

March 27, 2026

Letter No. 388
BY-CRE-05063

Evelyn Pao, P.E., Project Director
Washington State Department of Transportation
I-405/SR 167 Program
18911 N Creek Pkwy S, Suite 150
Bothell, WA 98011

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

Subject: Notice of Equitable Adjustment – Owner-Directed Changes to Fish Passage Streambed Material Gradation (Issue SKA-0320)

Dear Ms. Pao:

Skanska USA Civil West California District Inc. ("Skanska") transmits herewith the enclosed Notice of Owner Change / Claim from AECOM Technical Services, Inc. ("AECOM"), dated March 18, 2026 (AECOM 00148 R1), together with supporting documentation. This letter is submitted pursuant to Articles 08.8, and 1-05.15 of the General Provisions for Contract No. 009727. Skanska endorses AECOM's request and requests WSDOT's written response to the two requests set out below.

what was "WSDOT's direction?" Who provided? Are they a contract authority?

fully requests that WSDOT:

1. **Owner-Initiated Change (OIC)** for the over-coarsened streambed sediment material at Perry Creek, where both parties acknowledge that site constraints justify gradation exceeding the Table 2.30B contractual threshold. The OIC should provide an equitable adjustment to contract price and schedule commensurate with the design and construction impacts.
1. **Issue an Equitable Adjustment** under GP 1-04.4 for the rework, disruption, and delay incurred at Queensborough SR-527, Queensborough I-405, and North Fork Perry Creek because of WSDOT's **direction to proceed with over-coarsened material** and **subsequent reversal** of that direction. Preliminary impacts are estimated at approximately \$260,000 / 1,047 design hours and 13 weeks of delay, as detailed in the enclosed exhibits.

The design of Juanita is not just sediment size. There was a failure to meet the stream morphology to start. Sediment size is the last piece of design, not the first. They only just locked in the profile.

Skanska requests WSDOT's written response to both requests within 14 calendar days of receipt. The factual and contractual basis for each request is set out in AECOM's enclosed letter and supporting documentation. Skanska will submit supplemental exhibits — including a site-level causation table and impact breakdown by design package — under separate cover in the near term. A formal Change Proposal with final quantified costs will follow upon completion of the ongoing design revisions.

This letter is submitted without prejudice to, and with a full reservation of, Skanska's rights, remedies, and defenses under the Contract, at law, in equity, or otherwise.

Respectfully,



Patrick Prendergast, Vice President

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



Attachments:

1. *AECOM PCN-00148 R1 – Notice of Owner Change / Claim, dated March 18, 2026*
2. *2024 WSDOT-AECOM Email Correspondence (October 29 – November 1, 2024)*
3. *Fish Passage TFM #16 Meeting Minutes – July 30, 2024*
4. *Fish Passage TFM #17 Meeting Minutes – August 13, 2024*
5. *Fish Passage TFM #18 Meeting Minutes – August 27, 2024*
6. *Fish Passage TFM #19 Meeting Minutes – September 10, 2024*

3/18/2026

Via E-mail

Kyle Sharrer
Skanska USA Civil West California
District Inc.
18911 North Creek Pkwy
Suite 300
Bothell, WA 98011
Kyle.Sharrer@skanska.com

**Re: I-405/Brickyard to SR 527 Improvement Project (the "Project"
AECOM Project No. 60713342
Notice of Owner Change / Claim
PCN-00148 - WDFW Sediment Size R1**

Who? and what
authority do they
have to modify the
contract if it is in
conflict with this?

Dear Kyle:

This letter (the "Claim Notice") is being sent pursuant to sections 8.2 and 8.3 of the agreement between Skanska USA Civil West California District Inc. ("Skanska") and AECOM Technical Services, Inc. ("AECOM"), dated October 25, 2022 (the "Design Subcontract") concerning the Project. I am writing on behalf of AECOM to notify you of a Potential Owner Change, which we believe entitles AECOM to an equitable adjustment to its fee and the design schedule. In accordance with Arts. 1-04.4, 1-08.8, and 1-05.15 of the General Provisions for the Design-Build Contract, I ask that you **please provide this Notice to the Washington State Department of Transportation ("WSDOT") as soon as possible.**

Contract provision Table 2.30B states that the proposed bed material ~~must be~~, "20% (max.) coarser than existing" at all Fish Passage locations. Following the Streambed Material Decision Tree (WSDOT Hydraulics Manual, March 2022), constraints were identified to support a streambed sediment mix coarser than the 20% increase from the existing gradations. The design team initially notified WSDOT that the 20% maximum gradation would not be met in the July 30, 2024 Fish Passage Task Force Meeting (TFM). This was continually discussed in TFM from July 2024 through October 2024. On October 29, 2024, AECOM requested direction on how to move forward with the streambed sediment gradation from WSDOT, via email correspondence. WSDOT responded to AECOM's email (see attached) on November 1, 2024, providing direction for AECOM to:

- Provide our calculations showing we need upsized material
- Document that AECOM followed WSDOT directives from the sediment tree (Streambed Material Decision Tree, Page 7-34 WSDOT Hydraulics Manual, March 2022)
- Provide documentation showing that due to **items out of AECOM's control**, we are currently in a **sediment starved system** and if we were to place material, our findings show the material will **transport out of the crossing**, and the crossing will immediately be placed back on the injunction list
- Provide documentation showing that in an effort to keep this crossing passable, and not having the sediment wash out, it is **appropriate to upsize our material per WSDOT guidelines** (WSDOT Hydraulics Manual, March 2022).

This is in reference to Juanita creek, and can be supported. But not on any of the other projects.

Again, appropriate to Juanita creek, but not on any of the other projects. And they only just provided this in

the "need" is what was not supported on all projects except Juanita.

Sediment Tree includes text: "Construct overcoarsened channel with habitat complexity features - subject to agreements between WSDOT and WDFW; project meets WDFW Water Crossing Design Guidelines" (This agreement was never made and is what they are complaining about, as they never followed the HM appropriately)

This has been an arduous process with slow progression and communications as well as a lack of timelines. Not typical of other DB projects that I'm working on.

AECOM

I fail to see the direction. AECOM is the EOR and I don't see reference to formal contractual documents of such claims.

At WSDOT's direction and in good faith, AECOM proceeded with this design approach. In comments received in January 2025 (Juanita Creek) and February 2025 (Queensborough 527), the WSDOT subject matter expert backtracked on their previous direction and provided a multitude of comments related to concerns regarding the increase in the size of streambed material. Since these comments were received, the Design Build team has been coordinating with reviewers to close comments and progress the design.

Clarify this "backtracking?"

