

# Project Description

## Project Overview

The Southern California Regional Rail Authority (SCRRA) is proposing the Rancho Cucamonga Siding Extension Project (Project) to upgrade Metrolink's current regional passenger rail services along its existing San Bernardino Line. The Project includes new rail infrastructure that would be constructed almost entirely within SCRRA's existing right-of-way (ROW) in the City of Rancho Cucamonga, San Bernardino County, California.

## Project Goals and Objectives

The Project would enhance operational efficiencies along Metrolink's San Gabriel Subdivision by extending the existing track siding by 4,600 feet within the Project limits. The proposed improvements also aim to improve on-time performance, improve routine maintenance and access, and enhance safety. The Project includes the following objectives:

- Objective 1: Improve safety and reliability of the existing rail system
- Objective 2: Increase rail use by enabling more frequent, reliable, and faster passenger rail service
- Objective 3: Increase capacity along the existing rail corridor

## Project Location

The Project comprises a 0.9-mile railroad segment on Metrolink's San Gabriel Subdivision in the City of Rancho Cucamonga between Mile Posts (MP) 39.30 and MP 40.20. Figure 1 shows the regional location of the Project. Figure 2 shows the Project location.

## Project Components

The Project would extend the existing siding located north of the existing main line track by approximately 4,600 feet to the west of the existing Metrolink Rancho Cucamonga Station, thereby increasing the total siding length to approximately 15,600 feet. The Project would require the following improvements:

- Installing approximately 4,600 feet of new siding track
- Installing a new high-speed turnout at MP 39.30
- Installing 950 linear feet of new gravity block retaining wall along the project alignment, where required.
- Upgrading the existing at-grade crossings at Hellman Avenue and Archibald Avenue from single- to double-track and from double- to triple-track, respectively
- Reconfiguring existing signal infrastructure, as follows:
  - Installing new CP Vineyard and cantilever-mounted signal at MP 39.28

- Removing existing CP Archibald and ground signals at Archibald Avenue. Installing a new grade crossing signal enclosure east of Archibald Avenue
- Installing new bidirectional intermediate signals near Grove Avenue at MP 38.15 and Haven Avenue at MP 41.12
- Maintaining current drainage patterns by extending (i.e., constructing new headwalls, wing walls, and concrete aprons) the culverts located at MP 39.40, 39.55, and 39.80
- ROW encroachment permits/acquisition for temporary construction staging easements and one permanent, 1,760-square-foot easement for the proposed signal house east of Archibald Avenue
- Protecting in place or relocating existing utilities where utility structures conflict with the proposed alignment.

## Construction

Project construction is expected to begin in 2022 and would continue for 21 months. Potential staging areas would occur within the SCRRA ROW or within the proposed temporary construction easements east and west of Hellman Avenue. The final construction staging area locations would be determined during final design.

