



Foothill Gold Line *August 2021 Project Update*

Design for the Glendora to Pomona Project Segment Reaches Substantial Completion

As of this month, the 9.1-mile Glendora to Pomona project is now more than one-third complete overall and has reached substantial completion on the design. The project design is a significant element of this complicated design-build project and reaching substantial completion is a major milestone resulting from the hard work of dozens of engineers working full time on the project for nearly two years.

The design is completed in packages, totaling tens of thousands of pages of engineering drawings that go through multiple reviews. Disciplines - like track, stations and systems - are completed in packages covering the entire 9.1-mile alignment; while civil design for project elements like roadways, lighting, drainage and walls are completed in segments, often relating to the corridor city in which those elements will be built. The 19 bridge structures being built or renovated on the project are each designed individually. And all packages go through multiple levels of design approval - 30%, 60%, 85%, 100% and then “Approved for Construction” or AFC - and are often reviewed by multiple agencies at each stage. This month's announcement means that all elements of the project have reached the final level of approval – AFC.

While additional design work will continue to take place throughout the life of the design-build project, reaching substantial completion this month is a significant achievement. We thank the women and men at the Construction Authority, KPJV and our project partners (corridor cities, Metro and other agencies) for their efforts that supported this milestone and their continued dedication to the success of the project.

Grade Crossing Work Now 39% Complete: As of early August, reconstruction of 10 of the project's 23 at-grade crossings is substantially complete with five more are under construction, resulting in 39% of this important project element now complete. Vermont Ave., Pasadena Ave. and Loraine Ave. in Glendora; D St. in La Verne; and Walnut Ave. in San Dimas are currently underway. At each, crews are actively relocating and protecting underground water, sewer, gas, communications and power lines; and will then move on to installing new tracks and safety equipment, and rebuilding the roadway, curbs, gutters, sidewalks and medians. Photos below show the recently completed and reopened E St. crossing in La Verne (left) and the ongoing construction at Pasadena Ave. in Glendora (right).



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In just a few weeks, it is anticipated that the Loraine Ave. grade crossing in Glendora will reopen to motorists and pedestrians. Crews there are currently nearing the final stages of the underground utility work and have begun initial work on the two light rail tracks and installation of safety equipment. The freight track has already been relocated through this area.

Upcoming Follow-Up Grade Crossing Closures: Starting with the Elwood Ave. (Glendora) and Fulton Rd. (La Verne/Pomona) grade crossings in September, crews will begin revisiting several grade crossings that have already undergone major reconstruction, but still have remaining activities that require a second short street closure. Of the 23 at-grade crossings to be reconstructed on the project, only the following six are anticipated to require second short closures:

- Elwood Ave. in Glendora
- Walnut Ave. in San Dimas
- Wheeler Ave., D St. and E St. in La Verne
- Fulton Rd. in La Verne/Pomona

At Elwood Ave., crews will return for a second short closure to complete underground utility work. At the others, the second closure is necessary to finish the freight track relocation. A temporary freight track was installed during the initial work at these locations to allow freight service to be maintained without interruption as crews completed other activities. When ready, crews will return to these crossings to remove the temporary freight track, realign the freight onto the new relocated track, install the second light rail track and complete the remaining safety improvements.

Freight Track Relocation Now 48% Complete: With crews having successfully relocated the freight track through the city of Glendora, nearly half of the freight track relocation needed for the project is now complete. The remaining freight track relocation from San Dimas to Pomona is currently ongoing and anticipated to be completed by the end of the year.



NOTE: Freight service is not anticipated to resume through the city of Glendora until September at the earliest. The Construction Authority will send out a Construction Alert when freight service is confirmed to resume.

Rail Delivery Train Returns: Later this month, a specialty rail delivery train will make its way throughout the 9.1-mile corridor to deliver and place sticks of rail at various locations. This is the second of three rail deliveries planned for the project (the first took place last summer), and the rail pieces delivered by this train will be used to build out the light rail tracks and the remainder of the new relocated freight track.

Because of the length of this specialty train (the last one was 2,000 ft. long), various grade crossings will be closed for minutes at a time when the train crosses the street. A Construction Alert with more information about the timing for the rail delivery will be sent out soon.

Bonita Ave./Cataract Ave Bridge and Roadway Construction: At the intersection of Bonita Ave./Cataract Ave. in San Dimas, crews continue to construct the foundations for the future light rail bridge, as crews near completion on the second of a four-phased plan to reconfigure the intersection – all required by the California Public Utilities Commission (CPUC) for safety.

Beginning in mid-September, crews will close the entire intersection of Bonita Ave./Cataract Ave. for five days to complete the underground utility work, remove and relocate the existing freight track to its new position within the corridor and repave the work zone. These activities are needed to make room for the new light rail bridge abutments. Following the conclusion of the five-day intersection closure, crews will move to Phase 3 of the roadway reconstruction, which will require a long-term full closure of Cataract Ave. north and south of the intersection for approximately nine months. Access from eastbound Bonita Ave. to southbound Cataract Ave. will remain open and available.

Below are photos of crews preparing the foundations for the bridge abutments on either side of the intersection.



Other Bridge Work: Work has started on more than half of the 19 bridges to be built or renovated as part of the project. At the intersection of Foothill Blvd./Grand Ave. in Glendora, crews continue to make progress building the retaining walls of the western approach for the future light rail bridge that will carry Gold Line trains over the intersection. As seen in the photo below (left), the walls for the approach will consist of custom form panels that feature the project's citrus design.



The California Public Utilities Commission (CPUC) is requiring three new light rail bridges to be built over major corridor intersections to improve safety for both the new light rail system and city streets, as the result of the estimated 200+ trains that will cross the intersections each day in the future.

As part of the plan for the bridge and intersection at Foothill Blvd./Grand Ave. in Glendora, 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.

On the southeast corner of the Foothill Blvd./Grand Ave. intersection, crews have also begun constructing the foundation for a freight-only bridge over the Little Dalton Wash (a second, light rail bridge will be built directly next to this one in the future).

Additionally, just a few hundred feet west of the future Pomona station, crews have also begun initial work on the new light rail bridge that will carry Gold Line trains over the Thompson Creek channel in Pomona. As seen in the photo above (right), crews recently demolished parts of the existing channel structure to make way for the foundations of the light rail bridge. This bridge will carry eastbound Gold Line trains and will be an extension of the existing channel structure that currently carries the temporary freight track. In the future, crews will remove the temporary freight track and install the westbound light rail track in its place. At that time, the freight track will be relocated onto the new freight bridge that was completed several months ago.

Demolition of Warehouse Complete at Site of Future La Verne Station Parking Facility

- As shown in the photo below, crews recently completed demolition of a warehouse building at the site of the future parking facility for the La Verne station. In its place 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.

August Monthly Highlights Video Available - To watch highlights of the work underway on the Foothill Gold Line this past month, visit foothillgoldline.org/videos/.

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