

ZACHRY-MONTEREY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL - JOB #9080.01 RFI# 140

Subcontractor (if applicable): **Zachry Monterey** Originator: **Majed Limam** Date: **08/24/97**

Subject: **Bore for Bleiscend Conduit on Addition Road** Reply Req'd By: **08/26/97**

Drawings: **Sheet C25 of 166** Distribution List: **Jim Gardiner - Monterey Job 9080.01 - 014**

Problem: **Sheet C25 of 166 indicates boring 2 1/4" x 4' exists in Addition Road. The existing pull box on the southeast corner is located in Addition Road. Please advise us on the actual location of this bore so that we can make arrangements for bore pits and receiving pits.**

Response by Construction Management: **The exact location of the boring is not shown on the drawings. The boring is located in Addition Road. The boring is located in Addition Road. The boring is located in Addition Road.**

ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL RFI# 139

Subcontractor (if applicable): **Zachry Monterey** Originator: **Majed Limam** Date: **08/24/97**

Subject: **Rock bolts on NW wall** Reply Req'd By: **08/26/97**

Drawings: **Sheet C25 of 166** Distribution List: **Jim Gardiner - Monterey Job 9080.01 - 014**

Problem: **On sheet C25, Detail 1, there is a 6" diameter barbed rebar bolt. The bolt is located in the NW wall. The bolt is located in the NW wall. The bolt is located in the NW wall.**

Response by Construction Management: **The bolt is located in the NW wall. The bolt is located in the NW wall. The bolt is located in the NW wall.**

ZACHRY-MONTEREY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL - JOB #9080.01 RFI# 138

Subcontractor (if applicable): **Zachry Monterey** Originator: **Majed Limam** Date: **08/24/97**

Subject: **Type 2 Extensometers** Reply Req'd By: **08/26/97**

Drawings: **Sheet C25 of 166** Distribution List: **Jim Gardiner - Monterey Job 9080.01 - 013**

Problem: **Type 2 extensometers in the Type 2 excavation cannot be installed as required in the specification. Within 24 hours after excavation has exposed the individual reference point location. The staggered sequencing of Type 2 excavation. Each location in the Type 2 excavation will be exposed for more than 24 hours before the eye bolts can be embedded and the grout can set which contradicts the specification of taking an initial reading within 24 hours. Any subsequent setts will be meaningless without a proper initial reading.**

Response by Construction Management: **The extensometers will be installed in the Type 2 excavation. The extensometers will be installed in the Type 2 excavation. The extensometers will be installed in the Type 2 excavation.**

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL RFI# 139B

Subcontractor (if applicable): **Zachry Monterey** Originator: **Majed Limam** Date: **07-Aug-97**

Subject: **Rock bolts on PW walls** Reply Req'd By: **26-Aug-97**

Drawings: **Sheet C25 of 166** Distribution List: **Jim Gardiner - Monterey Job 9080.01 - 013**

Problem: **RFI 139B requested the barbed diameter, whether the 6" on the plan or the 1 1/2" diameter needed for the approved rock bolt/nut/washer combination would be used. The RFI also asked if the rock bolts are to be post-tensioned or are simply drilled. Sheet 384 of the plan shows a plate to be positioned 1/2" off the excavated rock face for embedment within the closure pour. Tensioning of the anchor would require the plate to be directly against the face of rock.**

Response by Construction Management: **The rock bolts will be post-tensioned. The rock bolts will be post-tensioned. The rock bolts will be post-tensioned.**

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL RFI# 137

Subcontractor (if applicable): **Zachry Monterey** Originator: **Majed Limam** Date: **01-Aug-97**

Subject: **Completion of East Portal RW before Type II excav.** Reply Req'd By: **08-Aug-97**

Drawings: **Sheet C25 of 166** Distribution List: **Jim Gardiner - Monterey Job 9080.01 - 013**

Problem: **At Station 2625, it is required that the East Portal Retaining Wall be completed and backfilled before the Type II excavation and support begins. We would like for our tunneling operation to begin without delay, and feel that the completion construction of the wall as required is not necessary to begin tunneling.**

Response by Construction Management: **The retaining wall will be completed and backfilled before the Type II excavation. The retaining wall will be completed and backfilled before the Type II excavation. The retaining wall will be completed and backfilled before the Type II excavation.**

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL RFI# 136

Subcontractor (if applicable): **Zachry Monterey** Originator: **Majed Limam** Date: **11-Jul-97**

Subject: **Building irrigation system not shown in drawings** Reply Req'd By: **11-Jul-97**

