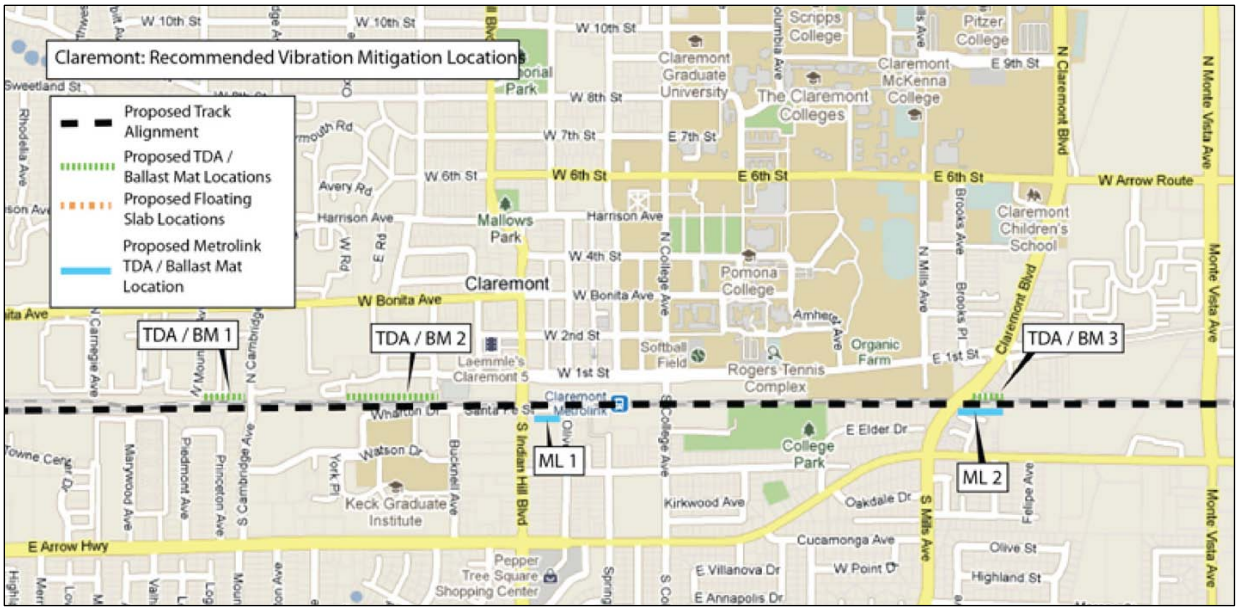

Source: ATS Consulting 2011

Figure 3.11-37. Claremont—Vibration Mitigation Location

Table 3.11-30. Recommended Locations for Vibration Mitigation, Metrolink Tracks

City	Label	Length (ft)	Mitigation Type	Clusters Mitigated
Claremont	ML 1	400	Ballast Mat/TDA	EB4
Claremont	ML 2	350	Ballast Mat/TDA	EB7

Source: ATS Consulting 2011
Notes: It is assumed that mitigation will be placed under both the near and far tracks. Mitigation for Claremont EB4 and EB7 is for the SCRRA tracks, not LRT Tracks

Table 3.11-31. Residual Vibration Impacts

City	Cluster	Distance (ft)	Mitigation Type	Predicted Level with Mitigation
Glendora	WB6	12	Floating Slab/ Reduced train speed	<76 VdB at 50 Hz
Glendora	WB18	44	TDA/Ballast Mat/ Floating Slab	<72 VdB at 31.5 Hz
San Dimas	EB1	14	Floating Slab/ Reduced train speed	<78 VdB at 31.5 Hz

Source: ATS Consulting 2011, Parsons Brinckerhoff 2012

There are several locations in the corridor where mitigation is recommended, but the predicted vibration level only slightly exceeds the FTA vibration impact threshold. During final design, the vibration predictions at these locations would be revisited to ensure that vibration mitigation is necessary. In addition, the vibration predictions at the institutional land use in La Verne and vibration impact from the Metrolink tracks in Claremont would also be revisited to ensure the vibration mitigation is necessary. The locations recommended for verification during final design are presented in Table 3.11-32.

Table 3.11-32. Vibration Impacts to be Verified

City	Cluster	Distance (ft)	Mitigation Type	Predicted Level without Mitigation
Glendora	EB5a	75	TDA/Ballast Mat	74 VdB at 31.5 Hz
Glendora	EB10, EB12	94	TDA/Ballast Mat	72 VdB at 31.5 Hz
Glendora	EB11	84	TDA/Ballast Mat	73 VdB at 31.5 Hz
San Dimas	WB1	50	TDA/Ballast Mat	73 VdB at 31.5 Hz
La Verne	F	34	TDA/Ballast Mat	78 VdB at 50 Hz
Pomona	WB2	64	TDA/Ballast Mat	72 VdB at 31.5 Hz
Claremont	EB4	60	TDA/Ballast Mat for Metrolink	72 VdB at 50 Hz
Claremont	EB7	44	TDA/Ballast Mat for Metrolink	75 VdB at 50 Hz

Source: ATS Consulting 2011

3.11.10 Level of Impact after Mitigation

Implementation of the identified mitigation measures would reduce the short-term construction impacts vibration. However, even with the implementation of the identified mitigation measures, the short-term noise impacts could remain significant and unavoidable at some locations closest to the alignment.

The implementation of the identified mitigation measures would reduce the long-term noise impacts to a less than significant level. The implementation of the identified mitigation measures would reduce the long-term vibration impacts to a less than significant level at the identified impacted locations, except for two locations. These locations are one single family residence in Glendora (cluster WB6) and the Red Roof Inn in San Dimas (cluster EB1)—where the vibration impact could exceed 72 VdB threshold even with the combined mitigation that includes both the installation of floating slabs and reduced train speeds. Therefore, the vibration impacts at these two locations is considered significant and unavoidable.