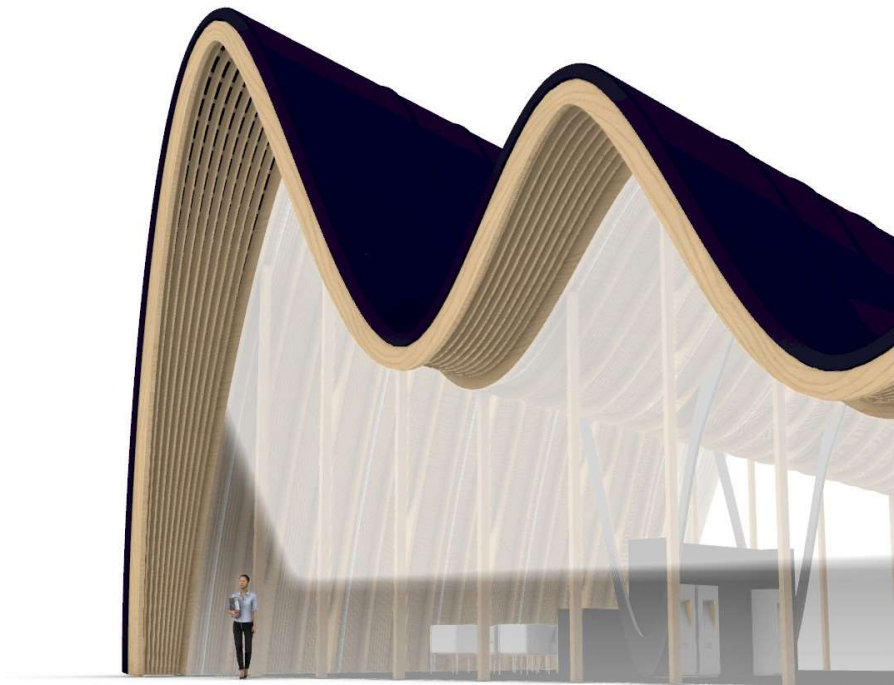
	N	C	R
Facade	 		



# Facade

## Concept Design

Design of the station’s walls refers to the traditional Baltic constructions utilizing the same materials but differs in form using Baltic waves as a direct inspiration behind parametric design.



Pictures

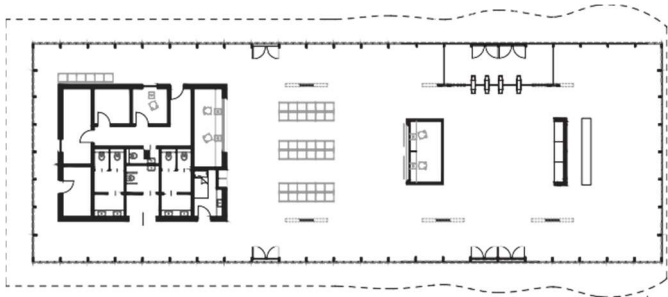
Image from left:  
Image 1 - Credits: SBS Engineering  
Image 2 - Credits: pixabay.com  
Image 2 - Credits: wikipedia.org



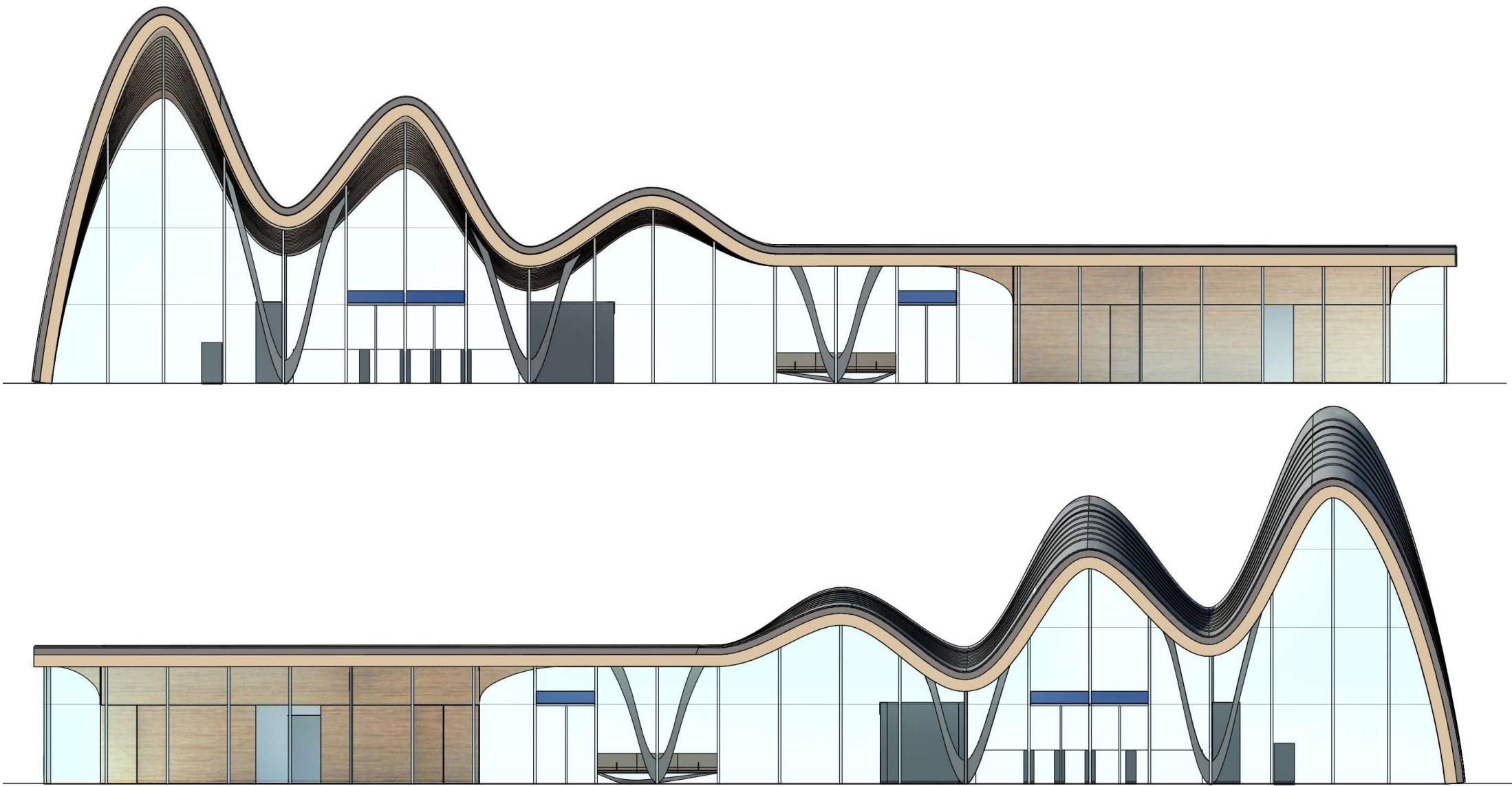
# Facade

## Geometry

▼ E1



▲ E2



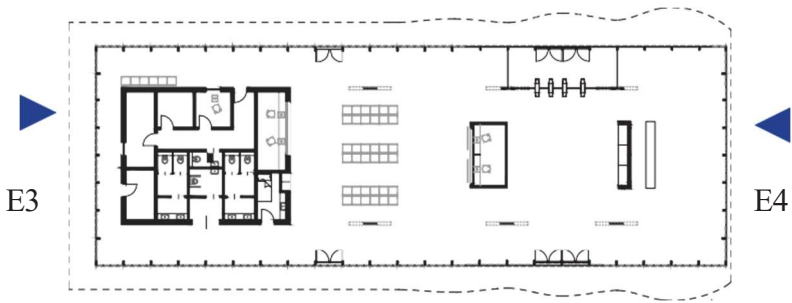
E2 Elevation from the entrance

\*Illustrative picture, there are no horizontal slope towards trackside/entrance of the station

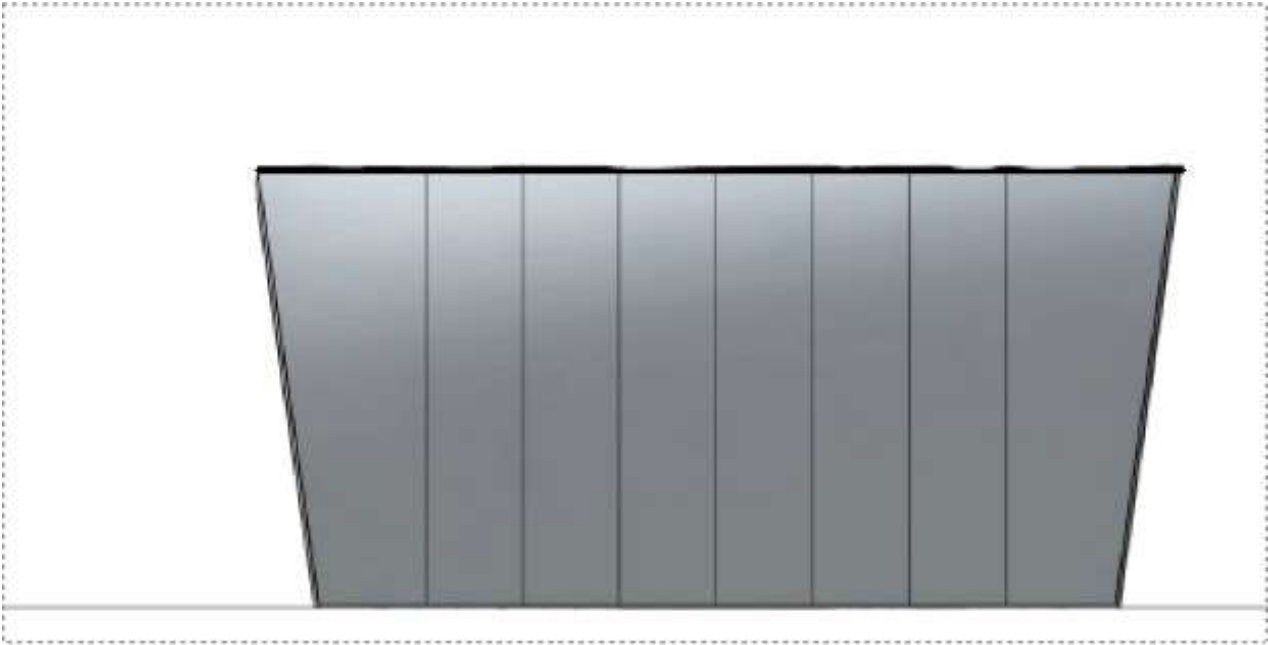
**Note:**  
The geometry is indicative. Detailing shall be carried out during the design process and agreed with the Client.

# Facade

## Geometry



E3 Elevation from the left side



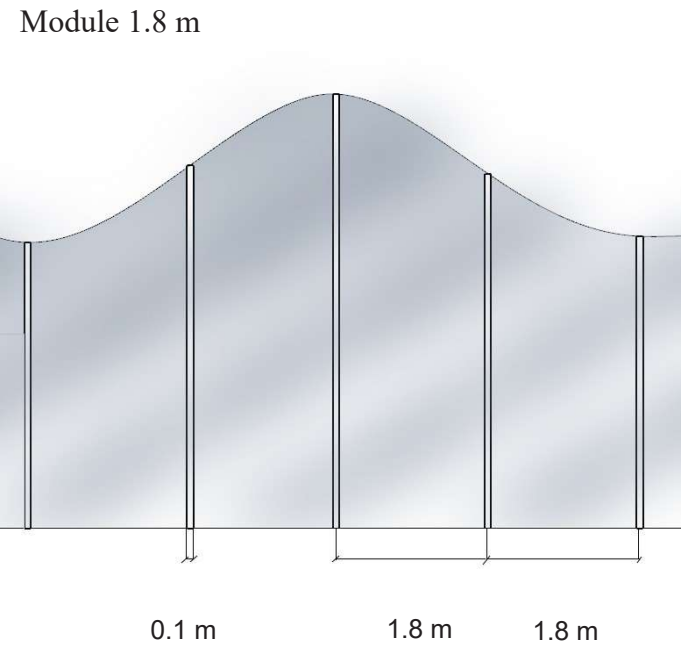
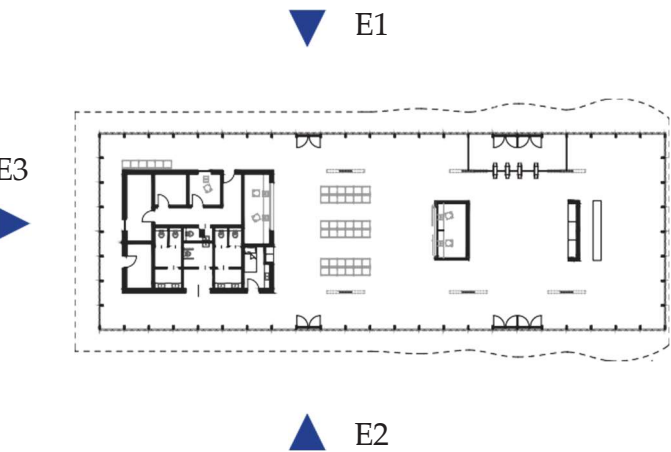
E4 Elevation from right side

**Note:**  
The geometry is indicative. Detailing shall be carried out during the design process and agreed with the Client.



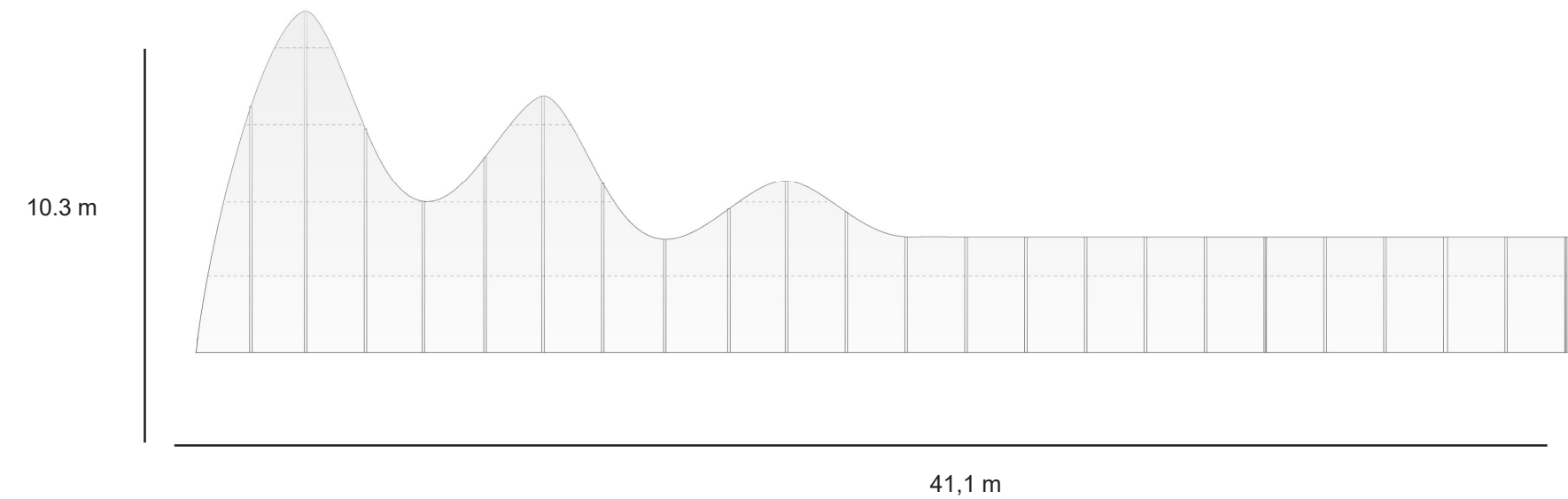
**Note:**  
The geometry and dimensions are indicative.  
Detailing shall be carried out during the design process and agreed with the Client.

Geometry of the facade is created by the shape of the roof. Module used as a design principle is 1.8 m.

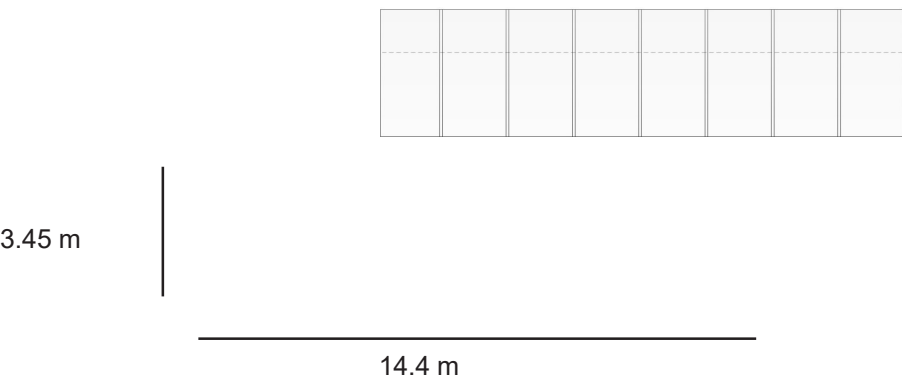


# Facade

## Geometry



E1 Elevation seen from both sides

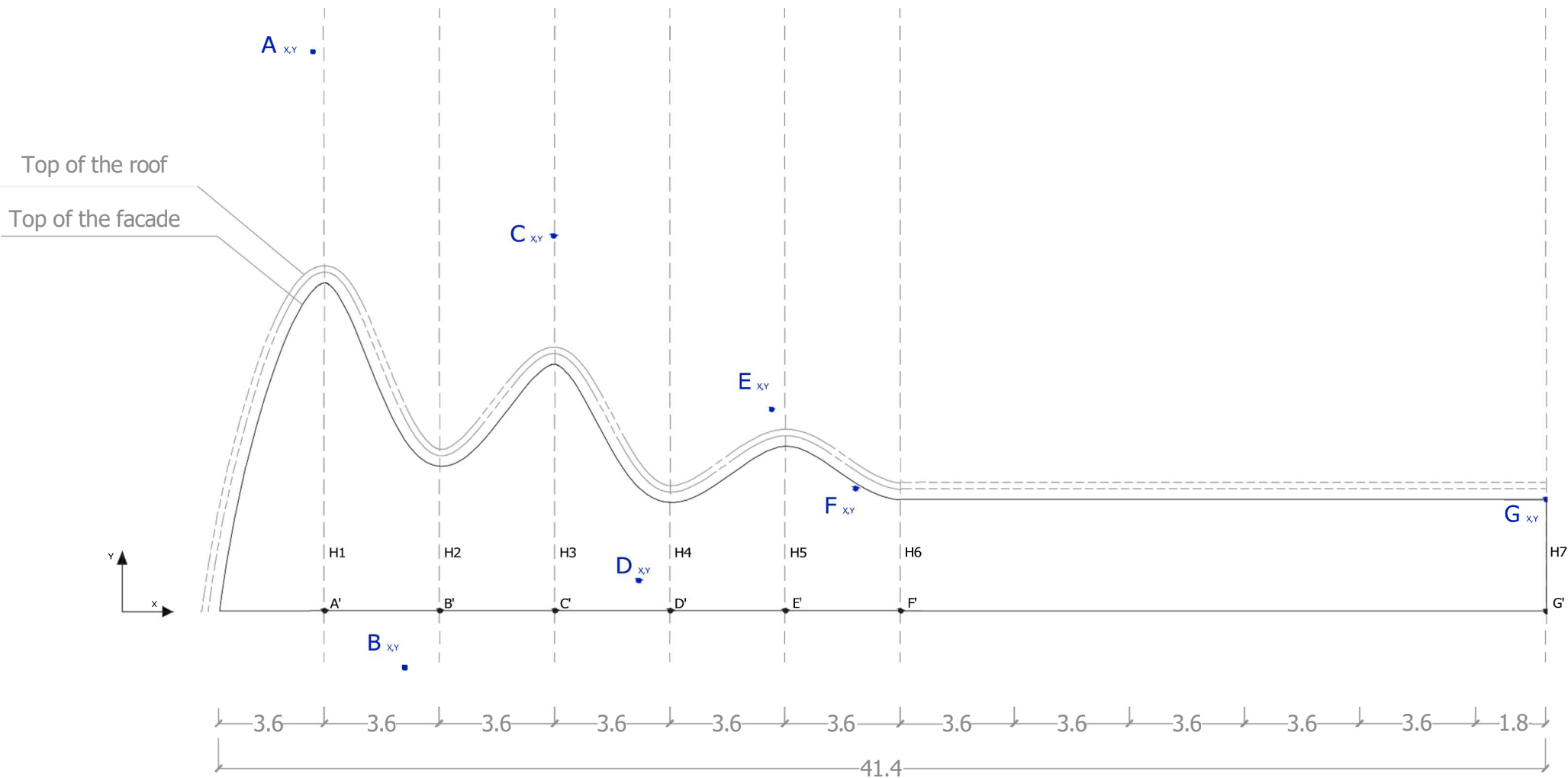
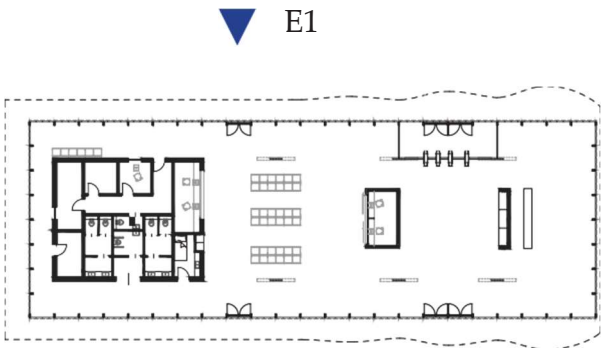


E2 Elevation

# Facade

## Roof geometry platform side

The shape of the elevation is defined by spline curve with the control points A, B, C, D, E, F with following coordinates.



H1 = 10.3 M    H2 = 4.5 M    H3 = 7.7 M    H4 = 3.4 M    H5 = 5.2 M    H6 = 3.45 M  
H6 = 3.45 M

From A':  $A_{xy} = \{-0,36; 17,70\}$       From E':  $E_{xy} = \{-0,34; 6,23\}$   
From B':  $B_{xy} = \{-1,1; -1,83\}$       From F':  $F_{xy} = \{-1,43; 3,82\}$   
From C':  $C_{xy} = \{0,0; 11,85\}$       From G':  $G_{xy} = \{0,0; 3,45\}$   
From D':  $D_{xy} = \{-0,99; 0,93\}$

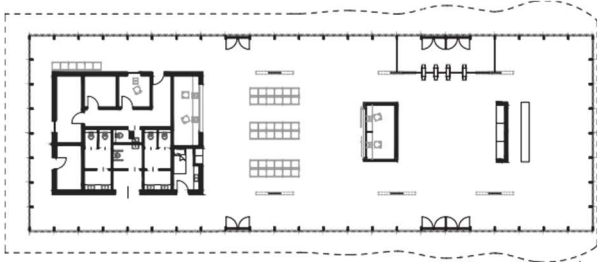
**Note:**  
The geometry and dimensions are indicative.  
Detailing shall be carried out during the design  
process and agreed with the Client.



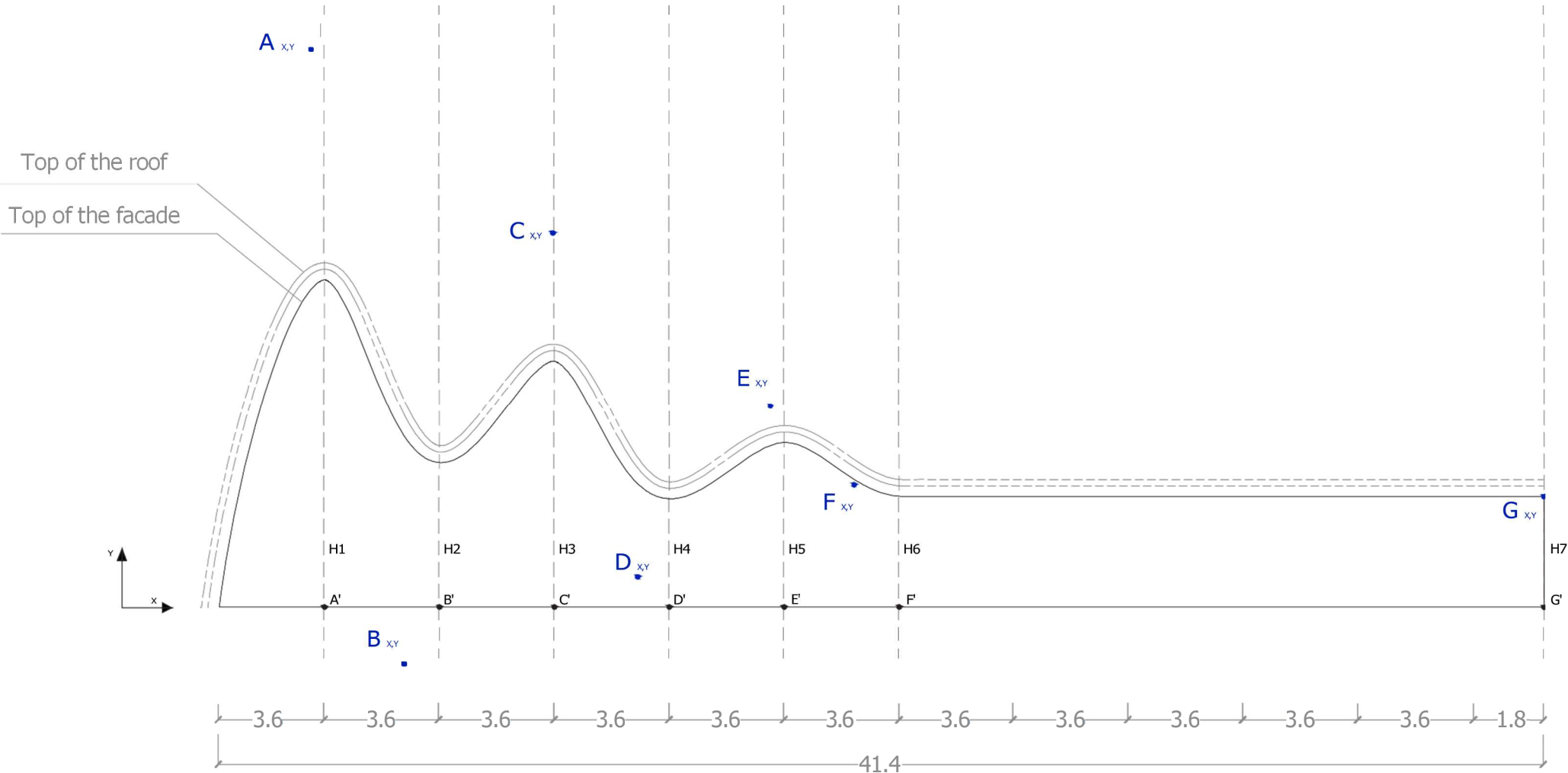
# Facade

## Roof geometry entrance side

The shape of the elevation is defined by spline curve with the control points A, B, C, D, E, F with following coordinates.



▲ E2



H1 = 10.3 M    H2 = 4.5 M    H3 = 7.7 M    H4 = 3.4 M    H5 = 5.2 M    H6 = 3.45 M

H6 = 3.45 M

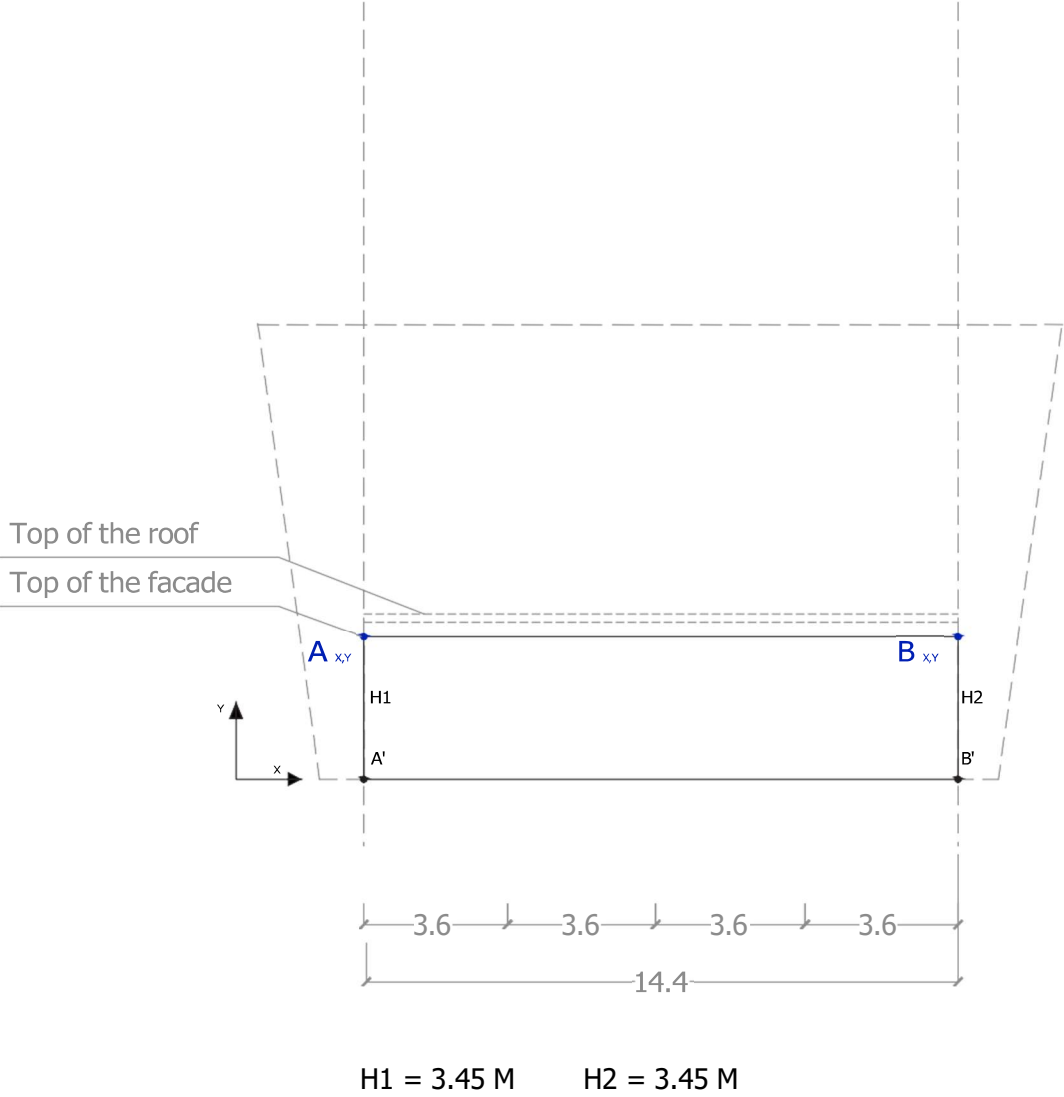
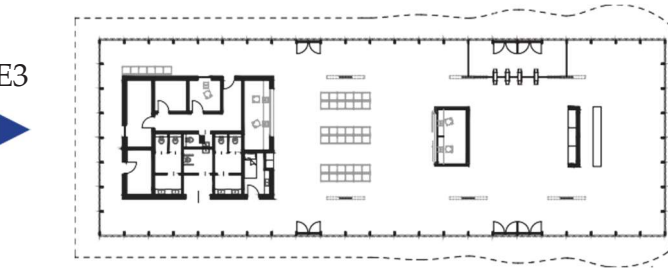
**Note:**  
The geometry and dimensions are indicative. Detailing shall be carried out during the design process and agreed with the Client.

- |                                      |                                     |
|--------------------------------------|-------------------------------------|
| From A': $A_{xy} = \{-0,36; 17,70\}$ | From E': $E_{xy} = \{-0,34; 6,23\}$ |
| From B': $B_{xy} = \{-1,1; -1,83\}$  | From F': $F_{xy} = \{-1,43; 3,82\}$ |
| From C': $C_{xy} = \{0,0; 11,85\}$   | From G': $G_{xy} = \{0,0; 3,45\}$   |
| From D': $D_{xy} = \{-0,99; 0,93\}$  |                                     |

# Facade

## Geometry - Terrace Elevation

The shape of the elevation is defined by points A, B and following coordinates.

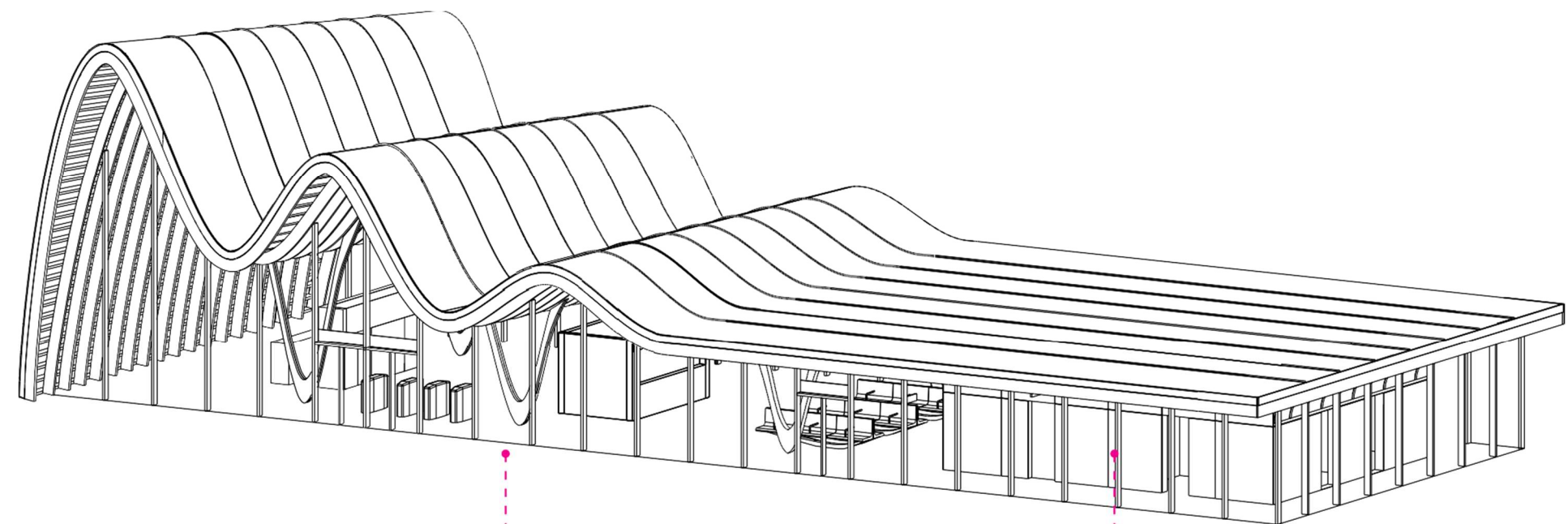


**Note:**  
The geometry and dimensions are indicative. Detailing shall be carried out during the design process and agreed with the Client.

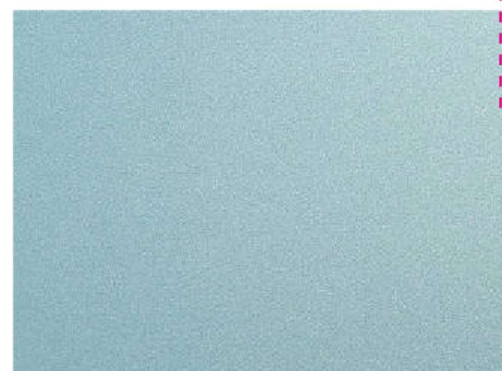
From A': A<sub>xy</sub> = {0,0; 3,50}      From E': E<sub>xy</sub> = {0,0; 3,50}

# Facade

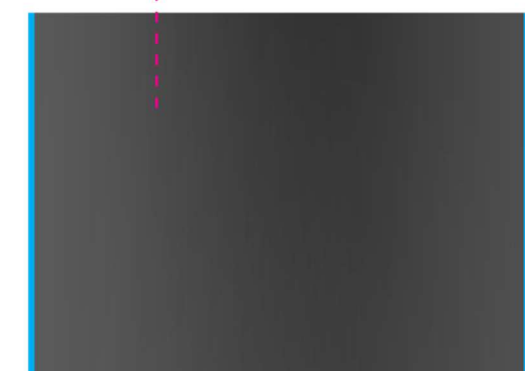
## Materials



Glass



Metal vertical ribs



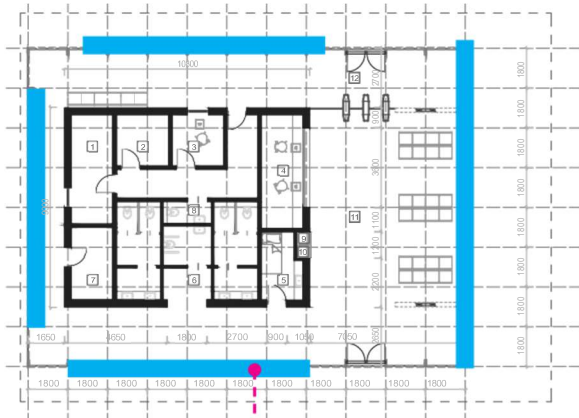
**Note:**

Design specific aspects are recommendation basis and need to be selected in the designs.

# Facade

## Alternative Material Strategy

This type of alternative material strategy is used to decrease environmental impacts, such as energy usage, during the life-cycle of the station.



Metal cladding



Glazing



Glazing + Metal Cladding



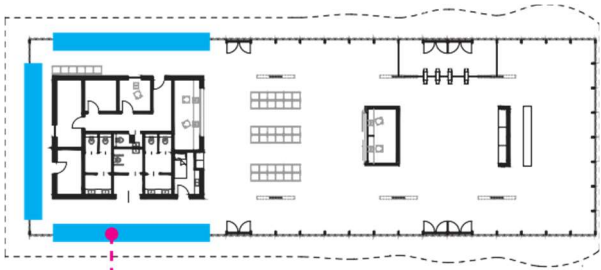
**Note:**  
The geometry is indicative. Detailing shall be carried out during the design process and agreed with the Client.



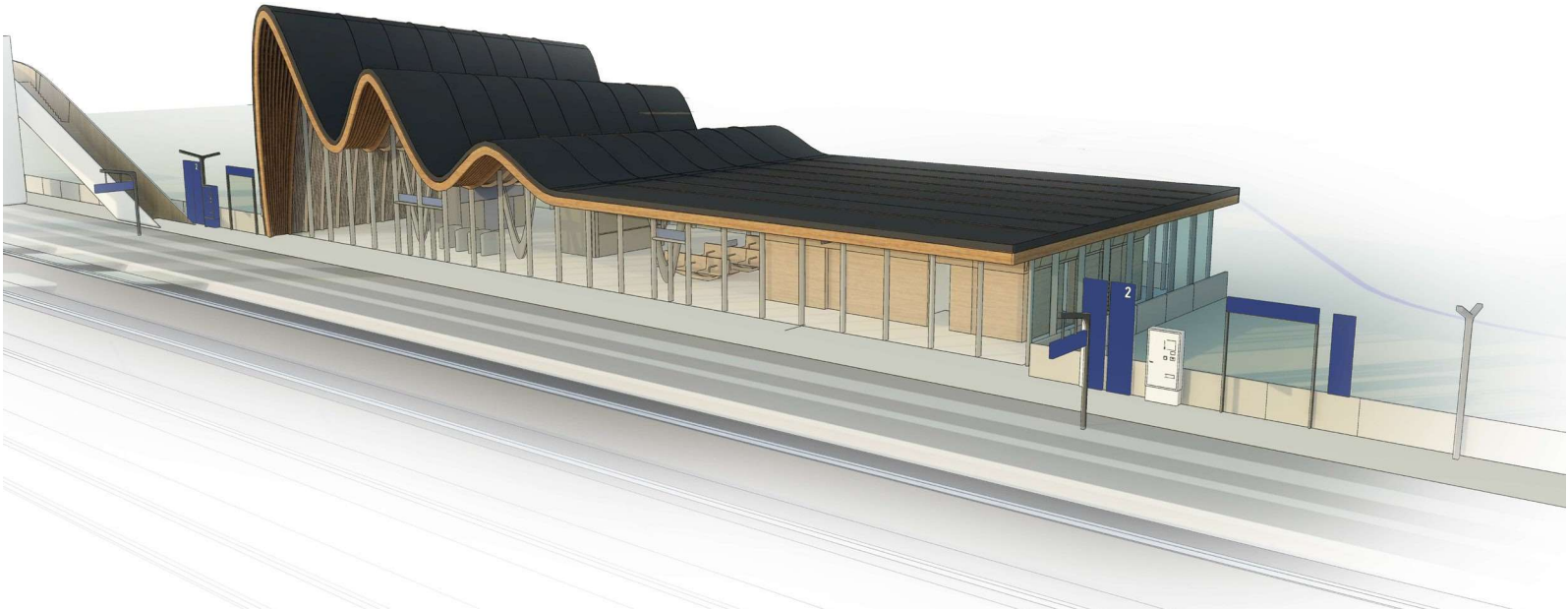
# Facade

## Alternative Material Strategy

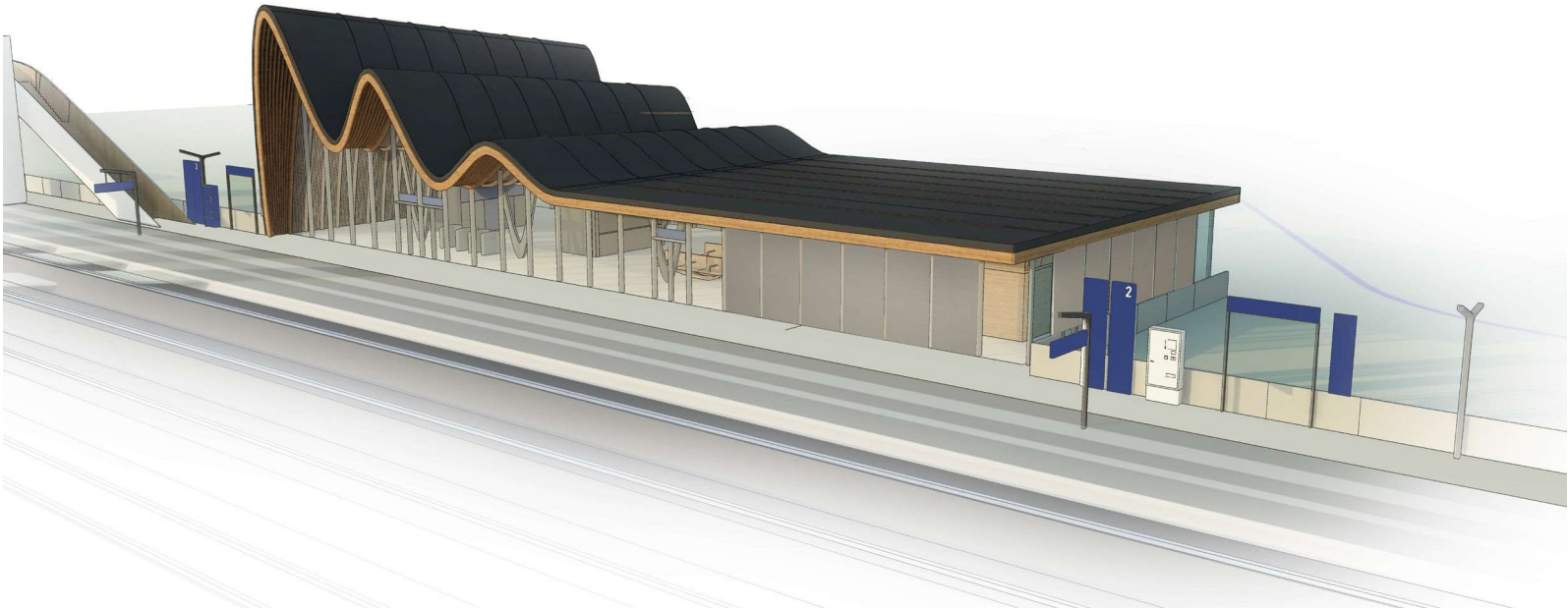
This type of alternative material strategy is used to decrease environmental impacts, such as energy usage, during the life-cycle of the station.



Metal cladding



Glazing



Glazing + Metal Cladding

\*Illustrative picture, there are no horizontal slope towards trackside/entrance of the station

**Note:**  
The geometry is indicative. Detailing shall be carried out during the design process and agreed with the Client.



