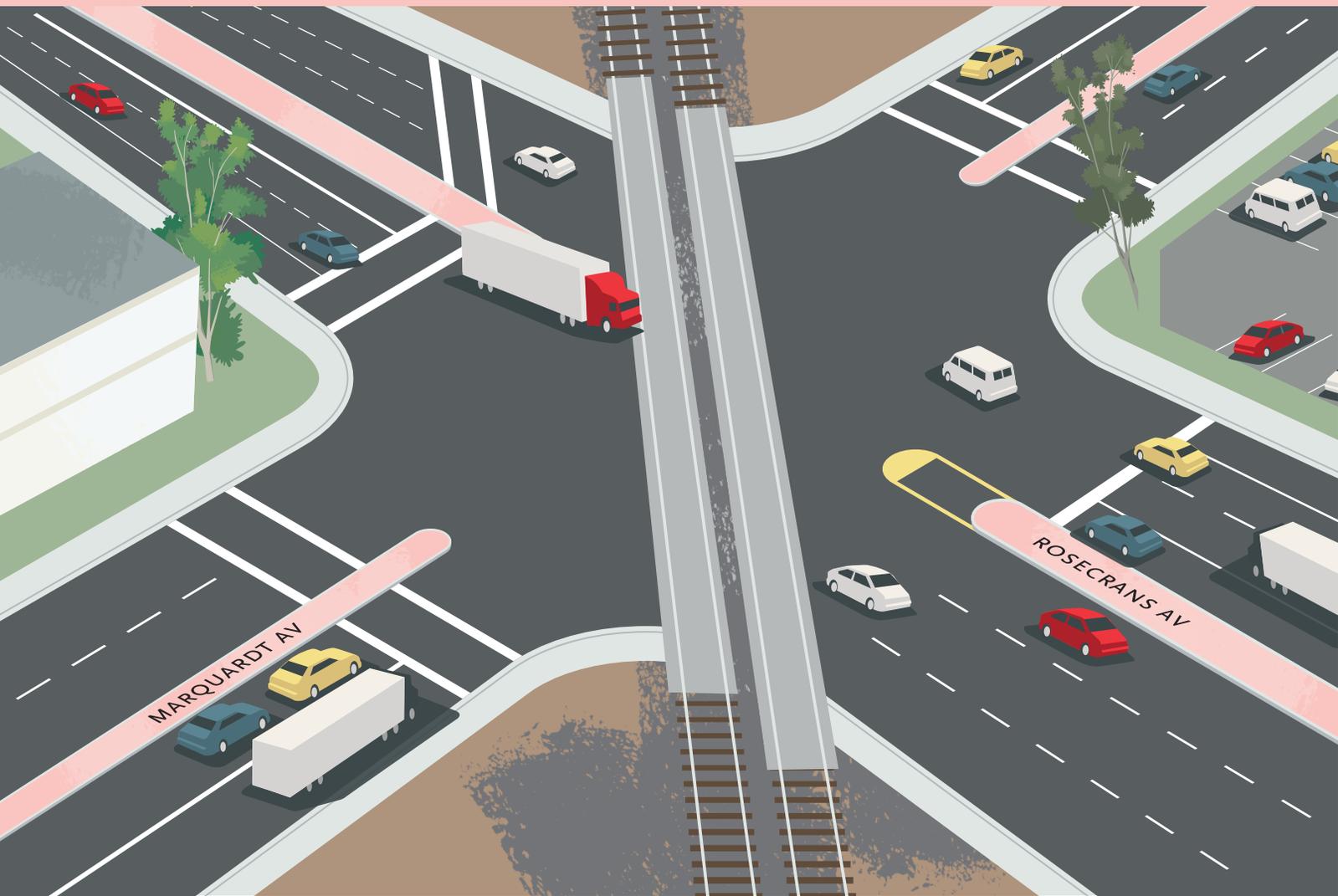


# Next stop: safer crossings.

ROSECRANS/MARQUARDT GRADE SEPARATION PROJECT  
Frequently Asked Questions

APRIL 2018



# Rosecrans/Marquardt Grade Separation Project: Frequently Asked Questions

## What is the purpose of the Rosecrans/Marquardt Grade Separation Project?

The Rosecrans/Marquardt Grade Separation Project will improve the safety and traffic flow of the Rosecrans Av/ Marquardt Av intersection. Located in the City of Santa Fe Springs, the Rosecrans/Marquardt grade crossing is traversed by more than 112 freight and passenger trains, as well as more than 45,000 vehicles in a 24-hour period. With such heavy through traffic, this intersection has been identified by the California Public Utilities Commission (CPUC) to be the most hazardous grade crossing in the state. Providing a grade separation will significantly improve safety, eliminate delays and benefit the environment.

## What is an at-grade crossing?

An at-grade crossing is an intersection of railroad tracks with roads and pedestrian/bicycle ways at the same street level. Vehicles and pedestrians are forced to stop at the crossing while a train travels through the intersection. At-grade crossings have a significant risk of collisions between trains, trucks, cars, bikes and pedestrians.

## What is a grade separation?

A grade separation moves cars safely and smoothly under or over the railroad tracks. Generally, these separations come in the form of either an underpass or an overpass. Grade separations reduce the risks of collisions between trains, trucks, cars, bikes and pedestrians, and enhance safety and mobility.

