

SAN DIMAS Gold Line Bridge



Foothill Gold Line

FALL 2022 | FACT SHEET

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 completed two contracts for utility relocation in 2018 and 2019. In October 2019, the Construction Authority initiated the main design-build contract with Kiewit-Parsons, a Joint Venture (KPJV) for the fully funded project segment from Glendora to Pomona. Major construction started in July 2020 and is expected to take five years. The segment from Pomona to Montclair is not yet funded. The Construction Authority is 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 will cross a street or pedestrian walkway. As part of the CPUC's extensive review process for the Foothill Gold Line project several years ago, the regulatory agency required a new bridge be built over the intersection of Bonita Avenue/Cataract Avenue in the City of San Dimas for Gold Line trains only (the freight track would remain at street level). The light rail bridge was required for safety of both the new light rail system and city streets, as the result of an estimated 200+ Gold Line trains crossing this intersection each day in the future.

Bridge Construction Summary Update: To date, crews have relocated the freight track, completed the super-structure for the new bridge, and are nearly complete with reconfiguring the intersection of Bonita Avenue/Cataract Avenue to improve safety and visibility. Monte Vista Avenue was recently permanently closed to vehicular traffic, with pedestrian access being maintained during and after construction. See the back side of this fact sheet for more details.

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 segment 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

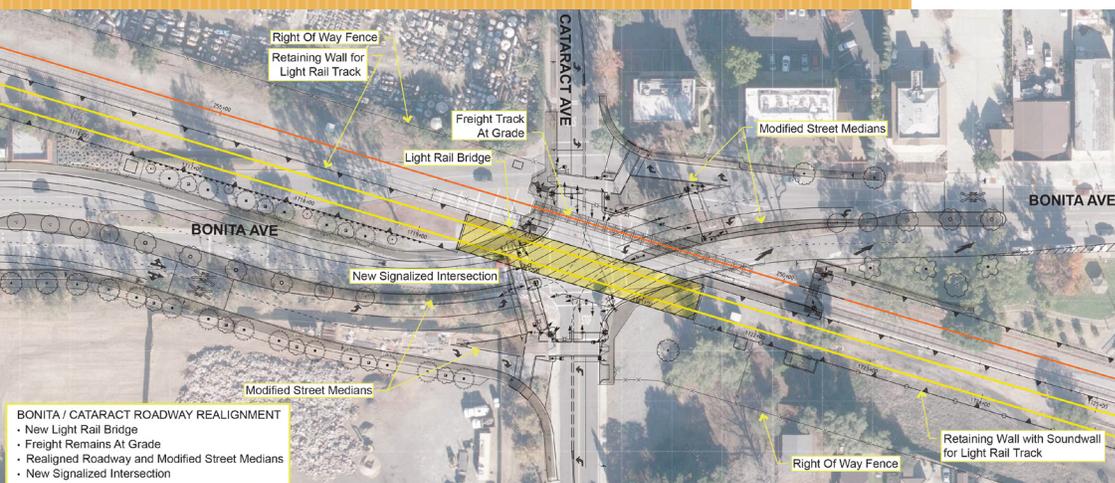
Parking: 289-space San Dimas parking facility including EV charging stations, bicycle parking and passenger drop off areas.

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.

BONITA/CATARACT INTERSECTION PLAN



BRIDGE RENDERING

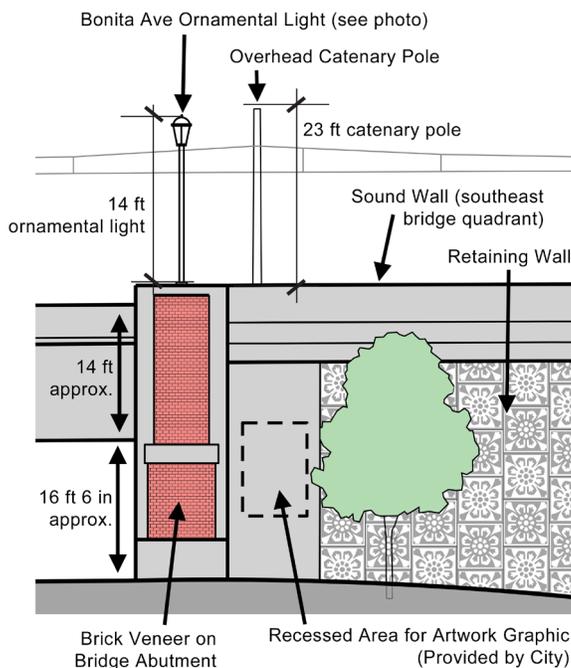


> About the Bonita Avenue/Cataract Avenue Bridge and Intersection Improvements

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, 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 includes new right turn lanes and two thru traffic lanes in both directions on Bonita Avenue. A new traffic signal will be installed (replacing the original 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 is now permanently closed to vehicular traffic as part of the project; however, pedestrians will continue to be able to travel north and south through the crossing during construction via a temporary pedestrian path. A permanent pedestrian undercrossing (approximately 14 feet wide/9 feet tall) is being built through the bridge approach at Monte Vista Avenue so pedestrians will have permanent 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 recently completed the work necessary to reopen the Bonita Avenue/Cataract Avenue intersection, following a two-month full closure. However, the intersection has reopened with temporary restricted movements, which will continue through the end of 2022 to allow crews to complete additional work before a full intersection reopening.

Separately, crews have completed the super-structure for the light rail bridge and continue work on the east and west approaches.

ORNAMENTAL LIGHTING



STAY AHEAD OF CONSTRUCTION

Stay ahead of major construction by signing up to receive construction alerts at www.foothillgoldline.org

Learn More: www.foothillgoldline.org