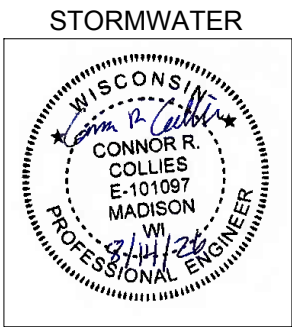
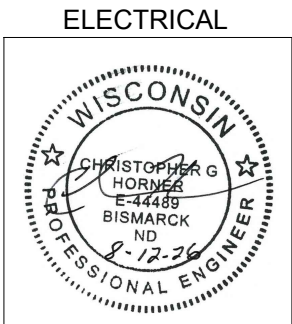
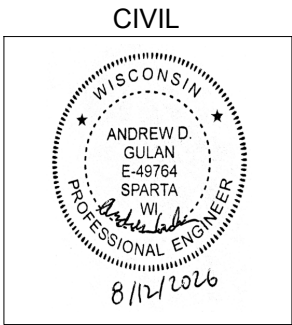
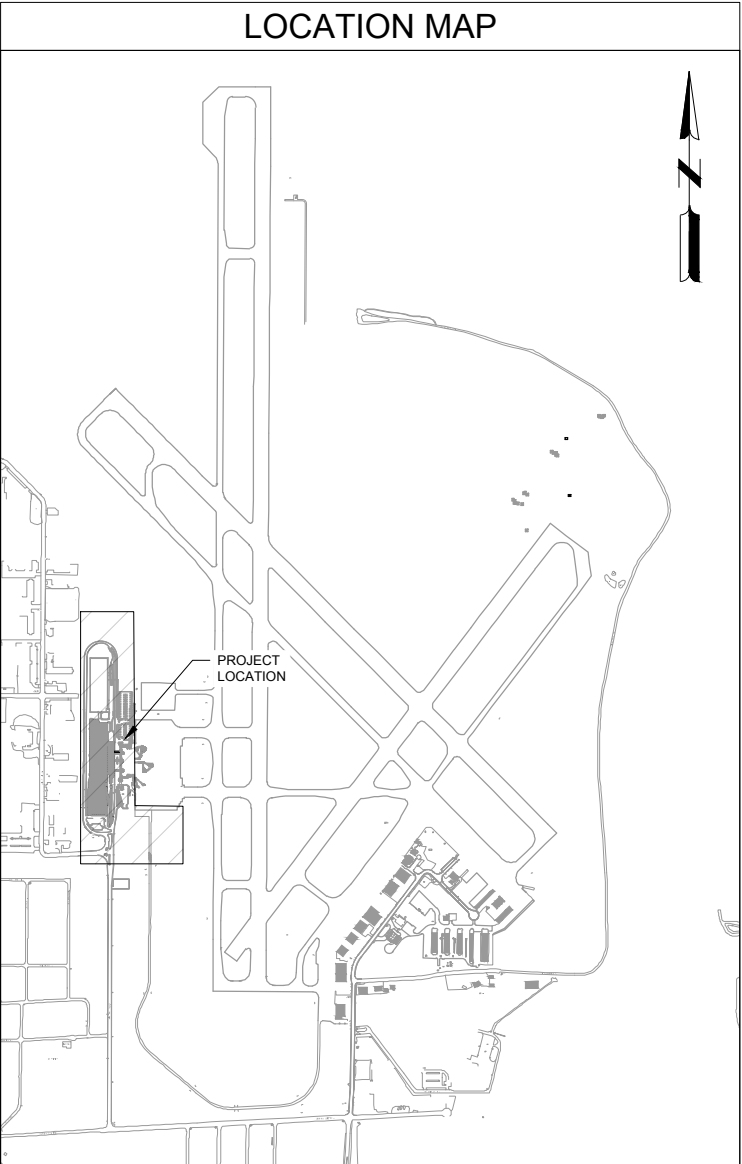
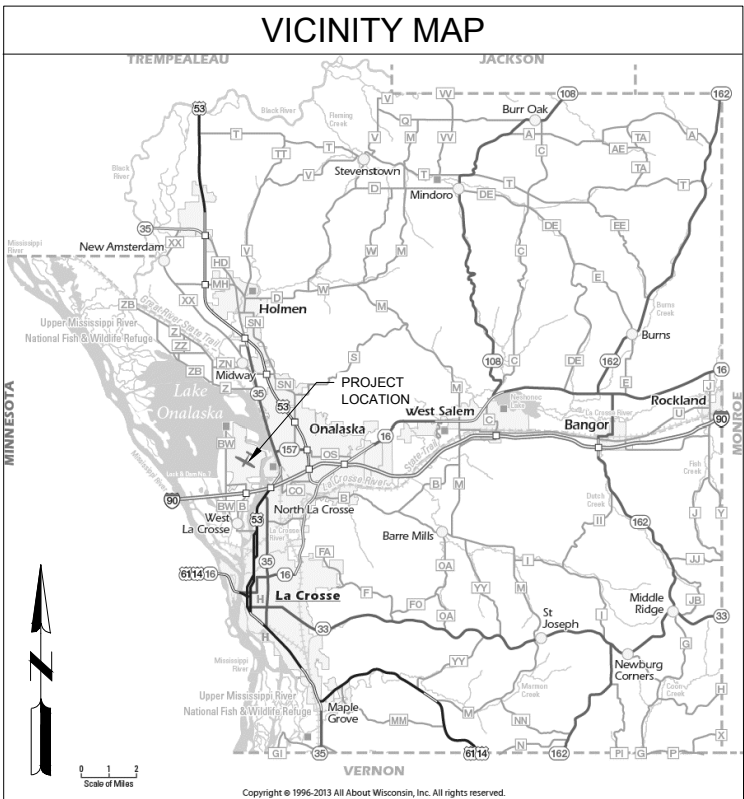


LA CROSSE REGIONAL AIRPORT
RECONSTRUCT TERMINAL PARKING LOT
LA CROSSE, WISCONSIN
LSE1022, CONTRACT 1
SEPTEMBER 17, 2026



LA CROSSE COUNTY



CONSTRUCTION DATA		WISCONSIN DEPARTMENT OF TRANSPORTATION BUREAU OF AERONAUTICS		MEAD & HUNT, INC.	
PRIME CONTRACTOR		DESIGN PHASE APPROVED BY: <i>[Signature]</i>		SUBMITTED BY: <i>[Signature]</i>	
MAJOR SUBCONTRACTORS AND/OR SUPPLIERS		AIRPORT DEVELOPMENT ENGINEER DATE: 07-23-2026		DATE: 05-29-2026	
WORK: STARTED _____ COMPLETED _____		AIRPORT ENGINEERING SECTION CHIEF DATE: 7/24/26		RECOMMENDED FOR APPROVAL <i>[Signature]</i>	
PROJECT ENGINEER		"AS CONSTRUCTED" DRAWING APPROVED BY:		DATE: 05-29-2026	
		AIRPORT DEVELOPMENT ENGINEER DATE:		"AS CONSTRUCTED" APPROVAL	
		AIRPORT ENGINEERING SECTION CHIEF DATE:		DATE:	

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

**La Crosse Regional
AIRPORT**
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LA CROSSE REGIONAL AIRPORT
RECONSTRUCT TERMINAL PARKING
LOT
2850 Airport Rd.
La Crosse, WI 54603

ISSUED FOR BID

BOA NO.: LSE1022
M&H NO.: 2309930-171878.01
DATE: SEPTEMBER 17, 2026
DESIGNED BY: ADG
DRAWN BY: ADG
CHECKED BY: LLL

SHEET CONTENTS
COVER SHEET

SHEET NO. 1 of 53

G-001

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LA CROSSE REGIONAL AIRPORT
RECONSTRUCT TERMINAL PARKING
LOT

2850 Airport Rd.
La Crosse, WI 54603

ISSUED

ISSUED FOR BID

M&H NO.: 2309930-171878.01
DATE: SEPTEMBER 17, 2026
DESIGNED BY: ADG
DRAWN BY: ADG
CHECKED BY: LLK

SHEET CONTENTS
SHEET INDEX

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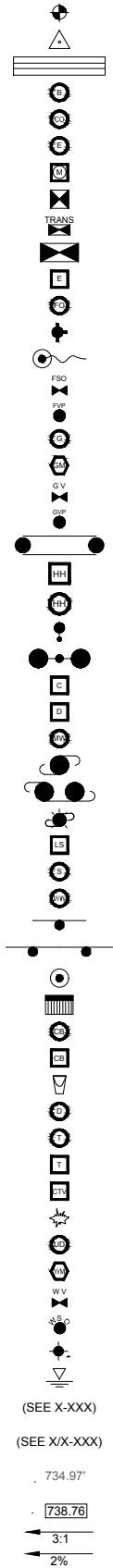
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ABBREVIATIONS					
AB	AGGREGATE BASE	FL	FLOW LINE	PVC	POINT OF VERTICAL CURVE
AC	ASPHALT CONCRETE	FPS	FEET PER SECOND	PVC	POLYVINYL CHLORIDE
ALT	ALTERNATE	FT	FEET	PVI	POINT OF VERTICAL INTERSECTION
AOA	AIRCRAFT OPERATIONS AREA	G	GAS LINE	PVT	POINT OF VERTICAL TANGENCY
APCH	APPROACH	GAL	GALLON	Q	RATE OF FLOW
APPROX	APPROXIMATE	GALV	GALVANIZED	QTY	QUANTITY
ASB	AGGREGATE SUB-BASE	GB	GRADE BREAK	R	RADIUS
AR	ACCESS ROAD	GND	GROUND	R&R	REMOVE AND REPLACE
ATCT	AIR TRAFFIC CONTROL TOWER	GPM	GALLONS PER MINUTE	RC	RELATIVE COMPACTION
AWG	AMERICAN WIRE GAUGE	GS	GROUND SHOT	RCP	REINFORCED CONCRETE PIPE
BC	BEGINNING OF CURVE	H	HEIGHT	REQ	REQUIRED
BIT	BITUMINOUS	HDPE	HIGH DENSITY POLYETHYLENE	ROW	RIGHT OF WAY
BLDG	BUILDING	HIRL	HIGH INTENSITY RUNWAY LIGHT	RWA	RUNWAY WORK RESTRICTED AREA
DM	BENCHMARK	HIR:THL	HIGH INTENSITY THRESHOLD LIGHT	RWY	RUNWAY
BOT	BOTTOM	HORIZ	HORIZONTAL	S	SANITARY LINE
BVC	BEGINNING OF VERTICAL CURVE	HP	HIGH POINT	SF	SQUARE FOOT
C-C	CENTER TO CENTER	HW	HEADWALL	SG	STRAIGHT GRADE
CB	CATCH BASIN	HWL	HIGH WATER LEVEL	SH	SHOULDER
CIPCP	CAST IN-PLACE CONCRETE PIPE	HWY	HIGHWAY	SIDA	SECURITY IDENTIFICATION DISPLAY AREA
CJ	CONSTRUCTION JOINT	IE	INVERT ELEVATION	SMGS	SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM
CFS	CUBIC FEET PER SECOND	IN	INCHES	SS	STAINLESS STEEL
CL	CENTERLINE	L	LENGTH	ST	STORM LINE
CLF	CHAINLINK FENCE	LBS	POUNDS	STA	STATION
CLR	CLEAR	LF	LINEAL FEET	STD	STANDARD
CMP	CORRUGATED METAL PIPE	LWL	LOW WATER LEVEL	STL	STEEL
CO	CLEANOUT	MAX	MAXIMUM	T	TELEPHONE LINE
CONC	CONCRETE	MID	MID POINT	TC	TOP OF CURB
CONT	CONTINUOUS	MIN	MINIMUM	TG	TOP OF GRATE
CRGO	CARGO	MIRL	MEDIUM INTENSITY RUNWAY LIGHT	T/L	TAXILINE
CP	CONTROL POINT	MITL	MEDIUM INTENSITY TAXIWAY LIGHT	TOE	TOE OF BANK
CTB	CEMENT TREATED BASE	MPH	MILES PER HOUR	TOP	TOP OF BANK
DB	DIRECT BURIAL	(N)	NEW	TWY	TAXIWAY
DEG	DEGREE	NO. OR #	NUMBER	TYP	TYPICAL
DI	DROP INLET	NOTMA	NOTICE TO AIRMAN	UD	UNDERDRAIN
DIA	DIAMETER	NTS	NOT TO SCALE	UG	UNDERGROUND
DIM	DIMENSION	OC	ON CENTER	UON	UNLESS OTHERWISE NOTED
DIP	DUCTILE IRON PIPE	OH	OVERHEAD	V	VELOCITY
DP	DEPTH	OWS	OIL WATER SEPERATOR	VC	VERTICAL CURVE
(E)	EXISTING	PB	PULL BOX	VERT	VERTICAL
E	ELECTRICAL LINE	PC	POINT OF CURVATURE	VG	VALLEY GUTTER
EC	END OF CURVE	PCC	PORTLAND CEMENT CONCRETE	VIF	VERIFY IN FIELD
EG	EXISTING GRADE	PCF	POUNDS PER CUBIC FOOT	W	WATER LINE
ELEV	ELEVATION	PERF	PERFORATED	W/	WITH
EOP	EDGE OF PAVEMENT	PI	POINT OF INTERSECTION	W/O	WITHOUT
EVC	END OF VERTICAL CURVE	POB	POINT OF BEGINNING	WSE	WATER SURFACE ELEVATION
FAA	FEDERAL AVIATION ADMINISTRATION	POC	POINT OF CURVE	WSP	WELDED STEEL PIPE
FBO	FIXED BASE OPERATOR	POE	POINT OF ENDING	WV	WATER VALVE
FF	FINISHED FLOOR	PSI	POUNDS PER SQUARE INCH	WWM	WELDED WIRE MESH
FG	FINISHED GRADE	PSF	POUNDS PER SQUARE FOOT		
FH	FIRE HYDRANT	PT	POINT OF TANGENCY		

