



**FMSIB PROJECT # 66**

<b>Agency Name and Project Title</b>	<b>Project Description</b> The project will construct a concrete rail trench in the Columbia River near the existing BNSF Rail Bridge providing new access to the Port of Vancouver. The project will significantly reduce congestion on the North/South mainline by removing an at-grade crossing. The project is broken into four design phases to reduce costs and ensure appropriate contractors are selected for specific types of construction.
Port of Vancouver Rail Tie In to Mainline	
<b>Contractor: Hamilton Construction Design: HDR Inc.</b>	

**Recent Progress**  
During the previous reporting period Hamilton Construction of Springfield, Oregon began construction on the Rail Tie In to the Mainline project. This phase of the project is primarily pile driving for the concrete structure near and under the BNSF Columbia River Crossing. Work is progressing as scheduled during this period.

**Schedule and Scope changes**  
There were no changes to the scope of the Rail Tie In to the Mainline project.

**State funds will be utilized for which phase (s) of the project.**  
State funds will be used for the Rail Tie In to the Mainline Project during the construction phase.

<b>Environmental Impacts / Compliance</b>	<b>Federal fund Impacts</b>
The NEPA/SEPA Checklist was completed with no significant findings	Federal funds will be utilized in the project during the construction phase

Project Milestones	Scheduled	Attained	Milestone Outlook
Environmental Documents Approved		08/09	NEPA documentation approved
RW Complete	11/11	11/11	ROW completed
Contract Advertised	06/01/12	06/01/12	Design package 1
Contract Awarded	08/08/12	08/08/12	At regularly scheduled POV Commission meeting
Groundbreaking	08/13/12	08/13/12	Design package 1 (DP 2 planned for Q2- 2013)
Open to Traffic	06/28/15		All portions of project

<b>Project Cost Summary:</b>	<b>Dollars in millions</b>	<b>Percent of total</b>	<b>2011-2013 Cash Flow (FMSIB expenditures billed to WSDOT):</b>			
			Date	<u>Planned</u>	<u>Revised</u>	<u>Actual</u>
Preliminary Engineering	3.41 m	9%	07/12	\$ 0	\$ 0	\$ 0
Right-Of-Way	0	0%	08/12	\$1,200,000	\$	\$1,287,507
Construction	34.890 m	91%	09/12	\$ 250,000	\$	\$ 216,055
<b>Total Project Cost</b>	<b>38.341 m</b>	<b>100%</b>	10/12	\$ 750,000	\$	\$ 850,062
			11/12	\$ 400,000	\$	\$ 52,632
			12/12	\$ 75,000	\$	\$
			01/13	\$ 70,720	\$	\$
			02/13	\$ 0	\$	\$
			03/13	\$ 0	\$	\$
			<b>Total 11-13</b>	<b>\$2,600,000</b>	\$	\$
			Carryover of 09/11	\$ 0	\$ 0	\$
			<b>Total 11-13</b>	<b>\$2,600,000</b>	\$	<b>\$ 2,454,280</b>
			GRAND TOTAL	\$2,600,000		