As of the Fish Passage TFM on February 24, 2026, after a full year of coordination with WSDOT and WDFW, it is AECOM's understanding we are in general agreement with the WSDOT Team regarding a path forward on all sites. This has yet to be confirmed with WDFW. The agreed to consensus is stated

Adjust from what? This is clearly stated in the contract.

high level, it has been determined, through further discussions with WSDOT, that there are aints that warrant increasing sediment size 20% above the existing condition, as measured in the design reference reaches, at the Queensborough crossings (527 and 405) and North Fork Perry Creek. These three sites will adjust the sediment size to be within 20% of the existing pebble count gradations. The Queensborough 527 crossing will be RFC'd with these revisions. Queensborough 405 and North Fork Perry Creek crossings will require NDCs to adjust the sediment gradation. There are site constraints at Juanita Creek that justify a larger sediment gradation than is present in the design reference reaches. The Juanita Creek deliverables will be modified to a proposed gradation closer to the existing gradation, but still larger than 20% of the existing gradation. Language will be added in the Juanita Creek FHD to justify the increased sediment size and this crossing will be submitted for RFC. No changes are anticipated to the Par Creek submittal, which has been RFC'd.

AECOM is working through changes to the following design package RFC: Queensborough 527 and Juanita, NDC: North Fork Perry Creek and Queensborough 405. AECOM provided gradations, for Queensborough 527, Queensborough 405, North Fork Perry Creek, and Juanita Creek on 2/20/26, to WSDOT. The Design Team is currently working through comment resolution with WSDOT on these designs. Once WSDOT has resolved all comments, WSDOT / WDFW can progress the permitting process for these locations. AECOM has yet to receive comments from the Owner Team on these packages.

Please see below for a timeline summary of this issue:

EOR justification was never provided to support increase in sediment size.

July 30, 2024 – AECOM notifies WSDOT in Fish Passage TFM #16 that Design Analysis indicates that the streambed material sizes need to be increased for stabilization. WSDOT's action is to provide direction for path forward on gradation.

August 13, 2024 - Fish Passage TFM #17 Meeting Minutes shows AECOM "will know if this is an issue when comments on FHD's are received." WSDOT's action is to determine how to respond if this is an issue.

- August 27, 2024 - Fish Passage TFM #18 Meeting Minutes states, "Per WSDOT: Northfork Perry, Queensborough 405, Queensborough 405, Stream 25L, and Juanita proceed with 20% larger sediment than existing showing that it will scour and will be mobile with narrative within document that Shields equation does not take into account wood."
- September 10, 2024 - Fish Passage TFM #19 Meeting Minutes states, "Path forward: Continue with over-coarsened channel for Juanita and SR 527 FHD's."
- October 29, 2024 – AECOM sent email requesting direction from WSDOT on how to proceed with gradation issue.
- November 1, 2024 – WSDOT responded to AECOM with emailed direction on how to proceed with the increased gradation size, noting the process they should follow and documentation to provide.
- February 2025 – Queensborough 527 and Juanita Creek FHDs submitted.

interesting how formal comments are not "direction" but "concerns" and emails are "direction" Might want to formalize what constitutes direction and what doesn't.

- February 2025 – WSDOT provided comments at Juanita Creek voicing concern over meeting the gradation size.
- March 2025 – WSDOT provided comments at Queensborough 527 voicing concern over meeting the gradation size.
- March 2025 – February 2026 – AECOM continued to have discussions with WSDOT to resolve comments to progress design at WSDOT's direction. WSDOT eventually changed their direction and refused to close comments on the design packages.
- February 2026 – WSDOT and AECOM agreed to path forward. AECOM was requested to revise their design.
- February 20, 2026 - Queensborough 527, Queensborough 405, North Fork Perry Juanita Creek revised sediment sizes and justifications were submitted to WSDOT.

11 months...? →

This is false, I've been actively responding to AECOM team to offer help and support and only recently had interest following 1:1 with a few team members.

WSDOT's indecision and back tracking caused disruption to the design build team. AECOM exercised their due diligence to collaborate with WSDOT and progress the design at WSDOT's direction. The design build team also assisted WSDOT in progressing the permitting process and were a collaborative partner, helping with communications and exhibits to submit to WDFW. Instead of operating in a collaborative process intended under the Design-Build contract, WSDOT is now alleging that AECOM's design—completed in accordance with WSDOT's prior direction—is deficient and the result of negligence. AECOM disapproves of WSDOT's partnership in this issue. AECOM has utilized resources previously planned for other activities, held workshops, provided exhibits, and continuously kept WSDOT included in design development in good partnering.

WSDOT directed the current design approach. In accordance with General Provision 1-05.1, "The Design-Builder shall perform as directed by the WSDOT Engineer in a diligent manner and without delay." AECOM complied with the contract and progressed design in good faith, however, for the past year, WSDOT / WDFW has retracted their stance and caused disruption for the design team. After significant delays in even responding to AECOM's comment responses, WSDOT has refused to close design comments for all Fish Passage Design Packages thus delaying the project schedule and causing significant rework for the design team. AECOM has spent 14 months coordinating with WSDOT and WDFW on this issue, spending many additional design hours outside of the Design Build Team's contracted base scope.

As a result, AECOM respectfully requests WSDOT issue an Owner Initiated Change (OIC) to address the required sediment size design change, acknowledging the impacts caused by WSDOT, for which AECOM is entitled to compensation. In addition to the hours previously spent, we anticipate an estimated 1047 hours equating to approximately \$260,000 of rework and approximately 13 weeks of delay due to this issue for which AECOM should be compensated. We are currently working on providing actual delay and cost which will account for total design delay including the delay to other design packages outside of the Fish Passage discipline. AECOM looks forward to continuing working with WSDOT collaboratively and looks forward to progressing the designs in good faith.

Note that the foregoing estimates are preliminary, based only on the information available to AECOM at this time. As more information becomes available, additional impacts may be discovered which are unknown as of today, and which are specifically excluded from the cost and schedule impact estimates. The above estimates should not be considered binding, and they may need to be revised as additional information is gathered. If necessary, AECOM can send a supplemental written notice containing, as applicable, additional information regarding the circumstances giving rise to the claim for relief and the specific contractual adjustment or relief requested, including a Change Proposal if so requested by WSDOT.

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.



Jon Guerrero, PE

T: 206-579-0292

E: jon.guerrero@aecom.com

cc: Evan Grant (AECOM)

Richard Patterson (AECOM)

Enclosure: 2024 WSDOT-AECOM Email Correspondence

Just, Madison

Subject: FW: RE: I-405 Brickyard - Segment 2 Final Sammamish River Bridge WSDOT comment concurrence

From: Strom, Alex (Consultant) <Alex.Strom@consultant.wsdot.wa.gov>

Sent: Friday, November 1, 2024 12:55 PM

To: Gentzler, Seth <seth.gentzler@aecom.com>

Cc: Berriz, Sonia (Consultant) <Sonia.Berriz@consultant.wsdot.wa.gov>; Gaffney, Erin <erin.gaffney@skanska.com>; Kyle.Sharrer@skanska.com; Abraham, Ryan <ryan.abraham@aecom.com>; Guerrero, Jon <Jon.Guerrero@aecom.com>; Cote, Meredith <Meredith.Cote@aecom.com>

Subject: RE: RE: I-405 Brickyard - Segment 2 Final Sammamish River Bridge WSDOT comment concurrence

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Seth,

Regarding #2 below.

