

REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL - JOB #9080.01 170

Subcontractor (if applicable): Brown & Root, Inc. RFI No: 170 Date: 10-Mar-98

Subject: Concrete in Tunnel

Problem: The plans do not make any provision for shear prestressing between the concrete footer block and the concrete walkway.

Proposed Solution by Contractor By: [Signature] Date: 11/27/98

Response by Construction Management: [Signature] Date: 11/27/98

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL 169

Subcontractor (if applicable): Brown & Root, Inc. RFI No: 169 Date: March 27, 1998

Subject: Water Line W-4 from Hanger Area Road

Problem: To tie into the existing 20" water main beneath Addison with proposed line W-4, will require extensive traffic control and the possibility of night work.

Proposed Solution by Contractor By: [Signature] Date: 3/27/98

Response by Construction Management: [Signature] Date: 3/27/98

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL 168

Subcontractor (if applicable): NA. Brown & Root, Inc. RFI No: 168 Date: 25-Mar-98

Subject: Existing Parking Lot Drainage After Roadway Built

Problem: A top of the existing concrete parking lot area right of CL sta. 34+25 to sta. 35+90 was done. We have discovered that once the construction of the new driveway, the water some build up in the parking lot and the adjacent airport paved area to the west either drains to headwall of rock "A-2" or the recently constructed inlet on the north side of the parking lot. Ref. RFI 168

Proposed Solution by Contractor By: [Signature] Date: [Signature] Date: [Signature] Date:

Response by Construction Management: [Signature] Date: [Signature] Date:

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL 168A

Subcontractor (if applicable): Wayne Crabtree RFI No: 168A Date: 15-Apr-98

Subject: Existing Parking Lot Drainage After Roadway & Drive Built

Problem: The drainage of the parking lot right of CL sta. 34+25 to sta. 34+75 is now blocked by the newly constructed Keller Springs pavement and the new driveway. The water some build up in the parking lot and the adjacent airport paved area to the west either drains to headwall of rock "A-2" or the recently constructed inlet on the north side of the parking lot. Ref. RFI 168

Proposed Solution by Contractor By: [Signature] Date: [Signature] Date:

Response by Construction Management: [Signature] Date: [Signature] Date:

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL 167

Subcontractor (if applicable): Zachry/Montrey RFI No: 167 Date: 18-Mar-98

Subject: Security Fence @ Airport Taxiway by Foot

Problem: Due to the fence failure, H. B. Zachry Co. had to remove a portion of the security chain link fence and relocate the chain water drainage ditch further to the north. H. B. Zachry placed a safety fence inside the ditch, supported by steel posts. This fence had to be lowered at the airport's management request.

Proposed Solution by Contractor By: [Signature] Date: [Signature] Date:

Response by Construction Management: [Signature] Date: [Signature] Date:

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL 166

Subcontractor (if applicable): J. L. Steel RFI No: 166 Date: 28-Feb-98

Subject: Retainment Pile/Concrete Wall

Problem: Attached is a roadway pavement curb design that was handled over to H. B. Zachry by Brown & Root's resident engineer.

Proposed Solution by Contractor By: [Signature] Date: [Signature] Date:

Response by Construction Management: [Signature] Date: [Signature] Date:

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL 165

Subcontractor (if applicable): Brown & Root, Inc. RFI No: 165 Date: 10-Mar-98

Subject: Existing Elevation @ Hangers & Long Shots Parking Lot

Problem: Attached is drawing reflecting existing elevation at the "Long Shots" parking lot area and the hangers in the proximity. This information was requested by Brown & Root to help in providing a solution to the storm drainage situation at the hangers area.

Proposed Solution by Contractor By: [Signature] Date: [Signature] Date:

Response by Construction Management: [Signature] Date: [Signature] Date:

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL 165A

Subcontractor (if applicable): NA. Brown & Root, Inc. RFI No: 165A Date: 23-Mar-98

Subject: Existing Elevation @ Hanger Area Additional Info

Problem: Attached is additional elevation information for the hangers area north of Keller Springs. This is extra information requested by Brown & Root to solve drainage problems in the area. This is additional to previous data provided by H. B. Zachry in RFI 165.

Proposed Solution by Contractor By: [Signature] Date: [Signature] Date:

Response by Construction Management: [Signature] Date: [Signature] Date:

ZACHRY-MONTEREY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL - JOB #9080.01 164

Subcontractor (if applicable): NA. Brown & Root, Inc. RFI No: 164 Date: 02/24/98

Subject: Concrete in Tunnel

Problem: The plans indicate a section of the concrete footer block is to be placed in the area under the tunnel liner concrete. We propose to eliminate the slope and provide a "stepped off" key. See attached sketch.

Proposed Solution by Contractor By: [Signature] Date: [Signature] Date:

Response by Construction Management: [Signature] Date: [Signature] Date:

REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL - JOB #9080.01 163

Subcontractor (if applicable): D. Hubnak RFI No: 163 Date: 02/18/98

Subject: Concrete in Tunnel

Problem: The plans and spec section regarding the concrete footer block and walkway do not indicate any type of joint or joint pattern. Are any joints necessary in this concrete? If so, what type and at what spacing?

