SKANSKA	Washington State Department of Transportation I-405, Brickyard to SR 527 Improvement Project Contract No. 009727	Doc Type: RFI REV#: 0 SPEC SECTION: DATE: 06/18/2025 CRE #: BY-CRE-02874

To:	From:
Washington State Dept. of Transportation 18911 N Creek Pkwy S Suite 150 Bothell, WA 98011	Skanska USA Civil West 1995 Agua Mansa Road Riverside, CA 92509

Submittal: BY-CRE-02874_009727_RFI_00461_16.03.01_405 103E Seismic Retrofit and Widening

SKA REFERENCE DOCUMENTS

Subcontractor/Supplier: AECOM

SKA Title and Description: 405 103E Seismic Retrofit and Widening

Due Date: 07/02/2025

QUESTION

See page 2.

SKANSKA

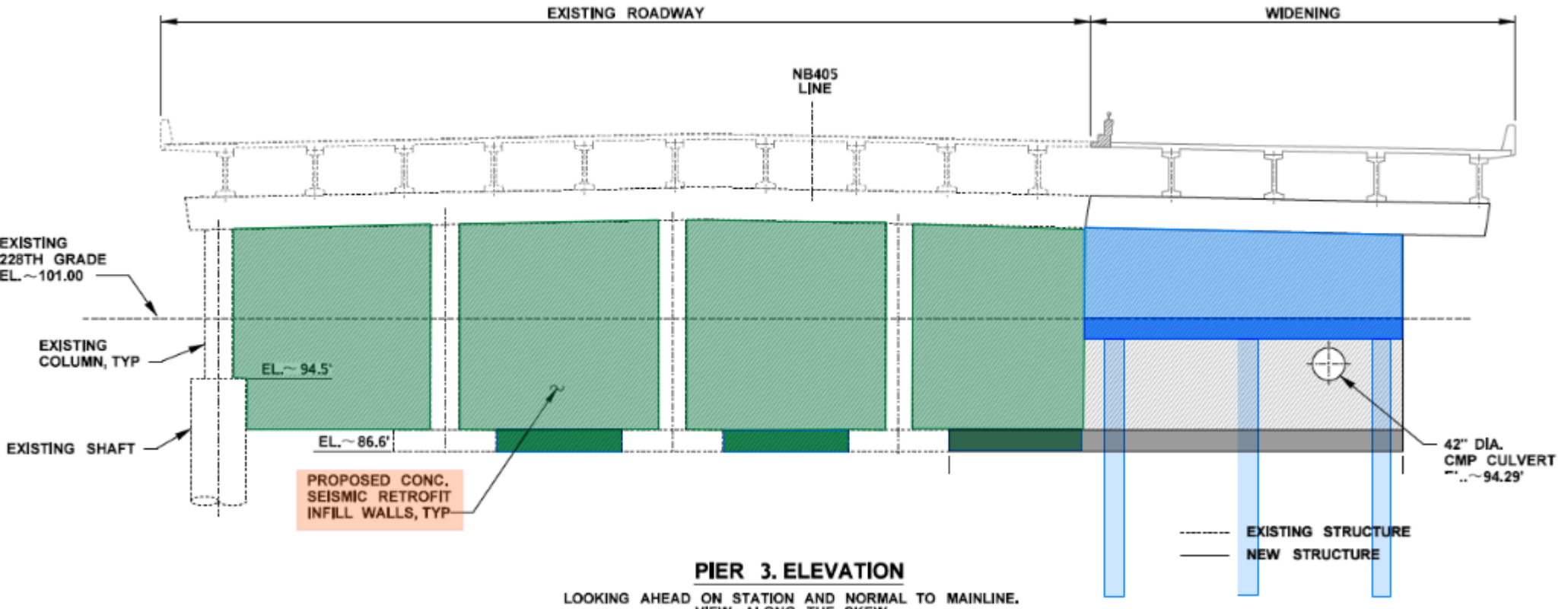
Question

The Design-Build (DB) Team respectfully submits this Request for Information (RFI) to clarify our position regarding the structural approach for the widening of Bridge 405/103E and the protection of the existing culvert, as referenced in the ATC exhibits and contract documents.

Due to the highly environmentally sensitive protected waterway, the absence of as-built drawings, and further investigation of existing conditions, the design-build team has determined that safely protecting the existing culvert as it passes through the shear wall, as shown in the ATC exhibits, is not feasible. Instead, our proposed bridge widening approach includes installing a pile cap with a shear wall above the existing culvert, supported by small-diameter shafts to minimize impacts. We believe the "Proposed RFP Modifications" outlined in the ATC and other contract provisions support this solution, and no additional DBICs are required.

The DB Team's position is the contract documents do not require the existing substructure of 103E to be connected to the widened substructure of 103E. The superstructure of the widened portion of 103E will be structurally connected to the existing superstructure of 103E by the reinforced concrete deck and diaphragm closure strips between the existing outside girder and the new adjacent girder. The bridge widening and superstructure connection will be designed to meet the contract design requirements. The substructure of the widened portion of 103E, including pier caps, will be separate from the existing substructure and designed accordingly per the contract design requirements.

We respectfully request confirmation from WSDOT that this interpretation aligns with the intent of the contract documents and that no further DBICs are necessary for this approach.



PIER 3. ELEVATION

LOOKING AHEAD ON STATION AND NORMAL TO MAINLINE.
VIEW ALONG THE SKEW