I discussed with Gabe, and came to the conclusion that as long as we document our calculations show we need upsized material, and that we document that we followed WSDOT directives from the sediment tree, we should be able to state that in our response.... What we can add to these responses is that we have documented that we are in systems that due to things out of our control (i.e upstream barriers) that we are currently in a sediment-starved system, and if we were to place material that we have shown will transport out of the crossing, we will be left with a crossing that immediately gets placed back on the injunction list. In an effort to keep this crossing passable, and not having the sediment coming to us from upstream, upsizing our material per WSDOT guidelines is the approach to these crossings...

Make sense? If not, let's talk soon.

Alex Strom, PE
I-405/SR 167 Corridor Program GEC Fish Passage Lead
406.794.6144 | stroma@consultant.wsdot.wa.gov

This is in reference to
Juanita Creek only.

This documentation
was only justified on
Juanita Creek. All
other justification was
not valid.

From: Gentzler, Seth <seth.gentzler@aecom.com>

Sent: Tuesday, October 29, 2024 5:19 PM

To: Strom, Alex (Consultant) <Alex.Strom@consultant.wsdot.wa.gov>

Cc: Berriz, Sonia (Consultant) <Sonia.Berriz@consultant.wsdot.wa.gov>; Gaffney, Erin <erin.gaffney@skanska.com>; Kyle.Sharrer@skanska.com; Abraham, Ryan <ryan.abraham@aecom.com>; Guerrero, Jon <Jon.Guerrero@aecom.com>; Cote, Meredith <Meredith.Cote@aecom.com>

Subject: [EXTERNAL] RE: I-405 Brickyard - Segment 2 Final Sammamish River Bridge WSDOT comment concurrence

WARNING: This email originated from outside of WSDOT. Please use caution with links and attachments.

Alex.

Hope all is well. A few items for you:

1. Circling back on scour/lateral migration concurrence email below and confirming whether you or Sonia were able to forward to Gabe.
2. Hoping to get an update on any discussions with Gabe or tribes regarding direction for us on the streambed sediment gradation.
3. Hoping to get concurrence on our responses to your comments on Package 8. Meredith sent a reminder email late last week.

Let us know your thoughts.

Thanks,

-Seth

Seth Gentzler, PE

Vice President

West Coast Hydrology & Hydraulics Practice Lead

M: [415-722-5129](tel:415-722-5129)

D: [510-874-3018](tel:510-874-3018)

300 Lakeside Drive, Suite 400

Oakland, CA 94612, USA

www.aecom.com

From: Gentzler, Seth

Sent: Friday, October 25, 2024 2:54 PM

To: Strom, Alex (Consultant) <Alex.Strom@consultant.wsdot.wa.gov>

Cc: Berriz, Sonia (Consultant) <Sonia.Berriz@consultant.wsdot.wa.gov>; Gaffney, Erin <erin.gaffney@skanska.com>;
Kyle.Sharrer@skanska.com; Abraham, Ryan <ryan.abraham@aecom.com>; Guerrero, Jon <Jon.Guerrero@aecom.com>;
Cote, Meredith <Meredith.Cote@aecom.com>

Subject: I-405 Brickyard - Segment 2 Final Sammamish River Bridge WSDOT comment concurrence

Alex/Gabe. (hoping Alex or Sonia can forward to Gabe – I didn't have his email)

Hoping to resolve this final comment (see comment and response in the table below) on the Segment 2 Final Sammamish River Bridge pier scour calculations. We've followed the WSDOT guidance, contract TRs and the determination in the attached 2023 opinion paper on lateral migration, to complete "further analysis during final design as part of the Hydraulic Design Report for this water crossing."

Our analysis uses a multi-disciplinary evaluation (per WSDOT requirements) recommended by the Federal Highway Administration (Stream Stability at Highway Structures, HEC No. 20), and is included in the attached working draft HDR. The attached incorporates the additional geotechnical data requested in the comment below, and uses that information in the multi-disciplinary evaluation.

Please take a look and let us know your thoughts. Also, please note that nearly all of the proposed piers are outside of the 500-year flood extents, and the few that are not, barely overlap with the edge of the flood extents.

Thanks,

-Seth

Seth Gentzler, PE

Vice President

West Coast Hydrology & Hydraulics Practice Lead

M: [415-722-5129](tel:415-722-5129)

COMMENT (WSDOT, City, Checker)				
No. ▾	Report or Sheet No. ▾	Comment By ▾	TR/Spec Section ▾	Comment
3	Appendix A	L. Assink		There needs to be some geotechnical data showing that the risk is low. I information here to change the original determination of not low



Brickyard - Fish Passage Task Force Meeting Minutes: Meeting #16

Meeting Date Jul 30, 2024 **Meeting Time** 01:00 pm - 02:00 pm Pacific Time (US & Canada)

Meeting Location Brickyard Office - 18911 N Creek Pkwy Bothell, WA 98011 Suite 300 **Video Conferencing Link** [Join Meeting Link](#)

Overview Items to be discussed:

- DBIC 005 Queensborough 405 / Stream 25.0L
- Request for HEC-RAS model for Sammamish River (version used in No-Rise Memo)
- Mobile Wood / Risk Assessment
- Streambed Material Sizing / Risk Assessment

Notes

Attachments

Scheduled Attendees

Name	Company	Phone Number	Email	Attendance
Ryan Abraham	AECOM (Seattle)		ryan.abraham@aecom.com	Present
Meredith Cote	AECOM (Seattle)		meredith.cote@aecom.com	Present
Seth Gentzler	AECOM (Seattle)		seth.gentzler@aecom.com	Present
Jon Guerrero	AECOM (Seattle)		jon.guerrero@aecom.com	Present
Eric Hansen	AECOM (Seattle)		eric.hansen1@aecom.com	Present
Curtis Jones	AECOM (Seattle)		curtis.jones@aecom.com	Present
Yacoub Raheem	AECOM (Seattle)		yacoub.raheem@aecom.com	Present
Swarna Raju	AECOM (Seattle)		swarna.raju@aecom.com	Absent
Shukre Despradel	AECOM Technical Services Inc.		shukre.despradel@aecom.com	Absent
Bradford Shaffer	AECOM Technical Services Inc.		bradford.shaffer@aecom.com	Present
John Starbard	City of Kirkland		jstarbard@kirklandwa.gov	Absent
Document Control - Skanska	Skanska USA Civil West		brickyarddoccontrol@skanska.com	For Distribution Only
Erin Gaffney	Skanska USA Civil West	P: (951) 206-6633	erin.gaffney@skanska.com	Present
Johnny Morgan	Skanska USA Civil West		johnny.morgan@skanska.com	Absent
Patrick Prendergast	Skanska USA Civil West		patrick.prendergast@skanska.com	Absent
Kyle Sharrer	Skanska USA Civil West	P: (909) 721-9753	kyle.sharrer@skanska.com	Present
Danny Snyder	Skanska USA Civil West		daniel.snyder@skanska.com	Absent

