

# Diversity and Inclusive Contracting

## Quarterly Progress Report: October–December 2023

### Megaprograms

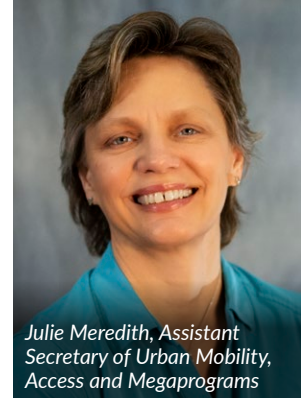
## 2023 year in review: A year of action and connection

I hope your 2024 is off to a great start. This past year brought big changes for WSDOT's Megaprograms, as we began wrapping up the Alaskan Way Viaduct Replacement Program and added the Cascadia High-Speed Rail and I-5 Program. We also made great strides in our ongoing efforts to foster a more diverse workforce and create inclusive contracting opportunities.

We began the year by highlighting new opportunities for small businesses and firms owned by minorities, women and veterans—or MSVWBEs, on projects across the I-405/SR 167, SR 520, and Puget Sound Gateway Programs. In the spring and summer, WSDOT launched a multicultural media campaign to spread the word about the Pre-Apprenticeship and Supportive Services Program (PASS), which awards grants to organizations providing pre-apprenticeship training, employment preparation, and support services to women, minorities and other disadvantaged individuals seeking a pathway to family-wage jobs in highway construction.

In the fall, WSDOT hosted an annual meeting with our Community Partners, composed of a broad cross-section of community advocacy groups that provide technical services and outreach to diverse contracting communities. Thank you to our Community Partners for their continued support and engagement all year long, helping connect MSVWBEs with contract opportunities and key project contacts, and sharing important policy changes with their members.

As we begin the new year, we look forward to continuing to advance the WSDOT Strategic Plan Diversity, Equity and Inclusion goals and creating a more inclusive and diverse workforce. I look forward to working with you in this new year as we continue to build on the progress made in 2023. We will continue to have a visible presence at many premier contracting gatherings this year, so be sure to visit us and learn about upcoming opportunities.



Julie Meredith, Assistant Secretary of Urban Mobility, Access and Megaprograms

## Closing out the Alaska Way Viaduct Replacement Program

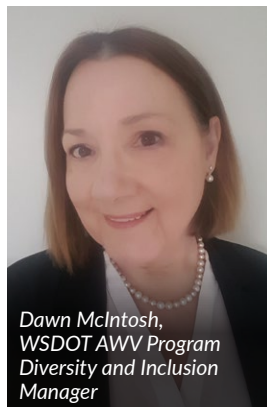
In 2023 we finished the SR 99 Demolition, Decommissioning, and Surface Streets project and early this year we expect to finish the SR 99 South Access: Surface Street Connections project. Completing these milestones brings us very close to wrapping up the 30-project AWW Program, which since 2010 has delivered seven bid-build contracts and two design-build contracts of major significance. All told, the AWW Program has partnered with **179 DBE and MSVWBE subcontractors** and invested **over \$200 million** into the small and diverse business community.



The pedestrian plaza near Seattle's stadiums was completed in 2023 as part of the AWW Program's final project, the South Access-Surface Street Connections Project.



Bobby Forch, WSDOT DBE-MSVWBE Compliance and Inclusion Administrator



Dawn McIntosh, WSDOT AWW Program Diversity and Inclusion Manager

WSDOT offers great thanks and appreciation to the small and diverse business community for helping us to successfully deliver these projects. I also want to congratulate and thank **Bobby Forch**, WSDOT Consultant DBE-MSVWBE Compliance and Inclusion Administrator, and **Dawn McIntosh**, WSDOT AWW Program Diversity and Inclusion Manager, for their leadership in these efforts. Dawn began supporting the AWW Program's diversity and inclusive contracting work in 2013, and Bobby joined the effort in 2014. While we say goodbye to the AWW Program, we still have much work to do on our other megaprograms and look forward to continuing our commitment to the WSDOT Diversity, Equity, and Inclusion program and to the small and diverse business community.

