City of Seattle

Department of Transportation

Angela Brady, Director

Addendum No. 2

Project Title:	**4th Ave S Over ARGO Bridge Repair**
PW#:	2024-017
Date of Issue:	7/31/2026
Funding Sources:	Commercial Parking Tax, Gas Tax, Real Estate Excise Tax, and General Fund

The following changes are hereby made to the Contract Documents for this project:

BID FORM

2-A ***Bid Form has changed:***

An "SP" has been assigned to Bid Item "PAVEMENT MARKING, MMA, 4 IN STRIPE".

SPECIFICATIONS

2-B ***Add the following Special Provision:***

8-22 Pavement Marking

8-22.5 Payment (SP 07-31-26)

Replace Item 5 with the following:

5. **"Pavement Marking, MMA, (Width) Stripe"**, per linear foot.

Payment includes incidental construction to accommodate removal of existing striping or MMA.

PLANS

2-C ***Replace Drawing GD002:***

Replace Drawing GD002 with the attached version.

2-D ***Replace Drawing SD108:***

Replace Drawing SD108 with the attached version.

2-E ***Replace Drawing SD119:***

Replace Drawing SD119 with the attached version.

2-F ***Replace Drawing SD120:***

Replace Drawing SD120 with the attached version.

2-G ***Replace Drawing SD121:***

Replace Drawing SD121 with the attached version.

The above change(s) shall constitute a binding change to the Contract Documents for this Project and shall become a part of any resulting contract award subsequent to opening of bids for the project. Bidders shall ensure that the above changes are reflected in the appropriate Bid items of their proposal prior to submittal of the Bid.

ACKNOWLEDGE OF RECEIPT OF ADDENDUM

The Bidder shall acknowledge receipt of Section 0-01.3(1) (Declaration) of the Bid Form of all Addenda issued during the bidding period. Failure to so acknowledge may result in the Bid being rejected as not responsive.

Julius Rwamashongye (07/31/2026 10:12:21 PDT)

Signature: Julius Rwamashongye, Capital Projects Division Director

Seattle Municipal Tower
700 5th Avenue
Suite 3800
PO Box 34996
Seattle, Washington 98124-4996

Tel (206) 684-ROAD / (206) 684-5000
Fax: (206) 684-5180
Hearing Impaired use the Wash-
ington Relay Service (7-1-1)

www.seattle.gov/transportation

ABBREVIATIONS

(SEE CITY OF SEATTLE STANDARD PLAN NO 002 FOR OTHER ABBREVIATIONS NOT SHOWN)

ANCH – ANCHOR
BNSF – BURLINGTON NORTHERN SANTA FE RAILROAD
BOT – BOTTOM
BR – BRIDGE, BARE ROOT, BRICK
CFRP – CARBON FIBER REINFORCED POLYMER
CIP – CAST IN PLACE, CAST IRON PIPE
COL – COLUMN
CONS – CONSTRUCTION
DBL – DOUBLE
DEMO – DEMOLITION
DIM – DIMENSION
EF – EACH FACE
ES – EACH SIDE
EXT – EXTERIOR
HS – HIGH STRENGTH
LSL – LONG SLOTTED HOLE
MB – MACHINE BOLT, MAILBOX
NB – NORTHBOUND
OP, OPT – OPTIONAL
OHP – OVERHEAD POWER
OVS – OVERSIZE HOLE
PSD – PIPE STORM DRAIN
PT – POST–TENSIONING, POINT OF TANGENCY
SB – SOUTHBOUND, SANDBOX
SDWK – SIDEWALK
SIM – SIMILAR
SPA – SPACE(S)
SYM – SYMMETRICAL, SYMBOL
TOT – TOTAL
UNKN – UNKNOWN
UNO – UNLESS NOTED OTHERWISE
UPRR – UNION PACIFIC RAILROAD
UTIL – UTILITY(S)
W – WIDE FLANGE BEAM, WATER, WEST
WL – WORK LINE
WP – WORK POINT, WOOD POLE

GENERAL SCOPE OF WORK

THE WORK ON THIS PROJECT IS DIRECTLY AND SOLELY RELATED TO MAINTENANCE REPAIRS TO THE EXISTING STRUCTURE WITH A MAJORITY OF THE EXISTING BRIDGE AND MAJORITY OF EXISTING CLEARANCES NOT BEING IMPACTED. THE SOUTHEAST AND NORTHWEST ENDS OF THE PIER WALLS HAVE DAMAGED CORBELS WHICH WILL BE REHABILITATED USING A COMBINATION OF NEW CONCRETE AND STEEL REINFORCEMENT PLACED IN LINE WITH THE EXISTING PIER WALLS. ADDITIONALLY, EXTERNAL POST–TENSIONING WILL BE INSTALLED NEAR THE TOP OF THE PIER WALLS AND UP TO 0.2" THICK CARBON FIBER REINFORCED POLYMER (CFRP) WILL BE APPLIED TO THE OUTER FACES OF THE PIER WALLS.

LARGE, EXISTING CRACKS WITHIN THE AREA OF THE DAMAGED CORBELS WILL BE CLEANED, SEALED, AND INJECTED WITH EPOXY RESIN.

PIERS 4 AND 10 SOUTHEAST CORBELS WILL BE DEMOLISHED AND RECONSTRUCTED WHILE TEMPORARILY SUPPORTING THE EXISTING BRIDGE GIRDERS AND DECK. THESE LOCATIONS WILL TEMPORARILY SUPPORT THE EASTERNMOST EXTERIOR GIRDER LINE FROM ABOVE THE DECK WITH A SMALLER STEEL SECTION BELOW THE BOTTOM FLANGE. REHABILITATION OF THESE TWO CORBELS WILL OTHERWISE USE THE SAME SCHEME AS THE OTHER PIER CORBELS. CFRP WILL NOT BE REQUIRED AT THE RECONSTRUCTED CORBELS.

EXISTING BRIDGE DOWNSPOUTS WILL BE REMOVED WHERE THEY CONFLICT WITH THE INSTALLATION OF THE NEW REINFORCED CONCRETE. THESE DOWNSPOUTS WILL BE BLOCKED OFF DURING CONSTRUCTION, MINIMIZING DRAINAGE ON THE UPRR/BNSF RIGHT OF WAY. AFTER THE ADDITIONAL REINFORCED CONCRETE IS INSTALLED, THE DOWNSPOUTS THAT WERE REMOVED WILL BE REPLACED USING EXISTING OR SIMILAR MATERIALS TO RESTORE DRAINAGE TO THE PRE–CONSTRUCTION CONDITION. THERE WILL BE NO PERMANENT MODIFICATION TO EXISTING DRAINAGE CONDITIONS.

