



CONSTRUCTION NEWS

Foothill Gold Line *Glendora to Pomona*

Fall 2023

Construction Update

Glendora to Pomona - 80% Complete!

Construction of the Glendora to Pomona project began in July 2020. To date, crews have completed major work to relocate 9.1 miles of freight track, reconstruct 21 at-grade street crossings that required long-term street closures, build or renovate 19 bridges (including four new light rail bridges that cross major city streets), and install the light rail tracks. As of Fall 2023, the project is now 80% complete overall.

In Fall 2023 and continuing through all of 2024, crews will be focused on completing the power, train control and safety systems; the four new stations and associated parking facilities; as well as testing the new light rail systems. In addition, each station's dedicated artist/artist team will continue fabricating their station artwork, with some art pieces already completed and installed at the stations.

The project remains on budget and on schedule for an early-January 2025 completion. At that time, it will be turned over to Metro for training and pre-revenue service (Metro determines when passenger service begins).

Additionally, the Construction Authority is starting work to prepare the Foothill Gold Line's final two-station project segment from Pomona to Montclair for a design-build procurement. The 3.2-mile segment is shovel-ready and seeking \$798m of new state funding through SB 581. Metro is expected to submit the project for full funding in late 2023. The 15-month procurement process to hire a design-builder will begin in January 2024. Once funding is secured and a contractor hired, the project will take five years to build.

Big Changes for Current and Future Foothill Gold Line: On June 16, 2023, Metro opened passenger service at three new rail stations in Downtown LA. The transformational project merged several lines of the Metro system, reducing transfers and creating a transfer-free ride from the operational and future A Line stations all the way to Long Beach. All Foothill Gold Line stations are now part of the Metro A Line; and the color designation of the stations has changed from gold to blue. Once completed to Montclair, the Foothill Gold Line will create a one-seat ride between the San Gabriel Valley and Inland Empire, to Los Angeles and Long Beach. Go to Metro.net for information on the new A Line, which currently terminates at the APU/Citrus College Station in Azusa.