# Facade

## Branding Implementation

Glazed wall branding example

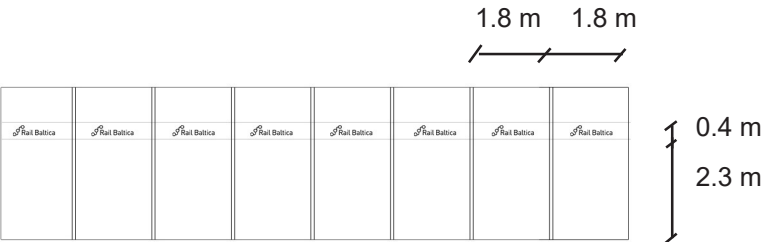
Module 1.8 m



Note

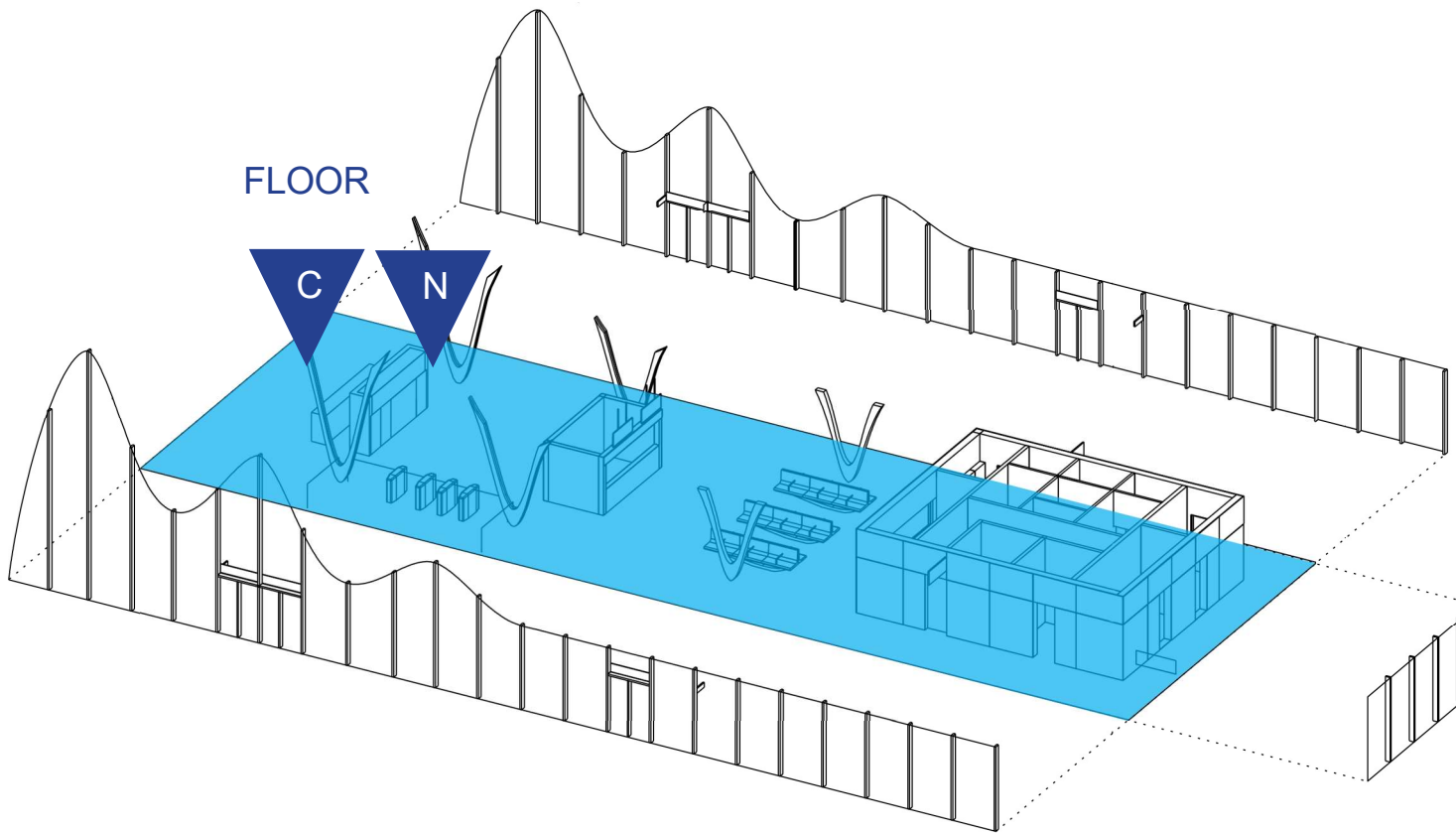
For Rail Baltica visual identity instruction, please refer to *Visual Identity Guidebook*

The dimensions are indicative.



# Floor

## Identity Matrix



Material



Geometry






Modularity



Color



Vegetation

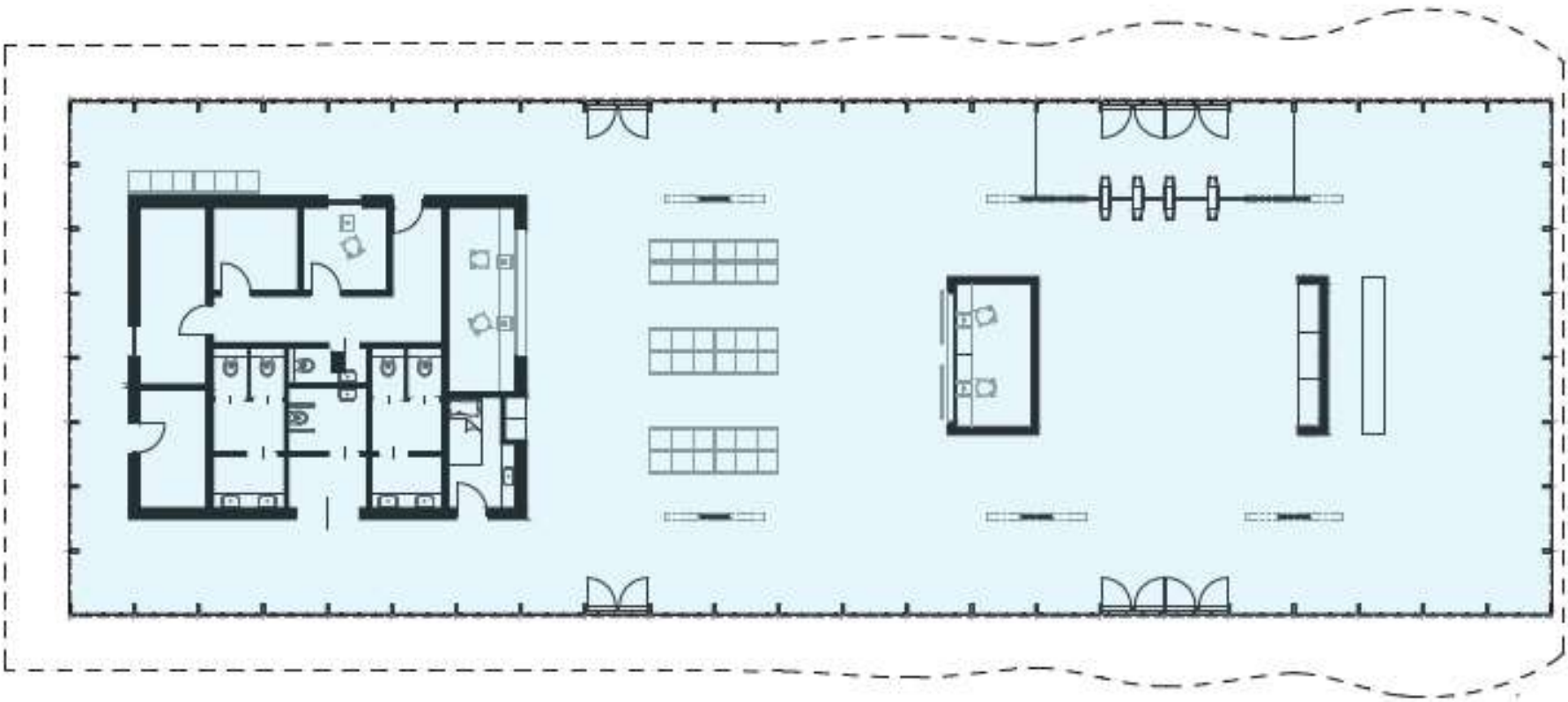
	N	C	R
Floor	 		

# Floor

## Concept Design

Given the dense woodland nature of the Baltic countries, much of traditional architecture centers around timber. For centuries was the material for houses and villages as a natural resource. These structures are very simple with some unique architectural details such as the Landmark forms of the gabled roofs.

The floor design refers to the traditional materials, underlining the connection between the three countries but also emphasizes the idea of using sustainable materials.



### Pictures

From left  
Image 1 - Credits: wikipedia.org  
Image 2 - Credits: SBS Engineering  
Image 3 - Credits: polandtour.pl



Connecting three countries



Durability



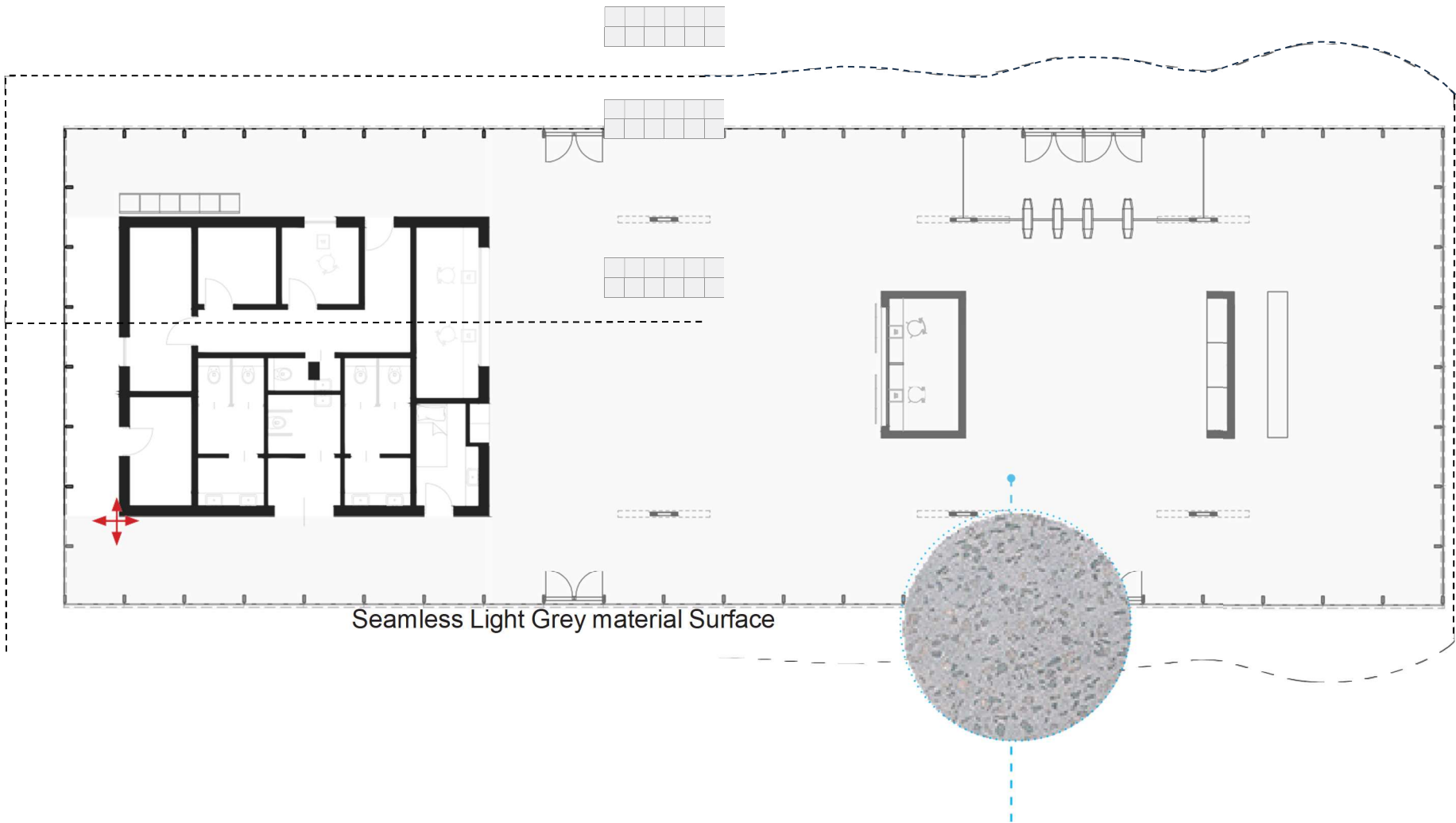
Sustainability

# Floor

## FOH Geometry and Materials

Floor should be compiled from the materials which are slip resistant and durable. Slip resistance of a floor in service is dependent upon the nature of its surface..

Light grey material



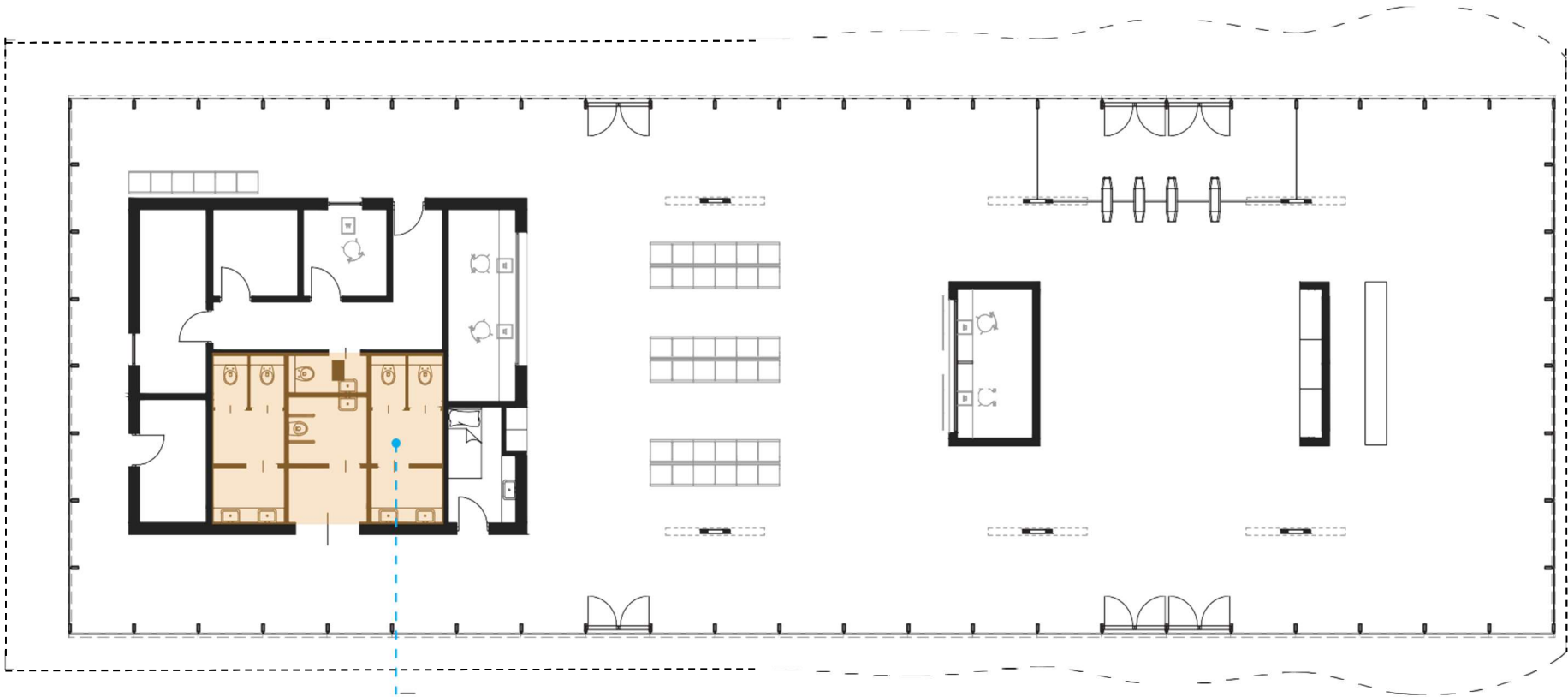


# Floor

## BOH Geometry and Materials

**Note:**  
Detailing of materials shall be carried out during the design process and agreed with the Client.

Floor material



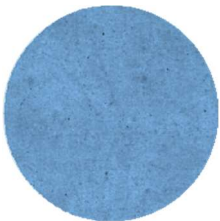
General color of floor material



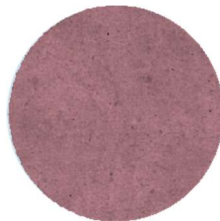
# Floor

## BOH Identity Approach

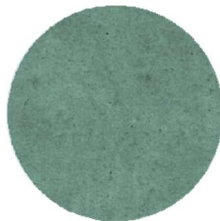
By applying the colors of the three countries to the floor on the back of the rooms of the house, designers can apply the identity of the country to this architectural element.



Estonia



Latvia



Lithuania



# Floor

## Tactile Tiles

In order to make it accessible and reachable in a broad sense, a station should be designed so that it is usable for all. Regulations and guidelines are found in both national and EU directives.

For people with disabilities, a well thought-out, integrated environment with few obstacles to ease and independence of movement in the environment is crucial. In addition to creating an integrated environment, stations and transfer points in their basic functions, construction and design should comply with the requirements and regulations regarding disabilities that society imposes on a station's function and physical design.

Tactile paths are one of the main important elements to ensure to all passengers an easy use of the station areas.

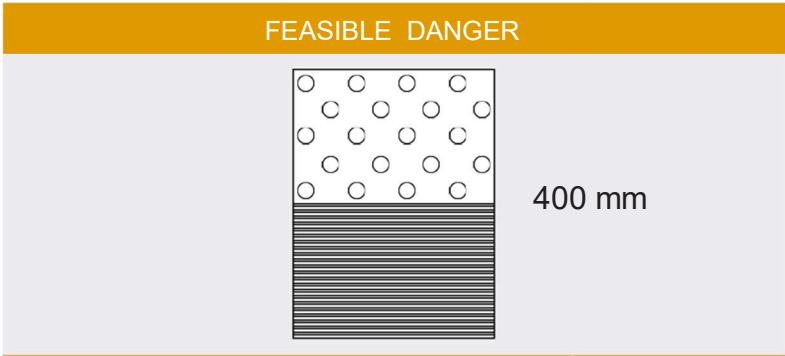
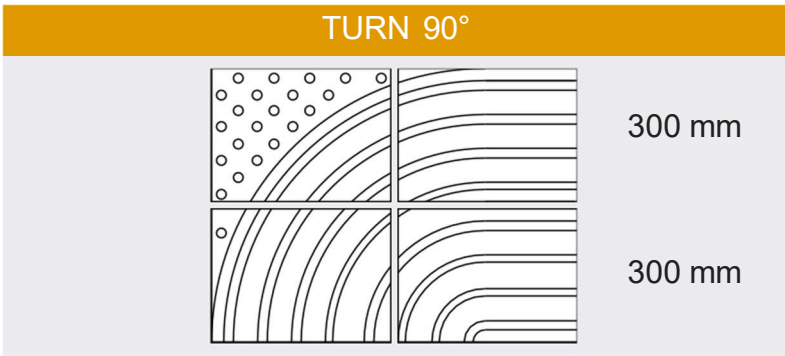
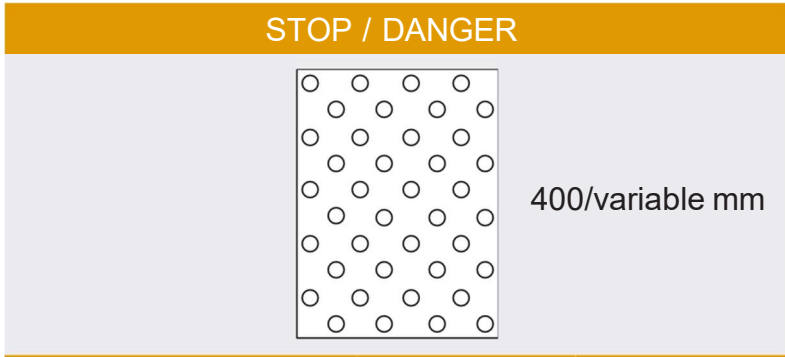
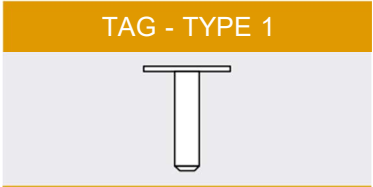
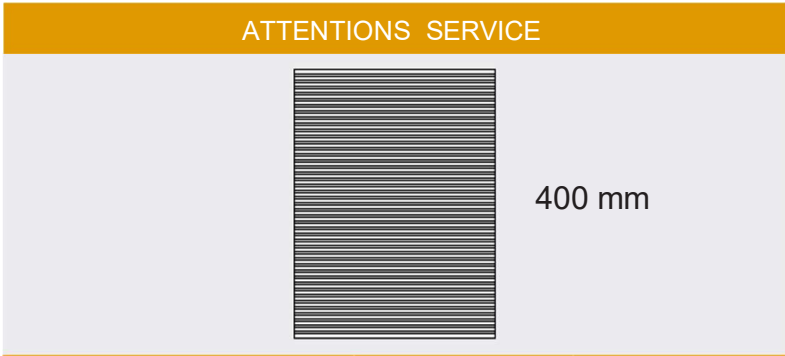
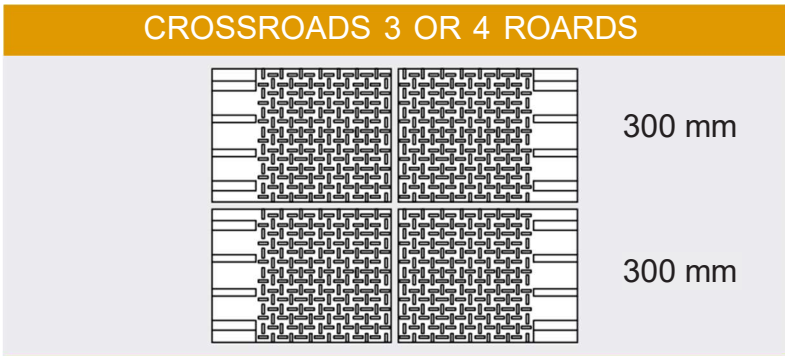
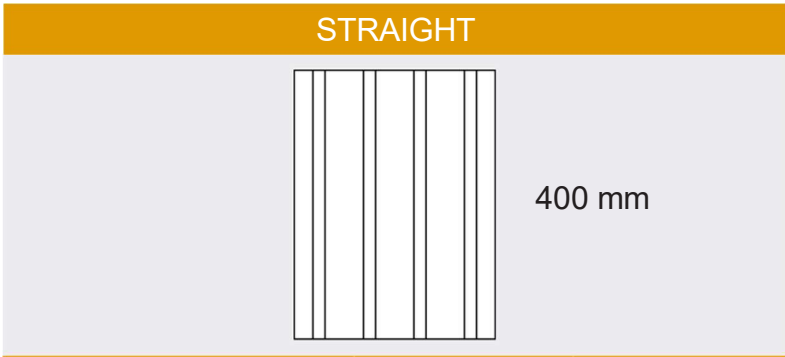
Based on the information that must be communicate to blind people, a specific tactile tile must be used.

Six are the main codes that should be used:

- 1. Straight
- 2. Stop / Danger
- 3. Crossroads between 3 or 4 roads
- 4. Turn 90°
- 5. Attention important service
- 6. Feasible danger

The tactile tiles are indicative. Detailing shall be carried out during the design process according to the local legislation and TSI.

Note  
Source: [dascenzi.it](http://dascenzi.it)



# Floor

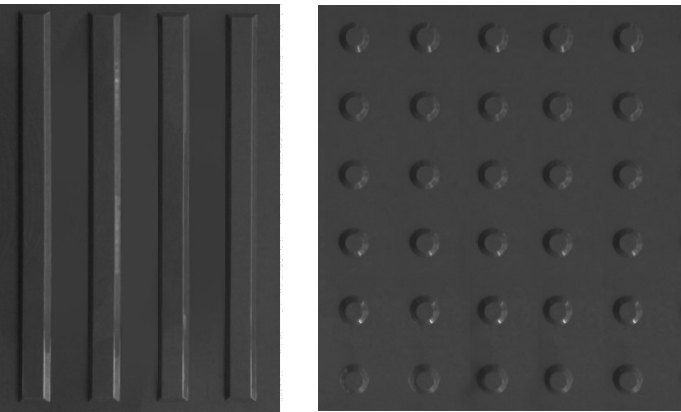
## Tactile - Layout

**Tactile warning strip**

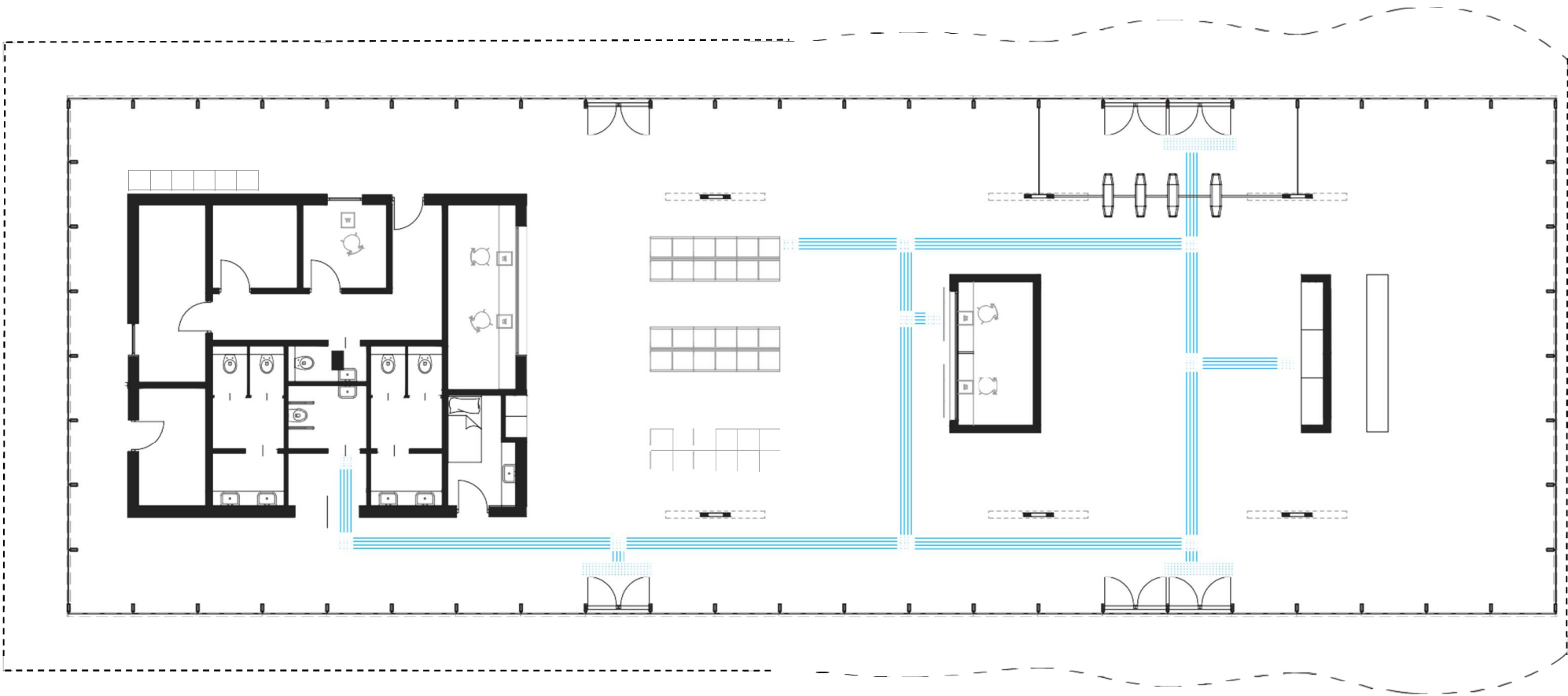
Tactile warning strip are placed in dangerous place such as stairs, elevators and streets. Warning strip will be placed also at the platform edge.

**Tactile guide path**

Lead visually travelers from the arrival zone to the platform and in all the other function of the public external area of the station.



Dark grey/ contrasting material

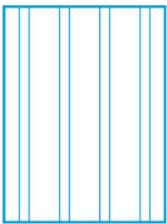


**Material and color**

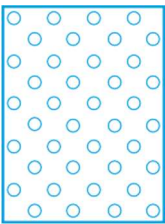
Tactile should be easy to detect due to the high visual contrast with the floor, in accordance with ISO 21542 requirements. Dark grey color was used to ensure this contrast with light grey floor. Material tiles shall be non-slip even in moist conditions, they are wheelchair-friendly and eliminate the tripping hazard. The tiles are glued onto existing floors or surfaces without damaging them.

**Note:**

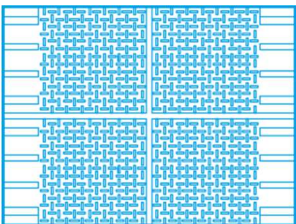
The tactile layout is indicative. Detailing shall be carried out during the design process according to the local legislation and TSI.



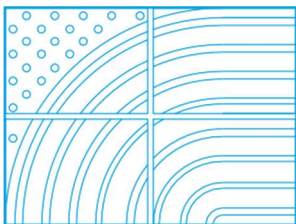
Straight



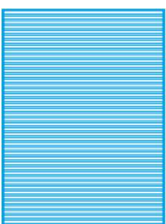
Stop / Danger



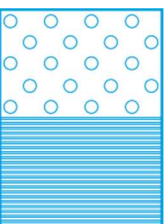
Crossroad



Turn



Service



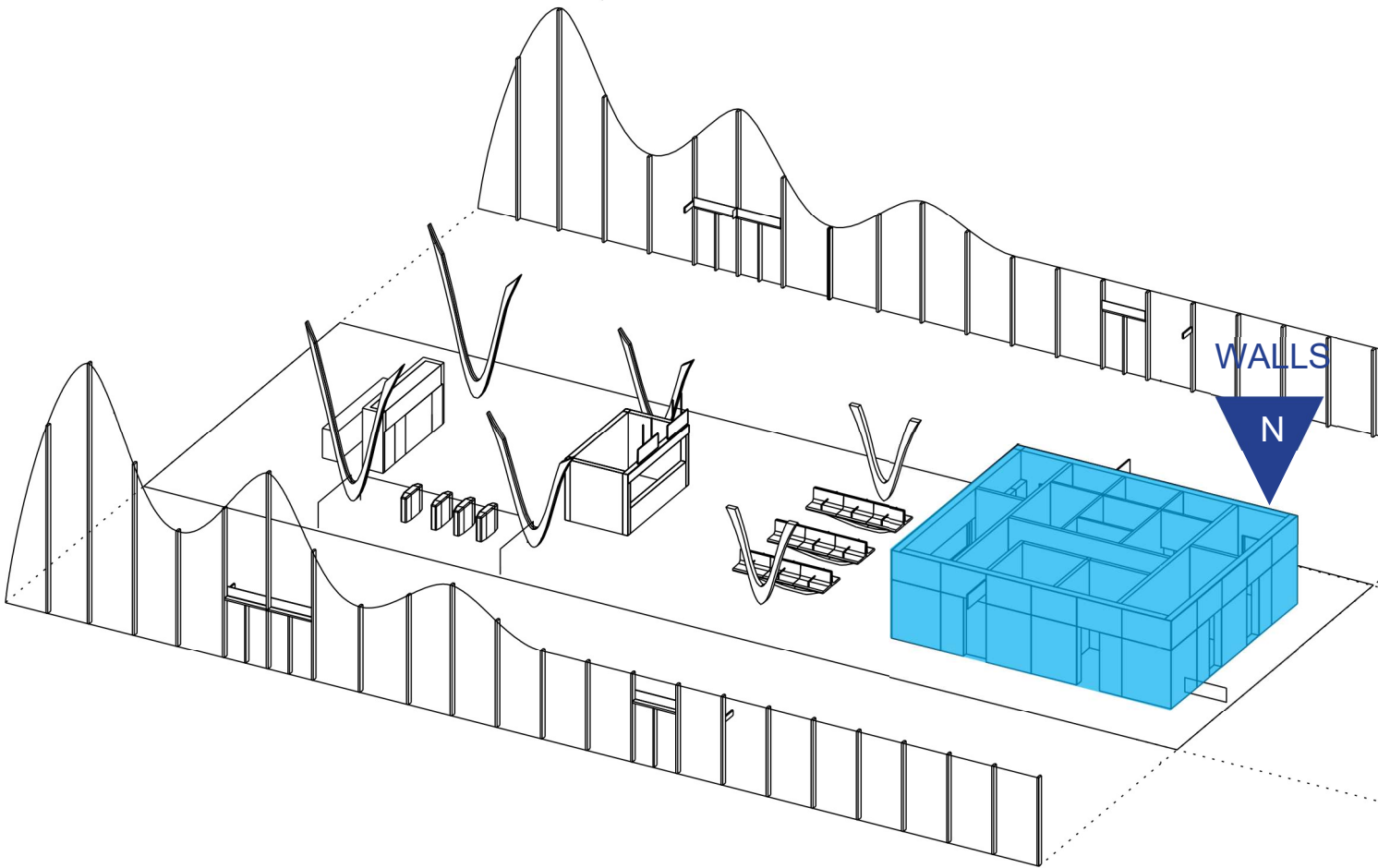
Feasible Danger



# Wall

## Identity Matrix

B1.11



Material



Geometry





Modularity



Color



Vegetation

	N	C	R
Floor	 		

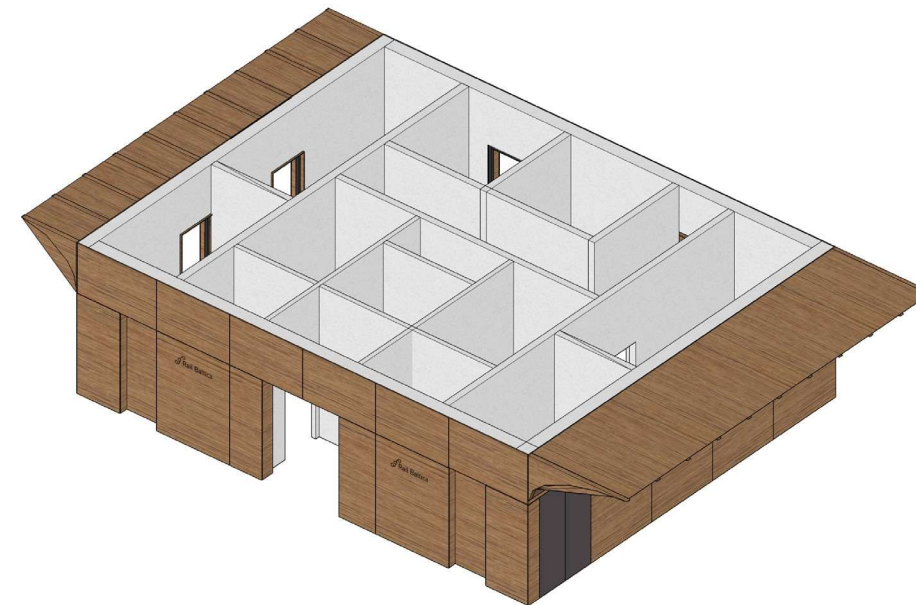
# Wall

B1.11

## Concept Design

Design of the station's back of house walls is elegant and efficient.

Design of the station's back of house walls to the traditional Baltic constructions utilizing the same materials but differs in form using baltic waves as a direct inspiration behind parametric design.



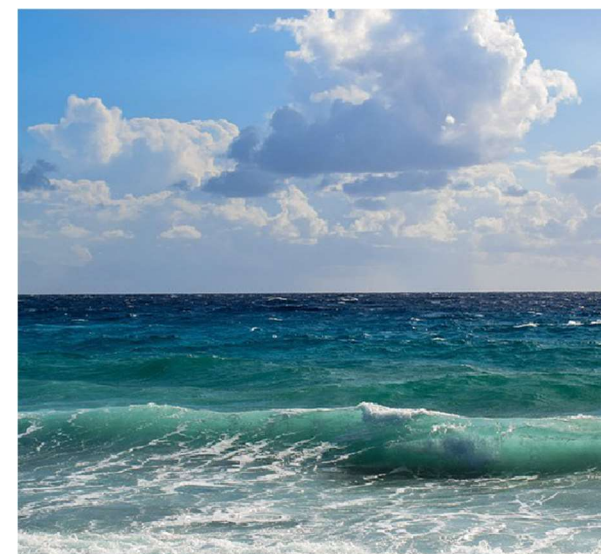
### Pictures

From left

Image 1 - Credits: SBS Engineering

Image 2 - Credits: pixabay.com

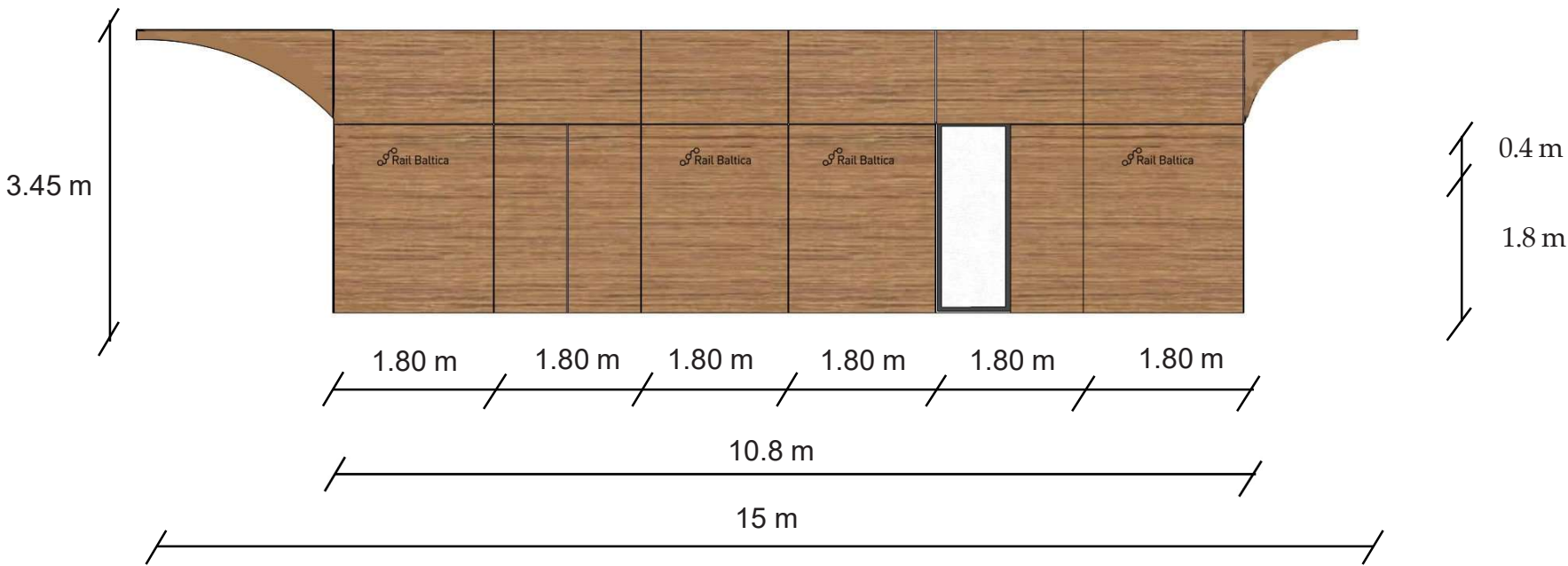
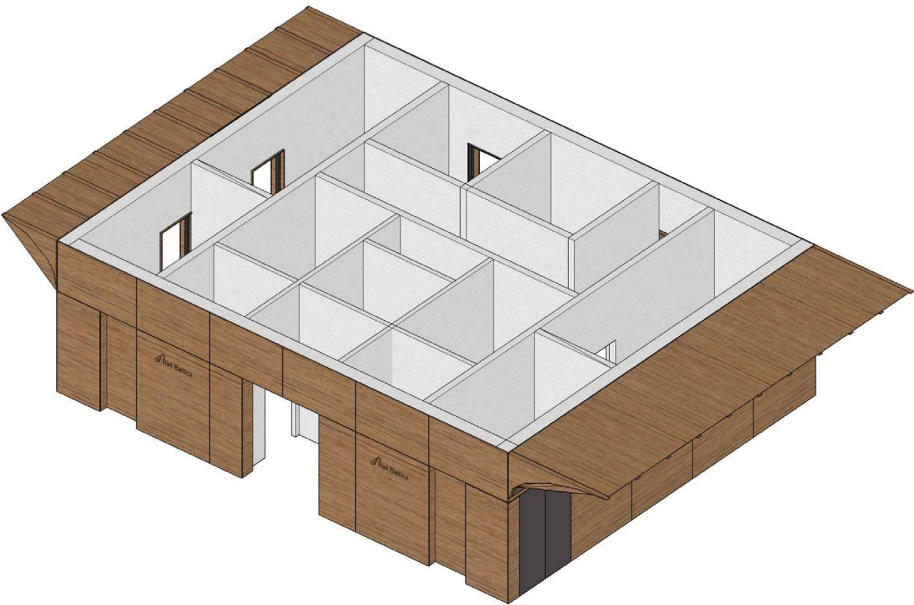
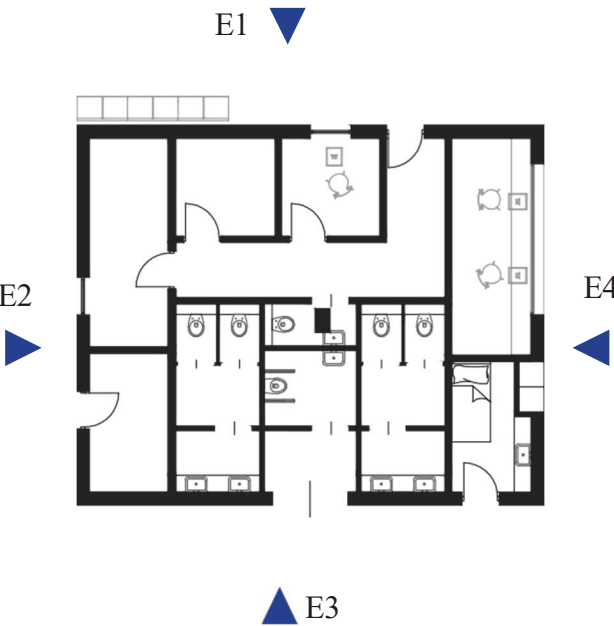
Image 3 - Credits: wikipedia.org



# Wall

## Geometry

Front of house Internal wall system cladding



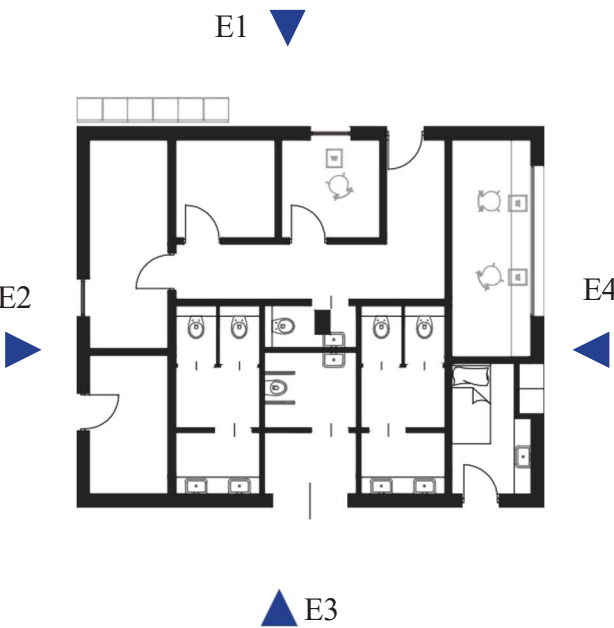
**Note**  
For Rail Baltica visual identity instruction, please refer to *Facade chapter*  
The geometry is indicative. Detailing shall be carried out during the design process and agreed with the Client.



