



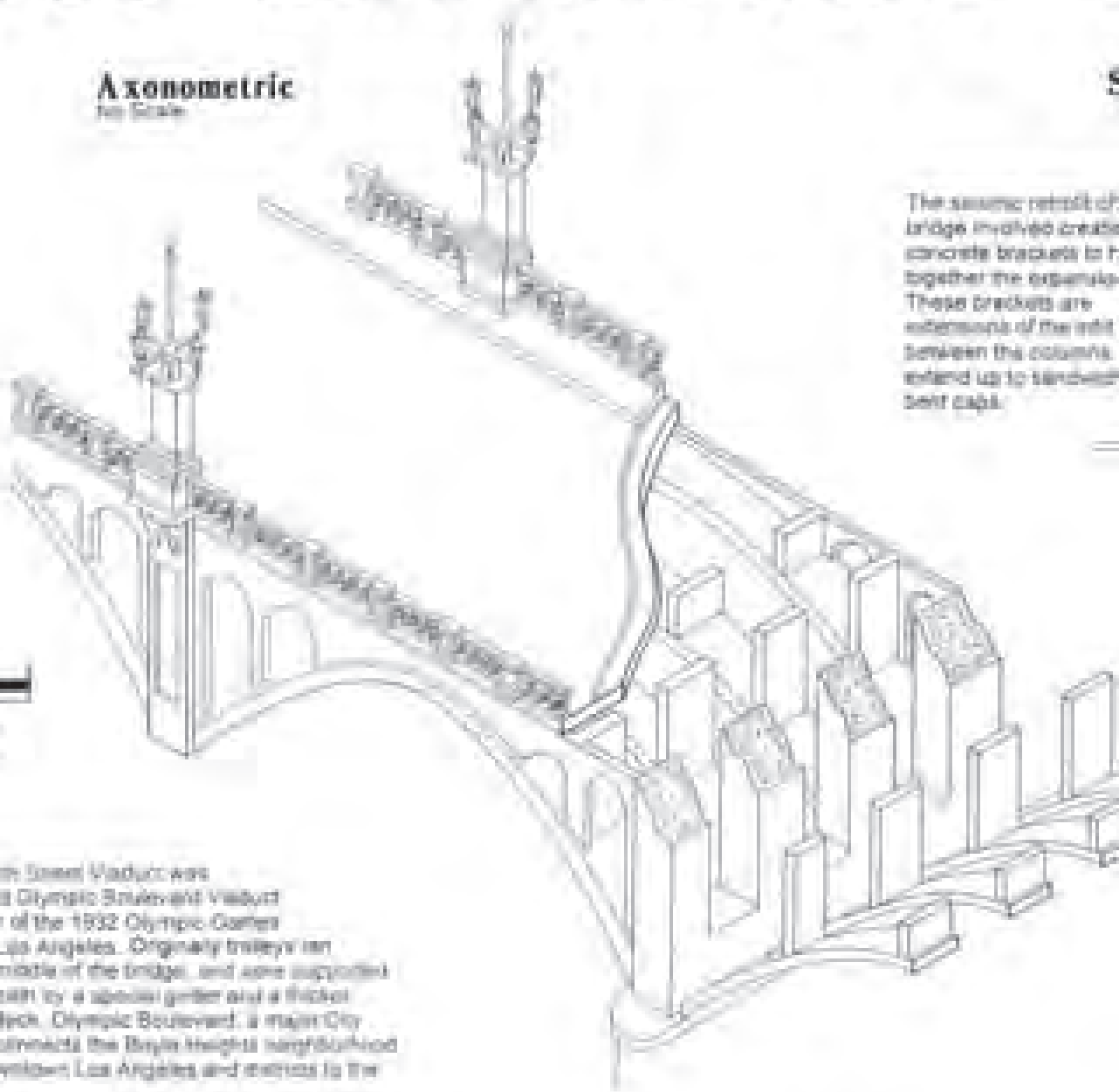
The Olympic Boulevard Viaduct in the 1990s.

Olympic Boulevard Viaduct



OLYMPIC BOULEVARD VIADUCT

Axonometric
1/8" = 1'-0"



The seismic retrofit of bridge involved creating concrete brackets to fit together the expansion. These brackets are extensions of the joint between the columns, extend up to sandwich bent caps.



