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| 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 Scarsella Brothers, Inc. | |

Recent Progress
PHASE 1: The Contractor has continued working on a number of the many retaining walls required for the project and has continued with the mass excavation and lowering of M Street SE between 4th St SE and 6th St SE to be aligned with the future M Street Underpass. They have also been preparing to install the first set of girders for one of the new railroad bridges. The Contractor has also been installing illumination conduit, constructed curb and gutter project wide, excavated and graded for the new stormwater pond site, and began installing the stormwater pump station. M Street SE between 4th Street SE and 6th Street SE has been closed to through traffic, including pedestrian traffic until approximately June 2013.

Schedule and Scope changes
M Street SE between 4th Street SE and 6th Street SE is closed to through traffic, including pedestrian traffic until approximately June 2013. There are no scope changes.

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| 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. |
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| Project Milestones | Scheduled | Attained | Milestone Outlook |
|----------------------------------|-----------|----------|--|
| Environmental Documents Approved | 03/10 | 03/10 | |
| RW Complete | 07/11 | 7/11 | |
| Contract Advertised | 12/11 | 12/11 | |
| Contract Awarded | 1/11 | 1/12 | |
| Groundbreaking | 2/11 | 2/12 | |
| 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 | \$ 0.00 | | |
| Total Project Cost | 22.4 | 100% | 5/12 | \$ 0.75 | \$ 0.30 | |
| | | | 8/12 | \$ 1.50 | \$ 1.20 | |
| | | | 11/12 | \$ 1.50 | \$ 1.30 | |
| | | | 2/13 | \$ 1.50 | \$ 1.50 | |
| | | | 5/13 | \$ 0.75 | \$ 1.70 | |
| | | | 8/13 | \$ 0.00 | | |
| | | | Total 11-13 | \$ 6.00 | | |
| | | | Carryover of 11-13 | \$ 0.00 | | |
| | | | Total 11-13 | \$ 6.00 | | |
| | | | GRAND TOTAL | \$ 6.00 | | |