## 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 progressing and increasingly visible to travelers along the I-405/Renton to Bellevue Widening and Express Toll Lanes Project area, including significant work around the Northeast 44th Street interchange. As part of this work, crews built a new northbound I-405 bridge near Northeast 44th Street. Crews on the \$50.4 million I-405/Northeast 132nd Street Interchange Project in Kirkland are wrapping up final construction activities this winter, resulting in a new half diamond interchange that will provide congestion relief, bike/ped enhancements and address an injunction fish passage barrier. Crews with Graham started major construction on the predominately Sound Transit-funded I-405, Northeast 85th Street Interchange and Inline Bus Rapid Transit (BRT) Station project in fall 2023. WSDOT awarded the I-405, Brickyard to SR 527 Improvement Project to Skanska and the SR 167 Corridor Improvements Project to Northup in summer of 2023. Early pre-design construction activities started in the fall of 2023 on both projects and we'll see more substantive construction this coming spring.



I-405, Renton to Bellevue Widening and Express Toll Lanes Project Director Sharif Shaklawun and Flatiron-Lane Joint Venture Construction Manager Jon Gorham oversee culvert installation.



Gin Hooks, Bruce Rowlands, Suzanne Arkle & David Dudley from Graham Construction at the 2023 Regional Contracting Forum.

## SR 520 Bridge Replacement and HOV Program

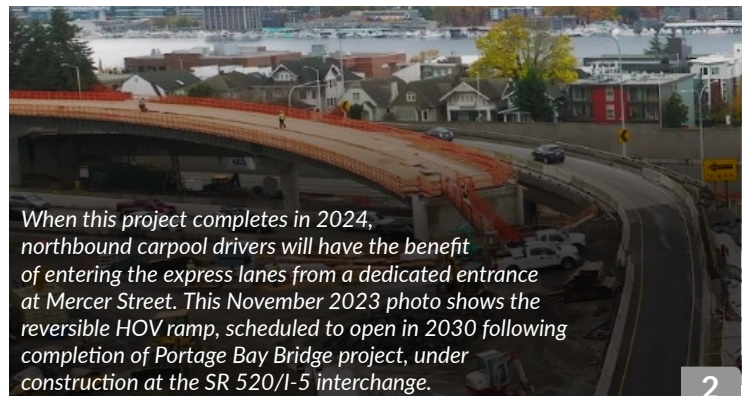
On the \$455 million Montlake Project, prime contractor Graham has enlisted the services of 80 MSVWBE companies to date, with nearly \$68 million in subcontractor payments. In 2023, Graham's crews opened a new, 1.2-mile-long bridge over Union Bay for eastbound traffic on SR 520. They also moved much closer to completing a three-acre highway lid and a 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, has hired 26 MSVWBE firms so far, with about \$12.3 million in payments to them. Last year, crews on this project made progress building a new, reversible bus and carpool connection linking SR 520 and Seattle's South Lake Union neighborhood.



This November 2023 photo, looking east, shows the new eastbound SR 520 bridge, at right, over Union Bay. In the foreground is a biking and pedestrian bridge that will open in 2024.



Chelsea Funis from SR 520 Communications and Omar Jepperson, SR 520 Program Administrator at the Oct. 11th NWR Construction & Design Open House.



When this project completes in 2024, northbound carpool drivers will have the benefit of entering the express lanes from a dedicated entrance at Mercer Street. This November 2023 photo shows the reversible HOV ramp, scheduled to open in 2030 following completion of Portage Bay Bridge project, under construction at the SR 520/I-5 interchange.

