

24. NO REQUIREMENTS OF THIS CONTRACT WITH RESPECT TO PRECAUTIONS REQUIRED OR OMITTED WILL BE DEEMED TO LIMIT OR IMPAIR ANY OBLIGATIONS ASSUMED BY THE CONTRACTOR UNDER OR IN CONNECTION WITH THIS CONTRACT, AND THE CONTRACTOR MUST AT ALL TIMES MAINTAIN ADEQUATE PROTECTION TO SAFEGUARD AIRCRAFT, THE PUBLIC, AND ALL PERSONS ENGAGED IN THE WORK AND MUST TAKE SUCH PRECAUTIONS AS WILL ACCOMPLISH SUCH END, WITHOUT INTERFERENCE TO AIRCRAFT, THE PUBLIC, OR MAINTENANCE AND OPERATION OF THE AIRPORT.
25. COMMUNICATION BETWEEN ALL PARTIES INVOLVED IN THE WORK IS OF THE UTMOST IMPORTANCE. THE CONTRACTOR, THROUGH THE ENGINEER, CDA AND FAA, AND CDA AIRPORT OPERATIONS PERSONNEL MUST BE IN CONSTANT COMMUNICATION TO ENSURE SAFE OPERATIONS ON THE AOA. THE CONTRACTOR MUST NOTIFY THE CDA AND FAA FORTY-EIGHT (48) HOURS PRIOR TO REQUESTING THE CLOSING OF ANY AREA SO THAT THE AIRPORT OPERATIONS PERSONNEL CAN PROPERLY COORDINATE THE ACTIVITIES OF THE AIRPORT AND CONTRACTOR. UNDER NO CIRCUMSTANCES IS THE CONTRACTOR ALLOWED TO COMMUNICATE WITH FAA AIR TRAFFIC CONTROL PERSONNEL. EXISTING NAVAID SIGNAL OPERATIONS MAY REQUIRE THE CONTRACTOR TO RESTRICT THE USE OF COMMUNICATION DEVICES. THERE WILL BE NO ADDITIONAL COMPENSATION TO THE CONTRACTOR DUE TO ANY RESTRICTIONS ON HIS/HER COMMUNICATION DEVICES.
26. WHERE REQUIRED IN THE EXECUTION OF THE PROJECT, THE CONTRACTOR MUST FURNISH 20 CLASS "A" BARRICADES COMPLETE WITH LIGHTS. THE CONTRACTOR MUST PROVIDE, PLACE, AND MAINTAIN ALL BARRICADES AND MUST MAINTAIN ALL SIGNS REQUIRED TO CONTROL CONSTRUCTION AND AIRCRAFT TRAFFIC. TYPICAL BARRICADE SPACING IS 10 FEET ACROSS A RUNWAY AND 25 FEET ACROSS A TAXIWAY. THE EXACT LOCATION, NUMBER AND SPACING OF ALL BARRICADES AND LIGHTS WILL BE DETERMINED BY THE CDA AIRPORT OPERATIONS. ALL BARRICADES AND LIGHTS MUST BE TURNED OVER TO THE ENGINEER AND CDA IN GOOD WORKING CONDITION AND WITH NEW BATTERIES AND DELIVERED TO A LOCATION ON O'HARE AIRPORT PROPERTY AT THE DIRECTION OF THE ENGINEER AND CDA, UPON COMPLETION OF THE PROJECT. BARRICADES, LIGHTS, LAMPS, BATTERIES, TRANSPORTATION, AND HANDLING AND MAINTENANCE WILL NOT BE PAID FOR SEPARATELY BUT CONSIDERED INCLUDED IN THE OVERALL CONTRACT PRICE.
