SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

BART TO LIVERMORE EXTENSION
ALTERNATIVE 1: CONVENTIONAL BART

CONTRACT DRAWINGS

FUNDING AGENCIES / PARTNERS:
CITY OF LIVERMORE
CITY OF DUBLIN
CITY OF PLEASANTON
ALAMEDA COUNTY
CALTRANS
LAVTA
MTC
ACTC
SAN JOAQUIN RTD
ALTAMONT CORRIDOR EXPRESS

CONTRACT NO. 08CT008

10% PRELIMINARY ENGINEERING

DATE: 31 JULY 2017
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

BART TO LIVERMORE EXTENSION

ALTERNATIVE 1 - CONVENTIONAL BART
## INDEX OF DRAWINGS

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## REFERENCE

A Existing Utility Map

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**San Francisco Bay Area Rapid Transit District**

**BART to Livermore Extension**

**Alternative 1: Conventional BART**

**Sheet Index**

**Sheet No.:** 8CT008

**Drawing Date:** 04-0001-002
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

BART TO LIVERMORE EXTENSION

ALTERNATIVE 1 - CONVENTIONAL BART

HACIENDA DR
STORAGE AND MAINTENANCE FACILITY
TASSAJARA RD
AIRWAY BLVD
FALLON RD
SANTA RITA RD
EL CHARRO RD
FALCON RD
ISABEL AVE
ISABEL STATION

SCHEMATIC PLAN

DUBLIN/PLEASANTON STATION

www.arup.com
San Francisco, CA 94105   USA
Arup North America Ltd.
560 Mission Street, 7th Floor
Tel (415) 957 9445
Fax (415) 957 9096

San Francisco Bay Area Rapid Transit District

BART to Livermore Extension
Alternative 1 - Conventional BART

Schematic Plan
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

BART TO LIVERMORE EXTENSION
ALTERNATIVE 1: CONVENTIONAL BART
ISABEL STATION

CONTRACT DRAWINGS

FUNDING AGENCIES / PARTNERS:
CITY OF LIVERMORE
CITY OF DUBLIN
CITY OF PLEASANTON
ALAMEDA COUNTY
CALTRANS
LAVTA
MTC
ACTC
SAN JOAQUIN RTD
ALTAMONT CORRIDOR EXPRESS

CONTRACT NO. 08CT008

10% PRELIMINARY ENGINEERING
DATE: 31 JULY 2017
KEY NOTES

- LINE OF NORTH POD
- LINE OF SOUTH POD
- INFO KIOSK THREE SIDED
- TRASH RECEPTACLE
- PAKE GATE, PER EPS
- ACCESSIBLE PAKE GATE, PER EPS
- SERVICE GATE, PER EPS
- BRICK WALL TO WALL CHANGER, PER EPS
- ATM ADD PAKE MACHINE, PER EPS
- TOLL TICKET VENDING MACHINE
- STATION AGENTS ROOM
- MAP CASE
- PARKING VALIDATION MACHINE
- CONCRETE KNOCK-OUT PANEL (3 FT. ELEV)
- ST STL GUARDIAN
- ST STL HARDWARE
- DRINKING FOUNTAIN
- LOCKERS

NOTE:
BICYCLE PARKING WILL BE LOCATED AT THE ENTRANCE OF EACH POD. THERE WILL BE NO PROVIDER FOR BICYCLE PARKING IN THE CONCOURSE PAD AREA.

