

5. ALL STOCKPILED MATERIAL MUST BE CONSTRAINED IN A MANNER TO PREVENT MOVEMENT AND FOREIGN OBJECT DAMAGE (FOD) AS A RESULT OF AIRCRAFT OPERATIONS OR WIND AND PLACED IN A LOCATION APPROVED BY THE ENGINEER AND CDA, PRIOR TO PLACEMENT.

6. THE CONTRACTOR MUST PROVIDE LABOR AND EQUIPMENT AS REQUIRED TO SHAPE, STABILIZE, AND MAINTAIN ALL STOCKPILES. THE COST OF SHAPING AND MAINTAINING STOCKPILES IS INCIDENTAL TO THE OVERALL CONTRACT AND NO ADDITIONAL PAYMENT WILL BE MADE FOR THE WORK.

FAR PART 139 REQUIREMENTS

1. RECOMMENDED FAA PUBLICATIONS FOR CONTRACTORS INCLUDE BUT NOT LIMITED TO:

FAR 139 - CERTIFICATION AND OPERATIONS: LAND AIRPORTS SERVING CERTAIN AIR CARRIERS.
FAR 77 - OBJECT AFFECTING NAVIGABLE AIRSPACE.
AC 150/5370-2 (CURRENT EDITION) - OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION.
AC 150-5370-10 (CURRENT EDITION) - STANDARDS FOR SPECIFYING CONSTRUCTION OF AIRPORTS.

2. FOR THE DURATION OF THIS PROJECT, RUNWAYS AND TAXIWAYS WILL BE OPEN AND AVAILABLE FOR USE BY AIR TRAFFIC OPERATIONS. IT IS IMPERATIVE FOR EACH CONTRACTOR TO BE AWARE OF SPECIFIC RULES AND REGULATIONS THAT MIGHT AFFECT THEIR PROJECT. ALL RUNWAY SAFETY AREAS ARE TO REMAIN CLEAR OF ALL MEN AND EQUIPMENT WHILE THE RUNWAY IS OPEN AND AVAILABLE FOR AIR TRAFFIC USE. NO WORK MUST TAKE PLACE IN THE RSA UNLESS THE RUNWAY IS CLOSED TO AIR TRAFFIC OPERATIONS.

3. WORK IS PERMITTED WITHIN THE ROFA BUT OUTSIDE THE RSA (OR WITHIN THE TOFA BUT OUTSIDE THE TSA); HOWEVER, AT THE COMPLETION OF EACH WORK DAY, NO STOCKPILES, MATERIAL, OR EQUIPMENT ARE PERMITTED WITHIN THE ROFA (TOFA). EXCAVATIONS WITHIN THE OBJECT FREE AREA ARE ALLOWED PROVIDED THEY ARE BARRICADED AND PROTECTED TO A LEVEL APPROVED BY THE ENGINEER, CDA AND FAA AND OPERATIONS.

4. WORK MAY BE PERMITTED WITHIN THE TSA PROVIDED ALL WORK IS SCHEDULED AND APPROVED THROUGH THE ENGINEER, FAA, AND CDA OPERATIONS. SEE CONTRACT DRAWINGS FOR SPECIFIC AREAS THAT HAVE BEEN APPROVED AND IN ACCORDANCE TO AC 150/5370-2E (OR CURRENT EDITION).

5. ALL STOCKPILED MATERIAL MUST BE PLACED AND MAINTAINED IN AN AREA THAT IS CLEAR OF ALL RSA AND TOFA AND HEIGHTS OF ANY STOCKPILED MATERIAL MUST NOT PENETRATE ANY FAR PART 77 SURFACES. STOCKPILES MUST HAVE AN FAA 7460 AIRSPACE STUDY CONDUCTED AND APPROVED PRIOR TO ANY MATERIAL BEING LEFT ON SITE.

6. ALL VEHICLES AND EQUIPMENT MUST BE PARKED OR STORED IN AN AREA THAT IS CLEAR OF ALL RSA, TSA, ROFA, TOFA AND HEIGHTS OF ANY VEHICLE OR EQUIPMENT DO NOT PENETRATE ANY FAR PART 77 SURFACES. ANY EQUIPMENT THAT CANNOT BE REASONABLY MOVED TO THE CONTRACTOR STAGING AREA AND MUST REMAIN ON OR NEAR THE JOB SITE, MUST BE PARKED OR STAGED IN A MANNER THAT THE EQUIPMENT/VEHICLES ARE NOT IN THE RSA, TSA, ROFA, OR TOFA AND DO NOT PENETRATE FAR PART 77 SURFACES. VEHICLES, EQUIPMENT, MATERIAL AND STOCKPILES ALLOWED TO REMAIN OUTSIDE THE ROFA MUST NOT PENETRATE FAR PART 77 IMAGINARY SURFACES.