27. EXISTING GRADES REPORTED ON THE DRAWINGS ARE BASED ON BEST AVAILABLE INFORMATION; HOWEVER, THE CITY ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THESE GRADES. IF THE CONTRACTOR DOES NOT CONCUR WITH THE ELEVATION PROVIDED ON THE DRAWINGS, THE CONTRACTOR MUST NOTIFY THE ENGINEER AND CDA IN WRITING PRIOR TO CONSTRUCTION. NO CONSTRUCTION WILL BE ALLOWED TO BEGIN UNTIL THESE CONFLICTS ARE RESOLVED.
28. EXISTING CONDITIONS WERE TAKEN FROM THE BEST AVAILABLE INFORMATION OR MAPPING. INFORMATION SHOWN CONCERNING FEATURES AND UTILITIES IS NOT GUARANTEED ALL INCLUSIVE OR CORRECT. THE CONTRACTOR IS TO VERIFY THE FEATURES PRIOR TO CONSTRUCTION. EXISTING UTILITIES ARE TO BE MAINTAINED IN SERVICE AT ALL TIMES. THE LOCATION OF MATERIALS AND DIMENSIONS OF EXISTING FACILITIES AND OBSTRUCTIONS ARE BASED UPON LOCATION RECORDS AND ARE SHOWN ON THE DRAWINGS STRICTLY AS AID TO THE CONTRACTOR, BUT MUST NOT BE CONSTRUED AS BEING ACCURATE, CORRECT, OR COMPLETE. ALL STRUCTURES ABOVE OR BELOW GROUND THAT ARE ENCOUNTERED DURING CONSTRUCTION ARE TO BE PROPERLY SUPPORTED AND MAINTAINED. THE CONTRACTOR IS TO MAKE ALL ARRANGEMENTS WITH THE ENGINEER AND CDA FOR THE PROTECTION OR RELOCATION OF SUCH STRUCTURES. IF DAMAGED DURING CONSTRUCTION, THE CONTRACTOR MUST MAKE REPAIRS OR PAY FOR THE REPAIRS OF ANY STRUCTURE TO THE SATISFACTION OF THE ENGINEER AND CDA. NO ADDITIONAL COMPENSATION WILL BE MADE FOR ANY SUCH INTERFERENCE OR OBSTRUCTION.
29. ALL ITEMS PROPOSED FOR DEMOLITION MUST BE MARKED BY THE CONTRACTOR FOR REVIEW BY THE ENGINEER AND CDA. NO ITEM WILL BE DEMOLISHED UNTIL APPROVED BY THE ENGINEER AND CDA.
30. THE CONTRACTOR MUST LAY OUT THE LOCATION OF ALL NEW ITEMS FOR REVIEW BY THE ENGINEER AND CDA. NO ITEM WILL BE CONSTRUCTED UNTIL THE LOCATION IS APPROVED BY THE ENGINEER AND CDA.
31. THE ENGINEER AND CDA WILL REVIEW THE SHOP DRAWINGS AND PROCEDURES IN ACCORDANCE WITH THE PROVISIONS AS SPECIFIED IN ARTICLE XI OF PART 2 (GENERAL CONDITIONS) OF THE SPECIFICATIONS.
32. THE CONTRACTOR MUST ESTABLISH TEMPORARY BENCHMARKS (TBM) AT INTERVALS NOT GREATER THAN FIVE-HUNDRED (500) FEET ALONG THE PROJECT PRIOR TO BEGINNING ANY CONSTRUCTION REQUIRING LOCATIONS OR GRADES. TBMS MUST BE PLACED WHERE THEY WILL NOT BE DISTURBED BY CONSTRUCTION. TBM DATA MUST BE PROVIDED TO THE ENGINEER AND CDA.
33. THE CONTRACTOR MUST PROVIDE ELECTRONIC FILES TO THE ENGINEER AND CDA IN LAND .XML AND .DXF FORMATS FOR ALL SURVEY DATA (ORIGINAL GROUND; TOPSOIL STRIPPING; FINAL LOCATION, GRADES AND ELEVATIONS OF STRUCTURES; UTILITY AS-BUILT DATA; ETC.) FOR THE ENGINEER AND CDS REVIEW AND CONCURRENCE. ALL CONTROL POINTS MUST BE SUBMITTED IN .CSV OR .TXT FORMAT FOR THE ENGINEER AND CDS REVIEW AND CONCURRENCE.
34. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE PRESERVATION OF ALL CITY OF CHICAGO PROPERTY AND MUST CAREFULLY LOCATE AND PROTECT FROM DAMAGE OR DISTURBANCE ALL BENCHMARKS, LAND MONUMENTS AND PROPERTY MARKERS. IF DAMAGE TO PROPERTY DOES OCCUR DURING THE WORK, THE CONTRACTOR MUST RESTORE, AT NO EXPENSE TO THE OWNER, SUCH PROPERTY TO A CONDITION EQUAL TO THAT EXISTING BEFORE SUCH DAMAGE WAS DONE BY REBUILDING OR RESTORING AS DIRECTED BY THE ENGINEER AND CDA.
35. CONTRACTOR IS SOLELY RESPONSIBLE FOR THE MEANS, METHODS, TECHNIQUES, SEQUENCES, AND PROCEDURES FOR CONSTRUCTION.
36. ALL DEWATERING OF THE SITE AS NEEDED FOR THE CONTRACTOR'S OPERATIONS WILL NOT BE PAID FOR SEPARATELY, BUT BE CONSIDERED AS INCLUDED IN THE OVERALL CONTRACT PRICE.

### TRAFFIC CONTROL, SAFETY REQUIREMENTS AND ID BADGING PROCESS

1. FOR ALL CONSTRUCTION WITHIN THE AOA, THE CONTRACTOR WILL BE REQUIRED TO OBTAIN ALL VEHICLE PASSES, PERSONNEL SECURITY BADGES, AND SATISFY ALL SECURITY AND AIRFIELD TRAINING REQUIREMENTS PRIOR TO BEGINNING WORK WITHIN THE RESTRICTED AREA. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO ASSURE ALL CONSTRUCTION PERSONNEL AND EMPLOYEES WITH ACCESS TO THE AIRFIELD COMPLETE ALL REQUIRED FAR PART 139.303 AIRFIELD TRAINING. REQUIREMENTS FOR OBTAINING PASSES AND BADGES ARE INCLUDED IN PART 2 - GENERAL CONDITIONS - ARTICLE XV OF THE SPECIFICATIONS. FOR ADDITIONAL INFORMATION AND UPDATES ON BADGING AND DRIVING REQUIREMENTS, CHECK THE FOLLOWING WEBSITES: (1) HTTP://WWW.FLYCHICAGO.COM/BADGING/ AND (2) HTTP://WWW.FLYCHICAGO.COM/DRIVING/. ALL COSTS WILL NOT BE PAID SEPARATELY BUT WILL BE CONSIDERED INCLUDED IN THE TOTAL CONTRACT PRICE.
2. THE CONTRACTOR MUST COORDINATE OFF-SITE HAUL AND ACCESS ROUTES WITH THE PARTY HAVING JURISDICTION OVER THE AFFECTED ROUTE. ON-SITE HAUL AND ACCESS ROUTES MUST BE MAINTAINED BY THE CONTRACTOR AND MUST BE RESTORED TO THEIR ORIGINAL CONDITION UPON COMPLETION OF BEING USED AS A HAUL ROUTE. FENCING, DRAINAGE, GRADING, RESURFACING, OR OTHER WORK NECESSARY TO CONSTRUCT AND MAINTAIN HAUL ROUTES ON THE AIRPORT IS THE CONTRACTOR'S RESPONSIBILITY AT NO COST TO THE OWNER AND MUST BE APPROVED BY THE ENGINEER AND CDA PRIOR TO THE WORK.
