

The ACE REPORT

ALAMEDA CORRIDOR-EAST PROJECT
San Gabriel Valley Council of Governments



Dear Friends,

As 2018 draws to a close, the Capital Projects and Construction Committee can look back on a year of strong progress on the Alameda Corridor-East (ACE) projects, progress which will help guide us as we set our new goals in 2019.

First, I am honored to serve as the committee's new Chair, following in the footsteps of San Gabriel Councilmember Juli Costanzo. At our November meeting, committee members recognized the dedicated service of Juli as well as Alhambra Councilmember Barbara Messina and Claremont Councilmember Sam Pedroza, who are stepping down from the committee. The committee

members were joined in December by new members, Monterey Park Councilmember Teresa Real Sebastian and La Verne Councilmember Tim Hepburn.

We made great progress in completing the \$1.7 billion program of 19 ACE grade separations and at-grade crossing improvements this year. We opened the Puente Avenue roadway underpass to traffic in April and dedicated our largest project, the San Gabriel Trench, in September. We also dedicated the Temple Avenue train diversion project in Pomona in July and fully opened our first highway improvement project, the new Lemon Avenue Interchange on the 60 Freeway, in October.

This December we awarded a contract for construction of the Durfee Avenue underpass in Pico Rivera. Construction will continue next year on grade separations on Fullerton Road and Fairway Drive near the 60 Freeway and final design engineering has started for our final two grade separation projects, one located in the City of Montebello and the other on Turnbull Canyon Road in the City of Industry and unincorporated Los Angeles County. These two projects will receive \$78 million for construction starting in 2020 thanks to voters rejecting a repeal of the new state SB 1 revenues at the polls this November.

We look forward to working with our legislative, community and agency supporters as we seek the remaining grant funds needed to complete the ACE program. We will also undertake exciting work on new projects assigned to the Capital Projects and Construction Committee, such as the State Route 57-60 Confluence Chokepoint Relief Project.

Our best wishes to you and your loved ones during the holiday season and in the New Year!

Sincerely,

Victoria Martinez Muela

Chair, SGVCOG Capital Projects and Construction Committee

Councilmember, City of El Monte

Inside

NEW RAMP AT LEMON AVENUE OPENS TO TRAFFIC, REDUCES DANGEROUS TRAFFIC WEAVING AT STATE ROUTE 57-60 INTERCHANGE
2

DURFEE AVENUE PROJECT AWARDED
5

OFFICIALS DEDICATE 1.4-MILE SAN GABRIEL RAILROAD TRENCH- LARGEST PROJECT IN THE ALAMEDA CORRIDOR-EAST PROGRAM
6

SAN GABRIEL RAILROAD TRENCH RECEIVES PROJECT OF THE YEAR AWARD
9

FAIRWAY DRIVE INTERSECTION REOPENS TO TRAFFIC
10

STORM DRAIN RELOCATION CONTINUES AT FULLERTON ROAD
12

MONTEBELLO BOULEVARD AND TURNBULL CANYON ROAD PROJECTS MOVE FORWARD
13

POMONA PEDESTRIAN CROSSING SAFETY IMPROVEMENTS PROJECT MOVES TOWARD FINAL DESIGN
14



SGVCOG Capital Projects and Construction Committee

Hon. Victoria Martinez Muela / City of El Monte / Chair
Hon. Tim Sandoval / City of Pomona / Vice Chair
Hon. Hilda L. Solis / County of Los Angeles
Hon. Kathryn Barger / County of Los Angeles
Hon. Janice Hahn / County of Los Angeles
Hon. Cynthia Sternquist / SGVCOG
Marisa Creter / Executive Director

Hon. Nancy Lyons / City of Diamond Bar
Hon. Cory Moss / City of Industry
Hon. Tim Hepburn / City of La Verne
Hon. Becky Shevlin / City of Monrovia
Hon. Jack Hadjinian / City of Montebello
Hon. Teresa Real Sebastian / City of Monterey Park
Mark Christoffels / Chief Engineer

New Ramp at Lemon Avenue Opens to Traffic, Reduces Dangerous Traffic Weaving at State Route 57-60 Interchange



Diamond Bar Mayor Ruth Low praises the opening of the Lemon Avenue ramps and the relief the improvements will bring to residents and motorists in the area.

