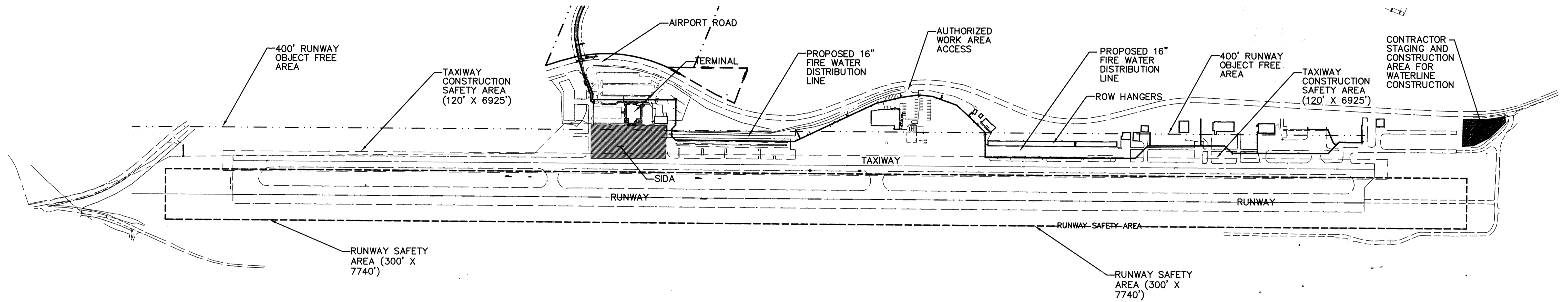
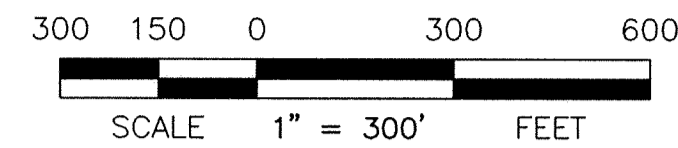
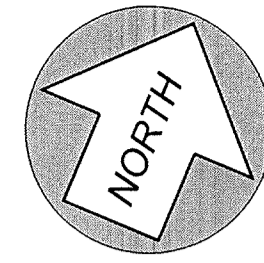


THIS CONSTRUCTION OPERATIONS PLAN HAS BEEN DEVELOPED TO MITIGATE THE ADVERSE IMPACTS OF CONSTRUCTION ON AERONAUTICAL OPERATIONS ON THE AIRPORT. STRICT ADHERENCE TO THE PROVISIONS OF THE PLAN BY ALL PERSONNEL ASSIGNED TO OR VISITING THE CONSTRUCTION SITE IS MANDATORY FOR ALL CONSTRUCTION PROJECTS. IN THE EVENT CONTRACTOR ACTIVITIES ARE NOT IN CONFORMANCE WITH THE PROVISIONS OF THE CONSTRUCTION OPERATIONS PLAN, THE CONTRACTOR SHALL IMMEDIATELY CEASE THOSE OPERATIONS INVOLVED IN THE VIOLATION OF THE PROVISIONS OF THE CONSTRUCTION OPERATIONS PLAN AND CONDUCT A SAFETY MEETING. THE OWNER MAY DIRECT THE CONTRACTOR, IN WRITING, TO IMMEDIATELY CEASE THOSE OPERATIONS INVOLVED IN THE VIOLATION OF THE PROVISIONS OF THE CONSTRUCTION OPERATIONS PLAN. THE CONTRACTOR SHALL NOT RESUME CONSTRUCTION OPERATIONS UNTIL AN APPROPRIATE ACTION IS TAKEN AS DETERMINED BY THE OWNER.