Name	Company	Phone Number	Email	Attendance
Nancy Alpuche	Washington State Department of Transportation		alpucna@wsdot.wa.gov	For Distribution Only
Sonia Berriz	Washington State Department of Transportation		berrizs@consultant.wsdot.wa.gov	Present
Rachel Gehrlein	Washington State Department of Transportation		gehrira@wsdot.wa.gov	For Distribution Only
Ron Haukom	Washington State Department of Transportation		ron.haukom@wsdot.wa.gov	For Distribution Only
Philip Larsen	Washington State Department of Transportation		larsenp@wsdot.wa.gov	For Distribution Only
Janka Lovering	Washington State Department of Transportation		loverinj@consultant.wsdot.wa.gov	Absent
Sokha Men	Washington State Department of Transportation		mens@wsdot.wa.gov	For Distribution Only
Rachel Waitt	Washington State Department of Transportation		rachel.waitt@wsdot.wa.gov	For Distribution Only

Attendees

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
1.1	1	Additional Attendees				Open
Description Meeting attendance.						
Official Documented Meeting Minutes • Mike Wongkaew (AECOM) • Jeremiah Jezerski (Brierley) • Charles Luxford (Brierley) • Patty Hu (PacRim) • Celso Hermogenes (WSDOT) • Ivan Hee (Skanska) • Gilbert Guevara (PacRim) • Jason Pang (WSDOT) • Kelli Jones (City of Kirkland) • Joe Rosinski (WSDOT) • Luke Assink (WSDOT) • Evelyn Pao (WSDOT) • Alex Strom (WSDOT) • Abdulfattah Ghadamsi (WSDOT) • Robert Boyce (Skanska)						
Previous Meeting Minutes Jul 16, 2024 <i>(None)</i>						

Stream / Hydraulics

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
3.1	15	DBIC 005 Stream 25.0L and Queensborough at I-405 Maintenance Clearance				Open
Description DBIC to reduce maintenance clearance height at Queensborough I-405 and Stream 25.0L						
Previous Meeting Minutes Jul 16, 2024 Design Analysis template/requirements, w/ AECOM for review						

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
3.2	13	Juanita Creek HPA				On Hold
Description The HPA permit for Juanita Creek indicates LWM has not been authorized at the time of HPA issuance. There is a strong possibility that Juanita Creek will require anchoring for LWM. We will include typical details for the anchoring with the PHD but will not include stability analysis and exact locations where anchors may be used until FHD. Is this sufficient and provide enough time to modify the HPA prior to construction?						
Official Documented Meeting Minutes Analysis to begin within the next few weeks as comments on returned package are addressed.						
Previous Meeting Minutes Jul 16, 2024 <i>(None)</i>						

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
3.3	15	Mobile Wood Lengths				Open
Description - Mobile wood lengths (TR vs. Hydraulic Manual requirements) - Risk Assessment						
Official Documented Meeting Minutes - Mobile wood length should be limited to the cross section of project fish passages. - ACTION: WSDOT to review and provide direction to meet intent of technical requirements and allow for approval from HQ. - Idea: Mobile wood only upstream and key pieces downstream to "catch" mobile wood.						
Previous Meeting Minutes Jul 16, 2024 - Hydraulics manual 10-8.1 requires "MWM without rootwads should be no longer than 100% of the downstream culvert diameter." - Existing culverts downstream of project fish passages have diameters smaller than Chapter 2 mobile wood lengths. - Issue is applicable at QB405, QB527, Juanita, and North Fork Perry fish passages. - ACTION: Design team to send email to Alex (WSDOT) for clarification for path forward.						

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
3.4	16	Sammamish River HEC-RAS Model				Open
Description Request for HEC-RAS model for Sammamish River (version used in No-Rise Memo)						
Official Documented Meeting Minutes - ACTION: WSDOT to request model from Alan and Fattah (Drainage Engineers) - Model in appendix A02 is the correct model to utilize. - Request from design to understand what changed from the model.						

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
3.5	16	Streambed Material Sizing				Open
Description Streambed Material Sizing / Risk Assessment						
Official Documented Meeting Minutes - Design analysis indicates that the streambed material sizes need to be increased for stabilization. - Tribes have noted that over coarsening does not allow for natural streambed operation. Upstream is not providing coarse enough material to provide stabilization. - ACTION: WSDOT to provide direction for path forward on gradation. - Gradation provided in FHD's does meet technical requirements. Need resolution through RCSR process.						

Structures / Civil

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
4.1	16	Stream 25L Foundation				Open
Official Documented Meeting Minutes - Preliminary analysis of foundation micropiles indicates 45' depth at 2.5' spacing. - Analysis assumes geometry provided in DBIC 005. - Opportunity to reduce this if footing can encroach into hydraulic width. - Requirement for footing to encroach into hydraulic width would require approval from WSDOT HQ on a case by case basis. - Concern with exposed concrete within channel in future if channel were to move.						

Does? Then what's issue?

These meeting minutes are believed to be an accurate reflection of those items discussed and the conclusions that were reached during the referenced meeting. Please contact Skanska USA Civil if there are any discrepancies or questions with the content of these minutes.



Skanska USA Civil
1995 Agua Mansa Road
Riverside, California 92509

Project: 90009590 I-405 - Brickyard to SR527
Bothell, Washington 98011

Brickyard - Fish Passage Task Force Meeting Minutes: Meeting #17

Meeting Date Aug 13, 2024 **Meeting Time** 01:00 pm - 02:00 pm Pacific Time (US & Canada)

Meeting Location Brickyard Office - 18911 N Creek Pkwy Bothell, WA 98011 Suite 300 **Video Conferencing Link** [Join Meeting Link](#)

Overview Items to be discussed:

- Sammamish River Bridge - Hydraulics
- Preliminary Design Package 8 - Hydraulics
- Mobile Wood Dimensions
- Streambed Material Sizing
- DBIC 005 Queensborough 405 / Stream 25.0L