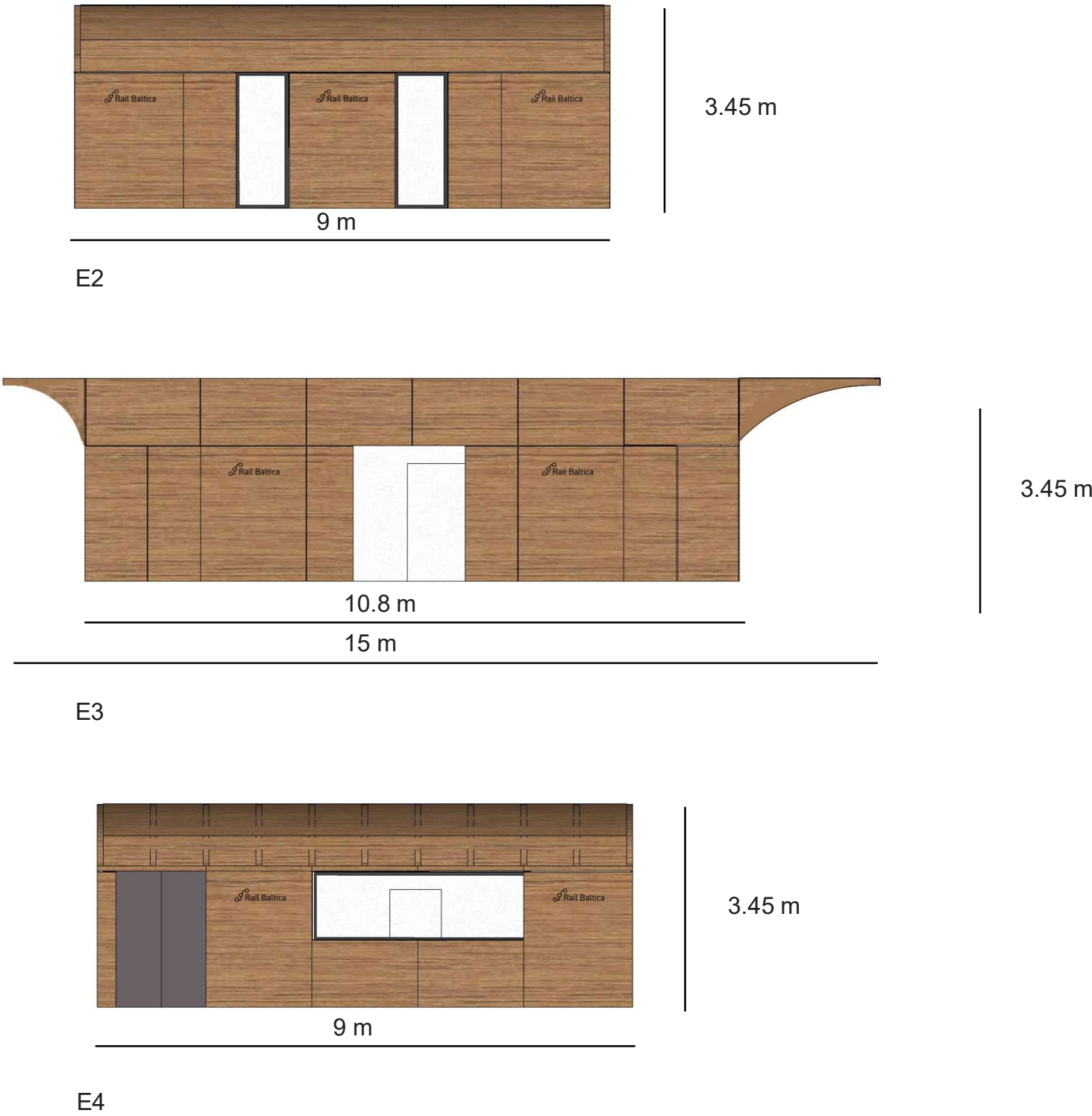
# Wall

## Geometry

Front of house Internal wall system cladding



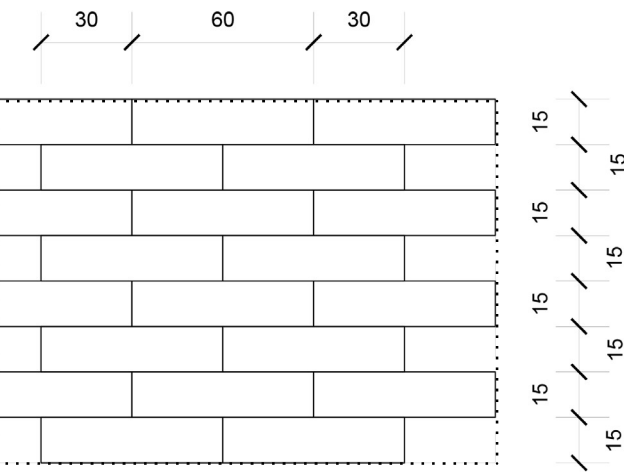
**Note:**  
The geometry is indicative. Detailing shall be carried out during the design process and agreed with the Client.



# Wall

## Materials

Front of house Internal wall system cladding utilizes wooden panels, ceramic tiles and plaster.



Tiles positioning

**Note:**  
The materials and dimensions are indicative. Detailing shall be carried out during the design process and agreed with the Client.



Laminated wooden panels

Back of house wall finishes:

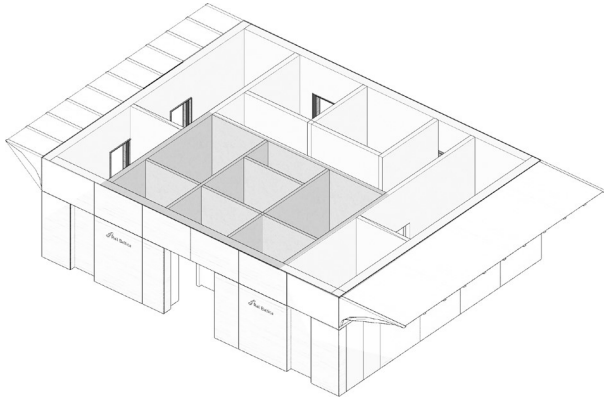
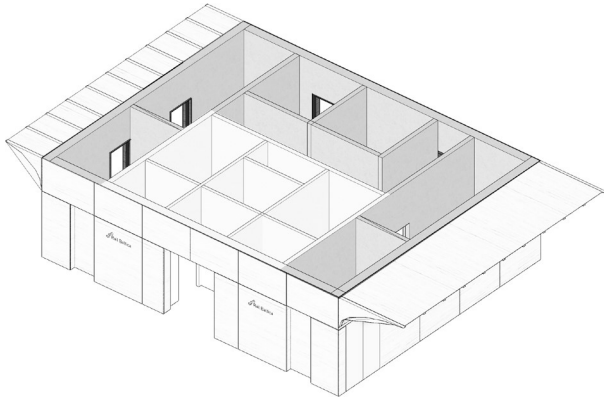
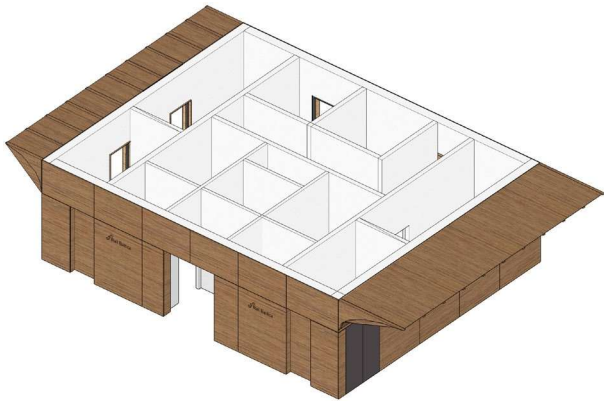


Plaster with paint finish

WCs wall finishes:



Ceramics tiles 15 x 60 cm

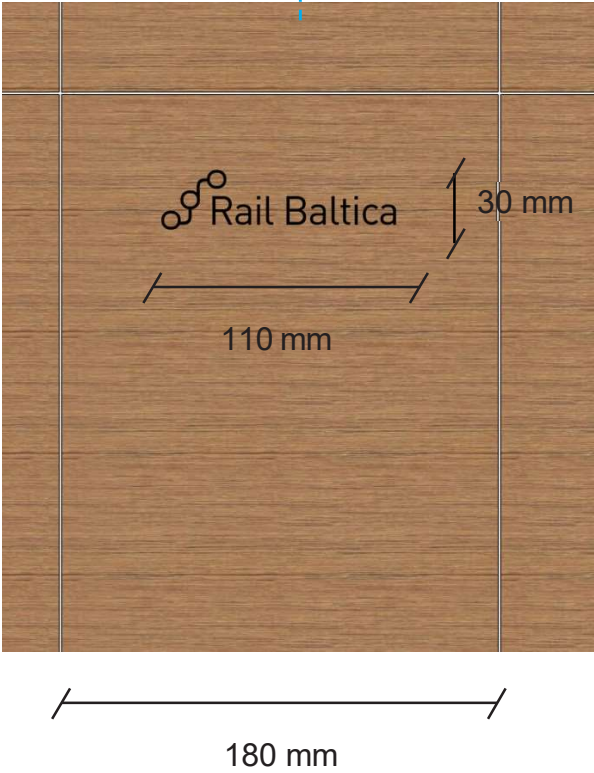


# Wall

## Branding Implementation

Wooden panels allow easy implementation of the branding as well installation of the Signage.

**Note:**  
The branding is indicative. Detailing shall be carried out during the design process and agreed with the Client.



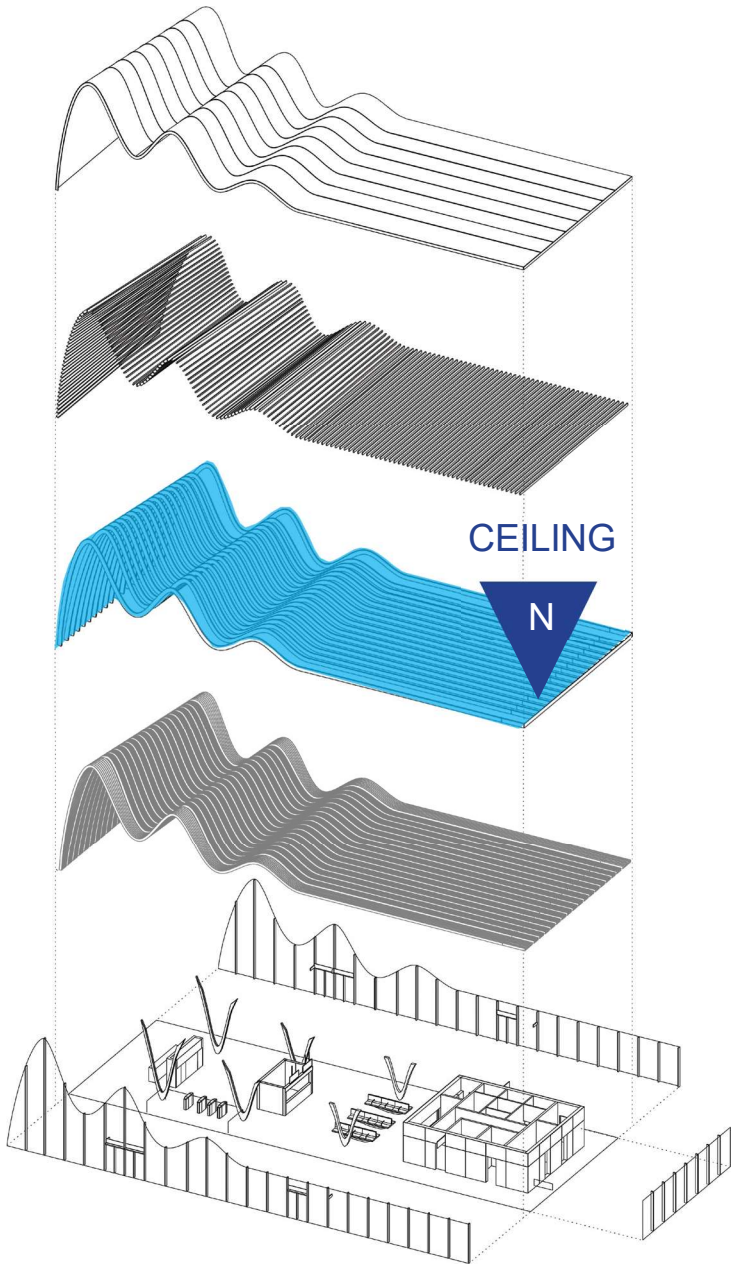
**Note**  
For Rail Baltica visual identity instruction, please refer to *Visual Identity Guidebook*



# Ceiling

## Identity Matrix

B1.12



Material



Geometry




Modularity



Color



Vegetation

	N	C	R
Ceiling	 		

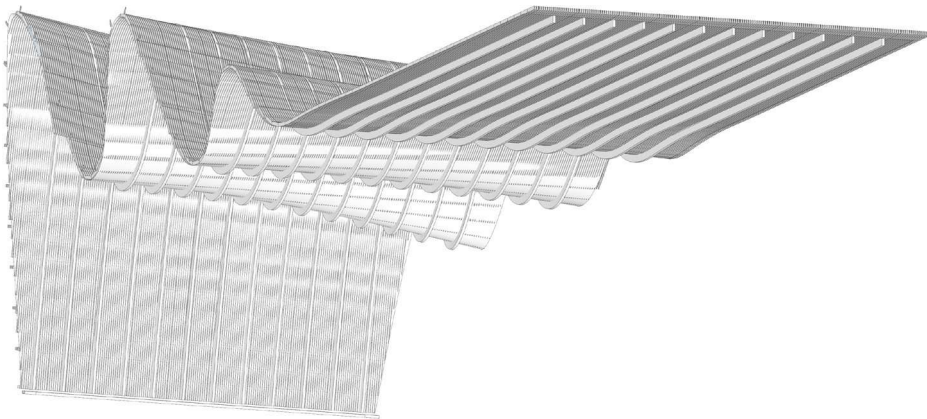
The roof and ceiling is an important element of the construction. The proportions between the building’s walls and the roof height are very important. Traditionally, the roof takes an exceptional place in building construction and its construction has been allocated about two-thirds of the total building height. Traditional buildings were either covered by a tent roof, a double pitch roof, or a double pitch roof with hip ends. Design of the station’s roof refers to the traditional Baltic constructions utilizing the same materials but differs in form using baltic waves as a direct inspiration behind parametric design.

Pictures  
From left  
Image 1 - Credits: SBS Engineering  
Image 2 - Credits: wikipedia.org

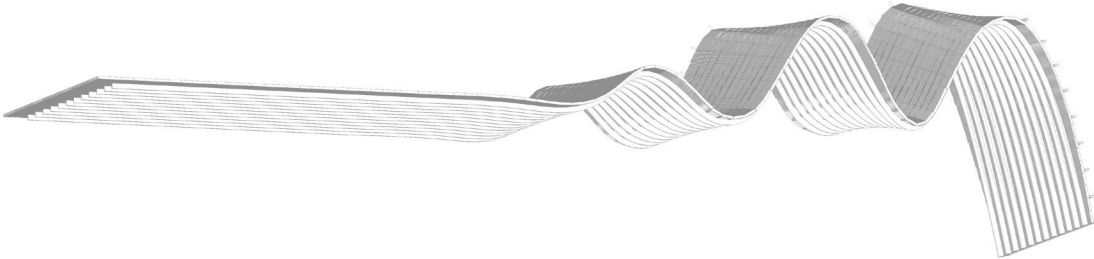
# Ceiling

## Concept Design

Traditional house



Baltic Sea



\*Illustrative picture, there are no horizontal slope towards trackside/entrance of the station



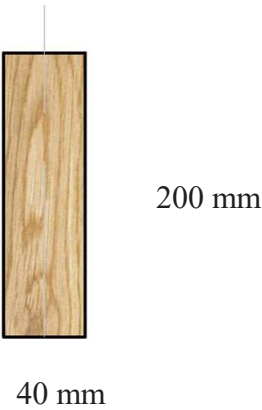
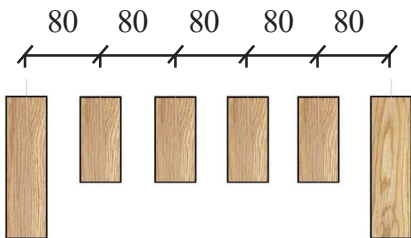
# Ceiling

## Materials

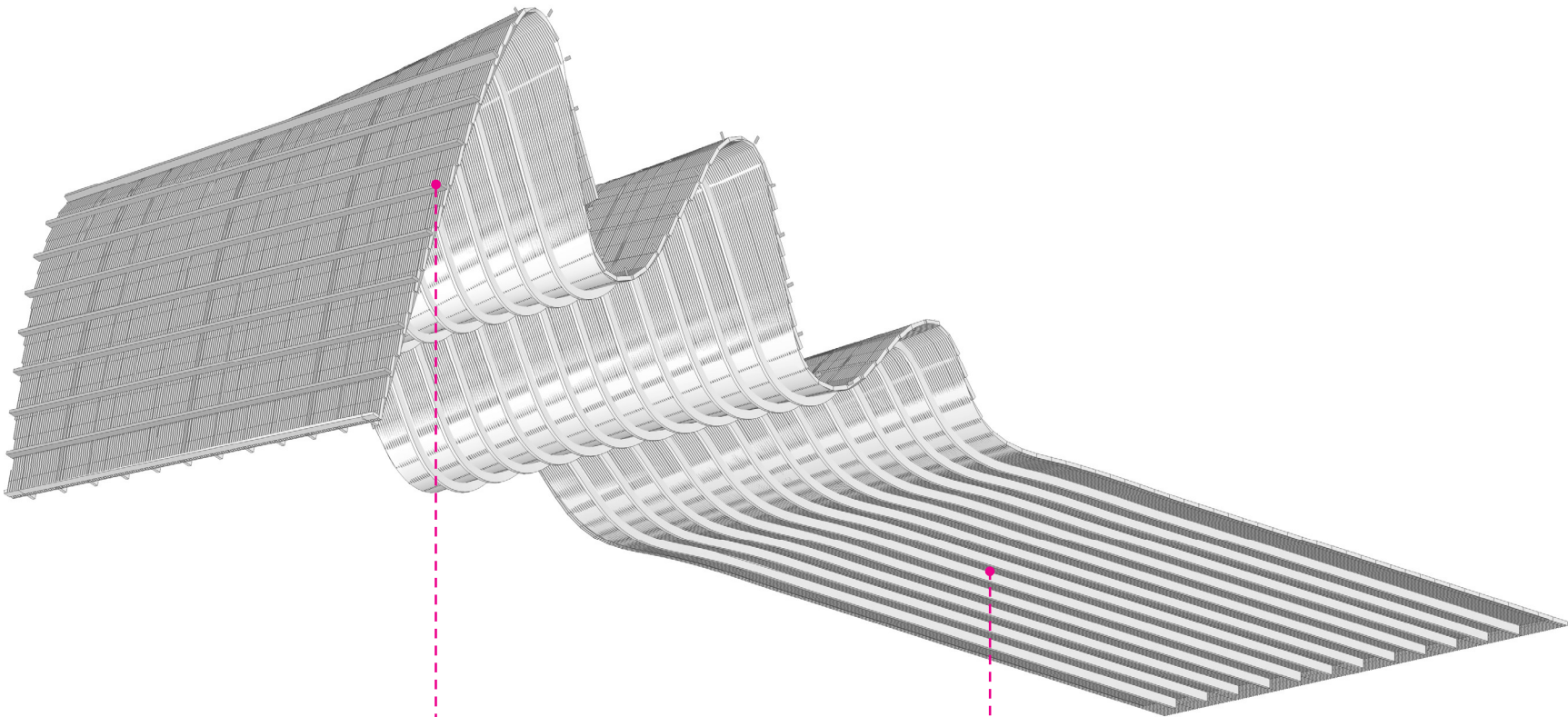
Wooden soffit

size - 200 x 40 mm

regular module of 80 mm



**Note:**  
The materials and dimensions are indicative. Detailing shall be carried out during the design process and agreed with the Client.



Glued laminated timber ribs

Glued laminated timber Soffit



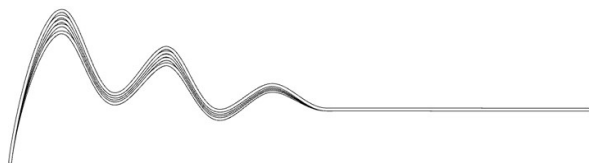


# Ceiling

B1.12

## Lighting

Incorporated into wooden soffit



\*Illustrative picture, there are no horizontal slope towards trackside/entrance of the station

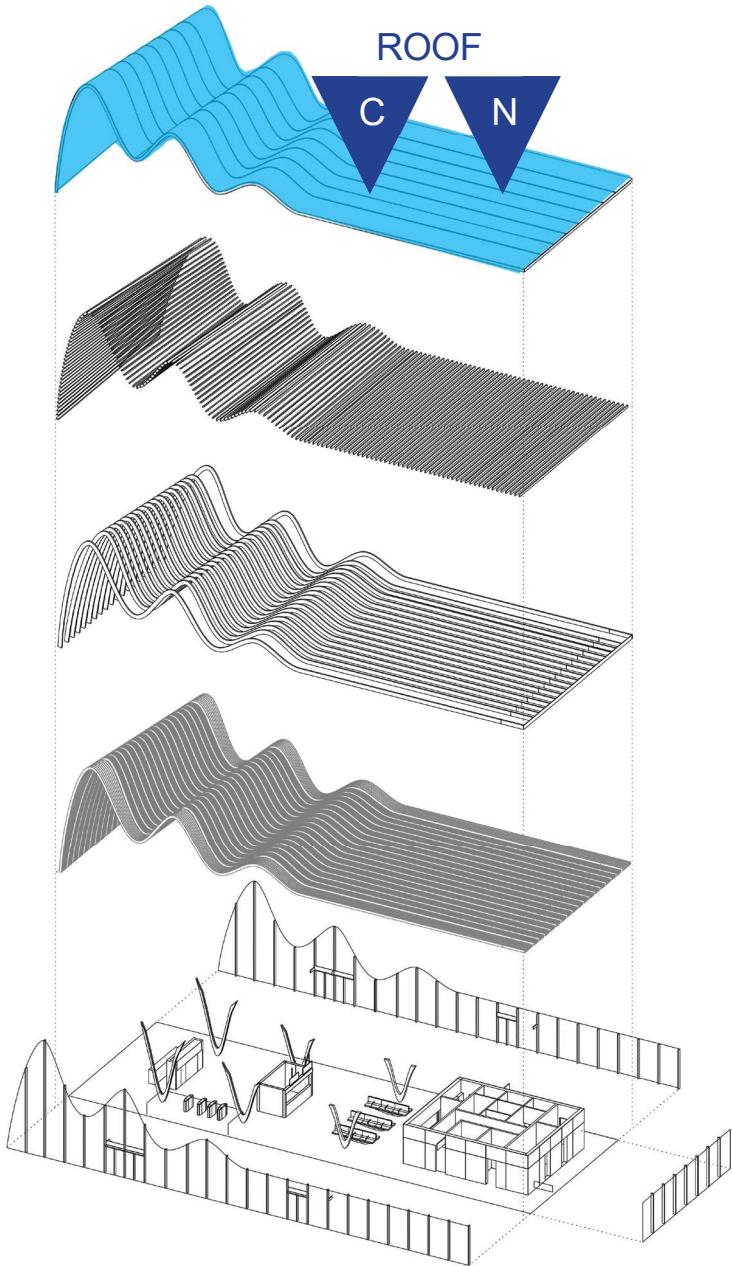


Continuous LED light

# Roof

B1.13

## Identity Matrix



Material



Geometry






Modularity



Color



Vegetation

	N	C	R
Roof	 		

# Roof

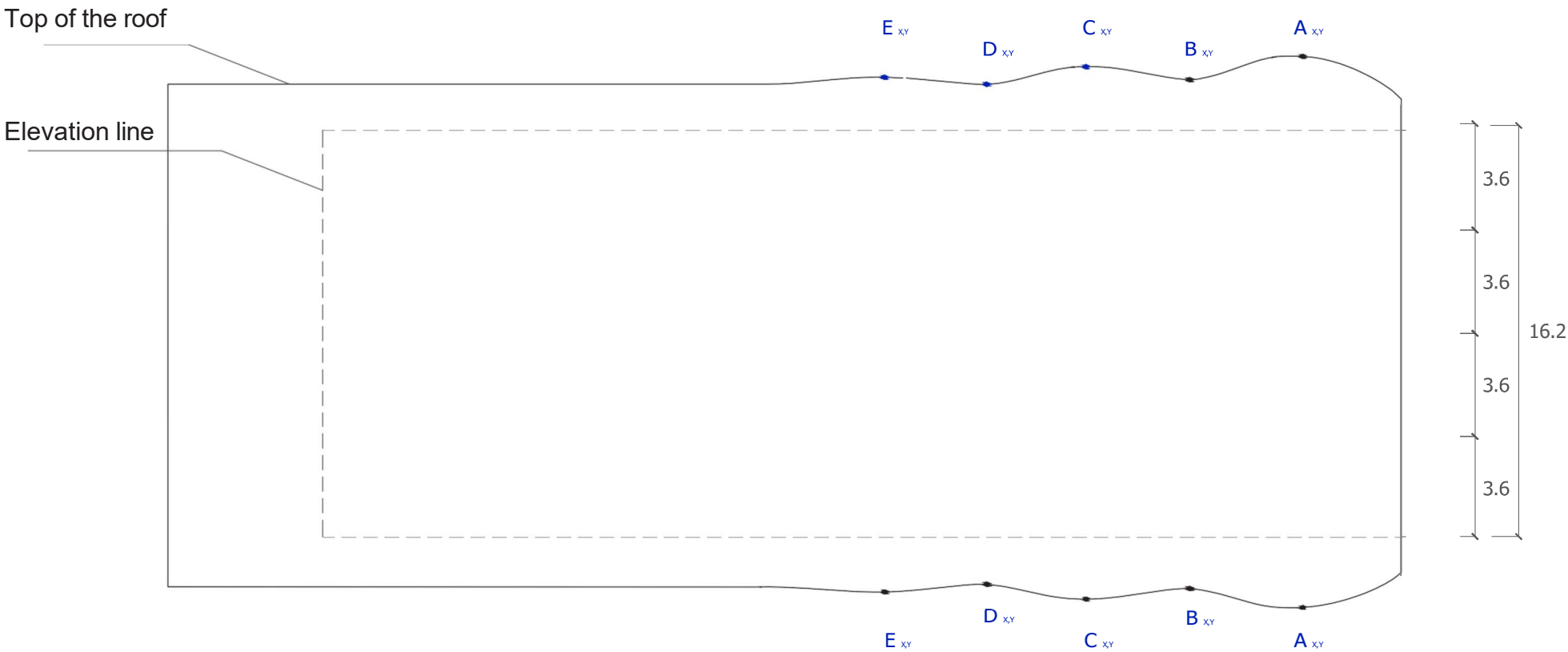
## Geometry

Point A is generated from the cut of the side plane at an angle of 82°

Point B is generated from the cut of the side plane at an angle of 82°

Point C is generated from the cut of the side plane at an angle of 82°

Point D is generated from the cut of the side plane at an angle of 82°

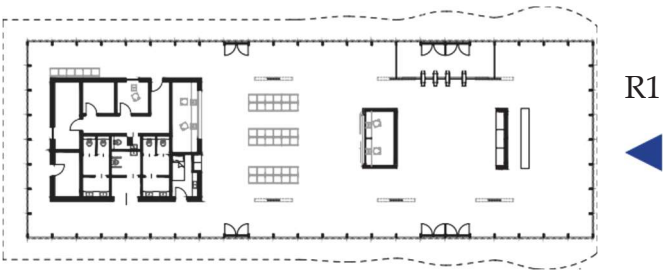


**Note:**  
The geometry is indicative. Detailing shall be carried out during the design process and agreed with the Client.

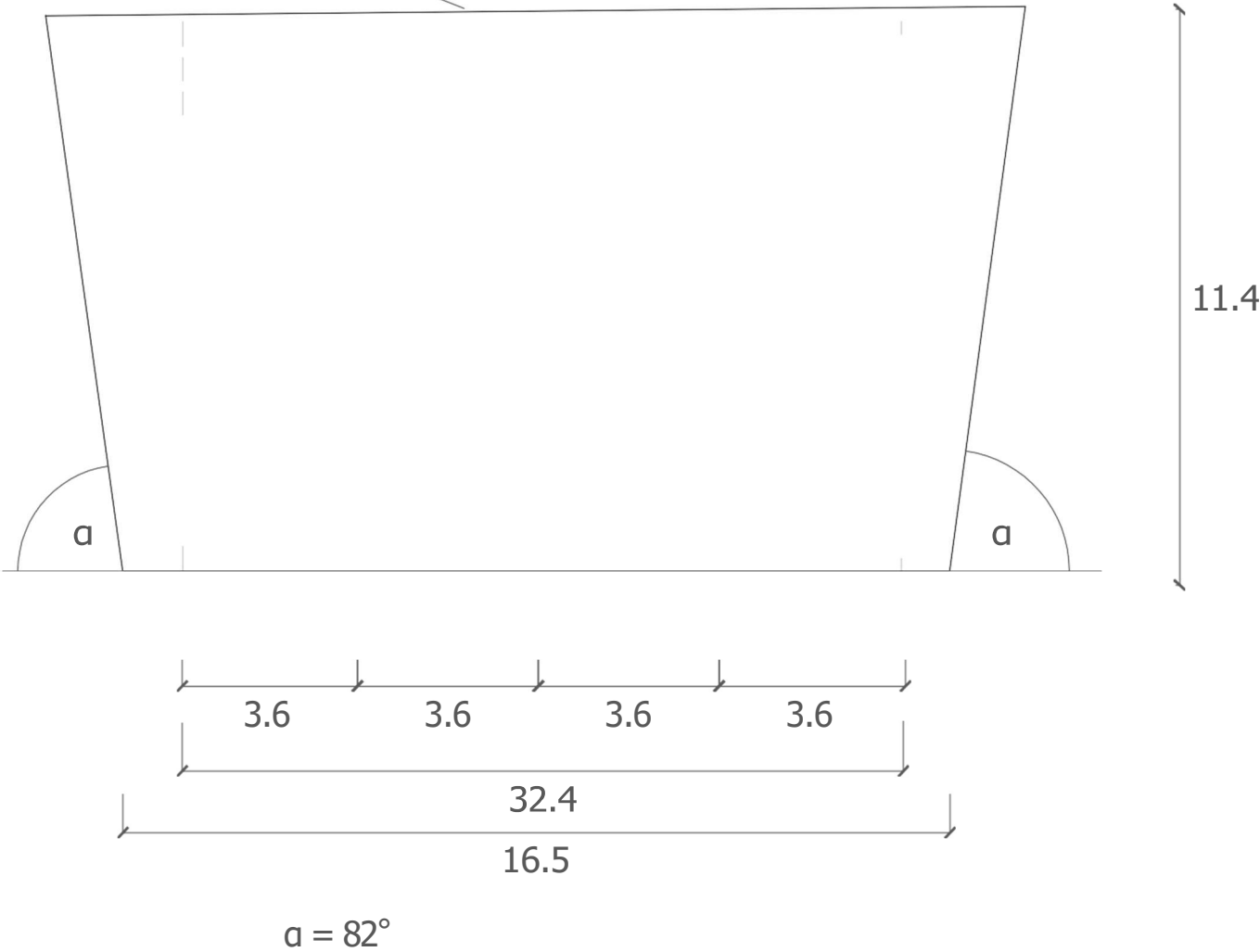


# Roof

## Geometry



Top of the roof

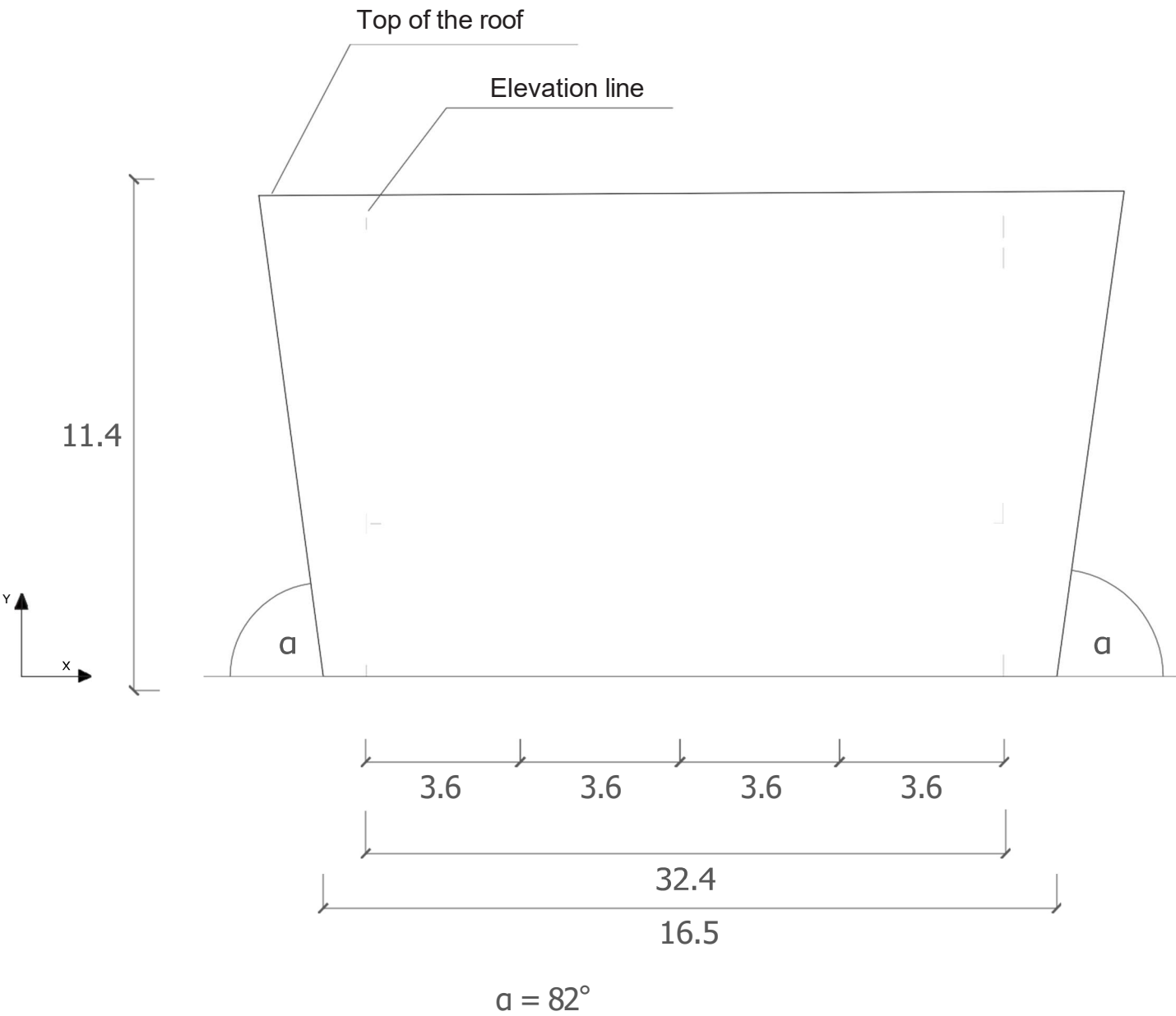
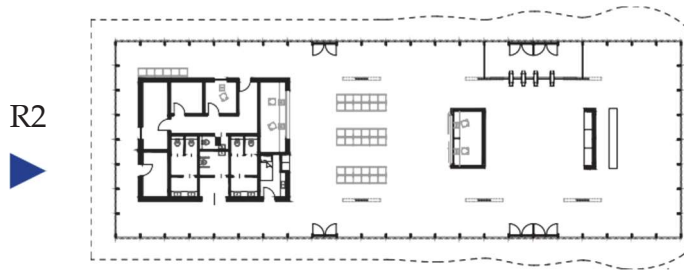


**Note:**  
The geometry is indicative. Detailing shall be carried out during the design process and agreed with the Client.

R1 East elevation

# Roof

## Geometry



**Note:**  
The geometry is indicative. Detailing shall be carried out during the design process and agreed with the Client.

R2 West elevation

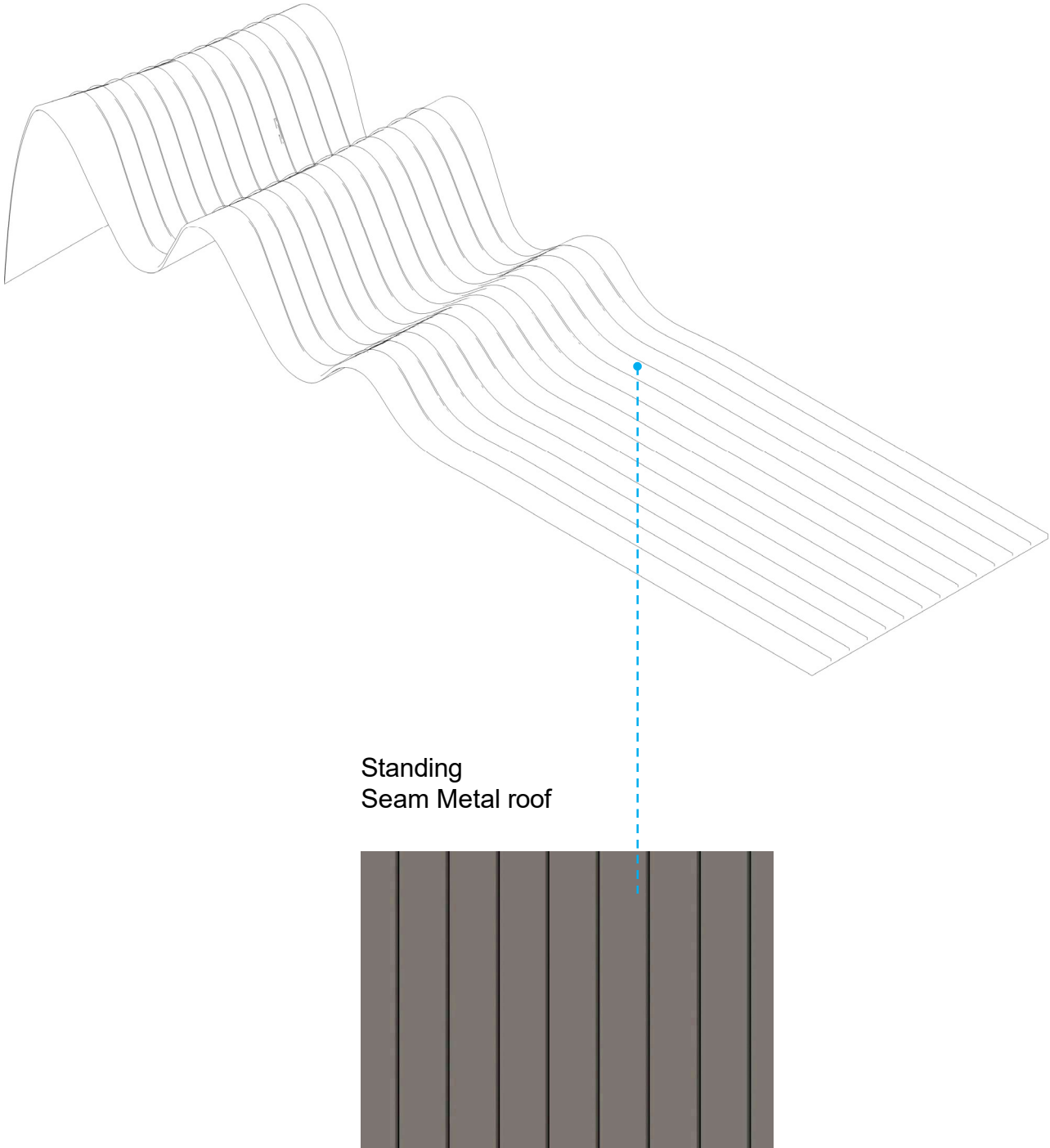
# Roof

## Materials

A standing seam roof is among the most durable and maintenance-free type of any metal roof. Standing seam roofing provides additional energy reduction benefits and can be installed easily, in many instances over the existing roofing material.

Metal roof requires no or very little maintenance over the years and is able to withstand substantial wind pressure. It also offer fire resistant properties and will not collapse due to heavy water or snow loads. The metal reflects the sun’s rays, which in turn reduces heat transfer so it will lower cooling costs in summer.

**Note:**  
The geometry is indicative. Detailing shall be carried out during the design process and agreed with the Client.

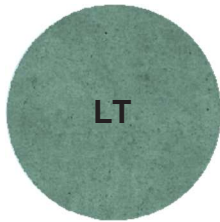
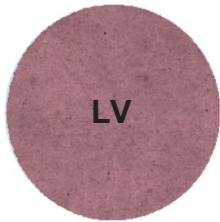
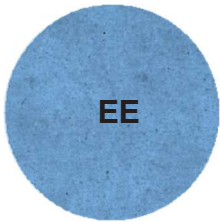
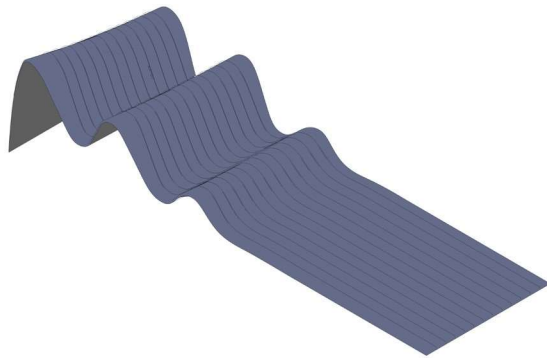




# Roof

## Identity Approach

Designers will ensure to apply the country identity through the color on the roof of the station.



**Note:**  
The color of the roof is indicative. Detailing shall be carried out during the design process and agreed with the Client.



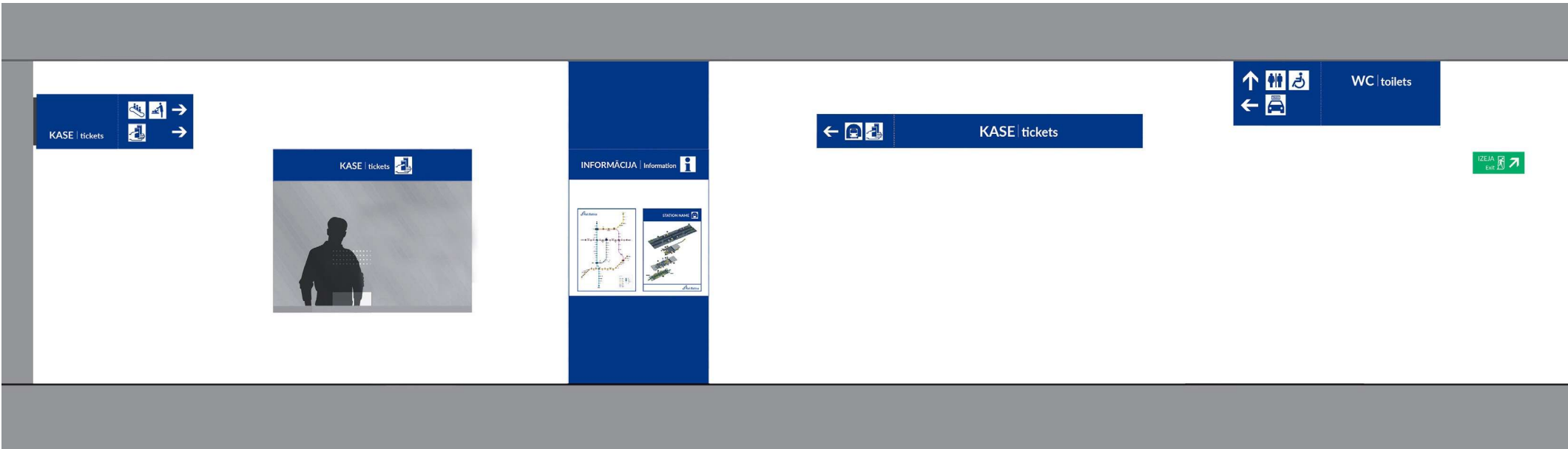
# Signage & Wayfinding

**Passenger Information**

Station must have an accessible and legible design for passenger information and wayfinding which requires minimal signage and are well integrated with their surroundings. The philosophy underlying signing and passenger information at stations should be that of clarity, consistency and coherence in order to guide people through the stations in a steady, convenient and safe manner helping to ensure station users have a positive, stress-free experience. This philosophy supports a well-planned and well laid out station, and is integral to its design.

Information is a fundamental requirement for a positive passenger experience. Information can serve multiple uses including: rail services, station and facility opening hours, maps of the local area and information for interchange modes. Information should be delivered across the full range of media including audio, visual and tactile to meet with the needs of all interchange facility users.

Requirements of ISO 28564-2 must be followed.



