	REQUEST FOR INFORMATION					
	ADDISON AIRPORT TUNNEL - JOB #9080.01 ADDISON AIRPORT TUNNEL - JOB #9080.01 RFI No.: 20 OSCILORS					•
•	Subcontractor (if applicable). Originator: D. Hubenak Reply Regid By: 04/03/98					
	Distribution List					
		TOTAL COMMENT		H. B. ZACHRY COMPANY REQUEST FOR INFORMATION 168A	H. B. ZACHRY COMPANY REQUEST FOR INFORMATION 167	H. B. ZACHRY COMPANY REQUEST FOR INFORMATION RECEIVED 166
			DISON AIRPORT TUNNEL MAR 2 6 1998 RFI No.: 168	ADDISON AIRPORT TUNNEL	ADDISON AIRPORT TUNNEL	ADDISON AIRPORT TUNNEL MAR 1 3 1998
	Subcontra	actor (in application). Tetrinassance	ontractor (if applicable): NA Brown & Root, Inc. Date 25-Mar-98	Subcontractor (if applicable): Date 16-Apr-98 Originator: Wayne Crabtree	Subcontractor (if applicable): Zachry/Monterey	Subcontractor (if applicable): J. L. Steel Brown & Root, Inc. RFI No.: 166 Date 28-Feb-98 Originator: Majed Limam
	Describle country or extra work involved with this RF1?	D- //	ct: Existing Parking Lot Drainage after Driveway Built Reply Req'd By: ASAP Spec. No.: C27 Distribution List:	Subject: Existing Parking Lot Drainage After Roadway & Drive Built Reply Req'd By: ASAP Drw/Spec. No.: C27 Distribution List:	Subject: Security Feace @ Airport Taxiway by Fault Reply Reg'd By: ASAP Drw/Spec. No.: NA Distribution List:	Subject: Roadway Pavement Curb Design Reply Reg'd By: ASAP Drw/Spec. No.: Sheet Standard Drawing # 11 Distribution List:
	Delays in project execution involved with this RFI? Delays in project execution involved with this RFI? Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: Surveying Crew: Hrs Development	Distribution List: Bill Leech Majed Limam Problem	Jim Gardner em: Ross Navarette	Problem: Ross Navarette	Jim Gardner Problem: Wayne Crabtree	Jim Gardner Problem: Wayne Crabtree
	Other: Hrs Problem: Date: Reviewed By: To tie into	the existing 20" water main beneath Addison with proposed line W-4, will require extensive traffic	Majed Limam	Majed Limam		Attached is a roadway pavement curb design that was handed over to H. B. Zachry by Brown & Root's resident engineer. We could not find any reference to the keyway shown in this drawing in the plans. We bring to your attention that
• 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Install a TXDOT T-501 rail modified to the height of the walkway shown on the plans. Backfill with gravel control and control	d Addison Rd. to excavate a receiving pit. The bore would then extend beyond the existing 20" pipe, that o	oo of the existing concrete parking lot area right of CL sta. 34+25 to sta. 35+90 was done. We have discovered once the construction of the new driveway and the doweled curb are completed, this area would not drain as the	The drainage of the parking lot right of CL sta. 34+25 to sta. 34+75 is now blocked by the newly constructed Keller Springs pavement and the new driveway. The water now builds up in the parking lot and the adjoining airport paved area to the west then either drains to headwall of culv. "A-2" or the recently constructed inlet on the north side of the	Due to the fault failure, H. B. Zachry Co. had to remove a portion of the security chain link fence and relocate the storm water drainage ditch further to the north. H. B. Zachry placed a safety fence inside the ditch, supported by	sheet # SD11 shows a doweled curb design for this project. That particular drawing does not show the requested keyway. It is also important to note that some of the paving has already been done according to what is shown on sheet#SD1
	should provide shear protection. should provide shear protection in the T-501 rail and the sidewalk, we propose to eliminate the steel connect from	om the east. See attached sketch. While requiring a few more fittings and some different trench is would create much less traffic disturbance. By boring the pipe from the corner at an 'angle' the	indicate. Please see attached drawing.	parking lot. Ref. RFI #168	steel posts. The fence had to be lowered at the sirport's management request. It transpired from the Project Progress Meeting of the 3/18/98 that the Addison Airport Management is requesting	In case NTTA desires the attached curb design with the keyway, please provide a method of construction. Be advised that H. B. Zachry would consider this an "extra work" to the contract.
