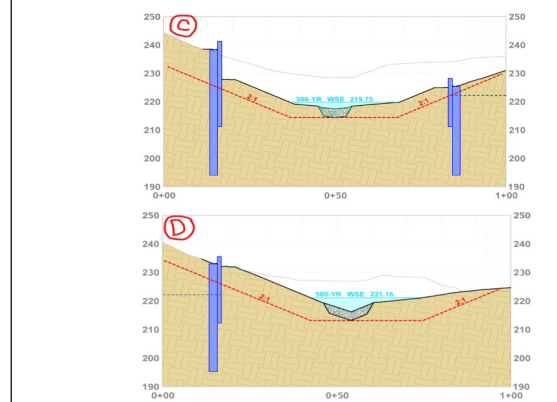
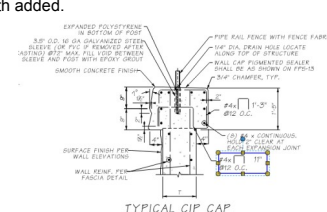
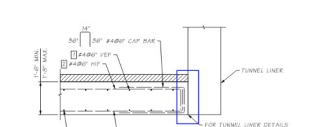


Project:	C9727 - I-405, Brickyard to SR 527 Improvement Project		
Document Name:	BY-CRE-03543_009727_SUB_17.02_Package 8 Final Structures - Juanita Creek Fish Passage (FP5) East Por		
Submittal Date:	9/16/2025		
Due Date:	9/30/2025	COB	
Reviewer:	Jeff S. Bruce (JSB), Delia Lacson (DL), Terry Bondy (TB), Jason Pang (JP)		
Document Lead:			

Formal Design Review
Form RCSR (Review Comment Summary and Resolution)

CODES	
A = Accept Comment - Correct, Add to, or Clarify document	
D = Dismiss Comment - no change needed on document	
C = Clarify / Discuss and resolve before next design phase	
R = Resolve comment in the next submittal phase	
T = Transfer to a different submittal	

COMMENT (WSDOT, City, Checker)				
No.	Report or Sheet No.	Comment By	TR/Spec Section	Comment
14	FP5-19	TB/JP	Question	Is there special provision for the anchor verification testing?
15	FP5-18 & FP5-15	TB/JP	BDM 8.1.11.C	The details sheet shows no wall underdrains but weepholes above the finish grade. However, seen from the wall elevation sheet, the wall height between wall bottom and finish grade are significant (larger than 10ft). 1. Per the BDM, "In cases where the vertical distance between the top of the footing and the finish groundline is greater than 10', additional weep holes shall be provided 6" above the top of the footing." Verify and update if needed. 2. Verify the any unbalanced water pressure behind the wall and in front of the wall is included in the design.
16	FP5-18	TB/JP	2.28	At the end of wingwall 3 and 4, is the scour depth 10~20ft as shown? Does that mean the anchors near the ends of the wingwalls will get exposed when scour occurs following angle of repose beyond the hydraulic width?
17	FP5-36	TB/JP	2.28	Typical CIP Cap: please specify leg length for each #4 U-bars in the cap.
18	FP5-36	TB/JP	2.28	Concrete fascia opening detail note 3: verify "least" vs. "largest".
19	FP5-36	TB/JP	2.28	Concrete fascia opening detail note 1: please make it clear that the additional vertical and horizontal bars, equivalent to one half of the bars interrupted by the opening, apply to each side of the opening.
20	FP5-40	TB/JP	2.28	Section B: is it an open joint between the tunnel and wall fascia? Please specify the size.

