



Foothill Gold Line *July 2021 Project Update*

Glendora to Pomona Project Segment is one-third complete

The Foothill Gold Line light rail project segment from Glendora to Pomona, which started major construction just one year ago, is now one-third complete. Later this month the design-build project will reach a major milestone when the design elements of the project will reach substantial completion. Additionally, construction is on track to meet or exceed the early 2025 contractual requirement to reach substantial completion and turn the project over to Metro for training and pre-revenue service (Metro decides when the line opens for passenger service).

Since major construction began last July, more than 270,000 work hours have been expended on the project; and none have been lost due to injury. The freight track relocation is now 40% complete, and the at-grade (street-level) crossing reconstruction is 50% complete. Crews have substantially completed nine of the 23 at-grade crossings with another five currently closed for reconstruction. They have also started work on more than half of the 19 bridge structures to be built on the project, including work starting on the approaches to two of the new light rail bridges over major streets. Crews are also underway or complete with half of the utility work along the 9.1-mile alignment and are at beginning stages of work on sound walls and retaining walls throughout the corridor. Keep reading for details.

Grade Crossing Updates: Crews are currently reconstructing the grade crossings at Vermont Ave, Loraine Ave and Pasadena Ave (Glendora), Walnut Ave (San Dimas) and E St. (La Verne); D St. (La Verne) is scheduled to begin reconstruction in early August (following E St. reopening). Eucla Ave in San Dimas (shown in the photo below, left) reopened this month after a four-month closure. Each crossing requires significant work to relocate underground utilities, upgrade the existing drainage systems and add new conduit duct banks for the new grade crossing equipment and traffic signals (among other activities). In the City of San Dimas, the crossing work at Bonita Ave/Cataract Ave. includes extensive intersection realignment. The first of four major construction phases to improve safety at the intersection is now complete. As shown below, right new eastbound lanes are complete and in use, making room for crews to begin work on the abutments for the future light rail bridge.



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

Freight Track Relocation: The freight track through the city of Glendora (starting west of Barranca Ave. through Gladstone St.) has been fully relocated to its new position, and freight service is planned to resume through this area of the corridor as early as August 1.

The Glendora relocated segment accounts for the longest of three segments of the project that will undergo freight track relocation and shifting. As seen in the photo below left, once the freight track is relocated, crews begin installation of fencing barriers between the freight track and future light rail tracks. As seen in the photo below right, crews weld together rail pieces for the relocated freight track.



Bridge Construction: Work is underway on half of the 19 bridges to be built as part of the project. Most - like the one shown in the photo below, left - will be built over drainage channels and waterways; however, work is also now underway on two of the four new light rail bridges that will be built over major streets. The California Public Utilities Commission (CPUC) required the new light rail bridges to be built over the intersections to improve safety for both the new light rail system and city streets, as the result of the estimated 200+ light rail trains that will cross the intersections each day in the future.

At the intersection of Foothill Blvd./Grand Ave. in Glendora, crews have begun building the retaining walls of the western approach for the future light rail bridge that will carry light rail trains over the intersection. As seen in the photo below, right, the walls for the approach will consist of custom form panels that feature the project's citrus design - and span approximately 1,250 feet in length.

As part of the plan for the bridge and intersection at Foothill Blvd./Grand Ave., the existing freight track will be relocated south of its current position within the existing railroad corridor and remain at street level, and the intersection will be reconfigured. Pedestrian access will be maintained under the future bridge.



Glendora Station Update: At the site of the future Glendora station, crews have now completed the major structures for the pedestrian undercrossing that will provide riders access to the station platform. As seen in the photo below, the walls of the ramp to the station platform have been completed. Future riders will walk up this ramp - seeing the citrus design patterns on the walls - and onto the Glendora Station platform to board the trains.



Parking Facility Construction: At the site of the future La Verne Station parking facility, crews are demolishing the existing industrial warehouse. In its place in the future will be a 299-space surface parking lot for Metro riders, as well as amenities for riders arriving by walking, bicycle, bus and drop-off.



As a reminder, 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 parking facilities in Los Angeles County. The modifications include building surface lots (with reduced total parking spaces) at the Glendora, San Dimas, La Verne and Pomona stations; increasing the land needed for the Glendora and San Dimas facilities; and also approving a new location for the Pomona Station parking facility.

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