REQUEST FOR INFORMATION
ADDISON AIRPORT TUNNEL - PROJECT (DNT-260)

905

Contractor / Subcontractor : H.B. Zachry — RFI No. B&R 905 — Date: 6/17/98

Subject: Expansion joint between panel #12 and #13 — Originator: Yuri Kan

DrwgSpec. No.: S-67, S-80, C-81 — Reply Req'd By: ASAP

Distribution List: Tommy Kelley (B&R)

Problem:
Dr. #S-80 calls for expansion joint #136 between panel 12 and 13. Dr. #S-67 shows panel #12 to be attached to panel #13 with 1" thick footing against "A" pier instead of panel #13. How does the weight contractor have to install expansion joint material and sweep down between them?
Need this info A.S.A.P. because the contractor to pour footing of panel #12 tomorrow afternoon.

RECEIVED
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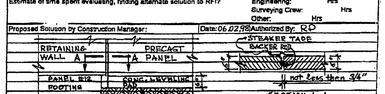
Brown & Root, Inc.

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: Hrs; Surveying Crew: Hrs; Other: Hrs

Proposed Solution by Construction Manager: Date: 06 02 98 Authorized By: RD



ELEVATION OF PANEL #12, BOTTOM OF FOOTING

Response by Designer or other Organization: THIS RFI SHOULD HAVE BEEN DIRECTED TO CONTRACTOR. SURVEY PANEL ALIGNMENT, RE-CHECK DIMENSIONS BOTH TOP & BOTTOM AND LAY OUT THE NEXT IN SEQUENCE. B&R WAS ADVISED OF PANEL CLEARANCES SEVERAL DAYS AGO, PER THIS RFI SHOULD APPROXIMATELY EQUIDISTANT BETWEEN PANELS. NOTE: IT'S CONTRACTOR RESPONSIBILITY TO DETERMINE AND INSTALL THE PROPER GASKET IN THIS JOINT. DRAW ATTENTION OF DC PROJECT MGR. TO THIS RFI. DRAW ATTENTION OF DC PROJECT MGR. THAT IT WILL TAKE TRENCH AND LOOSE MATERIALS IT HDR → ADDISON IMMEDIATELY. THEY WILL CONTACT CONTRACTOR. B&R → HANDLED BY DC THE SATURDAY ASAP.

Solution By: [signature] Date: 6/8/98 — THIS IS A TYPICAL PASS-THE-BUCK HDR ANSWER. -MDL

REQUEST FOR INFORMATION
ADDISON AIRPORT TUNNEL - PROJECT (DNT-260)

906

Contractor / Subcontractor : H.B. Zachry (ZACHRY/MONTREAL) — RFI No. B&R 906 — Date: 5/14/98

Subject: TUNNEL ELECTRICAL / COMMUNICATIONS — Originator: W. LEECH

DrwgSpec. No.: CHANGE ORDER A, E-154, -155, -156, -157, -160, -161, -163 — Reply Req'd By: AS SOON AS POSSIBLE

Distribution List: T. KELLEY (B&R)

Problem:
TUNNEL CONDUITS - HAS BEEN PLACED FROM STATION 33+87 TO STATION 42+83. - THE ALIGNMENT OF CONDUIT DIAGONAL SHIFT EXITS IN ACCORDANCE CONDUITS, ELECTRICALS ETC. CAN NOT BE EMBEDDED IN CONCRETE MANHOLE WALLS. CUTTING CONCRETE FOR WIDER EMBEDMENT WILL CUT TOO MUCH STRUCTURAL REINFORCING STEEL.

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

Proposed Solution by Construction Manager: W. LEECH Date: 6/19/98 Authorized By: [signature]

PLACE CONDUITS, W/ BOXES, PERPENDICULAR TO CONCRETE SURFACE.

Response by Designer or other Organization: MET WITH TUNNEL KANAN & BILL LEECH TO DISCUSS ABOVE ISSUES REGARDING TIME TO TRANSITION FROM 4 UNDERGROUND CONDUITS INTO MANHOLE CONDUIT TO COME OUT OF VERTICAL AND RUN HORIZONTAL INTO MANHOLE WALL. UP TO MANHOLE FACE WALL. IT DEPENDS ON TUNNEL CREW'S ABILITY WHILE SETTING THE CONCRETE SEGMENTS AND OF TUNNEL MINERS. THIS WILL REQUIRE COORDINATION OF CONDUIT & ALL OF PLUMBING CONDUITS THAT THIS WAS THE BEST GOOD SOLUTION TO INSTALLS PROBLEMS AS NOTED.