Material



Geometry






Modularity



Color



Vegetation

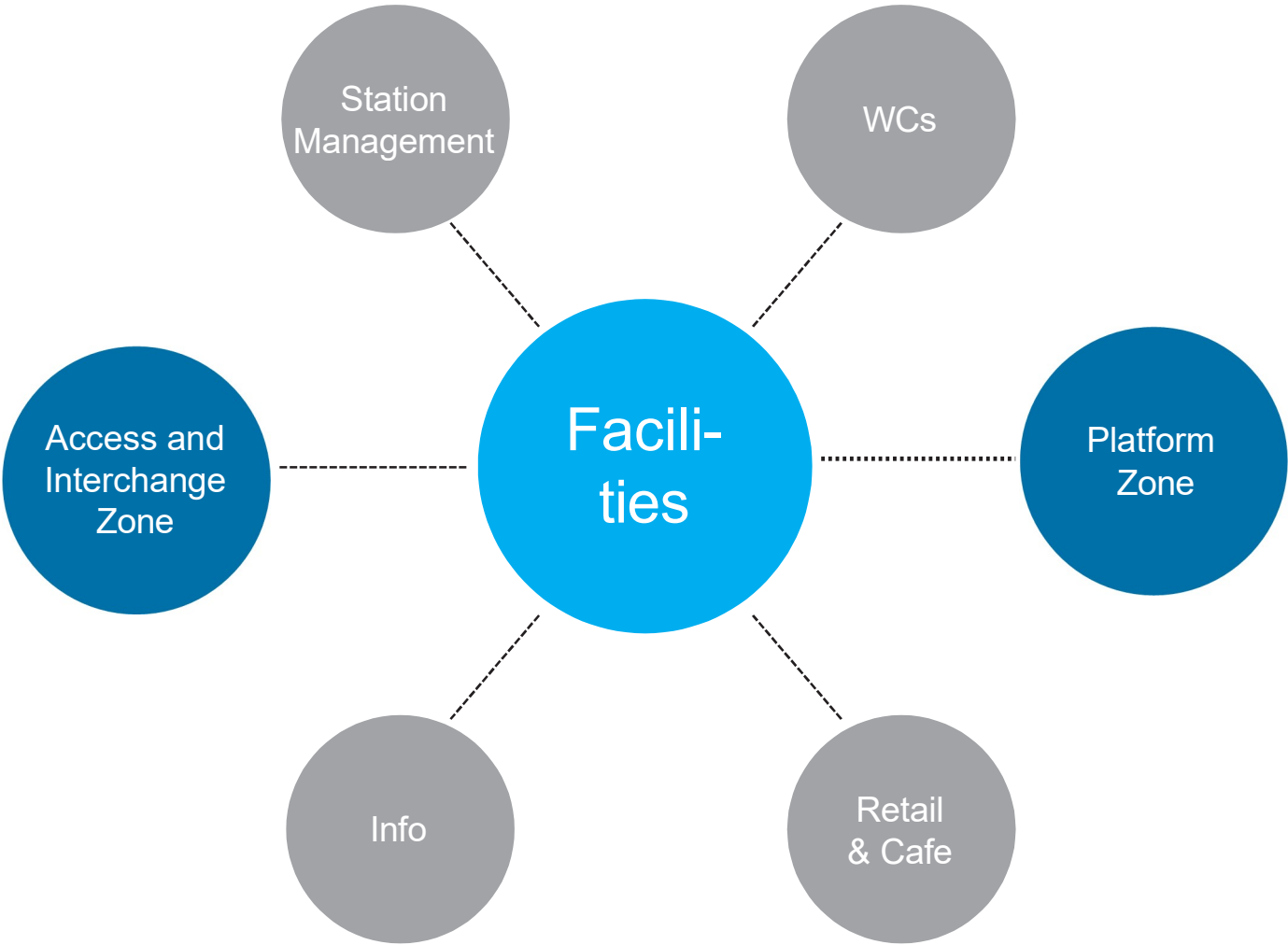
	N	C	R
Signage	  		

# Signage & Wayfinding

Signs must be positioned where people need them most. These locations are generally route decision points, such as entrances, exits and junctions. Decision point signs normally provide directional information to way out routes, inter-modal transport connections, platforms and key facilities. Integrated wayfinding minimises physical obstructions to movement and helps station users.

**General rules are:**

- Design wayfinding to be seamless to help passengers move between different locations, using all modes of transport in one continuous journey.
- Design routes to be simple and legible requiring minimal signing by integrating spatial planning, lighting and surface finishes alongside other building elements such as public art and landscaping.
- Wayfinding signage must always take visual priority over other information and its view must always remain unobstructed from key reading directions.





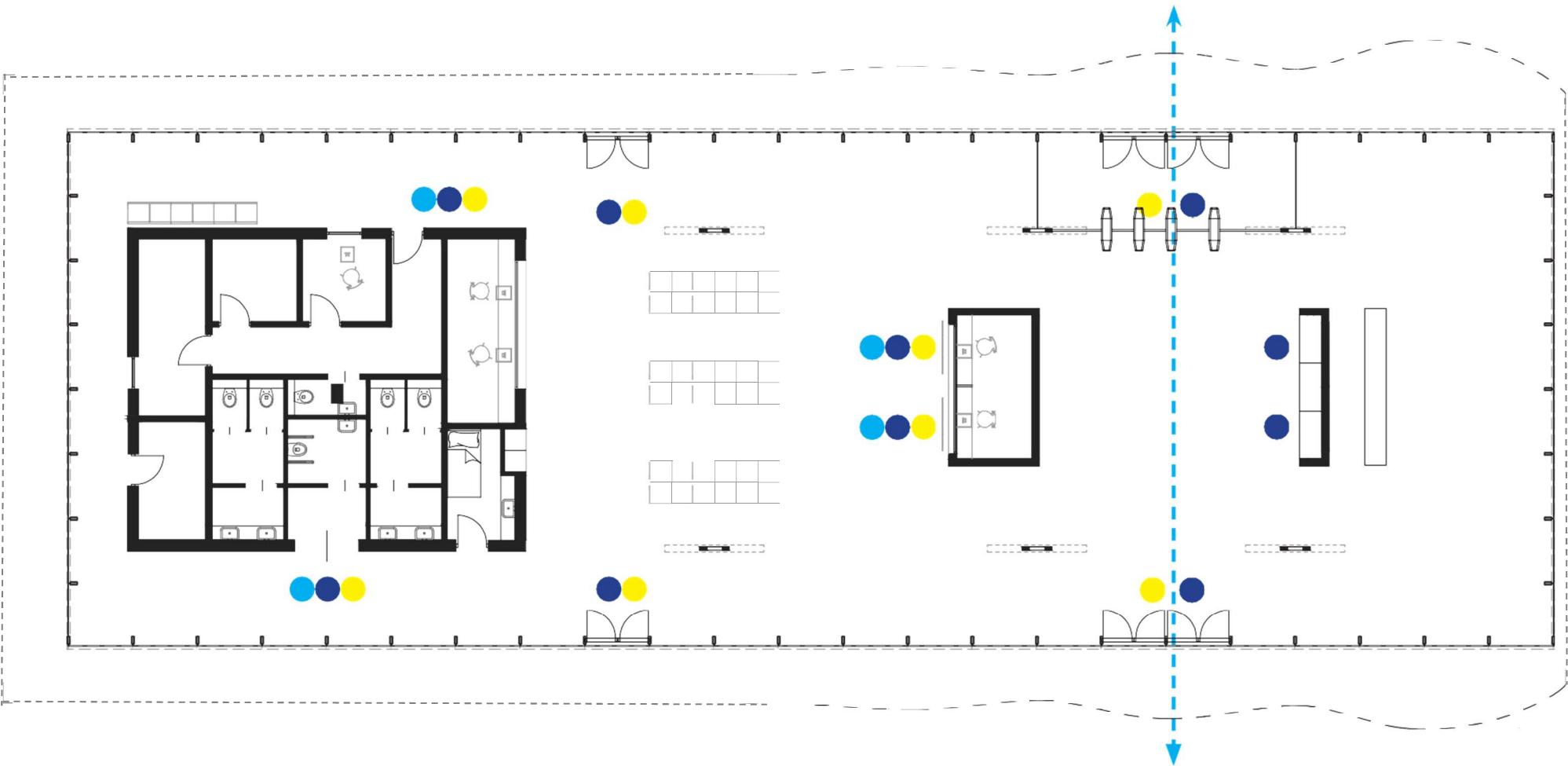
# Signage & Wayfinding

B1.14

Signs shall be placed perpendicular to sight lines.

For signage design please refer to Book G.

**Note:**  
The layout is indicative. Detailing shall be carried out during the design process according to the local legislation and standards.



Legend

- Identification Sign
- Directional Sign
- Information Sign
- - Main pathway

# Furniture

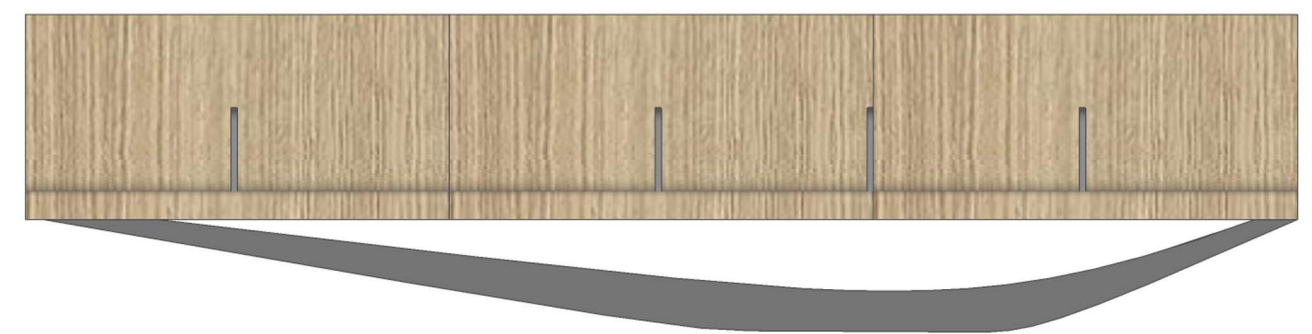
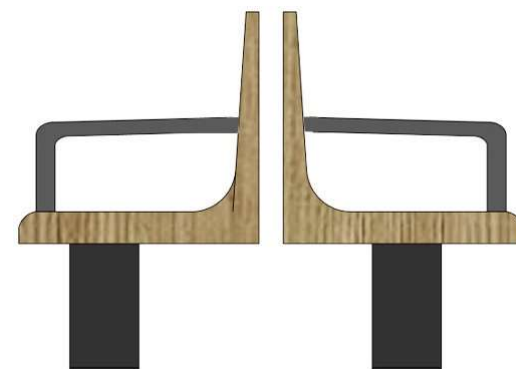
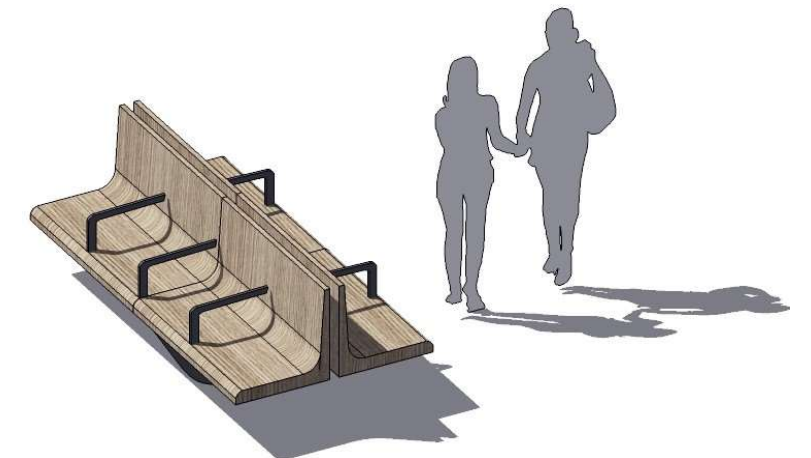
B1.15

## Furniture for station

Modular seating systems for public areas could be provided. Solutions could be made with individually shaped wood slats that can be joined to form a range of seating configurations and to have its own design.

The modular furniture shall be made to fit any space. Customized furniture will include workstations and device chargers, which aim to improve customer satisfaction and sales and to be used in Stations Type I and Type II.

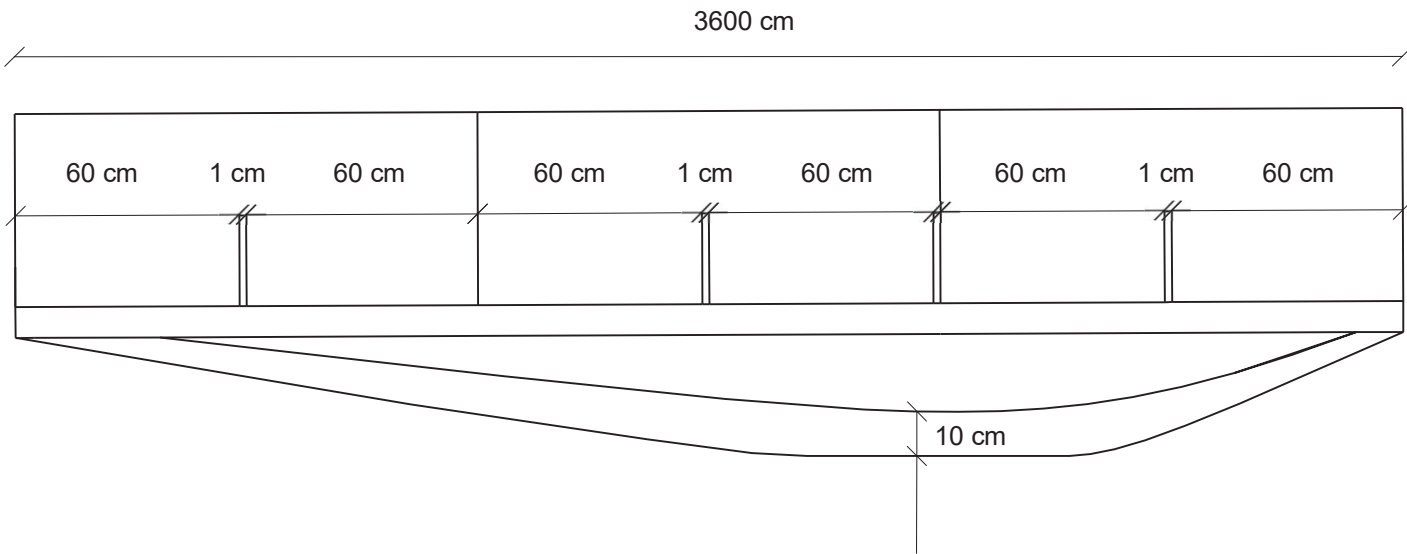
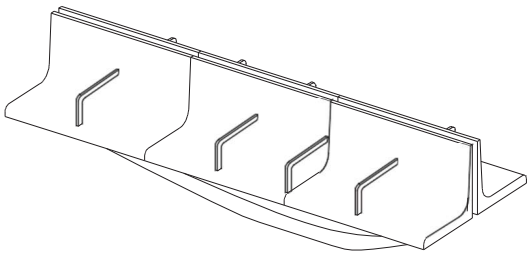
The furniture must provide railway seating comprising durable materials in ergonomic, durable and sustainable designs and shall enhance public spaces by providing them with identity, meaning and function.



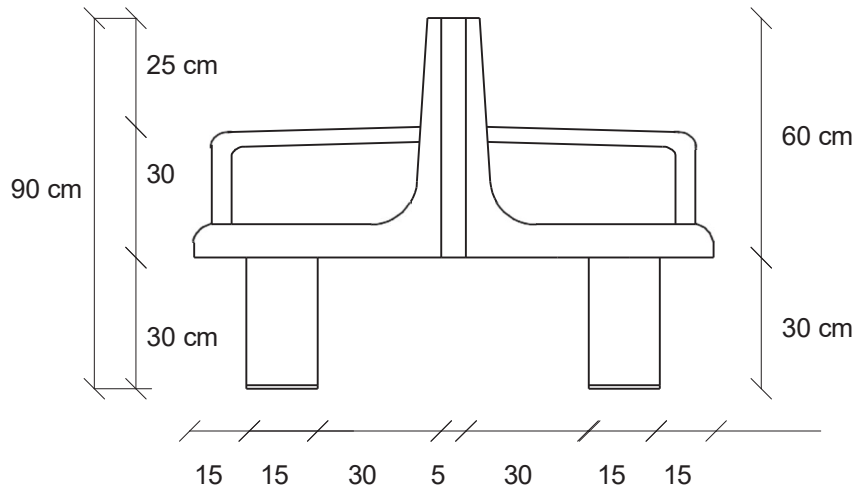


# Furniture

## Technical Details



Front View



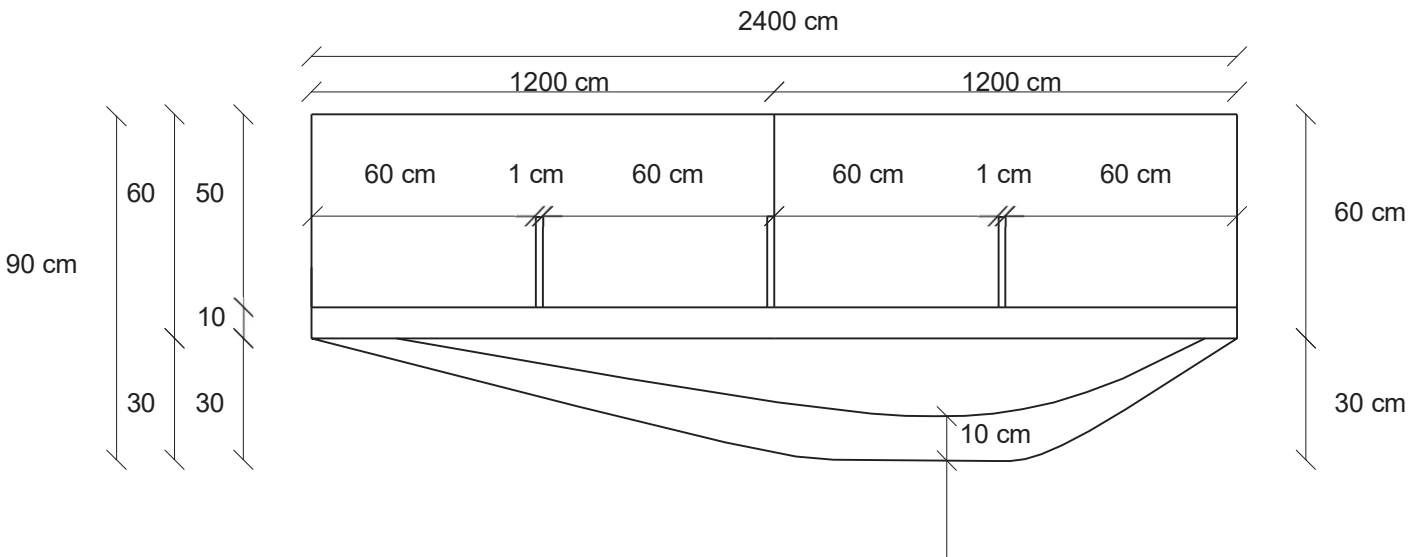
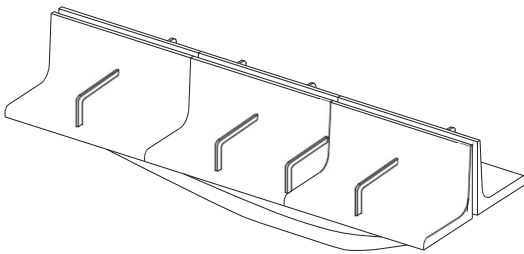
Side View

**Note:**  
The parameters are indicative. Detailing shall be carried out during the design process and agreed with the Client.

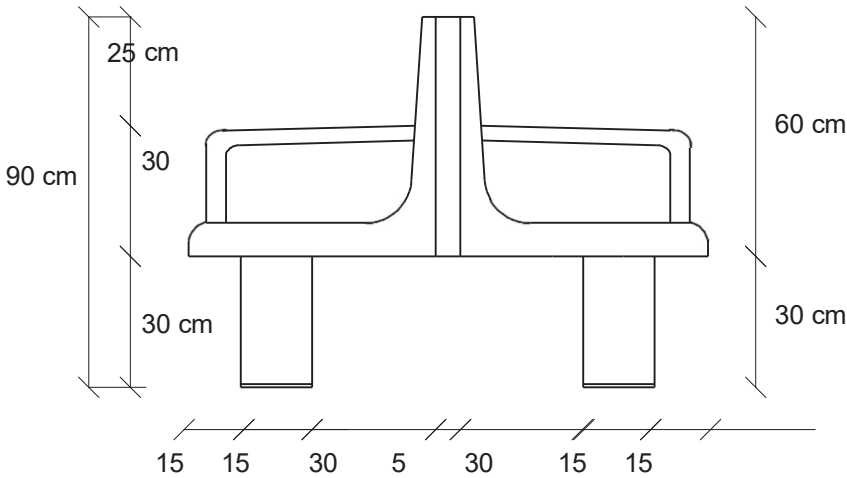


# Furniture

## Technical Details



Front View



Side View

**Note:**  
The parameters are indicative. Detailing shall be carried out during the design process and agreed with the Client.

# Equipment

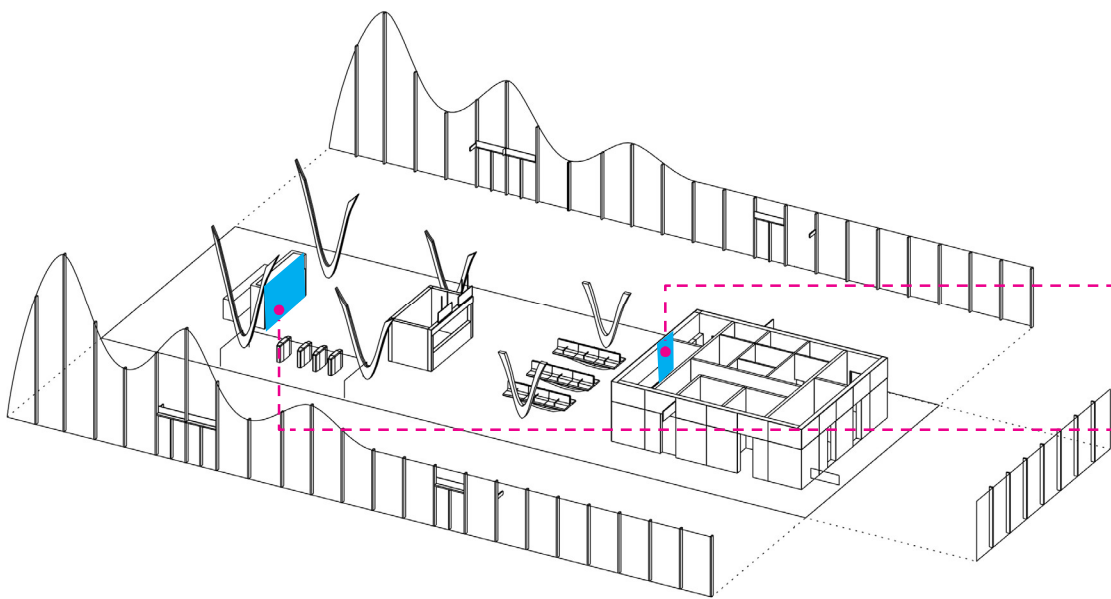
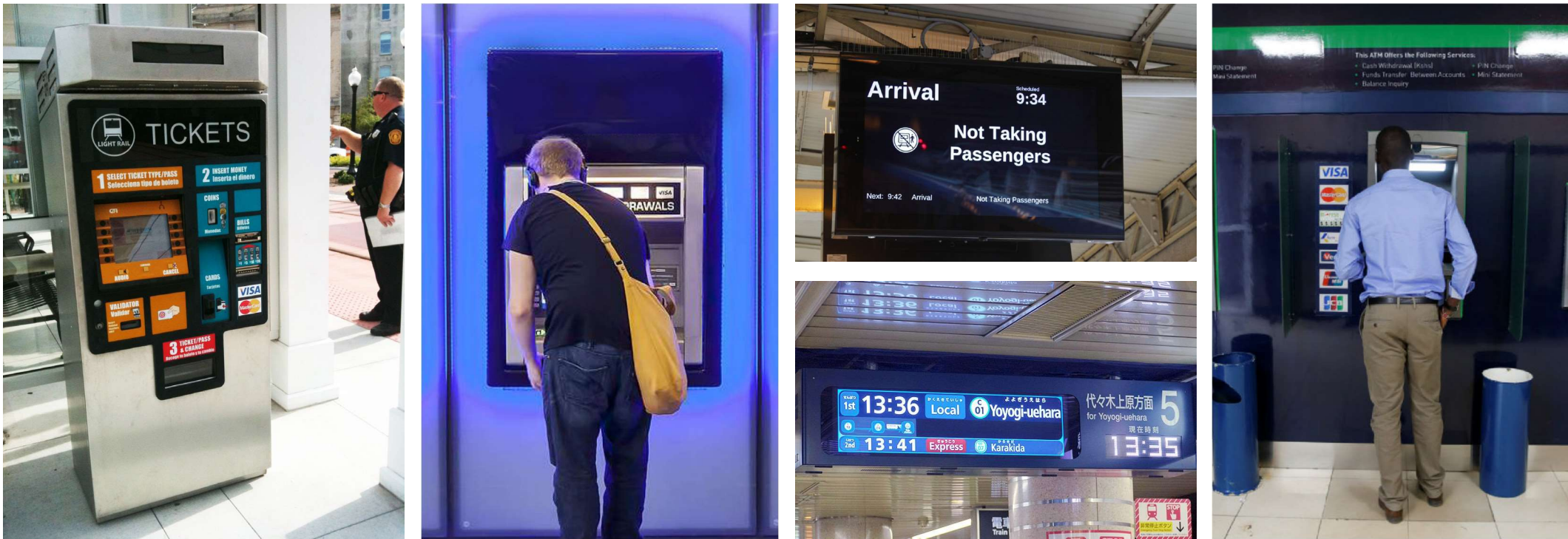
B1.16

## Principles

Although many passengers have tickets when they arrive at the station, they should be able to buy tickets, renew their monthly card, download discount cards or collect paper tickets. Ticket machines should, therefore, be provided at type I, type II, type III and type IV stations. The biggest stations should also house a staffed ticket booth for selling tickets manually.

Ticket vending machines should to be placed so that they do not interfere with either traveller flows or the flow of the general public through the passage. Ticket vending machines for different operators must be coordinated so that their function is clear, and they must be consciously designed.

Installation of ticket machines should comply with applicable requirements of ISO 21542.



ATM location & Ticket machines

Station map

Electronic displays are distributed over the station and on the platform.

# Underpass

B2

B2.1 Matrix

B2.2 Concept Design

B2.3 Layout






B2.4 Materials

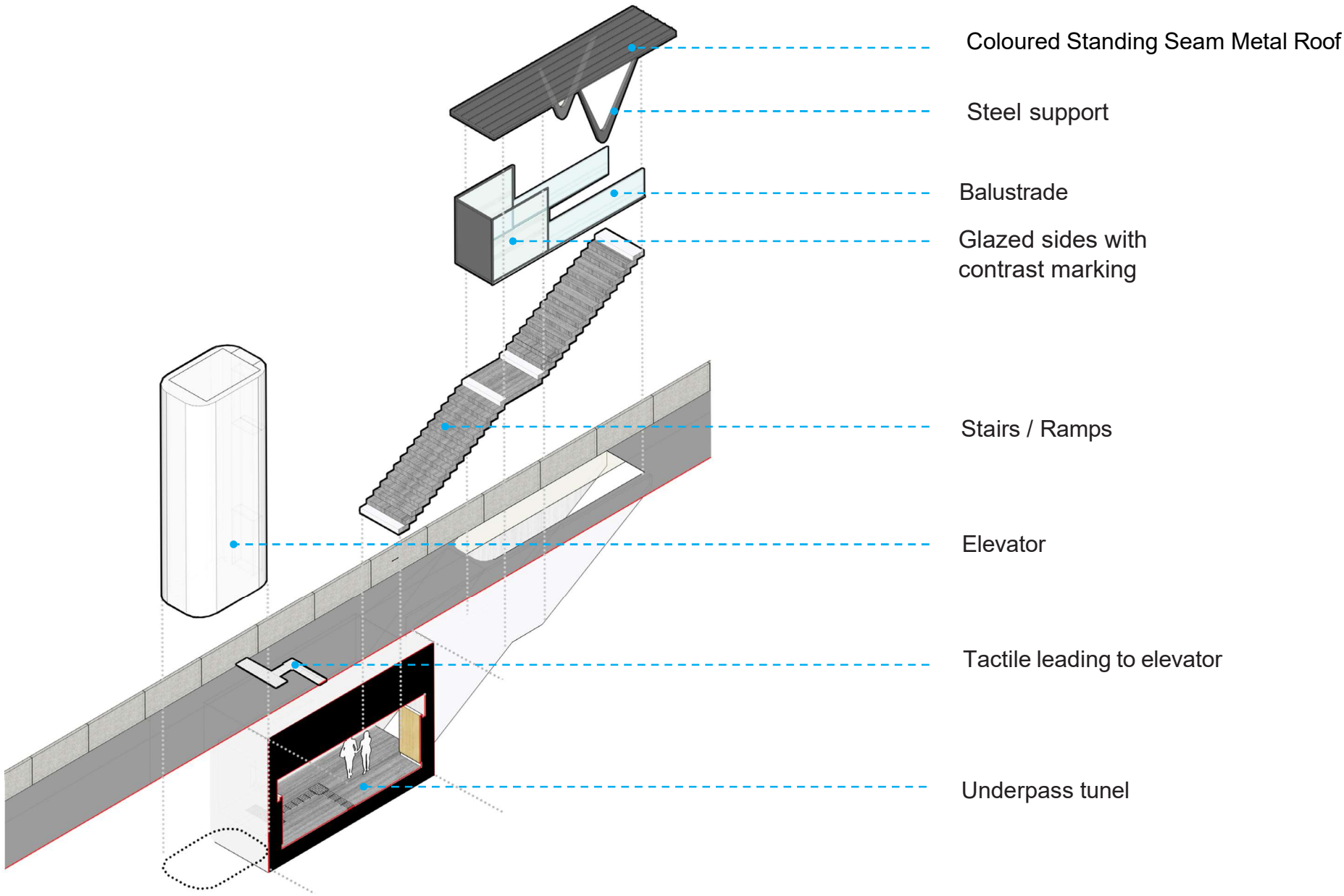





# Matrix

## Identity Matrix

**Note:**  
The indicated concept of underpass is general approach.  
The Client shall make the final decision considering the site-specific aspects for applicable architectural elements.

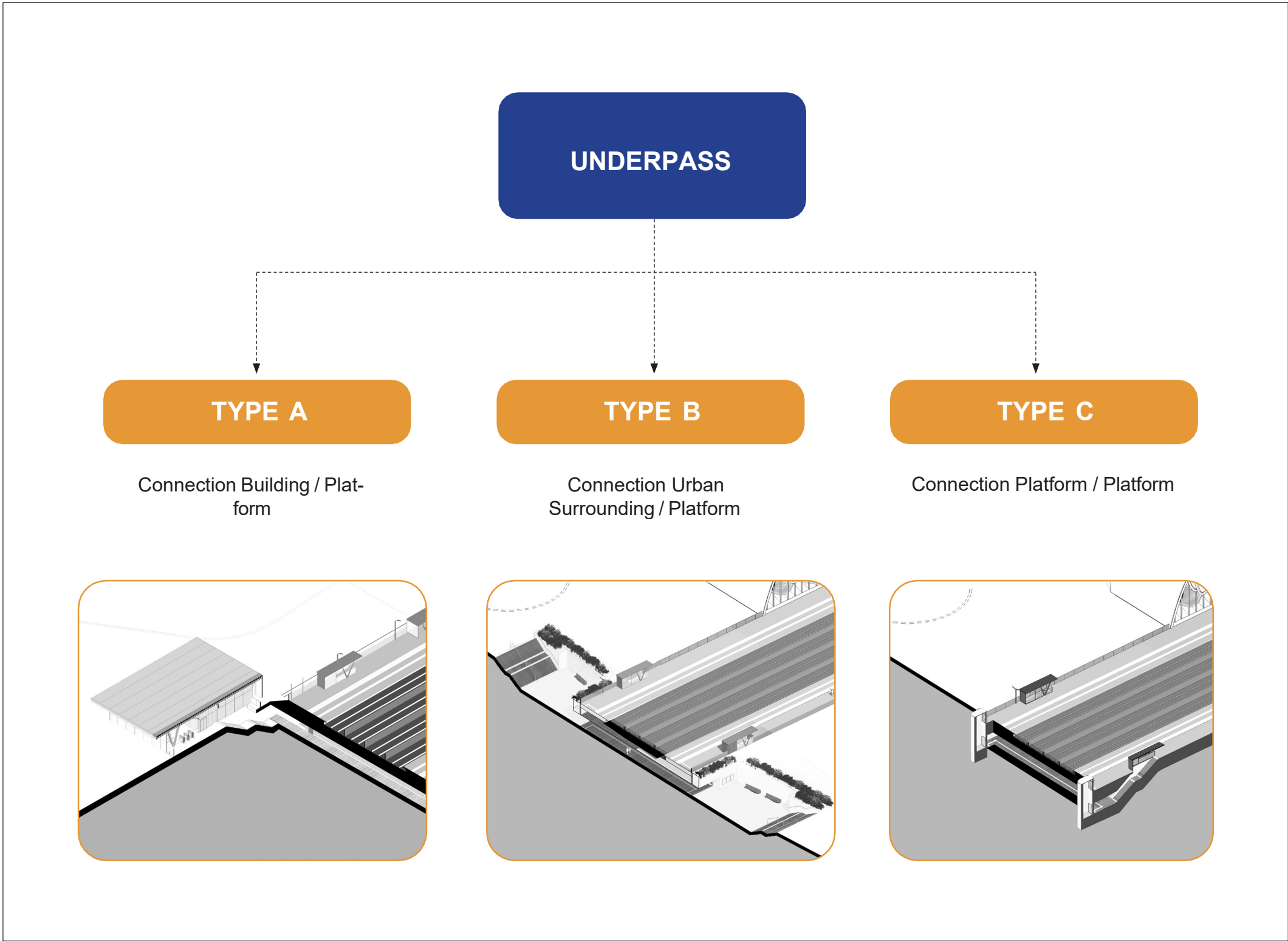
-  Material
-  Geometry
-  Modularity
-  Color
-  Vegetation



	N	C	R
Underpass	  		

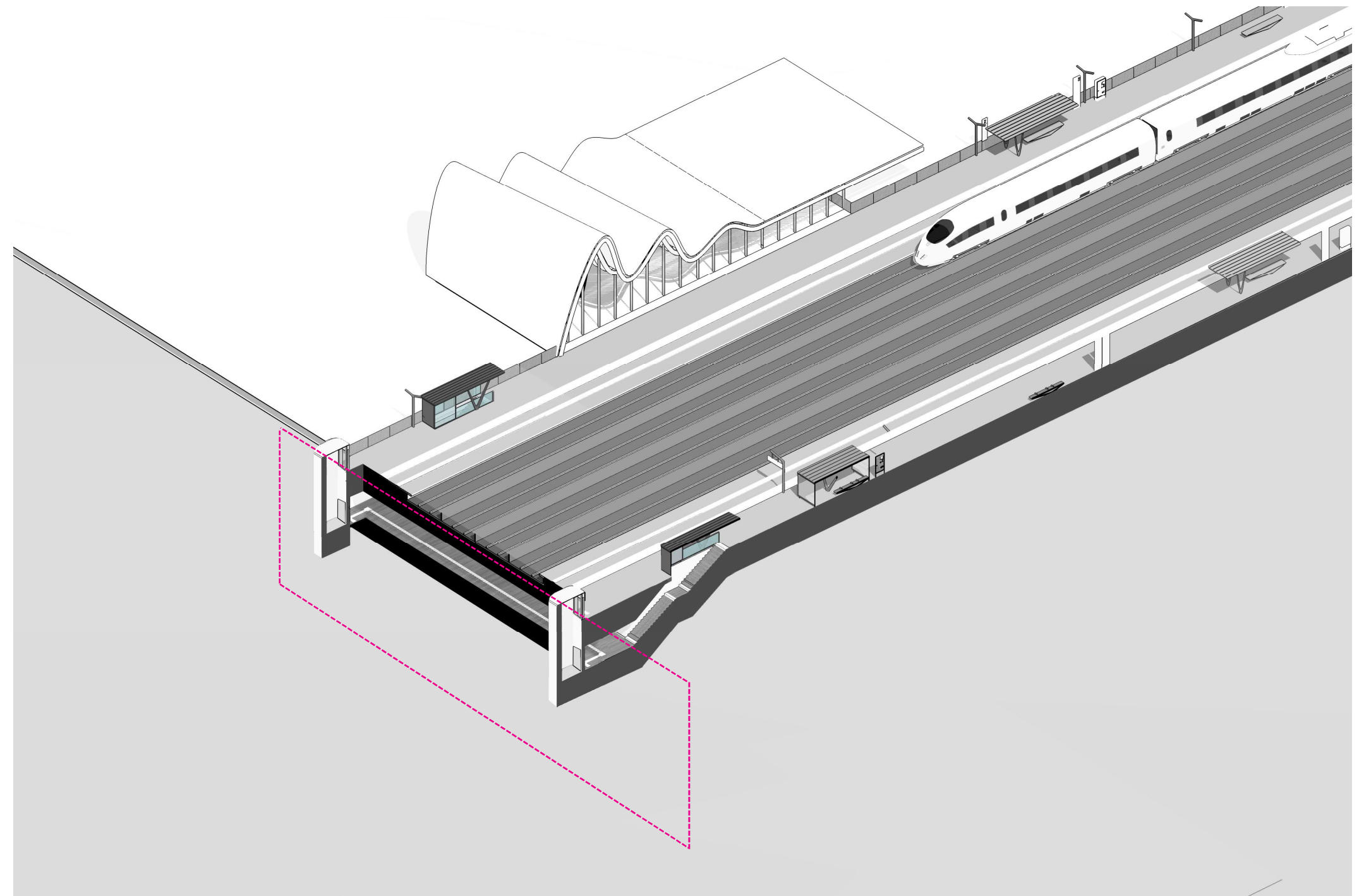
# Concept Design

Designers, considering specific site conditions, can define and select the best type of underpass to use to connect the platforms with the station building and the urban context.



# Layout

## Type A Overview



\*Illustrative picture, there are no horizontal slope towards trackside/entrance of the station

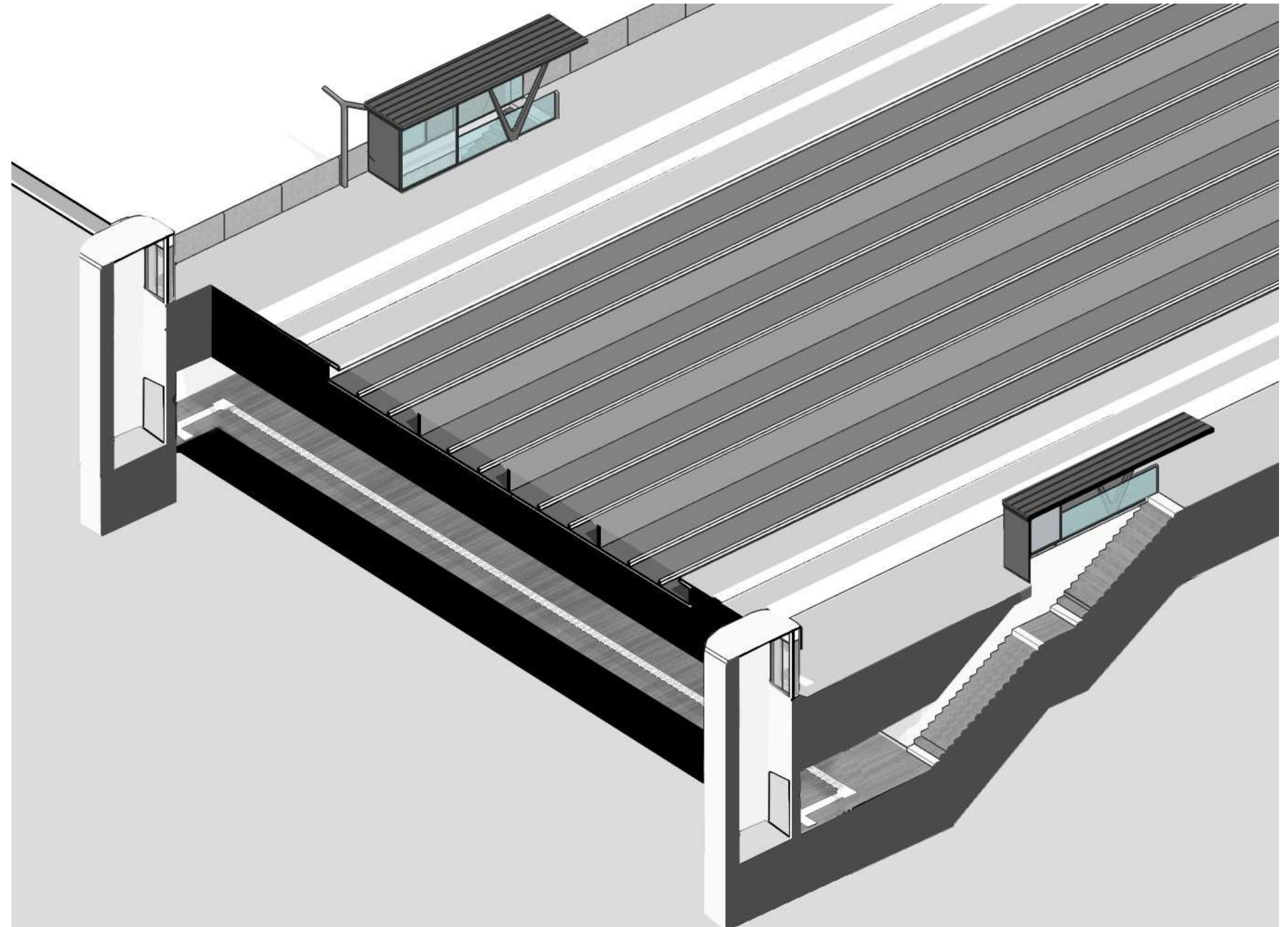


# Layout

B2.3

## Type A

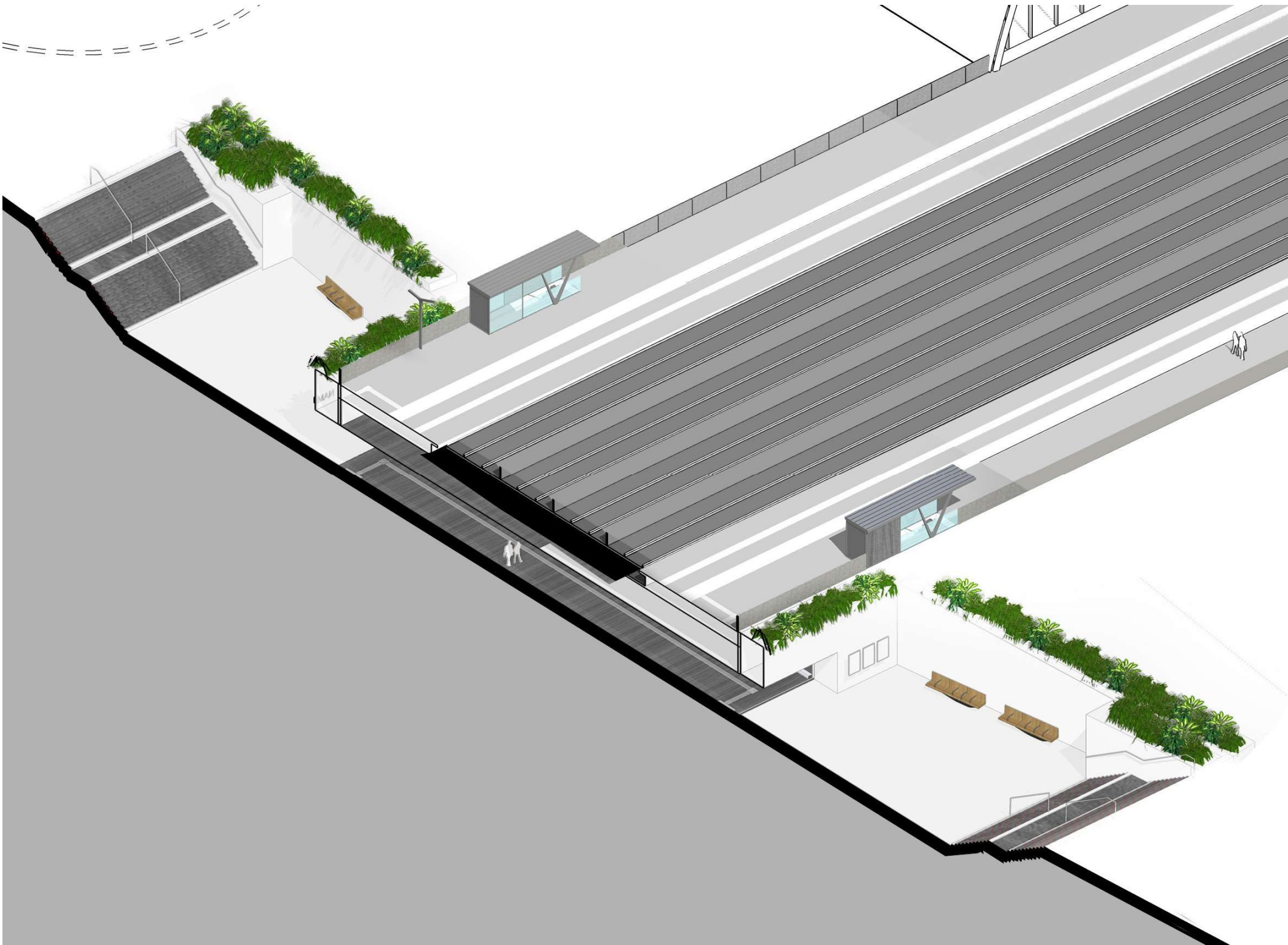
Underpass as all other Station elements refers to the traditional materials form Baltic countries, underlining the connection between the three countries but also emphasizes the idea of using sustainable materials. Its logical shape allows to commute easily between different platforms.



