ZACHRY-MONTEREY PALLIMINARY 140	B. ZACHRY COMPANY				
	AEQUEST FOR INFORMATION PRELIMINARY 139	ZACHRY-MONTEREY 138	H. B. ZACHRY COMPANY REQUEST FOR INFORMATION 139B	H. B. ZACHRY COMPANY RECEIVED 137	H. B. ZACHRY COMPANY
REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL - JOB #9080.01 HE RFI # 140	1ADDISON AIRPORT TUNNEL RFI No.: 139	ADDISON AIRPORT TUNNEL - JOB #9080.01	ADDISON AIRPORT TUNNEL	ADDISON AIRPORT TUNNEL AUG 04 1997	REQUEST FOR INFORMATION REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL RESOLUTE 136
Subcontractor (if applicable): Date 08/04/97 Originator: D. Hubenak	Subcontractor (if applicable): Zechry Montersy Originator: Majod Liman	Subcontractor (if applicable): Originator: D. Hubenak	Subcontractor (if applicable): Zachry Monterey Date 07-Aug-97 Originator: Majed Limam	Subcontractor (if applicable). Zachry/ Monterey Brown & Root, IRF1 No.: 137 Date 01-Aug-97 Originator: Jim Gardner	Subcontractor (if applicable): Renaissance Renaissance Date 31-Jul-97
Subject: Bore for Electrical Conduit on Addison Road Reply Req'd By: 08/26/97 Drw/Spec. No: Sheet C25 of 166 Distribution List:	Subject: Rock baits on FW walls Reply Rock By: 25-Aug-97 Drw/Spen, No.: 516 Denribution Lest: Jim Gerdaer	Subject: Tape Extensometers Reply Req'd By: 08/13/97 Drw/Spec. No: 4104 Distribution List:	Originator: Majed Limam Subject: Rock bolts on FW walls Reply Req'd By: 26-Aug-97 Drw/Spec. No.: S86 Distribution List: Jim Gardner	Subject: Completion of East Portal RW before Type II excav. Reply Req'd By: 08-Aug-97 Drw/Spec. No.: T107, T130 / 4100, 423 Distribution List:	Subject: Existing irrigation system not shown in the drawings Reply Ren'd By: Drw/Spec. No.: C35A Distribution List:
Jim Roskie - Monterey Job 9080.01 - 014	Problem: On cheet S16, Detril 1, there is a 6° diameter berehole Ross Neverette	Jim Roskie - Monterey Job 9080.01 - 013	Problem: Spike Hubenak RFI 139 concerned the borehole diameters, whether the 6" on Ross Navarette	Problem: At Station 26+25, it is required that the East Portal Spike Hubenak Retaining Wall be completed and backfilled before the Type II Majed Limam	Problem: Mike Barber
Problem:	required for the reck bolt/resin enchorage combination. On Table 4 of the attached page, the recommended hole character for a \$4 bolt is 1.5°. This table is part of submitted mumber 101, which was approved on May 13, 1997. Places advise concerning this	Problem: The extensioneters in the Type 2 excavation cannot be installed as required in the specification " within	the plans or the 1.5" diameter needed for the approved rock bolt/resin anchorage combination would be used. The RFI also asked if the rock bolts are to be post-	excavation and support begins. We would like for our tunnelling operation to begin without delay, and feel that the complete construction of the wall as	Irrigation system for grassy erea adjacent to building on the south side of the intersection of Dooley Road and Kellers Springs has been removed by Repaissance pipe crew.
Sheet C25 of 166 indicates boring 2 Ea. 4" conduits in Addison Road. The existing pull box on the southeast corner is located in Addison Road. Please advise us on the actual location of this bore so that we can make arrangements for bore pits and receiving pits.	discrepancy concerning borrhole dismeters. Also, as the rock bolts post-toxifoned or are they dessels?	Tape extensometers in the Type 2 excavation cannot be installed as required in the specification "within 24 hours after excavation has exposed the individual reference point location" because of the staggered sequencing of Type 2 excavation. Each location in the Type 2 excavation will be exposed for more than	tensioned or are simply dowels. Sheet S86 of the plans shows a plate to be positioned 9" off the excavated rock face for embedment within the closure pour. Tensioning of the anchor would require the plate to be directly against the face of rock.	required is not necessary to begin tunnelling.	The crew had to remove the irrigation system in order to build the storm sewer line A, and Sanitary line B. The system is located inside of the Basement line, and some even inside the ROW line. It is not shown anywhere in the
rangements for bore pits and receiving pits. Per Enter CD 6 AS Businer CD 5	1) But thek Dimerle Siet For Thrill on Ry Cont. 2) Ast. 1964. Ry Box. (1803040) as Downes (1804000)	24 hours before the eye bolts can be embedded and the grout can set up which contradicts the specification of taking an initial reading within 24 hours. Any subsequent seem to be meaningless without a proper initial reading.			plans and have not been relocated before the start of construction.
