



# CONSTRUCTION NEWS

## Foothill Gold Line *Glendora to Pomona*

1st Quarter 2024

### Construction Update

#### Four More Stations are Less than One Year from Completion

The Glendora to Pomona project segment is now less than 12 months from substantial completion, when the four-station project will be turned over to LA Metro for training and pre-revenue operations (Metro determines when passenger service begins). The project remains on time and on budget.

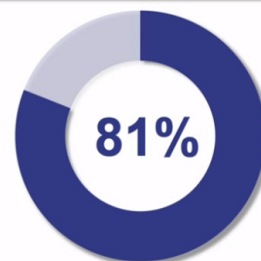
Since construction began in July 2020, crews have completed major work to relocate 9.1 miles of freight track, reconstruct 21 at-grade street crossings that required long-term street closures, build or renovate 19 bridges (including the four new light rail bridges that cross major city streets) and install the light rail tracks. They are 65% complete with the four new stations and 70% complete with the new light rail power system. With substantial completion expected in early-January 2025, the vast majority of remaining work on the project will be completed (and key operating and communications elements of the project tested) in the year ahead.

As 2024 begins, construction from Glendora to Pomona is now more than 81% complete overall and crews are currently focused on constructing the remaining elements that make up the new light rail system, including the four new stations and associated parking facilities, light rail power and train control systems, and

safety improvements at each of the completed grade crossings. Meanwhile, each station's dedicated artist/artist team continue to fabricate their station art pieces that will be fully installed in the months ahead.

At the same time, the final project segment from Pomona to Montclair is now being readied for construction. This follows Metro's submittal late last year of a full funding grant request for the funding needed to complete the Los Angeles County portion of the project. With an official funding announcement expected before the end of April, the Construction Authority is getting ready to begin the approximately 15-month procurement process to hire the design-build team to build the 3.2-mile, two-station project, that will connect the future Pomona station to Claremont and Montclair. Once funding is secured and a design-build team hired, the shovel-ready Pomona to Montclair project segment will take approximately five years to build.

Project Completion (% Complete)



The Foothill Gold Line from Glendora to Pomona is now 81% complete.



### KIEWIT-PARSONS, A JV

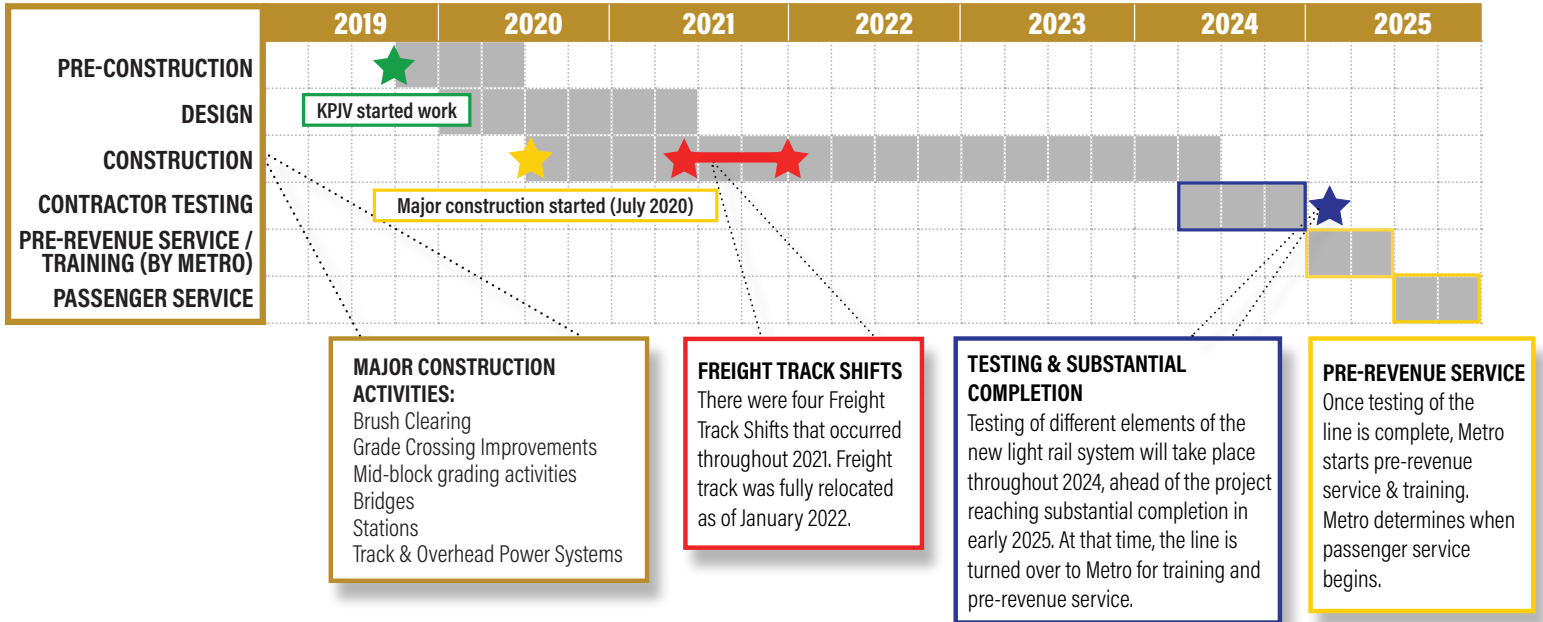


Foothill Gold Line

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Foothill Gold Line Glendora to Pomona - Project Schedule



## Four New Stations - 65% Complete

### New Light Rail Stations Over Halfway Complete

Below are status updates on the various elements that make up the new light rail stations, including the platform canopies, decorative elements, power systems, parking facilities, and station art. All four stations will be center platform stations, with a track on each side – one for westbound trains, and one for eastbound trains – and each station’s parking facility will feature amenities for riders arriving by bike, walking, bus and drop-off. As 2024 begins, the stations are now 65% complete overall.

