

Thumbs up! is the signal given by, from left, CEO Roger Snoble, Board Chairman Zev Yaroslavsky, bridge project manager Scott McConnell and Rapidway project manager Roger Dames.



First of 3 SF Valley Metro Rapidway Bridges is Completed

By RICK JAGER

(Dec. 12, 2003) The first of three key bridges to be built for the San Fernando Valley Metro Rapidway has been completed, MTA officials announced during a news event, today, at the Sepulveda Basin.

The 525-foot bridge, which spans the Los Angeles River, will one day support articulated buses transporting thousands of passengers en route from North Hollywood to Warner Center on a 14-mile dedicated busway.

"This new bridge will...(provide) ...a lifeline to Valley schools, colleges and major business centers," said Board Chairman Zev Yaroslavsky. "This is truly a major milestone that has been achieved towards the completion of this vital project."

The new bridge will accommodate two 15-foot-wide bus lanes on a deck some 32 feet above the river. The bridge was completed on budget and ahead of schedule.



The Los Angeles River bridge is the first of three completed for the San Fernando Valley Metro Rapidway. Below, the first Metro Bus rolls across the newly completed bridge.



'First of its kind'

"This Metro Rapidway project is the first of its kind in Southern California and represents an innovative solution whereby transit buses operate on mostly exclusive guideways unimpeded by surrounding traffic," said CEO Roger Snoble.

The San Fernando Valley Metro Rapidway will connect Warner Center and the North Hollywood Metro Rail Station.

When completed in 2005, Metro Rapid buses will travel one mile on

city streets and 13 miles on an exclusive bus lane constructed in the former railroad right-of-way along portions of Oxnard Street and Victory and Chandler boulevards.

The Rapidway will include 13 stations spaced approximately a mile apart at major activity centers. The stations will feature original art as well as lighting, seating, security cameras, public telephones, bicycle racks and ticket-vending machines.

Operating information

Station signage will display the wait time between buses, along with other operating information.

Park and ride lots will be built at five stations, providing approximately 3,000 new parking spaces. Landscaping will add approximately 5,000 trees, and a bikeway and pedestrian path will be built adjacent to much of the Rapidway.

The San Fernando Valley Metro Rapidway is being built at a cost of \$329.5 million, with an additional \$8.1 million for the bikeway and pedestrian path being built parallel to the Rapidway.

MTA awarded a \$3.8 million contract earlier this year to Fontana-based Brutoco Engineering and Construction for construction of the bridge.

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