

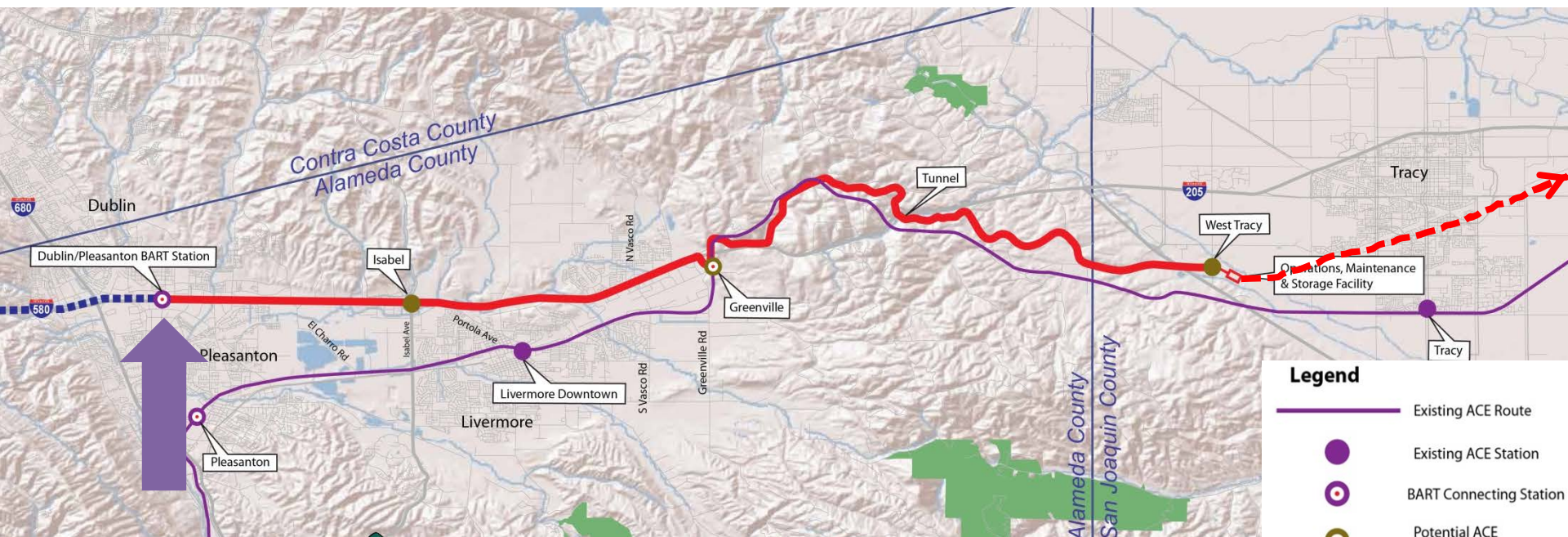
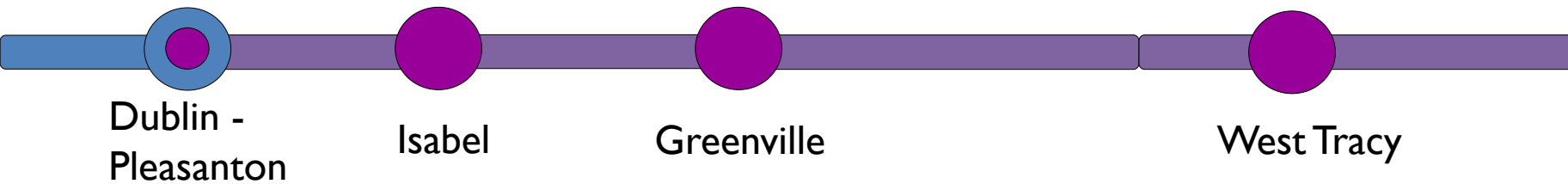


**Altamont DMU/EMU
Alameda-San Joaquin Regional
Rail Working Group 09/20/17**





Altamont DMU/EMU BART to West Tracy



Legend

- Existing ACE Route
- Existing ACE Station
- BART Connecting Station
- Potential ACE Connecting Station
- Potential DMU Station
- BART
- DMU



