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

185 — Entered in Log Book

RFI No.: 185 | Date: 17-Aug-98

Subcontractor (if applicable): | Originator: Majed Limam | Reply Req'd By: 21-Aug-98 | Distribution List: Ross Navarette, Jessie Alaniz, George James

Subject: Blockouts in Sump Deck

Dwg/Spec. No.:

Problem:

A formwork support system is needed when removing super studs from underneath deck pour at the west sump

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: Reviewed By:

H. B. Zachry Co. proposes to leave around sixteen 4" diameter blockouts in the deck pour of the West Sump structure. These blockouts are necessary in removing the panel forms after the pour. Zachry plans to run cables through openings, and use a crane to support the panels while under super studs are removed. Holes will be patched at a later date, after completion of form removals.

Response by Construction Management:

Fax → HDR (Action)
Bus → Gyt (Info)

Solution By: Date: Reviewed by: Date:

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

185C

RFI No.: 185C | Date: 27-Aug-98

Subcontractor (if applicable): | Originator: Majed limam | Reply Req'd By: ASAP | Distribution List: Ross Navarette, Jessie Alaniz, George James

Subject: Blockouts in Sump Deck

Dwg/Spec. No.:

Problem:

This is a further clarification to RFI 185B. The locations of the four blockouts are shown on RFI 185B. Zachry intends to drive cables through the blockouts to support deck forms when shoring towers are dismantled. So the blockouts would be placed around the reinforcing. A 4" diameter PVC pipe would be used as forming material. After pour, cure time, and removal of forms, the blockouts would be patched with grout (water-cement ratio of 1).

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:

- USE Corrugated Polyethylene Pipe to allow patch to stay in place
- USE NON-SHRINK Grout to be premanufactured and placed according to manufacturer recommendations
- See response to RFI 185A for location of holes, not sent to HDR
- Fax → HDR (Action) (There is NO 185 B only 185, 185A, 185C)
- cc → Bus (Info)
- Locations of 4 holes to be placed (See RFI 185A) is the provision to repair it cut or removed. Only the 4 holes are affected (regard RFI 185A.

Solution By: Date: 8/31/98 Reviewed by: Date:

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

186

RFI No.: 186 | Date: 31-Aug-98

Subcontractor (if applicable): J. L. Steel | Originator: Majed Limam | Reply Req'd By: ASAP | Distribution List: George James, J. L. Steel

Subject: Exact shape of 542 bars @ Electrical Room

Dwg/Spec. No.: T113, T119

Problem:

Sheet T119 shows a type 108 for rebar # 542
Sheet T113 shows the bars 542 to connect the deck of the Electrical Room to the walls. The bend on the bars as delivered and as shown in the plans is too wide. Zachry had to reorder the bars as shown on the attached drawing.

Possible rework or extra work involved with this RFI? Y
Delays in project execution involved with this RFI? Y
Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: 1 Hrs; Surveying Crew: Hrs; Other: Hrs (Subc. crew hours)

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

Please advise. WHAT IS THE PLACING SITUATION ON QUESTION? - WSR

Response by Construction Management:

FAX → HDR (Action) & Gyt
cc → Bus (Info)
FAX → HDR → Info

Solution By: Date: Reviewed by: Date:

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

187 — 185

RFI No.: 187 | Date: 9/18/98

Subcontractor (if applicable): NA | Originator: Majed Limam | Reply Req'd By: ASAP | Distribution List: George James, Jessie Alaniz

Subject: Rail in the cut & cover structure

Dwg/Spec. No.:

Problem:

Zachry proposes to use the same configuration rail used inside the tunnel when building the rail in the cut & cover. Consistency in the rail design is the main reason for the request. Please refer to Submittal 185, submitted by Zachry/ Monterey for design details.

