

GENERAL REQUIREMENTS:

1. APPLICABLE ABBREVIATIONS AND DEFINITIONS:

- AC - ADVISORY CIRCULAR  
ACM - AIRPORT CERTIFICATION MANUAL  
AOA - AIRCRAFT OPERATIONS AREA  
COA - CHICAGO DEPARTMENT OF AVIATION  
CSD - CONSTRUCTION SETBACK DISTANCE  
CST - CENTRAL STANDARD TIME  
FAA - FEDERAL AVIATION ADMINISTRATION  
FAR - FEDERAL AVIATION REGULATION  
FOD - FOREIGN OBJECT DEBRIS/FOREIGN OBJECT DAMAGE  
ILS - INSTRUMENT LANDING SYSTEM  
OMP - O'HARE MODERNIZATION PROGRAM  
ORD - O'HARE INTERNATIONAL AIRPORT  
ROFA - RUNWAY OBJECT FREE AREA - (400 FEET FROM RUNWAY CENTERLINE; 1,000 FEET BEHIND RUNWAY END)  
RSA - RUNWAY SAFETY AREA (250 FEET FROM RUNWAY CENTERLINE; 1,000 FEET BEHIND RUNWAY END)  
S.T.O.P. - SHORT TERM OPERATIONAL PHASING  
TOFA - TAXIWAY OBJECT FREE AREA (160 FEET FROM TAXIWAY CENTERLINE FOR ADG V; 193 FEET FROM TAXIWAY CENTERLINE FOR ADG VI)  
TSA - TAXIWAY SAFETY AREA (107 FEET FROM TAXIWAY CENTERLINE FOR ADG V; 131 FEET FROM TAXIWAY CENTERLINE FOR ADG VI)

2. THE PROJECT MUST BE CONSTRUCTED IN ACCORDANCE WITH THE CONTRACT DRAWINGS AND SPECIFICATIONS AND ANY RULES, REGULATIONS, STANDARDS OR SPECIFICATIONS REFERENCED THEREIN. THE PROJECT IS SUBJECT TO INSPECTION BY REPRESENTATIVES OF THE CITY OF CHICAGO, CHICAGO DEPARTMENT OF AVIATION (COA), THE FEDERAL AVIATION ADMINISTRATION (FAA), AND OTHER GOVERNING AGENCIES.

3. THE CONTRACTOR MUST COMPLY WITH ALL FEDERAL, STATE AND LOCAL SAFETY REGULATIONS AS WELL AS THOSE SPECIFIED IN THE CONTRACT DRAWINGS AND SPECIFICATIONS.

4. THE CONTRACTOR MUST ADHERE TO ALL AIRPORT SECURITY REQUIREMENTS AS SPECIFIED IN ARTICLE XV OF THE PART 2 - GENERAL CONDITIONS SPECIFICATIONS.

5. THE CONTRACTOR IS ADVISED THAT CERTAIN RULES AND RESTRICTIONS, AS CONTAINED IN THE FAA ADVISORY CIRCULAR 150/5370-2E (OR CURRENT EDITION) OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION, FAA AC 150/5300-13 (CURRENT EDITION) AIRPORT DESIGN, AIRPORT CERTIFICATION MANUAL, AND FAR PART 139 AND AUGMENTED BY THESE DRAWINGS AND SPECIFICATIONS, WILL APPLY TO THE WORK. THE CONTRACTOR MUST MAINTAIN ALL AREAS OF WORK IN COMPLIANCE WITH THESE REQUIREMENTS AT ALL TIMES. THIS EFFORT IS INCIDENTAL TO THE CONTRACT. PAYMENT WILL BE WITHHELD FOR NON-COMPLIANCE.

