

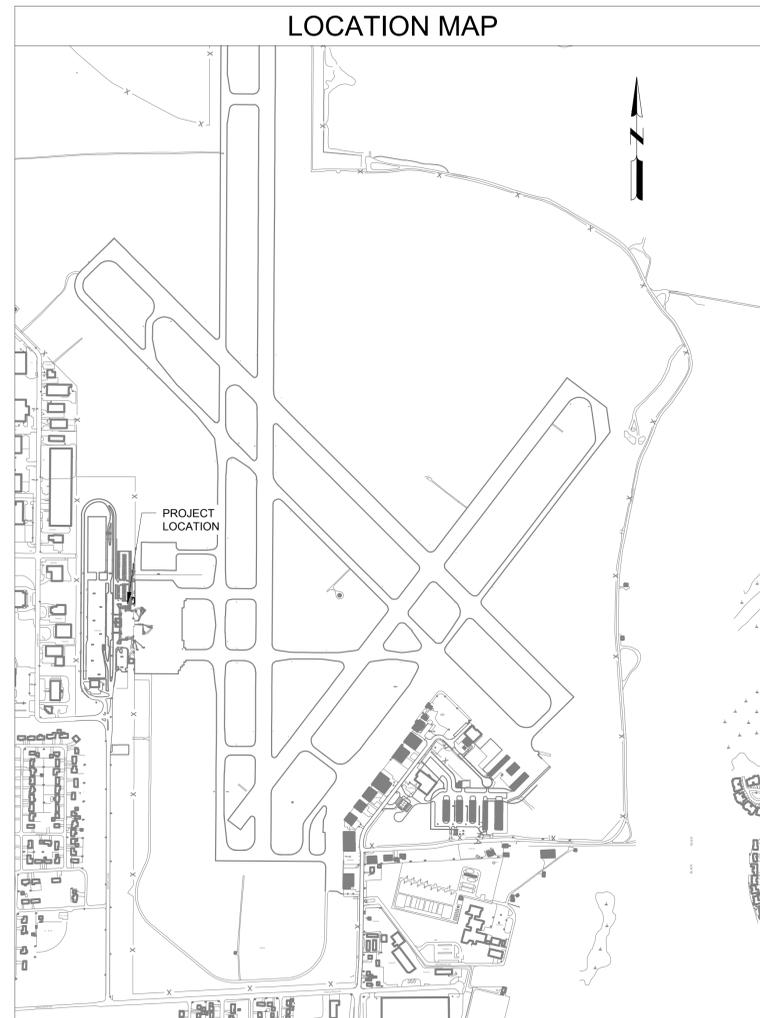
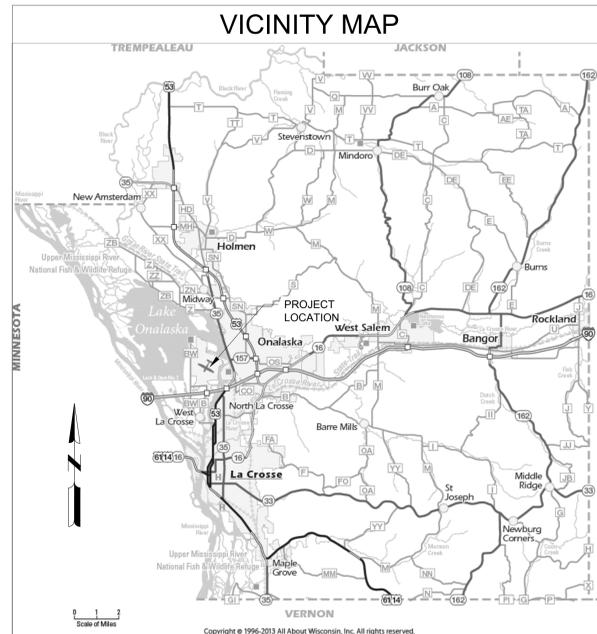
LA CROSSE REGIONAL AIRPORT

TERMINAL GENERATOR REPLACEMENT

2850 AIRPORT RD
 LA CROSSE, WI 54603
 2309930-180838.01
 JANUARY 23, 2026
 BOA No. LSE 1019



LA CROSSE COUNTY



Sheet List Table

SHEET NUMBER	SHEET TITLE
G-001	COVER SHEET
G-021	PROPOSED PROJECT LAYOUT PLAN
G-081	CONSTRUCTION OPERATIONS & SAFETY PHASING PLAN
G-082	CONSTRUCTION OPERATIONS & SAFETY PHASING PLAN NOTES
E-001	NOTES, SYMBOLS & ABBREVIATIONS
E-005	ELECTRICAL KEYED NOTES
ED011	SITE PLAN ELECTRICAL - DEMOLITION
ED101	FIRST FLOOR POWER DEMOLITION PLAN
E-011	SITE PLAN - ELECTRICAL
E-101	FIRST FLOOR POWER PLAN
E-102	SECOND FLOOR POWER PLAN
E-501	DETAILS
E-601	SCHEDULES
E-701	ONE-LINE DIAGRAM



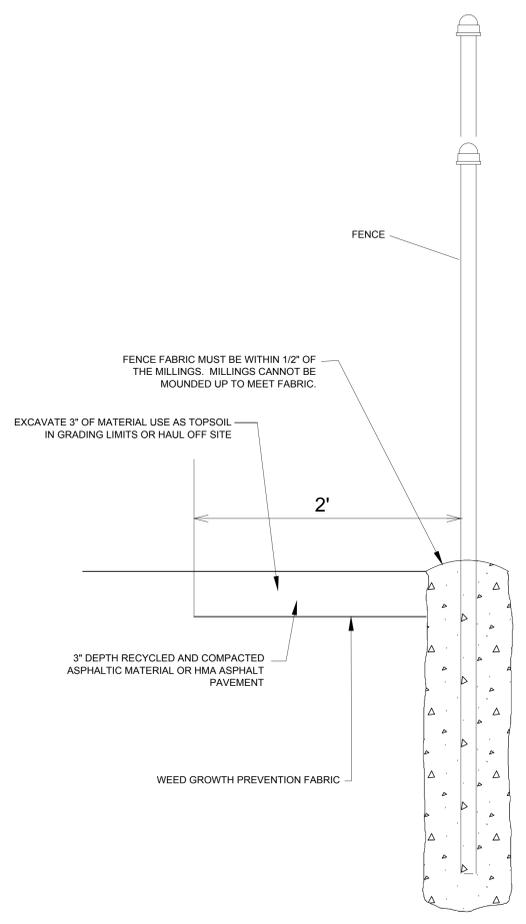
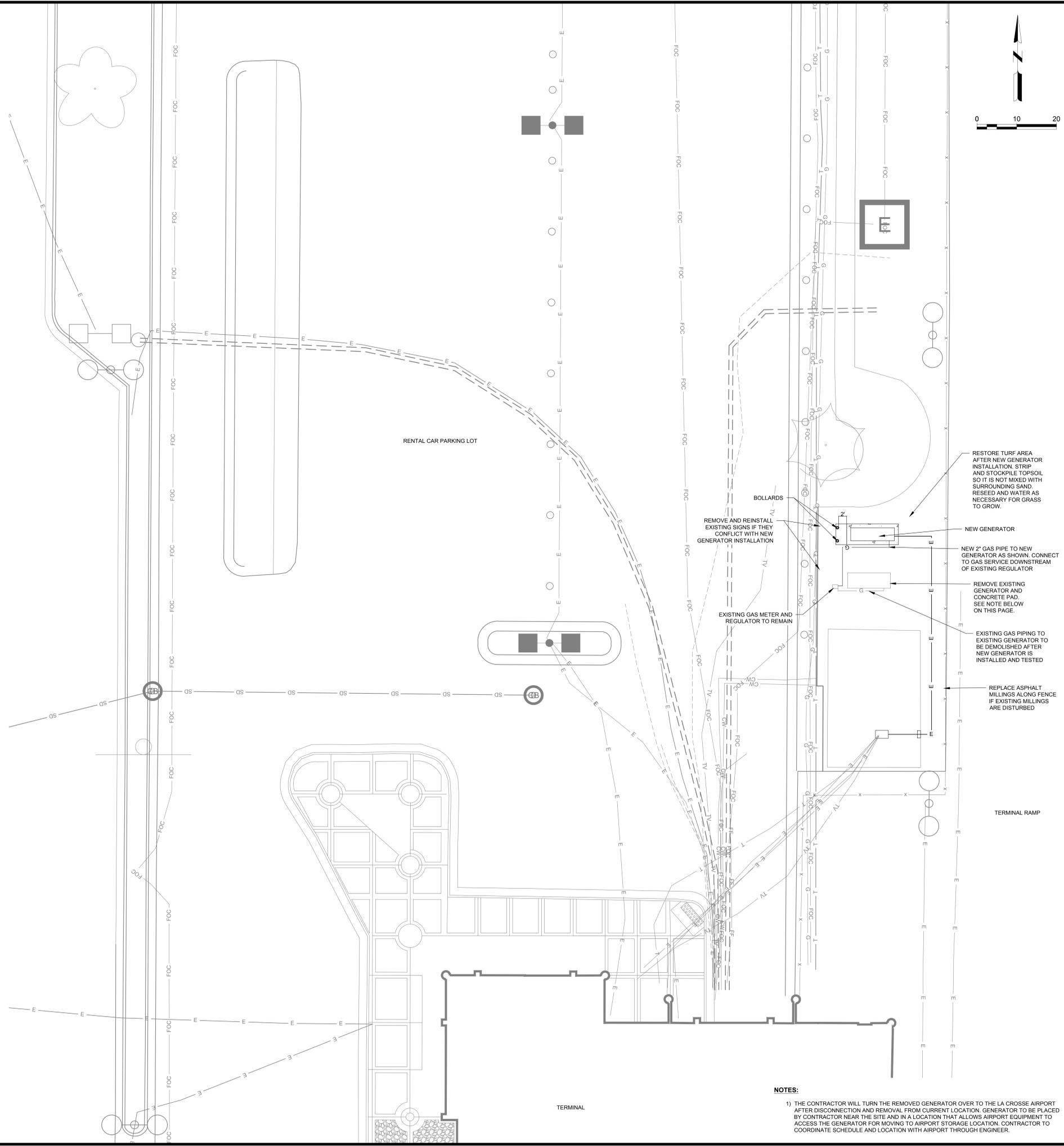
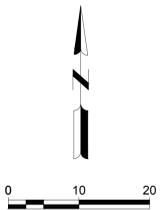
Know what's below.
 Call before you dig.

LA CROSSE REGIONAL AIRPORT
 TERMINAL GENERATOR REPLACEMENT
 2850 AIRPORT RD
 LA CROSSE, WI 54603

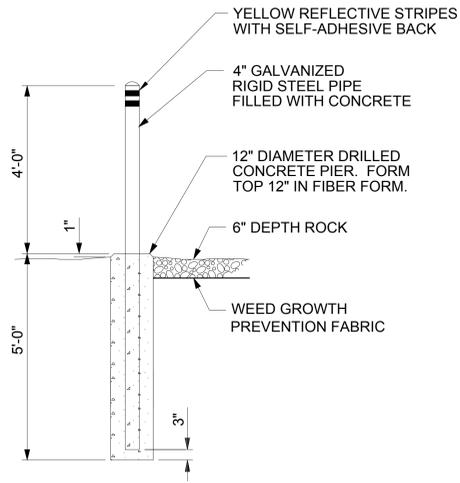
ISSUED
 1/23/26 ISSUED FOR BID

NOT FOR CONSTRUCTION

CONSTRUCTION DATA PRIME CONTRACTOR _____ _____ MAJOR SUBCONTRACTORS AND/OR SUPPLIERS _____ _____ _____ _____ WORK: STARTED _____ COMPLETED _____ PROJECT ENGINEER _____ _____	WISCONSIN DEPARTMENT OF TRANSPORTATION BUREAU OF AERONAUTICS DESIGN PHASE APPROVED BY: <i>[Signature]</i> AIRPORT DEVELOPMENT ENGINEER DATE: 01-29-2026 AIRPORT ENGINEERING SECTION CHIEF DATE: 01/29/26 *AS CONSTRUCTED* DRAWING APPROVED BY: AIRPORT DEVELOPMENT ENGINEER DATE: AIRPORT ENGINEERING SECTION CHIEF DATE:	MEAD & HUNT, INC. SUBMITTED BY: <i>[Signature]</i> DATE: 1/23/2026 RECOMMENDED FOR APPROVAL DATE: 01/23/2026 *AS CONSTRUCTED* APPROVAL DATE:	M&H NO.: 2309930-180838.01 DATE: JANUARY 23, 2026 DESIGNED BY: ADG DRAWN BY: ADG CHECKED BY: LLK DO NOT SCALE DRAWINGS SHEET CONTENTS COVER SHEET SHEET NO. G-001
	WISCONSIN PROFESSIONAL ENGINEER BRIAN L. FULLER E-46491 MADISON, WIS. 1/23/2026		811 Know what's below. Call before you dig.



ASPHALT MILLINGS FENCE BOTTOM
1 TREATMENT DETAIL
NOT TO SCALE



GUARD POST/BOLLARD
2 DETAIL
NOT TO SCALE

- RESTORE TURF AREA AFTER NEW GENERATOR INSTALLATION. STRIP AND STOCKPILE TOPSOIL SO IT IS NOT MIXED WITH SURROUNDING SAND. RESEED AND WATER AS NECESSARY FOR GRASS TO GROW.
- NEW GENERATOR
- NEW 2" GAS PIPE TO NEW GENERATOR AS SHOWN. CONNECT TO GAS SERVICE DOWNSTREAM OF EXISTING REGULATOR
- REMOVE EXISTING GENERATOR AND CONCRETE PAD. SEE NOTE BELOW ON THIS PAGE.
- EXISTING GAS PIPING TO EXISTING GENERATOR TO BE DEMOLISHED AFTER NEW GENERATOR IS INSTALLED AND TESTED
- REPLACE ASPHALT MILLINGS ALONG FENCE IF EXISTING MILLINGS ARE DISTURBED
- REMOVE AND REINSTALL EXISTING SIGNS IF THEY CONFLICT WITH NEW GENERATOR INSTALLATION
- EXISTING GAS METER AND REGULATOR TO REMAIN
- BOLLARDS
- REMOVE EXISTING GENERATOR AND CONCRETE PAD. SEE NOTE BELOW ON THIS PAGE.
- EXISTING GAS PIPING TO EXISTING GENERATOR TO BE DEMOLISHED AFTER NEW GENERATOR IS INSTALLED AND TESTED
- REPLACE ASPHALT MILLINGS ALONG FENCE IF EXISTING MILLINGS ARE DISTURBED

NOTES:
1) THE CONTRACTOR WILL TURN THE REMOVED GENERATOR OVER TO THE LA CROSSE AIRPORT AFTER DISCONNECTION AND REMOVAL FROM CURRENT LOCATION. GENERATOR TO BE PLACED BY CONTRACTOR NEAR THE SITE AND IN A LOCATION THAT ALLOWS AIRPORT EQUIPMENT TO ACCESS THE GENERATOR FOR MOVING TO AIRPORT STORAGE LOCATION. CONTRACTOR TO COORDINATE SCHEDULE AND LOCATION WITH AIRPORT THROUGH ENGINEER.

LA CROSSE REGIONAL AIRPORT
TERMINAL GENERATOR REPLACEMENT
2850 AIRPORT RD
LA CROSSE, WI 54603

ISSUED 1/23/26 ISSUED FOR BID

NOT FOR CONSTRUCTION

MSH NO: 2309930-180838.01
DATE: JANUARY 23, 2026
DESIGNED BY: ADG
DRAWN BY: ADG
CHECKED BY: LLK
DO NOT SCALE DRAWINGS

SHEET CONTENTS
PROPOSED PROJECT LAYOUT PLAN

SHEET NO.

