REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL Subcontractor (if applicable): RECO Subject: Medifications of RECO coining wall design to capacitie approx. Reply Regid By: ASAP Drw/Spe. No: RECO Subject: Medifications of RECO coining wall design to capacitie approx. Reply Regid By: ASAP Drw/Spe. No: RECO Subject: Medifications of RECO coining wall design in order to connect. RECO Subject: Medifications of RECO coining wall design in order to connect. RECO Subject: Medifications of RECO coining wall design in order to connect. RECO Subject: Medifications of RECO coining wall design in order to connect. Rest Navarette 6.54 Rest Navarette 7.54 Rest Navarette 7.55 Rest Navarette 7.5	Subject: Drill shaft elevations on SW wall/West portal wall Subject: Drill shaft elevations on SW wall/West portal wall Drw/Spec No.: S79, T129, S84 Drw/Spec No.: S79, T129, S84 Problem: On sheet S79, the West portal retaining wall drilled shafts are shown to be at the same bottom of shaft elevations as the drilled shafts on Panel 53 of the SW retaining wall. Sheet T129 shows the bottom of shaft elevations to be 586.50 for the West portal retaining we shafts. Sheet S84 shows the bottom of shaft elevations for Panel 53 as 578.50. Which is correct. Sheet S79, which show the drilled shafts at the same elevation, or Sheets S84 and T129, which show different elevations for both walls? 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: 1 Rrs	Problem: Sheet 35A specifies the removal and resetting of 2 existing water vaults from an area north of Line B between stations 1+00 and 2+00 to Line B.	H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL Subcontractor (if applicable): Date II-Aap-77 Subject: Expansion joinst use in DS retaining well cap beams DrwSpre. No.: Spec. 423 DrwSpre. No.: Spec. 423 DrwSpre. No.: Spec. 423 Image of the DS retaining wells does not include any form of expansion joint indicates between Deam sections. It my required? Please stavise. HB TACHRY COMPANY Fostable rework or extra work involved with this RFI? Postable rework or extra work involved with this RFI? Postable rework or extra work involved with this RFI? Postable rework or extra work involved with this RFI? Postable rework or extra work involved with this RFI? Postable rework or extra work involved with this RFI? Postable rework or extra work involved with this RFI? Postable rework or extra work involved with this RFI? Postable rework or extra work involved with this RFI? Postable rework or extra work involved with this RFI? Postable rework or extra work involved with this RFI? Postable rework or extra work involved with this RFI? Postable rework or extra work involved with this RFI? Postable rework or extra work involved with this RFI? Postable rework or extra work involved with this RFI? Postable rework or extra work involved with this RFI? N Engineering: Hrs Surveying Crew: Hrs Other: Hrs Other: Hrs Proposted Solution by Construction Mmagnonome: Solvey Solution by Construction Mmagnonome: Solv	H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL Subcontractor (if applicable): Renaissance Date Z1-Aug-97 Subject: ROW at Keller Springs - Addison intersection Reply Req 4By: 28-Aug-97 Distribution List: Jim Gardner Z8-Aug-97 Problem: On Sheet C31, at the northwest corner of the intersection of Reply Reg 4By: 28-Aug-97 The corner of the problem Reply Reg 4By: 28-Aug-97 The corner of Rep 4By: 28-Aug-97 The corner of Reg 4By: 28-Aug-97 The c	ZACHRY-MONTEREY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL - JOB #9080.01 Subcontractor (if applicable): Originator: D. Hubenak Subject: West Sump Pit Drw/Spec. No: Sheet P147/P148 of 166 Distribution List Jim Roskie - Monterey Job 9080.01 - 015 Entropy School - 015 Entropy
ZACHRY-MONTEREY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL - JOB #9080.01 Subcentractor (if applicable): Subcentractor (if applicable): NEED AMSWED Originator: D. Hubenak Subject: N E Wall Lighting Drw/Spec. No: Drw/Spec. No: Drw/Spec. No: Problem: Contract Planshing 5-6V Remore Section(8) The plans indicate "Typical Lighting" for the above referenced wall with a 1" diameter anchor boil tember. The plans indicate "Typical Lighting" for the above referenced wall with a 1" diameter anchor boil tember. The plans indicate "Typical Lighting" for the above referenced wall with a 1" diameter anchor boil tember. The plans indicate "Typical Lighting" for the above referenced wall with a 1" diameter anchor boil tember. Chart whith the planshing of the above referenced wall with a 1" diameter anchor boil tember. Chart whith the planshing of the above referenced wall with a 1" diameter anchor boil tember. Problem: Drw/Spec. No: The plans indicate "Typical Lighting" for the above referenced wall with a 1" diameter anchor boil tember. Chart whith the planshing of the above referenced wall with a 1" diameter anchor boil tember. Problem: Drw/Spec. No: Drw/Spec. No: Im Rosiole - Montrey The plans indicate anchor boil tember. Drw/Spec. No: Drw/Spec. No: Drw/Spec. No: Im Rosiole - Montrey The planshing of the above referenced wall with a 1" diameter anchor boil tember. Drw/Spec. No: Drw/Spec. No: Im Rosiole - Montrey