Construction Package One

Work is Underway

Construction Package 1 (CP 1) is the first significant construction contract executed on the Initial Operating Section of the high-speed rail project. The CP 1 construction area is a 29-mile stretch between Avenue 17 in Madera County to East American Avenue in Fresno County. It includes 12 grade separations, 2 viaducts, 1 tunnel and a major river crossing over the San Joaquin River. Current pre-construction activities are underway, and significant construction is anticipated to begin in Spring 2014, wrapping up in 2017.

CP 1 is a design-build contract that was awarded to Tutor-Perini/Zachry/Parsons (TPZP), a Joint Venture, after an extensive, multi-year competitive bidding process.

CONNECTING CALIFORNIANS WITH JOBS

- Over 200 people working on CP 1 today.
- 30 small businesses currently contributing to CP 1.

"High-speed rail is a key step in modernizing our transportation system and will create much needed and good paying jobs."

- Edmund G. Brown Jr., Governor of California

CP 1 BRINGS MANY POSITIVE INFRASTRUCTURE BENEFITS

Even before the first train leaves the regional station, Fresno and Madera residents and visitors to the Central Valley will see significant improvements in their transportation network as a result of CP 1.

Veterans Boulevard in the City of Fresno and 20 other grade separations in the two counties are amongst the projects to be completed at this stage. The CP 1 design includes grade separations such as over or underpasses and/or trenches to eliminate potential points of conflict between traffic, pedestrians and rail operations. New bridge overcrossing and asphalt pavement, as well as local road enhancements will occur around these crossings. Along the Avenue 9 corridor, the connection to Central Valley Children's Hospital from State Route 99 will be upgraded with the new overcrossing and asphalt pavement making traffic flow smoother and safer. Safety will be significantly improved since traffic will not interface with some of the freight and passenger trains nor the high-speed train.

These improvements will also help residents save time on their commutes by improving traffic circulation on Avenue 9, Avenue 12, Avenue 15 and Avenue 15 ½. It will also alleviate current congestion on Herndon and Shaw Avenues and eliminate the need to stop at some of the current at-grade rail crossings. Emergency vehicles will be able to cut their response times as well.

JOBS

Thousands of jobs will be directly and indirectly created during this part of the project alone. In order to ensure these jobs reach those with the greatest need, the Authority crafted and adopted the Community Benefits Policy. The Policy supports employment of individuals who reside in Disadvantaged Areas and those designated as Disadvantaged Workers by requiring the contractors to adhere to the National Targeted Hiring Initiative. A minimum of 30 percent of all project work hours shall be performed by National Targeted Workers and a minimum of 10 percent of National Targeted Workers hours shall be performed by Disadvantaged Workers.

In addition to construction work, other established local industries and organizations will see an economic boost from the activity . As dollars are spent locally, companies expand and hire more people which will in turn shop and eat at local businesses fueling the Valley economy. To learn more about job opportunities associated with the project, please contact the design-build contractor's Fresno office at (559) 385-7025.

SMALL BUSINESS PARTICIPATION

The Authority is committed to enhancing benefits for California community businesses and residents during construction of the project. To that end the Authority has set an aggressive 30 percent goal for Small Business participation, which includes goals of 10 percent for Disadvantaged Business Enterprises (DBE) and 3 percent for Disabled Veteran Business Enterprises (DVBE). Small Business participation on CP 1 includes 30-plus small businesses, or DBE/DVBE, working on the project.

STATE ROUTE 99 RELOCATION

Portions of State Route 99 located within the CP 1 contract limits will need to be realigned to accommodate the high-speed rail project between the existing SR 99 and the Union Pacific Railroad. Additionally, the project will improve traffic operations, reduce congestion, and enhance traffic safety in the region.

In January 2013, the Authority signed an agreement with the California Department of Transportation (Caltrans) to complete the realignment process. This includes the acquisition of properties that will be impacted by the realignment, with major construction anticipated to begin in Spring 2016.

In October 2013, the Authority conducted sub-surface archaeological investigations on several properties in the historic Chinatown area located in downtown Fresno. These surveys included excavation work with hand tools and heavy equipment and had the overall goal of exploring and preserving evidence that might provide valuable insight into the rich history of the area. The work was guided through an Archaeological Treatment Plan, approved by the California Office of Historic Preservation.