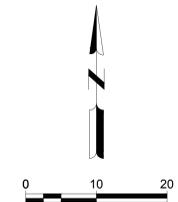
G-021

ELECTRICAL PHASING NOTES:

- EXISTING ELECTRICAL SERVICE: MAINTAIN EXISTING SYSTEM IN SERVICE UNTIL NEW GENERATOR SYSTEM IS COMPLETE AND READY FOR SERVICE. DISABLE SYSTEM ONLY TO MAKE SWITCHOVERS AND CONNECTIONS. NOTIFY AND OBTAIN PERMISSION FROM LA CROSSE REGIONAL AIRPORT AT LEAST 72 HOURS BEFORE PARTIALLY OR COMPLETELY DISABLING SYSTEM.
- POWER OUTAGES NEED TO BE SCHEDULED SO AS NOT TO INTERFERE WITH TERMINAL FLIGHT OPERATIONS.
- MINIMIZE OUTAGE DURATION. A TEMPORARY POWER SOURCE SHALL BE USED TO PROVIDE POWER TO PANEL SH DURING REPLACEMENT OF THE EXISTING TRANSFER SWITCH.

LEGEND:

	CONSTRUCTION STAGING AREA
--	---------------------------



NOT FOR CONSTRUCTION

MSH NO.: 2309930-180838.01
 DATE: JANUARY 23, 2026
 DESIGNED BY: ADG
 DRAWN BY: ADG
 CHECKED BY: LLK
DO NOT SCALE DRAWINGS

SHEET CONTENTS
 CONSTRUCTION
 OPERATIONS &
 SAFETY PHASING
 PLAN

SHEET NO.

G-081

THE FOLLOWING NOTES ARE IN ACCORDANCE WITH THE CURRENT EDITION OF FAA AC 150/5370-2, OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION, ALONG WITH THOSE INCLUDED IN THE PROJECT SPECIFICATIONS.

SAFETY PLAN COMPLIANCE DOCUMENT

- A. THE CONTRACTOR SHALL PREPARE A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) DESCRIBING HOW THE REQUIREMENTS OF THE CONSTRUCTION SAFETY AND PHASING PLAN WILL BE MET. THE SPCD SHALL INCLUDE A CERTIFICATION STATEMENT BY THE CONTRACTOR THAT:
 - 1. INDICATES FULL UNDERSTANDING OF THE OPERATIONAL SAFETY REQUIREMENTS OF THE CONSTRUCTION SAFETY AND PHASING PLAN AND;
 - 2. ASSERTS NO DEVIATIONS SHALL BE MADE FROM THE APPROVED SAFETY PHASING PLAN AND SPCD UNLESS WRITTEN APPROVAL IS GRANTED BY THE AIRPORT. THE SPCD SHALL FOLLOW THE FORMAT OF THE MOST CURRENT EDITION OF FAA AC 150/5370-2, SECTION 204(D) AND SHALL ADDRESS ITEMS (1)-(18) PER THE REQUIREMENTS OF THE AC.
- B. THE CONTRACTOR SHALL SUBMIT THE SPCD TO THE BUREAU OF AERONAUTICS FOR DELIVERY TO THE AIRPORT FOR REVIEW AND APPROVAL A MIN. OF FOURTEEN (14) DAYS PRIOR TO THE ANTICIPATED ISSUE OF THE NOTICE TO PROCEED. COPIES OF THE APPROVED CONSTRUCTION SAFETY PHASING PLAN AND SAFETY PLAN COMPLIANCE DOCUMENT SHALL BE MAINTAINED AT THE PROJECT SITE.

RESTRICTED AREAS / SAFETY AREAS

- A. CONSTRUCTION ACTIVITY ADJACENT TO ACTIVE RUNWAYS, TAXIWAYS, AND APRONS SHALL BE COORDINATED WITH THE AIRPORT AND MAY BE AUTHORIZED AFTER :
 - 1. NOTICES TO AIRMEN (NOTAM'S) HAVE BEEN ISSUED BY THE AIRPORT,
 - 2. THE CONTRACTOR HAS ADEQUATE PROTECTION IN PLACE TO PROTECT FROM JET BLAST,
 - 3. BARRICADES AND LIGHTING PROVISIONS HAVE BEEN IMPLEMENTED BY THE CONTRACTOR, AND
 - 4. IT HAS BEEN DETERMINED THAT THE HEIGHT OF EQUIPMENT AND MATERIALS IS BEYOND THE REACH, OR SAFELY BELOW, AIRCRAFT USING ADJACENT OPERATIONAL AREAS. THE AIRPORT WILL SUPPLY INFORMATION FOR RUNWAY APPROACHES AND OTHER AREAS IF REQUIRED.
- B. NO CONSTRUCTION MAY OCCUR WITHIN AN EXISTING RUNWAY SAFETY AREA (WITHIN 250 FEET OF AN ACTIVE RUNWAY CENTERLINE AND 1,000 FEET BEYOND THE RUNWAY THRESHOLDS) OR TAXIWAY SAFETY AREA (WITHIN 50 FEET OF AN ACTIVE TAXIWAY CENTERLINE OR 34 FEET FROM THE EDGE OF AN APRON) WHILE THE RUNWAY/TAXIWAY IS OPEN TO AIRCRAFT OPERATIONS. OPEN TRENCHES OR EXCAVATIONS ARE NOT PERMITTED WITHIN THE SAFETY AREA OF AN OPEN RUNWAY OR TAXIWAY. IF THE RUNWAY/TAXIWAY MUST BE OPENED BEFORE EXCAVATIONS ARE BACKFILLED, THE EXCAVATIONS MUST BE COVERED IN SUCH A WAY AS TO ALLOW THE HEAVIEST AIRCRAFT OPERATING ON THE RUNWAY/TAXIWAY TO CROSS THE COVERING WITHOUT DAMAGE TO THE AIRCRAFT. THE SAFETY AREA MUST BE GRADED WITH NO POTENTIALLY HAZARDOUS RUTS, HUMPS, DEPRESSIONS, OR OTHER SURFACE VARIATIONS UPON OPENING. EXCAVATIONS WITHIN THE CONSTRUCTION AREA(S) MUST BE PROMINENTLY MARKED.
- C. CONSTRUCTION MAY BE PERMITTED IN THE RUNWAY OBJECT FREE AREA (ROFA) (BETWEEN 250 & 400 FEET OF AN ACTIVE RUNWAY CENTERLINE AND 1,000 FEET BEYOND THE RUNWAY THRESHOLDS), BUT EQUIPMENT MUST BE REMOVED FROM THE ROFA WHEN NOT IN USE AND MATERIAL SHOULD NOT BE STOCKPILED WITHIN THE ROFA. UNLIKE THE RUNWAY, NO CONSTRUCTION MAY TAKE PLACE WITHIN THE OBJECT FREE AREA OF AN OPEN TAXIWAY (WITHIN 93 FEET OF AN ACTIVE TAXIWAY CENTERLINE OR 60 FEET FROM THE EDGE OF AN APRON), UNLESS:
 - 1. THE TOFA DIMENSION IS TEMPORARILY ADJUSTED FOR USE BY SMALLER AIRCRAFT ONLY;
 - 2. TEMPORARY OFFSET TAXIWAY MARKINGS ARE USED; OR
 - 3. CONSTRUCTION PROCEEDS WITH THE FOLLOWING RESTRICTIONS: APPROPRIATE NOTICES TO AIRMEN (NOTAM'S) HAVE BEEN ISSUED BY THE AIRPORT. BARRICADES AND LIGHTING PROVISIONS HAVE BEEN IMPLEMENTED BY THE CONTRACTOR, AND FLAGGERS AND WINDOW WALKERS ARE UTILIZED TO MAINTAIN A 5 FOOT SEPARATION BETWEEN AIRCRAFT AND ALL EQUIPMENT OR MATERIALS.
- D. STOCKPILED MATERIALS AND EQUIPMENT STORAGE IS NOT PERMITTED WITHIN THE SAFETY AREA OR OBJECT FREE AREA OF AN OPERATIONAL RUNWAY OR TAXIWAY. IF THE CONTRACTOR WISHES TO STOCKPILE MATERIALS OR EQUIPMENT ADJACENT TO A RUNWAY/TAXIWAY OBJECT FREE AREA, HE MUST FIRST COORDINATE WITH THE AIRPORT OPERATOR TO ENSURE THAT:
 - 1. APPROPRIATE LIGHTING AND BARRICADES ARE IN PLACE, AND
 - 2. THE STOCKPILED MATERIALS DO NOT CREATE A WILDLIFE ATTRACTANT OR FOREIGN OBJECT DEBRIS (FOD) HAZARD. EXCAVATION AND RESULTANT STOCKPILES ADJACENT TO OTHER PAVED SURFACES MUST BE APPROPRIATELY MARKED WITH BARRICADES, AS DIRECTED BY THE AIRPORT. DEBRIS SHALL NOT BE DEPOSITED ON ANY PORTION OF AN OPERATIONAL RUNWAY, TAXIWAY OR APRON. SHOULD ANY DEBRIS BE DEPOSITED ON ACTIVE OPERATIONAL AREAS, EITHER INTENTIONALLY OR ACCIDENTALLY, IT SHALL BE REMOVED IMMEDIATELY TO THE SATISFACTION OF THE ENGINEER AND THE AIRPORT.
- E. PERSONNEL, MATERIAL, AND/OR EQUIPMENT SHALL NOT PENETRATE THE RUNWAY OBSTACLE FREE ZONE (OFZ) OR THRESHOLD SIGHTING SURFACES WHILE THE RUNWAY IS OPEN. RUNWAY APPROACH/DEPARTURE AREAS AND CLEARWAYS SHALL BE PROTECTED.
- F. CLOSING OF RUNWAYS OR TAXIWAYS:
WHEN IT BECOMES NECESSARY TO CLOSE OR CHANGE THE STANDARD OPERATIONS OF A RUNWAY OR TAXIWAY, THE CONTRACTOR SHALL, THROUGH THE ENGINEER, NOTIFY THE AIRPORT 72 BUSINESS HOURS IN ADVANCE OF THE PROPOSED CHANGE IN OPERATIONS. SHOULD A RUNWAY BE TEMPORARILY CLOSED, THE CONTRACTOR SHALL MARK THE AFFECTED RUNWAY WITH CLOSURE CROSSES IN ACCORDANCE WITH THE CLOSURE CROSS SPECIFICATIONS FOUND IN THE CURRENT EDITION OF FAA AC 150/5345-55. CLOSURE CROSSES SHALL REMAIN IN PLACE UNTIL NORMAL RUNWAY OPERATIONS RESUME, AND BE REMOVED/REINSTALLED DAILY IF NECESSARY.
- G. OPEN-FLAME WELDING OR TORCH CUTTING OPERATIONS ARE PROHIBITED UNLESS ADEQUATE FIRE AND SAFETY PRECAUTIONS ARE PROVIDED AS APPROVED BY THE AIRPORT. USE OF ELECTRICAL BLASTING CAPS IS PROHIBITED ON OR WITHIN 1,000 FEET OF THE AIRPORT PROPERTY. FLARE POTS ARE PROHIBITED WITHIN THE AIR OPERATIONS AREA (AOA).
- H. ALL VEHICLES ARE TO BE PARKED AND SERVICED IN THE CONTRACTOR STAGING/STORAGE AREA.
- I. THE CONTRACTOR'S EQUIPMENT IS STRICTLY LIMITED TO THE CONSTRUCTION AREAS DURING CONSTRUCTION AND TO THE CONTRACTOR STAGING/STORAGE AREA DURING NON-CONSTRUCTION PERIODS, EXCEPT AS PROVIDED ON THE PLANS, IN THE CONTRACT SPECIAL PROVISIONS, OR AS MAY BE AUTHORIZED BY THE AIRPORT IN WRITING.
- J. DURING NON-WORKING HOURS BY THE CONTRACTOR, ALL WORK AREAS WITHIN THE SAFETY AREA OF ANY ACTIVE RUNWAY OR TAXIWAY, THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING GRADES NO STEEPER THAN A 10:1 SLOPE, EVENLY GRADED TRANSITIONS OFF ALL EXISTING PAVEMENT EDGES, USING BASE COURSE MATERIAL AT SAME GRADE AS REMAINING PAVEMENT WILL BE REQUIRED. AT NO LOCATION WILL A GRADE CHANGE BE GREATER THAN 2 INCHES.

MARKING, LIGHTING, AND BARRICADES

- A. NO CONSTRUCTION SHALL BEGIN UNTIL ALL BARRICADES, CLOSURE CROSSES, AND SAFETY MEASURES HAVE BEEN PLACED AS SHOWN ON THE CONSTRUCTION OPERATIONS PLAN SHEETS AND APPROVED BY THE AIRPORT OPERATIONS PERSONNEL.
- B. ANY CONSTRUCTION RELATED LIGHTING SHALL BE ADJUSTED OR SHIELDED TO PREVENT INTERFERENCE WITH AIRCRAFT OPERATIONS AND AIR TRAFFIC CONTROL.
- C. THE CONTRACTOR MUST ENSURE (WITH APPROVAL FROM AIRPORT MANAGEMENT) THAT ALL EQUIPMENT IS APPROPRIATELY MARKED AND LIGHTED AND LOWERED TO ITS MINIMUM HEIGHT WHEN NOT IN USE. ALL EQUIPMENT AND STORED MATERIAL MUST ALSO BE CLEAR OF ALL RUNWAY OBJECT FREE AREAS AND IF PRACTICABLE, STORED IN A STAGING AREA WHEN NOT IN USE.
- D. ALL CONSTRUCTION EQUIPMENT MUST BE MARKED WITH A 3 FEET BY 3 FEET ORANGE AND WHITE CHECKERED FLAG AND/OR AMBER BEACON. FOR NIGHT CONSTRUCTION, ALL EQUIPMENT MUST BE EQUIPPED WITH AN AMBER BEACON. ALL CONSTRUCTION VEHICLES MUST BE CLEARLY MARKED WITH THE COMPANY NAME/LOGO AT ALL TIMES IN ACCORDANCE WITH THE CURRENT EDITION OF FAA AC 150/5210-5.
- E. STOCKPILED MATERIALS AND EQUIPMENT STORAGE IS NOT PERMITTED WITHIN THE SAFETY AREA, OBJECT FREE AREA, AND/OR OBSTACLE FREE ZONE OF AN OPERATIONAL RUNWAY. IF THE CONTRACTOR WISHES TO STOCKPILE MATERIALS OR EQUIPMENT ADJACENT TO RUNWAY SAFETY AREAS OR RUNWAY OBSTACLE FREE ZONES, HE/SHE MUST FIRST COORDINATE WITH THE AIRPORT OPERATOR TO ENSURE THAT APPROPRIATE LIGHTING AND BARRICADES ARE IN PLACE AND TO ENSURE THAT THE STOCKPILED MATERIALS DO NOT CREATE A WILDLIFE ATTRACTANT OR FOREIGN OBJECT DEBRIS (FOD) HAZARD.
- F. EXCAVATION AND RESULTANT STOCKPILES ADJACENT TO OTHER PAVED SURFACES MUST BE APPROPRIATELY MARKED WITH BARRICADES, AS DIRECTED BY THE ENGINEER.
- G. IF ANY AIRCRAFT MOVEMENT AREA MUST BE CLOSED, THE CONTRACTOR SHALL FURNISH AND PLACE PORTABLE BARRICADES ACROSS RUNWAYS, APRONS, OR TAXIWAYS TO KEEP VEHICLES FROM ENTERING ACTIVE OPERATION AREAS AND TO KEEP AIRCRAFT FROM TAXING INTO CONSTRUCTION AREAS. SUPPLEMENT BARRICADES WITH SIGNS AS NECESSARY.
- H. ENSURE MARKINGS, SIGNS, AND LIGHTING ARE REMOVED OR COVERED TO PREVENT INADVERTENT ENTRY OF AIRCRAFT INTO CLOSED AREAS.
- I. BARRICADES SHALL BE MARKED WITH DIAGONAL, ALTERNATING ORANGE AND WHITE STRIPES AND SUPPLEMENTED WITH EITHER FLASHING OR STEADY-BURNING LIGHTS DURING HOURS OF RESTRICTED VISIBILITY OR DARKNESS. LIGHTS SHALL BE THE BARRICADE TYPE TYPICAL FOR CONSTRUCTION ZONES, AND RED IN COLOR. ALL LIGHTS MUST BE CHECKED NIGHTLY TO ENSURE THAT THEY ARE OPERATING. ANY LIGHTS NOT FUNCTIONING SHALL BE REPLACED.
- J. THE INTENSITY OF THE LIGHTS AND BARRICADE LAYOUT MUST ADEQUATELY AND WITHOUT AMBIGUITY DELINEATE THE HAZARDOUS AREA. BARRICADES SHALL BE CAPABLE OF INTERLOCKING TO MAKE A PHYSICAL BORDER AROUND CONSTRUCTION SITE.
- K. BARRICADES SHALL BE LOW LEVEL AVIATION BARRICADES SPECIFICALLY MANUFACTURED AND DESIGNED FOR SUCH PURPOSE. THEY SHALL BE ALTERNATING ORANGE AND WHITE IN COLOR 10 INCHES HIGH AND 96 INCHES LONG, MADE OF UV-RESISTANT POLYETHYLENE AS MANUFACTURED BY MULTI-BARRIER (MODEL AR 10x96 HDPE) OR APPROVED EQUAL.
- L. ALL TRAFFIC CONTROL DEVICES SHALL MEET INDUSTRY AND WISCONSIN DOT STANDARD ACCESS ROUTES USED BY CONTRACTOR MUST BE CLEARLY MARKED TO PREVENT INADVERTENT ENTRY TO AREAS OPEN TO AIRPORT OPERATIONS.
- M. ALL BARRICADES WHALL BE WEIGHTED TO WITHSTAND WIND AND JET BLAST AND KEEP BARRICADES STATIONARY.
- N. CONTRACTOR SHALL PROVIDE "25 MPH SPEED LIMIT" SIGNS AND "HAUL ROUTE" SIGNS WHEN HAULING ON THE AIRPORT ROADWAYS AND TAXIWAYS. OTHER SPEED LIMITS THAT MUST BE OBSERVED ARE: 10 MPH ON ANY AIRCRAFT APRON AND 5 MPH WITHIN 50 FEET OF ANY AIRCRAFT.
- O. CONTRACTOR MUST PROVIDE AN EMERGENCY CONTACT AVAILABLE 24 HOURS FOR MAINTENANCE OF CONSTRUCTION LIGHTING AND BARRICADING, OR ANY OTHER ISSUES THAT INTERFERE WITH THE OPERATIONS AT THE AIRPORT. CONTRACTOR SHALL, ON A DAILY BASIS, COORDINATE WITH THE AIRPORT MAINTENANCE SUPERINTENDENT TO ENSURE ALL REQUIRED AIRFIELD LIGHTING IS FUNCTIONAL, LIGHTED BARRICADES ARE OPERATIONAL, AND TO REVIEW NOTAM'S.