Drawings: **Sheet C25 of 166** Distribution List: **Jim Gardiner - Monterey Job 9080.01 - 013**

Problem: **Location system for 4000 gpm well adjacent to building on the east side of the intersection of Dobby Road and Keller Springs has been removed by Renaissance pipe crew. The crew had to remove the irrigation system in order to build the storm sewer line A, and Sanitary line B. The system is located inside of the basement area, and some even inside the RCW line. It is not shown anywhere in the plans and has never been relocated before the start of construction.**

Response by Construction Management: **The irrigation system will be relocated. The irrigation system will be relocated. The irrigation system will be relocated.**

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL RFI# 135

Subcontractor (if applicable): **Zachry Monterey** Originator: **Majed Limam** Date: **07/19/97**

Subject: **Machete location on sanitary line C, intersects with slope** Reply Req'd By: **ASAP**

Drawings: **Sheet C13 of 166** Distribution List: **Jim Gardiner - Monterey Job 9080.01 - 011**

Problem: **Sheet C13 calls for the 4" top soil sand/grading slope to be at a 3 to 1 slope. The bottom of the slope starts 2' from the edge of the type A wall, the top of the slope is at 3' from the RCW line. The bottom of the slope starts 2' from the edge of the type A wall, the top of the slope is at 3' from the RCW line. The bottom of the slope starts 2' from the edge of the type A wall, the top of the slope is at 3' from the RCW line.**

Response by Construction Management: **The slope will be maintained at a 3 to 1 slope. The slope will be maintained at a 3 to 1 slope. The slope will be maintained at a 3 to 1 slope.**

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL RFI# 134

Subcontractor (if applicable): **Zachry Monterey** Originator: **Majed Limam** Date: **07/19/97**

Subject: **Three geotechnical instruments on the wall of footing center** Reply Req'd By: **ASAP**

Drawings: **Sheet C13 of 166** Distribution List: **Jim Gardiner - Monterey Job 9080.01 - 011**

Problem: **Instrument 15, SRP, and 16 were installed as shown on the contract drawings. Please look at attached drawing showing the interference between the east portal retaining wall footing and the instruments. The worst case instrument is with 16 located at 16.25' 15' right of CL of Tunnel. 15 is right at the edge of the footing. Existing ground elevation at this location is around 636.7' 15 and SRP are also close to the footing (4.7' respectively). The bottom elevation of the footing is at 629.22. This will generate a 7 to 8 ft excavation to build the footing. Slopes will be required on the excavation due to the nature of the ground at that location. The two instruments will interfere with the sloping and excavation of the footing. Please advise.**

Response by Construction Management: **The instruments will be relocated. The instruments will be relocated. The instruments will be relocated.**

REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL - JOB #9080.01 RFI# 133

Subcontractor (if applicable): **Zachry Monterey** Originator: **Majed Limam** Date: **07/20/97**

Subject: **Rock Bolt Pattern on the S.E. Wall** Reply Req'd By: **08/01/97**

Drawings: **Sheet C13 of 166** Distribution List: **Jim Gardiner - Monterey Job 9080.01 - 012**

Problem: **Plan sheet T130 of 166 show the bottom rock bolt as being three feet (3') above the excavation line for the asphalt shoulder. It is not clear whether the pattern should be parallel to the shoulder excavation line or parallel to the unreinforced Austin Chalk line. The Austin Chalk line parallels the above gutter line.**

Response by Construction Management: **The rock bolt pattern will be parallel to the shoulder excavation line. The rock bolt pattern will be parallel to the shoulder excavation line. The rock bolt pattern will be parallel to the shoulder excavation line.**