SYMBOLS

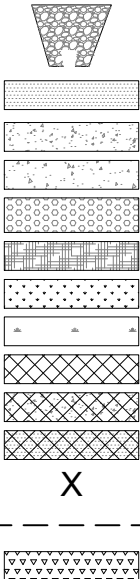
LEGEND:



- BENCHMARK
- CONTROL POINT
- BARRIER, JERSEY
- BOLLARD
- CLEANOUT, SANITARY OR STORM
- ELECTRIC MANHOLE
- ELECTRIC METER
- ELECTRIC PEDESTAL BOX
- ELECTRIC TRANSFORMER BOX
- ELECTRIC SERVICE PANEL
- ELECTRIC HANDHOLE (PULLBOX)
- FIBER OPTIC MANHOLE
- FIRE HYDRANT
- FLAGPOLE
- FUEL SHUT OFF VALVE
- FUEL VENT PIPE
- GAS MANHOLE
- GAS METER
- GAS VALVE
- GAS VENT PIPE
- GATE
- HANDHOLE, GENERIC
- HANDHOLE (ROUND)
- LIGHT POLE (SINGLE)
- LIGHT POLE (DOUBLE)
- MARKER, CABLE
- MARKER, DUCT
- MONITORING WELL
- POWER POLE
- POWER POLE, DOUBLE
- POWER POLE WITH LIGHT
- SANITARY SEWER LIFT STATION
- SANITARY SEWER MANHOLE
- SANITARY SEWER WET WELL
- SIGN (SINGLE POST)
- SIGN (DOUBLE POST)
- SOIL BORING
- STORM INLET, CURB
- STORM INLET, ROUND
- STORM INLET, SQUARE
- STORM FLARED END SECTION
- STORM SEWER MANHOLE
- TELECOMMUNICATIONS MANHOLE
- TELECOMMUNICATIONS PEDESTAL BOX
- CTV PEDESTAL BOX
- UTILITY CROSSING / CONFLICT or CAUTION
- UNDERDRAIN MANHOLE / FLUSHING RISER
- WATER METER
- WATER VALVE
- WATER SHUT OFF
- WETLAND DATAPOINT
- WATER SURFACE
- SHEET REFERENCE
- DETAIL REFERENCE
- EXISTING SPOT ELEVATION
- FINISHED / PROPOSED SPOT ELEVATION
- FINISHED / PROPOSED SLOPE

PATTERNS

LEGEND:



- RIPRAP OUTFALL
- ASPHALT
- CONCRETE
- CEMENT-TREATED BASE (CTB)
- STABILIZED CONSTRUCTION ENTRANCE
- EROSION MAT
- RESTORATION AREA
- WETLAND
- REMOVAL PATTERN
- CONCRETE REMOVAL
- ASPHALT REMOVAL
- ITEM TO BE REMOVED
- SAWCUT PAVEMENT
- GRAVEL

LINES

LEGEND:

- CON CONDUIT, GENERIC
- G GAS
- OHE ELECTRIC, OVERHEAD
- E ELECTRIC, UNDERGROUND
- EXISTING CONTOUR LINES
- PROPOSED CONTOUR LINES
- FENCE
- ORANGE SAFETY FENCE
- FIBER OPTIC CABLE
- GRADING LIMITS
- HAUL or TRAFFIC ROUTE
- PROPERTY LINE
- RIGHT-OF-WAY
- SIGNAL CABLE, UNDERGROUND
- SILT FENCE
- SEDIMENT LOG
- STORM SEWER / CULVERT
- TAPERED DASH
- TELEPHONE, OVERHEAD
- TELEPHONE, UNDERGROUND
- TV CABLE
- UNDERDRAIN
- WATER
- WETLAND BOUNDARY
- VEGETATION
- 100YR (Q100) FLOOD LINE

ISSUED

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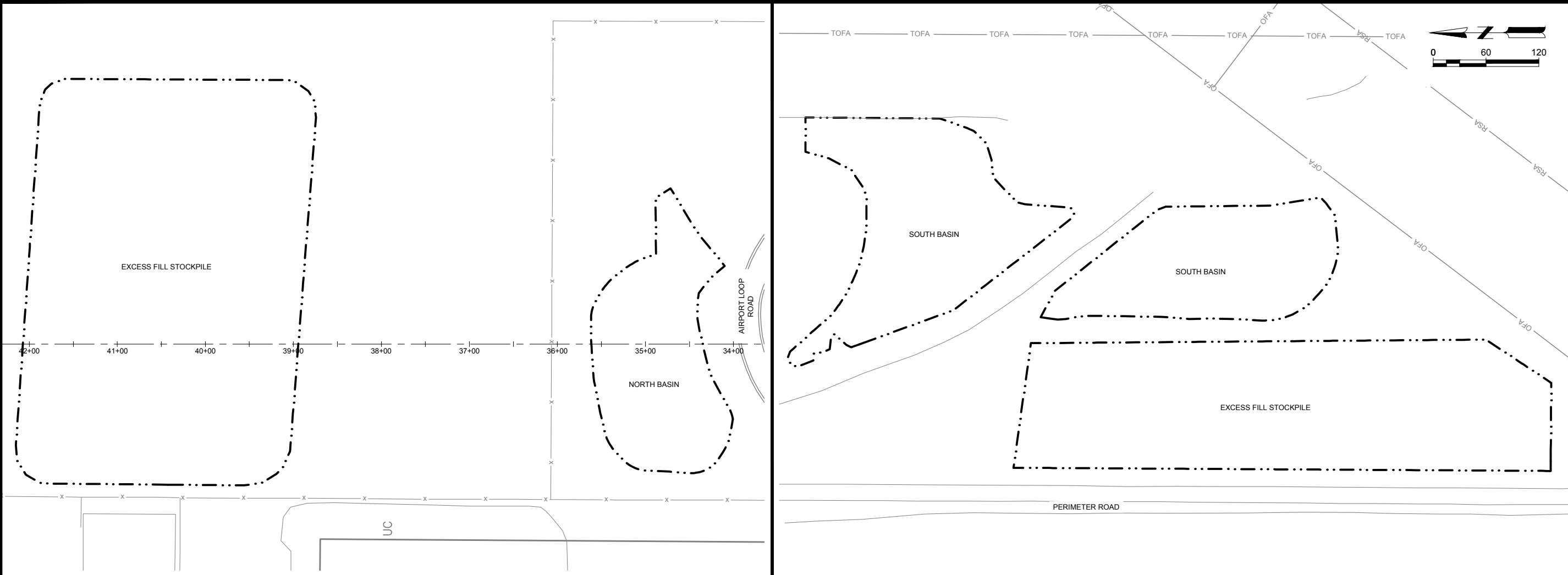
M&H NO.: 2309930-171878.01
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SHEET CONTENTS
LEGENDS &
ABBREVIATIONS

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G-003

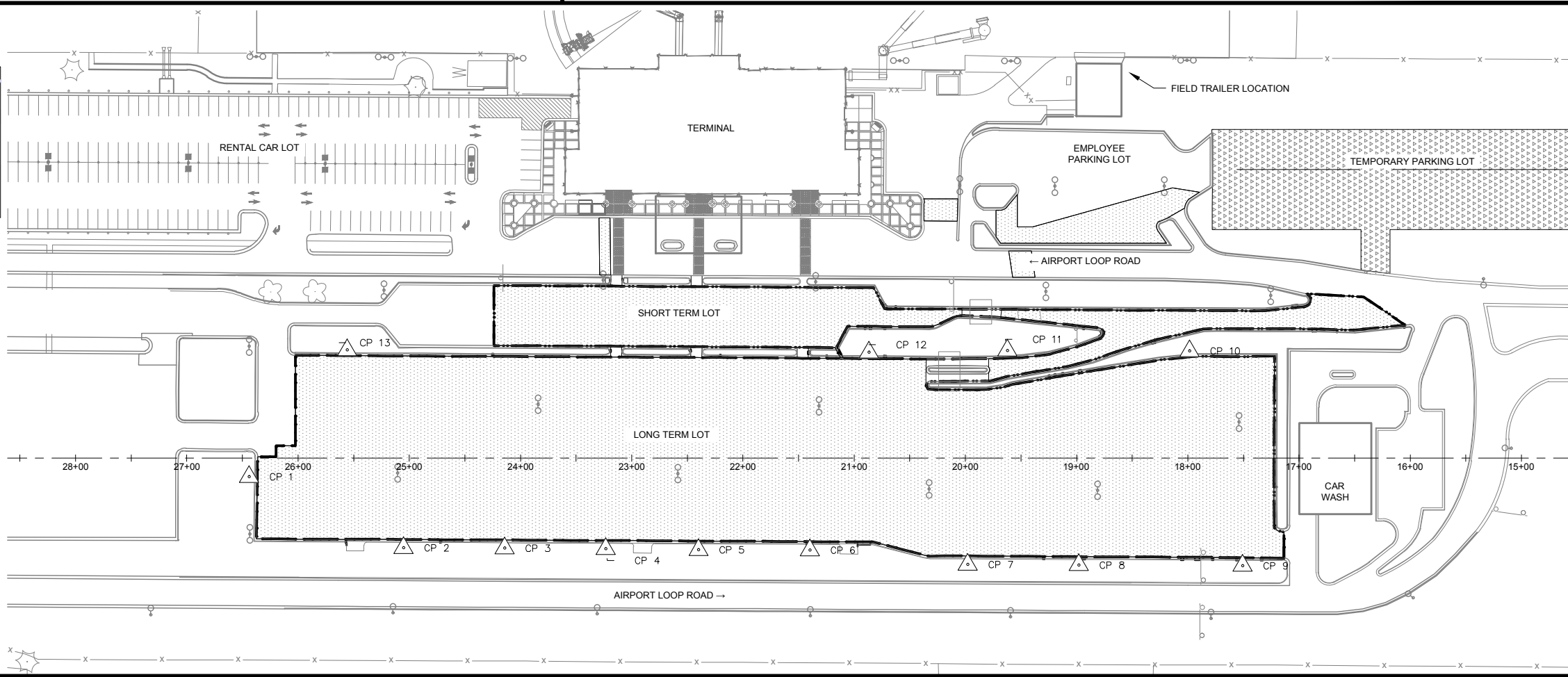
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Alignment: Parking Lot				
<u>Tangent Data</u>				
Description	PT Station	Northing	Easting	
Start:	0+00.000	683800.873	1635066.847	
End:	44+50.000	688250.873	1635066.847	
<u>Tangent Data</u>				
Parameter	Value	Parameter	Value	
Length:	4450	Course:	N 00° 00' 00.0000" E	