**Glendora Station** - With work now completed on the decorative roof elements atop the canopy structures at the future Glendora station, crews continue to work on other station elements at or around the platform. As seen in the photos on the right, crews are now constructing the plaza area just north of the station platform. Once the plaza area is ready, crews will install the four remaining art column structures that were designed by Glendora station artist Michael Hillman (the first four art column structures were already installed on the platform last year and await the decorative tiles to be installed at a later date).

Just south of the future station, construction is underway on the future parking facility, as well as the new walkway that will connect the parking and walking path from Vermont and Glendora Avenues to the pedestrian undercrossing. The undercrossing was built to safely allow future passengers access to the station platform from the east and south by walking under the freight track and eastbound light rail track. The pedestrian undercrossing features walls with citrus-inspired patterns designed by Alignment artist Christie Beniston.

As seen on the right, crews have begun construction of the future station parking facility. Currently, crews are grading the site and carrying out underground utility work. It is the second parking facility to begin construction.

**San Dimas Station** - At the future San Dimas station, crews are nearing completion on the installation of the decorative roof elements atop the canopy structures. As seen in the photos on the right, crews are currently installing diamond-shaped shingles on the boarding canopy, while having already installed the glass panels atop the ticket vending machine (TVM) canopy.



Crews constructing the plaza area for the future Glendora station.



Crews constructing the future Glendora station parking facility.



Crews installing diamond-shaped shingles atop San Dimas station boarding canopy

## Four New Stations (Cont.)

Construction Authority staff recently visited the studio of Eugene Daub and Anne Olsen Daub, the city-selected artist team for the San Dimas station, to take a look at the progress of their latest station art pieces. As seen to the right, Eugene and Anne have begun creating a set of four ten-foot-tall, bronze "walking stick" sculptures that will be installed at the future station platform. The walking sticks are inspired by the natural environment in San Dimas, and seek to evoke a sense of discovery and exploration among future riders.

**La Verne Station** - With most of the platform completed at the future La Verne station, a dedicated team of installers recently placed the canopy columns along the platform and ticket vending machine areas and are now installing the canopy roof structures onto them. Once in place, the decorative roof materials will be installed. And, just south of the platform, construction continues on the station parking facility, where crews are currently carrying out underground utility work throughout the site.

Through the station area, crews have begun installing the overhead catenary system wires onto the poles that we placed over the last several months (the wires will provide power to the future light rail trains traveling to and from the platform). And off site, fabrication work has begun on the station art pieces. La Verne station artist Blue McRight is creating eight-foot-tall sculptures that will pay homage to La Verne's history and architecture, as well as the community's connection to water and agriculture.

**Pomona Station** - At the future Pomona station, crews are now installing the overhead catenary system wires through the station area, which will provide power to the future light rail trains traveling to and from the platform.

Just south of the future Pomona station, crews continue to rebuild the existing parking area for the Pomona North Metrolink station. Late last year, crews completed the necessary work at the easternmost section of the parking lot to allow it to reopen for use, and then moved on to rebuilding the center section. The center section remains fully closed during construction through mid-April, temporarily eliminating vehicle thru traffic and creating two temporary parking areas (one on the east side of the closed section and one on the west side). Following the reopening of the center section in April, crews will close the westernmost section to complete the full reconstruction of the Metrolink parking lot.



*San Dimas station artists Anne Olsen Daub and Eugene Daub creating "walking stick" art sculptures.*



*Crews installing the canopies for La Verne station.*



*Future Pomona Station construction is underway. Crews are installing overhead wires just west through the station area.*

## Safety Corner



### Ongoing Safety Improvements Project Wide

Throughout the project, crews are returning to various grade crossings to complete remaining work on the roadways, sidewalks and safety improvements.

Crews are continuing crossing safety upgrades at each of the 21 grade crossings. They are currently installing new quad gate crossing equipment that will fully close off the nearest intersection when a train is approaching to prevent vehicles and pedestrians from entering the crossing.

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

With the light rail tracks installed, crews continue to construct the two other major elements that will make the new light rail system run: the power and train control systems. Currently, crews are installing miles of overhead and underground wires and cables for the light rail power and train control systems, as well as new track signals for the future light rail trains. Each system is being constructed by separate, specialized crews that coordinate extensively with one another.

With nearly all of the overhead catenary system (OCS) poles fully installed, crews continue to install the overhead wires across the poles, as seen in the photo below. 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 for the power, train control and communications systems (see below). Some of these underground cables are for the wayside signal lights that are currently being installed throughout the corridor as part of the train control system (see photo below). These wayside signals are located at the interlocking switches, and will let future light rail train operators know when it is safe to proceed through the corridor.



La Verne OCS Pole Install



Cable Installation



Gladstone St. Underground Cable



Wayside La Verne Signal

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