

**ZACHRY-MONTEREY**  
**REQUEST FOR INFORMATION**  
**ADDISON AIRPORT TUNNEL - JOB #9080.01**  
 MAY 18 1997  
 H.B.Z. # 111  
 RFI No. 111  
 Date 05/12/97

Subcontractor (if applicable): \_\_\_\_\_

Subject: Membrane Lining - Inspection of wire strands  
 Drw/Spec. No.: Special Spec 4103-3.1.D.  
 Reply Req'd By: D. Hubenk  
 Distribution List: Jim Roskie - Monterey  
 Job 9080.01 - 005

Problem: \_\_\_\_\_

The above referenced section requires "inspection of the shotcrete lining and bend all wire strands which provide so that they are parallel to the shotcrete surface and will not damage or puncture the synthetic membrane." Experience with this method is that it is theoretical but not practical. The rough and piercing texture of the fiber shotcrete does not provide adequate protection of the membrane liner.

Possible rework or extra work involved with this RFI? Y N  
 Delays in project execution involved with this RFI? Y N  
 Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: 0.5 Hrs  
 Surveying Crew: Hrs  
 Other: Hrs

Proposed Solution by Contractor By: \_\_\_\_\_ (Date: \_\_\_\_\_) (Reviewed By: \_\_\_\_\_)  
 We propose to overexcavate 2" to 4" to allow for placing an additional 1" of fibrous shotcrete. The additional excavation and concrete for the tunnel liner will be at no cost to the owner. The additional 1" of fibrous shotcrete will require approximately 255 CY @ \$235.00/CY = \$123,375.00.  
 Please request issuance of a change order for fibrous shotcrete for membrane protection.

Response by Construction Management: \_\_\_\_\_

Solution By: \_\_\_\_\_ (Date: \_\_\_\_\_) (Reviewed by: \_\_\_\_\_) (Date: \_\_\_\_\_)

**ZACHRY-MONTEREY**  
**REQUEST FOR INFORMATION**  
**ADDISON AIRPORT TUNNEL - JOB #9080.01**  
 H.B.Z. # 111B  
 RFI No. 111B  
 Date 05/20/97

Subcontractor (if applicable): \_\_\_\_\_

Subject: Membrane Lining - Inspection of wire strands  
 Drw/Spec. No.: Special Spec 4103-3.1.D.  
 Reply Req'd By: D. Hubenk  
 Distribution List: Jim Roskie - Monterey  
 Job 9080.01 - 005B

Problem: \_\_\_\_\_

The above referenced section requires "inspection of the shotcrete lining and bend all wire strands which provide so that they are parallel to the shotcrete surface and will not damage or puncture the synthetic membrane." Experience with this method is that it is theoretical but not practical. The rough and piercing texture of the fiber shotcrete does not provide adequate protection of the membrane liner.

Possible rework or extra work involved with this RFI? Y N  
 Delays in project execution involved with this RFI? Y N  
 Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: 0.5 Hrs  
 Surveying Crew: Hrs  
 Other: Hrs

Proposed Solution by Contractor By: \_\_\_\_\_ (Date: \_\_\_\_\_) (Reviewed By: \_\_\_\_\_)  
 We propose to overexcavate 2" to 4" to allow for placing an additional 1" of fibrous shotcrete. The additional excavation and concrete for the tunnel liner will be at no cost to the owner. The additional 1" of fibrous shotcrete will require approximately 255 CY @ \$235.00/CY = \$123,375.00.  
 Please request issuance of a change order for fibrous shotcrete for membrane protection.

