

Megaprograms Diversity and Inclusive Contracting

Quarterly Report: October–December 2021

2021 year in review: Forging ahead during the pandemic



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No one has eluded the challenges – and for too many, the heartbreak – of the coronavirus pandemic. And yet, we persevere. The people working on WSDOT’s Central Puget Sound megaprograms, I’m proud to say, are rising to the challenge. They are making steady progress, day after day, building a safer, more efficient, more integrated multimodal transportation system that will serve our region for generations to come.

Many of those helping us design and construct our projects work for small firms owned by minorities, veterans or women – what we abbreviate as MSVWBEs. They provide unique skills and knowledge that are instrumental to the success of our megaprograms. It’s why, on state-funded projects, WSDOT set voluntary MSVWBE hiring goals for our prime contractors. These goals, representing the percentage of a contract’s value, target participation rates of 10% for minority-owned companies, 6% for women-owned firms, and 5% each for veteran-owned firms and small businesses. In this newsletter, we’re sharing some megaprogram highlights from the past year and noting potential MSVWBE contract opportunities in 2022 and beyond. I hope you’ll read on to learn more.

Puget Sound Gateway Program: The program reached substantial completion in 2021 on its first construction project, the 70th Avenue East Bridge Replacement Project. This entire project was constructed during the COVID-19 pandemic – and came in on time and within budget. This couldn't have been completed without the hard work of the 43 MSVWBE firms that participated on the project. Our second major achievement in 2021 was issuing Notice to Proceed on the SR 509/I-5 to 24th Avenue South New Expressway project. Our design-build contractor, Guy F. Atkinson Construction, held a formal outreach event focused on adding certified underutilized disadvantaged businesses (UDBE) and federal small businesses (FSBE) to their team. Currently, Atkinson is meeting DBE goals for design work that is now 60% complete.

Alaskan Way Viaduct (AWV) Replacement Program: In 2021 we completed the SR 99 Demolition, Decommissioning and Surface Streets Project. The prime contractor, Kiewit, and its direct subs hired 45 MSVWBE subcontractors for the project. As a share of the project’s \$94 million contract value, 9.64% went to minority-owned firms, 16.83% to small firms, 0.08% to veteran-owned firms, and 3.08% to women-owned firms. The AWV Program’s final contract, the \$25 million SR 99/ South Access-Phase 2 Project, was awarded in May to Scarsella Brothers. The prime contractor has committed to achieving voluntary MSVWBE subcontracting goals of 20.47% to minority-owned firms, 0.42% to veteran-owned firms, and 20.47% to small firms

I-405 / SR 167 Program: Flatiron-Lane Joint Venture (FLJV) is in full swing constructing the \$705 million I-405/Renton to Bellevue (RTB) design-build contract and has completed the lakefront segment of the King County Eastrail trail, which opened to the public in November. FLJV also continued to focus on utility relocations, pile driving at May Creek, and headwall formwork and rebar work at the Newport Hills Park and Ride. Meanwhile, Graham was awarded the \$50.4 million I-405/Northeast 132nd Street Interchange design-build contract in July and is currently in the design phase of contract delivery.

SR 520 Program: We awarded a \$68 million design-bid-build contract in May to Walsh Construction to build a reversible bus and carpool connection between SR 520 and Seattle’s South Lake Union neighborhood via the I-5 express lanes. We previewed the project’s subcontracting opportunities in March with interested MSVWBE firms. Walsh, which started project construction in August, expects to fulfill 21% of the project’s contract value with MSVWBE firms. On the \$455 million Montlake Project, prime contractor Graham, with 90 MSVWBE contracts to date, made substantial progress over the past year. Graham’s team completed the central portion of a future freeway lid in Seattle’s Montlake neighborhood, removed the old, 1.2-mile-long SR 520 west approach bridge between Montlake and the new floating bridge, and made significant headway constructing a new, three-lane replacement bridge for eastbound traffic.

WSDOT contracting opportunities in 2022 and beyond

Puget Sound Gateway: We'll begin construction in 2022 on the SR 509/I-5 to 24th Avenue South New Expressway project and the SR 167/I-5 to SR 509 New Expressway project. Combined, these projects represent over \$600 million worth of work. Both have significant DBE requirements: On the SR 509/I-5 to 24th Avenue South New Expressway project they are 16% for design and 23% for construction for UDBE and FSBE firms; on the SR 167/I-5 to SR 509 New Expressway project they are 15% for design and 21% for construction for DBE firms. On the SR 167/I-5 to SR 509 New Expressway project alone that means almost \$60 million of work for DBEs. DBE firms interested in contracting opportunities on both projects should contact Atkinson's DBE Program Administrator, Geoff Shook, at 425-255-7325 and geoff.shook@atkn.com.

AWV: Due to the small contract value of the one remaining AWV project – the SR 99/South Access-Phase 2 Project – and anticipated substantial completion in fall 2022, we do not anticipate any new MSVWBE opportunities on this contract. However, subcontractors interested in emerging needs on this project or subcontracting opportunities on other Scarsella Brothers projects are encouraged to reach out to Nick Rawlins at nick.r@scarsellabros.com or 253-226-9932.

I-405/SR 167: Construction on the I-405/Renton to Bellevue contract is slated to continue through approximately 2024. The project contractor, Flatiron-Lane Joint Venture, and its electrical subcontractor, Valley Electric, are recruiting for ongoing and near-term contracting opportunities with a focus on professional services and construction subcontracts. This includes fiber procurement and installation, crane services for toll structures, excavation, drainage and MSE wall construction. Subcontractors should reach out to George Frost, Community Liaison, at gwfrost3@gmail.com or 206-852-6737. While the I-405/NE 132nd Street Interchange project is still in the design phase, the prime contractor, Graham, has committed to achieving its MSVWBE goals of 10% minority, 5% small, 5% veteran, and 6% women business enterprises. Graham expects to begin construction in early spring 2022. Subcontractors are encouraged to reach out to Suzanne Arkle, Inclusion Manager, suzanne@zanninc.com, 312-543-6317, regarding upcoming opportunities.

SR 520: Construction on the Montlake Project, currently about 55% complete, is slated to continue through approximately 2024. The prime contractor, Graham, and its two major subcontractors, Elcon and American Bridge (AB), are recruiting for ongoing near-term and late-term contracting opportunities with a focus on construction subcontracts. This includes canopies, road/overhead signs, fencing, painting, ramp demolition and formwork (AB) and miscellaneous electrical items (Elcon). Graham is working toward its MSVWBE voluntary goals of 10% minority, 5% small, 5% veteran, and 6% women business enterprises. Subcontractors should reach out to Tom McMillan, Procurement Manager, at Tom.McMillan@grahamus.com. Construction on the SR 520/I-5 Express Lanes Connection Project is expected to last into fall 2023. The work includes building a new, elevated reversible HOV access ramp between SR 520 and the I-5 express lanes, constructing 23 retaining walls, and electrical and ITS work. The prime contractor, Walsh Construction, has open contracting opportunities on the project for qualified MSVWBE firms for landscaping, hydroseeding, and Vector truck operations. Subcontractors are encouraged to contact John Currier, Construction/Inclusion Manager, at jcurrier@walshgroup.com or 206-661-1657.

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.

Puget Sound Gateway Program

27 A&E
 52 Construction
Three firms worked in both design and construction

76

AWV Replacement Program

A&E
 228 Construction

228

I-405/SR 167 Program

25 A&E
 106 Construction

131

SR 520 Program

26 A&E
 120 Construction
Three firms worked in both design and construction

143

Title VI notice to public: It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinator at (360) 705-7090.

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