



METRO GOLD LINE FOOTHILL EXTENSION  
PASADENA TO AZUSA

**SKANSKA**

**GOLD LINE BRIDGE  
CONSTRUCTION UPDATE**

**January 2013**

**FINAL CONSTRUCTION UPDATE**

**GOLD LINE BRIDGE COMPLETED DECEMBER 15, 2012**



On Saturday, December 15, 2012, after 30 months of design and construction activity, the much anticipated Gold Line Bridge made its official debut to the traveling public during a completion ceremony held mid-morning atop the bridge deck. As motorists passed alongside and under the completed Gold Line Bridge, several dignitaries, Construction Authority officials, Skanska Team members, third party stakeholders, members of the media, project neighbors and the 2013 Tournament of Roses royal court helped dedicate the bridge some are calling the “Gateway to the San Gabriel Valley.”

The event provided an opportunity to honor the men and women who helped design and build the bridge on time and on budget, an effort that required the hard work of engineers, designers, architects, support staff and about 100,000 craftworker hours to complete. Caltrans and California Highway Patrol personnel were also recognized for their assistance and cooperation on the project which was built over the I-210 freeway eastbound lanes.

Andrew Leicester, the artist who envisioned the Gold Line Bridge design and worked with the Skanska Team to make his vision a

reality, provided remarks on what inspired his concepts for the bridge including the signature 25-foot tall concrete baskets (basket weaving traditions of local indigenous peoples) and serpentine underbelly (reference to wildlife living in the San Gabriel Foothills).

“We are very pleased with the outstanding work of Skanska’s team over the last few years” remarked Habib F. Balian, CEO of the Construction Authority. “Their hard work and craftsmanship resulted in a unique and beautiful structure, and their effort in keeping the community informed of construction activity and related impacts was well done and exceeded our expectations.”

With the Gold Line Bridge now complete, it has been handed-off to the Foothill Extension Alignment contractor, Foothill Transit Constructors, who will be responsible for installing the light rail tracks and overhead catenary system (used to provide electrical power to the train) on the bridge deck.

With the on-time completion of the bridge, the Foothill Extension Alignment remains on schedule for completion in 2015.

**GOLD LINE  
BRIDGE  
FAST FACTS**

<u>Length</u>	<u>Width</u>	<u>Height</u>	<u>Clearance</u>	<u>Concrete</u>	<u>Steel</u>
Bridge spans 584 feet from end to end	115 feet between centerlines of the 2 signature support columns	Rail Vehicle wheels will be 33 feet above the freeway surface	Bottom of Bridge is 19 ½ feet above the freeway surface	About 640 full concrete truck loads used to build the bridge	About 1,000 tons used to reinforce the bridge

# THE DESIGN-BUILD TEAM

The Construction Authority would like to extend a warm thanks to all who participated in designing and building this amazing bridge. In an effort to recognize these outstanding performers, the Construction Authority has developed the below list of Skanska Team members who worked on the Gold Line Bridge project. This list is by no means comprehensive. To all individuals on this list, and those we may have missed, congratulations on a job well done!



## Field Staff

Lawrence Damore, Project Executive  
 Jeff Jonker, Structures Superintendent  
 Troy Marak, Structures Superintendent  
 Justin Waguespack, Project Engineer  
 Andrew Grubb, Project Engineer  
 Kenny Glover, Project Engineer  
 Trevor Kelly, Project Engineer  
 Jon Ostler, Quality Control Manager  
 Giselle Aguilar, Project Timekeeper

## Main Office Support

Mike Aparicio, Executive VP  
 Tim Boyer, Structures Manager  
 John Diskin, Resident Engineer  
 John Yen, Project Executive  
 Nathan Reiland, Project Engineer, Falsework Design

## Carpenters

Mike Althoff, Alex Arreola, Robert Atwell, Greg Ball, Cameron Berry, Todd Bessex, Cory Boyer, Adam Comstock, Paul Cornwell, Eric Duarte, Eduardo Felix, Julian Gonzalez, Josh Greer, Ed Hurtado, Chad Lambert, Carlton Luke, Saul Macias, Matt Marak, Tom Mayorga, John Mayorga, Steve Mills, Dakota Peterson, Ramiro Reyes, Moises Rodriguez, Rick Schrecengost, Ray Slining III, Ryan Tagliapietra, Frank Torres, Aaron Tuey, Steve Vanden Raadt.