# Layout

## Type B Overview

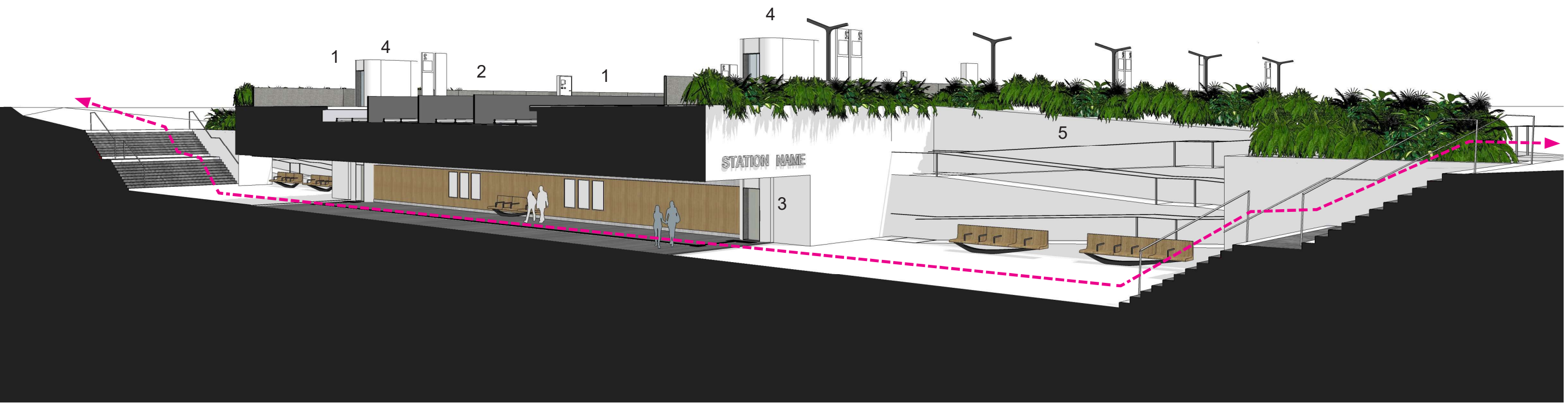
In most cases, platform connections under railway tracks also involve a connection between the parts of the city/community located on different sides of the railway. Properly located and designed, a passage under the tracks can provide a natural and comfortable link that, in many cases, also provides a transit route for cyclists. Passage location has a significant impact on station function. A central location along the platform will shorten travellers' walking times to the right carriage on the train. How the interior of a passage is designed plays a significant role in how it is perceived as both a station entrance and a city thoroughfare.





# Layout

## Type B



- Legend
- 1. Platform Walkway
  - 2. Tracks
  - 3. Underpass entrance
  - 4. Elevator
  - 5. Platform
  - 6. Ramp

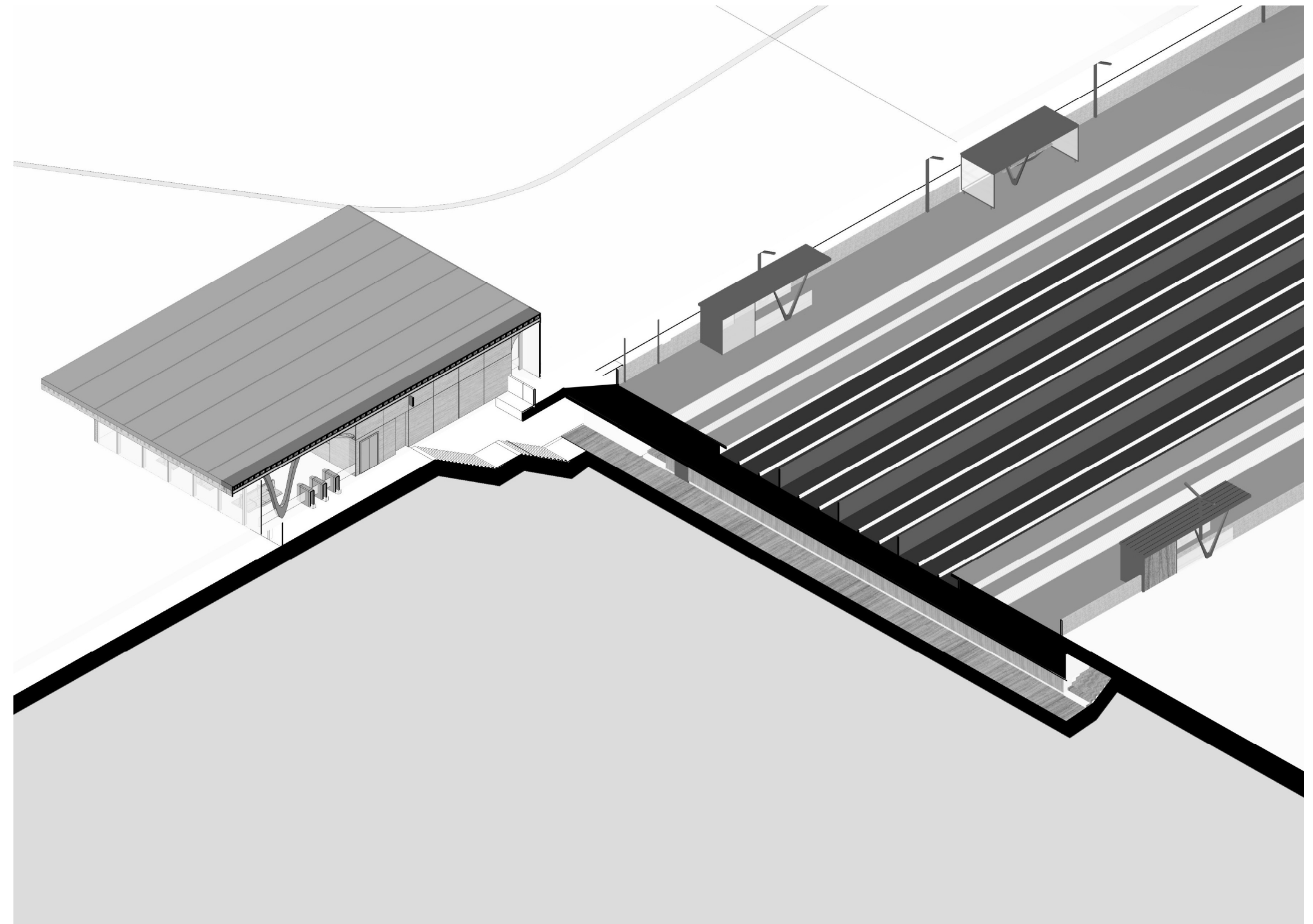
Flow of passengers



# Layout

## Type C Overview

As the passage under the tracks can be the first interaction with a station, it is important for it to be designed in a way that contributes to a positive and welcoming 'first contact'. Through judicious use of materials and lighting, as well as elements of artistic inspiration, the passage can give travellers the best possible first impression and give a station and the town/city a distinct identity.



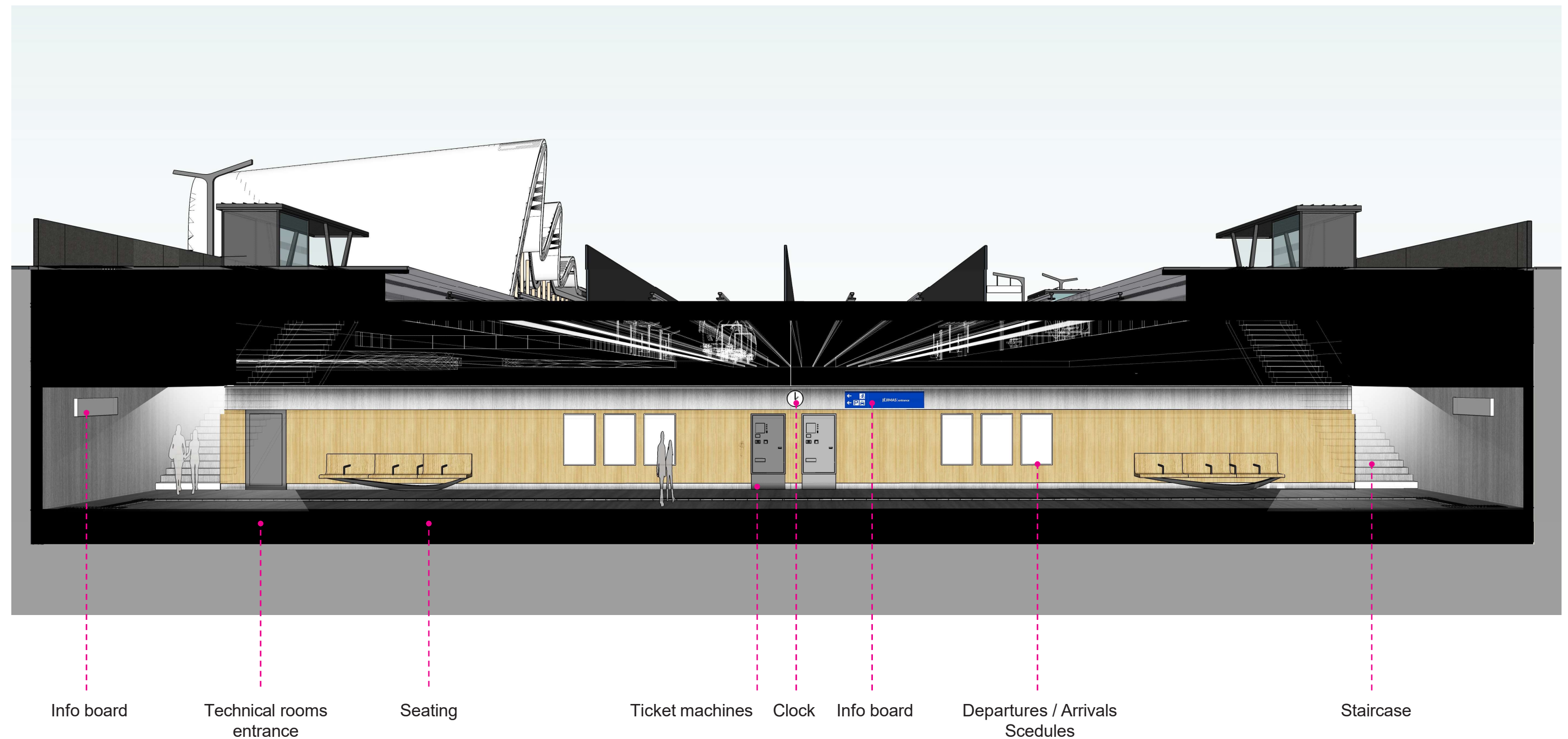
### Note

Plan of station with underpass inside the building is at page 18.

# Layout

B2.3

## Longitudinal Section

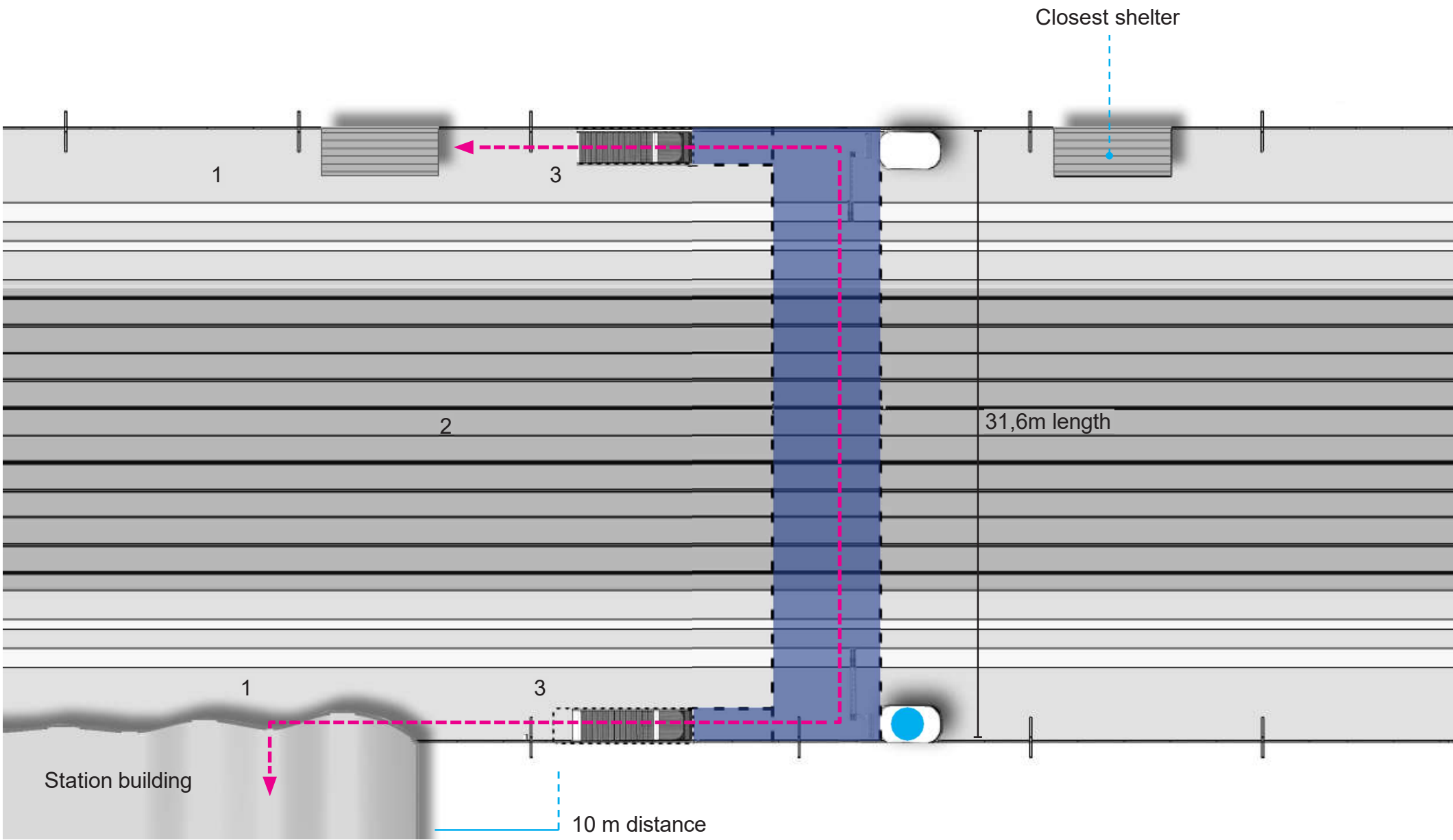


Note:  
The longitudinal section is indicative.

# Layout

B2.3

## Route



**Note:**  
The general concept of underpass route is indicative. Detailing shall be carried out during the design process considering the site-specific aspects and agreed with the Client.

- Legend**
- 1. Platform
  - 2. Tracks
  - 3. Underpass entrance
  - 4. Elevator

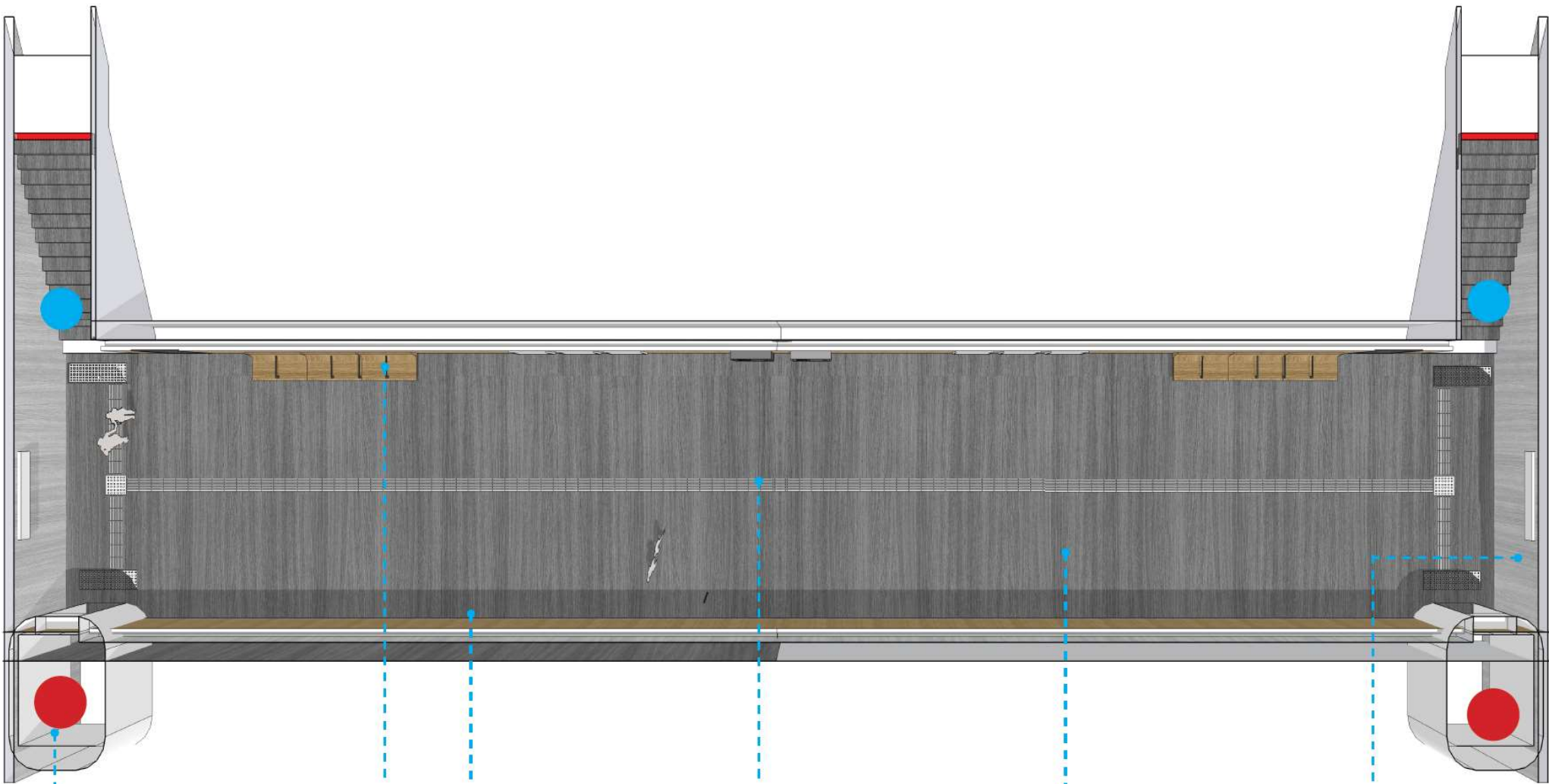
- Flow of passengers
- Underpass Floor
- Elevator



# Layout

B2.3

## Underpass level

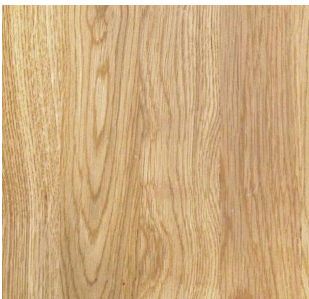


Legend

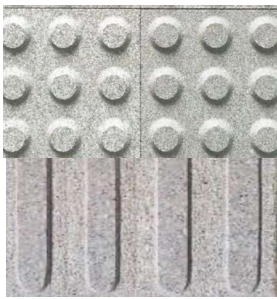
- Elevator
- Staircase entrance



Metal Cladding Lift



Wood material



Light Grey Concrete



Walkway Dark Grey Concrete



Light Grey Concrete

**Note:**  
The underpass section is indicative.  
Detailing shall be carried out during the design process considering the site-specific aspects and instructions of local legislation.

# Layout

## Cross Section

Tracks

Upper slab  
according structural design

Walkable tunnel  
min. 300cm till the finished ceiling surface

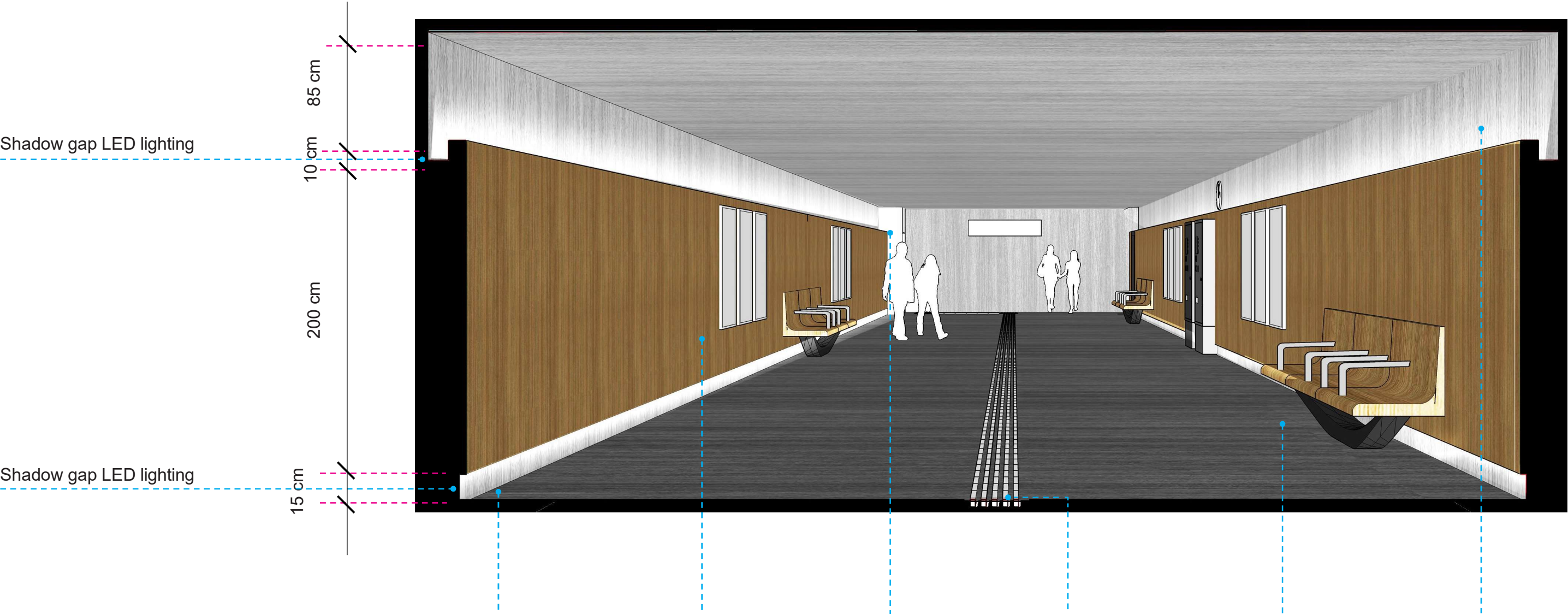
Foundation slab  
according structural design



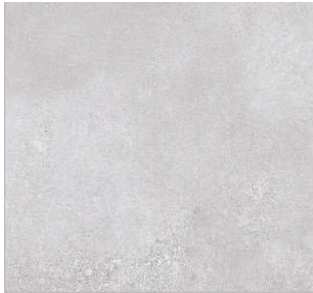


# Layout

## Cross Section



**Note**  
The underpass section is indicative.  
Detailing shall be carried out during the design process considering the site-specific aspects and instructions of local legislation.



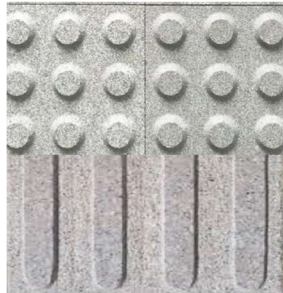
Light Grey material



Wood material



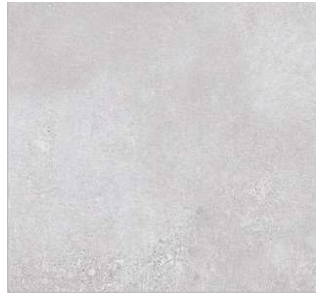
Metal Cladding  
Lift



Light Grey Concrete



Walkway Dark  
Grey Concrete



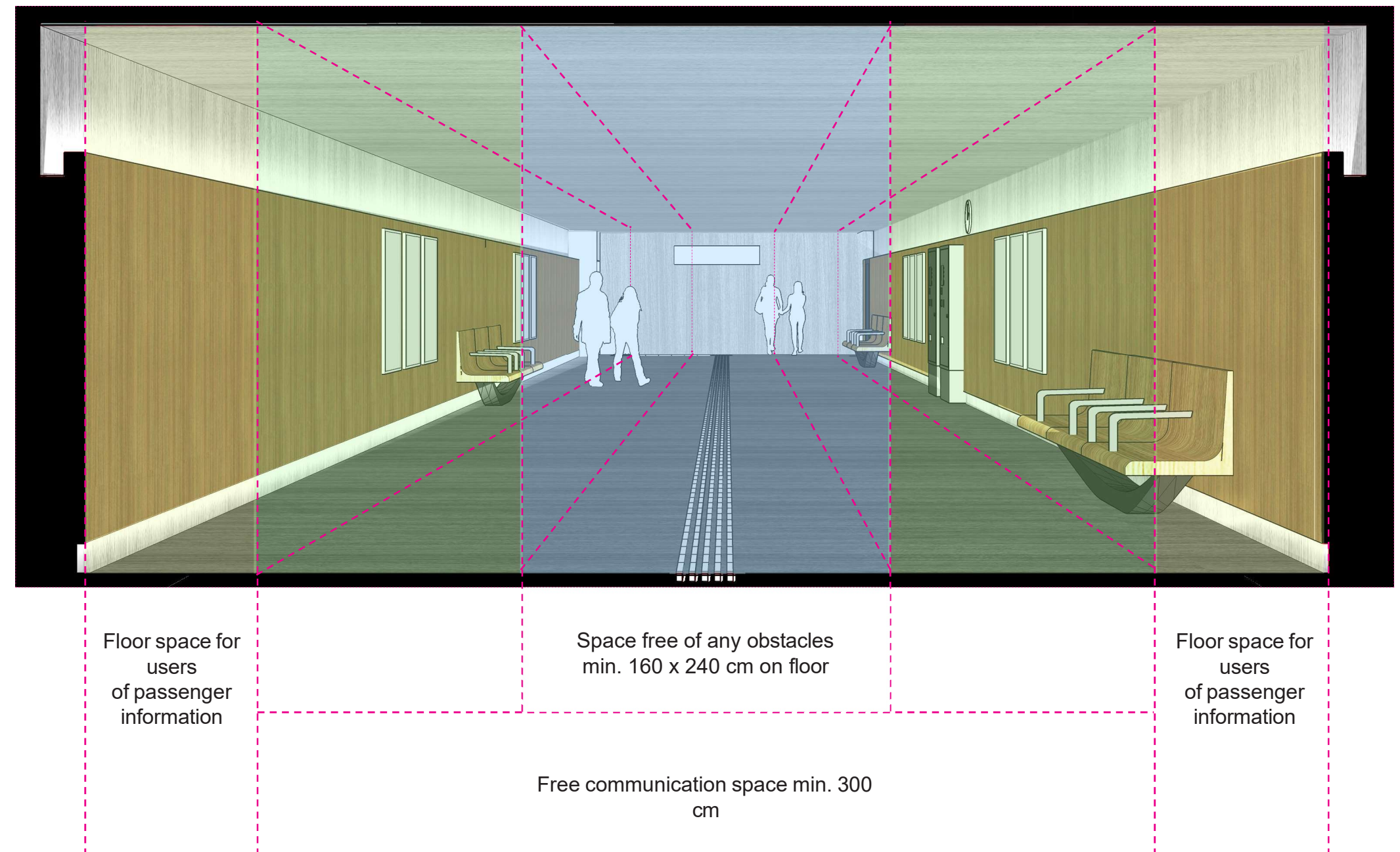
Light Grey Concrete



# Layout

## Zoning

Implementation of functional stripes (areas with benches) in the underpass shall be evaluated case-by-case and agreed with the Client.

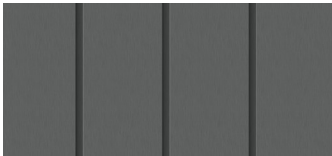


### Note

The underpass zoning is indicative. Detailing shall be carried out during the design process considering the site-specific aspects and agreed with the Client.

# Materials

## Overview



Coloured Standing Seam Metal Roof



Panoramic Glass enclosure



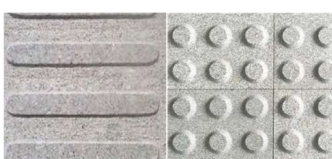
Light Grey Concrete



Walkway Dark Grey Concrete



Metal Cladding



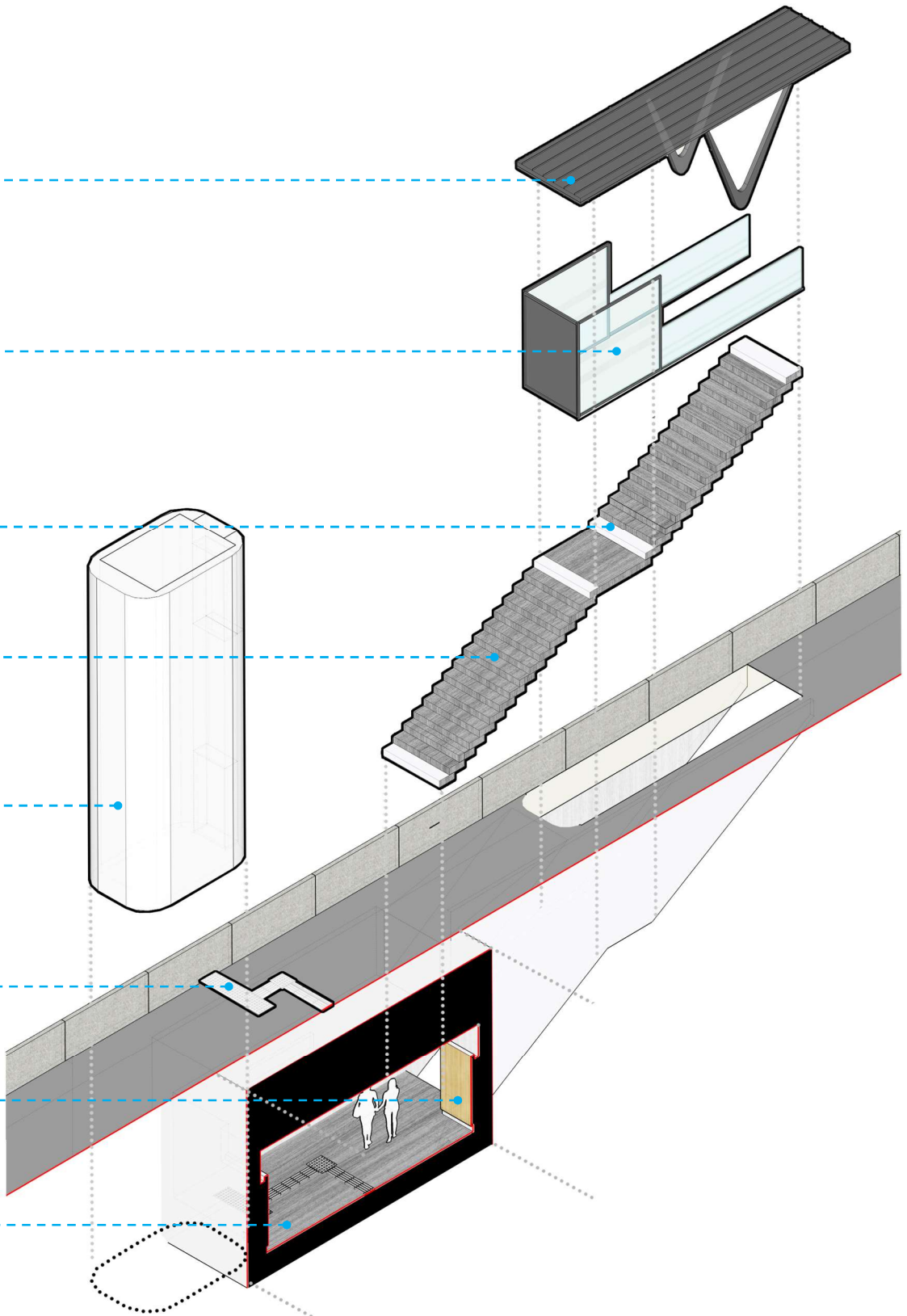
Light Grey Concrete



Wood material



Walkway Dark Grey Concrete



**Note:**  
The general concept of materials is indicative. Detailing shall be carried out during the design process and agreed with the Client.

# Platform

B3

B3.1 Matrix

B3.2 Layout

B3.3 Floor

B3.4 Shelter

B3.5 Lighting

B3.6 Signage and Wayfinding

B3.7 Furniture

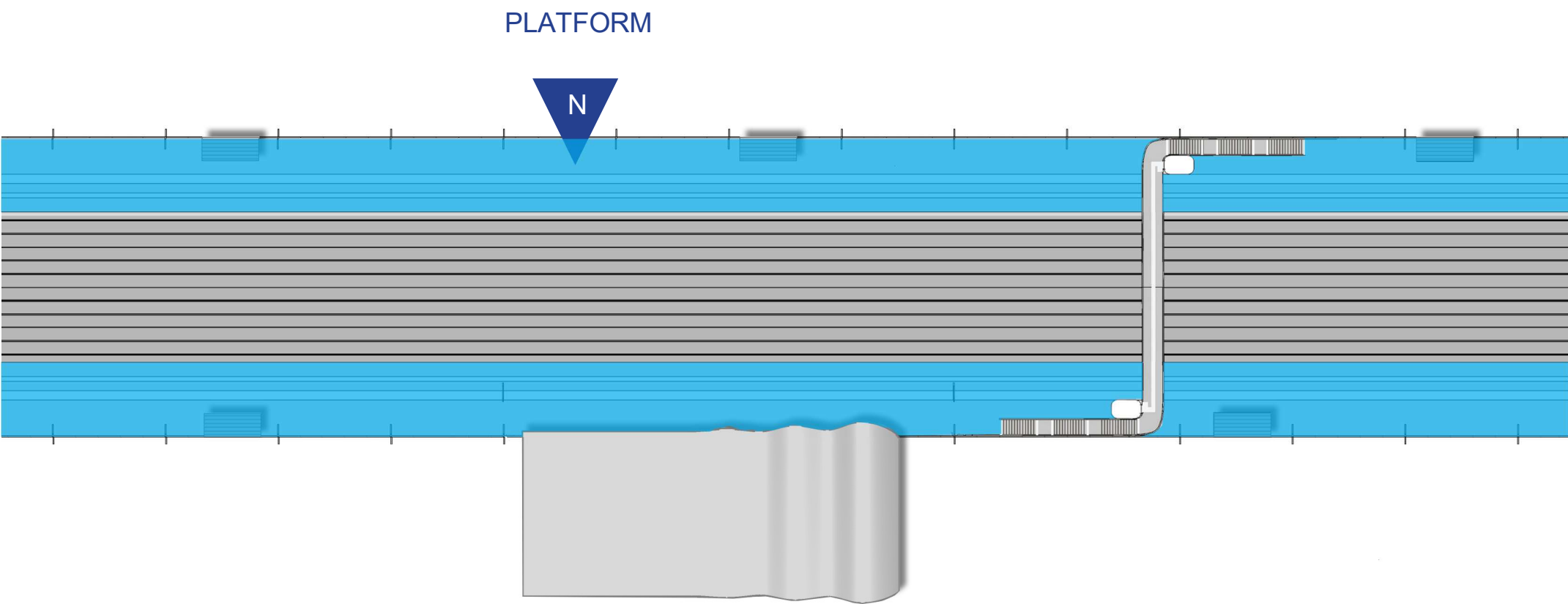
B3.8 Universal Design



# Matrix

B3.1

## Identity Matrix



Material



Geometry






Modularity



Color



Vegetation

	N	C	R
Platform surface	  		

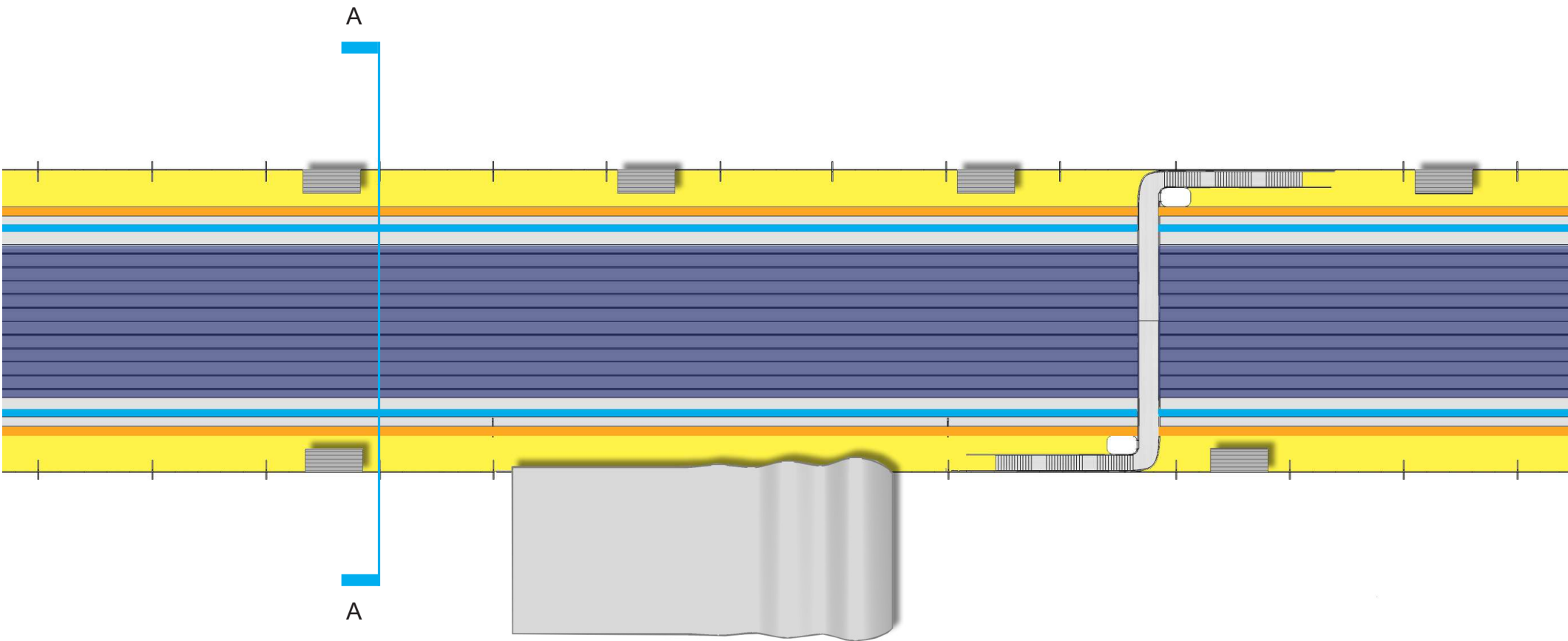
# Layout

## Zones

The platform floor is an important part of a station’s spatial layout. The floor should have a pleasing overall design and help passengers understand how the platform should be used. It should include protective zones from the track area and guide paths

All floor surfacing should be even, firm and non-slip. The platform floor should have a well-maintained impression and must be in- stalled with care.

Simple concrete paving flags/blocks provide higher quality, longer durability and lower maintenance costs than an asphalted surface. Adaptation to fixtures such as poles etc. by cutting plates, should be taken into consideration in the material selection.



### Legend

- Rail track zone
- Safety zone
- Furniture zone
- Walking Zone

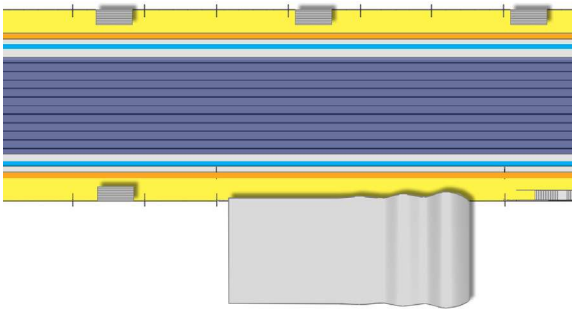
# Layout

## Zones Layout

The platform is divided into different zones. On the platform, pedestrian areas and furniture zones can determine whether the platform roof is supported by one or two pillars in case such structure is foreseen in the design. Pedestrian areas must include guides in order to assist people who are visually impaired. The width of pedestrian paths and/or areas shall be determined based on legal requirements.

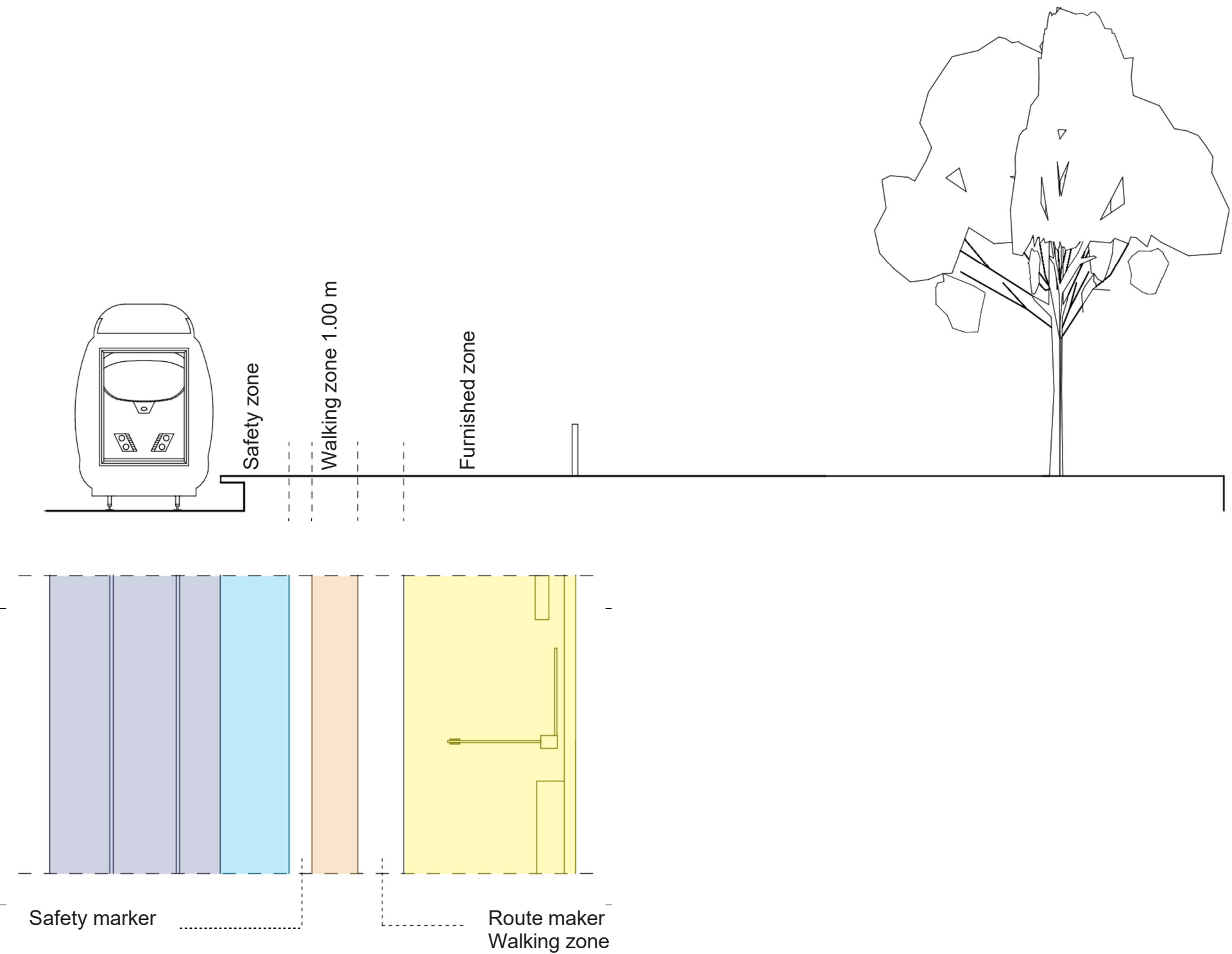
A buffer zone gives the traveller a clear warning that they are close to the tracks. Buffer zone width is determined by the highest speed of passing trains.

The boundary between the platform and the surrounding area must be clear. This could be done by the installation of a wall or canopies in the boundary. Towards the tracks, there must always be a safety zone with a tactile warning line.



Legend

- Rail track zone
- Safety zone
- Furniture zone
- Walking Zone



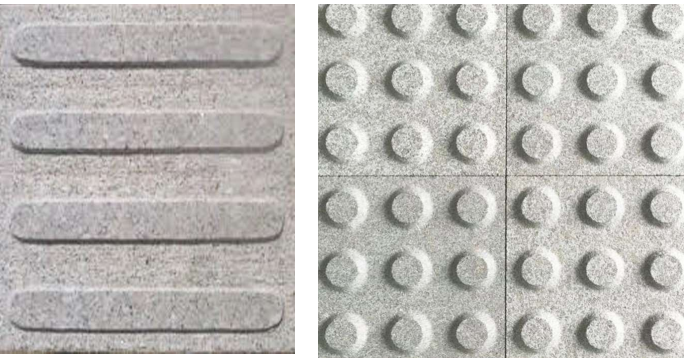


# Layout

## Zones Layout

The boundary between the platform and the surrounding area is often vague. This boundary must be made clear in terms of liability and safety issues and brought into specific relief. This could be done by the installation of a wall or canopies in the boundary. Such measures shall, inter alia, ensure that no vehicle accidentally runs onto the platform, with the risk of falling down onto the track. They also act as control tools, making the traveler flows between the platform and the surrounding area clear.

