

Construction Package One

Overview

Construction Package 1 (CP 1) is the first significant construction contract executed on the Initial Operating Section of the high-speed rail program. 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.



POSITIVE INFRASTRUCTURE BENEFITS

Even before the first train leaves the 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 among the projects to be completed at this stage. The CP 1 design includes grade separations such as overpasses and 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 a 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.

Since the contract with the Authority's design-builder was signed in August 2013, the Authority and TPZP have been doing several pre-construction activities, including: utility identification and relocation, testing and finalizing design, property and permit acquisition, clearing and grubbing in preparation for civil engineering work and training and staffing up with workers. A majority of this work is being done by local and statewide small businesses. Currently there are 40 small businesses with active contracts on CP 1 valued at \$296 million.

One of the first major construction projects started in June 2006 last year when the design-build contractor started mobilizing workers and equipment at the Fresno River in Madera to conduct a series of geotechnical tests to finalize designs for a bridge that will provide dedicated access for the high-speed rail into Fresno. That work continued throughout the summer and right up through Thanksgiving, with the actual bridge-building starting later this year. In July, TPZP began demolition activities in downtown Fresno. The first building to go was the Old Hollywood Inn, a structure that had been long abandoned and was a blight on the community. To date, TPZP and their sub contractors have demolished approximately 19 structures – with the goal of recycling 100% of steel and concrete from the sites.

CONNECTING CALIFORNIANS WITH JOBS

- 40 Small Businesses are currently contributing to CP 1
- Active Small Business contracts are valued at \$296 million
- Over 16,500,00 craft labor hours on CP 1
- Of 107 total dispatch workers, 77 are targeted workers*, 26 of the targeted are disadvantaged workers**

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 will 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 CP 1 design-build contractor's Fresno office at (559) 385-7025.

***Targeted Workers:** An individual whose primary place of residence is within an Economically Disadvantaged Area or an Extremely Economically Disadvantaged Area in the United States, or a Disadvantaged Worker.

****Disadvantaged Workers:** Disadvantaged Workers are a subset of Targeted Workers. An individual who, prior to commencing work on the high-speed rail project, meets the income requirements of a Targeted Worker and faces at least one of the following barriers to employment: (1) being homeless; (2) being a custodial single parent; (3) receiving public assistance; (4) lacking a GED or high school diploma; (5) having a criminal record or other involvement with the criminal justice system; (6) suffering from chronic unemployment; (7) emancipated from the foster care system; (8) being a veteran; or (9) being an apprentice with less than 15 percent of the required graduating apprenticeship hours in a program.

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.



On July 14, 2014, the first building was demolished as part of the high-speed rail program. The Old Hollywood Inn, located in downtown Fresno, had been abandoned for several years and was blighted. The demolition work was performed by J. Krocker, Inc., a local women-owned certified Small Business.

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

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.

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			



Starting in the summer of 2014, TPZP began work to finalize the design for a dedicated high-speed rail bridge at the Fresno River in Madera. This work included the construction of a large rebar cage that was over 80 feet long and 10 feet in diameter. This giant cage was fabricated using rebar provided by Martinez Steel, Inc., a certified Disadvantaged Business Enterprise based in Fontana, owned by husband and wife, Joe and Debbie Martinez. Over the summer, multiple tests were conducted with final testing completed just before Thanksgiving. Construction of the bridge is anticipated in 2015.

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.



CONSTRUCTION PACKAGE 1

LEGEND

- █ CHST Alignment at Grade
- █ Bridge/Viaduct
- █ CHST Trench Section
- █ Work By Others
- ▤ Caltrans Scope of Work
- ▬ Highway
- ▬ Local Road
- ▬ Creek
- ▬ Existing Railroad
- ▬ County Limit
- ▬ City Limit
- ▬ BNSF
- ▬ SantaFe Railway
- ▬ UPRR
- ▬ San Joaquin Valley Railroad
- ▬ OC
- ▬ POD
- ▬ UC
- █ Non-Authority Projects



- 1** FRESNO RIVER VIADUCT
 - Raymond Rd
 - Fresno River
 - SR 145
- 2** AVENUE 15-1/2 OH
- 3** AVENUE 15 OH
- 4** COTTONWOOD CREEK HST BRIDGE
- 5** AVENUE 12 HST OH
- 6** AVENUE 12 BNSF OH
- 7** AVENUE 11 OH
- 8** AVENUE 10 OH
- 9** AVENUE 9 OH
- 10** AVENUE 8 OH
- 11** AVENUE 7 OH
- 12** SAN JOAQUIN RIVER VIADUCT
 - San Joaquin River
 - UPRR
- 13** W. HERNDON AVE HST UP
- 14** W. HERNDON AVE UPRR UP
- 15** VETERANS BLVD OH (CITY OF FRESNO)
- 16** W. SHAW OH
- 17** W. ASHLAN AVE OH (CALTRANS)
- 18** CLINTON AVE OH (CALTRANS)
- 19** W. MCKINLEY AVE OH
- 20** W. OLIVE AVE OH
- 21** W. BELMONT AVE OH
- 22** FRESNO TRENCH
 - Belmont Ave
 - SJVR
 - Dry Creek
 - SJVR
 - SR 180
 - Divisadero St
- 23** TUOLUMNE ST OH
- 24** FRESNO ST
 - Fresno St HST UP
 - G St OC at Fresno St
- 25** TULARE ST
 - Tulare St HST UP*
 - G St OC at Tulare St
 - Tulare St UPRR UP
- 26** VENTURA AVE UP
 - Ventura St HST UP*
 - G St OC at Ventura St
 - Ventura St UPRR UP
- 27** E. CHURCH AVE OH
- 28** JENSEN TRENCH
 - E. Jensen Bypass
- 29** GOLDEN STATE BLVD HST UP
- 30** DOWNTOWN FRESNO VIADUCT
 - BNSF
 - Fresno Colony Canal
 - E. Hardy Ave
 - E. North Ave
 - S. Cedar Ave
 - SR 99
 - SR 99 Ramps
- 31** E. MUSCAT AVE HST UP
- 32** E. CENTRAL AVE OH
- 33** E. AMERICAN AVE OH

* Temporary shoofly required

PLAN