	receiving p	by boring from the intersection, this shouldn't affect trees along west side of Addison Rd. Bore			for the fence to be supported by flexible plastic post with lights. A flexible plastic pipe may not support a safety fence. Please explain & clarify. Before proceeding, Zachry needs to know the exact details about the procedures to be followed when working close to the Taxiway, and the exact location and type of fencing and protection needed.	
	Response by Construction Management: MER (Lacuse) - T. Acrost	ould increase somewhat.			Totalowed which working those to the Factoway, and the tract rocation and type of rectang that proceeds account	Possible rework or extra work involved with this RFI?
	Brin - INAV	Delays	le rework or extra work involved with this RFI? in project execution involved with this RFI? N	Ossible rework or extra work involved with this RFI? Oclays in project execution involved with this RFI? Y N	Possible rework or extra work involved with this RFI? Delays in project execution involved with this RFI? Y	Delays in project execution involved with this RFI? Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: 1 Hrs
	1998 (ATTACHES) TO TOMAY (ALLEY OF THE PARTY	roject execution involved with this RFI? N y	ste of time spent evaluating, finding alternate solution to RFI? Engineering: 2 Hrs Surveying Crew: 7 Hrs Other: Hrs	Stimate of time spent evaluating, finding alternate solution to RFI? Engineering: Hrs Surveying Crew: Hrs Other: Hrs	Estimate of time spent evaluating, finding alternate solution to RF1? Engineering: Hrs Surveying Crew: Hrs	Surveying Crew: Hrs Other: Hrs
		Surveying Crew: 2 Hr	Date Reviewed By:	roposed Solution by Contractor By: One solution is to build a drop inlet 84' right of CL sta. 34+37 with a top elevation of 636.23, connected to culv. "A-2"	Proposed Solution by Contractor By: Date: Reviewed By:	Proposed Solution by Contractor By: Date: Date: Reviewed By: OATE 3-/3 DOC NO 94 Solution Reviewed By:
	This DEL concerned H.B. Zachry's request		into culvert 2.	with RCP.	In response to H. B. Zachry's RFI-167 dated 18 March 1998, Brown & Root recommends the following course of action to resolve the conflicting airport and construction safety	00 00 00 00 00 00 00 00 00 00 00 00 00
	for a change in the concept of the walkway aleas of the following acceptable to HDR, however, the final design will have to address the following All agreed a	DR, etc. A meeting was already held with Town Addison the morning of 3/27/98 to discuss this option. at meeting that joints must be restrained-joints, thrust blocks must poured, sanitary sewer clearance must			issues:	
	Add extra #5 stirrup, as shown in red on Exhibit No. "A," every 12 inches. Mike Barbe	and street and water pipe clearance maintained with the bored pipe. This information was relayed to and agreed upon.			a. Place the temporary security fence in the drainage ditch, which is above the rock slide area. b. Substitute the current No. 6 reinforcing bars supporting the orange safety fabric	PR 7-701 Phase 100-0-100 Date ACS 0368 To near serior or wall Thanks
	Reinforced sidewalk to be 4 inches thick, precast in approximately 5' sections. Design sidewalk and its supports for a live load of 150 pounds per square foot. Where manhole frames/covers are noted, cast manhole frame into precast sections	,		V. Santa V.	with 2-inch diameter PVC pipe.	Response by Construction Management:
	Where manhole frames/covers are noted, cast mainted was and centered as shown on Exhibit *A.*		NOR - MEO LATE 3.21 LATE 3.21 DOC NO. 1943	Response by Construction Management: HDR - ACREM Byt - MPUT	stanchion, at a point that is closest to Taxiway Tango. Keep the fahricuits supports and the light at the lowest practical safety height.	BTR - ACTUM Curt is to be installed Menelithing Charge given is HOT - INFO per misseen to plan Menelithin and after Concate 15 set upon the Keyway - Option - Pour Curt Healthin.