Response by Construction Management: \_\_\_\_\_

Solution By: \_\_\_\_\_ (Date: \_\_\_\_\_) (Reviewed by: \_\_\_\_\_) (Date: \_\_\_\_\_)

**ZACHRY-MONTEREY**  
**REQUEST FOR INFORMATION**  
**ADDISON AIRPORT TUNNEL - JOB #9080.01**  
 H.B.Z. # 110  
 RFI No. 110  
 Date 05/12/97

Subcontractor (if applicable): \_\_\_\_\_

Subject: Membrane Lining - Rebar Reinforcement  
 Drw/Spec. No.: Special Spec 4103-3.1.L.  
 Reply Req'd By: D. Hubenk  
 Distribution List: Jim Roskie - Monterey  
 Job 9080.01 - 004

Problem: \_\_\_\_\_

The above referenced section specifies rebar reinforcement to be supported by the liner. Recent discussions with the manufacturer indicate this design is "not adequate to support the rebar reinforcement." This design has been implemented, without success, on other tunnel projects supplied by the manufacturer.

Possible rework or extra work involved with this RFI? Y N  
 Delays in project execution involved with this RFI? Y N  
 Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: 0.5 Hrs  
 Surveying Crew: Hrs  
 Other: Hrs

Proposed Solution by Contractor By: \_\_\_\_\_ (Date: \_\_\_\_\_) (Reviewed By: \_\_\_\_\_)  
 We recommend using epoxy rock anchors as shown in the attached drawing. This system has been implemented successfully on other tunnel projects and a similar system was utilized on the DART tunnel. There will be no cost to implement this rock anchor system. Please request issuance of a change order for the recommended system.

Response by Construction Management: \_\_\_\_\_

Solution By: \_\_\_\_\_ (Date: \_\_\_\_\_) (Reviewed by: \_\_\_\_\_) (Date: \_\_\_\_\_)

**H. B. ZACHRY COMPANY**  
**REQUEST FOR INFORMATION**  
**ADDISON AIRPORT TUNNEL**  
 RFI No. 109  
 Date 12-May-97

Subcontractor (if applicable): \_\_\_\_\_

Subject: Natural Gas Line Crossing @ Dooley Road  
 Drw/Spec. No.: As Supplied  
 Reply Req'd By: 15-May-97  
 Distribution List: Brown & Root  
 Remanance  
 Majed Linnam  
 Lons Star Gas

Problem: \_\_\_\_\_

There are no horizontal or vertical layouts for the proposed Lons Star Gas line that crosses our utilities at Dooley Rd. We need to explore the options as soon as possible.

Possible rework or extra work involved with this RFI? N  
 Delays in project execution involved with this RFI? N  
 Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: Hrs  
 Surveying Crew: Hrs  
 Other: Hrs

Proposed Solution by Contractor By: \_\_\_\_\_ (Date: 5/13/97) (Reviewed By: \_\_\_\_\_)  
 Attached are two alternatives:  
 1. H. B. Zachry believes this option would be safer and simpler because it requires a shallow ditch.  
 2. Requires a deep trench. This solution still is acceptable to H. B. Zachry Co.  
 Both options should allow for the construction of our utilities.

Response by Construction Management: \_\_\_\_\_

Solution By: \_\_\_\_\_ (Date: \_\_\_\_\_) (Reviewed by: \_\_\_\_\_) (Date: \_\_\_\_\_)

**H. B. ZACHRY COMPANY**  
**REQUEST FOR INFORMATION**  
**ADDISON AIRPORT TUNNEL**  
 RFI No. 108  
 Date 12-May-97

Subcontractor (if applicable): \_\_\_\_\_

Subject: Shaking & Relocation of Telephone Line @ Dooley Road  
 Drw/Spec. No.: C33  
 Reply Req'd By: 14-May-97  
 Distribution List: Majed Linnam  
 Thomas Kelley  
 Majed Linnam  
 Remanance

Problem: \_\_\_\_\_

No existing telephone line is shown on the western side of Dooley Road on sheet C33 (Existing Utilities). In actuality, a telephone line is located in that particular area of the project (Just off of existing west side curb). This RFI is to request that the line be relocated as soon as possible so that yard utilities construction can proceed without any further delays. This phone line was encountered on Saturday 5/10/97 by a Remanance crew, and we are currently waiting for any damage assessment by Southwestern Bell Telephone. Your prompt attention to this matter is greatly appreciated.