FUEL SUPPORT

ANY TYPE OF FUELING SUPPORT FACILITY OR DEVICE USED TO REFUEL CONSTRUCTION EQUIPMENT IS SUBJECT TO LOCAL FIRE INSPECTION. LOCAL FIRE CODES AND SAFETY STANDARDS SHALL BE MET PRIOR TO COMMENCEMENT OF WORK.

SWEEPING / CLEAN-UP

- A. THE CONTRACTOR SHALL HAVE SWEEPING OR VACUUMING CAPABILITIES ON-SITE AT ALL TIMES IN ORDER TO REMOVE DEBRIS FROM ACTIVE OPERATIONAL AREAS (RUNWAYS, TAXIWAYS, APRONS, ENTRANCE ROADS, PARKING LOTS, ETC). MATERIAL TRACKED ONTO THESE AREAS MUST BE CONTINUOUSLY REMOVED DURING THE CONSTRUCTION PROJECT.
- B. PRIOR TO OPENING AIRCRAFT MOVEMENT AREAS CLOSED FOR THIS PROJECT, THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE SITE, INCLUDING ADJACENT PAVEMENTS AND HAUL ROUTES, IS CLEAR OF ANY FOREIGN OBJECT DEBRIS (FOD) TO THE SATISFACTION OF AIRFIELD MANAGEMENT, IN ACCORDANCE WITH 14 CFR Part 139. THE AIRPORT OPERATOR SHALL CONDUCT ADDITIONAL SELF-INSPECTIONS IN THE VICINITY OF THE PROJECT WITH SPECIAL EMPHASIS ON THE PRESENCE OF FOD THAT COULD DAMAGE AIRCRAFT.
- C. UPON COMPLETION OF THIS PROJECT, THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE SITE, INCLUDING ADJACENT PAVEMENTS AND HAUL ROUTES, IS RETURNED TO ORIGINAL CONDITION TO THE SATISFACTION OF THE AIRPORT. CONTRACTOR MAY CHOOSE TO USE TRACKOUT CONTROL DEVICES ALONG WITH SWEEPING AND VACUUMING EFFORTS TO DEAL WITH POTENTIAL FOD ISSUES. SUCH TRACKOUT DEVICES CAN BE FOUND AT WWW.TRACKOUTCONTROL.COM OR BY SIMILAR SUPPLIERS.
- D. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT, CONTRACTOR MUST CONTAIN AND CLEAN-UP SPILLS RESULTING FROM FUEL OR HYDRAULIC FLUID LEAKS. ANY SPILLS OF HAZARDOUS MATERIAL MUST BE CLEANED UP IN ACCORDANCE WITH APPLICABLE REGULATIONS.
- E. CONTRACTOR SHALL USE ALL MEANS NECESSARY TO MINIMIZE DUST DURING CONSTRUCTION OPERATIONS. IF THE AIRPORT REQUESTS DUST CONTROL, IT SHALL BE APPLIED IMMEDIATELY.

HAUL ROUTES, PLANT SITES AND STAGING AREAS

- A. HAUL ROUTES AND ACCESS TO THE CONSTRUCTION SITE(S) WILL BE AS SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLAN AND AS DISCUSSED AT THE PRE-BID CONFERENCE.
- B. CONTRACTOR IS RESPONSIBLE FOR RESTORING ALL HAUL ROADS, PLANT SITES AND STAGING AREAS TO ORIGINAL CONDITION. THIS WILL INCLUDE BUT NOT BE LIMITED TO GRADING (FILLING IF NECESSARY) AND SEEDING ALL TURF AREAS. ANY PAVEMENT AREAS USED BY THE CONTRACTOR AS A HAUL ROUTE WHICH ARE DAMAGED WILL BE REPAVED AND/OR REMARKED AS APPROVED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
- C. THE CONTRACTOR IS RESPONSIBLE FOR INSPECTING ALL HAUL ROUTES PRIOR TO THE START OF CONSTRUCTION. THE CONDITION OF EXISTING HAUL ROUTES SHALL BE DOCUMENTED EITHER WITH PICTURES OR VIDEO AND PROVIDED TO THE ENGINEER PRIOR TO ANY HAULING ACTIVITIES. ANTICIPATED COSTS ASSOCIATED WITH DOCUMENTING EXISTING HAUL ROUTE CONDITION, OR RECONSTRUCTING OR RESTORING HAUL ROUTES AND STAGING AREAS SHALL BE INCIDENTAL TO THE PROJECT.
- D. ACTIVE AIRCRAFT OPERATIONS AREAS, OPERATIONS AT LACROSSE REGIONAL AIRPORT ARE CONTROLLED BY THE FAA CONTRACTED CONTROL TOWER FROM 6:00 a.m. to 9:00 p.m. WHEN A RUNWAY OR TAXIWAY IS OPEN TO AIR TRAFFIC, CONTRACTOR MUST OBTAIN CLEARANCE FROM TOWER BEFORE ANY OF HIS/HER PERSONNEL OR EQUIPMENT PROCEED ONTO OR ACROSS THE AREA. THIS WILL BE ACCOMPLISHED BY USING CTAF RADIO FREQUENCY 118.45 MHz, FURNISHED AND OPERATED BY CONTRACTOR.
- E. FROM 9:00 p.m. to 6:00 a.m., WHEN THE AIRPORT IS UNCONTROLLED BY FAA CONTROL TOWER, THE CONTRACTOR IS RESPONSIBLE TO FURNISH AND MONITOR A RADIO FREQUENCY OF 118.45 MHz AND TO RESPOND AS REQUIRED. RADIO OPERATORS SHALL BE CHECKED OUT AND APPROVED BY AIRPORT PERSONNEL PRIOR TO USING RADIOS.

UNDERGROUND ELECTRICAL CIRCUITS

- A. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF EXISTING AIRFIELD UTILITIES, AND ELECTRICAL CIRCUITS, WHETHER OWNED BY THE AIRPORT OR OTHER AGENCIES OPERATING AT THE AIRPORT. LOCATIONS OF EXISTING UTILITIES SHOWN IN THE PLANS ARE BASED ON AVAILABLE AS-BUILT DATA AND ARE APPROXIMATE ONLY. THE CONTRACTOR SHALL COORDINATE THE LOCATION OF ANY CROSSING OF UNDERGROUND ELECTRICAL CIRCUITS AND UTILITIES WITH THE AIRPORT, AND FAA FACILITIES PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL PROVIDE TONING EQUIPMENT CAPABLE OF DETECTING A 60 HZ SIGNAL FOR LOCATING CABLES IN THE CONSTRUCTION AREA. THE CONTRACTOR SHALL LOCATE EXISTING UTILITIES PRIOR TO START OF CONSTRUCTION. COST OF LOCATING THE UTILITIES AND PROVIDING THE TONING EQUIPMENT SHALL BE INCIDENTAL TO THE PROJECT.
- B. ANY ELECTRICAL CIRCUITS TO BE CROSSED SHALL THEN BE TESTED FOR RESISTANCE TO GROUND BY THE CONTRACTOR UNDER SUPERVISION OF THE ENGINEER AND THE READINGS RECORDED. FOLLOWING CONSTRUCTION, THE CONTRACTOR, UNDER THE SUPERVISION OF THE ENGINEER, SHALL CHECK ALL CIRCUITS CROSSED DURING THE PROJECT. ANY CIRCUITS SHOWING A DECREASE IN RESISTANCE TO GROUND SHALL BE CORRECTED BY THE CONTRACTOR TO ORIGINAL CONDITION OR AT LEAST 50 MEGOHM'S RESISTANCE IN THAT CIRCUIT. NO ADDITIONAL COMPENSATION WILL BE MADE FOR ANY CORRECTIVE ELECTRICAL WORK DUE TO CONTRACTOR'S OPERATIONS. SEE SPECIFICATIONS FOR REPAIR AND SPLICING REQUIREMENTS.

AIRPORT SECURITY

- A. WORK WITHIN THE CLOSED PORTION OF THE PROJECT LIMITS WILL NOT REQUIRE COMMUNICATION WITH THE CONTROL TOWER.
- B. IN ORDER TO BE BADGED CONTRACTOR EMPLOYEES MUST SUBMIT TO A CRIMINAL HISTORY RECORDS CHECK (CHRC), IN ACCORDANCE WITH THE AIRPORT SECURITY PROGRAM. SUCCESSFUL COMPLETION OF THE CHRC WILL RESULT IN AN APPROVED AIRPORT ID BADGE THAT WOULD ALLOW ACCESS TO THE PROJECT SITE.

C. THE CONTRACTOR WILL PROVIDE A GATE GUARD OR BADGED PERSON TO OPEN GATES AT POINTS OF ENTRY USED BY THE CONTRACTOR. COST TO BE PAID BY THE CONTRACTOR. GATES MUST BE LOCKED AT ALL TIMES WHEN NOT IN IMMEDIATE USE OR NOT GUARDED BY THE BADGED PERSONNEL. IF ANY CONSTRUCTION GATES ARE FOUND BY AIRFIELD STAFF TO BE OPEN AND UNATTENDED, ALLOWING UNINHIBITED ACCESS TO ANY SECURE AND/OR AIRCRAFT MOVEMENT AREAS ON THE AIRFIELD, THE CONTRACTOR WILL INCUR A FINE.

D. WHEN APPLICABLE, THE AIRPORT OPERATOR MUST SUBMIT A CHANGED CONDITION AFFECTING SECURITY IN ACCORDANCE WITH 49 CFR PART 1542.107.

E. ALL COSTS INCURRED IN MEETING THE AIRFIELD SECURITY REQUIREMENTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
F. WORK INSIDE THE PERIMETER FENCE WILL REQUIRE AN AOA BADGE.

WILDLIFE MANAGEMENT

CONTRACTOR MUST AVOID CREATING WILDLIFE HAZARDS ON THE AIRPORT SUCH AS TRASH, STANDING WATER, TALL GRASS AND SEEDS. SEEDING SHOULD COMPLY WITH THE CURRENT EDITION OF FAA AC 150/5370-10.

MEETINGS AND CORRESPONDENCE

- A. THE AIRPORT OPERATOR SHALL ISSUE AND MAINTAIN APPROPRIATE NOTAM'S REGARDING THE PRESENCE OF PERSONNEL AND EQUIPMENT. EACH RUNWAY OR TAXIWAY THAT DOES NOT MEET THE REQUIREMENTS OF 14 CFR PART 139.309, SHALL HAVE A NOTAM CLOSING THE RUNWAY/TAXIWAY.
- B. CONTRACTOR IS REQUIRED TO ATTEND WEEKLY COORDINATION MEETINGS AT WHICH SAFETY ISSUES WILL BE DISCUSSED.
- C. CONTRACTOR PERSONNEL SHALL COMPLETE THE AIRPORT'S BADGING REQUIREMENTS AND APPLICABLE SIDA/AOA/DRIVERS TRAINING COURSE. UNBADGED PERSONNEL WILL ONLY BE ALLOWED ON THE AIRFIELD IF ESCORTED BY A BADGED PERSON AT ALL TIMES. INFORMATION WILL BE SUPPLIED AT THE PRE-CONSTRUCTION MEETING.

AIRPORT OPERATIONS

- A. IF APPLICABLE TO THE PROJECT, THE FOLLOWING WILL BE SUBMITTED BY THE AIRPORT OPERATOR TO THE ASSIGNED AIRPORT CERTIFICATION SAFETY INSPECTOR (ACSI):
 - 1. ANY REVISIONS TO THE AIRPORT CERTIFICATION MANUAL (INCLUDING CHANGES TO THE SIGN AND MARKING PLAN)
 - 2. 5010 AIRPORT MASTER RECORD UPDATES
 - 3. NEW OBSTRUCTION SURVEY INFORMATION
 - 4. AIRPORT DIAGRAM UPDATES AND CHANGES
- B. THE AIRPORT OPERATOR SHALL REVIEW THE AIRPORT'S EMERGENCY PLAN AND MAKE NECESSARY MODIFICATIONS OR ADJUSTMENTS TO ENSURE ARFF REQUIREMENTS SUCH AS RESPONSE TIMES ARE MAINTAINED.
- C. AIRPORT MANAGEMENT SHALL TAKE ACTION TO ENSURE ALL VEHICLE/EQUIPMENT OPERATORS WHO WILL HAVE MOVEMENT/NON-MOVEMENT AREA ACCESS ARE PROPERLY TRAINED BY AIRPORT PERSONNEL RELATIVE TO 14 CFR PART 139 COMPLIANCE. AIRPORT MANAGEMENT SHALL ENSURE THAT THESE VEHICLE OPERATORS HAVE BEEN TRAINED (BRIEFED ON GROUND VEHICLE/EQUIPMENT OPERATIONS AND AIRPORT FAMILIARIZATION, WITH PARTICULAR EMPHASIS ON RUNWAY INCURSION PREVENTION. PENALTIES SHALL BE OUTLINED FOR ANYONE INVOLVED IN A VEHICLE DEVIATION/RUNWAY INCURSION.
- D. THE AIRPORT OPERATOR SHALL ENSURE THAT TENANT AND CONSTRUCTION CONTRACTOR PERSONNEL ENGAGED IN ACTIVITIES INVOLVING UNSCORTED OPERATION ON AIRCRAFT MOVEMENT AREAS OBSERVE THE PROPER PROCEDURES FOR COMMUNICATIONS, INCLUDING USING APPROPRIATE RADIO FREQUENCIES AT AIRPORTS WITH AND WITHOUT ATCTS.
- E. COORDINATE EARLY WITH THE ASSIGNED ACSI TO SCHEDULE RE-INSPECTION PRIOR TO OPENING SURFACES TO AIR CARRIER OPERATIONS.

ENFORCEMENT

- A. VIOLATIONS TO THE AIRPORT OPERATIONS OR THESE RULES AND REGULATIONS, DEPENDING UPON THE SEVERITY OF THE VIOLATION, MAY RESULT IN ONE OR MORE OF THE FOLLOWING:
 - 1. FINES
 - 2. A VERBAL AND/OR WRITTEN WARNING
 - 3. REVOCATION OF AIRPORT ACCESS PRIVILEGES
 - 4. THE CONTRACT WORK BEING STOPPED UNTIL CORRECTIVE MEASURES ARE TAKEN TO PRECLUDE A RECURRENCE OF THE VIOLATIONS. CONTRACT TIME WILL CONTINUE TO BE CHARGED DURING THE STOPPAGES. NO TIME EXTENSION WILL BE ISSUED DUE TO A VIOLATION.
 - 5. REMOVAL FROM THE PROJECT
- B. THE CONTRACTOR IS RESPONSIBLE FOR ALL FINES LEVIED BY THE AIRPORT, AND/OR TSA FOR VIOLATIONS OF AIRFIELD AND SECURITY REGULATIONS.