	Α	by Construction Management:	TIGHT TO THE TIME	COSS CONCET DEAP WHAT LATE 36 LIGHT A-Z WITH 18" PCP CUIII	e. Place a sign on the airport side stating "Do Not Cross over Security Fence". This recommendation should resolve Addison Airport of Texas, Inc. – ATTI's concern, i.e.,	No option is Allowed by project plans- Cuch ou sheet 2011 is for devolled on Cush - Not Mapo Cush.
	Develop revised details for walkway ladder recess and tunner handrali attendings. A00154 A001554	Tagut Soc 7/1797 /2/		PRE. TOP OF HUNT IS SHOWN AS 636.23 FROM TITLE WAS ASKED TO BE TO ACCUPTABLE. HOWING, CHICK IN	low wing aircraft striking the metal supports of the security fence. This recommendation should resolve H. B. Zachry concern, i.e., the public wondering too close to the edge of the	(You home permission to place Curban areas where Keyway was beld
	Area between sidewalk and footer to be used as storm as the chaseway. No pea gravel will be required, as noted on Exhibit "A." Four inch fire line riser to be ductile iron, class 52, flanged ends as shown on.		Please mile to year name on pass to might present man of masses	FIFTED TO WORLPY THIS LARGE DEALLS INTO THIS INLET.	rock slide area. Besides this area H. B. Zachry should identify and secure other more critical areas from the	Yeff W. Phant praviding Kay may)
	"Section B. Section at Fire Hose Valve, Volume III age P150" and included as Exhibit "B."	Solution of the State of the Solution of the S	tion By Date Reviewed by Date	Solution By Howman Date: 4/20/98 Reviewed by: Date:	Besides this area H. B. Zachry should identify and secure other more chical areas from the general public. Some of the areas discussed in the past were the tunnel and the edge of the southeast shotcreted wall.	Solution By JR//12 Date 3/2/91 Reviewed by Date
	Manhole frame and cover with locking lugs to be Neenah R-6141, or equal (catalog Manhole frame and cover with locking lugs to be Neenah R-6141, or equal (catalog				Size accurate and safety of the Project remains a H. B. Zachry responsibility, Brown & Root	•
	pattern steel plate and appurenances, as shown of the following the used in fleu of will not be required. Aforementioned manhole frame and cover to be used in fleu of will not be required. Aforementioned manhole frame and cover to be used in fleu of the following the	Date Reviewed by Date	٦		considers our recommendation, if implemented, as part of the Contract or the indirect costs to any supplemental agreement.	
	still required (as shown in Section A, Sheet 1124 PT as Stations 10+60 and 24+85.					