Possible rework or extra work involved with this RFI? Y N  
 Delays in project execution involved with this RFI? Y N  
 Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: Hrs  
 Surveying Crew: Hrs  
 Other: Hrs

Proposed Solution by Contractor By: \_\_\_\_\_ (Date: \_\_\_\_\_) (Reviewed By: \_\_\_\_\_)  
 Attached are two alternatives:  
 1. H. B. Zachry believes this option would be safer and simpler because it requires a shallow ditch.  
 2. Requires a deep trench. This solution still is acceptable to H. B. Zachry Co.  
 Both options should allow for the construction of our utilities.

Response by Construction Management: \_\_\_\_\_

Solution By: \_\_\_\_\_ (Date: \_\_\_\_\_) (Reviewed by: \_\_\_\_\_) (Date: \_\_\_\_\_)

**H. B. ZACHRY COMPANY**  
**REQUEST FOR INFORMATION**  
**ADDISON AIRPORT TUNNEL**  
 RFI No. 107  
 Date 05/12/97

Subcontractor (if applicable): \_\_\_\_\_

Subject: Utility Locations at Keller-Springs Rd (West Side)  
 Drw/Spec. No.: Attached  
 Reply Req'd By: 05/14/97  
 Distribution List: Bill Leach  
 Majed Linnam  
 Job File

Problem: \_\_\_\_\_

The narrow easement along the north side of Keller-Springs Road (W) does not allow room for placement of all utilities (third party & contract) according to plans. The NW remaining wall footings fall very close to the proposed water line location in some areas.

Possible rework or extra work involved with this RFI? Y N  
 Delays in project execution involved with this RFI? Y N  
 Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: 3 Hrs  
 Surveying Crew: 2 Hrs  
 Other: Hrs

Proposed Solution by Contractor By: \_\_\_\_\_ (Date: 05/12/97) (Reviewed By: \_\_\_\_\_)  
 In the area adjacent to the parking lot, we propose to locate the T.U. electric poles approximately 1 foot from the back of the parking lot curb. As per the attached drawings, we also propose to move the gas and water lines closer to the curb to avoid the footings. We will remain in the original utility locations (see RFI 103) in the area once space allows.

Response by Construction Management: \_\_\_\_\_

Solution By: \_\_\_\_\_ (Date: \_\_\_\_\_) (Reviewed by: \_\_\_\_\_) (Date: \_\_\_\_\_)

**ZACHRY-MONTEREY**  
**REQUEST FOR INFORMATION**  
**ADDISON AIRPORT TUNNEL - JOB #9080.01**  
 H.B.Z. # 106  
 RFI No. 106  
 Date 05/06/97

Subcontractor (if applicable): \_\_\_\_\_

Subject: Shotcrete Strength  
 Drw/Spec. No.: Special Spec 4102-1.1.C.1.  
 Reply Req'd By: D. Hubenk  
 Distribution List: Jim Roskie - Monterey  
 Job 9080.01 - 003

Problem: \_\_\_\_\_

The above referenced section specifies a design strength for the shotcrete of 3,500 psi. Section 1.2.D.7.1.1. and Section 1.2.D.7.1.1. and Section 3.1.A.8.a. reference 28 day strength of 4,000 psi. Please advise.

Possible rework or extra work involved with this RFI? Y N  
 Delays in project execution involved with this RFI? Y N  
 Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: 0.25 Hrs  
 Surveying Crew: Hrs  
 Other: Hrs

Proposed Solution by Contractor By: \_\_\_\_\_ (Date: \_\_\_\_\_) (Reviewed By: \_\_\_\_\_)  
 Under section 1.2.D.7.1.1. there is a remark which states the 28 day strength differs from the design strength due to more favorable conditions under preconstruction testing. This coupled with section 1.1.C. tells me that the design strength is as stated in the special specification of 4102 at 3,500 psi and the 28 day strength is 4,000 psi.