EXISTING EXPANSION JOINTS IN THE APPROACH SPANS WILL BE REMOVED AND REPLACED WITH NEW COMPRESSION SEAL JOINTS. EXISTING EXPANSION JOINTS IN THE MAIN SPANS WILL BE REMOVED AND REPLACED WITH COMPRESSION SEALS IN THE SIDEWALK AND STRIP SEAL EXPANSION JOINTS IN THE ROADWAY. EXISTING CONTRACTION JOINTS WILL BE REPLACED WITH NEW CONTRACTION JOINTS. JOINT HEADER CONCRETE WILL BE REPLACED AS NOTED ON THE DRAWINGS.

SEVERAL EXISTING CONCRETE SPALLS NOTED IN THE LATEST BRIDGE INSPECTION REPORT WILL BE REPAIRED AS PART OF THIS WORK.

GENERAL NOTES
UNLESS NOTED OTHERWISE:

1. ALL WORK MUST CONFORM TO THE 2026 EDITION OF THE SEATTLE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION, THE 2026 EDITION OF THE CITY OF SEATTLE STANDARD PLANS FOR MUNICIPAL CONSTRUCTION, AND THE SEATTLE DEPARTMENT OF TRANSPORTATION DIRECTOR'S RULE 01–2017 FOR RIGHT OF WAY OPENING AND RESTORATION RULES. A COPY OF THESE DOCUMENTS MUST BE ONSITE DURING CONSTRUCTION.
2. FOR REQUIREMENTS REGARDING THE PROTECTION AND RESTORATION OF PUBLIC AND PRIVATE PROPERTY, SEE SECTIONS 1–07.16 AND 1–07.17.
3. UNDER NO CIRCUMSTANCES WILL WORK BE PERFORMED WHICH WOULD REMOVE, ADJUST, DESTROY OR OTHERWISE MAKE A SURVEY MONUMENT NO LONGER VISIBLE OR READILY ACCESSIBLE WITHOUT A PERMIT FROM THE WASHINGTON STATE DEPARTMENT OF NATURAL RESOURCES (DNR). SEE SECTION 1–07.16(1).
4. TREES, SHRUBS, AND OTHER PLANT MATERIAL NOT DESIGNATED FOR REMOVAL MUST BE PROTECTED FROM DAMAGE. SEE SECTION 1–07.16(2) AND 8–01 FOR THE REQUIREMENTS REGARDING THE TREE, VEGETATION AND SOIL PROTECTION PLAN.
5. RESTORATION OF CONTRACTOR DAMAGE TO EXISTING UTILITIES WILL BE AT THE CONTRACTOR'S EXPENSE. SEE SECTION 1–07.13 AND 1–07.16.
6. THE CONTRACTOR MUST NOTIFY THE UTILITY COMPANIES FOR UNDERGROUND UTILITY LOCATIONS BEFORE THE COMMENCEMENT OF ANY EXCAVATION. SEE SECTION 1–07.28. THE CONTRACTOR MUST ALSO NOTIFY UPRR AND BNSF SIGNAL AND FIBER.
7. FOR NOTIFICATION AND COORDINATION REQUIREMENTS, INCLUDING COMMUNICATION WITH KCM TRANSIT, SEE SECTION 1–07.17 AND 1–07.28.
8. THE CONTRACTOR MUST PREPARE A CONSTRUCTION STORMWATER AND EROSION CONTROL PLAN (CSECP), A SPILL PREVENTION, CONTROL AND COUNTERMEASURES PLAN (SPCCP) FOR APPROVAL BY THE ENGINEER PRIOR TO CONSTRUCTION. SEE SECTIONS 1–07.15 AND 8–01.
9. DESIGN SPECIFICATIONS: AASHTO "LRFD BRIDGE DESIGN SPECIFICATIONS, CUSTOMARY U.S. UNITS, 9TH EDITION".
10. ALL PLAN DIMENSIONS ARE MEASURED HORIZONTALLY (LEVEL) OR VERTICALLY (PLUMB).
11. THE EXISTING DIMENSIONS, ELEVATIONS, AND STATIONING ON THESE DRAWINGS (NOTED BY ±) ARE BASED ON THE RECORD DRAWINGS, ADJUSTED TO CURRENT VERTICAL DATUM, AND SURVEY DATA. THE CONTRACTOR MUST FIELD MEASURE AND VERIFY THESE DIMENSIONS, ELEVATIONS AND STATIONING AS REQUIRED PRIOR TO CONSTRUCTION AND NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
12. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR ALL MEANS AND METHODS, SAFETY PRECAUTIONS, AND CONSTRUCTION PROCEDURES NECESSARY TO PERFORM THE WORK.
13. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE STABILITY OF THE STRUCTURE AND FOR ENSURING THAT NO PORTION OF THE STRUCTURE IS OVERSTRESSED AS A RESULT OF CONSTRUCTION ACTIVITIES.

GENERAL NOTES (CONTINUED)
UNLESS NOTED OTHERWISE:

14. NON–STRUCTURAL ITEMS (SUCH AS SIGNS, CONDUITS, DRAIN PIPES, ETC.) THAT INTERFERE WITH THE WORK MUST BE REMOVED AND REINSTALLED, OR REPLACED AS SHOWN IN THESE DRAWINGS.
15. DO NOT SCALE DRAWINGS. FOLLOW DIMENSIONS.
16. CONTRACTOR MUST LOCATE EXISTING STEEL REINFORCING USING NONDESTRUCTIVE METHODS TO AVOID DAMAGE. THE CONTRACTOR MUST NOTIFY THE ENGINEER IMMEDIATELY IF ANY EXISTING REBAR IS ENCOUNTERED OR IS IN CONFLICT WITH THE WORK DETAILED AND MUST OBTAIN APPROVAL FROM THE ENGINEER BEFORE CONTINUING WITH THE WORK.
17. REFERENCE DRAWINGS: VAULT PLAN NO 782–148 AND 157–55.
18. FOR REQUIREMENTS ON LAYOUT AND VERIFICATION OF CHANNELIZATION FEATURES, SEE SECTION 8–22.3(1). REQUEST MUST BE MADE TO THE ENGINEER.
19. FOR SIGNING AND STRIPING DETAILS NOT SHOWN IN THESE DRAWINGS, SEE 600 SERIES AND 700 SERIES STANDARD PLANS.
20. INLETS AND CATCH BASINS MUST BE PROTECTED. SEE SECTION 8–01.3(12).

VAULT SERIAL NO.	DATE	MARK	NATURE REVISIONS	MADE	CHK'D	REV'D

ADDENDUM 2

HDR

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SEATTLE, WASHINGTON
BY: . . . . . .
FAS PURCHASING AND CONTRACTING DIRECTOR

INITIALS AND DATE	
DESIGNED LA	
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ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0–02.3 OF THE PROJECT MANUAL.

