



## Foothill Gold Line

### June 2022 Project Update

This month, the 9.1-mile, four-station project segment from Glendora to Pomona will reach 50% completion. Major construction started in July 2020 and is on schedule to be completed in early 2025. Reaching 50% completion is a major construction milestone, and the agency is hosting a press conference on Friday, June 17 to recognize the achievement. Read on for details of what the team accomplished this past month.

**Grade Crossing Reconstruction:** Two more grade crossings reopened this past month. Crews completed major reconstruction and reopened White Ave. in La Verne (pictured below, left) and San Dimas Ave. in San Dimas (pictured below, right).

At both crossings, crews installed two new light rail tracks and the relocated freight track; completed extensive underground utility work; installed a host of safety improvements; added new medians; and finished the work necessary to reopen the streets, including reconstructing the roadway, curbs and gutters. NOTE: Crews will return to the San Dimas Ave. crossing in the future to complete the roadway improvements and medians south of the corridor, potentially requiring a second full closure.



Currently, grade crossing reconstruction continues at Cataract Ave. in San Dimas (which is now fully closed north and south of Bonita Ave. and will be closed as part of a two-month full intersection closure starting on June 13 – more details later in this update); at E. St in La Verne (a two-week second closure to install the second light rail track and complete reconstruction activities started June 6); and at San Dimas Canyon Rd. in San Dimas/La Verne (the crossing is undergoing full reconstruction through October).

At Garey Ave in Pomona and Foothill Blvd./ Grand Ave. in Glendora, lanes are currently restricted. Crews have implemented single lane closures on Garey Ave. at the railroad crossing, which will continue through the end of the year. They are currently protecting a storm drain (pictured below, right). A full street closure of Garey Ave. is needed later this year to complete the crossing reconstruction (that closure is not yet scheduled).

At the Foothill Blvd./Grand Ave. intersection in Glendora, crews have implemented a long-term reconfiguration of the traffic lanes on both streets (pictured below, left). This is to allow traffic to be maintained in all directions while work continues on the future light rail bridge that is being built over the intersection (including the installation of the falsework). The lane reconfiguration will continue through December 2022 (and a full closure of the intersection will be needed later this year).



On the evening of June 2, Route 66 between Hunters Trail and Compromise Line Rd. (just west of Lone Hill Ave.) in Glendora was fully closed to all traffic for one night to place concrete for the Route 66 light rail bridge. A similar night closure is expected to take place early next month (a notice will be available soon) for another scheduled pour.

Looking ahead, on Monday June 13 crews will begin the final phase of the four-phase reconfiguration of the Bonita Ave./Cataract Ave. intersection in San Dimas. The final phase requires a full closure of the intersection for two months. During this phase, crews will complete the underground utility work; rebuild the roadway, curbs and gutters; add new medians; rebuild the relocated freight track; and continue work on the new light rail bridge.

**Station Construction:** Work is now underway on the Glendora, San Dimas and La Verne stations and will be started later this summer on the Pomona station. All light rail stations from Glendora to Pomona will be center platform stations with light rail tracks on both sides.

In Glendora, crews continue to make progress constructing the platform for the future Glendora station. Most of the concrete pours for the platform have been completed, with just a few more scheduled to take place in the future. At the ends of the platform, crews continue to work on the conduit for the ticket vending machines and the platform ramps (pictured below, left).



And within the corridor between E St. and White Ave. in La Verne, crews have made good progress on the future La Verne station platform. As seen in the photo above (right), crews recently completed multiple concrete pours for the walls of the platform. With the platform walls completed, crews are now installing rebar and forms for the entrance ramps on both ends of the station platform, as well as installing conduit that will house the communications and power lines for various station equipment (such as security cameras and lighting).

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**Nineteen Bridges:** 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. Below are updates on the four new light rail bridges that 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.

**Foothill Blvd./Grand Ave. Bridge (Glendora):** As discussed under grade crossings, crews earlier this month implemented a long-term reconfiguration of the traffic lanes near the Foothill Blvd./Grand Ave. intersection in Glendora to allow traffic to be maintained in all directions while work continues on the future light rail bridge. With the traffic reconfiguration fully in place, crews are now getting ready to install the falsework across the street. Currently, crews are assembling the falsework ahead of the installation, as pictured below (left).



Meanwhile, crews continue to construct the retaining walls for the east approach to the bridge. As seen in the photo above (right), the retaining walls for the approach now have been built all the way to the east abutment. When completed, the east approach will measure nearly 1,300 feet in length.

**Route 66 Bridge (Glendora):** Crews have completed the falsework installation for the new light rail bridge over Route 66 in Glendora and are now constructing the super-structure (see photos below). Crews recently placed concrete for the initial internal portion of the super-structure, after installing rebar and forms. A second pour is scheduled for early July. While these pours require full street closures, nightly intermittent lane and bi-directional closures of Route 66 are being utilized to minimize full closures. Lane closures will continue through September.



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**Lone Hill Ave. Bridge (Glendora):** Crews are making good progress on the falsework installation across Lone Hill Ave. (see photos below). The falsework is the temporary support for the super-structure as it is built across the street. With most of the supports in place, crews are starting to also install the steel beams over the supports.



Because the Lone Hill Ave. bridge will be the largest bridge on the project from Glendora to Pomona (when completed, the bridge will span 344 feet from abutment to abutment), the falsework installation definitely makes a big impression as you travel along Lone Hill Ave. For safety and traffic, the falsework beams are being installed at night only. 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):** The Bonita Ave./Cataract Ave. super-structure is nearly complete (pictured below, left). Crews have recently completed removal of the falsework (which was supporting the super-structure as it was built across the intersection). Just as the falsework was carefully assembled and installed piece by piece, it was removed and disassembled piece by piece.

Recently, crews completed one of the last remaining concrete pours for the super-structure. This time, crews spent six hours pouring concrete for the east abutment, as seen in the photo below (right). Crews will later complete the same work on the west abutment.



And on either side of the bridge, work continues on the approaches. To the west, crews have begun constructing the retaining walls of the west approach, which will consist of custom form panels that feature the project's citrus design (shown below, left). To the east, crews are nearing completion on a pedestrian undercrossing at Monte Vista Ave. that will allow people to walk through the east approach in the future to connect to Bonita Ave. The length of the east approach means that the existing railroad crossing at Monte Vista Ave. will be permanently closed to vehicular traffic in the future (a date for that closure is not yet finalized). Pedestrians, however, will continue to be able to travel north and south on Monte Vista Ave. after the street is closed by way of this pedestrian undercrossing.



**Corridor-wide Activities:** About 28,000 feet of sound walls will be installed from Glendora to Pomona to reduce noise from trains traveling along the corridor for residential and other noise sensitive neighbors. Crews have begun installing the sound wall panels in Glendora and La Verne. The sound wall panels are being fabricated locally, before being delivered for installation. As with the retaining walls on the bridges, the sound walls for the project have a unique, citrus-themed, design, which is made using specially made concrete forms. See the design on the sound walls already installed along the corridor north of Arrow Highway in La Verne (seen below, right):



**Status Update - Project Completion to Claremont and Montclair:** To complete the Foothill Gold Line to Claremont and Montclair, the Construction Authority has requested a \$748 million budget allocation from the State of California as part of the FY 2022-23 budget cycle. The budget negotiation process is currently ongoing in Sacramento and is expected to be completed in the next few months. The Construction Authority is prepared to begin a procurement process to hire a design-build team for the 3.1-mile, two-station project segment, if the funds are secured. Construction of this complicated segment is expected to take about five years once a design-build team is hired. We thank all of the project partners and state legislators for their support of the project's funding request.

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