



LOCATION MAP

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# CHICAGO - O'HARE INTERNATIONAL AIRPORT

## CITY OF CHICAGO LORI E. LIGHTFOOT MAYOR

JAMIE L. RHEE COMMISSIONER

**ISSUED BY:** DEPARTMENT OF PROCUREMENT SERVICES SHANNON E. ANDREWS, CHIEF PROCUREMENT OFFICER

## **O'HARE INTERNATIONAL AIRPORT**

## REHABILITATION FOR TAXIWAYS Y, Y1, Y2, Y3, Y4

CONTRACT AND SPECIFICATION NO. 1217758 CHICAGO DEPARTMENT OF AVIATION PROJECT NO. H6237.21-00







## CITY OF CHICAGO DEPARTMENT OF AVIATION

**ISSUED FOR BID** MARCH 31, 2021





SIGNATURE:

EXP. DATE: 11/30



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PAVEMENT MARKING DETAILS

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**PAVEMENT MARKING PLAN TAXIWAY Y** CM-105 PAVEMENT MARKING PLAN TAXIWAY Y CM-106 CM-151

## PAVEMENT MARKING DETAILS

### **EROSION CONTROL & RESTORATION**

EROSION CONTROL GENERAL NOTES, NARRATIVE, AND SCHEDULE STORMWATER POLLUTION PREVENTION PLAN NOTES STORMWATER POLLUTION PREVENTION PLAN NOTES STORMWATER POLLUTION PREVENTION PLAN SCHEDULE STORMWATER POLLUTION PREVENTION DETAILS STORMWATER POLLUTION PREVENTION DETAILS STORMWATER POLLUTION PREVENTION DETAILS **EROSION CONTROL AND RESTORATION PLAN TAXIWAY Y3** 

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SHEET NO. CM-105 CM-106 CM-151 CM-152	H CHICAGO DEPARTMENT OF AVIATION *
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	B 03/31/21 ISSUED FOR BID REV DATE DESCRIPTION PROJECT NAME: O'HARE INTERNATIONAL AIRPORT REHABILITATION FOR TAXIWAYS Y, Y1, Y2, Y3, Y4 SHEET TITLE:
	DESIGNED: DRAWN: CHECKED:
	A PROJECT NO.: H6237.21-00 DATE: 03/31/21
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Н	GENERAL REQUIREMENTS: 1. APPLICABLE ABBREVIATIONS AND AC - ADVISORY CIRCULAR ACM - AIRPORT CERTIFICATION N ADG - AIRCRAFT DESIGN GROUF AOA - AIR OPERATIONS AREA CCA - CONNECT CHICAGO ALLIAN CDA - CHICAGO DEPARTMENT O CFR - CODE OF FEDERAL REGUL CM - CONSTRUCTION MANAGEF	DEFINITIONS: MANUAL NCE F AVIATION ATIONS R	10.	IN ESTABLISHING THE SCHEDULE FOR TH CONTRACTOR MUST CONSIDER THE FOL COMPENSATION OR EXTENSION OF TIME PROJECT, OR ANY PHASE OF THE PROJE TO THE PHASING OF THE WORK, OR DUE WHICH MAY IMPEDE THE PROGRESS OF ALLOWED IN PART 2 - GENERAL CONDITIONS SPECIFICATIONS. THE CONTRACTOR MAP PER WEEK AS REQUIRED IN ORDER TO C PROJECT AS SPECIFIED HEREIN.
G	<ul> <li>CSFF - CONSTRUCTION SAFETT</li> <li>CST - CENTRAL STANDARD TIME</li> <li>FAA - FEDERAL AVIATION ADMIN</li> <li>FAR - FEDERAL AVIATION REGUL</li> <li>FDC - FLIGHT DATA CENTER</li> <li>FOD - FOREIGN OBJECT DEBRIS,</li> <li>FOTS - FIBER OPTIC TRANSMISS</li> <li>ILS - INSTRUMENT LANDING SY</li> <li>LOA - LETTERS OF AGREEMENT</li> <li>MOS - MODIFICATION OF STAND,</li> <li>NOTAM - NOTICE TO AIRMEN</li> <li>ORD - O'HARE INTERNATIONAL A</li> <li>P.E PROFESSIONAL ENGINEE</li> <li>R.E RESIDENT ENGINEER</li> <li>ROFA - RUNWAY OBJECT FREE A</li> <li>CENTERLINE; 1,000 FEET BEHIND</li> </ul>	AND PHASING PLAN ISTRATION ATION /FOREIGN OBJECT DAMAGE ION SYSTEM STEM ARDS ARDS ARPORT R AREA (400 FEET FROM RUNWAY ORUNWAY END, OR AS NOTED IN	11.	CONTRACTOR MUST BE AWARE OF THE F DATES DURING THANKSGIVING AND CHR WORK ACTIVITIES IN DESIGNATED AREAS REQUIRED FOR ANY/ALL PROJECT ACTIV MORATORIUM PERIOD THAT: (1) INTERFA LIVE FAA FIBER, (2) TAKE PLACE INSIDE ( FACILITIES, OR (3) ARE EXECUTED WITHI FAA FACILITY OR LIVE FAA SERVICES INC AND DUCTBANKS THAT CARRY LIVE FIBE DATES, ABSOLUTELY NO WORK IN OR NE ALLOWED AND FAA WAIVERS ARE NOT V A. THANKSGIVING MORATORIUM - TYPICA WEEKS OF NOVEMBER) OF WORK STAN PERMITTED WITH APPROVED FAA WAIV PERIOD WILL BE HARD STAND MORATORI
F	<ul> <li>RSA - RUNWAY SAFETY AREA (25 CENTERLINE; 1,000 FEET BEHIND THE PLANS)</li> <li>SPCD - SAFETY PLAN COMPLIAN</li> <li>S.T.O.P SHORT TERM OPERATI</li> <li>TOFA – TAXIWAY OBJECT FREE A CENTERLINE FOR ADG V; 167 FEE FOR ADG V MOS 747-8; 193 FEET ADG VI)</li> <li>TSA – TAXIWAY SAFETY AREA (10 CENTERLINE FOR ADG V AND AD TAXIWAY CENTERLINE FOR ADG</li> <li>221.d - MAXIMUM ALLOWABLE DIS ACTIVITIES MAY OCCUR WHILE A FOR ADG V; 91 FEET FOR ADG VI</li> </ul>	50 FEET FROM RUNWAY RUNWAY END, OR AS NOTED IN ICE DOCUMENT IONAL PHASING AREA (160 FEET FROM TAXIWAY ET FROM TAXIWAY CENTERLINE FROM TAXIWAY CENTERLINE FOR 07 FEET FROM TAXIWAY G V MOS 747-8; 131 FEET FROM VI) STANCE CONSTRUCTION TAXIWAY IS OPEN (MEASURED TRENGTH PAVEMENT: 86 FEET )	E	<ul> <li>WORK IN OR NEAR FAA FACILITIES. FOR STAND DOWN WAS FROM NOVEMBER 1 NOVEMBER 26 2AM CST. HARD STAND N NOVEMBER 21 6PM CST THRU NOVEMB</li> <li>CHRISTMAS MORATORIUM - TYPICALLY DECEMBER TO FIRST WEEK OF JANUAR WORK STAND DOWN WAS FROM DECEN JANUARY 2 2AM CST.</li> <li>THE CDA ADOPTS THE SAME SHUTDOW STAND MORATORIUMS AT BOTH THANK PERIODS THAT IMPACT ALL PROJECTS.</li> <li>THE ACTUAL DURATION AND START/EN MORATORIUM WILL VARY DEPENDING O COMMISSIONER WILL PROVIDE NOTICE</li> </ul>
E	<ol> <li>THE PROJECT MUST BE CONSTRUCT CONTRACT DRAWINGS AND SPECT REGULATIONS, STANDARDS OR SET THEREIN. THE PROJECT IS SUBJE REPRESENTATIVES OF THE CITY CONTRACTOR AVIATION (CDA), ADMINISTRATION (FAA), AND OTHE</li> <li>THE CONTRACTOR MUST COMPLY LOCAL SAFETY REGULATIONS AS 1</li> </ol>	CTED IN ACCORDANCE WITH THE IFICATIONS AND ANY RULES, PECIFICATIONS REFERENCED CT TO INSPECTION BY DF CHICAGO, CCA, CHICAGO THE FEDERAL AVIATION ER GOVERNING AGENCIES. WITH ALL FEDERAL, STATE AND WELL AS THOSE SPECIFIED IN THE	12.	THESE DATES. UNDERGROUND NOTIFICATION CHECKLIS REQUIRED PRIOR TO COMMENCING ANY UTILITY WORK, THE CONTRACTOR AND C SPECIFIC WORK AREAS AND TYPE OF WO UNDERGROUND NOTIFICATION CHECKLIS CREATED AND FINALIZED. THE "DIG BOC ENSURES ALL UPFRONT UTILITY INVESTI UTILITY MEETINGS ARE HELD; PRE-ACTIV
	4. THE CONTRACTOR MUST ADHERE REQUIREMENTS AS SPECIFIED IN	TO ALL AIRPORT SECURITY PART 2 - GENERAL CONDITIONS		UTILITY LOCATES ARE PERFORMED; ALL LOCATED AND PROPERLY MARKED, ETC. COMPLETELY EXECUTED PRIOR TO THE EXCAVATION AND/OR UTILITY WORK WIT AREA. THE CONTRACTOR SHOULD ANTIG
D	5. THE CONTRACTOR IS ADVISED THA RESTRICTIONS, AS CONTAINED IN 150/5370-2 (CURRENT EDITION) OP DURING CONSTRUCTION, FAA AC AIRPORT DESIGN, AIRPORT CERTI PART 139 AND AUGMENTED BY TH SPECIFICATIONS, WILL APPLY TO MUST MAINTAIN ALL AREAS OF WO REQUIREMENTS AT ALL TIMES. TH CONTRACT. PAYMENT WILL BE WI	AT CERTAIN RULES AND THE FAA ADVISORY CIRCULAR ERATIONAL SAFETY ON AIRPORTS 150/5300-13 (CURRENT EDITION) FICATION MANUAL, AND 14CFR ESE DRAWINGS AND THE WORK. THE CONTRACTOR ORK IN COMPLIANCE WITH THESE IS EFFORT IS INCIDENTAL TO THE ITHHELD FOR NON-COMPLIANCE.		WILL TAKE APPROXIMATELY 21 CALENDA COMPLETION OF ALL REQUIRED ITEMS IN WILL SUBMIT THE DIG BOOK TO THE WEE OPERATIONS PHASING (S.T.O.P) MEETING AND AUTHORIZATION TO PROCEED WITH WORKING CLOSELY WITH THE CM, THE C THE PRIORITY AND REQUIRED DATES FO NEEDS TO BE APPROVED TO BEGIN SCHI THE DATES MUST ALLOW FOR 7 DAYS OF CHECKLISTS ARE SUBMITTED TO THE S.T WITH ASSISTANCE OF THE CONTRACTOF
_ C	6. PROCEDURES AND CONDITIONS AS ACTIVITIES OFTEN AFFECT AIRCR/ JEOPARDIZE OPERATIONAL SAFET SCHEDULING, AND COORDINATION CAN MINIMIZE DISRUPTION OF NO AVOID SITUATIONS THAT COMPRO OPERATIONAL SAFETY. EVERY ON PROJECT FUNDED BY THE AIRPOF OR THE PASSENGER FACILITY CH/ LOCATED ON AN AIRPORT CERTIF TO HAVE A CONSTRUCTION SAFET	SSOCIATED WITH CONSTRUCTION AFT OPERATIONS AND CAN IY. CAREFUL PLANNING, N OF CONSTRUCTION ACTIVITIES RMAL AIRCRAFT OPERATIONS AND MISE THE AIRPORT'S N-AIRFIELD CONSTRUCTION AT IMPROVEMENT PROGRAM (AIP) ARGE (PFC) PROGRAM OR IED UNDER PART 139 IS REQUIRED IY AND PHASING PLAN (CSPP).	12	INFORMATION AS DESIGNATED IN THE CI BOOKS" MUST BE APPROVED BY THE FAX REQUIREMENTS WITHIN AOA), CDA OPEF AGENCIES CONCERNED. UNDERGROUN THE APPROVED "DIG BOOKS" ARE DISTR THE CONTRACTOR. THE CONTRACTOR N "DIG BOOK" AT THE SITE AT ALL TIMES SO INVOLVED IN THE WORK ARE INFORMED INVESTIGATION EFFORTS AND THE LOCA UTILITIES.
	<ul> <li>CDA (OR ITS DESIGNEE) IS RESPO SUBMITTING THE PROJECT CSPP I 150/5370-2 (CURRENT EDITION).</li> <li>7. IN SUPPORT OF THE CSPP, THE SU REQUIRED TO PREPARE AND SUBI COMPLIANCE DOCUMENT (SPCD) I CONTRACTOR WILL COMPLY WITH DOSSIBLE TO DETERMINE ALL SAFE</li> </ul>	NSIBLE FOR DEVELOPING AND IN ACCORDANCE WITH FAA AC JCCESSFUL CONTRACTOR IS MIT TO CDA, A SAFETY PLAN DETAILING HOW THE I THE CSPP. AS IT WILL NOT BE	13.	CONTRACTORS DOING WORK ON OR ABO THE MUTUAL BENEFIT OF ALL, IN COMPLI WORK. CONSTRUCTION WORK ADJACENT TO OF TAXIWAYS WILL BE SUBJECT TO THE FOL A. THE CONTRACTOR MUST UTILIZE HIS I
В	<ul> <li>EXAMPLE: SPECIFIC HAZARD EQUI CONTRACTOR'S POINTS OF CONTA HEIGHTS, ETC.) DURING THE DEVE SUCCESSFUL CONTRACTOR MUST SPCD, FOR REVIEW AND APPROVA A SUBSET OF THE CSPP.</li> <li>8. THE SPCD MUST BE SUBMITTED AN PRIOR TO THE START OF ANY CON AIRFIELD. CONTRACTORS MUST E REQUIRE THE REVIEW AND APPRO CAN TAKE UP TO 30 DAYS.</li> </ul>	IPMENT AND LIGHTING, ACT, CONSTRUCTION EQUIPMENT ELOPMENT OF THE CSPP, THE I DEFINE SUCH DETAILS IN THEIR AL BY CDA AND FAA. THE SPCD IS ND APPROVED BY CDA AND FAA ISTRUCTION WORK ON THE BE AWARE THAT IF CHANGES OVAL BY THE FAA, THIS REVIEW		SO I HAT AIRCRAFT AND AIRPORT, AIRLIN THE AIRFIELD OR AIRPORT SERVICE ROA THE HAZARDS OF CONSTRUCTION OPER EQUIPMENT WILL NOT BE PERMITTED TO AOA PAVEMENTS. IN AREAS OF EXTEND TAXIWAY PAVEMENTS, VEHICLES AND MA TO BE PARKED OR STAGED WITHIN THE S PAVEMENTS. HOWEVER, IN THE EVENT OF CONSTRUCTION EQUIPMENT (SUCH AS L DRILLING RIGS, OR PAVING EQUIPMENT) MOVED, THESE MAY BE PERMITTED TO B PAVEMENTS PROVIDED PRIOR APPROVA COMMISSIONER. ALL EQUIPMENT WILL B
A	9. CHICAGO O'HARE INTERNATIONAL OPERATION WHILE CONSTRUCTIO TAKING PLACE. TIMING AND COOF ESSENTIAL FEATURE OF THIS CON WILL REQUIRE THE COMPLETION O SO AS TO OFFER THE LEAST OBST THE AIRPORT TRAFFIC AND THE G AIRPORT. ALL EXISTING UTILITIES REMAIN IN CONTINUOUS OPERATI THE WORK, UNLESS REMOVED UN CONTRACT. THE COMMISSIONER O RESERVE THE RIGHT TO PLACE SE UNDER THIS CONTRACT IN USE AS UPON COMPLETION.	AIRPORT (ORD) WILL BE IN IN UNDER THIS CONTRACT IS RDINATION OF THE WORK IS AN ITRACT AND THE COMMISSIONER OF ALL WORK HEREIN SPECIFIED RUCTION AND/OR IMPEDIMENT TO ENERAL OPERATION OF THE SERVING THE AIRPORT MUST ON DURING THE EXECUTION OF IDER THIS OR A SEPARATE OR HIS/HER REPRESENTATIVES ECTIONS OF THE WORK REQUIRED SOON AS POSSIBLE AND/OR		HIGHWAY "A" TYPE FRAME BARRICADES OF EACH PIECE OF EQUIPMENT AND A M ILLUMINATE THE AREA. LIGHT WAGONS , DO NOT IMPAIR SIGHT OF PILOTS TAXIIN CONTROL TOWER. B. AT NO TIME WILL ANY CONSTRUCTION PARKED OR STAGED WITHIN OBJECT FRI WIDTH DIMENSIONS OF OFA'S ARE AS DE DRAWINGS.

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## **GENERAL NOTES**

SCHEDULE FOR THIS CONTRACT, THE CONSIDER THE FOLLOWING: NO ADDITIONAL EXTENSION OF TIME FOR COMPLETION OF THE HASE OF THE PROJECT WILL BE ALLOWED DUE THE WORK, OR DUE TO WEATHER CONDITIONS THE PROGRESS OF THE WORK, EXCEPT AS GENERAL CONDITIONS OF THE E CONTRACTOR MAY WORK SEVEN (7) DAYS RED IN ORDER TO COMPLETE THE ENTIRE

BE AWARE OF THE FAA HOLIDAY MORATORIUM KSGIVING AND CHRISTMAS THAT MAY AFFECT DESIGNATED AREAS. FAA WAIVERS ARE ALL PROJECT ACTIVITIES DURING THE D THAT: (1) INTERFACE WITH POWER AND/OR AKE PLACÉ INSIDE COMMISSIONED FAA E EXECUTED WITHIN 50 FEET OF AN ACTIVE E FAA SERVICES INCLUDING FOTS MANHOLES AT CARRY LIVE FIBER. ON HARD MORATORIUM NO WORK IN OR NEAR FAA FACILITIES WILL BE VAIVERS ARE NOT VALID.

RATORIUM - TYPICALLY ABOUT 11 DAYS (LATER ER) OF WORK STAND DOWN, WORK ONLY PPROVED FAA WAIVER. FIVE DAYS WITHIN THIS ARD STAND MORATORIUM - ABSOLUTELY NO FAA FACILITIES. FOR EXAMPLE, IN 2007, WORK FROM NOVEMBER 16 6PM CST THRU I CST. HARD STAND MORATORIUM STARTED CST THRU NOVEMBER 24 6PM CST.

ORIUM - TYPICALLY ABOUT 20 DAYS FROM MID ST WEEK OF JANUARY, FOR EXAMPLE, IN 2007. N WAS FROM DECEMBER 14 6PM CST THRU

HE SAME SHUTDOWN PERIODS AND HARD MS AT BOTH THANKSGIVING AND CHRISTMAS

TION AND START/END DATES OF THE VARY DEPENDING ON THE YEAR. THE LL PROVIDE NOTICE TO THE CONTRACTOR ON

IFICATION CHECKLIST ("DIG BOOK") IS OCOMMENCING ANY EXCAVATION AND/OR CONTRACTOR AND CM SHALL ESTABLISH

AS AND TYPE OF WORK SO THAT THE TFICATION CHECKLIST ("DIG BOOK") CAN BE ZED. THE "DIG BOOK" IS A DOCUMENT THAT ONT UTILITY INVESTIGATION IS PERFORMED;

RE HELD; PRE-ACTIVITY MEETINGS ARE HELD;

E PERFORMED; ALL EXISTING UTILITIES ARE ERLY MARKED, ETC. THE CHECKLIST MUST BE

TED PRIOR TO THE COMMENCEMENT OF ANY UTILITY WORK WITHIN A SPECIFIC WORK

TOR SHOULD ANTICIPATE THAT THIS PROCESS ATELY 21 CALENDAR DAYS. UPON REQUIRED ITEMS IN THE DIG BOOK, THE CM

BOOK TO THE WEEKLY SHORT-TERM G (S.T.O.P) MEETING FOR FINAL APPROVAL

TÒ PROCÉED WITH EXCAVATION ACTIVITIES. VITH THE CM. THE CONTRACTOR WILL PROVIDE EQUIRED DATES FOR WHEN THE "DIG BOOK"

VED TO BEGIN SCHEDULED WORK ACTIVITIES. OW FOR 7 DAYS OF REVIEW AFTER THE

MITTED TO THE STOP MEETING THE CM THE CONTRACTOR, WILL BE RESPONSIBLE

"DIG BOOK" AND COMPILING ALL NECESSARY SIGNATED IN THE CHECKLISTS. THE "DIG PROVED BY THE FAA (FOR AIRSPACE HIN AOA). CDA OPERATIONS AND OTHER

IED. UNDERGROUND WORK CAN BEGIN AFTER BOOKS" ARE DISTRIBUTED AND RECEIVED BY THE CONTRACTOR MUST KEEP A COPY OF THE SITE AT ALL TIMES SO THAT THE EMPLOYEES

ORK ARE INFORMED OF THE PRELIMINARY ORTS AND THE LOCATION OF EXISTING

JST COORDINATE WITH ALL OTHER IG WORK ON OR ABOUT THE PROJECT SITE, TO IT OF ALL, IN COMPLETING THEIR RESPECTIVE

RK ADJACENT TO OPERATIONAL RUNWAYS AND UBJECT TO THE FOLLOWING RESTRICTIONS:

MUST UTILIZE HIS MACHINERY AND EQUIPMENT AND AIRPORT, AIRLINE OR TENANT VEHICLES USING RPORT SERVICE ROADS WILL NOT BE SUBJECTED TO INSTRUCTION OPERATIONS. MATERIALS AND T BE PERMITTED TO BE PARKED OR STAGED ON ANY AREAS OF EXTENDED CLOSURES OF RUNWAY OR 6, VEHICLES AND MATERIALS ARE NOT PERMITTED ÁGED WITHIN THE SAFETY AREA OF THE CLOSED VER, IN THE EVENT OF LARGER PIECES OF JIPMENT (SUCH AS LARGE EARTH MOVING MACHINES, PAVING EQUIPMENT) WHICH CANNOT BE READILY BE PERMITTED TO BE PARKED ON CLOSED ED PRIOR APPROVAL IS RECEIVED FROM THE EQUIPMENT WILL BE REQUIRED TO HAVE RAME BARRICADES PLACED AT THE FOUR CORNERS QUIPMENT AND A MINIMUM OF ONE LIGHT WAGON TO A. LIGHT WAGONS ARE TO BE POSITIONED SO THEY T OF PILOTS TAXIING AIRCRAFT OR THE AIR TRAFFIC

NY CONSTRUCTION VEHICLE OR EQUIPMENT BE WITHIN OBJECT FREE AREAS (OFA's). CRITICAL FULL OF OFA's ARE AS DEPICTED IN THE CONTRACT

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C. WORK IS PERMITTED BETWEEN THE RUNWAY OBJECT FREE AREA (ROFA) AND THE RUNWAY SAFETY AREA (RSA) OF AN OPERATIONAL RUNWAY, PROVIDED THAT HEIGHT RESTRICTIONS ARE NOT VIOLATED AT NO TIME WILL EQUIPMENT MACHINERY AND MATERIALS BE PERMITTED WITHIN THE RUNWAY SAFETY AREA OF AN OPERATIONAL RUNWAY. AT THE END OF THE WORK DAY, ALL EQUIPMENT, STOCKPILES, AND MATERIALS MUST BE REMOVED FROM THE AREAS CONSISTENT WITH 13.B ABOVE AND MUST BE APPROVED BY THE COMMISSIONER.

D. THE CONTRACTOR MUST INSTALL, LABEL, AND MAINTAIN TEMPORARY SAFETY FENCES TO DELINEATE THE RSA, TAXIWAY SAFETY AREA (TSA), TOFA, AND ROFA WHERE APPLICABLE, AND OTHER CONTROLLING CRITICAL AREA DELINEATIONS AS DEPICTED ON THE CONTRACT DRAWINGS. SAFETY FENCE MUST BE PLACED ONE (1) FOOT OUTSIDE THE AREA BEING DELINEATED. THE SAFETY FENCES MUST NOT BECOME FOD. ALL TEMPORARY SAFETY FENCING WITHIN THE RSA, TSA, TOFA, OR ROFA CANNOT EXCEED 18 INCHES IN HEIGHT. SAFETY FENCE TO DELINEATE THE OUTER LIMITS OF OFA'S CAN BE 36-INCHES IN HEIGHT.

E. ALL SAFETY FENCE USED TO DELINEATE AIRFIELD CRITICAL AREAS MUST MAINTAIN A SIX (6) INCH GAP BETWEEN THE BOTTOM OF THE FENCE LINE AND GROUND TO ALLOW FOR WEED CONTROL AND GRASS MOWING.

F. ALL FENCE LINES MUST BE MAINTAINED SO THAT WEEDS OR GRASSES DO NOT EXCEED SIX (6) INCHES IN HEIGHT.

G. CONTRACTOR MUST MAINTAIN ALL FENCE LINES IN GOOD CONDITION AT ALL TIMES. ANY RIPPED, DAMAGED OR KNOCKED DOWN FENCE LINES MUST BE IMMEDIATELY REPAIRED OR REPLACED

- 15. THE CONTRACTOR IS ADVISED THAT THERE MAY BE ADVERSE IMPACTS TO THE INTEGRITY OF THE NAVAID SIGNALS REQUIRED FOR APPROACHES TO OPERATING RUNWAYS 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 COMMISSIONER 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 COMMISSIONER.
- IF THE COMMISSIONER 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 COMMISSIONER. ALL BARRICADE LIGHTS WITHIN THE AOA MUST BE RED WITH 360 DEGREES VISIBILITY.
- SOME OF THE WORK UNDER THIS CONTRACT IS IN RESTRICTED 17. AREAS. THE CONTRACTOR CANNOT CROSS ANY ACTIVE RUNWAY OR TAXIWAY UNDER ANY CIRCUMSTANCES UNLESS UNDER ESCORT BY THE CDA. 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 CDA, THROUGH THE COMMISSIONER, TO ESCORT THEIR VEHICLES IN RESTRICTED AREAS PER PART 2 - GENERAL CONDITIONS OF THE SPECIFICATIONS.
- 18. ALL TAXIWAY AND RUNWAY CLOSURES AND NAVIGATIONAL AID IMPACTS MUST BE COORDINATED THROUGH THE REGULAR S.T.O.P MEETINGS PRIOR TO THE START OF WORK. ATTENDANCE BY THE CONTRACTOR AT S.T.O.P. MEETINGS MUST BE COORDINATED THROUGH THE R.E. AND S.T.O.P MUST BE NOTIFIED NO LESS THAN 48 HOURS IN ADVANCE OF SUCH MEETINGS.
- 19. THE CONTRACTOR MUST MAKE SURE ALL TAXIWAYS, RUNWAYS, ROADS AND APRONS THAT ARE USED OR CROSSED BY CONSTRUCTION VEHICLES ARE KEPT CLEAR OF FOD AT ALL TIMES FOR THE DURATION OF THIS CONTRACT.
- 20. CONTRACTOR GENERATED DEBRIS, WASTE AND LOOSE MATERIAL CAPABLE OF CAUSING DAMAGE TO AIRCRAFT MUST NOT BE LEFT IN ACTIVE MOVEMENT, SAFETY, OR CRITICAL 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.
- 21. 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 CM WILL DETERMINE THE ADEQUACY AND NUMBER OF SWEEPERS REQUIRED. A MINIMUM OF TWO (2) AIRSIDE SWEEPERS ARE REQUIRED FOR THIS PROJECT AT ALL TIMES WHILE THIS PROJECT IS IN PROGRESS, FOR THE DURATION OF THIS CONTRACT ADDITIONAL SWÉEPERS MAY BE REQUIRED AS DIRECTED BY THE COMMISSIONER 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
- 22. THE CONTRACTOR MUST COMPLETE CLEAN UP AND RESTORATION OF THE ENTIRE PROJECT AREA, INCLUDING STAGING AND STORAGE AREAS, AS APPROVED BY THE COMMISSIONER WITHIN THIRTY (30) DAYS OF THE CONTRACT SUBSTANTIAL COMPLETION DATE FOR EACH MILESTONE. ANY AREA DAMAGED WITHIN THE AOA DURING CONSTRUCTION MUST MEET 14 CFR PART 139 AND BE IMMEDIATELY RESTORED TO ITS ORIGINAL CONDITION BY THE CONTRACTOR AT HIS OWN EXPENSE.
- 23. 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.
- 24. 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.

- APPROVAL OF THE COMMISSIONER.
- COORDINATED.
- 27 APPROXIMATELY 45 CALENDAR DAYS.
- 28. NO REQUIREMENTS OF THIS CONTRACT WITH RESPECT TO **OPERATION OF THE AIRPORT**
- ON HIS/HER COMMUNICATION DEVICES.
- TRENCH WITHOUT DAMAGE TO THE AIRCRAFT.
- LIGHTS (NO FLAGS).

