



CONSTRUCTION NEWS

Foothill Gold Line *Glendora to Pomona*

Spring/Summer 2023

Construction Update

Glendora to Pomona - 71% Complete!

The 9.1-mile, four-station Glendora to Pomona project is now 71% complete and continues to remain on budget and on schedule for substantial completion and turn over to LA Metro in early-January 2025.

To date, crews have completed all of the freight track relocation, major bridgework for the project's 19 new or renovated bridges, and reconstruction activities requiring long-term street closures at the project's 21 at-grade street crossings. And on June 24 (during the Track Completion Ceremony in La Verne on D Street just north of Arrow Highway at 9:30 AM), crews will install the final rail clip and complete the light rail track installation from end to end.

Project-wide, crews are focused on installing the various elements that make up the new light rail system - the tracks, four new stations and power and train control

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systems. As of this newsletter,

the light rail track installation is nearly three-quarters complete, the power system more than half complete and the train control system 60% complete. Crews are also halfway complete with the four new stations; and behind the scenes the station artists are making progress fabricating their public artworks. On any given day, work is underway on the various station components, and just recently, the first of four new stations received the canopy frames (see Page 4 for more about the status of the station construction).

In the areas where the light rail tracks are mostly in place, crews continue to install the poles for the overhead catenary system (OCS) onto foundations built about every 200 feet along the corridor; and crews have

already started installing the wires onto the OCS poles in parts of San Dimas and La Verne (see Page 2 for more information).

And, while the most impactful reconstruction activities are now completed at all of the project's 21 at-grade crossings, crews continue to return to each crossing to complete remaining work, including installing the new crossing gates that prevent vehicles and pedestrians from entering the railroad crossing when light rail trains approach. At the light rail grade crossings, each is being upgraded with four crossing gates to block all directions of vehicular traffic, and pedestrian gates to block the sidewalks.



Crews installing the Glendora Ave. grade crossing gates in Glendora.

Big Changes for Current and Future Foothill Gold Line:

On June 16, Metro will open passenger service at three new rail stations in Downtown LA. The transformational project will merge several lines of the Metro system, reduce transfers and create a transfer-free ride from the operational and future Foothill Gold Line stations all the way to Long Beach. Once the stations open, the L Line will no longer be part of the Metro system. All Foothill Gold Line Stations will be part of the Metro A Line; and the color designations of the stations will change from gold to blue.

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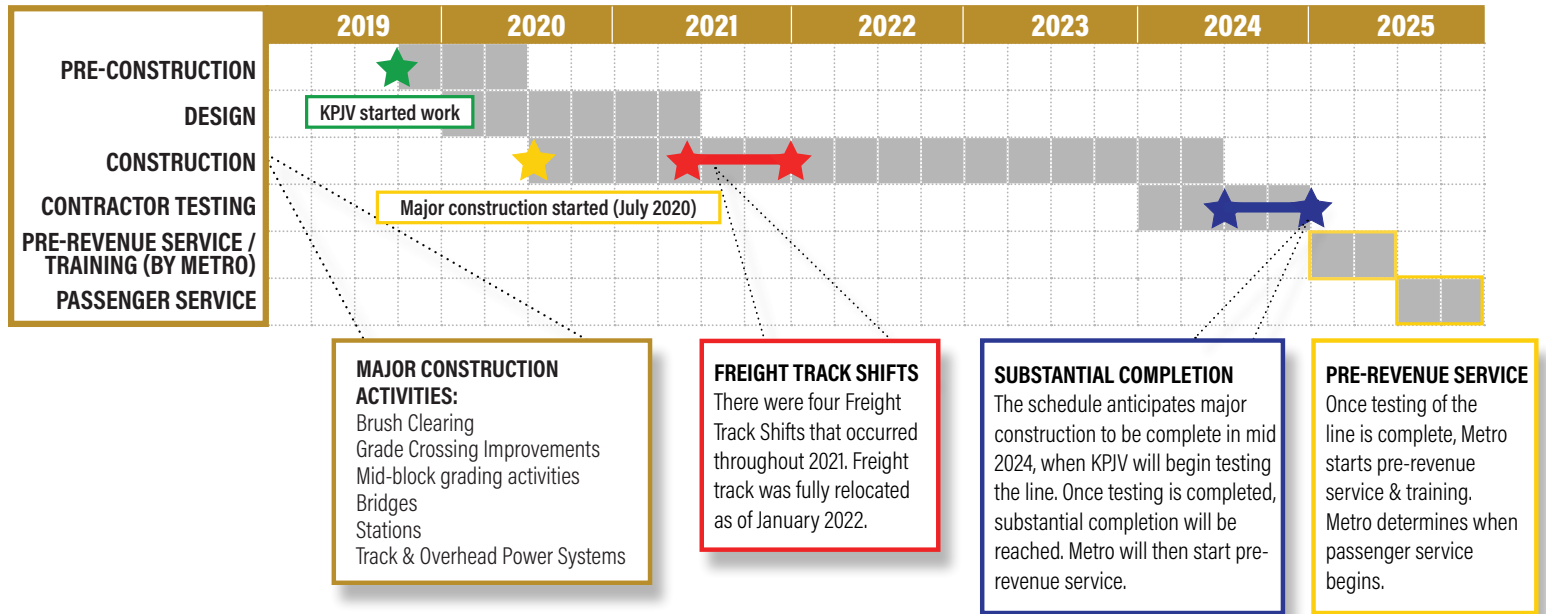


