

Diversity and Inclusive Contracting

Quarterly Progress Report: October–December 2022

Megaprograms

2022 year in review: MSVWBEs bolster our projects' success

I hope 2023 is off to a good start for you. In this report, we share some highlights of the past year from WSDOT's four Central Puget Sound "megaprograms." We also note potential contract opportunities with our programs in 2023 for small businesses and firms owned by minorities, women and veterans—or MSVWBEs, for short.

While a four-month strike by concrete-delivery drivers in King County interrupted construction on our projects early last year, our crews made solid progress once concrete deliveries resumed in April. Below you'll see some of the milestones our megaprograms achieved, mostly with the help of MSVWBE subcontractors. Inclusive contracting is a high priority for WSDOT. So I hope you will read on to learn more about our work and let us know of the skills you can bring to our megaprogram projects.



Julie Meredith, P.E., Assistant Secretary, Office of Urban Mobility and Access, and Megaprograms

I-405/SR 167 Corridor Program

I-405/SR 167 Corridor Program: WSDOT and contractors with the design-builder Flatiron-Lane Joint Venture (FLJV) continue to make construction progress on their \$705 million contract. Work is underway and increasingly visible to travelers on several projects, including major ground improvement work around the Northeast 44th Street interchange, the demolition and construction of a new Main Street Bridge over I-405, and the restoration of the Wilburton rail bridge connection. Construction began on the \$50.4 million I-405/Northeast 132nd Street Interchange Project in May 2022 with a groundbreaking event on May 16. The new on-ramp to northbound I-405 and off-ramp from southbound I-405, including multimodal improvements on Northeast 132nd Street is expected to open by the end of 2023. Meanwhile, Graham was awarded the design-build contract for the Northeast 85th Street Interchange and Inline Bus Rapid Transit Station Project in November with a \$234.4 million bid and is currently in the design phase of contract delivery.



The I-405/SR 167 Program hosted a groundbreaking ceremony for the NE 132nd Street Interchange Project in Kirkland on May 16, 2022.



In 2022, Bellevue's Main Street Bridge was removed and reconstructed as part of the Renton to Bellevue Project.

SR 520 Bridge Replacement and HOV Program

SR 520 Bridge Replacement and HOV Program: On the \$455 million Montlake Project, prime contractor Graham, with 75 MSVWBE contracts signed to date, completed more than 80% of the roadway deck in 2022 for a new, 1.2-mile-long eastbound SR 520 bridge over Union Bay. Graham also made substantial headway building a three-acre highway lid and a landscaped biking and walking bridge over SR 520 in Seattle's Montlake neighborhood. On the \$68 million SR 520/I-5 Express Lanes Connection Project, the prime contractor, Walsh Construction, built a large retaining wall near the SR 520/I-5 interchange and began constructing support piers and other structures for a new, reversible bus and carpool connection between SR 520 and Seattle's South Lake Union neighborhood. To date, Walsh has signed contracts worth approximately \$11 million with MSVWBE firms.



A contractor crew places concrete for a new eastbound SR 520 bridge over Union Bay.



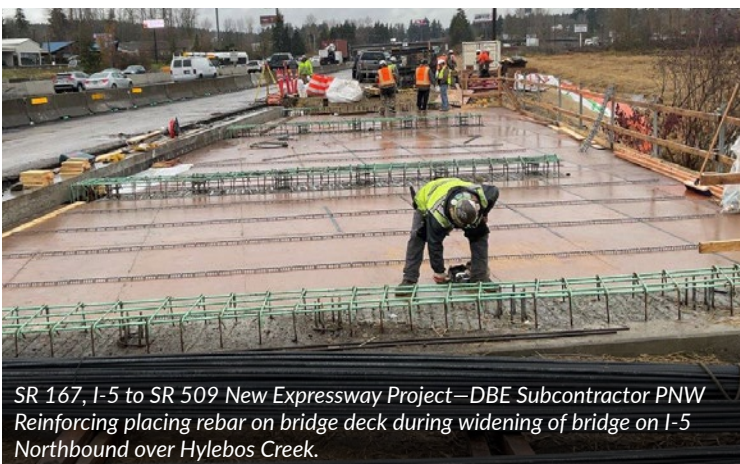
Installation of an expansion joint on a new SR 520 bridge over Union Bay.

Puget Sound Gateway Program

Puget Sound Gateway Program: The Puget Sound Gateway Program is building critical freight links between the ports of Seattle and Tacoma and key distribution, warehouse and industrial areas in King and Pierce counties. Composed of the SR 167 Completion Project in Pierce County and the SR 509 Completion Project in King County, the Gateway Program is building about 12 miles of new roadway to complete two crucial, unfinished links in Washington's highway and freight network. Together, the projects will help ensure that people and goods move more reliably through the Puget Sound region. Total funding is \$2.395 billion.