6. ORD WILL BE IN OPERATION WHILE CONSTRUCTION UNDER THIS CONTRACT IS TAKING PLACE. TIMING AND COORDINATION OF THE WORK IS AN ESSENTIAL FEATURE OF THIS CONTRACT AND THE COA AND FAA WILL REQUIRE THE COMPLETION OF ALL WORK HEREIN SPECIFIED SO AS TO OFFER THE LEAST OBSTRUCTION AND/OR IMPEDIMENT TO THE AIRPORT TRAFFIC AND THE GENERAL OPERATION OF THE AIRPORT. ALL EXISTING UTILITIES SERVING THE AIRPORT MUST REMAIN IN CONTINUOUS OPERATION DURING THE EXECUTION OF THE WORK, UNLESS REMOVED UNDER THIS OR A SEPARATE CONTRACT. THE COA AND FAA OR HIS/HER REPRESENTATIVES RESERVE THE RIGHT TO PLACE SECTIONS OF THE WORK REQUIRED UNDER THIS CONTRACT IN USE AS SOON AS POSSIBLE AND/OR UPON COMPLETION.

7. IN ESTABLISHING THE SCHEDULE FOR THIS CONTRACT, THE CONTRACTOR MUST CONSIDER THE FOLLOWING: NO ADDITIONAL COMPENSATION OR EXTENSION OF TIME FOR COMPLETION OF THE PROJECT, OR ANY PHASE OF THE PROJECT WILL BE ALLOWED DUE TO THE PHASING OF THE WORK, OR DUE TO WEATHER CONDITIONS WHICH MAY IMPEDE THE PROGRESS OF THE WORK, EXCEPT AS ALLOWED IN ARTICLE VIII-B.4. OF PART 2 (GENERAL CONDITIONS) OF THE SPECIFICATIONS. THE CONTRACTOR MAY WORK SEVEN (7) DAYS PER WEEK AS REQUIRED IN ORDER TO COMPLETE THE ENTIRE PROJECT AS SPECIFIED HEREIN.

8. CONTRACTOR MUST BE AWARE OF THE FAA HOLIDAY MORATORIUM DATES DURING THANKSGIVING AND CHRISTMAS THAT MAY AFFECT WORK ACTIVITIES IN DESIGNATED AREAS. FAA WAIVERS ARE REQUIRED FOR ANY/ALL PROJECT ACTIVITIES DURING THE MORATORIUM PERIOD THAT: (1) INTERFACE WITH POWER AND/OR LIVE FAA FIBER, (2) TAKE PLACE INSIDE COMMISSIONED FAA FACILITIES, OR (3) ARE EXECUTED WITHIN 50 FEET OF AN ACTIVE FAA FACILITY OR LIVE FAA SERVICES INCLUDING POTS MANHOLES AND DUCTBANKS THAT CARRY LIVE FIBER. ON HARD MORATORIUM DATES, ABSOLUTELY NO WORK IN OR NEAR FAA FACILITIES WILL BE ALLOWED AND FAA WAIVERS ARE NOT VALID.

THANKSGIVING MORATORIUM - TYPICALLY ABOUT 11 DAYS (LATER WEEKS OF NOVEMBER) OF WORK STAND DOWN, WORK ONLY PERMITTED WITH APPROVED FAA WAIVER. FIVE DAYS WITHIN THIS PERIOD WILL BE HARD STAND MORATORIUM - ABSOLUTELY NO WORK IN OR NEAR FAA FACILITIES. FOR EXAMPLE, IN 2009, WORK STAND DOWN WAS FROM NOVEMBER 16 6PM CST THRU NOVEMBER 26 2AM CST. HARD STAND MORATORIUM STARTED NOVEMBER 20 6PM CST THRU NOVEMBER 30 2AM CST.

CHRISTMAS MORATORIUM - TYPICALLY ABOUT 20 DAYS FROM MID DECEMBER TO FIRST WEEK OF JANUARY. FOR EXAMPLE, IN 2009, WORK STAND DOWN WAS FROM DECEMBER 18 6PM CST THRU JANUARY 4 2AM CST.

THE COA ADOPTS THE SAME SHUTDOWN PERIODS AND HARD STAND MORATORIUMS AT BOTH THANKSGIVING AND CHRISTMAS PERIODS THAT IMPACT ALL PROJECTS.

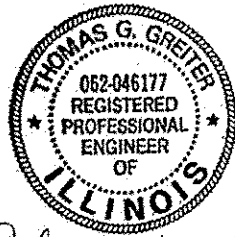
THE ACTUAL DURATION AND START/END DATES OF THE MORATORIUM WILL VARY DEPENDING ON THE YEAR. THE COA AND FAA WILL PROVIDE NOTICE TO THE CONTRACTOR ON THESE DATES.