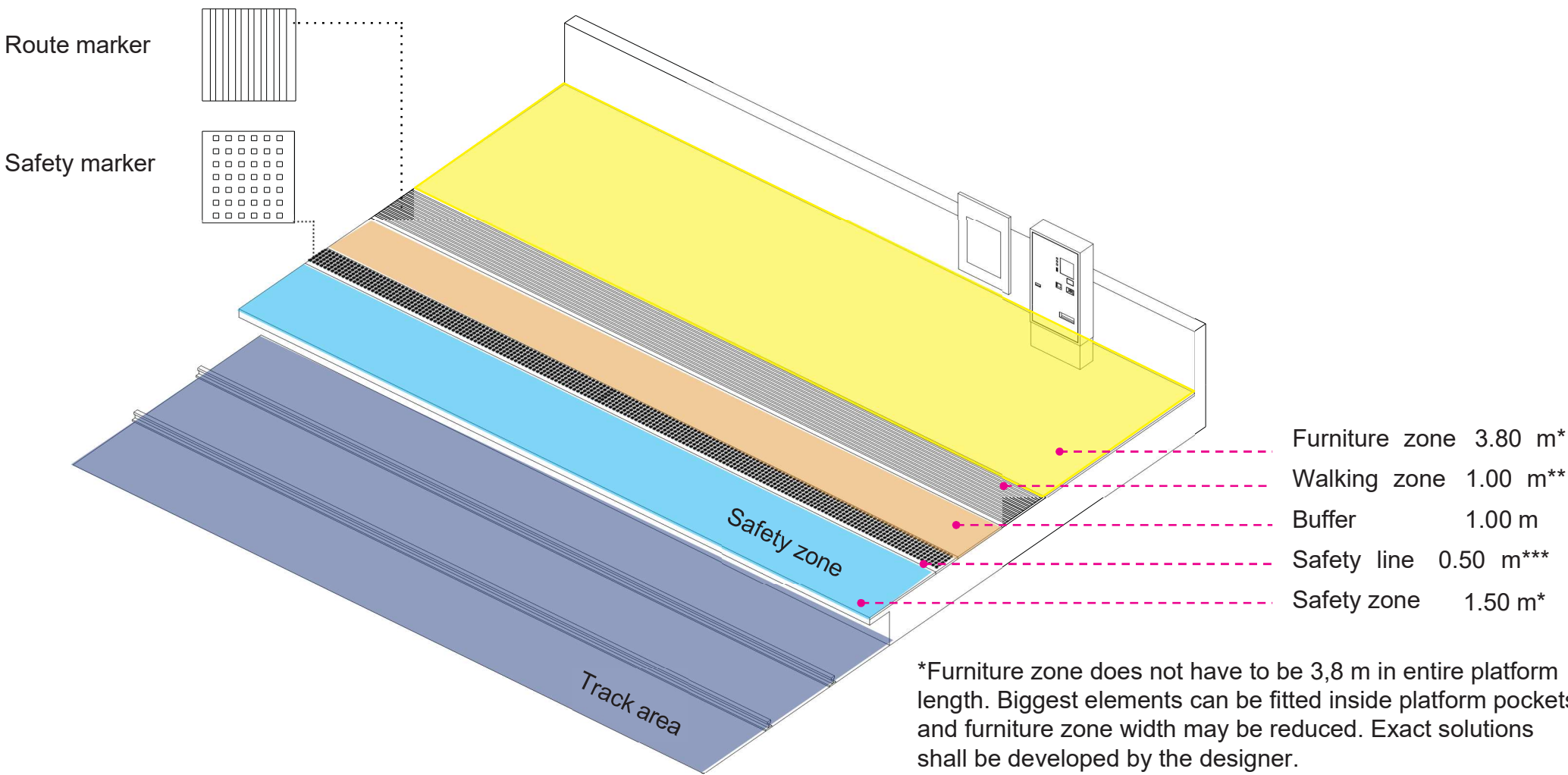
Safety zone, safety line, buffer zone and walking zone must be designed with dimensions indicated in the drawing. Furniture zone dimensions may be reduced dependent on forecasted passenger flow and type of the station. In cases when furniture zone dimensions are decreased and requirements of the PRM TSI cannot be met, furniture and shelters must be placed in platform pockets.



Light Grey Concrete Tiles

**Material and color**

Tactile should be easy to detect due to the high visual contrast with the floor. Light grey colour was used to ensure this contrast with dark grey floor. Concrete tiles should be non-slip even in moist conditions, they should be wheelchair-friendly and eliminate the tripping hazard. Materials should comply with relevant requirements of ISO 21542 and ISO 23599.



\*Furniture zone does not have to be 3,8 m in entire platform length. Biggest elements can be fitted inside platform pockets and furniture zone width may be reduced. Exact solutions shall be developed by the designer.

\*\*Width of tactile path shall be determined based on legal requirements.

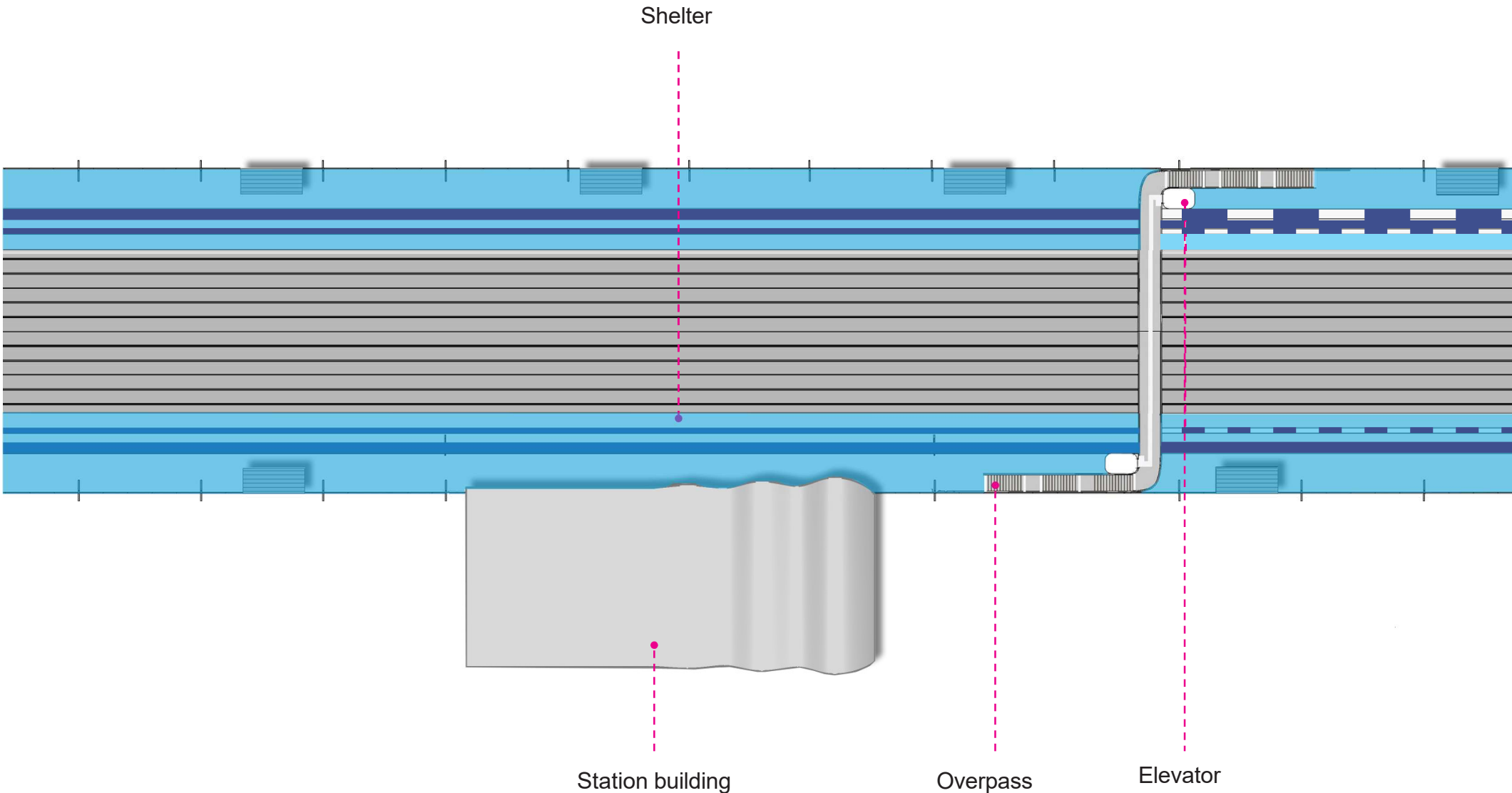
\*\*\*Platform safety

\*\*\*Platform safety zone and safety line together (2m security area) may be reduced till 0,8m if the foreseen maximum speed of passing by trains with good aerodynamic profile does not exceed 100km/h. The width of pedestrian paths and/or areas shall be determined based on legal requirements.

Any decision to reduce Platform security area shall not create speed restriction or loss of railway operational functionality on the mainline.

# Floor

## Overview



**Note:**  
The indicated floor concept is general approach.  
Detailing shall be carried out during the design  
process and agreed with the Client.

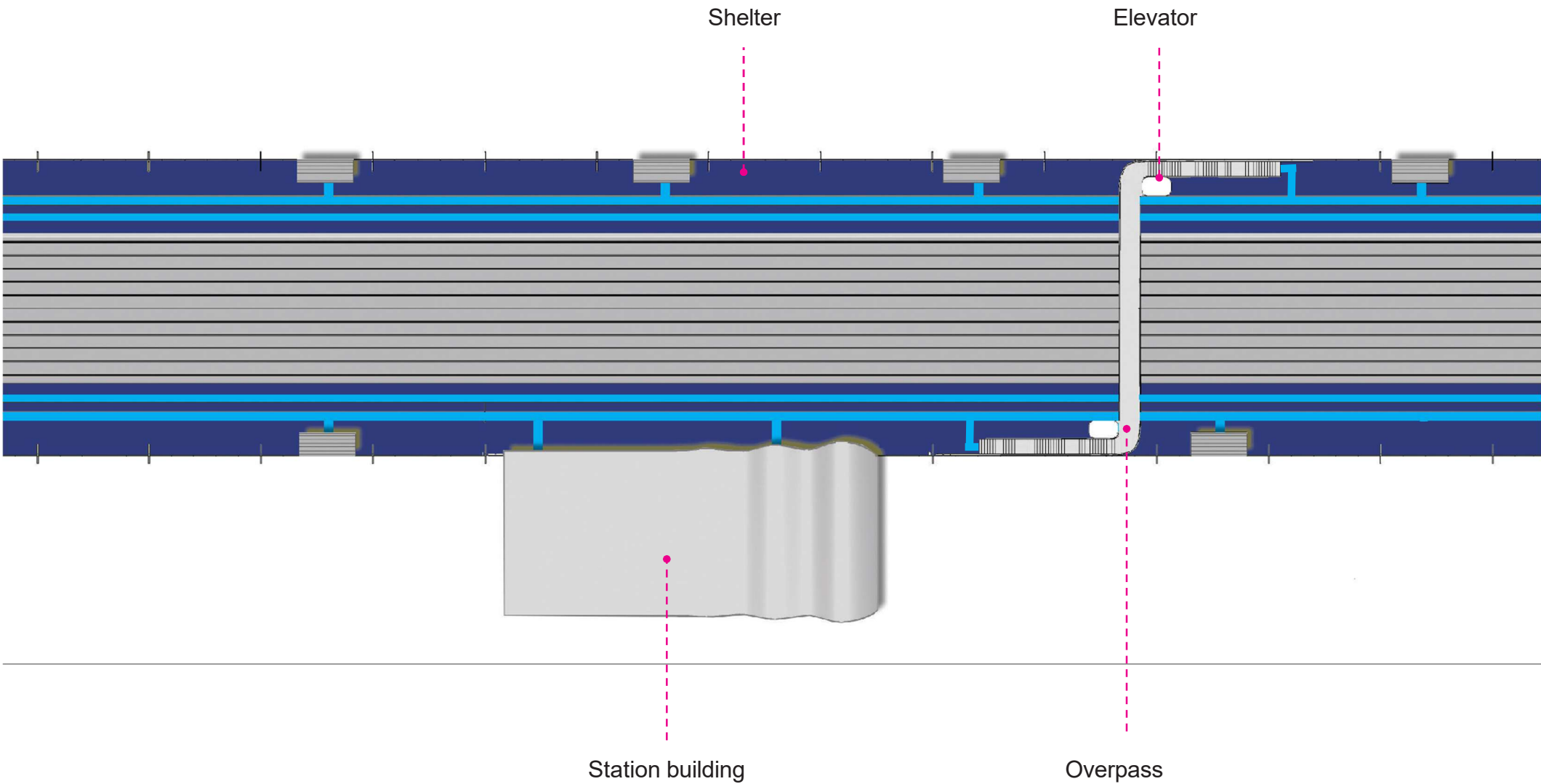
Legend (for general indication)

- Tactile paving
- Concrete paving flags/blocks

# Floor

## Tactile

The image shows the location of tactile routes on the platform and the division of the platform paving and tactile marking. Tactile route is provided along the whole length of the platform.



### Legend

- Dark grey concrete platform paving flags/blocks
- Light grey concrete tactile tiles



# Floor

B3.4

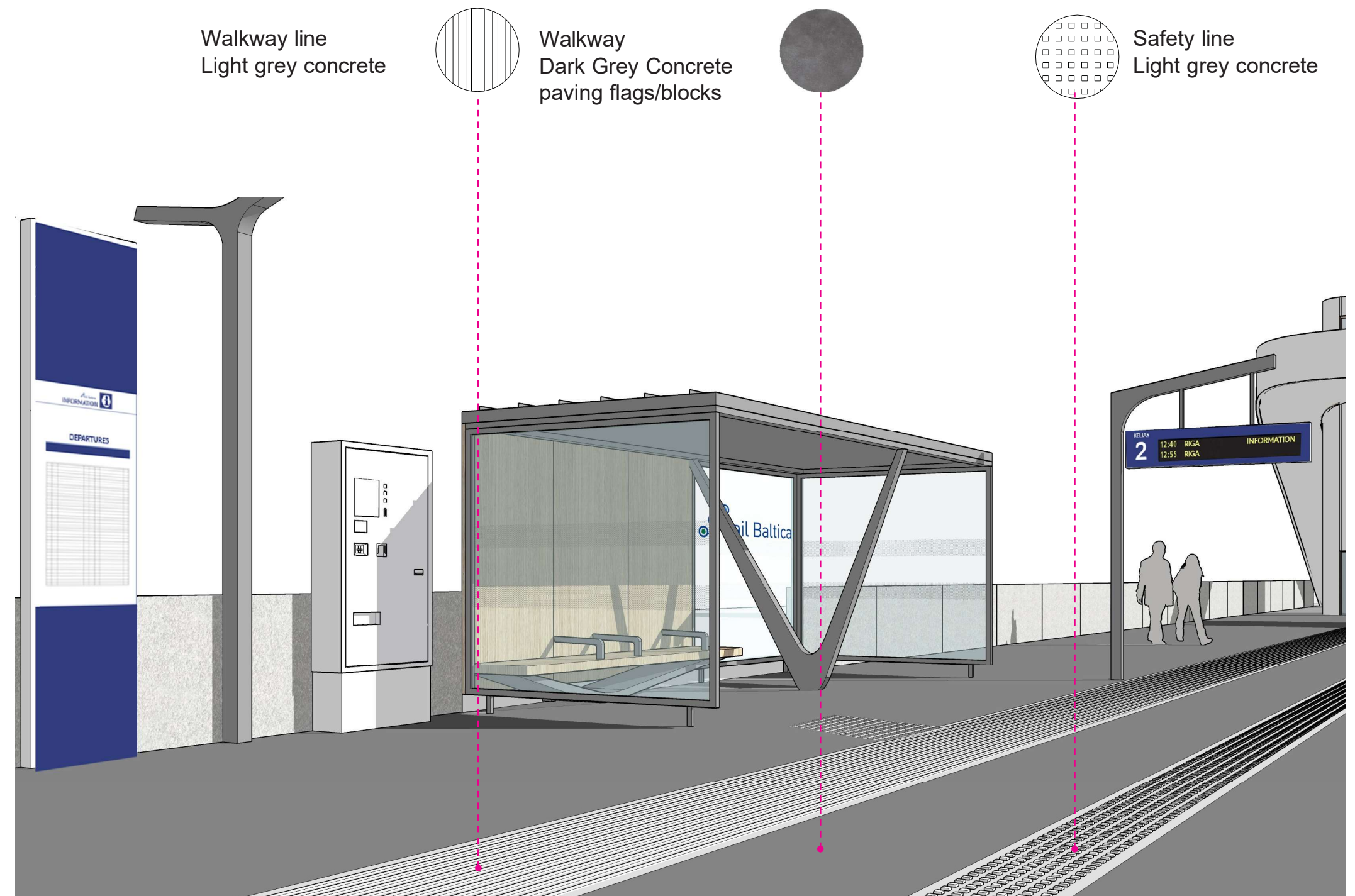
## Materials

The platform is a space where travellers can stay for shorter or longer periods of time. Platform floor must help the traveller understand how the platform is to be used. It must include a safety zone in relation to the track area and guide paths for the visually impaired.

A floor should provide a pleasant experience must be able to satisfy the basic requirements for safety and accessibility. A design that uses a few good materials can contribute to a good entity and a facility that lasts over time and is optimised for efficient operation and maintenance.

### Note

The platform floor must be designed according to all safety and accessibility requirements, whilst being a well-designed and coherent surface.



# Shelter

## Identity Matrix

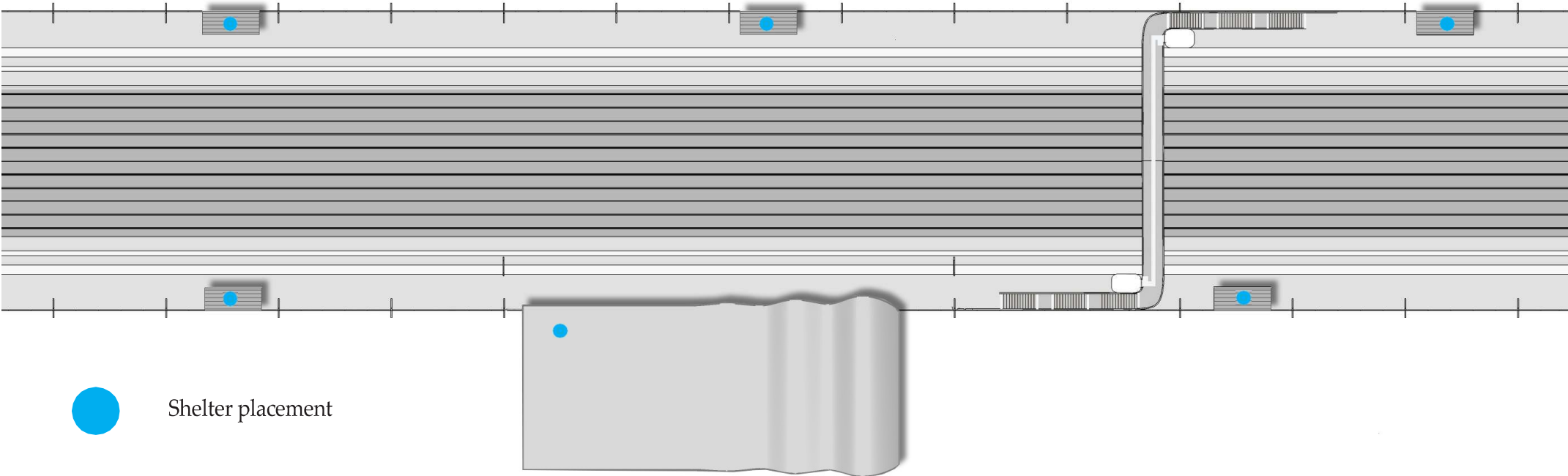
Number of shelters on the platform is design to fit maximum number of passengers at the same time at the peak hours.

Station Type II 6 shelters per platform

Station Type III 4 shelters per platform.

Station Type IV 3 shelters per platform.

\*If station building is located next to platform and in the same level as platform, it can be considered as a shelter



Material



Geometry






Modularity



Color



Vegetation

	N	C	R
Shelter	 		

# Shelter

B3.4

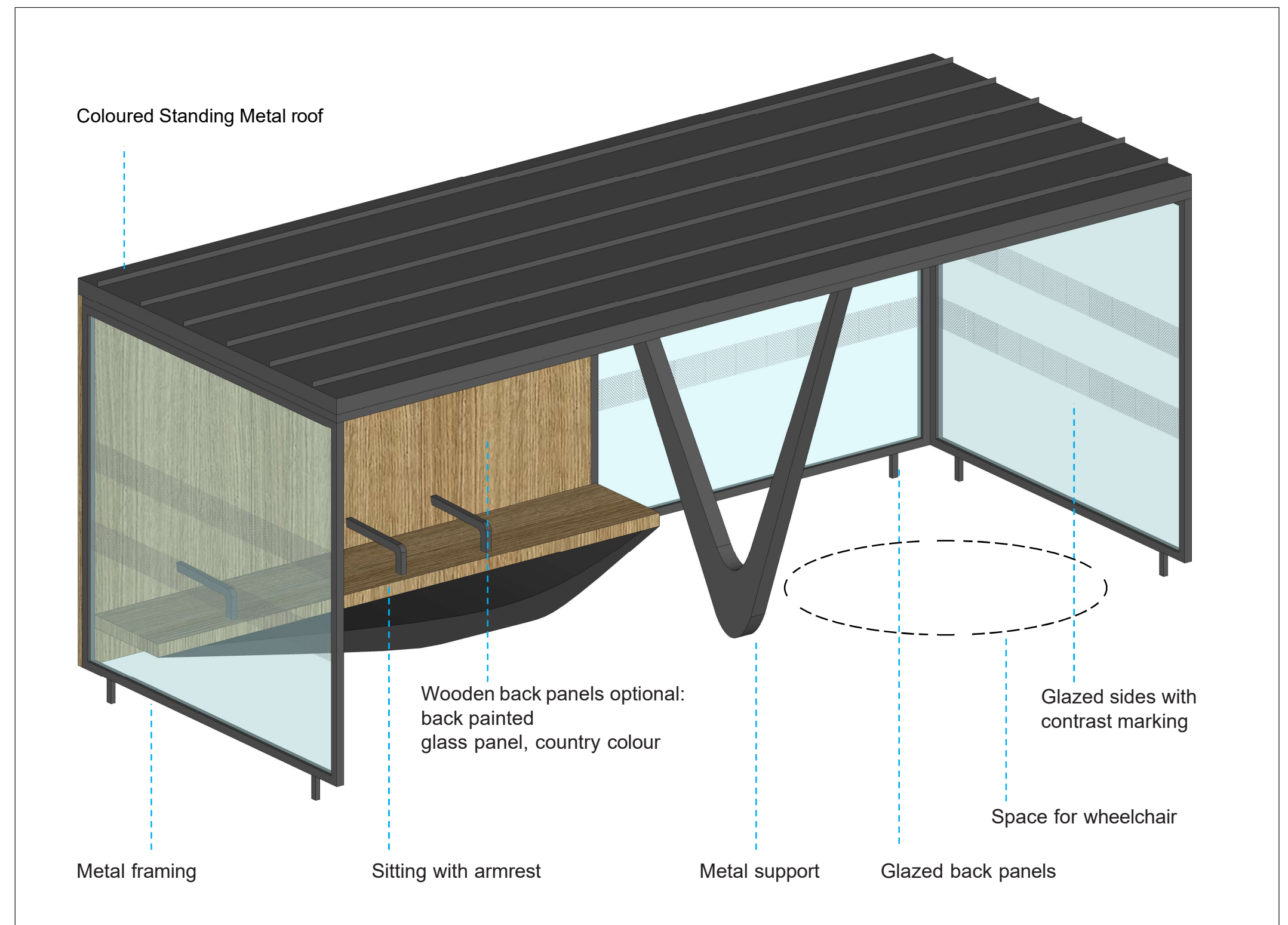
## Overview

Shelters must be available at all stations. Waiting areas may be located adjacent to the platform connection from passages above or below tracks. This makes the waiting area the point at which the traveller interacts with the platform.

Standalone waiting areas on platforms must be transparent, provide space for wheelchairs and be designed, illuminated and furnished to provide a warm and welcoming impression. All categories of traveller must be able to use these waiting areas throughout the day and to feel comfortable.

Shelters on platforms must be designed to provide open and unheated protection against rain and wind. Shelters must be transparent in order to allow travellers to see into the shelter and to see the platform and arriving trains. Shelters may have openings to the tracks, to the middle of the platform, or both, depending on the width of the platform and how flows and other furniture are organised.

The areas should be well illuminated to create a sense of security and overview. Shelters must be constructed in dimensions strong enough.



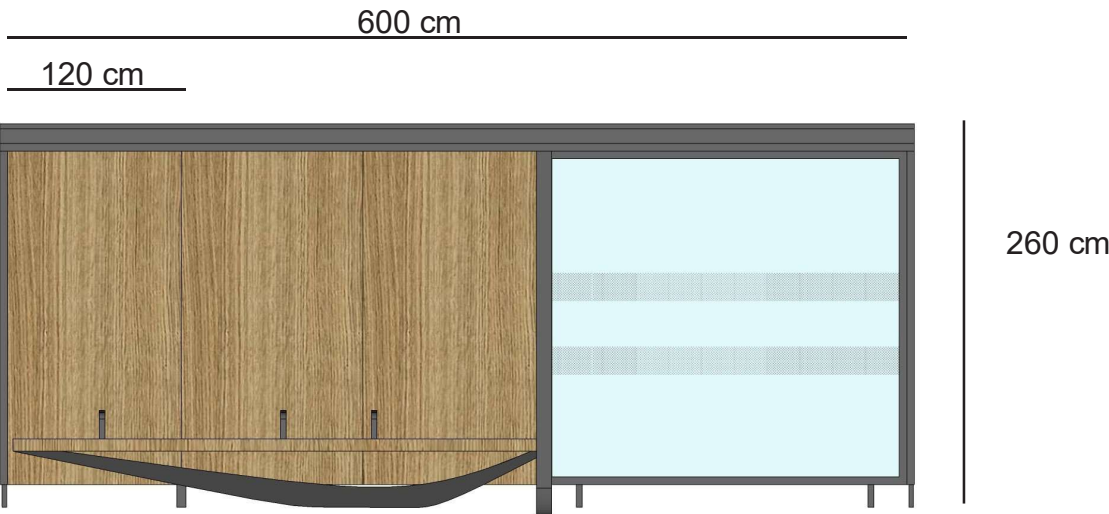
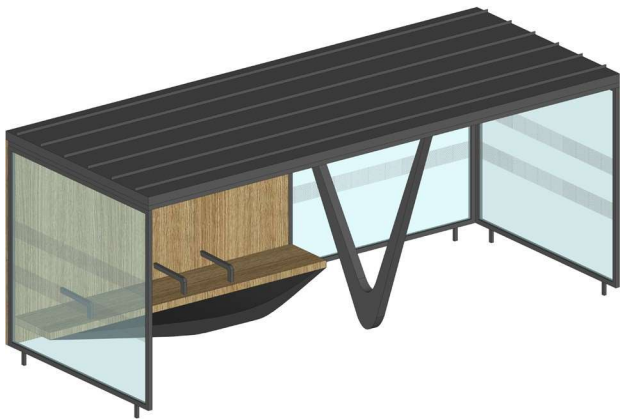


# Shelter

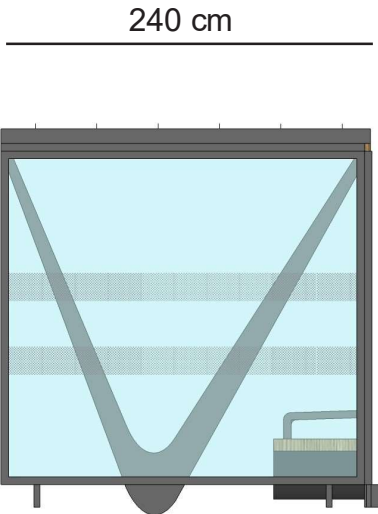
## Geometry

Shelters must be available in different sizes, depending on the size of the station, The smallest shelters can consist of a canopy with two glass panels on the sides, while the larger ones should be wider and have glass-panelled walls on several sides.

Shelters are designed on the module of 120cm and can be adjusted by adding or subtracting 120cm module



Front elevation



Side elevation

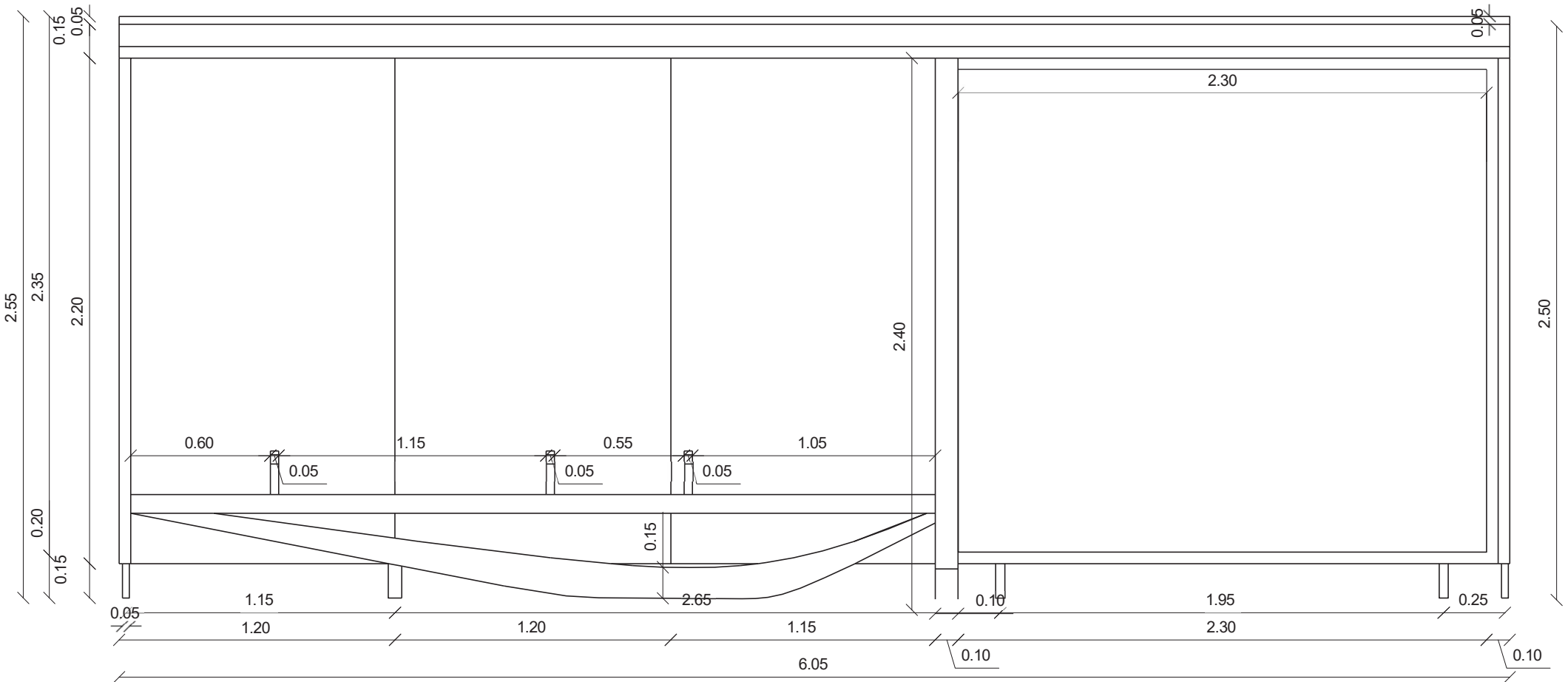
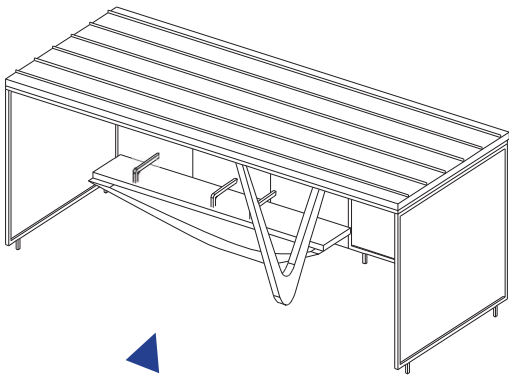


Back elevation

**Note:**  
The geometry of the shelter is indicative. Detailing shall be carried out during the design process and agreed with the Client.

# Shelter

## Geometry

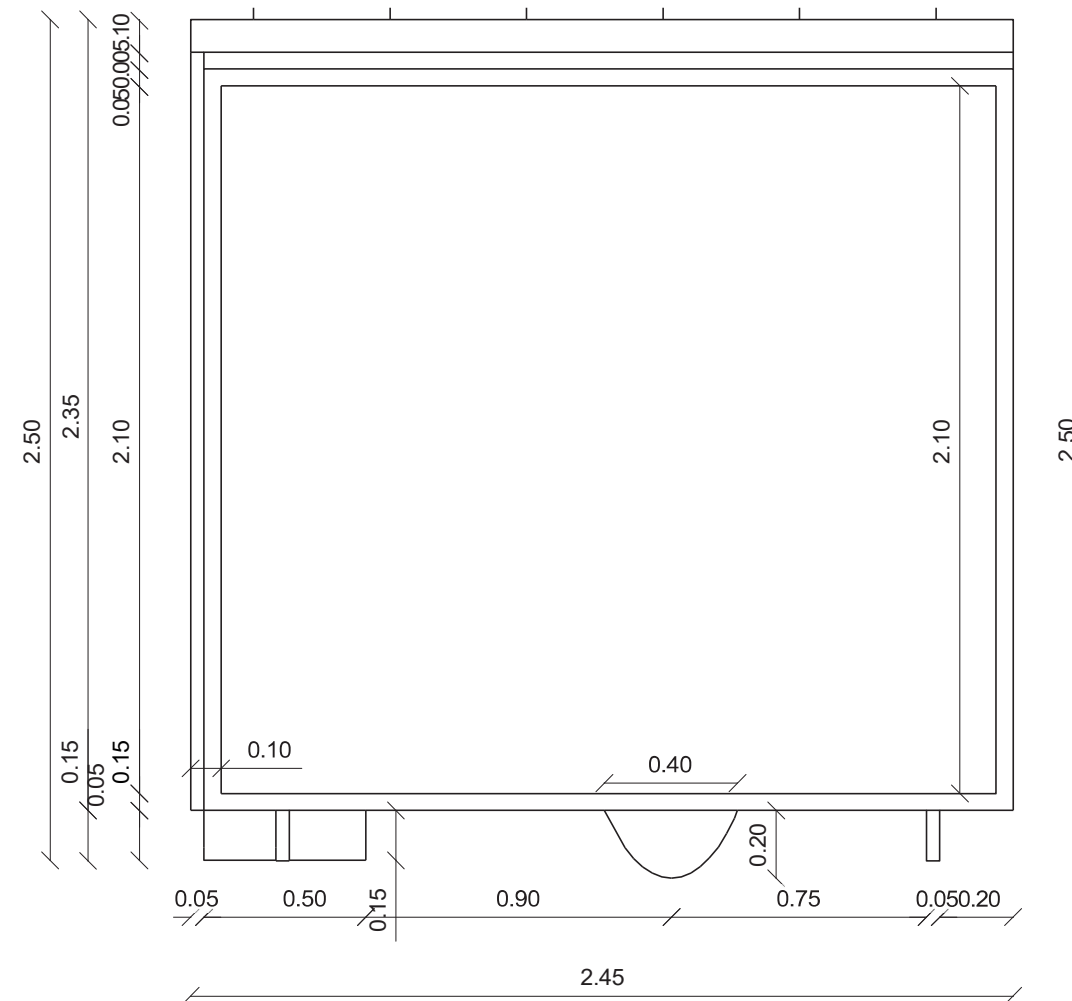
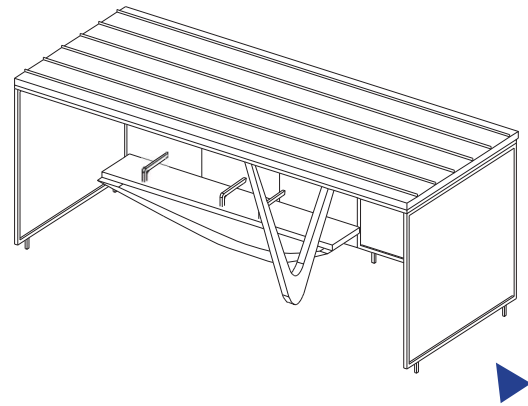


Front View

**Note:**  
The geometry of the shelter is indicative. Detailing shall be carried out during the design process and agreed with the Client.

# Shelter

# Geometry



Side View

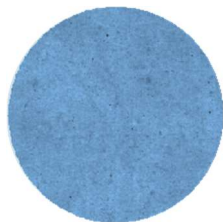
Note:

The geometry of the shelter is indicative. Detailing shall be carried out during the design process and agreed with the Client.

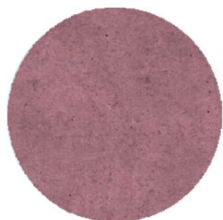


The branding is indicative. Detailing shall be carried out during the design process and agreed with the Client.

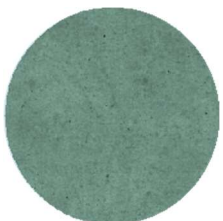
Finishing 1 - Estonia



Finishing 2 - Latvia



Finishing 3 - Lithuania

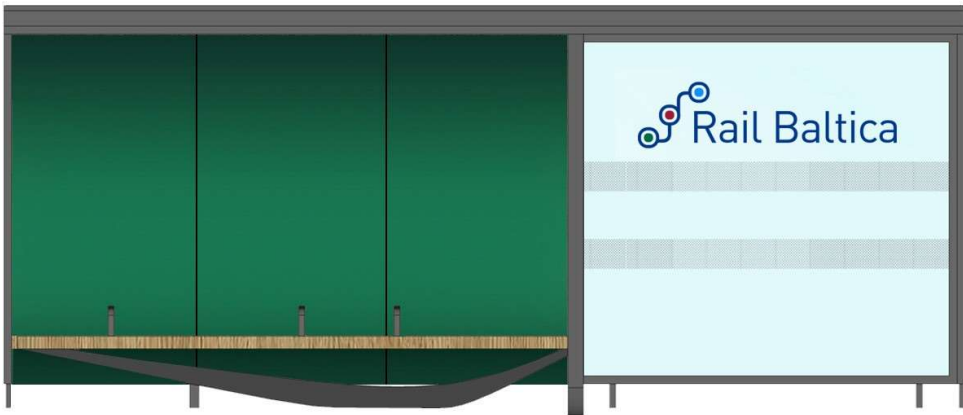
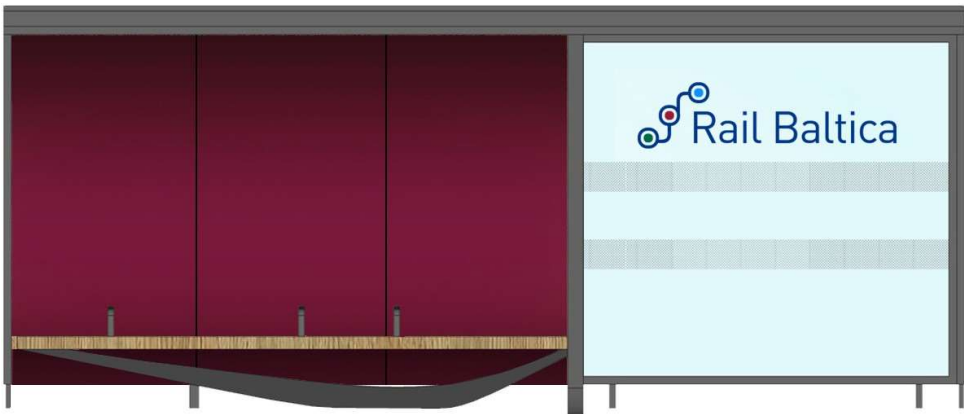
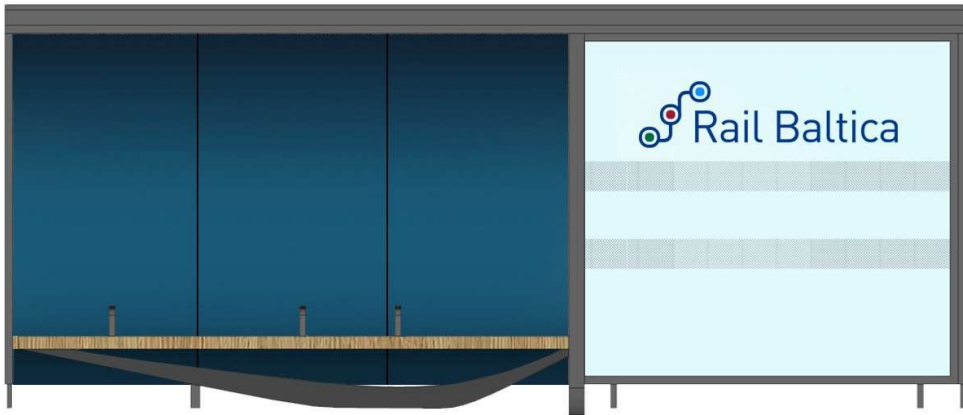


Note

For Rail Baltica visual identity instruction, please refer to *Visual Identity Guidebook*

# Shelter

## Identity Approach and Branding Implementation



# Lighting

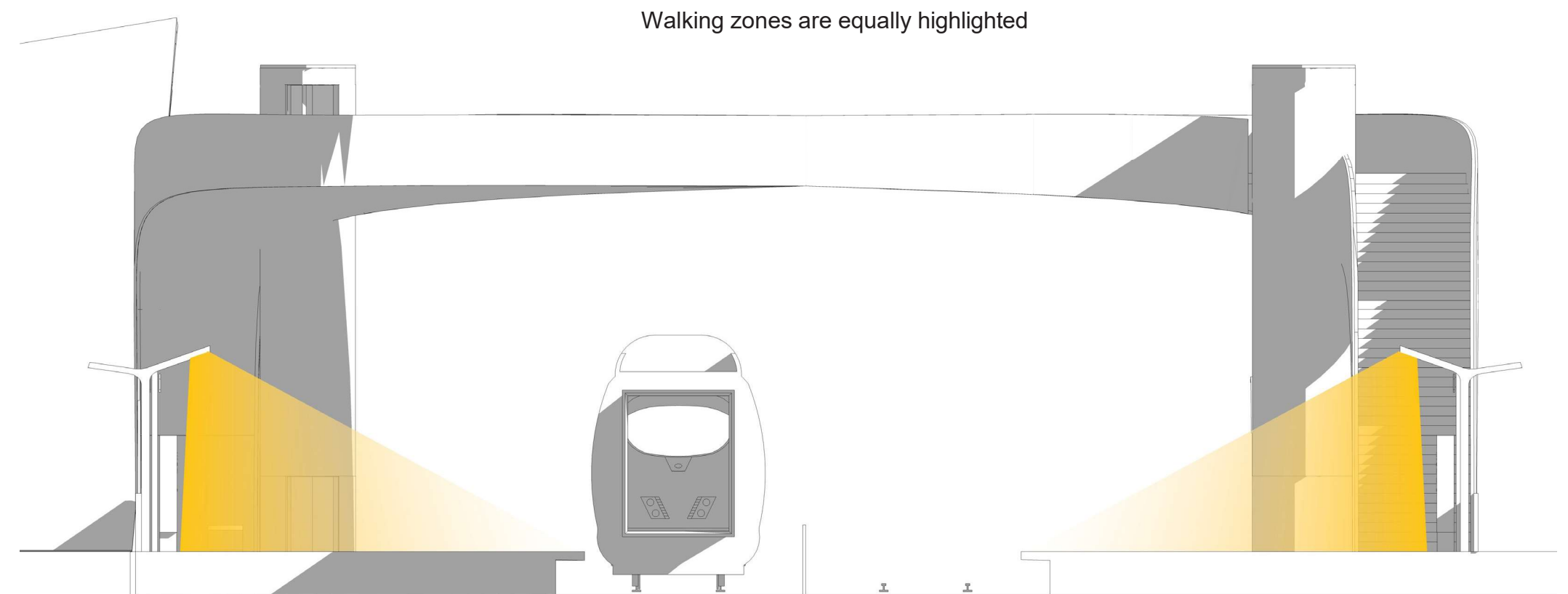
B3.5

## Design principles

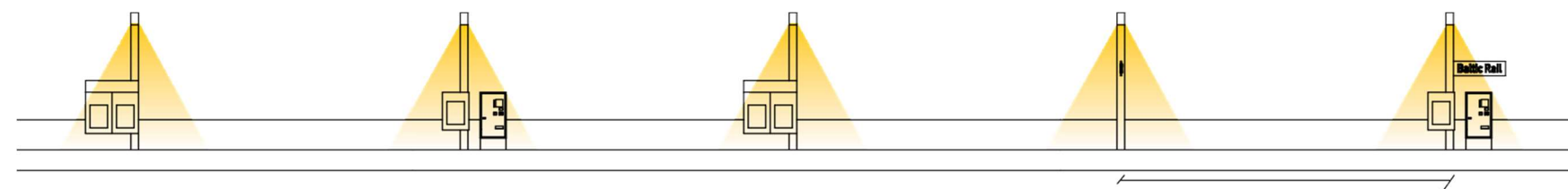
Lighting on platforms must be designed with safety and to make the platform easier to navigate for people who are visually impaired. In addition, well-designed lighting and illumination may help to create a positive impression of a station environment.

