



PHASE//GATE REPORT

Point Defiance Bypass Track and Signal

MEETING	DATE	STAFF CONTACT
Board	9/28/2017	Ahmad Fazel, DECM Executive Director Mark Johnson, Sounder Commuter Rail Project Director Jodi Mitchell, Project Manager



PURPOSE OF REPORT

Notify the Board that the Project is transitioning from construction into operations.

PROJECT ALLOCATION

Baseline Project Budget: \$ 83.67M

Estimated Final Cost: \$ 83.67M

PROJECT SCHEDULE

Baseline Milestone 1 (Track Construction):	10/01/16	Actual: 10/15/16
Milestone 2 (Signal Commissioning):	02/15/17	Actual: 02/15/17
Milestone 3 (Acceptance):	03/27/17	Actual: 08/31/17

The project was entirely funded using federal ARRA (American Recovery and Reinvestment Act of 2009) funds obtained by WSDOT.

PROJECT DESCRIPTION

Amtrak and BNSF trains operating south of Tacoma currently travel along the water around Point Defiance and eventually into Nisqually. Because of the large amount of train traffic operating in the area, bottlenecks are created delaying both freight and passenger service. The Point Defiance Bypass (PDB) project will bypass this area, saving both time and money through a series of improvements:

- Construction of a new second track adjacent to Sound Transit’s existing main line between 66th Street in Tacoma and Bridgeport Way in Lakewood.
- Installation of new rails, ties, and ballast on Sound Transit’s existing track between Lakewood and Nisqually.
- Improvements at the connection to BNSF’s main line near Nisqually.
- Safety improvements at four existing at-grade crossings within the project corridor.
- Extension of the existing DuPont Yard.
- Reconstruction of the Clover Creek Bridge.
- Rehabilitation of the Pendleton Avenue Bridge and both the north and southbound track bridges over Interstate 5.

Sound Transit currently operates along the rail corridor where these improvements have been built; Amtrak will shift its passenger operations to this corridor later this year. BNSF will continue its freight operations around Point Defiance.

WSDOT designed the project through a consultant, and Sound Transit performed the construction and construction management.

The project is located within Sound Transit right-of-way and Sound Transit will own all of the improvements and maintain them for the next twenty years under the terms and conditions of the Amended and Restated Construction and Maintenance Agreement between Sound Transit and WSDOT. In 2037 when the maintenance responsibilities expire, the parties will negotiate an amendment to the Construction and Maintenance agreement between Sound Transit and WSDOT.

REPORT RECEIVED

Date

Dave Somers
Board Chair