Solution By: [signature] Date: 6/19/98

REQUEST FOR INFORMATION
ADDISON AIRPORT TUNNEL - PROJECT (DNT-260)

907

Contractor / Subcontractor : H.B. Zachry / ZACHRY-MONTREAL — RFI No. B&R 907 — Date: 5/14/98

Subject: FINAL CONFIGURATION / ELECTRICAL CHART — Originator: W. LEECH

DrwgSpec. No.: — Reply Req'd By: 10 JUN 98

Distribution List: T. KELLEY (Grnt); J. GAMBRALL (B&R)

Problem:
1) I NEED QUANTITY TAKE-OFF FOR ITEMS CONTAINED IN BID UNIT PRICES. 2) IDENTIFY ITEMS NOT QUANTIFIED IN BID UNIT PRICES. 3) PROVIDE DEPTH OF BURIAL CONDUIT BELOW ROADWAY PAVEMENT MAINS, MANHOLES REMAINING WALLS. 4) REVISED DRAWING OF LAYOUT SHOWING UNDERGROUND IN TUNNEL ALONG SOUTH EAST PORTICO'S REMAINING WALLS (CONDUITS WILL CROSS BENEATH NEW CONCRETE PAVEMENT). SUGGEST TYING INTO TUNNEL ELECTRICAL RACEWAYS. 5) PROVIDE DEPTH OF TOP OF MANHOLE WALLS. 6) IS THERE ADDITIONAL WORK REQUIRED NEAR TOLL PLAZA ?

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

Proposed Solution by Construction Manager: W. LEECH Date: 6/19/98 Authorized By: [signature]

PROVIDE ANSWERS TO ABOVE PROGRAM QUESTIONS.

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Response by Designer or other Organization

Solution By: Date:

REQUEST FOR INFORMATION
ADDISON AIRPORT TUNNEL - PROJECT (DNT-260)

907A

Contractor / Subcontractor : H.B. Zachry — RFI No. B&R 907A — Date: 10 JUL 98

Subject: FIBER OPTICS CABLE TERMINATION — Originator: ALLISON D. LEECH

DrwgSpec. No.: E-156 (NOTE D - 3) — Reply Req'd By: 22 JUL 98

Distribution List: T. KELLEY

Problem:
IS THE 2 EACH 4-INCH CONCRETE ENCASED CONDUIT UNDERGROUND ALONG THE SOUTH SIDE OF MEDIAN SERVICE ROAD (SOUTH EAST BOUNDARY) THAT ARE INSTALLED FROM THE FIBER OPTIC TUNNEL TO A 24 FT. DEEP UTILITY PIT AT THE SOUTHWEST CORNER OF ADDISON AND KELLER SPRINGS ROAD. THE CONDUIT CROSS UNDER ADDISON ROAD AT APPROX. 200 FT. SOUTH OF KELLER SPRINGS ROAD. THE CONDUIT REQUIRE THE PERMANENT REMOVAL OR CUT OFF AT THE SOUTH SIDE OF SERVICE ROAD. THE CONDUIT REQUIRE THE PERMANENT REMOVAL OR CUT OFF AT THE SOUTH SIDE OF SERVICE ROAD. THE CONDUIT MUST BE REMOVED UNDER THE PAVEMENT.

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? N/A Engineering: Hrs; Surveying Crew: Hrs; Other: Hrs

Proposed Solution by Construction Manager: Date: 10 JUL 98 Authorized By: (illegible)

TERMINATE CONDUIT TO ATU ELECTRIC RACK. REMOVE MORE THAN NECESSARY REMOVAL WILL ALLOW WILL NOT AFFECT MAINT. OF SERVICE ROAD PAVEMENT OR ADJACENT SERVICE ROAD.

Response by Designer or other Organization: HDR CONSIDERS THIS A FIELD PROBLEM AND HAS NO PROBLEM TO SUBSTANTIATE THE ABOVE POINTS. TU PERFORMANCE TO BE SATISFACTORY BY OWNER'S REPT. HDR PROVIDED ONLY THE CONDUITS FOR THIS PROJECT AT THE DATES(S) INDICATED ON THE DESIGN DRAWINGS WHICH ARE NOT CURRENT AS-BUILT. FOR ADDITIONAL INFO CALL HDR (ALLISON) AT 972-788-1000
HDR → ADDISON (ACTION) THAT WATER WAS A SUB-CONSULTANT OF HDR
EC → ATU (FYI) THAT ADDISON CAN GIVE YOU THE DRAWING CONCURRENCE AT THE TIME WE ARE THERE OF ANY CHANGES EXCLUDED.