Notes

Attachments

Scheduled Attendees

Name	Company	Phone Number	Email	Attendance
Ryan Abraham	AECOM (Seattle)		ryan.abraham@aecom.com	Present
Meredith Cote	AECOM (Seattle)		meredith.cote@aecom.com	Present
Seth Gentzler	AECOM (Seattle)		seth.gentzler@aecom.com	Present
Jon Guerrero	AECOM (Seattle)		jon.guerrero@aecom.com	Absent
Eric Hansen	AECOM (Seattle)		eric.hansen1@aecom.com	Present
Curtis Jones	AECOM (Seattle)		curtis.jones@aecom.com	Present
Yacoub Raheem	AECOM (Seattle)		yacoub.raheem@aecom.com	Present
Swarna Raju	AECOM (Seattle)		swarna.raju@aecom.com	Absent
Bradford Shaffer	AECOM Technical Services Inc.		bradford.shaffer@aecom.com	Present
John Starbard	City of Kirkland		jstarbard@kirklandwa.gov	Present
Document Control - Skanska	Skanska USA Civil West		brickyarddoccontrol@skanska.com	For Distribution Only
Erin Gaffney	Skanska USA Civil West	P: (951) 206-6633	erin.gaffney@skanska.com	Present
Johnny Morgan	Skanska USA Civil West		johnny.morgan@skanska.com	Absent
Tanner Peters	Skanska USA Civil West		tanner.peters@skanska.com	Present
Patrick Prendergast	Skanska USA Civil West		patrick.prendergast@skanska.com	Present
Kyle Sharrer	Skanska USA Civil West	P: (909) 721-9753	kyle.sharrer@skanska.com	Absent
Danny Snyder	Skanska USA Civil West		daniel.snyder@skanska.com	Present

Name	Company	Phone Number	Email	Attendance
Parker Wutherich	Skanska USA Civil West		parker.wutherich@skanska.com	Present
Nancy Alpuche	Washington State Department of Transportation		alpucna@wsdot.wa.gov	For Distribution Only
Sonia Berriz	Washington State Department of Transportation		berrizs@consultant.wsdot.wa.gov	Absent
Rachel Gehrlein	Washington State Department of Transportation		gehlra@wsdot.wa.gov	For Distribution Only
Ron Haukom	Washington State Department of Transportation		ron.haukom@wsdot.wa.gov	For Distribution Only
Philip Larsen	Washington State Department of Transportation		larsenp@wsdot.wa.gov	For Distribution Only
Janka Lovering	Washington State Department of Transportation		loverinj@consultant.wsdot.wa.gov	Present
Sokha Men	Washington State Department of Transportation		mens@wsdot.wa.gov	For Distribution Only
Rachel Waitt	Washington State Department of Transportation		rachel.waitt@wsdot.wa.gov	For Distribution Only

Attendees

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
1.1	1	Additional Attendees				Open
Description Meeting attendance.						
Official Documented Meeting Minutes - Ivan Hee (Skanska) - Sam Boyce (AECOM) - Alex Strom (WSDOT) - James Robinson "JR" (WSDOT) - Patty Hu (PacRim) - Charles Luxford (Brierley) - Kelli Jones (City of Kirkland) - Joe Rosinski (WSDOT) - Jenny Gaus (City of Kirkland) - Robert Barton (Skanska) - Luke Assink (WSDOT) - Abdulfattah Ghadamsi (WSDOT)						
Previous Meeting Minutes Jul 30, 2024 - Mike Wongkaew (AECOM) - Jeremiah Jezerski (Brierley) - Charles Luxford (Brierley) - Patty Hu (PacRim) - Celso Hermogenes (WSDOT) - Ivan Hee (Skanska)						

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
		• Gilbert Guevara (PacRim) • Jason Pang (WSDOT) • Kelli Jones (City of Kirkland) • Joe Rosinski (WSDOT) • Luke Assink (WSDOT) • Evelyn Pao (WSDOT) • Alex Strom (WSDOT) • Abdulfattah Ghadamsi (WSDOT) • Robert Boyce (Skanska)				

Stream / Hydraulics

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
2.1	16	Sammamish River Bridge - Hydraulics				Open
		Description • Discussion on hydraulics comments received from WSDOT.				
		Official Documented Meeting Minutes • Need geotechnical data that there is a layer that is nonerodable.				
		Previous Meeting Minutes Jul 30, 2024 • ACTION: WSDOT to request model from Alan and Fattah (Drainage Engineers) ◦ Model in appendix A02 is the correct model to utilize. ◦ Request from design to understand what changed from the model.				

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
2.2	17	Preliminary Design Package 8				Open
		Description • Review Hydraulics comments received from WSDOT • Juanita Creek existing and proposed model setup • Juanita Creek Model Extent				
		Official Documented Meeting Minutes • City of Kirkland Code requires more Flood Risk Assessment than provided. Per City of Kirkland, needs to extend further to NE 141st Street culvert. ◦ Design believes analysis is beyond contract scope. ◦ ACTION: Information shared by the City of Kirkland to WSDOT. WSDOT to provide direction for path forward. • Draft FHD to include Flood Risk Assessment, submittal 11/1/24. • Separate SRH2D files for existing vs. proposed conditions. ◦ ACTION: Design to provide comparison table if provided in separate files.				

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
2.3	13	Juanita Creek HPA				On Hold
Description The HPA permit for Juanita Creek indicates LWM has not been authorized at the time of HPA issuance. There is a strong possibility that Juanita Creek will require anchoring for LWM. We will include typical details for the anchoring with the PHD but will not include stability analysis and exact locations where anchors may be used until FHD. Is this sufficient and provide enough time to modify the HPA prior to construction?						
Official Documented Meeting Minutes - Will be known prior to 11/1/24. - Check-in on 10/1/24. - Design to provide information sooner if available.						
Previous Meeting Minutes Jul 30, 2024 Analysis to begin within the next few weeks as comments on returned package are addressed.						

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
2.4	15	Mobile Wood Lengths				Open
Description - Mobile wood lengths (TR vs. Hydraulic Manual requirements) - Question: Are Chapter 2 listed dimensions for MWM intended to be minimum or average values?						
Official Documented Meeting Minutes - Direction to follow technical requirements. - ACTION: WSDOT to provide direction if MWM intended to be minimum or average values. Design to send email.						
Previous Meeting Minutes Jul 30, 2024 - Mobile wood length should be limited to the cross section of project fish passages. - ACTION: WSDOT to review and provide direction to meet intent of technical requirements and allow for approval from HQ. - Idea: Mobile wood only upstream and key pieces downstream to "catch" mobile wood.						

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
2.5	16	Streambed Material Sizing				Open
Description Streambed Material Sizing / Risk Assessment						
Official Documented Meeting Minutes - Will know if this is an issue when comments on FHD's are received. - ACTION: WSDOT to discuss internally how to respond if it is an issue. - Is there a template for streambed material risk assessment?						

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
		◦ WSDOT not aware of one but will inquire internally.				
		Previous Meeting Minutes Jul 30, 2024 • Design analysis indicates that the streambed material sizes need to be increased for stabilization. • Tribes have noted that over coarsening does not allow for natural streambed operation. Upstream is not providing coarse enough material to provide stabilization. • ACTION: WSDOT to provide direction for path forward on gradation. • Gradation provided in FHD's does meet technical requirements. Need resolution through RCSR process.				

Does? Then what's
issue?

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
2.6	15	DBIC 005 Stream 25.0L and Queensborough at I-405 Maintenance Clearance				Open
		Description DBIC to reduce maintenance clearance height at Queensborough I-405 and Stream 25.0L				
		Previous Meeting Minutes Jul 30, 2024 <i>(None)</i>				

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
2.7	17	Log Step Pools				Open
		Description Request for example FHD's that include log step pools.				
		Official Documented Meeting Minutes • ACTION: WSDOT to provide example of project from last year.				