## Operators

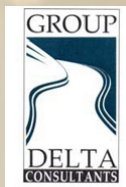
Chuck Bishop, Pamela Carricaburu, Jason Condon, Jerry Garcia, Dave Evans, Mark Harp, Tom Hudson, Kevin Leone, Mario Macias, Daryl Mergaert, Andrew Parker, Rosalio Sanchez, Charles Shafer, Doug Siewert, Troy Spiker

## Laborers

Miguel Alonso, Aaron Bealer, Ramon Beltran, Tom Bristow, Manuel Casas, Nasario Dorado, Aaron Graybill, Scott Hover, Pablo Huitron, Francisco Jabobo, Jose Magana, Hector Padilla, Kyle Stenlake, Scott Viney, Sal Zavala, Edgar Zavala

## Masons

Matthew Caver, Ruben Chavez, Gildardo Herrera, Pablo Jimenez, Alberto Landazuri, George Perales, Jerry Samaniego



Michael D. Reader, GE, CEO  
 Ying Liu, Ph.D., PE  
 Kul Bhushan, Ph.D., GE  
 Curt Scheyhing, PE, GE



Chuck Danache, Project Manager  
 Patrick Anderson, General Superintendent

## Foreman/Superintendent:

Luis Santos, David Angulo, Curt Swain

## Operators/Oilers:

Jose Martinez, Kevin Osborne, Tracy Van Wormer, Ronald "Ronnie" Nourse, Jerome O'Tool, Alfonzo Pizzano, Mike Akthar, Bernard "BJ" Martin, Raul Alcala, Marlin Barton, Jared Aguirre, Fred Fischer

## Laborers:

Favian Sandoval, Gustavo Sandoval, Salvador Alvarez, Kendall Kirkland, Jose Cendejas, Ronald Santos, Juan Dorado, Darren Smith, Gustavo Hoyos



## Ironworkers

Enrique Acosta, Anthony Alice, Christopher Aleshire, Salvador Arroyo Clemente Avila Jr., Juan Avila, Phillip Babbitt, Bryan Barth, Kevin Basham, Michael Bauman, Robert Beck, Brandon Campbell, Matthew Cervantes, Andres Chagollan, Steven Contreras, James Drake, Rigoberto Duchimaza, Anthony Ereth, Jason Erickson, Michael Estopinan, Cory Frazier, Colin Gonzalez, Alfredo Guerrero, Michael Guerrero, Chris Hagen, Phillip Hahn, Matthew Hough, Jeffery Logan, Guy Marhoun Sr., Sergio Martinez, Edward Mendez Jr., Thomas Meza, Aaron Nelson, Josh Nila, Mackinley Norris, Jason O'Cull, Kenneth Paquette, Gregory Pearman Jr., Joshua Pearman, Matthew Perkins, Robert Pollock, Rogelio Quiroga, Nicholas Ransom, Armando Rendon, Davon Reyna, Jorge Rios, Abraham Rubio, Benjamin Ruiz, Guillermo Ruiz, Clinton Rusk, Patrick Sanchez, Ricardo Sanchez, Jerrard Sapp, Jaime Serna, Jesus Silva, David Smith, Larry Snow, Jose Soto, Frank Tepich, Brian Terry, Brandon Trujillo, Javier Valencia, Neal Van Ert, Ronald Van Leer, Roland Vargas, Rudy Vejar, David Welty, Billy West, Randy Wetmur, Michael Woolley, Jaime Yerena, Pedro Zelaya



Glen Curtis, Inspector



Pat Nicholson, Design Manager  
 David Yee, Project Engineer  
 Rivka Night, Project Architect  
 Parisa Navidpoor, Bridge Engineer  
 James Suk, Bridge Engineer  
 Jade Wang, Bridge CADD  
 Paul Laughlin, Civil Designer  
 Angelka Grandov, Civil Engineer  
 Kris Bartelle, Civil Engineer  
 Katie Hickey, Bridge Engineer  
 Josh Segal, Landscape Architect  
 Mihoko Fujita, Landscape Architect  
 Peter Feenstra, Bridge Analysis  
 Brian Balderrama, Bridge Specifications  
 Richard Silos, QA/QC  
 Roger Watkins, Surveyor  
 Ben Opp, Bridge Specialist  
 Bill Kane, Bridge Specialist  
 Terence Pao, Traffic Engineer  
 Slav Kozitsky, Utility Engineer