3. THE CONTRACTOR MUST OBTAIN ALL VEHICLE PERMITS, PERSONNEL SECURITY BADGES, 303 TRAINING FOR ALL BADGED PERSONNEL, AND MUST SATISFY ALL SECURITY REQUIREMENTS PRIOR TO BEGINNING WORK WITHIN RESTRICTED AREAS. THE CONTRACTOR MUST FAMILIARIZE ALL CONSTRUCTION PERSONNEL WITH ANY CHANGE IN THE REQUIREMENTS FOR ENTERING AND OPERATING WITHIN THE AOA.
4. THE CONTRACTOR MUST REMAIN WITHIN THE DESIGNATED CONSTRUCTION LIMITS, STAGING AREA OR DESIGNATED HAUL ROUTES UNLESS PRIOR WRITTEN APPROVAL IS OBTAINED FROM THE ENGINEER, CDA, AND FAA.
5. MUCH OF THE CONSTRUCTION WORK IN THIS PROJECT WILL OCCUR WITHIN OR IN THE VICINITY AOA AND IS SUBJECT TO OPERATIONAL SAFETY AND SECURITY REQUIREMENTS OF THE CITY OF CHICAGO AND FAA. THE CONTRACTOR MUST COMPLY WITH ANY ADDITIONAL REQUIREMENTS AS MAY BE DEEMED NECESSARY BY THE AFOREMENTIONED ORGANIZATIONS AT NO COST TO THE OWNER.
6. THE CONTRACTOR MUST BE RESPONSIBLE FOR TRANSPORTING EMPLOYEES AND/OR VISITORS BETWEEN ACCESS GATES AND THE PROJECT SITE/WORK AREA(S), IF NECESSARY.
7. THE CONTRACTOR IS TO PLAN HIS CONSTRUCTION OPERATION SO THAT MATERIAL, EQUIPMENT, SUPPLIES AND WORKING PERSONNEL NECESSARY TO DO

- THE WORK WILL ENTER AND LEAVE THE CONTRACT SITE VIA THE GATES AND ROUTES DESIGNATED ON THE DRAWINGS. NO PERSONAL VEHICLES WILL BE PERMITTED WITHIN THE AOA. THE CONTRACTOR IS RESPONSIBLE FOR THE CONSTRUCTION, REPAIR, AND/OR MAINTENANCE OF ALL HAUL AND ACCESS ROADS TO AND FROM DESIGNATED ENTRANCES TO THE VARIOUS WORK SITES. THE CONTRACTOR MUST COORDINATE WITH THE OWNER'S REPRESENTATIVE PRIOR TO, DURING AND UPON COMPLETION OF EACH DAY'S ACTIVITY AND MUST STRICTLY FOLLOW THEIR RULES AND REGULATIONS IN ORDER TO MAINTAIN THE OPERATIONS UNINTERRUPTED.
8. SECURITY CHECKPOINTS TO THE AOA WILL BE MANNED BY BONDED GUARDS SUPPLIED BY THE CITY. SECURITY GUARDS ASSIGNED OUTSIDE THE AOA TO CONTROL ACCESS AND CONSTRUCTION TRAFFIC TO THE CONTRACTOR'S WORK SITE WILL BE PROVIDED BY THE CONTRACTOR, AS DETAILED IN SPECIFICATION SECTION M-103. THE OWNER'S REPRESENTATIVE WILL COORDINATE CONTRACTOR RESPONSIBILITIES FOR PROVIDING THE REQUIRED SECURITY GUARDS.
9. THE FOLLOWING PROVISIONS, IN ADDITION TO THE CONTRACTOR'S SAFETY PLAN ARE TO BE EXECUTED BY THE CONTRACTOR AND/OR CDA AND FAA TO ASSURE SAFE OPERATION OF THE AIRPORT DURING CONSTRUCTION ACTIVITY.