SURVEY MARKING LATHE AND UTILITY MARKERS ARE NORMALLY NOT PERMITTED WITHIN THE RSA OR TSA. IF IT IS CRITICAL TO MARK, IDENTIFY, OR LOCATE AN OBJECT OR POINT WITHIN A SAFETY AREA, THE FOLLOWING CRITERIA MUST BE FOLLOWED:

AS BEST AS POSSIBLE, THE CONTRACTOR SHOULD MAINTAIN NO ELEVATION CHANGES WITHIN THE RSA AND TSA. A MAXIMUM DROP OFF OF ZERO (0) INCHES WILL BE ALLOWED FROM A RUNWAY PAVEMENT EDGE. THE MAXIMUM HEIGHT OF ANY TEMPORARY PROTRUSION FROM GRADE WILL BE THREE (3) INCHES. FULL DEPTH TRENCHES AND EXCAVATIONS OUTSIDE OF THE TSA OR THE RSA MAY EXCEED 3 INCHES SUBJECT TO THE APPROVAL OF THE COMMISSIONER AND MUST BE PROVIDED WITH APPROPRIATE SAFETY DELINEATION MARKING THROUGH BARRICADES AND LIGHTING. BARRICADES TO PROTECT EXCAVATIONS WITHIN THE ROFA OR TOFA MUST BE LOW PROFILE, LOW MASS BARRICADES AND MUST NOT EXCEED 18 INCHES IN HEIGHT. CONCRETE BARRICADES ARE NOT PERMITTED WITHIN ANY ROFA OR TOFA

3

25. 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

26. THE CONTRACTOR MUST BE AWARE OF HEIGHT RESTRICTIONS ON THE PROJECT. THE FAA PART 77 SURFACE PLAN SHOWS PART 77 HEIGHT LIMITS. CONSTRUCTION EQUIPMENT MUST NOT PENETRATE THE 14CFR PART 77 IMAGINARY SURFACES OF THE AIRPORT WHEN THE RUNWAY IS IN OPERATION, UNLESS SPECIFICALLY ALLOWED BY THE COMMISSIONER. IF THE CONTRACTOR IS PERMITTED TO PENETRATE THESE SURFACES, THE PENETRATIONS WILL BE LIMITED IN HEIGHT AND TIME DURATION AS DIRECTED BY THE COMMISSIONER AND DURATION OF ACTIVITIES MUST BE

ON BEHALF OF THE CONTRACTOR, THE CDA/CCA 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

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

29. COMMUNICATION BETWEEN ALL PARTIES INVOLVED IN THE WORK IS OF THE UTMOST IMPORTANCE. THE CONTRACTOR, THROUGH THE COMMISSIONER, AND CDA AIRPORT OPERATIONS PERSONNEL MUST BE IN CONSTANT COMMUNICATION TO ENSURE SAFE OPERATIONS IN THE AOA. THE CONTRACTOR MUST NOTIFY THE COMMISSIONER TWENTY-FOUR (24) 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

30. OPEN TRENCHES OR EXCAVATIONS ARE NOT PERMITTED WITHIN THE RSA OR TSA WHILE THE RUNWAY OR TAXIWAY IS OPEN. BACKFILL TRENCHES BEFORE THE RUNWAY OR TAXIWAY IS OPENED. IF THE RUNWAY OR TAXIWAY MUST BE OPENED BEFORE EXCAVATIONS ARE BACKFILLED, COVER THE EXCAVATIONS APPROPRIATELY; COVERING MUST BE DESIGNED AND CERTIFIED BY A LICENSED P.E. TO ALLOW THE SAFE OPERATION OF THE HEAVIEST AIRCRAFT OPERATING ON THE RUNWAY OR TAXIWAY ACROSS THE

31. OPEN TRENCHES AND EXCAVATIONS ARE PERMITTED WITHIN THE ROFA TO THE EDGE OF THE RSA. THE CONTRACTOR MUST PROTECT ALL EXCAVATIONS IN THIS AREA WITH LOW PROFILE, LOW MASS BARRICADES SPACED NO MORE THAN 10 FEET APART. BARRICADES IN THESE AREAS CANNOT EXCEED 18 INCHES IN HEIGHT (EXCLUDING LIGHTS) AND MUST BE LOCATED OUTSIDE THE TSA AND TOFA. ALL BARRICADES MUST HAVE RED OBSTRUCTION

a. OBTAIN PRIOR APPROVAL FROM CDA OPERATIONS BEFORE LEAVING ANYTHING WITHIN AN RSA OR TSA.

b. UTILITY LOCATING FLAGS MAY BE USED SPARINGLY.

c. IF SURVEY HUBS OR LATHE ARE USED, THEY CANNOT BE HIGHER THAN 3 INCHES FROM THE SURROUNDING ELEVATION.



### **O'HARE INTERNATIONAL AIRPORT** CITY OF CHICAGO

LORI E. LIGHTFOOT MAYOR JAMIE L. RHEE COMMISSIONER

exp. G

exp U.S. Services Inc. Chicago, IL BUILDINGS•EARTH & ENVIRONMENT•ENERGY INDUSTRIAL • INFRASTRUCTURE • SUSTAINABILITY

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APPROVED AS WORKING PLAN BY 03/31/21 ISSUED FOR BID REV DATE DESCRIPTION PROJECT NAME: **O'HARE INTERNATIONAL AIRPORT REHABILITATION FOR** 

SHEET TITLE:

**GENERAL NOTES** 

TAXIWAYS Y, Y1, Y2, Y3, Y4

	DESIGNED:	DRAWN:	CHECKED:
	RJS	RJS	SAE
4	PROJECT NO .:	H6237.21-	·00
	DATE:	03/31/21	
	SHEET NO.		REVISION
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	_	8		7		6
		<u>GENERAL REQUIREMENTS (C</u>	ONT'D)			
	н	32. PROPER PLACEMENT AND TO THE SAFETY OF THIS BARRICADES PROVIDE A LOCATIONS OF CLOSED A BARRICADES ALSO IDENT LIMITS OF THE CONSTRU CIRCUMSTANCES ARE CO BARRICADE LINE UNLESS ESCORT.	D OPERATION OF PROJECT AND AII DISTINCT MEANS AOA PAVEMENTS FIFY TO CONSTRU CTION PROJECT. ONTRACTORS TO ACCOMPANIED I	BARRICADES IS CRUCIAL RCRAFT OPERATIONS. OF IDENTIFYING OR THAT HAZARDS EXIST. JCTION WORKERS THE UNDER NO DRIVE PAST AN AOA BY AUTHORIZED CDA	35.	EXISTING CONDITIONS INFORMATION OR MA FEATURES AND UTILI CORRECT. THE CONT TO CONSTRUCTION. SERVICE AT ALL TIME DIMENSIONS OF EXIS BASED UPON LOCATIO DRAWINGS STRICTLY
	G	A. <u>BARRICADE SET-UP FO</u> SHORT TERM CLOSUR WILL BE SET UP USING EVERY 15' CENTERED PRACTICE, THE LOCAT THE TOFA OF THE OPE MAY NOT ALWAYS BE AROUND SEVERAL TR THE BARRICADE LINE POSSIBLE WITHOUT EN SUBJECT TO PARAGRA	DR SHORT TERM ES (CLOSURES S ONLY CLASS "A ON CENTERLINE TON OF THE BAR N TAXIWAY INTE POSSIBLE DUE TO ANSITIONAL TAXI WILL BE PLACED NCROACHING UP APH C BELOW, BL	AOA CLOSURES: HORTER THAN 24 HOURS) BARRICADES SPACED OF PAVEMENT. AS BEST RICADE LINE MUST BE AT RSECTION. HOWEVER, THIS O THE LIMITED SPACING WAYS. IN THESE CASES, AT THE FARTHEST DISTANCE ON OTHER OPEN TAXIWAYS, JT MAY BE WITHIN THE TOFA.	36.	ALL STRUCTURES ABI ENCOUNTERED DURIN SUPPORTED AND MAI ARRANGEMENTS WIT OR RELOCATION OF S CONSTRUCTION, THE FOR THE REPAIRS OF THE COMMISSIONER. MADE FOR ANY SUCH
	_	B. <u>BARRICADE SET-UP FO</u> EXTENDED TAXIWAY O WILL UTILIZE A COMBI CLASS "A" BARRICADE MUST BE INSERTED BE IF THE BARRICADE LIN INTERSECTING TAXIW	OR EXTENDED CI CLOSURES (CLOS NATION OF BOTH ES. ONE LOW MAS ETWEEN EACH PA IE FALLS WITHIN AY THE "A" FRAM	LOSURES: URES LONGER THAN 24 HOURS) LOW MASS LOW PROFILE AND SS, LOW PROFILE BARRICADE AIR OF CLASS "A" BARRICADES. THE TOFA OF AN IFS, WILL BE OMITTED, AND	37.	THE CONTRACTOR FOR RE BE DEMOLISHED UNT THE CONTRACTOR MU FOR REVIEW BY THE CONSTRUCTED UNTIL COMMISSIONER.
	_	REPLACED WITH LOW SPACING. C. TO STANDARDIZE BAR FEET WILL BE USED. E WHEREVER POSSIBLE 145 FEET, (EB78 TAXIL	MASS LOW PROF RICADE PLACEM BARRICADES WILL AND UNDER NO ANE FORMULA AL	ENT, THE ADG V TOFA OF 160 L BE KEPT AT 167 FEET CIRCUMSTANCES LESS THAN LOWS REDUCTION OF	38. 39.	THE CONTRACTOR MU CALENDAR DAYS FOR DRAWINGS AND PROO PROVISIONS AS SPEC CONDITIONS) OF THE THE CONTRACTOR MU
		TOFA WHERE THE B74 IN TAXI SPEED PER M. AND LOA). D. HAUL ROADS MUST BE SURFACE WITHIN 112 THE POTENTIAL FOD C	7-8 IS SPEED REA O.S. THAT WAS S E CAPPED WITH N FEET FROM A TAX CAUSED BY JET B	STRICTED TO 15 MPH OR LESS SHARED WITH THE OPERATORS IO LESS THAN 2" OF BITUMINOUS XIWAY CENTERLINE TO REDUCE LAST.	S 40.	(TBM) AT INTERVALS I ALONG THE PROJECT REQUIRING LOCATION WHERE THEY WILL NO DATA MUST BE PROVI
		E. <u>SPECIFIC REQUIREME</u> • ALL BARRICADES OR BROKEN BARF OTHERWISE THEY	NTS OF ALL AIRP MUST BE IN GOO RICADES MUST BE CANNOT BE USE	ORT BARRICADES: D WORKING ORDER. DAMAGED E REPAIRED OR REPLACED ED ON THE AOA.		COMMISSIONER IN LA DATA (ORIGINAL GRO GRADES AND ELEVAT DATA; ETC.) FOR THE CONCURRENCE. ALL .CSV OR .TXT FORMAT CONCURRENCE.
	E	<ul> <li>OLASS A BARRIC VISIBLE AT ALL TII</li> <li>IDOT STANDARD T CLASS "A" BARRIC BARRICADES ARE CONDITIONS:</li> </ul>	MES. TYPE 2 BARRICAD CADES IN THE EV AVAILABLE, SUB	DES MAY BE SUBSTITUTED FOR ENT THAT NO CLASS "A" JECT TO THE FOLLOWING	41.	THE CONTRACTOR WI OF ALL CITY OF CHICA LOCATE AND PROTEC BENCHMARKS, LAND DAMAGE OR REMOVA THE WORK, THE CONT THE OWNER SUCH PR
		1. PLACE CONTE 2. LIGHT MOUN "A" MC 3. CONTE APPRO	MENT OF BARRIC RACT DOCUMENT S AND LENSES A TED IN SIMILAR C DUNTING. RACTOR MUST SU DVAL PRIOR TO IN	CADES IS CONSISTENT WITH S AND CSPP. ARE MODEL 212 RED AND CONFIGURATION TO CLASS JBMIT SHOP DRAWINGS FOR ASTALLATION.	42.	EXISTING BEFORE SU RESTORING AS DIREC CONTRACTOR IS SOLE TECHNIQUES, SEQUE CONSTRUCTION.
	וט	<ul> <li>BARRICADES CAN CLEARED BY CDA</li> <li>AOA BARRICADES IS CLEARED BY CI</li> </ul>	NOT BE SET-UP U OPERATIONS. CANNOT BE REM DA OPERATIONS.	JNTIL CONTRACTOR IS	43.	ALL WORK INSIDE THE PERFORMED AT NIGH PHASING PLANS AND NOTAM. THE CONTRA DROP-OFFS OR PROT INSIDE THE RSA WHE
		<ul> <li>QUANTITIES IDENTION</li> <li>BARRICADE RED OFERATIONAL ATION</li> <li>TO FACILITATE FU</li> </ul>	TIFIED WITHIN TH DBSTRUCTION LIC ALL TIMES.	HE CSPP MUST BE ADHERED GHTS MUST BE 100% E SET-UP; THE CONTRACTOR	44.	THE CONTRACTOR MU PERFORMED ON AN C ROUTINELY UTILIZES ACETATE FOR DE-ICIN OILS AND OPERATING AND VEHICLE OPERAT ENCOUNTER ANY AND
	С	MAY IDENTIFY TH SMALL PAINT MAR 33. THE EXACT LOCATION, TY BARRICADES AND LIGHTS PROJECT CSPP SECTION SIGNING AND AS APPROV	E LOCATION OF E K ON THE PAVEM PE, NUMBER ANI S WILL BE IN ACC ON HAZARD MAF /ED BY THE CDA /	EACH BARRICADE WITH A IENT SURFACE. O SPACING OF ALL ORDANCE WITH THE RKING, LIGHTING AND AIRPORT OPERATIONS. 70	45.	WORK. STORM WATER SUBSTANCES INTO ST SEPARATORS AND SC FOR WORKING IN THIS ALL DEWATERING OF OPERATIONS WILL NO
005-GENN.dgn	_	CLASS 'A' AND 20 LOW MA LIGHTS MUST BE TURNED WORKING CONDITION AN TO A LOCATION ON O'HAN OF THE COMMISSIONER, BARRICADES, LIGHTS, LA HANDLING AND MAINTEN BUT CONSIDERED INCLUI	ASS LOW PROFILE D OVER TO THE C D WITH NEW BAT RE AIRPORT PRO UPON COMPLETI MPS, BATTERIES ANCE WILL NOT E DED IN THE OVER	E BARRICADES AND OMMISSIONER IN GOOD TERIES AND DELIVERED PERTY AT THE DIRECTION ON OF THE PROJECT. , TRANSPORTATION, AND BE PAID FOR SEPARATELY RALL CONTRACT PRICE.	46.	CONSIDERED AS INCL ALL CONSTRUCTION F SHIELDED TO PREVEN CONTROL AND AIRCR
w-01\dms71251\H6215_19-01-GI-(	B _	34. EXISTING GRADES REPOR BEST AVAILABLE INFORM RESPONSIBILITY FOR THI CONTRACTOR DOES NOT ON THE DRAWINGS, THE COMMISSIONER IN WRITI CONSTRUCTION WILL BE CONFLICTS ARE RESOLV	RTED ON THE DR/ ATION; HOWEVER E ACCURACY OF CONCUR WITH T CONTRACTOR MUNG NG PRIOR TO CO ALLOWED TO BE ED.	AWINGS ARE BASED ON R, THE CITY ASSUMES NO THESE GRADES. IF THE THE ELEVATION PROVIDED JST NOTIFY THE NSTRUCTION. NO GIN UNTIL THESE		
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c:\pw_work\ex			J			

S WERE TAKEN FROM THE BEST AVAILABLE PPING. INFORMATION SHOWN CONCERNING TIES IS NOT GUARANTEED ALL INCLUSIVE OR FRACTOR IS TO VERIFY THE FEATURES PRIOF EXISTING UTILITIES ARE TO BE MAINTAINED IN S. THE LOCATION OF MATERIALS AND TING FACILITIES AND OBSTRUCTIONS ARE ON RECORDS AND ARE SHOWN ON THE AS AID TO THE CONTRACTOR, BUT MUST NOT EING ACCURATE, CORRECT, OR COMPLETE. OVE OR BELOW GROUND THAT ARE NG CONSTRUCTION ARE TO BE PROPERLY NTAINED. THE CONTRACTOR IS TO MAKE ALL H THE COMMISSIONER FOR THE PROTECTION SUCH STRUCTURES. IF DAMAGED DURING CONTRACTOR MUST MAKE REPAIRS OR PAY ANY STRUCTURE TO THE SATISFACTION OF NO ADDITIONAL COMPENSATION WILL BE INTERFERENCE OR OBSTRUCTION.

FOR DEMOLITION MUST BE MARKED BY THE EVIEW BY THE COMMISIONER. NO ITEM WILL IL APPROVED BY THE COMMISSIONER.

- JST LAY OUT THE LOCATION OF ALL NEW ITEMS COMMISSIONER. NO ITEM WILL BE . THE LOCATION IS APPROVED BY THE
- JST ALLOW FOR AT LEAST FOURTEEN (14) THE COMMISSIONER'S REVIEW OF THE SHOP EDURES IN ACCORDANCE WITH THE FIED IN ARTICLE XI OF PART 2 (GENERAL SPECIFICATIONS.

JST ESTABLISH TEMPORARY BENCHMARKS NOT GREATER THAN FIVE-HUNDRED (500) FEET PRIOR TO BEGINNING ANY CONSTRUCTION NS OR GRADES. TBMS MUST BE PLACED OT BE DISTURBED BY CONSTRUCTION. TBM IDED TO THE COMMISSIONER.

JST PROVIDE ELECTRONIC FILES TO THE ND XML AND DXF FORMAT FOR ALL SURVEY UND; TOPSOIL STRIPPING; FINAL LOCATION, IONS OF STRUCTURES; UTILITY AS-BUILT COMMISSIONER'S REVIEW AND CONTROL POINTS MUST BE SUBMITTED IN T FOR THE COMMISSIONER'S REVIEW AND

ILL BE RESPONSIBLE FOR THE PRESERVATION AGO PROPERTY AND MUST CAREFULLY CT FROM DAMAGE OR DISTURBANCE ALL MONUMENTS AND PROPERTY MARKERS. IF L OF THE PROPERTY DOES OCCUR DURING TRACTOR MUST RESTORE, AT NO EXPENSE TO ROPERTY TO A CONDITION EQUAL TO THAT CH DAMAGE WAS DONE BY REBUILDING OR CTED BY THE COMMISSIONER.

ELY RESPONSIBLE FOR THE MEANS, METHODS, NCES, AND PROCEDURES FOR

ERUNWAY SAFETY AREA (RSA) WILL BE IT OR AS OTHERWISE IDENTIFIED IN THE CSPP WHEN THE RUNWAY IS CLOSED BY ACTOR MUST ENSURE THAT THERE ARE NO RUSIONS GREATER THAN 3 INCHES IN DEPTH EN THE RUNWAY IS OPERATIONAL.

JST KNOW THAT THE WORK WILL BE DPERATING AIRFIELD/CARGO FACILITY WHICH THE FOLLOWING SUBSTANCES: POTASSIUM NG, GLYCOL FOR DE-ICING, JET FUEL, VARIOUS G/MAINTENANCE FLUIDS NÓRMAL TO ÁIRCRAFT TION. CONTRACTOR MUST EXPECT TO D ALL OF THESE SUBSTANCES DURING HIS R MAY HAVE TRANSPORTED THESE FORM SEWERS, BASINS, OIL-WATER

DILS. CONTRACTOR BID MUST INCLUDE COSTS S ENVIRONMENT.

THE SITE AS NEEDED FOR THE CONTRACTOR'S OT BE PAID FOR SEPARATELY, BUT BE UDED IN THE OVERALL CONTRACT PRICE.

RELATED LIGHTING MUST BE ADJUSTED OR NT INTERFERENCE WITH AIR TRAFFIC RAFT OPERATIONS.

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.

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IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO ASSURE ALL CONSTRUCTION PERSONNEL, SUB-CONTRACTORS AND EMPLOYEES WITH ACCESS TO THE AIRFIELD COMPLETE ALL REQUIRED 14CFR PART 139.303 AIRFIELD TRAINING PRIOR TO AN EMPLOYEE STARTING WORK ON THE AIRFIELD. 14CFR PART 139.303 AIRFIELD TRAINING IS A YEARLY REQUIREMENT FOR ALL EMPLOYEES WITH AN ACTIVE ORD ID BADGE REQUIREMENTS FOR OBTAINING PASSES AND BADGES ARE INCLUDED IN PART 2 - GENERAL CONDITIONS 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 COMMISSIONER 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 COMMISSIONER.
- 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 CDA, 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 CONSTRUCTION MANAGER 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 GUARDS ASSIGNED OUTSIDE THE AOA TO CONTROL ACCESS AND CONSTRUCTION TRAFFIC TO THE CONTRACTOR'S WORK SITE WILL BE PROVIDED BY THE CONTRACTOR AT HIS OWN COST. THE CONSTRUCTION MANAGER 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 COMMISSIONER TO ASSURE SAFE OPERATION OF THE AIRPORT DURING CONSTRUCTION ACTIVITY.
- A. VEHICLES THAT OPERATE IN 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 WITH THE FAA CIRCULAR AC 150-5210-5C SECTION 5 (OR CURRENT EDITION) AND ORD GROUND MOTOR VEHICLE REGULATIONS PAGE 23.I.
- 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 150-5370-2 (CURRENT EDITION), AC 150-5210-5C SECTION 5, 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. SAFETY FLAGS MUST BE IN GOOD CONDITION AND VISIBLE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO REPLACE WORN OR DAMAGED FLAGS.
- 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 BUSSES. 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 PERS ATTEND A SPECIFIC AIRFIELD FL CERTIFIED PRIOR TO THEM BEGINN THE AIRFIELD. ALL COSTS ASSOCI NOT BE PAID SEPARATELY BUT CO **OVERALL CONTRACT PRICE. A MIN** REQUIRED AT ALL HAUL ROUTE AN AREAS WHERE IT IS DETERMINED EXIST, TWO FLAGGERS WILL BE RE HAUL ROUTE.
- G. ANY HAZARDOUS MATERIAL SPILL THAT OCCUR ON THE PROJECT AS ACTIVITIES MUST BE IMMEDIATELY **COMMUNICATIONS CENTER AT 773** OPERATIONS AT 773-686-2255.
- H. CONTRACTORS ARE REQUIRED TO ON THE PROJECT SITE AT ALL TIME KITS ARE TO BE OF ADEQUATE SIZE COMPARATIVE TO THE TYPE AND N THE PROJECT.
- **10. THE CONTRACTOR MUST DEVELOP A** SAFETY PROGRAM FOR THE PROJEC APPROVAL TO THE COMMISSIONER A TO THE START OF WORK. THE CONTI MUST BE IN ACCORDANCE WITH THE PART 2 - GENERAL CONDITIONS OF T **REFER TO THE "CDA/CCA CONSTRUC** ADDITIONAL REQUIREMENTS ON THIS NEEDED, ASK THE COMMISSIONER.
- 11. THE CONTRACTOR MUST DESIGNATE REPRESENTATIVE FOR THE PROJECT THE PROJECT WHENEVER WORK IS B ANY STAGING AREA ON THE AIRPOR **REPRESENTATIVE MUST HAVE PROJ** EXCLUSIVE RESPONSIBILITY AND NO **RESPONSIBILITIES REGARDING THE F** MUST PROVIDE THE SAFETY REPRES NECESSARY TO ENSURE THE SAFETY CONTRACTOR'S, AND SUBCONTRACT AMONG OTHER RESPONSIBILITIES CO THE SAFETY REPRESENTATIVE MUST SAFETY ORIENTATION, SAFETY INSPE SAFETY MEETINGS.
- 12. THE CONTRACTOR MUST COMPLY WI ACCESS REQUIREMENTS OF ORD. AL EMPLOYEES WORKING ON-SITE (AIRSI (5) WILL REQUIRE EACH EMPLOYEE TO INTERNATIONAL AIRPORT (ORD) BADO RESPONSIBLE TO COMPLETE ALL NE APPLICATION FORMS AND COMPLY W SECURITY ADMINISTRATION (TSA) AN AND EMPLOYEE BACKGROUND CHEC
- STATUS OF THEIR WORKERS.
- UN-ESCORTED AT ANY TIME.
- OFFICE.
- 17. CONFLICTING EXISTING MARKINGS ON PCC PAVEMENT MUST BE

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Sonnel are required to .agger training class and be NING Flagging operations on Ated with this activity will 'NSIDERED INCLUDED IN THE JIMUM of one flagger is ID taxiway crossings. In Heavy Aircraft traffic will Equired on either side of the	Н	CHICAGO DEPARTMENT OF O'HARE INTERNATIONA CITY OF CHICAGO
S (REGARDLESS OF AMOUNT) A RESULT OF CONSTRUCTION REPORTED TO THE O'HARE -894-9111 AND AIRPORT		LORI E. LIGHTFOOT MAYOR JAMIE L. RHEE COMMISSIONER
) HAVE CLEAN UP AND SPILL KITS ES WHEN EQUIPMENT IS IN USE. E TO HANDLE FUEL OR OIL SPILLS NUMBER OF EQUIPMENT IN USE ON	G	
SITE SPECIFIC CONSTRUCTION FAND SUBMIT FOR REVIEW AND T LEAST THIRTY (30) DAYS PRIOR RACTOR'S SAFETY PROGRAM REQUIREMENTS SET FORTH IN HE SPECIFICATIONS. PLEASE TION SAFETY MANUAL" FOR PROJECT. IF COPIES ARE	-	Chicago, IL BUILDINGS•EARTH & ENVIRONMEN INDUSTRIAL•INFRASTRUCTURE•SU
A QUALIFIED SAFETY THESE PERSONS MUST BE AT EING PERFORMED AT THE SITE OR PROPERTY. THE SAFETY CT SAFETY AS HIS OR HER HAVE ANY OTHER ROJECT. THE CONTRACTOR ENTATIVE WITH THE AUTHORITY OF THE AIRPORT, OR'S EMPLOYEES AND PROPERTY.	F	
THE PROJECT SAFETY, PROVIDE: SAFETY TRAINING, CTIONS AND CONDUCT TOOLBOX ITH THE SECURITY BADGING AND L CONTRACTORS WITH IDE) FOR MORE THAN FIVE DAYS O RECEIVE AN O'HARE GE. THE CONTRACTOR IS CESSARY ORD ID BADGING	E	
ITH ALL TRANSPORTATION D CDA BADGING REQUIREMENTS KS.		

13. "303 AIRFIELD SAFETY 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 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/CCA OF CHANGES IN THE EMPLOYMENT AND/OR BADGE

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** 

15. ALL CONTRACTOR VEHICLES ACCESSING THE JOBSITE ARE REQUIRED TO OBTAIN "VEHICLE DRIVING PERMITS" FROM THE ORD ID BADGING

16. CONTRACTOR MUST DEMONSTRATE THAT PAVEMENT MARKING REMOVAL WILL BE NON-DESTRUCTIVE TO EXISTING PAVEMENT SURFACES AND SUBMIT REMOVAL METHOD TO THE COMMISSIONER FOR APPROVAL. CONTRACTOR MUST FOLLOW DIRECTION FROM COMMISSIONER FOR NON-DESTRUCTIVE MARKING REMOVAL METHODS.

REMOVED OR GREYED OUT TO MATCH EXISTING PAVEMENT COLOR.



## AL AIRPORT

IT•ENERGY USTAINABILITY

	APPROVED AS WORKING PLAN BY:						
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	DATE:	03/31/21		
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- THE FOLLOWING ARE PART 139 REQUIREMENTS FOR TEMPORARY 9. AIRFIELD ELECTRICAL INSTALLATIONS:
- A. ALL TEMPORARY AIRFIELD ELECTRICAL CIRCUITS SHALL BE IN COMPLIANCE WITH AC 150/5340-30G SPECIFICALLY, APPENDIX A5-1.C (2) AND (3).
- B. DUE TO THE INHERENT DANGERS OF AIRFIELD ELECTRICAL CIRCUITS, ALL TEMPORARY AIRFIELD LIGHTING CIRCUITS THAT ARE CARRYING PRIMARY AIRFIELD CURRENTS AND VOLTAGE MUST BE INSTALLED BELOW GRADE. ANY TEMPORARY PRIMARY AIRFIELD LIGHTING CIRCUITS ARE REQUIRED TO BE TRENCHED INTO THE AIRFIELD AND TERMINATED IN A MANHOLE OR BASE CAN. SECONDARY ELECTRICAL CIRCUITS ARE PERMITTED ABOVE GRADE. ALL SECONDARY CIRCUITS ARE TO BE PLACED IN RIGID CONDUIT IF LOCATED ON A PAVEMENT SURFACE WHERE THE POSSIBILITY OF VEHICLE TRAFFIC IS PRESENT.
- C. SECONDARY CABLES PLACED IN THE INFIELD MAY BE PLACED IN PVC OR RIGID CONDUITS. PVC CONDUIT WILL BE PERMITTED IN AREAS WHERE THERE IS NO CHANCE OF VEHICLE TRAFFIC; IF VEHICLES ARE PRESENT, CABLES MUST BE INSTALLED IN RIGID CONDUIT. ALL TEMPORARY CONDUIT SHALL BE CLEARLY MARKED AND REMAIN HIGHLY VISIBLE. CONDUITS ON PAVEMENT SURFACES SHALL BE MARKED WITH PAINT AND IDENTIFIED WITH WOODEN LATHE OR SURVEY FLAGS IN INFIELD AREAS (IDENTIFYING MARKERS CANNOT EXCEED 18 INCHES IN HEIGHT IF TEMPORARY CONDUIT IS INSIDE AN OBJECT FREE AREA). ANY TEMPORARY CONDUITS WITHIN A SAFETY AREA WILL NEED TO BE COORDINATED THROUGH CDA OPERATIONS.
- D. ALL CONDUITS AND BASE CANS (IF APPLICABLE) THAT ARE MOUNTED ON A PAVED SURFACE MUST BE SECURELY ANCHORED/AFFIXED TO THE PAVEMENT. CONDUITS MAY BE REQUIRED TO BE RAMPED OVER WITH ASPHALT OR CONCRETE WITHIN ANY SAFETY AREA.
- 10. PART 139 REQUIREMENTS RELATED TO NAVIGATIONAL EQUIPMENT (NAVAIDS):
- A. NO WORK IS PERMITTED IN THE ILS CRITICAL AREAS WHILE A RUNWAY IS OPEN AND AVAILABLE FOR USE. ALL WORK OR ACCESS TO OTHER NAVAIDS WITHIN THESE AREAS MUST BE COORDINATED WITH THE COMMISSIONER AND CDA OPERATIONS AND THE NAVAID MUST BE TURNED OFF WHEN WORKING IN THE VICINITY OF THEM. WORK TO TAKE PLACE WITHIN ANY NAVAID CRITICAL AREA MUST BE COORDINATED THROUGH AIRPORT OPERATIONS AND WILL REQUIRE A MINIMUM OF 5 DAYS NOTICE PRIOR TO THE WORK OCCURRING.
- B. THE CONTRACTOR SHALL NOT PARK, STAGE, STORE, OR STOCKPILE ANY MATERIAL OR EQUIPMENT WITHIN ANY NAVAID CRITICAL AREAS.
- 11. 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 COMMISSIONER AND CDA OPERATIONS ON A DAILY BASIS.
- 12. OTHER GENERAL CONSTRUCTION SAFETY 14CFR PART 139 REQUIREMENTS:
- A. ALL MANDATORY HOLDS BARS AND SURFACE PAINTED MARKINGS OBSCURED, REMOVED, OR DAMAGED DUE TO CONSTRUCTION TRAFFIC SHALL BE REPAINTED AS NEEDED WHEN DIRECTED BY THE COMMISSIONER. ALL COSTS ASSOCIATED WITH REPAINTING ARE THE RESPONSIBILITY OF THE CONTRACTOR.
- B. 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 14CFR 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 COMMISSIONER.
- C. TEMPORARY MARKING REMOVAL FOR CLOSED PAVEMENTS:

THE CRITERIA FOR THE REMOVAL OF PAVEMENT MARKINGS FOR CLOSURES WITHIN THE AOA HAVE BEEN ESTABLISHED ACCORDING TO THE DURATION OF THE CLOSURE. REFER TO THE PROJECT CSPP SECTION ON HAZARD MARKING, LIGHTING AND SIGNING PAVEMENT MARKING REMOVAL FOR AOA CLOSURES.