Government officials gathered on October 15 to announce the opening of the newly constructed Lemon Avenue interchange at State Route 60 in the cities of Diamond Bar and Industry. The opening of the final of three new ramps will allow eastbound motorists to enter the freeway well in advance of the nearby confluence of State Routes 57 and 60 – ranked by the American Transportation Research Institute earlier this year as the fifth worst truck bottleneck in the nation. The new Lemon Avenue ramp will allow the closing of an existing eastbound on-ramp at Brea Canyon Road, thus reducing hazardous traffic weaving at the confluence.

With completion of the Lemon Avenue Interchange and new on-ramps at Grand Avenue, major construction can start in early 2021 of the \$288.6 million State Routes 57-60 Confluence Chokepoint Relief Project to add new freeway lanes and widen the Grand Avenue overcrossing within the two-mile confluence zone. The improvements will ease congestion for 350,000 daily motorists and reduce the average of 670 collisions a year, one-third of which result in injury or fatality.

“We are pleased to have successfully delivered the first freeway improvement project ever undertaken by the San Gabriel Valley Council of Governments,” said El Monte Councilwoman Victoria Martinez Muela, Chair of the Capital Projects and Construction Committee of the San Gabriel Valley Council of Governments (SGVCOG), which oversaw the project. “We look forward to continuing our work, funded by the new state SB 1 transportation revenues, on the Confluence Chokepoint Relief Project.”

First proposed in 1968, the \$22 million Lemon Avenue interchange was completed by the SGVCOG as part of the Alameda Corridor-East Project in cooperation with the Los Angeles County Metropolitan Transportation Authority, Caltrans, and the cities of Diamond Bar and Industry.

“As a resident of Diamond Bar, I know firsthand that the State Route 57-60 confluence can be a gridlocked and hazardous nightmare for commuters and truckers alike, especially during peak hours. I applaud the completion of this initial phase of

Lemon Avenue, continued from page 2



Capital Projects and Construction Committee Chair Victoria Martinez Muela leads a press conference to announce the successful completion of the Lemon Avenue interchange project, the first freeway improvement project ever undertaken by the San Gabriel Valley Council of Governments.

ramp improvements and I look forward to the start of the SR 57-60 Confluence Chokepoint Relief Project,” said State Senator Ling Ling Chang.

“Los Angeles County voters recognized the importance of fixing the confluence chokepoint by approving \$205 million in funds for the improvement project in the 2016 Measure M sales tax initiative. I am confident that the SGVCOG can get the job done on the confluence improvements,” said Duarte Mayor John Fasana, the San Gabriel Valley’s representative on the Board of Directors of the Los Angeles County Metropolitan Transportation Authority.

“Southern California is our nation’s leading trade gateway. Critical to sustaining our economic vitality is maintaining the smooth flow of goods on our highways and railroads. We must resolve the chokepoint at the SR 57-60 confluence if we are to strengthen our region’s economy,” said City of Industry Mayor Pro Tem Cory Moss, a member of the SGVCOG Capital Projects and Construction Committee.