SR 167, I-5 to SR 509 New Expressway Project—DBE subcontractor Subsurface Investigations driving piles on a temporary wall adjacent to Hylebos Creek on Southbound I-5.



SR 167, I-5 to SR 509 New Expressway Project—DBE Subcontractor PNW Reinforcing placing rebar on bridge deck during widening of bridge on I-5 Northbound over Hylebos Creek.

Megaprograms

WSDOT contracting opportunities in 2023 and beyond

I-405/SR 167 Corridor Program: The I-405/SR 167 Program will continue to work with Flatiron on MSVWBE contract opportunities for the Renton to Bellevue Project. Interested firms should contact George Frost: george@gwfrost.com, or 206-207-7475. The program will continue construction on the Northeast 132nd Interchange Project. Subcontractors are encouraged to reach out to Suzanne Arkle, Inclusion Manager, suzanne@zanninc.com, 312-543-6317, regarding upcoming opportunities. Construction will start on the recently awarded Northeast 85th Street Interchange and Inline Bus Rapid Transit (BRT) Station Project in early 2023. The Brickyard to SR 527 Improvement Project team will award the design-build contract in mid-2023. The program plans to release the RFP for the SR 167 Corridor Improvements Project in January 2023 and award the contract in mid-2023. We will move both projects toward construction later this year. Firms interested in these projects should contact Dawn McIntosh: mcintod@wsdot.wa.gov, or 206-909-3655.

SR 520 Bridge Replacement and HOV Program: We issued an RFP in January 2023 for the next major SR 520 project in Seattle, the Portage Bay Bridge and Roanoke Lid Project. With a contract value estimated between \$715 million and \$900 million, this project will demand a variety of subcontractor disciplines, including design, excavation, electrical and lighting systems, concrete and paving work, sign structures, landscaping, communications and more. We will select a prime contractor this summer. Until then, project questions should be emailed to: SR520PortageBayRFP@wsdot.wa.gov. Construction on the Montlake Project, currently about 75% complete, could reach substantial completion later this year. Interested subcontractors should contact Tom McMillan, Graham's procurement manager, at: Tom.McMillan@grahamus.com. Construction of the SR 520/I-5 Express Lanes Connection Project could reach completion in early 2024. Interested MSVWBE subcontractors should contact Dylan Kennard at dkennard@walshgroup.com.

SR 99 Alaskan Way Viaduct Replacement Program: We expect the program's final WSDOT-led construction project to reach completion this summer. No new MSVWBE subcontracting opportunities are available, but interested firms can inquire about potential work on other Scarsella projects by contacting Scarsella's Project Manager, Nick Rawlins, at 253-226-9932. We do not anticipate future reporting on the AWV Program's inclusive contracting because the South Access project is winding down and the other WSDOT-led AWV projects are complete.

Puget Sound Gateway Program Current Projects:

SR 167, I-5 to SR 509 New Expressway Project The project began construction in July 2022 and includes constructing a new two-mile portion of the SR 167 corridor extending from I-5 in Fife, WA to the existing SR 509 in Tacoma and multiple bridges. Three new interchanges will be constructed as part of the Project. The Design-Builder, Guy F. Atkinson Construction, is engaging DBE firms in support of the 15 percent design and 21 percent construction DBE participation goals. Spring 2023 will bring various roadway and culvert work opportunities for DBE firms. A DBE outreach event is forecasted for late summer/early fall 2023. DBE firms are encouraged to contact DBE Manager, Young Sang-Song at 206-503-1619 or y.song@songconsultingllc.com.

SR 509, I-5 to 24th Avenue South New Expressway Project The project began construction in Fall 2021 and includes constructing the first mile of the new four-lane SR 509 Expressway, new I-5 ramps, collector-distributor lanes and interchanges, and a new bridge. Atkinson continues to update their DBE participation plan, which includes commitments of over \$3.9 million for design and \$30 million for construction for Underutilized Disadvantaged Business Enterprise (UDBE) and Federal Small Business Enterprise (FSBE). Atkinson currently has six DBE firms on board for design work and 27 DBE firms for construction. They are interested in adding more DBE firms to their team on this \$264 million contract. UDBE and FSBE firms interested in these projects and potential opportunities are encouraged to contact DBE manager Geoff Shook at 425-428-6837 or geoff.shook@atkn.com.