INITIALS AND DATE	
REVIEWED:	
DES.	CONST.
SDOT	PROJ. MGR.
RECEIVED	
REVISED AS BUILT	

STATE OF WASHINGTON · LEE ANDREWS · 43571 · REGISTERED PROFESSIONAL ENGINEER

Seattle Department of Transportation
ORDINANCE NO. PW NO. 2024–017
SCALE:

4TH AVE S OVER ARGO BRIDGE REPAIR

GENERAL NOTES & ABBREVIATIONS

JOB PC TRG0007–U0 CO TRG0007
VPI # 782–331
GD002
SHEET 2 OF 27

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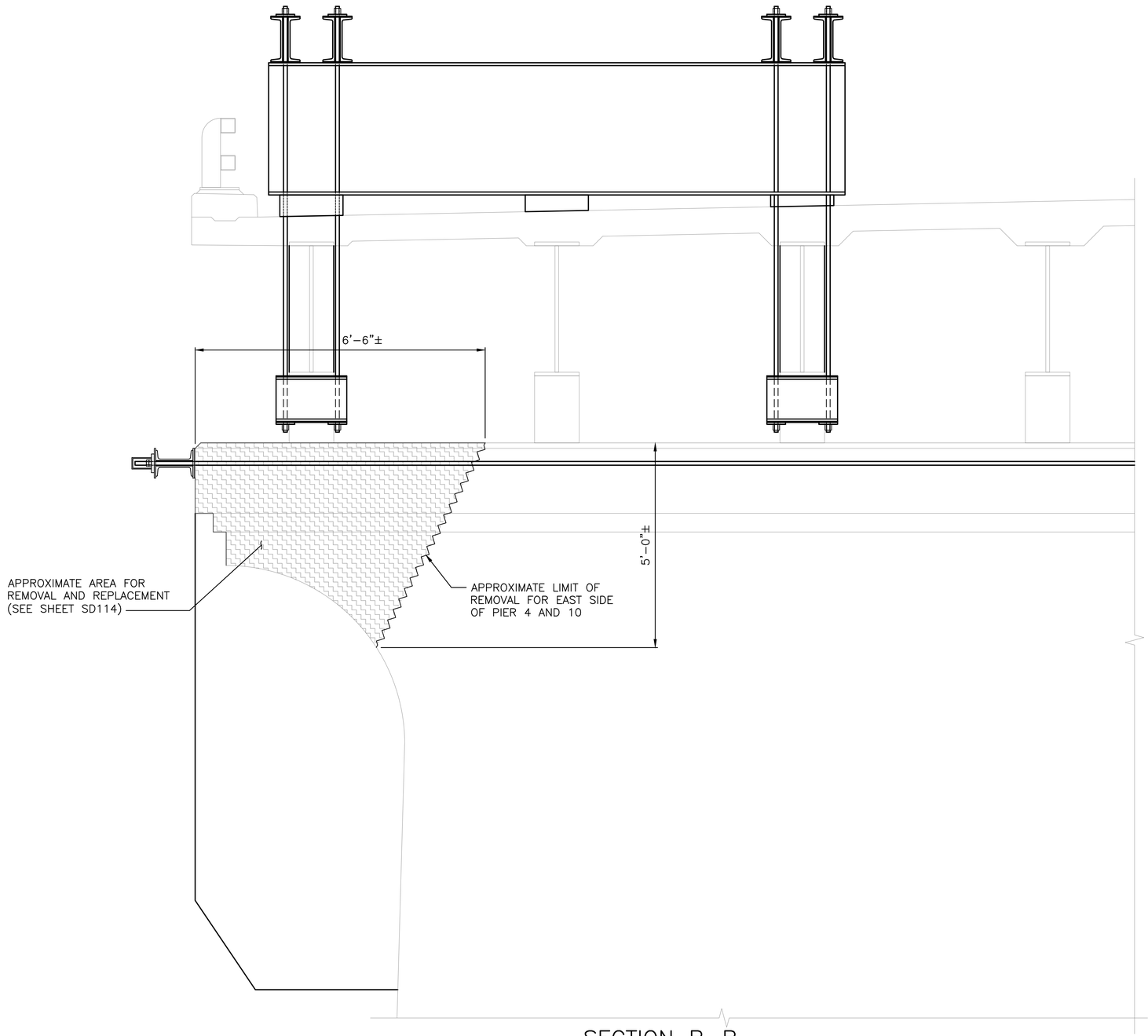

SECTION B–B 12, 13
TEMPORARY SUPPORT ELEVATION
SCALE: 3/4" = 1'–0"

LOOKING SOUTH
PIER 4 SHOWN, PIER 10 SIMILAR

NOTES

1. SEE BELOW FOR SUGGESTED CONSTRUCTION SEQUENCE. CONTRACTOR MUST SUBMIT PROPOSED CONSTRUCTION SEQUENCE FOR APPROVAL IN ACCORDANCE WITH 1–07.30.
2. SEE SECTION 6–13, 6–14, 6–15, 6–02.3(30), AND 6–02.3(31) FOR REPAIR AND SUPPORT REQUIREMENTS.
3. TEMPORARY SUPPORT IS REQUIRED AT EAST SIDE OF PIERS 4 AND 10.
4. TEMPORARY SUPPORT SYSTEM MUST BE DESIGNED BY CONTRACTOR AND BE CAPABLE OF SUPPORTING THE FOLLOWING FACTORED LOADS AT EACH SUPPORTED EXTERIOR GIRDER LINE:
   DEAD LOAD: 106 KIPS
   LIVE LOAD: 257 KIPS
5. CONTRACTOR MUST LOCATE EXISTING STEEL REINFORCING ON BOTH SIDES OF THE PIER WITH NON–DESTRUCTIVE METHODS BEFORE ALL DRILLING OPERATIONS TO AVOID DAMAGE. NOTABLY, THIS INCLUDES DRILLING IN THE DECK FOR NEEDLE BEAM SUPPORTS AND DRILLING IN THE PIER WALL FOR NEW DOWEL REINFORCEMENT OR INSTALLATION OF FORMWORK. THE CONTRACTOR MUST NOTIFY THE ENGINEER IMMEDIATELY IF ANY EXISTING REBAR IS ENCOUNTERED AND MUST OBTAIN THE APPROVAL FROM THE ENGINEER BEFORE CONTINUING THE WORK.
6. FOLLOWING COMPLETION OF IMPACTS TO THE BRIDGE DECK, REFRESH THE PAVEMENT STRIPING ALONG ENTIRE LENGTH OF BRIDGE. NEW PAVEMENT STRIPING TO MATCH EXISTING LOCATIONS.