KIEWIT-PARSONS, A JV

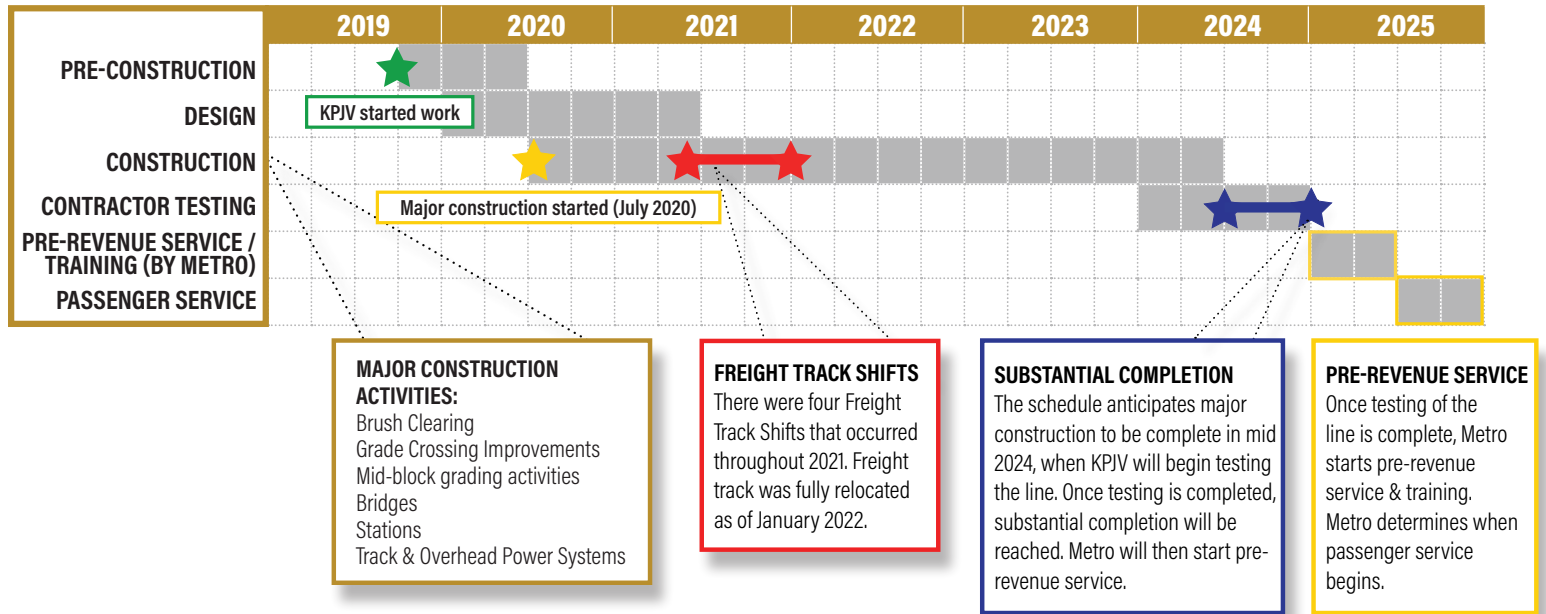


Foothill Gold Line

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Foothill Gold Line Glendora to Pomona - Project Schedule



Four New Stations - 63% Complete

New Light Rail Stations Over Halfway Complete

Crews are now 63% complete with the four new light rail stations. With the station platform either almost or fully completed at all four stations, work is underway on the canopies, communications and power systems. These past few months, construction also started on the new parking facilities; and behind the scenes, the station artists continue to fabricate their public artworks, with some art pieces already completed. All four stations will be center platform stations, with a track on each side – one for westbound trains, and one for eastbound trains. Keep reading for station updates:

Glendora Station - With the canopy structures at the future Glendora station installed, crews are now installing the metal roof atop the boarding canopy and decorative glass panels atop the ticket vending machine (TVM) canopies. The patterns on the glass panels on top of the TVM canopies are citrus inspired and designed by Alignment artist Christie Beniston, who also designed the patterns seen throughout the project - on the walls and bridges. These decorative glass panels will be installed at all of the TVM canopies for all four stations.

Crews have also installed four of the eight art column structures at the Glendora station. The art columns were designed by Glendora station artist Michael Hillman, a Glendora resident and art professor at Citrus College, and inspired by columns found at the Gran Teatre del Liceu Opera House in Barcelona, Spain. Four more art columns will be installed at a later date near the adjacent street crossings. In the future, Michael and his team of installers will be adding hundreds of small glass tiles onto each art column to create Glendora-themed mosaics. The initial four column structures needed to be installed now, ahead of the tiles being placed, to allow the overhead catenary system (OCS) wires to be installed through the station area.

Just south of the station platform, crews have cleared the site of the future station parking facility and are moving forward with the demolition and construction phases of the lot. The site has been utilized for many months as a lay-down area for project materials. The future surface parking lot will feature 302 parking spaces (including some with charging for EVs), bicycle parking, and bus and drop-off areas.



Crews installing metal roof for the future Glendora station.



Decorative glass panels atop the east TVM canopy at the future Glendora station.



Crews installing art columns designed by station artist Michael Hillman at the future Glendora station.

Four New Stations (Cont.)

San Dimas Station - With the canopy frames fully installed at the future San Dimas station, crews are currently in the process of painting the frames to their final color. Crews have now completed the first application of primer to the canopy frames and are moving onto the painting.

Across the street and west of the future station, crews have completed the demo and clearing of the former San Dimas Park & Ride lot, which will serve as the site of the San Dimas station parking facility. The future surface parking lot will feature 289 parking spaces (including some with EV charging), bike parking and a bus and drop off area.

Over the past few months, the San Dimas station artist team of Eugene Daub and Anne Olsen Daub have been completing the bas-relief ceramic tiles that will be installed on the future canopy column bases along the station platform. The tiles will feature wildlife and landscapes found in San Dimas, and are in addition to the oversized bronze walking stick sculptures planned for the station.

La Verne Station - Adjacent to the future La Verne station, crews have been preparing the future station parking site for construction. For many months, the site was used as a lay-down area for the project. The site has recently been cleared and is the first of the four future parking facilities to begin construction. The future parking lot is located just south of the station platform, and will feature 299 parking (including some with EV charging), bike parking and a bus and drop off area.