Follow-Up Item

Reduce ROW impacts at the Dublin/Pleasanton BART-DMU/EMU Station

- Wide gauge DMU
- Dual gauge
- At-grade station
- Aerial station



Wide or Dual Gauge DMU/EMU

Wide-Gauge DMU:

- BART gauge 5'6" vs. Standard Gauge 4'8½"

Challenges:

- Would require special procurement vs. off-the-shelf models
- Using BART tracks operational challenge; tail tracks used for storing, breaking and making trains
- A separate wide-gauge track would be required on the Tracy end

Dual-Gauge DMU:

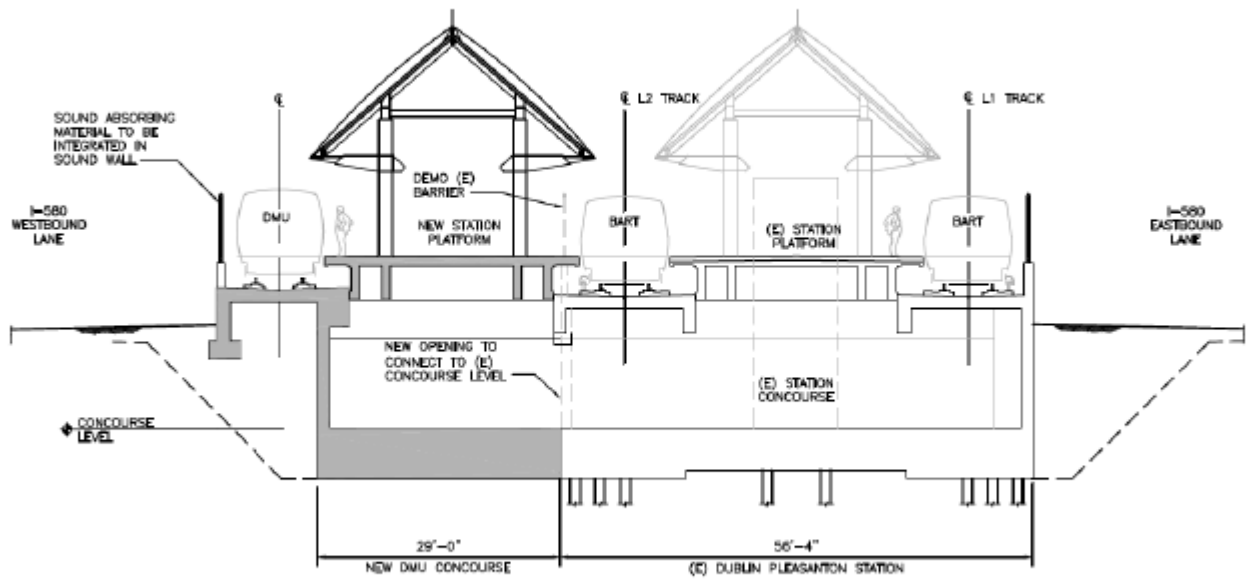
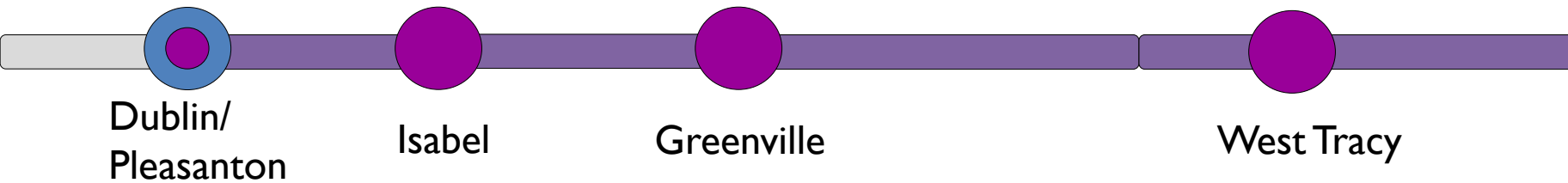
- Standard gauge inside of BART's gauge allows use of off-the-shelf DMUs/EMUs

Challenge:

- Using BART tracks operational challenge; tail tracks used for storing, breaking and making trains