SUGGESTED CONSTRUCTION SEQUENCE

1. CLEAN AND REPAIR ALL CRACKS IN CONCRETE GREATER THAN OR EQUAL TO 0.010–INCH WIDTH IN THE AREA AS NOTED ON SHEET SD110, IN THE PROJECT MANUAL, AND PER 6–02.3(30).
2. FOR PIER 4 AND PIER 10, CONTRACTOR MUST DESIGN TEMPORARY SUPPORT SYSTEM TO SUPPORT THE EXTERIOR GIRDERS AND VERIFY ADEQUACY OF THE EXISTING STRUCTURE FOR TEMPORARY SUPPORT SYSTEM. CONTRACTOR MUST INSTALL TEMPORARY SUPPORT PRIOR TO DEMO OF EXISTING CORBEL.
3. INSTALL CFRP IN THE AREA(S) DESIGNATED ON THE DRAWINGS FOR STRENGTHENING OF EXISTING REINFORCED CONCRETE STRUCTURES.
4. DRILL HOLES IN CONCRETE FOR DOWELS AND CLEAN OUT PER 6–13.3(2).
5. INSTALL DOWELS WITH EPOXY.
6. INSTALL REINFORCED CONCRETE FOR CORBEL REPAIR.
7. FOR PIER 4 AND PIER 10, REMOVE TEMPORARY SUPPORT.
8. INSTALL EXTERNAL POST–TENSIONING.
9. TOUCH UP GALVANIZING WITH ZINC–RICH PAINT PER ASTM A780.
10. REPAIR HOLES IN CONCRETE DECK AT PIERS 4 AND 10.
11. REPAIR SPALLED CONCRETE AND REPLACE EXPANSION AND CONTRACTION JOINTS.
12. REMOVE EXISTING STRIPING AND MMA AND INSTALL NEW MMA PAVEMENT STRIPING ALONG ENTIRE LENGTH OF BRIDGE.

ADDENDUM 2

TEMPORARY SUPPORT AND CONSTRUCTION SEQUENCE

NATURE REVISIONS	MADE	CHK'D	REV'D

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FAS PURCHASING AND CONTRACTING DIRECTOR

INITIALS AND DATE		INITIALS AND DATE	
DESIGNED	LA	REVIEWED:	
CHECKED	PTL	DES.	CONST.
		SDOT	PROJ. MGR.
DRAWN	LDK	RECEIVED	
CHECKED	PTL	REVISED AS BUILT	

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LEO ANDREWS de Arment — STATE OF WASHINGTON — 43571 — STRUCTURAL ENGINEER — PROFESSIONAL ENGINEER

Seattle Department of Transportation
ORDINANCE NO. PW NO. 2024–017
SCALE:

4TH AVE S OVER ARGO BRIDGE REPAIR

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	CO	TRG0007
VPI #		782–331
SD108		
SHEET	16	OF 32

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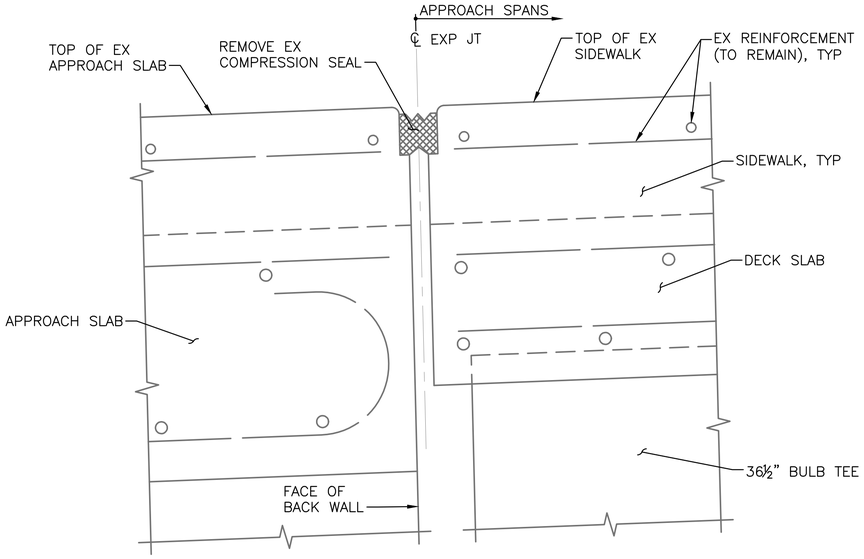
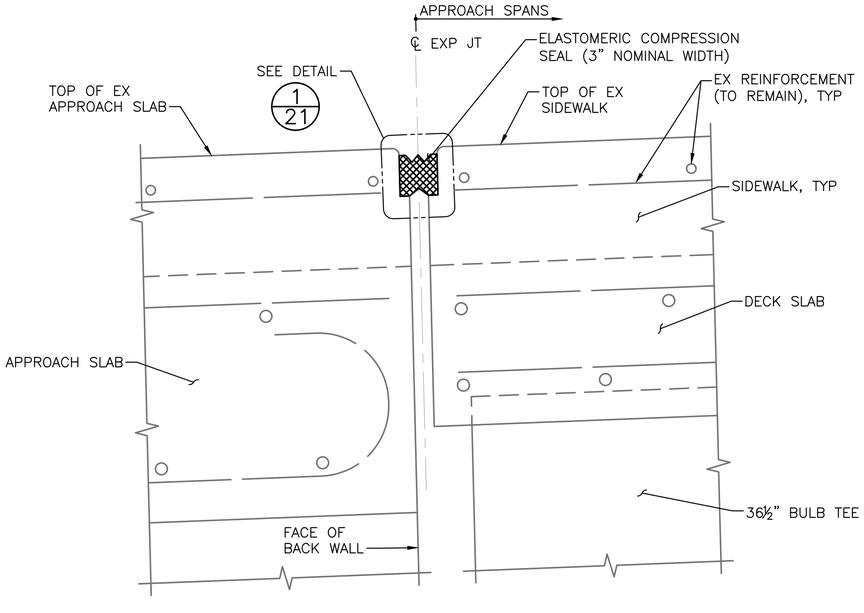


SIDEWALK SECTION B–B (EXISTING CONDITION) 26

SCALE: 3" = 1'–0"

APPROACH SPANS – BENT 1 SHOWN
APPROACH SPANS – BENT 13 OPPOSITE HAND

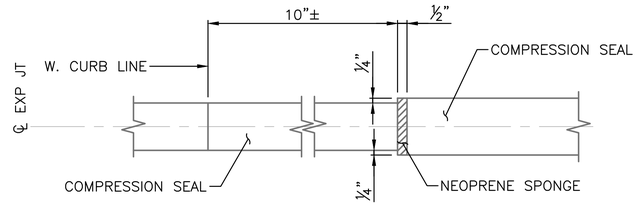


SIDEWALK SECTION B–B (PROPOSED CONDITION) 26

SCALE: 3" = 1'–0"

APPROACH SPANS – BENT 1 SHOWN
APPROACH SPANS – BENT 13 OPPOSITE HAND

ADDENDUM 2



SECTION C–C 26

SCALE: 3" = 1'–0"

