

LA CROSSE REGIONAL AIRPORT REHABILITATE ARFF BUILDING

LA CROSSE, WI 54603

BOA NO.: LSE1023

01/23/2026

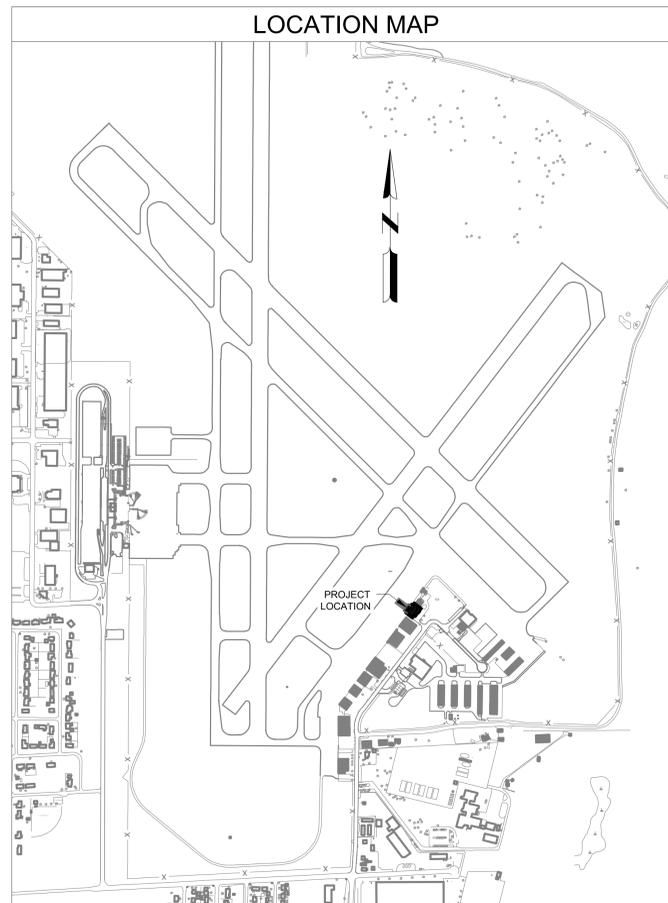
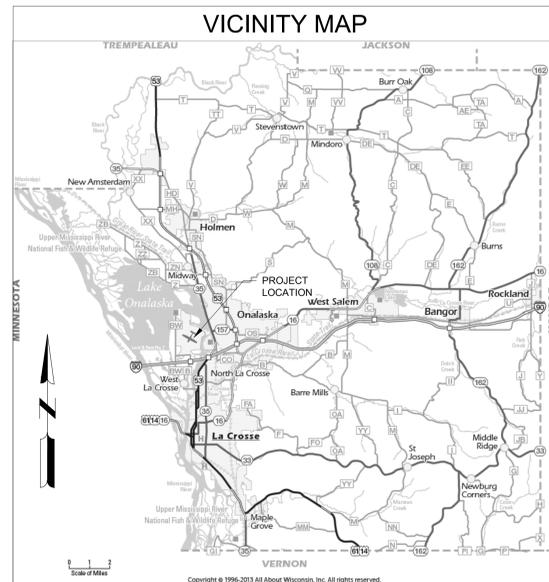
Mead & Hunt

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LA CROSSE COUNTY



LA CROSSE REGIONAL AIRPORT
REHABILITATE ARFF BUILDING

2850 AIRPORT RD
LA CROSSE, WI 54603

ISSUED

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: _____ 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: _____ DATE: 1-23-26 RECOMMENDED FOR APPROVAL DATE: 01-23-2026 *AS CONSTRUCTED* APPROVAL DATE: _____	BOA NO: LSE1023 M&H NO: 2309930-201676.01 DATE: 01/23/2026 DESIGNED BY: ADG DRAWN BY: ADG CHECKED BY: MJK DO NOT SCALE DRAWINGS SHEET CONTENTS COVER SHEET SHEET NO: G-001
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Call before you dig.