PERMITS AND LOCAL INSPECTION FEES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY AND ALL PERMITS REQUIRED FOR THIS PROJECT. ALL COSTS ASSOCIATED WITH PERMITS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

EFFECTS ON AIRCRAFT/AIRPORT OPERATIONS

- A. NO TAXIWAYS OR RUNWAYS WILL BE CLOSED DURING THIS PROJECT

EFFECTS ON NAVADS

- A. NAVADS WILL NOT BE AFFECTED UNDER THIS PROJECT.

OPERATIONS/PHASING/TRAFFIC CONTROL PROJECT NOTES:

- 1. SEE SHEET G-081 FOR ADDITIONAL PHASING / TRAFFIC CONTROL NOTES.
- 2. UNLESS OTHERWISE SHOWN, ALL CONSTRUCTION OPERATIONS & EQUIPMENT SHALL BE MAINTAINED BELOW 25 FT IN HEIGHT.
- 3. ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED, AND AS APPROVED BY THE ENGINEER.
- 4. ACCESS TO EACH WORK AREA SHALL BE ALONG THE DESIGNATED HAUL ROUTES SHOWN ON PHASING SHEETS. ALL CONTRACTOR PERSONNEL SHALL YIELD TO AIRCRAFT AT ALL TIMES.
- 5. CONTRACTOR SHALL NOT PARK OR TURN AROUND CONSTRUCTION VEHICLES IN ANY AIRCRAFT ACTIVE AREAS.
- 6. TRAFFIC CONTROL MEASURES SHOWN ON PHASING SHEETS ARE A MINIMUM AND THE CONTRACTOR IS TO SUPPLY ANY ADDITIONAL TRAFFIC CONTROL MEASURES TO PERFORM REQUIRED WORK AS REQUIRED BY LACROSSE REGIONAL AIRPORT, OR THE ENGINEER.
- 7. NO DEBRIS SHALL BE LEFT LOOSE IN THE STAGING AREA OR WORK AREAS AT ANYTIME. ALL TRASH OR LIGHT MATERIALS SHALL BE PREVENTED FROM BEING DISPLACED BY WIND OR JET BLAST.
- 8. ANY USE OF A CRANE OR ANY TALL (MORE THAN 25') EQUIPMENT SHALL BE COORDINATED WITH AIRPORT OPERATIONS SEVEN (7) WORKING DAYS IN ADVANCE.
- 9. 24 HR CONTACTS
LSE OPERATIONS/ARFF (608) 792-0233 (CELL), (608) 789-7450 (OFFICE)
CITY OF LACROSSE POLICE 911, (608) 789-7241 (OFFICE)
- 10. EMERGENCY NOTIFICATION PROCEDURE
1) CALL 911
2) CALL LSE OPERATIONS



Mead and Hunt, Inc.
2440 Deming Way
Middleton, WI 53562
phone: 608-273-6380
meadhunt.com



© Copyright 2008 Mead & Hunt, Inc.
This document is any portion thereof shall not be duplicated, disclosed, or used on any other project or extension of this project except by written agreement with Mead & Hunt, Inc. Mead & Hunt shall not be responsible for any unauthorized use of, or alteration to these documents.

LA CROSSE REGIONAL AIRPORT
TERMINAL GENERATOR REPLACEMENT
2850 AIRPORT RD
LA CROSSE, WI 54603

ISSUED
1/23/26 ISSUED FOR BID

NOT FOR CONSTRUCTION

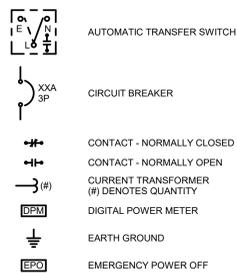
MSH NO: 2309930-180838.01
DATE: JANUARY 23, 2026
DESIGNED BY: ADG
DRAWN BY: ADG
CHECKED BY: LLK

DO NOT SCALE DRAWINGS
SHEET CONTENTS
CONSTRUCTION OPERATIONS & SAFETY PHASING PLAN NOTES

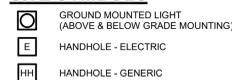
SHEET NO.

G-082

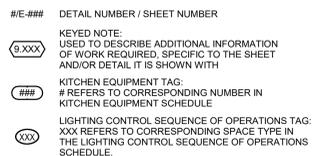
ONE-LINE SYMBOLS



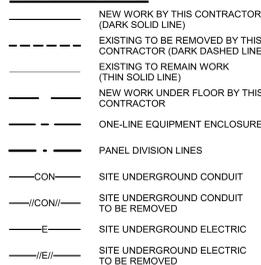
SITE SYMBOLS



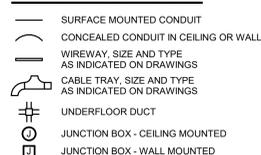
GENERAL SYMBOLS



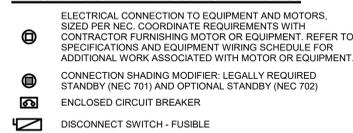
LINE TYPE KEY



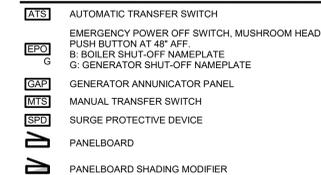
RACEWAY SYMBOLS



MOTOR CONTROL & PROTECTIVE DEVICE SYMBOLS



SERVICE & DISTRIBUTION SYMBOLS



ELECTRICAL ABBREVIATIONS

3R	NEMA 3R RATING
4X	NEMA 4X RATING
A	AMPERES
A/E	ARCHITECT / ENGINEER
AAC	ABOVE ACCESSIBLE CEILING
ACDU	AIR COOLED CONDENSING UNIT
AFB	ABOVE FINISHED FLOOR
AFG	ABOVE FINISHED GRADE
AHU	AIR HANDLING UNIT
ALT	ALTERNATE
APE	AIRCRAFT PROCESS EQUIPMENT
ATS	AUTOMATIC TRANSFER SWITCH
BLDG	BUILDING
BRKR	BREAKER
C	CONDUIT
CB	CIRCUIT BREAKER
CEB	CONCRETE EQUIPMENT BASE
CF	CIRCULATION FAN
CH	CHILLER
CHWP	CHILLED WATER PUMP
CKT	CIRCUIT
CP	CIRCULATION PUMP
CRAC	COMPUTER ROOM AIR CONDITIONER
CRP	CONDENSATION RETURN
CT	COOLING TOWER
CUH	CABINET UNIT HEATER
DC	DROP CORD
DDC	DIGITAL CONTROL PANEL
DH	DUCT HEATER
DISC	DISCONNECT
DO	DOOR OPERATOR
DWG	DRAWING
E/O	ELECTRICAL-TO-OPTICAL CONVERTER
EOB	ENCLOSED CIRCUIT BREAKER
EF	EXHAUST FAN
EM	EMERGENCY
EMT	ELECTRICAL METALLIC TUBING
ERL	EXISTING TO BE RELOCATED
ERLD	EXISTING - RELOCATED LOCATION
ES	EQUIPMENT SUPPLIER
ETR	EXISTING TO REMAIN
EWC	ELECTRICAL WATER COOLER
EWV	ELECTRICAL WATER HEATER
F	FUSED
FA	FIRE ALARM
FAF	FORCED AIR FURNACE
FCU	FAN COIL UNIT
GD	GARBAGE DISPOSAL
GFI	GROUND FAULT INTERRUPTER
GND	GROUND
GWH	GAS WATER HEATER
HD	HAND DRYER
HP	HORSEPOWER
HVAC	HEATING, VENTILATION, AIR CONDITIONING
HWB	HOT WATER BOILER
HWP	HOT WATER PUMP
IEWH	INSTANTANEOUS ELECTRIC WATER HEATER
IH	INFRARED HEATER
IMC	INTERMEDIATE METALLIC CONDUIT
IWH	INSTANTANEOUS WATER HEATER
J-BOX	JUNCTION BOX
LBS	POUNDS
LFS	LIGHTING FIXTURE SCHEDULE
MAU	MAKE-UP AIR UNIT
MAX	MAXIMUM
MCC	MOTOR CONTROL CENTER
MDF	MAIN DISTRIBUTION FRAME
MDP	MAIN DISTRIBUTION PANEL
MIN	MINIMUM
MNS	MASS NOTIFICATION SYSTEM
MTD	MOUNTED
MTG	MOUNTING
MTS	MANUAL TRANSFER SWITCH
NIC	NOT IN CONTRACT
NL	NIGHT LIGHT
NL/EL	NIGHT LIGHT AND EMERGENCY LIGHT
NTS	NOT TO SCALE
OC	ON CENTER
OFCI	OWNER FURNISHED, CONTRACTOR INSTALLED
OFDI	OWNER FURNISHED, OWNER INSTALLED
PH	PHASE
PML	PANEL
PVC	POLYVINYL CHLORIDE
RCP	RADIANT CEILING PANEL
RECPT	RECEPTACLE
REF	REFRIGERATOR
REQD	REQUIRED
RF	RETURN FAN
RGS	RIGID GALVANIZED STEEL CONDUIT MAY ALSO BE REFERENCED AS RMC OR GRC
RMC	RIGID METAL CONDUIT
RTU	ROOF TOP UNIT
S/N	SOLID NEUTRAL
SE	SERVICE ENTRANCE
SEC-P	SECURITY PANEL
SF	SUPPLY FAN
SP	SUMP PUMP
SS	STAINLESS STEEL
SW	SWITCH
SWBK	SWITCH BANK
TBR	TO BE REMOVED
TCP	TEMPERATURE CONTROL PANEL
TFA	TO FLOOR ABOVE
TFB	TO FLOOR BELOW
TYP	TYPICAL
UC	UNIT COOLER
UG	UNDERGROUND
UH	UNIT HEATER
UNO	UNLESS NOTED OTHERWISE
UV	UNIT VENTILATOR
V	VOLTS
VER	VEHICLE EXHAUST REEL
VFD	VARIABLE FREQUENCY DRIVE
VS	VERSUS
W	WATTS
WCC	WATER COOLED CONDENSER
WFE	WELDING FUME EXTRACTOR
WH	WATER HEATER
WL	WET LOCATION LISTED
WP	WEATHERPROOF
XFMR	TRANSFORMER
XP	EXPLOSION PROOF

CONTRACTOR ABBREVIATIONS

AVC	AUDIO/VISUAL CONTRACTOR
CC	CIVIL CONTRACTOR
EC	ELECTRICAL CONTRACTOR
FPC	FIRE PROTECTION CONTRACTOR
GC	GENERAL CONTRACTOR
HC	HEATING CONTRACTOR
MC	MECHANICAL CONTRACTOR
PC	PLUMBING CONTRACTOR
TC	TECHNOLOGY CONTRACTOR
TCC	TEMPERATURE CONTROL CONTRACTOR
VC	VENTILATION CONTRACTOR

GENERAL NOTES:

1. THE CONTRACTOR SHALL BECOME FAMILIAR WITH THE DETAILS OF WORK, VERIFY DIMENSIONS IN THE FIELD, AND ADVISE THE ENGINEER OF ANY DISCREPANCY BEFORE PERFORMING ANY WORK.
2. THE COMPLETE INSTALLATION SHALL BE IN ACCORDANCE WITH THE ADAAG (AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES) AND ABA (ARCHITECTURAL BARRIERS ACT).
3. SEAL ALL RATED PENETRATIONS, REFER TO DIV. 07 FOR ADDITIONAL INFORMATION AND REQUIREMENTS SPECIFIC TO FIRESTOPPING.
4. CIRCUIT NUMBERS ARE SHOWN FOR CIRCUIT IDENTIFICATION. CIRCUITING SHALL AGREE WITH NUMBERING ON THE PANEL SCHEDULES PROVIDED. BALANCE THE LOAD ON PANELS AS EVENLY AS POSSIBLE BETWEEN EACH PHASE. COMMON NEUTRALS MAY NOT BE USED FOR BRANCH CIRCUITS.
5. CIRCUITS SERVING EMERGENCY LUMINAIRES SHALL BE RUN IN SEPARATE RACEWAY FROM ALL OTHER CIRCUITS.
6. A #12 GREEN INSULATED GROUND CONDUCTOR SHALL BE INSTALLED WITH CIRCUIT CONDUCTORS TO ALL RECEPTACLES.
7. WHERE RACEWAY IS REQUIRED ON EXISTING MASONRY WALLS, SURFACE CONDUIT MAY BE USED IN LIEU OF CHANNELING WALLS TO PROVIDE CONCEALED ROUTING. THIS APPLIES FOR BRANCH CIRCUIT CONDUITS UP TO 3/4" SIZE. CONDUITS LARGER THAN 3/4" MAY BE ROUTED EXPOSED, BUT INSTALLED PARALLEL AND/OR PERPENDICULAR TO BUILDING LINES AND RUN AS UNOBTRUSIVELY AS POSSIBLE.
8. ELECTRICAL EQUIPMENT SHALL BE MOUNTED TO AVOID IMPEDANCE OF OPERATION OF, AND/OR ACCESS TO ELECTRICAL AND MECHANICAL EQUIPMENT. ALL MOUNTING OF ELECTRICAL EQUIPMENT ON EQUIPMENT SUPPLIED BY ANOTHER CONTRACTOR SHALL BE APPROVED IN ADVANCE BY THE ENGINEER.
9. PROVIDE SUITABLE MECHANICAL PROTECTION AROUND ALL CONDUITS STUBBED OUT FROM FLOORS, WALLS, OR CEILINGS DURING CONSTRUCTION TO PREVENT BENDING OR DAMAGING OF STUB CUTS DUE TO CARELESSNESS WITH CONSTRUCTION EQUIPMENT.
10. ALL OPENINGS IN WALLS SHALL BE REPAIRED TO MATCH EXISTING BY A QUALIFIED CONTRACTOR AT THE EXPENSE OF THIS CONTRACTOR. ALL CONDUITS THROUGH WALLS SHALL BE GROUDED OR SEALED INTO OPENINGS.
11. REMOVE AND REINSTALL ALL CEILING TILES AS REQUIRED FOR THE EXECUTION OF ELECTRICAL WORK. REPLACE CEILING TILES WITH IDENTICAL MATERIAL WHERE DAMAGED BY THIS CONTRACTOR.
12. SCCR RATINGS LISTED FOR EQUIPMENT ARE MINIMUM REQUIREMENTS FOR BUS BRACING AND DEVICE RATING. ALL EQUIPMENT SHALL BE FULLY RATED UNLESS SPECIFICALLY NOTED AS SERIES RATED.