CONCRETE OPENING AT COMPRESSION SEAL JOINTS

TEMPERATURE	BENT 1–6 & BENT 7–13 ROADWAY GAP WIDTH (NORMAL TO JOINT)		BENT 1–6 & 7–13 SIDEWALK GAP WIDTH (NORMAL TO JOINT)	
	EXISTING	PROPOSED	EXISTING	PROPOSED
40°F	1 1/16"	1 5/8"	2 1/8"	2 1/8"
64°F	1 1/2"	1 1/2"	2"	2"
80°F	1 3/8"	1 7/16"	1 7/8"	1 15/16"

COMPRESSION SEAL TABLE

D.S. BROWN		WATSON BOWMAN ACME	
SEAL	WIDTH	SEAL	WIDTH
CV–2502	2.5"**	WA–250	2.5"**
CV–3000	3"**	WA–300	3"**

** UNCOMPRESSED WIDTH

EXPANSION JOINT CONSTRUCTION STEPS: (FOR ROADWAY)

1. REMOVE EXISTING EXPANSION JOINT FILLER MATERIAL AND CONCRETE HEADER AS SHOWN IN DRAWINGS.
2. CONTRACTOR MUST NOT DAMAGE EXISTING REINFORCEMENT THAT IS TO REMAIN DURING DEMOLITION AND INSTALLATION OF NEW HEADERS.
3. CONTRACTOR MUST MEASURE EXISTING DEPTH OF JOINT BLOCKOUT. IF ADDITIONAL DEPTH IS REQUIRED TO MEET JOINT MANUFACTURER'S REQUIREMENTS, BLOCKOUT MUST BE SAW CUT TO REQUIRED DEPTH.
4. REMOVE EXISTING CONCRETE TO SOUND CONCRETE. WHEN EXISTING REINFORCEMENT IS EXPOSED MORE THAN ONE–HALF THE PERIPHERY OF THE BAR, REMOVE ADDITIONAL CONCRETE AS REQUIRED TO ACHIEVE ¾" CLEARANCE AROUND THE BAR.
5. CLEAN SIDES AND BOTTOM OF EXISTING CONCRETE TO CLEAN AND SOUND CONCRETE.
6. BLOW JOINT OPENING WITH OIL–FREE COMPRESSED AIR TO REMOVE LAITANCE AND DEBRIS FROM REMOVAL OPERATIONS.
7. LIGHTLY SANDBLAST TO REMOVE ALL RESIDUE.
8. CONSTRUCT NEW HEADER AS SHOWN. IF CONCRETE REMOVAL DEPTH REACHES THE EXISTING COMPRESSION SEAL RECESS DEPTH, THEN THE 1/4" LEDGE MUST BE RE–CONSTRUCTED PER JOINT MANUFACTURER'S REQUIREMENTS. JOINT GAP MUST BE ADJUSTED FOR TEMPERATURE AT THE TIME OF INSTALLATION. AS–BUILT GAP WIDTHS FOR APPROACH SPANS ARE SHOWN IN THE TABLE ON THIS SHEET AND ARE INCLUDED FOR REFERENCE. PROPOSED GAP WIDTHS FOR NEW MAIN SPAN STRIP SEAL JOINTS ARE SHOWN IN THE DETAILS ON SHEET SD122. CONTRACTOR MUST FIELD VERIFY DETAILS AND DIMENSIONS PRIOR TO ORDERING MATERIALS AND PROCEEDING WITH WORK.
9. PLACE APPROPRIATELY SIZED ELASTOMERIC COMPRESSION SEAL OR STRIP SEAL IN ACCORDANCE WITH MANUFACTURER'S DIRECTIONS.
10. NEW NEOPRENE SPONGE OR EQUIVALENT MUST BE PROVIDED AT ALL EXISTING LOCATION ENDS. NEOPRENE SPONGE MUST CONFORM TO ASTM D1056 GRADE 2C1.

EXPANSION JOINT CONSTRUCTION STEPS: (FOR RAISED CURB AND SIDEWALK)

1. REMOVE EXISTING EXPANSION JOINT FILLER MATERIAL.
2. CONTRACTOR MUST MEASURE EXISTING DEPTH OF JOINT BLOCKOUT. IF ADDITIONAL DEPTH IS REQUIRED TO MEET JOINT MANUFACTURER'S REQUIREMENTS, BLOCKOUT MUST BE SAW CUT TO REQUIRED DEPTH. AT MAIN SPAN SIDEWALK COMPRESSION SEAL LOCATIONS, REMOVAL WILL BE FULL DEPTH WHERE INDICATED ON SHEET SD121.
3. CLEAN SIDES AND BOTTOM OF JOINT OPENING TO CLEAN AND SOUND CONCRETE.
4. BLOW JOINT OPENING WITH OIL–FREE COMPRESSED AIR TO REMOVE LAITANCE AND DEBRIS FROM REMOVAL OPERATIONS.
5. LIGHTLY SANDBLAST TO REMOVE ALL RESIDUE.
6. AS–BUILT GAP WIDTHS FOR APPROACH SPANS ARE SHOWN IN THE TABLE ON THIS SHEET AND ARE INCLUDED FOR REFERENCE. AS–BUILT GAP WIDTHS FOR MAIN SPANS ARE SHOWN IN THE TABLE ON SHEET SD121 AND ARE INCLUDED FOR REFERENCE. CONTRACTOR MUST FIELD VERIFY DETAILS AND DIMENSIONS PRIOR TO ORDERING MATERIALS AND PROCEEDING WITH WORK.
7. REMOVE THE EXISTING HEADER TO THE EXTENTS SHOWN ON THESE DRAWINGS. SPALLS, CRACKS AND OTHER DAMAGE SHALL BE REPAIRED. MAIN SPAN SIDEWALK AND RAISED CURB JOINTS WILL BE FULL REMOVAL AND THE LEDGES ARE TO BE PROVIDED IN ACCORDANCE WITH THE DRAWING DETAILS. IF APPROACH SPAN CONCRETE REMOVAL DEPTH REACHES THE EXISTING COMPRESSION SEAL RECESS DEPTH, THEN THE 1/4" LEDGE MUST BE RE–CONSTRUCTED PER JOINT MANUFACTURER'S REQUIREMENTS.
8. PRIOR TO ROTO–HAMMER DRILLED HOLES FOR THE MAIN SPAN SIDEWALK AND RAISED CURB JOINTS, ALL EXISTING REINFORCEMENT MUST BE LOCATED AND BENT PLATE ANCHOR RODS MUST BE LOCATED TO MISS EXISTING REINFORCEMENT.
9. PLACE ELASTOMERIC COMPRESSION SEAL IN JOINT OPENING IN ACCORDANCE WITH MANUFACTURER'S DIRECTIONS.
10. NEW NEOPRENE SPONGE OR EQUIVALENT MUST BE PROVIDED AT ALL EXISTING LOCATION ENDS. NEOPRENE SPONGE MUST CONFORM TO ASTM D1056 GRADE 2C1.