	Encase in concrete as shown in section and the					ZACHRY-MONTEREY 16 1
	This detailed information is for the walkways on both sides of the tunnel. This design to be completed and sealed by a registered Texas P.E. and submitted for approval. The be completed and sealed by a registered Texas P.E. and submitted for a guide only aforementioned considerations that HDR has included in this letter are for a guide only aforementioned considerations that HDR has included in this letter are for a guide only aforement of the consumer that all areas affected by this			REQUEST FOR INFORMATION	REQUEST FOR INFORMATION 162	REQUEST FOR INFORMATION
	aforementioned considerations that not have the contractor to ensure that all areas affected by this it will be the responsibility of the contractor to ensure that all areas affected by this it will be the responsibility of the contractor to ensure that all areas affected by this	B. ZACHRY COMPANY	ZACHRY-MONTEREY	ADDISON AIRPORT TUNNEL - JOB #9080.01 HOR REL # 163	ADDISON AIRPORT TUNNEL - JOB #9080.01 HBZ RFI No.: 20	ADDISON AIRPORT TUNNEL - JOB #9080.01
	The second secon	REQUEST FOR INFORMATION 165A	REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL - JOB #9080.01	Subcontractor (if applicable): 21 Originator: D. Hubenak	Subcontractor (if applicable): Date 02/18/98 Originator: D. Hubenak	Subcontractor (if applicable): Date 01/22/98 Originator: D. Hubenak
	REQUEST FOR INFORMATION MAR 1 2 1998	ADDISON AIRPORT TUNNEL RFI No.: 165A Date 23-Mar-98	Date 02/20/98	Subject: Concrete in Tunnel Reply Rea'd By: 03/03/98 Drw/Spec. No: T104 of 166 Distribution List:	Subject: Concrete in Tunnel Reply Reg'd By: 03/05/98 Drw/Spec. No: T104 of 166 Distribution List:	Subject: Vent Fans - Tunnel Ventilation System Reply Req'd By: 01/30/98 Drw/Spec. No: 7100 - Section 15852 Distribution List:
	ADDISON AIRPORT TUNNEL Brown & Root, Inc. RFI No.: 165 Date 10-Mar-98	Subcontractor (if applicable): NA Originator: Majed Limam Subject: Existing Elevations@ Hangar Area: Additional Info Reply Req'd By: ASAP	Subcontractor (if applicante): Originator: D. Hubenak	Jim Roskie - Monterey Job 9080.01 - 021	Jim Roskie - Monterey Job 9080.01 - 020	Jim Roskie - Monterey Job 9080.01 - 019
	Subcontractor (ii applicable): Originator: Majed Limam	Subject: Existing Elevations (a) Hangar Area: Additional line Distribution List: Drw/Spec. No Distribution List:	Subject: Concrete in Tunnel Reply Req'd By: 03/05/98 Drw/Spec. No: T104 of 166 Distribution List:	Problem:	Problem:	Problem:
	Subject: Existing Elevations @ Hangars & Long Shots Parking Lot Reply Req'd By: 20-Mar-98 Drw/Spec. No.: N. A. Distribution List: Jim Gardner	Problem: Wayne Crabtree Ross Navarette		The plans and spec section regarding the concrete footer block and walkway do not indicate any type of joint or joint pattern. Are any joints necessary in this concrete? If so, what type and at what spacing?	The above referenced drawing indicates the footer block and walkway are to be fiber reinforced. The notes on this sheet nor the spec section 4105 indicate the amount of fibers to be added in this concrete. Please provide	Our Submittal No. 7100-003 in reference to the above specification was returned to "furnish as noted". One of the notes indicates to provide an air flow switch to detect air flow and air flow direction. Part 2.6.A of this
	Problem: Wayne Crabtree Ross Navarette	Attached is additional surveying layouts for the hangars area north of Keller Springs. This is extra information	Problem: The plans indicate a section of the concrete footer block is to be sloped in the area under the tunnel liner. See attached skerth		this information.	section indicates to "Furnish each fan assembly with an airflow switch that is capable of detecting airflow in either direction of motor operation." Our supplier can not locate a switch which detects air flow and air flow
	"I one Shots" parking lot area and the hangers in the proximity.	requested by Brown & Root to solve drainage problems in the area. This is additional to previous data provided by H. B. Zachry in RFI 165.	The plans indicate a section of the concrete tooler block is in the slope and provide a "squared off" key. See attached sketch.			direction. Please provide us a manufacturer's name for this type of switch.