Solution By: [signature] Date: 7/11/98

REQUEST FOR INFORMATION
ADDISON AIRPORT TUNNEL - PROJECT (DNT-260)

908

Contractor / Subcontractor : H.B. Zachry — RFI No. B&R 908 — Date: 22 JUN 98

Subject: WATER MAIN INSTALLATION BETWEEN C.J.P. & THE CASE WALL — Originator: YURI KAN

DrwgSpec. No.: T-124 #166 — Reply Req'd By: 6-25-98

Distribution List: Tommy Kelley (B&R)

Problem:
SECTIONS A & B CALL FOR VERTICAL WATERLINE BETWEEN NW WALL AND WORK WALL OF DUK/ESTEX R&R. AS WELL AS (UNKNOWN) SW WALL AND WORK WALL (BETWEEN DUK/ESTEX R&R). ARE INVOLVED FROM THE EAST (UNKNOWN) C.J.P. WALL & C/C R&R. NEED BRACED PANEL TO CLOSE 42" & 36" DIA WATER LINES. IF WE KNOW WHERE TO SET ALL THE BRACED PANELS, WE CAN PROCEED WITH THE WORK. PANELS REQUIRED WILL BE USED AT THIS LOCATION & ALSO WHERE WATERLINE RESUMED TO BE INSTALLED BETWEEN CASE-IN-PLACE WALL & C/C SECTION. NEED IMMEDIATE ANSWER.

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? N/A Engineering: Hrs; Surveying Crew: Hrs; Other: Hrs

Proposed Solution by Construction Manager: Date: 22 JUN 98 Authorized By: W. LEECH

ADD WATER STOP TO PORTION POURED INVOLVED

Response by Designer or other Organization

HDR → ACTION

Sue Lacken & Assoc. Personnel (ATTACHED). HDR CONCURS WITH TUNNEL DESIGNER.

Solution By: [signature] Date: 6/23/98

REQUEST FOR INFORMATION
ADDISON AIRPORT TUNNEL - PROJECT (DNT-260)

909

Contractor / Subcontractor : H.B. Zachry — RFI No. B&R 909 — Date: 22 JUN 98

Subject: T.I.B. TO NW WALL — Originator: YURI KAN

DrwgSpec. No.: T 124 #166 — Reply Req'd By: 6-23-98

Distribution List: Tommy Kelley (B&R)

Problem:
Please give B&R inspectors and P.E. an explanation of what detail "Tie to NW Wall" of section "D" on sheet T124 means.

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? N/A Engineering: Hrs; Surveying Crew: Hrs; Other: Hrs

Proposed Solution by Construction Manager: Date: 23 JUN 98 Authorized By: W. LEECH

HDR → ACTION

Response by Designer or other Organization

SUE LACKEN & ASSOC. RESPONSE (ATTACHED). HDR CONCURS WITH TUNNEL DESIGNER.

Solution By: [signature] Date: 6/23/98

REQUEST FOR INFORMATION
ADDISON AIRPORT TUNNEL - PROJECT (DNT-260)

JUL 10 1998
Brown & Root, Inc.

910

Contractor / Subcontractor : H.B. Zachry — RFI No. B&R 910 — Date: 7-7-98

Subject: crack reinforcement in C/C roof slab — Originator: Yuri Kan

DrwgSpec. No.: T-113 and T-115 #166 — Reply Req'd By:

Distribution List: Tommy Kelley (B&R)

Problem:
B&R inspectors think that the absence of crack reinforcement between two horizontal rebars might cause potential cracks in the C/C roof slab. Will do crack & shear notes stop engineers think of this potential problem. See attached report.

PLEASE CALL AND DISCUSS WITH Y. KAN AND W. LEECH

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? N/A Engineering: Hrs; Surveying Crew: Hrs; Other: Hrs

Proposed Solution by Construction Manager: Date: 7.01.98 Authorized By: W.A. Klein

DO NOT HAVE SOLUTION. REQUEST DELIVERED.