## Who is leading the project?

Metro is leading this project in cooperation with the City of Santa Fe Springs, City of La Mirada, BNSF Railway, Caltrans, Amtrak, CPUC, Federal Railroad Administration (FRA), Metrolink and California High Speed Rail Authority (CHSRA).

## How is this project being funded?

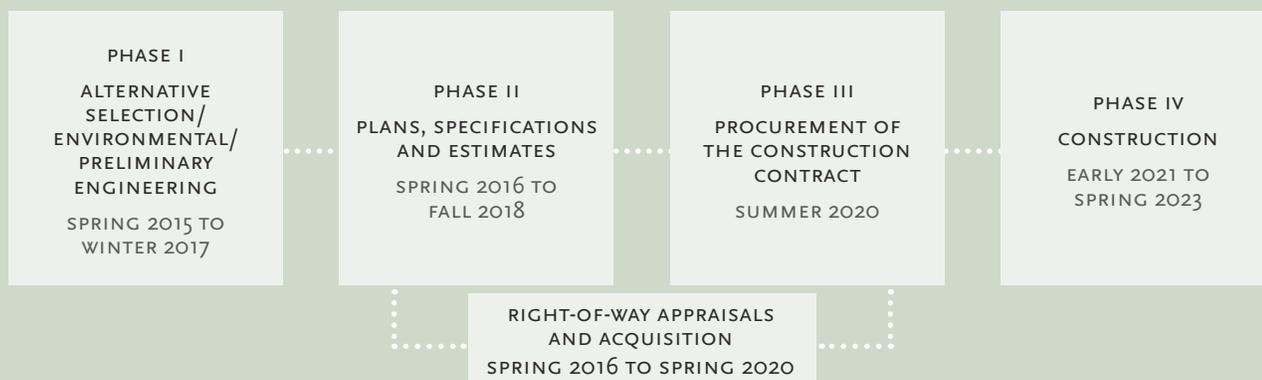
The Rosecrans/Marquardt Grade Separation Project has been prioritized on the Advance Investment Memorandum of Understanding (AIMOU) between several Southern California agencies and the CHSRA. Because of the AIMOU, this project is expected to be funded with a mixture of funds through Measure R, Proposition 1A (High-Speed Rail), BNSF Railway, Transportation Investment Generating Economic Recovery (TIGER) funds, as well as the California Transportation Commission's (CTC) California Freight Investment Program (CFIP) and State Transportation Improvement Program (STIP). Metro is also seeking project funds through the CPUC Section 190 program.

## How will the project address safety concerns?

Public safety is the number one driver of this project. In 2014, the CPUC established the 2014-2015 California Grade Separation Program priority list, which ranked at-grade crossings across the state on a scale of grade-separation need. This intersection was rated, and has continued to be rated in subsequent years, as one of the most hazardous grade crossings in California. With 26 incidents, five fatalities and six injuries on record with the FRA and an increasing amount of through traffic, the need for this project continues to grow. A grade-separated Rosecrans/Marquardt intersection would eliminate ongoing safety conflicts and serve as a long-term solution to the existing conditions.

## What is the process the project will follow to completion?

The project is anticipated to go through four distinct development phases, including:



The initial phase of the Alternatives Analysis considered and evaluated a range of alternative concepts that met the goals of the project. During the Alternatives Analysis process, the proposed alternatives were evaluated across a range of technical and environmental criteria. Public feedback informed evaluation and refinement of the alternatives prior to advancing to the environmental phase.

Through the environmental process, Metro identified the Preferred Alternative, which will trigger final design prior to initiating construction.

Public involvement is of utmost importance for all agencies and jurisdictions involved, therefore, community outreach will continue through the end of construction to educate, inform and gather input from stakeholders.

*Schedule subject to change and subject to funding.*

### **Will there be impacts on nearby properties?**

Yes. It is anticipated that some businesses will need to be acquired in order to construct the grade separation. All affected property owners will be compensated at fair market value for their property in accordance with state and federal law. In addition, relocation assistance will be provided to occupants to minimize the impact of relocation.

### **Will the Rosecrans/Marquardt intersection, as it exists now, be closed as part of this project?**

Yes, one of the project's goals is to create a grade separation that will improve safety and access by separating vehicle and pedestrian traffic from train crossings. The at-grade intersection will be closed, and vehicular, pedestrian and bicycle traffic will use a new bridge that carries Rosecrans Av over the tracks.

### **What are some of the existing impacts that will be addressed by the improvements?**

The project will eliminate an at-grade crossing where currently the road intersects the rail tracks. This improvement will reduce the potential for train-vehicle collisions, delays of emergency responder vehicles at and near this location, emissions associated with idling train and car engines, locomotive horn and crossing gate noise, and improve safety for pedestrians and cyclists.

### **How will traffic impacts be addressed during construction?**

Metro is very aware of the impacts the construction of a grade separation project can have on through traffic, as well as on access to adjacent properties. With that in mind, the project includes a slight relocation of the Rosecrans Av alignment. This will permit the majority of the construction to occur without impacts to traffic operating on the current alignment.

### **How will pedestrian access be addressed?**

Sidewalks will be included on the proposed bridge over the tracks. The design features wide shoulders on the bridge as well to accommodate cyclists.

### **When will construction begin?**

Construction is anticipated to begin in early 2021 and continue up through Spring 2023. A final schedule is dependent upon funding.

### **Can Metro present to our group?**

Yes, please contact us to request for the Metro team to make a presentation to your group.



## Contact Us

Please use the following contact tools to access more project information, ask questions or provide comments.

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