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL RFI# 132

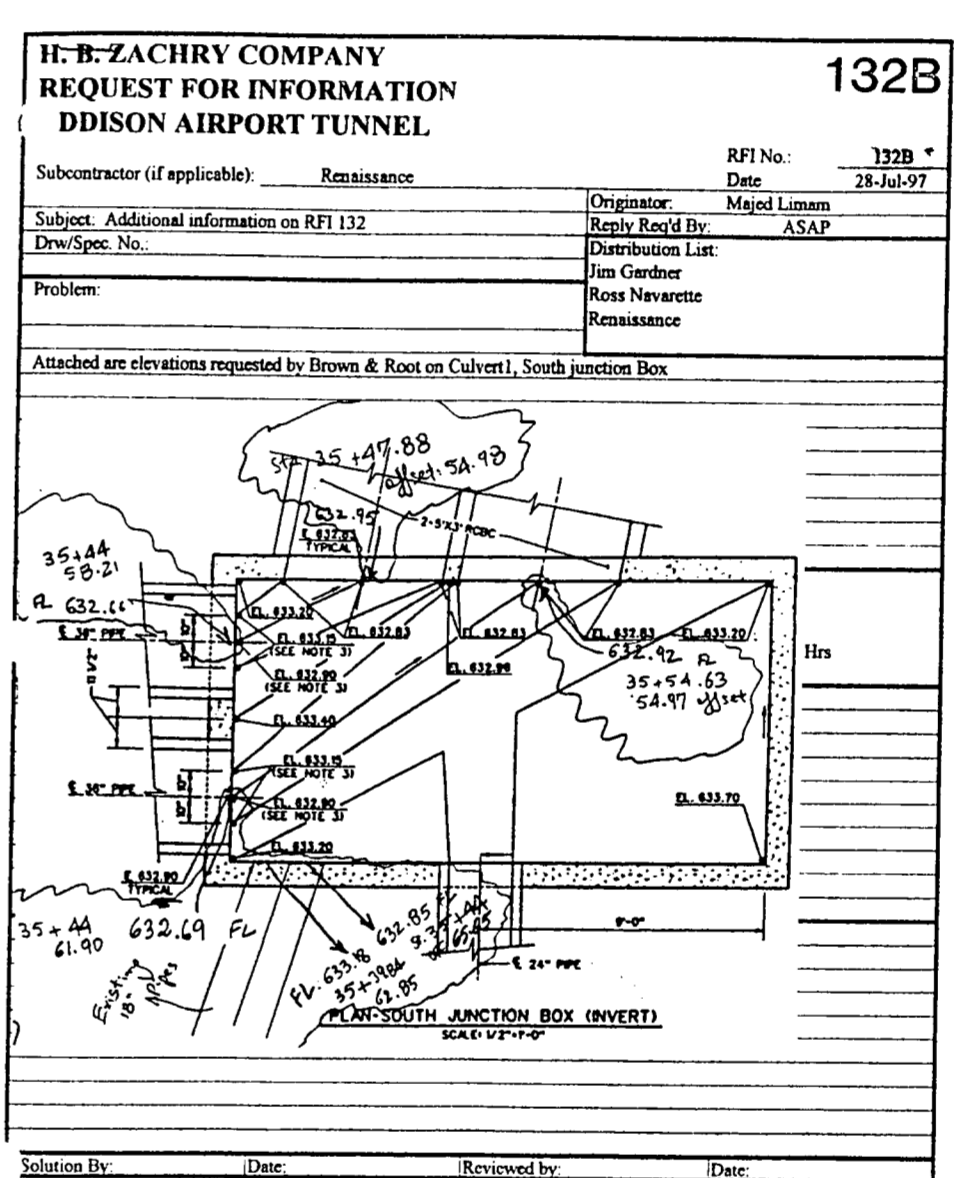
Subcontractor (if applicable): **Zachry Monterey** Originator: **Majed Limam** Date: **24-Jul-97**

Subject: **Two 18" existing storm drains not shown in the Contract Drawings** Reply Req'd By: **ASAP**

Drawings: **Sheet C13 of 166** Distribution List: **Jim Gardiner - Monterey Job 9080.01 - 011**

Problem: **Two 18" existing storm drains not shown in the Contract Drawings. One line appears to drain the area over the drainage and the other drains the parking lot area on the project. Please locate any manholes existing on these 2 lines of 18" RCP storm sewer within the trench and of Culvert. 1. Number of the lines of pipe is shown on the Contract Drawings. One line appears to drain the area over the drainage and the other drains the parking lot area on the project. Please locate any manholes existing on these 2 lines of 18" RCP storm sewer within the trench and of Culvert.**

Response by Construction Management: **The storm drains will be located. The storm drains will be located. The storm drains will be located.**



ZACHRY-MONTEREY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL - JOB #9080.01 RFI# 131

Subcontractor (if applicable): **Zachry Monterey** Originator: **Majed Limam** Date: **07/21/97**

Subject: **Drain Material for S.E. Wall Shortcuts** Reply Req'd By: **07/21/97**

Drawings: **Sheet T130 of 166** Distribution List: **Jim Gardiner - Monterey Job 9080.01 - 011**

Problem: **The above referenced drawing does not address drainage between the structure and excavated wall. We anticipate water will be trapped between the wall and the structure without an escape route. Please advise us on whether or not precautions are required.**

Response by Construction Management: **The drainage material will be installed. The drainage material will be installed. The drainage material will be installed.**