Structures / Civil

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
3.1	16	Stream 25L Foundation				Open
		Previous Meeting Minutes Jul 30, 2024 • Preliminary analysis of foundation micropiles indicates 45' depth at 2.5' spacing. ◦ Analysis assumes geometry provided in DBIC 005. ◦ Opportunity to reduce this if footing can encroach into hydraulic width. • Requirement for footing to encroach into hydraulic width would require approval from WSDOT HQ on a case by case basis. ◦ Concern with exposed concrete within channel in future if channel were to move.				

These meeting minutes are believed to be an accurate reflection of those items discussed and the conclusions that were reached during the referenced meeting. Please contact Skanska USA Civil if there are any discrepancies or questions with the content of these minutes.



Brickyard - Fish Passage Task Force Meeting Minutes: Meeting #18

Meeting Date	Aug 27, 2024	Meeting Time	01:00 pm - 02:00 pm Pacific Time (US & Canada)
Meeting Location	Brickyard Office - 18911 N Creek Pkwy Bothell, WA 98011 Suite 300	Video Conferencing Link	Join Meeting
Overview	Items to be discussed: • Segment 3 Comment Resolution • Streambed Sediment Depth • DBIC 005		

Notes

Attachments

Scheduled Attendees

Name	Company	Phone Number	Email	Attendance
Ryan Abraham	AECOM (Seattle)		ryan.abraham@aecom.com	Absent
Meredith Cote	AECOM (Seattle)		meredith.cote@aecom.com	Present
Seth Gentzler	AECOM (Seattle)		seth.gentzler@aecom.com	Present
Jon Guerrero	AECOM (Seattle)		jon.guerrero@aecom.com	Absent
Eric Hansen	AECOM (Seattle)		eric.hansen1@aecom.com	Present
Curtis Jones	AECOM (Seattle)		curtis.jones@aecom.com	Absent
Yacoub Raheem	AECOM (Seattle)		yacoub.raheem@aecom.com	Absent
Swarna Raju	AECOM (Seattle)		swarna.raju@aecom.com	Absent
Bradford Shaffer	AECOM Technical Services Inc.		bradford.shaffer@aecom.com	Absent
John Starbard	City of Kirkland		jstarbard@kirklandwa.gov	Present
Document Control - Skanska	Skanska USA Civil West		brickyarddoccontrol@skanska.com	For Distribution Only
Erin Gaffney	Skanska USA Civil West	P: (951) 206-6633	erin.gaffney@skanska.com	Present
Johnny Morgan	Skanska USA Civil West		johnny.morgan@skanska.com	Absent
Tanner Peters	Skanska USA Civil West		tanner.peters@skanska.com	Present
Patrick Prendergast	Skanska USA Civil West		patrick.prendergast@skanska.com	Absent
Kyle Sharrer	Skanska USA Civil West	P: (909) 721-9753	kyle.sharrer@skanska.com	Present
Danny Snyder	Skanska USA Civil West		daniel.snyder@skanska.com	Present
Parker Wutherich	Skanska USA Civil West		parker.wutherich@skanska.com	Present

Name	Company	Phone Number	Email	Attendance
Nancy Alpuche	Washington State Department of Transportation		alpucna@wsdot.wa.gov	For Distribution Only
Sonia Berriz	Washington State Department of Transportation		berrizs@consultant.wsdot.wa.gov	Absent
Rachel Gehrlein	Washington State Department of Transportation		gehrira@wsdot.wa.gov	For Distribution Only
Ron Haukom	Washington State Department of Transportation		ron.haukom@wsdot.wa.gov	For Distribution Only
Philip Larsen	Washington State Department of Transportation		larsenp@wsdot.wa.gov	For Distribution Only
Janka Lovering	Washington State Department of Transportation		loverinj@consultant.wsdot.wa.gov	Present
Sokha Men	Washington State Department of Transportation		mens@wsdot.wa.gov	For Distribution Only
Rachel Waitt	Washington State Department of Transportation		rachel.waitt@wsdot.wa.gov	For Distribution Only

Attendees

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
1.1	1	Additional Attendees				Open
Description Meeting attendance.						
Official Documented Meeting Minutes - Ivan Hee (Skanska) - Alex Strom (WSDOT) - James Robinson "JR" (WSDOT) - Patty Hu (PacRim) - Kelli Jones (City of Kirkland) - Robert Barton (Skanska) - Abdulfattah Ghadamsi (WSDOT) - Jeremiah Jezerski (Brierley) - Betty Kane (WSDOT) - Steve Chase (WSDOT) - Jason Pang (WSDOT) - Celso Hermogenes (WSDOT)						
Previous Meeting Minutes Aug 13, 2024 - Ivan Hee (Skanska) - Sam Boyce (AECOM) - Alex Strom (WSDOT) - James Robinson "JR" (WSDOT) - Patty Hu (PacRim) - Charles Luxford (Brierley) - Kelli Jones (City of Kirkland)						

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
		• Joe Rosinski (WSDOT) • Jenny Gaus (City of Kirkland) • Robert Barton (Skanska) • Luke Assink (WSDOT) • Abdulfattah Ghadamsi (WSDOT)				

Stream / Hydraulics

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
2.1	18	Streambed Sediment Depth				Open
Description Scour depths for remaining fish passages: • North Fork Perry Creek (final design value): 1.5 ft • QB405 (final design value): 2.1 ft • QB527 (prelim design value): 2.7 ft • Juanita Creek (prelim design value): 1.9 ft • 25.0L : to be determined						
Official Documented Meeting Minutes • Case-by-case basis • Request will require to be made for each fish passage						

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
2.2	15	DBIC 005 Stream 25.0L and Queensborough at I-405 Maintenance Clearance				Open
Description DBIC to reduce maintenance clearance height at Queensborough I-405 and Stream 25.0L						
Previous Meeting Minutes Aug 13, 2024 <i>(None)</i>						

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
2.3	16	Sammamish River Bridge - Hydraulics				Open
Description • Discussion on hydraulics comments received from WSDOT.						
Previous Meeting Minutes Aug 13, 2024 • Need geotechnical data that there is a layer that is nonerodable.						

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
2.4	17	Preliminary Design Package 8				Open
Description - Review Hydraulics comments received from WSDOT - Juanita Creek existing and proposed model setup - Juanita Creek Model Extent						
Official Documented Meeting Minutes - City of Kirkland Code requires more Flood Risk Assessment than provided. Per City of Kirkland, needs to extend further to NE 141st Street culvert. - Design believes analysis is beyond contract scope. - ACTION: Information shared by the City of Kirkland to WSDOT. WSDOT to provide direction for path forward.						
Previous Meeting Minutes Aug 13, 2024 - City of Kirkland Code requires more Flood Risk Assessment than provided. Per City of Kirkland, needs to extend further to NE 141st Street culvert. - Design believes analysis is beyond contract scope. - ACTION: Information shared by the City of Kirkland to WSDOT. WSDOT to provide direction for path forward. - Draft FHD to include Flood Risk Assessment, submittal 11/1/24. - Separate SRH2D files for existing vs. proposed conditions. - ACTION: Design to provide comparison table if provided in separate files.						