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GENERAL SAFETY NOTES AND SECURITY REQUIREMENTS

1. THE CONTRACTOR SHALL NOTIFY BOTH THE AIRPORT MANAGER AND ENGINEER PRIOR TO WORK BEING DONE IN THE AIRPORT OPERATIONAL AREAS (AOA) AND RUNWAY/TAXIWAY SAFETY AREAS. AOA'S ARE ACTIVE AIRCRAFT OPERATING/MANUVERING AREAS INCLUDING RUNWAY, TAXIWAY, APRONS AND AIRCRAFT PARKING AREAS. THE RUNWAY SAFETY AREA IS 50' EITHER SIDE OF THE CENTERLINE. THE TAXIWAY SAFETY AREA FOR CONSTRUCTION HAS BEEN ESTABLISHED AT 60' EITHER SIDE OF CENTERLINE FOR ALL OPERATIONS. CONSTRUCTION WITHIN THE SAFETY AREA REQUIRES APPLICATION OF SPECIAL RESTRICTIONS (SEE NOTE 5 AT RIGHT).
2. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT MANAGER AND MAINTAIN CLEAR ROUTES FOR FIRE FIGHTING AND RESCUE OPERATIONS TO ACTIVE AIRPORT OPERATIONS AND SAFETY AREAS. CONTRACTOR SHALL NOTIFY AIRPORT PERSONAL OF ANY PROPOSED ACTIVITIES THAT MAY INTERFERE WITH ARFF OPERATIONS, I.E. EQUIPMENT OPERATING IN VICINITY OF OR NEED TO SHUT OFF WATER TO HYDRANTS. THE ON-SITE SUPERVISOR SHALL HAVE A PORTABLE AVIATION BAND TRANSCEIVER TUNED TO THE CTAF (122.8) AT ALL TIMES PERSONNEL, VEHICLES AND EQUIPMENT ARE IN AN AOA. PERSONNEL WHO WILL USE THE RADIO SHALL COMPLETE A TRAINING SESSION WITH AIRPORT PERSONNEL ON THE PROPER USE OF THE RADIO PRIOR TO START OF CONSTRUCTION.
3. ACCESS TO THE SECURITY IDENTIFICATION DISPLAY AREA (SIDA), SEE MAP, IS NOT REQUIRED OR ALLOWED WITHOUT AIRPORT PERSONNEL ACTING AS AN ESCORT. UNESCORTED PERSONNEL SHALL BE ESCORTED FROM THE SITE.
4. ALL OPERATIONS DURING CONSTRUCTION SHALL BE SUBJECT TO THE FAA ADVISORY CIRCULAR AC 150/5370-2E. "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION". ALL VEHICLE OPERATORS SHALL READ DOT/FAA/AS-90-3. THE CONTRACTOR SHALL HAVE ON FILE WITH THE AIRPORT MANAGER A VEHICLE ACCESS/DRIVER AUTHORIZATION FORM (SEE SPECIFICATIONS) FOR EACH VEHICLE/DRIVER REQUIRING ACCESS TO AIR OPERATION AREAS (AOA) OR PROVIDE AUTHORIZED ESCORT FOR ALL UNAUTHORIZED VEHICLES AND DRIVERS (FOR FAA AC SEE http://www.faa.gov/airports_airtraffic/airports/resources/advisory_circulars/)
5. THE AIRPORT MANAGER WILL INITIATE AND CANCEL ALL REQUIRED NOTICE TO AIRMAN (NOTAM'S) BASED ON CONTRACTOR SCHEDULES AND OPERATIONS. THE CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION ACTIVITIES WITH BOTH THE ENGINEER'S ON SITE REPRESENTATIVE AND AIRPORT MANAGER.
6. ALL CONSTRUCTION EQUIPMENT AND VEHICLES NEEDING TO ACCESS THE AOA AND SAFETY AREAS, WHETHER CLOSED OR NOT, SHALL BE MARKED AND LIGHTED PER SECTION 70-08 OF THE SPECIFICATIONS AND AC 150/5210-5.B - "PAINTING, MARKING, AND LIGHTING OF VEHICLES ON AIRPORTS" NIGHT OPERATIONS WILL REQUIRE USE OF YELLOW FLASHING LIGHTS. FLAGS ARE REQUIRED ON ALL CONSTRUCTION EQUIPMENT OPERATING ON THE AIRPORT.
7. DEBRIS, DUST AND DIRT SHALL NOT BE ALLOWED TO ACCUMULATE ON ACTIVE RUNWAY/TAXIWAY AND OTHER AOA'S. IF ANY AOA IS CLOSED FOR CONSTRUCTION, DEBRIS SHALL BE REMOVED BEFORE REOPENING. CLEANING CAN BE ACCOMPLISHED BY SWEEPING WITH A POWERED BROOM OR FLUSHING. THE CONSTRUCTION AND EQUIPMENT/SUPPLIES STORAGE AREAS SHALL BE KEPT FREE OF LOOSE DEBRIS INCLUDING CANS, LUNCH SACKS, ETC. THAT CAN BLOW ONTO ACTIVE AOA'S. CONTRACTOR SHALL PERFORM INSPECTIONS OF AREAS AS NECESSARY TO BE AWARE OF CONDITIONS.
8. ALL OPEN TRENCHES AND EXCAVATIONS IN THE CONSTRUCTION AREA MUST BE PROMINENTLY MARKED, AS APPROVED BY THE AIRPORT OPERATOR, AND LIT WITH RED LIGHTS DURING HOURS OF DARKNESS AND REDUCED VISIBILITY.
9. WORK AREA AND TEMPORARY PARKING AREA TO BE FENCED UTILIZING TEMPORARY PORTABLE CHAIN LINK PANELS TIED TOGETHER WITH A MINIMUM OF 2 CLAMPS AND ANCHORED WITH CONCRETE BLOCKS OR SANDBAGS.