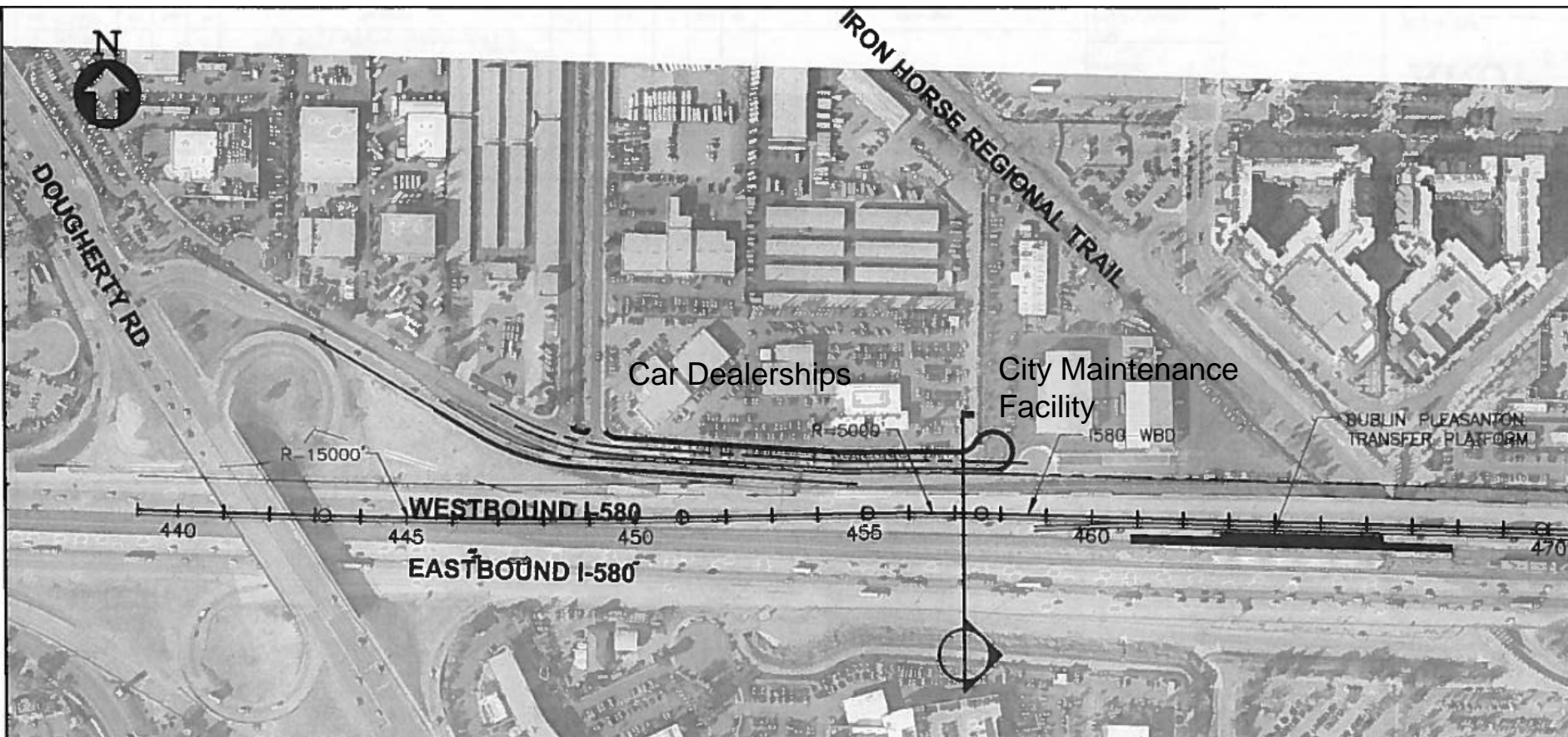
BART/DMU At-Grade Station Option



TYPICAL SECTION J
DUBLIN-PLEASANTON BART STATION



BART/DMU – BART EIR Station Option



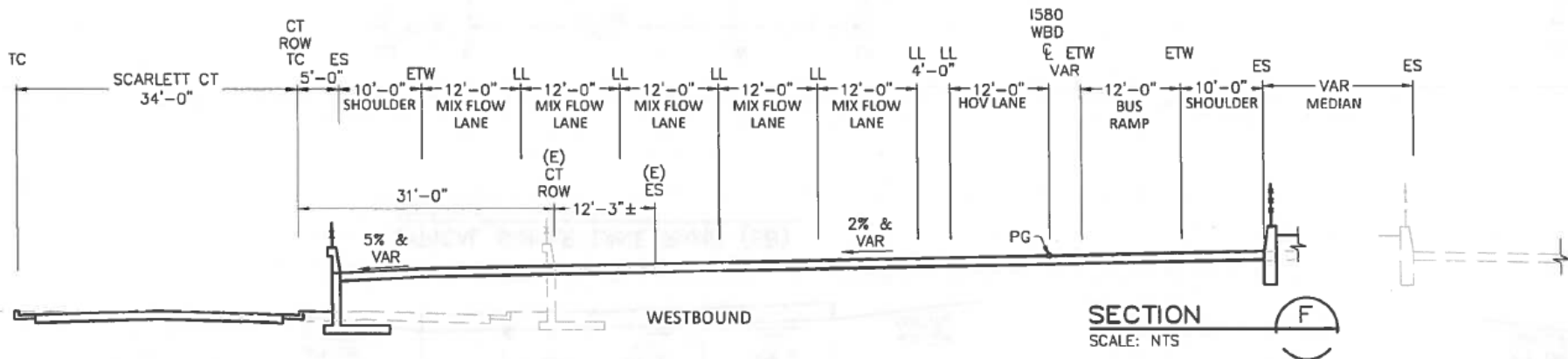


