



# Foothill Gold Line

## March 2021 Project Update

### **Project Reaches 25% Complete, with Design at 80% Complete: First Bridgework Started and Three Grade Crossings Underway**

Now, 16 months into the Foothill Gold Line design-build project, Kiewit-Parsons (KPJV) has completed about 80 percent of the design work and approximately 25 percent of the project overall. Crews are actively working throughout the 9.1-mile corridor, including starting the first bridge construction, completing grade crossing reconstruction at three crossings (with one more reopening next week). They anticipate relocating the first section of freight track (through the city of Glendora) by the end of July.

In the field, the first three at-grade street crossings have been fully reconstructed, one more is set to be completed early next week, and three more will be underway this month. Altogether, this accounts for more than 20% of the work needed to complete the 21 at-grade crossings on the project. Additionally, the Glendora Station pedestrian undercrossing, that will connect the station platform to the future parking facility and surrounding streets, is taking shape. The first bridgework on the project is also now underway. See highlight pictures and details below:



Photos (above): After a three-month closure to relocate underground utilities, upgrade the street and sidewalks, install a new right turn lane and traffic signal and install the new light rail and relocated freight track systems, the Wheeler Ave. grade crossing in La Verne reopened to traffic in early February 2021 (left). At that same time, the Fulton Rd. grade crossing (right) closed for a three-month period to undergo a full reconstruction. This work requires the temporary closure of the Fulton Rd. entrance to the Pomona North Metrolink station.

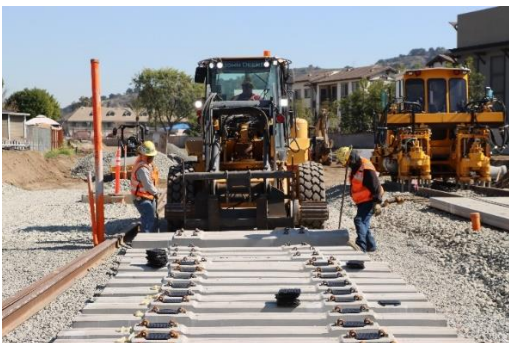


Photo (left): Crews install one of the two new light rail tracks at the Glendora Ave. grade crossing. The crossing has undergone extensive underground utility work, requiring the street to be closed since August.

Glendora Ave. is scheduled to reopen to traffic on Monday, March 8, 2021.

*It is easy to stay updated on the Foothill Gold Line. Sign up to receive construction alerts and E-News Updates on the project at - [www.foothillgoldline.org](http://www.foothillgoldline.org)*



Photos (above): Crews are working on the pedestrian undercrossing at the Glendora Station site. The photo (left) shows the undercrossing that will sit under the relocated freight track and eastbound light rail track. The photo (right) shows the decorative forms to be placed along the ramps to the undercrossing. Once set, these will result in a citrus pattern within the concrete walls of the ramps.



Photo(left): Crews are underway constructing the first bridges for the project. Two new light rail bridges and a freight bridge are being built over Puddingstone Channel in La Verne.

In all, crews will build or renovate a total of 19 bridge structures on the project - most of which cross local water channels. However, four new light rail bridges will be built over major streets along the project route; each is required by the California Public Utilities Commission for safety.

### ***Upcoming Street Closures***

This month, the Elwood Ave. (Glendora) and Eucla Ave. (San Dimas) grade crossings will begin reconstruction; and in April, the Vermont Ave. (Glendora) and E St. (La Verne) crossing reconstructions are scheduled to start. As part of the Vermont Ave. crossing work, W. Ada Ave. will be permanently closed. More information on these - and all other major activities - including start and end dates, detour routes, etc., are available on the interactive construction map, found at [foothillgoldline.org](http://foothillgoldline.org).

### ***Glendora to Pomona Station Parking Facilities to be Surface Lots***

In January 2021, the Construction Authority board of directors certified a Final Supplemental Environmental Impact Report (SEIR) for the project; approving project modifications to the station-area parking facilities at Glendora, San Dimas, La Verne, Pomona and Claremont. The modifications were in response to a request by Metro to reduce the number of parking spaces being built at each station.

The modifications include reduced total parking spaces, surface lots at the four stations currently under construction, modified land needs, and a new location for the Pomona Station parking facility. The parking facilities will be built later in the project, as a separate design-build contract. Details on the project modifications and the Final SEIR are available on the Construction Authority's website.

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