



Major Construction Begins

Major construction is well underway: Major construction is now well underway on the Foothill Gold Line. The project is extending LA Metro light rail service (Metro Gold Line service is now referred to as the Metro L Line) 9.1-miles east; adding new stations in the cities of Glendora, San Dimas, La Verne, and Pomona. The project, which is on track to be completed to Pomona in 2025, includes design and construction of the new light rail system, relocation of the existing freight system, 19 new or renovated bridges, 21 at-grade (street level) crossings, four new stations with unique artwork created by city-selected artists, and much more.

The project begins at the Azusa/Glendora border, picking up where the last construction segment left off (just west of Barranca Ave.) and continues along the existing railroad corridor used by BNSF Railway. The railroad right of way is wide enough for the light rail and freight systems to fit and share one corridor; although the two systems will have separate tracks and will require the existing freight track to be fully relocated up to 20 feet to the north or south (depending on where along the project) within the shared corridor.

The light rail extension is being built mostly at grade, meaning at street level; but several light rail bridges will be built to allow Metro trains to cross several streets on a bridge, eliminating the need for vehicles and pedestrians to stop and wait for the train. Where planned, bridges have been required by the California Public Utilities Commission (CPUC) for safety. The freight line will remain at street level throughout the entire corridor and continue to cross streets at street level.

Since starting work on the project, thousands of hours have already been spent on design and coordination activities. Major construction began this past summer. Learn more about the status of the design and construction for this \$1.2 billion project on the pages of this newsletter.

Stay ahead of construction, sign up for alerts at www.foothillgoldline.org

Design Update: Over the course of the last 18 months since the Kiewit-Parsons Joint Venture (KPJV) team was hired by the Foothill Gold Line Construction Authority to design and

build the Glendora to Pomona project, the team's main focus has been on design. It has taken a diverse team of 125 designers from all over the country - 55 dedicated to the project full time - to design the thousands of pages of engineering drawings that include every project component. In fact, each project element will go through several phases of design and review before it is approved for construction. From the track and station designs to street crossings, communications systems, bridges, walls and fences, detour routes, drainage and utilities... there are more details being designed than most of us can even imagine.

Through the effort of the team of engineers from KPJV, the Construction Authority, the corridor cities and numerous other agencies, design is now more than halfway complete, and major construction is now underway.



Kiewit utility crews performing trenching operations at the Gladstone St. crossing in San Dimas.

Construction Activities: Major construction on the project started in July 2020, after nearly a year of coordination, design work and pre-construction activities.

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KIEWIT-PARSONS, A JV



Foothill Gold Line

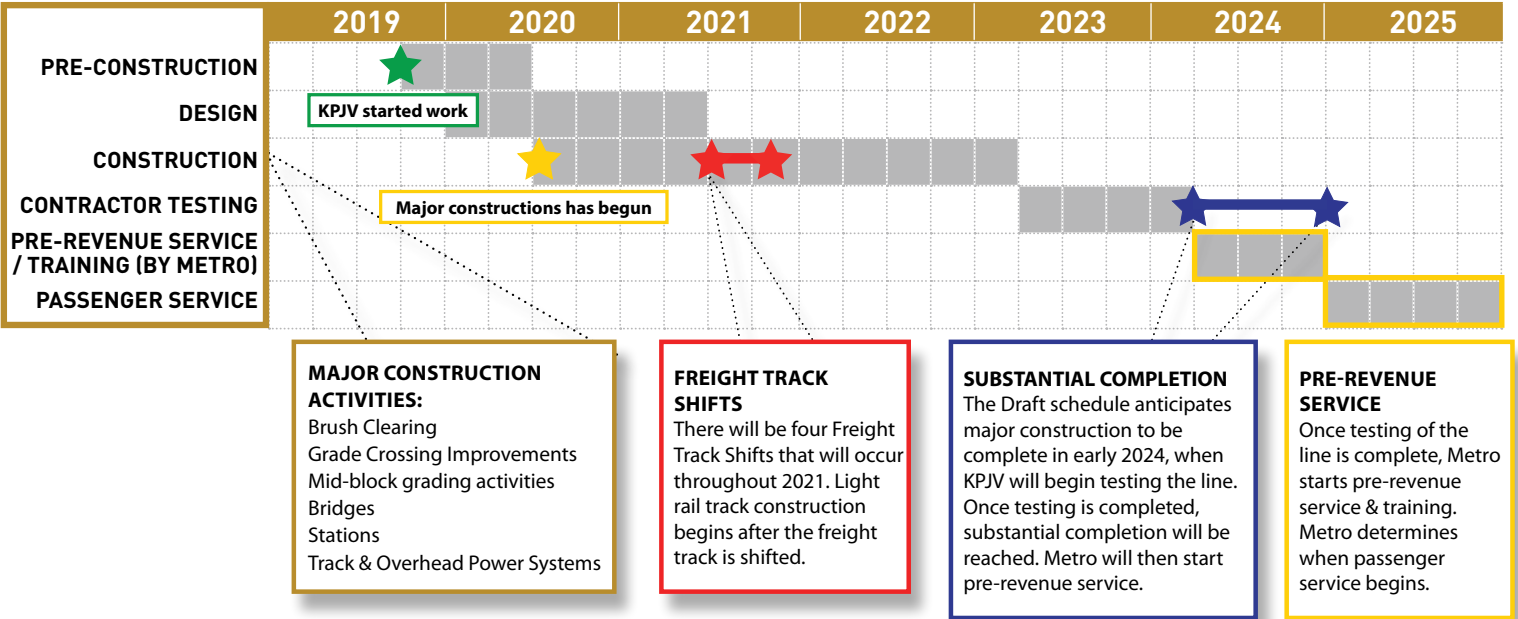
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The first six-months of major construction involves reconstruction of several at-grade (street-level) crossings, including Glendora Ave. and Barranca Ave. in the city of Glendora; Gladstone St. in the city of San Dimas; and Wheeler Ave. in the city of La Verne. Over the months and years ahead, work will be underway throughout the entire corridor.

