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A. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL REI No.: 127B	REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL Subcontractor (if applicable): Renaissance Contractors 126 Refi No.: 126 Date 7/02/97	A. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL	H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL	REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL Subcontractor (if applicable): Zachry/Monterey & Mastec RFI No.: 12.3 Date 6/28/97	H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL 123
Subcontractor (if applicable): Renaissance RFI No.: 127B Date 09-Jul-97 Originator: Majed Limam Subject: Conflict between 60" storm sewerB and existing 8" sanitary Reply Req'd By: 7/10/97 (ASAP)' Drw/Spec. No.: Sheet C40, C41 Distribution List:	Subject: S.W. Bell vault / water line 'A" Drw/Spec. No.: Originator: J. Gardner Reply Req'd By: B. Leech Distribution List: B. Leech Majed Limam	Subcontractor (if applicable): Subject: Existing duet line protrudes into lime at Dooley Road. RFI No.: 125 Date 01-Jul-97 Originator: Majed Limam Subject: Existing duet line protrudes into lime at Dooley Road. Reply Reo'd By: 08-Jul-97 Drw/Spec. No.: C28 Distribution List:	Subcontractor (if applicable): Renaissance Date 01-Jul-97 Subject: Interfrence between pipe encasement at Line B and Dooley Road Reply Roa'd By: 03-Jun-97 Dray/Spec. No.: C28, T108A RFI No.: 124 Originator: Majed Limam Reply Roa'd By: 03-Jun-97 Distribution List:	Originator: J. Gardner Subject: Instrumentation relocations Drw/Spec. No.: 7137-133 Distribution List: B. Leech Majed Limam Problem: Spike Hubenak	Subcontractor (if applicable): Zachry/Monterey
Problem: Jim Gardner Renaissance Brown & Root This is an additive to RFI 127.	Problem: S.W. Bell's contractor installed a vault behind the curb along the east side of Midway Rd., to the north of the intersection with Keller Springs Rd. In order to stay within their ROW, the contractor installed vault where it will now interfere with the placement of the water line 'A' as shown on the plans.	Problem: Existing concrete encased duct pretrudes into lime at Dooley road.	Problem: Tim Gardner Ross Navarette	The instrumentation locations shown in the plans will create problems with taxiway traffic during installation and while monitoring during the tunnelling operation.	Problem: Spike Hubenak MasTek
Additinal info required by HDR Renaissance stopped laying the 60" pipe at station 1+20.67 (Line B Sta.) The existing sanitary intersects Line B align. at sta. 0+91.83 The old 60" pipe connects to line B at sta. 0+47.83	ω-1"	The difference in elevation between the bottom of lime and the top of the encasement varies, it reaches a maximum of six inches (the encasement being higher). H. B. Zechry has the exact location of the duct as surveyed in the field. Please advise.	As shown on the drawing attached, the elevation of the southern edge is at around 634.32. The top of asphalt elevation at Dooley is 634.92, just 7.1/4" higher. Dooley calls for 6" of lime, 6" of CTB and 4.1/4" of Asphalt. The bottom of subgrade at that location would be around 633.57. 2. The station and elevation (Flow line of 60" RCP) are off. The pipe alignment intersects the CL of tunnel alignment at sta. 4+15.4 at a FL elevation of 626.85 (not 626.88).		Per your request, Zachry/Monterey is providing a summary of all the instrument locations that have moved, along with the reason for moving them. The summary was provided by Zachry/Monterey's subcontractor, MAS-TEK engineering who installed all the geotechnical instruments in the project.
