

4/27/2018

Rail News: Communication and Signal

California commission to provide grants for ACE's final two grade separations



On April 6, the Alameda Corridor-East Construction Authority marked the completion of a grade separation along a UP line. Photo – Alameda Corridor-East Construction Authority

The [California Transportation Commission](#) has recommended awarding \$78 million in grant funding for two grade separations along the Alameda Corridor-East (ACE) freight-rail corridor in eastern Los Angeles County, the [Alameda Corridor-East Construction Authority](#) announced yesterday.

The proposed grants are among a statewide list of projects recommended for funding through California's new Trade Corridor Enhancement Program, which is administered by the commission.

One grant would provide \$49 million toward a \$128.61 million roadway underpass on Montebello Boulevard in the city of Montebello, while the other would allocate \$29 million toward an \$86.2 million roadway overpass on Turnbull Canyon Road in the city of Industry and unincorporated Los Angeles County. The Montebello crossing is the second most-hazardous freight-rail crossing in the county, according to the authority.

The grants would help fund the final two projects in the ACE grade separation program, which is designed to eliminate grade crossing collisions, traffic delays and locomotive horn noise, and reduce vehicle emissions at the most congested and hazardous crossings in the San Gabriel Valley. Both projects are entering the final design phase, with construction to start on each about mid-2020.

The grant recommendations are scheduled to be adopted by the commission at its May 16-17 meeting.

Meanwhile, the authority on April 6 marked the completion of a \$97.4 million grade separation in Industry and unincorporated Avocado Heights that was partially funded by Union Pacific Railroad.

The new four-lane roadway overpass on Puente Avenue eliminated a crossing where five train-vehicle collisions have occurred. Train traffic on the line — which now passes over the road on a rail bridge — is projected to double by 2025.

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