Pomona Station - At the future Pomona station, crews continue to focus on constructing the entrance ramps west and east of the station platform that will provide easy connections for riders arriving from the nearby Metrolink station, Garey Ave, and the future station parking facility (that will have 300 parking spaces- including some with EV charging, bike parking and a bus and drop off area).

The entrance to the east ramp is where a concrete art wall with the words "The Power of Pomona is People" is now located. This art wall was designed by Pomona station artist Stephen Farley, and is part of his planned artwork at the station to honor Pomona residents, past and present, in a "Hall of Gratitude" showcasing 56 inspirational Pomonans (selected out of over a hundred nominations). Their likeness will be displayed on 2 ft. by 2 ft. glazed ceramic tiles, alongside a power statement expressing how they made a difference in people's lives.



Crews preparing to paint the canopy frames their final color at the future San Dimas station.



Completed art tiles for future San Dimas station; Construction Authority & KPJV staff with San Dimas station artists Eugene and Anne Olsen Daub holding set of completed art tiles.



Power of Pomona is People concrete art wall, designed by the station artist, Stephen Farley at the east entrance of the future Pomona station.

Safety Corner



At Kiewit-Parsons, A JV (KPJV), "Safety Crew-of-the-Month" awards are given to the top two crews that have displayed exceptional safety efforts in their everyday work tasks. Identifying safety risks and being able to effectively mitigate those risks are key factors to staying safe during construction. Three key factors that Safety Crew of the Month award winners have been recognized for are:

- 1) Ensuring a safety plan is in place and is being followed throughout the work day.
- 2) Speaking up when unsafe behaviors or conditions are recognized.
- 3) Holding each other accountable for their own safety each day. Making safety personal is part of the company culture and employees are encouraged to apply these values in their daily lives even beyond the project gates.

Pictured to the left is one of our hard-working crews that was recognized last month with the Safety Crew of the Month award.

Thank you to all our crews, superintendents, engineers and managers for not just putting "Safety First," but for practicing "Safety Always".



Project-Wide Corridor Construction Continues

Light Rail Power & Train Control Systems - 67% & 74% Complete (Respectively)

With major work on the new light rail track system completed, crews continue to focus on the other elements that make up the light rail system, including the power and train control systems (which are now 67% and 74% complete respectively). Each is being constructed by separate, specialized crews.

Most of the 350 overhead catenary system (OCS) poles planned for the project have now been installed. Each pole is placed onto foundations built about every 200 feet along the 9.1-mile corridor, and weighs about 1,200 pounds.

Along stretches where the OCS poles are fully installed, crews continue to install the overhead wires across the poles, as seen below (left). The overhead wires will provide power to the light rail trains when the train's pantograph comes into contact with the wire (light rail trains run on electricity).

Crews also continue to install miles of underground cables and ducts for the power, train control and communications systems, as well as innerduct that allow the ductbank to be subdivided for multiple pathways for cable pulls in the future.

Sound Walls, Retaining Walls & Fencing - 90% Complete

Crews are nearing completion on the installation of the ten miles of sound walls and retaining walls planned for the project. At each of the walls, crews are coming back and applying finishes to the walls, as seen in the photo below (right). As you can also see, the sound walls and retaining walls feature custom patterns designed by the project's Alignment artist, Christie Beniston.

Ongoing Bridge, Crossing & Road Work

Throughout the project, crews are returning to various grade crossings to complete remaining work on the roadways, sidewalks and safety improvements. Crews recently utilized a one-day full closure of the A St. & D St. crossings in La Verne to complete final paving and striping on Arrow Hwy., and will carry out the same work at other crossings throughout the project in the near future.

In Glendora, crews will continue working at the Foothill Blvd./Grand Ave. intersection and on Route 66 between Hunters Trail and Compromise Line Rd. through the end of the year to complete remaining work on the roadway, sidewalks and bridges.

In San Dimas, crews are finishing the center median and roadway operations along San Dimas Ave. north of Arrow Hwy. and constructing new sidewalks at the intersection of Bonita Ave./Cataract Ave. In addition, along the approaches and new light rail bridge at the Bonita Ave./Cataract Ave. intersection in San Dimas, crews are currently installing decorative lights that match the ones installed along Bonita Ave.



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