CDA/CCA WILL COORDINATE WITH CDA OPERATIONS AND THE CONTRACTOR TO IDENTIFY ALL MARKINGS THAT WILL BE AFFECTED. EACH AREA WILL BE EVALUATED TO DETERMINE THE METHOD OF REMOVAL.

MARKINGS ON PAVEMENT SURFACES WILL NEED TO BE EVALUATED FOR THE CONDITION OF THE PAVEMENT. MARKINGS WILL BE REMOVED USING EITHER WATER BLASTING, GRINDING OR MEDIA BLASTING. IF IT IS DETERMINED THAT REMOVAL OF MARKINGS WILL CAUSE SIGNIFICANT DAMAGE TO THE PAVEMENT SURFACE OR ARE FOR DURATION OF 30 DAYS OR LESS, THESE MARKINGS WILL BE BLACKED OUT INSTEAD OF BEING PHYSICALLY REMOVED.

ALL MARKINGS THAT ARE IDENTIFIED TO BE PAINTED OVER WILL BE PAINTED TO CLOSELY MATCH THE COLOR OF THE EXISTING PAVEMENT. ANY COLOR SHADING OTHER THAN BLACK WILL BE REQUIRED TO BE SLIGHTLY ABRADED TO REMOVE THE MAJORITY OF THE SHADED PAINT PRIOR TO THE REPAINTING OF TAXIWAY OR RUNWAY MARKINGS. THIS IS REQUIRED TO ENSURE THAT ANY SHADED PAINT DOES NOT BLEED THROUGH THE SURFACE COLOR AS IT WEARS.

- AIRFIELD SECURITY FENCING AND ACCESS PROTOCOL 1. CHANGES TO SECURITY FENCING
- DURATION
- DISCUSS THE PROPOSED CHANGES.
- AMENDMENT (MORE THAN 60 DAYS)

- BE PROPERLY SERVICED AND MAINTAINED.
- STAFFING NEEDS CAN BE MET.



		8		7	
		UTILITY REQUIREMENTS			
		1. EXISTING UTILITY INFOR COMPILED BASED ON TH	RMATION SHOW	N ON THE DRAWINGS WAS ABLE UTILITY RECORDS.	F. PROPOS FORMIN
	Н	THE CONTRACTOR MUS	T PROVIDE A U CATION PRIOR	TILITY LOCATOR AND TO CONSTRUCTION. THE	ORDER SYSTEM
		EXISTING UTILITIES IN PI SPECIFIED. THE OWNEF	LACE UNLESS ( R AND COMMIS	OTHERWISE NOTED OR SIONER BEAR NO	EXISTIN SLOPE ( POSSIB
		RESPONSIBILITY FOR UT ANY AND ALL DAMAGE T IMMEDIATELY AT THE CO	FILITIES NOT SH O EXISTING UT	HOWN ON THE DRAWINGS. ILITIES MUST BE REPAIRED EXPENSE EXCAVATION	ENSURE FACILIT
		IMMEDIATELY NEAR UTIL INTERFERING WITH COM	LITIES MUST BE	E DONE BY HAND. UTILITIES UST BE RESET OR	4. ALL EXIST
		NOTED OTHERWISE OR MADE WITH THE UTILITY	OTHER ARRAN	GEMENTS HAVE BEEN E CONTRACTOR IS	CONTINUC UNLESS R UTILITIES
		RESPONSIBLE FOR COO UTILITY COMPANY TO DE WORK THE CONTRACT	RDINATING WI ETERMINE WHO OR MUST CONT	TH THE APPROPRIATE O WILL PERFORM THE FACT THE FOLLOWING	AT&T, PEC WATER LII CONTRAC
	G	UTILITY COMPANIES AT I TO BEGINNING CONSTRU	LEAST SEVENT	Y-TWO (72) HOURS PRIOR RELOCATION OF COMED	OF ALL UT OWNERS MUST NO
		THAT ACTUAL COMPLET SEVERAL WEEKS OR MC	TON OF ANY RE NTHS AT A MIN	ELOCATION WILL TAKE	PRIOR TO
		SCOPE. CONTRACTOR N COMMISSIONER FOR AN REMOVE DISCONNECT	MUST COORDIN	IATE WITH THE SSARY TO RELOCATE, TO COMED FACILITIES	5. THE CONT PRIOR TO THE AGEN
					PROVIDE BE REQUI OWNER
		TABLE 2			THE CONT FAA OR AI
		UTILITY BP AMOCO OIL CO. VILLAGE OF BENSENVILLE	JIM SWAPMAN JOSEPH CARACCI	CONTACT NUMBER (847) 824-5176 (630) 350-3435	6. THE CONT UTILITIES
	F	AVIATION (CDA) WATER SECURITY	PETE BUTKOVIC	(773) 686-2652 (773) 894-5358 OB (773) 617-3652	FACILITIES FACILITIES OF UNDEF
		ELECTRICAL SERVICES ELECTRICAL (AIRFIELD) ELECTRICAL (ROAD /TRAFFIC)	MIKE EBERWEIN STEVE MCNAMARA STEVE MCNAMARA	(773) 686-2224 OR (773) 447-4789 (773) 686-2224 OR (773) 818-7074 (773) 686-2224 OR (773) 818-7074	WITH CDA 7. NO EXCA
		COMMUNICATIONS SUPERVISING ENGINEER / FACILITIES	GRAF SMITH MOHAMAD HAQUE	(773) 894-5355 (773) 894-1865	
	_	CITY OF CHICAGO – WATER/SEWER DIGGER	MARK	(312) 744-7000	8. CONTRAC
		ELECTRIC - COMMONWEALTH EDISON (COMED)	BARTOLAMEOLLI JAMES DONOVAN BOB POMEROY	(847) 846-3375 (630) 877-5866 (773) 617-5463	GRADINGS, GRADING, THE VICIN
		ELK GROVE VILLAGE FEDERAL AVIATION ADMINISTRATION (FAA)	CHICAGO GNAS DISTRICT	(847) 734-8800 (773) 601-7635	EQUIPMEN FACILITIES CONTROL
	Е	FUEL LINES/FARMS – AIRPORT GROUP INTERNATIONAL	MIKE LOVERIDGE OR SCOTT TROHKIMOINEN	(773) 686-7500 (773) 491-8285	THE PROS BY CONTF A ZERO TO
		GAS – PEOPLES ENERGY 24 HR HOTLINE ILLINOIS DEPARTMENT OF	JASON STEELE	(773) 457-3654 (866) 566-6002	9. THE CONT
	_	TRANSPORTATION BUREAU OF TRAFFIC JOINT UTILITY LOCATING	TOM GALLENBACH	(847) 705-4130	NONDEST BY THE CO
			JEFF JACKSON	(800) 892-0123 (708) 345-2423	10. ALL EXCA OR OTHER
		VERIZON / MCI NATURAL GAS PIPELINE CO.		(630) 395-6610 (312) 691-3855 (630) 388-3830, OFFICE	ACOUM E APPROVA SEPARATI
	D	NICOR, INC. – NORTHERN ILLINOIS GAS CO.		(815) 221-4339 MOBILE	ANY CABL THE PERF BY THE CO
		SHELL OIL CO. TELEPHONE – AT&T		(847) 439-4603 (847) 736-9481 MOBILE (312) 977-7555 OFFICE	AND AT TH ABOVE TY CONTRAC
		UNION PACIFIC RAILROAD CO. WEST SHORE	JOHN VENICE MIKE GRAHAM	(312) 777-2043 (918) 495-5894	
		2. ACCESS TO ALL FAA FAC MAINTAINED AT ALL TIM	CILITIES AND EC	QUIPMENT MUST BE SAFE, AND UNOBSTRUCTED	SUBMIT A MONTH A
		PATH TO THE SITE FOR I FOR ALL PHASES OF THI NOTIFICATION IS 5 DAYS	FAA TECHNICIA E PROJECT. TO S IN ADVANCE (	NS MUST BE MAINTAINED D ACCESS FAA FACILITIES, DE FAA ASSISTANCE	DATA AS F
	С	REQUEST FOR FAA ASSI PURPOSE.	ISTANCE FORM	MUST BE USED FOR THIS	12. THE CONI DRAWING ACCURAT
		3. WORK IN OR AT THE VICI FOLLOW THE FOLLOWING	NITY OF FAA FA G REQUIREMEN <sup>-</sup>	CILITIES AND EQUIPMENT MU TS:	JST CONTRAC EXISTING SEWER C
		A. THE CONTRACTOR MUS FAA CABLES WITHIN THI USING THE FAA FIELD C	ST REQUEST TH/ E PERIMETER O ABLE LOCATES	AT THE FAA LOCATE AND MA F THE CONSTRUCTION AREA REQUEST FORM. ALL CABLE	RK 13. IN ACCOR
N.dgn		LOCATES WILL REQUIRE SUBMISSION OF ALL REC NOTIFICATION DOES NO	E 72 HOUR ADVA QUIRED DOCUM	ANCE NOTIFICATION AND THE IENTS. THE 72 HOUR ADVAN EKENDS AND HOUDAYS AND	E TELEPHOI CE PRIVATE U THE COMMISS
07-GEN		SUBMISSIONS MUST BE THE NEXT CONSECUTIV	MADE BY 2:30 F E BUSINESS DA	P.M., OR TRACKING STARTS C Y.	N FOR PROT
-01-61-0		B. THE CONTRACTOR MUS FEET AWAY AND BOTH S	ST INSTALL TEMI SIDES OF ALL FA	PORARY SAFETY FENCES FIN A DUCTS AND CABLES WITH	/E LIGHTING IIN AREAS. T
215_19.	В	TEMPORARY SAFETY FE AIRPORT SAFETY AND S	ENCE MUST BE A	AS DESCRIBED IN SECTION M	1-103 THESE CA EQUIPMEN LOCKOUT
251/H6		C. IF ANY FAA FACILITIES A TEMPORARY SAFETY FE	ARE NOTAMED ( ENCE MUST BE I	OUT OF SERVICE, THE NSTALLED A MINIMUM OF 10	15. INTERRUF IN THIS PF
l\dms/1		FEET AROUND THE FAC FENCE MUST BE INSTAL OPERATIONAL.	ILITY. WITHIN T LED 50 FEET AF	HE PROJECT LIMITS, SAFETY ROUND FACILITIES THAT ARE	TEMPORA THIS PRO FOUIPMEN
0-wd-d>		D. THE CONTRACTOR WHE CONTAINS LIVE FAA CAF	EN ENTERING IN BLES (POWFR O	TO A MANHOLE/HANDHOLE T	TEMPORA THAT THE COM FAA
com_e)		ESTABLISHED PROCEDU MUST BE FILLED OUT AN RE ONLSITE DURING AND	JRES. REQUES	T FOR FAA ASSISTANCE FOR TO FAA AND AN FAA R.E. MUS	M 16. ALL ACTIV ST OPERATIO
bentley	^	STRUCTURE. THIS WOR NIGHT AFTER CLOSE CC	RK WILL ONLY BI	E ALLOWED TO TAKE PLACE	AT 17. <u>COMED AI</u>
exp-pw.	A	E. ANY DAMAGE TO FAA CA DURING CONSTRUCTION	ABLES, ACCESS N WILL REQUIRE	ROADS, OR TO FAA FACILITI	I HEIR FAC LACE 18. ALL OVER
w_work		TECHNICAL OPERATION THE CONTRACTOR'S EX	S DISTRICT OFF	, OR PAA FACILITIES TO THE ICE'S REQUIREMENTS AND A FAA CABLES ARE DAMAGED	AT AND ACCE ,_THE
c /b		SPLICING OF CABLES IS	NOT AN ACCEP	TABLE FORM OF REPAIR.	E

SED GRADING CHANGES IN THE GLIDE SLOPE (GS) SIGNAL NG AREA MAY ADVERSELY AFFECT THE GS SIGNAL. ENSURE 6750-16D, SITING CRITERIA FOR INSTRUMENT LANDING MS. PROVIDE TYPICAL SECTIONS OF THE SURROUNDING NG AND PROPOSED GRADING TAKEN THROUGH THE GLIDE CRITICAL AREA (GSCA) TO THE FAA FOR THEIR REVIEW OF BLE SIGNAL INTERFERENCE. COORDINATE WITH THE FAA TO E THAT NO NEGATIVE IMPACTS SHALL BE IMPOSED UPON THE TY'S SIGNAL GENERATION TO CREATE POSSIBLE HAZARD TO TION.

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- ING UTILITIES SERVING THE AIRPORT MUST REMAIN IN OUS OPERATION DURING THE EXECUTION OF THE WORK REMOVED UNDER THIS OR SEPARATE CONTRACTS. THESE FILITIES PRIOR TO THE START OF THE WORK SO THAT THE THE UTILITY OWNER LOCATING THE UTILITY.
- TRACTOR MUST PROVIDE SEVENTY-TWO (72) HOURS NOTICE IRED TO MAINTAIN SERVICE AT NO ADDITIONAL COST TO THE FFECTED UTILITY.
- FRACTOR MUST DETERMINE THE LOCATIONS OF ALL FAA SPECIFICATIONS M-103.
- ELINEATION AND HAS AUTHORIZED THE CONTRACTOR TO
- **EXCAVATION FOR PAVEMENTS OR STRUCTURES, SITE** S ARE CRITICAL TO THE OPERATION OF THE AIR TRAFFIC OLERANCE POLICY.
- OMMISSIONER OR BY HAND DIGGING.
- VATING WITHIN FIVE (5) FEET EITHER SIDE OF EXISTING CABLES EXCAVATION METHODS. SUBJECT TO THE COMMISSIONER'S COSTS FOR SUCH EXCAVATION WILL NOT BE PAID FOR ELY, BUT CONSIDERED INCLUDED IN THE CONTRACT PRICE ONTRACTOR, TO THE SATISFACTION OF THE COMMISSIONER HE CONTRACTOR'S EXPENSE DURING THE TIME THAT THE R TIME EXTENSIONS DUE TO SUCH STOPPAGE OF WORK.
- S-BUILTS MUST INCLUDE LOCATION (UTILIZING STATE PLANE ATES), ELEVATION, SIZE, MATERIAL, ÀND OTHER PERTINENT REQUÍRED BY THE COMMISSIONER.
- FRACTOR MUST PREPARE AND SUBMIT CONSTRUCTION ELY DEPICT THE METHODS AND MEANS BY WHICH THE CTOR INTENDS TO PROTECT, SHORE, SUPPORT, BRACE, ETC., O UTILITIES WHEN THE WORK AFFECTS A DUCTBANK, CABLE, OR OTHER UTILITIES WITHIN THE PROJECT SITE.
- RDANCE WITH THE GENERAL CONDITIONS, THE CONTRACTOR T START ANY WORK WHICH MAY AFFECT EXISTING CITY, FAA. NE UTILITY (E.G., AT&T), COMED, PEOPLES GAS, OR OTHER UTILITY CABLES, PIPELINES OR SEWERS UNTIL THE IONER HAS APPROVED SHOP DRAWINGS AND PROCEDURES TECTION OF THE UTILITY.
- CABLING, CONTROL CABLING AND FIXTURES FOR AIRFIELD ABLE AND FIXTURE LOCATIONS AND KEEP VEHICLES AND T/TAG-OUT PROCEDURES MUST BE STRICTLY FOLLOWED.
- ROJECT WILL NOT BE PERMITTED. THE CONTRACTOR WILL JECT DURING OPERATIONAL PERIODS. ALL TEMPORARY NT, CONSTRUCTION METHODS, AND SCHEDULING FOR MISSIONER.
- VE AIRFIELD LIGHTING DAMAGED BY THE CONSTRUCTION ONS WILL BE REPAIRED OR REPLACED IMMEDIATELY BY THE TOR AT THE CONTRACTOR'S EXPENSE.
- ND OTHER UTILITY OWNERS REQUIRE FULL ACCESS TO ALL
- ESS ROADS MUST BE IDENTIFIED WITH WARNING SIGNS.

TE PREPARATION IS IN ACCORDANCE WITH CHAPTER 3 OF FAA

S INCLUDE, BUT ARE NOT LIMITED TO THE FOLLOWING: CITY, FAA, OPLES GAS, COMED, CONTROL AND COMMUNICATION CABLES, INE, FUEL LINES, SEWER AND DRAINAGE LINES. THE CTOR MUST CONTACT "J.U.L.I.E." OR "DIGGER", AND THE OWNERS MAY LOCATE AND STAKE THEIR UTILITIES. THE CONTRACTOR TIFY THE COMMISSIONER, IN WRITING, FORTY-EIGHT (48) HOURS

ANY OUTAGES OR SHUTDOWNS TO THE COMMISSIONER AND NCY OWNING THE AFFECTED UTILITY. THE CONTRACTOR MUST ANY TEMPORARY CONNECTIONS OR OTHER MEASURES AS MAY ALL TEMPORARY CONNECTIONS WILL BE AT THE EXPENSE OF TRACTOR AND TO THE SPECIFICATIONS OF THE COMMISSIONER,

AND ALL OTHER UNDERGROUND UTILITIES IN THE VICINITY OF OF WORK AND MUST PROTECT AND PREVENT DAMAGE TO SUCH S FROM ITS OPERATION UNDER THIS CONTRACT. PROTECTION RGROUND FAA AND OTHER FACILITIES MUST BE IN ACCORDANCE

VATION ACTIVITIES OR DISRUPTION OF ANY SURFACE IS TO BE KEN UNTIL THE COMMISSIONER HAS REVIEWED THE SITE FOR

TOR OPERATIONS SUCH AS TRENCHING, JACKING OF PIPE OR AND VEHICULAR TRAFFIC OVER EARTH AREAS WILL OCCUR IN NITY OF FACILITIES, INCLUDING, BUT NOT LIMITED TO, INT HOUSES, DUCT BANKS AND DIRECT BURIED CABLES. THESE SYSTEM AND MUST NOT BE DISTURBED. THE FAA REGARDS SPECT OF FAILURE OF AIR TRAFFIC CONTROL SYSTEMS CAUSED RACTOR NEGLIGENCE WITH UTMOST CONCERN, AND MAINTAINS

TRACTOR IS RESPONSIBLE TO LOCATE ALL EXISTING UTILITIES EN (10) FEET OF ANY PROPOSED UTILITIES LOCATION, UTILIZING RUCTIVE METHODS OF LOCATING THE UTILITIES AS APPROVED

R EXISTING UTILITY LINES MUST BE PERFORMED BY HAND OR BY E OR OTHER EXISTING UTILITY LINE THAT IS DAMAGED DURING FORMANCE OF THIS CONTRACT IS TO BE REPAIRED IMMEDIATELY PES OF CABLES OR UTILITIES ARE OUT OF SERVICE DUE TO THE TOR'S OPERATIONS, ALL CONTRACT WORK WILL BE SUSPENDED OTHERWISE DIRECTED BY THE COMMISSIONER IN WRITING. THE CTOR MUST HALT ALL OPERATIONS UNTIL SERVICE IS RESTORED.

TH WORKING DAY OF EACH MONTH, THE CONTRACTOR MUST S-BUILTS OF ALL UTILITIES CONSTRUCTED WITHIN THE PAST

S TO THE COMMISSIONER FOR APPROVAL, WHICH CLEARLY AND

6 AND NÁVIGATIONAL AIDS ARE LOCATED IN THE CONSTRUCTION HE CONTRACTOR'S PERSONNEL MUST BECOME FAMILIAR WITH NT CLEAR OF THEM AT ALL TIMES. ADHERENCE TO AVIATION

PTION TO EXISTING AIRFIELD LIGHTING SYSTEMS NOT INCLUDED ARILY MAINTAIN ALL AIRFIELD LIGHTING CIRCUITS AFFECTED BY ARÝ AIRFIELD LIGHTING MUST BE SPECIFICALLY APPROVED BY

CILITIES AT ALL TIMES DURING ALL PHASES OF CONSTRUCTION. HEAD LINES IN THE PROJECT AREA OR ON DESIGNATED HAUL

## FAA REQUIREMENTS:

ENSURE THAT ANY AND ALL CABLES THAT ARE ABANDONED AND/OR FOUND TO BE ABANDONED ON THIS PROJECT SHALL BE COMPLETELY REMOVED FROM ALL UNDERGROUND DUCTS AND HANDHOLES. REMOVAL IS COVERED UNDER **SPECIFICATION SECTION X-100.** 

3

- PRIOR TO ENTERING INTO A MANHOLE/HANDHOLE THAT CONTAINS LIVE/OPERATIONAL FAA CABLES (POWER OR CONTROL), THE CONTRACTOR. MUST COMPLETE AN FAA ASSISTANCE FORM. THE FORM MUST BE FILLED OUT AND SUBMITTED AT LEAST 7 WORKING DAYS IN ADVANCE TO ALLOW THE FAA TO PROVIDE **ON-SITE PERSONNEL DURING ANY CONSTRUCTION ACTIVITIES** WITHIN THE STRUCTURE. THIS WORK IS SUBJECT TO RESTRICTIONS INCLUDING ITS PERFORMANCE AT NIGHT OR OTHER REQUIREMENTS RESULTING FROM COORDINATION WITH THE FAA.
- ACCESS, VIA VEHICLE, TO THE FAA FACILITIES SHALL BE PROVIDED AND MAINTAINED AT ALL TIMES AS DIRECTED BY THE COMMISSIONER. THE CONTRACTOR, AT HIS/HER OWN COST, MUST REPAIR ANY DAMAGES TO EXISTING ACCESS ROADS AS DIRECTED BY THE COMMISSIONER.
- THE CONTRACTOR SHALL MINIMIZE CONSTRUCTION DUST ESPECIALLY NEAR FAA NAVAIDS. SHELTERS AND MISCELLANEOUS FACILITIES. ANY DAMAGE AS REPORTED BY THE FAA TO THE COMMISSIONER WILL BE REPAIRED AT THE CONTRACTOR'S EXPENSE
- THE CONTRACTOR MUST COORDINATE ALL WORK NEAR 5. FAA FACILITIES WITH THE FAA AND PROVIDE AT LEAST 5 DAYS NOTICE PRIOR TO WORK BEGINNING IN THESE AREAS TO ENSURE THAT NO NEGATIVE IMPACTS SHALL BE IMPOSED UPON THE FACILITY'S SIGNAL GENERATION TO CREATE A POSSIBLE HAZARD TO NAVIGATION.
- FOR WORK NEAR THE VOR/DME ANTENNA, THE CONTRACTOR'S 6. EQUIPMENT AND WORK VEHICLES WHICH ARE PARTLY OR PURELY METALLIC ARE TO REMAIN UNDER A VERTICAL ANGLE OF LESS THAN 1.2 DEGREES FROM THE ANTENNA AT ALL TIMES.
- IF THE CONTRACTOR IS TO CROSS AN EXISTING FAA DUCTBANK. A DRAWING STAMPED BY A STRUCTURAL P.E. AS WELL AS ANY SUPPORT SYSTEM MATERIALS FOR THE WORK MUST BE PROVIDED PRIOR TO THE BEGINNING OF THE WORK ACTIVITY.

### FUEL REQUIREMENTS

- NEW WORK.
- MANAGER/CONSTRUCTION MANAGER.
- COMPANY, OR APPROVED EQUAL
- MAXIMUM PIPE SUPPORT SPACING:



- 10' 12'
- 14'
- 16' 18' 20'

## 30"OR LARGER

- REQUIREMENTS.
- 6.
- BACKFILLING OPERATIONS.



				ABBREVIATIONS	<u>S, UTILITY</u>	SYMBOLS AND LEGEN	<u>1D</u>	
				ABBREVIATIONS				
Н	A/C AB ABAND	ACCESS CONTROL AGGREGATE BASE PREVIOUSLY ABANDONED	G or GR GP GRND	GRADE GUARD POST GROUND	RGL or G.L. RGS RUM	RUNWAY GUARD LIGHT RIGID GALVANIZED STEEL RUNWAY LIGHT INTENSITY MONITOR	CITY ELECTRIC	
	ABV	ABOVE	GS	GLIDE SLOPE	ROFA	RUNWAY OBSTACLE FREE AREA	COMMON ELECTRIC	DUCT BANK
_	ADJ AGG	ADJUST	HH HP	HANDHOLE HIGH POINT	RPU or RP	REMOTE PROCESSING UNIT	FAA DUCT BANK	
	AGS		HV	HIGH VOLTAGE	RSA	RUNWAY SAFETY AREA RADIO TRANSMITTER RECEIVER	FIBER OPTIC	
	ALD		I.D.	INSIDE DIAMETER	RVR	RUNWAY VISUAL RANGE	FUELING FACILITIES	3
G	ALSF	APPROACH LIGHTING SYSTEM WITH SEQUENCED FLASHERS	IDOT IE or LE	ILLINOIS DEPARTMENT OF TRANSPORTATION	S S F	SOUTH SOUARE FEET	NATURAL GAS	
	AOA	AIR OPERATIONS AREA	IH III S	INSPECTION HOLE/CLEAN OUT	S.O.G.	SLAB ON GRADE	OIL PIPE	
	AS	AERIAL SURVEYS	IM	INNER MARKER	SA SALCV	SANITARY SOUTH AIRFIELD LIGHTING CONTROL	PIPE UNDERDRAIN (	DIRECTION KNOWN)
_	ASR	AIRPORT SURVEILLANCE RADAR AMERICAN SOCIETY FOR TESTING AND MATERIALS			SCH	VAULT SCHEDULE	PIPE UNDERDRAIN (	DIRECTION UNKNOWN)
	ATCT	AIR TRAFFIC CONTROL TOWER	JV	JOINT VALVE	SD SHT	STORM DRAIN SHEET	RAILROAD	
	AUX AVF	AUXILIARY	K=L/A	LENGTH OF VERTICAL CURVE/ ALGEBRAIC DIFFERENCE IN GRADE	SIC	SENSOR INTERFACE CARD	TELEPHONE	
F	AWG	AMERICAN WIRE GUAGE AXIS OF ROTATION	KV	KILOVOLTS	SIM SM	SIMILAR SINGLE MODE FIBER OPTIC CABLE	SANITARY SEWER (!	DIRECTION KNOWN)
•	B	BOTTOM	L L.S.	LENGTH LUMP SUM	SP SPEC	SPACED SPECIFICATION	SANITARY SEWER (	
	BAM B-B	BITUMINOUS ASPHALT MIXTURE BACK TO BACK	LDIN LDIN	LEAD IN LIGHT SYSTEM	SQR	SQUARE SANITARY SEWER		
	BIT BKR	BITUMINOUS BREAKER	LIR LLWAS	LOW IMPACT RESISTANCE LOW-LEVEL WIND SHEAR ALERT SYSTEM	SSALR	SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM WITH SEQUENCED FLASHER AND		
	BLVD BM	BOULEVARD BENCHMARK/BEAM	LOC	LOCALIZER LOW POINT	ST or STS	RUNWAY ALIGNMENT INDICATOR LIGHT	TAXIWAY OBJECT F	REE AREA
	BOP BV	BEGINNING OF PROFILE BALL VALVE	LV	LOW VOLTAGE	ST. STA.	STREET STATION	STORM SEWER (DIR	ECTION KNOWN)
_	C.Y.	CUBIC YARD	MALSR	MEDIUM INTENSITY APPROACH LIGHTING SYSTEM W/ RUNWAY ALIGNMENT INDICATOR LIGHTS	SY	SQUARE YARD	STORM SEWER (DIR	ECTION UNKNOWN)
	CA CB	COURSE AGGREGATE CATCH BASIN	MAX MDW	MAXIMUM MIDWAY INTERNATIONAL AIRPORT	T T.S.	TANGENT OR TOP TANGENT SPIRAL	WATER DISTRIBUTIC	NC
	CC CDA	CENTER TO CENTER CHICAGO DEPARTMENT OF AVIATION	ME or M.E. MH	MATCH EXISTING MANHOLE	T/W or TW TD	TAXIWAY TRENCH DRAIN	FENCE	
_	CECO CED	COMMONWEALTH EDISON COMBINED / COMMON ELECTRICAL DUCTBANK	MIN MJ	MINIMUM MECHANICAL JOINT	TDZ THK	TOUCHDOWN ZONE THICK	SECURITY FENCING	
	CI ⊈ or CL	CAST IRON CENTERLINE	MM	MULTIMODE FIBER OPTIC CABLE	TOFA TSA	TAXIWAY OBJECT FREE AREA TAXIWAY SAFETY AREA	TAUT WIRE FENCE	
	ĈM	CONSTRUCTION MANAGER	N N.C.	NORTH NORMALLY CLOSED	TYP or TYP.	TYPICAL	DEMO (ABANDON AI	ND REMOVED)
	CMH CMP	COMMUNICATION MANHOLE CORRUGATED METAL PIPE	N.I.C. N.O.	NOT IN CONTRACT NORMALLY OPEN	U.O.N. UD or U.D.	UNLESS OTHERWISE NOTED UNDERDRAIN	ABANDON IN PLACE	
	CoC COL	CENTER OF CURVATURE COLUMN	NA NAD	NOT APPLICABLE NORTH AMERICAN DATUM	UMH	UNDERDRAIN MANHOLE	INLET	
	COMED COMM	COMMONWEALTH EDISON COMMUNICATIONS	NALCV NAVAIDS	NORTH AIRFIELD LIGHTING CONTROL NAVIGATION AIDS	VB VCP	VALVE BOX VITRIFIED CLAY PIPE	CATCH BASIN	
	CONC CRCP	CONCRETE CONTINUOUSLY REINFORCED CONCRETE PAVEMENT	NAVD NO	NORTH AMERICAN VERTICAL DATUM NUMBER	VERT. VFR	VERTICAL VISUAL FLIGHT RULES	POWER POLE	
	CVIA	CONSTRUCTION VEHICLE INSPECTION AREA	NTS	NOT TO SCALE	VPI	VERTICAL POINT OF INTERSECTION	MANHOLE	
	DET DIA.	DETAIL DIAMETER	O.D. OFA	OUTSIDE DIAMETER OBJECT FREE AREA	W W/	WEST WITH	UTILITY VAULT TO B	E REMOVED
		DUCTILE IRON PIPE DISTANCE MEASURING EQUIPMENT	OFC	O'HARE FUEL COMMITTEE OFFSET	WMA	WATER MAIN WARM MIX ASPHALT	THRUST BLOCK	
			ORD OZ	O'HARE INTERNATIONAL AIRPORT OUNCE	YD	YARD	BOLLARD	
	E ED or E.D.	EAST EDGE DRAIN	P.I.	POINT OF INTERSECTION			FIRE HYDRANI	
			PAPI	POINT OF TANGENCT PRECISION APPROACH PATH INDICATOR LIGHTS		EXISTING	PROPOSED	
		ELECTRIC MANHOLE ELECTRIC METALLIC TUBING	PC PCC	POINT OF CORVATORE PORTLAND CEMENT CONCRETE		·	C	
	EOF ESVCP	EXTRA STRENGTH VITRIFIED CLAY PIPE			FLARED END SE			CED HANDHOLE CLUSTER
В		EACE	PSI PT	POUNDS PER SQUARE INCH	UNDERDRAIN IN			FAA HANDHOLE(S)
	FAA FAR	FEDERAL AVIATION ADMINISTRATION	PVC PVC PIPE		LIGHT POLE	X	X	CECO MANHOLE
	FES	FLARED END SECTION	PVI PVMNIT	POINT OF VERTICAL INTERSECTION	HANDHOLE		$\sim$	STRAIGHT TYPE
	FH	FIRE HYDRANT	PVT PR or PROP	POINT OF VERTICAL TANGENCY	JUNCTION CAN	0		"T" TYPE
	FLR	FLOOR FIBER OPTIC	R or RAD	RADIUS	ELECTRICAL HA			CECO MANHOLE "X" TYPE
	FOD	FOREIGN OBJECT DEBRIS	R/W or RW	RUNWAY REINFORCED CONCRETE	WEATHER SENS	SOR WS	<b>N</b> S	
A	FOUND or FDN	FOUNDATION FROST PROTECTION COURSE	RCB RCP	REINFORCED CONCRETE BASE	WIND CONE			SIGN
	FT FTG	FEET FOOTING	RD. RET.	ROAD RETAINING				
			REV. RFI	REVISION RADIO FREQUENCY INTERFERENCE	CED MANHOLE	CLUSTER		
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W <sub>1</sub>	W <sub>2</sub>	L <sub>1</sub>	L <sub>2</sub>	s <sub>1</sub>	s <sub>2</sub>	THRESHOLD ELEVATION
1,000'	16,000'	10,000'	40,000'	50'	40'	658.0
1,000'	16,000'	10,000'	40,000'	50'	40'	650.1
1,000'	16,000'	10,000'	40,000'	50'	40'	651.4







