



Foothill Gold Line

April 2022 Project Update

This past month, crews continued to make good progress on the 9.1-mile, four-station Foothill Gold Line light rail project from Glendora to Pomona. Two more grade crossings completed reconstruction, the four new light rail bridges are all nearing the phase when work will start on the super-structures, two of the four stations are underway, and work has started on the new light rail system.

Grade Crossing Reconstruction Continues: Last month, crews were able to complete the reconstruction of grade crossings at Pasadena Ave. in Glendora (photo below, left) and A St. in La Verne (photo below, right). At both at-grade crossings, crews installed two new light rail tracks and the relocated freight track; completed extensive underground utility work; installed a host of safety improvements; finished the work necessary to reopen the street, including reconstructing the roadway, curbs, gutters, new medians and sidewalks; and at A St. also constructed a new right turn pocket from westbound Arrow Hwy to northbound A St. (NOTE: At A St., crews still have to install the traffic signals at Arrow Hwy. before pedestrians can walk across).



Currently, grade crossing reconstruction continues at Cataract Ave. in San Dimas (which is now fully closed north and south of Bonita Ave. through August), at San Dimas Ave. in San Dimas, and at White Ave. in La Verne. The photos below show installation of conduit at the San Dimas Ave. crossing (left) and utility work at the White Ave. crossing (right):



Upcoming, and following White Ave. reopening later this month, the railroad crossing at San Dimas Canyon Rd. just north of Arrow Highway in San Dimas/La Verne will start a six-month closure (anticipated to start in early May), and the E St. crossing in La Verne will undergo a second closure

(anticipated to start in June) to complete the light rail track installation and relocation of the freight track to its permanent position. Finally, while Garey Ave. in Pomona is currently undergoing long-term lane closures to allow initial utility relocation work, a full closure of Garey Ave. will be needed later this year to complete the full crossing reconstruction. More details to follow in future updates.

Station Construction: Work continues to be underway on the Glendora and La Verne stations and will be underway soon at the San Dimas and Pomona stations. All light rail stations from Glendora to Pomona will be center platform stations with light rail tracks on both sides (one for westbound and one for eastbound light rail trains).

In Glendora, crews continue to make progress constructing the platform for the future Glendora Station (photo below, left). Currently, crews are constructing the deck for the platform, and have completed the walls for the pedestrian access ramps. The ramp on the west end of the station platform will provide riders access to the station from Vermont Ave.; while the east ramp will connect to the pedestrian undercrossing and provide access from Glendora Ave. and the future station parking facility.

Nearby, at the site of the future parking facility, crews have recently demolished a vacated building to make way for the new surface lot (photo below, right). In addition to spaces for Metro riders, the future parking facility will also provide amenities for riders arriving by walking, bicycle, bus and drop-off.



Within the corridor between E St. and White Ave. in La Verne, crews recently completed the installation of the underground conduit that will house the communications and power lines for the light rail system and future La Verne Station (photo below, left). Crews are now getting the site ready for the construction of the station platform (photo below, right).



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Nineteen Bridges: Nineteen bridges are being built new or renovated as part of the Glendora to Pomona project segment. As of this month, all of the freight bridges and one of the light rail bridges are complete, and work is well underway on the remaining light rail bridges.

While most of the light rail bridgework underway will provide passage for the trains to cross channels and waterways, four new light rail bridges will cross major city streets - all of which are required by the California Public Utilities Commission (CPUC) to improve safety for both the new light rail system and city streets. All four are now underway and on schedule to be completed late this year or early next year. Below are updates for these four major bridges (from west to east).

Foothill Blvd./Grand Ave. Bridge (Glendora): At the intersection of Foothill Blvd. and Grand Ave. in Glendora, crews continue work on the bridge abutments (the supports at the end of the bridge) – shown in the picture below, left; and the approach ramps that lead up to the bridge (photo below, right). Each approach ramp is about 1,300 feet long and will include soundwalls.

Last month, crews completed a seven-hour concrete pour for the east abutment. Once the concrete had cured, crews removed the forms to reveal the abutment's citrus design pattern. With the east abutment completed, crews are now installing those same forms for the west abutment and will soon be pouring concrete.



