GREYHOUND DEMOLITION

The former Greyhound bus station at the corner of Tulare Street and G Street in downtown Fresno is no more. Demolition began on January 30 and by February 15 the aging structure had been reduced to a small pile of rubble. Much of the concrete pad still remains as some will be retained for a parking lot. Eventually, the site will be redeveloped as part of the new downtown Fresno high-speed rail station. When the demo is complete, all of the steel and concrete rubble will be recycled. Greyhound bus service was relocated to the historic Santa Fe Depot in downtown Fresno where Amtrak is currently located.

FRESNO RIVER VIADUCT | MADERA COUNTY

With the Fresno River still flowing, workers and equipment are unable work on the parts of the viaduct that can only be reached from the usually dry river bottom. Crews are now focused on completing the areas where they can work as they construct the concrete forms to create barrier walls. Despite the recent weather, the 1,600-foot-long structure is nearing completion and is scheduled to be finished sometime this summer.
SAN JOAQUIN RIVER VIADUCT
NORTH FRESNO

Work along the banks of the San Joaquin River is on hold with river levels up significantly thanks to the wet winter. However, work continues farther south alongside the railroad tracks east of State Route 99 where crews are drilling and installing rebar columns for support piers for the pergola structure. When complete, the San Joaquin River Viaduct will be the longest structure on this first phase of high-speed rail construction.

CEDAR VIADUCT | SOUTH FRESNO

The Cedar Viaduct is perhaps the most visible project on this phase of high-speed rail construction, as it rises alongside State Route 99 near the intersection of North and Cedar Avenues. A little to the north of North Avenue, work is also well underway on what will be the next piece of that structure as it passes next to the Valley Wide Beverage. Crews are drilling shafts and installing rebar columns for support piers, and for the first time will construct both the upper and lower sections of the piers simultaneously. This will accelerate the process and help complete the project faster.
FRESNO TRENCH & STATE ROUTE 180 PASSAGEWAY | FRESNO

Drilling for barrier wall footings continues for the Fresno Trench, the two-mile long undercrossing that will take high-speed trains about 40 feet below ground to cross under a rail spur, a canal and State Route 180. The trench excavation is also making progress and can be seen on the north side of the highway.

ROAD 27 | MADERA COUNTY

At the Road 27 overcrossing, work has been postponed due to wet conditions. The crossing will allow traffic to safely cross over the existing BNSF tracks and the future high speed rail lines, eliminating an existing gated crossing and improve safety in the area.

AVENUE 8 | MADERA COUNTY

Construction of the overcrossing at Avenue 8 in Madera County has slowed due to wet weather, but some activity continues on shaping the slopes of the crossing east of State Route 99. When complete, the crossing will allow traffic to safely go over the future high speed rail lines.
STATE ROUTE 99 REALIGNMENT
CENTRAL FRESNO
New pavement can be seen south of Dakota Avenue for what will become new travel lanes for State Route 99 (SR 99), while utility relocation and installation of sewer lines continues farther north. Crews are shifting SR 99 about 100 feet to the west between Clinton and Ashlan Avenues in order to make room for the high-speed rail corridor. Project oversight is being provided by Caltrans.

TUOLUMNE STREET BRIDGE
DOWNTOWN FRESNO
Crews have begun work on the final utility relocation on the east side of the bridge. The new, higher Tuolumne Street Bridge will extend over high-speed rail and Union Pacific track and be converted to two-way traffic when complete.

CON-FAB CALIFORNIA
LATHROP
Con-Fab California is a Central Valley manufacturer of structural precast, prestressed concrete located in Lathrop, California. They are under contract to build all girders for bridges and overpasses within Construction Package 1, the first 32-miles of the California high-speed rail project. That includes what Con-Fab says are the largest girders ever cast in California. In the video, Con-Fab Chief Engineer Brent Koch explains the company’s role in the high-speed rail project, just how big these girders are and how they are all-American made.

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