BART/DMU – Scarlett Court





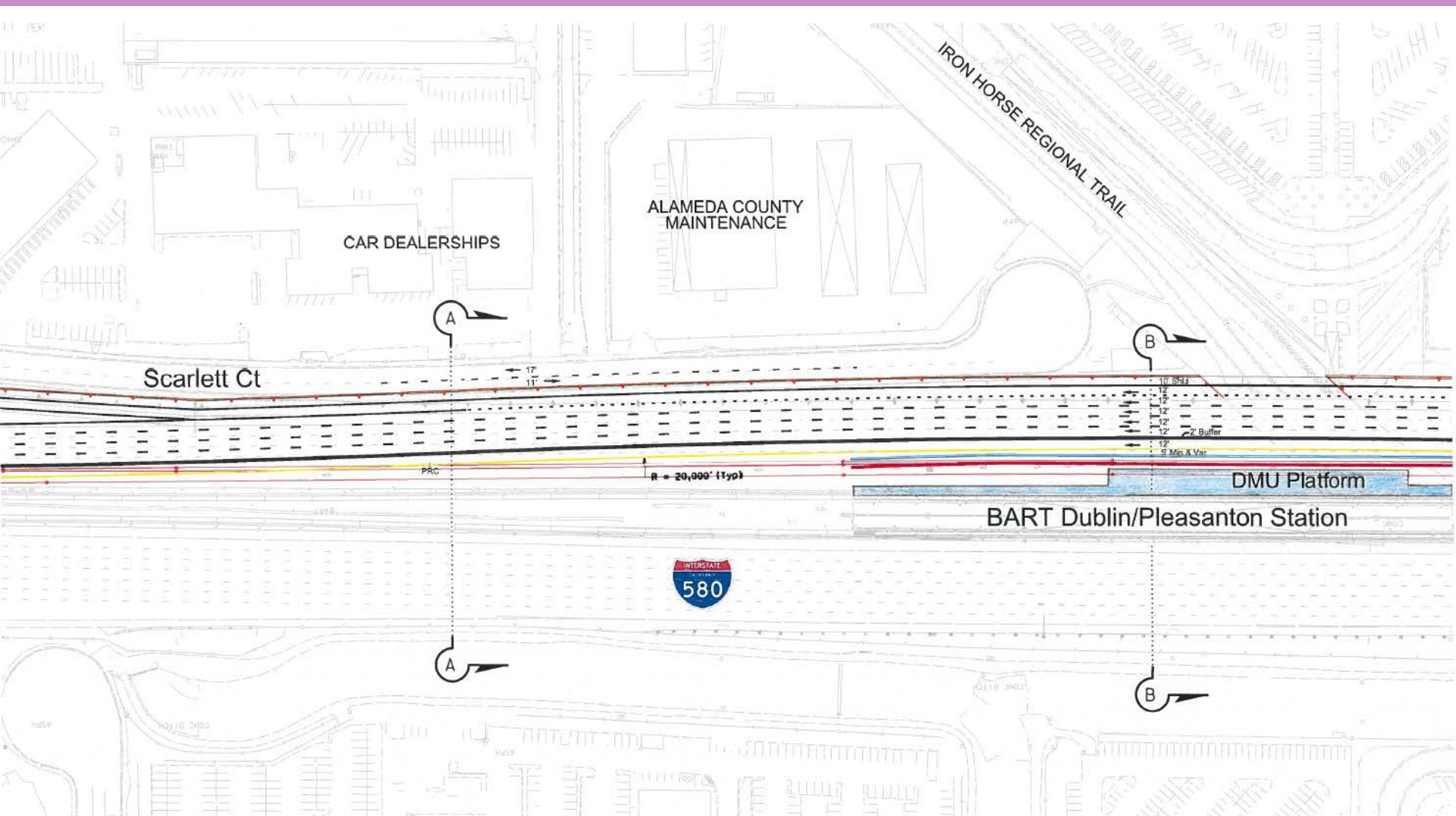
BART/DMU – BART EIR Station Option



Proposed Condition

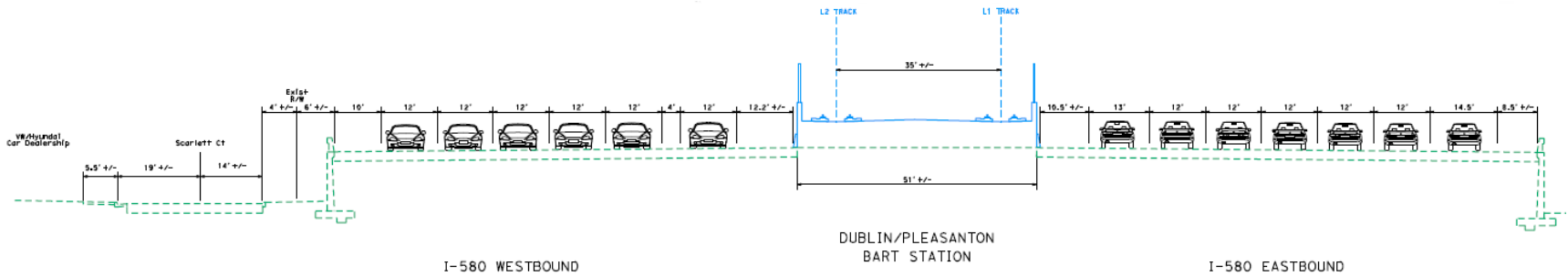


BART/DMU – ACE At-Grade Station Option

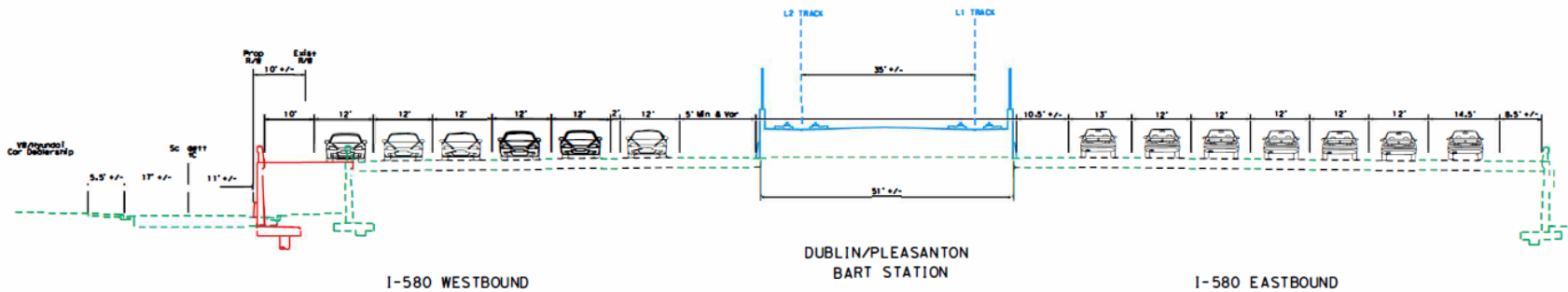