DEMOLITION GENERAL NOTES:

1. THE INFORMATION SHOWN IS BASED ON EXISTING DRAWINGS AND SITE OBSERVATIONS TO ASSIST CONTRACTOR IN BIDDING. THE ELECTRICAL DRAWINGS INDICATE EXISTING ELECTRICAL ITEMS TO BE REMOVED. THE DRAWINGS ARE INTENDED TO INDICATE THE SCOPE OF WORK REQUIRED AND DO NOT INDICATE EVERY BOX, CONDUIT, OR WIRE THAT MUST BE REMOVED. VISIT THE SITE PRIOR TO SUBMITTING A BID AND VERIFY EXISTING CONDITIONS. REFER TO SPECIFICATION SECTION 26 05 02 FOR ADDITIONAL REQUIREMENTS.
2. DASHED WALLS ON THE FLOOR PLANS INDICATE EXISTING WALLS BEING DEMOLISHED. REFER TO THE ARCHITECTURAL DEMOLITION PLANS FOR THE EXACT EXTENT OF WORK REQUIRED BY THIS PROJECT. REMOVE ALL DEVICES ON DASHED WALLS NOT SHOWN ON THE CONTRACT DRAWINGS. REFER TO DEMOLITION DRAWINGS OF OTHER TRADES, WHERE MOTORS, CONTROL PANELS, AND OTHER LOADS OR APPARATUS THAT HAVE ELECTRICAL CONNECTIONS ARE BEING REMOVED. INCLUDE DISCONNECTION AND REMOVAL OF ALL ASSOCIATED CONDUIT, WIRING, ETC.
3. ELECTRICAL ITEMS (i.e. LIGHTING FIXTURES, PANELBOARDS, DISCONNECTS, MOTOR CONTROLLERS, ETC.) REMOVED AND NOT RELOCATED REMAIN THE PROPERTY OF THE OWNER AND SHALL BE TURNED OVER TO THE OWNER IN A STORAGE AREA TO BE DESIGNATED BY THE OWNER. EQUIPMENT BEING REMOVED SHALL BE HANDLED SO AS NOT TO FURTHER REDUCE ITS VALUE TO THE OWNER. DISPOSE OF MATERIAL THE OWNER DOES NOT WANT TO REUSE OR RETAIN FOR MAINTENANCE PURPOSES.
4. WHERE LIGHTS, SWITCHES, RECEPTACLES, ETC., ARE BEING REMOVED, ALL ASSOCIATED CONDUIT AND WIRE BACK TO THE PANELBOARD OR FEEDER JUNCTION BOX SERVING THE DEVICE SHALL ALSO BE REMOVED, UNLESS THE CONDUIT CAN BE REUSED FOR NEW CONDUCTORS. DISPOSE OF MATERIAL THE OWNER DOES NOT WANT TO REUSE OR RETAIN FOR MAINTENANCE PURPOSES.
5. ALL BOXES THAT ARE TO REMAIN IN PLACE IN EXISTING MASONRY WALLS SHALL BE PROVIDED WITH A BLANK COVERPLATE. REFER TO SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS ASSOCIATED WITH TYPE AND ATTACHMENT.
6. REMOVE ALL CONDUIT WHERE WALLS ARE BEING REMOVED. WHERE CONDUIT IS IN THE CONCRETE SLAB, CUT OFF FLUSH, PULL OUT WIRE, AND PLUG WHERE CONDUIT IS RUN EXPOSED. ALL ASSOCIATED CLAMPS, SUPPORTS, HANGERS, ETC., SHALL ALSO BE REMOVED. CONDUIT CONCEALED IN WALL CONSTRUCTION MAY BE ABANDONED IN PLACE IF NOT AFFECTED BY OTHER CONSTRUCTION.
7. COORDINATE ALL WORK, INCLUDING PHASING WITH OTHER CONTRACTORS AT THE JOB SITE BEFORE REMOVING EXISTING ELECTRICAL AND INSTALLING NEW ITEMS.
8. EXISTING CONDUIT IN GOOD CONDITION MAY BE REUSED IN PLACE. RELOCATED EXISTING CONDUIT SHALL NOT BE ALLOWED. BONDING CONDUCTORS SHALL BE INSTALLED IN ALL REUSED CONDUIT TO ASSURE PROPER GROUND PATH.
9. MAINTAIN CIRCUIT CONTINUITY OF DEVICES LOCATED OUTSIDE OF CONSTRUCTION AREA. DEVICE AND EQUIPMENT REMOVAL IN CERTAIN LOCATIONS MAY REQUIRE THE INSTALLATION OF A JUNCTION BOX TO RECONNECT CIRCUITS THAT REMAIN IN OPERATION. EXTEND CONDUIT AND WIRING AS REQUIRED TO MAINTAIN POWER TO REMAINING EQUIPMENT.
10. BALLASTS MANUFACTURED PRIOR TO 1980 CONTAIN PCBs AND SHALL BE DISPOSED OF IN ACCORDANCE WITH SPECIFICATIONS.
11. HID AND FLUORESCENT LAMPS CONTAIN MERCURY AND SHALL BE DISPOSED OF IN ACCORDANCE WITH SPECIFICATIONS.
12. REMOVE AND REINSTALL ALL CEILING TILES AS REQUIRED FOR THE EXECUTION OF ELECTRICAL WORK THAT IS OUTSIDE THE CONTRACT LIMITS OF CONSTRUCTION. REPLACE CEILING TILES WITH IDENTICAL MATERIAL WHERE DAMAGED BY THIS CONTRACTOR.
13. PROVIDE REVISED, TYPED CIRCUIT DIRECTORY IN PANELBOARDS THAT HAVE CIRCUITS REMOVED OR ADDED CIRCUITS.
14. REMOVE EXPOSED ABANDONED CONDUIT, INCLUDING ABANDONED CONDUIT ABOVE ACCESSIBLE CEILING FINISHES. CUT RACEWAY FLUSH WITH WALLS AND FLOORS AND PATCH SURFACES TO MATCH EXISTING. REMOVE ALL ASSOCIATED CLAMPS, HANGERS, SUPPORTS, ETC. ASSOCIATED WITH RACEWAY REMOVAL.
15. DISCONNECT AND REMOVE ABANDONED LUMINAIRES, INCLUDING BRACKETS, STEMS, HANGERS, AND OTHER ACCESSORIES.
16. DISCONNECT AND REMOVE ELECTRICAL DEVICES AND EQUIPMENT SERVING UTILIZATION EQUIPMENT THAT HAS BEEN REMOVED.

Mead & Hunt
Mead & Hunt, Inc.
2440 Deming Way
Middleton, WI 53562
phone: 608-273-6380
meadhunt.com



© Copyright 2020 Mead & Hunt, Inc.
This document, or any portion thereof, shall not be duplicated, disclosed, or used in any other project or extension of this project without the written agreement of Mead & Hunt, Inc. Mead & Hunt shall not be responsible for any unauthorized use of, or alteration to these documents.

**LA CROSSE REGIONAL AIRPORT
TERMINAL GENERATOR REPLACEMENT**
2850 AIRPORT RD
LA CROSSE, WI 54603

ISSUED
1/23/26 ISSUED FOR BID

MMH NO: 2309930-180838.01
DATE: 1/23/2026
DESIGNED BY: RKK
DRAWN BY: RKK
CHECKED BY: BF
DO NOT SCALE DRAWINGS

SHEET CONTENTS
NOTES, SYMBOLS & ABBREVIATIONS

SHEET NO:

E-001

ELECTRICAL KEYED NOTES

- 9.002 DISCONNECT EXISTING BRIDGE POWER CIRCUIT AND REFEED TO EXISTING PANEL BCE. REVISE PANEL SCHEDULE TO MARK ASSOCIATED CIRCUIT "SPARE" AND SWITCH BREAKER OFF.
- 9.003 EXISTING GENERATOR TO REMAIN IN SERVICE UNTIL NEW GENERATOR IS INSTALLED AND OPERATIONAL. CONTRACTOR SHALL COORDINATE TEMPORARY OPERATION OF EXISTING GENERATOR TO MAINTAIN STANDBY POWER UNTIL FINAL CHANGEOVER. REMOVE EXISTING GENERATOR AFTER SUCCESSFUL STARTUP OF NEW GENERATOR.
- 9.004 DISCONNECT EXISTING DOOR OPERATOR CIRCUIT FROM PANEL 'B' AND REFEED TO PANEL 'S'. SEE SHEETS E-101 AND E-401 FOR CIRCUITING INFORMATION. REVISE PANEL B SCHEDULE TO MARK ASSOCIATED CIRCUIT "SPARE" AND SWITCH BREAKER OFF.
- 9.005 FIELD VERIFY PANEL SOURCE OF DOOR OPERATOR. DISCONNECT EXISTING DOOR OPERATOR CIRCUIT AND REFEED TO PANEL 'S'. REVISE EXISTING PANEL SCHEDULE ASSOCIATED CIRCUIT TO READ "SPARE" AND SWITCH CIRCUIT BREAKER OFF.
- 9.006 AFTER DISCONNECTION AND REMOVAL, TURN OVER REMOVED GENERATOR TO LA CROSSE AIRPORT. LOCATE GENERATOR IN A NEARBY STAGING LOCATION ON SITE THAT ALLOWS AIRPORT EQUIPMENT ACCESS FOR PICKUP AND TRANSPORT TO AIRPORT STORAGE. COORDINATE STAGING LOCATION AND TURNOVER SCHEDULE WITH AIRPORT THROUGH ENGINEER.
- 9.007 REMOVE EXISTING GENERATOR CONDUCTORS, CONTROL CABLING, AND PAD. INSTALL NEW PULL ROPE IN EACH CONDUIT AND SECURE BOTH ENDS. LEAVE CONDUITS IN PLACE. CAP ENDS FOR FUTURE USE. SEE CIVIL PLANS FOR ADDITIONAL INFORMATION.
- 9.008 CUT BACK EXISTING CONDUIT STUBS BELOW GRADE AS REQUIRED TO ACCOMMODATE INSTALLATION OF NEW IN-GRADE HANDHOLES. REFER TO PHOTO DETAIL 2ED011 FOR EXISTING CONDITIONS SHOWING FIVE (5) SPARE CONDUITS. SEE SHEET E-011 FOR NEW WORK REQUIREMENTS.
- 9.009 REMOVE EXISTING CONCRETE PAD.
- 9.101 80KW/100KVA, 480Y/277V 3-PHASE DUAL FUEL GENERATOR WITH MOTORIZED DAMPERS IN WEATHER ACOUSTIC ENCLOSURE ON NEW CONCRETE PAD.
- 9.102 (3)-1/2" CONDUITS FOR ATS-O, ATS-S, LOAD CENTER AND COOLANT HEATER.
- 9.103 EXTEND (1) CONDUIT TO COMMUNICATION HANDHOLE.
- 9.104 FURNISH AND INSTALL HANDHOLE FOR START CIRCUIT, AUXILIARY CONNECTIONS, ETC. SEE E-501 FOR HANDHOLE DETAILS.
- 9.105 POWER HANDHOLE: FURNISH AND INSTALL HANDHOLE. NEW FEEDER TO EXISTING ATS S AND ATS O. SEE E-501 FOR HANDHOLE DETAILS.
- 9.106 NEW IN-GRADE HANDHOLE FOR EXISTING CAPPED CONDUITS SERVING OLD GENERATOR LOADS. SEE E-501 FOR HANDHOLE DETAILS.
- 9.107 PROVIDE WIRING IN ACCORDANCE WITH MANUFACTURER REQUIREMENTS IN 1-1/2" C.
- 9.108 PROVIDE AUXILIARY POWER CONNECTIONS TO GENERATOR-MOUNTED EQUIPMENT, INCLUDING COOLANT HEATER, GENERATOR HEATER, BATTERY CHARGER, W/IGFCI RECEPTACLE AND INTERIOR STRIP LIGHTS. FEED ALL AUXILIARY LOADS FROM THE GENERATOR'S INTERNAL LOAD CENTER AS INDICATED BY MANUFACTURER.
- 9.302 RELOCATE FEED FOR DOOR OPERATOR. CONNECT NEW CIRCUIT TO PANEL S.
- 9.303 PROVIDE NEW GAP IN SAME PLACE OF EXISTING.
- 9.305 FURNISH AND INSTALL NEW 150A LSI CIRCUIT BREAKER IN PLACE OF EXISTING 250A BREAKER. INSTALL NEW FEEDER THROUGH EXISTING JUNCTION BOX AND ROUTE TO NEW 150A ATS/O.
- 9.306 ALL POWER CONDUCTORS FROM UTILITY YARD ARE XHHW. COMMUNICATIONS WIRING IN ACCORDANCE WITH MANUFACTURER REQUIREMENTS.
- 9.307 RECIRCUIT BRIDGEPOWER FROM PANEL DP/HG2 AND TO EXISTING PANEL BCE.
- 9.308 RECIRCUIT BRIDGEPOWER FROM PANEL DP/HG3 AND TO EXISTING PANEL BCE.
- 9.309 FIELD VERIFY BRIDGE POWER FEEDER AND REFEED TO PANEL BCE.
- 9.310 STUBBED UP CONDUITS FROM UTILITY YARD. POWER CONDUITS (3 TOTAL) ATS-O, ATS-S, LOAD CENTER AND COOLANT HEATER. COMMUNICATIONS CONDUIT FOR GENERATOR. SEE DETAIL 4 ON THIS SHEET.
- 9.312 GENERATOR START CONTACT. PROVIDE CIRCUITRY TO GENERATOR CONTROL PANEL (GCP) IN 3/4" CONDUIT. STARTING CIRCUIT WIRING SHALL BE ENTIRELY INDEPENDENT OF ALL OTHER WIRING. THE INTEGRITY OF THE STARTING CIRCUIT SHALL BE CONTINUOUSLY MONITORED. LOSS OF INTEGRITY OF THE STARTING CIRCUIT SHALL INITIATE VISUAL AND AUDIBLE ANNUNCIATION AT THE GENERATOR AND AT THE REMOTE ANNUNCIATOR.
- 9.313 PROVIDE DATA CABLE IN 1/2" C, BETWEEN TRANSFER SWITCHES.
- 9.314 SEE 1/E-501 FOR GROUNDING DETAIL.
- 9.315 PROVIDE WIRING IN ACCORDANCE WITH MANUFACTURER REQUIREMENTS IN 3/4" CONDUIT. FOR BIDDING PURPOSES ASSUME 14#12 AWG.
- 9.318 RELOCATE EXISTING CONDUIT, DISCONNECT SWITCH, AND SPD TO THE LEFT ON THE WALL AS REQUIRED TO PROVIDE CLEARANCE FOR INSTALLATION OF THE NEW ATS-S DIRECTLY ADJACENT TO THE EXISTING ATS-S PRIOR TO CHANGEOVER.
- 9.319 UTILIZE EXISTING JUNCTION BOX FOR NEW ATS-S CIRCUITRY.
- 9.320 ROUTE GENERATOR COMMUNICATIONS CABLES IN 1-1/2" LPMC INTO ELECTRICAL ROOM TO MAINTAIN ISOLATION FROM POWER CONDUCTORS.



Mead & Hunt, Inc.
2440 Deming Way
Middleton, WI 53562
phone: 608-273-6380
meadhunt.com



© Copyright 2020 Mead & Hunt, Inc.
This document, or any portion thereof, shall not be duplicated, disclosed or used on any other project or extension of this project except by written agreement with Mead & Hunt, Inc. Mead & Hunt shall not be responsible for any unavailability, error or alteration to these documents.

