

The ACE REPORT

ALAMEDA CORRIDOR-EAST
CONSTRUCTION AUTHORITY



Dear Friends:

As we look to the new year, the Alameda Corridor-East Construction Authority (ACE) will continue to deliver on its mission of eliminating traffic tie-ups and collisions and silencing locomotive horns at busy and hazardous freight rail crossings in the San Gabriel Valley.

This year, ACE celebrated the opening to traffic of its ninth grade separation, a six-lane roadway underpass and double-track railroad bridge located on Nogales Street in the City of Industry and community of Rowland Heights. Another seven similar grade separations and a rail diversion project are currently in construction. Safety improvements have already been completed at 39 crossings. Three grade separations are in design along with improved pedestrian or vehicle safety gates at another eight crossings.

A regional strategy of moving transcontinental freight by train helps ease congestion on our highways and reduce emissions. With 40 percent of cargo containers passing through the Ports of Long Beach and Los Angeles, our nation's economy depends on Southern California's trade gateways and inland corridors operating efficiently. Shipments are projected to more than double in the next quarter century and, with 70 percent all incoming cargo destined for businesses and consumers east of the Rocky Mountains, investing in Southern California's rail routes, such as the Alameda Corridor-East Trade Corridor, must remain a national and state priority.

Goods movement accounts, directly or indirectly, for one-third of all jobs and economic activity in Southern California, but also brings negative impacts. Our region unfortunately has the worst traffic jams and the smoggiest air in the country. Completing grade separations will eliminate crossing collisions and traffic congestion and emissions from idling trucks and cars waiting for freight trains to pass.

If funding to complete the ACE program is secured, the ACE projects can eliminate crossing chokepoints, improve safety and air quality and strengthen our region's economy, now and for coming generations.

Sincerely,

The Honorable Jack Hadjinian

*Chair, ACE Construction Authority Board of Directors
Councilman, City of Montebello*

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Officials Break Ground on Fullerton Road Underpass Project



(Top) Gathered at the Fullerton Road grade separation groundbreaking ceremony on September 16 are from left, California Transportation Commission Vice Chair Fran Inman, Pomona Mayor and ACE Board Member Elliott Rothman, California State Assemblyman Ian Calderon, Montebello Councilman and ACE Board Chair Jack Hadjinian, Los Angeles County Supervisor Hilda Solis, Rep. Judy Chu, California State Senator Ed Hernandez, San Gabriel Councilwoman and ACE Board Vice Chair Juli Costanzo, Industry Mayor and ACE Board Member Mark Radecki, California State Assemblyman Freddie Rodriguez, Duarte Councilman and Los Angeles County Metro Board Chair John Fasana and Rep. Grace Napolitano.

Federal, state, local and railroad officials gathered on September 16 to kick off construction of a six-lane roadway underpass and four-track railroad bridge at the congested Fullerton Road crossing.

The \$145.6 million project, immediately north of State Route 60 in the City of Industry and unincorporated community of Rowland Heights, is among a program of safety improvements and mobility upgrades at rail crossings throughout the San Gabriel Valley by the Alameda Corridor-East Construction Authority (ACE). The valley is the epicenter of Southern California's freight corridor – the nation's leading trade gateway and a major economic driver for the region.

The Fullerton Road railroad crossing is used daily by more than 23,000 vehicles – many of them trucks – and blocked by an average of 49 trains a day, projected to increase to 91 trains

by 2025. In addition to the underpass and railroad bridge, the project includes construction of a bridge for Railroad Street spanning Fullerton Road and lowering Gale Avenue to meet the new underpass. Construction is projected to create more than 2,500 direct and indirect jobs, with completion scheduled for Spring 2020.

"Today's groundbreaking marks the start of a project that will eliminate deadly crossing collisions, vehicle queuing and congestion, delays for emergency responders and train horn noise while reducing emissions from idling vehicle," said City of Montebello Councilmember Jack Hadjinian, Chair of the Alameda Corridor-East Construction Authority. "We thank our funding partners for providing the support needed to make this project a reality."