9. UNDERGROUND NOTIFICATION CHECKLIST (DIG BOOK) PRIOR TO COMMENCING ANY EXCAVATION AND/OR UTILITY WORK, THE CONTRACTOR AND OWNER'S REPRESENTATIVE SHALL ESTABLISH SPECIFIC WORK AREAS AND TYPE OF WORK SO THAT THE UNDERGROUND NOTIFICATION CHECKLIST (DIG BOOK) CAN BE CREATED AND FINALIZED. THE DIG BOOK IS A DOCUMENT THAT ENSURES ALL UPFRONT UTILITY INVESTIGATION IS PERFORMED: UTILITY MEETS ARE HELD; PRE-ACTIVITY MEETINGS ARE HELD; UTILITY LOCATES ARE PERFORMED, ALL EXISTING UTILITIES ARE LOCATED AND PROPERLY MARKED, ETC. THE CHECKLIST MUST BE COMPLETELY EXECUTED PRIOR TO THE COMMENCEMENT OF ANY EXCAVATION AND/OR UTILITY WORK WITHIN A SPECIFIC WORK AREA. THE CONTRACTOR SHOULD ANTICIPATE THAT THIS PROCESS WILL TAKE APPROXIMATELY 21 CALENDAR DAYS. UPON COMPLETION OF ALL REQUIRED ITEMS IN THE DIG BOOK, THE OWNER'S REPRESENTATIVE WILL SUBMIT THE DIG BOOK TO THE WEEKLY SHORT-TERM OPERATIONS PHASING (S.T.O.P) FOR FINAL APPROVAL AND AUTHORIZATION TO PROCEED WITH EXCAVATION ACTIVITIES. WORKING CLOSELY WITH THE OWNER'S REPRESENTATIVE, THE CONTRACTOR WILL PROVIDE THE PRIORITY AND REQUIRED DATES FOR WHEN THE DIG BOOK NEEDS TO BE APPROVED TO BEGIN SCHEDULED WORK ACTIVITIES. THE DATES MUST ALLOW FOR 7 DAYS OF REVIEW AFTER THE CHECKLISTS ARE SUBMITTED TO THE S.T.O.P MEETING. THE OWNER'S REPRESENTATIVE, WITH ASSISTANCE OF THE CONTRACTOR, WILL BE RESPONSIBLE FOR PREPARING THE DIG BOOK AND COMPILING ALL NECESSARY INFORMATION AS DESIGNATED IN THE CHECKLISTS. THE DIG BOOKS MUST BE APPROVED BY THE FAA (FOR AIRSPACE REQUIREMENTS WITHIN AOA), COA OPERATIONS AND OTHER AGENCIES CONCERNED. UNDERGROUND WORK CAN BEGIN AFTER THE APPROVED DIG BOOKS ARE DISTRIBUTED AND RECEIVED BY THE CONTRACTOR. THE CONTRACTOR MUST KEEP A COPY OF THE DIG BOOK AT THE SITE AT ALL TIMES SO THAT THE EMPLOYEES INVOLVED IN THE WORK ARE INFORMED OF THE PRELIMINARY INVESTIGATION EFFORTS AND THE LOCATION OF EXISTING UTILITIES.

10. THE CONTRACTOR MUST COORDINATE WITH ALL OTHER CONTRACTORS DOING WORK ON OR ABOUT THE PROJECT SITE, TO THE MUTUAL BENEFIT OF ALL, IN COMPLETING THEIR RESPECTIVE WORK.

