

**King County Concrete Delivery Strike and Impacts**  
**Updated January 20, 2022**

**Rev. 10**

The strike is affecting four major light rail extension projects currently under construction: the Lynnwood Link extension, the East Link extension, the Federal Way extension and the Downtown Redmond 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.

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

- Total concrete cubic yards missed: 14,081
  - One concrete truck hold about 10 cubic yards, so this means about 1,408 missed deliveries
  - If all the missed deliveries were lined up in a queue, the line of trucks would be over 9 miles long.
- Total concrete cubic yards planned in next two weeks: 9,162
- Total number of workers laid off: 164
- Total additional workers projected to be laid off in January: 124
- 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. There is also an urgent need for concrete to complete and stabilize unfinished retaining walls.
- The affects and delays on Federal Way Link Extension will cause a congested work zone and competition for resources.

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

<p><b><u>Lynnwood Link Extension</u></b></p> <p><b>Concrete Cubic Yards Placed</b>  <b>Planned:</b> 18,862  <b>Actual:</b> 7,465*</p> <p><b>Concrete Cubic Yards Planned</b>  <b>Next Two Weeks:</b> 5,730</p> <p><b>Workers laid off:</b> 49</p> <p><b>Additional workers projected to be laid off in January:</b> 51</p>	<p><b>Key project items affected:</b></p> <ul style="list-style-type: none"> <li>• On the L300 contract the biggest impacts are to the guideway work south of Snohomish County line.</li> <li>• The strike has already led to the layoff of craft workers and will potentially lead to more layoffs of craft workers and possibly inspectors. Laid off workers will then have to be rehired.</li> <li>• The strike is causing the extended duration of temporary traffic control and haul routes on local streets.</li> </ul>
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	<ul style="list-style-type: none"> <li>On L200 there are also delayed milestones for handing over the project to the follow-on systems contractor.</li> </ul> <p>* Concrete placed is north of the King/Snohomish county line and was not subject to the geographic strike limits until Jan 12, 2022 with cancellations of concrete. Concrete deliveries resumed in Snohomish County on Jan. 18, 2022</p>
<p><b><u>East Link</u></b>  <b>Concrete Cubic Yards Placed</b>  <b>Planned: 621</b>  <b>Actual: 0</b>  <b>Concrete Cubic Yards Planned</b>  <b>Next Two Weeks: 20</b>  <b>Workers laid off: 25</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.</li> <li>Currently, E340 has two sections of curb that have been mitigated via mix on-site trucks. All remaining concrete work is pending approval (i.e., no impact currently).</li> </ul>
<p><b><u>Downtown Redmond Link Extension</u></b>  <b>Concrete Cubic Yards Placed</b>  <b>Planned: 2,373</b>  <b>Actual: 0</b>  <b>Concrete Cubic Yards Planned</b>  <b>Next Two Weeks: 1,312</b>  <b>Workers laid off: 57</b>  <b>Additional workers projected to be laid off in January: 40</b></p>	<p><b>Key project items affected:</b></p> <ul style="list-style-type: none"> <li>We are 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.</li> <li>Work on the garage will be impacted within the next 2 weeks.</li> <li>The 40th Street construction interface with East Link work is impacted.</li> </ul>
<p><b><u>Federal Way Link Extension</u></b>  <b>Concrete Cubic Yards Placed</b>  <b>Planned: 2,085</b>  <b>Actual: **2,395</b>  <b>Concrete Cubic Yards Planned</b>  <b>Next Two Weeks: 2,100</b>  <b>Workers laid off: 33</b>  <b>Additional workers projected to be laid off in January: 33</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>** actual includes concrete placed from Corliss, a non-union concrete batch plant that has no capacity to take on additional uncontracted work. They are supplying guideway concrete, but no station or garage concrete.</p>