



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 completed the re-routing of the underground utility work required for the project, has also completed construction of the first of two BNSF railroad bridges, and is currently finishing up with installation of the second railroad bridge. It is expected the second bridge will be complete by the end of June 2013. The Contractor has also been working on the excavation and re-grading of M St SE between 4th St SE and 6th St SE to accommodate the lowering of the roadway to be aligned with the future M St SE underpass. They have also continued with work on a number of the multiple retaining walls required for the project, sidewalks, began installing landscaping at the storm water pond site, and continued with work on the installation of the new traffic signal at the intersection of M St SE and 4th St SE.

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 mid July 2013. There are no scope changes.

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	\$ 0.70	
			8/12	\$ 1.50	\$ 1.35	
			11/12	\$ 1.50	\$ 2.10	
			2/13	\$ 1.50	\$ 1.15	
			5/13	\$ 0.75	\$ 0.70	
			8/13	\$ 0.00		
			Total 11-13	\$ 6.00		
			Carryover of 11-13	\$ 0.00		
			Total 11-13	\$ 6.00		
			GRAND TOTAL	\$ 6.00		