

**King County Concrete Delivery Strike and Impacts**  
**Updated March 23, 2022**

**Rev. 19**

The strike is affecting four major light rail extension projects currently under construction: the Lynnwood Link Extension, the East Link Extension, the Federal Way Link Extension and the Downtown Redmond Link Extension. The specific types of work that have been delayed so far include light rail guideway and foundations, retaining walls, and stations and garages.

Sound Transit has joined with WSDOT, King County and the City of Seattle in calling for the parties to return to the negotiating table immediately with the help of an unbiased mediator so that a mutually acceptable agreement can be reached that moves our projects and our region forward. Mediation sessions occurred between the parties on January 20 and February 24, but no progress was made and there are no future mediation sessions scheduled.

On March 14, the concrete suppliers and the Teamsters had agreed to haul concrete from two plants, Salmon Bay and the downtown Seattle Cadman plant, to Sound Transit projects and certain other public works projects. Sound Transit began receiving some concrete quantities from the Seattle Cadman plant as of Wednesday, March 22<sup>nd</sup>. In addition, Sound Transit began receiving some concrete quantities from the Woodinville Cadman plant on that same day.

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**Summary of impacts since Dec. 3, 2021**

- Total concrete cubic yards missed: Up to 44,000
  - One concrete truck holds about 10 cubic yards, so this means about 4,400 missed deliveries
  - If all the missed deliveries were lined up in a queue, the line of bumper-to-bumper trucks would be almost 29 miles long (about the distance from the southerly limits of the City of Lynnwood to SeaTac Airport).
- Total concrete cubic yards planned in next two weeks: 8,000
- Total number of workers laid off: 229
- Total additional workers projected to be laid off: 63
- On Lynnwood Link Extension the biggest impacts are to the guideway work south of King Co/Snohomish Co line with resultant project delays.
- Affected project items on Downtown Redmond Link Extension are impacting contractors' ability to begin drainage work along the alignment, which keeps them from moving forward to track placement.

**Project Data: Total Impacts since Dec. 3, 2021**

**Lynnwood Link Extension**

**Concrete Cubic Yards Placed**

**Planned: 53,000**

**Actual: 14,000\***

**Missed: 39,000**

**Concrete Cubic Yards Planned**

**Key project items affected:**

- On the L300 contract the biggest impacts are to the guideway work south of Snohomish County line and to the Lynnwood Transit Center garage.
- The strike has already led to the layoff of craft workers and will potentially lead to more layoffs of

<p><b>Next Two Weeks: 8,000</b></p> <p><b>Workers laid off: 105</b>  <b>Additional workers projected to be laid off: 8</b></p>	<p>craft workers and possibly inspectors. Laid off workers will then have to be rehired.</p> <ul style="list-style-type: none"> <li>• The strike is causing the extended duration of temporary traffic control and haul routes on local streets.</li> <li>• On L200 there are also delayed milestones for handing over the project to the follow-on systems contractor.</li> </ul> <p>* Most concrete placed is north of the King/Snohomish county line and was not initially subject to the geographic strike limits. However, the strike has intermittently affected deliveries from Snohomish county. Smokey Point Concrete in Arlington is supplying small quantities of concrete.</p>
<p><b><u>East Link</u></b></p> <p><b>Concrete Cubic Yards Placed</b>  <b>Planned: 1,400</b>  <b><u>Actual: 50</u></b>  <b>Missed: 1,350</b></p> <p><b>Concrete Cubic Yards Planned</b>  <b>Next Two Weeks: 50</b></p> <p><b>Workers laid off: 30</b>  <b>Additional workers projected to be laid off: 0</b></p>	<p><b>Key project items affected:</b></p> <ul style="list-style-type: none"> <li>• On the E360 contract, work on the Redmond Technology Station Garage level 2 to 3 ramp slab and associated column is delayed. As a result, the reopening of the bus transit loop to the public has also been delayed.</li> <li>• There are delays on E130 rebuilding plinths demolished due to corrective actions, now impacting schedule for completing work on the I-90 floating bridge.</li> <li>• Currently, E340 has two sections of curb that have been mitigated via mix on-site trucks. All remaining concrete work will be included on punch list work (i.e., no impact currently).</li> </ul>
<p><b><u>Downtown Redmond Link</u></b>  <b><u>Extension</u></b></p> <p><b>Concrete Cubic Yards Placed</b>  <b>Planned: 3,900</b>  <b><u>Actual: 1,600**</u></b>  <b>Missed: 2,300</b></p> <p><b>Concrete Cubic Yards Planned</b>  <b>Next Two Weeks: 110</b></p> <p><b>Workers laid off: 62</b>  <b>Additional workers projected to be laid off: 40</b></p>	<p><b>Key project items affected:</b></p> <ul style="list-style-type: none"> <li>• The contractor has been unable to procure shotcrete for soil nail walls (a type of retaining wall). This impacts many areas of cut and cover, including work on 40th, 51st, and 60th Streets. SWK was able to acquire shotcrete this week using sub-contractor acquired trucks.</li> <li>• Work on the garage has been impacted.</li> <li>• The 40th Street construction interface with East Link work is impacted as well as most alignment wall work, elevated guideway work, and on-ramp and off-ramp work.</li> </ul> <p>**The contractor received concrete delivery from Cadman/Redmond, Cadman-Bellevue, and with Cascade Mobile Mix Concrete who is a non-union supplier.</p>

<p><b><u>Federal Way Link Extension</u></b> <b>Concrete Cubic Yards Placed</b></p> <p><b>Missed: 1,150***</b></p> <p><b>Workers laid off: 40</b> <b>Additional workers projected to be laid off: 0</b></p>	<p><b>Key project items affected:</b></p> <ul style="list-style-type: none"><li>• The concrete pour for the Kent/Des Moines garage deck is delayed.</li><li>• Finish work on the Kent/Des Moines garage is delayed.</li></ul> <p>*** With its proximity to Pierce County, the contractor for Federal Way Link Extension has successfully worked with Cal Portland/Tacoma and Corliss Resources, Inc. to supply project concrete including concrete previously missed in areas of the project EXCEPT the Kent/Des Moines garage.</p>
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