Lighting and illumination can actively promote spatial experience on the platform. Good general lighting brings together the various zones of the platform. Different functions and areas can be highlighted using supplementary lighting.

Lighting on platforms shall comply with requirements of EN 12464-1 and EN 12464-2. Applicable provisions of ISO 21542 and EN 1838 should be fulfilled.



Platform lighting design

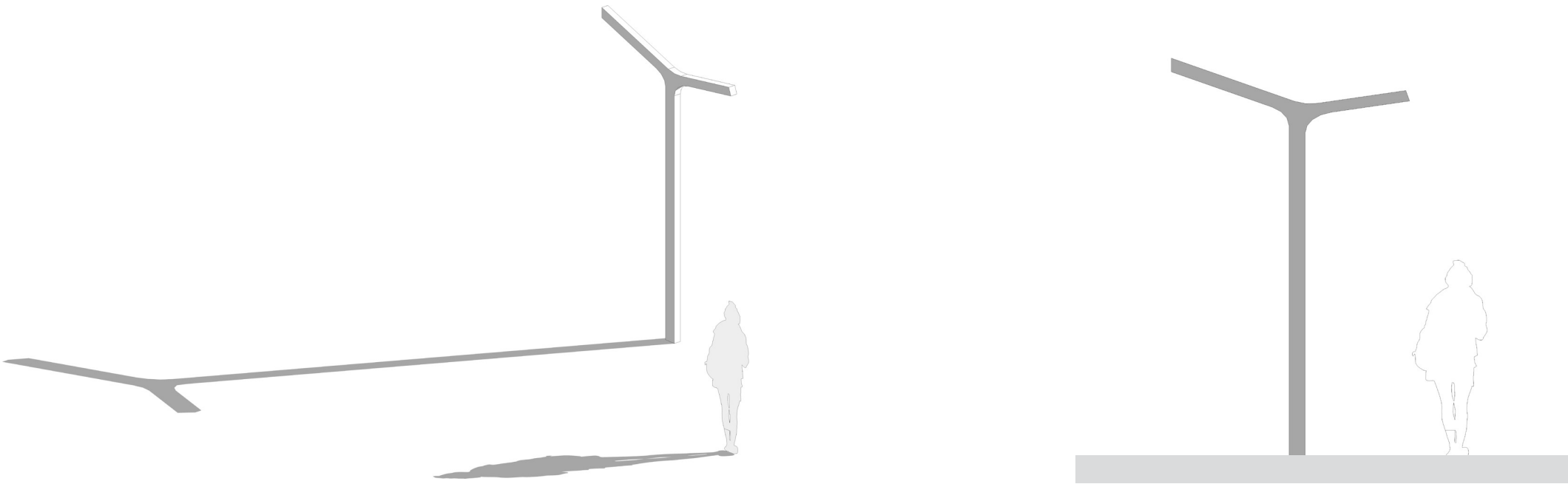
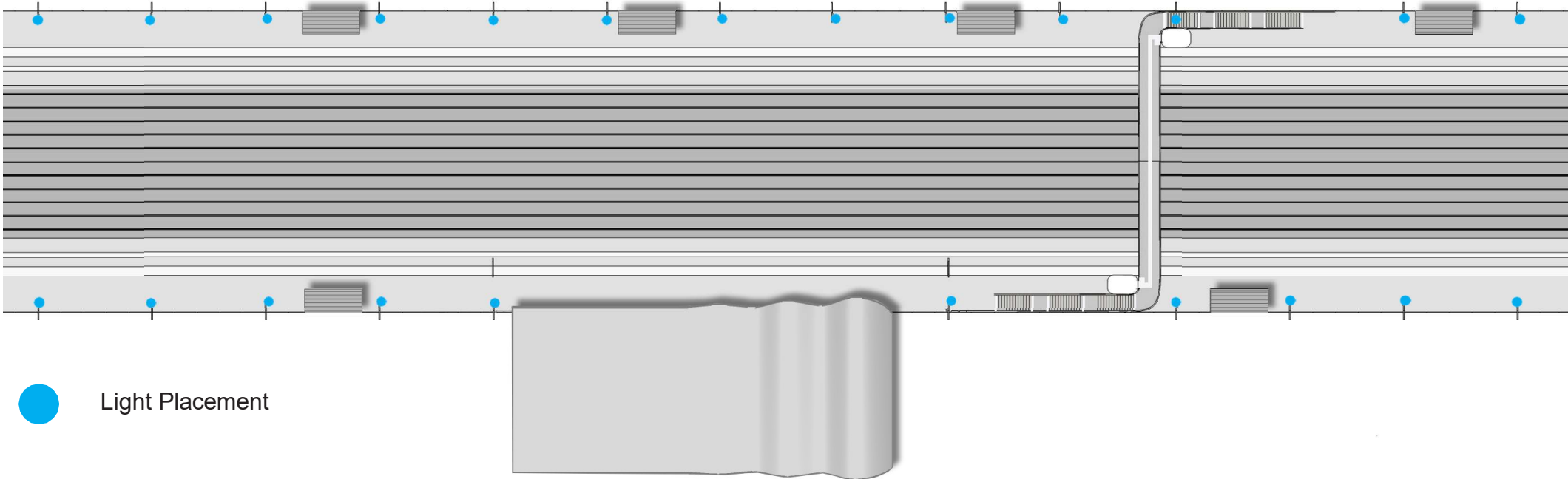


Elevation lighting principle for the platform

# Lighting

B3.5

## Position Strategy

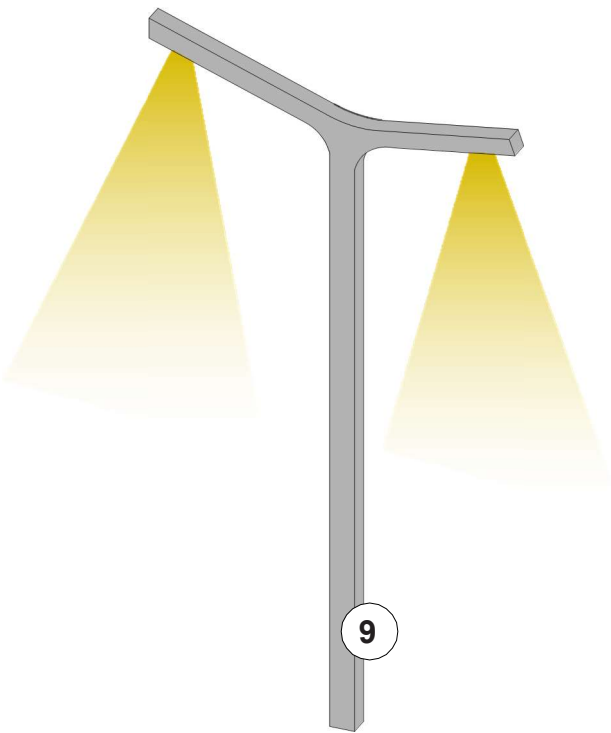




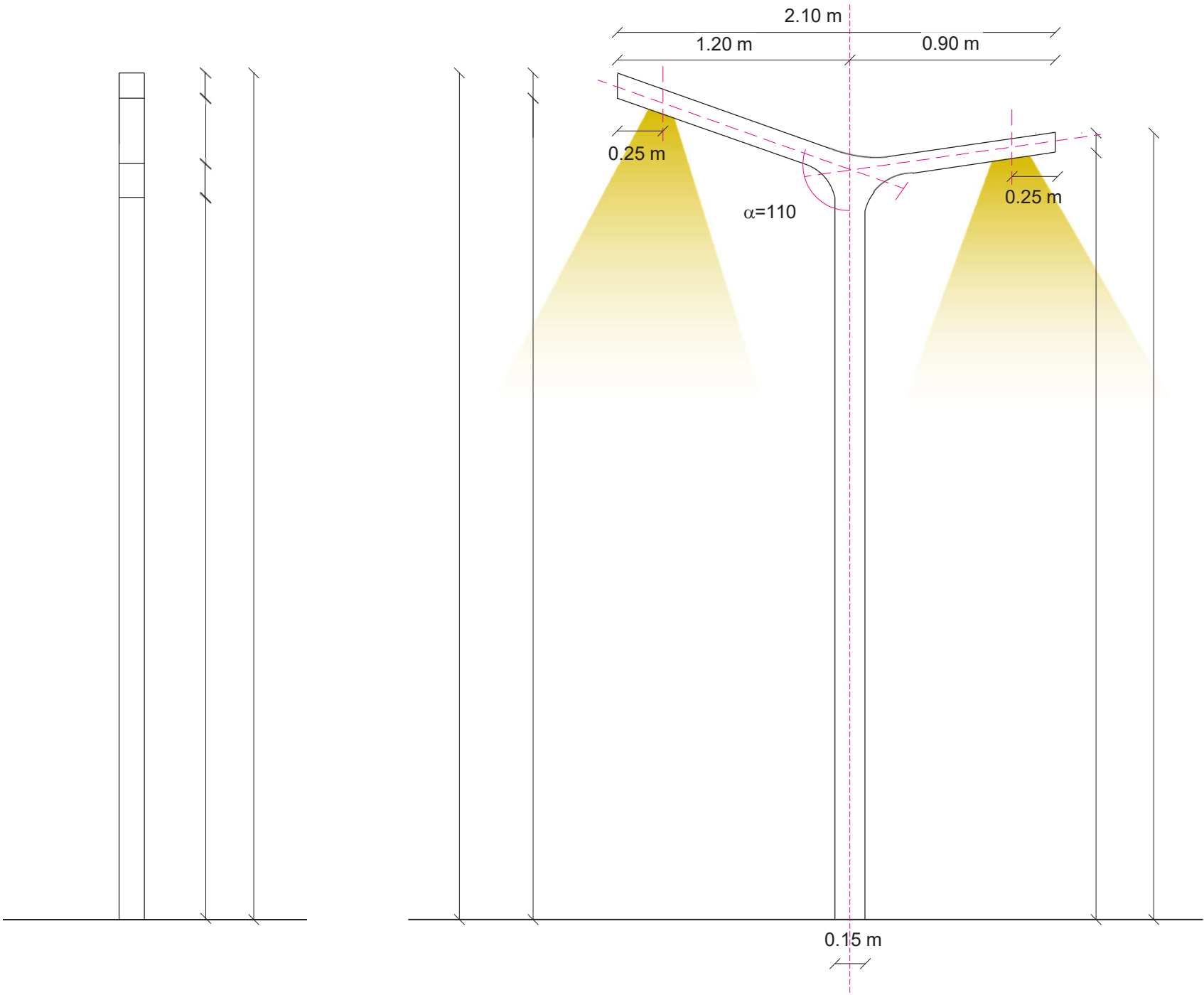
**Note:**  
The lighting geometry is indicative. Detailing shall be carried out during the design process and agreed with the Client.

# Lighting

## Geometry



Isometric View



Side View

Front View

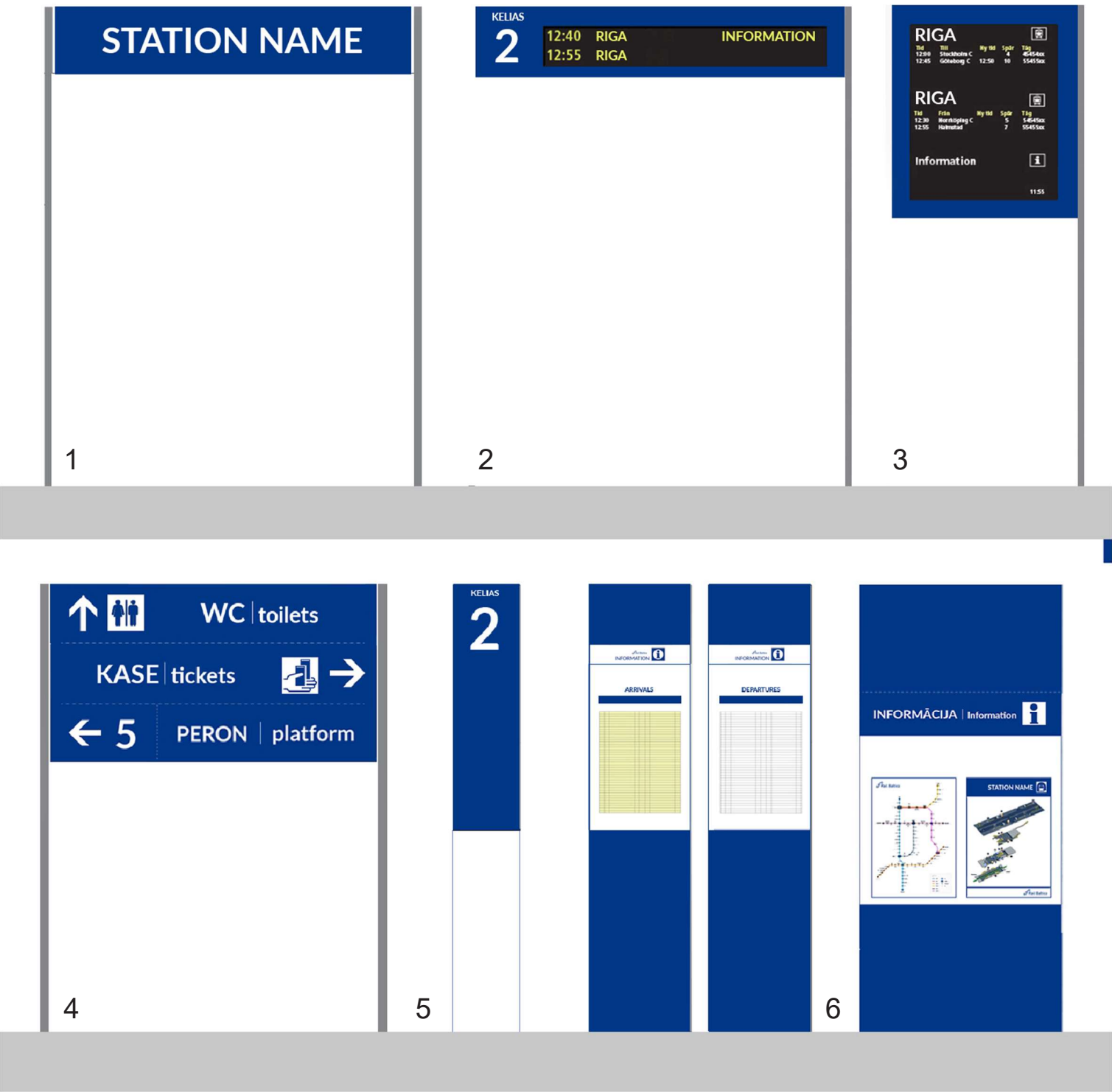


# Signage & Wayfinding

## Overview

**Signs on platform**

Platform signs include: platform signs, multi-train displays with real time information, station name sign, track number signs, direction signs as well as loudspeakers and clocks.



**Picture**

- 1. Station name
- 2. Platform sign
- 3. Multi-train display
- 4. Directional Signage
- 5. Track number sign
- 6. Informational boards

# Signage & Wayfinding

## Position Strategy

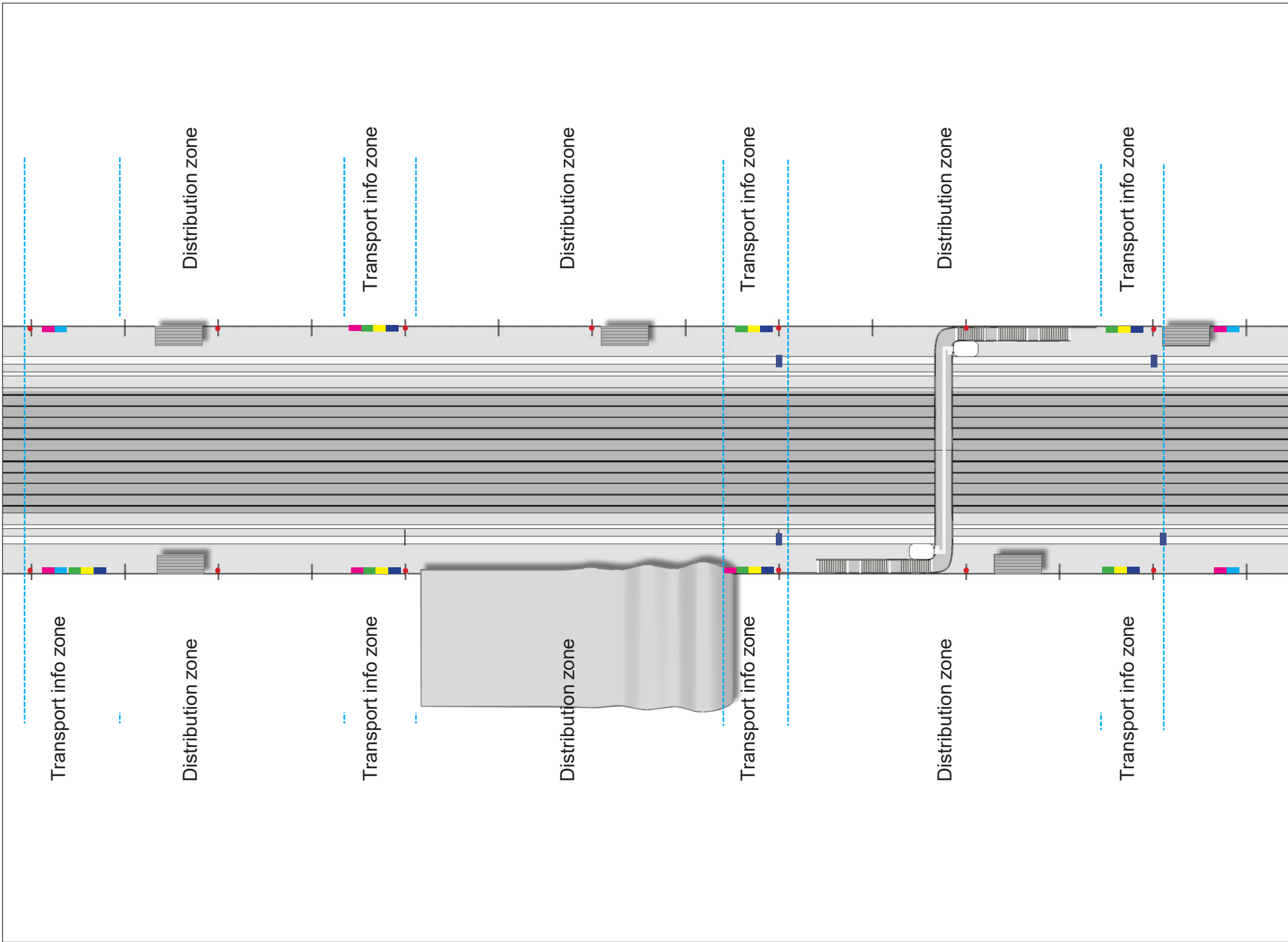
### Signs on platform

It is important for the signs to be allocated in the best possible way in the limited space of the platform in order to ensure safety and accessibility. The flow of the passengers on the platform heavily depends on the location of the overpass and lifts and how many entrances are there.

Note:  
The indicated positions of signage & wayfinding are informative. Detailing shall be carried out during the design process and agreed with the Client.

### Legend

- Station name
- Platform sign
- Multi-train display
- Directional Signage
- Track number sign
- Informational boards
- Loudspeaker

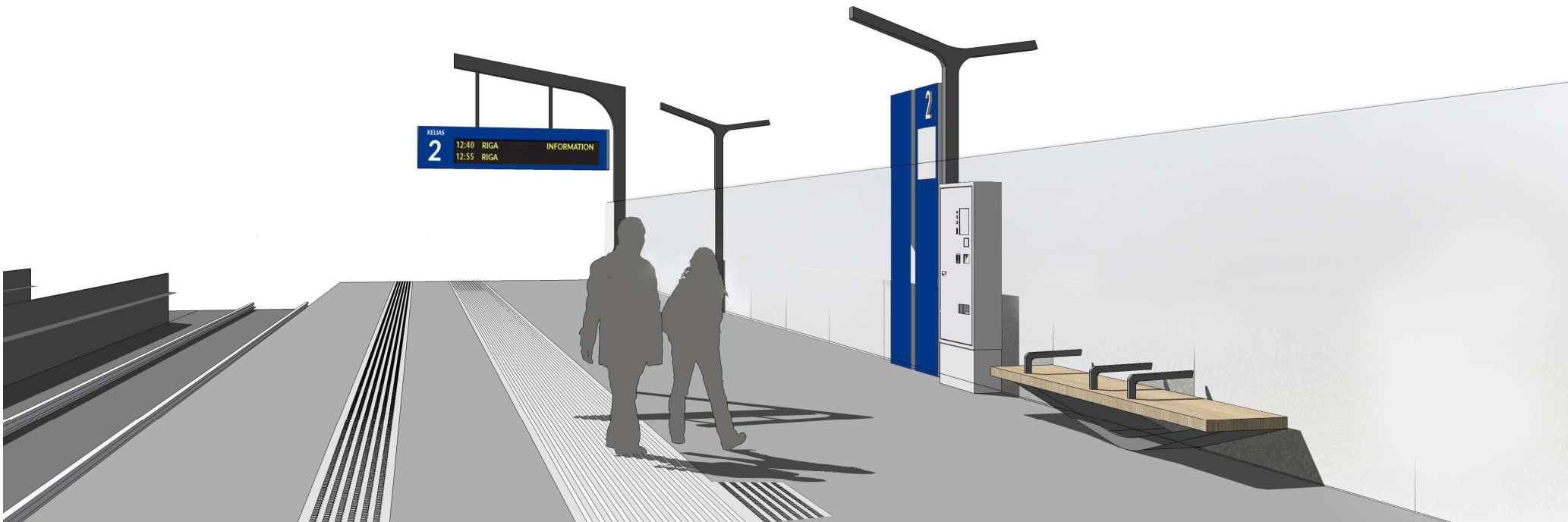
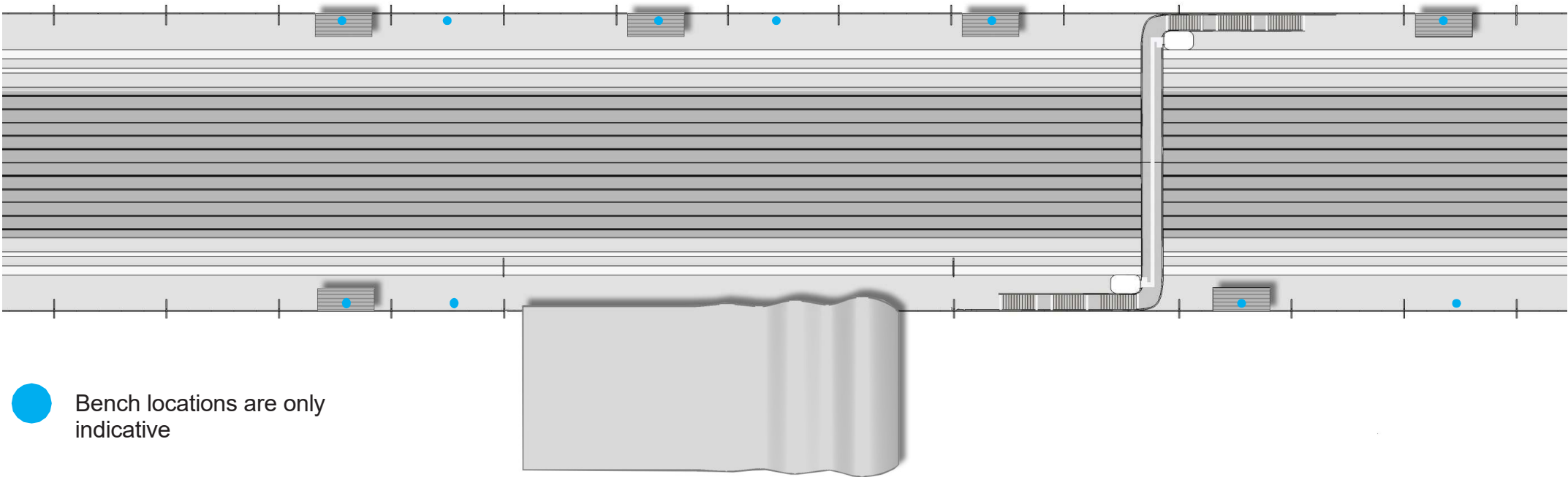




# Furniture

B3.7

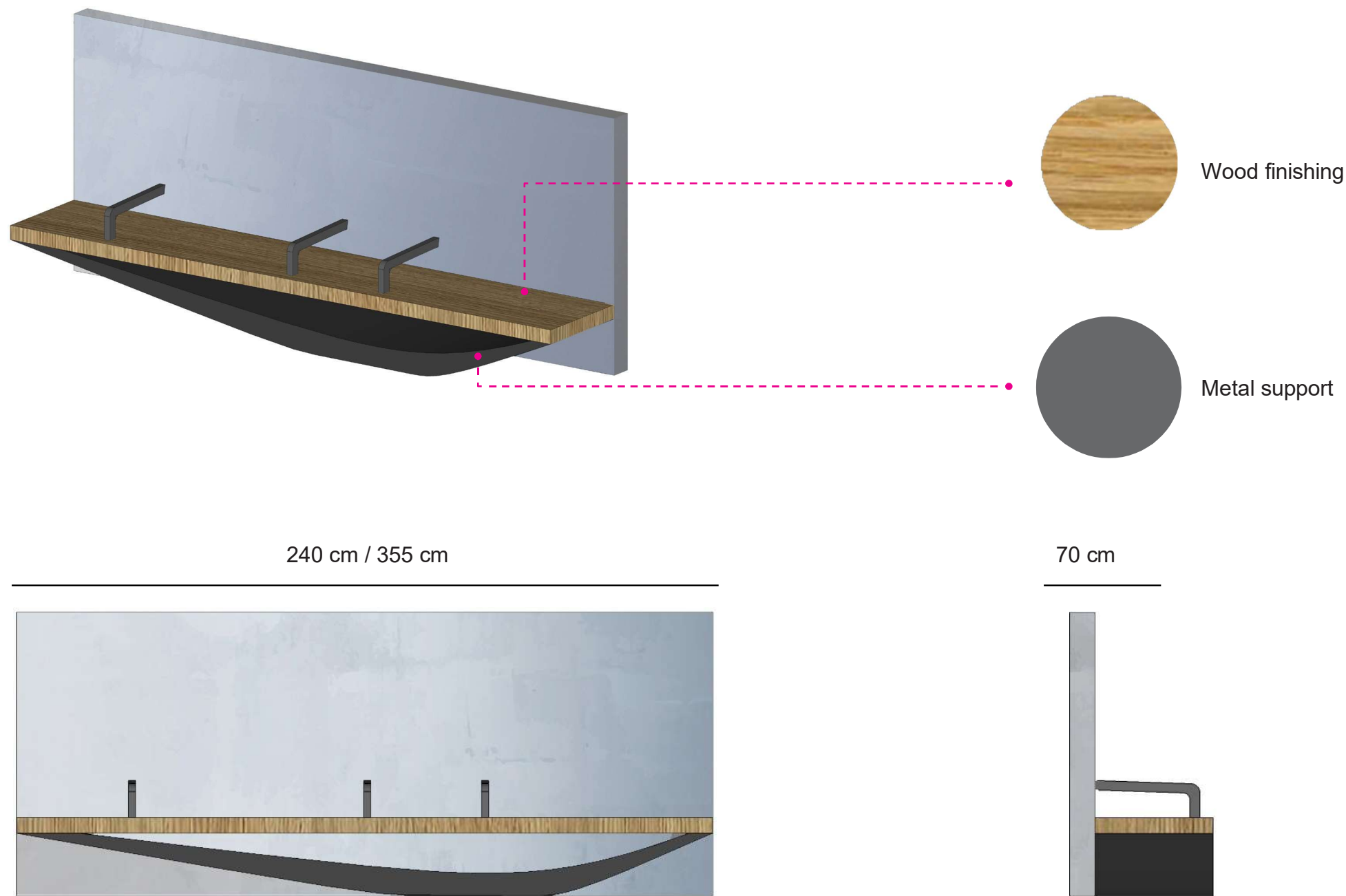
## Bench Position Strategy



# Furniture

B3.7

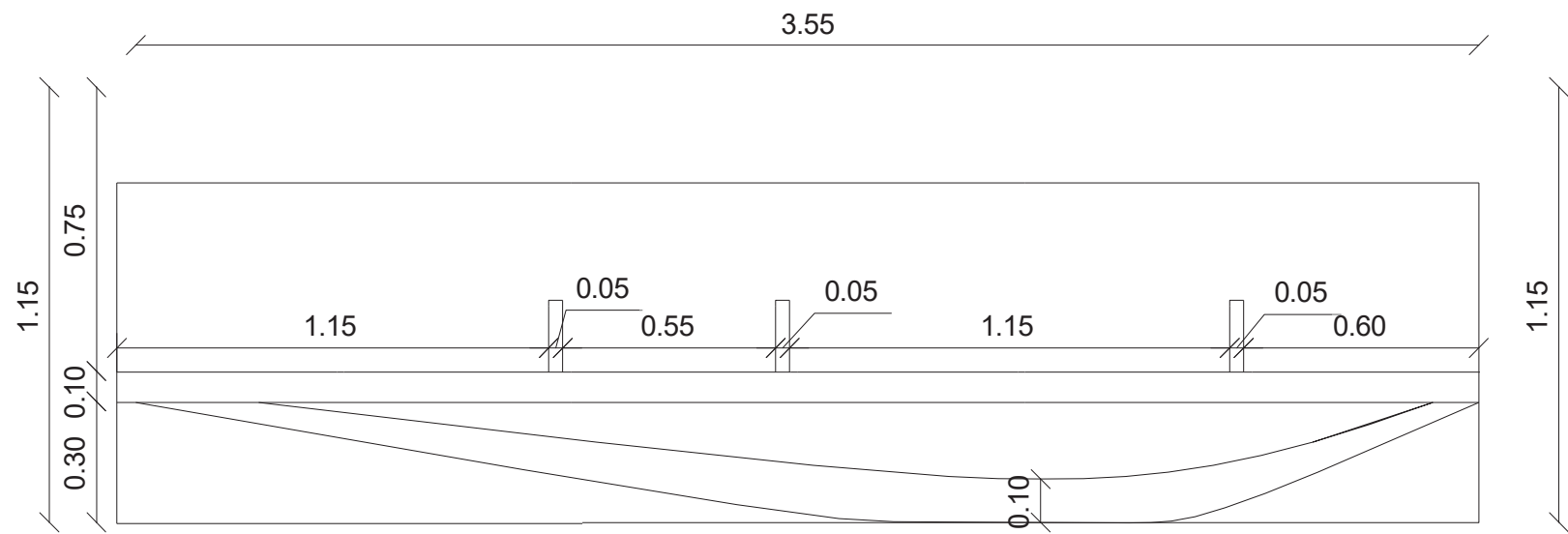
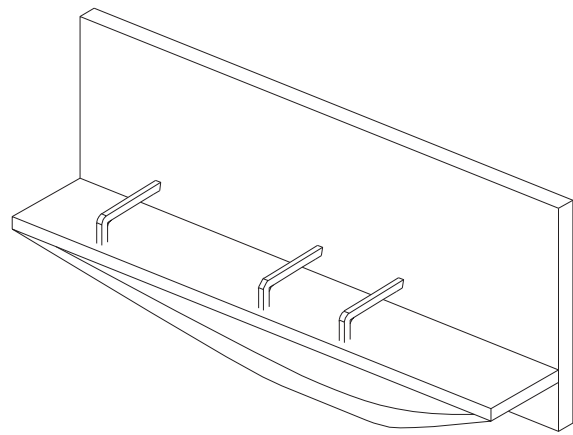
## Bench



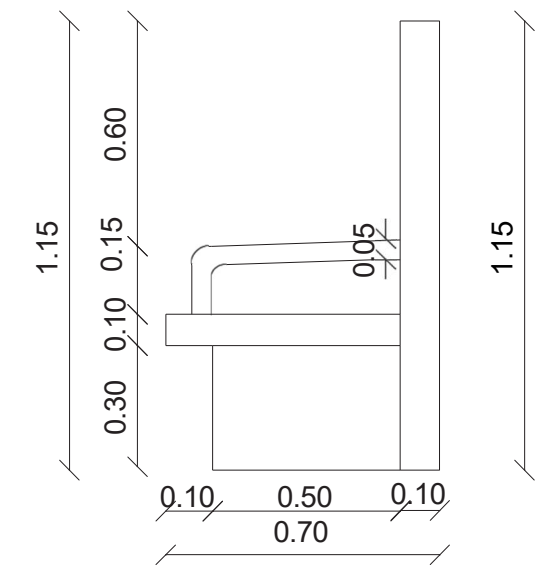
**Note:**  
The bench geometry is indicative. Detailing shall be carried out considering the instructions from respective standards and TSI PRM during the design process and agreed with the Client.

# Furniture

## Geometry



Front View



Side View

**Note:**  
The bench geometry is indicative. Detailing shall be carried out considering the instructions from respective standards and TSI PRM during the design process and agreed with the Client.



# Universal Design

The designed station must be fully accessible to everyone. This includes people with reduced mobility as well as:

- People moving on wheelchairs,
- People with other physical limitations,
- Visually impaired people,
- People with the elderly and children.

Station design must allow safe and collision-free movement inside the building and in its immediate surroundings. The building should also meet the highest requirements regarding the safety of travellers and clients of the Rail Baltica.

**Rules of accessible design:**

- A) Full adjustment of the facility and its surroundings to be used by persons with reduced mobility should be assumed.
- B) At the station building, special parking spaces for the disabled should be provided with provision of manoeuvring space.
- C) Access to the building and platforms should have an obstacle-free route.
- D) Both in the building, as well as access to the platforms, tactile routes for the visually impaired should be provided.
- E) Use as appropriate possibility of a non-threshold door.
- F) Ticket office should be equipped with counter tops with reduced height of 80-90 cm for the wheelchair users and low-height people.
- G) Braille inscriptions should also be used in public areas marked with information boards.



Braille directions on handrails



Tactile information map



Tactile floor for visual impaired

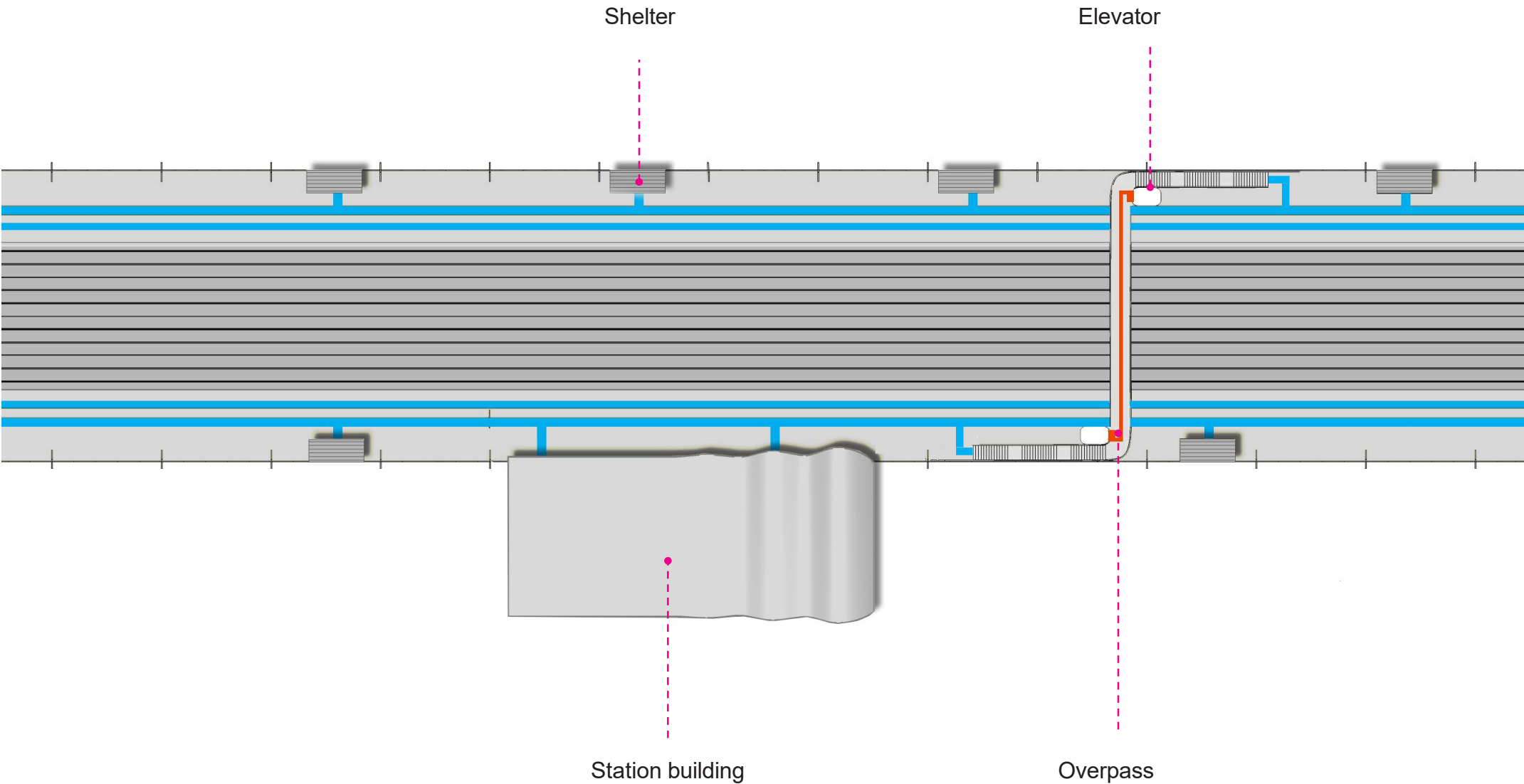
**Rules of Universal Design**

- |   |   |
|---|---|
| 1. Usability for people with different immobility | 5. Tolerance for errors                       |
| 2. Flexibility in use                             | 6. Comfortable use without effort             |
| 3. Simplicity                                     | 7. Size and space suitable for access and use |
| 4. Clear communicated information                 | 8. Equality perception                        |

# Universal Design

## Tactile Position Strategy

Image illustrates tactile routes on platform and overpass. Tactile route is provided along the whole length of the platform and along the overpass.



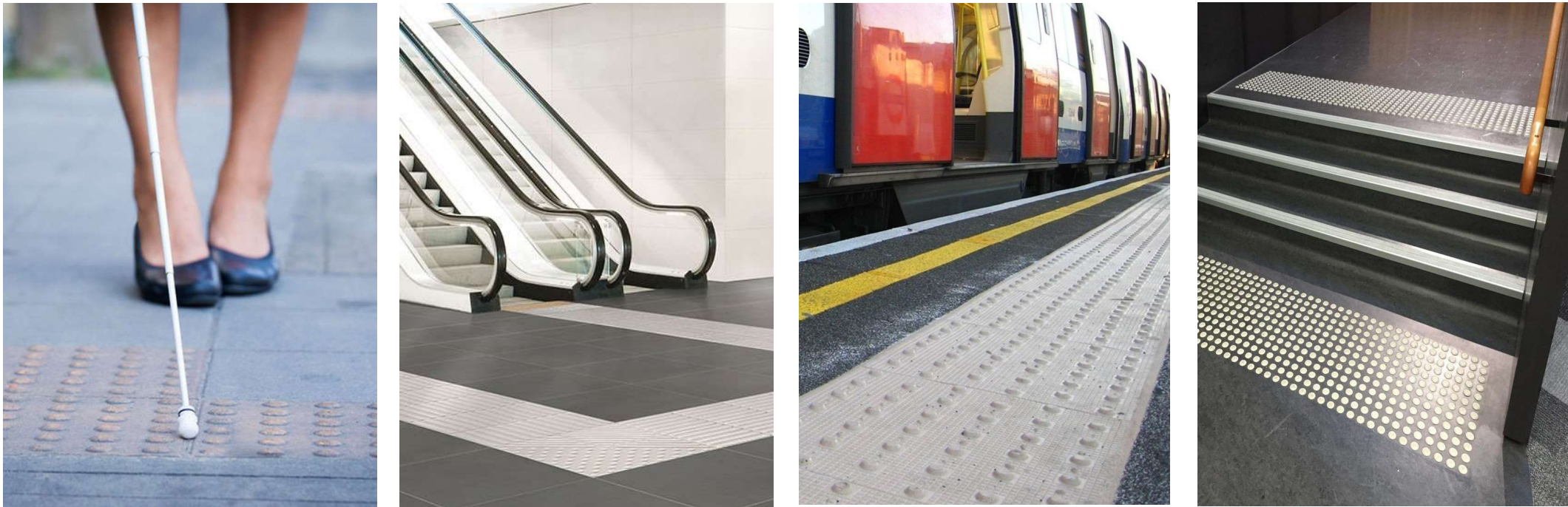
### Legend

- Tactile path on the overpass
- Tactile path on the platform

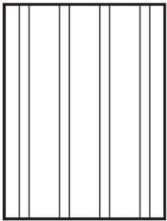


# Universal Design

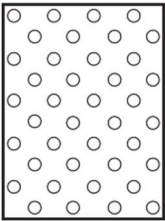
## Tactile tiles



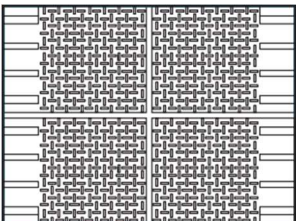
**Note**  
The tactile tiles are indicative. Detailing shall be carried out during the design process according to the local legislation and TSI.



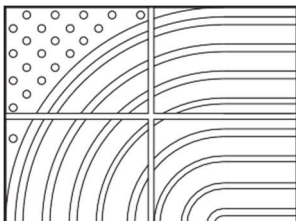
Straight



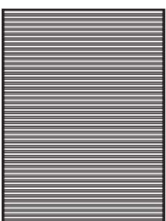
Stop / Danger



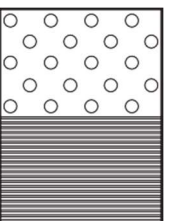
Crossroad



Turn



Service



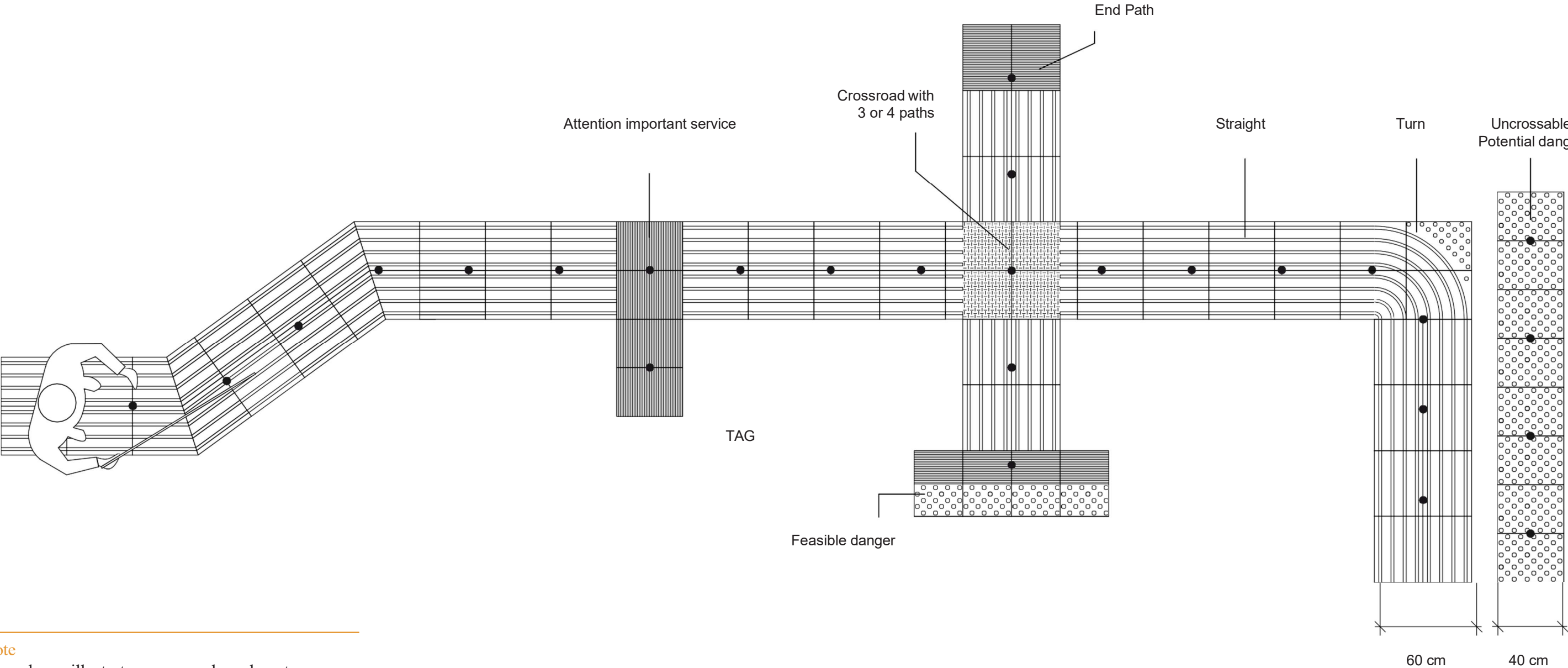
Feasible  
Danger

**Pictures**  
From left:  
Image 1 - Credits: Shutterstock  
Image 2 - Credits: caesar.it  
Image 3 - Credits: visulsystems.com  
Image 4 - Credits: tacpro.com.au



# Universal Design

## Typical Tactile Path



Note

The scheme illustrates an example on how to combine the different tactile tiles. Detailing shall be carried out during the design process according to the local legislation and TSI.