CONCOURSE FLOOR PLAN
SCALE: 1/100 = 1'-0"
SITE ACCESS PLAN – PARKING

San Francisco Bay Area Rapid Transit District
BART to Livermore Extension
Alternative 1 - Conventional BART
Isabel Station
Site Access Plan and Parking

Key Plan

Legend:
1. Parking Structure
2. Surface Parking
3. Line of POC
4. POC Column
5. Elevator Lobby
6. Taxi Waiting/Pick-Up (30 Feet)
7. Bus Drop-Off
8. Staff Parking
9. Bike Lockers (40 Bikes Min)
10. Concession
11. Sidewalk
12. Keys and Ride (265 Feet)
13. Bid-Single
14. Entry/Exit for Parking Structure
15. Right Turn Only
16. Bike Lane
17. Pedestrian Shelter
18. Creek
19. Creek Easement
20. Crosswalk
21. Signalized Intersection
22. Service Road/Pedestrian Trail
23. Assumed Property Line
24. South Side Touchdown Structure
25. Green Pedestrian Marking for Bike Lane
26. Bike Racks (50 Bikes Min)
27. Taxi Queue (75 Feet)
28. ADA Drop-Off (70 Feet)

Anil Verma Associates, Inc.

Received
Dated: 08/30/00
4A200 053
485-47

Site Dimensions: 2448.0 x 1584.0
[1123x388]EAST AIRWAY BLVD
[731x219]RUTAN AVENUE
[2106x361]LIA
[1219x143]SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
[1870x148]BART TO LIVERMORE EXTENSION
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[2255x44]4A200
[2381x79]0
[2358x44]053
KEY PLAN

1ST LEVEL FLOOR PLAN
SCALE 1/32"=1'-0"

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
ALTERNATIVE 1 - CONVENTIONAL BART
ISABEL STATION

KEY NOTES

1. PARKING STRUCTURE
2. LINE OF POE
3. ELEVATOR LOBBY
4. STAIRS
5. ENTRANCE FOR PARKING STRUCTURE
6. CROSS WALK
7. STAIRS TO NEXT FLOOR
8. ELECTRIC VEHICLE CHARGING STATION
9. VAN ACCESSIBLE PARKING
10. ACCESSIBLE PARKING
11. RAMP TO THE NEXT FLOOR
12. PARKING SPACES ALONG RAMP
13. 6" HIGH CURB, 5'-0" W/ W/H
14. COLUMN
15. ELEVATOR MACHINE ROOM
16. ELECTRICAL ROOM
17. STORAGE AREA UNDER TUNNEL
18. FUTURISTIC ELEVATOR
19. DECORATIVE METAL SCREEN PANEL
KEY PLAN

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

BART TO LIVERMORE EXTENSION
ALTERNATIVE 1 - CONVENTIONAL BART

ISABEL STATION

SCALE: 1/30’ = 1'-0"

TYPICAL 2ND, 3RD, 5TH AND 6TH LEVEL FLOOR PLAN

KEY NOTES

(1) PARKING STRUCTURE
(2) ELEVATOR LOBBY
(3) STAIRS TO NEXT FLOOR
(4) ACCESSIBLE PARKING
(5) RAMP TO NEXT FLOOR
(6) PARKING SPACES ALONG RAMP
(7) 6" HIGH CURB, 3'-0" MIN WIDTH
(8) COLUMN
(9) ELECTRICAL ROOM
(10) FUTURE ELEVATOR
(11) DECORATIVE METAL SCREEN PANEL
ISABEL STATION

08CT008

4TH LEVEL FLOOR PLAN

Scale 1" = 100'

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

BART TO LIVERMORE EXTENSION
ALTERNATIVE 1 - CONVENTIONAL BART
ISABEL STATION

PARKING STRUCTURE
ELEVATOR LOBBY
STAIRS TO NEXT FLOOR
ELECTRIC VEHICLE CHARGING STATION
ACCESSIBLE PARKING
RAMP TO THE NEXT FLOOR
PARKING SPACES ALONG RAMP
6' HIGH CURB, 3'-0" MIN WIDTH
COLUMN
ELECTRICAL ROOM
SURVEY ELEVATOR
OVERHEAD CEILING GRILLE
DECORATIVE METAL SCREEN PANEL

KEY PLAN

KEY NOTES
San Francisco Bay Area Rapid Transit District

BART to Livermore Extension
Alternative 1 - Conventional BART

Isabel Station

Anil Verma Associates, Inc.