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: Reviewed By:

See submittal 185

Response by Construction Management:

osits → Bus → Action
Fax → HDR → Info

Solution By: Date: Reviewed by: Date:

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

188

RFI No.: 188 | Date: 10/7/98

Subcontractor (if applicable): NA | Originator: George James | Reply Req'd By: ASAP | Distribution List: George James, Jessie Alaniz

Subject: Blockouts in the East Sump Walls

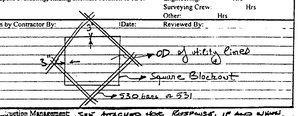
Dwg/Spec. No.:

Problem:

H. B. Zachry Company proposes to use square blockouts connecting to the sump, instead of the round ones

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: Reviewed By:



Response by Construction Management: See attached item. Response, if any shown, you Engineer must take Contact Zachry Engineering Call this Department for 185A

Solution By: Date: 10/9/98 Reviewed by: Date:

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

189

RFI No: 189 | Date: 10/27/98

Subcontractor (if applicable): J.L. Steel | Originator: Zachry | Reply Req'd By: B&R, HDR, NTTA | Distribution List: Brown & Root, HDR, NTTA, Majed Limam, JL Steel

Subject: Substitution of Porous Asphalt for 6" of Coarse Concrete Aggregate in tunnel

Dwg./Spec.No. Sheet C12

Problem

The stability of the proposed 17 inch (average) thick layer of coarse aggregate below the concrete paving inside the tunnel is questionable. Sheet C12 shows the cross-section detail design. The narrow available width inside the tunnel will force loaded ready mix trucks to pass within a couple feet of the set paving forms while placing paving concrete. There may be a tendency for the gravel to 'shove' or displace under repeated and heavy, moving tire load. Additionally, the vibration and bouncing-action of the Clary-type screed has also been mentioned as a factor that could lead to grade-problems with the paving forms sitting on crushed gravel.

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 2 Hrs; Surveying Crew Hrs; Other 3 Hrs

Proposed Solution by Contractor By: HBZ Date: 10/27/98 Reviewed By: J. Garber

The top 5-6 inches of coarse aggregate should be replaced with either CTB or an asphalt base. This would still leave 11-12 inches (average) of coarse rock below the asphalt/CTB for any water to percolate through to the underdrain system. If trapped water between the bottom of pavement and the CTB/asphalt is a foreseable problem, porous asphalt (Ty G) asphalt mix should be used instead of CTB or Ty Basphalt. Either would provide a much better base from which to work off of while paving , ultimately creating a better finished pavement.

Response by Construction Management

cc → Bus, Mon (Action)
cc → Gyt, Tao (Info)
cc → HNDR (Info)

Solution By Date Reviewed by: Date

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

190 — Preliminary — HDR 190

RFI No.: 190 | Date: 10/30/98

Subcontractor (if applicable): Bus. Zac | Originator: D. Huberak | Reply Req'd By: 11/13/98 | Distribution List: Jim Rankin - Monterey, Job 9080.01 - 029

Subject: Communications Additions

Dwg/Spec. No.:

Problem:

The conduits for the security cameras on the east end of the tunnel were not embedded into the tunnel concrete due to no drawings for these conduits not being complete before the start of the tunnel concrete.

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:

Please indicate the desired location of the security cameras at this end of the tunnel and location of the conduits.

Response by Construction Management: CHECK WITH AGUILERA REGARDING LOCATION OF CAMERAS. 972-788-1508) FOR THEM ASSIGNED TO MONITORING CAMERAS. AGUILERA HAD A DIRECT CONTRACT WITH UTEK FOR THE CAMERAS AND CAN NOT WORK FOR HDR. We also might want to relocate

Fax → HDR (Action) MORE STRENGTH WHERE E MUST QUICK TAKE
cc → Gyt (Info) QUESTIONS WE'LL SEE

NOTE: See attached Aguilera's response to RFI 190

11/16/98

Fax → HDR (Action)
cc → Gyt, Tao (Info)

Solution By: Date: 10/6/98 Reviewed by: Date:

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

191 — Preliminary — HDR 191

RFI No.: 191 | Date: 10/30/98

Subcontractor (if applicable): | Originator: D. Huberak | Reply Req'd By: 11/13/98 | Distribution List: Jim Rankin - Monterey, Job 9080.01 - 030

Subject: Communications Additions

Dwg/Spec. No.:

Problem:

The drawings indicate four each 1-1/4" inner ducts inside of the 4" conduit. Four each 1-1/4" inner ducts will not fit in a 4" conduit.