Below is a summary of what is called the Baseline Schedule. The Baseline Schedule is a comprehensive schedule of tens of thousands of activities needed to construct the project that was put together by KPJV in February 2020. The summary below highlights some key milestones and when they are expected. This schedule may change over the course of the project; but is KPJV’s initial plan to complete this extremely complicated project.

Foothill Gold Line Glendora to Pomona - Baseline Schedule*



*The Baseline Schedule submitted by KPJV to the Construction Authority in February 2020 is an aggressive schedule that aspires to reach Substantial Completion well ahead of the January 2025 contractual date.

Note: If additional funding is secured by October 2021 to initiate the contract option and have KPJV build the entire project segment from Glendora to Montclair, the project will be completed altogether to Montclair in 2028 and this schedule will be adjusted.

At-Grade (Street Level) Crossing Reconstruction

Crossing Reconstruction: The Glendora to Pomona segment has 21 at-grade street crossings, where trains will cross the street at street level. Each will be fully rebuilt during the project – including relocating or protecting any underground utilities that cross the tracks, installing new tracks for the light rail and freight systems, installing new safety equipment for vehicles and pedestrians, and finally rebuilding the curbs, gutters, sidewalks and streets. Each street will be turned back to the city new and improved and ready for the future.

Often the grade crossing work has the most risk to the project schedule, as it deals with old water, gas, sewer, storm drain, and communication lines that are often not found where the old drawings say they should be. Finding them takes patience and experience, and must be done carefully; as a hit to an existing line can cause unexpected impacts to project neighbors and valuable time and money to the project.

Safety at At-Grade Crossings: Each grade crossing is designed and rebuilt for ultimate safety – both for those traveling on the train, as well as those walking, biking or in vehicles traveling through the crossing. Each is reviewed and approved individually by the California Public Utilities Commission (CPUC) to include state of the art safety equipment to close off the street and sidewalk when a train is



approaching. Bells and flashing lights will alert those in the area that a train is approaching before the quad gate system is activated and locks the train corridor from traffic.

Additionally, all crossings will be rebuilt with new red curbing

(approximately 100 feet on all sides of the crossing), 100-foot-long raised medians in the streets, turn restrictions, and Look Both Ways LED signals. New sidewalks will be upgraded with ramps and handrails to be made accessible for those with disabilities.

Importantly, the CPUC recently approved inclusion of shrouds to direct the sound of the bells down to the intersection at all crossings where homes are nearby; and approved stoppage of the bells once the gates are in horizontal position when light rail trains are coming (the bells will continue to ring for freight trains).

Interested to learn more about how crossings are built for safety? Go to www.foothillgoldline.org/videos and watch Building Safe Crossings.



