

Freeway completion nears

ER unit now 80% finished

By Roger Swanson

Construction of the Ventura Freeway through Eagle Rock is 80 percent complete and the freeway should be open to traffic by the first week in July, the state resident engineer in charge of the massive project reported Thursday.

Work remaining includes some minor grading, paving of the 4.4 miles from the Glendale city limits to Orange Grove Blvd. in Pasadena, installation of electrical connections, signs, lights, guard rails and pavement markers, and lane striping.

The construction is actually two projects, each with a separate contractor and budget. The contract for freeway construction from the Glendale east city limits to Hillmont Drive, a distance of 2.3 miles, was awarded in May of 1969 to Kirst Construction Co. of Altadena. Construction cost is \$8,936,560.

BRIDGE COSTS HIGH

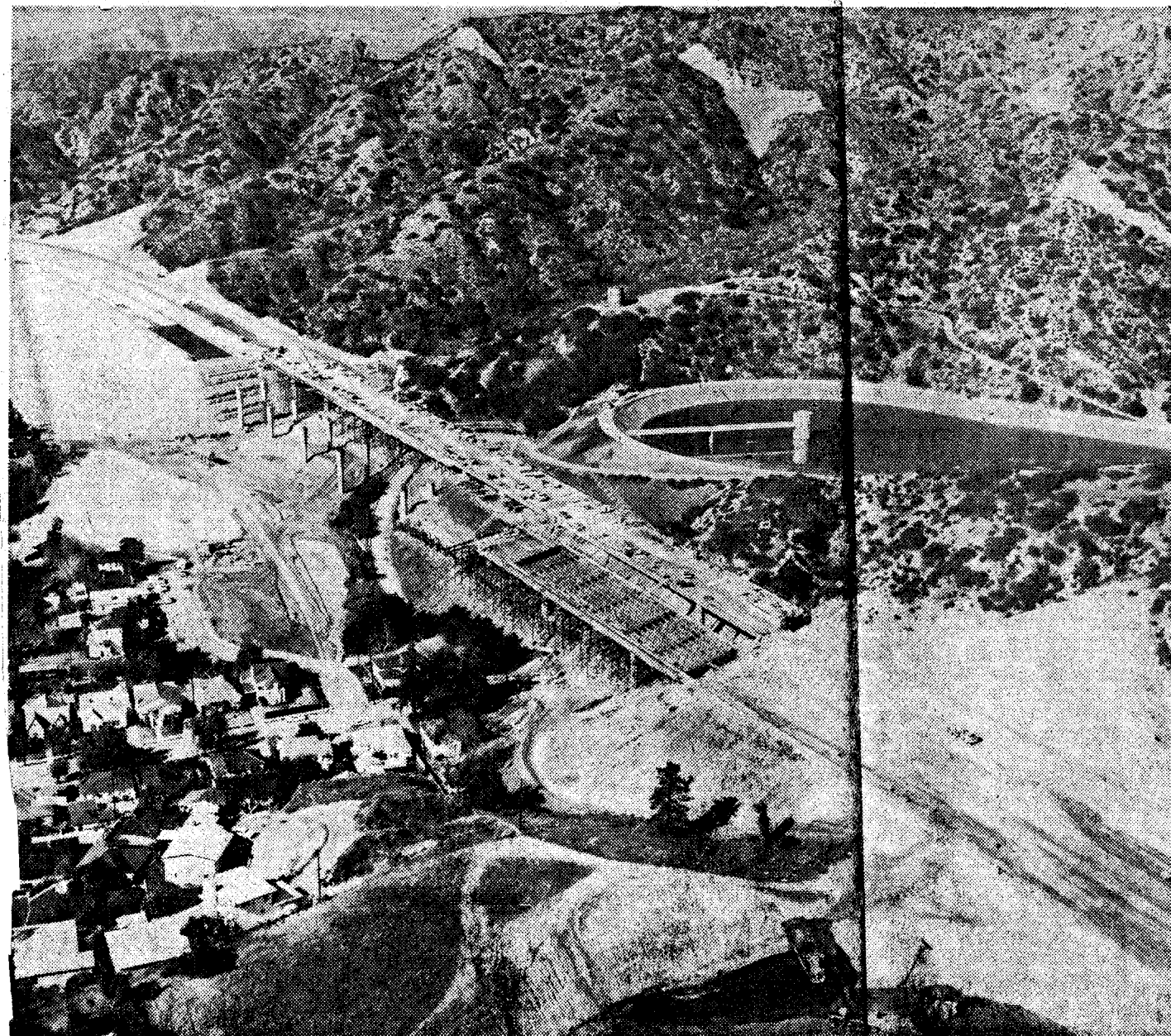
The 2.1 mile section from Hillmont to Orange Grove Blvd. is being built by Peter Kiewit Sons' Co. of Arcadia under a \$10,710,000 contract awarded in July of 1969.

Bob Klesges, state highway engineer in charge of the Hillmont-Orange Grove section, said construction of 10 bridges in the portion of the freeway work he supervises constitutes 60 percent of the contract funds. The widening of the existing 1364 foot long, six lane Pioneer bridge to 10 lanes over the Arroyo Seco absorbs by itself nearly 40 percent of the total project cost.

While bridges take 60 percent of the money, they also require approximately the same percentage of time and work, according to Klesges. Nine of the 10 bridges from Hillmont to Orange Grove are now finished with only paving of the Orange Grove bridge remaining, he said. Paving of the bridge is expected to begin next week and will be finished in several days.

Paving of the freeway itself begins

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CONCRETE COLUMNS which support 1200 feet of elevated freeway in front of the Eagle Rock reservoir are fixed in bedrock inside a corrugated metal pipe shell to prevent disturbance of the reservoir's sloping bank. Freeway construction is 80 percent complete, with completion of the elevated structure pictured and paving of the roadway the only major work remaining. The section of Ventura Freeway from the Glendale east city limits to Orange Grove Boulevard in Pasadena is expected to be open to traffic in July. (Northwest Newspapers aerial photo by Joe Friezer)

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Feb. 15, Klesges said, and should be completed during the first week in March. Pre-mixed concrete is trucked to the site and dumped in front of a special machine which rumbles over the wet concrete, squeezing out a 48-foot roadway at the rate of 3000 feet per day. After the freeway paving is completed, on and off ramps will be black-topped and work begun on finishing touches, including installation of signs, guard rails and pavement markers.

RESERVOIR PRECAUTIONS

Special precautions were taken where the freeway passes in front of the Eagle Rock reservoir, Klesges said. The roadway is carried for a distance of about 1200 feet on an elevated structure 25 to 65 feet above the surrounding terrain. This was done to prevent direct contact between the freeway and the sloping bank directly in front of the reservoir, he said.

Concrete columns supporting the freeway penetrate the ground a minimum of 25 feet, many 35 and 40 feet, to bedrock and are encased in a corrugated metal sleeve which is first sunk in the hole.

Metal forms are then placed inside the sleeve and the columns poured. There is a six-inch air space between the concrete columns and the metal sleeves in which they are placed to guarantee there is no load or stress on the sloping reservoir bank.