NO.	THICKNESS (IN.)	MATERIAL DESCRIPTION						
		STATION: 680+21.65 OFFSET (FT.): -571.16 N: 1928267.334 E: 1103610.357						
)1								
	7.25	Asphalt, surface, well consolidated (top 1.5" fractured during coring).						
	14.25	Concrete, well consolidated, no steel rebar visible.						
	6.00	Concrete, well consolidated, no steel rebar visible.						
	12.00	Gravel						



	ELECTRICAL:		
	INSTALL NEW 6-WAY - 4" PVC CONCRETE ENCASED CONDUIT AND MANHOLES AT PROPOSED TAXIWAY Y3 FILLET.		
REAY.	REMOVE AND REPLACE TAXIWAY Y & Y4 SHALLOW CENTERLINE LIGHT UNITS WITH 24" DEEP UNITS AND ASSOCIATED APPURTENANCES.		
	ADJUST EXISTING IN-PAVEMENT RUNWAY STATUS LIGHTS (RWSL) IN TAXIWAY Y PAVEMENT AT RUNWAY 28R CONNECTION.	<u>NOT</u>	<u>ES:</u>
DENING.	ADJUST EXISTING IN-PAVEMENT ASLF LIGHTS IN TAXIWAY Y AND Y4 PAVEMENTS AT RUNWAY 28L APPROACH.	1.	CON PRC
	PAVE AROUND EXISTING IN-PAVEMENT ASLF LIGHTS IN TAXIWAY Y AND Y4 PAVEMENTS AT RUNWAY 28C APPROACH.		CON
	REPLACE EXISTING IN-PAVEMENT WEATHER SENSOR IN TAXIWAY Y4 PAVEMENT.		
AINAGE STRUCTURES.	REMOVE EXISTING CIRCUIT CABLES		
	REMOVE NON-COMPLIANT AIRFIELD SIGNAGE AND APPURTENANCES ALONG TAXIWAY Y AND ASSOCIATED CONNECTING TAXIWAYS AND REPLACE WITH CDA PROVIDED, COMPLIANT AIRFIELD SIGNS.		





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_		8		7		6		
	PRO	DJECT SPECIFIC CONS	STRUCTION NOTES	<u>}</u>			PR	OJECT SF
н	1.	THE CONTRACTOR IS NIGHT. TAXIWAYS W TIMES. ALL WORK, A COMMISSIONER, MUS SECTION N-100 NIGH	S REQUIRED TO PEI ILL BE OPEN TO AIF S SHOWN IN THE D ST ADHERE TO THE T CONSTRUCTION.	RFORM ALL WORK IN RCRAFT OPERATION RAWINGS, OR AS DIF PART III TECHNICAL	THIS CONTRACT AT S AT ALL OTHER RECTED BY THE SPECIFICATIONS,			А.
	2.	ALL RUNWAY AND TA S.T.O.P. COMMITTEE APPROVAL FROM TH	XIWAY CLOSURES PRIOR TO THE STA E COMMISSIONER.	MUST BE COORDINA RT OF ANY WORK, A	TED THROUGH THE ND REQUIRES			
_	3.	THE CONTRACTOR A GUARD POST 5 CVIA USERS AND CONTRA COORDINATING ALL I CONTRACTOR MUST DAYS IN ADVANCE OI ADDITION, CONGEST NOT CAUSE FOR CLA	IRSIDE ACCESS TO IS A SECURITY CHE CTORS; AS SUCH T DELIVERIES WITH T NOTIFY THE COMM F ENTERING AND U ION OR DELAYS AS IM FOR DELAY OR	THE PROJECT WILL ECKPOINT THAT IS US THE CONTRACTOR IS THE CONSTRUCTION ISSIONER A MINIMUI TILIZING GUARD POS SOCIATED WITH THE INEFFICIENCIES.	BE GUARD POST 5. SED BY ALL AIRPORT RESPONSIBLE FOR MANAGER. THE M OF 30 CALENDAR STS & CVIA'S. IN CHECKPOINT ARE			
G	4.	THERE WILL BE NO C RESTRICTED AREAS LISTED IN THE CONT	OMPENSATION MA BEING MADE AVAIL RACT DOCUMENTS	DE TO THE CONTRAC ABLE EARLIER THAN	CTOR FOR THE DURATIONS		18.	CONSTF PLANNE
	5.	THE CONTRACTOR M AND MATERIAL STOC AT ANY TIME, WITHO	IUST RESTRICT MO KPILES SO AS TO N UT PRIOR APPROV/	VEMENT OF EQUIPM NOT PENETRATE NAV AL OF THE COMMISS	ENT, PERSONNEL, /AID CRITICAL AREAS IONER.			THE AC CONSTF (CSPP) / AND CO
	6.	THE CONTRACTOR S THE LIMITS AS IDENT	TAGING AND STOR IFIED BY THE COM	AGE AREAS MUST BE MISSIONER.	E CONTAINED WITHIN			DEVIATE DEVIATE APPRO
F	7.	THE CONTRACTOR M MAINTAIN AIRFIELD L CONSTRUCTION ACT ASSOCIATED WITH T THE CONTRACT AND	IUST PROVIDE ALL IGHTING AND SIGN IVITIES ASSOCIATE HESE TEMPORARY WILL NOT BE MEAS	TEMPORARY ELECT AGE CIRCUITS IMPAGE D WITH THIS PROJEC CIRCUITS IS INCLUD SURED AND PAID FOR	RICAL CIRCUITS TO CTED BY CT. ALL WORK ED IN THE COST OF R SEPARATELY.		19.	WORK V THE ASS REOPEN BE RES
	8. Q	THE CONTRACTOR M OR APPURTENANCES	IUST NOT STAGE AI S WITHIN TWENTY-F	NY MATERIALS, EQUI FIVE (25) FEET OF AN	PMENT, FACILITIES, AOA FENCE. ND "LANDSIDE"		20	PLACEN TO THE
-	0.	WITHIN THE LIMITS O CONTRACTOR MUST THE COMMISSIONER CONTRACT AND WILL REPAIRS REQUIRED MUST REMAIN OPEN THE WORK WHERE	F WORK MUST BE I MAINTAIN THESE S THIS MAINTENAN INCLUDE CLEANIN BY THE COMMISSIC FOR THE AIRPORT SERVICE ROADS AI	MAINTAINED BY THE SERVICE ROADS TO T CE WILL BE INCIDEN NG, POTHOLE REPAIF ONER. IN ADDITION, TRAFFIC DURING TH RE IMPACTED BY TH	CONTRACTOR. THE THE SATISFACTION OF TAL TO THE S, AND OTHER ALL SERVICE ROADS E PERFORMANCE OF CONTRACTOR'S		20.	HAUL RO PAVEME OPERAT WILL BE
	10.	ACTIVITIES THE CON THE CONTRACTOR S AIRPORT USERS, ANI	TRACTOR MUST MA	AINTAIN TRAFFIC AT A WITH THE CITY, AIRL	ALL TIMES. INE TENANTS, OTHER ORT INCLUDING THE		22.	TAXIWA
E	11	CITY, FAA AND AIRLIN TO SHARE WORK AR	NE CONTRACTORS. EAS WITH OTHER C	THE CONTRACTOR	MAY BE REQUIRED		23.	RUNWA THE ENI
-	11.	HOURS IN ADVANCE ANY COMED INFRAST COMED INFRASTRUC COMED MAY REQUIR ACTIVITIES IN CLOSE	OF ANY CONSTRUCT TRUCTURE OR EQU TURE OR FACILITIE E A COMED INSPEC PROXIMITY TO CO	ST BE NOTIFIED SEV CTION WITHIN TWENT IIPMENT OR CONSTR ES PER THE CONTRA CTOR ON-SITE DURIN MED INFRASTRUCTU	TY-FIVE (25) FEET OF UCTION OF ANY CT DOCUMENTS. IG CONSTRUCTION IRE OR EQUIPMENT.			
D	12.	THE CONTRACTOR M UNLESS EXPLICIT AP OF COMED PERSONN COORDINATED WITH INCLUDE, BUT LIMITE SECTIONALIZERS). A FOR CONSTRUCTION	IUST NOT MODIFY ( PROVAL IS RECEIV NEL. ALL DEMOLITIO COMED; TO INCLUI D TO TRANSFORM NY TEMPORARY CO I OF WORK WILL BE	OR DISTURB ANY LIV ED FROM COMED OF ON OF COMED FACIL DE REMOVAL OF COM ERS AND SWITCHGE OMED UTILITY RELOC THE CONTRACTOR	E COMED FACILITIES R IN THE PRESENCE ITIES MUST BE MED EQUIPMENT (TO AR OR ATIONS NECESSARY S RESPONSIBILITY (TO		<u>STAC</u> 1.	SING NOT
_	13.	INCLUDE COST AND UTILITY SERVICE CO FOLLOWING THE COI THE CONTRACT DOC THE CONTRACTOR W CONNECTION FEES, AT SUBSTANTIAL CO	SCHEDULING). NNECTIONS WILL B MPLETION OF THE U UMENTS AND AS R MLL BE RESPONSIB AND USAGE COSTS MPLETION ALL UT	E AVAILABLE NO LAT UTILITY INFRASTRUC EQUIRED BY THE UT LE FOR ALL UTILITY SUNTIL THE DATE OF	ER THAN SIXTY (60) DA TURE AND FACILITIES F ILITY SERVICE PROVIDE INSTALLATION COSTS, SUBSTANTIAL COMPLE BE TRANSFERRED FRC	YS PER ER. ETION.	2.	PLANS. CONTRA APPROV APPROV DETAILE
с		THE CONTRACTOR T TO THE CONTRACTO ALL UTILITY COSTS A WILL NOT BE TURNED	O THE CITY OR THI R'S TRAILER. THE C SSOCIATED WITH D OVER TO THE CIT	RD PARTY AS DIREC CONTRACTOR WILL R THE TRAILER AND TE 'Y.	TED. THIS DOES NOT AN ETAIN RESPONSIBILITY RMINATION. THESE SEI	PPLY YFOR RVICES		REQUIR CLOSUF OPERAT LEAST T
	14.	COMMISSIONER AT L SUNDAYS, AND HOLII RUNWAY ALSF SHEL REQUEST DOES NOT	EAST NOTIFY AND C EAST SEVEN (7) DA DAYS) PRIOR TO EN TERS, TO PERFORM GUARANTEE ACCE	JETAIN APPROVAL FE NYS (EXCLUDING SAT NTERING EXISTING F/ I WORK OR INVESTIC ESS TO FAA FACILITIE	A FACILITIES, SUCH AS AA FACILITIES, SUCH AS GATION. HOWEVER, THI ES ON THE DATE REQUI	S S ESTED.	3.	SEE GEI FLAGGE AIRFIELI CONSTF
	15.	THE CONTRACTOR M (LATEST EDITION), AN OPERATIONS AREAS FROM ACTIVITIES BY CONDITIONS AND ME	IUST ADHERE TO FA ND SPECIFICATION (AOA). ANY GRADII THE CONTRACTOF ET FAR PART 139 S	AR PART 139, FAA AD M-103 WHEN WORKII NG OR VEGETATION R MUST BE RESTORE STANDARDS.	VISORY CIRCULAR 150 NG WITHIN AIRPORT DISTURBANCE RESULT D TO PRIOR EXISTING	/5370-2 ING	4.	SEE SHE DETAILS CLOSUF STAGINI
В	16.	THE CONTRACTOR M ACCORDANCE WITH CONTRACTOR SHALL HEIGHT LIMITATION F NOTICE OF PROPOSE APPROVED 7460 PLA	IUST RESTRICT EQ THE FAR PART 77 S COORDINATE WIT FOR EACH WORK A ED CONSTRUCTION NS FOR THE PROJE	UIPMENT HEIGHTS A SURFACE DETAIL AS H THE COMMISSIONE REA. THE CONTRACT I OF ALTERATION FO ECT.	ROUND ACTIVE RUNWA SHOWN IN THE DRAWIN ER ON EXACT EQUIPME OR MUST ADHERE TO R THIS PROJECT AND	YS IN IGS. NT THE	5.	THE COI CONTRA PRIOR T
_	17.	ALL TAXIWAY AND RU COMMITTEE PRIOR T COMMISSIONER. CLC 6:00 AM. NO ADDITIOI EXTENDED CLOSURE STATED CLOSURE HO	JNWAY CLOSURES O THE START OF A OSURE HOURS FOR NAL COMPENSATIO E HOURS OR WORK OURS.	MUST BE COORDINA NY WORK, AND REQU NIGHTTIME WORK A N WILL BE PROVIDEI SHIFTS PROVIDED C	TED THROUGH THE S.T JIRES APPROVAL FROM RE TYPICALLY 10:30 PM D TO THE CONTRACTOF OR APPROVED BEYOND	T.O.P. 1 THE 1 TO R FOR THESE		
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### PECIFIC CONSTRUCTION NOTES - CONT.

S.T.O.P. COMMITTEE MEETINGS ARE HELD EVERY MONDAY MORNING, 8:00 AM, AT THE CHICAGO DEPARTMENT OF AVIATION (CDA) ATRIUM AT THE BASE OF THE CDA TOWER ACROSS FROM TERMINAL 2 (OUTSIDE THE HILTON). THE CONTRACTOR WILL BE RESPONSIBLE FOR THE COMPLETION OF ALL THE FORMS REQUIRED BY THIS COMMITTEE AND THE ASSEMBLAGE OF ALL OF THE EXECUTED FORMS INTO A S.T.O.P. MEETING BINDER (COMMONLY CALLED A "DIG BOOK") WHICH WILL REQUIRE SIGNATURES AND FORMAL APPROVAL BY THE GENERAL CONSTRUCTION MANAGER, FAA, AND CDA, THE DIG BOOK MUST BE SIGNED BY THE COMMISSIONER OF AVIATION GRANTING "AUTHORIZATION TO COMMENCE WORK," PRIOR TO THE COMMENCEMENT OF ANY WORK WITHIN THE AIRPORT OPERATIONS AREA (AOA). THE DIG BOOK MUST ALSO BE KEPT ONSITE BY THE CONTRACTOR UNTIL THE WORK IS COMPLETE. SEE THE APPENDIX FOR A LIST AND BLANK FORMS REQUIRED FOR THE S.T.O.P. MEETING BINDER. IT IS SUGGESTED THAT THE CONTRACTOR ALLOW AT LEAST ONE MONTH FOR THE ASSEMBLAGE AND APPROVAL OF ALL S.T.O.P. REQUIREMENTS.

RUCTION ACTIVITIES MUST BE PERFORMED IN A MANNER THAT IS ED FOR CONSTRUCTION AND AIRFIELD OPERATIONAL SAFETY WITHIN TIVE AIRFIELD. THE CONTRACTOR MUST FOLLOW THE RUCTION PHASING AND CONSTRUCTION SAFETY AND PHASING PLAN AND COORDINATE WITH AIRFIELD OPERATIONS TO ENSURE AIRFIELD DNSTRUCTION SAFETY. THE CONTRACTOR IS NOT ALLOWED TO FROM THE PHASING DOCUMENTS. IF THE CONTRACTOR WISHES TO FROM THE PHASING DOCUMENTS. THE COMMISSIONER MUST VE AN ALTERNATE CONSTRUCTION PHASING PLAN, CSPP AND SAFETY OMPLIANCE DOCUMENT (SPCD). THE FAA WILL ALSO BE REQUIRED TO VE THE CSPP AND SPCD DOCUMENTS.

WITHIN A TAXIWAY OBJECT FREE AREA WILL REQUIRE CLOSURE OF SOCIATED TAXIWAY. AT THE END OF EACH SHIFT PRIOR TO NING THE TAXIWAY, THE SAFETY AREA AND OBJECT FREE AREA MUST STORED TO FAR PART 139 COMPLIANCE. ANY ADDITIONAL MATERIAL MENT OR REMOVAL REQUIRED TO ACHIEVE THIS WILL BE INCIDENTAL E CONTRACT.

XIWAYS MUST BE RE-OPENED AND RETURNED TO FAR PART 139 IANCE AT THE END OF EACH WORK SHIFT.

OUTES TYPICALLY UTILIZE EXISTING SERVICE ROADS AND CLOSED ENTS. THE CONTRACTOR MUST COORDINATE HAUL ROUTE TIONS WITH THE COMMISSIONER. FLAGGERS AND CDA ESCORTS REQUIRED. NO CONSTRUCTION OR CONSTRUCTION RELATED TIES, WILL BE ALLOWED ON A "GIVE-WAY" BASIS AT ANY TIME.

AY EDGE LIGHTS AND SIGNAGE MUST REMAIN OPERATIONAL GHOUT THE DURATION OF THE PROJECT.

AY GUARD LIGHTS AND TAXIWAY EDGE LIGHTS MUST BE RESTORED AT ID OF EVERY SHIFT.

### TES:

ACTOR MUST ENTER THE AIRFIELD ONLY AT THE LOCATIONS SHOWN ON THE

ACTOR MUST USE THE HAUL ROUTES SHOWN ON THE PLANS, OR OBTAIN VAL FROM THE COMMISSIONER TO UTILIZE DIFFERENT HAUL ROUTES. TO OBTAIN VAL FOR DIFFERENT HAUL ROUTES, CONTRACTOR MUST, AT A MINIMUM, PREPARE ED DRAWINGS INDICATING AIRFIELD ACCESS POINTS, SECURITY GUARD REMENTS, HAUL ROUTES, FLAGGER LOCATIONS, SWEEPER REQUIREMENTS, RE REQUIREMENTS, AND SCHEDULE OF THE PROPOSED HAUL ROUTE TIONS. APPROVAL MUST BE REQUESTED AND DOCUMENTATION SUBMITTED AT TWO (2) WEEKS IN ADVANCE OF THE PROPOSED HAUL ROUTE SCHEDULE.

ENERAL NOTES FOR THE OTHER REQUIREMENTS REGARDING FLAGGERS AND ER TRAINING, SECURITY GUARD INFRASTRUCTURE, SWEEPING AND MAINTAINING D PAVEMENT, COORDINATION WITH CDA AND FAA, TEMPORARY HAUL ROAD RUCTION AND OTHER RELEVANT STAGING REQUIREMENTS.

IEETS GC-001 THRU GC-202 AND CSPP FOR ADDITIONAL REQUIREMENTS AND S OF CONSTRUCTION PHASING AND SAFETY, STAGING AREAS, HAUL ROUTES, RE AREAS, BARRICADE LOCATION AND PLACEMENT, AND OTHER RELEVANT IG AND PHASING REQUIREMENTS.

NTRACTOR MUST BE ESCORTED THROUGH ANY AIRFIELD AREAS. ACTOR MUST OBTAIN PERMISSION FROM THE AIR TRAFFIC CONTROL TOWER TO DRIVING THROUGH ANY RSA OR CRITICAL AREA.

### PHASING NOTES:

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- THE CONTRACTOR MUST COORDINATE WITH CDA AT WEEKLY S.T.O.P. MEETINGS TO 1. DETERMINE PLANNED NIGHTLY CLOSURES EACH WEEK. THE CONTRACTOR MUST REQUEST CLOSURES A MINIMUM OF 2 WEEKS IN ADVANCE OF WEEKLY S.T.O.P. MEETINGS.
- 2. THE CONTRACTOR MUST OBTAIN APPROVAL FROM THE COMMISSIONER AND S.T.O.P. COMMITTEE TO WORK WITHIN THE RUNWAY 28L, 28C OR 28R RSA AND ILS CRITICAL AREAS, AS THESE RUNWAYS MUST BE CLOSED PRIOR TO ENTERING THE RSA AND ILS CRITICAL AREAS. SUCH WORK MUST BE REQUESTED A MINIMUM OF 2 WEEKS IN ADVANCE OF WEEKLY S.T.O.P. MEETINGS.
- THE CONTRACTOR MUST COORDINATE WITH CURRENT PROJECTS AT THE AIRPORT AND 3. MAY NEED TO ADJUST HIS OR HER CONSTRUCTION OPERATIONS AS DIRECTED BY THE COMMISSIONER.
- ALL RUNWAYS AND TAXIWAYS MUST BE REOPENED BY 6 AM CST IN ACCORDANCE WITH 4. FAR PART 139 AT THE END OF EACH CLOSURE, UNLESS OTHERWISE NOTED.
- THE CONTRACTOR MUST COMPLETE PARTIAL DEPTH BITUMINOUS CRACK REPAIRS PRIOR 5. TO COMMENCING WITH SAWKERFING, ADJUSTING OR REPLACING IN-PAVEMENT ELECTRICAL ITEMS FOR A GIVEN AREA.
- SAWKERFING AND INSTALLATION OF BASE CANS AND MUD PLATES MUST BE COMPLETED 6. PRIOR TO COMMENCEMENT OF MILLING OPERATIONS (EXCLUDING PARTIAL DEPTH BITUMINOUS CRACK REPAIRS). UNLESS OTHERWISE DIRECTED BY THE COMMISSIONER.

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LORI E. LIGHTFOOT MAYOR JAMIE L. RHEE COMMISSIONER

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D APPROVED AS WORKING PLAN BY: 03/31/21 ISSUED FOR BID REV DATE DESCRIPTION PROJECT NAME: **O'HARE INTERNATIONAL AIRPORT** B REHABILITATION FOR TAXIWAYS Y, Y1, Y2, Y3, Y4 SHEET TITLE: STAGING AND PHASING NOTES

	DATE: SHEET NO.	03/31/21	2	REVISION	
A	PROJECT NO.: DATE:	H6237 03/31/21	'.21-0C		
•	RJS	RJS		SAE	
	DESIGNED:	DRAWN:	CH	IECKED:	

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BARRICADE NOTES:

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- ALL BARRICADES AND LIGHTS REQUIRED MUST BE PROVIDED BY THE CONTRACTOR, INCLUDING L-212, 360° RED LIGHTS. THE CONTRACTOR SHALL PLACE AND MAINTAIN ALL BARRICADES, LIGHTS AND SIGNS REQUIRED TO CONTROL CONSTRUCTION AND AIRCRAFT TRAFFIC, LOW MASS LOW PROFILE BARRICADE ARE TO BE PLASTIC WATER-FILLED ONLY. ANY BARRICADE OR LIGHT THAT IS DAMAGED OR OTHERWISE NOT ACCEPTABLE TO THE COMMISSIONER MUST BE REPLACED BY THE CONTRACTOR AT THEIR EXPENSE IMMEDIATELY.
- ALL BARRICADE LIGHTS MUST HAVE OMNIDIRECTIONAL RED LENSES. 2.
- BARRICADES WILL BE PLACED, REMOVED AND MAINTAINED BY THE CONTRACTOR AS 3. SHOWN IN THE PHASING AND CLOSURES PLANS OR DIRECTED BY CDA OPERATIONS. THE SET-UP AND REMOVAL OF BARRICADES WILL OCCUR ON A DAILY/NIGHTLY BASIS AND MAY REQUIRE MULTIPLE SET-UP CREWS AND MAY REQUIRE MOVING OF BARRICADES DURING A WORK SHIFT. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE ALL BARRICADES MEET THE REQUIRED SPECIFICATIONS AT ALL TIMES.
- ALL COSTS ASSOCIATED WITH PICK-UP, DELIVERY, INSTALLATION, AND REMOVAL OF 4. ALL LIGHTS, LIGHTED "X" 'S, BARRICADES, BATTERIES, MOUNTING HARDWARE, MAINTENANCE, INCIDENTALS, AND ALL SIGNS REQUIRED TO CONTROL CONSTRUCTION TRAFFIC AS SHOWN ON THE PLANS ARE INCLUDED IN THE COST OF THE CONTRACT.
- BARRICADES MUST BE PLACED AT LOCATIONS INDICATED ACROSS THE ENTIRE WIDTH 5. OF PAVEMENT TO PREVENT AIRCRAFT ACCESS AS REQUIRED FOR EACH WORK AREA. BARRICADE LOCATIONS MAY VARY. THE LOCATION, NUMBER OF BARRICADES TO BE PLACED, AND DURATION WILL BE AT THE DIRECTION OF THE COMMISSIONER. SEE GENERAL NOTES FOR ADDITIONAL INFORMATION. PROPER BARRICADE PLACEMENT IS NECESSARY TO PROTECT JOB SITE AND PREVENT SURFACE INCIDENTS AND RUNWAY INCURSIONS CAUSED BY VEHICLES AND PERSONNEL. THE TYPE AND LOCATION OF BARRICADES INDICATED IN THE PLANS ARE TYPICAL OF "EXTENDED" AND "SHORT TERM" CLOSURES. HOWEVER, EVERY CLOSURE IS UNIQUE AND THE FINAL LOCATIONS AND TYPE OF BARRICADE PLACEMENT WILL BE AS DIRECTED BY THE COMMISSIONER.
- CONTRACTOR SHALL PLAN ON SUPPLYING AT LEAST 75 CLASS "A" OR IDOT TYPE 2 BARRICADES AND AT LEAST 75 LOW SLUNG BARRICADES DURING ENTIRE DURATION OF PROJECT AS REQUIRED TO PROTECT THE WORK AREAS, OR AS DIRECTED BY THE COMMISSIONER. CONTRACTOR TO TURN OVER ALL CLASS "A" OR IDOT TYPE 2 BARRICADES AND ALL LOW SLUNG BARRICADES TO COMMISSIONER AT COMPLETION OF PROJECT. BARRICADES MUST BE FUNCTIONAL AND WEIGHED DOWN FOR STABILIZATION TO THE SATISFACTION OF THE COMMISSIONER. IF IDOT TYPE II BARRICADES ARE USED THEY MUST BE MODIFIED TO PROVIDE THE SIGNAGE, BALLAST, SAFETY LIGHTS, AND OTHER APPURTENANCES SHOWN IN DETAILS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING BARRICADES, LIGHTS, AND 7. LIGHTED "X" 'S. ALL COSTS ASSOCIATED WITH SUPPLYING AND MAINTAINING BARRICADES, LIGHTS, AND LIGHTED "X" 'S SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

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ITEM NO.	PAY ITEMS	UNIT
P-150-01	PAVEMENT REMOVAL - BITUMINOUS CONCRETE SHOULDERS (FULL-DEPTH)	SY
P-617-01 P-401(FAA)-01	SCARIFY OR MILL BITUMINOUS PAVEMENT - 3" BITUMINOUS CONCRETE SURFACE COURSE (FAA) - 3"	SY TONS
2-617-01 2-405(WMA)-01	SCARIFY OR MILL BITUMINOUS PAVEMENT - 3" WMA CONCRETE SURFACE COURSE, IL-9.5, N70 - 3"	SY TONS
P-401(FAA)-01 P-405(VVMA)-01 P-154-02 P-629-01	BITUMINOUS CONCRETE SURFACE COURSE (FAA) - 3" WMA CONCRETE BASE COURSE, IL-19.0, N50 FROST PROTECTION COURSE GEOTEXTILE FABRIC (INCIDENTAL TO OTHER ITEMS)	TONS TONS CY SY
2-405(WMA)-01 2-405(WMA)-02 2-154-01 2-629-01	WMA CONCRETE SURFACE COURSE, IL-9.5, N70 - 3" WMA CONCRETE BASE COURSE, IL-19.0, N50 - 11" FROST PROTECTION COURSE GEOTEXTILE FABRIC (INCIDENTAL TO OTHER ITEMS)	TONS TONS CY SY
P-617-02 P-406-01	SCARIFY OR MILL BITUMINOUS PAVEMENT - 5" BITUMINOUS CONCRETE PAVEMENTS - TORSION RESISTANT FOR CRACK REPAIRS	SY SY
P-623-01	SAWCUT AND SEAL - 2"	LF

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E NO.	STRUCTURE TYPE AND DIAMETER	FRAME & GRATE TYPE	NORTHING	EASTING	PROPOSED RIM ELEVATION	NORTH INV.	SOUTH INV.	EAST INV.	WEST INV.	SHEET NO.
-01	UNDERDRAIN INSPECTION HOLE (AIRCRAFT LOADING)	PER DETAIL	1928270.62	1103838.67	648.87				644.03	CG-203
-02	UNDERDRAIN INSPECTION HOLE (AIRCRAFT LOADING)	PER DETAIL	1928279.72	1103774.49	648.66	643.82	643.82	643.78	643.82	CG-203
-03	UNDERDRAIN INSPECTION HOLE (AIRCRAFT LOADING)	PER DETAIL	1928642.12	1103961.51	648.70		643.77	643.77		CG-203
-04	UNDERDRAIN INSPECTION HOLE (AIRCRAFT LOADING)	PER DETAIL	1928693.27	1104001.04	648.92			M.E.	M.E.	CG-203
0-01	MANHOLE TYPE A, 7' DIA (NON-AIRCRAFT LOADING)	TYPE 1	1928499.80	1104003.08	647.18		642.20	M.E.	M.E.	CG-203
0-02	CATCH BASIN, 4' DIA (NON-AIRCRAFT LOADING)	TYPE 2	1928460.52	1104024.25	646.88	642.38	642.88			CG-203

FOR THE PROPOSED PIPES CONNECTING TO THE EXISTING STRUCTURES, THE EXISTING INVERT ELEVATIONS SHALL BE FIELD VERIFIED AND THE ELEVATIONS WILL BE ADJUSTED TO MATCH THE EXISTING INVERT ELEVATIONS.

