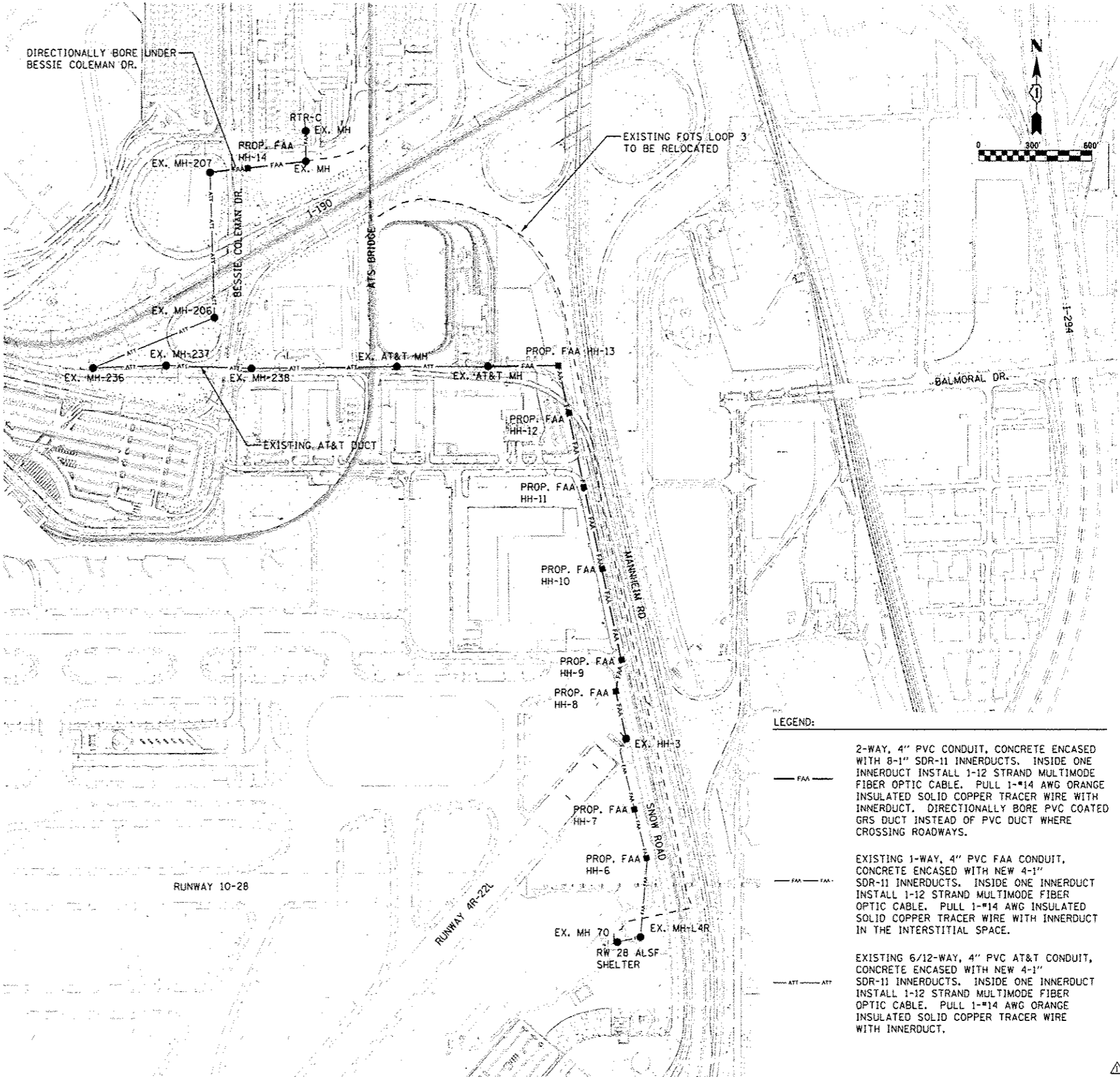


PROPOSED FAA FOTS WORK NOTES:

1. DURING CONSTRUCTION, THE CONTRACTOR WILL BE REQUIRED TO PERFORM WORK ASSOCIATED WITH FAA CABLES WITHIN THE AIRPORT AOA. THE WORK WILL REQUIRE COORDINATION BETWEEN THE CONTRACTOR AND FAA PERSONNEL. ADDITIONAL COORDINATION MAY BE REQUIRED WITH AT&T AND OTHER ADJACENT UTILITIES. THE CONTRACTOR SHALL FIELD VERIFY ALL PROPOSED LAYOUTS AND EXISTING CONDITIONS OF THE FAA CABLING AND DUCTBANK PRIOR TO BEGINNING ANY WORK. SEE GENERAL NOTES SHEETS FOR REQUIREMENTS.
2. REFER TO CIVIL UTILITY PLAN AND PROFILE SHEETS FOR DUCTBANK AND CABLE ROUTING.
3. CONTRACTOR TO PROVIDE SHOP DRAWING SUBMITTALS OF HANDHOLES, DUCTBANK, CABLES AND ASSOCIATED EQUIPMENT FOR REVIEW AND APPROVAL BY THE FAA AND THE ENGINEER. SEE SPECIFICATIONS FOR SUBMITTAL REQUIREMENTS.
4. EXISTING FAA DUCT TO BE USED FOR PROPOSED FOTS LOOP MUST BE LOCATED AND MARKED BY THE FAA TO ENSURE THAT NO ACTIVE CABLES ARE DISTURBED. EXISTING ABANDONED CABLE IN THE DUCT MAY BE USED TO TRACE THE PATH OF THE DUCT BETWEEN THE RUNWAY 28 ALSF SHELTER AND THE HANDHOLE WHERE NEW DUCT IS TO BEGIN. ANY PORTIONS OF DUCT THAT ARE BLOCKED OR REMOVED MUST BE RE-ESTABLISHED TO COMPLETE THE LOOP. CONTRACTOR MUST MANDREL EXISTING DUCT TO DETERMINE ITS VIABILITY. EXCAVATIONS WITHIN 5' OF ACTIVE FAA CABLE MUST BE DONE BY MEANS OF HAND DIGGING OR VACUUM EXCAVATION.
5. ALL FAA CABLING SHALL REMAIN OPERATIONAL THROUGHOUT THE DURATION OF THE CONTRACT.
6. CONTRACTOR SHALL INSTALL PROPOSED DUCTBANK AND HANDHOLES AT LOCATIONS SHOWN. WHERE PROPOSED DUCTBANK IS SHOWN TO CONNECT TO EXISTING HANDHOLES OR MANHOLES, CONTRACTOR SHALL EXCAVATE SURROUNDING EARTH AND CORE-DRILL OPENING FOR PROPOSED DUCT(S). CONTRACTOR SHALL EXTEND PROPOSED DUCT(S) INTO EXISTING STRUCTURE AND SEAL OPENING TO PREVENT WATER INFILTRATION AT THE POINT OF PENETRATION.
7. CONTRACTOR SHALL EXTEND PROPOSED CABLING AND INNERDUCT THROUGH THE NEW AND EXISTING DUCTS AND INTO THE STRUCTURE. PROPOSED INNERDUCT SHALL BE CUT AND FIBER OPTIC CABLE SHALL BE COILED TO PROVIDE THE APPROPRIATE LENGTH OF SLACK IN THE STRUCTURE. NO FIBER OPTIC CABLES SHALL BE CUT AT ANY POINTS ALONG THE ENTIRETY OF THE PROPOSED CABLE LENGTH. CONTRACTOR SHALL PROVIDE ENOUGH LENGTH OF INNERDUCT TO ALLOW FOR INNER DUCT TO CONTRACT PRIOR TO CUTTING(APPROXIMATELY 5 INCHES).
8. AT BOTH THE FAA RTR-C AND RUNWAY 28 ALSF SHELTER SITES, THE CONTRACTOR SHALL EXTEND THE PROPOSED INNERDUCT AND CABLING INTO EACH SITE AND TERMINATE ON NEW FIBER PATCH PANELS. ALL CABLE SHALL BE PROTECTED AT ALL TIMES. CONTRACTOR SHALL PROVIDE A SAFETY BARRIER AS NECESSARY TO PREVENT ACCIDENTAL DAMAGE. CABLE SHALL ADHERE TO BENDING RADIUS LIMITS AS DESCRIBED IN THE SPECIFICATIONS.
9. CONTRACTOR TO TEST PROPOSED CABLING IN ACCORDANCE WITH FAA PROCEDURES AND CRITERIA. ALL TESTING TO BE PERFORMED IN THE PRESENCE OF FAA PERSONNEL. ANY CABLING DAMAGED DURING INSTALLATION SHALL BE REPLACED IN ITS ENTIRETY BETWEEN ITS TERMINATION POINTS WITHOUT SPLICES.
10. UPON COMPLETION OF THE INSTALLATION AND TESTING OF PROPOSED FIBER CABLE BY THE CONTRACTOR, THE FAA WILL COMPLETE ALL CABLING AND TERMINATIONS OF PROPOSED CABLING FROM THE FIBER PATCH PANEL TO THE EXISTING EQUIPMENT. CONTRACTOR SHALL REMAIN AVAILABLE TO THE FAA UNTIL ALL SYSTEMS HAVE BEEN BROUGHT BACK ONLINE AND ALL CABLING IS VERIFIED TO BE INSTALLED AS SPECIFIED. RED-LINES OF ALL WORK MUST BE PROVIDED TO THE FAA WITHIN 14 DAYS OF COMPLETION OF WORK. ALL EXISTING AND PROPOSED MANHOLE AND HANDHOLE INTERIOR WALL PENETRATIONS MUST BE PHOTOGRAPHED PER SPECIFICATION L-118.
11. ANY EXISTING FAA CABLING MADE OBSOLETE BY THE PROPOSED WORK SHALL BE IDENTIFIED AND REMOVED BY THE CONTRACTOR ONLY AT THE REQUEST OF THE FAA.
12. ALL CONSTRUCTION MUST BE COMPLETED WHILE THE EXISTING LOOP REMAINS INTACT. THE FAA WILL DETERMINE WHEN THE NEW FOTS LOOP 3 WILL BE ACTIVATED. THE NEW LOOP MUST BE TESTED AND HAVE BEEN OPERATIONAL FOR AT LEAST ONE WEEK PRIOR TO THE FAA DECOMMISSIONING THE EXISTING FOTS LOOP AND THE ASSOCIATED DUCT BANK. MANNHEIM ROAD SOUTH RECONSTRUCTION STAGE 2, BALMORAL DRIVE STAGE 3, AND THE ATS BRIDGE EXTENSION PROJECTS REQUIRE THAT THE NEW LOOP BE OPERATIONAL AS THE EXISTING LOOP TRAVERSES THROUGH ALL THREE PROJECTS.