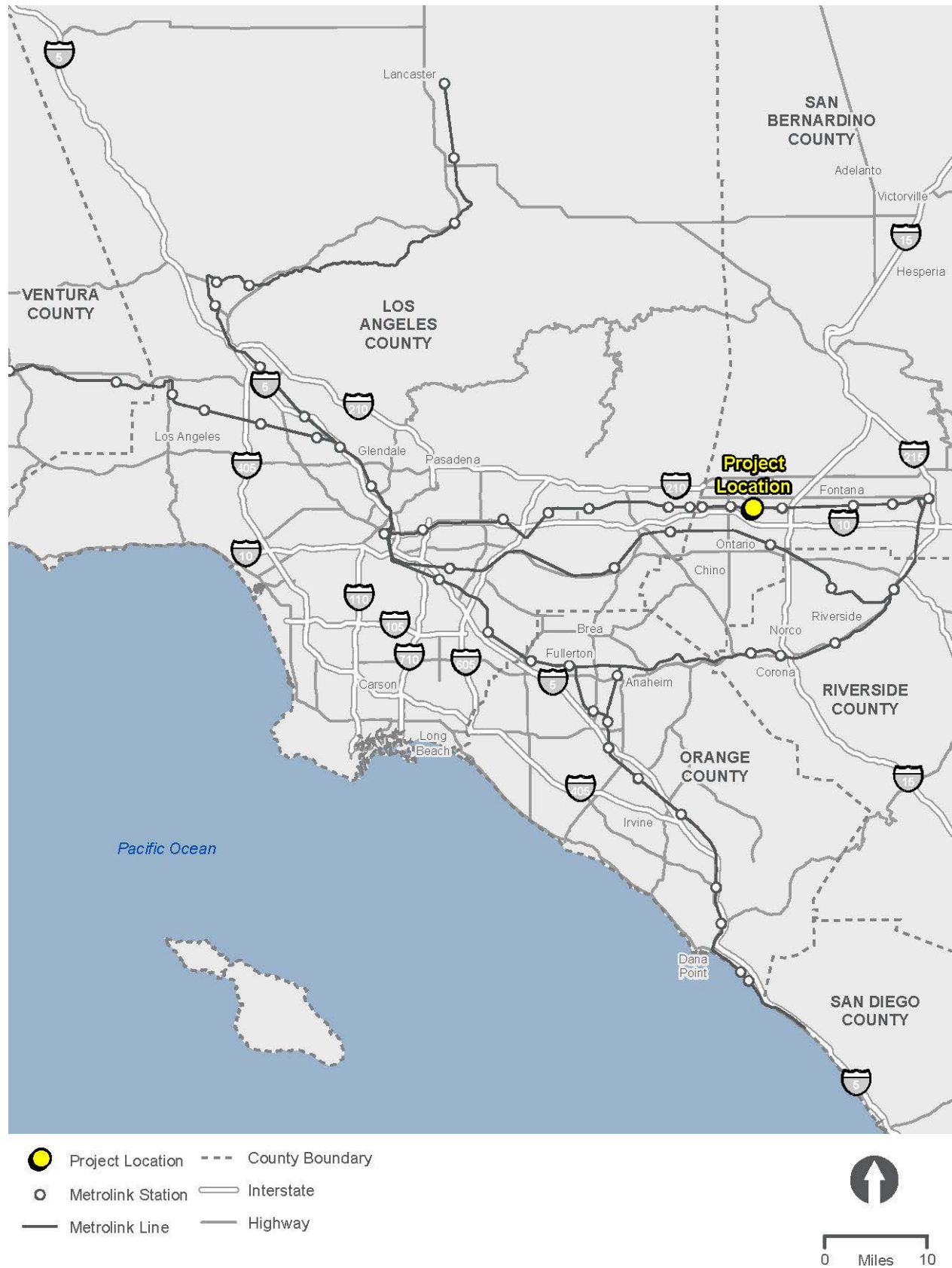
Most of the construction activities would be scheduled during time frames that allow for exclusive track occupancy by construction crews, and would, therefore, have minimal effect on Metrolink operations. To the greatest extent possible, construction activities would be scheduled during the daytime, and nighttime work would be minimized. The Project would also include weekend work when Metrolink service is reduced.

## Operation

Once constructed, the Project improvements would facilitate operational changes to the San Bernardino Line. With Project implementation, as well as the completion of other San Bernardino Line projects, Metrolink service could increase.