LA CROSSE REGIONAL AIRPORT
TERMINAL GENERATOR REPLACEMENT

2850 AIRPORT RD
LA CROSSE, WI 54603

ISSUED
1/23/26 ISSUED FOR BID

MSH NO: 2309930-180838.01
DATE: 1/23/2026
DESIGNED BY: RKK
DRAWN BY: RKK
CHECKED BY: BF
DO NOT SCALE DRAWINGS

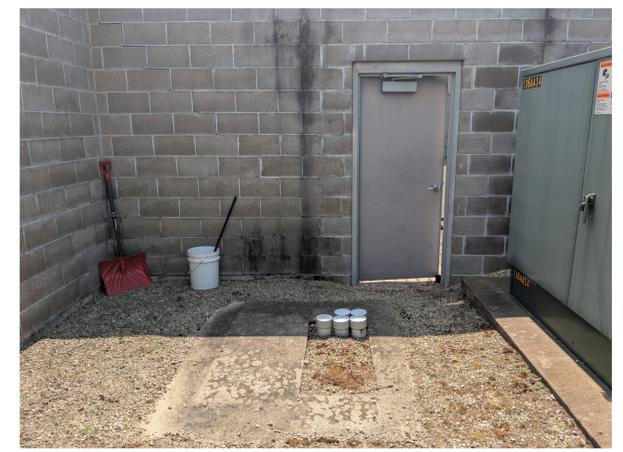
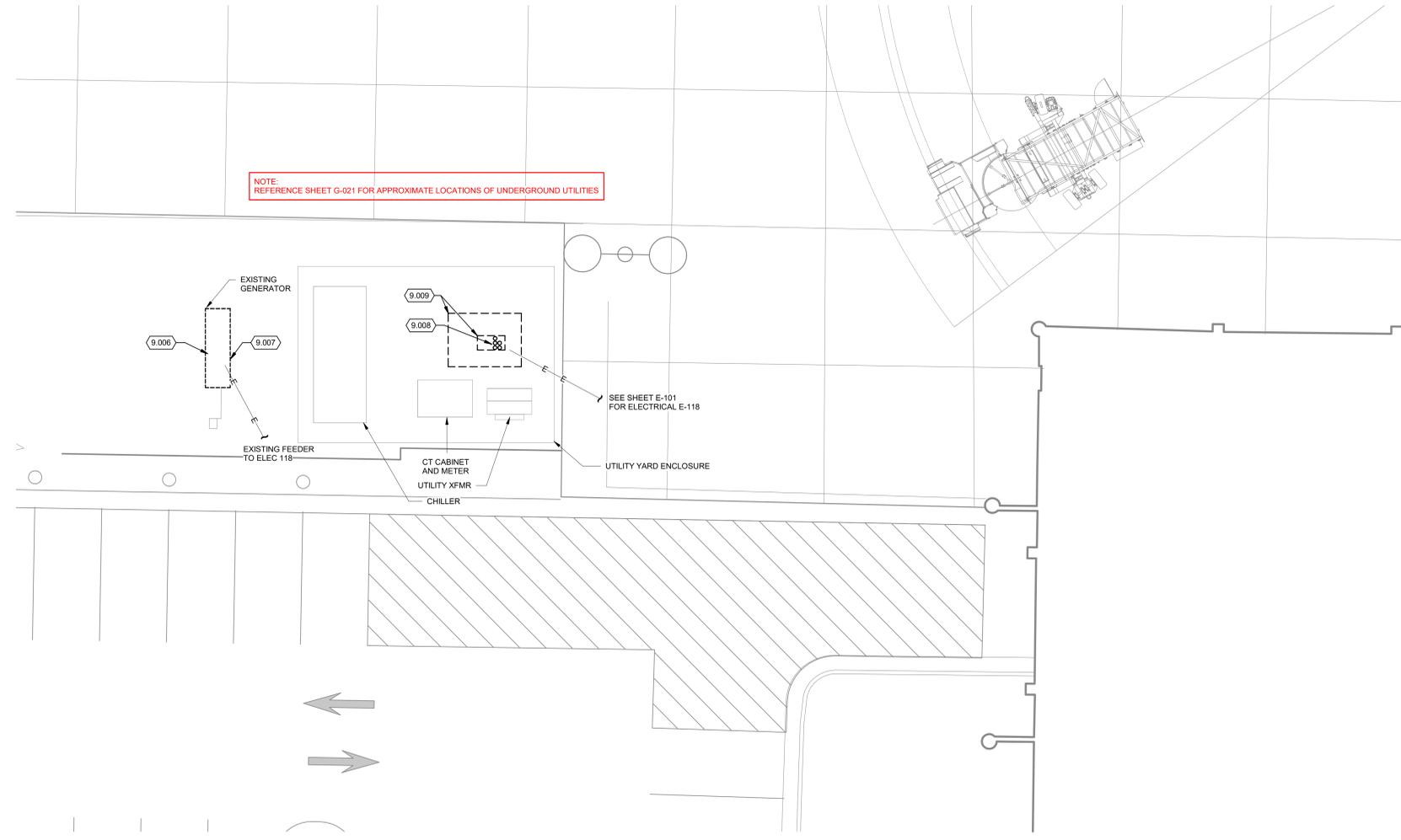
SHEET CONTENTS
ELECTRICAL KEYED NOTES

SHEET NO:

E-005

KEYED NOTES

- 9.006 AFTER DISCONNECTION AND REMOVAL, TURN OVER REMOVED GENERATOR TO LA CROSSE AIRPORT. LOCATE GENERATOR IN A NEARBY STAGING LOCATION ON SITE THAT ALLOWS AIRPORT EQUIPMENT ACCESS FOR PICKUP AND TRANSPORT TO AIRPORT STORAGE. COORDINATE STAGING LOCATION AND TURNOVER SCHEDULE WITH AIRPORT THROUGH ENGINEER.
- 9.007 REMOVE EXISTING GENERATOR CONDUCTORS, CONTROL CABLING, AND PAD. INSTALL NEW PULL ROPE IN EACH CONDUIT AND SECURE BOTH ENDS. LEAVE CONDUITS IN PLACE. CAP ENDS FOR FUTURE USE. SEE CIVIL PLANS FOR ADDITIONAL INFORMATION.
- 9.008 CUT BACK EXISTING CONDUIT STUBS BELOW GRADE AS REQUIRED TO ACCOMMODATE INSTALLATION OF NEW IN-GRADE HANDHOLES. REFER TO PHOTO DETAIL 2/ED011 FOR EXISTING CONDITIONS SHOWING FIVE (5) SPARE CONDUITS. SEE SHEET E-011 FOR NEW WORK REQUIREMENTS.
- 9.009 REMOVE EXISTING CONCRETE PAD.



2 SPARE CONDUITS TO TERMINAL
NO SCALE

TRUE PLAN NORTH NORTH
1 SITE PLAN ELECTRICAL - DEMOLITION
1/8" = 1'-0"

1/22/2026 2:04:08 PM C:\Revit\Local\180638.01 E-2025_dan.kenny\ACTL2.rvt

LA CROSSE REGIONAL AIRPORT
TERMINAL GENERATOR REPLACEMENT
2850 AIRPORT RD
LA CROSSE, WI 54603

ISSUED
1/23/26 ISSUED FOR BID

MM NO: 2309930-180838.01
DATE: 1/23/2026
DESIGNED BY: RKK
DRAWN BY: RKK
CHECKED BY: BF
DO NOT SCALE DRAWINGS

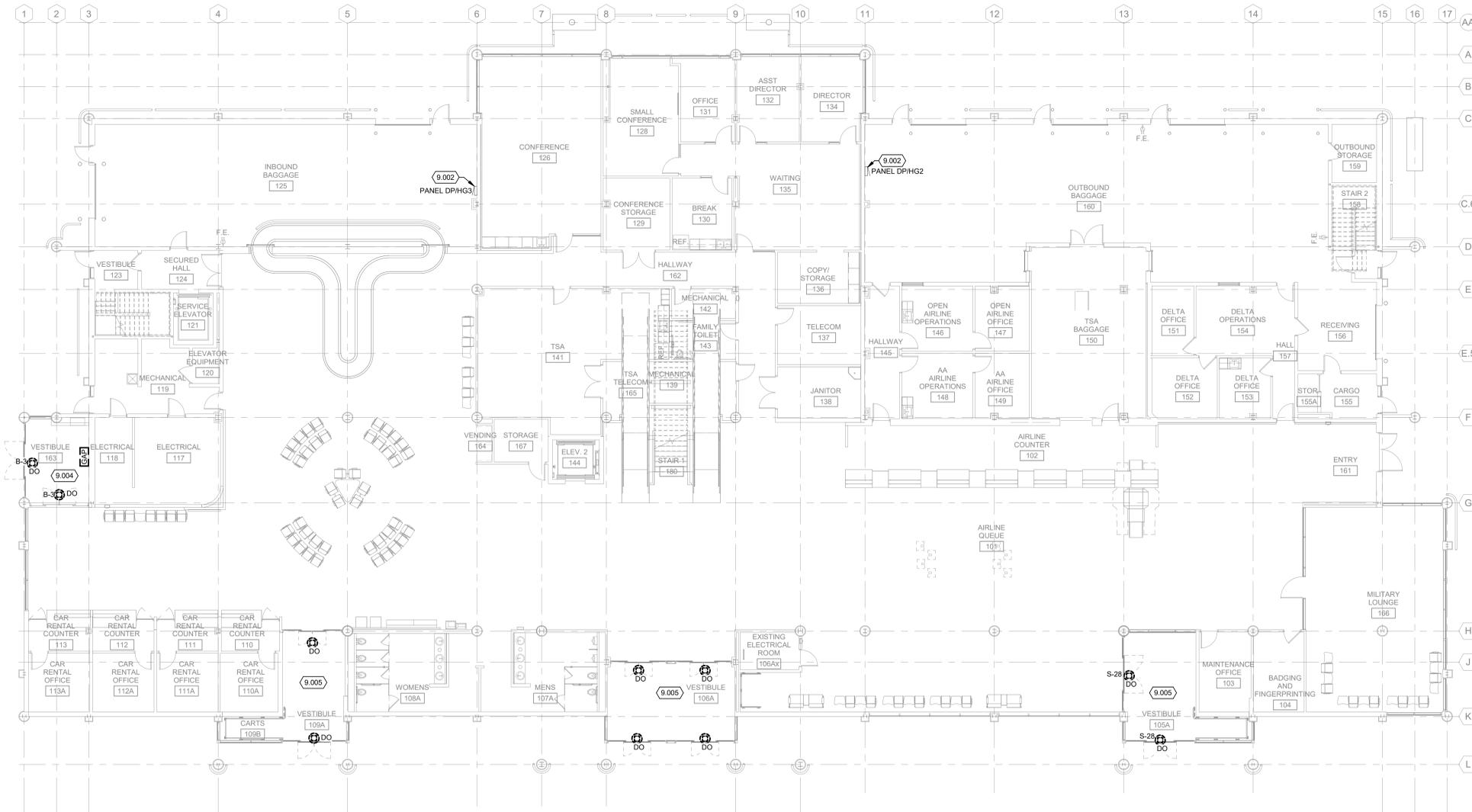
SHEET CONTENTS
SITE PLAN
ELECTRICAL -
DEMOLITION

SHEET NO:

ED011

KEYED NOTES

- 9.002 DISCONNECT EXISTING BRIDGE POWER CIRCUIT AND REFEED TO EXISTING PANEL B.CE. REVISE PANEL SCHEDULE TO MARK ASSOCIATED CIRCUIT "SPARE" AND SWITCH BREAKER OFF.
- 9.004 DISCONNECT EXISTING DOOR OPERATOR CIRCUIT FROM PANEL 'B' AND REFEED TO PANEL S. SEE SHEETS E-101 AND E-401 FOR CIRCUITING INFORMATION. REVISE PANEL B SCHEDULE TO MARK ASSOCIATED CIRCUIT "SPARE" AND SWITCH BREAKER OFF.
- 9.005 FIELD VERIFY PANEL SOURCE OF DOOR OPERATOR. DISCONNECT EXISTING DOOR OPERATOR CIRCUIT AND REFEED TO PANEL S. REVISE EXISTING PANEL SCHEDULE ASSOCIATED CIRCUIT TO READ "SPARE" AND SWITCH CIRCUIT BREAKER OFF.



TRUE PLAN
NORTH NORTH
1 FIRST FLOOR POWER PLAN
1" = 10'-0"

**LA CROSSE REGIONAL AIRPORT
TERMINAL GENERATOR REPLACEMENT**

2850 AIRPORT RD
LA CROSSE, WI 54603

ISSUED
1/23/26 ISSUED FOR BID

NOT FOR CONSTRUCTION

MM# NO: 2309930-180838.01
DATE: 1/23/2026
DESIGNED BY: RKK
DRAWN BY: RKK
CHECKED BY: BF
DO NOT SCALE DRAWINGS

SHEET CONTENTS
FIRST FLOOR
POWER DEMOLITION
PLAN

SHEET NO:

ED101

GENERAL NOTES:

- REFER TO SHEET E-001 FOR NOTES, SYMBOLS, AND ABBREVIATIONS.
- REFER TO E-50X SHEETS FOR DETAILS, E-60X SHEETS FOR SCHEDULES, AND E-70X SHEETS FOR ONE-LINE DIAGRAMS.

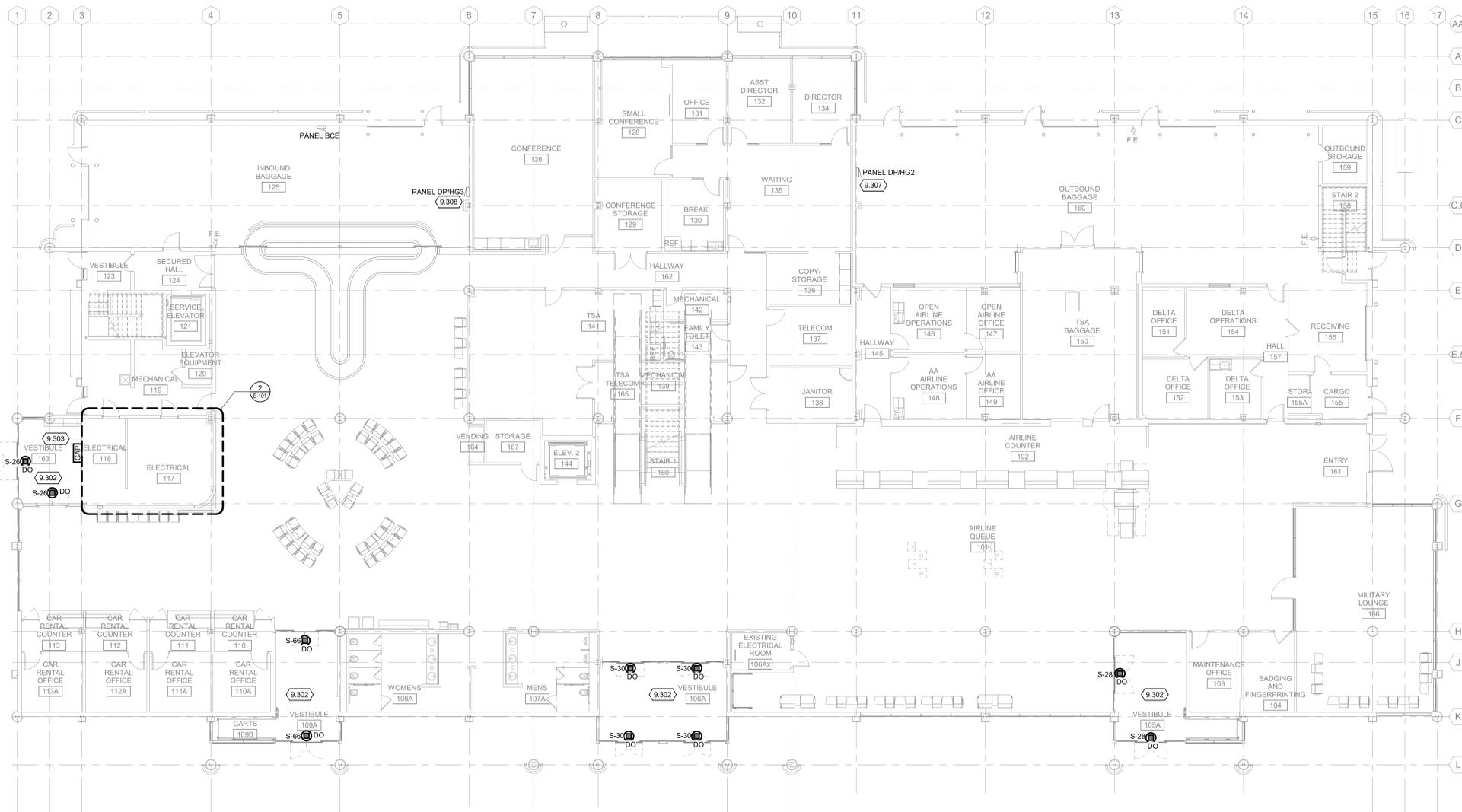
KEYED NOTES

- 80KW/100KVA, 480Y/277V 3-PHASE DUAL FUEL GENERATOR WITH MOTORIZED DAMPERS IN WEATHER ACOUSTIC ENCLOSURE ON NEW CONCRETE PAD.
- (3)1-1/2" CONDUITS FOR ATS-O, ATS-S, LOAD CENTER AND COOLANT HEATER.
- EXTEND (1) CONDUIT TO COMMUNICATION HANDHOLE.
- FURNISH AND INSTALL HANDHOLE FOR START CIRCUIT, AUXILIARY CONNECTIONS, ETC. SEE E-501 FOR HANDHOLE DETAILS.
- POWER HANDHOLE: FURNISH AND INSTALL HANDHOLE. NEW FEEDER TO EXISTING ATS S AND ATS O. SEE E-501 FOR HANDHOLE DETAILS.
- NEW IN-GRADE HANDHOLE FOR EXISTING CAPPED CONDUITS SERVING OLD GENERATOR LOADS. SEE E-501 FOR HANDHOLE DETAILS.
- PROVIDE WIRING IN ACCORDANCE WITH MANUFACTURER REQUIREMENTS IN 1-1/2" C.
- PROVIDE AUXILIARY POWER CONNECTIONS TO GENERATOR-MOUNTED EQUIPMENT INCLUDING COOLANT HEATER, GENERATOR HEATER, BATTERY CHARGER, WPI/GCI RECEPTACLE AND INTERIOR STRIP LIGHTS. FEED ALL AUXILIARY LOADS FROM THE GENERATOR'S INTERNAL LOAD CENTER AS INDICATED BY MANUFACTURER.