## DESCRIPTION CLOSED LID, AIRCRAFT LOADING OPEN LID, AIRCRAFT LOADING

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## O'HARE INTERNATIONAL AIRPORT CITY OF CHICAGO

LORI E. LIGHTFOOT MAYOR JAMIE L. RHEE COMMISSIONER

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D APPROVED AS WORKING PLAN BY: С 03/31/21 ISSUED FOR BID REV DATE DESCRIPTION PROJECT NAME: **O'HARE INTERNATIONAL AIRPORT** В REHABILITATION FOR TAXIWAYS Y, Y1, Y2, Y3, Y4 SHEET TITLE: DRAINAGE NOTES AND SCHEDULE CHECKED: DESIGNED: DRAWN: RJS SAE RJS H6237.21-00 PROJECT NO .: DATE: 03/31/21

REVISION

SHEET NO.

CG-200



















CAST IRON STEPS A≁J Inside face of structure XM ₽₽ └─ ½ (13) Reinforcement bar PLAN VIEW ELEVATION VIEW All dimensions are in inches (millimeters) unless otherwise shown. MANHOLE STEPS Illinois Department of Transportation PASSED January 1, 2009 (Sheet 1 of 2) APPROVED January 1, 2009 <u>January 1, 2009</u> ENGINEER OF DESIGN AND ENVIRONMENT STANDARD 602701-02

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\* FOR LOCATIONS WHERE EXTENSION OF HOLD MARKING CONFLICTS WITH EDGE LIGHT OR **GUIDANCE SIGN, TERMINATE HOLD MARKING 5'** 

IF TWY IS WIDER THAN 75' OR DESIGNED FOR GROUP V & VI (ADG-V AND ADG-VI) AIRCRAFT THE RUNWAY HOLD BAR MARKINGS SHALL







8	ILS HOLDING PC
CM-152	SCALE: NTS





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						<u>SOIL</u>	EROSION	CC
н	1.	(DELETED)						
	2.	THE COMMISSION ENVIRONMENTAL PERMITTED TO B	NER IS REQUIRED TO S PROTECTION AGENCY EGIN WORK UNTIL 30 D	UBMIT A NOTICE ( ( (IEPA) FOR THE F AYS FOLLOWING	OF INTENT (NOI) TO T PROJECT. THE CONT COMMISSIONER'S SL	HE ILLINO RACTOR IS JBMITTAL (	IS 5 NOT OF THE NOI.	
	3.	SOIL EROSION AN COMMENCEMENT SUCH A MANNER TIME OF YEAR, SI DISTURBANCE OF NCCSCWD OR KE	ND SEDIMENT CONTRO F OF UPLAND DISTURBA AS TO MINIMIZE EROS ITE CONDITIONS AND T F AREAS NOT INCLUDE OSWCD IN ACCORDANC	L (SESC) FEATUR ANCE. SOIL DISTU ION. SOIL STABILIZ HE USE OF TEMP( D IN THE DESIGN E WITH THE 404 P	ES MUST BE CONST RBANCE MUST BE PH ZATION MEASURES M ORARY AND/OR PERM WILL REQUIRE NOTIF ERMIT SPECIAL CON	RUCTED PI IASED OR IUST CON IANENT M ICATION C DITIONS.	RIOR TO THE ENACTED IN SIDER THE EASURES. OF THE	
G	4.	UNLESS OTHERW CONTROL PRACT SPECIFICATIONS COPY OF THE AP THE SITE AT ALL	VISE INDICATED, ALL VE TCES WILL BE INSTALLE IN THE ILLINOIS URBAN PROVED STORMWATEF TIMES.	EGETATIVE AND S ED AT MINIMUM AG N MANUAL, REVISE R POLLUTION PRE	TRUCTURAL EROSIO CCORDING TO THE S ED TO LATEST VERSI VENTION PLAN MUST	N AND SEE TANDARDS ON AS AMI F BE MAIN <sup>-</sup>	DIMENT S AND ENDED. A FAINED ON	
_	5.	THE EROSION CO MEASURES MAY NCCSCWD, KDSW DISTURBANCE AN DISCRETION OF M	ONTROL SHOWN ON THI BE REQUIRED AS DIREC VCD, OR USACE. ALL AE ND ANY EMERGENCY SI NCCSWCD, KDSWCD, O	E PLANS ARE THE CTED BY THE CON DDITIONAL MEASU ESC MEASURES M R USACE.	MINIMUM REQUIREM 1MISSIONER'S REPRE RES MUST BE IN PLA 1UST BE INSTALLED I	IENTS. AD ESENTATI\ CE WITHIN MMEDIATE	DITIONAL /E OR THE N 3 DAYS OF ELY AT THE	
F	6.	PRIOR TO COMMI PLANS (INCLUDIN BORROW OR WAS THE COMMISSION CONSTRUCTION S PREVENTION PLA CONTRACTOR MU	ENCING LAND-DISTURB IG BUT NOT LIMITED TO STE AREAS), A SUPPLE NER FOR REVIEW BY NO SCHEDULE WEEKLY ME NN IF NECESSARY. DEP JST SUBMIT DRAWINGS	BING ACTIVITIES O ADDITIONAL PHA MENTAL EROSION CCSCWD OR KDS EETING, WILL MOD ENDING ON MODII S TO THE NCCSWO	THER THAN THOSE IN SES OF THE DEVELO I CONTROL PLAN MU WCD. THE CONTRACT OFY STORM WATER F FICATION TO THE WO CD OR KDSWCD FOR	NDICATED OPMENT AI ST BE SUE FOR BASEI POLLUTION ORK SCHE REVIEW.	ON THE ND OFF-SITE BMITTED TO D ON THE N DULE, THE	
_	7.	THE CONTRACTO INSTALL EROSION APPROPRIATE SE DAILY OR AS NEO COMMISSIONER,	OR MUST CLEAN UP, GR N PROTECTION TO ELIM EDIMENT CONTROL DE\ CESSARY TO REMOVE E NCCSWCD, OR KDSWC	ADE THE WORK A /INATE THE CONC /ICES TO TRAP SE EARTHEN MATERI/ D.	REA AS THE PROJEC ENTRATION OF RUN DIMENT. PAVEMENT AL TO THE SATISFAC	CT PROGR OFF, OR M MUST BE TION OF T	ESSES, AND UST INSTALL CLEANED HE	
E	8.	ALL CONTROL ME COUNTYWIDE ST ORDINANCE MUS PERIOD OF LAND ARE OPERATION COUNTY).	EASURES NECESSARY ORMWATER AND FLOO ST BE KEPT OPERATION DISTURBANCE UNTIL F AL (INCLUDED ONLY IN	TO MEET THE REC D PLAIN ORDINAN NAL AND MAINTAIN PERMANENT SEDIN CONSTRUCTION	QUIREMENTS OF THE ICE OR THE WAIVER NED CONTINUOUSLY MENT AND EROSION PROJECTS LOCATED	DUPAGE COMMUNI THROUGH CONTROL WITHIN D	COUNTY TY IOUT THE MEASURES UPAGE	
_ D	9.	THE CONTRACTOR CONTRACTOR) S REQUIREMENTS ACTIVITIES, INCLU BE UTILIZED FOR APPROVED BY TH CONSTRUCTION COMMISSIONER'S ACTIVITIES	OR AND SUBCONTRACT TORM WATER POLLUTION OF THE IEPA'S CURREN UDING DETAILS OF SPE EROSION AND SEDIME HE COMMISSIONER A M ACTIVITIES. A COPY OF S REPRESENTATIVE FIV	ORS MUST SUBMI ON PREVENTION I T NPDES STORM CIFIC DEVICES SU ENT CONTROL. TH INIMUM OF TEN (1 THE APPROVED S /E DAYS PRIOR TO	T A WRITTEN AND SIG PLAN (SWPPP), MEET WATER PERMIT FOR JCH AS SILT FENCE, HE PLAN MUST BE SL 0) DAYS PRIOR TO IN SWPPP MUST BE GIV D THE START OF CON	GNED (BY ING THE CONSTRU DITCH CHI JBMITTED J ITIATION ( EN TO THE ISTRUCTIC	ICTION SITE ECK, ETC. TO AND OF E DN	
_	10.	THE CONTRACTO SEVEN DAYS OF BEEN FULLY STA LOCATIONS WHE ITEMS LISTED AE GREATER RAINFA	OR AND COMMISSIONER THE FOLLOWING: 1) DIS BILIZED, 2) STRUCTURA RE VEHICLES ENTER AI BOVE MUST BE MADE W ALL OR EQUIVALENT SN	R MUST MAKE INSP STURBED AREAS ( AL CONTROL MEAS ND EXIT THE SITE /ITHIN TWENTY-F( NOWFALL.	PECTIONS A MINIMUN OF THE PROJECT SIT SURES (SILT FENCES . AN ADDITIONAL INS OUR (24) HOURS OF A	/ OF ONCE E THAT HA 5, ETC.), AN SPECTION A 0.5-INCH	E EVERY AVE NOT ND 3) OF THE OR	
	11.	THE CONTRACTO REQUIRED INSPE THE SITE DURING FROM THE DATE	OR AND COMMISSIONER CTION EACH TIME AN II CONSTRUCTION. THE THE SITE IS FINALLY ST	R MUST KEEP A WI NSPECTION TAKE E REPORTS MUST TABILIZED.	RITTEN REPORT SUM S PLACE. THE REPO ALSO BE RETAINED F	IMARIZING ORTS MUS FOR THRE	ETHE T BE KEPT AT E YEARS	
С	12.	THE COMMISSION OPERATIONS OF INCIDENCE OF NO EPA AN INCIDEN	NER'S REPRESENTATIV FICE OF THE IEPA BY EI ONCOMPLIANCE AND M CE OF NONCOMPLIANC	E MUST NOTIFY T MAIL, TELEPHONE /UST FILL OUT AN E (ION) FORM WH	HE APPROPRIATE AG OR FAX WITHIN 24 H ID FILE WITHIN FIVE EN REQUIRED BY TH	GENCY FIE IOURS OF (5) DAYS W E PERMIT.	LD ANY /ITH THE	
_	13.	THE CONTRACTO MAKE SITE VISITS RECORDS REQUI	OR MUST COOPERATE V S TO REVIEW COMPLIAN RED BY THE PERMIT.	VITH THE COMMIS NCE WITH THE PL/	SIONER'S REPRESEN AN IN THE FIELD AND	NTATIVES AUDIT TH	WHO WILL E LOGS AND	
	14.	THE INSTALLATIC PLACEMENT OF T FOR PERIMETER AREAS DAMAGED	ON, MAINTENANCE, REM THE PERIMETER EROSIO EROSION BARRIER. AF O BY THE PERIMETER E	IOVAL AND REST ON BARRIER ARE TER ALL PERIMET ROSION BARRIER	DRATION OF THE ARE INCLUDED IN THE CO ER EROSION BARRIE MUST BE RESTORED	EA DISTUR DNTRACT L ER IS REM( D.	BED BY THE JNIT PRICE DVED, THE	
В	15.	DURING DEWATE SILT TRAPS, OR F ONTO STABILIZEI DEWATERING DIF IS PROHIBITED.	RING OPERATIONS, WA POLYMER TREATMENT O SURFACE TO PREVEN RECTLY INTO FIELD TILE	ATER WILL BE PUN CHANNELS. FILTE NT ADDITIONAL EF ES, STORM WATEI	IPED INTO FILTER BA RED WATER SHOULD OSION AND/OR SEDI R STRUCTURES, OR '	AGS, SEDIN ) BE DISCH MENTATIC 'WATERS (	VENT TRAPS, IARGED DN. DF THE U.S."	
_	16.	THE CONTRACTO CONTROL (CPESO SYSTEM AND TRA	OR MUST CONSULT WIT C) FOR THE DESIGN AN APS AS WELL AS POLYN	H A CERTIFIED PR D MAINTENANCE MERS AND FLOC L	OFESSIONAL IN ERO OF SEDIMENTATION OGS.	SION AND BASINS WI	SEDIMENT ITH BAFFLE	
A	17.	ALL STORM SEWE PROTECTION (I.E TYPES OF PROTE	ER INLET STRUCTURES . INLET FILTERS) PER IN ECTION MAY BE SUBMIT	MUST BE PROTE NLET PROTECTION TED FOR REVIEW	CTED WITH STORM S N DETAILS IN THE PL/ ' AND APPROVAL BY	EWER INL ANS. ALTE THE COMN	ET RNATE ⁄IISSIONER.	
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- THE CONTRACTOR MUST MAINTAIN AND PRESERVE ANY EXISTING SUB-SURFACE DRAINAGE 18. SYSTEMS (I.E. FIELD TILES) ACCORDING TO THE O'HARE MODERNIZATION PROGRAM DESIGN AND CONSTRUCTION STANDARDS.
- ON PROJECTS WHICH INCLUDE STREAMWORK OR IN-STREAM WORK, THE CONTRACTOR MUST 19. MAINTAIN AN OIL ABSORBENT BOOM DOWNSTREAM OF EQUIPMENT IN THE CHANNEL AT ALL TIMES. THE CONTRACTOR MUST REPLACE THE OIL ABSORBENT BOOM WHEN IT BECOMES SATURATED WITH OIL.
- ON PROJECTS WHICH INCLUDE STREAM WORK OR IN-STREAM WORK, NO WORK IS ALLOWED 20. BEYOND THE PERMITTED AREA. ANY WORK WITHIN A STREAM OR DITCH CAPABLE OF CONVEYING WATER MUST BE CONDUCTED IN THE DRY. PROVISIONS MUST BE MADE TO BY-PASS PUMP OR DEWATER ANY AREAS WITHIN THE STREAM OR DITCH IN WHICH WORK WILL BE CONDUCTED. IN HIGH FLOW CHANNELS WHERE DE-WATERING IS NOT POSSIBLE OR PRACTICAL, SILT OR SEDIMENT CURTAINS MAY BE INSTALLED PARALLEL TO THE STREAM BANK. IN NO CASE WILL THE CURTAINS BE INSTALLED PERPENDICULAR TO THE FLOW.
- CONSTRUCTION ACTIVITIES MUST BE SCHEDULED TO MINIMIZE THE TIME SOIL IS EXPOSED AND 21. UNPROTECTED. IN NO CASE WILL THE EXISTING VEGETATION BE DESTROYED, REMOVED, OR DISTURBED MORE THAN FOURTEEN (14) DAYS PRIOR TO THE INITIATION OF IMPROVEMENTS.
- TEMPORARY CONSTRUCTION ENTRANCES WILL BE CONSTRUCTED AT ALL LOCATIONS WHERE 22. CONSTRUCTION TRAFFIC ENTERS OR LEAVES THE SITE.
- GRAVELED ROADS, ACCESS DRIVES, PARKING AREAS OF SUFFICIENT WIDTH AND LENGTH, AND 23. VEHICLE WASH DOWN FACILITIES IF NECESSARY, MUST BE PROVIDED TO PREVENT THE DEPOSIT OF SOIL FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING PUBLIC OR PRIVATE ROADWAY MUST BE REMOVED IMMEDIATELY.
- STOCK PILES OF SOIL MUST NOT BE LOCATED IN FLOOD PLAINS, RIPARIAN AREAS (VEGETATED 24. FLOOD PLAINS), WETLANDS AND WATERS OF THE U.S. UNLESS OTHERWISE AUTHORIZED BY THE RELEVANT PERMITTING AUTHORITY. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS, PERIMETER EROSION BARRIER MUST BE PROVIDED. IF THE STOCKPILE IS INACTIVE FOR MORE THAN 14 DAYS, SOIL STABILIZATION MUST BE PROVIDED BY THE 7TH DAY AFTER ACTIVITY HAS STOPPED.
- 25. WHEN FILLING A WETLAND ADJACENT TO WATERS OF THE UNITED STATES (W.U.S.), EROSION CONTROL MEASURES MUST BE IN PLACE SO THAT WHEN FILL MATERIAL IS PLACED, OVERLAND FLOW IS NOT ALLOWED TO ACCUMULATE SEDIMENT AND ENTER W.U.S.
- IF THE VOLUME, VELOCITY, SEDIMENT LOAD, OR PEAK FLOW RATE OF STORMWATER RUNOFF ARE 26. TEMPORARILY INCREASED DURING CONSTRUCTION, THEN PROPERTIES AND SPECIAL MANAGEMENT AREAS DOWNSTREAM FROM SUCH DEVELOPMENT SITES MUST BE PROTECTED FROM EROSION.
- NCCSCWD OR KDSWCD MUST APPROVE SIZE AND NUMBER OF TEMPORARY STREAM CROSSINGS. 27. TEMPORARY STREAM CROSSINGS MUST BE DESIGNED BY A QUALIFIED ENGINEER SUCH THAT ADDITIONAL FLOODING AND EROSION DO NOT OCCUR. AN APPROVED TEMPORARY STREAM CROSSING DETAIL IS PROVIDED IN THE CONTRACT DOCUMENTS. IN CASE OF REGULATED WATERWAYS, A TEMPORARY STREAM CROSSING PERMIT MUST BE OBTAINED FROM THE ILLINOIS DEPARTMENT OF NATURAL RESOURCES - OFFICE OF WATER RESOURCES IDNR-OWR PRIOR TO INSTALLATION. THE COMMISSIONER WILL FACILITATE THE PERMIT APPLICATION PROCESS THROUGH THE IDNR-OWR. TEMPORARY STREAM CROSSINGS BUILT IN A REGULATED WATERWAY, MUST BE DESIGNED AND INSTALLED PER IDNR-OWR PERMIT REQUIREMENTS.
- WHEN THE CONSTRUCTION IS COMPLETED, THE SITE HAS BEEN FULLY STABILIZED AND ALL 28. DISCHARGES OF STORMWATER AUTHORIZED BY THE PERMIT HAVE BEEN ELIMINATED, THE CONTRACTOR MUST PROVIDE A LETTER TO THE COMMISSIONER OR COMMISSIONER'S REPRESENTATIVE STATING THESE FACTS.
- 29. AFTER THE SITE HAS BEEN PERMANENTLY STABILIZED AND ANY/ALL STORMWATER DISCHARGES, AUTHORIZED UNDER THE ILR10 PERMIT ARE ELIMINATED, THE COMMISSIONER WILL SUBMIT A COMPLETED NOTICE OF TERMINATION (NOT) SIGNED IN ACCORDANCE WITH PART VI.G (SIGNATORY REQUIREMENTS) OF THE ILR10 PERMIT TO IÉPA.

# SOIL EROSION CONTROL AND SEDIMENT CONTROL NARRATIVE

- 1. INSTALL RUNOFF CONTROL DEVICES SUCH AS SEDIMENT LOGS AND GEOSYNTHETIC CHECK STRUCTURES PRIOR TO SITE CLEARING AND GRADING.
- SEDIMENT CONTROL MEASURES SUCH AS INLET 2. PROTECTION, STABILIZED CONSTRUCTION ENTRANCES, POLYMERS, SUMP PITS AND SEDIMENT CONTAINMENT FILTER BAGS SHALL BE INSTALLED BEFORE ANY SIGNIFICANT GRADING OR FILLING IS INITIATED ON SITE.
- APPLY TEMPORARY EROSION CONTROL PRACTICES SUCH AS EROSION BLANKET AND TEMPORARY SEEDING TO EXPOSED SOILS AS SOON AS POSSIBLE.
- 4. INSTALL PERMANENT EROSION CONTROL MEASURES SUCH AS TOPSOILING, PERMANENT SEEDING, AND SODDING ON DISTURBED AREAS AS SOON AS POSSIBLE.



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	THIS PLAN HAS BEEN PREPARED TO CON STORMWATER DISCHARGES FROM CON	MPLY WITH THE IEPA'S GENERAL STRUCTION SITE ACTIVITIES.	NPDES PERMIT NO. ILR10 FOR	STABILIZATION PR
Ц	SITE DESCRIPTION: THE FOLLOWING IS A DESCRIPTION OF T	HE NATURE OF THE CONSTRUC	TION ACTIVITY OR DEMOLITION	" STABILIZATION ( IMMEDIATELY WHI DISTURBING ACTIV WILL NOT RESUME
	WHICH IS THE SUBJECT OF THIS PLAN: THE PROPOSED DEVELOPMENT INCLUDI TAXIWAYS Y1, Y2, Y3, Y4, V AND N WHICH REPLACEMENT AS WELL AS LIGHTING, S UPGRADES. THE PROJECT ALSO INCLUD	ES THE REHABILITATION OF RUN I INCLUDES BITUMINOUS SURFA IGNAGE AND ELECTRIACL CIRCL ES THE PARTIAL DEMOLITION OF	WAY 4R-22L AND PORTIONS OF CE REMOVAL AND JITRY REPLACEMENTS AND TAXIWAY Y5. CONSTRUCTION	" STABILIZATION ( PERMANENT OR T COMPLETED AS SO STABILIZATION WO FOLLOWS:
	ACTIVITIES MAY BE AS FOLLOWS: (PAVE) ELECTRICAL INFRASTRUCTURE REMOVA WILL DISTURB SOIL ON PORTIONS OF TH CONSTRUCTION PHASING.	MENT REMOVAL, PAVING, EARTH AL AND INSTALLATION). THE EAR IE CONSTRUCTION SITE. SEE SH	GRADING AND SHAPING, TH GRADING AND SHAPING IEET GC-101 FOR	" WHERE THE INIT STABILIZATION ME
G	1. INSTALL STABILIZED CONSTRUCTION I 2. INSTALL PERIMETER EROSION BARRIE	ENTRANCE R		" ON AREAS WHEN
_	<ol> <li>INSTALL SEDIMENT TRAP</li> <li>INSTALL INLET PROTECTION</li> <li>EXCAVATION, GRADING AND UTILITY IN</li> <li>SPREAD TEMPORARY SEEDING</li> <li>INSTALL CONCRETE WASHOUT</li> <li>PLACE BITUMINOUS AND CONCRETE F</li> <li>INSTALL PERMANENT LANDSCAPING</li> <li>REMOVE EROSION CONTROL BMPS</li> </ol>	NSTALLATION PAVEMENT		* TEMPORARY ST TEMPORARY SEE CONSTRUCTION A MUST BE INITIATE DISTURBING ACTIV IN ADDITION TO TH * STOCKPILES TO
F	THE TOTAL AREAS OF THE CONSTRUCTI THE SITE THAT IS ESTIMATED TO BE DIS 3.6 ACRES. THE ESTIMATED RUNOFF CO CONSTRUCTION ACTIVITIES ARE COMPL	ON SITE IS ESTIMATED TO BE 55 TRUBED BY EXCAVATION, GRADI DEFFICIENT OF THE SITE WILL RE ETE.	.1 ACRES. THE TOTAL ARES OF NG, OR OTHER ACTIVITIES IS MAIN UNCHANGED AFTER THE	FENCE AND "TRAC STOCKPILES TO R STABILIZATION. S AREAS (VEGETATI
I	CONTROLS:			* REMOVAL OF EX CONDUCTED IN A
	THIS SECTION OF THE PLAN ADDRESSES EACH OF THE MAJOR CONSTRUCTION AG	THE VARIOUS CONTROLS THAT CTIVITIES DESCRIBED ABOVE. F	MUST BE IMPLEMENTED FOR OR EACH MEASURE	PERMANENT SEEL
	SUCH CONTRACTOR HAS SIGNED THE R AND ARE A PART OF THIS PLAN. THE ERG	EQUIRED CERTIFICATION ON FO	RMS WHICH ARE ATTACHED TO, IS INCLUDED DEFINE THE SIZE	* DUST CONTROL
	AND LOCATION OF THE MEASURES TO B UNLESS OTHERWISE SPECIFIED IN THE I PREVENTION PLAN MUST BE DESIGNED	E INSTALLED DURING THE CONS LLINOIS URBAN MANUAL, THE ST FOR A STORM EVENT EQUAL TO	TRUCTION OF THIS PROJECT. ORM WATER POLLUTION OR GREATER THAN A 25-YEAR	STRUCTURAL PRA
Е	24 HOUR RAINSTORM EVENT. AT A MINIMUM, SITE EROSION AND SEDIN	MENT CONTROLS AND OVERALL	SITE MANAGEMENT SHOULD:	* PERIMETER ERC * AREA INLET OR * OUTLET PROTEC
	*CONTROL STORM WATER VOLUME WITH * CONTROL STORM WATER DISCHARGES	HIN THE SITE TO MINIMIZE SOIL E 5, INCLUDING BOTH PEAK FLOW I	ROSION; RATES AND TOTAL STORM	* STABILIZED CON * TEMPORARY OR * STABILIZED DIVE
	WATER VOLUME, TO MINIMIZE EROSION STREAM BANK EROSION; * MINIMIZE THE AMOUNT OF SOIL EXPOS * MINIMIZE THE DISTURBANCE OF STEEF * MINIMIZE SEDIMENT DISCHARCES ERC	AT OUTLETS AND TO MINIMIZE D SED DURING CONSTRUCTION AC P SLOPES;	OWNSTREAM CHANNEL AND TIVITY;	* POLYMER (FLOC * SEDIMENT FILTE * CHECK DAMS, R * NON-ERODIBLE
D	* ADDRESS FACTORS SUCH AS THE AMO PRECIPITATION, THE NATURE OF RESULT INCLUDING THE RANGE OF SOIL PARTICI * PROVIDE AND MAINTAIN NATURAL BUF	DUNT, FREQUENCY, INTENSITY, A TING STORM WATER RUNOFF, AI LE SIZES EXPECTED TO BE PRES FERS AROUND SURFACE WATER	AND DURATION OF ND SOIL CHARACTERISTICS, SENT ON SITE; S, DIRECT STORM WATER TO	STRUCTURAL PRA FLOWS FROM EXP DISCHARGE OF PO THESE DEVICES N
	INFILTRATION(UNLESS INFEASIBLE); AND * MINIMIZE SOIL COMPACTION AND UNLE	SS INFEASIBLE, PRESERVE TOP	SOIL.	STRUCTURAL PRA
	* MINIMIZE SEDIMENT TRACK-OUT WHER PAVED ROADS, SIDEWALKS, OR OTHER F DEPOSITED SEDIMENT BY THE END OF T OR BY THE END OF THE NEXT BUSINESS	E SEDIMENT HAS BEEN TRACKE PAVED AREAS OUTSIDE OF YOUF HE SAME BUSINESS DAY IN WHI DAY IF THE TRACK-OUT OCCUR	D-OUT FROM YOUR SITE ONTO ₹ SITE, REMOVE THE CH THE TRACK-OUT OCCURS S ON A NON-BUSINESS	* WATERS OF THE WITH PERIMETER * ALL STORM SEW
C	DAY.REMOVE THE TRACK OUT BY SWEEL USING OTHER SIMILARLY EFFECTIVE ME ENTERING INTO ANY STORMWATER CON STATES	PING, SHOVELING OR VACUUMIN ANS OF PREVENTING TRACKED- IVEYANCE, STORM DRAIN INLET,	G THESE SURFACES, OR BY OUT SEDIMENT FROM OR WATER OF THE UNITED	PROTECTION (I.E. ALTERNATE TYPE COMMISSIONER, N
U	* MINIMIZE DUST ON AREAS OF EXPOSED APPROPIATE APPLICATION OF WATER O	D SOILS, MINIMIZE THE GENERAT R OTHER DUST SUPPRESSION T	ION OF DUST THROUGH THE ECHNIQUES.	* TEMPORARY SE HAVE A STABILIZE THE RECEIVING B
	EROSION AND SEDIMENT CONTROLS STABILIZATION PRACTICES: THE FOLLOV		STABILIZATION PRACTICES, AS	DISCHARGE POIN USE OF POLYMER THE WATER QUAL
В	A MINIMUM, MUST BE IMPLEMENTED TO * TEMPORARY SEEDING * PERMANENT SEEDING * ROLLED EROSION CONTROL PRODU * GRANULAR POLYMER STABILIZATION * SOD STABILIZATION * ROCK STABILIZATION * MULCHING/HYDROSEEDING * DUST CONTROL (WATER OR POLYME * PRESERVATION OF EXISTING VEGET	STABILIZE THE DISTURBED AREA CTS (STRAW MULCH BLANKET, E N ER) TATION	TC)	* NCCSCWD OR K CROSSINGS.TEMP SUCH THAT ADDIT STREAM CROSSIN REGULATED WATE THE ILLINOIS DEP/ (IDNR-OWR) PRIOF APPLICATION PRO IN A REGULATED V REQUIREMENTS.
_	INTERIM AND PERMANENT STABILIZATIO IMPLEMENTATION OF THE PRACTICES AN PLAN. SITE PLANS MUST ENSURE THAT AND DISTURBED PORTIONS OF THE SITE TEMPORARY STABILIZATION WITH STRAN VEGETATION, AND OTHER APPROPRIATE	N PRACTICES, INCLUDING SITE-S RE INCLUDED IN THIS STORMWA EXISTING VEGETATION IS PRESE WILL BE STABILIZED. STABILIZA W MULCH, TEMPORARY PRESER MEASURES.	SPECIFIC SCHEDULING OF THE TER POLLUTION PREVENTION RVED WHERE ATTAINABLE TION PRACTICES MAY INCLUDE: VATION OF EXISTING	* CLEAN OR REMO ACCUMULATES, TI WHERE THERE IS PROTECTION MEA BUSINESS DAY IN DAY IF REMOVAL B
A	THE SURFACE OF STRIPPED AREAS MUS EROSION WITHIN 7 DAYS AFTER FINAL G CONTROL MEASURES MUST BE MAINTAIL ESTABLISHED. ANY OPEN DITCH OR SWA GRADE AND BEFORE CONCENTRATED FI DITCH OR SWALE MUST BE LEFT UNSTAIL	T BE PERMANENTLY OR TEMPO RADING IS REACHED. TEMPORA NED CONTINUOUSLY UNTIL PERI ALE MUST BE STABILIZED 24 HOU LOWS ARE DIVERTED TO THOSE BLE FOR MORE THAN 7 DAYS.	RARILY PROTECTED FROM SOIL RY SEDIMENT AND EROSION MANENT COVER IS IRS AFTER REACHING FINAL DITCHES. NO PART OF THE	* TEMPORARY CC LOCATIONS WHER HAUL ROADS MUS
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RACTICES - IMPLEMENTATION REQUIREMENTS