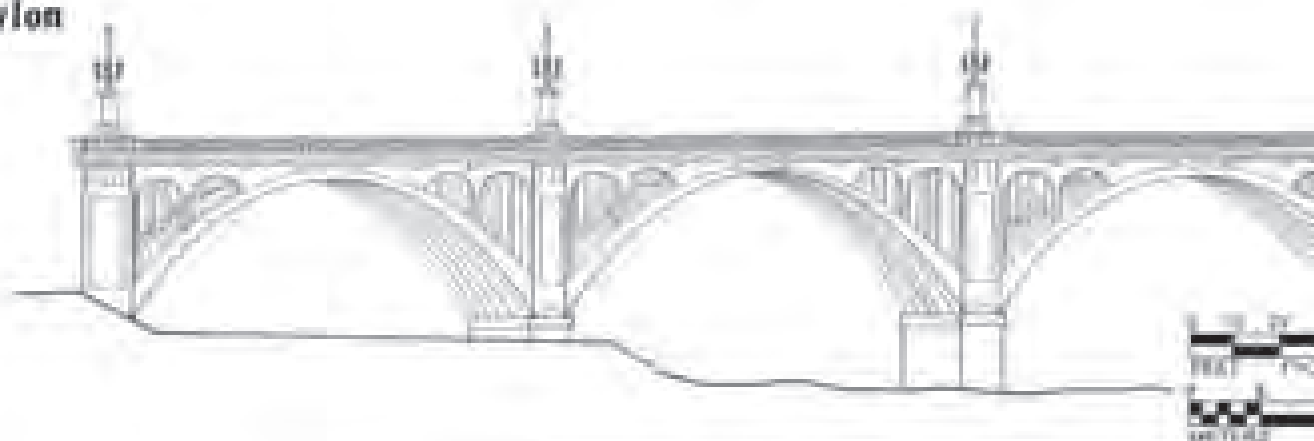
Lamp
1/8" = 1'-0"
1/16" = 1'-0"



Ornamental Pylon

1/8" = 1'-0"
1/16" = 1'-0"

The North Street Viaduct was renamed Olympic Boulevard Viaduct in honor of the 1932 Olympic Games held in Los Angeles. Originally trolley cars ran in the middle of the bridge, and were supported underneath by a special girder and a thick bridge deck. Olympic Boulevard, a major City artery, connects the Boyle Heights neighborhood with downtown Los Angeles and extends to the west.



1/8" = 1'-0"
1/16" = 1'-0"

History Comes Alive!

Tales From the City Archives

by Hynda Rudd,
City Archivist (Retired),
and Club Member



■ Third in an occasional series of historic bridges and viaducts in the City.

Historic construction photo courtesy the Security Pacific Collection, Los Angeles Public Library, Carolyn Cole, photo director.

The Los Angeles River Bridges Recording Project team documented 15 historic bridges in the City. Twelve of the bridges cross the Los Angeles River. Two others span deep ravines, and a third is an important grade separation. Built between 1909 and 1934, the river bridges group contains many of the finest examples of City Beautiful bridges and viaducts in the United States.

This system of bridges and viaducts has played a crucial role in the development of the Los Angeles metropolitan area. Key elements in the establishment of traffic and settlement patterns, the structures allowed people to move themselves and goods across land and water barriers and promoted the successful establishment of commercial and residential areas.

Through the use of the reinforced concrete arch, bridge builders harmonized architectural beauty and structural integrity, creating structures that unified the city and created pride in its public works.

On June 5, 1990, following the Oct. 17, 1989 Loma Prieta earthquake in Northern California, the voters in the City of Los Angeles passed Proposition G, a \$376 million seismic bond issue that included \$78 million for the retrofit of the Los Angeles River bridges. Over the last decade, Public Works/Engineering has seismically retrofitted those bridges. All of the bridges have been rehabilitated in keeping with their historical architectural character. The retrofit and restoration of the fifteen bridges is as much an outstanding engineering