APPROACH SPAN – EXP JT DETAILS 2

VAULT SERIAL NO.	DATE	MARK	NATURE REVISIONS	MADE	CHK'D	REV'D

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FAS PURCHASING AND CONTRACTING DIRECTOR

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DESIGNED	LA	REVIEWED:	
CHECKED	PTL	DES.	CONST.
		SDOT	PROJ. MGR.
DRAWN	MV	RECEIVED	
CHECKED	PTL	REVISED AS BUILT	

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LEO ANDREWS — STATE OF WASHINGTON — 43571 — STRUCTURAL ENGINEER — PROFESSIONAL ENGINEER

Seattle Department of Transportation
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	CO	TRG0007
VPI #		782–331
SD119		
SHEET	27	OF 32

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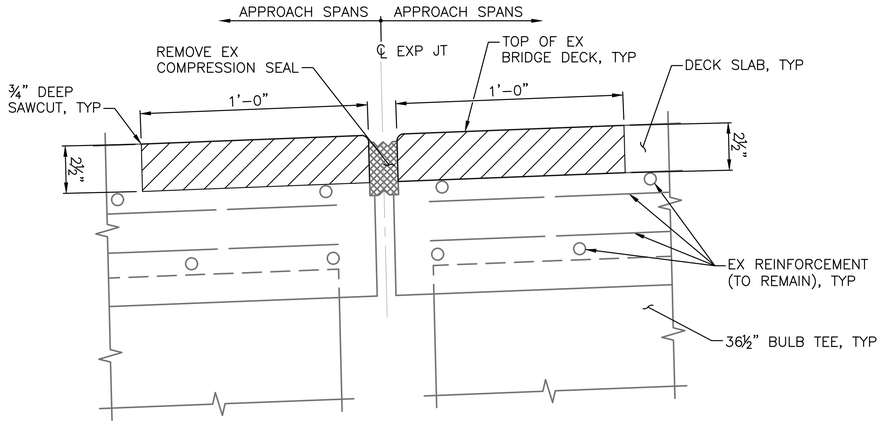
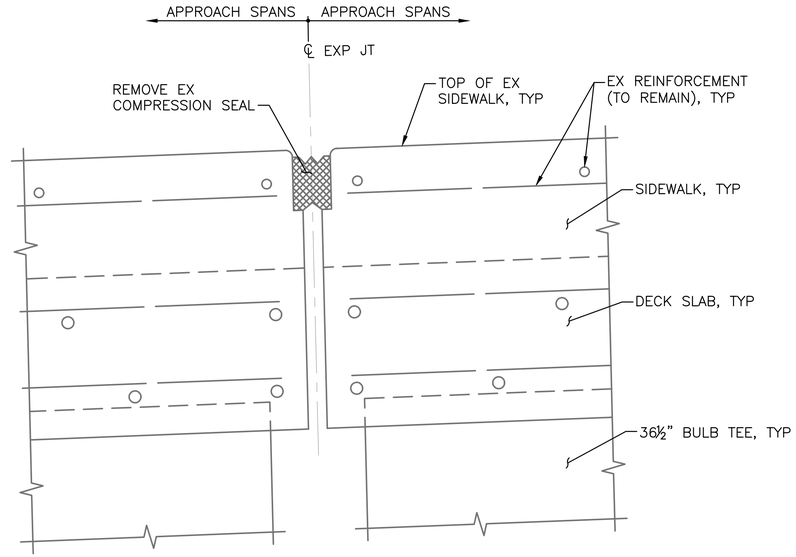


ROADWAY SECTION A–A (EXISTING CONDITION) 26

SCALE: 3" = 1'–0"

APPROACH SPANS – BENT 2–6
APPROACH SPANS – BENT 7–12



SIDEWALK SECTION B–B (EXISTING CONDITION) 26

SCALE: 3" = 1'–0"

APPROACH SPANS – BENT 2–6
APPROACH SPANS – BENT 7–12

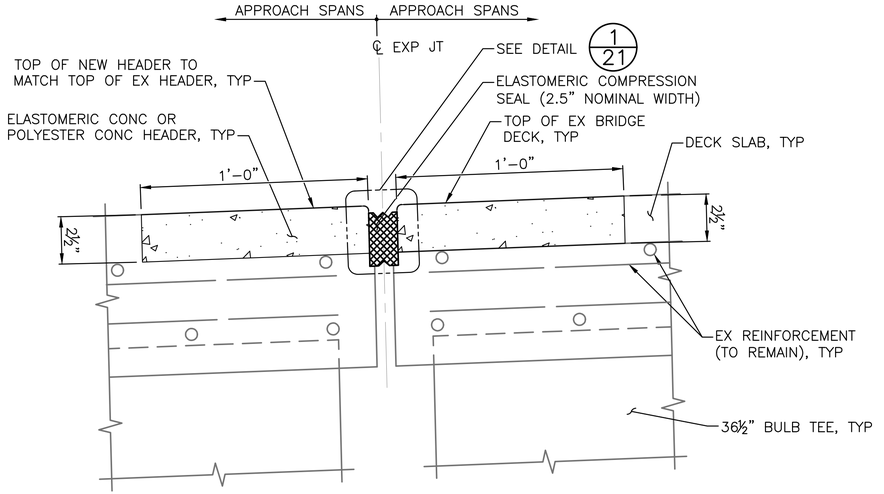
NOTE:

1. SEE NOTES ON SHEET SD118.

LEGEND:

HATCH DENOTES REMOVAL AREA

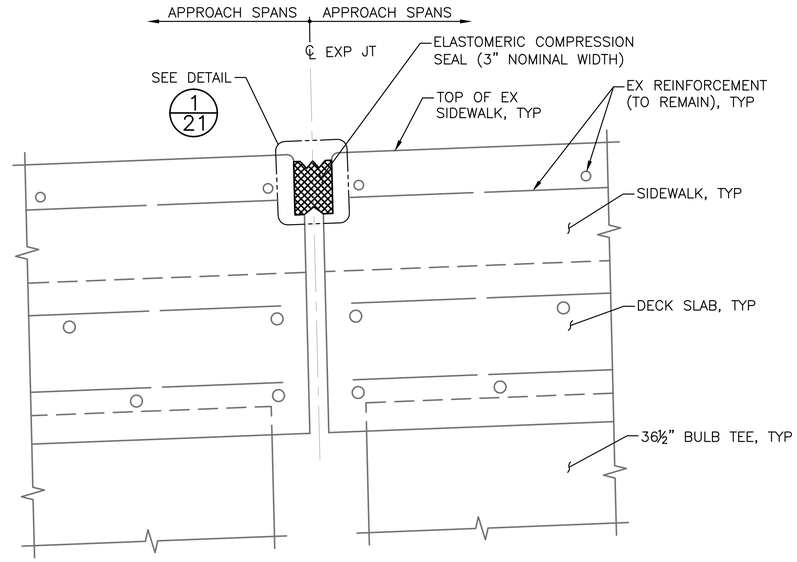
EXISTING REINFORCEMENT



ROADWAY SECTION A–A (PROPOSED CONDITION) 26

SCALE: 3" = 1'–0"