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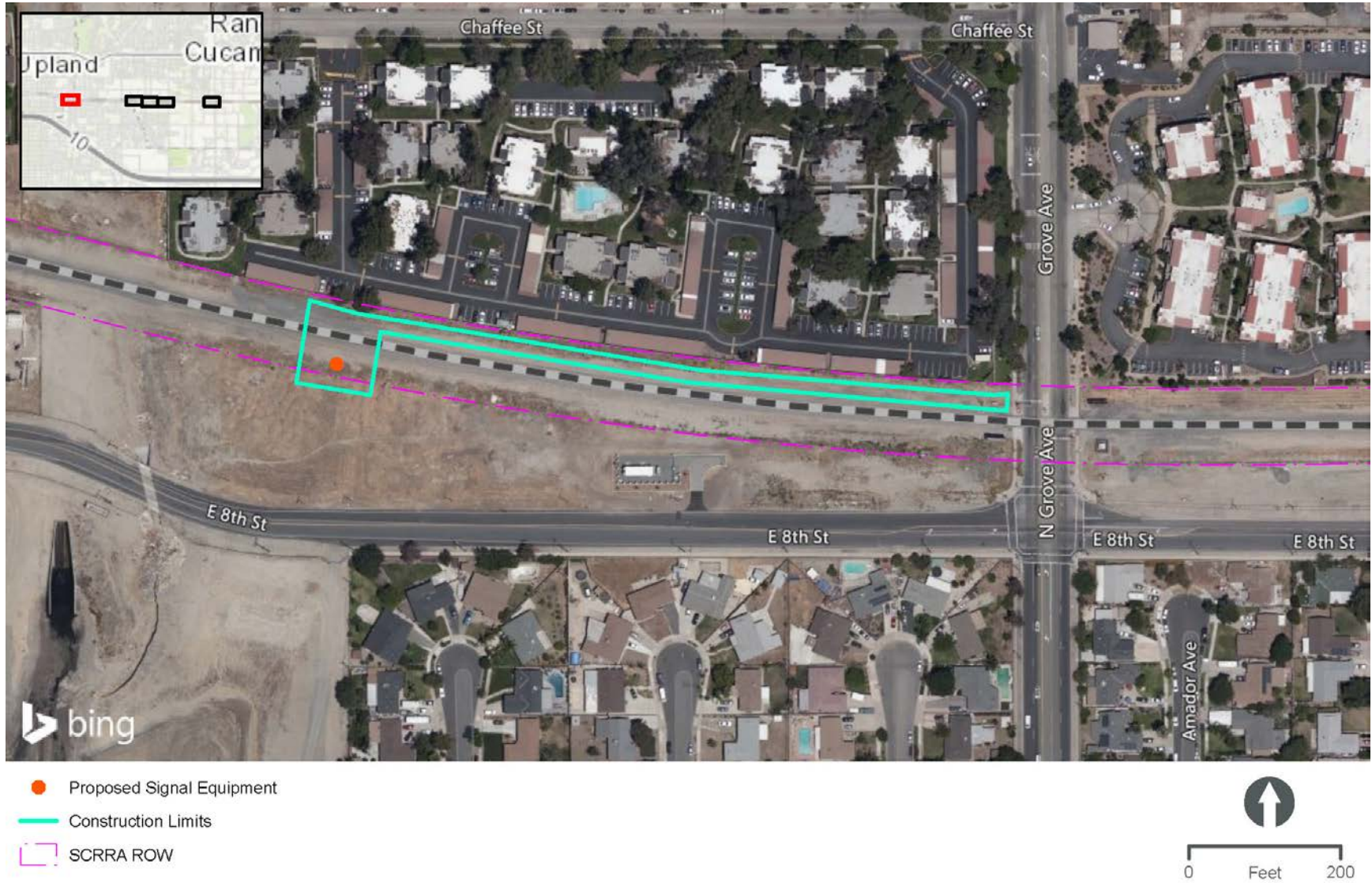
Figure 1. Regional Location



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Figure 2. Project Detail Map  
(Sheet 1 of 5)



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Figure 2. Project Detail Map  
(Sheet 2 of 5)