## DYWIDAG-SYSTEMS INTERNATIONAL

Ron Giesel, Business Unit/Sales Mgr.  
 Bryan Lampe, Project Manager  
 James Thomas, Field Operations Mgr.  
 Debbie Ozuna, Shipping Administrator  
 Kim Vandermost, Contracts Administrator  
 Chi-Chi Nunez, Lead Equipment Mech.  
 Jose Rocha, Equipment Mechanic

## Ironworker Foremen

Ray Leal, Mike Pearson, Doug Dossey, Donny Burkett, Ben Garcia, Steve Jordan

## Ironworkers

Larry Batice, Theron Jones, Denny Rogers, Laird Craig, Chris Bailey



Jose Infante  
 Dave Metzgar  
 Anthony Hernandez  
 William Shine II  
 Juan Garita  
 Sergio Lopez

## Moonlight Molds, Inc.

Jeff Keenan  
 Mike Barlow



Joe Hernandez,  
 Community Liaison



Sara M. Costin  
 Ana Haase-Reed  
 Elisabeth Rosenson  
 Jimmy Diaz

# GOLD LINE BRIDGE PROJECT SCHEDULE



## GOLD LINE BRIDGE CONSTRUCTION ACTIVITIES

### OCTOBER 2012



The bridge falsework removal process was completed in early October 2012, which also brought to an end the consecutive nights of full eastbound lane closures. The architectural surfaces of the bridge superstructure and main crossbeam are now fully revealed. Crews also started to install the bridge's signature basket features and the retaining walls leading up to the bridge's western abutment.

### NOVEMBER 2012



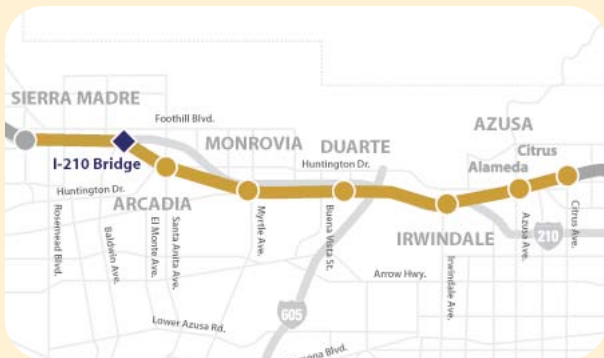
November 2012 was the last full month of construction work on the bridge. Crews completed installation of the bridge "basket" features and retaining walls leading up to the bridge's two abutments. Additionally, crews began to pour concrete for the bridge barrier rail, the wall that rises above the bridge deck. Crews also removed various construction materials, such as the steel and wood used for the falsework, from the I-210 Freeway's center median.

### DECEMBER 2012



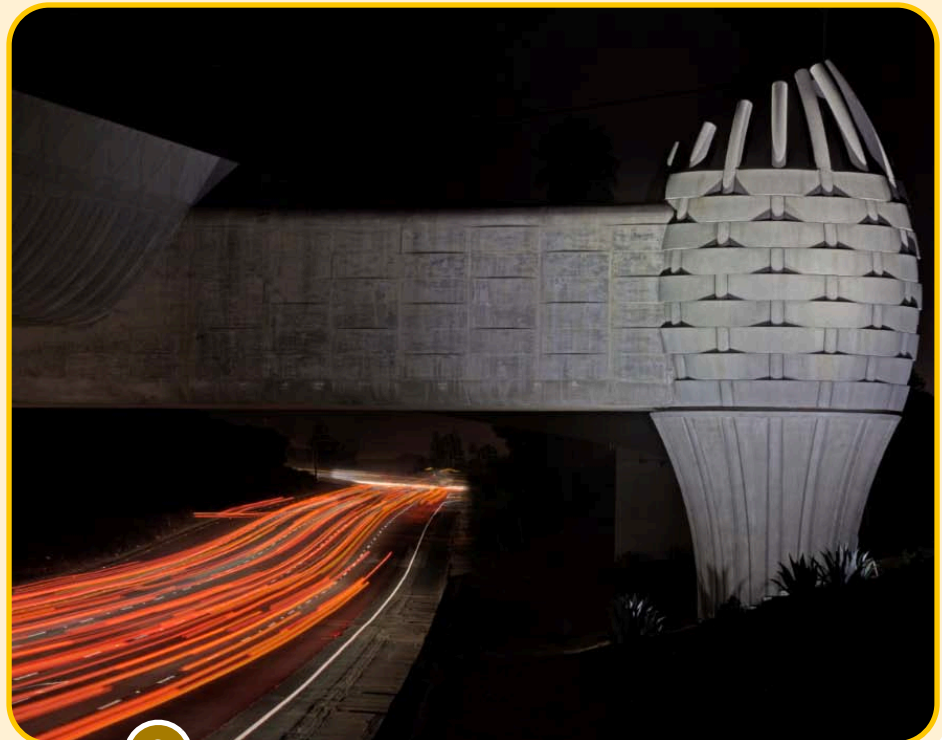
Final efforts to complete the Gold Line Bridge included installation of the remaining elements of the bridge barrier rail, placement of concrete reeds on the bridge basket features, and planting of native plants in the freeway median and southern shoulder. Concrete "approach slabs", which transition the bridge deck to the ground level track bed, were also installed leading up to the bridge's abutments. The completion ceremony was held on December 15, 2012.