Roof Level Floor Plan

Scale 1/16" = 1'-0"

Key Plan

Notes:
1. Potential location of solar panel at this level.
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
BART TO LIVERMORE EXTENSION
ALTERNATIVE 1 CONVENTIONAL BART LINE, TRACK, STATIONS AND SYSTEMS

TP-103 (TYPE A)
SCALE 1/50

TP-105 (TYPE C)
SCALE 1/50
GENERAL NOTES:

1. THE SITE PLANS SHOW PRESCRIPTIVE REQUIREMENTS AND PRELIMINARY DESIGN FOR EACH SITE. CONTRACTOR SHALL COMPLETE THE DESIGN, FOLLOWING THE SITE PLAN, WITH ADDITIONAL DESIGN DETAILING FACILITIES, INCLUDING BUT NOT LIMITED TO, ACCOMMODATIONS ALIGNING WITH THE GENERAL SITE LINES AND ENCLOSING THE SITE WITH WALL OR FENCE AS INDICATED ON PLAN.

2. THE MINIMUM NUMBER OF VEHICLE PARKING SPACES AROUND THE FACILITY IS 4 SPACES. EXCEPT AS NOTED ON SITE PLAN.

3. THE WALL ENCLOSING THE SITE SHALL BE CONCRETE MASONRY UNIT (CMU) WALL 6 FT HIGH, CONSISTING OF 8 IN. HIGH MASONRY METAL WRAPPED WITH 2 STRIPS OF 6 IN. SHEET METAL, REINFORCED WITH 4 IN. HORIZONTAL ARMS AT 3'-0" INTERVALS, INSTITUTIONAL ON VERTICAL EXTENSION ARMS AS DESIGNATED ON PLAN.

4. THE MAXIMUM SPACING OF SIGNAGE SHALL BE 5'-0" ON CENTER. THEIR EXACT LOCATION SHALL BE COORDINATED WITH THE OWNERSHIP OF THE CONCRETE ACCESS.

5. OIL CONTAINMENT WALL/CURB FOR FRACTION POWER SUBSTATION TRANSFORMER SHALL BE REINFORCED CONCRETE.

6. THE EXACT LOCATION OF THE WAVES FACILITIES WILL BE FINALLY DETERMINED UPON REVIEW FROM AGENCY/ARTIST.

7. THE DRAWING APPLIES TO THE WAVES FACILITIES NEAR DOUBLE CROSSING, ONE NEAR LLS.

SANS FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
BART TO LIVERMORE EXTENSION
ALTERNATIVE 1 CONVENTIONAL BART LINE, TRACK, STATIONS AND SYSTEMS

MAPSIDE FACILITY - SITE PLAN
TRAIN CONTROL HOUSE (LHS) AND TYP (LCS)

SCALE: 1" = 20'

[Diagram with site plan details, including dimensions, labels for various structures and features, and notes related to construction and design.]
OVERALL PLAN

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

BART TO LIVERMORE EXTENSION
ALTERNATIVE 1 CONVENTIONAL BART LINE, TRACK, STATIONS AND SYSTEMS

WAYSIDE FACILITY FACILITY LOCATIONS AND THE TRACK OVERALL PLAN

ANIL VERMA ASSOCIATES, INC.

SCHEDULE DATE
SUBMITTED: APPROVED:
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

BART TO LIVERMORE EXTENSION
REFERENCE DRAWINGS
EXISTING UTILITY MAP

CONTRACT DRAWINGS

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ALTAMONT CORRIDOR EXPRESS

CONTRACT NO. 08CT008

10% PRELIMINARY ENGINEERING

DATE: 31 JULY 2017
PROPOSED STORAGE AND MAINTENANCE FACILITIES

MATCHLINE SEE SHEET U047