OF DISTURBED AREAS MUST, AT A MINIMUM, BE INITIATED ENEVER ANY CLEARING, GRADING, EXCAVATING, OR OTHER EARTH VITIES HAVE PERMANENTLY CEASED ON ANY PORTION OF THE SITE AND E FOR A PERIOD EXCEEDING 14 CALENDAR DAYS.

OF DISTURBED AREAS MUST BE INITIATED WITHIN 1 WORKING DAY OF TEMPORARY CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE SOON AS POSSIBLE BUT NOT LATER THAN 14 DAYS FROM THE INITIATION OF ORK IN AN AREA. EXCEPTIONS TO THESE TIME FRAMES ARE SPECIFIED AS

FIATION OF STABILIZATION MEASURES IS PRECLUDED BY SNOW COVER. EASURES SHALL BE INITIATED A SOON AS PRACTICABLE.

RE CONSTRUCTION ACTIVITY CEASED AND WILL RESUME AFTER 14 DAYS, A BILIZATION METHOD CAN BE USED.

ABILIZATION WITH POLYMER, STRAW MULCH AT A RATE OF 2 TON/ACRE,OR DING MUST BE USED TO STABILIZE CONSTRUCTION AREAS WHERE ACTIVITY IS HALTED FOR MORE THAN 14 DAYS. TEMPORARY STABILIZATION D WITHIN 1 DAY OF PERMANENT OR TEMPORARY CESSATION OF EARTH VITIES. BOTH MULCH AND/OR TEMPORARY SEEDING MUST INCLUDE POLYMER THE MIX.

O REMAIN IN PLACE MORE THAN 3 DAYS MUST BE SURROUNDED WITH SILT CK WALKED" UP AND DOWN THE SLOPE TO PREVENT FURTHER EROSION. REMAIN UNDISTURBED MORE THAN 14 DAYS MUST RECEIVE TEMPORARY STOCKPILES OF SOIL MUST NOT BE LOCATED IN FLOODPLAINS, RIPARIAN IVE FLOODPLAINS), WETLANDS, AND WATER OF THE U.S.

XISTING VEGETATION /TOPSOIL AND GRADING ACTIVITIES MUST BE MANNER THAT LIMITS THE AMOUNT OF EXPOSED AREA AT ANY ONE TIME. S FINAL, PERMANENT SITE STABILIZATION MUST BE COMPLETED USING DING AND EROSION BLANKET ON SLOPES 4:1 OR STEEPER AND HYDROMULCH TER THAN 4:1.

MUST BE ACCOMPLISHED USING WATERING TRUCKS.

ACTICES: THE FOLLOWING STRUCTURAL PRACTICES, AS A MINIMUM, MUST BE CONTROL SEDIMENT FROM THE DISTURBED AREAS ON SITE:

OSION BARRIER (SILT FENCE) CURB INLET PROTECTION CTION NSTRUCTION ENTRANCE, HAUL ROAD, STAGING AREA R PERMANENT SEDIMENT BASIN/TRAP ERSION DITCHES C LOG) FILTRATION SYSTEM ER BAGS ROCK OR OTHER MATERIALS COFFERDAM

ACTICES MUST BE IMPLEMENTED, TO THE DEGREE ATTAINABLE, TO DIVERT POSED SOILS, STORE FLOWS OR OTHERWISE LIMIT RUNOFF AND THE OLLUTANTS FROM EXPOSED AREA OF THE SITE. THE INSTALLATION OF MAY BE SUBJECT TO SECTION 404 OF THE CLEAN WATER ACT.

ACTICES - IMPLEMENTATION REQUIREMENTS

E U.S. WITHIN OR ADJACENT TO THE PROJECT MUST BE PROTECTED EROSION BARRIER.

VER INLET STRUCTURES MUST BE PROTECTED WITH STORM SEWER INLET INLET FILTERS) PER INLET PROTECTION DETAILS IN THE PLANS. S OF PROTECTION MAY BE SUBMITTED FOR REVIEW AND APPROVAL BY THE NCCSWCD OR KDSWCD.

EDIMENT BASINS/TRAPS MUST BE CONSTRUCTED TO COLLECT SEDIMENT AND ED OUTFALL INSTALLED TO PREVENT ADDITIONAL SEDIMENTATION INTO ODY OF WATER. A STABILIZED SURFACE MUST BE PROVIDED AT THE T OF PUMPS TO PREVENT SCOURING THE WALLS OF THE BASIN/TRAP. THE RS AND/OR BAFFLES MAY BE REQUIRED IN THE SEDIMENT BASINS/TRAPS IF LITY IS NOT IMPROVED SUFFICIENTLY WITH SEDIMENT BASINS/TRAPS ALONE.

CDSWCD MUST APPROVE SIZE AND NUMBER OF TEMPORARY STREAM PORARY STREAM CROSSING MUST BE DESIGNED BY A QUALIFIED ENGINEER FIONAL FLOODING AND EROSION DOES NOT OCCUR. APPROVED TEMPORARY NG DETAILS ARE PROVIDED IN THE CONTRACT DOCUMENTS. IN THE CASE OF ERWAYS, A TEMPORARY STREAM CROSSING PERMIT MUST BE OBTAINED FROM PARTMENT OF NATURAL RESOURCES - OFFICE OF WATER RESOURCES R TO INSTALLATION. THE COMMISSIONER WILL FACILITATE THE PERMIT DCESS THROUGH THE (IDNR-OWR). TEMPORARY STREAM CROSSINGS BUILT WATERWAY, MUST BE DESIGNED AND INSTALLED PER IDNR-OWR PERMIT

OVE AND REPLACE, THE PROTECTION MEASURES AS SEDIMENT THE FILTER BECOMES CLOGGED, AND/OR PERFORMANCE IS COMPROMISED, EVIDENCE OF SEDIMENT ACCUMULATION ADJACENT TO THE INLET ASURES, REMOVE THE DEPOSITED SEDIMENT BY THE END OF THE SAME WHICH IT IS FOUND BY OR BY THE END OF THE FOLLOWING BUSINESS BY THE SAME BUSINESS DAY IS NOT FEASIBLE.

DNSTRUCTION ENTRANCES AND EXITS MUST BE CONSTRUCTED AT ALL RE CONSTRUCTION TRAFFIC ENTERS OR LEAVES THE SITE. RUNOFF FROM ST NOT DRAIN DIRECTLY TO WATERS OF THE U.S. USE OF TREATMENT CHEMICALS:

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IF POLYMERS, FLOCCULATES, OR OTHER TREATMENT CHEMICALS ARE USED AT THE SITE, THEIR USE MUST COMPLY WITH THE FOLLOWING MINIMUM REQUIREMENTS:

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\* SELECT APPROPRIATE TREATMENT CHEMICALS. CHEMICALS MUST BE SELECTED THAT ARE APPROPRIATELY SUITED TO THE TYPES OF SOILS LIKELY TO BE EXPOSED DURING CONSTRUCTION AND DISCHARGED TO LOCATIONS WHERE CHEMICALS WILL BE APPLIED, AND TO THE EXPECTED TURBIDITY, PH, AND FLOW RATE OF STORM WATER FLOWING INTO THE CHEMICAL TREATMENT SYSTEM OR AREA.

\* MINIMIZE DISCHARGE RISK FROM STORED CHEMICALS. STORE ALL TREATMENT CHEMICALS IN LEAK-PROOF CONTAINERS THAT ARE KEPT UNDER STORM-RESISTANT COVER AND SURROUNDED BY SECONDARY CONTAINMENT STRUCTURES (E.G. SPILL BERMS, DIKES, SPILL CONTAINMENT PALLETS), OR PROVIDED EQUIVALENT MEASURES, DESIGNED AND MAINTAINED TO MINIMIZE THE POTENTIAL DISCHARGE OF TREATMENT CHEMICALS IN STORM WATER OR BY ANY OTHER MEANS (E.G. STORING CHEMICALS IN COVERED AREA OR HAVING A SPILL KIT AVAILABLE ON SITE).

\* COMPLY WITH ILLINOIS URBAN MANUAL, 2012 POLYACRYLAMIDE PRACTICE STANDARDS

\* TREATMENT CHEMICALS AND CHEMICAL TREATMENT SYSTEMS SHOULD BE USED IN ACCORDANCE WITH GOOD ENGINEERING PRACTICES, AND WITH DOSING SPECIFICATIONS AND SEDIMENT REMOVAL DESIGN SPECIFICATIONS PROVIDED BY THE PROVIDER/SUPPLIER OF THE APPLICABLE CHEMICALS, OR DOCUMENT SPECIFIC DEPARTURES FROM THESE PRACTICES OR SPECIFICATIONS AND HOW THEY REFLECT GOOD ENGINEERING PRACTICE.

\* MAINTAIN ASSOCIATED MSDS ON SITE.

\* ENSURE THAT ALL PERSONS WHO HANDLE AND USE TREATMENT CHEMICALS AT THE CONSTRUCTION SITE ARE PROVIDED WITH APPROPRIATE, PRODUCT-SPECIFIC TRAINING. THE TRAINING MUST COVER PROPER DOSING REQUIREMENTS.

**BMPS - POST-CONSTRUCTION STORM WATER MANAGEMENT** 

PROVIDED BELOW IS A DESCRIPTION OF MEASURES THAT WILL BE INSTALLED DURING THE CONSTRUCTION PROCESS TO CONTROL THE POLLUTANTS IN STORM WATER DISCHARGES THAT WILL OCCUR AFTER THE CONSTRUCTION OPERATIONS HAVE BEEN COMPLETED. THE INSTALLATION OF THESE DEVICES MAY BE SUBJECT TO SECTION 404 OF THE CLEAN WATER ACT.

THE PRACTICES SELECTED FOR IMPLEMENTATION WERE DETERMINED ON THE BASIS OF THE TECHNICAL GUIDANCE CONTAINED IN THE ILLINOIS URBAN MANUAL, 2012 AND OTHER ORDINANCES LISTED IN THE SPECIFICATIONS. POST CONSTRUCTION STORM WATER CONTROL MEASURES SHALL INCLUDE:

\*SEDIMENT BASIN

- \*INFILTRATION OF ONSITE RUNOFF
- \*STORMWATER RETENTION STRUCTURES
- \*UNDERGROUND DETENTION SYSTEMS
- **\*OPEN VEGETATED SWALES & NATURALIZED BASINS**

VELOCITY DISSIPATION DEVICES MUST BE PLACED AT DISCHARGE LOCATIONS AND ALONG THE LENGTH OF ANY OUTFALL CHANNEL AS NECESSARY TO PROVIDE A NON-EROSIVE VELOCITY FLOW FROM THE STRUCTURE TO A WATER COURSE SO THAT THE NATURAL PHYSICAL AND BIOLOGICAL CHARACTERISTICS AND FUNCTIONS ARE MAINTAINED AND PROTECTED (I.E., MAINTENANCE OF HYDROLOGIC CONDITIONS, SUCH AS THE HYDROPERIOD AND HYDRODYNAMICS PRESENT PRIOR TO THE INITIATION OF CONSTRUCTION ACTIVITIES).

THE PRACTICES SELECTED FOR IMPLEMENTATION WERE DETERMINED ON THE BASIS OF THE TECHNICAL GUIDANCE CONTAINED IN THE ILLINOIS URBAN MANUAL, LATEST EDITION AND OTHER ORDINANCES LISTED IN THE SPECIFICATIONS. POST-CONSTRUCTION STORM WATER CONTROL MEASURES TO CONTROL POLLUTION PREVENTION WHERE POST-CONSTRUCTION FLOWS WILL EXCEED PREDEVELOPMENT LEVELS SHALL INCLUDE:

\* STORMWATER DETENTION STRUCTURES (INCLUDING WET PONDS)
 \* FLOW AND ATTENUATION BY USE OF OPEN VEGETATED

- SWALES AND NATURAL DEPRESSIONS
- \* INFILTRATION OF RUNOFF ON SITE
   \* SEQUENTIAL SYSTEMS (WHICH COMBINE SEVERAL PRACTICES)

### OTHER CONTROLS

\* WASTE DISPOSAL: THE SOLID WASTE MATERIALS INCLUDING TRASH, CONSTRUCTION DEBRIS, EXCESS CONSTRUCTION MATERIALS, MACHINERY, TOOLS AND OTHER ITEMS MUST BE COLLECTED AND DISPOSED OFF-SITE BY THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR THE ACQUISITION OF THE NECESSARY DISPOSAL PERMITS. BURNING ON THE SITE SHALL NOT BE PERMITTED. NO SOLID MATERIALS, INCLUDING BUILDING MATERIALS, MUST BE DISCHARGED INTO WATERS OF THE STATE, EXCEPT AS AUTHORIZED BY A SECTION 404 PERMIT.

\* CONCRETE WASTE OR WASHOUT SHOULD NOT BE ALLOWED IN THE STREET OR ALLOWED TO REACH A STORM WATER DRAINAGE SYSTEM OR WATERCOURSE. CONCRETE WASHOUT SHOULD BE COMPLETED OFF SITE, OR IF ALLOWED ON SITE BY THE PRIMARY CONTACT, WASHOUT SHOULD BE CONTAINED AND COMPLETED IN A LOCATION DESIGNATED BY THE PRIMARY OR SECONDARY CONTACT.

\* ON SITE CONCRETE WASHOUT CONTAINMENT FACILITIES SHOULD BE OF SUFFICIENT VOLUME TO COMPLETELY CONTAIN ALL LIQUID AND CONCRETE WASTE MATERIALS INCLUDING ENOUGH CAPACITY FOR ANTICIPATED LEVELS OF RAINWATER. CONTAINMENT FACILITIES SHALL BE LINED WITH A 30-MIL IMPERMEABLE LINER. THE DRIED CONCRETE WASTE MATERIAL SHOULD BE PICKED UP AND DISPOSED OF PROPERLY WHEN TWO-THIRDS CAPACITY IS REACHED.

\* THE PROVISIONS OF THIS PLAN MUST ENSURE AND DEMONSTRATE COMPLIANCE WITH APPLICABLE STATE AND/OR LOCAL WASTE DISPOSAL, SANITARY SEWER OR SEPTIC SYSTEM REGULATIONS.

\* THE PLAN SHALL ENSURE THAT REGULATED HAZARDOUS OR TOXIC WASTE MUST BE STORED AND DISPOSED IN ACCORDANCE WITH ANY APPLICABLE STATE AND FEDERAL REGULATIONS.



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	OTHER CONTROLS CONT.:					FOR DIESEL FUE CHEMICALS:
н	* ALL OIL OR CHEMICAL SPILLS, REC COMMUNICATIONS CENTER (OCC) I	GARDLESS OF VOL MMEDIATELY: OCC	UME, MUST BE REPC (773) 894-9111.	ORTED TO O'HARE		STORE CHEMICA PLASTIC SHEETI INTO CONTACT
	VEHICLE/EQUIPMENT STORAGE, MA	NINTENANCE, & WA	SHING:			THE DISCHARGE SECONDARY CO SPILLS MUST BE
G	WHENEVER POSSIBLE, VEHICLE AN OFF SITE AT APPROPRIATE AREAS. ON SITE, (INCLUDING BOTH ROUTIN MADE WITHIN A DESIGNATED CONT MECHANICAL FLUIDS (OIL, ANTIFRE DRAINS. DRIP PANS OR ABSORBEN EQUIPMENT MAINTENANCE ACTIVIT VEHICLE FLUIDS. CONSTRUCTION V IDENTIFY ANY LEAKS; LEAKS SHOU BE REMOVED FROM SITE. DISPOSE VEHICLE RELATED CHEMICALS IN A MATERIAL SAFETY DATA SHEET (MS SHOULD IMMEDIATELY REPORT SPI WATER SHOULD BE TREATED IN A S	D EQUIPMENT MAI IF VEHICLE AND EQ E MAINTENANCE) F AINMENT AREA TO EZE, ETC.) INTO W/ T PADS SHOULD BE IES THAT INVOLVE (EHICLES SHOULD LD BE REPAIRED IN CORDANCE WITH SDS) AND/OR MANU LLS TO THE COMM SEDIMENTTRAP OR	NTENANCE AND WAS QUIPMENT MAINTEN REPAIRS AND MAINT PREVENT THE MIGE ATERCOURSES, WE USED FOR ALL VE GREASE, OIL, SOLV BE INSPECTED FREG IMEDIATELY OR THE ANTIFREEZE, SOLV USEPA AND IEPA R IFACTURER INSTRU ISSIONER.VEHICLE/ OTHER BMP THAT W	SHING SHOULD OCC ANCE MUST OCCUP ENANCE SHOULD B RATION OF FLANDS OR STORM HICLE AND ENTS, OR OTHER QUENTLY TO E VEHICLE SHOULD ENTS AND OTHER EGULATIONS AND P CTIONS. CONTRACT EQUIPMENT WASH VILL PROVIDE	UR E E ORS D BE	POSSIBLE. DO N ELIMINATE THE S AN ONGOING DIS CONTROLS, AND PROTECTIVE AS PROTECTION AG CONTROL, DATE EROSION AND S RESOURCES AR DISCHARGE UND UNDER THIS PER NATURAL BUFFE
_	USED INSTEAD OF RINSE WATER TO POSSIBLE. IF DETERGENTS ARE RE BIODEGRADABLE DETERGENTS AN BE USED.THE LOCATION OF WASH WORKERS SHOULD BE NOTIFIED OF SUCH AS VEHICLE REPAIRS, IN A W	O REMOVE DRY MA QUIRED TO CLEAN D WASH PRODUCT AREAS SHOULD BE THE WASH AREAS ASH AREA. WHEN M	TERIALS FROM VEH VEHICLES OR EQUI S FREE OF HALOGEI DOCUMENTED ON S. DO NOT PERFORM NOT IN USE, VEHICLE	ICLES WHENEVER PMENT, NATED SOLVENTS S THE SITE MAP, AND 1 OTHER ACTIVITIES ES UTILIZED ON	HOULD	* PROVIDE A 50- ACTIVITY AND TI
F	SITE FOR CONSTRUCTION OPERAT OF THE REGULATORY FLOODPLAIN POND, DRAINAGE-WAY OR STORM I	IONS SHOULD BE S , AWAY FROM ANY DRAIN.	TORED IN A DESIGN NATURAL OR CREA	IATED AREA OUTSIE TED WATERCOURSE	νΕ Ξ,	* PROVIDE ADDI
	MATERIAL STORAGE AND GOOD HO	USEKEEPING:				* VEGETATION, E
_	SOLID WASTE MATERIALS INCLUDIN MATERIALS, MACHINERY, TOOLS AN OFFSITE. THE TRADE/CONTRACTOF SUCH DISPOSAL.BURNING ON SITE INCLUDING BUILDING MATERIALS, S	IG TRASH, CONSTR ND OTHER ITEMS W R IS RESPONSIBLE WILL NOT BE PERM HALL BE DISCHAR	RUCTION DEBRIS, EX /ILL BE COLLECTED TO ACQUIRE THE PE /ITTED. NO SOLID M. GED TO WATERS OF	CESS CONSTRUCT AND DISPOSED OF RMIT REQUIRED FO ATERIALS, THE STATE,	ON )R	T-901 MUST BE N FOR EACH SPEC INSPECTION, CC PRACTICE.
Е	EXCEPT AS AUTHORIZED BY A SEC COLLECTED AND STORED IN APPRO LOCATION OTHER THAN IN THE APP BEING DISCARDED.THERE SHOULD OTHER CONTAINERS WHICH MAY LI REPLACED AS SOON AS POSSIBLE A PLACE, IF NECESSARY. CONSTRUC WASTE DISPOSAL SHOULD COMPLY	YED RECEPTACLE PROVED CONTAINE BE NO LIQUID WAS EAK. RECEPTACLE AND THE APPROPE TION WASTE MATE	ALL WASTE MATERIA S. NO WASTES SHO RS APPROPRIATE F STES DEPOSITED IN S WITH DEFICIENCIE RIATE CLEAN-UP PRO RIAL IS NOT TO BE E STATE. AND FEDER	ALS SHOULD BE OLD BE PLACED IN A OR THE MATERIALS TO DUMPSTERS OR S SHOULD BE DCEDURE SHOULD T BURIED ON SITE. AL REGULATIONS.	ΑΝΥ ΓΑΚΕ	* WHERE A BASI ACTIVITIES , THE CONDITION AND REMOVED IN AC MAINTENANCE O OF ACCUMULAT * OTHER EROSIO
_	CONTRACTORS SHOULD IMMEDIAT SHOULD NOTIFY THE APPROPRIATE	ELY REPORT ALL S E AGENCIES, IF NEE	PILLS TO THE PRIMA EDED.	ARY CONTACT, WHC	1	AS NECESSARY REMOVAL OF EX
	THE FOLLOWING GOOD HOUSEKEE THE CONSTRUCTION PROJECT:	PING PRACTICES S	HOULD BE FOLLOW	ED ON SITE DURING	ì	INSPECTIONS
D	* MINIMIZE THE EXPOSURE OF BUIL WASTE, TRASH, LANDSCAPE MATE DETERGENTS, SANITARY WASTE AN STORM WATER.	DING MATERIALS, RIALS, FERTILIZEF ND OTHER MATERI	BUILDING PRODUCT S, PESTICIDES, HEF ALS ONSITE TO PRE	S, CONSTRUCTION BICIDES, CIPITATION AND		THE COMMISSIC DISTURBED ARE STABILIZED, STF WHERE VEHICLE AT LEAST ONCE
	* AN EFFORT SHOULD BE MADE TO	STORE ONLY ENO	UGH PRODUCT REQ	UIRED TO DO THE J	OB.	GREATER. INSPE ACTIVITIES HAVI
	* ALL MATERIALS STORED ON SITE THEIR APPROPRIATE CONTAINERS	SHOULD BE STOR	ED IN A NEAT, ORDE PROTECTED FROM	RLY MANNER IN THE ENVIRONMEN	г.	TEMPERTURES WHEN CONSTRU GREATER RAIN I
	* PRODUCTS SHOULD BE KEPT IN T MANUFACTURERLD BE KEPT IN T	HEIR ORIGINAL CO HEIR ORIG	NTAINERS WITH TH	E ORIGINAL		TO FLOODING O BECOMING ACC
С	* SUBSTANCES SHOULD NOT BE MI THE MANUFACTURER.	XED WITH ONE AN	OTHER UNLESS REC	COMMENDED BY		DISTURBED ARE PRECIPITATION
	* OPERATIONS SHOULD BE OBSER DISPOSAL OF MATERIALS ON SITE	VED AS NECESSAR	Y TO ENSURE PROF	PER USE AND		THE DRAINAGE S
_	* WHENEVER POSSIBLE, ALL OF A F THE CONTAINER.	PRODUCT SHOULD	BE USED UP BEFOR	E DISPOSING OF		LOCATIONS WHE TO ENSURE THA ARE ACCESSIBL
	* MANUFACTURERR. FOLLOWED.					MEASURES ARE LOCATIONS WHE OF OFF-SITE SE
В	FOR BUILDING PRODUCTS: STORE IN DESIGNATED STORAGE SHEETING OR TEMPORARY ROOFS WITH RAINWATER, OR A SIMILARLY DISCHARGE OF POLLUTANTS FROM	AREAS AND PROVIE ) TO PREVENT THE EFFECTIVE MEANS I THESE AREAS.	DE EITHER A COVER SE PRODUCTS FROM DESIGNED TO PRE	(E.G., PLASTIC M COMING INTO COI VENT THE	NTACT	AT THE DISCRET CORPS OF ENGI CORRECTED WI IMMEDIATELY IF
	FOR PESTICIDES, HERBICIDES, INSI	ECTICIDES, FERTIL	IZERS, AND LANDSC	APE		THE CONTRACT NAME(S) AND QU
_	STORE IN DESIGNATED STORAGE A PLASTIC SHEETING OR TEMPORAR' FROM COMING INTO CONTACT WITH MEANS DESIGNED TO PREVENT TH	REAS AND PROVID Y ROOFS) TO PREV H RAINWATER, OR A E DISCHARGE OF F	E EITHER A COVER ENT THESE CHEMIC A SIMILARLY EFFEC OLLUTANTS FROM	(E.G., ALS TIVE THESE		STORMWATER F MADE AND RETA DATE OF THE IN OF THE ILR10 GE INSPECTIONS SE
A	REQUIREMENTS INCLUDED ON THE INSECTICIDE, AND FERTILIZER LABE	REGISTERED PES	TICIDE, HERBICIDE,			IF ANY VIOLATIO CONDUCT OF TH COMMISSIONER OPERATIONS OF OF ANY INCIDEN THE PERMIT.
l	8	1	7		6	I

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EL, OIL, HYDRAULIC FLUIDS, OTHER PETROLEUM PRODUCTS, AND OTHER

ALS IN WATER-TIGHT CONTAINERS, AND PROVIDE EITHER A COVER E.G., ING OR TEMPORARY ROOFS) TO PREVENT THESE CONTAINERS FROM COMING WITH RAINWATER. OR A SIMILARLY EFFECTIVE MEANS DESIGNED TO PREVENT E OF POLLUTANTS FROM THESE AREAS (E.G., SPILL KITS), OR PROVIDE )NTAINMENT (E.G., SPILL BERMS, DIKES, SPILL CONTAINMENT PALLETS). E CLEANED UP IMMEDIATELY, USING DRY CLEAN-UP METHODS WHERE IOT CLEAN THE SURFACES OR SPILLS BY HOSING THE AREA DOWN. SOURCE OF THE SPILL TO PREVENT A DISCHARGE OR A CONTINUATION OF SCHARGE.APPROVED STATE OR LOCAL PLANS, BEST MANAGEMENT PRACTICES, O OTHER PROVISIONS CONTAINED IN THIS PLAN ARE AT LEAST AS THE REQUIREMENTS CONTAINED IN THE ILLINOIS ENVIRONMENTAL GENCY'S STANDARDS AND SPECIFICATIONS FOR OIL EROSION AND SEDIMENT ED DECEMBER 2012. ILLINOIS PROCEDURES AND STANDARDS FOR URBAN SOIL EDIMENTATION PLANS THAT ARE APPLICABLE TO PROTECTING SURFACE WATER RE, UPON SUBMITTAL OF A NOTICE OF INTENT TO BE AUTHORIZED TO DER THIS PERMIT. INCORPORATED BY REFERENCE AND ARE ENFORCEABLE RMIT EVEN IF THEY ARE NOT SPECIFICALLY INCLUDED IN THE PLAN.