17 July 98	WOL	THIRD TO SHEET,			
	Poundle rework or extra work involved with this RFD N Delays in project concertion involved with this RFD N Estimate of time spent evaluating, finding alternate solution to RFD Engineering: 1 Hrs		Possible rework or extra work involved with this RFI? Delays in project execution involved with this RFI? N	Possible rework/extra work involved with this RFI? Y (N) Delays in project execution involved with this RFI? Y (N)	Possible rework or extra work involved with this RFT?
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ssible rework or extra work involved with this RFI? Y N lays in project execution involved with this RFI? Y N	Proposed Solution by Contractor By: Date: Reversed By:	Possible rework or extra work involved with this RFI? Delays in project execution involved with this RFI? Y N	Proposed Solution by Contractor By: Date: Reviewed By: Please advise a method for post-tensioning the rock bolts.	Proposed Solution by Contractor By: J.Gardner Date: 8/I/97 Reviewed By:	Other: Hrs to be determined Proposed Solution by Congrector By: Date: Reviewed By:
timate of time spent evaluating, finding alternate solution to RFI? Engineering: Hrs Surveying Crew: Hrs		Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: Hrs Surveying Crew: Hrs		We propose building the bottom portion of the wall below the permissible construction joint, and loading the section with mass, such as concrete traffic barriers. The attached drawing will show this more clearly. The construction of the upper portion of the wall and its subsequent backfill will be	Please advisa.
Other: Hrs posed Solution by Contractor By: Date: Reviewed By:		Proposed Solution by Contractor By: Date: Reviewed By: Please advise use of an alternate method to perform the function of tape extensometers.		completed at a later date. The weight of the mass will be equal or greater than the weight of the earth backfill on this particular wall.	17-1-12 x 95
		Please advise use of all alternal insules to perform the sales and a specific and			
onse by Construction Management: The ward Fixed Location of Sand Chippins	RESPONSE BY CONTROLLED MERCHANTE PROVIDE HOLE SILE SMORPHY TO MANY RESELD MALLIER COLUMN S. LEDD MY COLUMN COLUMN AND FROM PART TOURS AND AS SHOULD ON DETAIL 1 SHY SOLO.	Response by Construction Management: Secs. Required The Especialist Policy Herington	Response by Construction Management:	Response by Construction Management	Response by Construction Management: Port GIGUITEAN HOTES ON SHT C35A CONTRACTOR
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	7,	CLOSEFULNESS OF THE ENSTRUMENT OF ITS SUBJECTIVE PERSONAL, THESE INSTRUMENTS	Solution By: Date: Reviewed by: Date:	Solution By: Date: Reviewed by: Date:	Solution By Cabana Date: 8/4/97 Reviewed by: Date:
ion By: Date: 8/07/97 Reviewed by: Date:	AFTER RECION OF CRESCH CALCULATIONS AND CRITICIA FOR BOTH SITUATIONS MUNITIONED LEGICY WITH PLANTED TO ROCK BOLTS AND BOCK DOWNERS, THE COLORED APPLICATION IS AS NOTHED IN THE PLANS	Solution By: KARY owner Date: 8/05/97 Reviewed by: Date:			Solution by State.
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EQUEST FOR INFORMATION ALLIMINATE 135	H_B. ZACHRY COMPANY RECEIVED 134 REQUEST FOR INFORMATION AUG 01 1997	REQUEST FOR INFORMATION (HDR RCVD JUL 31 97) DATE 132	H. B. ZACHRY COMPANY REQUEST FOR INFORMATION HDR RCVD JL 28 97 PRELIMINATION	H. B. ZACHRY COMPANY REQUEST FOR INFORMATION 132B	CHRY-MONTEREY HDR RCV'D JUL 22'97 131
DDISON AIRPORT TUNNEL RFING: 135	ADDISON AIRPORT TUNNEL. Brown & Root, Inc. RELNO. 134	ADDISON AIRPORT TUNNEL - JOB #9080.01	ADDISON AIRPORT TUNNEL HDR RCVD JL 28 97 PKELT 132	DDISON AIRPORT TUNNEL	EQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL - JOB #9080.01
Contractor (if applicable): Renaissance Date: 7/31/97 Originator: Majed Liman	Subcontractor (if applicable): Mas-Tck Date 31-Jul-97 Originator: Majed Limam	Subcontractor (if applicable): Date 07/29/97 Originator: D. Hubenak	Subconstructor (if applicable): Reneissance RFI No.: 132 Date 24-ful-97 Originator: Majed Inform	Subcontractor (if applicable): Renaissance RFI No.: 132B * Date 28-Jul-97	Subcontractor (if applicable): Enchary - Menthaley I.U. Date 07/21/97
Membole location on servitary line C, interferes with slope Reply Reg'd By: ASAP Distribution Lise: Ross Navarette	Drw/Spec No T136 T130 Distribution List Jim Gardner	Subject: Rock Bolt Pattern on the S.E. Wall Drw/Spec. No: 4101 Distribution List: Jim Roskie - Montercy	Subject: Two 18" existing storm drains not shown in the Contract Drays. Reply Ree'd By; ASAP Draw/Spec, No.: C46 Distribution List:	Subject: Additional information on RFI 132 Reply Req'd By: ASAP Drw/Spec. No.: Distribution List:	Subject: Drain Material for S.E. Wall Shotcrete Reply Req'd By: D. Hubenak Drw/Spec. No.: Sheet T130 of 166 Distribution List:
n: Im Gardner Renaissane	Problem: Spike Hubenak Ross Navarette Instrument 15, SRP7, and 16 were installed as shown on the contract	Problem: Job 9080.01 - 012	Problem: Rensissance subcontractor, Austin Bridge & Roads, encountered 2 Rensissance	Problem: Jim Gardner Ross Navarette Remaissance	Jun Roskie - Moutersy Job 9080.01 - 01 1
C13 calls for the 4" top soil seeding/seeding slope to be at a 3 to 1 The bottom of the slope starts 2' from the edge of the type A gutter, the top of the slope is at 5' from the ROW line. He on sanitary rewer line C (26+35, 84' RT) is also shown to be at the top of the slope on sheet/C36A-C.58A	drawings. Please look at attached drawing showing the interference between the east portal retaining wall footing and these three instruments. The worse case discrepancy is with the 16 located at sta. 26+15, 28' right of CL of Tunnel.	Plan sheet T130 of 166 show the bottom rock bolt as being three feet (3') above the excavation line for the asphalt shoulder. It is not clear whether the pattern should be parallel to the shoulder excavation line or	lines of 18" RCP storm sower while excavating the south end of Culvert 1. Neither of these lines of pipe is shown on the Contract Drawings. One line appears to drain the area near the dumpster, and the other drains the packing lot area on the airport. Please make suggestions concoving these 2 lines	Attached are elevations requested by Brown & Root on Culvert1, South junction Box	Problem: The above referenced drawing does not address drainage between the shottrete and excavated wall. We anticipate water will be trapped between the wall and the shottrets without an escape route. Please advise
I out in the field, in order to achieve the 3 to 1 slope, the top of the slope will be located trutch further than shown contract drawings (towards the south). That will be a problem because the manhole will be located right on the of the slope, and will be prescuding in the sir. In order to keep the top of slope time as shown in the drawings, we	16 is right at the edge of the footing. Existing ground elevation at this location is around 636.5°. 15 and SRP7 are also too close to the footing (4', 5' respectively). The bottom elevation of the footing is at 629.22, that will generate a 7 to 8 ft excavation to build the footing. Sloping will be required on this excavation due to the nature	parallel to the unweathered Austin Chalk line. The Austin Chalk line parallels the above gutter line.	of pipe. Please look at the attached drawing for an approximate location. The two pipes have not been laid out by our surveyors.	709	anticipate water will be trapped between the wall and the shotcrete without an escape route. Please advise us on whether or not precautions are required.
have to go with a 2 to 1 slope instead. That slope may be too steep for maintaining the grass at a later date.	of the ground at that location. The two instruments will interfere with the sloping and excavation of the footing. Please advise.			35 +47.88 10 10 10 10 10 10 10 10 10 10 10 10 10 1	ag CAY OUT
ble rework or extra work involved with this RF17 Y	Possible rework or extra work involved with this RFI?	·	Possible rework or extra work involved with this RFI?	261AA TIPPEA 2-9x1 PORC	26 fort Arras
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P Route 1 A Initial T Eng X Usa	Please provide a solution.	Delays in project execution involved with this RFI? Estimate of time spent evaluating, finding alternate solution to RFI? Engineering: Hrs	Proposed Solution by Contractor By: Date: Reviewed By:	95.54.63 94.97 Viset	Cossible rework or extra work involved with this RFI? Delays in project execution involved with this RFI? Y N
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FING - RFE YED X		Proposed Solution by Contractor By: Lay out rock bolt pattern three feet (3') below and parallel to the gutter line. Fill in voids, as needed, in areas not covered by the rock bolt pattern. This lay out coincides with the method of excavation. See attached			Proposed Solution by Contractor By: Date: Reviewed By:
		lay out. Brown + ROOT RECOMMENDS THE ATTACHED SHETEN BOUTHE PATTENT		///	· · ·
No.	Response by Construction Management	WE WEED AT DETERMINATION DUTMIN TWO (5) WEEKS. WILL.	Response by Construction Management July 18 Bay and Ba	1000	
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