Foothill Gold Line

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Foothill Gold Line Glendora to Pomona - Project Schedule



Light Rail Track, Power, & Train Control Systems Underway

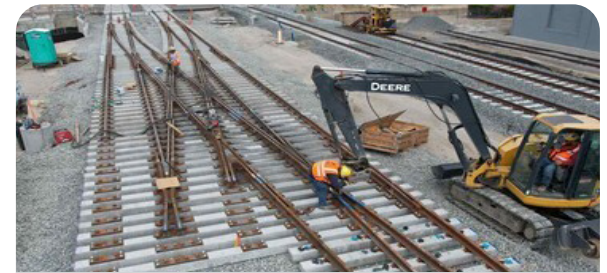
Work Continues on the New Light Rail System

Construction on the Glendora to Pomona segment continues thru 2023. The light rail tracks (72% complete), power (54% complete) and train control (60% complete) systems that make up the light rail system are all very much underway. Each are being constructed by separate, specialized crews that coordinate extensively with one another. The light rail track system thru each of the four corridor cities is nearing completion. There are now only a few stretches along the 9.1-mile corridor where the light rail track installation has yet to be completed.

As seen to the right, crews continue to construct crossovers as part of the light rail track system. Crossovers are sets of two track switches that will allow future light rail trains to switch between the two light rail tracks. In the areas where the light rail tracks are mostly completed, crews continue to install the poles for the overhead catenary system (OCS) onto foundations built about every 200 feet along the corridor. Each pole weighs about 1,200 pounds.

Crews continue to install the overhead wires across the OCS poles along stretches of San Dimas and La Verne. 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).

Lastly, crews are also installing underground cables for the electrical and communications systems, powering the light rail and individual stations.



Crews installing light rail track crossovers in Pomona.



Crews installing OCS poles in Glendora.



Crews installing underground cables for electrical and communications systems in La Verne.



Crews installing overhead wires across the OCS poles in La Verne.

Connecting Bridges to the Light Rail System

With all 19 bridges from Glendora to Pomona completed as of early 2023 crews are now working to install the light rail tracks and sound walls (where required); as well as completing work on the approaches to the west and east of each bridge.

Foothill Blvd. / Grand Ave. Light Rail Bridge: The track crews recently completed the light rail track installation on the Foothill Blvd./Grand Ave. light rail bridge in Glendora, and have now begun installing the light rail tracks atop the east approach. To the west side of the bridge, crews continue to install sound wall panels atop the approach.

Route 66 Light Rail Bridge: Of the four major light rail bridges, progress has been furthest along on the Route 66 light rail bridge in Glendora. Crews have completed nearly all of the light rail track installation atop the bridge and approaches to the west and east.