NOTE:
REFERENCE SHEET G-021 FOR APPROXIMATE LOCATIONS OF UNDERGROUND UTILITIES

SEE SHEET E-101
FOR ELECTRICAL E-118

TRUE PLAN
NORTH NORTH
1 SITE PLAN - ELECTRICAL
1/8" = 1'-0"



GENERAL NOTES:
 1. REFER TO SHEET E-001 FOR NOTES, SYMBOLS, AND ABBREVIATIONS.
 2. REFER TO E-60X SHEETS FOR DETAILS, E-60X SHEETS FOR SCHEDULES, AND E-70X SHEETS FOR ONE-LINE DIAGRAMS.

- KEYED NOTES**
- 9.302 RELOCATE FEED FOR DOOR OPERATOR. CONNECT NEW CIRCUIT TO PANEL S.
 - 9.303 PROVIDE NEW GAP IN SAME PLACE OF EXISTING.
 - 9.306 ALL POWER CONDUCTORS FROM UTILITY YARD ARE XHHW. COMMUNICATIONS WIRING IN ACCORDANCE WITH MANUFACTURER REQUIREMENTS.
 - 9.307 RECIRCUIT BRIDGEPOWER FROM PANEL DP/HG2 AND TO EXISTING PANEL BCE.
 - 9.308 RECIRCUIT BRIDGEPOWER FROM PANEL DP/HG3 AND TO EXISTING PANEL BCE.
 - 9.310 STUBBED UP CONDUITS FROM UTILITY YARD. POWER CONDUITS (3 TOTAL) ATS-O, ATS-S, LOAD CENTER AND COOLANT HEATER. COMMUNICATIONS CONDUIT FOR GENERATOR. SEE DETAIL 4 ON THIS SHEET.
 - 9.318 RELOCATE EXISTING CONDUIT, DISCONNECT SWITCH, AND SPD TO THE LEFT ON THE WALL AS REQUIRED TO PROVIDE CLEARANCE FOR INSTALLATION OF THE NEW ATS-S DIRECTLY ADJACENT TO THE EXISTING ATS-S PRIOR TO CHANGEOVER.
 - 9.319 UTILIZE EXISTING JUNCTION BOX FOR NEW ATS-S CIRCUITRY.
 - 9.320 ROUTE GENERATOR COMMUNICATIONS CABLES IN 1-1/2" LFMC INTO ELECTRICAL ROOM TO MAINTAIN ISOLATION FROM POWER CONDUCTORS.

TRUE PLAN
 NORTH NORTH

1 FIRST FLOOR POWER PLAN
 1" = 10'-0"



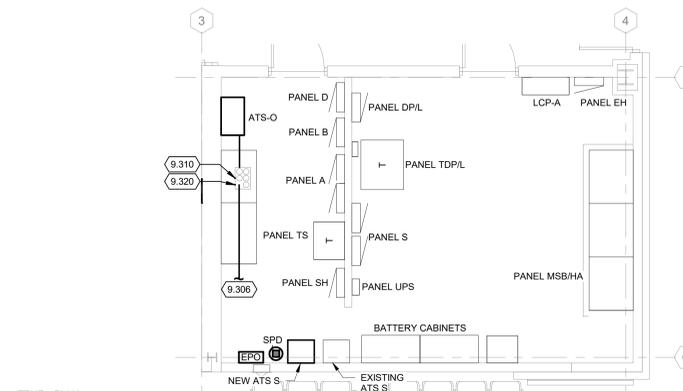
4 INCOMING CONDUITS FROM SITE
 NO SCALE



3 EXISTING ATS
 NO SCALE

EXISTING ELECTRICAL SERVICE:

EXISTING ELECTRICAL SERVICE. MAINTAIN EXISTING SYSTEM IN SERVICE UNTIL NEW GENERATOR SYSTEM IS COMPLETE AND READY FOR SERVICE. DISABLE SYSTEM ONLY TO MAKE SWITCHOVERS AND CONNECTIONS. NOTIFY AND OBTAIN PERMISSION FROM LA CROSSE REGIONAL AIRPORT AT LEAST 72 HOURS BEFORE PARTIALLY OR COMPLETELY DISABLING SYSTEM.
 POWER OUTAGES NEED TO BE SCHEDULED SO AS NOT TO INTERFERE WITH TERMINAL FLIGHT OPERATIONS.
 MINIMIZE OUTAGE DURATION. A TEMPORARY POWER SOURCE SHALL BE USED TO PROVIDE POWER TO PANEL SH DURING REPLACEMENT OF THE EXISTING TRANSFER SWITCH.



TRUE PLAN
 NORTH NORTH

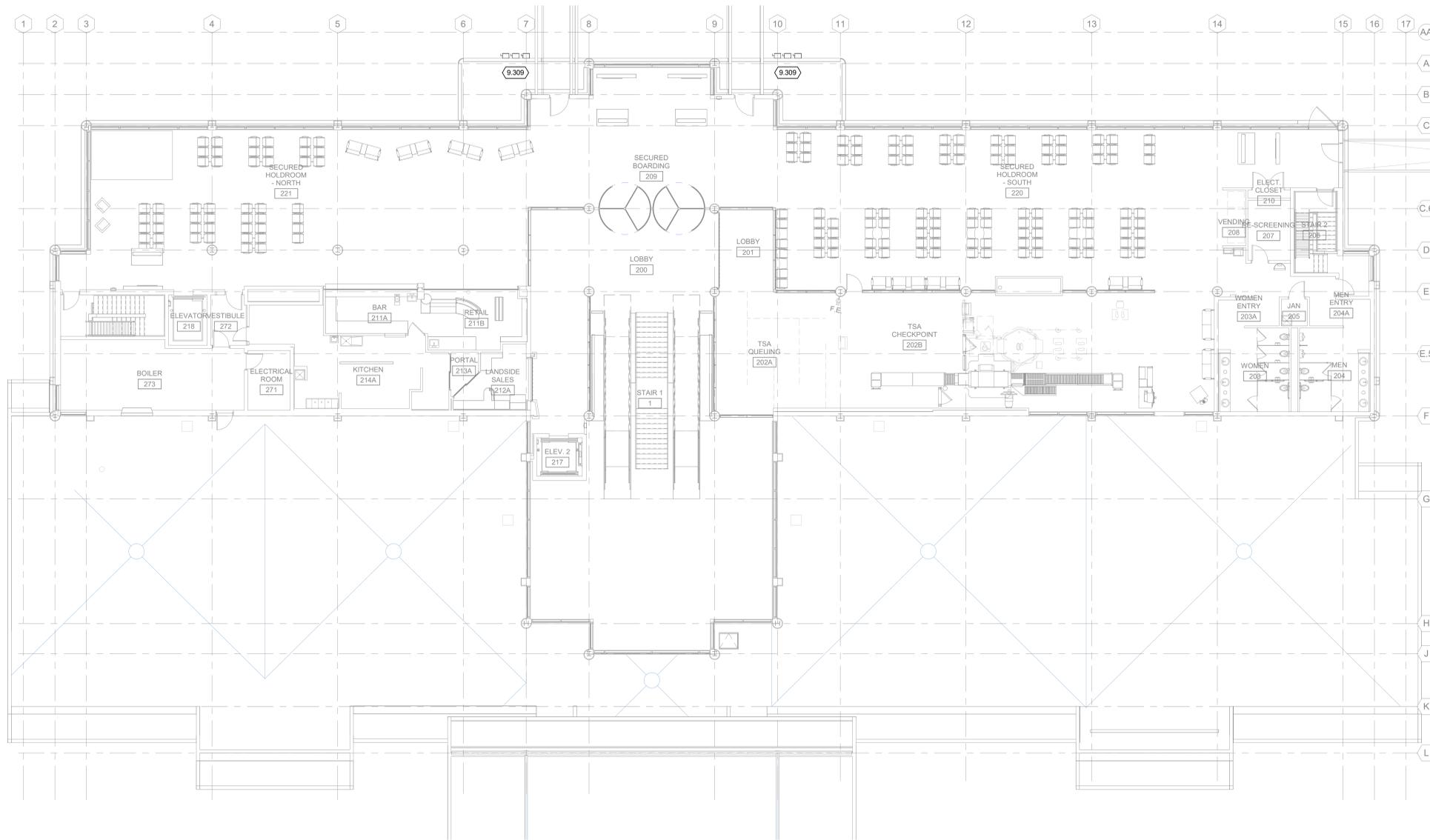
2 ROOM 117 & 118 ELECTRICAL
 1/4" = 1'-0"

GENERAL NOTES:

1. REFER TO SHEET E-001 FOR NOTES, SYMBOLS, AND ABBREVIATIONS.
2. REFER TO E-60X SHEETS FOR DETAILS, E-60X SHEETS FOR SCHEDULES, AND E-70X SHEETS FOR ONE-LINE DIAGRAMS.

KEYED NOTES

- 9.309 FIELD VERIFY BRIDGE POWER FEEDER AND REFEED TO PANEL BCE.



TRUE PLAN
NORTH NORTH
1 SECOND FLOOR POWER PLAN
1" = 10'-0"

**LA CROSSE REGIONAL AIRPORT
TERMINAL GENERATOR REPLACEMENT**

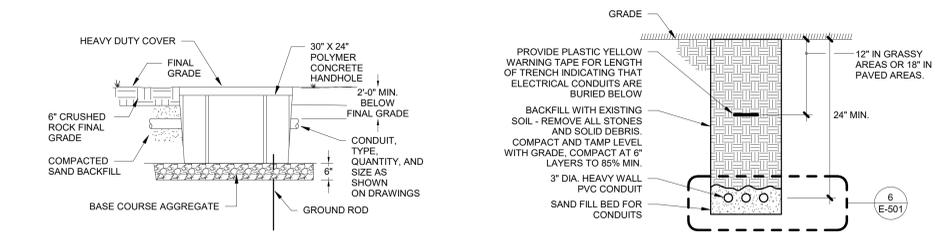
2850 AIRPORT RD
LA CROSSE, WI 54603

ISSUED
1/23/26 ISSUED FOR BID

MM# NO: 2309930-180838.01
DATE: 1/23/2026
DESIGNED BY: RKK
DRAWN BY: RKK
CHECKED BY: BF
DO NOT SCALE DRAWINGS

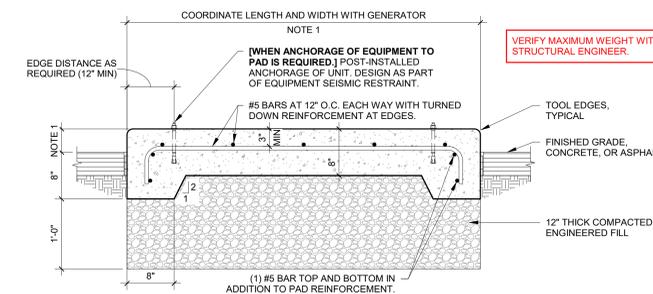
SHEET CONTENTS
**SECOND FLOOR
POWER PLAN**

SHEET NO:

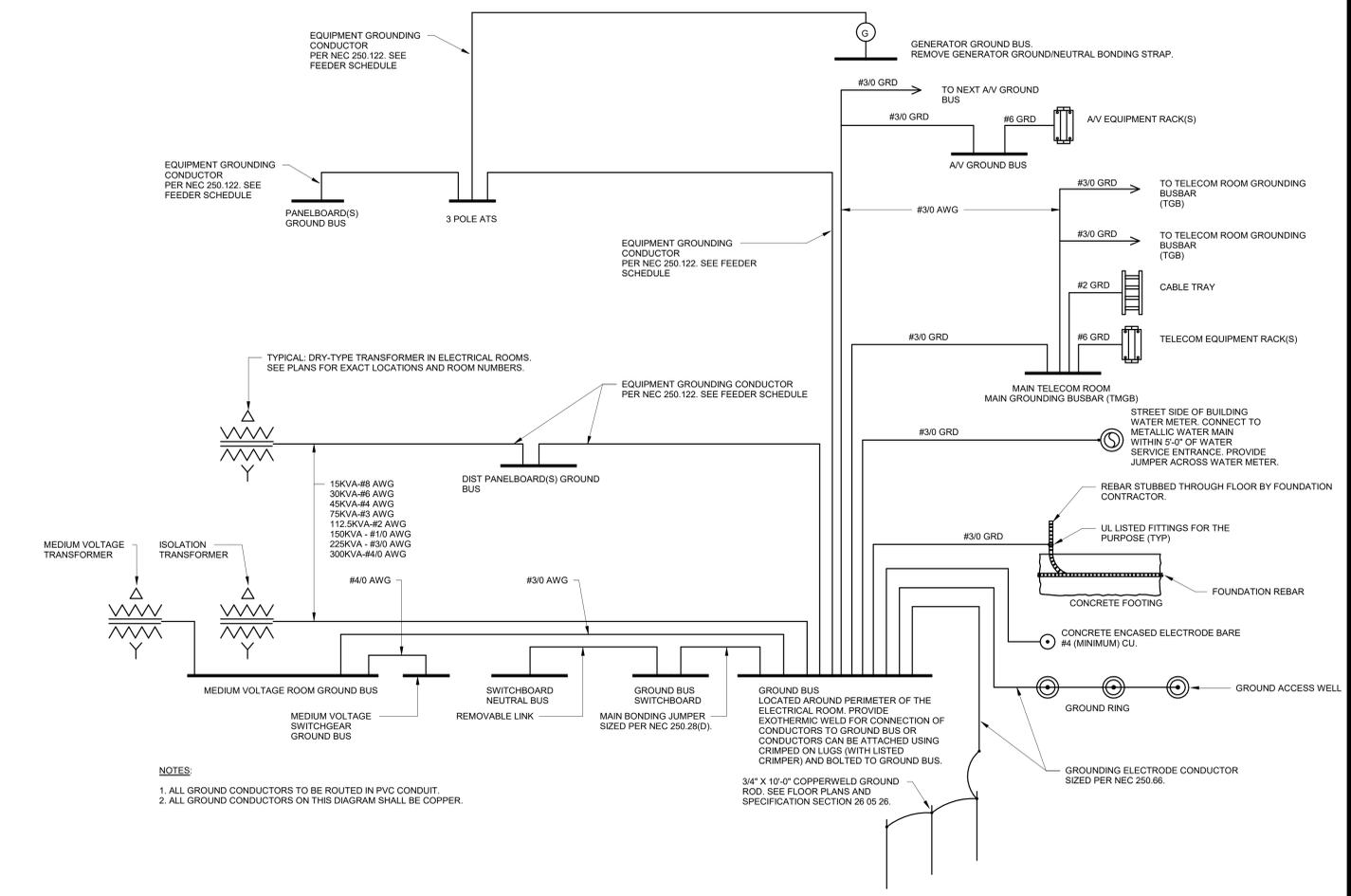


4 HANDHOLE
NO SCALE

3 CONDUIT TRENCH DETAIL
NO SCALE

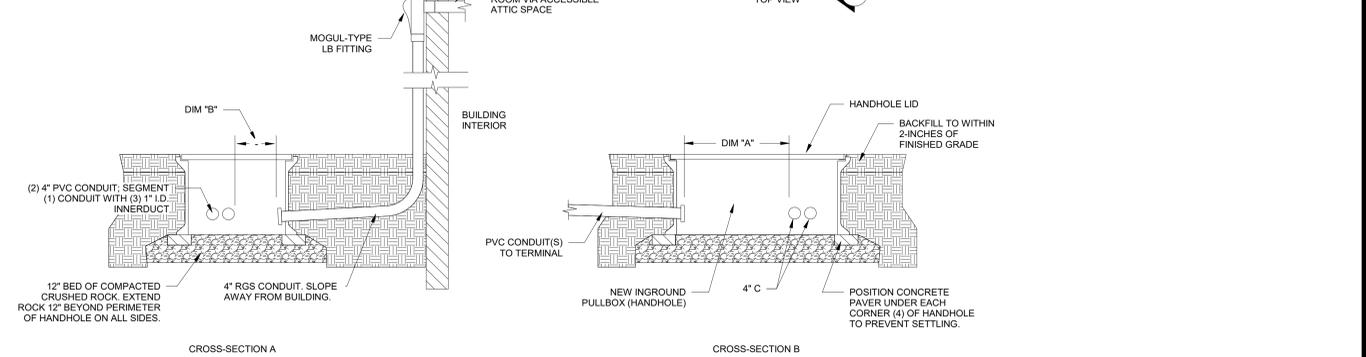


5 EXTERIOR GENERATOR PAD DETAIL
NO SCALE



1 GROUNDING SYSTEM DETAIL (TYPICAL)
NO SCALE

- DETAIL NOTES:**
- REFER TO SECTION 26 05 43 FOR HANDHOLE SPECIFICATION.
 - PROVIDE BUSHING ON ALL CONDUIT ENDS
 - PROVIDE MOUSE HOLE AS BOTTOM IN BASE (IN BOTTOM SECTION IF STACKED)
 - CONDUIT DEPTH SHOWN IS APPROXIMATE. FIELD VERIFY TO PROVIDE SLOPE IN CONDUIT AWAY FROM BUILDING.
 - POSITION HANDHOLE AND CONDUITS TO MAXIMIZE DIMENSIONS "A" AND "B"
 - SEAL DUCTS/CONDUIT WITH 3M SCOTCHCAST 4416 TO PREVENT ENTRY OF WATER INTO THE DUCTS. SEAL OCCUPIED DUCTS FOLLOWING CABLE INSTALLATION.



