In this issue:
ARCH CONSTRUCTION AT THE SJ RIVER VIADUCT

FEATURED PROJECT:
KENT AVENUE
Featured Project

KENT AVENUE
CP 2-3
At the overcrossing for Kent Avenue, workers use a crane to set girders for the bridge deck on the three-span structure. A total of 12 girders will be set during this phase, eight that are about 50 feet in length that will connect the abutments to the piers, and four about 80 feet long between the piers that will span the crossing over the future high-speed train line.
At the northern end of Construction Package 1, crews continue building the structures (called dia-
phragms) that will connect the girders to one another along the sides at the Road 27 Grade Sep-
aration in Madera County. They are also preparing for closure pours which will connect the girder
sections end to end. Ultimately, the bridge will be nearly 650 feet long with frontage roads provid-
ing access to local homes along the sides.
At the San Joaquin River Viaduct, foundations have been poured for a cast-in-place concrete arch that will act as the high-speed rail “gateway to Fresno County.” Nearby, a worker uses a high-pressure hose to blow debris out of the rebar in preparation for another concrete structure pour. The completed viaduct, nearly a mile in length, will be one of the largest structures on this first phase of the high-speed rail project.
A little north of downtown Fresno, workers are nearing completion of the excavation for the high-speed rail crossing under State Route 180. As crews put the finishing touches on the walls inside the undercrossing, others excavate the area outside where the trains will come back to grade. The next step will be to construct a concrete box that will carry trains under the highway, a rail spur and the Dry Creek Canal. Crews have reached the bottom of the trench and are fine grading the area in order to start the box construction. Ultimately, the trench will extend approximately 1 mile in length.
At the Cedar Viaduct, construction crews continue extending the structure across State Route 99 south of Fresno. Columns for several support piers are rising on both sides of the highway and in the median as well. The viaduct will eventually be connected to the smaller Muscat Viaduct a little further to the south. One of the largest structures on Construction Package 1, the Cedar Viaduct will be about three-quarters of a mile long when it’s complete.
At Avenue 15, construction is underway again on the west side abutment wall and center pier. The 35-foot-tall west abutment was poured earlier this month. The formwork from the west abutment will next be moved over to the east abutment for crews to begin raising that structure out of the ground. The central pier has falsework around the columns and a rebar crew is tying the steel for the bent cap which will tie the two columns together. This two-span structure will take traffic over the future high-speed train and the existing BNSF freight rail alignment.
A little east of Madera Community College, crews have poured the concrete deck and are now setting concrete forms for barrier walls along the sides of the Avenue 12 overcrossing. Walls adjacent to the Avenue 12 overpass crossing the existing freight rail line are also being constructed. The recent rains slowed down the progress of the footings, but walls are starting to be formed on the west side of the tracks. The realignment of the busy roadway with two separate bridges will take traffic over the high-speed rail line and the BNSF freight tracks a little further east.
AVENUE 11 GRADE SEPARATION | Madera County

Though the bridge itself is largely complete, recent cold temperatures and rain have held up final asphalt paving for the roadway leading up to it. This crossing for Avenue 11, a little east of Road 30½, will take traffic over the high-speed train alignment in Madera County.

AVENUE 8 GRADE SEPARATION | Madera County

As at Avenue 11, the bridge deck for the Avenue 8 overcrossing in Madera County is mostly complete, but final paving for the approaches waits for better weather.
Chi-Hsin Shao has spent years working in the transportation industry, serving in the 1980s as Head of the Transportation Planning Section for the San Francisco Planning Department and Deputy Commissioner of Policy and Planning for the City of Boston Transportation Department before eventually working in consulting.

“My dream was to have my own consulting business,” Shao recalled. “It was fascinating to me how someone could establish and grow a business. I was inspired from my previous company and its owners, and I thought it would be a great accomplishment if I could do the same.”

Visit buildhsr.com/facesofhsr to read more about how Shao was able to build and grow a company of his own.

**CONSTRUCTION LABOR WORKERS**

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2019: LOOKING AHEAD

Looking ahead to 2019, construction will continue in the Central Valley while we advance the environmental review process in Northern and Southern California and continue putting small businesses and Californians to work.

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