CP 1 DESIGN-BUILD CONTRACTOR

Tutor-Perini/Zachry/Parsons (TPZP), a Joint Venture, is a California-based team with major national and international experience and a history of success on landmark California design-build infrastructure projects. Tutor Perini Corporation is a civil and building construction company based out of California that specializes in general contracting and design-build services to private clients and public agencies throughout the world. Zachry Construction Corporation offers general construction, project development and construction management services and is based out of San Antonio, Texas. Parsons Corporation, based in California is an international engineering, construction, technical, and management services firm with a focus on transportation, environmental/infrastructure, among others. TPZP is responsible for delivering final design for bridges, culverts, trenches and tunnels, utility relocation, aerial structures, grade separations, security and drainage.

Tutor Perini • ZACHRY • PARSONS
a joint venture

MAJOR WORK WILL BE DONE IN THE FOLLOWING AREAS WITHIN CP 1

- Geotechnical Studies and Surveys
- Clearing and Demolition
- Utility Relocation
- Foundation Work
- Grading, Embankment and Drainage
- Structure Construction
- Paving, Re-striping, Landscaping and Traffic Signals

BRIDGES	UNDERCROSSINGS
Cottonwood Creek	Fresno Street
San Joaquin River to Golden State Boulevard	Tulare Street
Golden State Boulevard to E. Muscat Avenue	Ventura Avenue
TRENCHES	
Belmont Avenue to Divisadero Street	E. Church Avenue to E. Jensen Bypass
OVERCROSSINGS	
Avenue 15 1/2	Caltrans Overcrossing-Ashlan Avenue
Avenue 15	Caltrans Overcrossing-Clinton Avenue
Avenue 12	McKinley Avenue
Avenue 11	Olive Avenue
Avenue 10	Belmont Avenue
Avenue 9	Stanislaus Street
Avenue 8	E. Church Avenue
Avenue 7	E. Central Avenue
City of Fresno Overcrossing-Veteran's Boulevard	E. American Avenue
Shaw Avenue	

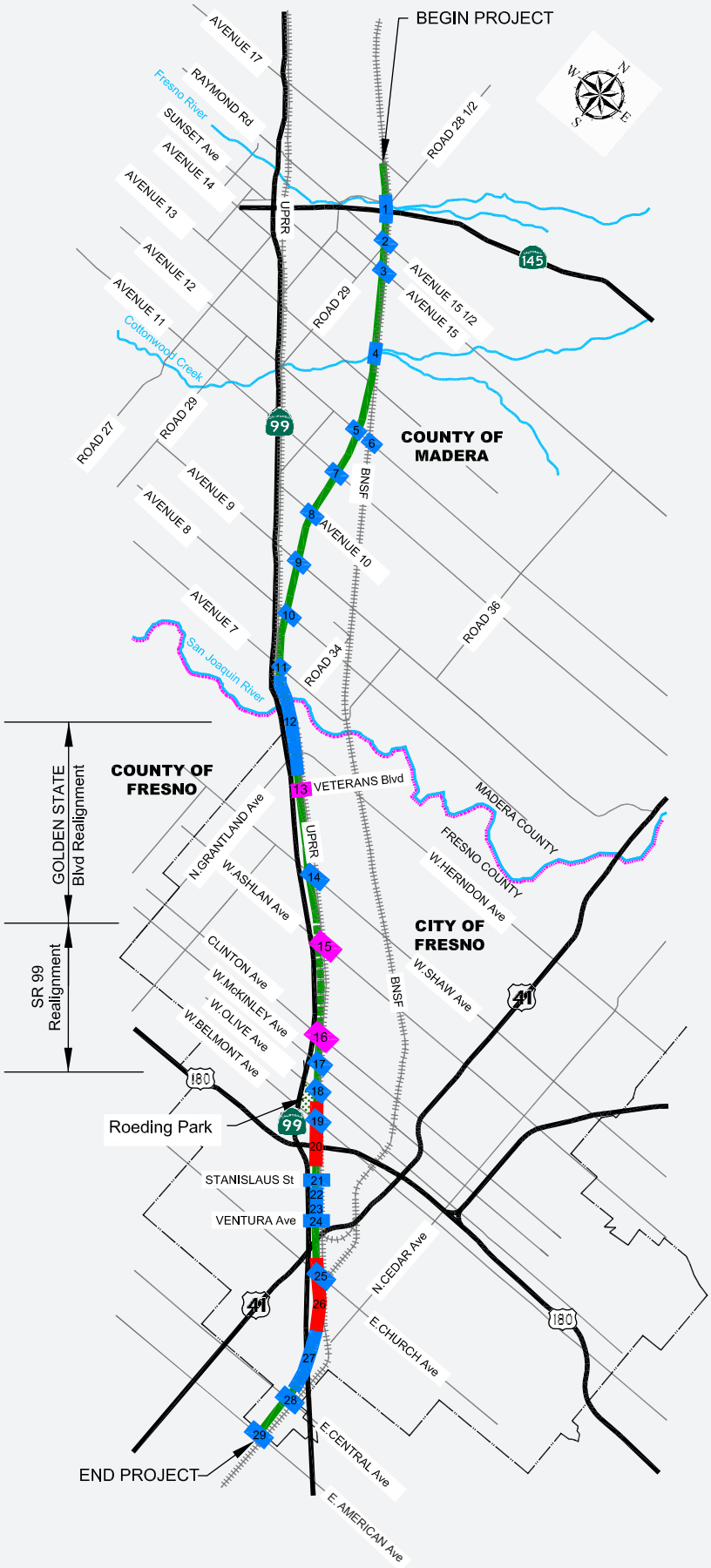
As the project approaches final design, TPZP and its subcontractors have begun conducting geotechnical and drilling work in the Fresno area. The work, is designed to identify soil types and will be used to complete the design work and prepare for erecting structures, including bridges and overpasses.