Response by Designer or other Organization: HDR HAS TALKED TO SUE LACKEN (C.J.P.) on 7/8/98 and AGREES WITH HER STATEMENT THAT THE STEEL SHOWN ON THE PLANS IS SUFFICIENT FOR THE TOP SLAB OF C/C & CONST. JOINT. (NO FURTHER ACTION) CALLED BOB BRUNSON

HDR (LEECH) → ACTION
BOB → INPUT

Solution By: [signature] Date: 7/10/98

REQUEST FOR INFORMATION
ADDISON AIRPORT TUNNEL - PROJECT (DNT-260)

911

Contractor / Subcontractor : H.B. Zachry — RFI No. B&R 911 — Date: 7-10-98

Subject: Construction joint seals on both N&S walls @ C/C — Originator: Yuri Kan

DrwgSpec. No.: T-112, T-113, T-114 #166 — Reply Req'd By:

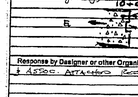
Distribution List:

Problem:
Based on HDR supplemental given to B&R P.E. and Inspectors that N&S north walls @ C/C are to be constructed with construction joints. Both seals will be installed on these joints. Seals are 1" thick and 6" wide. Based on the architectural exploration detail C & E, the seals will not take +332 L-beam on the interior walls. Please advise us on how to proceed with the installation of these seals.

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: Hrs; Surveying Crew: Hrs; Other: Hrs

Proposed Solution by Construction Manager: Date: 7-10-98 Authorized By:

It suppose to take the way installed shown below to the other with a 10 or 12" wall addition on the top to the key joint to make emergency exits possible.



Response by Designer or other Organization: APPROVED AS SUBMITTED - SEE LACKEN & ASSOC. ATTACHED RESPONSE FOR CLARIFICATION.

HDR (LEECH) → ACTION
B&R → INPUT

Solution By: [signature] Date: 7/13/98

REQUEST FOR INFORMATION
ADDISON AIRPORT TUNNEL - PROJECT (DNT-260)

912

Contractor / Subcontractor : H.B. Zachry — RFI No. B&R 912 — Date: 7-10-98

Subject: steel reinforcement for slabs @ C/C joints — Originator: Yuri Kan

DrwgSpec. No.: T-116, T-117 (B), T-111 (C) — Reply Req'd By: 24 JUL 1998

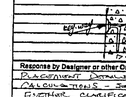
Distribution List:

Problem:
HDR steel reinforcement installations for the slabs @ both south and north walls of C/C are the overhangs installed unilaterally (both walls). Inside the walls, to instead of being +332 from the "L" slabs. Between +332 and inside inspectors have stated instead of 5" wood wall. Based on the overhangs exploration detail C & E, the seals will not take +332 L-beam on the interior walls. Please advise us on how to proceed with the installation of these seals.

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: Hrs; Surveying Crew: Hrs; Other: Hrs

Proposed Solution by Construction Manager: Date: 7/28/98 Authorized By: W. LEECH

Install plywood REF. walls about future slab walls and note these modifications details 4 & 5.



Response by Designer or other Organization: APPROVED SUBJECT TO SUBMITTAL OF PLACEMENT DRAWING, MATERIAL SPECIFICATIONS AND DESIGN CALCULATIONS - SEE ATTACHED LACKEN & ASSOC. RESPONSE FOR FURTHER CLARIFICATION).

Solution By: [signature] Date: 7/28/98

REQUEST FOR INFORMATION
ADDISON AIRPORT TUNNEL - PROJECT (DNT-260)

914

Contractor / Subcontractor : H.B. Zachry — RFI No. B&R 914 — Date: 24 JUL 1998

Subject: steel reinforcement in C/C roof slab — Originator: Yuri Kan

DrwgSpec. No.: T-113, T-115 T-116, T-118 #166 — Reply Req'd By: ASAP 7-10-98

Distribution List: HDR, ANDRE & ASSOCIATES

Problem:
Sheet T-115 calls for 24-100# bars @ 12" - c/c roof slab to be on alternate bar spacing of 6"o.c. with 40-100# bars @ 12" o.c. Sheet T-116 calls for 134 - 100# bars @ 12" (EW) in both walls of C/C area. Sheet T-118 calls for 78 - 100# rebars @ 100' EWE bent no A or B dimensions are shown in the table.

Where are these 100# rebars and how were they supposed to be installed in both walls and roof of C/C? Please confirm that both walls of the C/C are not been already poured.