"The Fullerton Road project will ease gridlock, improve safety

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Fullerton, continued from page 2



Aerial rendering of the completed Fullerton Road grade separation.

and reduce vehicle emissions at this heavily congested traffic chokepoint,” said City of Industry Mayor Mark Radecki, an ACE Board member. “We are proud to support ACE and work in partnership to deliver this project.”

“The ACE projects help mitigate the community and environmental impacts of goods movement by freight rail. I am proud to have advocated for the establishment this year of new freight programs that will provide up to \$2 billion annually in federal funding over five years for freight and grade separation projects,” said Congresswoman Grace Napolitano, California’s ranking member on the Transportation and Infrastructure Committee of the U.S. House of Representatives.

“The ACE Project serves as a national model for regional collaboration in addressing the goods movement challenges facing local communities,” said Congresswoman Judy Chu. “These important freight projects in the San Gabriel Valley will help strengthen our local and national economy, and ensure Southern California remains competitive in the global market.”

“International trade and goods movement are the engines that drive California’s economy – the sixth largest in the world,” said State Senator Ed Hernandez, Chair of the San Gabriel Valley Legislative Caucus. “The ACE program continues to not

only improve our region’s infrastructure but also stimulates job growth and economic development in the San Gabriel Valley.”

“The Fullerton Road grade separation project will ease congestion, improve safety and reduce emissions – improving the quality of life in the San Gabriel Valley. The ACE projects are a top priority for me in Sacramento,” said Assembly Majority Leader Ian Calderon, whose district includes the Fullerton Road project and other ACE grade separation projects.

“As freight trains increase in length and frequency, the chance of blocked railroad crossings interrupting traffic and causing significant emergency response time delays becomes a serious concern. Grade separations can save lives by eliminating unnecessary delays for first responders,” said Assemblymember Freddie Rodriguez, an Emergency Medical Technician for more than 30 years and a former ACE Board Member.

“Our region has benefited greatly from the ACE grade separations that address the adverse impacts of freight rail traffic and improve the quality of life of our local communities. I am proud to be a longtime supporter and advocate of the ACE projects,” said Los Angeles County Supervisor Hilda Solis.

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Traffic backs up as a freight train passes the Fullerton Road railroad crossing.

"Grade separations are a win-win for public safety and economic growth. The Fullerton Road project will bring much-needed traffic congestion relief to the area, reduce air pollution caused by idling vehicles, advance freight mobility and improve community safety," said Los Angeles County Supervisor Don Knabe.

"ACE's efforts to efficiently deliver vital grade separation projects will result in improved traffic safety, air quality and mobility for our local residents and the entire region," said Los Angeles County Supervisor Michael D. Antonovich who serves on the ACE Board of Directors.

"Los Angeles County Metro sale tax measure funds provide almost \$75 million, or slightly more than half of the budget for the Fullerton Road project," said Duarte Councilman John Fasana, currently Chairman of the Los Angeles County Metro Board of Directors and the San Gabriel Valley's representative to the Metro Board. "The success of the ACE program highlights the critical importance of LA County Metro's voter-approved sales tax measures in delivering priority transportation improvement projects and programs in Los Angeles County."

"State transportation bond funds provided by the voter-approved Proposition 1B constitute more than a third of the

budget for the Fullerton Road project. Since Proposition 1B provided only one-time funding for freight projects, securing a dedicated and ongoing revenue source sufficient to maintain and improve California's freight program must remain a state priority," said California Transportation Commission Vice Chair Fran Inman.

Freight and goods movement are essential to Southern California's economic vitality and quality of life. One-third of all jobs and economic activity in Southern California is directly or indirectly connected to the movement of goods. A critical element of this is the Alameda Corridor-East Trade Corridor, which accommodates about 60 percent of the containers moved from the nation's busiest container ports in the San Pedro Bay to the rest of the country via the region's transcontinental rail network.

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Milestone Reached on the San Gabriel Trench Project



The San Gabriel Trench grade separation project reached an important milestone in late July. Crews placed the bridge superstructure for the Union Pacific railroad bridge at the Alhambra Wash on the west end of the project limits. This achievement technically completes the linkage of the project from end to end and serves as a key component in moving the project one step closer to shifting the temporary railroad shoofly tracks onto the new

main line tracks and allowing freight traffic to run in the newly constructed 30-feet deep trench. The completion of this work means the conclusion of the project is on the horizon as work continues on finishing the trench walls. Project completion is anticipated for Fall 2017.

