

SAN DIMAS Gold Line Bridge

S U M M E R 2 0 2 2 | F A C T S H E E T



Foothill Gold Line

➤ Project Overview

The Foothill Gold Line from Glendora to Montclair is a 12.3-mile extension of the Metro Gold Line light rail system (currently called the L Line). The project will add new Gold Line stations in the cities of Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair - and will be built in phases.

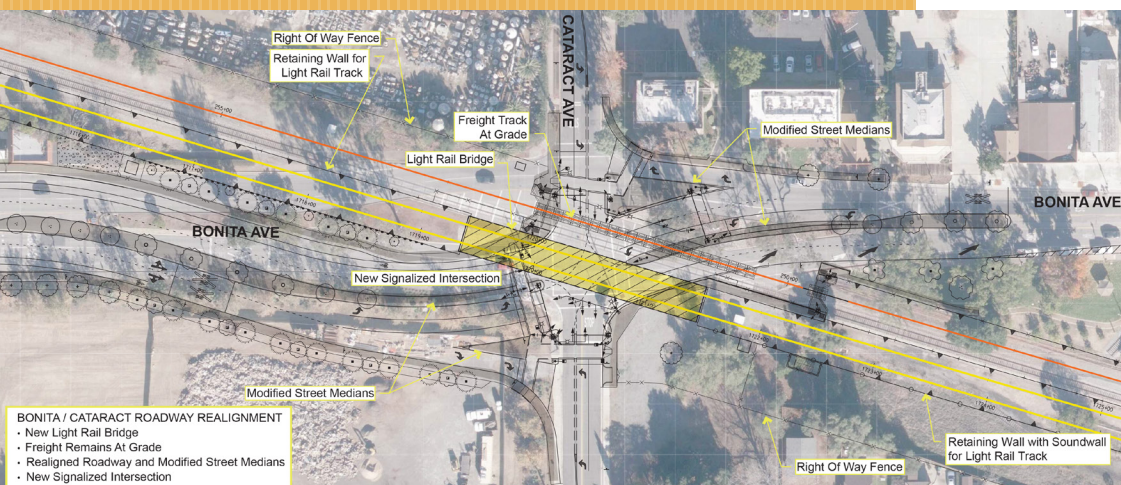
The project broke ground in December 2017 and has completed two of four contracts. In October 2019, the Construction Authority initiated the main design-build contract with Kiewit-Parsons, a Joint Venture (KPJV). Major construction started in July 2020 and is expected to take five years to complete to Pomona. The segment from Pomona to Montclair is not yet funded. The Construction Authority is currently seeking the additional funding needed to complete the full project to Claremont and Montclair.

➤ California Public Utilities Commission Requires San Dimas Gold Line Bridge

The California Public Utilities Commission (CPUC) is responsible for reviewing and approving all grade crossings in the State of California where a train is proposed to cross a street or pedestrian walkway. As part of the CPUC's extensive review process for the Foothill Gold Line project, the regulatory agency has required that a new bridge be built over the intersection of Bonita Avenue/Cataract Avenue in the City of San Dimas for the Gold Line trains only. The bridge is being required for safety of both the new light rail system and the city streets; as the result of an estimated 200+ Gold Line trains crossing this intersection each day in the future.

As part of the CPUC approval, the existing freight track has been relocated within the existing railroad corridor and remain at street level; and the intersection of Bonita Avenue/Cataract Avenue will be reconfigured to improve safety and visibility. Monte Vista Avenue will be permanently closed to vehicular traffic, and a pedestrian undercrossing is being built to allow pedestrian access through the bridge approach. See the back side of this fact sheet for more details.

BONITA/CATARACT INTERSECTION PLAN



PROJECT FUNDING

The Foothill Gold Line from Glendora to Pomona is being mostly funded by Los Angeles County's Measure M half-cent sales tax. Additional funding is coming from residual LA County Measure R dollars unspent following the under-budget completion of the Pasadena to Azusa project in 2015. Greenhouse gas reduction grant funds (an SB1 program) are also being provided by the State of California. The Construction Authority is currently seeking the additional funding needed to complete the project to Claremont and Montclair.

PROJECT FAST FACTS

Two Construction Phases:

9.1 miles (Glendora to Pomona); 4 stations
3.2 miles (Pomona to Montclair); 2 stations

Major Construction Began: Mid-July 2020

Anticipated Completion Year:

2025 to Pomona
TBD to Claremont & Montclair (contingent on the funding year)

Future New Daily Train Traffic:

More than 200 Gold Line trains.

