



CONSTRUCTION NEWS

Foothill Gold Line *Glendora to Pomona*

Winter 2023

Construction Update

On Budget and On Schedule

Major construction for the Glendora to Pomona project segment began in July 2020; and although building started as the Covid-19 Pandemic was just underway, the project has remained on budget and on schedule. That achievement is due to the hard work, dedication and ingenuity of the project partners at the Construction Authority, KPJV, four corridor cities, LA Metro, and others; as well as the cooperation and understanding of the community. And as the project enters a new year, it is now less than two years from an early-January 2025 completion; at which point, the 9.1-mile, four-station extension will be turned over to LA Metro for training and pre-revenue operations (Metro decides when

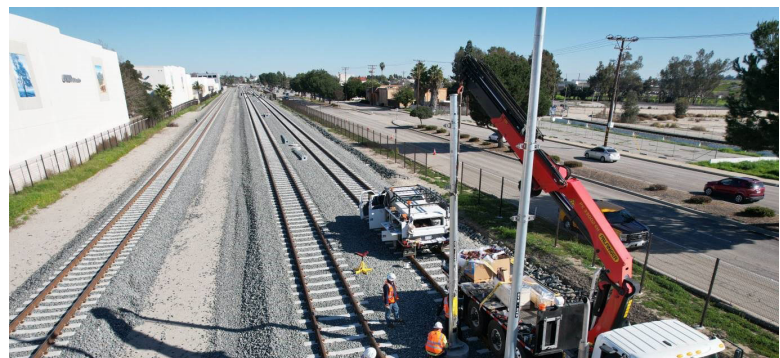
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passenger service begins).

As of Winter 2023, the Glendora to Pomona project has reached 64% construction completion overall. In the past few months, crews completed the last of the project's 19 bridges (the largest one on the project, over Lone Hill Ave. in Glendora), continued installation of the new light rail track and power systems, and began work on the platform for the Pomona Station – the last of the four new stations to start taking shape. They also fully closed Garey Ave. in the city of Pomona to complete reconstruction activities that could not be done under lane closures. Garey Ave. is the last of the project's 21 at-grade (street-level) crossings to undergo a long-term street closure to allow crews space to relocate and protect underground utilities, relocate the freight track, install the new light rail tracks, build new medians and other safety improvements, and rebuild the street. In March 2023, when the street reopens and all 21 at-grade crossings will have completed major reconstruction

activities, the majority of the project's work activities that are considered most risky to an on-time completion will be behind us. Thank you for your continued patience as we build the Foothill Gold Line.

Pomona to Montclair Segment Update: The Construction Authority and LA Metro submitted a joint grant application to CalSTA in late 2022, requesting full funding to complete the 3.1-mile, two-station project segment from Pomona to Montclair in the next five years. In late January 2023, the agencies learned that the project was not awarded the funding. While the news was very disappointing, completing the project remains a top priority for LA County and the Construction Authority remains hopeful that the funding will be made available through expected future state funding. To that end, the agency continues to work closely with LA Metro and our state legislators to identify funding opportunities; while also identifying early work packages that can be completed in the near-term to reduce project risk (and therefore, bid prices) for future design-build contractors. Stay tuned for future updates.



Crews are placing power and Overhead Catenary System (OCS) poles in the corridor through La Verne. Two poles in one spot means one pole is a "feeder pole" where a wire run stops and starts again. OCS poles will be installed about every 200 feet along the 9.1-miles to power the light rail trains.

