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FOR IMMEDIATE RELEASE

PRESS RELEASE

I-210 Gold Line Bridge Construction Activity Intensifies

Upcoming Falsework Installation to Require Multiple, Consecutive Nighttime Closures

MONROVIA, Calif. – Following last month’s completion of all substructure work for the \$18.6 million I-210 Gold Line Bridge, crews will now focus on constructing the bridge’s superstructure.

Over the next several weeks, a temporary structure (known as falsework) will be installed to support construction of the superstructure - requiring up to 20 full eastbound lane closures of the I-210 Freeway. The full eastbound closures take place between Baldwin and Santa Anita Avenues, and are expected to occur mostly in February. Full eastbound closures will generally take place from Midnight to 5:00 a.m. on weekdays (though some Saturday morning closures will be necessary). On nights of full closures, eastbound on-ramps at Rosemead Blvd., Michillinda Ave. and Baldwin Ave. will close at approximately 9:00 p.m., lane closures will begin at approximately 10:00 p.m. and all lanes will re-open by 6:00 a.m. the following day.

“During construction of the foundations, columns and abutments, we implemented several full closures of the eastbound freeway lanes,” said Gary Baker, Director of Construction for the Metro Gold Line Foothill Extension Construction Authority (the agency overseeing construction of the bridge). “So far, the closures have gone smoothly and the detour route has worked well. However, because of the added delays caused by the closures we strongly encourage motorists and truckers to use other routes if possible.”

Starting this Thursday, February 9, crews will begin installing the falsework beams that will span across the freeway, requiring full eastbound closures to complete this task. The attached rendering shows what the falsework will look like once installed. After the bridge is constructed, the falsework will be removed.

When complete this coming summer, the bridge will feature columns designed to resemble Native American baskets, attributed to the local Tongva Tribe. The bridge is the first component of the Foothill Extension from Pasadena to Azusa to move from design to construction, and is being built by Skanska USA, the lead contractor for the bridge design-build project (the lead designer is AECOM).

“The design-build project is more than half complete,” said Mr. Baker. “As we prepare for the final seven months of construction, additional precautions (including freeway closures) are required to safeguard the traveling public. Safety is our top priority.”

To learn more or receive construction alerts and project updates, sign-up at: <http://www.foothillextension.org/> or follow the project on [Facebook](#) and [Twitter](#). To receive text alerts about freeway closures, text from your cell phone “GOLDLINENEWS” to 888777. The project also participates in the go511.com system.

About the Foothill Extension from Pasadena to Azusa

The Metro Gold Line Foothill Extension from Pasadena to Azusa is a \$735 million project fully funded by Los Angeles County's Measure R. The light rail extension is being overseen by the Metro Gold Line Foothill Extension Construction Authority and is currently undergoing final design and construction. Construction of the 11.5-mile light rail extension is on schedule to be completed in 2015, adding six new stations along the Gold Line in the cities of Arcadia, Monrovia, Duarte, Irwindale and Azusa. The I-210 Gold Line Bridge is the first element of the Pasadena to Azusa extension to move from design to construction, and will allow for connection between the existing Sierra Madre Villa Gold Line Station on the median of the freeway in Pasadena and the future Arcadia Station south of the freeway.

During the four years of construction, the Los Angeles Economic Development Corporation (LAEDC) estimates that the project will generate nearly 7,000 jobs and \$1 billion in economic output for the region.

Attachments:

Falsework Rendering

Freeway Closure Detour Route

I-210 Gold Line Bridge Final Rendering

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