7. NO HAUL ROUTES MAY PENETRATE THE RSA, TSA, OR CSD WHEN THEY ARE OPEN TO AIR TRAFFIC OPERATIONS. IF THE CONTRACTOR WISHES TO USE A HAUL ROUTE OTHER THAN THOSE IDENTIFIED IN THE APPROVED CONSTRUCTION DRAWINGS, THE CONTRACTOR MUST SUBMIT THEIR REQUEST IN WRITING TO THE ENGINEER, CDA, AND FAA AND SUBMIT AN FAA 7460 AIRSPACE STUDY FOR THE PROPOSED HAUL ROUTE. WHERE APPROVED HAUL ROUTES CROSS AN ACTIVE TAXIWAY, A VACUUM TYPE SWEEPER SHALL BE ASSIGNED TO THE AREA WHILE THAT PARTICULAR ROUTE IS IN OPERATION.

8. THE CONTRACTOR MUST MAINTAIN ACCESS TO ALL ARFF FIRE STATIONS AND ARFF FIRE ACCESS ROADS AT ALL TIMES DURING THE CONSTRUCTION OF THE WORK. UNOBSTRUCTED PATHS MUST BE MAINTAINED TO AND FROM ALL FIRE STATIONS AND FIRE ACCESS ROADS. ALL FIRE ACCESS ROADS ARE TO REMAIN CLEAR OF VEHICLE, EQUIPMENT, MATERIALS, AND STOCKPILES AT ALL TIMES. IF ACCESS ROADS NEED TO BE CLOSED OR RELOCATED, ALL WORK MUST BE COORDINATED WITH THE ENGINEER, FAA AND CDA OPERATIONS.

9. PART 139 REQUIREMENTS RELATED TO NAVIGATIONAL EQUIPMENT (NAVAIDS):

a. THE CONTRACTOR SHALL NOT PARK, STAGE, STORE, OR STOCKPILE ANY MATERIAL OR EQUIPMENT WITHIN ANY NAVAID CRITICAL AREAS.

10. PART 139 REQUIREMENTS RELATED TO CRANE OPERATIONS:

a. ALL CRANE LOCATIONS ON THE JOBSITE REQUIRE SUBMITTAL OF AN FAA 7460 AIRSPACE STUDY TO FAA.

b. USE OF A CRANE AT A SPECIFIC LOCATION REQUIRES A MINIMUM 5 DAY NOTICE TO CDA OPERATIONS TO ALLOW FOR FDC NOTAM REQUIREMENTS AND NOTIFICATIONS (THIS IS A ONE TIME NOTIFICATION FOR EACH WORKING LOCATION).

c. ALL CRANE OPERATIONS ARE TO BE COORDINATED WITH THE ENGINEER, FAA AND CDA OPERATIONS ON A DAILY BASIS.

11. GENERAL CONSTRUCTION SAFETY FAR PART 139 REQUIREMENTS:

a. ONLY ORD APPROVED BARRICADES ARE TO BE USED FOR RUNWAY AND TAXIWAY CLOSURES. THESE BARRICADES ARE NOT TO BE USED TO DELINEATE EXCAVATIONS.

b. ALL MANDATORY HOLD BARS AND SURFACE PAINTED MARKINGS OBSCURED, REMOVED, OR DAMAGED DUE TO CONSTRUCTION TRAFFIC SHALL BE REPAINTED AS NEEDED WHEN DIRECTED BY THE ENGINEER, FAA OR CDA OPERATIONS. ALL COSTS ASSOCIATED WITH REPAINTING ARE THE RESPONSIBILITY OF THE CONTRACTOR.

c. ANY PART 139 DEFICIENCIES MUST BE REMEDIED IMMEDIATELY, BY STOPPING WORK IF NECESSARY, AND AT NO ADDITIONAL COST TO THE CITY. UPON NOTIFICATION OF ANY FAR PART 139 VIOLATIONS, AT ANY POINT DURING THE DURATION OF THE CONTRACT, THE CONTRACTOR MUST IMMEDIATELY MOBILIZE CREWS AS NECESSARY TO REMEDIATE ALL ISSUES TO THE SATISFACTION OF THE ENGINEER, CDA, AND FAA .