BART/DMU – ACE At-Grade Station Option



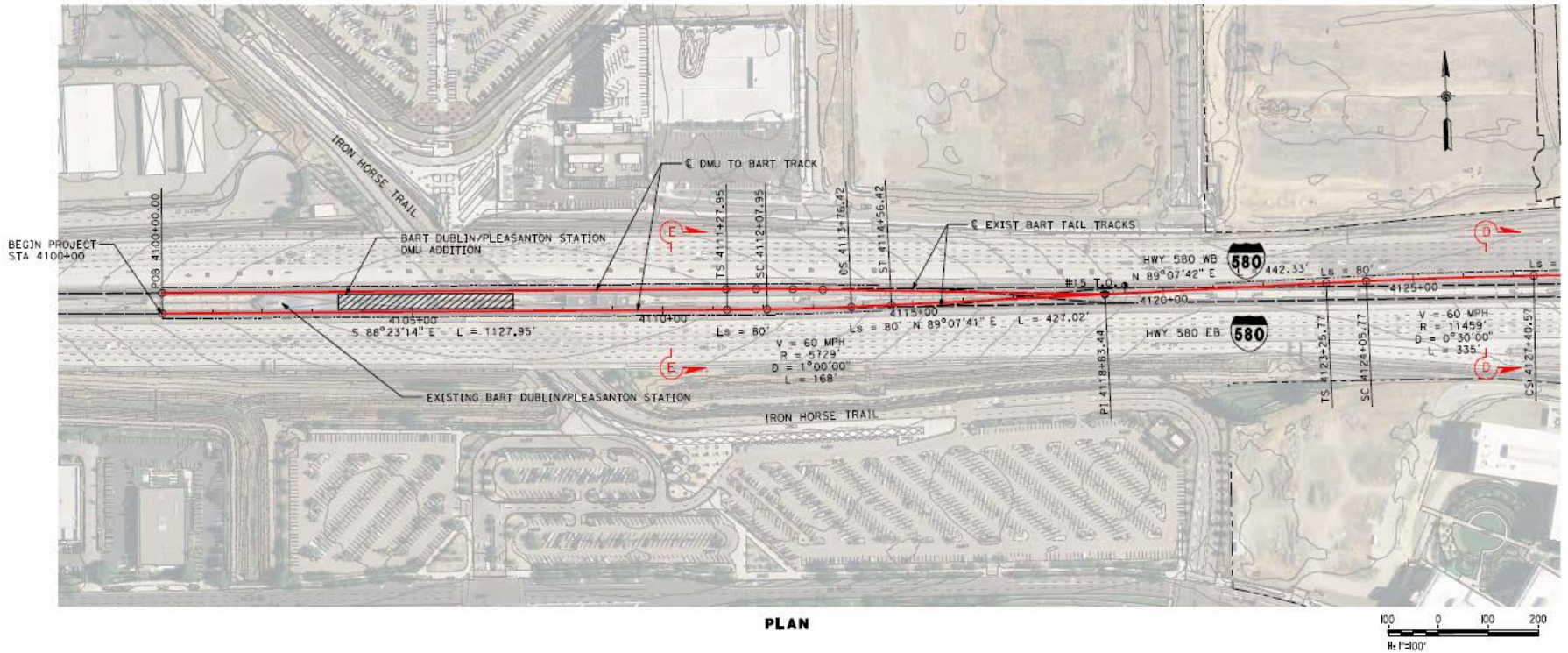
Section A-A (Existing Condition)



Section A-A (Proposed Condition)



BART/DMU – Aerial Station Option



PLAN

NOTES:

1. J-580 SHALL BE WIDENED TO REPLACE THE LOSS OF TRAVEL LANES ASSOCIATED WITH RAILROAD AND STATION CONSTRUCTION.
2. EXISTING BART TRACKS ARE ASSUMED TO BE LOCATED AT EXISTING GRADE.



BART/DMU – Aerial Station Option