11. CONSTRUCTION WORK ADJACENT TO OPERATIONAL RUNWAYS AND TAXIWAYS WILL BE SUBJECT TO THE FOLLOWING RESTRICTIONS:

- a. THE CONTRACTOR MUST UTILIZE HIS MACHINERY AND EQUIPMENT SO THAT AIRCRAFT AND VEHICLES USING THE FIELD WILL NOT BE SUBJECT TO HAZARDS DUE TO THE CONSTRUCTION OPERATION. IN NO CASE WILL THE CONTRACTOR BE PERMITTED



Thomas G. Greiter  
EXPIRES 11-30-13

TO OPERATE AND PARK VEHICLES/EQUIPMENT OR STORE MATERIALS ON ANY AIRFIELD PAVEMENT. THIS REQUIREMENT WILL APPLY WHETHER THE PAVEMENT IS OPENED OR CLOSED TO AIRCRAFT TRAFFIC. ALL CONFLICTS WILL BE MEDIATED BY THE COA AND FAA.

b. AT NO TIME WILL ANY CONSTRUCTION VEHICLE OR EQUIPMENT BE PARKED OR STAGED WITHIN AN OBJECT FREE AREA (OFA); I.E., 400 FEET OF AN OPEN RUNWAY CENTERLINE OR 160 FEET OF AN OPEN ADG V TAXIWAY CENTERLINE. NOTE THAT CURRENTLY THERE ARE NO ADG VI AIRCRAFT OPERATING AT ORD.

c. WORK IS PERMITTED WITHIN THE ROFA UP TO THE RSA OF AN OPERATIONAL RUNWAY, UNLESS HEIGHT RESTRICTIONS OTHERWISE DISALLOW THE CONSTRUCTION ACTIVITY. AT NO TIME WILL EQUIPMENT, MACHINERY, AND MATERIALS BE ALLOWED WITHIN 250 FEET OF THE CENTERLINE AND 1000 FEET OF THE END OF AN OPERATIONAL RUNWAY DURING WORK AND NON-WORK HOURS. AT THE END OF THE WORK DAY, ALL EQUIPMENT, STOCKPILES, AND MATERIALS MUST BE REMOVED FROM THE AREAS CONSISTENT WITH 11.b ABOVE.

d. WORK IS PERMITTED WITHIN THE TOFA UP TO THE CSD WHEN AIRCRAFT ARE OPERATING ON THE TAXIWAY PAVEMENT. THE CSD RESTRICTION OFFSET IS APPLICABLE REGARDLESS OF CONSTRUCTION EQUIPMENT HEIGHT. REFER TO TABLE 1 BELOW FOR DIMENSIONS OF THE CSD WHICH ARE DEPENDENT UPON THE WIDTH OF THE EXISTING TAXIWAY PAVEMENT. AT THE END OF THE WORK DAY, ALL EQUIPMENT, STOCKPILES, AND MATERIALS MUST BE REMOVED FROM THE AREAS CONSISTENT WITH 11.d ABOVE.

TABLE 1 - CONSTRUCTION SET BACK SCHEDULE (CSD)

CONTROLLING AIRCRAFT	CSD FROM EDGE OF FULL STRENGTH PAVEMENT, FT.	TAXIWAY PAVEMENT WIDTH, FT.	TSA WIDTH FROM CENTERLINE, FT.
B-747-400 VARIANTS	86	75	107
B-747-400 VARIANTS	86	82	131
B-747-400 VARIANTS	86	100	131

e. THE CONTRACTOR MUST INSTALL AND MAINTAIN TEMPORARY SAFETY AREA MARKINGS (SNOW FENCES) TO DELINEATE THE RSA, CSD, AND OTHER CRITICAL AREA LIMITS AS DEPICTED IN THE CONTRACT DOCUMENTS. THE SAFETY AREA MARKINGS OR FENCES MUST NOT BECOME FOD.

12. THE CONTRACTOR IS ADVISED THAT THERE MAY BE ADVERSE IMPACTS TO THE INTEGRITY OF THE NAVAID SIGNALS REQUIRED FOR APPROACHES TO OPERATING RUNWAYS 14L-32R CAUSED BY CONSTRUCTION OPERATIONS WHICH MAY NOT BE IDENTIFIABLE PRIOR TO THE START OF CONSTRUCTION. ANY SUCH ADVERSE IMPACTS MUST BE MITIGATED AS NECESSARY TO THE SATISFACTION OF THE ENGINEER, COA AND FAA AND THE MUTUAL BENEFIT OF THE CONTRACTOR AND THE AIRPORT. CONTRACTOR PERSONNEL AND EQUIPMENT MUST VACATE ALL APPROPRIATE NAVAID CRITICAL AREAS AND OPERATIONAL SURFACES WHEN SO DIRECTED BY THE ENGINEER, COA AND FAA.