COORDINATES IN NAD83 Wisconsin State Planes, South Zone, US Foot

POINT TABLE				
POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	686445.033	1635050.186	649.97	CP 1
2	686306.032	1634986.314	652.92	CP 2
3	686215.096	1634985.883	652.92	CP 3
4	686124.159	1634985.453	652.92	CP 4
5	686040.738	1634984.556	652.92	CP 5
6	685940.739	1634984.192	652.92	CP 6
7	685798.857	1634971.204	653.93	CP 7
8	685698.857	1634970.848	653.93	CP 8
9	685551.644	1634970.246	655.37	CP 9
10	685599.402	1635163.129	651.00	CP 10
11	685763.118	1635163.643	649.55	CP 11
12	685887.693	1635161.950	649.05	CP 12
13	686356.737	1635163.982	650.43	CP 13



Mead & Hunt

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La Crosse Regional
AIRPORT

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LA CROSSE REGIONAL AIRPORT RECONSTRUCT TERMINAL PARKING LOT

2850 Airport Rd.
La Crosse, WI 54603

ISSUED FOR BID	
M&H NO.:	2309930-171878.01
DATE:	SEPTEMBER 17, 2026
DESIGNED BY:	ADG
DRAWN BY:	ADG
CHECKED BY:	LLK
SHEET CONTENTS	
PROJECT LAYOUT & SURVEY CONTROL PLAN	
SHEET NO.	
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G-041

SPEC NO.	ITEM DESCRIPTION	UNIT	QUANTITY
C105.010	MOBILIZATION (MAX 10%)	LS	1
204.0110	REMOVING ASPHALTIC SURFACE	SY	21,500
204.0150	REMOVING CURB & GUTTER	LF	800
204.0155	REMOVING CONCRETE SIDEWALK	SY	790
204.0195	REMOVING CONCRETE BASES	EA	11
204.0210	REMOVING MANHOLES	EA	4
204.0215	REMOVING CATCH BASINS	EA	3
204.0220	REMOVING INLETS	EA	3
204.0245.01	REMOVING STORM SEWER (12 INCH)	LF	93
204.0245.02	REMOVING STORM SEWER (24 INCH)	LF	188
204.0245.03	REMOVING STORM SEWER (30 INCH)	LF	91
204.0246	REMOVING ANCILLARY STRUCTURE (ELECTRICAL HANDHOLE)	EA	7
305.0115.S	BASE AGGREGATE DENSE 3/4-INCH	CY	320
305.0125.S	BASE AGGREGATE DENSE 1 1/4-INCH	CY	3,300
455.0605	TACK COAT	GAL	3,200
460.5224	HMA PAVEMENT 4 LT 58-28 S	TON	5,460
520.1030	APRON ENDWALLS FOR CULVERT PIPE 30-INCH	EA	1
520.1036	APRON ENDWALLS FOR CULVERT PIPE 36-INCH	EA	1
601.0411	CONCRETE CURB AND GUTTER 30-INCH, TYPE D	LF	600
602.0405	CONCRETE SIDEWALK 4-INCH	SF	820
602.0810	CONCRETE DRIVEWAY 6-INCH	SY	260
606.0100	RIPRAP LIGHT	CY	20
608.0318	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH	LF	64
608.0330	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH	LF	1,294
608.0336	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 36-INCH	LF	184
611.0530	MANHOLE COVERS TYPE J	EA	6
611.0612	INLET COVERS TYPE C	EA	4
611.0624	INLET COVERS TYPE H	EA	2
611.1004	CATCH BASIN 4-FT DIAMETER	EA	4
611.1006	CATCH BASIN 6-FT DIAMETER	EA	1
611.2005	MANHOLES 5-FT DIAMETER	EA	3
611.2006	MANHOLES 6-FT DIAMETER	EA	2
611.2007	MANHOLES 7-FT DIAMETER	EA	1
611.3230	INLET 2X3-FT	EA	2
611.8105.S	ADJUST CATCH BASIN COVERS	EA	4
611.8110.S	ADJUST MANHOLE COVERS	EA	3
611.8115.S	ADJUST INLET COVERS	EA	3
611.9800.S	PIPE GRATES	EA	1
612.0212	PIPE UNDERDRAIN UNPERFORATED 12-INCH	LF	34
625.0500	SALVAGED TOPSOIL	SY	53,550
628.1504	SILT FENCE	LF	4,700
628.1520	SILT FENCE MAINTENANCE	LF	4,700
628.1905	MOBILIZATIONS EROSION CONTROL	EA	2
628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	EA	2
628.2008	EROSION MAT URBAN CLASS I TYPE B	SY	100
628.6510	SOIL STABILIZER, TYPE B	ACRE	1
628.7010	INLET PROTECTION TYPE B	EA	7
628.7015	INLET PROTECTION TYPE C	EA	6
628.7504	TEMPORARY DITCH CHECKS	LF	80

NOTES:
UNDISTRIBUTED QUANTITIES ARE INCLUDED FOR EROSION CONTROL AND WILL NOT BE PAID IF THEY ARE NOT USED. CONTRACTOR TO DISCUSS EROSION CONTROL MEASURES WITH THE RPR. UNDISTRIBUTED QUANTITIES INCLUDE SOIL STABILIZER, TEMPORARY SEED, EROSION MAT AND A PERCENTAGE OF PERMANENT SEED. CONTRACTOR IS RESPONSIBLE FOR MEASURING EROSION CONTROL AREAS AND SUPPLYING THE CORRECT AMOUNTS OF MATERIALS AND APPLYING AT THE RATES OUTLINED IN THE SPECIFICATIONS.

628.7560	TRACKING PAD	EA	3
629.0210	FERTILIZER TYPE B	CWT	40
630.0120	SEEDING MIXTURE NO. 20	LB	3,000
630.0200	SEEDING TEMPORARY	LB	1,500
630.0500	SEED WATER	MGAL	1,000
634.0810	POSTS TUBULAR STEEL 2X2-INCH X 10-FT	EA	34
637.2210	SIGNS TYPE II REFLECTIVE H	SF	81
638.2602	REMOVING SIGNS, TYPE II	EA	28
642.5001.S	FIELD OFFICE, TYPE B	EA	1
643.3105	TEMPORARY MARKING LINE PAINT 4-INCH	LF	12,000
643.3960	TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH	LF	500
645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY	5,630
645.0130	GEOTEXTILE FABRIC, TYPE R	SY	30
646.5005	MARKING ARROW PAINT	EA	1
646.5205	MARKING SYMBOL PAINT	EA	23
646.7000	MARKING DIAGONAL PAINT 4-INCH	LF	3,000
646.7400	MARKING CROSSWALK PAINT 12-INCH	LF	950
646.8305	MARKING PARKING STALL PAINT	LF	15,500
652.0325	CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH	LF	2,000
653.0154.S	PULL BOXES NON-CONDUCTIVE 24X30-INCH	EA	2
654.0108.S	CONCRETE BASES TYPE 8	EA	11
655.0625	ELECTRICAL WIRE LIGHTING 6 AWG	LF	9,800
655.0630	ELECTRICAL WIRE LIGHTING 4 AWG	LF	1,700
659.1120.S	LUMINAIRES UTILITY LED B	EA	28
671.0142	CONDUIT HDPE 4-DUCT 2-INCH	LF	180
674.0300	REMOVE CABLE	LF	5,000
690.0150	SAWING ASPHALT	LF	1,000
690.0250	SAWING CONCRETE	LF	260
F162.069	CHAIN-LINK FENCE, 6' HEIGHT	LF	50
F162.080	CHAIN-LINK FENCE GATE W/ BARBED WIRE, 10 FOOT HEIGHT, 20 FOOT WIDE	EA	1
L108.101	LOCATE AND PROTECT EXISTING CIRCUITS	LS	1
P160.164	REMOVING FENCE, CHAIN LINK, TYPE 2	LF	70
P643.010	AIRPORT CONSRUCTION TRAFFIC CONTROL	LS	1
T908.020	HYDRO-MULCHING	SY	53,520
X152.010	COMMON EXCAVATION	CY	12,600
X646.010	MAINTENANCE AND REPAIR OF HAUL ROADS	LS	1
X646.020	MAINTENANCE AND REPAIR OF AIRPORT HAUL ROADS	LS	1
X900.0001	ELECTRICAL ROOM CONNECTION	LS	1
X900.0003	CONTROLLED LOW-STRENGTH MATERIAL (CLSM)	CY	2.5
SPV.0060.01	TEMPORARY PARKING WHEEL STOPS	EACH	254
SPV.0060.02	CHAIN BARRIER, PERMANENT	EACH	8
SPV.0060.03	REFURBISH POLES TYPE 5-STEEL	EA	14
SPV.0090.01	PROFILE SAWCUT	LF	30
SPV.0090.02	CONCRETE RIBBON CURB	LF	72
SPV.0105.01	UTILITY ADJUSTMENTS	DOL	15,000
SPV.0180.01	SHAPE, RELAY AND COMPACT EXISTING AGGREGATE BASE COURSE	SY	19,810
SPV.0180.02	FENCE TRENCH	SY	50
SPV.0180.03	REMOVE MULCH AND REPLACE WITH DECORATIVE LANDSCAPE STONE	SY	890



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LA CROSSE REGIONAL AIRPORT
RECONSTRUCT TERMINAL PARKING
LOT
2850 Airport Rd.
La Crosse, WI 54603

ISSUED

ISSUED FOR BID

M&H NO.: 2309930-171878.01
DATE: SEPTEMBER 17, 2026
DESIGNED BY: ADG
DRAWN BY: ADG
CHECKED BY: LLK

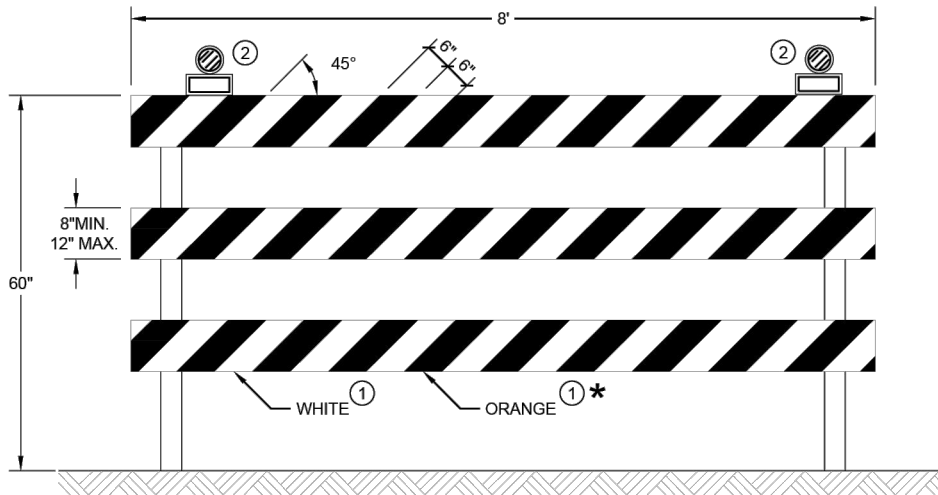
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PROJECT QUANTITY
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G-061

GENERAL NOTES:

- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETS
- ② LOCATION OF WARNING LIGHTS, REQUIRED AT ALL BARRICADE LOCATIONS



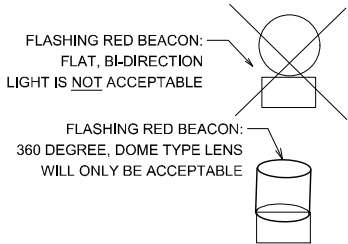
TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

② TYPE III BARRICADE DETAIL

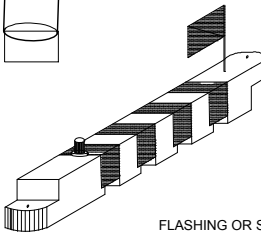
NO SCALE



FLASHING RED BEACON:
FLAT, BI-DIRECTION
LIGHT IS NOT ACCEPTABLE

FLASHING RED BEACON:
360 DEGREE, DOME TYPE LENS
WILL ONLY BE ACCEPTABLE

12" X 12" WHITE NYLON FLAG
WITH 12 GA. DIAGONAL WIRE
STIFFENER. TOP SHALL BE
MAX. 24" ABOVE PAVEMENT
(ONE FLAG AT EACH END)



10"X10"X96" LENGTH
ORANGE AND WHITE
HDPE BARRICADE

FLASHING OR STEADY BURN
LED RED LIGHTS - 360 DEGREE
WITH BATTERIES NO SOLAR
POWERED LIGHTING

BARRIER NOTES:

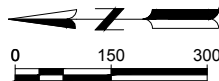
1. TYPICAL BARRIER TO BE PLACED ALONG THE LIMITS OF THE PHASES OF WORK, AS SHOWN IN THESE PLANS, TO DELINEATE THE CONTRACTOR'S WORK AREAS.
2. BARRIER SECTIONS SHALL BE WHITE WITH ORANGE STRIPES.
3. ALL BARRIERS SHALL BE CHECKED VISUALLY FOR SIGNS OF WEAR AND TEAR ON A WEEKLY BASIS AND REPLACED AS NEEDED.
4. ALL LIGHT FIXTURES SHALL BE VERIFIED OPERATIONAL BY CONTRACTOR DAILY. CONTRACTOR MUST HAVE A PERSON ON CALL 24 HOURS A DAY FOR EMERGENCY MAINTENANCE OF AIRPORT HAZARD LIGHTING AND BARRICADES.
5. COST OF INSTALLATION AND MAINTENANCE OF BARRIERS SHALL BE INCLUDED IN THE BID ITEM "TRAFFIC CONTROL."
6. BARRIERS SHALL BE PLACED END TO END WITH DESIGNATED GAPS FOR VEHICLE TRAFFIC.
7. NO PART OF THE BARRIER SHALL EXCEED 24" IN HEIGHT FROM PAVEMENT.

