



12/5/2025

Letter No. 288
BY-CRE-04154

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: NB405: Bridge 405/103E Widening

Dear Ms. Pao:

Skanska is in receipt of WSDOT SL No. 9727-201 dated November 21, 2025. In response, we are writing to request clarification of the design requirements provided by WSDOT for the NB405 Bridge 405/103E Widening design in the above-mentioned correspondence. Skanska and AECOM disagree with WSDOT's position on ATC 1 and additionally believe the incorporation of forward compatibility for a future fish passage is currently outside of our contractual requirements. Please see the attached letter from AECOM for additional information.

Skanska reserves our rights to recover all cost and time impacts per the contract and applicable law.

We appreciate WSDOT's collaborative efforts as we work to refine and finalize design. Should you have any questions or require additional information regarding this matter, please do not hesitate to contact me.

Sincerely,

Patrick Prendergast, Vice President

Skanska USA Civil
18911 N Creek Pkwy S, Suite 300
Bothell, WA 98011

Attachments

2025.12.04-PCN80-103E-AECOM Response to WSDOT SL No. 9727-201



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

12/04/25

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: NB405: Bridge 405/103E Widening

Mr. Prendergast,

This letter is in response to WSDOT's correspondence WSDOT SL No. 9727-201, dated November 21, 2025. In this letter, WSDOT stated Skanska shall provide a bridge design per ATC1 or request a DBIC. Further, WSDOT states it will not accept a design based on a structure widening that isn't fully continuous with the existing superstructure and substructure. In addition, WSDOT included a Forward Compatibility criteria with regards to the elevation of foundation elements for this bridge and future fish passage design. AECOM has the following response to these two items:

Regarding providing a design per ATC1, AECOM's position is that ATC1 does not dictate the requirement for a structure widening to be fully continuous with the existing superstructure and substructure. We request WSDOT provide what specific contract requirements and language would need to be revised via a DBIC which requires the structure widening to be fully continuous with the existing superstructure and substructure. In addition, AECOM has been working with the WSDOT SME's on possible alternatives for the widening and retrofit of this bridge. Therefore at this time it seems premature to be selecting a final structure configuration. We look forward to continuing our collaboration with WSDOT on these alternatives.

Regarding the Forward Compatibility statements, this appears to be a new requirement for this structure. We request WSDOT provide where in the contract this forward compatibility requirement is stated or develop an OIC to add this requirement to the contract.

This letter 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

Vice President

T: 303.807.5730

E: Ryan.Abraham@aecom.com

cc: E. Grant, J. Waldron, R. Patterson, J. Guerrero