

Diversity / apprenticeship / training

Shaded projects are physically complete. Data below is provided to WSDOT by the project contractors.

| CONSTRUCTION | | | | | | | | | | |
|--|---|---------|----------------|--------------------------|--------------|-------------------------------|--------------|-----------------------------|--------------|--------------|
| Project | Disadvantaged Business Enterprise (DBE) ¹ | | | | | Apprentice | | Training Hours ⁴ | | |
| | Percentage | | Companies | | Date Updated | Hours % (15% Goal) | Date Updated | Goal | Achieved | Date Updated |
| | Goal | Current | # ² | \$ Claimed Participation | | | | | | |
| C7999 - SR 99, Bored Tunnel | 8% | 9.51% | 113 | \$115,841,053.59 | 4/30/2019 | 14.7% | 4/30/2019 | 50,000 | 51,482 | - |
| C7847 - SR 99, S. Holgate to S King St, Stage 2 | 10% | 10.90% | 12 | \$12,457,732.60 | 11/13/2017 | 10.8% | 11/13/2017 | 7,500 | 8,279 | - |
| C8290 - SR 99, S. Holgate to S King St, Stage 3 | 10% | 10.55% | 12 | \$3,359,677.82 | 11/13/2017 | 20.6% | 11/13/2017 | 11,700 | 14,793 | - |
| C8549 - SR 99, North Access | 11% | 9.80% | 16 | \$5,325,260.97 | 5/31/2018 | 18.3% | 11/13/2017 | 2,800 | 2,800 | - |
| C8606 - SR 99, Drilled Shafts | 2% | 3.50% | 5 | \$53,710.92 | 11/13/2017 | N/A | N/A | N/A | N/A | N/A |
| C8921 - SR 99, Dearborn Off-Ramp | 11% | 12.70% | 2 | \$442,858.47 | 11/13/2017 | 18.2% | 11/13/2017 | 400 | 451 | - |
| <i>DBE Subtotal</i> | | | 160 | \$ 137,480,294.37 | | | | | | |
| Project | (M)inority, (S)mall, (V)eteran, (W)oman Business Enterprise (MSVWBE) ³ | | | | | Apprentice Hours % (15% Goal) | | Training Hours | | |
| | TYPE | M | S | V | W | | | | | |
| SR 99, South Access Connection Bid-Build (Scarcella contract- first working day 2/12/2018) | M | 10% | 5.42% | 5 | \$1,333,506 | 5/31/2019 | 22.3% | 5/31/2019 | NOT REQUIRED | |
| | S | 5% | 12.97% | 11 | \$3,190,797 | 5/31/2019 | | | | |
| | V | 5% | 0.00% | 0 | \$0 | 5/31/2019 | | | | |
| | W | 6% | 0.00% | 0 | \$0 | 5/31/2019 | | | | |
| SR 99, Demo, Decommissioning & Surface Streets Design-Build (Kiewitt Contract - first working day 7/10/2018) | M | 10% | 1.51% | 18 | \$1,620,214 | 5/31/2019 | 7.7% | 5/31/2019 | NOT REQUIRED | |
| | S | 5% | 4.50% | 7 | \$4,816,514 | 5/31/2019 | | | | |
| | V | 5% | 0.00% | 0 | \$0 | 5/31/2019 | | | | |
| | W | 6% | 0.39% | 4 | \$418,768 | 5/31/2019 | | | | |
| <i>MSVWBE Subtotal</i> | | | 45 | \$11,379,799 ^ | | | | | | |
| CONSTRUCTION TOTAL | | | 205 | \$ 148,860,093.60 | | | | | | |

| | | | |
|--------------------------|------------|----------------------|--|
| AWV PROGRAM TOTAL | 205 | \$148,860,094 | |
|--------------------------|------------|----------------------|--|

¹ Federally funded projects have DBE goals. Calculations and level of detail are consistent with OEO guidance.

² Individual companies work on multiple projects and to eliminate duplication of reporting DBE / MSVWBE the totals only report the total number of companies in the Program.

³ State funded projects have MSVWBE goals. Calculations and level of detail are consistent with WSDOT HQ Construction Office regarding MSVWBE reporting.