	Attached is drawing reflecting existing elevation at the Cong Stock parameters of the Storm drainage situation at the This information was requested by Brown & Root to help in providing a solution to the storm drainage situation at the bangars area.			N N		
	101613			Possible rework or extra work involved with this RFI? Delays in project execution involved with this RFI? Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: Hrs	Possible rework or extra work involved with this RFI? Delays in project execution involved with this RFI? V N	
		Possible rework or extra work involved with this RFI?	Possible rework or extra work involved with this RFI? Y N	Surveying Crew: Hrs	Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: Hrs Surveying Crew: Hrs	Possible rework or extra work involved with this RFI? Y N Delays in project execution involved with this RFI? Y N
	V V	Delays in project execution involved with this RFI? Resince of time sport evaluating finding alternate solution to RFI? Engineering: 4 Hrs	Delays in project execution involved with this RFI? Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: Surveying Crew: Hrs	Proposed Solution by Contractor By: Date: Reviewed By:	Other: Hrs Proposed Solution by Contractor By: Date: Reviewed By:	Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: Hrs Surveying Crew: Hrs
	Possible rework or extra work involved with this RFI? Delays in project execution involved with this RFI? Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: 4 Hrs	Other: 2 Hrs	Other: Hrs	Date Date Date Date Date Date Date Date	Date. Interiewed By.	Other: Hrs Proposed Solution by Contractor By: Date: Reviewed By:
	Other: 3 Hrs	Proposed Solution by Contractor By: Date: Reviewed By:	Proposed Solution by Contractor By: Date: Reviewed By:			
	Proposed Solution by Contractor By: Date: Reviewed By:			Response by Construction Management: HOACLINGEAL) - ACTION STORY STORY	Response by Construction Management:	
			Response by Construction Management:	Gra- INFO	HOR (LACHL) - ACTION BITL - INTES	Response by Construction Management:
				ASSOCIATES FOR THEREY AND THE REPT	THE FIBER CONTENT FOR THE FOOTER BLOCK AND STEATH WALK	HOR: ACROSI Bra: MFO
		Response by Construction Management: WE HAVE ATTACHED THE PROPOSED LITER DESIGNA	FOR KIRLY ASSOCIATES	In response to RFI No: 163, Special Specification SS-4105, Part 3.7.A requires	CONCLETE SHOWN BY SOCKED AS ARE CUBIC YARD, ALSO	FACH DETECTOR WILL DETECTORS PER FAM.
	Response by Construction Management:	HDR ACTION ALONG NEW RESTAULING WALL, DESIGN FOR DITCHING OF BITM INFO HOLLTH GILD OF GAST RELTAL ALONG QUANTITY TAKEN-OFFE	We have reviewed RFI No: 164 and find that the proposed joint configuration between the contract	construction joints to be normal to roadway grade, have a nominal 6 inch wide by 1 inch deep keyway and be spaced no further than 50 feet apart.		ONE DIRECTION.
	Bre-Action HON-INFO	HOL DIO HOLL IN THE UNIT PRICES ON ESTIMATE BECAUSE WE DO NOT HAVE A COPY OF BID DOCUMENT FOR ZACHERY'S BO. MY	drawings. Please note that the horizontal dimension of 4.00 feet shown on HBZ s sketch will vary from 3.80 feet to 4.02 feet depending upon which side of the tunnel and the	However, considering the benefits of reduced shrinkage cracking in fiber reinforced	Solution By: Commun Date: 2/27/98 Reviewed by: Date:	
		DISTRONS, PUTALT CALL. DISSEN WAS COMPLYTON BY MIKE	amount of superelevation of the roadway. Solution By: 4 August Date: 427 Gg Reviewed by: Date:	concrete, we will waive the 50-foot maximum spacing on construction joints for the footer block and walkway pours. The contractor shall select the number and location of construction joints for the footer block and walkway concrete to suit his method of		Solution By: MIKE AGRECAT Date: 1/23/23 Reviewed by: Date:
	P 6das, (CH), St. 2011. FAITE, 47G, BASA.	BUTCHARE AL HOIE,		placement. All construction joints in the footer block and walkway concrete shall be normal to roadway grade and have a nominal 6 inch wide by 1 Inch deep keyway.		