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
2.5	15	Mobile Wood Lengths				Closed
Description - Mobile wood lengths (TR vs. Hydraulic Manual requirements) - Question: Are Chapter 2 listed dimensions for MWM intended to be minimum or average values?						
Official Documented Meeting Minutes - Mobile wood sizes vary. Confirmation if listed values are minimum or average. - Per WSDOT use as average, but confirm that the length is not greater than the culvert.						
Previous Meeting Minutes Aug 13, 2024 - Direction to follow technical requirements. - ACTION: WSDOT to provide direction if MWM intended to be minimum or average values. Design to send email.						

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
2.6	16	Streambed Material Sizing				Open
Description Streambed Material Sizing / Risk Assessment						
Official Documented Meeting Minutes - Par Creek to remain as designed in RFC - Per WSDOT: Northfork Perry, Queensborough 405, Queensborough 405, Stream 25L, and Juanita proceed with 20% larger sediment than existing showing that it will scour and will be mobile with narrative within document that Shields equation does not take into account wood. Will likely not see the depth of scour that the Shields shows. Need to confirm structure is deep enough. - Design team risk assessment found some risk to be reviewed by design-build team.						
Previous Meeting Minutes Aug 13, 2024 - Will know if this is an issue when comments on FHD's are received. - ACTION: WSDOT to discuss internally how to respond if it is an issue. - Is there a template for streambed material risk assessment? - WSDOT not aware of one but will inquire internally.						

20% larger is okay per contract. What's issue? Unsure what this bullet/comment means.



No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
2.7	17	Log Step Pools				Closed
Description Request for example FHD's that include log step pools.						
Official Documented Meeting Minutes WSDOT sent example to design team for use as starting point.						
Previous Meeting Minutes Aug 13, 2024 ACTION: WSDOT to provide example of project from last year.						

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
2.8	13	Juanita Creek HPA				On Hold
Description The HPA permit for Juanita Creek indicates LWM has not been authorized at the time of HPA issuance. There is a strong possibility that Juanita Creek will require anchoring for LWM. We will include typical details for the anchoring with the PHD but will not include stability analysis and exact locations where anchors may be used until FHD. Is this sufficient and provide enough time to modify the HPA prior to construction?						
Previous Meeting Minutes Aug 13, 2024 - Will be known prior to 11/1/24. - Check-in on 10/1/24. - Design to provide information sooner if available.						

Structures / Civil

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
3.1	16	Stream 25L Foundation				Open
		Previous Meeting Minutes Aug 13, 2024 (None)				

These meeting minutes are believed to be an accurate reflection of those items discussed and the conclusions that were reached during the referenced meeting.
Please contact Skanska USA Civil if there are any discrepancies or questions with the content of these minutes.



Brickyard - Fish Passage Task Force Meeting Minutes: Meeting #19

Meeting Date Sep 10, 2024 **Meeting Time** 01:00 pm - 02:00 pm Pacific Time (US & Canada)

Meeting Location Brickyard Office - 18911 N Creek Pkwy Bothell, WA 98011 Suite 300 **Video Conferencing Link** [Join Meeting Link](#)

Overview Items to be discussed:

- Follow Up Items:
 - Juanita cut/fill numbers (current design v permit)
 - Streambed Material Sizing & Risk Assessment
 - Sammamish River Bridge – comment on Geotechnical Data
- New Items:
 - Grading concepts at Segment 3 Fish Passages (NFPC, QB405)
 - Mobility wood stability

Notes

Attachments [C9727 Brickyard - FP TF Meeting_9.10.pdf](#)

Scheduled Attendees

Name	Company	Phone Number	Email	Attendance
Ryan Abraham	AECOM (Seattle)		ryan.abraham@aecom.com	Present
Meredith Cote	AECOM (Seattle)		meredith.cote@aecom.com	Present
Seth Gentzler	AECOM (Seattle)		seth.gentzler@aecom.com	Present
Jon Guerrero	AECOM (Seattle)		jon.guerrero@aecom.com	Absent
Eric Hansen	AECOM (Seattle)		eric.hansen1@aecom.com	Absent
Curtis Jones	AECOM (Seattle)		curtis.jones@aecom.com	Absent
Yacoub Raheem	AECOM (Seattle)		yacoub.raheem@aecom.com	Present
Swarna Raju	AECOM (Seattle)		swarna.raju@aecom.com	Absent
Bradford Shaffer	AECOM Technical Services Inc.		bradford.shaffer@aecom.com	Present
John Starbard	City of Kirkland		jstarbard@kirklandwa.gov	Present
Document Control - Skanska	Skanska USA Civil West		brickyarddoccontrol@skanska.com	For Distribution Only
Erin Gaffney	Skanska USA Civil West	P: (951) 206-6633	erin.gaffney@skanska.com	Present
Johnny Morgan	Skanska USA Civil West		johnny.morgan@skanska.com	Absent
Tanner Peters	Skanska USA Civil West		tanner.peters@skanska.com	Present

Name	Company	Phone Number	Email	Attendance
Patrick Prendergast	Skanska USA Civil West		patrick.prendergast@skanska.com	Present
Kyle Sharrer	Skanska USA Civil West	P: (909) 721-9753	kyle.sharrer@skanska.com	Absent
Danny Snyder	Skanska USA Civil West		daniel.snyder@skanska.com	Present
Parker Wutherich	Skanska USA Civil West		parker.wutherich@skanska.com	Present
Nancy Alpuche	Washington State Department of Transportation		alpucna@wsdot.wa.gov	For Distribution Only
Sonia Berriz	Washington State Department of Transportation		berrizs@consultant.wsdot.wa.gov	Present
Rachel Gehrlein	Washington State Department of Transportation		gehrfra@wsdot.wa.gov	For Distribution Only
Ron Haukom	Washington State Department of Transportation		ron.haukom@wsdot.wa.gov	For Distribution Only
Philip Larsen	Washington State Department of Transportation		larsenp@wsdot.wa.gov	For Distribution Only
Janka Lovering	Washington State Department of Transportation		loverinj@consultant.wsdot.wa.gov	Present
Sokha Men	Washington State Department of Transportation		mens@wsdot.wa.gov	For Distribution Only
Rachel Waitt	Washington State Department of Transportation		rachel.waitt@wsdot.wa.gov	For Distribution Only