Response by Construction Management: \_\_\_\_\_

Solution By: \_\_\_\_\_ (Date: \_\_\_\_\_) (Reviewed by: \_\_\_\_\_) (Date: \_\_\_\_\_)

**ZACHRY-MONTEREY**  
**REQUEST FOR INFORMATION**  
**ADDISON AIRPORT TUNNEL - JOB #9080**  
 H.B.Z. # 105  
 RFI No. 105  
 Date 05/06/97

Subcontractor (if applicable): \_\_\_\_\_

Subject: Instrumentation  
 Drw/Spec. No.: Special Spec 4104-2.10.A.  
 Reply Req'd By: D. Hubenk  
 Distribution List: Jim Roskie - Monterey  
 Job 9080.01 - 002

Problem: \_\_\_\_\_

The above referenced section specifies to provide roof leveling pins in the crown of the tunnel. The pin shall be equipped with a built-in or cross hair target suitable for measuring changes in elevation of the target either optically or with a laser leveling instrument. The target and instrument shall be capable of indicating deflections at the crown of the tunnel within a tolerance of +/- 0.005 inch. Should this read +/- 0.005 feet? Please advise.

Possible rework or extra work involved with this RFI? Y N  
 Delays in project execution involved with this RFI? Y N  
 Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: 0.25 Hrs  
 Surveying Crew: Hrs  
 Other: Hrs

Proposed Solution by Contractor By: \_\_\_\_\_ (Date: \_\_\_\_\_) (Reviewed By: \_\_\_\_\_)  
 CONSTRUCTION STIPEND BE 76,000.00  
 [Signature]

Response by Construction Management: \_\_\_\_\_

Solution By: \_\_\_\_\_ (Date: \_\_\_\_\_) (Reviewed by: \_\_\_\_\_) (Date: \_\_\_\_\_)

**ZACHRY-MONTEREY**  
**REQUEST FOR INFORMATION**  
**ADDISON AIRPORT TUNNEL - JOB #9080.01**  
 H.B.Z. # 104  
 RFI No. 104  
 Date 05/06/97

Subcontractor (if applicable): \_\_\_\_\_

Subject: Tunnel Shotcrete Test Specimen  
 Drw/Spec. No.: Special Spec 4102-3.1.A.1.  
 Reply Req'd By: D. Hubenk  
 Distribution List: Jim Roskie - Monterey  
 Job 9080.01 - 001

Problem: \_\_\_\_\_

The above referenced section specifies to furnish three-inch diameter core test specimens with minimum length of six inches. It is assumed that the core sample in the Type I tunnel will consist of a core that is three inches of shotcrete and three inches of rock since the Type I tunnel requires three inches of shotcrete. Please advise.

Possible rework or extra work involved with this RFI? Y N  
 Delays in project execution involved with this RFI? Y N  
 Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: 0.25 Hrs  
 Surveying Crew: Hrs  
 Other: Hrs

Proposed Solution by Contractor By: \_\_\_\_\_ (Date: \_\_\_\_\_) (Reviewed By: \_\_\_\_\_)  
 [Signature]

Response by Construction Management: \_\_\_\_\_

Solution By: \_\_\_\_\_ (Date: \_\_\_\_\_) (Reviewed by: \_\_\_\_\_) (Date: \_\_\_\_\_)

**H. B. ZACHRY COMPANY**  
**REQUEST FOR INFORMATION**  
**ADDISON AIRPORT TUNNEL**  
 RFI No. 103  
 Date 6/12/97

Subcontractor (if applicable): \_\_\_\_\_

Subject: Location of Gas Line, Water Line, and Radial  
 Drw/Spec. No.: None  
 Reply Req'd By: 5/17/97 / MSEP  
 Distribution List: Jim Gardner  
 Lons Star Gas  
 TV Survey

Problem: \_\_\_\_\_

Indicate location of the gas line, water line, and radial line as surveyed by H.B.Z. by Brown & Root.

The Electric line is all easement line. Gas line is all easement line. Water line is all easement line.

All these lines are located on the west side, north of rd of Keller Springs adjacent to Business Parking lot.