APPROACH SPANS – BENT 2–6
APPROACH SPANS – BENT 7–12



SIDEWALK SECTION B–B (PROPOSED CONDITION) 26

SCALE: 3" = 1'–0"

APPROACH SPANS – BENT 2–6
APPROACH SPANS – BENT 7–12

ADDENDUM 2

APPROACH SPAN – EXP JT DETAILS 3

NATURE	MARK	DATE	VAULT SERIAL NO.
REVISIONS			

MADE	CHK'D	REV'D

APPROVED FOR ADVERTISING
FAS PURCHASING AND CONTRACTING DIRECTOR
SEATTLE, WASHINGTON

BY: . . . . . .
FAS PURCHASING AND CONTRACTING DIRECTOR

INITIALS AND DATE	
DESIGNED LA	
CHECKED PTL	
DRAWN MV	
CHECKED PTL	

INITIALS AND DATE	
REVIEWED:	
DES.	CONST.
SDOT	PROJ. MGR.
RECEIVED	
REVISED AS BUILT	

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0–02.3 OF THE PROJECT MANUAL.

LEE ANDREWS — STATE OF WASHINGTON — 43571 — PROFESSIONAL ENGINEER

Seattle Department of Transportation

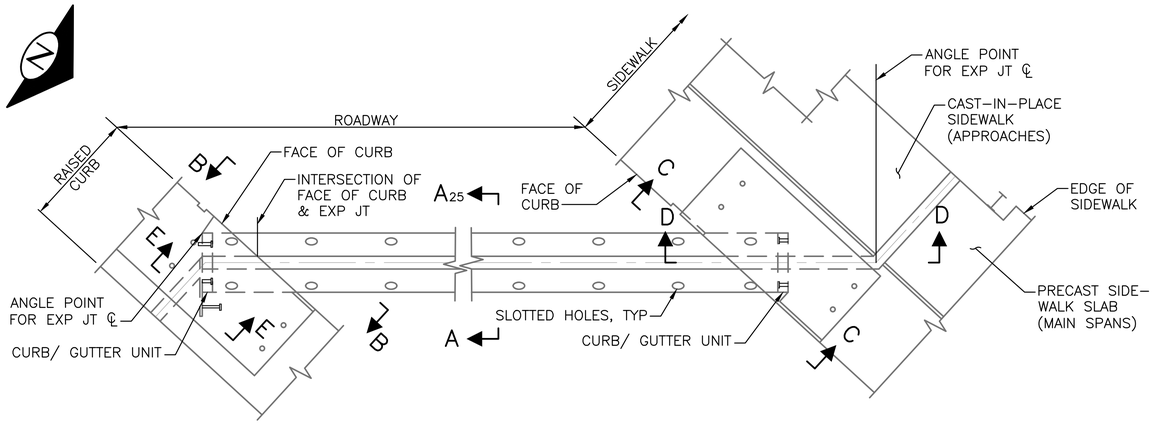
ORDINANCE NO. PW NO. 2024–017

SCALE:

4TH AVE S OVER ARGO BRIDGE REPAIR

JOB		
	PC	TRG0007–U0
	CO	TRG0007
VPI #		782–331
SD120		
SHEET	28	OF 32

C:\pwworking\west01\d3064884\zJ SD120.dwg
Jul–30–26 12:28pm

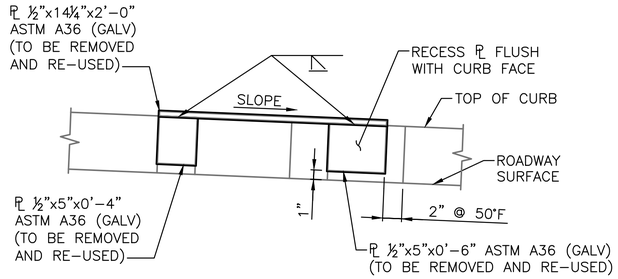


MAIN SPANS EXPANSION & CONTRACTION JOINTS TYPICAL PLAN (EXISTING CONDITION SHOWN)

SCALE: 1" = 1'-0"

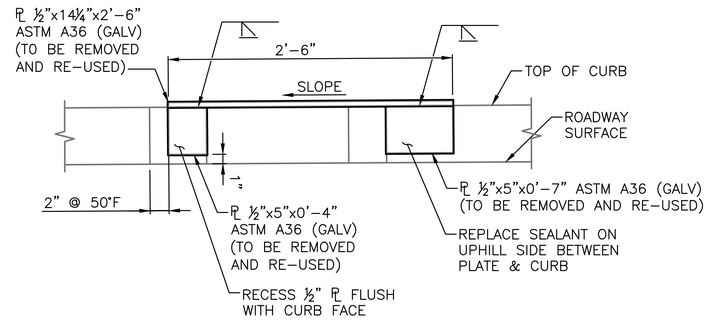
NOTES:

1. CONTRACTOR MUST INSTALL CONTAINMENT AND PROTECTION MEASURES JUST BELOW DECK TO PROTECT ALL RAILROAD INFRASTRUCTURE AND PROPERLY DISPOSE OF ALL DEBRIS.
2. CONTRACTOR MUST NOT DAMAGE EXISTING REINFORCEMENT THAT IS TO REMAIN DURING DEMOLITION AND INSTALLATION OF NEW HEADERS.
3. REMOVE EXISTING CONCRETE TO SOUND CONCRETE. WHEN EXISTING REINFORCEMENT IS EXPOSED MORE THAN ONE-HALF THE PERIPHERY OF THE BAR, REMOVE ADDITIONAL CONCRETE AS REQUIRED TO ACHIEVE ¾" CLEARANCE AROUND THE BAR.
4. NEW NEOPRENE SPONGE OR EQUIVALENT MUST BE PROVIDED AT ALL EXISTING LOCATIONS TO CONTAIN ELASTOMERIC COMPRESSION SEAL.
5. CONTRACTOR MUST MATCH THE EXISTING WIDTH OF THE JOINT GAP UNLESS NOTED OTHERWISE. JOINT GAP MUST BE ADJUSTED FOR TEMPERATURE AT THE TIME OF INSTALLATION. AS-BUILT GAP WIDTHS ARE SHOWN IN THE TABLE ON THIS SHEET FOR REFERENCE. CONTRACTOR MUST FIELD VERIFY DETAILS AND DIMENSIONS PRIOR TO ORDERING MATERIALS AND PROCEEDING WITH WORK. PIERS 4, 7, AND 10 MUST BE INSTALLED IN ACCORDANCE WITH THE JOINT GAPS SHOWN IN SECTION A-A ON SHEET SD122 WITHIN THE ROADWAY.
6. PIER 3 CONTRACTION JOINT CONCRETE REMOVAL TO BE REDUCED AT EXISTING DRAIN LOCATION. THIS CONTRACTION JOINT MUST EXTEND TO WITHIN 1'-0" OF THE EXISTING DRAIN LOCATION.
7. CONCRETE NAILS MUST MEET REQUIREMENTS OF ASTM F1667.
8. NEOPRENE SPONGE MUST MEET REQUIREMENTS OF ASTM D1056 GRADE 2C1.
9. WALKING SURFACES OF BENT PLATE MUST BE COATED WITH ANTI-SLIP COATING IN ACCORDANCE WITH 6-02.13.