13. IF THE COA AND FAA SUSPENDS WORK, THE CONTRACTOR MUST REMOVE FROM THE PROJECT SITE, ALL EQUIPMENT, MACHINERY AND MATERIALS. ANY EQUIPMENT, MACHINERY AND MATERIALS ALLOWED TO REMAIN MUST BE BARRICADED AND LIGHTED AS MANDATED BY THE ENGINEER, COA AND FAA. ALL BARRICADE LIGHTS WITHIN THE AOA MUST BE RED WITH 360 DEGREES VISIBILITY.

14. SOME OF THE WORK UNDER THIS CONTRACT IS IN RESTRICTED AREAS. THE CONTRACTOR CANNOT CROSS ANY ACTIVE RUNWAY OR TAXIWAY UNDER ANY CIRCUMSTANCES UNLESS UNDER ESCORT BY THE CITY OF CHICAGO COA. THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT ACCESS TO CERTAIN CONTRACT AREAS MAY BE LIMITED AND/OR REFUSED FOR LIMITED PERIODS OF TIME. THE CONTRACTOR MUST COOPERATE WITH AIRPORT OPERATIONS TO KEEP THE AIRPORT IN OPERATION. THE CONTRACTOR MUST COORDINATE WITH THE COA, THROUGH THE ENGINEER, TO ESCORT THEIR VEHICLES IN RESTRICTED AREAS PER ARTICLE XV.B OF THE PART 2 - GENERAL CONDITIONS.

15. THE CONTRACTOR MUST MAKE SURE ALL TAXIWAYS, RUNWAYS, ROAD AND APRONS THAT ARE USED OR CROSSED BY CONSTRUCTION VEHICLES ARE KEPT CLEAR OF FOD AT ALL TIMES WHEN WORK IS IN PROGRESS AND CLOSURES ARE ALLOWED AS PART OF THE PROJECT DURING THE DURATION OF THIS CONTRACT.

16. CONTRACTOR GENERATED DEBRIS, WASTE AND LOOSE MATERIAL CAPABLE OF CAUSING DAMAGE TO AIRCRAFT LANDING GEAR, PROPELLERS, AND ROTORS OR OF BEING INGESTED BY JET ENGINES MUST NOT BE LEFT ON ACTIVE MOVEMENT AREAS. THE CONTRACTOR MUST REMOVE SUCH MATERIAL WITHIN THESE AREAS IMMEDIATELY AND CONTINUOUSLY DURING WORKING HOURS NOT COINCIDING WITH AIRCRAFT OPERATIONS IN THE IMMEDIATE VICINITY OF THE WORK DURING THE DURATION OF THE CONTRACT.

17. THE CONTRACTOR MUST HAVE A SUFFICIENT NUMBER OF OPERATING VACUUM POWER SWEEPERS AND OPERATORS ON THE JOB SITE AT ALL TIMES. AIRPORT OPERATIONS AND THE OWNER'S REPRESENTATIVE WILL DETERMINE THE ADEQUACY AND NUMBER OF SWEEPERS REQUIRED. A MINIMUM OF ONE (1) SWEEPER FOR LANDSIDE WORK AND TWO (2) SWEEPERS FOR AIRSIDE WORK ARE REQUIRED AT ALL TIMES WHILE THIS PROJECT IS IN PROGRESS, FOR THE DURATION OF THIS CONTRACT. ADDITIONAL SWEEPERS MAY BE REQUIRED AS DIRECTED BY THE ENGINEER, COA AND FAA BASED ON THE SCOPE OF THE PROJECT WORK. COSTS FOR THE SWEEPERS AND OPERATORS WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED INCLUDED IN THE OVERALL CONTRACT PRICE.

18. THE CONTRACTOR MUST COMPLETE CLEAN UP AND RESTORATION OF THE ENTIRE PROJECT AREA, INCLUDING STAGING AND STORAGE AREAS, AS APPROVED BY THE ENGINEER, COA AND FAA WITHIN THIRTY (30) DAYS OF THE CONTRACT COMPLETION DATE. ANY AREA DAMAGED WITHIN THE AOA DURING CONSTRUCTION MUST MEET FAR PART 139 AND BE IMMEDIATELY RESTORED TO ITS ORIGINAL CONDITION BY THE CONTRACTOR AT HIS OWN EXPENSE.