- LEGEND:
- FAA — 2-WAY, 4" PVC CONDUIT, CONCRETE ENCASED WITH 8-1" SDR-11 INNERDUCTS. INSIDE ONE INNERDUCT INSTALL 1-12 STRAND MULTIMODE FIBER OPTIC CABLE. PULL 1-#14 AWG ORANGE INSULATED SOLID COPPER TRACER WIRE WITH INNERDUCT. DIRECTIONALLY BORE PVC COATED GRS DUCT INSTEAD OF PVC DUCT WHERE CROSSING ROADWAYS.
- FAA — 1-WAY, 4" PVC CONDUIT, CONCRETE ENCASED WITH NEW 4-1" SDR-11 INNERDUCTS. INSIDE ONE INNERDUCT INSTALL 1-12 STRAND MULTIMODE FIBER OPTIC CABLE. PULL 1-#14 AWG INSULATED SOLID COPPER TRACER WIRE WITH INNERDUCT IN THE INTERSTITIAL SPACE.
- AT&T — 6/12-WAY, 4" PVC AT&T CONDUIT, CONCRETE ENCASED WITH NEW 4-1" SDR-11 INNERDUCTS. INSIDE ONE INNERDUCT INSTALL 1-12 STRAND MULTIMODE FIBER OPTIC CABLE. PULL 1-#14 AWG ORANGE INSULATED SOLID COPPER TRACER WIRE WITH INNERDUCT.

ADDED SHEET
FAA-15

HNTB

USER NAME: mkear	DESIGNED: CFB	REVISED: -
PLOT SCALE: 600:1	DRAWN: CFB	REVISED: -
PLOT DATE: 26-DEC-2012	CHECKED: SPG	REVISED: -
	DATE:	REVISED: 12/28/12 ADDENDUM 1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOTS LOOP 3
OVERVIEW AND NOTES

SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE. 330	SECTION 0105 WRS&HB	COUNTY COOK	TOTAL SHEETS 606	SHEET NO. 6050
CONTRACT NO. 60G37				ILLINOIS FED. AID PROJECT