“The narrow confluence of State Routes 57 and 60 restricts traffic flow like a funnel for the more than 350,000 motorists who travel through it each day. The resulting traffic congestion



Officials cut a ribbon to celebrate the opening of the new Lemon Avenue Interchange. From left: ACE Senior Project Manager Charles Tsang, Diamond Bar Public Works Director and City Engineer David Liu, Industry Councilwoman Catherine Marcucci, Duarte Mayor and Metro Director John Fasana, Caltrans District 7 Deputy Director for Environmental Planning Ron Kosinski, SGVCOG Capital Projects and Construction Committee Chair and El Monte Councilwoman Victoria Martinez Muela, State Senator Ling Ling Chang, Diamond Bar Mayor Ruth Low, Diamond Bar Councilmember Steve Tye, City of Industry Mayor Pro Tem Cory Moss, Tony Bagheri of OHL USA, Diamond Bar Mayor Pro Tem Carol Herrera, SGVCOG Chief Engineer Mark Christoffels, Diamond Bar Councilmember Nancy Lyons, Lauren Yokomizo from the Office of Los Angeles County Supervisor Janice Hahn and SGVCOG Executive Director Marisa Creter.



Lemon Avenue, continued from page 3



The newly constructed eastbound on-ramp at Lemon Avenue to State Route 60.

robs commuters of precious family time and delays the delivery of goods. The residents of Diamond Bar very much look forward to the Confluence Chokepoint Relief Project,” said Diamond Bar Mayor Ruth Low.

“The State Route 57-60 confluence is the second-highest truck accident location in California and the no. 1 freight chokepoint in California,” said Caltrans District 7 Director John Bulinski. “The State of California has prioritized fixing the confluence by programming \$22 million in new state SB 1 transportation funds for the early phases of the project. The confluence project will continue to be a priority as funds are sought for the construction phase of the project.”

Follow us [!\[\]\(6a9b39b98eb945faa14c645ec99e4eaa_img.jpg\) @LemonAveRamps](https://twitter.com/LemonAveRamps)

Durfee Avenue Project Awarded



Rendering of completed Durfee Avenue grade separation project

Construction of a new roadway underpass and railroad bridge on Durfee Avenue in the City of Pico Rivera are a step closer to reality. The agency in December selected a general contractor to construct the Durfee Avenue grade separation project.

The project will separate the roadway on Durfee Avenue between Beverly Road and Whittier Boulevard under the Union Pacific railroad tracks. The project will reduce an estimated 15.3 vehicle-hours of delay each day at the crossing, which is traversed by 49 trains per day, projected to increase to 91 trains by 2025. Nine collisions have been recorded at the crossing, resulting in four fatalities. The project, expected to take approximately two years to construct, includes a

two-lane roadway underpass with retaining walls and a new railroad bridge for Union Pacific Railroad freight trains and Metrolink commuter trains.

The \$91.1 million project is being funded by California state transportation bonds, Los Angeles County Metro through Measure R and other countywide sales tax measures, and contributions from the federal government and Union Pacific Railroad. Construction is expected to begin in early 2019.

Follow us  **@DurfeeGS**

Officials Dedicate 1.4-mile San Gabriel Railroad Trench- Largest Project in the Alameda Corridor-East Program



Officials unveiled a plaque to dedicate the San Gabriel Trench grade separation project. Front row, from left: ACE Senior Project Manager Phil Balmeo, Former ACE Board Chair David Guterrez, SGVCOG Capital Projects and Construction Committee Chair and El Monte Councilwoman Victoria Martinez Muela, Former ACE Board Chair Harry Baldwin, SGVCOG Capital Projects and Construction Committee Immediate Past Chair and San Gabriel Councilwoman Juli Costanzo, Alhambra Councilmember Barbara Messina, Diamond Bar Councilmember Nancy Lyons, California Transportation Commission Executive Director Susan Bransen. Back row, from left: Mark Mendoza of Pargaon Partners, SGVCOG Chief Engineer Mark Christoffels, Alan Tanjuaquio of JACOBS, Caltrans District 7 Deputy District Director Paul Marquez, Charlie Nakamoto of JACOBS, San Gabriel Councilmember Chin Ho Liao, Claremont Councilmember Sam Pedroza, San Gabriel City Manager Mark Lazzaretto, San Gabriel Vice Mayor Jason Pu, Montebello Councilman Jack Hadjinian, Jay Titus of Walsh Construction, Congresswoman Judy Chu, Raul Verduzco of Walsh Construction, Assemblyman Chris Holden, Los Angeles County Supervisor Kathryn Barger, SGVCOG 2nd Vice President and Monrovia Mayor Pro Tem Becky Shevlin, Los Angeles County Supervisor Hilda Solis, Duarte Mayor and Metro Director John Fasana, San Gabriel Councilmember Denise Menchaca, SGVCOG 3rd Vice President and La Verne Councilmember Tim Hepburn, SGVCOG President and Temple City Councilwoman Cynthia Sternquist, SGVCOG 1st Vice President and Rosemead Mayor Pro Tem Margaret Clark, SGVCOG Executive Director Marisa Creter, Lupe Valdez of Union Pacific Railroad and Keith Gillfillan of Moffat & Nichol.