19. THE CONTRACTOR'S SUPERINTENDENT MUST BE ON THE CONSTRUCTION SITE AT ALL TIMES DURING THE WORKING HOURS WHILE THIS PROJECT IS IN PROGRESS. THE CONTRACTOR'S SUPERINTENDENT MUST BE THE DESIGNATED RESPONSIBLE CONTRACTOR REPRESENTATIVE AND MUST BE AVAILABLE IN CASE OF EMERGENCIES ON A TWENTY-FOUR (24) HOUR BASIS.

20. THE CONTRACTOR'S PROJECT MANAGER AND FIELD SUPERINTENDENT MUST ATTEND A WEEKLY PROJECT PROGRESS MEETING WITH THE RESIDENT ENGINEER AND CONSTRUCTION MANAGER. THE CONTRACTOR'S PROJECT MANAGER MUST SUBMIT A TWO WEEK LOOK-AHEAD SCHEDULE, FROM THE CURRENT APPROVED CRITICAL PATH METHOD (CPM) SCHEDULE, AT THE MEETING.

21. THE CONTRACTOR MUST INVESTIGATE THE AVAILABILITY OF AN ADEQUATE SUPPLY OF SUITABLE WATER, MAKE ALL ARRANGEMENTS (PERMITS) FOR THE PURCHASE OF THE WATER, AND PROVIDE NECESSARY FACILITIES TO FURNISH WATER FOR USE DURING CONSTRUCTION, SOLELY AT THE CONTRACTOR'S EXPENSE. SUBJECT TO AVAILABILITY, THE CONTRACTOR MAY USE WATER OBTAINED LANDSIDE FROM WILLOW CREEK, BENSENVILLE DITCH, ETC., FOR USE IN THEIR CONSTRUCTION OPERATIONS, WITH THE APPROVAL OF THE ENGINEER AND COA.

22. THE CONTRACTOR MUST BE AWARE OF HEIGHT RESTRICTIONS ON THE PROJECT. THE CONSTRUCTION RESTRICTION DRAWINGS SHOW PART 77 HEIGHT LIMITS. CONSTRUCTION EQUIPMENT MUST NOT PENETRATE THE FAR PART 77 IMAGINARY SURFACES OF THE AIRPORT WHEN THE RUNWAY IS IN OPERATION, UNLESS SPECIFICALLY ALLOWED BY THE ENGINEER, COA AND FAA. IF THE CONTRACTOR IS PERMITTED TO PENETRATE THESE SURFACES, THE PENETRATIONS WILL BE LIMITED IN HEIGHT AND TIME DURATION AS DIRECTED BY THE COA AND FAA AND TIME WILL BE COORDINATED.

23. ON BEHALF OF THE CONTRACTOR, OWNER'S REPRESENTATIVE WILL SUBMIT FAA FORM 7460-1 INCLUDING ALL HEIGHTS AND LOCATIONS OF ANTICIPATED EQUIPMENT TO BE USED FOR CONSTRUCTION. ANY CONTRACTOR MODIFICATIONS TO THE 7460-1 MUST OBTAIN FAA APPROVAL PRIOR TO BEGINNING CONSTRUCTION. DURATION FOR FAA APPROVAL OF MODIFICATIONS TO THE 7460-1 IS APPROXIMATELY 45 CALENDAR DAYS.

ADDED SHEET  
FAA-01

HNTB

USER NAME: mhaz	DESIGNED: SJM	REVISED: -
PLOT SCALE: 1/2"	DRAWN: SJM	REVISED: -
PLOT DATE: 26-DEC-2012	CHECKED: SPG	REVISED: -
	DATE	REVISED: 12/28/12 ADDENDUM 1

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

FAA-GENERAL NOTES

SCALE: N.T.S. SHEET NO. 1 OF 4 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
330	0105 WRS&HD	COOK	805	805A
CONTRACT NO. 60637			ILLINOIS FED. AID PROJECT	