FIRE WATER DISTRIBUTION LINE CONSTRUCTION OPERATION REQUIREMENTS

1. CONSTRUCTION SHALL NOT DELAY OR DIVERT ANY REGULARLY SCHEDULED COMMERCIAL, CHARTER OR INTERSTATE AVIATION AIR OPERATIONS UNLESS PREVIOUSLY APPROVED BY THE AIRPORT MANAGER. NO OPERATING RUNWAY, TAXIWAY, OR AIR OPERATIONAL AREA SHALL BE CROSSED, ENTERED OR OBSTRUCTED WHILE IT IS OPERATIONAL. ALL WORK SHALL BE COORDINATED IN A MANNER TO INSURE SAFETY AND A MINIMUM OF HINDRANCE TO FLIGHT OPERATIONS. SHOULD AOA'S REQUIRE CLOSURE FOR CONSTRUCTION ONLY PERSONS AUTHORIZED BY THE AIRPORT TO ISSUE NOTICE TO AIRMEN (NOTAM) CAN CLOSE AN AOA OR ANY PORTION THEREOF.
2. CONTRACTOR SHALL PARK UNUSED EQUIPMENT AND STORE MATERIAL STOCKPILES A MINIMUM OF 400 FEET FROM THE CENTERLINE OF AN ACTIVE RUNWAY. NO EQUIPMENT WILL BE ALLOWED TO REMAIN IN THE 400' ZONE OVERNIGHT.
3. THE PORTIONS OF THE GENERAL AVIATION RAMP AFFECTED BY CONSTRUCTION WILL BE CLOSED PER THE PLANS. AT LEAST 5 DAYS NOTICE SHALL BE GIVEN TO THE AIRPORT MANAGER AND INTERSTATE AVIATION TO ALLOW FOR RELOCATING THE PARKED AIRCRAFT. THE CONSTRUCTION AREA CLOSURE WILL REQUIRE INSTALLATION OF LIGHTED BARRIERS ALONG CUT EDGE OF TAXIWAY AND RAMP. NO FURTHER THAN 10' APART.
4. WHEN CONSTRUCTION ACTIVITIES ARE WITHIN 75' OF THE TAXIWAY CENTERLINE CONSTRUCTION EQUIPMENT MUST PULL BACK PERSONNEL AND EQUIPMENT FOR HORIZON TAXING AIRCRAFT UNLESS PROVISIONS ARE MADE FOR CLOSING THE AFFECTED PORTIONS OF THE TAXIWAY. IF TAXIWAY IS CLOSED, WORK IN THE SAFETY ZONE SHALL BE EXPEDITED TO LIMIT CLOSURE TO THE SHORTEST DURATION POSSIBLE. THE 75' LINE SHALL BE MARKED WITH CONSTRUCTION FENCE, ANCHORED CONES OR OTHER APPROVED MEANS.
5. THE AREA WITHIN 75' OF THE TAXIWAY CENTERLINE SHALL BE FREE OF RUTS GREATER THAN 3 INCHES AND CAPABLE OF SUPPORTING AIRPORT ARFF EQUIPMENT AND AN OCCASIONAL AIRCRAFT. AFTER INITIAL EXCAVATION AND SUBGRADE COMPACTION, AREA SHALL BE BACKFILLED AND COMPACTED WITH APPROVED BASE MATERIAL FORMING A 20:1 RAMP FROM EDGE OF PAVEMENT. MAXIMUM LIP AT PAVEMENT EDGE SHALL BE 3 INCHES.