① CONSTRUCTION BARRIER DETAIL

NO SCALE

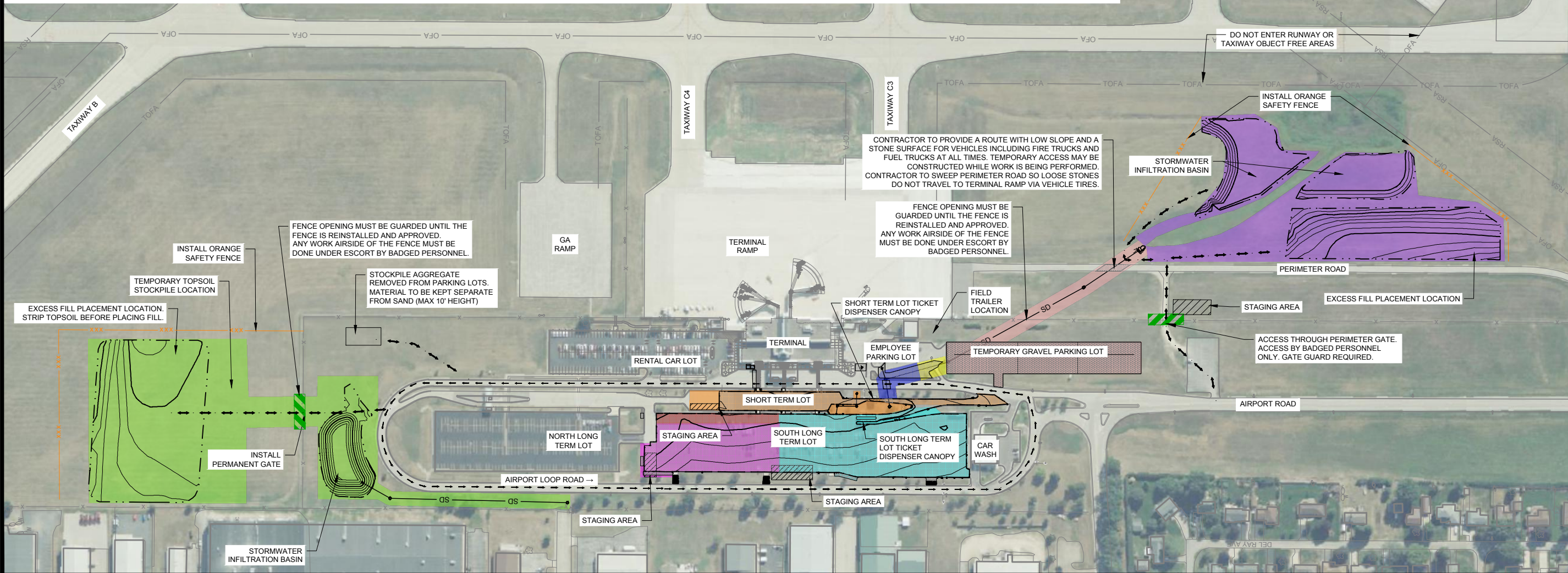
LEGEND:

	TEMPORARY GRAVEL LOT, AND STORMSEWER
	PHASE 1: PARTIAL DEPTH RECONSTRUCTION, SOUTH LONG TERM LOT
	PHASE 2: PARTIAL DEPTH AND FULL DEPTH RECONSTRUCTION, SOUTH LONG TERM LOT
	PHASE 3: PARTIAL DEPTH RECONSTRUCTION, SOUTH LONG TERM LOT
	PHASE 4: SHORT TERM PARKING LOT RECONSTRUCTION
	PHASE 5: STORMPIPE WORK CROSSING AIRPORT ROAD
	PHASE 6: STORMPIPE WORK IN EMPLOYEE PARKING LOT
	SOUTH BASIN EARTHWORK
	NORTH BASIN EARTHWORK
	CONSTRUCTION STAGING AREA



NOTES:

1. CONTRACTOR IS RESPONSIBLE FOR LOCATING AND PROTECTING ALL UTILITIES INCLUDING AIRPORT OWNED PRIVATE UTILITIES
2. CONTRACTOR TO PROVIDE A PAVED, SIGNED, WELL-LIT ADA ACCESSIBLE PATH FOR AIRPORT USERS FROM PARKING LOCATIONS TO THE TERMINAL AT ALL TIMES. PATH WIDTH TO ACCOMMODATE ADA AND TWO WAY PEDESTRIAN TRAFFIC.



Mead & Hunt

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Middleton, WI 53562
phone: 608-273-6380
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La Crosse Regional
AIRPORT

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LA CROSSE REGIONAL AIRPORT
RECONSTRUCT TERMINAL PARKING
LOT

2850 Airport Rd.
La Crosse, WI 54603

ISSUED

ISSUED FOR BID

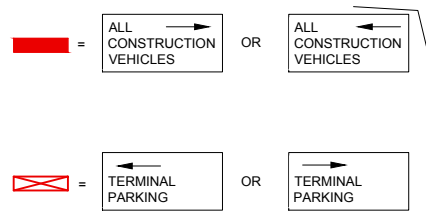
BOA NO.: LSE1022
MSH NO.: 2309930-171878.01
DATE: AUGUST 24, 2026
DESIGNED BY: ADG
DRAWN BY: ADG
CHECKED BY: LLK

SHEET CONTENTS

CONSTRUCTION
OPERATIONS &
SAFETY PHASING
PLAN

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G-081

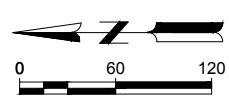


CONSTRUCTION TRAFFIC SIGNS. PLACE ALL SIGNS BEFORE WORK STARTS. COORDINATE SIGN LOCATIONS AND ORIENTATION WITH AIRPORT AND RPR.

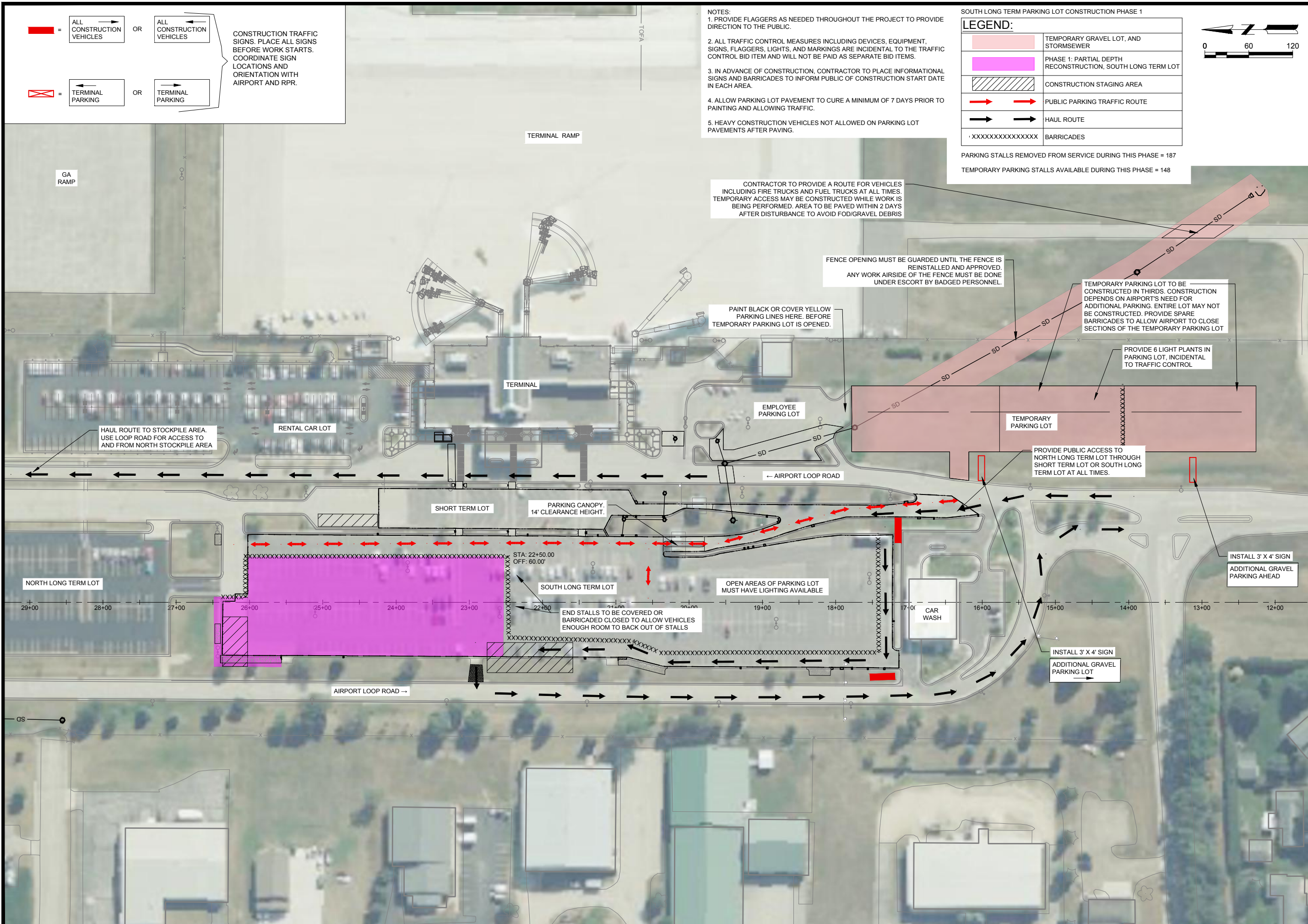
- NOTES:
1. PROVIDE FLAGGERS AS NEEDED THROUGHOUT THE PROJECT TO PROVIDE DIRECTION TO THE PUBLIC.
 2. ALL TRAFFIC CONTROL MEASURES INCLUDING DEVICES, EQUIPMENT, SIGNS, FLAGGERS, LIGHTS, AND MARKINGS ARE INCIDENTAL TO THE TRAFFIC CONTROL BID ITEM AND WILL NOT BE PAID AS SEPARATE BID ITEMS.
 3. IN ADVANCE OF CONSTRUCTION, CONTRACTOR TO PLACE INFORMATIONAL SIGNS AND BARRICADES TO INFORM PUBLIC OF CONSTRUCTION START DATE IN EACH AREA.
 4. ALLOW PARKING LOT PAVEMENT TO CURE A MINIMUM OF 7 DAYS PRIOR TO PAINTING AND ALLOWING TRAFFIC.
 5. HEAVY CONSTRUCTION VEHICLES NOT ALLOWED ON PARKING LOT PAVEMENTS AFTER PAVING.