- a. VEHICLES THAT OPERATE ON THE AOA MUST WITHOUT EXCEPTION HAVE EITHER A ROTATING OR YELLOW STROBE LIGHT MOUNTED ON THE TOP OF THE VEHICLE. STROBES MOUNTED IN HEADLIGHTS AND TAILLIGHTS DO NOT COMPLY TO THE FAA CIRCULARS (AC 150/5210-5D OR CURRENT EDITION) AND ORD GROUND MOTOR VEHICLE REGULATIONS PAGE 23.1.
- b. IT IS MANDATORY THAT DURING HOURS OF LOW VISIBILITY AND DARKNESS, VEHICLES MUST HAVE THE HEADLIGHTS ON. FOR ADDED SAFETY, HAZARD LIGHTS SHOULD BE ON (AC 150/5210-5D, FAA CERT ALERT 09-11 ISSUED 7-1-09 OR CURRENT EDITION).
- c. VEHICLE TRAILERS MUST BE CONNECTED TO THEIR RESPECTIVE TOW VEHICLE WITH OPERATIONAL PARKING LIGHTS. UNATTENDED TRAILERS MUST HAVE LIGHTS ON, ESPECIALLY DURING LOW VISIBILITY AND HOURS OF DARKNESS. IF A TRAILER MUST BE DETACHED FROM THE TOW VEHICLE, BARRICADES MUST BE PLACED AT THE FOUR CORNERS OF THE TRAILER.
- d. ALL "HEAVY" EQUIPMENT IS REQUIRED TO HAVE THE 3 FEET BY 3 FEET ORANGE AND WHITE (AIRPORT CONSTRUCTION SAFETY) FLAG MOUNTED ON THE VEHICLE WHILE OPERATING ON THE AIRFIELD (AC 150/5210-5D OR CURRENT EDITION).
- e. VEHICLES NOT CONSIDERED "HEAVY" EQUIPMENT ARE PICK-UP TRUCKS, DUMP TRUCKS, BOX AND PANEL VANS, STAKE BODIES, PASSENGER VEHICLES, MECHANIC/SERVICE TRUCKS, SKID STEERS, COMBINATION BACKHOES AND BUSES. THESE VEHICLES MUST HAVE AN OPERATIONAL YELLOW ROTATING/STROBE LIGHT. EQUIPMENT THAT DO NOT REQUIRE FLAGS OR ROTATING/STROBE LIGHTS ARE HAND OPERATED EQUIPMENT (CONCRETE SAWS, DOWEL MACHINES, ETC.) AND TOW BEHIND EQUIPMENT/VEHICLES (LIGHT WAGONS, COMPRESSORS, TRAILERS, ETC.)
- f. ALL CONTRACTOR FLAGGING PERSONNEL ARE REQUIRED TO ATTEND A SPECIFIC AIRFIELD FLAGGER TRAINING CLASS AND BE CERTIFIED PRIOR TO THEM BEGINNING FLAGGING OPERATIONS ON THE AIRFIELD. ALL COSTS ASSOCIATED WITH THIS ACTIVITY WILL NOT BE PAID SEPARATELY BUT CONSIDERED INCLUDED IN THE OVERALL CONTRACT PRICE.
10. THE CONTRACTOR MUST DEVELOP A SITE SPECIFIC CONSTRUCTION SAFETY PROGRAM FOR THE PROJECT AND SUBMIT FOR REVIEW AND APPROVAL TO THE CDA AND FAA AT LEAST THIRTY (30) DAYS PRIOR TO THE START OF WORK. THE CONTRACTOR'S SAFETY PROGRAM MUST BE IN ACCORDANCE WITH THE REQUIREMENTS SET FORTH IN PART 2 (GENERAL CONDITIONS) ARTICLE XIV OF THE SPECIFICATIONS. PLEASE REFER TO THE "CDA/OMP CONSTRUCTION SAFETY MANUAL" FOR ADDITIONAL REQUIREMENTS ON THIS PROJECT. IF COPIES ARE NEEDED, ASK THE CDA AND FAA.