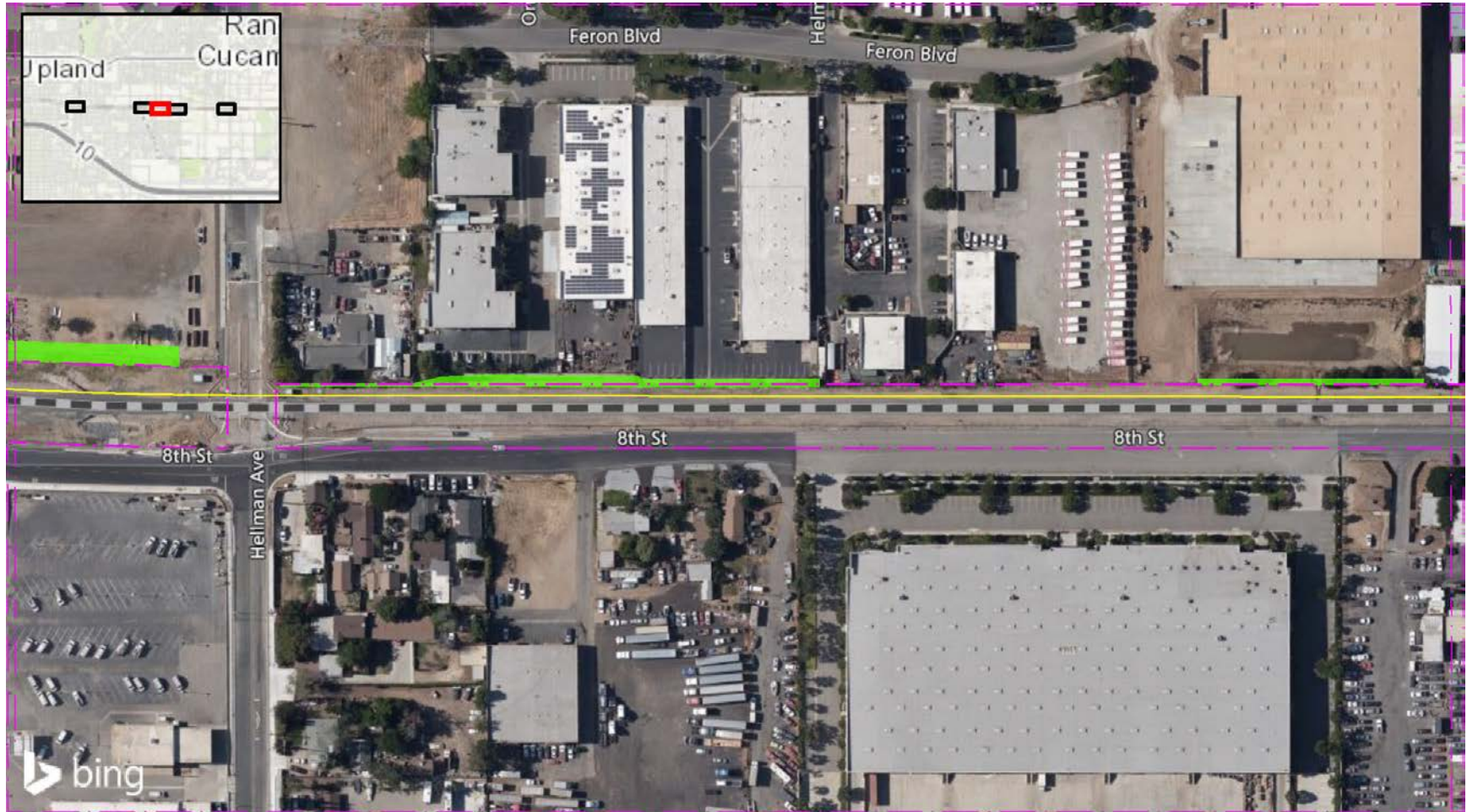


- Proposed Main Track
- - - SCRRRA ROW
- Proposed Temporary Easement



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Figure 2. Project Detail Map  
(Sheet 3 of 5)



- Proposed Main Track
- SCRRRA ROW
- Proposed Temporary Easement



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Figure 2. Project Detail Map  
(Sheet 4 of 5)



- Proposed Main Track
- SCRRRA ROW
- Proposed Permanent Easement



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Figure 2. Project Detail Map  
(Sheet 5 of 5)