SOUTH LONG TERM PARKING LOT CONSTRUCTION PHASE 1

LEGEND:	
[Pink Box]	TEMPORARY GRAVEL LOT, AND STORMSEWER
[Purple Box]	PHASE 1: PARTIAL DEPTH RECONSTRUCTION, SOUTH LONG TERM LOT
[Hatched Box]	CONSTRUCTION STAGING AREA
[Red Arrow]	PUBLIC PARKING TRAFFIC ROUTE
[Black Arrow]	HAUL ROUTE
[XXXXXX]	BARRICADES



PARKING STALLS REMOVED FROM SERVICE DURING THIS PHASE = 187
TEMPORARY PARKING STALLS AVAILABLE DURING THIS PHASE = 148



CONTRACTOR TO PROVIDE A ROUTE FOR VEHICLES INCLUDING FIRE TRUCKS AND FUEL TRUCKS AT ALL TIMES. TEMPORARY ACCESS MAY BE CONSTRUCTED WHILE WORK IS BEING PERFORMED. AREA TO BE PAVED WITHIN 2 DAYS AFTER DISTURBANCE TO AVOID FOD/GRAVEL DEBRIS

FENCE OPENING MUST BE GUARDED UNTIL THE FENCE IS REINSTALLED AND APPROVED. ANY WORK AIRSIDE OF THE FENCE MUST BE DONE UNDER ESCORT BY BADGED PERSONNEL.

PAINT BLACK OR COVER YELLOW PARKING LINES HERE. BEFORE TEMPORARY PARKING LOT IS OPENED.

TEMPORARY PARKING LOT TO BE CONSTRUCTED IN THIRDS. CONSTRUCTION DEPENDS ON AIRPORT'S NEED FOR ADDITIONAL PARKING. ENTIRE LOT MAY NOT BE CONSTRUCTED. PROVIDE SPARE BARRICADES TO ALLOW AIRPORT TO CLOSE SECTIONS OF THE TEMPORARY PARKING LOT

PROVIDE 6 LIGHT PLANTS IN PARKING LOT, INCIDENTAL TO TRAFFIC CONTROL

PROVIDE PUBLIC ACCESS TO NORTH LONG TERM LOT THROUGH SHORT TERM LOT OR SOUTH LONG TERM LOT AT ALL TIMES.

INSTALL 3' X 4' SIGN
ADDITIONAL GRAVEL PARKING AHEAD

INSTALL 3' X 4' SIGN
ADDITIONAL GRAVEL PARKING LOT

END STALLS TO BE COVERED OR BARRICADED CLOSED TO ALLOW VEHICLES ENOUGH ROOM TO BACK OUT OF STALLS

OPEN AREAS OF PARKING LOT MUST HAVE LIGHTING AVAILABLE

STA: 22+50.00
OFF: 60.00'

PARKING CANOPY.
14' CLEARANCE HEIGHT.

SHORT TERM LOT

RENTAL CAR LOT

HAUL ROUTE TO STOCKPILE AREA. USE LOOP ROAD FOR ACCESS TO AND FROM NORTH STOCKPILE AREA

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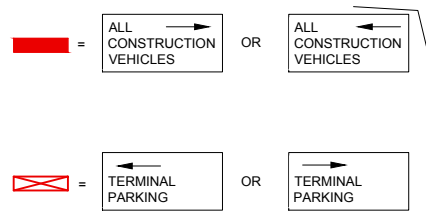
LA CROSSE REGIONAL AIRPORT
RECONSTRUCT TERMINAL PARKING LOT
2850 Airport Rd.
La Crosse, WI 54603

ISSUED FOR BID

BOA NO.:	LSE1022
MSH NO.:	2309930-171878.01
DATE:	AUGUST 24, 2026
DESIGNED BY:	ADG
DRAWN BY:	ADG
CHECKED BY:	LLK

SHEET CONTENTS

CONSTRUCTION OPERATIONS & SAFETY PHASING PLAN



CONSTRUCTION TRAFFIC SIGNS. PLACE ALL SIGNS BEFORE WORK STARTS. COORDINATE SIGN LOCATIONS AND ORIENTATION WITH AIRPORT AND RPR.

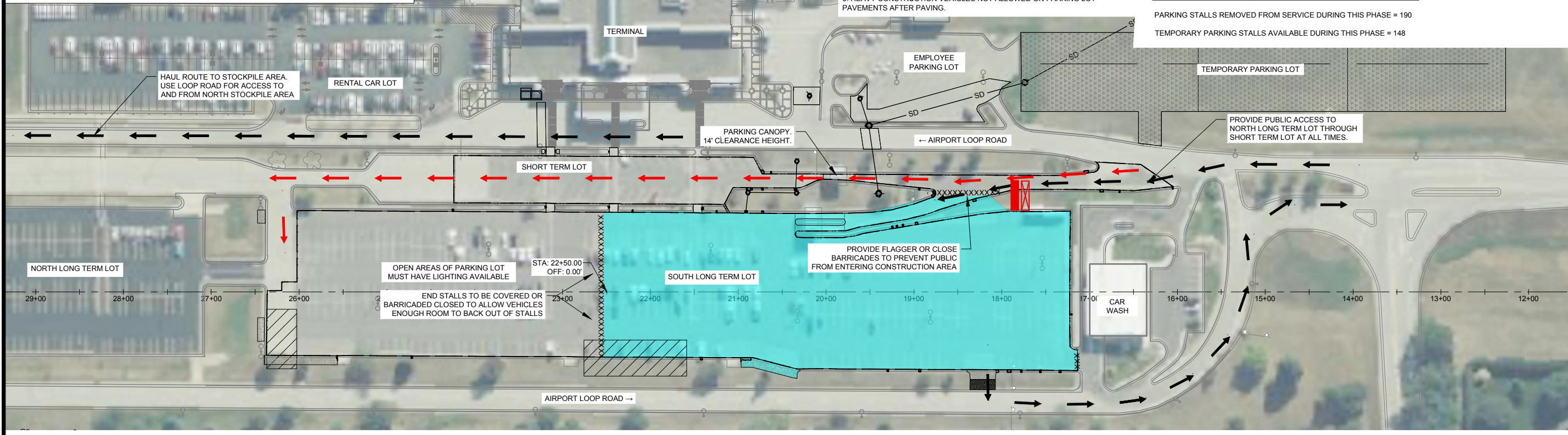
- NOTES:
1. PROVIDE FLAGGERS AS NEEDED THROUGHOUT THE PROJECT TO PROVIDE DIRECTION TO THE PUBLIC.
 2. ALL TRAFFIC CONTROL MEASURES INCLUDING DEVICES, EQUIPMENT, SIGNS, FLAGGERS, LIGHTS, AND MARKINGS ARE INCIDENTAL TO THE TRAFFIC CONTROL BID ITEM AND WILL NOT BE PAID AS SEPARATE BID ITEMS.
 3. IN ADVANCE OF CONSTRUCTION, CONTRACTOR TO PLACE INFORMATIONAL SIGNS AND BARRICADES TO INFORM PUBLIC OF CONSTRUCTION START DATE IN EACH AREA.
 4. ALLOW PARKING LOT PAVEMENT TO CURE A MINIMUM OF 7 DAYS PRIOR TO PAINTING AND ALLOWING TRAFFIC.
 5. HEAVY CONSTRUCTION VEHICLES NOT ALLOWED ON PARKING LOT PAVEMENTS AFTER PAVING.

SOUTH LONG TERM PARKING LOT CONSTRUCTION PHASE 2

LEGEND:	
	PHASE 2: PARTIAL AND FULL DEPTH RECONSTRUCTION, SOUTH LONG TERM LOT
	CONSTRUCTION STAGING AREA
	PUBLIC PARKING TRAFFIC ROUTE
	HAUL ROUTE
	BARRICADES

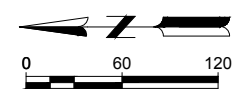


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TEMPORARY PARKING STALLS AVAILABLE DURING THIS PHASE = 148

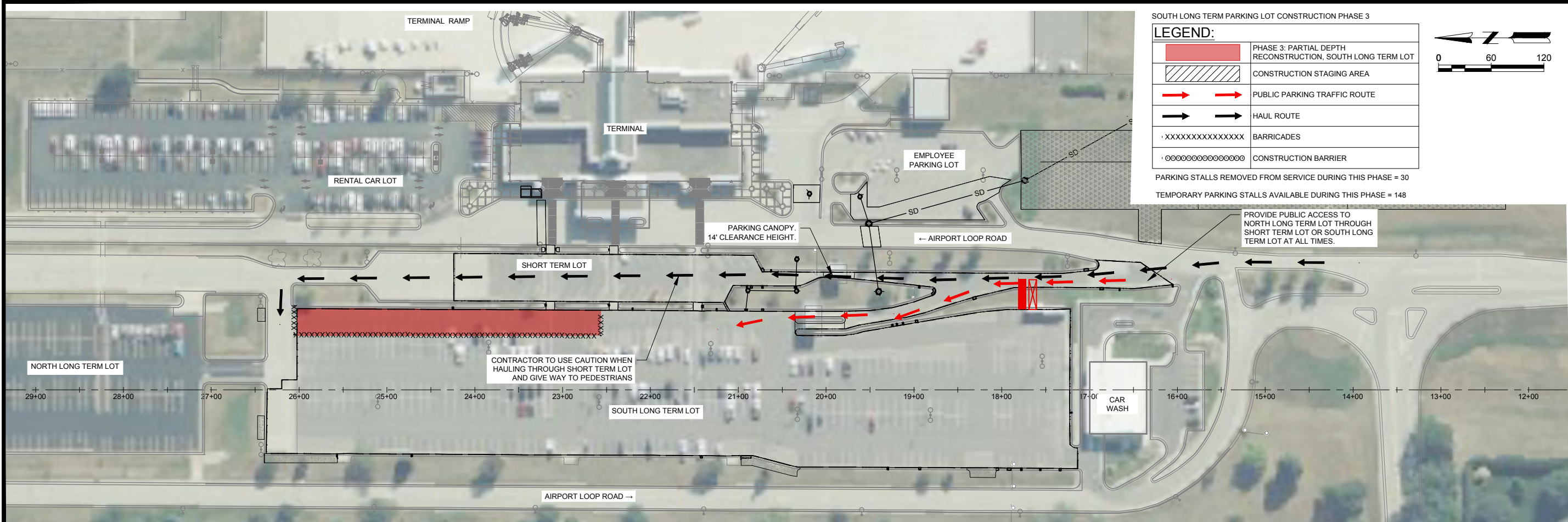


SOUTH LONG TERM PARKING LOT CONSTRUCTION PHASE 3

LEGEND:	
	PHASE 3: PARTIAL DEPTH RECONSTRUCTION, SOUTH LONG TERM LOT
	CONSTRUCTION STAGING AREA
	PUBLIC PARKING TRAFFIC ROUTE
	HAUL ROUTE
	BARRICADES
	CONSTRUCTION BARRIER



PARKING STALLS REMOVED FROM SERVICE DURING THIS PHASE = 30
TEMPORARY PARKING STALLS AVAILABLE DURING THIS PHASE = 148



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**LA CROSSE REGIONAL AIRPORT
RECONSTRUCT TERMINAL PARKING LOT**
2850 Airport Rd.
La Crosse, WI 54603