The planshing of the above referenced wall with a 1" diameter anchor boil tember. Drw/Spec. No: Drw/Spec. No: Im Rosiole - Montrey The planshing of the planshing of the above referenced wall with a 1" diameter anchor boil tember. Drw/Spec. No: Im Rosiole - Montrey The planshing of the above referenced wall with a 1" diameter anchor boil tember. Drw/Spec. No: Im Rosiole - Montrey The planshing of the above referenced wall with a 1" diameter anchor boil tember. Drw/Spec. No: Im Rosiole - Montrey The planshing of the above referenced wall with a 1" diameter anchor boil tem	H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL Subcontractor (if applicable): Zachny/Monterry Driginator Majed Liman Subject: D3 ope RW Wall Lighting, LWI Wall Lightings (West Side) Drw/Spor. No: S81, S84 Problem: On their response to RFI 147, HDR covered the lighting for all the RW On their response to RFI 147, HDR covered the lighting for all the RW On the cast side. The response has been forwarded to RECO. This is a remarder that the drawings do call for embedded ancher bolts on the DS and LWI type walls. The drawings clerely state that the method both to be provided by the authority (TLA). HB Zachry will be starting casting those panels in the near future. Please Consumed this approve for these suchor bolts to be provided to use. Procuping. Possible rework or extra work involved with this RFI? Delays in project excurdion involved with this RFI? Delays in project excurdion involved with this RFI? Bestimate of time spent evaluating, finding alternate solution to RFI? Estimate of time spent evaluating, finding alternate solution to RFI? Proposed Solution by Contractor By. Date: Response by Construction Management Achylence in "Gardenanto Detroit or "Light Stromments Surpered Detroits", This To Bar Gardenant By Detroit 2 "Light Stromments Surpered Detroits", This To Bar Gardenanto By Detroit 2 Reviewed by: Date: Solution By Alexanon Date: Solu	H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL Subcontractor (if applicable): Subcontractor (if applicable): Deta: 13-Sep-97 Originator: Majed Liman Deta: 13-Sep-97 Originator: Majed Liman Deta: 13-Sep-97 Distribution Lin: J. D. Martin Froblem: The bottom row rock bolts, on the FW type wall (NB RW), cause a limit for the constructibility problem. The selections of the bottom row rock bolts. The bottom row rock bolts, on the FW type wall (NB RW), cause a limit for the constructibility problem. The selections of the bottom row rock bolts. Resp. Navarette Laboration albert 515. Sep to lower than the deviations of the bottom row rock bolts. Resp. Navarette Laboration albert 515. Sep to lower than the deviations of the trace in front of the FW wall. The worst cause occur on panels 23, 24, 25, and 29. The difference in deviation between the top of subgrade and the bottom rock bolts in these panels very from 2.32 to 2.60. In order to drill these bolts. B. Zachry will have to over construction for the wall by us much as 8 to 10 fact in order to provide morph room for the drilling machins to drill a horizontal bolt. Possible rework or extra work involved with this RFT Y Delays in project execution involved with this RFT Y Polays in project execution involved with this RFT Y Polays in project execution involved with this RFT Y Polays in project execution involved with this RFT Y Polays in project execution involved with this RFT Y Polays in project execution involved with this RFT Y Polays in project execution involved with this RFT Y Polays in project execution involved with this RFT Y Polays in project execution involved with this RFT Y Polays in project execution involved with this RFT Y Polays in project execution in the problem. Polays in project execution involved with this RFT Y Polays in project execution involved with this RFT Y Polays in project execution involved with this RFT Y Polays in project execution involved with this RFT Y Polays i	**SACHRY COMPANY EQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL **Subject: Rock Subgrade Subject: Rock Subgrade **DowSpec. No.: SP260 **DowSpec. No.: SP260 **DowSpec. No.: SP260 **Problem: A considerable amount of the subgrade under the roadway leading into the numel from east and west, will be in solid rock. Do those areas need to be left 'as-is' or undercut and then backfilled. Would it still be necessary to fin 'backfill' subgrade when it is only 6"thick and resting on solid rock. **Problems: **Problems: **Proposale west involved with this RFI?** **Dollays in project execution involved with this RFI?* **Proposad Solutions* **Proposad Solut	Subject: Lime Treated Subgrade on Rock Reply Reply By: 13-Nov-97	Problem: Sheet S86, detail 1 and the bar bending diagram requires a # 4 Lbar with a 1' 7' leg. Sheet S87 and the reinforcing schedule, call for a # 5 Lbar. Which is correct? Please answer AS RECO is ordering the rebars for the FW precast panels. Attached is a copy of sheet S86 showing the bar bending diagram. 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: 1 Hrs Surveying Crew: Hrs Other: Hrs Proposed Solution by Contractor By: Date: Reviewed By: Response by Construction Management: Action! HPA face INFO: Gase.