UTILITY REQUIREMENTS

1. EXISTING UTILITY INFORMATION SHOWN ON THE DRAWINGS WAS COMPILED BASED ON THE BEST AVAILABLE UTILITY RECORDS. THE CONTRACTOR MUST PROVIDE A UTILITY LOCATOR AND VERIFY THE ACTUAL LOCATION PRIOR TO CONSTRUCTION. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES IN PLACE UNLESS OTHERWISE NOTED OR SPECIFIED. THE OWNER AND ENGINEER AND CDA BEAR NO RESPONSIBILITY FOR UTILITIES NOT SHOWN ON THE DRAWINGS. ANY AND ALL DAMAGE TO EXISTING UTILITIES MUST BE REPAIRED IMMEDIATELY AT THE CONTRACTOR'S EXPENSE. EXCAVATION IMMEDIATELY NEAR UTILITIES MUST BE DONE BY HAND. UTILITIES INTERFERING WITH CONSTRUCTION MUST BE RESET OR RELOCATED BY THE UTILITY COMPANY CONCERNED UNLESS NOTED OTHERWISE OR OTHER ARRANGEMENTS HAVE BEEN MADE WITH THE UTILITY COMPANY. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING WITH THE APPROPRIATE UTILITY COMPANY TO DETERMINE WHO WILL PERFORM THE WORK. THE CONTRACTOR MUST CONTACT THE FOLLOWING UTILITY COMPANIES AT LEAST SEVENTY-TWO (72) HOURS PRIOR TO BEGINNING CONSTRUCTION. FOR RELOCATION OF COMED AND OTHER UTILITY FACILITIES, CONTRACTORS MUST KNOW THAT ACTUAL COMPLETION OF ANY RELOCATION WILL TAKE SEVERAL WEEKS AT A MINIMUM. DEPENDENT ON SCOPE. CONTRACTOR MUST COORDINATE WITH THE ENGINEER AND CDA FOR ANY WORK NECESSARY TO RELOCATE, REMOVE, DISCONNECT, OR CONNECT TO COMED FACILITIES.

TABLE 2

Utility	Contact Name	Contact Number
BP Amoco Oil Co.	Jlm Swapman	(847) 824-5176
Village of Bensenville	Mark Rysovy	(630) 350-3396
City of Chicago - Chicago Department of Aviation (CDA)		
Security	Ken Warrlick	(773) 894-5358 or (773) 617-3652
Water / Sewer / Utilities	John Antonacci	(773) 457-1424
Electrical Services	Mike Eberwein	(773) 686-2224 or (773) 447-4789
Electrical (Airfield)	Steve McNamara	(773) 818-7079
Electrical (Road /Traffic)	Steve McNamara	(773) 818-7079
Communications	Plus Fernandez	(773) 686-2310
Supervising Engineer	Harl Vegesna	(773) 686-4988 or (773) 447-0412
City of Chicago 1/2 Water/Sewer Digger		(312) 747-8117 (312) 744-7000
Electric 1/2 Commonwealth Edison (ComEd)	Mark Bartolameoli James Donovan Bob Pomeroy	(847) 846-3375 (630) 650-5573 (773) 617-5463
Elk Grove Village		(847) 734-8800
Federal Aviation Administration (FAA)	Anthony Harts- NPPM (GNAS) TSOC (for cable breaks) OMP Resident Engr. OMP Project Mgmt. Office	(773) 601-7635 (847) 608-5878 (847) 294-8186 (847) 294-8226
Fuel Lines/Farms - Airport Group International	Mike Loveridge or Douglas Wahl	773) 686-7500
Gas - Peoples Gas	Nina Leonard Annie-Beryl Akuamoaah	(312) 240-3946 (312) 240-4776
Illinois Department of Transportation Bureau of Traffic	Sudad Mahmoud	(847) 705-4131
Joint Utility Locating Information for Excavators (J.U.L.I.E.)		(800) 892-0123
Level 3 Communications	John Dykstra Keith Osborne	(312) 622-8062 or (708)410-1683 (720) 888-2774
MCI	Kris Krzysztof	(630) 901-4948
Natural Gas Pipeline Co.		(312) 691-3855
Nicor, Inc. - Northern Illinois Gas Co.	Connie Lane Ed Vonscoff	(630) 388-3830 (Office) (815) 221-4339 (Mobile)
NSMJAWA Shell Oil Co.	Steve Pittman Rich Almaquer	(773) 686-0077 (847) 439-4603
Telephone - AT&T	Thomas Folfin	(630) 573-6477
West Shore	Rich Ellison	(708) 649-5214
Union Pacific Railroad Co.	Mike Graham	(918) 495-5894
	John Venice	(708) 649-5210

2. ACCESS TO ALL FAA FACILITIES AND EQUIPMENT MUST BE MAINTAINED AT ALL TIMES. TO ACCESS FAA FACILITIES, NOTIFICATION IS 5 DAYS IN ADVANCE OF FAA ASSISTANCE. REQUEST FOR FAA CABLE LOCATES IS 72 HOURS IN ADVANCE. NOTIFICATION EXCLUDES SATURDAY, SUNDAY, AND HOLIDAYS.