Attendees

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
1.1	1	Additional Attendees				Open
		Description Meeting attendance.				
		Official Documented Meeting Minutes - Alex Strom (WSDOT) - Patty Hu (PacRim) - Kelli Jones (City of Kirkland) - Jenny Gaus (City of Kirkland) - Robert Barton (Skanska) - Abdulfattah Ghadamsi (WSDOT) - Jeremiah Jezerski (Brierley) - Charles Luxford (Brierley) - Randy Hooper (WSDOT) - Steve Chase (WSDOT) - Jason Pang (WSDOT) - Joe Rosinski (WSDOT) - Robert Boyce (Skanska)				

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
		Previous Meeting Minutes Aug 27, 2024 - Ivan Hee (Skanska) - Alex Strom (WSDOT) - James Robinson "JR" (WSDOT) - Patty Hu (PacRim) - Kelli Jones (City of Kirkland) - Robert Barton (Skanska) - Abdulfattah Ghadamsi (WSDOT) - Jeremiah Jezerski (Brierley) - Betty Kane (WSDOT) - Steve Chase (WSDOT) - Jason Pang (WSDOT) - Celso Hermogenes (WSDOT)				

Stream / Hydraulics

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
2.1	18	Streambed Sediment Depth				Open
		Description Scour depths for remaining fish passages: - North Fork Perry Creek (final design value): 1.5 ft - QB405 (final design value): 2.1 ft - QB527 (prelim design value): 2.7 ft - Juanita Creek (prelim design value): 1.9 ft 25.0L : to be determined				
		Official Documented Meeting Minutes - Developing analysis with proposed scour depths for North Fork Perry first. - ACTION: Design to send findings to WSDOT.				
		Previous Meeting Minutes Aug 27, 2024 - Case-by-case basis - Request will require to be made for each fish passage				

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
2.2	15	DBIC 005 Stream 25.0L and Queensborough at I-405 Maintenance Clearance				Open
		Description DBIC to reduce maintenance clearance height at Queensborough I-405 and Stream 25.0L				
		Official Documented Meeting Minutes To be submitted to WSDOT for review.				

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
		Previous Meeting Minutes Aug 27, 2024 <i>(None)</i>				

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
2.3	16	Sammamish River Bridge - Hydraulics				Open
		Description Discussion on hydraulics comments received from WSDOT.				
		Official Documented Meeting Minutes - Comment that there needs to be geotechnical data showing that the risk is low. - Analysis based on geotechnical borings (5 borings) - North bank: silty sands - South Bank: clays - Stability indicators values have been revised based on the available geotechnical data. Results in more stable ratings for both the north and south banks. - ACTION: Design team to send presentation to Luke to resolve comment. - Stabilization not included in permits if that is the route for scour protection. - Scour design for the bridge piers is dependent on this report.				
		Previous Meeting Minutes Aug 27, 2024 <i>(None)</i>				

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
2.4	17	Preliminary Design Package 8				Open
		Description - Review Hydraulics comments received from WSDOT - Juanita Creek existing and proposed model setup - Juanita Creek Model Extent				
		Official Documented Meeting Minutes - Design team sent email to WSDOT regarding Flood Risk Assessment to NE 141st Street culvert. - Assessment of increased flood risk down stream. - ACTION: WSDOT to provide direction.				
		Previous Meeting Minutes Aug 27, 2024 - City of Kirkland Code requires more Flood Risk Assessment than provided. Per City of Kirkland, needs to extend further to NE 141st Street culvert. - Design believes analysis is beyond contract scope. - ACTION: Information shared by the City of Kirkland to WSDOT. WSDOT to provide direction for path forward.				

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
2.5	16	Streambed Material Sizing				Open
Description Streambed Material Sizing / Risk Assessment						
Official Documented Meeting Minutes - Shields Equation doesn't account for LWM / other complexity components - Models represent LWM through increased Manning's n values - Models include riffles and pools in terrain, riffles double as steep as average slope used in prelim WSDOT models - WSDOT's current direction to use streambed sediment mix within 20% of the existing stream gradation - Ultimate Goal is Fish Passage: - Compromise between engineering analysis (coarser material) with more fine material? 1-foot lift at finished grade of the type 1 sediment with coarser/stable material under? - Path Forward: Continue with over-coarsened channel for Juanita and SR 527 FHD's						
Previous Meeting Minutes Aug 27, 2024 - Par Creek to remain as designed in RFC - Per WSDOT: Northfork Perry, Queensborough 405, Queensborough 405, Stream 25L, and Juanita proceed with 20% larger sediment than existing showing that it will scour and will be mobile with narrative within document that Shields equation does not take into account wood. Will likely not see the depth of scour that the Shields shows. Need to confirm structure is deep enough. - Design team risk assessment found some risk to be reviewed by design-build team.						

seems correct here.

why?

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
2.6	13	Juanita Creek HPA				On Hold
Description The HPA permit for Juanita Creek indicates LWM has not been authorized at the time of HPA issuance. There is a strong possibility that Juanita Creek will require anchoring for LWM. We will include typical details for the anchoring with the PHD but will not include stability analysis and exact locations where anchors may be used until FHD. Is this sufficient and provide enough time to modify the HPA prior to construction?						
Previous Meeting Minutes Aug 27, 2024 (None)						

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
2.7	19	Juanita Creek cut/fill numbers				Open
Description Juanita cut/fill numbers (current design v permit)						
Official Documented Meeting Minutes - Differences in the WSDOT permit, vs. WSDOT provided surface, vs. AECOM surface - WSDOT Permit: 670 CY CUT upstream and 2 CY CUT downstream - WSDOT provided surface: 1,840 CY CUT upstream and 1,540 CY CUT downstream - AECOM surface: 2,200 CY CUT upstream and 1,710 CY CUT downstream						

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
		• Question: Do permits need to be revised to incorporate earthwork volumes? ◦ ACTION: To be added to the environmental task force.				

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
2.8	19	Grading concepts at Segment 3 Fish Passages				Open
Description Grading concepts at Segment 3 Fish Passages (Northfork Perry and Queensborough I-405)						
Official Documented Meeting Minutes • Grading outside of impact limits allows construction of fill into the existing channel to prevent backflow. ◦ ACTION: To be added to the environmental task force.						

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
2.9	19	Mobile wood stability				Open
Description Mobile wood stability						
Official Documented Meeting Minutes • 10-8.1: Mobile wood distributed at a wide range of elevations in the impacted area to prevent mass mobilization of MWM in a single high flow event. ◦ Some in channel some up on meander bar • 10-8.2 MWM within structures shall be designed to be mobilized during the 10 year flood event and shall be a maximum length of 75 percent of the SFZ span or width. ◦ Allow for MWM in main channel to be moved.						

Structures / Civil

No.	Mtg Origin	Title	Assignment	Due Date	Priority	Status
3.1	16	Stream 25L Foundation				On Hold
Previous Meeting Minutes Aug 27, 2024 <i>(None)</i>						

These meeting minutes are believed to be an accurate reflection of those items discussed and the conclusions that were reached during the referenced meeting.
Please contact Skanska USA Civil if there are any discrepancies or questions with the content of these minutes.