The existing inlet at Dooley flow line is 624.07' (Connects to line B shown on C41) Existing Manhole north of line B at sta1+03.69 (Flow line 620.24) Possible rework or extra work involved with this RFI? Delays in project execution involved with this RFI? Y	Possible rework or extra work involved with this RFI? Delays in project execution involved with this RFI? N ✓ Y	Possible rework or extra work involved with this RFI?	Possible rework or extra work involved with this RFI? Delays in project execution involved with this RFI? N	Possible rework or extra work involved with this RFI? Delays in project execution involved with this RFI? N Y ✓	Possible rework or extra work involved with this RFI? N
Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: 1 Hrs Surveying Crew: 1 Hrs Other: ? Hrs (Renaissance) Proposed Solution by Contractor By: Date: Reviewed By:	Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: 1 Hrs Surveying Crew: 1 Hrs Other: 1 Hrs Proposed Solution by Contractor By: J. Gardner Date: 7/02/97 Reviewed By:	Delays in project execution involved with this RFI? Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: 1 Hrs Surveying Crew: 2 Hrs Other: Hrs Proposed Solution by Contractor By: Date: Reviewed By:	Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: 4 Hrs Surveying Crew: 4 Hrs Other: Hrs Proposed Solution by Contractor By: Date: Reviewed By:	Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: 5 Hrs Surveying Crew: 2 Hrs Other: 5 Hrs Proposed Solution by Contractor By: Zachry/Monterey Date: 6/28/97 Reviewed By:	Delays in project execution involved with this RFI? 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:
	There appears to be enough room between the back of curb and the west side of the vault for the water line to pass. The narrow space now allowed, may require our pipe subcontractor, Renaissance Construction, to undergo some minor adjustments/ precautions during water line installation, but it appears that, if permissible, the water line could be routed around the vault.		Please advise	Relocate the instruments to minimize any obstructions, safety hazartds and/ or inconveniences to both airport traffic and Mastec's operations. Please advise of acceptable alternate locations. in greation: P1.P2.P3 DBM 1, Di3M 2 AND BEX-4	
Response by Construction Management: REWORKSD GREADS STA. 0100 TO STA. 1+80.67 AS SHOWN ON ATTACHED MAKKUPS. RETORD ON		Response by Construction Management: Limit 70 BOTH Stores OF Copic Graces 600	Response by Construction Management: (A) AS SHOWN ON SHT, TIOBA, SEC. E, KEYP THE BOTTOM GUSU. OF CONC. AS DETAUS AND COCATE THE TOP OF COLOR, LEXICALITMENT		Response by Construction Management:
AS BUCTS. NO HOW DUCS, TO BE (SSUED)	Response by Construction Management: Contractor's Solution About Appears TO BE ACCUPTABLE. THIS SOLUTION WILL HOW TO BE DETERMINED IN THE FIGURE, LO NEW DOLLINGS TO BE ISSUED. RETORN FIGURE CHANGE ON AS-BULTS	QUET ALS OHERE TOP WHENEUT IT IS POSSIBLE. A CONC. GUESSON DOST PULLING THEN LAWS SUBBASE DOSS NO HARM IN SUCH A SHALL AREA.	AT THE BOTTOM OF MOIDSON CIME SUBBARG GUNLATION INTO MINISTER OF POURING IT TO FT HIGH AS SHOWN IN SEC. 5.	Response by Construction Management: REASE SUBMIT A PARA SHOWING THE EXISTING LOCATIONS, INTERCATORISE OR ICASON THAT HOMO ENDOCATION; & LOCATIONS YOU ARE RANNING TO MONT THAM TO, WE WILL THAN PORTION THE IEROCATIONS FOR APPROVAL	
Solution By Coffgioman Date: 7/10/97 Reviewed by: Date:		Solution By: LCH Kyymun Date: 7/7/97. Reviewed by: Date:	Solution By (GH) Surman Date: 7/7/97 Reviewed by: Date;		Solution By: Date: Reviewed by Date:
	Solution By: (Afform Date: 7/14/97 Reviewed by: Daty: ZACHRY-MONTEREY 121	ZACHRY-MONTEREY RECEIVED 120	ZACHRY-MONTEREY	Solution By: (12th O. James Date: 1/3/97 Reviewed by: Date:	ZACHRY-MONTEREY / 1
JUEST FOR INFORMATION JUN 13 1997 JUN 13 1997 ACC 3 5 7 Discon Airport Tunnel Acc 3 5 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	1211	REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL - JOB #9080.01 Brown & Root, IRFI No.: 009 Object 120 Subcontractor (if applicable): Date 06/11/97	REQUEST FOR INFORMATION RECEIVED 1319 ADDISON AIRPORT TUNNEL - JOB #9080101 1 0 1997 #62 # 119 Subcontractor (if applicable): Mas-Tek Engineering & Associates, Inc. Brown & Root, Inc. Date 06/10/97	REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL MAY 23 1997 RFI No. 118 2 Date 22-May-97	REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL - IOR #9080 01 0 0 55 th 100
Originator: HB Zachry Co. Discribed: Conflict in alignment of Sanitary Server "A" and existing concrete ductbank Reply Req'd By: J Gardner Distribution List: Bill Leech	Subject: Control of Materials Drw/Spec. No.: Special Provision to Item 6 and Item 5.5 Distribution List: Jim Roskie - Monterey Job 9080.01 - 010	Subject: Generator and Transformer Pad Conflict Drw/Spec. No.: Distribution List: Jim Roskie - Monterey Job 9080.01 - 009	Subject: Borehole Extensometer Installation Reply Reg'd By: D. Hubenak OSE Drw/Spec. No.: 4104 Distribution List: Jim Roskie - Monterey Job 9080.01 - 008	Subject: Conflict in location of San. Sewer 'A' manholes & Gas line Drw/Spec. No.: Sheet 35A Distribution List: Bill Leech Problem: Maied Limam	Subject: Instrumentation Reply Reg'd By: D. Hubenal Drw/Spec. No.: Special Spec Item 4104 Distribution List: Jim Roskie - Monterey
oblem: An existing electrical ducthank is not located as shown in plans. It runs instead, directly over the top of proposed Sanitary sewer line "A" for aproximately 35 feet.	Problem: Section 6.2. of the above referenced Special Provision states "Design, sampling, and testing, including professional quality control efforts in general, will be performed by engineering testing laboratories. Such services will be provided at the direction and expense of the Authority, except as may be specified for Item	Problem: Attached is a sketch (not to scale) which shows a new power pole (#2) in conflict with Emergency Generator Pad #1.	Problem: Attached is a letter from the above referenced subcontractor indicating their schedule for the installation of borehole extensometers BEX-1 and BEX-2. They plan to install these on July 20 beginning at 4:00 a.m. and will complete both in the 6 hour window provided by the Addison Airport. The alternate date for installation	In the area where Sanitary Sewer 'A' and the proposed third party Gas line both pass beneath future Dooley Rd., the two sanitary manholes on either side of Dooley will be built against the outside wall of the gas conduit. At the time the manholes will apparently be built, this gas line will be active.	Problem: SEE ATTACHED ***
OCC NO T KELLEY B. REVIS O. ALORIGE	441 and SP, "Steel Structures". An exception to the above is the requirement that the Contractor develop all Portland cement concrete and hot mix asphlatic concrete designs and prepare and analyze trial and hot bin batches of the different designs as appropriate, as directed by the Engineer, entirely at its expense." Item 5.5 of the TxDOT Blue Book states "plans shall govern over standard and special specifications, and special provisions shall govern over both standard and special specificatons and plans.	Possible rework or extra work involved with this RFI? Y N	is July 27. Please note that these dates are contingent upon receiving an approval of the Instrumentation submittal on or before June 20, 1997.		