More than 200 officials and community leaders gathered on September 10 to dedicate the San Gabriel Trench – a 1.4 mile railroad trench that is the largest project in the \$1.7 billion Alameda Corridor-East (ACE) program of 19 roadway-rail grade separations in eastern Los Angeles County. The freight railroad trench is spanned by four new roadway bridges and was completed following four years of construction.

Construction of the 30-foot-deep and 65-foot-wide trench in the City of San Gabriel required the excavation of more than

500,000 cubic yards of soil removed via 33,000 dump truck trips and the pouring of 6,500 truckloads of concrete to build the trench walls and floor and roadway bridges. The \$293.7 million project directly employed 1,211 construction workers, including 133 residents of the San Gabriel Valley.

“The San Gabriel community and region is celebrating the dedication of the San Gabriel Trench project,” said San Gabriel Councilwoman Juli Costanzo, immediate past Chair of the Capital Projects and Construction Committee of the San Gabriel

San Gabriel Trench, continued from page 6



Los Angeles County Supervisor Hilda Solis (center) along with Los Angeles County Supervisor Kathryn Barger (3rd from left) and Assemblyman Chris Holden (fourth from right), present certificates of recognition to the SGVCOG and San Gabriel City Council. From left: SGVCOG President and Temple City Councilmember Cynthia Sternquist, SGVCOG Capital Projects and Construction Committee Immediate Past Chair and San Gabriel Councilwoman Juli Costanzo, San Gabriel Mayor John R. Harrington, San Gabriel Councilmember Denise Menchaca, San Gabriel Councilmember Chin Ho Liao and San Gabriel Vice Mayor Jason Pu.

Valley Council of Governments (SGVCOG) overseeing the ACE program. "The trench eliminates crossing delays for nearly 90,000 motorists every day, improves safety for motorists, cyclists and pedestrians, eliminates locomotive horns and crossing bells and allows our emergency responders to respond more quickly to calls on both sides of the tracks."

"The Federal government must continue to provide the resources needed to invest in freight infrastructure to support American competitiveness in global markets while also mitigating the community impacts of nationally significant goods movement in Southern California," said Congresswoman Judy Chu. "I am proud to champion the ACE projects and the San Gabriel Trench in Congress."

"The San Gabriel Trench will deliver mobility, safety, air quality and economic benefits for many years," said state Assemblymember Ed Chau. "Improving and maintaining California's transportation system is a top priority for me."

"Our region and communities can thrive when targeted

investment is made in significant transportation infrastructure improvements like the ACE program, highway improvements and mass and active transit," said state Assemblymember Chris Holden, chair of the Assembly Select Committee on Regional Transportation Solutions.

"Trade delivers regional and national economic benefits, but we must also address the negative impacts caused by traffic congestion and collisions at our freight railroad crossings," said Los Angeles County Supervisor Kathryn Barger, a member to the SGVCOG Capital Projects and Construction Committee. "The San Gabriel Trench project will improve community mobility, quality-of-life and safety while supporting a vital freight rail corridor."