Surveying Crew: Hrs Other: Hrs Proposed Solution by Contractor By: Date: Reviewed By:	ADDISON AIRPORT TUNNEL - JOB #9080.01 RFI No.: 17 Subcontractor (if applicable): Section 1.5 Accepts to Date 10001/87 Subject: Pull Tests on Installed Rock Bolts Renty Rock By: 10/17/87 Drw/Spec. No: 4101 Problem: Section 3.4 of the above referenced specification requires 10 of the first 100 installed rock bolts and 1 per 100 of the remaining installed rock bolts are to be pull tested using a hollow ram jack arrangement. Section 3.3 of the same specification requires all installed rock bolts to be tensioned "by either direct pull using approved hydraulic jacks or approved calibrated torque wrench" Possible rework or extra work involved with this RFI? Y N elays in project execution involved with this RFI? Y N Surveying Crew: Hrs Other: Hrs Froposed Solution by Contractor By: Date: Reviewed By: Waive section 3.4 of this specification since all installed rock bolts will be tensioned with a calibrated torque wrench A torque-tension relationship has been developed as specified in section 1.2 which will provide the required tension on all rock bolts.	H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL Subcontractor (if applicable): Originator: Limam. Majed Subject: Inadequate drainage into Y inlet and grate inlet on Line A Storm Sewer DrwSpec No.: C19, C40 Distribution List: Jim Gardner Jim Stockbridge JiD Martin Problem: Based upon field observations during rains (approx 2-3 inches) the last two days, it appears the provisions shown in the plans are inadequate for draining the 'Access Easement' (around Sta. 7+10, Centerline Project) into the 'Y' inlet (4+05, Jine A) and the 36*Y36* grate inlet (PCL Sta. 7+42). The heavy flow of water, compile from the parking lots, open fields, and Midway Rd. is collecting and then traveling down the access road at a relatively high velocity. It appears this flow cannot be diverted into these inlet(s) (located 30 ft. to either side of the access road) with just a 6" curb at the end of the road. We have built at trench and a 3 ft. high temporary 'diversion-berm' which, for the time being, is able to hold the rainwater from pouring into the tunnel entrance ramp while the 'Y' inlet drains. The grate inlet to the east of the access road does not help this road drainage since it is higher than the existing road. Please see attached sheet for access road elevations. If left as shown in the plans, we feel there will be a chronic problem with erosion of the slope between the end of the road and the ramp below. The eroded dirt and grass will end up in the sump pits. Possible rework or extra work involved with this RFI? N y x Delays in project execution involved with this RFI? N y x Delays in project execution involved with this RFI? N y x Delays in project execution involved with this RFI? Proposed Solution by Contractor By: Date: Reviewed By: Proposed Solution by Contractor By: Date: Reviewed By: Reviewed By: Proposed Solution by Contractor By: Date: Reviewed By:	ZACHRY-MONTEREY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL - JOB #9080.01 Subcontractor (if applicable): Distribution List Froblem: Sheet C33 of 166 indicates an existing 42" storm drain crossing the tunnel at approximate tunnel Sta 13+30. This sheet nor sheet S70 of 166 indicates the flow line elevation of the 42" storm drain. Possible rework or extra work involved with this RFI? Delays in project execution involved with this RFI? Delays in project execution involved with this RFI? Proposed Solution by Contractor By: Date: Reviewed By: Provide flow line elevation on or before October 20, 1997. We anticipate tunnel excavation at Sta 13+30 on or about October 22, 1997.	ADDISON AIRPORT TUNNEL Subcontractor (if applicable): NA Originator Majord Liman Subject: Discrepency between "Typical Sections" and "Roadway Plan Profile" sheets. Draw/Spec. No.; CS, C19 Probler: Sheet C9 of contract drawings shows the island to exceed all the way to station 6+15.01 on the roadway pavement section. Also, sheet C9 aftown to B' slope (1/2"/fb) top soil up to station 6+15.01, it just shows a 2' rounding. Sheet C19, on the other hand, shows no island from station 3+50 going cast. It does show the 8' slope (1/2"/fb) starting at around station 4+50. Plaze advise on the correct pavement section to use from sta 3+50 to 6+15. Possible rework or extra work involved with this RFI? Notelays in project execution involved with this RFI? Surveying Crew: Other: Hrs Proposed Solution by Contractor By: Response by Construction Management:	FINAL RECORD DRAWING Date: 12/25/99 NO. REVISION BY DATE NORTH TEXAS TOLLWAY AUTHORITY ADDISON AIRPORT TUNNEL RFI# 141 - 155

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