Lone Hill Ave. Light Rail Bridge: Crews recently began installing the light rail tracks on the Lone Hill Ave. light rail bridge in Glendora. It is the last of the four major light rail bridges to have the light rail tracks installed. Measuring nearly 350 feet in length, the Lone Hill Ave. bridge is the largest of the 19 bridges built from Glendora to Pomona. Its size and height allows freight trains to change positions within the shared corridor (from north to south) while crossing underneath.

Bonita Ave. / Cataract Ave. Light Rail Bridge: With the light rail track installation completed on the Bonita Ave./Cataract Ave. light rail bridge in San Dimas, crews have been focused on completing work on the approaches to the west and east. Crews continue to install the light rail tracks atop the west approach. To the east, crews are currently installing the sound wall panels atop the east approach, and will also soon begin light rail track installation as well.



Completed light rail track installation on the Foothill Blvd./Grand Ave. bridge in Glendora.



Light rail track installation on the west and east approaches on the new Route 66 LRT bridge in Glendora.



Completed light rail track installation on Bonita Ave./Cataract Ave. light rail bridge in San Dimas.



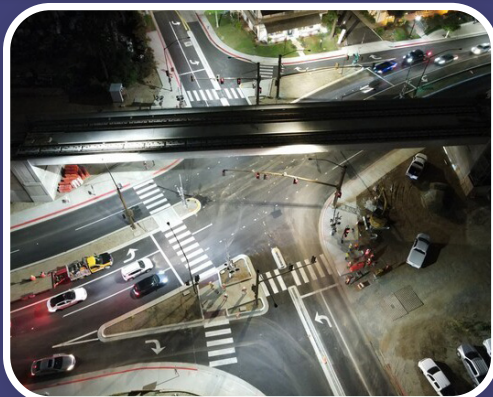
Crews installing light rail tracks on the Lone Hill Ave. light rail bridge in Glendora.

Did You Know?

Did you know that as of May 24th, the intersection of Bonita Ave. & Cataract Ave. in the City of San Dimas, was fully reopened to all traffic movements?

The intersection of Bonita Ave. & Cataract Ave. in the City of San Dimas is one of the biggest intersection reconfigurations on the entire 9.1 mile project. Land was purchased to reconfigure Bonita Ave. west of Cataract Ave., and the intersection went from a non signalized 4-way stop to a fully signalized intersection. All signals, including new crossing gates for the freight and pedestrian pathways, have been updated and are now fully operational, and the intersection is now open to traffic movements

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.



Four Cities; Four Stations

Crews are now halfway complete with construction of the four new light rail stations. On any given day, work is underway on the various components (platforms, light rail tracks, canopies, communications and power, etc.) that make up the future stations; and behind the scenes, the station artists are making progress fabricating their public artworks. All four stations will be center platform stations, with a track on each side – one for westbound trains, and one for eastbound trains.

Glendora Station: Crews recently completed the installation of the canopy frames for the future Glendora station. The frames were fabricated locally in Pomona, brought in by truck in pieces and welded together on-site. The largest of the pieces – the frames for the ticket vending machine canopies on the west and east ends of the platform – weigh more than 14,000 pounds each.

San Dimas Station: To date, crews have completed all work needed on the future San Dimas station platform deck and ramps, and have recently completed the light rail track. Crews are currently fabricating the station canopy frames for the future San Dimas station. As the pieces become ready over the next few weeks, they will be brought to the station site for installation. The recently installed communications bungalow, directly north of the station, will house all communications equipment for the station.

La Verne Station: At the future La Verne station, crews have completed most of the platform deck, installed the light rail tracks, installed the overhead catenary system (OCS) poles and will soon install the overhead wires onto those poles, which will provide power for the light rail trains.

Pomona Station: With most of the platform deck completed, crews are currently focused on constructing the entrance ramps and installing the conduit that will house the communications and power lines for the station. Crews will soon begin installing the light rail tracks at the station.



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