6. EQUIPMENT AND MATERIAL DELIVERY SHALL BE THROUGH THE GENERAL AVIATION (GA) ENTRANCE AS SHOWN. THE STAGING AREA, EQUIPMENT PARKING, AND PERSONNEL PARKING SHALL BE IN THE AREAS SHOWN ABOVE.
7. AT ANY TIME, FOR EMERGENCY OPERATIONS, AT THE REQUEST OF THE ENGINEER OR THE AIRPORT MANAGER, THE CONTRACTOR SHALL CEASE OPERATION AND VACATE ANY AOA. NO ADDITIONAL STANDBY TIME WILL BE GRANTED OR PAID FOR THIS ITEM.
8. CONTRACTOR SHALL PROVIDE TEMPORARY LIGHTING FOR ANY REQUIRED NIGHT WORK.
9. THE CONTRACTOR SHALL CONTROL DUST BY WATERING THE DISTURBED AREAS OR UTILIZE OTHER EROSION/DUST CONTROL METHODS APPROVED BY THE ENGINEER. EROSION CONTROL SHALL BE PER THE CONSTRUCTION EROSION CONTROL PLAN.
10. CONTRACTOR SHALL HOLD, AS A MINIMUM, WEEKLY CONSTRUCTION MEETINGS WHICH INCLUDES THE AIRPORT MANAGER AND ENGINEER TO REVIEW SCHEDULE, WORK AND SAFETY ISSUES. IF A SAFETY ISSUE ARISES THE AIRPORT OPERATOR OR ENGINEER MAY REQUIRE MORE FREQUENT MEETINGS. ON-SITE INSPECTIONS SHALL BE PERFORMED BY THE CONTRACTOR WITH THE AIRPORT OPERATOR THROUGHOUT THE PROJECT. ANY FOUND DEFICIENCIES SHALL BE REMEDIATED IMMEDIATELY.
11. AIRPORT MANAGER SHALL BE NOTIFIED AT LEAST 7 DAY PRIOR TO CONSTRUCTION IN FRONT OF ROW HANGERS TO ALLOW FOR COORDINATION WITH AIRCRAFT OWNERS. TO REDUCE THE IMPACT TO AIRCRAFT OWNERS, ALL WORK IN FRONT OF ROW HANGERS SHALL BE COMPLETED WITHIN 5 DAYS OF CLOSING ROW HANGERS.

1	2/10	DWC		CRG	RECORD DRAWINGS
No.	Date	By	Ckd.	Appr.	Revisions

<i>Drawn</i>	<i>Date</i>
DJJ	11/08
<i>Designed</i>	
CRG	11/08
<i>Checked By</i>	
RGP	6/09

The Engineer's Seal was removed during the As-Built process. The information of record is as follows:
Engineer's Name: CRG, License No. 179630, Issue on: 9/7/09
 Date of Seal: 11/26/09

Taylor Engineering, Inc.
 Civil Design and Land Planning
 245 E. Main St.
 Pullman, Washington 99163
 (509) 334-5115 FAX (509) 334-5956

Approved _____ Date _____

VERTICAL DATUM:
NAVD 83

CITY OF PULLMAN, WASHINGTON

ENGINEERING DIVISION

SCALE
 HORIZ. 1"=300'
 VERT. N/A

PULLMAN/MOSCOW AIRPORT FIRE FLOW SYSTEM

AIRPORT SAFETY / CONSTRUCTION OPERATIONS PLAN

WATER

SHEET

22 / 22