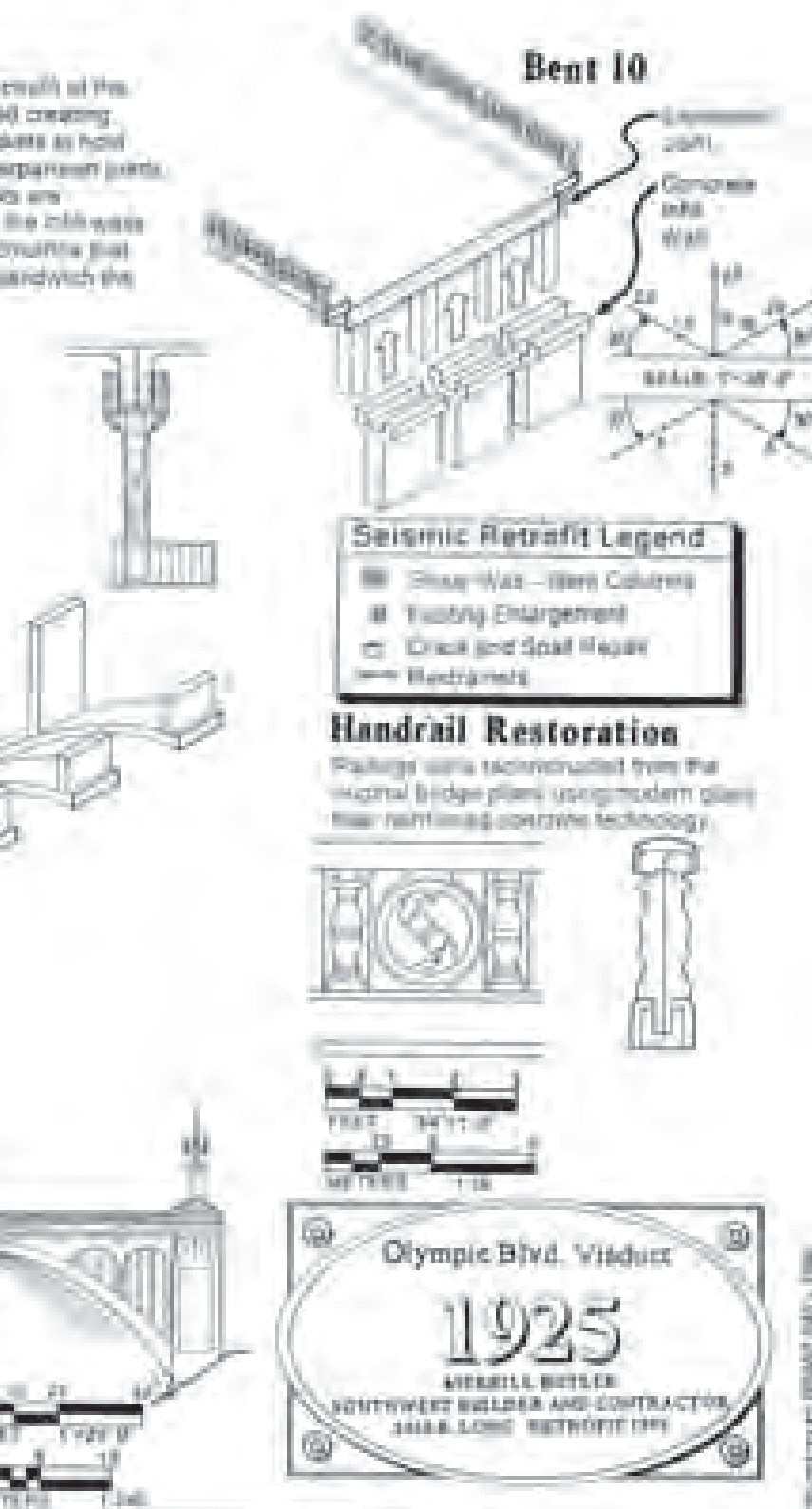
achievement as their original design.

The Olympic Boulevard Viaduct was one of these projects. But this construction site has an interesting history. It was built in 1925 and originally called the Ninth Street Viaduct, which in time was changed to the Olympic Boulevard Viaduct as part of the name change of Tenth Street to Olympic Boulevard in 1930, honoring the 10th modern Olympics, held in Los Angeles in 1932.

Olympic Boulevard has always been a major City artery that connected Boyle Heights in the east, downtown and the Westside of Los Angeles. Originally trolleys ran on the middle of the bridge in both directions.

VIADUCT

Seismic Retrofit



The (then) Ninth Street Viaduct under construction circa 1925. Work was being done by the North Pacific Construction Co.



The Olympic Boulevard Viaduct today.

photo by Angel Gomez