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:

Submittal 1" inner ducts in place of the 1-1/4" inner ducts.

Response by Construction Management: CHECK WITH AGUILERA REGARDING (FAX # 214-788-1508) FOR THEM ASSIGNED TO MONITORING CAMERAS. AGUILERA HAD A DIRECT CONTRACT WITH UTEK FOR THE CAMERAS AND CAN NOT WORK FOR HDR. We also might want to relocate

Fax → HDR (Action) MORE STRENGTH WHERE E MUST QUICK TAKE
cc → Gyt (Info) QUESTIONS WE'LL SEE

NOTE: See attached Aguilera's response to RFI 191

11/16/98

Solution By: Date: 11/2/98 Reviewed by: Date:

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

192

RFI No: 192 | Date: 11/17/98

Subcontractor (if applicable): JL Steel | Originator: HBZachry Co./JL Steel | Reply Req'd By: Brown & Root | Distribution List: Bill Leech, Majed Limam, Rob Robinson

Subject: Discrepancies in pavement joint layout

Dwg./Spec.No. C27A

Problem

Sheet C27-A has numerous paving joint layout discrepancies. The north-edge of the paving has a 3 ft. break in alignment at Station 6+00. Also, every joint, except along the Project Control Line, is mismatched at Station 6+00. See Attachment A.

Possible rework or extra work involved with this RFI? N Y
Delays in project execution involved with this RFI? N Y
Estimate of time spent evaluating, finding alternate solution to RFI? Engineering 3 Hrs; Surveying Crew: 1 Hrs; Other: 1 Hrs

Proposed Solution by Contractor By: HBZachry Co./JL Steel Date: 11/17/98 Reviewed By: J. Garber

See Attachment B for proposed joint layout. Use standard lane width of 14 ft. Northernmost lane would still need to be variable and southern most lane would be odd-width, too. Longitudinal Joint types would remain same (alternating 'SL' and 'LC') and transverse joints ('S') spacing the same

(Verbal agreement from Monty)

Response by Construction Management

cc → Bus, Mon (Action)
cc → Gyt, Tao (Info)
Fax → HDR (Info)

Solution By Date Reviewed by Date

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

193 — Preliminary — Fax this date

RFI No.: 193 | Date: 30-Nov-98

Subcontractor (if applicable): NA | Originator: Majed Limam | Reply Req'd By: ASAP | Distribution List: George James, Ramiro Ross Navarette

Subject:Conflict between LW1 footing @ SW RW and Type "G" inlet

Dwg/Spec. No.: C42, S79

Problem:

Type "G" inlet at sta. 7+97, 34.5 RT is in conflict with the LW1 type wall footing, bay 48. The flow line of the inlet is at elevation 609.00.

The top of the 21" lateral connecting to the type G inlet is at elevation 611'. The bottom elevation of the LW1 footing on bay 48 is 609.5'. The top of footing elevation is 611'. Accordingly, the pipe is in conflict with the footing at that location. Please see attached drawing.

Possible rework or extra work involved with this RFI? Y
Delays in project execution involved with this RFI? Y
Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: 2 Hrs; Surveying Crew: 1 Hrs; Other: Hrs

Proposed Solution by Contractor By: Date: Reviewed By:

Please provide solution to discrepancy.

Response by Construction Management: THE LW1R FOOTING IS PART OF THE FOUNDATION FOR THE ENTIRE WALL THAT IS CONSIDERED CRITICAL. THAT CANNOT BE MOVED AS REQ. SUGGEST YOU SEND REQ TO OWNER INTERVIEW OR IF CONSIDER AN EMERGENCY, PLEASE INDICATE THEN COPY FOR INFO ACTION

Solution By: Date: 11/1/98 Reviewed by: Date:

FINAL RECORD DRAWING
Date: 12/25/99

NO.	REVISION	BY	DATE

NORTH TEXAS TOLLWAY AUTHORITY
ADDISON AIRPORT TUNNEL

RFI# 185 - 193

DRAWN ____ DATE ____ DESIGNED ____ DATE ____
CHECKED ____ DATE ____ SCALE ____

CONTRACT NO. DNT-260 SHEET ____ OF ____