## Megaprograms

# WSDOT contracting opportunities in 2024 and beyond

**I-405/SR 167 Corridor Program:** The I-405/SR 167 Program will continue to work with Flatiron-Lane Joint Venture (FLJV) on MSVWBE contract opportunities for the Renton to Bellevue Widening and Express Toll Lanes Project. Interested firms should contact George Frost at [george@gwfrost.com](mailto:george@gwfrost.com) or 206-207-7475. Regarding upcoming MWBE and SVBE subcontracting opportunities on the Northeast 85th Street Interchange and Inline BRT Station Project, interested firms are encouraged to reach out to Gin Hooks, Outreach Coordinator, at [gin@zanninc.com](mailto:gin@zanninc.com) or 206-371-7783. Regarding upcoming MWBE and SVBE subcontracting opportunities on the recently awarded Brickyard to SR 527 Improvement Project and the SR 167 Corridor Improvements Project, interested firms are encouraged to contact Vicky Schiantarelli, Inclusion Manager, at [vicky@schiantarelliassociates.com](mailto:vicky@schiantarelliassociates.com) or 206-369-6740. Firms with questions about other projects or opportunities on the program should contact Angela Battle, I-405/SR 167 Program Inclusion Manager, at [Angela.Battle@consultant.wsdot.wa.gov](mailto:Angela.Battle@consultant.wsdot.wa.gov) or 206-550-3454.

**SR 520 Bridge Replacement and HOV Program:** We expect to complete construction this year on both the Montlake Project and the SR 520/I-5 Express Lanes Connection Project. Meanwhile, we opened contractor bids last fall for the next major SR 520 project in Seattle: the Portage Bay Bridge and Roanoke Lid Project. The bids, however, came in much higher than we'd expected—about 70% higher than our independent engineer's estimate. We are continuing to work with WSDOT leadership, the Governor's Office and Legislature to understand possible ways to close the funding gap. Similar to our other SR 520 projects, the Portage Bay project has MSVWBE goals. However, unlike our other projects, Portage Bay also has mandatory diversity goals, with a 3% enforceable contract goal for veteran-owned businesses and 5% for small businesses.

### 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 this \$376 million contract and the 15 percent design and 21 percent construction DBE participation goals. Potential opportunities on the project include box culvert installation at one of our water crossing locations and sign structures. DBE firms are encouraged to contact DBE Manager, Young Sang-Song at 206-503-1619 or [y.song@songconsultingllc.com](mailto: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. Potential opportunities and scopes of work include, electrical, drainage systems and excavation. Atkinson is interested in adding more DBE firms to their team on this \$264 million contract with 8 percent DBE and 8 percent FSBE for design participation goals and 10 percent DBE and 13 percent FSBE for construction participation goals. UDBE and FSBE firms interested in these projects and potential opportunities are encouraged to contact DBE manager Marivic "Viki" Bamba-Chennault at 415-214-4565 or [marivic.chennault@atkn.com](mailto:marivic.chennault@atkn.com).

**SR 509, 24th Avenue South to South 188th Street New Expressway Project** WSDOT executed the construction contract with Atkinson in December 2023 with Notice To Proceed planned for February 15, 2024. Atkinson is anticipated to hold a DBE outreach kick-off meeting in Spring 2024. 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 reconfiguring two SR 509 interchanges. Atkinson is interested in adding more DBE firms to their team on this \$479 million contract with 15 percent DBE design participation and 22 percent DBE construction participation goals. DBE firms are encouraged to contact DBE Manager, Marivic "Viki" Bamba-Chennault at 415-214-4565 or [marivic.chennault@atkn.com](mailto:marivic.chennault@atkn.com).

