



April 9, 2025

Letter No. 171  
BY-CRE-02377

Washington State Department of Transportation  
18911 N Creek Pkwy, Suite 150  
Bothell, WA 98011

Attention: Evelyn Pao, P.E., Project Director

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

Subject: **DSC 006 Potential Differing Site Condition at Wall 23.80R**

Dear Ms. Pao:

This email is to notify you that we believe there may be differing subsurface conditions from what was assumed during design and construction of Wall 23.80. We are working to identify the exact differences, their implications, and potential options for design and construction moving forward. Below is a summary of this wall's history.

On October 31, 2024, while constructing Wall 23.80, Skanska observed that the MSE wall facing panels from approximately STA 12+00 to 15+00 had a positive batter in excess of 5 inches at the top of the panels. On November 6, 2024, Skanska reset the MSE panels for reinstallation to achieve the required plumbness and wall alignment. However, on November 7, 2024, after resetting a portion of the panels and beginning the backfill operation in accordance with the wall designer's installation manual, Skanska observed that the panels which had been reset had gained 1-2 inches of positive batter overnight.

Upon further investigation, Skanska confirmed that the leveling pad at STA 12+00, STA 12+50, and STA 13+00 had settled up to 0.25 feet. Following the EOR's recommendation, Skanska removed the existing wall and leveling pad in the noted station range, as well as short zones to the north of station 13+90.007 and south of station 11+95.007. Skanska excavated and replaced the unsuitable subgrade to a depth of 3 feet below the bottom of the proposed new concrete leveling pad and rebuilt the wall.

After reconstructing Wall 23.80, Skanska continued to monitor its settlement. Based on survey data collected through March 27, 2025, the wall has experienced horizontal movement of over 1 inch and vertical movement of over 4 inches. The Geotechnical EOR has notified us that the wall has exceeded the alert and action levels for both horizontal and vertical movement. GeoEngineers has indicated that the subsurface conditions encountered differ from those assumed during design and are working to identify these specific differences.



In response to the notification from our Geotechnical EOR, GeoEngineers, Skanska concludes that we have encountered actual subsurface or latent physical conditions at the site that are substantially or materially different from the baseline conditions identified in the GBR and GDR, as described in Section 1-02.4(2). These conditions were not discoverable through a reasonable investigation and analysis of the site.

Please consider this our formal notification of Differing Site Conditions. Skanska encourages WSDOT to conduct their own review of these conditions and/or participate in developing an analysis of these DSC by GeoEngineers.

Let me know if you would like to discuss this further.

Sincerely,

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

Patrick Prendergast, Project Executive

Skanska USA Civil West  
18911 North Creek Parkway, Suite 300  
Bothell, WA 98011