⁴ Individual companies may be certified in multiple categories (M, S, V, W). Their participation is eligible to be counted in each category that they are certified in. The report reflects counting participation in each category in which individual companies are eligible.

⁵ Once Training Goals are achieved, they are no longer tracked or reported.

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Alaskan Way Viaduct REPLACEMENT PROGRAM









Diversity and Inclusion in Contracting AWV Quarterly Progress Report: April - June 2019

SR 99 demolition, decommissioning, and surface street project underway

Now that work on the 99 tunnel has successfully been completed, efforts are underway to demolish the SR 99 Alaskan Way Viaduct. The Alaskan Way Viaduct was built in the 1950s and was damaged in the 2001 Nisqually Earthquake. While it was strengthened and safe for daily use, the structure is seismically vulnerable. The viaduct's role in moving people into and through downtown Seattle will be replaced by both the new SR 99 tunnel and a new Alaskan Way surface street built once the viaduct is gone.

The contract was awarded to Kiewit Infrastructure West Co. and work began on February 12, 2019, and is nearly 70% complete. There is a MSVWBE participation goal for the project set at 26%, with more than \$3 million in work contracted to more than 20 firms. The major elements of the project include:

- Removing the Alaskan Way Viaduct from South Dearborn Street to the Battery Street Tunnel.
- Removing the Columbia and Seneca street ramps.
- Building a new, temporary pedestrian bridge across Alaskan Way to Colman Dock.
- Restoring the area where the viaduct once stood and then turning the space over to the City of Seattle's Waterfront Seattle Program.
- Filling and sealing the Battery Street Tunnel.
- Rebuilding Seventh Avenue North between Denny Way and Harrison Street which serves transit coming into downtown. Reconnecting Thomas and John streets and neighborhoods previously severed by SR 99.

Removing a large concrete structure from a busy waterfront is a huge challenge and worker safety as well as protection of public infrastructure is a major priority.



View of viaduct removal, looking north toward South King Street.



Powerful jaws of a concrete cruncher crush one of the top deck girders.

Future opportunities on WSDOT’s SR 99 demolition, decommissioning and surface streets project

Kiewit Infrastructure West Co. will have bidding opportunities in the coming months. Kiewit will be seeking quotes from subcontractors, including Minority, Small, Veteran, and Women-owned Business Enterprise (MSVWBE) subcontractors, suppliers, and service providers for several work scopes. Work scopes and disciplines shown below are ones we believe the subcontracting community has both the capability and capacity to perform in partnership with Kiewit on our SR 99 Demolition, Decommissioning and Surface Street project (WSDOT Contract No. 9127).

Key elements include:

- Demolish and dispose of the Alaskan Way Viaduct (old SR 99) along the Seattle waterfront, from South Dearborn Street to the Battery Street Tunnel
- Decommission the Battery Street Tunnel by filling it with granular material and low-density cellular concrete
- Fill the north and south portals of the Battery Street Tunnel
- Reconstruct Seventh Avenue North (Aurora Avenue) from Denny Way to Harrison Street with new pavement, sidewalks, landscaping, signals
- Construct new sewer, electrical, and Intelligent Transportation Systems (ITS) throughout the project

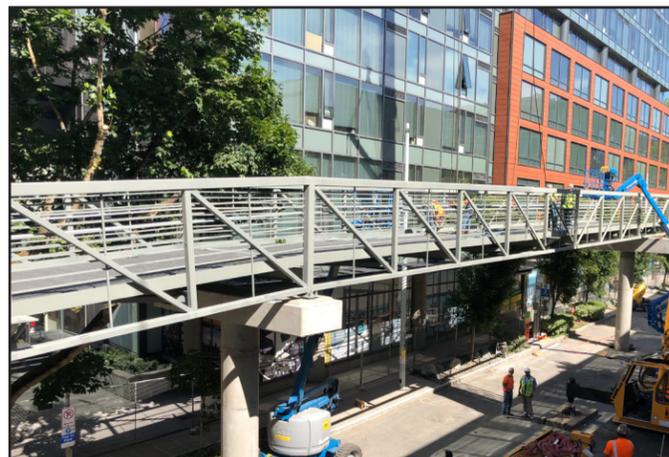
Subcontractor work scopes include, but are not limited to:

- Asphalt paving
- Building modifications
- Concrete curb and sidewalk
- Concrete pumping
- Electrical
- Equipment rental and erosion control
- Landscaping
- Pavement marking
- Reinforcing steel
- Saw cutting
- Security services
- Sweeping services

Questions about opportunities? Contact:



Dennis Ahl
 Email: dennis.ahl@kiewit.com or
 Phone: (253) 943-4070



Crews assemble spans of a pedestrian bridge that will connect to Seattle’s Colman Dock.