"Successful completion of the San Gabriel Trench project required a significant investment of Federal, state, and local funds," said Los Angeles County Supervisor Hilda L. Solis, a member of the SGVCOG Capital Projects and Construction Committee. "This project is a prime example of taxpayer funds being spent wisely to enhance safety, reduce diesel

San Gabriel Trench, continued from page 7



Former ACE Board Chair and long-time San Gabriel Councilmember Harry Baldwin with wife, Sally, attended the dedication ceremony.

emissions and congestion, and improve air quality and freight delivery.”

“Los Angeles County sale tax measure funds provided about one-fifth of the San Gabriel Trench project budget,” said Duarte Mayor John Fasana, the San Gabriel Valley’s representative on the Los Angeles County Metro Board. “A strong partnership among local, state and Federal agencies is needed to continue to deliver the San Gabriel Valley’s priority transportation improvement projects.”

“The strong leadership of the San Gabriel Valley Council of Governments, along with the continual support of our Federal, state and local champions, has been central to the success of the San Gabriel Trench project and the overall ACE program. That success is why we reorganized our capital projects and construction efforts to take on other regionally significant infrastructure improvement projects, like the State Route 57-60 Confluence Chokepoint Relief Project,” said Temple City Councilmember and SGVCOG President Cynthia Sternquist.

The San Gabriel Trench project was delivered on time and under budget, with cost savings totaling nearly \$99 million in state bond funds reprogrammed to other ACE projects in the San Gabriel Valley. With the dedication of the trench project, a total of 14 of the 19 grade separations in the ACE program have been completed. Two additional roadway underpasses are under construction and another roadway underpass in the City of Pico Rivera will begin construction this winter. Two final grade separations, located in the City of Montebello and in the City of Industry/Hacienda Heights, are scheduled to start construction in three years, contingent on \$78 million programmed from the state trade corridor program established under the SB 1 transportation measure.

Follow us  @SGTrench



San Gabriel Railroad Trench, Largest Project in ACE Program, Receives Project of the Year Award



Senior Project Manager Phil Balmeo (third from right) and Chief Engineer Mark Christoffels (second from right), accepts the Project of the Year award at the APWA luncheon.

The San Gabriel Trench project, a 1.4-mile railroad trench completed this year, received the 2018 Project of the Year award in the regional public agency category from the Southern California Chapter of the American Public Works Association (APWA) during an awards luncheon in December.

The \$293.7 million project was dedicated in September and is the largest project in the \$1.7 billion Alameda Corridor-East (ACE) grade separation program overseen by the Capital Projects and Construction Committee of the San Gabriel Valley Council of Governments.

"We are pleased to be recognized by our public agency peers for this monumental achievement in constructing the largest public works project in the history of San Gabriel and in the ACE program," said Mark Christoffels, Chief Engineer of the San Gabriel Valley Council of Governments. "A project this significant and complex requires remarkable leadership and coordination. I am especially proud of the work of Senior Project Manager Phil Balmeo and our engineering and construction team that was responsible for project delivery."

Jacobs served as Construction Manager on the project, Moffatt and Nichol was the design engineering firm, Walsh was the construction contractor, Paragon Partners provided right-of-way services, Lee Andrews Group provided community relations services and the City of San Gabriel and Union Pacific Railroad were project partners. Construction of the 30-foot-deep and 65-foot-wide trench in the City of San Gabriel required the excavation of more than 500,000 cubic yards of soil removed via 33,000 dump truck trips and the pouring of 6,500 truckloads of concrete to build the trench walls and floor and roadway bridges.

The freight railroad trench is spanned by four new roadway bridges and was completed following four years of construction. The trench eliminates crossing delays for nearly 90,000 motorists every day, improves safety for motorists, cyclists and pedestrians, eliminates locomotive horns and crossing bells and allows emergency responders to respond more quickly to calls on both sides of the tracks.