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PROJECT TEAM

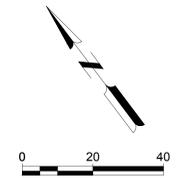
CIVIL 	STRUCTURAL	ARCHITECTURAL	INTERIORS	MEAD & HUNT, INC 2440 DEMING WAY MIDDLETON, WI 53562 PHONE: (608) 273-6380 https://meadhunt.com/
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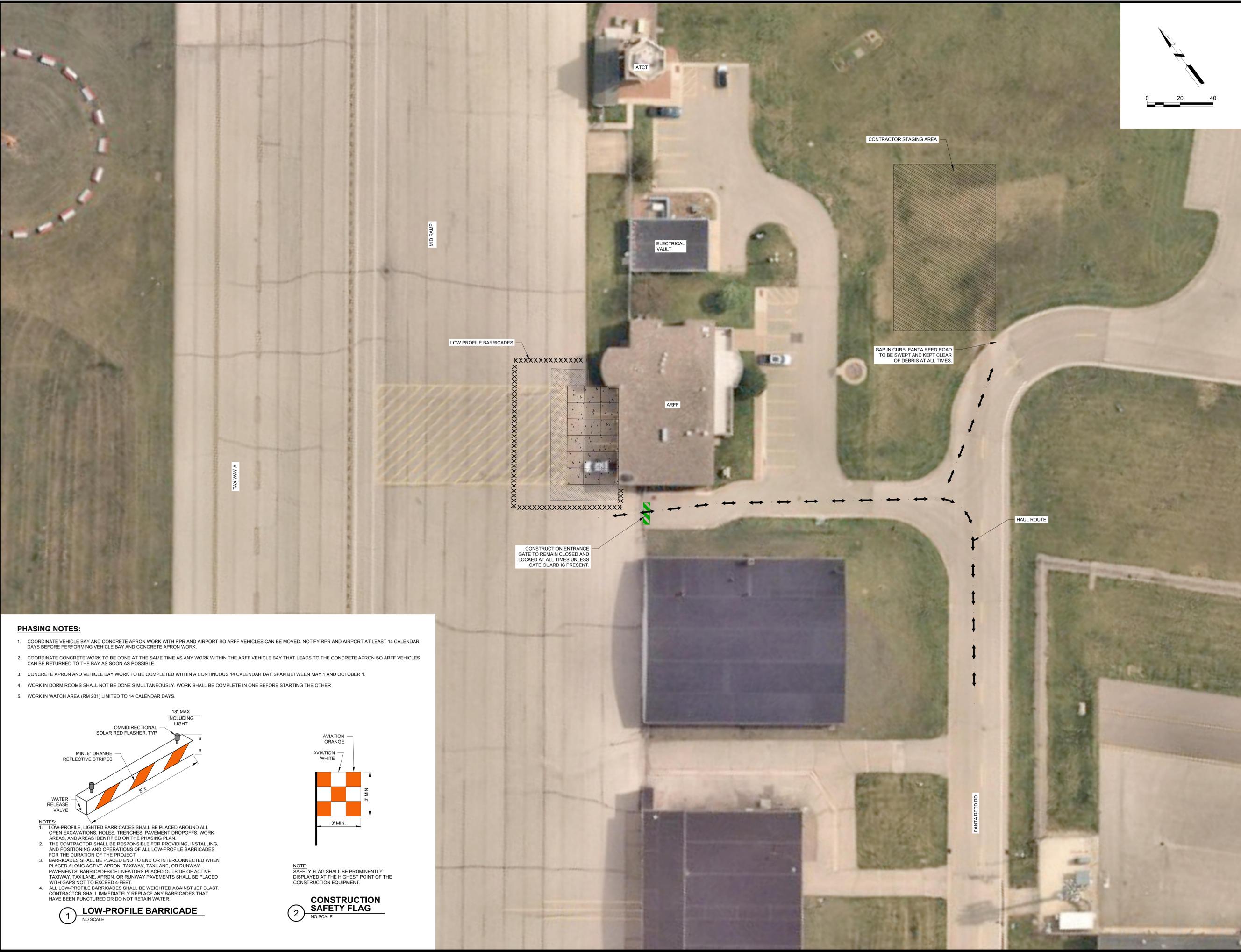
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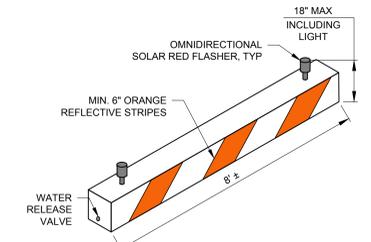