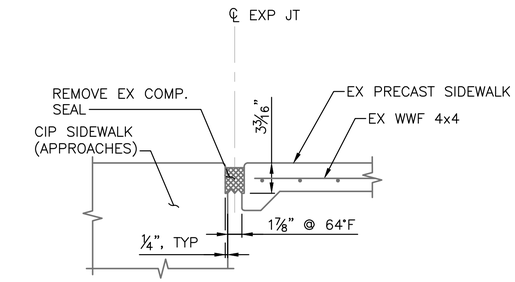
VIEW B-B

SCALE: 1-1/2" = 1'-0"



VIEW C-C

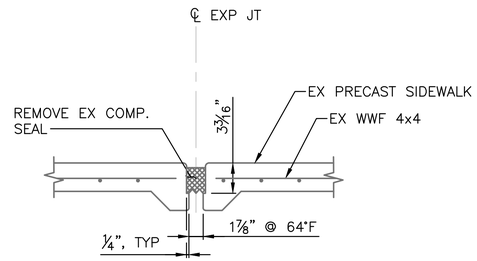
SCALE: 1-1/2" = 1'-0"



SIDEWALK/RAISED CURB SECTION E-E (EX CONDITION)

SCALE: 1-1/2" = 1'-0"

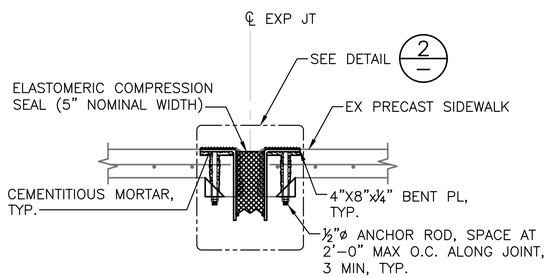
MAIN SPANS EXPANSION JOINT AT PIERS 1 & 13
PIER 1 SHOWN, PIER 13 SIMILAR



SIDEWALK/RAISED CURB SECTION E-E (EX CONDITION)

SCALE: 1-1/2" = 1'-0"

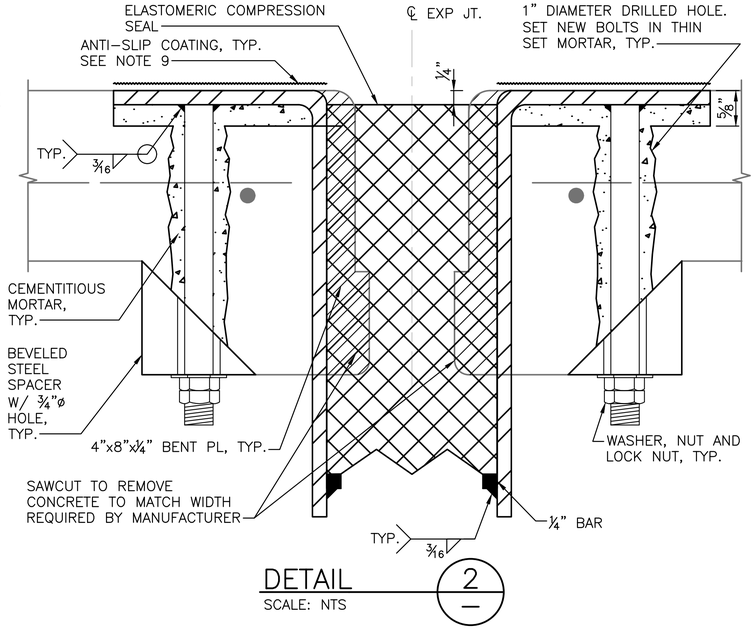
MAIN SPANS EXPANSION JOINT AT PIERS 4, 7, & 10



SIDEWALK/RAISED CURB SECTION E-E (PROPOSED CONDITION)

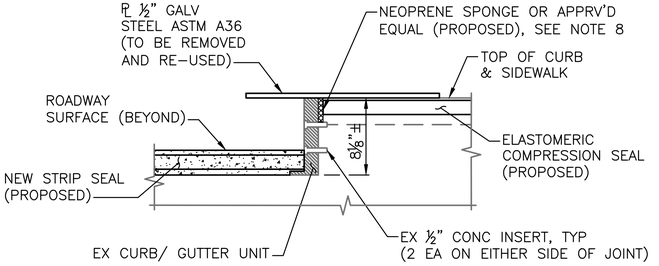
SCALE: 1-1/2" = 1'-0"

MAIN SPANS EXPANSION JOINT AT PIERS 4, 7, & 10
PIERS 1 & 13 SIMILAR. NO BENT PLATE REQUIRED AT CAST-IN-PLACE APPROACH



DETAIL 2/—

SCALE: NTS



SECTION D-D

SCALE: 1-1/2" = 1'-0"

CONCRETE OPENING AT COMPRESSION SEAL JOINTS

TEMPERATURE	PIERS 1, 4, 7, 10, & 13 SIDEWALK GAP WIDTH (NORMAL TO JOINT)	
	EXISTING	PROPOSED
40°F	2 1⅜16"	3 7/16"
64°F	2⅜"	3"
80°F	2⅛"	2 1/16"

ADDENDUM 2

MAIN SPAN – EXP JT DETAILS 1

		APPROVED FOR ADVERTISING FAS PURCHASING AND CONTRACTING DIRECTOR SEATTLE, WASHINGTON	INITIALS AND DATE: DESIGNED LA, CHECKED PTL; DRAWN MV, CHECKED PTL; REVIEWED: DES. CONST. SDOT PROJ. MGR.; RECEIVED; REVISED AS BUILT
HDR		BY: FAS PURCHASING AND CONTRACTING DIRECTOR	ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT MANUAL.

LEE ANDREW LEWIS — STATE OF WASHINGTON — 43571 — STRUCTURAL ENGINEER — PROFESSIONAL ENGINEER

Seattle Department of Transportation
ORDINANCE NO. PW NO. 2024-017
SCALE:

4TH AVE S OVER ARGO BRIDGE REPAIR

JOB PC TRG0007-U0 CO TRG0007
VPI # 782-331
SD121
SHEET 29 OF 32

MADE CHK'D REV'D
NATURE REVISIONS
DATE MARK
VAULT SERIAL NO.

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Jul-30-26 12:22pm