Capacity: 200 passengers per light rail car; two- to three-car trains.

Speed: 55 mph (maximum)

Train Power Source: Electricity

Parking: Parking is planned at all six stations (including EV charging stations, bicycle parking and an area for buses and passenger drop-off).

At-Grade (street level) Crossings:

21 to Pomona (26 total to Montclair)

New and Renovated Bridges:

19 to Pomona (24 total to Montclair)

Travel Time: Once the line is in service, a trip from San Dimas to Pasadena will take approximately 27 minutes and further to downtown Los Angeles will take approximately 56 minutes.

BRIDGE RENDERING

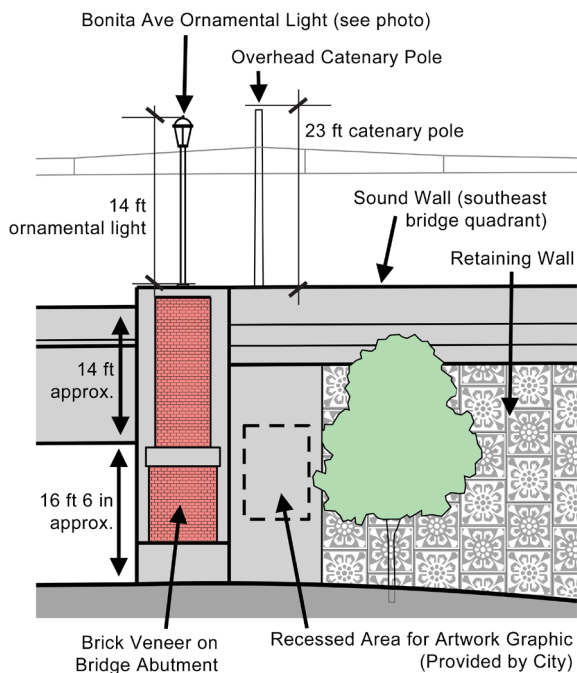


> About the Bonita Avenue/Cataract Avenue Bridge and Intersection Improvements

The new Bonita Avenue/Cataract Avenue bridge structure and associated retaining walls are being constructed of decorative concrete, with brick veneer abutments, ornamental lighting to match those on Bonita Avenue, and a recessed area for artwork to be designed and provided by the City of San Dimas.

The retaining walls for the bridge begin just west of San Dimas Avenue (on the east), and just east of Eucla Avenue (on the west), and rise to a height of about 30 feet as the bridge structure crosses over the intersection of Bonita Avenue/Cataract Avenue - allowing the required 16 ½ foot clearance below the bridge for cars and trucks.

BRIDGE DETAILS



The freight track that ran through the intersection before construction of the project began was relocated 10-feet south to make room for the light rail bridge. Importantly, the bridge and relocated freight track can fit within the existing and Construction Authority-owned railroad corridor.

The intersection of Bonita Avenue/Cataract Avenue is being reconfigured to improve visibility and movement of traffic. The new street configuration will include new right turn lanes and two thru traffic lanes in both directions on Bonita Avenue. A new traffic signal will be installed (replacing the stop signs) that will afford protected left turns in all directions. And, as with all roadway crossings along the project, new raised medians and red curbs will be installed to protect the intersection per CPUC requirements.

Monte Vista Avenue will be permanently closed to vehicular traffic as part of the project; however, an approximately 14-foot wide/9-foot tall pedestrian undercrossing is being built through the bridge approach, instead of under the light rail tracks, to allow pedestrian access north and south on Monte Vista Avenue between Bonita Avenue and the neighborhood to the south.

Landscaping will be planted along Bonita Avenue, and adjacent to the railroad corridor where allowed.

> Timeline for Bridge/Intersection Construction

Crews are currently in the final phase of a four-phased construction plan to reconfigure the Bonita Avenue/Cataract Avenue intersection, requiring a full closure of the intersection through August 13, 2022. During the closure, crews will complete underground utility work, median and roadway construction, install new track and street curb and gutter.

Separately, crews have completed the super-structure for the Bonita Avenue/Cataract Avenue light rail bridge and will continue to work on the east and west approaches to the super-structure during and after Phase 4.

ORNAMENTAL LIGHTING



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