11. THE CONTRACTOR MUST DESIGNATE A QUALIFIED SAFETY REPRESENTATIVE FOR THE PROJECT. THESE PERSONS MUST BE AT THE PROJECT WHENEVER WORK IS BEING PERFORMED AT THE SITE OR ANY STAGING AREA ON THE AIRPORT PROPERTY. THE SAFETY REPRESENTATIVE MUST HAVE PROJECT SAFETY AS HIS OR HER EXCLUSIVE RESPONSIBILITY AND NOT HAVE ANY OTHER RESPONSIBILITIES REGARDING THE PROJECT. THE CONTRACTOR MUST PROVIDE THE SAFETY REPRESENTATIVE WITH THE AUTHORITY NECESSARY TO ENSURE THE SAFETY OF THE AIRPORT, CONTRACTOR'S, AND SUBCONTRACTOR'S EMPLOYEES AND PROPERTY. AMONG OTHER RESPONSIBILITIES CONCERNING THE PROJECT SAFETY, THE SAFETY REPRESENTATIVE MUST PROVIDE: SAFETY TRAINING, SAFETY ORIENTATION, SAFETY INSPECTIONS AND CONDUCT TOOLBOX SAFETY MEETINGS.
12. THE CONTRACTOR MUST COMPLY WITH THE SECURITY BADGING AND ACCESS REQUIREMENTS OF THE ORD. ALL CONTRACTORS WITH EMPLOYEES WORKING ON-SITE (AIRSIDE) FOR MORE THAN FIVE DAYS (5) WILL REQUIRE EACH EMPLOYEE TO RECEIVE AN O'HARE INTERNATIONAL AIRPORT (ORD) BADGE. THE CONTRACTOR IS RESPONSIBLE TO COMPLETE ALL NECESSARY ORD ID BADGING APPLICATION FORMS AND COMPLY WITH ALL TRANSPORTATION SECURITY ADMINISTRATION (TSA) AND CDA BADGING REQUIREMENTS AND EMPLOYEE BACKGROUND CHECKS.
13. "303 TRAINING" IS MANDATORY FOR ALL PERSONNEL THAT WILL BE BADGED AND ALLOWED TO PERFORM WORK OR DUTIES WITHIN THE AOA. "303 TRAINING" MUST BE COMPLETED EVERY YEAR AND EXPIRES ONE YEAR FROM THE DATE OF TRAINING. ANY CONTRACTOR EMPLOYEE APPLYING FOR AN ORD BADGE MUST ATTEND THE 303 AIRFIELD SAFETY TRAINING AND MUST ALLOW THREE HOURS FOR THE TRAINING CLASS PER EMPLOYEE. EMPLOYEES WHOSE TRAINING EXPIRES WILL HAVE THEIR BADGES SUSPENDED AND WILL NOT HAVE ACCESS ONTO THE AIRFIELD UNTIL TRAINING REQUIREMENTS ARE MET. CONTRACTORS HAVE TO MAINTAIN TRAINING RECORDS OF THEIR WORKERS TO KEEP BADGING AND TRAINING UP TO DATE AND MUST NOTIFY CDA/OMP OF CHANGES IN THE EMPLOYMENT AND/OR BADGE STATUS OF THEIR WORKERS.
14. BADGED EMPLOYEES THAT ESCORT NON-BADGED EMPLOYEES ONTO THE AOA MUST REMAIN WITH THEM AT ALL TIMES WHILE ON THE JOBSITE. TRANSFERRING NON-BADGED EMPLOYEES TO OTHER BADGED EMPLOYEES FOR ESCORTING IS NOT ALLOWED. CDA REGULATIONS PROHIBIT LEAVING A NON-BADGED EMPLOYEE UN-ESCORTED AT ANY TIME.
15. ALL CONTRACTOR VEHICLES ACCESSING THE JOBSITE ARE REQUIRED TO OBTAIN "VEHICLE DRIVING PERMITS" FROM THE ORD ID BADGING OFFICE.