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: Hrs; Surveying Crew: Hrs; Other: Hrs

Proposed Solution by Construction Manager: Date: Authorized By:

100# BARS SHOULD BE STAGGERED LEFT AND RIGHT ACROSS ROOF EXPANSION JNT. OVER CUT SECTION.

Response by Designer or other Organization: SUE LACKEN (ARCHITECT IN CHARGE) & DRAKE JONES (PROJECT ARCHITECT) FROM TOP RIGHT SEE ATTACHED LACKEN & ASSOC. RESPONSE TO THIS QUESTION.

ONLY → DTO (LACKEN) AND (RECOMMENDATION)
FYI → HDR (ANDRE)
FYI → LPA (ANDRE)

Solution By: [signature] Date: 8/10/98

ADDISON AIRPORT TUNNEL - PROJECT (DNT-260)

915

Contractor / Subcontractor : H.B. Zachry — RFI No. B&R 915 — Date: 8-4-98

Subject: Waterproofing was top of C/C box and MEP room. — Originator: Yuri Kan

DrwgSpec. No.: T-118 #166, T-112 #166 — Reply Req'd By: 8-10-98

Distribution List: HDR, Isabel D Associates

Problem:
B&R field inspectors believe that top of our C/C box, north, east, and south walls of MEP room need waterproofing as well as the roof of MEP room.

Please let us know about this matter A.S.A.P. The C/C roof slab was poured this morning.

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: Hrs; Surveying Crew: Hrs; Other: Hrs

Proposed Solution by Construction Manager: Date: Authorized By:

Response by Designer or other Organization: WATERPROOFING over top of C/C Tunnel Box per Tunnelman joint Requirements because the information/drawings and Elevated Surfaces Concerns in the Contract maintains the Tunnel Mans Tunnel Waters Reserved. See (LACKEN & ASSOC. RESPONSE TO THIS QUESTION).

FAX → HDR (Ruben)
FAX → LPA (Michael)
FAX → DTO (Mark)

Solution By: [signature] Date: 8/19/98

REQUEST FOR INFORMATION
ADDISON AIRPORT TUNNEL - PROJECT (DNT-260)

916

Contractor / Subcontractor : H.B. Zachry — RFI No. B&R 916 — Date: 8-2-98

Subject: T&P Requirement for concrete base of sub sumps — Originator: Yuri Kan

DrwgSpec. No.: S 67A, S 67B, S 100 — Reply Req'd By: 8-2-98 A.S.A.P.

Distribution List: HDR

Problem:
The roof slabs of either sumps are shown as part of pavement on sheets #S67A and = S67B.
Shall a S100 shows roof slabs of either sumps as just regular concrete structures with a finished grade above them.
What is it and what is the temperature requirements for concrete pours for these West & East Portal Sumps.

Please respond A.S.A.P. because the West Portal Sump roof pour was scheduled on tomorrow morning @ 6:00 am.

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: Hrs; Surveying Crew: Hrs; Other: Hrs

Proposed Solution by Construction Manager: Date: Authorized By:

Response by Designer or other Organization: 1) NO SLAB SHOWN (SHT 317) on W. PORTAL SUMP IS CORRECT. 2) ENCASEMENT SHOWN SHT. S67A & S67B MINIMUM 6" CONCRETE ENCASEMENT AROUND TOP SLAB OF SUMP. THE SUMP SHOULD WITH THE 6" CONCRETE ENCASEMENT AROUND TOP SLAB OF SUMPS. SUMP HAS DIESEL POWERED TRAFFIC & THUS THE 80% RULE DOES NOT APPLY. WE REQUIRED THE RECOMMENDED IN THE TOP SLAB OF SUMP & OWNER AGREED TO MINIMUM. BECAUSE WE DO NOT WANT SIGNIFICANT CRACKS TO INTERCEPT THE SUMP REINFORCEMENT AT 90 ANGLE.
FAX → HDR (MIKE) — DISCUSSION WITH SUMP WALL & PAVEMENT DESIGN
CC → B&R (MARK) — AUTOMATIC FLOOR FROM THE TOP SLAB OF SUMP PITS.