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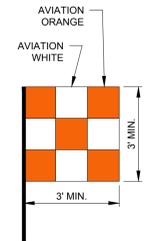
PHASING NOTES:

- COORDINATE VEHICLE BAY AND CONCRETE APRON WORK WITH RPR AND AIRPORT SO ARFF VEHICLES CAN BE MOVED. NOTIFY RPR AND AIRPORT AT LEAST 14 CALENDAR DAYS BEFORE PERFORMING VEHICLE BAY AND CONCRETE APRON WORK.
- COORDINATE CONCRETE WORK TO BE DONE AT THE SAME TIME AS ANY WORK WITHIN THE ARFF VEHICLE BAY THAT LEADS TO THE CONCRETE APRON SO ARFF VEHICLES CAN BE RETURNED TO THE BAY AS SOON AS POSSIBLE.
- CONCRETE APRON AND VEHICLE BAY WORK TO BE COMPLETED WITHIN A CONTINUOUS 14 CALENDAR DAY SPAN BETWEEN MAY 1 AND OCTOBER 1.
- WORK IN DORM ROOMS SHALL NOT BE DONE SIMULTANEOUSLY. WORK SHALL BE COMPLETE IN ONE BEFORE STARTING THE OTHER
- WORK IN WATCH AREA (RM 201) LIMITED TO 14 CALENDAR DAYS.



- NOTES:**
- LOW-PROFILE, LIGHTED BARRICADES SHALL BE PLACED AROUND ALL OPEN EXCAVATIONS, HOLES, TRENCHES, PAVEMENT DROPOFFS, WORK AREAS, AND AREAS IDENTIFIED ON THE PHASING PLAN.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING, INSTALLING, AND POSITIONING AND OPERATIONS OF ALL LOW-PROFILE BARRICADES FOR THE DURATION OF THE PROJECT.
 - BARRICADES SHALL BE PLACED END TO END OR INTERCONNECTED WHEN PLACED ALONG ACTIVE APRON, TAXIWAY, TAXILANE, OR RUNWAY PAVEMENTS. BARRICADES/DELINATORS PLACED OUTSIDE OF ACTIVE TAXIWAY, TAXILANE, APRON, OR RUNWAY PAVEMENTS SHALL BE PLACED WITH GAPS NOT TO EXCEED 4-FEET.
 - ALL LOW-PROFILE BARRICADES SHALL BE WEIGHTED AGAINST JET BLAST. CONTRACTOR SHALL IMMEDIATELY REPLACE ANY BARRICADES THAT HAVE BEEN PUNCTURED OR DO NOT RETAIN WATER.

1 LOW-PROFILE BARRICADE
NO SCALE



NOTE:
SAFETY FLAG SHALL BE PROMINENTLY DISPLAYED AT THE HIGHEST POINT OF THE CONSTRUCTION EQUIPMENT.

2 CONSTRUCTION SAFETY FLAG
NO SCALE

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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 20(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 48 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 SHALL 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 MEGOHMS 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. ALL 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. ALL CONTRACTOR PERSONNEL SHALL COMPLETE THE AIRPORT'S BADGING REQUIREMENTS AND APPLICABLE SID/AAO/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 NAVIGAS

- A. NAVIGAS 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



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LA CROSSE REGIONAL AIRPORT
REHABILITATE ARFF BUILDING
2850 AIRPORT RD
LA CROSSE, WI 54603

ISSUED

SEA NO: LSE 1023
M&H NO.: 2309930-201676.01
DATE: 01/23/2026
DESIGNED BY: ADG
DRAWN BY: ADG
CHECKED BY: MJK

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

SHEET NO.

G-082