

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL 171

Subcontractor (if applicable): N/A

Originator: Majed Limam

Subject: Requested info on Rockledge

Problem: Attached please find the requested survey of the eastern end of the rockledge. The survey was performed at the request of Brown & Root. Survey includes location of rock bolts as well as edge of fault location.

Proposed Solution by Contractor By: Date: Reviewed By: Date:

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL 172

Subcontractor (if applicable): J. L. Steel

Originator: Majed Limam

Subject: Payment grades at the intersection of Addison & Kellers

Problem: Attached please find a layout of Addison Road 'tie in' to Keller Springs Rd. new pavement. The layout was performed at the request of Brown & Root and the City of Addison representatives, after a potential 'flat area' was discovered by H. B. Zachry Co.

Proposed Solution by Contractor By: Date: Reviewed By: Date:

ZACHRY-MONTEREY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL - JOB #9080.01 173

Subcontractor (if applicable): N/A

Originator: D. Hubensk

Subject: #1 Fire Main

Problem: The above referenced sheets show the #1 fire main to bend at a specified elevation immediately outside of the tunnel. The slope going into the tunnel is shown as 0.00% but does not indicate how far into the tunnel it goes.

Proposed Solution by Contractor By: Date: Reviewed By: Date:

ZACHRY-MONTEREY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL - JOB #9080.01 174

Subcontractor (if applicable): N/A

Originator: D. Hubensk

Subject: #1 Fire Main

Problem: The above referenced sheet shows a cross-section detail the #1 fire main to be installed off of the ground in the footer block. The detail does not indicate this dimension.

Proposed Solution by Contractor By: Date: Reviewed By: Date:

ZACHRY-MONTEREY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL - JOB #9080.01 175

Subcontractor (if applicable): N/A

Originator: D. Hubensk

Subject: Keyway

Problem: Brown & Root's letter HRZ 420 dated March 20, 1998 states that a keyway will be provided at each intentional or unintentional break in the continuous pour of the concrete footer block in lieu of installing a keyway every 50'. We agree with this method but request a waiver to this method at each of the drain boxes on the south wall footer block.

Proposed Solution by Contractor By: Date: Reviewed By: Date:

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL 176

Subcontractor (if applicable): N/A

Originator: Wayne Crabtree

Subject: Existing water line 'W-3' in conflict with I#1 wall drillshaft

Problem: I#1 wall 'W-3' was placed at station 10+78.10 and I#1 wall 'W-1' was placed at station 10+78.10. I#1 wall 'W-3' was found to be in conflict with I#1 wall 'W-1' at station 10+78.10. See attached drawing for more details.

Proposed Solution by Contractor By: Date: Reviewed By: Date:

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL 177

Subcontractor (if applicable): N/A

Originator: Majed Limam

Subject: L Bar for Cut & Cover Footing

Problem: The L Bars need to be trench drain for the cut and cover footing, were short cut on the bent end.

Proposed Solution by Contractor By: Date: Reviewed By: Date:

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL 178

Subcontractor (if applicable): N/A

Originator: Majed Limam

Subject: Water Stop Configuration at the Intersection of Cut & Cover and DS RW

Problem: The N.W. RW being pre cast girth. H. B. Zachry proposes to use the Type C Water Stop (See Detail 101). The Type C waterstop would be installed on both the Cut & Cover back wall and DS back of panel. A continuous pour will cover both waterstops at the corner between the two structures. This solution would be also valid for the Southwest Corner of the Cut & Cover structure. Look at attached drawing for more details.

Proposed Solution by Contractor By: Date: Reviewed By: Date:

ZACHRY-MONTEREY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL - JOB #9080.01 179

Subcontractor (if applicable): N/A

Originator: D. Hubensk

Subject: Grouting - Flow meters

Problem: The above referenced specification requires a meter to measure the amount of mixing water and a meter to determine the amount of grout injected.

Proposed Solution by Contractor By: Date: Reviewed By: Date:

ZACHRY-MONTEREY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL - JOB #9080.01 180

Subcontractor (if applicable): N/A

Originator: D. Hubensk

Subject: Electrical Conduits into Electrical Room

Problem: The electrical conduits feeding into the electrical room from the commercial source and the emergency generators take up a great deal of space as they cross the roadway landing into the room as shown in Attachment 1. Attachment 2 shows a configuration in which all conduits will fit but may not allow the concrete for the slab/foot to encase the conduit. Attachment 3 shows a layout per National Electrical Code which indicates the conduits will lay outside the limits of the slab/foot.

Proposed Solution by Contractor By: Date: Reviewed By: Date:

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL 181

Subcontractor (if applicable): J. L. Steel

Originator: Majed Limam

Subject: L Bars top short at Cut & Cover Deck

Problem: L Bars 100# x 100# in the deck of the Cut & Cover are supposed to have 3' clearance. As it stands, the bars are protruding around 1" - 10" from the top of wall (conjunction joint between wall and deck). According to drawings that distance should be 2" - 3". See attached Fig. 1.

Proposed Solution by Contractor By: Date: Reviewed By: Date:

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL 182

Subcontractor (if applicable): N/A

Originator: Majed Limam

Subject: Construction Joint at Cut & Cover Deck

Problem: H. B. Zachry Co. proposes to use a construction joint at the tie in between the cut & cover deck and the tunnel liner. The construction joint at the deck will be done monolithically with the last remaining liner pour. Tunnel forms would be pushed outside the portal a certain distance, enough to pour the rest of the cut & cover. (See Fig. 1.)

Proposed Solution by Contractor By: Date: Reviewed By: Date:

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL 182A

Subcontractor (if applicable): N/A

Originator: Majed Limam

Subject: Construction Joint at Cut & Cover Deck

Problem: As discussed in RFI 182, Zachry is requesting the use of a construction joint at the tie in between the cut & cover and the tunnel liner. The remaining pour at the deck will be done monolithically with the last liner pour.

Proposed Solution by Contractor By: Date: Reviewed By: Date:

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL 182C

Subcontractor (if applicable): N/A

Originator: Majed Limam

Subject: Construction Joint at Cut & Cover Deck

Problem: See proposal.

Proposed Solution by Contractor By: Date: Reviewed By: Date:

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL 182D

Subcontractor (if applicable): N/A

Originator: Majed Limam

Subject: Construction Joint at Cut & Cover Deck

Problem: See proposal.

Proposed Solution by Contractor By: Date: Reviewed By: Date:

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL 183

Subcontractor (if applicable): N/A

Originator: Majed Limam

Subject: Construction Joint at Cut & Cover Deck

Problem: See proposal.

Proposed Solution by Contractor By: Date: Reviewed By: Date:

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL 184

Subcontractor (if applicable): N/A

Originator: Majed Limam

Subject: Block out for 20" Discharge Pump Interferes with rebar at Wump

Problem: The flow line of the 20" discharge pump is shown to be 58.5' on sheet P147. The flow line of the 20" discharge pump is shown to be 58.5' on sheet P147. The flow line of the 20" discharge pump is shown to be 58.5' on sheet P147.

Proposed Solution by Contractor By: Date: Reviewed By: Date:

FINAL RECORD DRAWING Date: 12/25/99

NO.	REVISION	BY	DATE

NORTH TEXAS TOLLWAY AUTHORITY ADDISON AIRPORT TUNNEL

RFI# 171 - 184

DRAWN	DATE	DESIGNED	DATE
CHECKED	DATE	SCALE	DATE

CONTRACT NO. DNT-260 SHEET OF