### NEXT STEPS



Soon after the Gold Line Bridge was completed by Skanska, it was handed off to Foothill Transit Constructors, the design build team responsible for completing the 11.5-mile light rail project from Pasadena to Azusa. As part of this effort, the Foothill Transit Constructors will place two sets of tracks atop the Gold Line Bridge, along with the overhead catenary system (the electrical lines that will power the trains), which will enable Gold Line trains to cross the I-210 Freeway on trips east and west.

### GOLD LINE BRIDGE AT NIGHT



# SKANSKA

c/o Metro Gold Line Foothill Extension Construction Authority

406 E. Huntington Dr., Suite 202

Monrovia, CA 91016

## SKANSKA PROJECT OFFICE CLOSES

Following completion of the Gold Line Bridge project on December 15, 2012, several administrative activities were left to be completed by the Skanska team including closure of the Project office located at 204 North First Avenue in Arcadia. The office, which opened just over two years ago, served as the “nerve center” for Skanska Project operations during design and construction of the Gold Line Bridge. In addition to hosting offices for the project engineers, superintendents and professional support staff, construction crews would meet daily at the office to discuss work to be performed and matters of safety before heading to the project site about a mile away. The office doors were permanently closed December 31, 2012.

Although the Gold Line Bridge Project Hotline will remain operational, local contact information for Skanska personnel including Community Liaison Joe Hernandez is no longer available. Should the public need to contact a representative of the Gold Line Bridge Project, please direct all inquiries to Sylvia Beltran, Community Relations for the Construction Authority, at the contact information provided below right.

## GOLD LINE BRIDGE COMMEMORATIVE PLAQUE



A plaque has been installed along the bridge barrier rail to commemorate the Gold Line Bridge completion. The “Bridge No.” displayed on the plaque is the official structure number assigned by Caltrans. The “53” signifies Los Angeles County, while the “3068” is unique to the Gold Line Bridge. Attendees of the December 15, 2012 completion ceremony took the opportunity to snap photographs of the plaque from the bridge deck. The rest of us will have to wait a few years to view the plaque, which will be visible from passing Gold Line trains when operational.

## PROJECT NEIGHBORS - THANK YOU!

At this time, the Construction Authority would like to take one last opportunity to thank the project neighbors, including those along the Foothill Blvd. and Santa Anita Ave. detour route, for their patience and understanding during the construction of the Gold Line Bridge. In case you were wondering, a total of 64 full eastbound I-210 Freeway closures and accompanying detours were needed to complete the bridge, not to mention 115 nights of construction activity. The Construction Authority would also like to recognize the wonderful staff at the City of Arcadia for their cooperation and support throughout the Gold Line Bridge design-build process.

**Toll-Free Project Hotline:**  
**855-446-1160**

**Stay Connected...Visit the  
Construction Authority's website:**

[www.foothillextension.org](http://www.foothillextension.org)

& sign up for construction  
notices or other updates.

**Questions? Comments? Call...**

**Metro Gold Line Foothill  
Extension Construction Authority**

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(626) 305-7012  
[sbeltran@foothillextension.org](mailto:sbeltran@foothillextension.org)