Proposed Solution by Contractor By: [Signature] Date: [Signature] Date:

Response by Construction Management: [Signature] Date: [Signature] Date:

REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL - JOB #9080.01 162

Subcontractor (if applicable): D. Hubnak RFI No: 162 Date: 02/18/98

Subject: Concrete in Tunnel

Problem: The above referenced drawing indicates the footer block and walkway are to be fiber reinforced. The notes on this sheet set the spec section 4105 indicate the amount of fibers to be added in this concrete. Please provide this information.

Proposed Solution by Contractor By: [Signature] Date: [Signature] Date:

Response by Construction Management: [Signature] Date: [Signature] Date:

ZACHRY-MONTEREY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL - JOB #9080.01 161

Subcontractor (if applicable): NA. Brown & Root, Inc. RFI No: 161 Date: 01/27/98

Subject: Vent Fans - Tunnel Ventilation System

Problem: Our Submittal No. 7100-023 in reference to the above specification was returned to "finish as noted". One of the notes indicates to provide an air flow switch to detect air flow and air flow direction. Part 2.6.A of this section indicates to "Finish each fan assembly with an air flow switch that is capable of detecting airflow in either direction of motor operation." Our supplier can not locate a switch which detects air flow and air flow direction. Please provide us a manufacturer's name for this type of switch.

Proposed Solution by Contractor By: [Signature] Date: [Signature] Date:

Response by Construction Management: [Signature] Date: [Signature] Date:

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL 160

Subcontractor (if applicable): Brown & Root, Inc. RFI No: 160 Date: 22-Jan-98

Subject: Elevation @ Existing Parking Lot

Problem: As requested by Brown & Root, we are attaching the contours of the existing parking lot south of the junction box located at the south west corner of the intersection of Keller Springs and Addison Road.

Proposed Solution by Contractor By: [Signature] Date: [Signature] Date:

Response by Construction Management: [Signature] Date: [Signature] Date:

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL 159

Subcontractor (if applicable): Zachry/Montrey RFI No: 159 Date: Jan. 25, 1998

Subject: Rock Downs @ East Face

Problem: Drawing does not correctly depict area where fabric-rock dowels and the tunnel excavation meet. Following tunnel excavation, there would be no rock left for the rock dowels in the area directly over the tunnel arch.

Proposed Solution by Contractor By: [Signature] Date: [Signature] Date:

Response by Construction Management: [Signature] Date: [Signature] Date:

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL 158

Subcontractor (if applicable): NA. Brown & Root, Inc. RFI No: 158 Date: 12-22-97

Subject: Filter fabric in Existing Wall Backfill

Problem: There is nothing to prevent the granular backfill material behind the retaining wall from percolating into the gravel material beneath it. Although the pipe underlain contained within the gravel material is wrapped with filter fabric, the gravel itself is an open graded material. Over time, the potential exists for fines from the granular backfill, which is in direct contact with the gravel, to enter the space between the gravel and begin packing - actually impeding the migration of water to the underlain pipe.

Proposed Solution by Contractor By: [Signature] Date: [Signature] Date:

Response by Construction Management: [Signature] Date: [Signature] Date:

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL 157

Subcontractor (if applicable): NA. Brown & Root, Inc. RFI No: 157 Date: Dec. 1, 1997

Subject: Sand filter material for underdrain

Problem: The plans don't specify type of filter material to be used for pipe underdrain. This Special Provision states that a processed sand filter material must be used. We feel that using sand even with underdrain pipe that has been wrapped with fabric, opens up the possibility of sand eventually migrating into the perforations on the pipe.

Proposed Solution by Contractor By: [Signature] Date: [Signature] Date:

Response by Construction Management: [Signature] Date: [Signature] Date:

H. B. ZACHRY COMPANY REQUEST FOR INFORMATION ADDISON AIRPORT TUNNEL 156

Subcontractor (if applicable): NA. Brown & Root, Inc. RFI No: 156 Date: 23-Oct-97

Subject: Discrepancy in the exact location of the Profile Grade Line

Problem: Sheet C9 shows the PGL to be located at the bottom of the 4" nodian riprap pavement, and on top of the CTB. This is in request to clarify that location. Do we have to subtract 2" from the PGL elevations on the vertical profile curves, between Sta. 0+462.7 and Sta. 2+20, before calculating grades on the roadway?

Proposed Solution by Contractor By: [Signature] Date: [Signature] Date:

Response by Construction Management: [Signature] Date: [Signature] Date:

FINAL RECORD DRAWING Date: 12/25/99

NORTH TEXAS TOLLWAY AUTHORITY ADDISON AIRPORT TUNNEL

RFI# 156 - 170

NO.	REVISION	BY	DATE

DRAWN DATE DESIGNED DATE  
CHECKED DATE SCALE

CONTRACT NO. DNT-260 SHEET OF