Follow us [@SGTrench](https://twitter.com/SGTrench)

Fairway Drive Intersection Reopens to Traffic



To expedite completion of a critical phase of construction for the Fairway Drive underpass, crews worked expeditiously over a 10-week period to widen, lower and completely re-construct and pave the intersection of Fairway Drive at Walnut Drive North and the surrounding roadway as part of the improvements necessary for the grade separation project. Construction of the four-lane roadway underpass and four track railroad bridge will reduce vehicle emissions and traffic congestion by an estimated 27.6 vehicle-hours of delay each day due to lowered gates at the railroad crossing, which is traversed by 49 trains per day. Once complete, the project will eliminate collisions, train horn noise and delays for emergency responders and improve safety. Seven collisions have been recorded at the Fairway Drive crossing over the past 10 years. Completion of the grade separation is anticipated in Summer 2021.





Fairway Drive, continued from page 9



During the closure of the Fairway Drive intersection, the ACE Project worked closely with the impacted businesses in the area to provide support, maintain access and coordinate the placement of directional signage.



The project team that completed the roadway reconstruction of Fairway Drive and the Fairway Drive and Walnut Drive North intersection in a condensed 10-week schedule.

Follow us [@FairwayGS](#)

Storm Drain Relocation Continues at Fullerton Road



Crews are busy working on the retaining walls and the relocation and installation of a new underground storm drain line along Fullerton Road prior to underpass and bridge construction for the grade separation project. These improvements to the drainage infrastructure reduces flooding in roads and protects private properties.



Construction of the Fullerton Road grade separation project includes a four-track railroad bridge, roadway bridge and pedestrian bridge over a six-lane depressed roadway on Fullerton Road, which carries over 23,000 vehicles daily and traversed by 49 trains per day. The Federal Railroad Administration has recorded two train-vehicle collisions at the crossing in a recent ten-year period. Completion of the grade separation and re-opening of the roadway is anticipated in Summer 2021.

Follow us  @FullertonGS

Montebello Boulevard and Turnbull Canyon Road Projects Move Forward



Aerial rendering of the completed Montebello Boulevard underpass.

With a majority of voters supporting the new SB 1 revenues, the Montebello Boulevard and Turnbull Canyon Road projects are now on track to begin construction in two years.

New funding from the SB 1 trade corridor program includes a commitment of \$49 million for the construction of a roadway underpass and railroad bridge on Montebello Boulevard, the second most-hazardous freight rail crossing in Los Angeles County, and \$29 million for the two-lane overpass on Turnbull Canyon Road that will elevate the roadway over the existing Union Pacific railroad tracks.



Aerial rendering of the completed Turnbull Canyon Road Grade Separation.

Follow us [@MontebelloGS](https://twitter.com/MontebelloGS)
Follow us [@TurnbullCynGS](https://twitter.com/TurnbullCynGS)



Pomona Pedestrian Crossing Safety Improvements Project Moves Toward Final Design



Example of a pedestrian gate proposed for installation at the Pomona rail crossings.

Pedestrian gates will be installed at five hazardous crossings in Downtown Pomona. The enhancements will be installed on Hamilton Boulevard, Park Avenue, Main Street, Palomares Street and San Antonio Avenue. The upgrades include roadway modifications, traffic signal improvements, pedestrian channelization and updated signage and striping to address the current safety issues at the crossings. Thirty-two

collisions have been recorded at the four crossings since the Federal Railroad Administration began maintaining records, resulting in nineteen fatalities and nine injuries. Preliminary project design plans are currently under review. The current schedule calls for construction to start in late 2019.

Follow us [@ACESgv](#)

The ACE Report is multilingual!

Read the Spanish and Chinese versions of our newsletter on the ACE website:

Somos multilingüe! Lea la versión en Español de nuestro boletín en la página de internet de ACE:

我們為您提供多語種服務! 欲閱讀中文版本的通訊, 請瀏覽ACE網站:

WWW.THEACEPROJECT.ORG