

ATTACHMENT C – Project Description

The Project includes approximately 2.3 miles of double light rail main track; tail tracks beyond the interlocking east of the Claremont platform; new LRT bridges; improvements to existing culverts; retaining walls and sound walls; embankment improvements; drainage and storm water improvements; one at-grade LRT passenger station; modification to an existing parking lot; intermodal interfaces; station public art; traction electrification system comprised of traction power supply substations (TPSS) and overhead contact system (OCS); grade crossings and adjacent roadway/traffic signal improvements; Utility work; station equipment; wayside equipment; communications systems; light rail train control/signal system; approximately 0.8 miles of freight rail track and signal system upgrades; approximately 1.4 miles of Metrolink commuter rail track relocation and corresponding signal system modifications, including data for the modification of the existing positive train control (PTC) system on the Metrolink Corridor (modifications to be completed by SCRRA) and a wireless crossing nearside station stop system (WCNSS); a new Claremont Metrolink platform; pedestrian undercrossing; landscaping; signage; and all related appurtenances, accessories, and subsystems. A general overview of the Project alignment is provided below:

Pomona Station to Freight/Metrolink Tie-in (Segment 1)

This segment of the alignment is approximately 1.2 miles of LRT track and 0.8 miles of freight track and includes an LRT grade separation at Garey Avenue, one freight at-grade crossing at Towne Avenue, as well as an LRT/freight flyover at Towne Avenue. This segment of the alignment contains an existing freight mainline track and an existing siding, both of which are to remain active and in compliance with all FRA and CPUC requirements during the entire Project. The Metrolink commuter rail tracks are immediately to the south of the LRT tracks in this segment and are not to be disturbed with the exception of improvements to the grade crossing at Towne Avenue and the WCNSS.

Freight/Metrolink Tie-in to Claremont (Segment 2)

This segment of the alignment is approximately 1.1 miles, runs mainly at-grade, and includes two LRT at-grade crossings at Cambridge Avenue and College Avenue; one LRT grade separations at Indian Hill Boulevard; three freight/Metrolink commuter rail at-grade crossings at Cambridge Avenue, Indian Hill Boulevard, and College Avenue. This segment

of the alignment contains an existing freight/MetroLink commuter rail track which shall be relocated and remain active and in compliance with all FRA and CPUC requirements during the entire Project.

This segment of the Project has one center platform LRT station in Claremont (west of College Avenue). The Claremont LRT station shall have at-grade pedestrian connections from both ends of the platform.

A new MetroLink station shall be constructed approximately 800 feet east of College Avenue with a pedestrian undercrossing that connects the parking facility to the north and accommodates a future connection to the recreational area to the south. The joint Claremont LRT and MetroLink parking facility shall consist of a parking structure (to be designed and built by others) located east of College Avenue and north of the LRT tracks as well as modifications to the existing Claremont MetroLink parking lot to provide approximately 46 new parking spaces on the east end with ramps and stairs to the pedestrian undercrossing to the new MetroLink platform.