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SG Trench, continued from page 5



Crews work on forming the 30 feet deep trench walls as part of the 1.4 mile railroad trench.



Crews work on preparing the rebar for the trench floor.

Construction of Underpass on Puente Avenue Hits Half-Way Mark



The Puente Avenue grade separation has hit the half-way milestone on construction of the \$96.5 million roadway underpass project. Recently, work was completed in mid-October of a new 78" storm drain line as part of the Puente Avenue project. The existing storm drain system in the vicinity of the project area needed to be realigned and relocated in anticipation of construction of the roadway underpass.

Since February 2015, crews worked on the installation of the storm drain line across Valley Boulevard and along portions of Puente Avenue/Workman Mill Road in the City of Industry and unincorporated community of Avocado Heights. The work needed to be completed in advance of the annual storm season as crews are prohibited from working on storm drains and flood control facilities from October 15 to April 15. The new pipes will allow for better drainage in the area and are among the improvements planned for the grade separation project.

Crews continue to make progress on the pump station and the roadway bridge for Valley Boulevard, as well as

the railway bridge that will eventually carry freight trains across Puente Avenue. The next phase set to begin will include construction of the underpass structure. Project completion is scheduled for Spring 2018.



Aerial rendering of the completed Puente Avenue grade separation.

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Retaining Wall Construction Begins at Fairway Drive Project



Construction of the retaining walls and embankments for the underpass at Fairway Drive has begun. The \$139.4 million project calls for lowering the roadway under the existing Union Pacific railroad tracks and building a four-lane roadway underpass with retaining walls and a new four-track railway

bridge on Fairway Drive, immediately north of the State Route 60 freeway. The railroad crossing is used daily by nearly 25,000 vehicles and blocked by an average of 49 trains a day, projected to increase to 91 trains by 2025. The project will eliminate 27.6 vehicle-hours of crossing delay each day, including for emergency responders, and the potential for crossing collisions, with four collisions recorded over the last 10 years. The project will reduce emissions and eliminate locomotive horn and crossing bell noise. Project completion is anticipated for Spring 2019.



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FairwayGS**

Lemon Avenue Interchange Project Under Way



On behalf of the California Department of Transportation (Caltrans) and in cooperation with the Cities of Diamond Bar and Industry, the Alameda Corridor-East Construction Authority will be constructing a new interchange on State Route 60 at Lemon Avenue to improve traffic flow and reduce congestion in the area as part of the Fairway Drive Grade Separation Project.

The project will construct a partial (three-legged) interchange, a westbound on-ramp and eastbound off- and on-ramps. It will also permanently remove the existing ramps at Brea Canyon Road. New traffic signals will be installed along Lemon Avenue at the new eastbound ramps. Work is set to begin in November with the widening of Lemon Avenue.

The project is expected to take approximately 18 months to construct. Please visit the ACE website at www.theaceproject.org or follow us on Twitter @LemonAveRamps for the most up-to-date project information.

Follow us @LemonAveRamps



Montebello Corridor Project Update



In July, the Montebello City Council requested and approved modifications to the proposed concept designs for the Montebello Corridor Grade Separation Project. The project calls for constructing a roadway underpass with sidewalk and bike lanes and a railroad bridge at the Montebello Boulevard railroad crossing. Additional safety improvements including the installation of quad crossing gates for enhanced safety are planned at the crossings on Maple, Greenwood and Vail Avenues.

The proposed Maple Avenue underpass has been removed and a pedestrian overcrossing structure is proposed for Maple Avenue instead due to significant numbers of pedestrians and cyclists. The design team is currently working with the City of Montebello on concepts for the pedestrian structure. With the action taken by the Montebello City Council, the project has advanced to the environmental clearance and preliminary design phase, which is anticipated to be completed in Fall 2017. Construction could begin in 2019 and be completed by 2022. The estimated project cost is \$142 million.

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