



Foothill Gold Line

December 2021 Project Update

This past year has seen significant progress made on the 9.1-mile Foothill Gold Line light rail project from Glendora to Pomona. As we reach the end of 2021, the four-station extension is now 40% complete overall; with the grade crossing work more than 65% complete, freight track relocation more than 60% complete, and the bridgework nearing 30% complete. Construction is very active throughout the project corridor; and is underway on the first of the four new light rail stations, the four new light rail bridges that will cross major streets, and the light rail system itself.

In 2022, crews will complete the freight track relocation and all of the grade crossing work; and will be actively installing the light rail system and building the four new stations. At the same time, the Construction Authority will continue to seek the funding needed to extend the Foothill Gold Line to Claremont and Montclair.

Below are some highlights of construction from this past month:

Grade Crossing Reconstruction Continues: As of this month, 65% of the grade crossing work from Glendora to Pomona is now complete. 18 months ago, crews began reconstructing the Gladstone St. crossing in San Dimas to kick off major construction for the project, and since then, nearly all of the 21 at-grade crossings in the project have undergone reconstruction. As of today, four grade crossings are closed for reconstruction – Pasadena Ave. in Glendora, San Dimas Ave. in San Dimas, and A St. and White Ave. in La Verne.

Recently, crews utilized a three-week closure of the San Dimas Canyon Rd. crossing in San Dimas/La Verne to relocate the freight track and complete underground utility work, allowing the street to reopen to motorists and pedestrians on December 2 (shown in the photo left, below). A longer full closure of the street will take place in the second quarter of 2022 to complete the remainder of the crossing work, including the installation of the two new light rail tracks.



In late December, crews fully closed the intersection of Foothill Blvd./Grand Ave. in Glendora to relocate the existing freight track that was in the middle of the rail corridor and install a temporary freight track in its new position (as shown on the photo above, right). This work was to make room for crews to begin work on the future light rail bridge. Due to the short duration of the closure, crews worked 24 hours a day and will be returning to the Foothill Blvd./Grand Ave. intersection in 2022 to install the permanent freight track and finalize the crossing work.

Freight Track Relocation Nearing Completion; OCS Installation Starts: Throughout San Dimas and La Verne, nearly all of the existing freight track has been removed and crews continue to install the new track in its relocated position (as shown in the picture below, left). Overall, crews are nearly complete with the freight track relocation work overall. While the vast majority of the relocation will be completed by the end of this year, the short section in Pomona will be relocated in 2022.

And with the freight relocated, crews have now begun work installing the overhead catenary system (OCS) that will provide electrical power to the light rail trains. East of the Glendora Station, crews are underway building the foundations for OCS poles. As shown on the photo below, right, crews first drill holes for the foundation and then install a steel cage, before pouring concrete. Hundreds of these foundations will be constructed along the corridor from Glendora to Pomona. In the future, during the final steps of the construction of the light rail system, crews will install poles on top of these foundations that will carry the catenary wires, as well as the rest of the overhead catenary system.



Glendora Station Platform Construction Starts: Within the corridor between Vermont Ave. and Glendora Ave. in Glendora, crews have begun constructing the platform for the future Glendora station (shown in the photos below). The station will be a center platform station, with light rail tracks soon to be installed on both sides (one for westbound and one for eastbound Gold Line trains). Additionally, in Pomona, crews have recently demolished several abandoned buildings to make room for the future shared parking facility for Metro and Metrolink riders.



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

Bridge Work Underway throughout Corridor: Overall, crews have begun or completed construction on nearly all of the 19 bridges to be built or renovated from Glendora to Pomona. About 90% of the freight bridge work is now complete, which has been underway in conjunction with the freight track relocation to make room in the corridor for the light rail system.

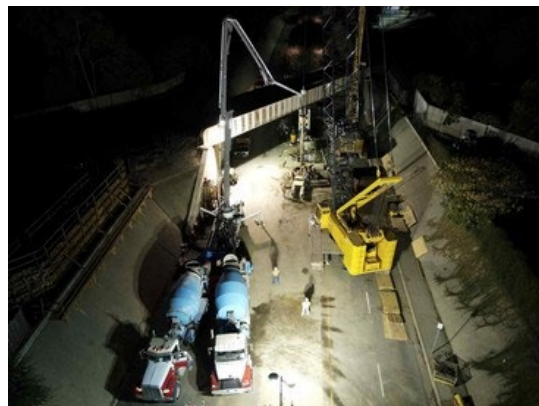
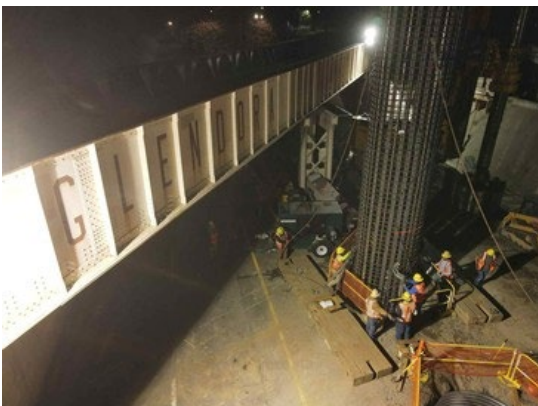
With the freight bridge work nearing completion, the KPJV structures team is now focusing on constructing the various light rail bridges from Glendora to Pomona. This of course includes the four new light rail bridges being built over major streets. In Glendora, construction is underway on the bridges over the Foothill Blvd./Grand Ave. intersection, at Route 66 and Lone Hill Ave.; and in San Dimas, at the Bonita Ave./Cataract Ave. intersection. Each is required by the California Public Utilities Commission (CPUC) to improve safety for both the new light rail system and city streets.

At the Foothill Blvd./Grand Ave. intersection in Glendora, crews continued installing the approach walls on the west side of the intersection (shown in the photo below, right) and also began constructing the eastern foundation for the bridge (shown in the photo below, left). To install the foundations, crews are drilling holes for the 80-foot-long steel cages and will pour concrete soon.



In late November, crews utilized a ten-day closure of Route 66 in Glendora to successfully install the two column foundations for the future light rail bridge at that location, which is being built alongside the existing freight bridge that will remain intact.

Two 70-foot-long, eight-foot-diameter steel cages were installed into the ground, followed by concrete pours to complete the work (as shown in the photos below). Crews were able to complete the work necessary to reopen the street to motorists and pedestrians in the early morning of November 29. With this work behind them, crews will soon construct the falsework (the temporary support for the super-structure that will cross the street itself), while they also continue work on the west and east abutments (the permanent supports at both ends of the super-structure).



Crews are also now constructing the west and east abutments for the future bridge over Lone Hill Ave. As shown in the photos below, crews are further ahead on the eastern abutment (right photo) than the one on the west (left photo).



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.



Finally, crews are currently in Phase 3 of a four-phased construction plan to reconfigure the Bonita Ave./Cataract Ave. intersection in San Dimas. This phase requires a full closure of Cataract Ave. north and south of Bonita Ave. through June 2022. Bonita Ave. traffic remains open in both directions, and the eastbound Bonita Ave. to southbound Cataract Ave. movement also remains open.

As shown on the photos above, crews continue to make progress on the abutments for the new light rail bridge. Soon, crews will be underway on the bridge falsework (the temporary support for the super-structure that will cross the intersection).

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