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL RFI# 130

Subcontractor (if applicable): **Zachry Monterey** Originator: **Majed Limam** Date: **7/10/97**

Subject: **Concrete cure time for cap beam on DS type RW** Reply Req'd By: **ASAP**

Drawings: **Sheet C13 of 166** Distribution List: **Jim Gardiner - Monterey Job 9080.01 - 011**

Problem: **Note 12 on sheet 384 states that the concrete cure for the cap beam must be a minimum of 14 days before commencing excavation. The concrete cure time for the cap beam must be a minimum of 14 days before commencing excavation. The concrete cure time for the cap beam must be a minimum of 14 days before commencing excavation.**

Response by Construction Management: **The concrete cure time will be 14 days. The concrete cure time will be 14 days. The concrete cure time will be 14 days.**

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL RFI# 129

Subcontractor (if applicable): **Zachry Monterey** Originator: **Majed Limam** Date: **7/10/97**

Subject: **POWER POLE/REINFORCING WALL EXCAV. CONFLICT** Reply Req'd By: **ASAP**

Drawings: **Sheet C13 of 166** Distribution List: **Jim Gardiner - Monterey Job 9080.01 - 011**

Problem: **TWO OF THE POWER POLES RECENTLY INSTALLED ALONG THE TEMPORARY EASEMENT FOR SUPPLYING ELECTRICITY TO THE HANGARS HAVE BEEN FOUND TO BE VERY CLOSE TO THE PROPOSED FOOTINGS FOR THE N.E. RETAINING WALLS. THE ATTACHED DRAWING SHOWS THAT AT LEAST ONE OF THE POLES IS ONLY 4 FT. FROM THE EDGE OF A FOOTING THAT IS 9 FT. DEEP. THE POWER COMPANY WAS ASKED TO INSTALL THE POLES AS FAR AS POSSIBLE FROM THE EXCAVATION BUT WE WERE INFORMED THAT IT IS UNSAFE TO ALLOW ANY POWER WIRES TO PASS DIRECTLY OVER ANY HANGARS.**

Response by Construction Management: **The power poles will be relocated. The power poles will be relocated. The power poles will be relocated.**

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL RFI# 129B

Subcontractor (if applicable): **Zachry Monterey** Originator: **Majed Limam** Date: **7/10/97**

Subject: **Additional information on RFI 129** Reply Req'd By: **ASAP**

Drawings: **Sheet C13 of 166** Distribution List: **Jim Gardiner - Monterey Job 9080.01 - 011**

Problem: **Retaining wall excavation, power pole location conflict. Attached is additional information requested by Brenna & Rose. Attached are dimensions, locations, for three power poles on the east side by the hangars.**

Response by Construction Management: **The power poles will be relocated. The power poles will be relocated. The power poles will be relocated.**

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL RFI# 128

Subcontractor (if applicable): **Zachry Monterey** Originator: **Majed Limam** Date: **7/10/97**

Subject: **Traffic Plan & Culvert Installation @ Keller Springs & Addition** Reply Req'd By: **ASAP**

Drawings: **Sheet C13 of 166** Distribution List: **Jim Gardiner - Monterey Job 9080.01 - 011**

Problem: **1. The traffic plan calls for traffic barrier where barrels could be used. 2. The suggested construction sequence calls for the box culvert to be built across Keller Springs in two phases. This could be done in one phase with better results. The pipe culvert that crosses further to the west on Keller Springs is built during one phase.**

Response by Construction Management: **The traffic plan will be revised. The traffic plan will be revised. The traffic plan will be revised.**

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL RFI# 127

Subcontractor (if applicable): **Zachry Monterey** Originator: **Majed Limam** Date: **08-Jul-97**

Subject: **Conflict between 60" storm sewer B and existing 8" sanitary** Reply Req'd By: **ASAP**

Drawings: **Sheet C13 of 166** Distribution List: **Jim Gardiner - Monterey Job 9080.01 - 011**

Problem: **Pipe crew encountered existing sanitary sewer (8") conflicting with the 60" storm sewer line B. As shown on the two pictures attached, the 8" sanitary is crossing the 60" and protrudes in the way of the connection between the existing 60" and line B. The flow line of line B at the location shown on the picture (about 27' from the sanitary) is 621.61'. At the connection area, the flow line of the 60" old RCP is 620.97'. The top elevation of the sanitary at the intersection with line B alignment is 622.07'. Line B will have to go up (counter the flow) by 0.99' in order to avoid the sanitary sewer.**

Response by Construction Management: **The sanitary sewer will be relocated. The sanitary sewer will be relocated. The sanitary sewer will be relocated.**