KIEWIT-PARSONS, A JV

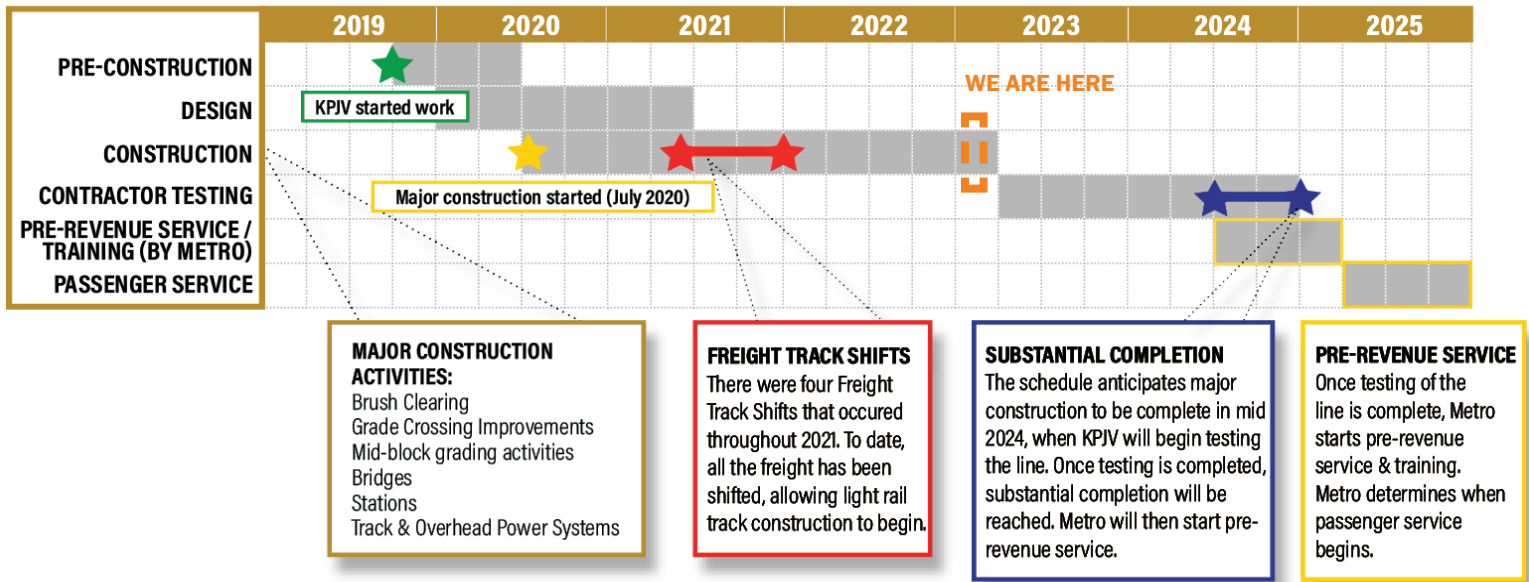


Foothill Gold Line

IN THIS ISSUE

Construction Update	Page 1
Bridges & the Light Rail System	Page 2
Bridges & the Light Rail System (Cont.) ..	Page 3
Canopies	Page 4

Foothill Gold Line Glendora to Pomona - Project Schedule



Connecting Bridges to the Light Rail System

Bridges and the LRT System

With all 19 bridges from Glendora to Pomona completed, the KPIJV structures team is now focused on constructing the elements that will allow trains to travel to and over them. Crews are working on the approaches to all the bridges, as well as starting to install light rail tracks on top. Here are updates on the new bridges over major streets.

Foothill Blvd. / Grand Ave. Light Rail Bridge: With the new light rail bridge over Foothill Blvd./Grand Ave. in Glendora complete (see photo, right), crews are now focused on constructing the approaches to the west and east. Crews continue to construct the retaining walls for the approach on the west, while at the east approach, crews are currently building foundations for the sound walls. Crews will later install sound walls when the approaches are completed. When completed, each approach will measure approximately 1,200 feet in length.

Route 66 Light Rail Bridge: Crews have completed the installation of the light rail tracks across the new light rail bridge over Route 66 in Glendora. These light rail tracks are constructed in a different manner than the tracks within the mid-blocks. While the light rail tracks within the main rail corridor are installed on top of layers of sub-ballast, ballast and concrete ties, the tracks over the bridges are fixed directly onto the bridge deck without those layers - a method called "direct fixation." This design frees the bridge from having to carry the enormous weight of the ballast and ties.

The Route 66 bridge is the first of the four major light rail bridges to have the light rail track installation completed. In addition, crews have also begun the process of refreshing the existing freight bridge that sits adjacent to the new light rail bridge.

As seen in the bottom photo (right), specialized environmental crews are currently removing the old paint from the freight bridge, and



Completed light rail bridge over Foothill Blvd./Grand Ave. in Glendora. Extensive roadwork was also done at the intersection to improve safety.



Light rail tracks were installed recently across the newly completed Route 66 light rail bridge in Glendora, using direct fixation.



Specialty crews are currently removing old paint from the existing freight bridge over Route 66 in Glendora and will be repainting it in the coming weeks, with its iconic city name.

Connecting Bridges to the Light Rail System (Cont.)

plan to repaint the bridge in the weeks ahead – including keeping the iconic Glendora city name and motto.

Lone Hill Ave. Light Rail Bridge: Measuring nearly 350 feet in length, the Lone Hill Ave. bridge is the largest of the 19 bridges being built from Glendora to Pomona and was the last one to be completed. As seen in the photo (right), the recently completed flyover bridge (which will allow freight trains to change positions within the shared corridor while crossing underneath) is now fully visible, revealing custom design patterns on the bridge abutments, columns, and super-structure.