Looking west at the tunnel operations building after crews demolished ramps.

Moving on from the tunnel project to viaduct demolition



Jaime Saez
 Saez Consulting Engineers, Inc.

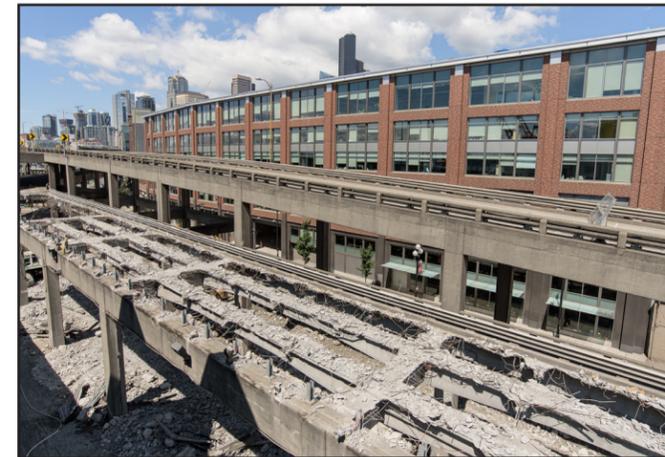
There are some jobs you can do wherever you live, jobs that employ a universal language. Jaime Saez has such a job. He is a Civil Engineer and owner of Saez Consulting Engineers, Inc. (d.b.a. SCE).

After a series of transportation and infrastructure jobs, Jaime established SCE in 2006. He aspired to work directly with clients. “I wanted to provide service that would differentiate me from other companies. Personalized customer service. I thought I could do that more efficiently as an owner.” He felt confident about his professional experience and his ability to succeed. “You have to show up, listen, understand your client’s needs and deliver. Then actually perform the work you say you can do.” Shortly after establishing SCE, in December of 2006, he certified the firm as an MBE/DBE. “I knew that certification would allow SCE to be a subconsultant to large firms doing public works.”

Saez is performing the post-building assessments for the viaduct demolition project as a subconsultant to Kiewit. “We finished the pre-assessments in January. Our role is to document building conditions relative to the pre- and post- demolition of the Alaskan Way Viaduct.” Jaime started working for Seattle Tunnel Partners JV in 2010 for the SR 99 Tunnel Project. SCE continued working on the project for 8 years in various capacities, providing roadway restorations, utility relocations, settlement monitoring, QA structural inspection and material controls inspection. “As a result of our experience on these projects we are working on the Sound Transit E-links 320-340 performing survey quality control as a sub to HDR and we will be working on the Redmond Link with WSP in a similar role once that construction starts in late 2019.

Jaime Saez was born and raised in Santiago, Chile. When he was 13, his dad, also a civil engineer, accepted a job with an American firm in Brazil. His family lived a few years in New Orleans, then to Elma, Washington. Saez went to WSU and earned a degree in Civil Engineering. He worked for WSDOT for a few years then took jobs in Turkey, the United Arab Republic, and Argentina. He said it was traveling with his dad that inspired his love of experiencing the world through so many cultures “I speak three languages fluently—Spanish, Portuguese, and English and received a minor in French at WSU.” He is currently teaching himself Italian.

Saez does not attribute his firm’s success to one project only, but to the diversity of projects SCE completed which include both private and public clients. “Every project we complete, may it be transportation, residential or commercial developments and utility infrastructure, brings us new challenges and satisfaction. It is this that allows us to grow and improve our client services.”



Demolition in progress at the old southbound off-ramp in Pioneer Square.



Dump truck bringing in recycled fill material from viaduct demolition.