



FACT SHEET

Indian Hill Boulevard Grade Separation Proposal

The 12.3-mile, six-station Foothill Gold Line light rail extension from Glendora to Montclair was environmentally cleared under the California Environmental Quality Act and is now undergoing advanced conceptual engineering as the project is prepared to break ground. The Foothill Gold Line Construction Authority anticipates that the majority of the \$1.2 billion needed to build the line will come from a new sales tax measure being contemplated by LA County Metro for the November 2016 ballot. If the ballot measure passes, the Foothill Gold Line will be ready to break ground in 2017 and take approximately six years to complete.

As part of the engineering phase currently underway, the Construction Authority has identified several potential changes to the previously approved project. One of those changes is the potential to grade-separate the light rail tracks over Indian Hill Boulevard in Claremont on a bridge structure, rather than build an at-grade (street-level) crossing. The Construction Authority is seeking direction from the city of Claremont on this proposal, which would be further reviewed as part of an addendum to the certified Environmental Impact Report.

A grade-separated crossing would allow Gold Line trains to cross Indian Hill Boulevard on a bridge structure, not stopping street traffic

- Gold Line trains are expected to run on 10-minute headways each direction, so one light rail train will cross the street every five minutes on average.
 - If built at grade (or at street-level), this will result in about 10-12 minutes of gate-down time every hour for light rail trains, in addition to gate-down time caused by Metrolink and freight train service.
- Metrolink and freight trains will continue to cross Indian Hill Blvd at street level:
 - Metrolink trains cross Indian Hill Blvd. on average every 15 minutes during peak periods and twice an hour during off-peak periods. Gate-down time can last several minutes each time a train crosses, especially for westbound trains that stop at the station.
 - Freight trains cross the street twice a day (once in each direction). Gate-down time can last several minutes each time a freight train crosses.

The Construction Authority will work with the city on the design of the grade-separated structure

- If approved, the bridge structure and its associated abutment walls will be concrete, allowing for flexibility of design. The Construction Authority will work closely with the city on the architectural and aesthetic design for both the structure and the walls:
 - The Construction Authority anticipates that a grade-separated structure would be approximately 25 feet tall from the ground to the top of rail, providing at least 16.5 feet of clearance under the bridge, similar to most bridges.
 - Abutment walls, on either side of Indian Hill Blvd., would be built to support the structure. The walls would start approximately 900 feet to the west of Indian Hill Blvd. and 700 feet to the east, gradually getting taller as the walls approach the bridge. At their tallest, the walls will be approximately 30 feet tall.

The cost to design and build a grade-separated crossing would be paid for by the Construction Authority as part of the Foothill Gold Line project

- Based on recent construction costs for the Santa Anita Avenue grade separation in Arcadia (see attached photos), the Construction Authority anticipates a light rail bridge structure at Indian Hill Blvd. will cost between \$12 million and \$15 million.

Building a grade-separated crossing will provide long-term benefits for future traffic, noise, station access and the historic depot

- A grade-separated crossing will allow Gold Line trains to cross Indian Hill Blvd. without the need to stop traffic:
 - At currently anticipated headways, Gold Line trains will cross Indian Hill Blvd. on average every five minutes throughout the day. If built at-grade, the crossing gates would be down about 10-12 minutes over the course of every hour, causing about a minute delay each time a train crosses.
 - The Gold Line gate-down time would be in addition to the gate-down time experienced when Metrolink and freight trains cross the street.
- A grade-separated crossing would not require bells and lights to be activated when a Gold Line train is approaching, reducing potential noise from those warning devices for residential and business neighbors of the intersection.
- A grade-separated crossing would require the Claremont Gold Line Station to be moved closer to College Avenue, allowing direct access to the station from both Harvard Avenue and College Avenue, and reducing visual effects from the station to the plaza of the city's historic Santa Fe depot.

Building a grade-separated crossing will likely have short-term construction impacts beyond what would occur for an at-grade crossing and will permanently change the visual look of the area

- Some views may be diminished due to the anticipated height of the structure and abutment walls (approximately 30 feet at the tallest) and new shadows will be created.
- Effects will be evaluated as part of an addendum to the certified Environmental Impact Report.

While the Construction Authority board of directors is the decision-making body, the Construction Authority is looking for direction from the Claremont City Council. If the council decides against the grade-separated crossing, the project will be built as currently approved

- An at-grade, street-level, crossing has been environmentally cleared as part of the certified Environmental Impact Report for the project. If the city decides to keep the crossing at-grade, no additional environmental analysis is needed and the project will be designed and built as currently approved.
- With either decision, the Construction Authority will make improvements to the area across Indian Hill Boulevard where construction takes place:
 - Improvements include new quad gates for the Metrolink, freight and light rail tracks (if at-grade), as well as updates to underground utilities and construction of new curbs, gutters, street, and sidewalks.

Example: Photos of Santa Anita Avenue Grade-Separation, Arcadia



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