	Typed (Comment of Com	Solution By: (Date: 7-10-98 Reviewed by: Date:	y namanana na ang ataon na ataon	Conditional Condit	en en la granda de transferiore de la companya de l La companya de la co	
	Solution By: Date: Reviewed by: Date:	H. B. ZACHRY COMPANY 159			THE TACHEN COMPANY	
	H. B. ZACHRY COM ANY	REQUEST FOR INFORMATION 600	And the second s		H. B. ZACHRY COMPANY REQUEST FOR INFORMATION 156	
	REQUEST FOR INFORMATION RECEIVED	Date 1sn. 20. 1998	H. B. ZACHRY COMPANY REQUEST FOR INFORMATION	B. ZACHRY COMPANY PEOUEST FOR INFORMATION Photography 157	ADDISON AIRPORT TUNNEL RFI No.: 156	
	ADDISON AIRPORT TUNNEL JAN 2 3 1998 RFI No.: 160	Subject: Rock Dowels @ East Fascia Originator: J. Gardner Reply Reg'd By: ASAP Distribution List: Bill Leach	ADDISON AIRPORT TUNNEL	ADDISON AIRPORT TUNNEL	Subcontractor (if applicable): NA Date 23-Oct-97 Originator: Majed Limam	FINAL RECORD
	Subcontractor (if applicable): Brown & Root, Inc. Date 22-Jan-98 Originator: Majed Limam Date Root Brown Majed Limam	DrwiSpec No.: T130 Distribution and Bull Leach Majed Linears	Subcontractor (# applicable) (None) Date 12/02/97 Originator H.B. Zachry Co.	RFI No.: 157 Subcontractor (# applicable) Originator J. Gardner	Subject: Discrepency in the exact location of the Profile Grade Line Reply Reg'd By: ASAP Drw/Spec. No.: C9, C18 Distribution List:	DRAWING
	Subject: Elevations @ Existing Parking Lot Reply Req'd By: NA Drw/Spec. No.: Distribution List: Jim Gardner	Problem: Drawing does not correctly depict area where fascia-rock dowels and the tunnel excavation meet. Following tunnel excavation, there would be no rock left for the rock dowels in the area directly over the tunnel arch.	Subject Filter fabric at Retaining Wall Backfill Reply Req'd By ASAP DrwiS pec No.: Maied Linam Maied Linam	Subject Sund filter material for underdrain Reply Regid By ASAP Drwispec No.: SP-556 Distribution List Bill Leech	Problem: Jim Gardner Ross Navarette	Date: 12/25/99
	Problem: Ross Navarette	tunnel excavation, there would be no rock left for the rock dowers in the area directly over the tunnel	Problem: There is nothing to prevent the granular backfill material behind the retaining walls from percolating into the	Problem:	Sheet C9 shows the PGL to be located at the bottom of the 4" median riprap pavement, and on top of the CTB.	
	As requested by Brown & Root, we are attaching the contours of the existing parking lot south of the junction box	today +	gravel material beneath it. Although the pipe underdrain contained within the gravel material is wrapped with	The plans don't specify type of filter material to be used for pipe underdrain, but Special Provisions state that a processed sand filter material must be used. We feel that using sand, even with underdrain pipe that has been wrapped with fabric, opens up the possibility of sand eventually migrating into the perforations in the pipe.	This is a request to clarify that location. Do we have to subtract 2" from the PGL elevations on the vertical profile curves, between sta. 0+46.7 and sta. 2+20, before calculating grades on the roadway?	