ISSUED

ISSUED FOR BID

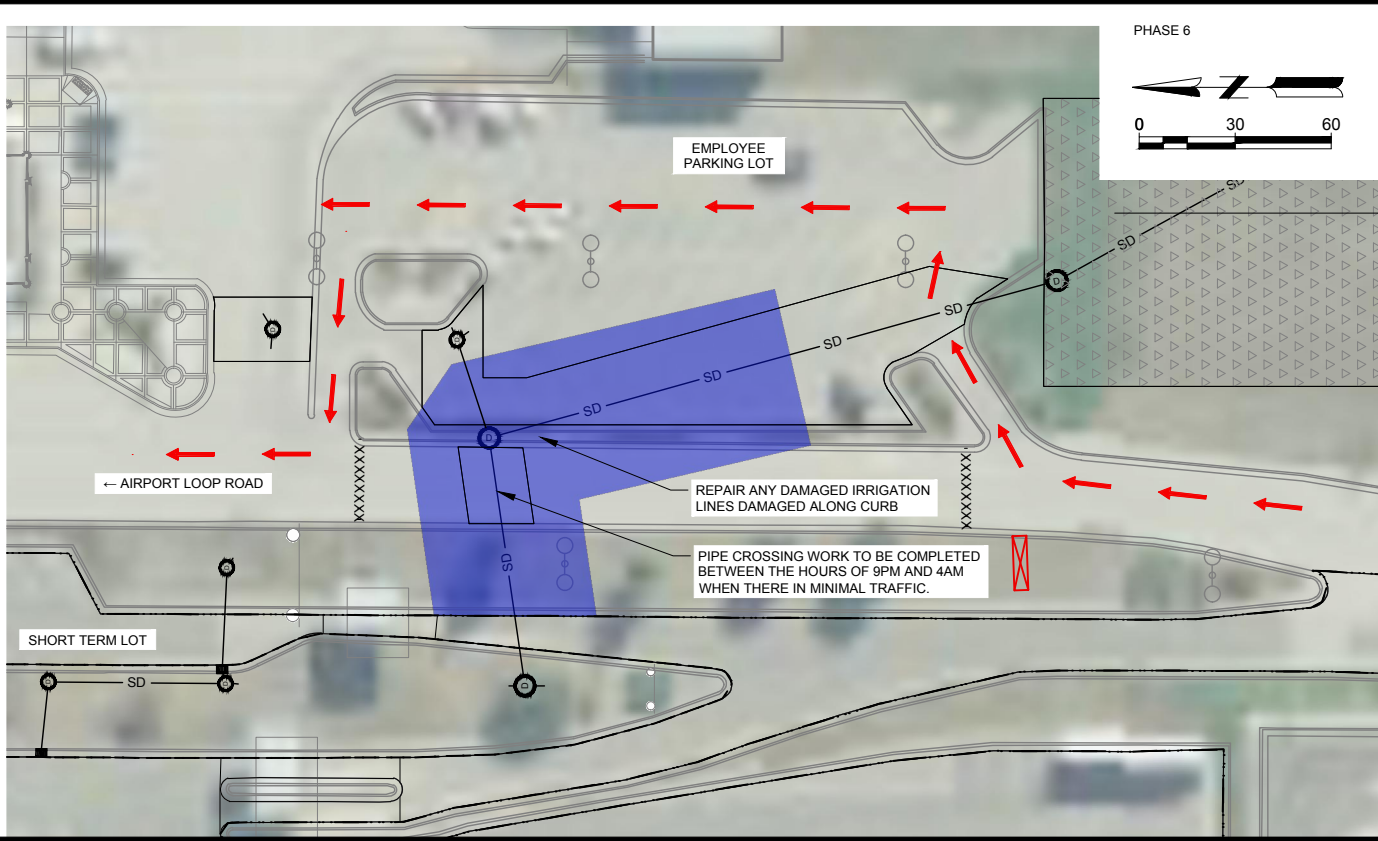
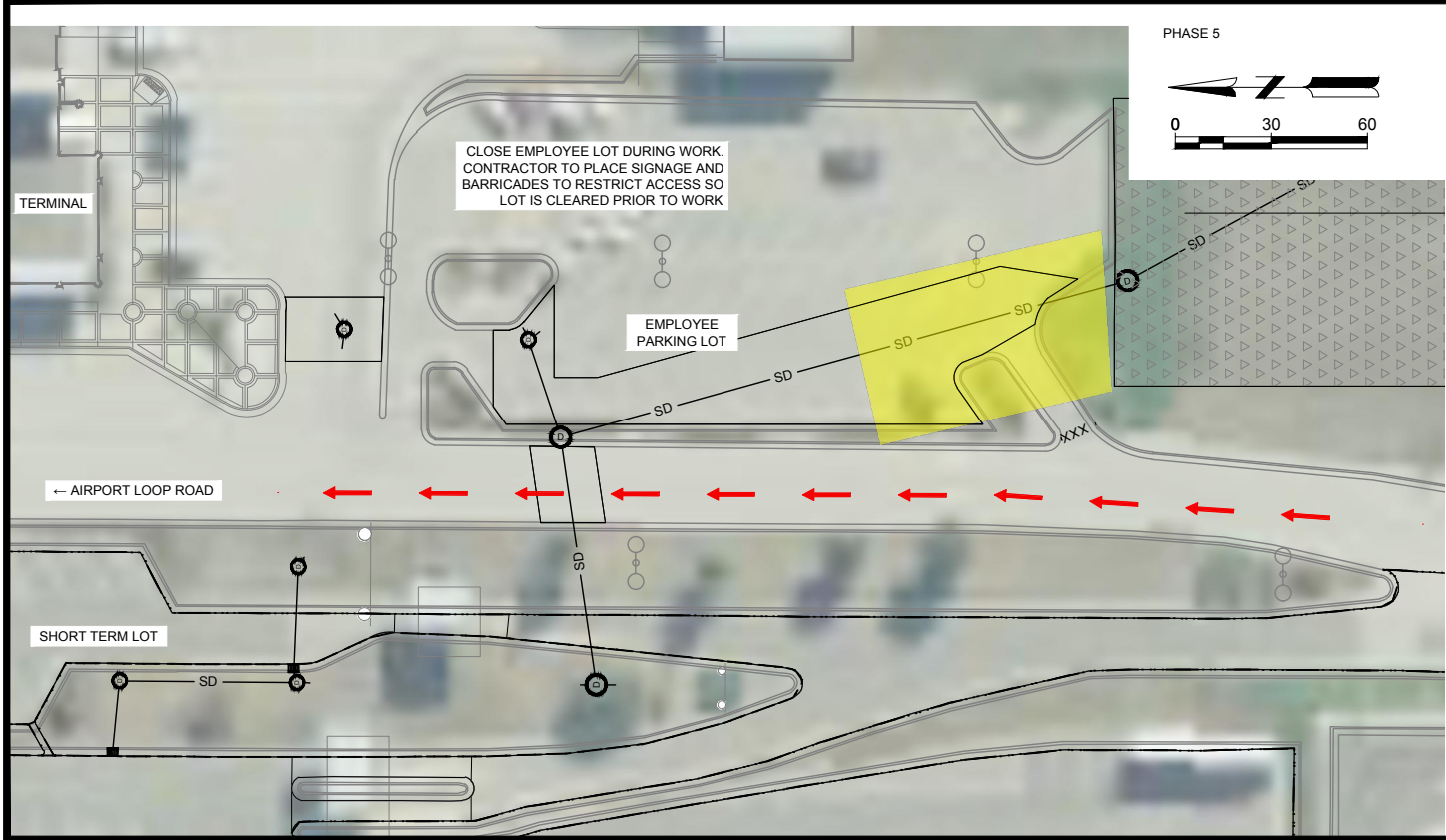
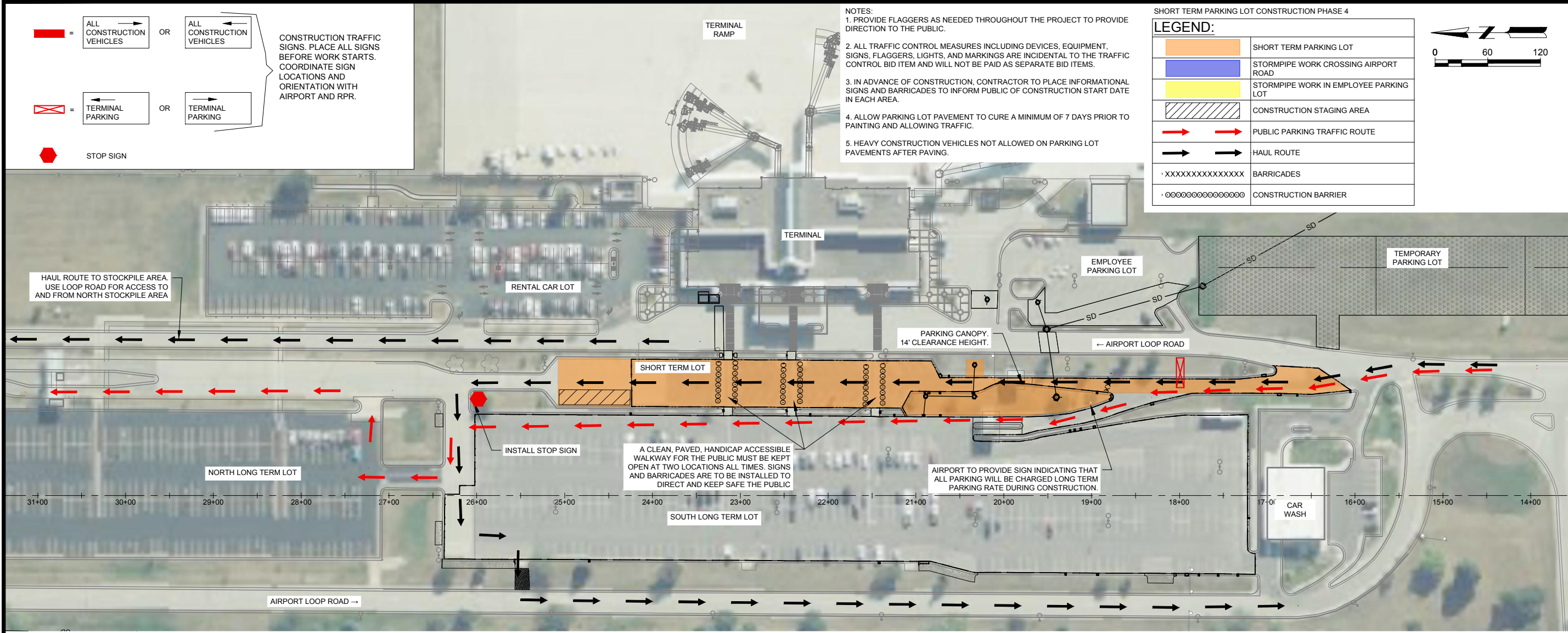
BOA NO.: LSE1022
MSH NO.: 2309930-171878.01
DATE: AUGUST 24, 2026
DESIGNED BY: ADG
DRAWN BY: ADG
CHECKED BY: LLK

SHEET CONTENTS
CONSTRUCTION
OPERATIONS &
SAFETY PHASING
PLAN

SHEET NO. 8 of 53

G-083

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8/12/2026 3:43:25 PM



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LA CROSSE REGIONAL AIRPORT RECONSTRUCT TERMINAL PARKING LOT

2850 Airport Rd.
La Crosse, WI 54603

ISSUED FOR BID

BOA NO.: LSE1022
MSH NO.: 2309930-171878.01
DATE: AUGUST 24, 2026
DESIGNED BY: ADG
DRAWN BY: ADG
CHECKED BY: LLK

SHEET CONTENTS

CONSTRUCTION
OPERATIONS &
SAFETY PHASING
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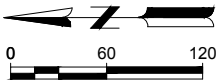
G-084

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PERMANENT MARKING
PHASING PLAN

