



7/23/2025

Letter No. 215  
BY-CRE-03105

Evelyn Pao, P.E., Project Director  
Washington State Department of Transportation  
18911 N Creek Pkwy S, Suite 150  
Bothell, WA 98011

Project: I-405, Brickyard to SR 527 Improvement Project  
Contract No: 009727

**Subject: RE: Sammamish River Lateral Migration & Channel Migration Risk Mitigation Workshop**

Dear Ms. Pao:

Please find attached a letter from AECOM. Although a meeting has been scheduled for Tuesday, July 29, 2025, at 3:00 PM, AECOM has requested that we share this letter with you in advance to formally document their position on the matter.

Skanska looks forward to a productive and constructive discussion next Tuesday.

Sincerely,

A handwritten signature in black ink, appearing to read "P. Prendergast", written over a horizontal line.

Patrick Prendergast, Project Executive  
Skanska USA Civil  
18911 N Creek Pkwy S, Suite 300  
Bothell, WA 98011

Attachment: 2025-7-23 AECOM Response to WSDOT SL No. 9727-125



AECOM Technical Services, Inc.  
1111 Third Ave., Suite 1600  
Seattle, WA 98101, USA  
aecom.com

7/23/25

**Via E-mail**

Patrick Prendergast  
Contractor's Representative  
Skanska USA Civil West California District Inc.  
18911 N Creek Pkwy, Suite 300  
Bothell, WA 98011  
Patrick.Prendergast@skanska.com

Project: I-405, Brickyard to SR 527 Improvement Project  
Contract No: 009727  
RE: Sammamish River Lateral Migration

Dear Mr. Prendergast:

This letter is in response to WSDOT's correspondence WSDOT SL No. 9727-125, dated July 9, 2025. In this letter, WSDOT provided a response to Skanska serial letter No. 204. In WSDOT's response, WSDOT provided additional information to Skanska regarding Sammamish River Lateral Migration.

AECOM takes exception to and requests clarification on the following statement in letter 125. WSDOT states that "Both documents establish that the lateral migration risk determination is defined as "not low", is not open to interpretation and is defined explicitly for application during final design."

Our position is this statement is inaccurate for two primary reasons. First, it dismisses the fact that one of the referenced documents states as part of its determination/conclusion that further analysis during final design is required as part of the FHD (which the design-builder has completed and documented in the FHD), thereby countering the suggestion that a blanket preliminary assumption of "not low" should be applied for final design. Second, the term "not low" itself begs interpretation and further definition which can only be arrived at through further analysis. We request WSDOT provide the contract definition of the term "not low", and specifically the contract trigger for "not low" equating to a design assumption requirement of unimpeded full river lateral migration to the structure of interest.

WSDOT states they are willing to participate in a workshop to discuss next steps and work toward resolution. AECOM is agreeable to this process in working toward a joint understanding of this issue, discussing the questions raised in the previous paragraph, and is hopeful that further escalation does not become necessary. AECOM will review WSDOT's position once the workshop is held. At that time if WSDOT requires re-design that AECOM does not agree is already required by the contract, AECOM will initiate the process as described in section 1-04.5 of the General Provisions.

This Claim Notice is without prejudice to, and with a full reservation of, AECOM's rights, remedies, causes of action, and defenses under the Subcontract, at law, in equity, or otherwise. Nothing in this letter shall be interpreted as a modification or waiver, or an estoppel of AECOM's right to assert the same.

I appreciate your prompt attention to this matter. If you have any questions, please do not hesitate to contact me directly.

Yours sincerely,

**AECOM Technical Services, Inc.**



Ryan Abraham, PE

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cc: R. Richter, J. Waldron, R. Patterson,