Possible rework or extra work involved with this RFI? Y N  
 Delays in project execution involved with this RFI? Y N  
 Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: Hrs  
 Surveying Crew: Hrs  
 Other: Hrs

Proposed Solution by Contractor By: \_\_\_\_\_ (Date: \_\_\_\_\_) (Reviewed By: \_\_\_\_\_)

Response by Construction Management: \_\_\_\_\_

Solution By: \_\_\_\_\_ (Date: \_\_\_\_\_) (Reviewed by: \_\_\_\_\_) (Date: \_\_\_\_\_)

**H. B. ZACHRY COMPANY**  
**REQUEST FOR INFORMATION**  
**ADDISON AIRPORT TUNNEL**  
 RFI No. 102  
 Date 4/21/97

Subcontractor (if applicable): \_\_\_\_\_

Subject: Roadway planing profile error  
 Drw/Spec. No.: 6.19  
 Reply Req'd By: 5/5/97  
 Distribution List: J.D. Martin  
 Ross Hovorka  
 Majed Linnam

Problem: \_\_\_\_\_

Please look at attached memo for discrepancy notice.

The profile information on sheets C-19 and C-20 is incorrect. The slope from PVI station 5+50 to PVI station 11+25 calculates 6.1133, not 6.6611 as shown on the drawings. We need to bring this to the owners attention so that these two sheets can be revised.

Thanks,  
 Jerry

Possible rework or extra work involved with this RFI? Y N  
 Delays in project execution involved with this RFI? Y N  
 Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: Hrs  
 Surveying Crew: Hrs  
 Other: Hrs

Proposed Solution by Contractor By: \_\_\_\_\_ (Date: \_\_\_\_\_) (Reviewed By: \_\_\_\_\_)

Response by Construction Management: \_\_\_\_\_

Solution By: \_\_\_\_\_ (Date: \_\_\_\_\_) (Reviewed by: \_\_\_\_\_) (Date: \_\_\_\_\_)

**H. B. ZACHRY COMPANY**  
**REQUEST FOR INFORMATION**  
**ADDISON AIRPORT TUNNEL**  
 RFI No. 101  
 Date 04/21/97

Subcontractor (if applicable): \_\_\_\_\_

Subject: Payment Process/Deadlines  
 Drw/Spec. No.: Item 9, Measurement and Payment  
 Reply Req'd By: 05/02/97  
 Distribution List: Tommy Kelly  
 Bobby Kemp  
 Pete Davis

Problem: \_\_\_\_\_

The payment process/schedule is not clearly defined. Monthly estimate closing has been established to be the last Saturday of each month but, the process that follows this closing has not been formulated and accepted by all involved parties. Additionally, the method of payment to H.B. Zachry Company from the Texas Turnpike Authority has not been established.

Possible rework or extra work involved with this RFI? Y N  
 Delays in project execution involved with this RFI? Y N  
 Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: Hrs  
 Surveying Crew: Hrs  
 Other: Hrs

Proposed Solution by Contractor By: \_\_\_\_\_ (Date: 04/21/97) (Reviewed By: \_\_\_\_\_)  
 This Proposal suggests that after the closing day of each month, H.B. Zachry representatives and Brown & Root representatives will review the monthly estimate and submit for payment to the Texas Turnpike Authority by Friday of the next week. The Texas Turnpike Authority will then have 15 days to pay H.B. Zachry Company for the work completed and submitted in the monthly estimate. The preferred method of payment to H. B. Zachry Company is a direct deposit transaction which can be set up upon approval of this RFI.

Response by Construction Management: \_\_\_\_\_

Solution By: \_\_\_\_\_ (Date: \_\_\_\_\_) (Reviewed by: \_\_\_\_\_) (Date: \_\_\_\_\_)

Missing  
 RFI # 24

**FINAL RECORD  
 DRAWING**  
 Date: 12/25/99

NO.	REVISION	BY	DATE
NORTH TEXAS TOLLWAY AUTHORITY ADDISON AIRPORT TUNNEL			
RFI# 101 - 111			
DRAWN _____	DATE _____	DESIGNED _____	DATE _____
CHECKED _____	DATE _____	SCALE _____	DATE _____
CONTRACT NO. DNT-260		SHEET _____ OF _____	