Sible rework or extra work involved with this RFI? N Y asys in project execution involved with this RFI? N Y	It has been brought to our attention that the shotcrete testing during construction is the responsibility of the Contractor. The above referenced Special Provision and General Requirement indicate to us that the required design and trial testing is the expense of the Contractor and the required testing during construction is the expense of the Authority, therefore, we plan to use Mas-Tek Engineering & Associates to provide the	Delays in project execution involved with this RFI? Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: 0.25 Hrs Surveying Crew: Hrs Other: Hrs	Possible rework or extra work involved with this RFI? Delays in project execution involved with this RFI? The project	Possible rework or extra work involved with this RFI? Delays in project execution involved with this RFI? N	Possible rework or extra work involved with this RFI? Y N Delays in project execution involved with this RFI? Y N Fstimate of time spent evaluating, finding alternate solution to RFI? Engineering: 2 H
nate of time spent evaluating, finding alternate solution to RFI? Engineering: 1/2 Hrs Surveying Crew: 1/2 Hrs Other: Hrs Osed Solution by Contractor By: Remaissance/ Ross Navaret Date: 6/12/97 Reviewed By: Gardner	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: Surveying Crew: Hrs	Proposed Solution by Contractor By: Hubenak Date: 06/11/9 Reviewed By: Shift both Emergency Generator Pads and the Transformer Pad approximately three feet (3') to the north northwest to get power pole #2 out of conflict.	Surveying Crew: Hrs Other: Hrs Proposed Solution by Contractor By: Date: Reviewed By: Distribution ust	'imate of time spent evaluating, finding alternate solution to RFI? Surveying Crew: Hrs	Surveying Crew: H Other: H Proposed Solution by Contractor By: Date: Reviewed By:
is area, there is adequate distance (> 12 ft.) between the sanitary line and the proposed water line to move the snitary line is area, there is adequate distance (> 12 ft.) between the sanitary line and the proposed water line and avoid having to run directluy beneath the existing ductbank. By crossing the ductbank of the north relocating the sanitary line about 3 feet to the west, the problem can probably be avoided. Field dimensions will be recorded incorporated in the final 'As-builts'.	Other: Hrs Proposed Solution by Contractor By: Date: Reviewed By:	Response by Construction Management: Hore that Courseles Course Course Proposes	OATE OF OF BY SR331 I MALLEY OCC VIGHT Please infinite by your name and pass to nest operion on liel. Thanks	appears to be room to move the two sanitary manholes on either side of new Dooley Rd. directly to the North. Moving the manholes (and the connecting sewer pipe) 4 feet to the north would eliminate having to build the 4' diameter manholes directly alongside an active gas line later. This short distance would change the slope of the sanitary pipe slope so slightly, that adjusting manhole elevations probably would not be necessary. Also, there appears to be adequate room for the sanitary line to still pass under the storm sewer in this same area, if moved.	
esponse by Construction Management the the Reviews Contractor's South and	Response by Construction Management:	Solution Also Conciles with Moving The Pros 2'+ 110 RTH. Its Illand Drawlings and Box 155000. Contraver to Record Attacks on Figure As-Burgs, I'm Resolution	Response by Construction Management:	Response by Construction Management:	Response by Construction Management: Sous ATTALLING RUSHOUS FOR REI #1/7
WITHO PROBLEM WITH GLE. DISTRANK AND CALCURS WITH MEDICAL DELIGION, HOWEVER, IF WHITE LINE AND SOUTHERY SOUTHER ARE WITHIN SOCIO POLICE OR UNITARY SOUTH DELICION THE PROBLEM OF THE AREA OF THE THEORY SOUTH WITHIN SOCIO POLICE OR LINE WASHINGS					FROM OUR SUSCENSIVETY LARMY AND ALSOCIATES, WE CONCURE WITH THOSE RUSSAUST
HILL BE ISSUED. CHITRAGE TO LANGUE FIRE	Solution By: Date: Reviewed by: Date:	Solution By: Attenue Date: 6/23/97 Reviewed by: Date:	Solution By: Date: Reviewed by: Date:	Solution By: Date: Reviewed by: Date:	
Solution By: Chormun Date: 6/23/97 Reviewed by: Date:				Control by. Date.	Solution By Louk Fill Date: 6/10/97 Reviewed by: Date:
ZACHRY COMPANY QUEST FOR INFORMATION POISON AIRPORT TUNNEL	REQUEST FOR INFORMATION WAY 2 1 1997	H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL 114	B. ZACHRY COMPANY REQUEST FOR INFORMATION DDISON AIRPORT TUNNEL	H. B. ZACHRY COMPANY REQUEST FOR INFORMATION MAY 16 1997 ADDISON AIRPORT TUNNEL	
RFI No.: 116 Date 10/21/97 IDENTIFICATION OF THE COMPANY REQUEST Reply Reg'd By: AGR TW/Spec. No.: Distribution List:	Subcontractor (if applicable): Subject: Shotcrete - Proportioning and Mixing Reply Req'd By: D. Hubenak	Subject: Layout /dimensioning discrepancy @ Pipe Culvert 2 Sheets C46 & C48 RFI No.: 114 1	RFI No.: 113	Subcontractor (if applicable): Renaissance RFI No. 112	
THE REINFORCED ENRIL CO. IS REQUEST- REINF. EARTH CO	Problem: Job 9080.01 - 006 Problem: The above referenced section specifies to have aggregate and cement proportioned by an approved batching	Problem: Offset Stationing (84.59 ft. Right of Sta 33+37.58) for the end of Pipe Culvert 2 as detailed on sheet C46, does not correspond to the 242.59 It. length of pipe culvert dimensioned on sheet C48 when laid out in field.	Brown & Root Problem: Ross N. Majed Liman Im Gardner H. B. Zachry Co. needs clarifications on exact location of ROW & Easement Line.	Brown & Root: Thomas Kelley Problem: Renaissance: Mike Barber H. B. Zachry: Majed Limam The rock directly below the storm sewer support (Line B) is possibly weatherd and/or fissured.	FINAL RECORD
THIS WITH R.E. AND ARE ASKING FOR A FORMAL REDUEST.	Possible rework or extra work involved with this RFI? Y N Delays in project execution involved with this RFI? Y N			The rock anchors that we install through this rock to support the pipe and tunnel arch may not serve their purpose if epoxied and tested as planned.	DRAWING Date: 12/25/99
	Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: 0.5 Surveying Crew: Hrs Other: Hrs Proposed Solution by Contractor By: Date: Reviewed By:	ssible rework or extra work involved with this RFI?	Possible rework or extra work involved with this RFI? Delays 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 N	NO. REVISION BY DATE
in project execution involved with this RFI? in project execution involved with this RFI? imate of time spent evaluating, finding alternate solution to RFI? Engineering: Surveying Crew: Hrs Other: Hrs	actual plant we propose to use was used on the Super Collider project in Waxahachie, Texas and on a UDOT project. Reasons for using a volumetric plant are as follows:	of tate of time spent evaluating, finding alternate solution to RFI? Surveying Crew: Other: Hrs	Proposed Solution by Contractor By: Engineering: 0 Hrs Surveying Crew: 0 Hrs Other; 0 Hrs	Estimate of time spent evaluating, finding alternate solution to RF1? Surveying Crew: Other: Hrs Proposed Solution by Contractor By: Jim Gardner Date: [Reviewed By: 1. Drill these 20 anchors to plan depth but with a larger diameter (1 7/8").	NORTH TEXAS TOLLWAY AUTHORITY ADDISON AIRPORT TUNNEL
Opused Solution by Contractor By: J. GAROLLA Date: Sh, 19 + Reviewed By: J. GAROLLA LET THIS RET SERVE AS A FORMAL REQUEST FOR LATERAL ISARTH PRESSURE INFORMATION FOR OUR RET WALL SUPPLIES REINFORCED ISARTH COMPANY	night work because of the small demand and DOT driver restrictions.	Oposed Solution by Contractor By J. Gardner Date: 5/20/97 Reviewed B.J. Gardner Await clarification of apparent discrepancy. Will then layout accordingly.	Drawing on C29 gives the bearings and lengths of different segments of the ROW. We need a start point coordinates of the traverse, or some kind of reference point so we can locate where the ROW and the Easement are exactly. Please provide us with coordinates for all POB's necessary to lay out the ROW.	Install anchors and grout the holes using non shrink grout that can fill any cracks and help form a homogeneous arch over the future tunnel. Tension the bolts only minimally to avoid reopening of cracks.	
	larger site required for a weighted plant. 5. The location of the plant's close proximity to the tunnel will provide security in case of emergency.		Response by Construction Management	Response by Construction Management:	RFI# 112 - 127B
esponse by Construction Management:	Response by Construction Management:	Response by Construction Management:			
,			slution By: Date: Reviewed by: Date:	Solution By: Date: Reviewed by: Date:	
olution By: Date: Reviewed by: Date:	Solution By: Date: Reviewed by: Date:	Solution By: Date: Reviewed by: Date:		<u> </u>	DATE DESIGNED DATE CHECKED DATE SCALE
					CONTRACT NO. DNT-260 SHEET OF