3. WORK IN OR AT THE VICINITY OF FAA FACILITIES AND EQUIPMENT MUST FOLLOW THE FOLLOWING REQUIREMENTS:

a. THE CONTRACTOR MUST REQUEST THAT THE FAA LOCATE AND MARK FAA CABLES WITHIN THE PERIMETER OF THE CONSTRUCTION AREA USING THE FAA FIELD CABLE LOCATES REQUEST FORM. ALL CABLE LOCATES WILL REQUIRE 72 HOUR ADVANCE NOTIFICATION AND THE SUBMISSION OF ALL REQUIRED DOCUMENTS. THE 72 HOUR ADVANCE NOTIFICATION DOES NOT INCLUDE WEEKENDS AND HOLIDAYS AND THE SUBMISSIONS MUST BE MADE BY 2:30 P.M., OR TRACKING STARTS ON THE NEXT CONSECUTIVE BUSINESS DAY.



b. IF ANY FAA FACILITIES ARE NOTAMED OUT OF SERVICE, THE TEMPORARY SAFETY AREA MARKINGS (SNOW FENCE) MUST BE INSTALLED A MINIMUM OF 10 FEET AROUND THE FACILITY. WITHIN THE PROJECT LIMITS, SNOW FENCE MUST BE INSTALLED 50 FEET AROUND FACILITIES THAT ARE OPERATIONAL.

c. THE CONTRACTOR WHEN ENTERING INTO A MANHOLE/HANDHOLE THAT CONTAINS LIVE FAA CABLES (POWER OR CONTROL) MUST FOLLOW FAA ESTABLISHED PROCEDURES. REQUEST FOR FAA ASSISTANCE FORM MUST BE FILLED OUT AND SUBMITTED TO FAA AND AN FAA RE MUST BE ON-SITE DURING ANY CONSTRUCTION ACTIVITIES WITHIN THE STRUCTURE. THIS WORK WILL ONLY BE ALLOWED TO TAKE PLACE AT NIGHT AFTER CLOSE COORDINATION WITH THE FAA.

d. ANY DAMAGE TO FAA CABLES, ACCESS ROADS, OR TO FAA FACILITIES DURING CONSTRUCTION WILL REQUIRE THE CONTRACTOR TO REPLACE THE DAMAGED CABLES, ACCESS ROAD, OR FAA FACILITIES TO THE TECHNICAL OPERATIONS DISTRICT OFFICE'S REQUIREMENTS AND AT THE CONTRACTOR'S EXPENSE. IF ANY FAA CABLES ARE DAMAGED, THE CONTRACTOR MUST REPLACE THE CABLES IN THEIR ENTIRETY. THE SPLICING OF CABLES IS NOT AN ACCEPTABLE FORM OF REPAIR.

e. PROPOSED GRADING CHANGES IN THE GLIDE SLOPE (GS) SIGNAL FORMING AREA MAY ADVERSELY AFFECT THE GS SIGNAL. ENSURE THAT SITE PREPARATION IS IN ACCORDANCE WITH CHAPTER 3 OF FAA ORDER 6750-16D, SITING CRITERIA FOR INSTRUMENT LANDING SYSTEMS. PROVIDE TYPICAL SECTIONS OF THE TAXIWAY PAVING AND SURROUNDING EXISTING AND PROPOSED GRADING TAKEN THROUGH THE GLIDE SLOPE CRITICAL AREA (GSCA) TO THE FAA FOR THEIR REVIEW OF POSSIBLE SIGNAL INTERFERENCE. COORDINATE WITH THE FAA TO ENSURE THAT NO NEGATIVE IMPACTS SHALL BE IMPOSED UPON THE FACILITY'S SIGNAL GENERATION TO CREATE POSSIBLE HAZARD TO NAVIGATION.

ADDED SHEET
FAA-03

	USER NAME = mhokir	DESIGNED SJM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAA-GENERAL NOTES				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN SJM	REVISED -						330	0105 WRS&HB	COOK	605	605C
	PLOT SCALE = 2:1	CHECKED SPG	REVISED -						CONTRACT NO. 60637				
	PLOT DATE = 26-DEC-2012	DATE	REVISED  12/28/12 ADDENDUM 1						ILLINOIS FED. AID PROJECT				
	SCALE:				SHEET NO. 3 OF 4 SHEETS	STA.	N/A	TO STA.	N/A				

FILE NAME = IP_PWP\rdms47844\0168037-shs-FAR03.dgn