Additionally, work continues on the west approach, as seen in the photo above (right), which has been under construction since last summer. Across the intersection, the east approach for the bridge (photo above) is now starting to take shape as crews construct the retaining walls. The retaining walls for both approaches consist of custom form panels that feature the project's citrus design.

Once the abutments are complete, crews will build the approaches up to them. At that point, crews will also begin constructing the falsework (the temporary support for the super-structure that will cross the intersection itself). Installation of the falsework will require a traffic reconfiguration on Foothill Blvd. and Grand Ave. near the intersection, which is expected to start in June.

Route 66 Bridge (Glendora): With the abutments and center columns now complete, construction of the falsework continues for the future light rail bridge over Route 66 in Glendora (as shown in the photo below, right). The falsework is the temporary support for the super-structure that will cross the street itself. During the falsework installation and some of the bridge construction, nightly intermittent lane or bi-directional closures of Route 66 between Hunters Trail and Compromise Line Rd. are taking place. This will continue through September.

Additionally, crews have started building the west approach for the bridge (shown in the photo below, left). The retaining walls for the approach consists of custom form panels that feature the project's citrus design.



Lone Hill Ave. Bridge (Glendora): Following the completion of the west and east abutments (shown in the photo below, left) for the future bridge over Lone Hill Ave. in Glendora, crews have recently completed work on one column and are nearing completion on the second. Each column requires crews to install steel cages, followed by the installation of custom form panels around the steel cages and placing of concrete, before removing the forms to complete the column and reveal the custom design pattern (photo below, right). Work is now underway to install the falsework that will support construction of the super-structure as it is built over the intersection.



The Lone Hill Ave. bridge will be the largest bridge on the 9.1-mile project from Glendora to Pomona. When completed, the bridge will span 344 feet from abutment to abutment. The super-structure will have a minimum vertical clearance of 24 feet to allow freight trains to travel underneath. This is the one location between Glendora and Pomona where the freight system will switch from south to north positions in the corridor to continue serving customers.

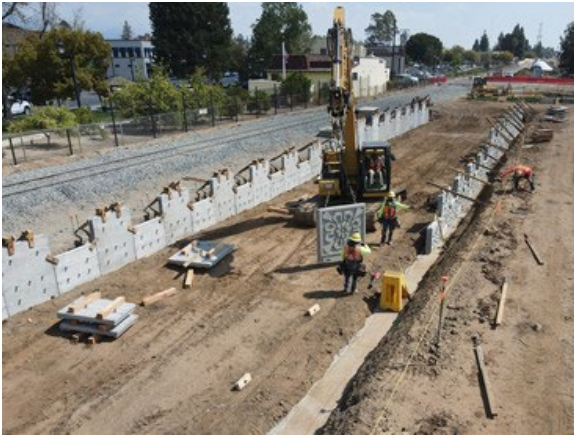
Construction will continue on the Lone Hill Ave. bridge through the end of 2022, with long-term lane closures and a few days of full street closures ahead.

Bonita Ave./Cataract Ave. Bridge (San Dimas): Crews continue to make good progress on the future light rail bridge over the Bonita Ave./Cataract Ave. intersection in San Dimas. As seen in the photos below, crews recently completed concrete pours for the internal portion of the bridge's super-structure and are now repeating the same process (installing rebar and forms and then placing concrete) for the deck of the super-structure.

Just to the east of the intersection, crews have begun constructing the east approach, which consist of custom form panels for the walls that feature the project's citrus design. The east approach will stretch from the bridge to just west of San Dimas Ave.



Crews have also begun constructing the west approach (photo below, left) for the bridge. The west approach will measure approximately 400 feet in length and consist of custom form panels that feature the project's citrus design. The length of the east approach means that the railroad crossing at Monte Vista Ave. will later be permanently closed to vehicular traffic. Pedestrians will be able to travel north and south on Monte Vista Ave. by way of a pedestrian undercrossing (photo, below right).



Freight Service has Resumed in the Corridor: As a reminder, earlier this year, BNSF freight trains resumed service through the rail corridor between Irwindale and Pomona. The service was suspended in November 2020 as the freight track was relocated to make room for the new light rail system.



Now that service has resumed in the corridor, expect a train when crossing the rail corridor and heed all safety warnings. As a reminder, the Federal Railroad Administration requires freight trains to sound their horn as they approach each crossing.

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