2 UNDERGROUND BOX (HANDHOLE) DETAIL - ANGLE PULL - PLN
NO SCALE

EXISTING ELECTRICAL SERVICE:

EXISTING ELECTRICAL SERVICE: MAINTAIN EXISTING SYSTEM IN SERVICE UNTIL NEW GENERATOR SYSTEM IS COMPLETE AND READY FOR SERVICE. DISABLE SYSTEM ONLY TO MAKE SWITCHOVERS AND CONNECTIONS. NOTIFY AND OBTAIN PERMISSION FROM LA CROSSE REGIONAL AIRPORT AT LEAST 72 HOURS BEFORE PARTIALLY OR COMPLETELY DISABLING SYSTEM.

POWER OUTAGES NEED TO BE SCHEDULED SO AS NOT TO INTERFERE WITH TERMINAL FLIGHT OPERATIONS.

MINIMIZE OUTAGE DURATION. A TEMPORARY POWER SOURCE SHALL BE USED TO PROVIDE POWER TO PANEL SH DURING REPLACEMENT OF THE EXISTING TRANSFER SWITCH.

KEYED NOTES

- 9.002 DISCONNECT EXISTING BRIDGE POWER CIRCUIT AND REFEED TO EXISTING PANEL BCE. REVISE PANEL SCHEDULE TO MARK ASSOCIATED CIRCUIT "SPARE" AND SWITCH BREAKER OFF.
- 9.003 EXISTING GENERATOR TO REMAIN IN SERVICE UNTIL NEW GENERATOR IS INSTALLED AND OPERATIONAL. CONTRACTOR SHALL COORDINATE TEMPORARY OPERATION OF EXISTING GENERATOR TO MAINTAIN STANDBY POWER UNTIL FINAL SWITCHOVER. REMOVE EXISTING GENERATOR AFTER SUCCESSFUL STARTUP OF NEW GENERATOR.
- 9.305 FURNISH AND INSTALL NEW 150A LSI CIRCUIT BREAKER IN PLACE OF EXISTING 250A BREAKER. INSTALL NEW FEEDER THROUGH EXISTING JUNCTION BOX AND ROUTE TO NEW 150A AT/SO.
- 9.310 STUBBED UP CONDUITS FROM UTILITY YARD. POWER CONDUITS (3 TOTAL) AT/SO. AT/SO. LOAD CENTER AND COOLANT HEATER, COMMUNICATIONS CONDUIT FOR GENERATOR. SEE DETAIL 4 ON THIS SHEET.
- 9.312 GENERATOR START CONTACT. PROVIDE CIRCUITRY TO GENERATOR CONTROL PANEL (GCP) IN 3/4" CONDUIT. STARTING CIRCUIT WIRING SHALL BE ENTIRELY INDEPENDENT OF ALL OTHER WIRING. THE INTEGRITY OF THE STARTING CIRCUIT SHALL BE CONTINUOUSLY MONITORED. LOSS OF INTEGRITY OF THE STARTING CIRCUIT SHALL INITIATE VISUAL AND AUDIBLE ANNUNCIATION AT THE GENERATOR AND AT THE REMOTE ANNUNCIATOR.
- 9.313 PROVIDE DATA CABLE IN 1/2" C. BETWEEN TRANSFER SWITCHES.
- 9.314 SEE 1/E-501 FOR GROUNDING DETAIL.
- 9.315 PROVIDE WIRING IN ACCORDANCE WITH MANUFACTURER REQUIREMENTS IN 3/4" CONDUIT. FOR BIDDING PURPOSES ASSUME 14#12 AWG.

COPPER BRANCH CIRCUIT & FEEDER SCHEDULE

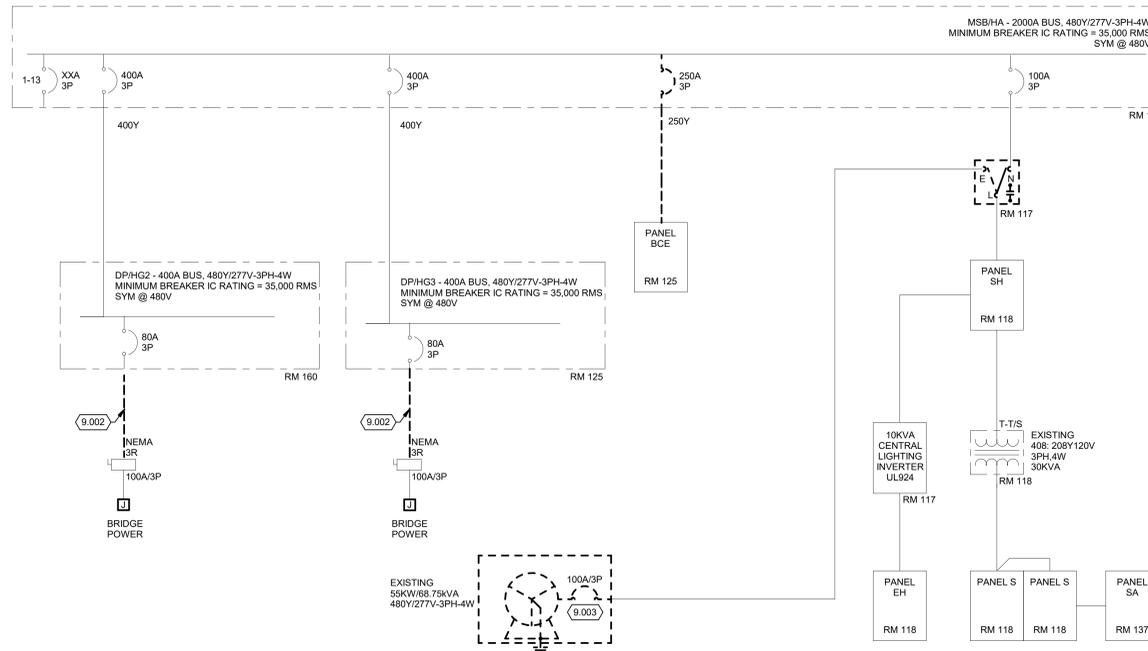
MARK	AMPACITY	NO. OF SETS	CONDUCTOR SIZES (AWG or KCMIL)			CONDUIT SIZE
			PHASE	NEUTRAL	EQ GND ISO GND	
20	20	1	3-#12	-	1-#12	1/2"
20Y	20	1	3-#12	1-#12	1-#12	1/2"
25	25	1	3-#10	-	1-#10	1/2"
25Y	25	1	3-#10	1-#10	1-#10	1/2"
30	30	1	3-#10	-	1-#10	3/4"
30Y	30	1	3-#10	1-#10	1-#10	3/4"
35	35	1	3-#8	-	1-#8	3/4"
35Y	35	1	3-#8	1-#8	1-#8	3/4"
40	40	1	3-#8	-	1-#8	3/4"
40Y	40	1	3-#8	1-#8	1-#8	1"
45	45	1	3-#6	-	1-#6	1"
45Y	45	1	3-#6	1-#6	1-#6	1"
50	50	1	3-#6	-	1-#6	1"
50Y	50	1	3-#6	1-#6	1-#6	1-1/4"
60	60	1	3-#4	-	1-#4	1-1/4"
60Y	60	1	3-#4	1-#4	1-#4	1-1/4"
70	70	1	3-#4	-	1-#4	1-1/4"
70Y	70	1	3-#4	1-#4	1-#4	1-1/4"
80	80	1	3-#3	-	1-#3	1-1/4"
80Y	80	1	3-#3	1-#3	1-#3	1-1/4"
90	90	1	3-#3	-	1-#3	1-1/4"
90Y	90	1	3-#3	1-#3	1-#3	1-1/4"
100	100	1	3-#3	-	1-#3	1-1/4"
100Y	100	1	3-#3	1-#3	1-#3	1-1/4"
110	110	1	3-#2	-	1-#2	1-1/4"
110Y	110	1	3-#2	1-#2	1-#2	1-1/4"
125	125	1	3-#1/0	-	1-#1/0	2"
125Y	125	1	3-#1/0	1-#1/0	1-#1/0	2"
150	150	1	3-#1/0	-	1-#1/0	2-1/2"
150Y	150	1	3-#1/0	1-#1/0	1-#1/0	2"
175	175	1	3-#2/0	-	1-#2/0	2"
175Y	175	1	3-#2/0	1-#2/0	1-#2/0	2"
200	200	1	3-#3/0	-	1-#3/0	2-1/2"
200Y	200	1	3-#3/0	1-#3/0	1-#3/0	2-1/2"
225	225	1	3-#4/0	-	1-#4/0	2"
225Y	225	1	3-#4/0	1-#4/0	1-#4/0	2-1/2"
250	250	1	3-#250	-	1-#250	2-1/2"
250Y	250	1	3-#250	1-#250	1-#250	3"
300	300	1	3-#350	-	1-#350	3"
300Y	300	1	3-#350	1-#350	1-#350	3-1/2"
350	350	1	3-#500	-	1-#3	3"
350Y	350	1	3-#500	1-#500	1-#3	3-1/2"
380	380	1	3-#500	-	1-#3	3"
380Y	380	1	3-#500	1-#500	1-#3	3-1/2"
400	400	2	3-#3/0	-	1-#3	2"
400Y	400	2	3-#3/0	1-#3/0	1-#3	2-1/2"
450	450	2	3-#4/0	-	1-#2	2"
450Y	450	2	3-#4/0	1-#4/0	1-#2	2-1/2"
500	500	2	3-#250	-	1-#2	2-1/2"
500Y	500	2	3-#250	1-#250	1-#2	2-1/2"
600	600	2	3-#350	-	1-#1	3"
600Y	600	2	3-#350	1-#350	1-#1	3"
700	700	2	3-#500	-	1-#1/0	3"
700Y	700	2	3-#500	1-#500	1-#1/0	3-1/2"
800	800	2	3-#500	-	1-#1/0	3"
800Y	800	2	3-#500	1-#500	1-#1/0	3-1/2"
1000	1000	3	3-#400	-	1-#2/0	3"
1000Y	1000	3	3-#400	1-#400	1-#2/0	3-1/2"
1200	1200	4	3-#350	-	1-#3/0	3"
1200Y	1200	4	3-#350	1-#350	1-#3/0	3"
1600	1600	5	3-#400	-	1-#4/0	3"
1600Y	1600	5	3-#400	1-#400	1-#4/0	3-1/2"
2000	2000	6	3-#400	-	1-#250	3"
2000Y	2000	6	3-#400	1-#400	1-#250	3-1/2"
2500	2500	7	3-#500	-	1-#350	3-1/2"
2500Y	2500	7	3-#500	1-#500	1-#350	4"
3000	3000	8	3-#500	-	1-#400	3-1/2"
3000Y	3000	8	3-#500	1-#500	1-#400	4"
4000	4000	11	3-#500	-	1-#500	3-1/2"
4000Y	4000	11	3-#500	1-#500	1-#500	4"

SCHEDULE NOTES:
1. THE SCHEDULE IS A SCHEDULE OF TYPICAL FEEDERS AND SOME OF THE SIZES MAY NOT APPLY TO THIS PROJECT.
2. ALL THE CONDUCTOR AMPACITIES ARE BASED ON TABLE [310.16] [310.15(B)(16)] OF THE NEC FOR COPPER CONDUCTORS (75 DEGREE CELSIUS CHART).
3. FEEDER SIZES SHOWN ON THE RISER DIAGRAM INDICATE FEEDER AMPACITIES AND DO NOT NECESSARILY CORRESPOND TO THE CIRCUIT BREAKER AMPACITIES. CERTAIN FEEDERS MAY BE SIZED FOR DERATION FACTORS AND/OR OVERSIZED FOR VOLTAGE DROP PER NEC REQUIREMENTS.



250A/3P BREAKER - PANEL BCE

3 EXISTING MSB/HA
NO SCALE

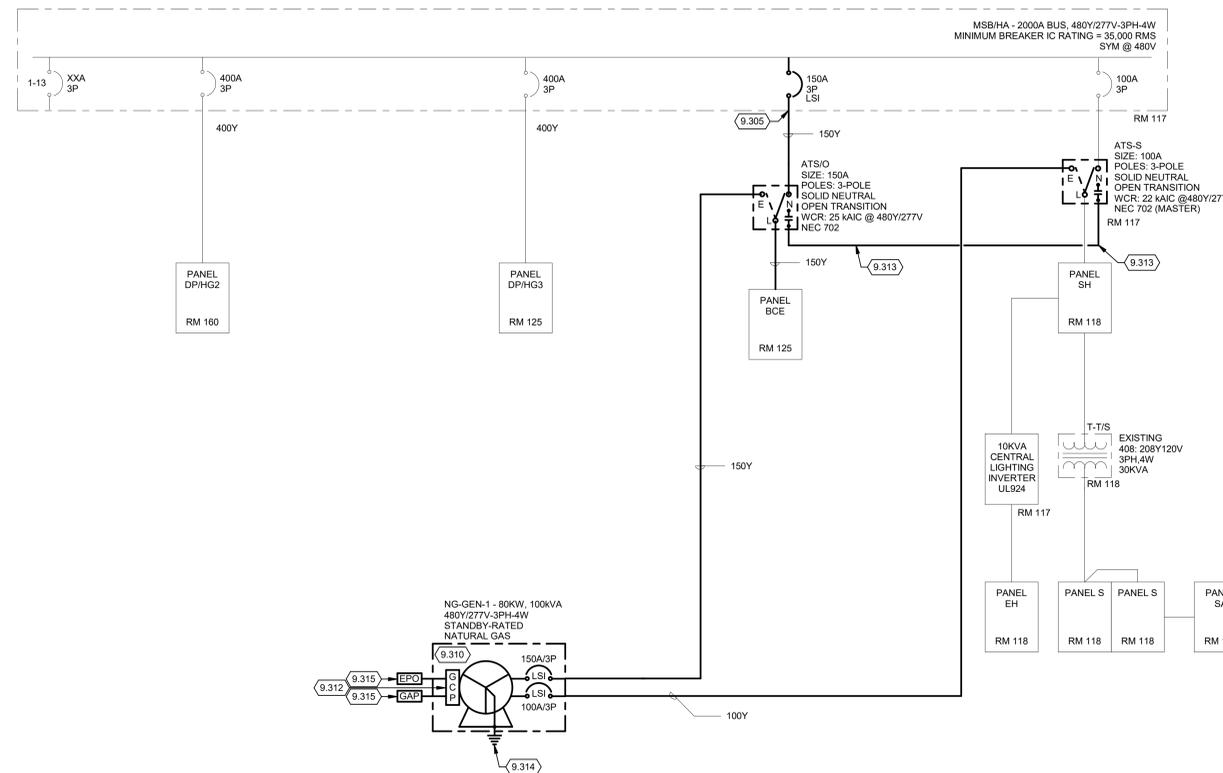


1 ONE-LINE DIAGRAM - EXISTING
1" = 1'-0"



EXISTING JUNCTION BOX WITH PANEL BCE FEEDER

4 EXISTING JUNCTION BOX
12" = 1'-0"



2 ONE-LINE POWER DIAGRAM
NO SCALE