Meet Your Department Managers

Chris Burner Chief Project Officer Foothill Gold Line Construction Authority

Christopher Burner is the Chief Project Officer for the Construction Authority and has held that position for more than a decade. During his tenure, Chris successfully led the construction for the Pasadena to Azusa segment and continues to provide overall

executive direction for all planning, construction and engineering functions to ensure successful completion of the Glendora to Pomona segment. Chris has decades of management experience for light rail and other transit projects in Los Angeles County, including working on all phases of the Foothill Gold Line project.

As a former officer in the United States Air Force, Chris served as a project engineer in the Air Force's space program. He holds a Bachelors Degree in Civil Engineering from Virginia Tech, a Masters Degree in Civil Engineering from Purdue University and a MBA from UCLA. He is a long-time member of the American Society of Civil Engineers.



As the Project Sponsor for KPJV, Steve McFadden leads the execution of the project providing leadership, experience and technical expertise. Steve is a Vice President and Area Manager for Kiewit Infrastructure West Co. who leads the Joint Venture with Parsons. He brings over 25 years of experience in the construction industry and has participated on numerous design-build projects prior to beginning this project. Steve specializes in heavy civil excavation, shoring, underground utilities, transit work, and concrete structures. He has undertaken

various other design-build projects similar to this project; including being an integral part of the team that successfully completed the first two phases of the Foothill Gold Line.

Steve believes the keys to a successful project outcome are the safety of the workers and the public, and building a quality product with an on-time completion.



Steve McFadden Project Sponsor

Kiewit-Parsons, A Joint Venture

Reky Hiramoto Deputy Chief Project Director Foothill Gold Line Construction Authority

Reky Hiramoto is the Deputy Chief Project Officer for the Construction Authority.

He oversees aspects of the design and construction team, who proactively work with the cities and third party agencies to ensure that the project is constructed safely, meets all quality standards and is completed within schedule and budget. Reky has 25 years of design and construction management experience across a diverse range of projects including residential and institutional developments, and design management for light rail. Reky says that his team has a challenge of making sure communication is open about the numerous construction activities and resolving issues quickly to keep the project moving.

Reky grew up in the San Gabriel Valley and is a proud graduate of Cal Poly Pomona's Civil Engineering program.



As the Project Manager for KPJV, John Bley oversees the construction and design team. This entails supervising every aspect of the project from safety, quality, construction and scheduling.

John has over 25 years of experience in construction of multi-million-dollar track, civil and healthcare projects.

He specializes in providing project engineering, owner relations, contract administration, scheduling, and supervision of engineering support services. Through his thorough knowledge of light rail, civil and structures work, John ensures projects are bid at the right price and are completed on schedule.

John knows that the expansion of transportation options for the residents and workers of the San Gabriel Valley is critical and that drives him to ensure this project is a success.

John Bley Project Manager

Kiewit-Parsons, A Joint Venture

Safety Corner

A major focus of this project is to keep you and the community safe while we build. Adults and children alike should be aware of their surroundings, especially around active construction. With the schools out due to Covid, we encourage you to talk to your family about staying safe during our construction. The following are key safety rules to follow when approaching our construction zones:

1. DO NOT enter construction areas
2. Keep away from heavy equipment
3. Listen for oncoming vehicles
4. Follow detour and safety signs



Project presentations are also available for our neighbors and community groups. If you are interested in us talking to your group about how you can stay safe around construction, please contact our project hotline at (626) 513- 5788.



It's Easy to Stay Ahead of Construction

The Foothill Gold Line Construction Authority has launched a new interactive construction map page on the agency website – foothillgoldline.org. The new webpage is a one-stop destination for all of the project's construction-related information; keeping residents, businesses and interested stakeholders updated on where construction is active and areas to avoid due to long-term street closures.



Project Funding

The Glendora to Pomona project segment is being mostly funded by Los Angeles County's Measure M ½-cent sales tax; with residual funds from Measure R not needed for the Pasadena to Azusa segment. Additionally, the State of California is providing a \$300 million greenhouse gas reduction grant (part of the SB1 program) to support the project in Los Angeles and San Bernardino Counties.

The Construction Authority is currently seeking the additional funding needed to complete the remainder of the project segment, from Pomona to Montclair. If an additional \$450 million is secured by October 2021, the KPJV team will be able to complete the entire project altogether under the existing design-build contract. If not, the Construction Authority will build the segment from Pomona to Montclair separately under a new procurement at some point in the future.

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