Project schedule

2006

- Continue design work
- **May** – Community update meeting and project update mailing to neighborhood leaders and Community Resource Team
- **Fall** – Project update mailing to neighborhood leaders and Community Resource Team

2007

- **Winter** – Community updates
- **Spring** – Pre-construction open house
- **Summer** – Construction begins on bridge and surrounding road
- **Fall** – Rail construction begins

2008-10

- Rail construction continues
- Bridge construction scheduled for completion summer 2009

2011

- Construction complete

What has happened to date?

- 1999: **Conceptual design** on the project began, and an Environmental Impact Statement (EIS) process to evaluate potential project impacts began with project scoping later that year.
- February 2002: The **Draft EIS** was issued for public comment.
- May 2003: **Final EIS** incorporated public agency comments and guidance as well as public comments.
- August 2003: A **Record of Decision**, confirming the rail overpass construction and westerly bypass tracks as the preferred alternative, was issued by the Federal Highway Administration.
- March 2004: **Design** of roadway and track improvements began.
- November 2005: **Value Engineering Study** completed on the project. This intensive engineering review looked at ways to save time and money, without sacrificing quality.

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Washington State Department of Transportation

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Washington State Department of Transportation

Vancouver Rail Project

May 2006

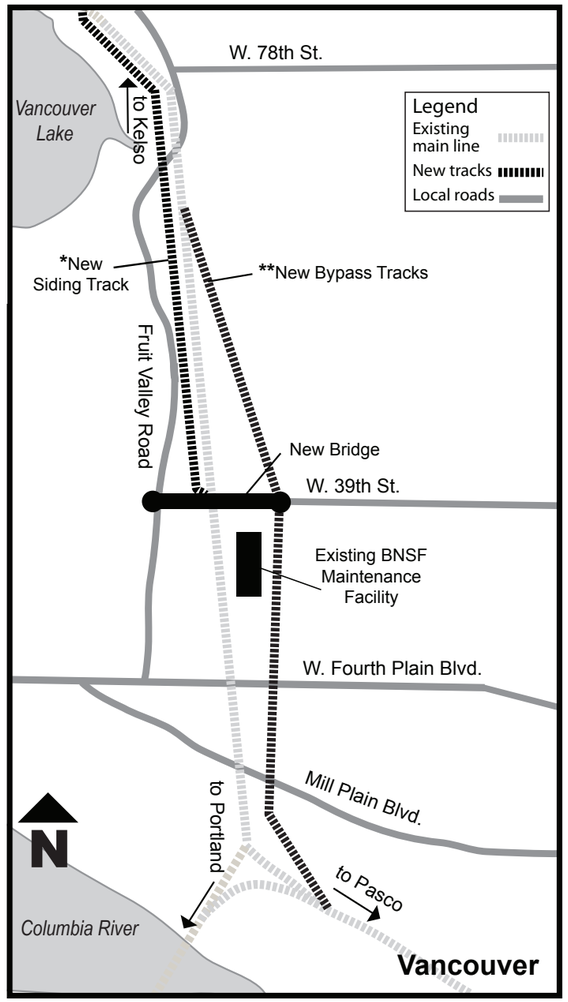
The Vancouver Rail Project, located in Vancouver, Washington, will add two new bypass tracks at the Vancouver rail yard, by West 39th Street and Fruit Valley Road. A new vehicle/pedestrian bridge will also be constructed at West 39th Street to eliminate the rail/vehicle conflicts.

More than 100 trains pass through the Vancouver rail yard each day. It serves as a major hub for freight and passenger rail traffic.

What are the project benefits?

The project will improve safety, reduce rail congestion, and improve Amtrak's on-time performance.

Currently, people who drive or walk through the rail yard on West 39th Street must cross seven sets of rail bypass tracks. The new rail construction will increase this total to nine sets of tracks. A vehicle/pedestrian overpass (bridge) over these tracks will be constructed to enhance safety at the crossing.



***Siding track:**

A track located next to a main line that allows a train to move out of the way of an oncoming train. This siding track will allow slower-moving freight trains to move out of the way of passenger trains.

****Bypass tracks:**

Tracks that go around other rail facilities (bypass them). These new bypass tracks will go around the Vancouver rail yard, allowing passenger trains to bypass the freight congestion.

What did we learn from Value Engineering?

In November 2005, WSDOT conducted an intensive engineering review, called Value Engineering, to improve the project design and reduce costs. As a result, WSDOT and the city are working together on the design of the bridge and surrounding roadway to keep the project on budget. BNSF Railway is also revising the design of the bypass tracks to reduce costs and impacts. The project is funded by the 2003 Legislative Transportation Funding Package and the Federal Highway Administration.

Cars line up at West 39th Street grade crossing.

Who's involved with project design and construction?

Washington State Department of Transportation is the lead agency on the bridge design, construction and public involvement.

The City of Vancouver serves in an advisory role on the rail work, and will review and approve designs and plans for bridge and at-grade crossing work.

The city also has a public involvement liaison to the city council and will coordinate communications with the neighborhood associations and Clark County.

BNSF Railway Company owns the tracks and serves as the lead agency on the rail design and construction.

The Community Resource Team discusses the project.

How has the community shaped this project?

Community input was key in reaching the decision to build a West 39th Street overpass above the railroad tracks.

Between 1999 and 2002, the Vancouver Rail Project benefited from significant public input. Residents provided input into the development of the draft Environmental Impact Statement (EIS), and participated through public comment, public open houses, newsletters, and a public hearing. A Community Resource Team, made up of 18 local citizens representing community and regional needs, helped the project team develop and shape project alternatives.

Key issues identified by the community are: noise, access, safety, and community impacts. The project team will continue to address these issues through public involvement during project design and construction stages. The project team continues to work with the community, keeping them up-to-date through quarterly project updates and community leader meetings.

Freight trains fill the Vancouver rail yard.