ERS

MWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES WITHIN 50 FEET OF THE E UNITED STATES, EXCEPT FOR ACTIVITIES FOR WATER DEPENDENT UTHORIZED BY A SECTION 404 PERMIT, PERMITEE SHALL:

FOOT UNDISTURBED NATURAL BUFFER BETWEEN THE CONSTRUCTION HE WATERS OF THE UNITED STATES: OR

TIONAL EROSION AND SEDIMENT CONTROLS WITHIN THAT AREA.

EROSION AND SEDIMENT CONTROL MEASURES AND OTHER PROTECTIVE NTIFIED IN THIS PLAN AND THE CDA STANDARD SPECIFICATIONS P-156 AND MAINTAINED IN GOOD AND EFFECTIVE OPERATING CONDITIONS. CIFIC EROSION AND SEDIMENT CONTROL MEASURE, MAINTENANCE AND ONTRACTOR MUST REFER TO THE ILLINOIS URBAN MANUAL STANDARD

N HAS BEEN INSTALLED TO CONTROL SEDIMENT DURING CONSTRUCTION E PERMITTEES SHALL KEEP THE BASINS IN EFFECTIVE OPERATING REMOVE ACCUMULATED SEDIMENT AS NECESSARY. SEDIMENT SHALL BE CORDANCE WITH THE ILLINOIS URBAN MANUAL(2017) OR MORE FREQUENTLY. OF ANY SEDIMENT BASIN SHALL INCLUDE A POST CONSTRUCTION CLEAN OUT ED SEDIMENT IF THE BASIN TO REMAIN IN PLACE.

ON AND SEDIMENT CONTROL STRUCTURES SHALL BE MANTAINED AND CLEANED TO KEEP STRUCTURES IN EFFECTIVE OPERATING CONDITION, INCLUDING CESS SEDIMENT AS NECESSARY.

NER AND CONTRACTOR MUST PROVIDE QUALIFIED PERSONNEL TO INSPECT EAS OF THE CONSTRUCTION SITE WHICH HAVE NOT BEEN FINALLY RUCTURAL CONTROL MEASURES, DISCHARGE POINTS, AND LOCATIONS ES ENTER OR EXIT THE SITE. SUCH INSPECTIONS MUST BE CONDUCTED EVERY 7 CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM, OF THE FOLLOWING BUSINESS OR WORK DAY, THAT IS 0.5 INCHES OR ECTIONS MAY BE REDUCED TO ONCE PER MONTH WHEN CONSTRUCTION E CEASED DUE TO FROZEN CONDITIONS (WHEN GROUND AND/OR AIR ARE AT OR BELOW 32 DEGREES FAHRENHEIT). INSPECTIONS MUST COMMENCE JCTION ACTIVITIES ARE CONDUCTED, OR IF THERE IS A 0.5 INCHES OR EVENT, OR DISCHARGE DUE TO SNOWMELT OCCURS, AREAS INACCESSIBLE DUE R OTHER UNSAFE CONDITIONS SHALL BE INSPECTED WITHIN 72 HOURS OF ESSIBLE.

EAS AND AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO AND ALL AREAS WHERE STORMWATER TYPICALLY FLOWS WITHIN THE SITE CTED FOR EVIDENCE OF, OR THE POTENTIAL FOR, POLLUTANTS ENTERING SYSTEM. EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED IN THE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY. ALL ERE STABILIZATION MEASURES HAVE BEEN IMPLEMENTED SHALL BE OBSERVED AT THEY ARE STILL STABILIZED. WHERE DISCHARGE LOCATIONS OR POINTS E. THEY MUST BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO RECEIVING WATERS. ERE VEHICLES ENTER OR EXIT THE SITE MUST BE INSPECTED FOR EVIDENCE DIMENT TRACKING.

TION OF THE COMMISSIONER, NCCSWCD, KDSWCD, OR UNITED STATES ARMY NEERS (USACE), VIOLATIONS FOUND DURING INSPECTIONS MUST BE THIN SEVEN (7) DAYS IF MINOR, THREE (3) DAYS IF MODERATE, AND SEVERE.

OR MUST PREPARE REPORT SUMMARIZING THE SCOPE OF THE INSPECTION, UALIFICATIONS OF PERSONNEL MAKING THE INSPECTION, THE DATE(S) OF N, MAJOR OBSERVATIONS RELATING TO THE IMPLEMENTATION OF THIS POLLUTION PREVENTION PLAN, AND ACTIONS TAKEN. THE REPORT MUST BE AINED AS PART OF THE PLAN FOR AT LEAST THREE (3) YEARS AFTER THE SPECTION. THE REPORT MUST BE SIGNED IN ACCORDANCE WITH PART VI.G ENERAL PERMIT. ANY FLOODING OR OTHER UNSAFE CONDITIONS THAT DELAY HALL BE DOCUMENTED IN THE INSPECTION REPORT.

ON OF THE PROVISIONS OF THIS PLAN IS IDENTIFIED DURING THE HE CONSTRUCTION WORK COVERED BY THIS PLAN, THE RESIDENT ENGINEER OR 'S REPRESENTATIVE MUST NOTIFY THE APPROPRIATE AGENCY FIELD FICE OF THE IEPA BY EMAIL. TELEPHONE OR FAX WITHIN 24 HOURS ICE OF NON-COMPLIANCE (ION) OR FOR VIOLATIONS OF ANY CONDITION OF

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ADDITIONALLY, THE COMMISSIONER'S REPRESENTATIVE MUST FILE WITHIN 5 DAYS, FORMS PROVIDED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY AND WILL INCLUDE SPECIFIC INFORMATION ON THE CAUSE OF NONCOMPLIANCE, ACTIONS WHICH WERE TAKEN TO PREVENT FURTHER CAUSES OF NONCOMPLIANCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NONCOMPLIANCE. ALL REPORTS OF NONCOMPLIANCE MUST BE SIGNED BY A RESPONSIBLE AUTHORITY IN ACCORDANCE WITH PART VI.G OF THE GENERAL PERMIT. THE REPORT OF NONCOMPLIANCE MUST BE MAILED TO THE FOLLOWING ADDRESS:

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY **DIVISION OF WATER POLLUTION CONTROL** ATTN: COMPLIANCE ASSURANCE SECTION 1021 NORTH GRAND AVENUE EAST POST OFFICE BOX 19276 SPRINGFIELD, IL 62794-9276

CORRECTIVE ACTIONS

YOU MUST TAKE CORRECTIVE ACTION TO ADDRESS ANY OF THE FOLLOWING CONDITION **IDENTIFIED AT YOUR SITE:** 

\* A STORMWATER CONTROL NEEDS REPAIR OR REPLACEMENT; OR

\* A STORMWATER CONTROL NECESSARY TO COMPLY WITH THE REQUIREMENTS OF THE ILR10 PERMIT WAS NEVER INSTALLED, OR WAS INSTALLED INCORRECTLY; OR

\* A PROHIBITED DISCHARGE HAS OCCURED

\* CORRECTIVE ACTIONS SHALL BE COMPLETED AS SOON AS POSSIBLE AND DOCUMENTED WITHIN 7 DAYS IN AN INSPECTION REPORT OR REPORT OF NONCOMPLIANCE. IF IT IS INFEASIBLE TO COMPLETE THE INSTALLATION OR REPAIR WITHIN THE 7 DAY TIMEFRAME AND DOCUMENT SCHEDULE FOR INSTALLING THE STORMWATER CONTROLS AND MAKING IT OPERATIONAL AS SOON AS FEASIBLE AFTER THE 7 DAY TIMEFRAME.

### NON-STORMWATER DISCHARGES

THE FOLLOWING NON-STORMWATER DISCHARGES MAY BE AUTHORIZED PROVIDED THE NON-STORMWATER COMPONENT OF THE DISCHARGE IS IN COMPLIANCE WITH PART IV.D.5 OF THE ILR10 PERMIT:

- \* DISCHARGES FROM FIREFIGHTING ACTIVITES
- \* FIRE HYDRANT FLUSHING
- \* WATERS USED TO WASH VEHICLES WHERE DETERGENTS ARE NOT USED
- \* WATERS USED TO CONTROL DUST
- \* POTABLE WATER SOURCES INCLUDING UNCONTAMINATED WATERLINE FLUSHINGS
- \* LANDSCAPE IRRIGATION DITCHES
- \* ROUTINE EXTERNAL BUILDING WASHDOWN WHICH DOES NOT USE DETERGENTS \* PAVEMENT WASHWATERS WHERE SPILLS OR LEAKS OF TOXIC OR HAZARDOUS MATERIALS MAY HAVE NOT OCCURRED (UNLESS ALL MATERIAL HAS BEEN REMOVED) AND DETERGENTS ARE
- NOT USED \* UNCONTAMINATED AIR CONDITIONING CONDENSATE SPRINGS
- \* UNCONTAMINATED GROUND WATER FOUNDATION OR FOOTING DRAINS WHERE FLOWS ARE NOT CONTAMINATED WITH PROCESS MATERIALS SUCH AS SOLVENTS

THE FOLLOWING NON-STORM WATER DISCHARGES ARE PROHIBITED:

\* CONCRETE AND WASTEWATER FROM WASHOUT OF CONCRETE (UNLESS MANAGED BY AN APPROPRIATE CONTROL)

- \* DRYWALL COMPOUND \* WASTEWATER FROM WASHOUT AND CLEANOUT OF STUCCO AND PAINT
- \* FORM RELEASE OILS
- \* CURING COMPOUNDS
- \* CONSTRUCTION MATERIALS, FUELS, OILS, OR OTHER POLLUTANTS USED IN VEHICLE AND EQUIPMENT OPERATION AND MAINTENANCE
- \* SOAPS, SOLVENTS, OR DETERGENTS
- \* TOXIC OR HAZARDOUS SUBSTANCES FROM A SPILL OR OTHER RELEASE

THE PLAN MUST IDENTIFY AND ENSURE THE IMPLEMENTATION OF APPROPRIATE POLLUTION PREVENTION AND EROSION AND SEDIMENT CONTROL MEASURES FOR THE NON-STORMWATER COMPONENTS OF THE DISCHARGE.

DURING DEWATERING OPERATIONS, WATER MUST BE PUMPED INTO FILTER BAGS, SEDIMENT TRAPS OR SILT TRAPS. FILTERED WATER MUST BE DISCHARGED ONTO STABILIZED SURFACE TO PREVENT ADDITIONAL EROSION AND SEDIMENTATION.

DISCHAREGS FROM DEWATERING ACTIVITIES, INCLUDING DISCHARGES FROM DEWATERING OF TRENCHES AND EXCAVATIONS. ARE ALLOWABLE IF MANAGED BY APPROPRIATE CONTROLS.

\* DEWATERING DISCHARGES SHALL BE TREATED OR CONTROLLED TO MINIMIZE DISCHARGES OF POLLUTANTS:

\* THE DISCHARGE SHALL NOT INCLUDE VISIBLE FLOATING SOLIDS OR FOAM:

\* AN OIL WATER SEPARATOR OR SUITABLE FILTRATION DEVICE SHALL BE USED TO TREAT OIL, GREASE, OR OTHER SIMILAR PODUCTS IF DEWATERING WATER IS FOUND TO CONTAIN THESE MATERIALS.

\* THE EXTENT FEASIBLE, USE VEGETATED, UPLAND AREAS OF THE SITE TO INFILTRATE DEWATERING BEFORE DISCHARGE.

\* BACKWASH WATER (WATER USED TO BACKWASH/ CLEAN ANY FILTERS USED AS A PART OF STORMWATER TREATMENT ) MUST BE PROPERLY TREATED OR HAULED OFF-SITE FOR DISPOSAL; AND

\* DEWATERING TREATMENT DEVICES SHALL BE PROPERLY MAINTAINED.



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		CONTROL MEASURE GROUP	X APPLICABLE	KEY	CONTROL MEASURE	CONTROL MEASURE CHARACTERISTICS
Н				AG	AGGREGATE COVER	PROVIDES SOIL COVER ON ROADS AND PARKING LOTS AND AREAS WHE VEGETATION CANNOT BE ESTABLISHED. PREVENTS MUD FROM BEING P UP AND TRANSPORTED OFF-SITE.
			x	EB	EROSION BLANKET	PROTECTS THE SOIL SURFACE FROM RAINDROP IMPACTS AND OVERLAND FLOW DURING THE ESTABLISHMENT OF VEGET REDUCES SOIL MOISTURE LOSS DUE TO EVAPORATION.
_		NON- VEGETATIVE SOIL		GT	GEO-TEXILE FABRIC	A PERMEABLE GEOSYNTHETIC FABRIC USED TO ENHANCE WATER MOVE AND RETARD SOIL MOVEMENT; AND AS A BLANKET TO ADD REINFORCEM AND SEPARATION
	L L	COVER	x	M	MULCHING	ADDED INSURANCE OF A SUCCESSFUL TEMPORARY OR PERMANENT SEL CONTROLS UNWANTED VEGETATION AND PRESERVES MOISTURE. PROV COVER WHERE VEGETATION CANNOT BE ESTABLISHED.
G	ITRO		x	P	PAVING	PROVIDES PERMANENT COVER ON PARKING LOTS AND ROADS OR OTHE WHERE VEGETATION CANNOT BE ESTABLISHED.
•	CON		X	PM	POLYMER (POWDERED FORM)	A WATER SOLUBLE POLYACRYLAMIDE (PAM) IN POWDER FORM, USED FOR EROSION CONTROL WHEN BROADCASTED ON DISTURBED SOIL.
	NOIS	OUTLETS			LINED APRON	PROTECTS DOWNSTREAM CHANNELS AND FLAT AREAS FROM HIGH VELO OF FLOW DISCHARGING FROM STRUCTURES.
	EROS		X		DORMANT SEEDING	SAME AS PERMANENT SEEDING EXCEPT IS DONE DURING DORMANT SEA HIGHER RATES OF SEED APPLICATION ARE REQUIRED.
	ш		X	PS	PERMANENT SEEDING	PROVIDES PERMANENT VEGETATIVE COVER TO CONTROL EROSION, FIL SEDIMENT FROM WATER. MAY BE PART OF FINAL LANDSCAPE PLAN.
		VEGETATIVE		PTS	PLANTS, TREES, & SHRUBS	PROVIDES GROUND COVER, SHRUBS AND TREES IN ADDITION TO PERMA VEGETATION. MAY BE USED AS PART OF A FINAL LANDSCAPE PLAN ALO WITH SHRUBS AND TREES.
F		COVER		SO	SODDING	QUICK PERMANENT COVER TO CONTROL EROSION. QUICK WAY TO ESTA VEGETATION FILTER STRIP. CAN BE USED ON STEEP SLOPES OR IN DRAINAGEWAYS WHERE SEEDING MAY BE DIFFICULT.
			x	TS	TEMPORARY SEEDING	PROVIDES QUICK TEMPORARY COVER TO CONTROL EROSION WHEN PER SEEDING IS NOT DESIRED OR TIME OF YEAR IS INAPPROPRIATE.
				VF	VEGETATIVE FILTER	USED ALONG DRAINAGEWAYS OR PROPERTY LINES TO FILTER SEDIMEN RUNOFF. SIZE MUST BE INCREASED IN PROPORTION TO DRAINAGE ARE/
_				JN	JUTE NETTING	A NATURAL FIBER MESH USED FOR EROSION AND SEDIMENT CONTROL. MAY BE USED IN COMBINATION WITH POLYMERS AND FLOC LOGS TO REMOVE SUSPENDED SEDIMENT FROM STORMWATER.
		DEMATERINO		FL	POLYMER (FLOC LOG FORM)	A WATER SOLUBLE POLYACRYLAMIDE (PAM) USED IN FLOWING CONDITIC TO REMOVE SUSPENDED SEDIMENT FROM STORMWATER.
		DEWATERING		PM	POLYMER (POWDERED FORM)	A WATER SOLUBLE POLYACRYLAMIDE (PAM) IN POWDER FORM, USED IN CONJUNCTION WITH FLOC LOGS AND JUTE IN FLOWING CONDITIONS, TO REMOVE SUSPENDED SEDIMENT.
E				SP	SUMP PIT AND FILTER BAG	TEMPORARY PRACTICE TO REMOVE EXCESSIVE WATER FROM EXCAVAT WITH IMPROVED WATER QUALITY AND WITHOUT SEDIMENT
	Ъ		X	IPA	ABOVE GROUND INLET PROTECTION	TEMPORARY PRACTICE TO CONTROL SEDIMENT AT STORM DRAIN INLET INSIDE DISTURBED DRAINAGE AREAS.
	NTR	INLET PROTECTION	x	IPB	BELOW GROUND INLET PROTECTION (INLET BASKET)	TEMPORARY PRACTICE TO CONTROL SEDIMENT AT STORM DRAIN INLET ALL CONCRETE AND PAVED SURFACES.
	τco			(IPC)	CULVERT INLET PROTECTION - STONE	TEMPORARY PRACTICE TO CONTROL SEDIMENT AT CULVERT INLETS.
	MEN.			RS	CONSTRUCTION ROAD STABILIZATION	STABILIZATION OF TEMPORARY CONSTRUCTION ACCESS ROUTES TO RE EROSION OF TEMPORARY ROADBEDS AND PARKING AREAS.
	EDII	MUD & DUST CONTROL	X	T	DUST AND TRAFFIC CONTROL	PREVENTS DUST FROM LEAVING CONSTRUCTION SITE.
ן ט			x	SE	STABILIZED CONST. ENTRANCE	PREVENT MUD FROM BEING PICKED UP AND CARRIED OFF-SITE.
		PERIMETER CONTROL	X	SF	SILT FENCE	USED FOR SINGLE LOTS OR DRAINAGE AREAS LESS THAN 1/2 ACRE TO C SEDIMENT FROM RUNOFF.
_		TEMPORARY SEDIMENT		XS	EXCAVATED SEDIMENT BASIN	A TEMPORARY PONDING BASIN, WITH OUTLET STRUCTURE, FORMED BY CONSTRUCTION OF AN EMBANKMENT OR EXCAVATED BASIN TO TEMPOR DETAIN SEDIMENT-LADEN RUNOFF FROM LARGER DISTURBED AREAS. US WHEN DRAINAGE AREA IS GREATER THAN 5 ACRES
		BASINS/ TRAPS	x	ST	TEMPORARY SEDIMENT TRAPS	A TEMPORARY PONDING BASIN FORMED BY CONSTRUCTION OF AN EMB/ OR EXCAVATED BASIN TO TEMPORARILY DETAIN SEDIMENT-LADEN RUNG SMALL, DISTURBED AREAS, USED WHEN DRAINAGE AREA IS LESS THAN S
				CD	CHANNEL DIVERSION	TYPICALLY USED AT TOP OR BASE OF SLOPES. USED WHEN EXCESS SO
С		DIVERSIONS		RD	RIDGE DIVERSION	TYPICALLY USED ABOVE SLOPES. USED WHERE AN EXCESS OF SOIL
	ROL			(SD)	TEMPORARY SLOPE DRAIN	A TUBING OR CONDUIT TO CONVEY CONCENTRATED RUNOFF DOWN A SI WITHOUT CAUSING EROSION ON OR BELOW THE SLOPE
	LNO			GC	GEOSYNTHETIC CHECK STRUCTURE	TEMPORARY PRACTICE TO REDUCE VELOCITY AND TRAP SEDIMENT.
		CHECK				
	RUNO	DAMS  DITCH CHECKS		RR	ROCK CHECK DAM - RIP RAP	A ROCK DAM CONSTRUCTED ACROSS A SWALE OR DITCH TO REDUCE TH VELOCITY OF CONCENTRATED STORM WATER FLOWS. TO BE USED WHE EACH DAM HAS A DRAINAGE AREA OF LESS THAN 10 ACRES.
В		ENCLOSED	x	SS	STORM SEWER	CAN BE USED TO CONVEY SEDIMENT LADEN WATER TO SEDIMENT BASIN CONJUNCTION WITH A WATERWAY.
		DRAINAGE	x		UNDERDRAIN	VEGETATION GROWTH AND SLOPE STABILITY. USED TO CARRY BASE FL WATERWAYS AND TO DEWATER SEDIMENT BASINS.
	SUG	OTHER	X		TEMPORARY CONCRETE WASHOUT	USAGE ON CONSTRUCTION SITES.
	NEC		X		TOPSOILING	METHODS OF PRESERVING AND USING TOPSOIL TO PROVIDE A SUITABLE MEDUIM FOR SITE STABILIZATION WITH VEGETATION.
	ELLA					VELOCITIES OF FLOW OR WHERE VEGETATION CANNOT BE ESTABLISHED
	1ISCI			(SSS)	STABILIZATION - RIPRAP/GABIONS	PROTECTS STREAMBANKS FROM EROSIVE FORCE OF FLOWING WATER
A	2	WATERWAYS		$\bigcirc$	TEMPORARY CREEK CROSSING	CONSTRUCTION VEHICLES TO CROSS WITHOUT CAUSING SEDIMENTATIONS STREAMBED DAMAGE, OR FLOODING.
						IS NOT EXTREMELY FAST.
				vss	STABILIZATION	AND PROVIDES NATURAL, PLEASING APPEARANCE
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			<u>`</u>	IN	SPEC <sup>-</sup>	TION /	AND M	AINTE	INANC	E SCI	HEDUL	<u>.E</u>		
_	RARY	NENT		ACTIVITY			RES	PONSIE	BLE PAF	RTY			DUR	
	TEMPO	PERMA		STABILIZATION DURING CONSTRUCTION-I	MAINTEN	ANCE		CONTRA	ACTOR		AT LEA WITHIN OR BY	ST ONCE 24 HOUR THE ENE	EVERY S OF TH OF TH	/ 7 CALI HE END E FOLL
NG PICKED	X X	X X		STABILIZATION DURING CONSTRUCTION-	OBSERV	ATION	C	ONTRAC COMMIS	TOR AND	)	AT LEA WITHIN OR BY	ST ONCE 24 HOUR THE END	EVER EVER SOF TI OF TH	Y 7 CALI HE END E FOLL
	×	x									OR WOF			
SEEDING.			-			<u>се</u>								
THER AREAS			-								<b>F</b>			
D	X	-		MOBILIZATION / IMPLEMENT EROSIC	OBILIZATION / IMPLEMENT EROSION CONTROL DESCRIPTION OF CONSTRUCT								ES I	 FINAL
VELOCITY	X	Х		0 - 60 DAYS 60 - 360 DAY								YS		
SEASON.	X	X	-		C									
	-	X	-	STABILIZATION TYPE								AUG	SEDT	
ALONG	-	X	-	TYPE 1 - OMP PERMANENT SEED MIX						JOINE	JULI	A00.		
ESTABLISH	x	x												
	X	-	-		**					**				
AREA. OL.	X	X	-											
	X	-	-											
D IN	X	-	-	EROSION BLANKET / HYDROMULCH										
	X	-	-	MULCH	*									
	X	-	-	POLYMERS										
ILET FOR		-	-	TYPE 1: TALL FESCUE @ 325 LBS// T-901 SEEDING (AIRSIDE)	ACRE (FC OR SPEC	OR OMP	PERMANE ON 02931	ENT SEEI	ס MIX TA AND H	LL FESCI ′DRO-MU	JE VARIE LCHING	TIES, RE	FER TO	) CDA S SIDE AI
6.	×	-	-	TYPE 2: TALL FESCUE @ 250 LBS// TYPE 3: TALL FESCUE @ 300 LBS// TEMP. SEEDING: PERENNIAL RYE 25 LBS/A	ACRE AN ACRE AN CRE AND	D PERE D PERE CEREA	NNIAL RY NNIAL RY L RYE 90	E @ 75 L E @ 75 L LBS/ACR	BS/ACRE BS/ACRE E. OR PE	RENNIAI	RYE @		* OF GF	
O REDUCE	x	-	-	25 LBS/ACRE AND SPRING CONTROL BLANKET/HYDR	GOATS @ ROMULCH	) 90 LBS Í, MULC	/ACRE FO H AND PO	R TEMPO	ORARY S , REFER	EEDING, TO CDA	EROSIO	N ATION P	-156	EEZES
	X	X		SWPPP OPERATOR CERTIFICATION STATE				ТТАСЦИ						
TO CONTROL	X X	X -		DESIGNED TO ASSURE THAT QUALIFIED PER WHO MANAGE THE SYSTEM, OR THOSE PER TRUE, ACCURATE, AND COMPLETE. I AM AW	RSONNEL RSONS DI ARE THA	PROPE RECTLY	RLY GATH RESPONS ARE SIG	IERED AN SIBLE FOI NIFICANT	ND EVALU R GATHE PENALT	JATED TH RING THE IES FOR	E INFORM IE INFORM SUBMITT	MATION S ATION, T ING FALS	SUBMITT HE INFC	ED. BAS RMATIC
) BY IPORARILY S. USED	x	-	TOR	IMPRISONMENT FOR KNOWING VIOLATIONS										
EMBANKMENT RUNOFF FROM	x	-	OPERA	SIGNATURE										
S SOIL	X	x	SWPPF	COMPANY										
	X	X												
	X X	-		"I CERTIFY UNDER PENALTY OF LAW THAT I ILR10 THAT AUTHORIZES THE STORM WATE	UNDERS R DISCH	TAND TH ARGES A	IE TERMS ASSOCIAT	AND COI ED WITH	NDITIONS	OF THE	GENERAI /ITY FRO	_ NATION M THE CO	AL POLI DNSTRU	LUTANT
CE THE WHEN	x	-	SENERAL	SIGNATURE										
				COMPANY										
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OR BETTER E FLOW IN	x	x	NESSEI	SIGNATURE										
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									ELE	CTRICAL KE	Y NOTES:		
н		<u>L SYMBOLS AND LEGEND</u> EXISTING RUNWAY TD	Z LIGHT FIXTURE						1	REMOVE EXTENS NEW FL/	E EXISTING TAXIWAY ION RING AND PROVI ANGE, EXTENSION AN	IN-PAVEMENT CEN DE COVER PLATE. D SPACER RINGS.	TERLINE LIGHT FIXTURE, REINSTALL ORIGINAL LIG
	G	PROPOSED TAXIWAY I	IN-PAVEMENT CENTER	LINE LIGHT FIXTURE	E, UNI-DIRECTIONA	L, (G=GREEN)			2	REMOVE TRANSF L-868 BA	E EXISTING TAXIWAY ORMER AND EXTENS SE CAN, L-850(A or B)	IN-PAVEMENT CEN ION RING AND BAC )(L) LIGHT FIXTURE	TERLINE BASE, LIGHT FIX KFILL THE CAN. FURNISH ISOLATION TRANSFORM
-	Gey	EXISTING TAXIWAY IN-	PAVEMENT CENTERLI	NE LIGHT FIXTURE (	G=GREEN , Y=YELI	LOW)				EXTENS REMOVE	ION AND SPACER RIN E EXISTING IN-PAVEM	IGS AT THE SAME L	.OCATION. FUS LIGHT (RWSL) FIXTUF
	$\bigcirc$ or $\bigoplus$	EXISTING RUNWAY IN-	PAVEMENT EDGE LIGH	IT FIXTURE					(3)	EXTENS NEW SN	ION RING AND PROVI OW PLOW RING, FLAI	DE TEMPORARY CO NGE EXTENSION RI	OVER. REINSTALL ORIGIN NG AND SPACER RINGS.
G		EXISTING IN-PAVEMEN	IT RUNWAY GUARD LIG	GHT FIXTURE					4	REMOVE 1-FLASH ORIGINA RING, FL	E EXISTING IN-PAVEM ER) FIXTURES, SNOV L ALSF STEADY-BUR ANGE, EXTENSION A	ENT ALSF LIGHT CE V PLOW RING, EXTE NING AND FLASHEF ND SPACER RINGS	ENTER BAR (5-STEADY-BU ENSION RING, AND PROVI R LIGHT FIXTURES WITH N
		EXISTING RUNWAY ST	ATUS LIGHT (RWSL)						5	REMOVE SNOW P STEADY	E EXISTING IN-PAVEM LOW RING, EXTENSIC -BURNING AND FLASH	ENT ALSF LIGHT CE DN RING, AND PRO\ HER LIGHT FIXTURI	ENTER BAR (5-STEADY-BL /IDE COVER. REINSTALL ( ES WITH NEW SNOW PLO'
		EXISTING IN-PAVEMEN	IT ALSF LIGHT CENTER	R BAR (5-STEADY-BU	irning and 1 flas	SHER)				AND SPA	ACER RINGS. E EXISTING IN-PAVEM	IENT ALSF LIGHT SI	DE BAR (3-STEADY-BURN
F	00000	EXISTING IN-PAVEMEN	IT ALSF LIGHT CENTER	R BAR (5-STEADY-BU	IRNING)				6	SNOW P STEADY FLANGE	LOW RING, EXTENSIC -BURNING AND FLASH , EXTENSION AND SP	)N RING, AND PROV HER LIGHT FIXTURE ACER RINGS.	/IDE COVER, REINSTALL ( ES WITH NEW SNOW PLO'
	000	EXISTING IN-PAVEMEN	IT ALSF LIGHT SIDE BA	R (3-STEADY-BURNI	NG)				7	REMOVE SALVAG	E EXISTING TAXIWAY E LIGHT FIXTURE ANI	TYPE 1 MARKER EE D ISOLATION TRAN	DGE LIGHT AND FOUNDAT SFORMER AND DELIVER 1
-		EXISTING TAXIWAY IN-	PAVEMENT EDGE LIGH	HT FIXTURE									
	$\odot$	PROPOSED TAXIWAY	TYPE 2 MARKER EDGE	LIGHT FIXTURE									
F	R	REMOVE EXISTING TAX	XIWAY TYPE 2 MARKEF	R EDGE LIGHT FIXTU	JRE								
	$\bigcirc$	EXISTING TAXIWAY EL	EVATED EDGE LIGHT, <sup>-</sup>	TYPE 1 MARKER BA	SE TO REMAIN								
_	Φ	PROPOSED TAXIWAY E	ELEVATED EDGE LIGHT	T, TYPE 1 MARKER B	BASE								
	R	REMOVE EXISTING TAX	XIWAY ELEVATED TYPE	E 1 MARKER EDGE L	IGHT FIXTURE ANI	D FOUNDATION							
D		ELECTRICAL HANDHOI	LE										
	$\times \times \times \times$	$\times$ EXISTING DUCTBANK A	AND CABLES TO BE RE	MOVED									
	11121	✓ REMOVE EXISTING CA	BLES. ABANDON DUCT	BANK IN PLACE									
-	2	<ul> <li>PROPOSED ELECTRIC, THE NUMBER OF #6, L-</li> </ul>	AL CONDUIT OR DUCTE -824, 5KV, TYPE C CABL	BANK (THE NUMBER LE IN CONDUIT)	R DENOTES								
		PAVEMENT SURFACE	WEATHER SENSOR										
С	——— E-——		NK, CONCRETE ENCASI	ED									
	<u> </u>		K, DIRECTIONAL BORED	D									
		ELECTRICAL MANHOLE	E, 6' X 8' X 6.5'										
-		EXISTING SIGN BASE											
		EXISTING SIGN											
		R EXISTING SIGN TO BE	REMOVED										
D		PROPOSED AIRFIELD S	SIGN										
_	DUCTBANK	KEYNOTES:											
	(1) 2" PV	VC COATED GALVANIZED R	IGID STEEL CONDUIT, S	SAW KERFED IN PA	/EMENT WITH #6, L	824, 5KV, TYP C CA	BLES (NO. OF CABLES	S AS INDICATED)					
	2 2-W/	AY - 3" PVC CONCRETE ENC	CASED DUCTBANK WITH	H #6, L-824, 5KV, TYF	PE C CABLES (NO.	OF CABLES AS INDIC	CATED)						
A	3 6-WA	AY - 4" HDPE, DIRECTIONAL	LY BORED										
	4 6-WA	AY - 4" PVC CONCRETE ENC	CASED DUCTBANK										
	5 1-WA	AY - 2" PVC CONCRETE ENC	CASED DUCTBANK WITH	H #6, L-824, 5KV, TYF	PE C CABLES (NO.	OF CABLES AS INDIC	CATED)						
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NOTES: 1. SEE SH PLAN V	IEET EA-103 /IEW	FOR	н	CHICAGO DEPARTMENT OF AVIATION *
			G	AAVOR JAMIE L. RHEE COMMISSIONER
			F	ADO Engineering, Inc.
			E	
			D	
			с	APPROVED AS WORKING PLAN BY:
			в	03/31/21       ISSUED FOR BID         REV       DATE       DESCRIPTION         PROJECT NAME:       O'HARE INTERNATIONAL AIRPORT         REHABILITATION FOR       TAXIWAYS Y, Y1, Y2, Y3, Y4         SHEET TITLE:       SHEET TITLE:
			A	AIRFIELD ELECTRICAL PLAN TAXIWAY Y3 DUCTBANK PROFILE DESIGNED: DRAWN: CHECKED: A.OSHANA HS RJS PROJECT NO.: H6237.21-00 DATE: 03/31/21 SHEET NO. REVISION
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	SIGN NAME	SHEET NO.	SI	ZE PROPOSED	STYLE	CLASS	MODE	EXISTING SIGN	PROPOSED SIGN	NUMBER OF MODULES	SIGN LOCATION ( * )	NOTES
	Y1-1R	EA-201		3	2	2	2	46	46	1 - 2 MODULE	STA. 152+11.01 OFF. 101.93' RT	SEE NOTES 1, 2 & 3
-	Y1-2R	EA-201		3	2	2	2	<b>4 K ∀ Y</b>	46 XX	1 - 2 MODULE	STA. 152+11.01 OFF. 95.50' LT	SEE NOTES 1 & 2
-	Y-7R	EA-202		3	3	2	2	28L - APCH	10R DEP - 28L APCH	1 - 4 MODULE 1 - 3 MODULE	STA. 162+43.22 OFF. 143.52' RT	SEE NOTES 1, 2 & 3
	Y-9R	EA-202		3	3	2	2	28L - APCH	10R DEP - 28L APCH	1 - 4 MODULE 1 - 3 MODULE	STA. 162+79.44 OFF. 95.50' LT	SEE NOTES 1, 2 &
	Y-6	EA-202		3	2	2	2	₹₩ ₩		1 - 2 MODULE	USE EXISTING SIGN BASE	SEE NOTES 1 & 2
	Y-5	EA-202		3	2	2	2	484		1 - 2 MODULE	STA. 167+83.57 OFF. 95.50' RT	SEE NOTE 2
	Y2-2R	EA-202		3	2	2	2	K X X X X	K人 法 人 」 22L - 4R	1 - 4 MODULE	STA. 267+64.27 OFF. 99.41' RT	SEE NOTES 1, 2 & 3
	Y2-3R	EA-202		3	3	2	2	22L-4R	<u>===</u> 22L - 4R	1 - 4 MODULE	STA. 267+67.46 OFF. 95.89' LT	SEE NOTES 1, 2 &
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												<u> </u>	<u>NOTES:</u> 1. INSTA THE C PAD, L L-823
н	SIGN NAME	SHEET NO.	SI EXISTING		STYLE	CLASS	MODE	EXISTING SIGN	PROPOSED SIGN	NUMBER OF MODULES	SIGN LOCATION(*)	NOTES	SHOW 2. REMO
_	Y-28R	EA-202		3	3	2	2		58L APCH - 10R DEP	1 - 4 MODULE 1 - 3 MODULE	STA. 170+21.08 OFF. 194.62' LT	SEE NOTES 1, 2 & 3	SIGN I AND A RESTO 3. PRIOR CONTE NEW F SHALL POINT
G	Y-10R	EA-202		3	2	2	2		S8L APCH - 10R DEP	1 - 4 MODULE 1 - 3 MODULE	STA. 171+85.92 OFF. 95.50' RT	SEE NOTES 1, 2 & 3	BASE / ELECT SIGN V OF TH NOT E LOCAT SEE S REGAT POINT
F	Y-8B	EA-203		3	2	2	2			1 - 2 MODULE	STA. 175+64.43 OFF. 105.07' LT	SEE NOTE 2	TEMPO THIS V SIGN A
'     	Y-8	EA-203		3	2	2	2	<b>∠</b> M 28C↑		1 - 2 MODULE	STA. 175+67.39 OFF. 100.95' RT	SEE NOTES 1 & 2	
E	Y3-4R	EA-203		3	3	2	2	22L - 4R	==== 22L - 4R	1 - 4 MODULE	STA. 383+27.67 OFF. 102.08' RT	SEE NOTES 1, 2 & 3	
_ _	Y3-3R	EA-203		3	3	2	2	22L - 4R	22L - 4R	1 - 4 MODULE	STA. 383+32.34 OFF. 95.79' LT	SEE NOTES 1, 2 & 3	
_	Y-22	EA-204		3	2	2	2	▲ 28C 28R↑	<b>₹</b> 28C 28R <b>↑</b>	1 - 4 MODULE	STA. 188+96.72 OFF. 95.50' LT	SEE NOTES 1 & 2	
С	Y-21	EA-204		3	3	2	2	<b>₹</b> GG	GG X	1 - 3 MODULE	STA. 189+63.90 OFF. 95.50' LT	SEE NOTES 1 & 2	
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SIGN NAME	SHEET NO.	SI	ZE PROPOSED	STYLE	CLASS	MODE	EXISTING SIGN	PROPOSED SIGN	NUMBER OF MODULES	SIGN LOCATION ( * )	NOTES
Y-20	EA-204		3	2	2	2	GG 🍤	GG 🍾	1 - 3 MODULE	STA. 195+46.80 OFF. 95.50' RT	SEE NOTES 1 & 2
Y-19	EA-204		3	2	2	2	← RR	← RR	1 - 3 MODULE	STA. 196+91.21 OFF. 115.17' LT	SEE NOTES 1 & 2
Y-18R	EA-205		3	3	2	2	28C - APCH	10C DEP - 28C APCH	1 - 4 MODULE 1 - 3 MODULE	STA. 201+34.21 OFF. 113.03' LT	SEE NOTES 1, 2 & 3
Y-17	EA-205		3	2	2	2	RR 7	RR 🖈	1 - 3 MODULE	STA. 201+69.09 OFF. 95.50' RT	SEE NOTES 1 & 2
Y-19R	EA-205		3	3	2	2		ILS	2 - 1 MODULE	STA. 204+07.54 OFF. 95.50' LT	SEE NOTES 1, 2 & 3
Y-16	EA-205		3	2	2	2			1 - 2 MODULE	STA. 212+48.33 OFF. 110.88' LT	SEE NOTES 1 & 2
Y4-3R	EA-205		3	3	2	2	22L - 4R	55C - 4K	1 - 4 MODULE	STA. 410+22.68 OFF. 95.89' LT	SEE NOTES 1, 2 & 3
Y4-2R	EA-205		3	3	2	2	35日 - 4日	第1 55 57 5 5 5 5 5 5 5 5 5 5 5 5 5	1 - 4 MODULE	STA. 410+28.19 OFF. 96.07' RT	SEE NOTES 1, 2 & 3
Y4-1	EA-205		3	2	2	2			1 - 3 MODULE	STA. 411+21.77 OFF. 106.70' LT	SEE NOTES 1 & 2
Y-14R	EA-205		3	3	2	2	STI		2 - 1 MODULE	STA. 213+02.97 OFF. 113.89' LT	SEE NOTES 2
Y-25R	EA-206		3	3	2	2	28C - APCH	28C APCH - 10C DEP	1 - 4 MODULE 1 - 3 MODULE	STA. 213+54.13 OFF. 115.94' LT	SEE NOTES 1, 2 & 3