### Puget Sound Gateway Program Upcoming Projects:

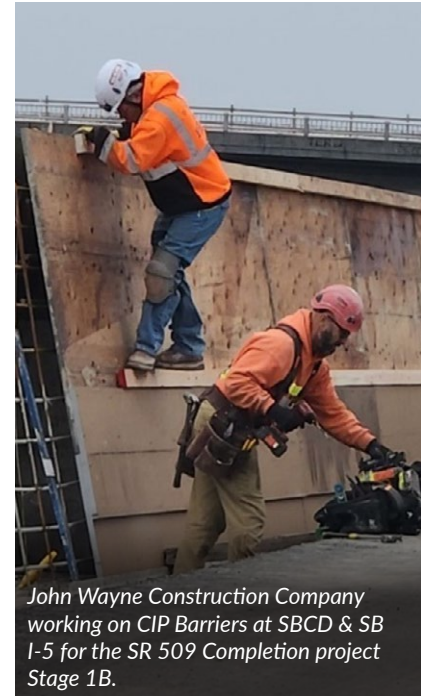
**SR 167, I-5 to SR 161 New Expressway Project** The Project scope includes building a new four-mile, four-lane SR 167 Expressway between I-5 and SR 512, several interchanges and bridges, and enhancements to local roadways, sidewalks, and multi-modal trails. The Project will also include riparian restoration and environmental rehabilitation activities, illumination/ITS, drainage and other utilities. **Stage 2a:** WSDOT issued the Request for Proposal on January 17, 2024 and three teams are currently preparing their proposals with a bid opening scheduled for August 21, 2024. These teams are Atkinson/Jacobs, Graham/Parsons, and Scarsella/KPFF. The estimated contract range is \$165 to \$215 million, with 14 percent design and 20 percent construction DBE goals. We anticipate issuing Notice to Proceed for design in October 2024 and Notice to Proceed for Construction in March 2025. **Stage 2b:** WSDOT received approval from the Capital Projects Review Board on January 26, 2024, to utilize Progressive Design Build for the last construction project that will complete the SR 167 Completion project, which is identified as Stage 2b. We intend to issue the Request for Qualifications in September 2024 followed by the Request for Proposal in early January 2025.

## Puget Sound Gateway Program

Both SR 509 and SR 167 completion projects continue to reach project defining milestones with more than \$80 million awarded to 96 DBE/MSVWBE firms. Working with the project’s Prime contractor, Atkinson Construction, the SR 509 Stage 1B project excavated thousands of cubic yards of dirt from under I-5 South at the SR 516 interchange and placed the first set of tunnel rings for Veteran’s Drive. The South 216th Street Bridge over I-5 was removed and girders ranging from 65 to 200 feet in length have been placed and work continues building the replacement bridge. SR 509 stage 2 continues collaboration with Prime contractor, Atkinson Construction, who was awarded the contract in December 2023.

The SR 167 1B project completed 10 of the project’s 20 bridges, continued construction on two new bridges at the I-5 Fife curve, and girders have been placed for the SR 167 Expressway over 12th Street East. Environmental enhancement projects include Hylebos Creek; where almost 7,000 linear feet of waterways were defished, relocating nearly 5,500 fish including anadromous species such as chinook and coho salmon. The project area was enhanced to restore the creek and adjoining waterways, which includes adding curves, islands, and woody debris with more than 100 logs. SR 167 Stage 2 was split (stages 2a and 2b) to address local construction industry preferences. Stage 2a received Statement of Qualifications from three interested teams and Stage 2b will be the first non-fish passage progressive design-build project for WSDOT.

The Gateway Program encourages DBE/MSVWBE firms to contact Project DBE Inclusion Managers to learn about ongoing and upcoming opportunities.



John Wayne Construction Company working on CIP Barriers at SBCD & SB I-5 for the SR 509 Completion project Stage 1B.

## 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 PGM&E\*  
191 Construction

216

#### SR 520 Program

28 PGM&E\*  
149 Construction

173 (Four firms worked in both design and construction)

#### Puget Sound Gateway Program

28 PGM&E\*  
72 Construction

96 (Four firms worked in both design and construction)

\*PGM&E = Program management and engineering

#### For More Information

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