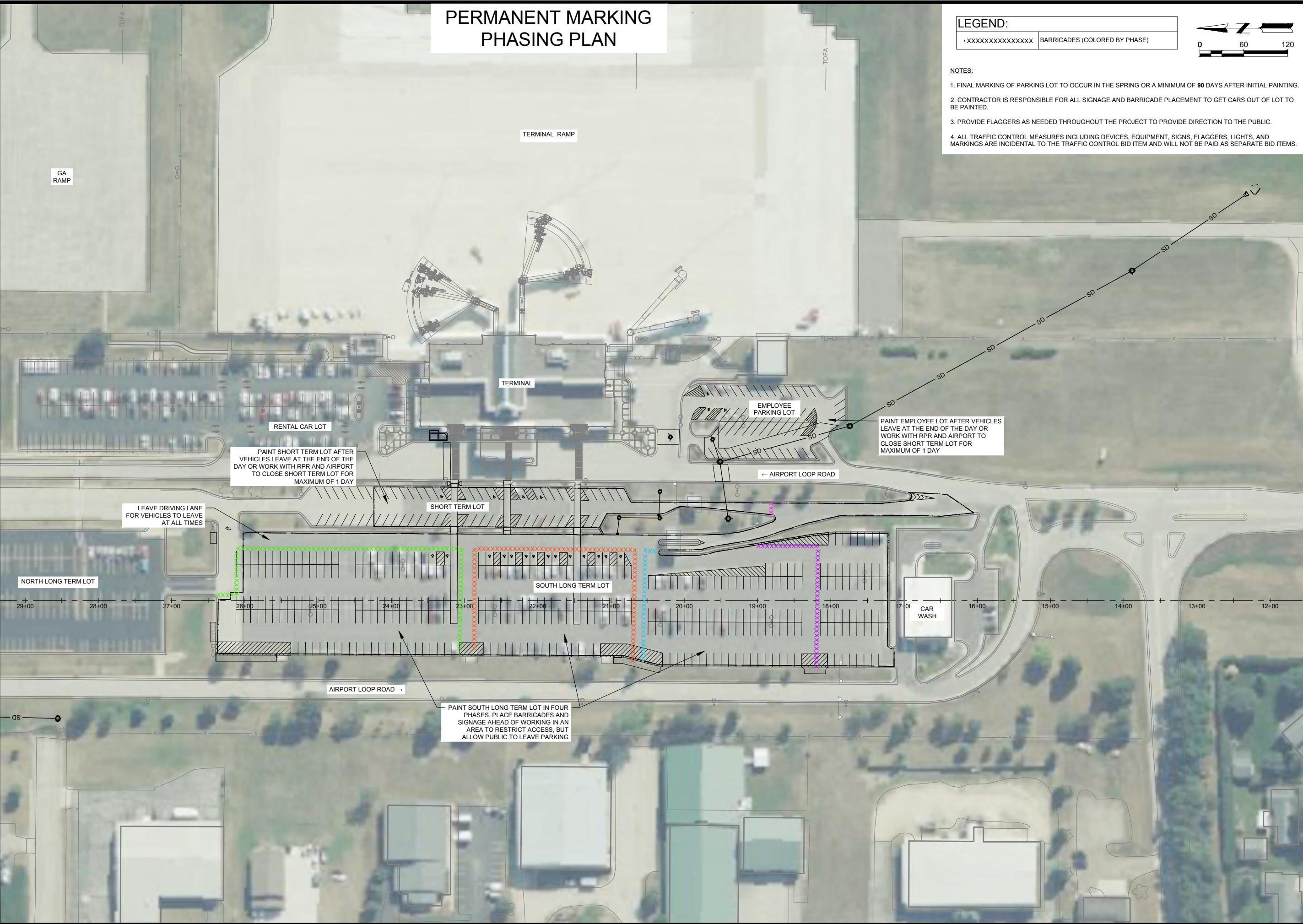
LEGEND:

XXXXXXXXXXXXXX	BARRICADES (COLORED BY PHASE)
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NOTES:

1. FINAL MARKING OF PARKING LOT TO OCCUR IN THE SPRING OR A MINIMUM OF 90 DAYS AFTER INITIAL PAINTING.
2. CONTRACTOR IS RESPONSIBLE FOR ALL SIGNAGE AND BARRICADE PLACEMENT TO GET CARS OUT OF LOT TO BE PAINTED.
3. PROVIDE FLAGGERS AS NEEDED THROUGHOUT THE PROJECT TO PROVIDE DIRECTION TO THE PUBLIC.
4. ALL TRAFFIC CONTROL MEASURES INCLUDING DEVICES, EQUIPMENT, SIGNS, FLAGGERS, LIGHTS, AND MARKINGS ARE INCIDENTAL TO THE TRAFFIC CONTROL BID ITEM AND WILL NOT BE PAID AS SEPARATE BID ITEMS.



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**LA CROSSE REGIONAL AIRPORT
RECONSTRUCT TERMINAL PARKING
LOT**

2850 Airport Rd.
La Crosse, WI 54603

ISSUED

ISSUED FOR BID

BOA NO.: LSE1022
MSH NO.: 2309930-171878.01
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DRAWN BY: ADG
CHECKED BY: LLK

SHEET CONTENTS

CONSTRUCTION
OPERATIONS &
SAFETY PHASING
PLAN

SHEET NO. 11 of 53

G-086

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8/19/2026 8:35:00 AM

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(b) 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 59 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 68 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 WINGWALKERS 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. 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).

G. ALL VEHICLES ARE TO BE PARKED AND SERVICED IN THE CONTRACTOR STAGING/STORAGE AREA.

H. THE CONTRACTORS' 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.

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. ENSURE MARKINGS, SIGNS, AND LIGHTING ARE REMOVED OR COVERED TO PREVENT INADVERTENT ENTRY OF AIRCRAFT INTO CLOSED AREAS.

H. 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.

I. 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.

J. 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.

K. ALL BARRICADES WHALL BE WEIGHTED TO WITHSTAND WIND AND JET BLAST AND KEEP BARRICADES STATIONARY.

L. 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 AIRPORT 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. 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 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. CRITICAL AIRCRAFT DURING CONSTRUCTION OPERATIONS CONSIST OF DESIGN GROUP II AIRCRAFT.

B. THIS PROJECT IS ANTICIPATED TO START AFTER MAY 1, 2027 DUE TO SPRING BREAK PARKING LOT USE.

C. RUNWAY/TAXIWAY CLOSURES: NO RUNWAYS OR TAXIWAYS WILL BE CLOSED DURING THIS PROJECT.

EFFECTS ON NAVAIDS

A. NAVAIDS WILL NOT BE AFFECTED UNDER THIS PROJECT.

OPERATIONS/PHASING/TRAFFIC CONTROL PROJECT NOTES:

1. UNLESS OTHERWISE SHOWN, ALL CONSTRUCTION OPERATIONS & EQUIPMENT SHALL BE MAINTAINED BELOW 25 FT IN HEIGHT.

2. 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 RPR.

3. 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.

4. CONTRACTOR SHALL NOT PARK OR TURN AROUND CONSTRUCTION VEHICLES IN ANY AIRCRAFT ACTIVE AREAS.

5. 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 RPR.

6. 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.

7. OPEN PAVEMENT SHALL BE KEPT CLEAN OF CONSTRUCTION DEBRIS AT ALL TIMES.

8. CONTRACTOR TO MAINTAIN ENTRY AND EXIT ACCESS TO THE NORTH LONG TERM PARKING LOT DURING CONSTRUCTION. ONE ENTRANCE LANE AND ONE EXIT LANE SHALL REMAIN OPEN AND OPERATIONAL AT ALL TIMES. PARKING LOT CLOSURE DURATION SHALL BE LIMITED TO THE BEST ABILITY OF THE CONTRACTOR TO MINIMIZED DISRUPTION TO AIRPORT OPERATIONS.

9. DURING WORKING AND NON-WORKING HOURS, THE CONTRACTOR SHALL PROPERLY BARRICADE AND SIGN AREAS WHICH COULD CAUSE DAMAGE TO VEHICLES.

10. CONTRACTOR SHALL SUPPLY ANY TEMPORARY STOP, SPEED LIMIT, OR ANY OTHER TEMPORARY SIGN OR TRAFFIC CONTROL DEVICE REQUIRED TO PERFORM CONSTRUCTION.

11. THE EXACT NUMBER, TYPE, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

12. CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

13. ADVANCED WARNING SIGNS FOR LANE CLOSURE AND CONSTRUCTION WORK ZONE SHALL BE PLACED DURING WORKING HOURS AND FOUR WEEKS AHEAD OF TIME TO ALLOW FOR VEHICLES TO BE MOVED.

14. ADDITIONAL SIGNS, BARRICADES AND DRUMS SHALL BE PLACED AS REQUIRED TO DELINEATE CONSTRUCTION AREAS AND VEHICLE INGRESS/EGRESS ROUTES FROM THE PARKING LOT.

15. THE CONTRACTOR IS RESPONSIBLE FOR SUPPLYING, MAINTAINING AND RELOCATING ALL TRAFFIC CONTROL DEVICES REQUIRED TO MAINTAIN TRAFFIC MOVEMENTS AND TO DIRECT THE PUBLIC TO AREAS OPEN FOR PARKING AND TO DIRECT THE PUBLIC TO EXITS. THIS INCLUDES "PARKING" AND "EXIT" SIGNS WITH DIRECTION ARROWS OR OTHER RPR APPROVED SIGNS.

16. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING EACH AREA CLOSURE WITH THE LA CROSSE REGIONAL AIRPORT A MINIMUM OF FOUR WEEKS PRIOR TO CLOSING ANY AREA. THE CONTRACTOR WILL BE REQUIRED TO SUPPLY, INSTALL AND REMOVE AIRPORT APPROVED ADVANCED CLOSURE NOTICE SIGNS AND SUPPORTS THAT NOTIFY THE PUBLIC THE DATES THE AREA WILL BE CLOSED. THESE SIGNS SHALL BE INSTALLED A MINIMUM OF FOUR WEEKS PRIOR TO CLOSING THE AREA. THIS WORK AT A MINIMUM SHALL CONSIST OF INSTALLING BARRICADES OR DRUMS AT A MAXIMUM SPACING OF 25', CONNECTED WITH ROPE AND SIGNS PLACED AT A MAXIMUM SPACING OF 25'. SUPPORTS SHALL BE SUFFICIENTLY WEIGHTED TO WITHSTAND ENVIRONMENTAL CONDITIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR MARKING AND MAINTAINING THE SIGNS AND SUPPORTS BEFORE CLOSURE.

17. THE CONTRACTOR SHALL SECURE THE PERIMETER OF EACH AREA WITH BARRELS, BARRICADES OR OTHER RPR APPROVED TRAFFIC CONTROL MEASURE TO PREVENT VEHICLES FROM ENTERING THE WORK AREA.

18. THE CONTRACTOR SHALL MAINTAIN A SIGNED, PAVED, ADA ACCESSIBLE AND DELINEATED WALKWAY BETWEEN THE TERMINAL AND LONG TERM PARKING LOT WHILE IT IS UNDER CONSTRUCTION FOR PEDESTRIAN TRAFFIC TO ACCESS THEIR CARS IN THE OPEN PARKING LOT AREA.

19. 24 HR CONTACTS
LSE OPERATIONS/ARFF (608) 792-0233 (CELL), (608) 789-7450 (OFFICE)
CITY OF LACROSSE POLICE 911, (608) 789-7241 (OFFICE)

20. **EMERGENCY NOTIFICATION PROCEDURE**

1) CALL 911

2) CALL LSE OPERATIONS

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

La Crosse Regional Airport
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**LA CROSSE REGIONAL AIRPORT
RECONSTRUCT TERMINAL PARKING
LOT**
2850 Airport Rd.
La Crosse, WI 54603