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	SIGN NAME	SHEET NO.	SIZE EXISTING PROPOSED	STYLE	CLASS	MODE	EXISTING SIGN	PROPOSED S	IGN NUMBER OF MODULES	SIGN LOCATION ( * )	NOTES
_	Y-15R	EA-206	3	3	2	2			1 - 1 MODULE	STA. 213+57.12 OFF. 178.80' RT	SEE NOTE 2
	Y-26R	EA-206	3	3	2	2	ILS	ILS	1 - 1 MODULE	STA. 213+90.08 OFF. 109.87' LT	SEE NOTES 1, 2 & 3
	Y-27R	EA-206	3	3	2	2	S8C - APCH	CH - 10C DEb	1 - 4 MODULE 1 - 3 MODULE	STA. 214+00.96 OFF. 158.24' RT	SEE NOTES 1, 2 & 3
	Y-29R	EA-206	3	3	2	2		ILS	1 - 1 MODULE	STA. 215+21.32 OFF. 117.93' RT	SEE NOTES 1, 2 & 3
	Y-13	EA-206	3	2	2	2		✓ d ∠ A A		STA. 217+92.39 OFF. 95.50' RT	SEE NOTES 1 & 2
	Y-31NA	EA-206	N/A	N/A	N/A	N/A	NOISE ABATEMENT 2200-0700 LCL			STA. 219+16.05 OFF. 84.10' LT	SEE NOTE 2
	Y-12R	EA-206	3	3	2	2	10L - 28R	10L - 2	1 - 4 MODULE	STA. 219+66.05 OFF. 95.50' LT	SEE NOTES 1, 2 & 3
	Y-100	EA-206	3	3	2	2		= = = = = = = = = = = = = = = = = = =	1 - 4 MODULE	STA. 219+66.05 OFF. 95.50' RT	SEE NOTES 1, 2 & 3
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CONSTRUCTION SEQUENCE FOR NEW CONDUIT SAW KERF

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- 1. PRIOR TO THE PAVEMENT WORK, LAYOUT PROPOSED CONDUIT ROUTING FOR COMMISSIONER APPROVAL.
- 2. SAW CUT AND KERF A 8" WIDE AND 8" DEEP INTO THE EXISTING CONTINUOUS REINFORCED PAVEMENT AND REMOVE PAVEMENT MATERIAL FROM THE TRENCH. THE DEPTH OF THE TRENCH SHALL BE TO THE TOP OF TRANSVERSE REINFORCEMENT STEEL FOR CONDUIT RUNNING PARALLEL TO RWY CENTERLINE AND TOP OF THE LONGITUDINAL REINFORCING STEEL.
- 3. INSTALL 2" PVC COATED GALVANIZED RIGID STEEL CONDUIT IN THE TRENCH.
- 4. INSTALL #6 SOLID BARE COPPER COUNTERPOISE 4" ABOVE THE NEW CONDUIT UTILIZING SUITABLE SPACERS.
- 5. BACKFILL THE TRENCH WITH L-120 HIGH EARLY CONCRETE UP TO AND FLUSH WITH THE SURROUNDING PAVEMENT.
- 6. CLEAN AND REMOVE DEBRIS FROM THE WORK AREA PRIOR TO OPENING THE RUNWAY OR TAXIWAY BEING WORKED AT.

## CONSTRUCTION SEQUENCE FOR REPLACING EXISTING CONDUIT IN SAW KERF

- 1. PRIOR TO THE PAVEMENT WORK, LOCATE THE EXISTING CONDUIT BETWEEN THE TAXIWAY CENTERLINE LIGHT BASES.
- 2. SAW CUT AND KERF A 8" WIDE AND 8" DEEP INTO THE EXISTING CONTINUOUS REINFORCED PAVEMENT AND REMOVE PAVEMENT MATERIAL FROM THE TRENCH. THE DEPTH OF THE TRENCH SHALL BE TO THE TOP OF TRANSVERSE REINFORCEMENT STEEL FOR CONDUIT RUNNING PARALLEL TO RWY CENTERLINE AND TOP OF THE LONGITUDINAL REINFORCING STEEL.
- 3. REMOVE THE EXISTING CONDUIT FROM AND PAVEMENT FROM THE TRENCH.
- 4. INSTALL NEW 2" PVC COATED GRS RIGID STEEL CONDUIT IN THE TRENCH.
- INSTALL #6 SOLID BARE COPPER COUNTERPOISE 4" ABOVE THE NEW 5. CONDUIT UTILIZING SUITABLE SPACERS. EXOTHERMICALLY BOND TO THE LIGHT BASE AND EXISTING COUNTERPOISE AS SHOWN ON SHEETS EA-301 AND EA-302.
- 6. BACKFILL THE TRENCH WITH L-120 HIGH EARLY CONCRETE UP TO AND FLUSH WITH THE SURROUNDING PAVEMENT.
- 7. CLEAN AND REMOVE DEBRIS FROM THE WORK AREA PRIOR TO OPENING THE RUNWAY OR TAXIWAY BEING WORKED AT.

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			PROVIDE SEALANT AROUND ANULAR SPACE PER DETAIL 1 ON SHEET EA-304
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STEP 3

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### **IN-PAVEMENT TAXIWAY CENTERLINE INSTALLATION SEQUENCE**

STEP 1

- LAYOUT THE PROPOSED LIGHT LOCATIONS FOR APPROVAL
- CORE A 30-INCH DIAMETER BY 32-INCH DEEP HOLE IN THE EXISTING REINFORCED PAVEMENT AT LOCATIONS SHOWN ON THE PLANS
- INSTALL THE CIRCUIT CONDUITS BETWEEN LIGHTS AS SHOWN IN THE CONDUIT -SAW KERF DETAILS

STEP 2

- PRE-ASSEMBLE THE L-868 LIGHT BASES WITH MUD COVERS PER DIMENSIONS -SHOWN.
- PRE-ASSEMBLE REINFORCEMENT CAGES. THE WORK SHALL BE PERFORMED -OFF-SITE AND MUST BE INSPECTED AND APPROVED
- EXCAVATE AND REMOVE ALL THE PAVEMENT MATERIAL WITHIN THE OPENING -DRILL AND EPOXY FOUR (4) EQUALLY SPACED 1-INCH DIAMETER BY 19-INCH LONG
- TIE BARS INTO THE CONCRETE PAVEMENT SET THE PRE-ASSEMBLED LIGHT BASES AND ASSOCIATED REBAR CAGES TO THE -
- DIMENSIONS SHOWN ON THE PLANS INSTALL GROUND RODS AND COUNTERPOISE AND EXOTHERMICALLY BOND AS -SHOWN
- CONNECT TO SAW KERFED CONDUITS AND DRAINAGE PIPES -
- SURVEY AND DOCUMENT CENTER AND ELEVATION OF EACH LIGHT BASE
- FILL THE CAVITY WITH HIGH EARLY CONCRETE TO PROPER LINE
- AND GRADE AND ALLOW TO SET AS NECESSARY FOR DAY TIME OPERATIONS PLACE CONCRETE WITH CARE THAT NEITHER JIG NOR LIGHT BASE ALIGNMENTS -ARE DISTURBED

STEP 3

- MILL AND OVERLAY 3" PAVEMENT -
- LOCATE AND PARTIALLY CORE THE LIGHT BASES
- INSTALL EXTENSION RING, SPACER RINGS, FLANGE AND LIGHT FIXTURE
- INSTALL CIRCUIT WIRES, ISOLATION TRANSFORMERS, L-832 CONNECTORS AND ACCESSORIES
- CONNECT THE LIGHT FIXTURES AND TEST THE SYSTEM

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STEP 3

**IN-PAVEMENT TAXIWAY CENTERLINE LIGHT REPLACEMENT SEQUENCE** 

# STEP 1

- SURVEY AND DOCUMENT THE LOCATIONS OF ALL TAXIWAY IN-PAVEMENT CENTERLINE LIGHT FIXTURES WITHIN THE PROJECT LIMITS
- COORDINATE WITH CDA ELECTRICAL DEPARTMENT TO SHUT DOWN, LOCK-OUT AND TAG-OUT ALL EXISTING TAXIWAY Y4 CENTERLINE LIGHT CIRCUITS
- CORE A 30-INCH DIAMETER BY 32-INCH DEEP (OR AS NEEDED TO EXPOSE EXISTING SUBGRADE COURSE) AROUND THE EXISTING TDZ AND CENTERLINE LIGHTS LOCATE AND SAW KERF AROUND EXISTING TDZ CONDUIT AS SHOWN IN THE CONDUIT SAW -
- **KERF DETAILS**

# STEP 2

- PRE-ASSEMBLE THE L-868 LIGHT BASES WITH MUD COVERS PER DIMENSIONS SHOWN -PRE-ASSEMBLE THE REINFORCEMENT CAGES. THE WORK SHALL BE PERFORMED OFF-SITE AND
- MUST BE INSPECTED AND APPROVED
- DISCONNECT AND REMOVE THE EXISTING TAXIWAY CENTERLINE CIRCUIT CABLES WITHIN -THE AFFECTED AREA AS SHOWN ON THE PLANS
- EXCAVATE AND REMOVE EXISTING LIGHT BASES AND PAVEMENT MATERIAL WITHIN THE -CORED OPENING
- WHERE INDICATED, REMOVE ALL EXISTING CONDUIT BETWEEN CENTERLINE LIGHTS -INSTALL NEW 2" PVC COATED GRS CONDUIT PER APPLICABLE DETAILS DRILL AND EPOXY FOUR (4) EQUALLY SPACED 1-INCH DIAMETER BY 19-INCH LONG TIE -
- BARS INTO THE CONCRETE PAVEMENT
- SET THE PRE-ASSEMBLED LIGHT BASES AND ASSOCIATED REBAR CAGES TO THE DIMENSIONS -SHOWN ON THE PLANS
- INSTALL GROUND RODS AND COUNTERPOISE AND EXOTHERMICALLY BOND AS SHOWN. -CONNECT LIGHT BASE TO CONDUITS AND DRAINAGE PIPES
- SURVEY AND DOCUMENT CENTER AND ELEVATION OF EACH LIGHT BASE -
- FILL THE CAVITY WITH HIGH EARLY CONCRETE TO PROPER LINE AND \_ GRADE AND ALLOW TO SET AS NECESSARY FOR DAY TIME OPERATIONS. PLACE CONCRETE WITH CARE THAT NEITHER JIG NOR LIGHT BASE ALIGNMENTS ARE DISTURBED

# STEP 3

- MILL AND OVERLAY 3" PAVEMENT
- LOCATE AND PARTIALLY CORE THE CENTERLINE LIGHT BASES
- INSTALL EXTENSION RING, SPACER RINGS, FLANGE AND LIGHT FIXTURE. INSTALL CIRCUIT WIRES, ISOLATION TRANSFORMERS, L-832 CONNECTORS
- AND ACCESSORIES
- CONNECT THE LIGHT FIXTURES AND TEST THE SYSTEM



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### **IN-PAVEMENT ALSF / RWSL LIGHT BASE ADJUSTMENT SEQUENCE**

### STEP 1

- SURVEY AND DOCUMENT THE LOCATION, ORIENTATION AND LENS COLOR OF ALL EXISTING -ALSF, RWSL, AND TAXIWAY IN-PAVEMENT LIGHT FIXTURES WITHIN THE PROJECT LIMITS.
- COORDINATE WITH FAA AND CDA ELECTRICAL DEPARTMENT TO SHUT DOWN, LOCK-OUT AND TAG-OUT THE AFFECTED FAA ALSF OR RUNWAY STATUS LIGHTING SYSTEM, AND EXISTING TAXIWAY Y AND Y4 CENTERLINE CIRCUITS.
- DISCONNECT AND REMOVE THE EXISTING ALSF OR RWSL LIGHT FIXTURES AND PROVIDE -TEMPORARY COVER. CAREFULLY PACKAGE AND STORE THE REMOVED FAA FIXTURES OFF SITE AT SUITABLE LOCATION WITHIN THE AIRPORT PROPER.
- PARTIALLY CORE OUT AND REMOVE EXISTING IN-PAVEMENT ALSF OR RWSL SNOW PLOW RING, EXTENSION RINGS AND HARDWARE AND PROVIDE COVER ON THE EXISTING BASE CAN AND BACKFILL THE CAVITY WITH L-120 CONCRETE.

## STEP 2

MILL AND OVERLAY THE TAXIWAY PAVEMENT. \_

### STEP 3

- LOCATE AND PARTIALLY CORE THE IN-PAVEMENT ALSF OR RWSL LIGHT BASES WITHIN THE -NIGHTLY WORK ZONE.
- REINSTALL THE ORIGINAL ALSF OR RWSL LIGHT FIXTURES WITH NEW SNOW PLOW RINGS, -EXTENSION RINGS, SPACER RINGS AND HARDWARE. RECONNECT LIGHT FIXTURES TO EXISITNG ISOLATION TRANSFORMER, TRANSCEIVERS AND RESTORE LIGHT SYSTEM TO ORIGINAL OPERATING CONDITION. COORDINATE WITH THE FAA TO TEST THE ALSF OR RWSL LIGHTING SYSTEM FOR ACCEPTANCE. ALL WORK MUST BE PERFORMED IN THE PRESENCE OF THE FAA RESIDENT ENGINEER.

## NOTES:

- CONTRACTOR MUST FIELD VERIFY THE EXISTING ALSF AND RWSL LIGHT BASE TYPE AND SIZE, AND PROVIDE NEW EXTENSION AND SNOW PLOW RINGS OF THE SAME TYPE AND SIZE THAT ARE COMPATIBLE WITH THE EXISTING BASE CANS AND MUST BE APPROVED BY THE FAA. THE CONTRACTOR'S FIELD VERIFICATION DOCUMENTS MUST BE INCLUDED IN THE RECORD AS-BUILT DRAWINGS. 1.
- THE CONTRACTOR MUST FIELD VERIFY THE DEPTH OF THE EXISTING CONDUITS ENTERING THE EXISTING ALSF LIGHT BASES PRIOR TO THE CORING AND REMOVING 2 THE EXTENSION RINGS AND HARDWARE.



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Н	NOTES: 1. FOR ACTUAL DIMENSIONS OF		
_	IN-PAVEMENT FIXTURES, FLANGE RINGS, SPACER AND EXTENSION RINGS, REFER TO THE APPROVED MANUFACTURER'S MATERIAL SUBMITTAL.	(WITH ANTI-SEIZE) W/ 2 PART LOCKING WASHERS (TYP) O-RING GASKET	
	2. INSTALL IN-PAVEMENT FIXTORES AND ACCESSORIES IN ACCORDANCE WITH FAA AC 150/5345-42, LATEST EDITION AND FAA ENGINEERING BRIEF NO. 83. 3. LISE TWO PART LOCKING WASHERS WITH		
G	<ul> <li>BOLTS. TORQUE BOLTS IN ACCORDANCE WITH FAA ENGINEERING BRIEF NO. 83.</li> <li>4. AT FINAL INSTALLATION, THE EDGE RIM OF THE IN-PAVEMENT FIXTURE MUST BE</li> </ul>		
_	FLUSH WITH THE FINISH GRADE (TOP OF PAVEMENT) IN ALL DIRECTIONS, TO PREVENT DAMAGE OF THE FIXTURE BY SNOW PLOW.	TAPERED SPACER RING FOR FINAL LEVEL CORRECTION (WHERE REQUIRED)	
	5. SET BASE SUCH THAT USE OF SPACER RINGS IS MINIMIZED. USE AND INSTALLATION OF SPACER RINGS MUST BE IN ACCORDANCE WITH FAA AC 150/5345-42, LATEST EDITION. SPACER RINGS MUST BE	SAE GRADE 5 CARBON STEEL BOLTS, W/ 2 PART LOCKING WASHERS	
F	USED FOR HEIGHT CORRECTIONS OF $\frac{1}{16}$ " TO 1- <sup>1</sup> $\frac{5}{16}$ " IN $\frac{1}{16}$ " INCREMENTS. IN ORDER TO PRESERVE THE BASE INTEGRITY AND PROPER BOLT TORQUE, A MAXIMUM OF THREE SPACER RINGS MAY BE STACKED	ADJUSTMENT WHERE REQUIRED	
	TOGETHER. USE THE THINNER AND THE LEAST NUMBER OF SPACER RINGS. 6. THE HEIGHT OF THE EXTENSION RING MAY BE ALTERED DEPENDING ON THE PAVING		
	METHOD AND PROCEDURE ADOPTED BY THE CONTRACTOR.		DET
Е		1 IN-PAVEMENT LIGHT DETAIL (N EA-304 ) N.T.S.	EW IN:
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-- CONTINOUS BARE COPPER #6 CONTERPOISE ATTACHED TO EXTERNAL LUG OF BASE CAN

#6 AWG 5KV CONDUCTOR

 $\frac{3}{4}$ " DIAM. X 10'-0" STAINLESS STEEL SAFETY EQUIPMENT GROUND ROD BONDED TO BASE CAN EXTERNAL LUG WITH #6 BARE COPPER JUMPER

IN-PAVEMENT LIGHT

PLANS, REMOVE THE EXISTING TAXIWAY CENTERLINE CIRCUIT CABLES AND REPLACE WITH NEW





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<u>NOTES</u>

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1. CLEAN AND DRY CORE HOLE AND SAW KERF WITH

SENSOR INSTALLATION.

DRY COMPRESSED AIR PRIOR TO PERFORMING ANY

CORE HOLE FOR PAVEMENT SENSOR 51#2" DIAMETER,

ABSOLUTE MAXIMUM CORE HOLE DIAMETER IS 5 3/4".

-FILL CAVITY WITH ENCAPSULATING TOP OF PAVEMENT SENSOR HEAD HAS ROUGH CONNECT NEW SENSOR CABLE TO -COMPOUND FROM 20 OZ. TUBE, 1/8" TEXTURE FINISH (SOME MODELS HAVE A DIMPLE EXISTING CABLES INSIDE HANDHOLE FROM TOP OF PAVEMENT AND SENSOR. ENSURE COMPOUND FILLS VOID UNDER SENSOR HEAD - PROPOSED PAVEMENT SENSOR HEAD. INSTALL TOP OF SENSOR HEAD FLUSH WITH PAVEMENT -FILL SAW KERF WITH P-605 TYPE B SEALER MATERIAL SURFACE – #14 AWG STRANDED COPPER WIRE 3-5-6 #14 AWG STRANDED -COPPER GROUND WIRE AROUND SENSOR HEAD 1 EPOXY LEVELING BALL----TYP. OF 3 EA-307 SENSOR CABLE -TYPE IIA (STEEL STICK) SIDE VIEW N.T.S. RUNWAY PAVEMENT SENSOR INSTALLATION DETAILS 2 \EA-307∕ NTS

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HANDHOLE/MANHOLE COVER DESIGNATION	NORTHING	EASTING	RIM ELEV.	AS-BUILT RIM ELEV.	SHT. NO.	REMARKS/TYPE
600V-7500V ELECTRIC	1928061.65	1103798.24	649.46		EA-103	AIRCRAFT LOADING
600V-7500V ELECTRIC	1928386.22	1103884.46	648.00		EA-103	AIRCRAFT LOADING

HANDHOLE FRAME -AND LID (TYP) 

<u>SINGLE</u>





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