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**FOR IMMEDIATE RELEASE**

## **18-Hour Concrete Pour of I-210 Gold Line Bridge Superstructure Successful**

*With Pour Complete, Construction Authority Continues Foothill Extension on Time and on Budget*

**MONROVIA** — Achieving another major milestone in the Metro Gold Line Foothill Extension construction project, crews worked 18 hours over the last several days to place more than 200 truckloads of concrete to form the bridge's superstructure and main crossbeam, Metro Gold Line Foothill Extension Construction Authority CEO Habib F. Balian announced today.

An important component of the Foothill Extension from Pasadena to Azusa is the I-210 Gold Line Bridge, the "Gateway to the San Gabriel Valley." The bridge - a 584-linear-foot light rail bridge traversing the eastbound lanes of the I-210 Freeway between Baldwin and Santa Anita Avenues - will allow connection between the existing Sierra Madre Villa Station in East Pasadena and the future Arcadia Station.

"The concrete pour of the bridge marks an important milestone for the extension of the Gold Line. The bridge is a significant element of the entire project and as the concrete cures and the forms are removed in the coming months, the traveling public will get to see the bridge truly taking shape," said Balian. "The next step is to pour the bridge deck, which will one day carry light rail trains into portions of the San Gabriel Valley that have not had passenger rail options for decades."

The bridge is being built by Skanska USA, the design-build team awarded the contract by the Construction Authority in June 2010. Skanska has been planning for the pour for about four months and with the successful completion of the superstructure concrete pour the bridge is nearing completion.

In pouring the superstructure, Skanska used 2,100 cubic yards of concrete – enough concrete to fill approximately 50 average swimming pools. The concrete used in the pour was divided among more than 200 truckloads, requiring 30 trucks to make continuous trips to and from the site throughout the 18-hour pour.

"Skanska has done a tremendous job collaborating with the Construction Authority, Caltrans, CHP, and the city of Arcadia to meticulously plan and execute this critical activity," commented Balian. "The Construction Authority commends Skanska, and their entire construction team, for completing this portion of the project quickly and efficiently with minor disruptions to the traveling public and surrounding community, as well as no safety incidents."

The \$18.6 million [bridge](#), which has been under construction since April 2011, will feature columns designed to resemble indigenous baskets in recognition of the region's original inhabitants and the important role they played in the San Gabriel Valley's development. The underside of the superstructure is also specially designed

to be curved and resemble the underbelly of a snake, to represent the wildlife living in the Foothills above the Valley.

The design for the bridge was developed and finalized by Skanska's design team, led by AECOM, which includes nationally recognized public artist Andrew Leicester – the project's design concept advisor. Leicester was selected by a committee of local community stakeholders representing cities from throughout the corridor to envision a new gateway to the San Gabriel Valley.

The bridge project is on track for completion in late 2012, and is scheduled to be turned over to Foothill Transit Constructors (FTC) - A Kiewit Parsons Joint Venture in December to begin installation of the track and other elements onto the bridge as part of the overall 11.5-mile Foothill Extension Pasadena to Azusa Alignment Project.

Construction of the Foothill Extension from Pasadena to Azusa is one of the region's largest and most important transit projects. Construction is generating nearly 7,000 jobs (2,600 in construction) and \$1 billion in economic output for the region during its four-year construction period. It is the first Measure R-funded rail project to break ground, and is on schedule to be completed in late 2015.

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#### **About the Metro Gold Line Foothill Extension Construction Authority (Construction Authority)**

The Construction Authority is an independent transportation planning and construction agency created in 1999 by the California State Legislature. Its purpose is to extend the Metro Gold Line light rail line from Union Station to the Los Angeles County Line, along the foothills of the San Gabriel Valley. The Construction Authority built the initial segment from Union Station to Pasadena and is underway on the Gold Line Foothill Extension. The Foothill Extension is a nearly \$1.6 billion extension that will connect Pasadena to Montclair in two construction segments. The first segment, Pasadena to Azusa, is funded by Los Angeles County's Measure R and currently underway. The 11.5-mile Pasadena to Azusa segment will be completed in 2015 and includes future stations in the cities of Arcadia, Monrovia, Duarte, Irwindale and Azusa. Three design-build contracts, totaling more than \$500 million will be overseen by the Construction Authority to complete the Pasadena to Azusa segment, including the \$18.6 million I-210 Gold Line Bridge, awarded to Skanska USA in June 2010 and a \$486 million contract awarded in July 2011 to Foothill Transit Constructors (FTC). The Azusa to Montclair segment is currently undergoing final environmental review.

*For more information, visit: [www.foothillextension.org](http://www.foothillextension.org).*