Source: *dascenzi.it*

# Universal Design

## New Technologies

Each LVE tactile path, in order to work in the best way as a multisensual guide for blind people, must be mapped.

The mapping consists in assigning to each TAG RFG, placed under the pavement, several useful information for the user as the signalling of a danger, a service and any other specific information to every design requirement.

The mapping can also be done later than the installation of the tactile path.

LVE technology provides rapid vocal information on the surrounding environment. In this way, the user, through the connection system with the smartphone / tablet and the bluetooth earphone, is correctly and analytically informed of the entire environmental context.

It is also possible to transmit voice messages that provide simple information, such as:

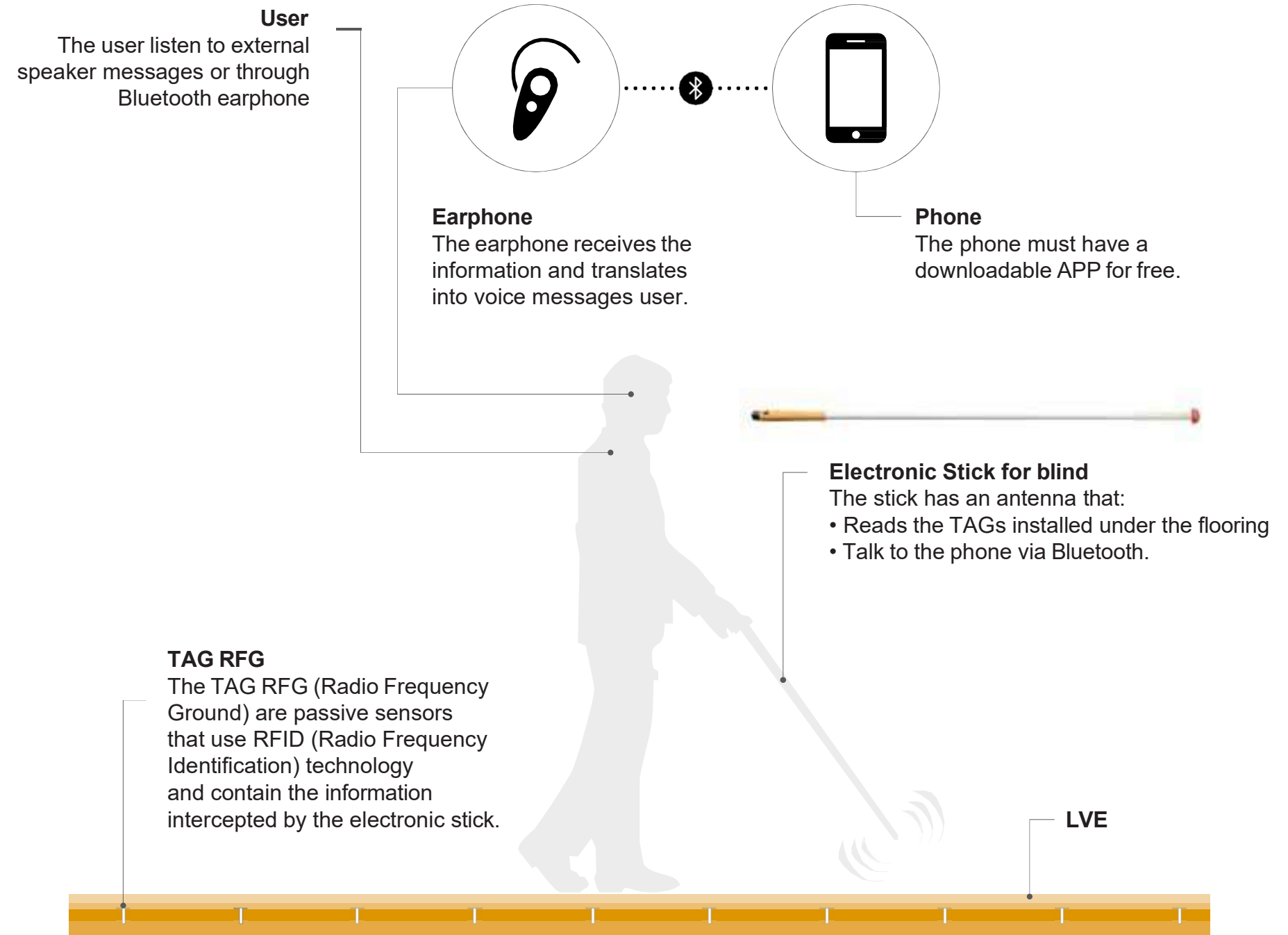
- presence of crossings;
- pedestrian crossings;
- travel guidelines;
- any points of interest.

Furthermore, the voice messages, allow the transmission of even more elaborate information, such as:

- news on means of transport;
- presence and information on museums, archaeological excavations, historic centers etc;
- information on public facilities (universities, schools, hospitals, etc.).

### Note

Source: [dascenzi.it](http://dascenzi.it)



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# Overpass

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B4

B4.1 Matrix

---

B4.2 Concept Design

---

B4.3 Layout

---

B4.4 Materials

---

B4.5 Structure






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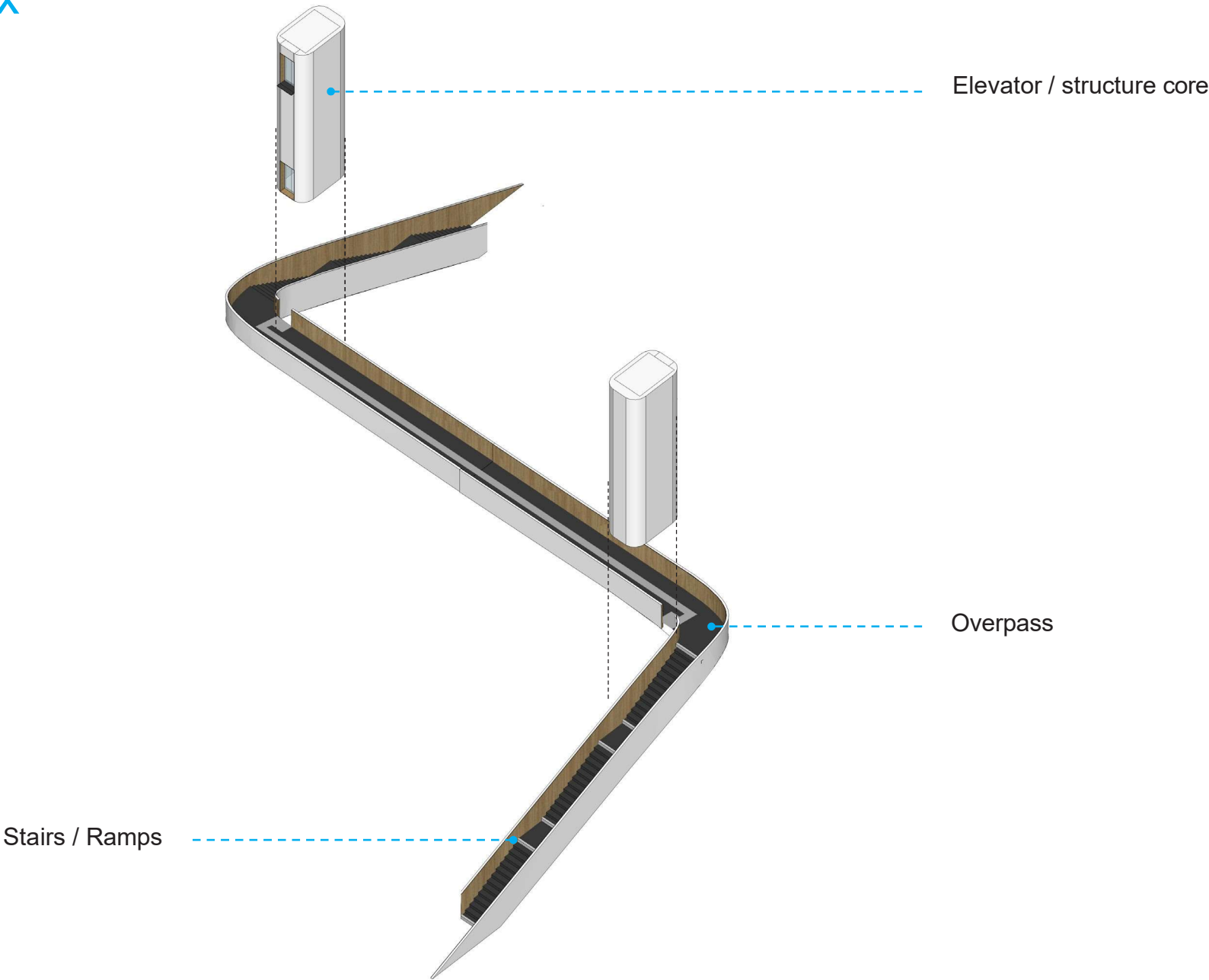





# Matrix

## Identity Matrix

**Note:**  
The indicated concept of overpass is informative.  
The Client shall make the final decision  
considering the site-specific aspects for applicable  
architectural elements.

-  Material
-  Geometry
-  Modularity
-  Color
-  Vegetation



	N	C	R
Overpass	  		

# Concept Design

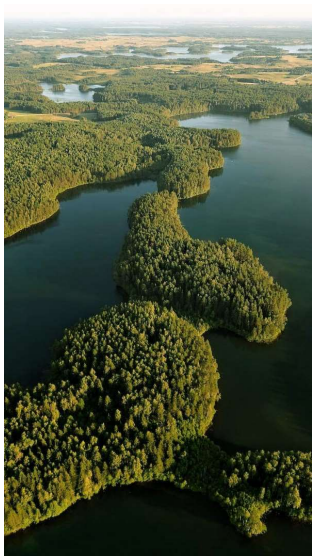
Overpass as all other Station elements refers to the traditional materials form Baltic countries, underlining the connection between the three countries but also emphasizes the idea of using sustainable materials. Its dynamic shape take inspiration from Baltic sea, simulating the flow of waves and people



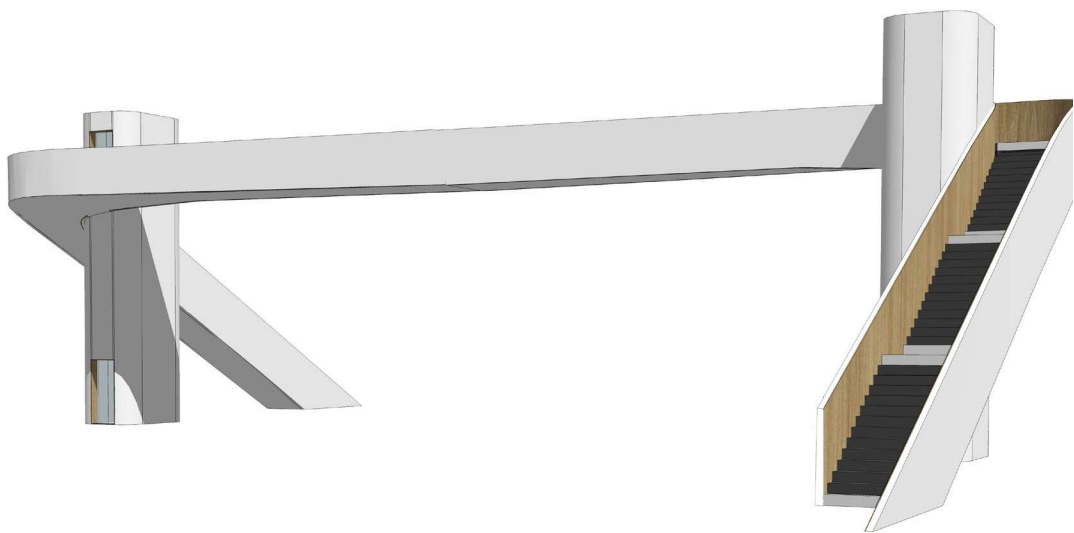
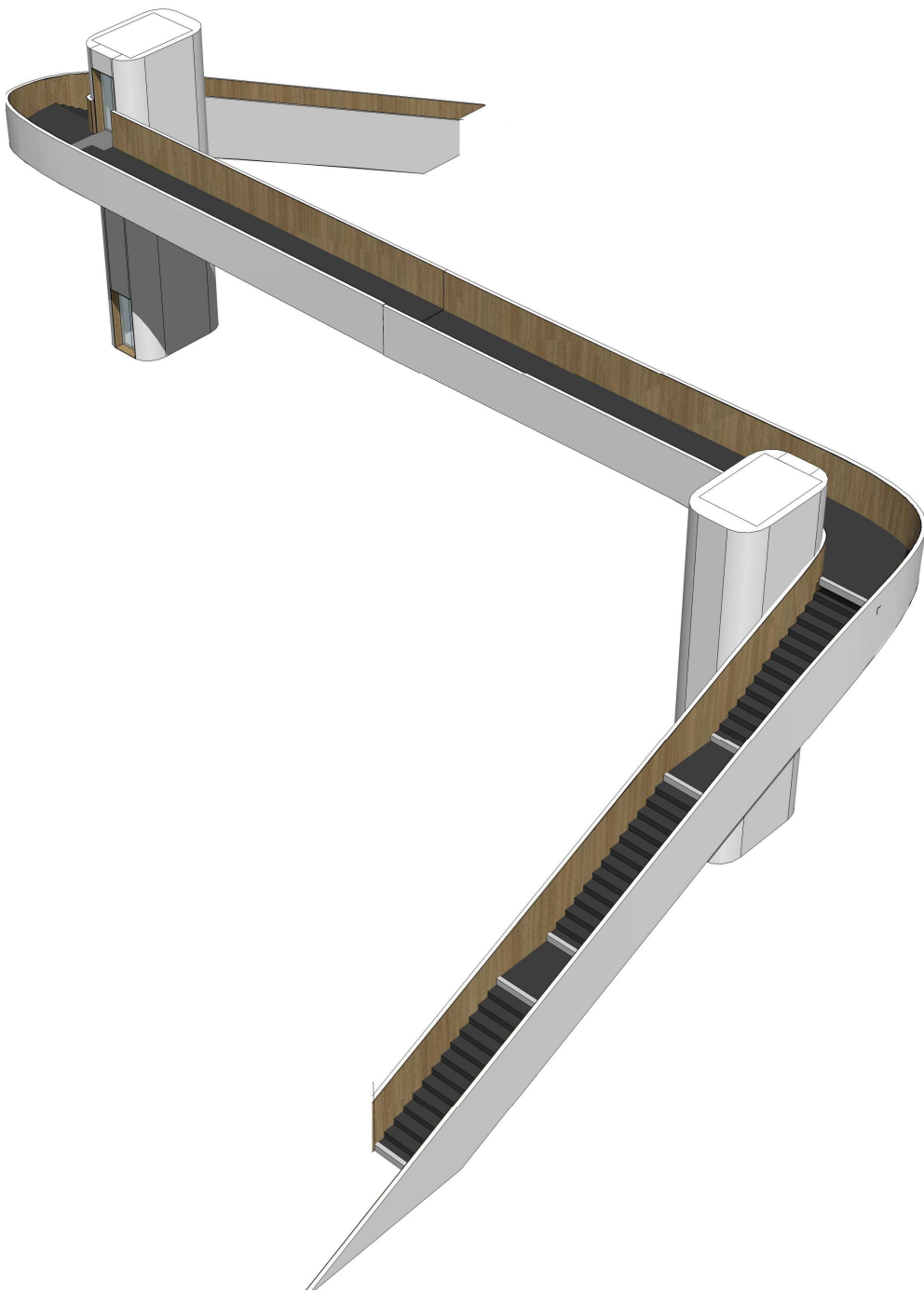
Traditional houses



Baltic Sea



Natural landscape



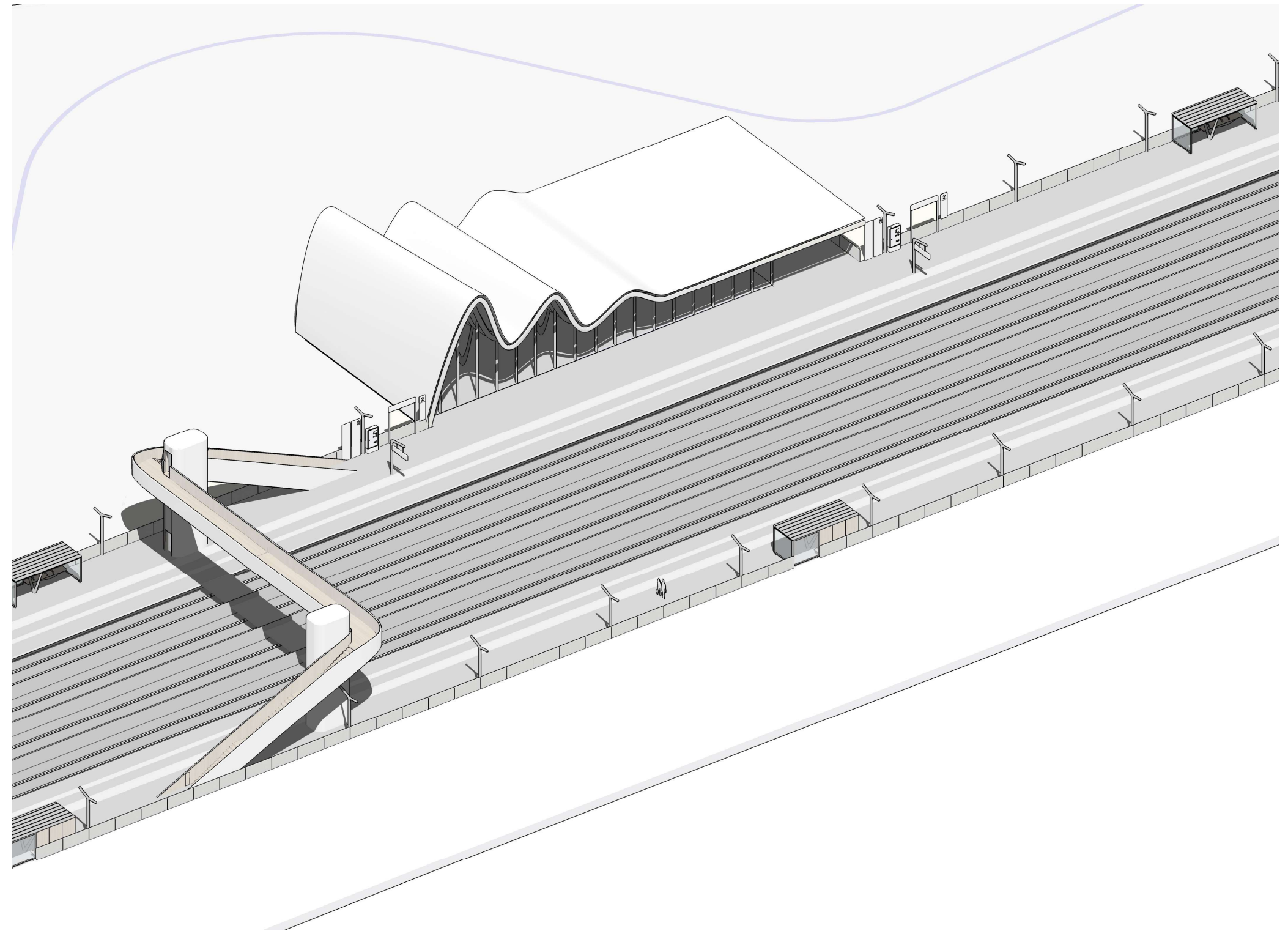
**Note:**  
The indicated concept of overpass is informative.  
The Client shall make the final decision considering the site-specific aspects for applicable architectural elements.

**Pictures**  
From left:  
Image 1 - Credits: SBS Engineering  
Image 2 - Credits: pixabay.com  
Image 3 - Credits: lithuania.blogas.lt

# Layout

B4.3

## Overview

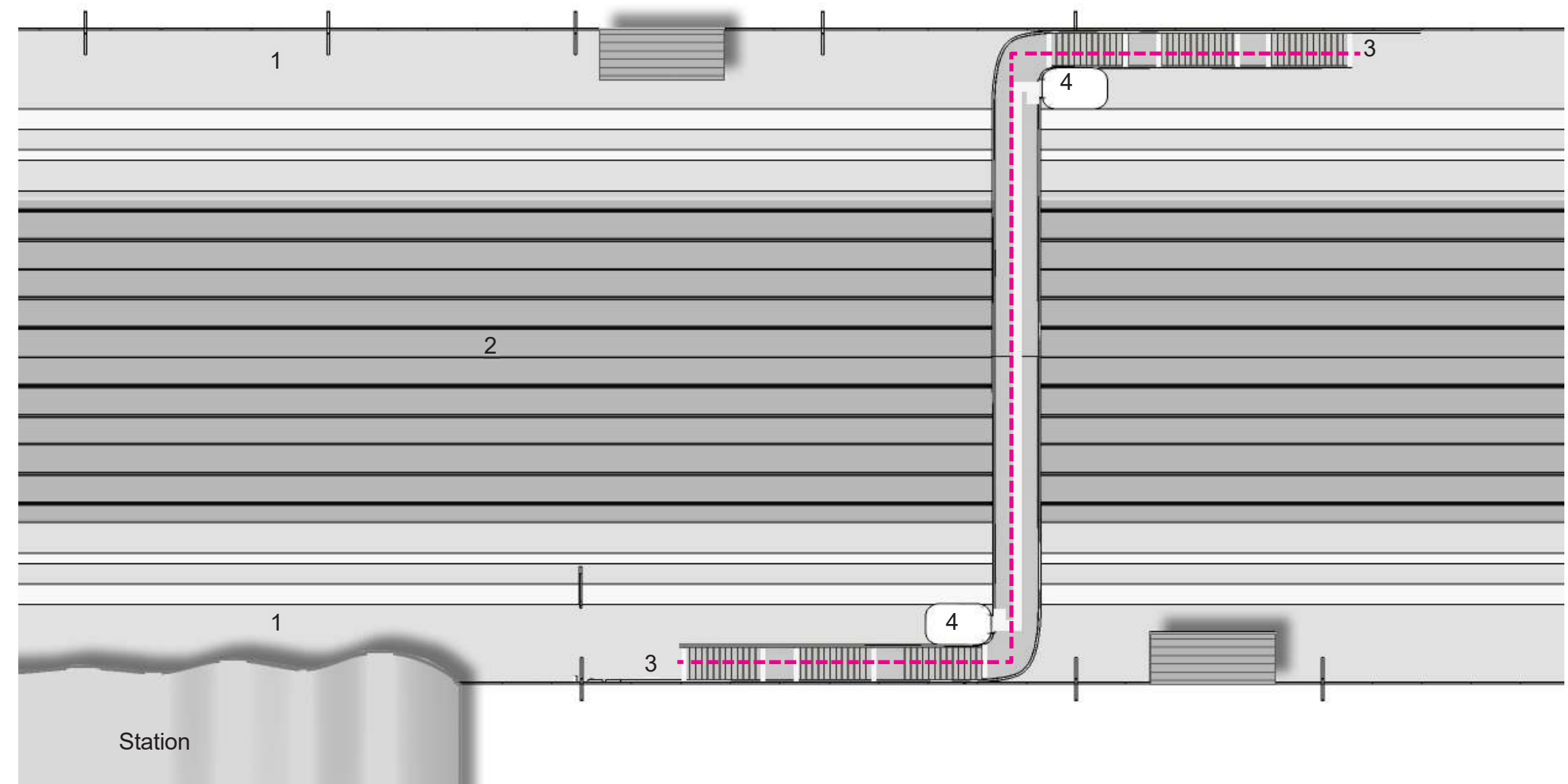




# Layout

B4.3

## Route



### Picture

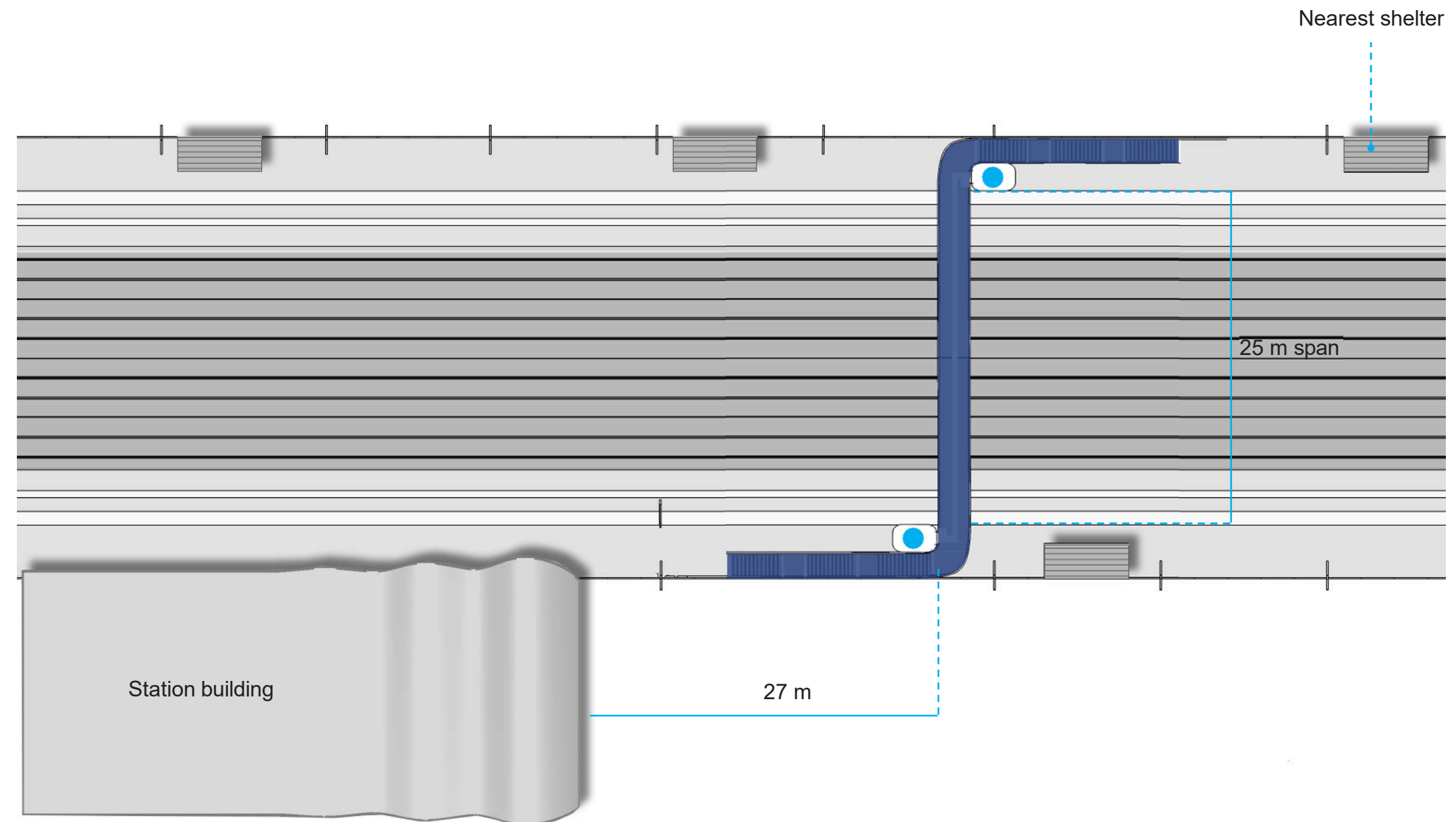
1. Platform Walkway
2. Tracks
3. Overpass access
4. Elevator
5. Platform

--- Flow of passengers

# Layout

B4.3

## Functional Layout



### Note

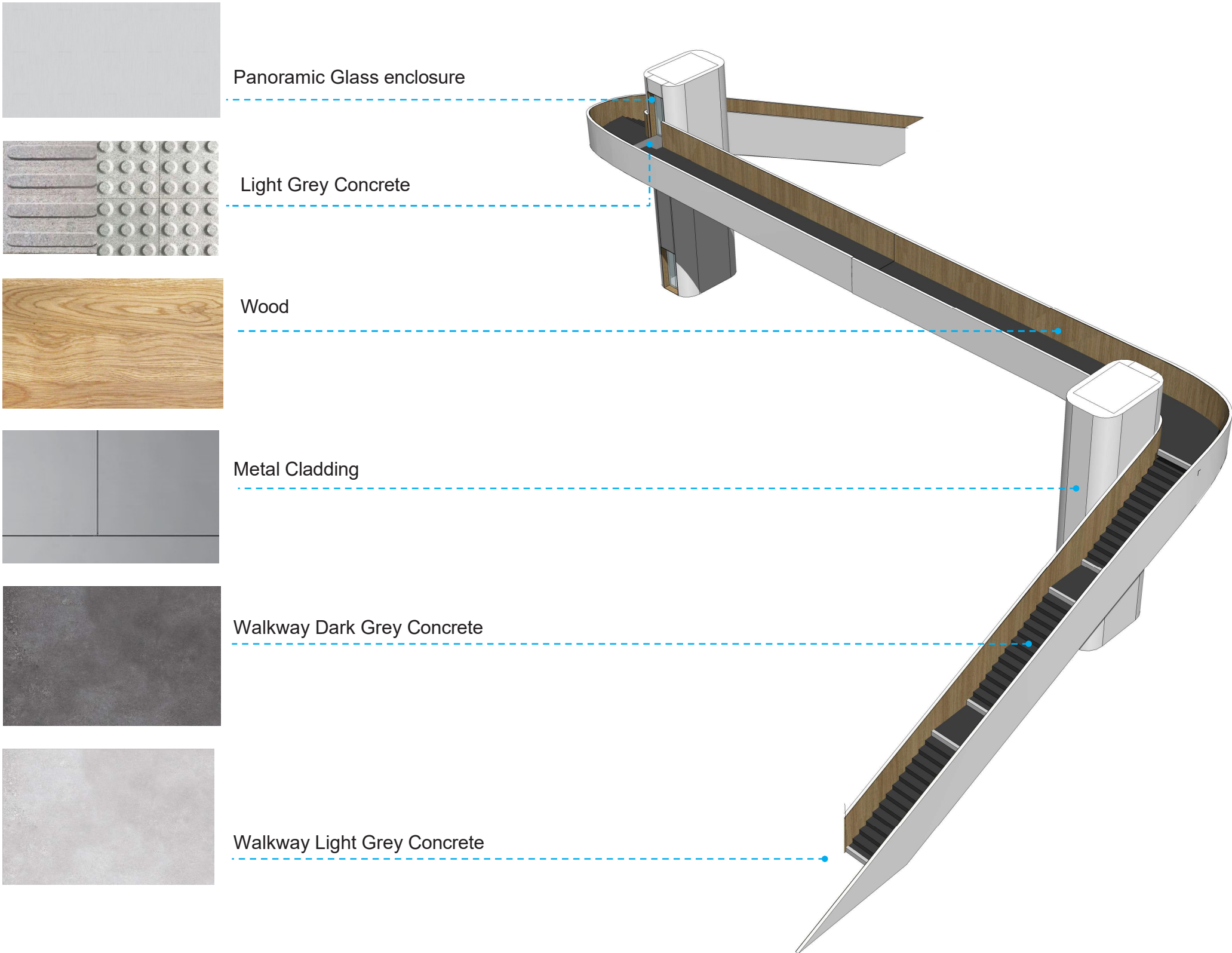
The dimensions are indicative. Detailing shall be carried out during the design process according to the local legislation and agreed with the Client.

- Overpass
- Elevator

# Materials

## Overview

Stairs should be easy to find, obstacle-free, non-slip and comfortable to walk on. Contrast markings, guide rails, width, tactile markings and signage should comply with TSI PRM and related national regulations.. The guttering should be seen as an integral part of the stairs and the selected materials should harmonise with other materials on the stairs.

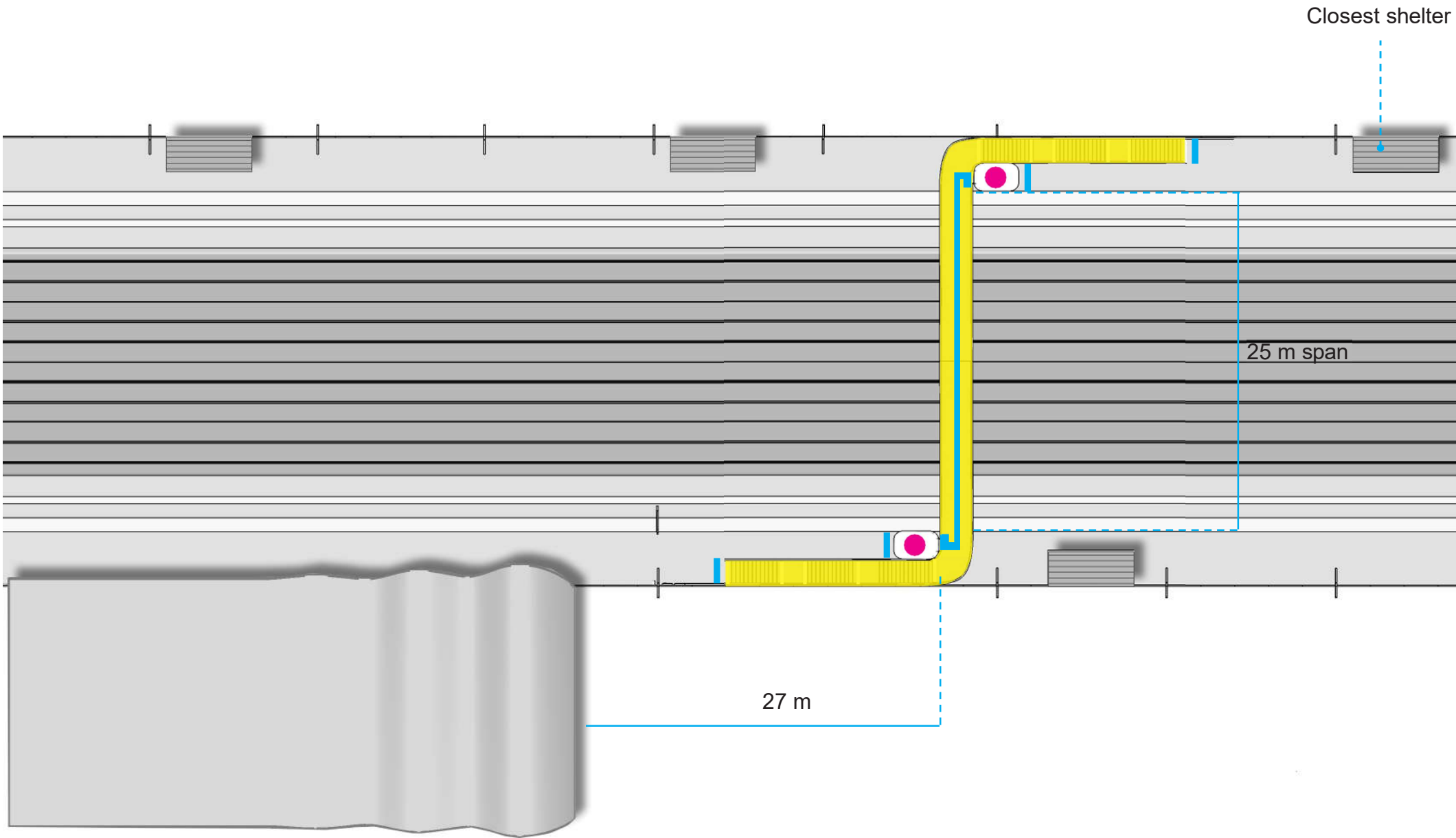


**Note:**  
The general concept of materials is indicative. Detailing shall be carried out during the design process and agreed with the Client.



# Materials

## General Layout



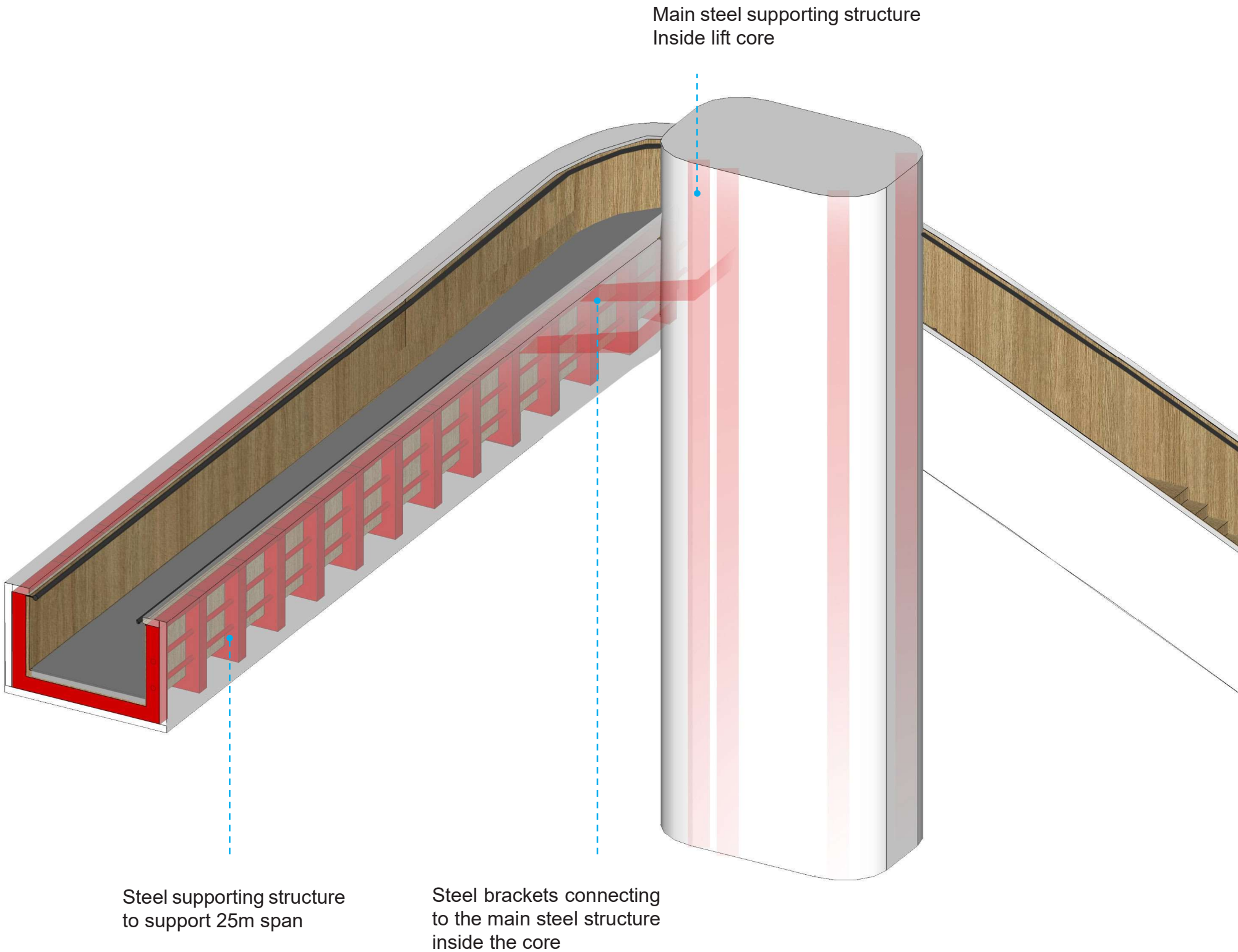
**Note:**  
The general concept of materials and dimensions is indicative. Detailing shall be carried out during the design process and agreed with the Client.

### Legend

- Elevator
- Light Grey Concrete (tactile)
- Dark Grey Concrete

# Structure

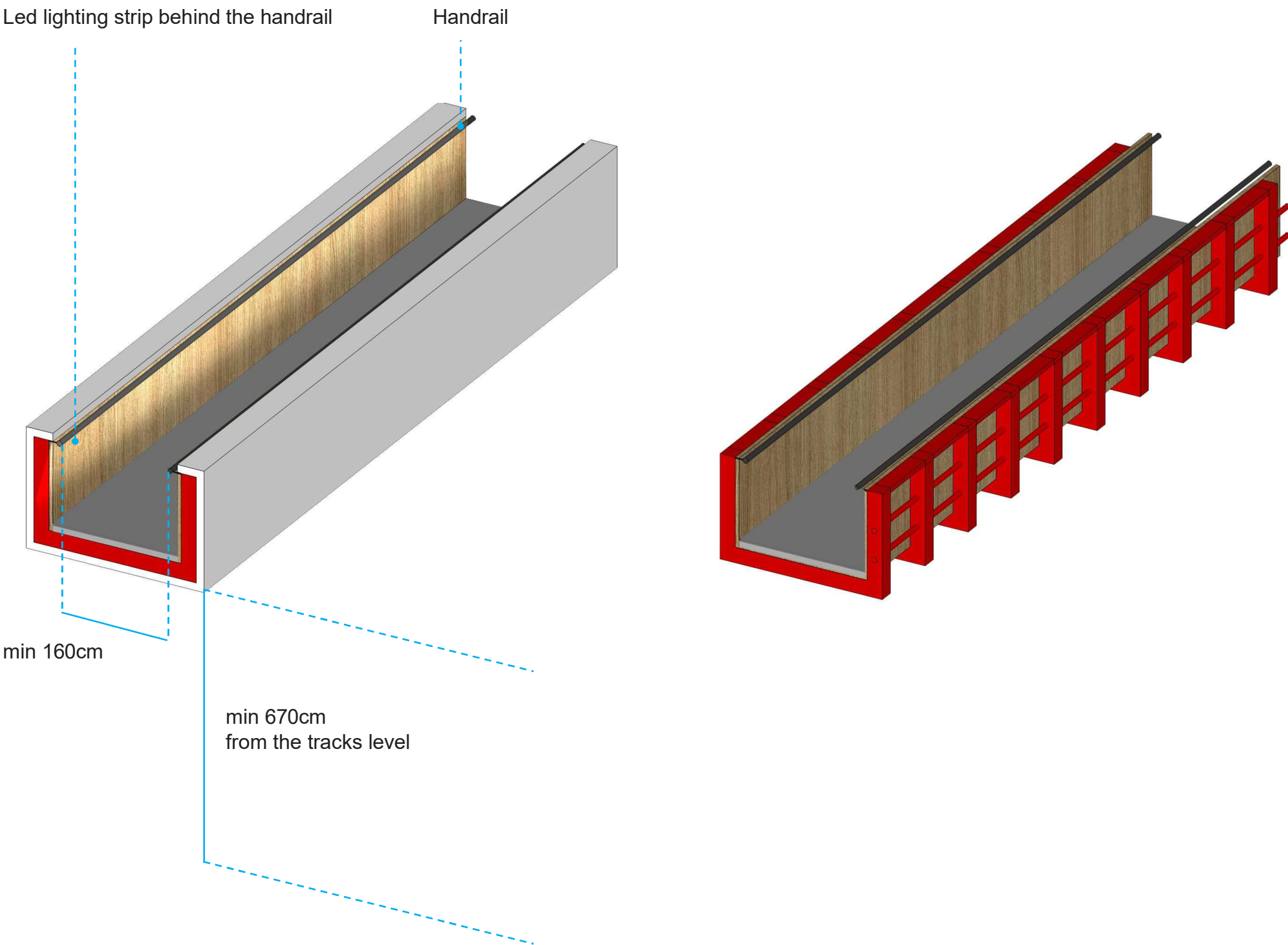
B4.5



**Note**  
The indicated concept of overpass is informative.  
  
Detailing shall be carried out during the design process and Client shall make the final decision considering the site-specific aspects for applicable architectural elements.

# Structure

B4.5



**Note**  
The indicated concept of overpass is informative. Detailing shall be carried out during the design process and Client shall make the final decision considering the site-specific aspects for applicable architectural elements.





Rail Baltica Station Elements

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# ARCHITECTURAL, LANDSCAPING AND VISUAL IDENTITY DESIGN GUIDELINES FOR RAIL BALTICA

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# RB Rail AS



**SBS** ENGINEERING  
GROUP