With the bridge completed, crews have been focused on constructing the bridge walls on the west and east ends of the super-structure (as seen in the middle photo to the right), and continuing construction of the approaches to the west and east.

Bonita Ave. / Cataract Ave. Light Rail Bridge: Crews have begun installing the light rail tracks on top of the Bonita Ave./Cataract Ave. bridge in San Dimas, using the same direct fixation method described above for the Route 66 bridge, in which the tracks are installed directly onto the bridge structure.

In addition, crews continue to be focused on constructing the approaches to the west and east of the light rail bridge. The west

approach is nearing completion and will stretch from just east of Eucla Ave. to the bridge. Over at the east approach, crews are now constructing the retaining walls on both sides of the pedestrian undercrossing at Monte Vista Ave., which has been open since last year to allow pedestrians access north and south through the crossing. The east approach will go from the bridge to just west of San Dimas Ave., bringing the future light rail trains to street level before reaching the future San Dimas station.



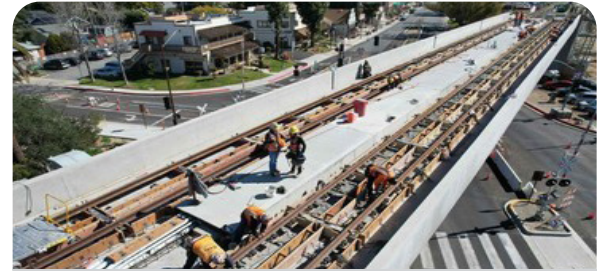
The light rail bridge over Lone Hill Ave. in Glendora was the last of the project's 19 bridges to be completed. It is the largest bridge on the project and allows freight trains to safely cross underneath.



Crews are now constructing bridge walls on the east end of the Lone Hill Ave. light rail bridge in Glendora.

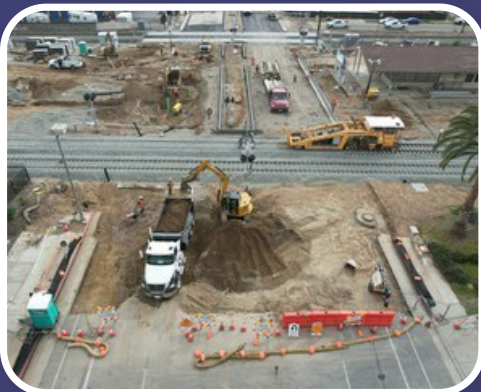


Crews are continuing to construct the east approach for the Bonita Ave./Cataract Ave. light rail bridge in San Dimas. The approach is being built around a previously built pedestrian undercrossing to provide access to/from Bonita Ave. for the residential neighborhood to the south. The pattern for the approach walls was inspired by citrus, and created by Alignment Artist, Christie Beniston.



Specialty crews are installing light rail tracks on the Bonita Ave./Cataract Ave. light rail bridge in San Dimas, using direct fixation.

Did You Know?



Crews are quickly moving towards the end of the 45-day full closure of the Garey Ave. crossing in Pomona, which began on February 1st. This closure was necessary to allow for the reconstruction activities that could not be performed under lane closures.

Did you know this is the last of the 21 at-grade crossings to undergo reconstruction that requires a long-term street closure? The other 20 at-grade crossings have previously undergone reconstruction and will not be closed for extended periods moving forward. NOTE: Additional work is needed at all crossings, but extended closures are not expected.

We appreciate the community's patience and look forward to completing the final operations at each crossing across the 9.1-mile project from Glendora to Pomona in the year ahead.



Station Canopy Fabrication

Four new light rail stations are under construction along the Foothill Gold Line from Glendora to Pomona. All stations are now underway with the Glendora station being the furthest along. Crews have completed most of the platform deck for the future station and have continued fabricating the station canopy at an off-site location. When completed, the canopies will be delivered to each station for installation bringing us a few steps closer to the completion of the stations. All four stations will have canopies covering specified areas of the platforms for riders to sit and wait for the next train.

Canopies are a signature of the Gold Line system and can be seen in the previous segments from Union Station to Pasadena and Pasadena to Azusa. The canopies at the Glendora to Pomona stations will cover more area than earlier segments; covering about 50% of the platform for more shade and rain protection.



The station canopies are being fabricated at an off-site location.



Delivery of the first canopy, to the Glendora Station, is expected in late March or early April.

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