



Agency Name and Project Title City of Auburn, M Street SE Grade Separation (Underpass)	Project Description Phase 1 provides a grade separated crossing of M St and the Stampede Pass bound Burlington Northern Santa Fe Railroad tracks by taking M St under the rail line. This will provide significant travel time savings for freight traffic both north and south bound. Phase 2 of the project is the design and construction of the Bypass Rd, an arterial connection between M St and Auburn Black Diamond Rd, paralleling the rail line to keep freight out of residential neighborhoods.
Contractor To be determined.	

Recent Progress

PHASE 1: In July 2011, the City received notification that the project had been awarded a Public Works Trust Fund Loan for up to \$6.8 million. In November 2011, the City received notification that the project had been awarded a Transportation Improvement Board (TIB) Grant for \$3 million, which completed the project funding package. The project was advertised for construction bids on December 8th, 2010. Bids will be opened on January 10th, 2012. Construction agreements with BNSF and King County have been executed. Relocation of non-City utilities in advance of the project construction is underway. Structures on the acquired projects have been demolished. The project construction is anticipated to last 15 to 18 months, depending on train traffic and weather.

Schedule and Scope changes

Project advertised for bids in December 2011 and will be awarded in January 2012. Construction is anticipated to start in February 2012.

Environmental Impacts / Compliance

No significant impacts.

Federal fund Impacts

Federal funds are included in the right-of-way acquisition for phase 1. There are no federal funds in the construction phase.

Project Milestones	Scheduled	Attained	Milestone Outlook
Environmental Documents Approved	03/10	03/10	
RW Complete	07/11	M/Y	Shifted from 05/11
Contract Advertised	12/11	M/Y	Shifted from 10/11
Contract Awarded	1/11	M/Y	
Groundbreaking	2/11	M/Y	
Open to Traffic	7/13	M/Y	15 to 18 month construction period depending on train traffic and weather.

Project Cost Summary:	Dollars in millions	Percent of total	2011-2013 Cash Flow (FMSIB expenditures billed to WSDOT):			
			Date	Planned	Revised	Actual
Preliminary Engineering	2.4	11%	9/11	\$ 0.00		
Right-Of-Way	4.6	21%	11/11	\$ 0.00		
Construction	15.4	68%	2/12	\$ 0.75		
Total Project Cost	22.4	100%	5/12	\$ 1.50		
			8/12	\$ 1.50		
			11/12	\$ 1.50		
			2/13	\$ 0.75		
			5/13	\$ 0.00		
			8/13	\$ 0.00		
			Total 11-13	\$ 6.00		
			Carryover of 11-13	\$ 0.00		
			Total 11-13	\$ 6.00		
			GRAND TOTAL	\$ 6.00		