CP 1 PROJECT AND CONSTRUCTION MANAGER

The joint venture of PGH Wong Engineering, Inc., and Harris & Associate (Wong+Harris) is a California-based team with years of experience in providing project and construction Management Services on California transportation projects. Wong+Harris serves as the Authority's eyes and ears on the ground in the Central Valley. Team members, working with the Authority, will provide assurance to the people of California that technical and contract requirements, including costs, are met for Construction Package 1. They will also work closely with the Design-Build contractor by overseeing inspection and testing of the high-speed train infrastructure, technical and environmental compliance including hazmat oversight, utility relocation, procurement and risk management assistance, construction safety and security, document control, fraud and theft prevention and public outreach.

Wong+Harris
Flexibility · Collaboration · Solutions

CONSTRUCTION PACKAGE 1



MAJOR STRUCTURES

1 FRESNO RIVER VIADUCT
- RAYMOND Rd
- Fresno River Crossing
- SR 145 OC

2 AVENUE 15-1/2 OC
3 AVENUE 15 OC
4 COTTONWOOD CREEK Crossing
5 AVENUE 12 OC
6 AVENUE 12 OC (BNSF)
7 AVENUE 11 OC
8 AVENUE 10 OC
9 AVENUE 9 OC
10 AVENUE 8 OC
11 AVENUE 7 OC
12 SAN JOAQUIN RIVER VIADUCT
- San Joaquin River
- UPRR Crossing
- Driveway
- Golden State Blvd
- Kathryn Way
- Herndon Ave
- Golden State Blvd

13 VETERANS Blvd OC (CITY OF FRESNO)
14 SHAW Ave OC
15 ASHLAN Ave OC (CALTRANS)
16 CLINTON Ave OC (CALTRANS)
17 McKINLEY Ave OC
18 OLIVE Ave OC
19 BELMONT Ave OC
20 FRESNO Trench
21 STANISLAUS St OC & POC
22 FRESNO St UC
23 TULARE St UC
24 VENTURA Ave UC
25 E.CHURCH Ave OC
26 JENSEN Trench
27 FRESNO Viaduct
- Golden State Blvd
- E.Hardy Ave
- E.North Ave
- S.Cedar Ave
- SR 99
- E.Muscat Ave

28 E.CENTRAL AVE OC
29 E.AMERICAN AVE OC

LEGEND

- CAHSR Alignment at Grade
- CAHSR Bridge/Viaduct
- CAHSR Trench Section
- Caltrans Scope of Work
- Highway
- Local Road
- Creek
- Existing Railroad
- County Limit
- City Limit
- BNSF — Burlington Northern SantaFe Railway
- UPRR — Union Pacific Railroad
- SJVR — San Joaquin Valley Railroad
- OC — Overcrossing
- POD — Pedestrian Overcrossing
- UC — Undercrossing
- Non-Authority Projects