RESPONSE TO COMMENT (Skanska, Originator of Document)		
Disposition Code	Response By	ACTION TAKEN / Remarks
D	IR	No special provisions required, WSDOT GDM requirements apply. The test are undertaken in sacrificial anchors.
A	IR	Comment noted. Requirement reviewed and additional weep holes provided in both wingwalls and headwall. Unbalanced water pressure is considered as at the back of the wall it is set at the weep holes level, while the front side is associated to the stream level.
C	IR	The scour line has been reviewed by the hydraulic team and it extends above the ground anchors level for Wingwall 4, so no ground removal occurs under the ground anchor location. For Wingwall 3 the upper level tieback would be exposed. Further analyses noted that the tieback can be removed in the permanent condition, so it will only be working during the temporary stage. Refer to section below C for the end of WW4 and section D for the end of WW3. Tiebacks are at EL. 222ft and 221.28 ft (lower level) respectively. 
A	IR	Amended: Length added. 
A	IR	Amended 3. DETAILS APPLY TO OPENINGS WITH A LARGEST DIMENSION GREATER THAN EITHER HORIZONTAL OR VERTICAL BAR SPACING AND LESS THAN 36". DETAIL ALSO APPLICABLE AROUND TIEBACKS POCKETS (ONLY REQUIRED IN INNER FACE) DEFLECT BARS TO MAINTAIN COVER OTHERWISE.
A	IR	Amended, text added. 1. PROVIDE ADDITIONAL VERTICAL AND HORIZONTAL REINFORCEMENT AREA TO EACH SIDE OF THE OPENING EQUIVALENT TO ONE HALF REINFORCEMENT INTERRUPTED BY THE OPENING.
A	IR	No, there is not an open joint; the drawing is not showing the correct configuration. Reviewed. 

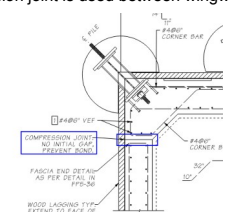
RESPONSE TO RESPONSE (WSDOT, City, Checker)		Skanska CLOSE
WSDOT Disposition Code	Comments / Action Items	Final Disposition Code
A		A
A		A
A		A
A		A
A		A
A		A
A		A

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COMMENT (WSDOT, City, Checker)				
No.	Report or Sheet No.	Comment By	TR/Spec Section	Comment
21	FP5-18 & FP5-40	TB/JP	2.28	Is the fascia designed to have construction joint at the portal corner between end of headwall and wingwall? Please specify.
22	FP5-40	TB/JP	Question	The welded DWL shown in the three details on this sheet are replacing the typical welded studs or supplementing the typical welded studs?
23	FP5-38	TB/JP	2.28	It seems HIF and HOF will need to be added to the abbreviations on FP5-01.
24	Calcs	TB/JP	6.3.1	For all the load combos, the water level at the retained side makes sense. The 100-yr WSE is not the lowest at the stream side throughout the design life. What's the thought of using 100-yr water level?
25	Calcs and FP5-13	TB/JP	2.28	Section 5.1: Second paragraph read that drilled hole backfilled with 4000psi concrete below excavation, while the typical section on FP5-13 used CDF. Verify/update for consistency.
26	Calcs	TB/JP	2.28	Has the fascia stud checked under the combination of tension and shear? Its tension capacity gets reduced under shear.

RESPONSE TO COMMENT (Skanska, Originator of Document)		
Disposition Code	Response By	ACTION TAKEN / Remarks
A	IR	Yes, a compression joint is used between wingwalls and headwall. Details updated. 
C	IR	These details are replacing the typical welded studs in the areas noted.
A	IR	Added
C	IR	For cases O1/O2 it is assumed the stream banks will remain saturated to that elevation, equivalent to 100-yr WSE, despite the stream level varying seasonally. The water level for extreme cases E1/E2 is not correctly presented in the report: the assumed water level is thalweg bottom level - 3ft; the report is updated with new wording to clarify that.
A	IR	Reviewed and amended in Section 5.1.
A	IR	Reviewed and amended. Interaction included as ACI318-19 Section 17.8

RESPONSE TO RESPONSE (WSDOT, City, Checker)		Skanska CLOSE
WSDOT Disposition Code	Comments / Action Items	Final Disposition Code
A		A
A		A
A		A
A		A
A		A
A		A