	located at the south west corner of the intersection of Kellersprings and Addison Road. The existing contours and elevations were prepared at the request of Brown & Root's Resident Engineer.		granular backfill, which is in direct contact with the gravel, to enter the spaces between the gravel and begin 'packing' – actually impeding the migration of water to the underdrain pipe.	kan		NO. REVISION BY DATE
						NORTH TEXAS TOLLWAY AUTHORITY
		Possible rework or extra work involved with this RFI? N y				ADDISON AIRPORT TUNNEL
	Possible rework or extra work involved with this RF1?	Possible rework or extra work involved with this RFI? Delays in project execution involved with this RFI? Estimate of time spent evaluating, finding atternate solution to RFI? Engineering: 1 Hrs Surveying Craw: 1 Hr	Possible rework or extra work involved with this RFI?	Possible rework or extra work involved with this RFI? X y	Possible rework or extra work involved with this RFI? Delays in project execution involved with this RFI? N	ADDIOUN AIDEUD I UNIVEL
	Delays in project execution involved with this RFI? Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: 4 Hrs	Other: 1 Hr	Delays in project execution involved with this RFI? F nate of time spent evaluating, finding alternate solution to RFI? Engineering: 1 Hrs	Delays in project execution involved with this RFI? For are of time spent evaluating, finding alternate solution to RFI? Surveying Crew: Hrs Hrs	Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: 1 Hrs Surveying Crew: Hrs Other: Hrs	a la companya da manangan kangan kangan kangan kangan kangan da manangan berangan da manangan kangan berangan Berangan kangan da menggan kangan kangan kangan kangan da menggan berangan da menggan berangan berangan berang
	Surveying Crew: 4 Hrs Other: 2 Hrs	Proposed Solution by Contractor By: Date: 1/20/98 Reviewed By: Since the remaining rock is so thin above the arch, the rock dowels, or equivalent size/strength rebars, could be cas	Surreying Stern	Proposed Solution by Contractor By: Date: Reviewed By:	Proposed Solution by Contractor By: Other: Hrs Proposed Solution by Contractor By: Date: Reviewed By:	
	Proposed Solution by Contractor By: IReviewed By: DATE 1-29 DOC NO 409 DOC NO 409	into the tunnel liner concrete prior to pouring the fascia.	Proposed Solution by Contractor By: Date: Reviewed By: Place a water- permeable 'barrier' between the gravel and the granular backfill material. One suggestion would be to install a sheet of filter fabric between the two materials which would prevent fines from entering the gravel,	Using a gravel material, in lieu of sand, would allow water to percolate into the pipe underdrain -however, there would be little possibility of the perforations plugging up		RFI# 156 - 170
	D ALONGOS A	1 hoelar	while allowing water to pass.			TO 7 1/U
	Please ruled by your name and pass to next person on list. Thereby					
	Response by Construction Management:	Response by Construction Management: We have reviewed RFI No: 159 and have the following comments. This RFI deals with Least of centerline of tunnel at the east	Response by Construction Management:	Response by Construction Management: Bric Action: Vad Bothe sent to UDZ his meaning.	Response by Construction Management: HOR ACRON!	
	HER INPO: Of the contour sheet I knew Showing the area which a hopping	only two (2) rock dowels, one each located entire state of several the current location of these two dowels is shown as 6-inches beyond excavation	BTR ACTION: HDG. INFO:	MAR INFO: YACE GANSL FILTRY MATERIA INSTAD OF SAND	BIL INAT:	
	showing the area which anomass	neat line for the tuning at Ci.				DRAWN DATE DESIGNED DATE
	Texteed, Also attacked is 2 skeeting showing the DOC MONT Phase inhair by your name and pase 10 THAT COMON ON HE Thanks	To provide 1-foot of clearance from the excavation neat line, move the two dowels 5.5- inches radially outward from the location shown on the contract drawing and look the				CHECKED DATE SCALE
		inches radially cutward from the location shown on the contact drawing down on the contact with sufficient construction tolerance for potential overbreak in this area. Son By: (Solution By: Date: Reviewed by: Da	Solution By: Date: Reviewed by: Da	Solution By: Date: Reviewed by: Date:	CONTRACT NO. DNT-260 SHEET OF
	Solution By: T. Kelley Date: 1-29-98 Reviewed by: Date:	s ion By: Other Date: 1/24/98 Reviewed by: Ua				CONTRACT NO. DNT-260 SHEET OF

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