### STAGING AND STORAGE AREAS

1. A STAGING AREA SHALL BE MADE AVAILABLE FOR CONTRACTOR'S MOBILIZATION, STORAGE, AND EMPLOYEE PARKING AS SHOWN ON THE CONTRACT DRAWINGS. THIS AREA MUST BE PREPARED, MAINTAINED DAILY, AND RESTORED TO THE ORIGINAL CONDITION, TO THE APPROVAL OF THE CDA AND FAA, WITHIN THIRTY (30) DAYS OF THE COMPLETION OF THE PROJECT, AT THE CONTRACTOR'S EXPENSE.
2. THE CONTRACTOR MUST STORE ALL EQUIPMENT, VEHICLES AND MATERIALS ONLY IN THOSE STAGING AREAS SHOWN ON THE DRAWINGS OR AS DESIGNATED BY THE ENGINEER AND CDA.
3. THE EXACT LIMITS, LIGHTING, ENVIRONMENTAL, AND SECURITY REQUIREMENTS OF THE CONTRACTOR'S STAGING AND STORAGE AREAS MUST BE ESTABLISHED BY THE CONTRACTOR SUBJECT TO APPROVAL OF THE ENGINEER, CDA AND FAA. ANY AND ALL REQUIRED UTILITIES FOR THE CONTRACTOR'S OPERATIONS MUST BE ARRANGED FOR AND PAID FOR BY THE CONTRACTOR AND PAID DIRECTLY TO THE APPROPRIATE UTILITY. UTILITY ARRANGEMENTS WILL BE SUBJECT TO THE APPROVAL OF THE ENGINEER, CDA AND FAA. ALL COST ASSOCIATED WITH PREPARING THE STORAGE AND STAGING AREAS WILL BE BORNE BY THE CONTRACTOR. THIS INCLUDES, BUT IS NOT LIMITED TO, CLEARING AND GRADING OF THE SITE, CONSTRUCTION OF ALL TEMPORARY UTILITIES, ACCESS ROADS, ALL SECURITY FENCING, EROSION AND SEDIMENT CONTROL, CLEANUP, AND RESTORATION OF THE SITE TO ITS ORIGINAL CONDITION.
4. EXCESS SOILS, EXCESS MILLED ASPHALT CONCRETE, BITUMINOUS CONCRETE RUBBLE, PORTLAND CEMENT CONCRETE RUBBLE, AND UNSUITABLE EXCAVATION MUST BE DISPOSED OF AT APPROVED LOCATIONS ON SITE. RECYCLABLE MILLED BITUMINOUS CONCRETE, BITUMINOUS CONCRETE RUBBLE, PORTLAND CEMENT CONCRETE RUBBLE ARE TO BE PLACED IN THE LOCATION(S) OF THE RECYCLABLE MATERIALS STOCKPILES AS SHOWN ON THE DRAWINGS. MATERIAL WILL BE WASTED OR STOCKPILED ON THE AIRPORT IN LOCATIONS AS APPROVED BY THE ENGINEER AND CDA. EXCEPT AS DETAILED IN SPECIFICATION SECTION P-152, DISPOSAL COSTS ASSOCIATED WITH THESE MATERIALS WILL NOT BE PAID FOR SEPARATELY, BUT ARE INCLUDED IN THE OVERALL CONTRACT PRICE. ANY SALVAGED ITEMS ARE TO REMAIN THE PROPERTY OF THE CITY OF CHICAGO AND DELIVERED TO A LOCATION AT O'HARE AS DIRECTED BY THE ENGINEER AND CDA, UNLESS OTHERWISE INDICATED.



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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

#### FAA-GENERAL NOTES

SCALE: SHEET NO. 2 OF 4 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
330	0105 WRS&HB	COOK	605 605B
CONTRACT NO. 60G37			
ILLINOIS FED. AID PROJECT			

ADDED SHEET  
FAA-02