Solution By: [signature] Date: 8/4/98

QUEST FOR INFORMATION
DDISON AIRPORT TUNNEL - PROJECT (DNT-260)

917

Contractor / Subcontractor : H.B. Zachry — RFI No. B&R 917 — Date: 9 SEP 98

Subject: ELECTRICAL OPENING SIZE — Originator: W. LEECH

DrwgSpec. No.: FOR OPENING T-110 & T-111, DOOR SIZE T-110 — Reply Req'd By: 15 SEP 98

Distribution List:

Problem:
THE LARGEST EQUIPMENT SUBMITTED AND CURRENT MEASURES 48-IN. WIDE X 90-IN. DEEP X 90-IN. HIGH. M.B. BALMY PLANS TO INSTALL THIS EQUIP. AND OTHER MAJOR COMPONENTS FROM TU BEHIND THE ROAD CLOSURE. IN THE FUTURE, IF ANY OF THE MAJOR COMPONENTS NEED TO BE REMOVED AND REPLACED, WILL THE 9'-0" W X 21'-0" ROOF OPENING AND/OR 21'-0" X 7'-2" DOOR OPENING BE LARGE ENOUGH FOR REMOVAL AND REPLACEMENT? THANK YOU.

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: Hrs; Surveying Crew: Hrs; Other: Hrs

Proposed Solution by Construction Manager: W. LEECH Date: 9 SEP 98 Authorized By: W. LEECH

ENLARGE ROOF OPENING

Response by Designer or other Organization: THIS IS NOT A PROBLEM. VARIOUS COMPONENTS OF SWITCH GEAR, UPS, ETC. CONTAINED IN THE NEXT 20 TO 30 YEARS BUT NOT AN ENTIRE SUITE THAT 90 INCH HIGH DISCHARGE AIRWAY SHOWN ABOVE THAT TO BE REMOVED. IF SO, THE DISCHARGE IS A PAINTED GALVANIZED AND COULD BE EASILY APART FOR REMOVAL IF WERE REQUIRED.

Solution By: [signature] Date: 9/4/98

REQUEST FOR INFORMATION
ADDISON AIRPORT TUNNEL - PROJECT (DNT-260)

918

Contractor / Subcontractor : H.B. Zachry / ZACHRY-MONTREAL — RFI No. B&R 918 — Date: 9 OCT 98

Subject: TUNNEL SUMP CONCRETE CONSTRUCTION JOINTS — Originator: W. LEECH

DrwgSpec. No.: T122, SECT B + SECT D, T127, DET 2 — Reply Req'd By: 13 OCT 98

Distribution List:

Problem:
1) CAN THE WALLS AND ROOF MEET BE PLACED SEPARATELY WITH A CONSTRUCTION JOINT IN BETWEEN. SEE DWG. SHT T122 - SECT B
2) CONSTRUCTION JOINT LOCATION ON DWG. SHT T122 - SECT D APPEARS TO CONFLICT WITH DWG. SHT T127 - DET 2. SUGGEST USING DETAIL 2 AS CONSTRUCTION JOINT LOCATION.

SKATES ATTACHED

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: N/A Hrs; Surveying Crew: N/A Hrs; Other: N/A Hrs

Proposed Solution by Construction Manager: W. LEECH Date: 9 OCT 98 Authorized By: W. LEECH

(1) ALLOW CONSTRUCTION JOINT BETWEEN WALLS AND ROOF
(2) USE DWG SHT T127 - DETAIL 2 FOR CONSTRUCTION JOINT LOCATION

Response by Designer or other Organization:
(1) THE ADDITIONAL HORIZONTAL CONSTRUCTION JOINT BETWEEN THE WALLS AND THE ROOF IS PERMITTED, PROVIDED THAT: a) THE REINFORCING ACROSS THE JOINT JOINT IS CONTINUOUS, b) THE JOINT SURFACE WILL BE PREPARED PER THE SPECIFICATIONS OR A SHEAR KEY WILL BE PROVIDED) AND c) THE JOINT WILL BE LOCATED 3" ABOVE THE HORIZONTAL REINFORCING BAR IN THE WALL (THIS APPEARS TO BE 3" ABOVE THE LOCATION SUGGESTED BY DET 2). SEE ATTACHMENT 1.
(2) USE DRAWING T127 DETAIL 2 - AGREED

Solution By: [signature] Date: 10 OCT 98

FINAL RECORD DRAWING
Date: 12/25/99

NO.	REVISION	BY	DATE

NORTH TEXAS TOLLWAY AUTHORITY
ADDISON AIRPORT TUNNEL

RFI# 905 - 918

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

CONTRACT NO. DNT-260 SHEET ____ OF ____