Puget Sound Gateway Program Upcoming Projects:

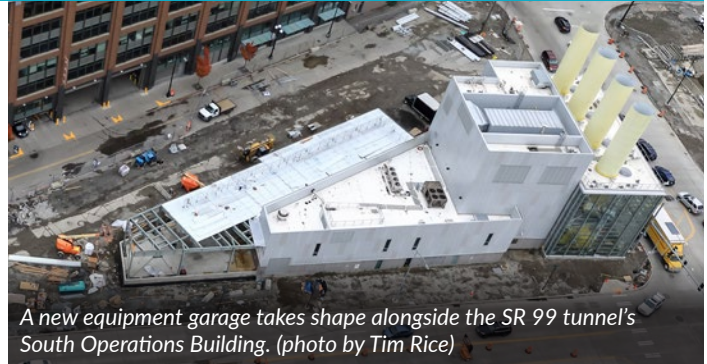
SR 167, I-5 to SR 161 New Expressway Project WSDOT has begun preparing procurement information for the SR 167, I-5 to SR 161 New Expressway Project. The Project scope includes constructing a new four-mile, four-lane SR 167 Expressway between I-5 and SR 512, several interchanges and bridges, and enhancements to local roadways, sidewalks, and multi-modal trails. The Project will also include riparian restoration and environmental rehabilitation activities, illumination/ITS, drainage and other utilities.

SR 509, 24th Avenue South to South 188th Street New Expressway Project WSDOT is preparing to issue a Request for Qualifications for the SR 509, 24th Avenue South to South 188th Street New Expressway Project in 2023. The Project scope includes constructing the remaining two miles of the new four-lane SR 509 Expressway, a new southbound I-5 auxiliary lane, five new bridges, two new noise walls, retaining walls and reconfigured SR 509 interchanges. The Project will also include wetland preservation enhancement, environmental rehabilitation activities, illumination/ITS, drainage and other utilities.

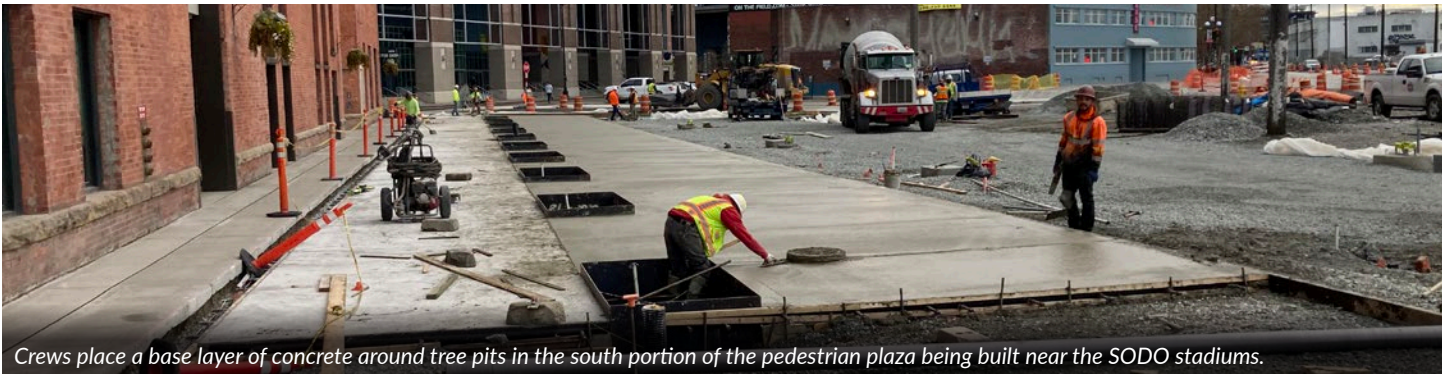
More information on the procurement timeline and DBE opportunities for both projects will be shared during a Puget Sound Gateway Program pre-ad information session forecasted for February 2023.

SR 99 Alaskan Way Viaduct Replacement Program

SR 99 Alaskan Way Viaduct Replacement Program: We wrapped up punch-list work in 2022 on the SR 99 Demolition, Decommissioning, and Surface Streets (D2S2) project. Meanwhile, the last of the 30 WSDOT-led AWV projects—the South Access: Surface Streets Connections Project, Phase 2—is now finishing roadwork, building a new pedestrian plaza near Seattle’s stadiums, and constructing a garage to support SR 99 Tunnel operations. This project is on track for completion this summer. We are pleased to report that the D2S2 project paid \$16.2 million, or 30.3% of its contract value, to 46 MSVWBE firms. The South Access, Phase 2 project paid \$3.8 million, or 23.5% of its contract value, to 13 MSVWBE subcontractors.



A new equipment garage takes shape alongside the SR 99 tunnel's South Operations Building. (photo by Tim Rice)



Crews place a base layer of concrete around tree pits in the south portion of the pedestrian plaza being built near the SODO stadiums.

Megaprograms

Number of MSVWBE and DBE firms for each Megaprogram

All programs are working to meet their voluntary and mandatory goals for MSVWBE and DBE participation. The chart at right shows the total number of current and past MSVWBE and DBE firms contracted on each program. Please refer to the individual program reports for more information about MSVWBE and DBE participation.

I-405/SR 167 Program

25 A&E
 157 Construction

182

SR 520 Program

28 A&E
 132 Construction

156 (Some firms worked in both design and construction)

AWV Replacement Program

0 A&E
 241 Construction

241

Puget Sound Gateway Program

28 PGM&E
 57 Construction

84 (Some firms worked in both design and construction)

For More Information

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