ISSUED

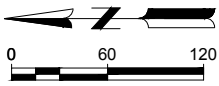
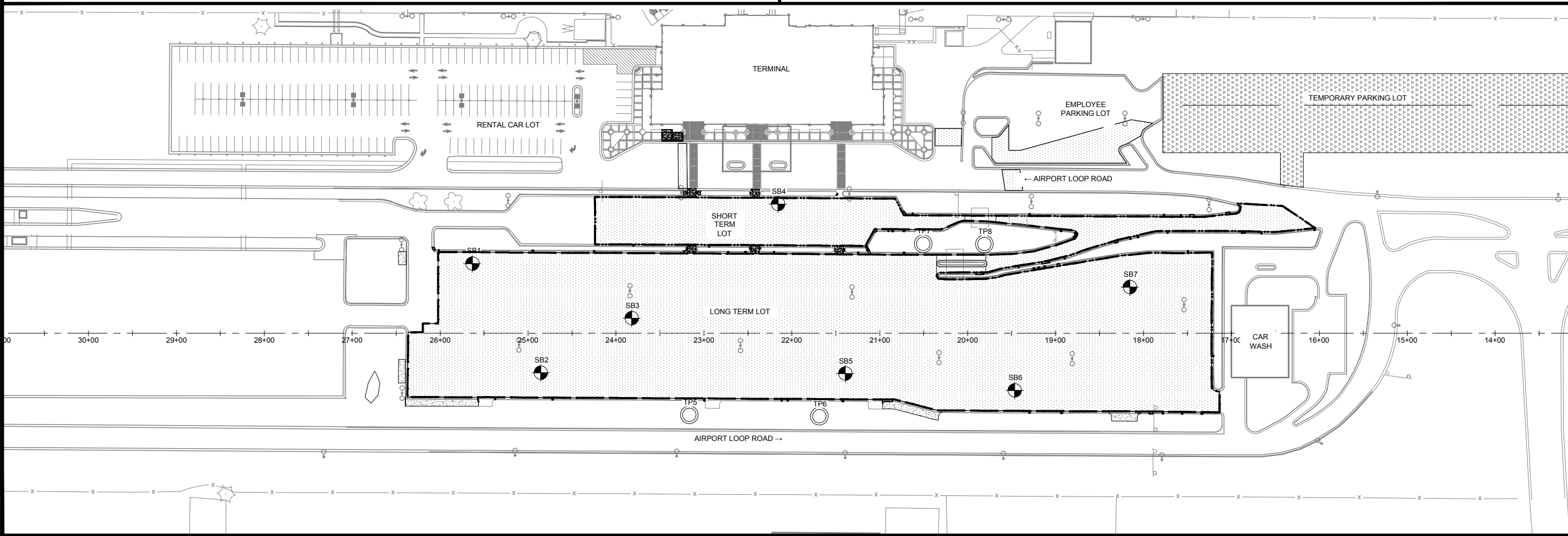
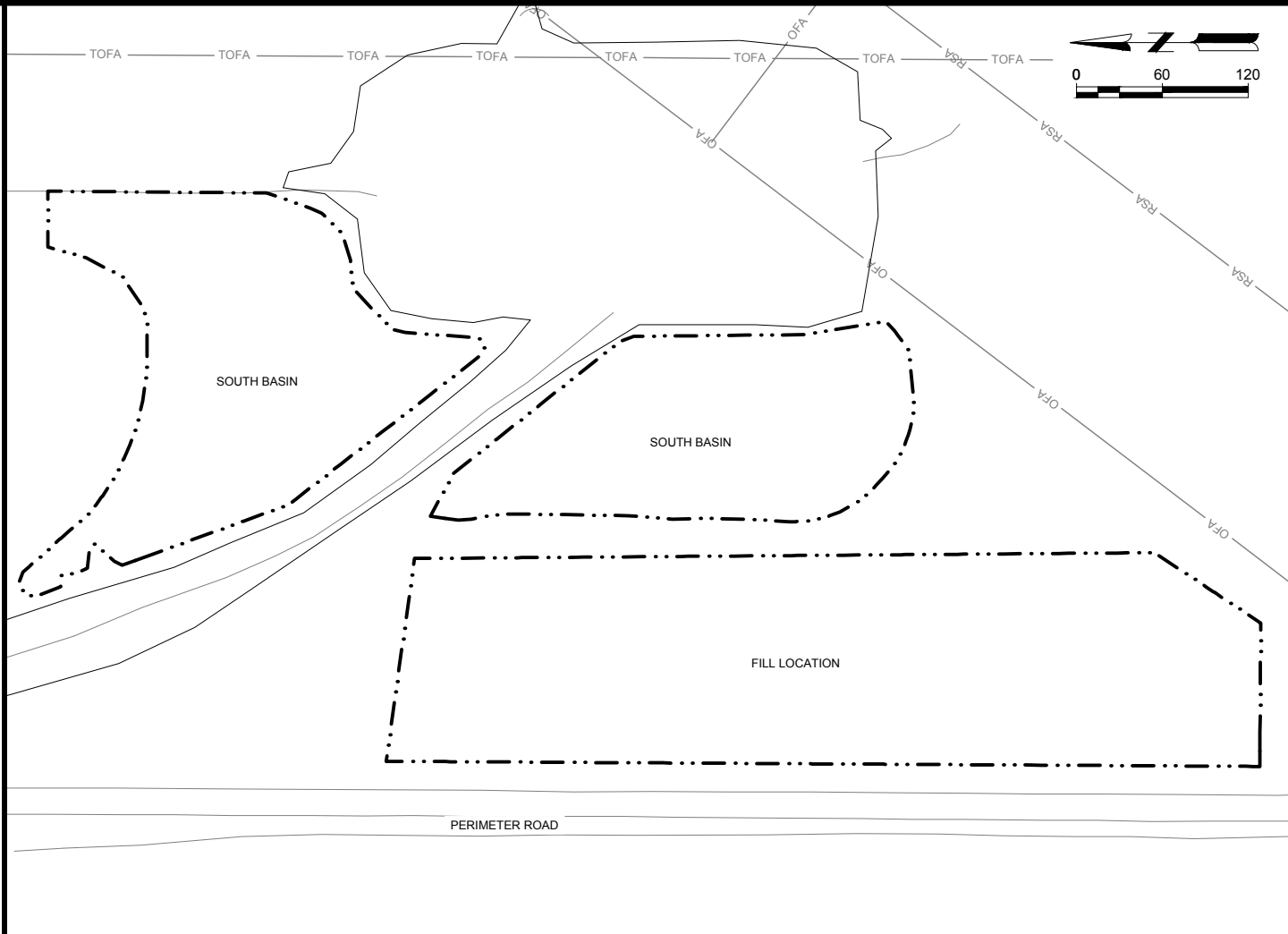
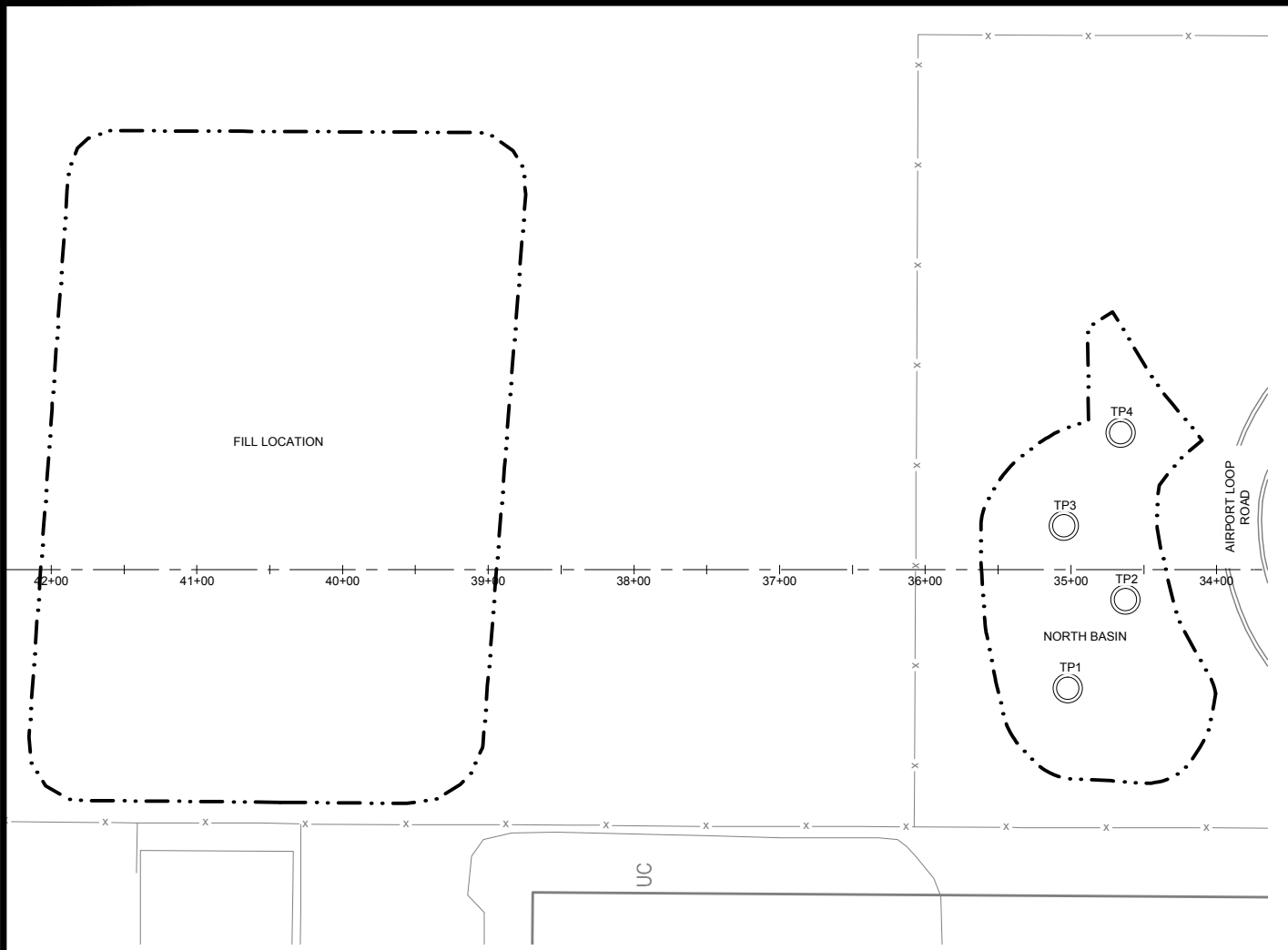
ISSUED FOR BID

BOA NO.: LSE1022
MSH NO.: 2309930-171878.01
DATE: SEPTEMBER 17, 2026
DESIGNED BY: ADG
DRAWN BY: ADG
CHECKED BY: LLK

SHEET CONTENTS
CSPP GENERAL NOTES

SHEET NO. 12 of 53

G-087



Mead & Hunt

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**LA CROSSE REGIONAL AIRPORT
RECONSTRUCT TERMINAL PARKING
LOT**

2850 Airport Rd.
La Crosse, WI 54603

ISSUED

ISSUED FOR BID

M&H NO.: 2309930-171878.01
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CHECKED BY: LLK

SHEET CONTENTS
PLAN & LOG OF SOIL
BORINGS

SHEET NO. 13 of 53

B-051

SOIL BORING 1

Elev./Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q _s tsf	MC %	Tests or Remarks
649.8 1.0		PAVEMENT, 2 1/2 inches of bituminous over 10 inches of apparent aggregate base					
		FILL: POORLY GRADED SAND with SILT (SP-SM), fine to medium-grained, trace Gravel, light brown to brown, moist		7-8-10 (18) 16"		5	P200=7%
645.8 4.0		SILTY SAND (SM), fine to medium-grained, trace roots, dark brown, moist (BURIED TOPSOIL)	5	10-9-9 (18) 16"		12	
643.3 6.5		POORLY GRADED SAND (SP), fine to medium-grained, trace Gravel, brown to light brown, moist, medium dense (ALLUVIUM)		8-9-9 (18) 14"			
				5-7-9 (16) 16"			
638.8 11.0		END OF BORING					Water not observed while drilling.
		Boring then backfilled with auger cuttings					

SOIL BORING 2

Elev./Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q _s tsf	MC %	Tests or Remarks
650.9 1.3		PAVEMENT, 4 inches of bituminous over 12 inches of apparent aggregate base					
650.2 2.0		FILL: POORLY GRADED SAND with SILT (SP-SM), fine to medium-grained, trace Gravel, dark brown, moist		5-7-12 (19) 10"			
		FILL: POORLY GRADED SAND (SP), fine to medium-grained, trace Gravel, brown, moist					
648.2 4.0		FILL: POORLY GRADED SAND with SILT (SP-SM), fine-grained, light brown, moist	5	16-18-22 (40) 14"		11	P200=9%
645.7 6.5		SILTY SAND (SM), fine to medium-grained, dark brown, moist (BURIED TOPSOIL)		7-10-9 (19) 14"		9	
644.2 8.0		POORLY GRADED SAND (SP), fine to medium-grained, trace Gravel, light brown, moist, medium dense (ALLUVIUM)		5-6-9 (15) 14"			
641.2 11.0		END OF BORING					Water not observed while drilling.
		Boring then backfilled with auger cuttings					

SOIL BORING 3

Elev./Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q _s tsf	MC %	Tests or Remarks
648.9 1.7		PAVEMENT, 4 inches of bituminous over 16 inches of apparent aggregate base					
		FILL: POORLY GRADED SAND with SILT and GRAVEL (SP-SM), fine to medium-grained, brown, moist		3-4-8 (12) 16"		10	P200=12%
647.1 3.5		SILTY SAND (SM), fine to medium-grained, trace Gravel, dark brown, moist (BURIED TOPSOIL)		5-9-11 (20) 16"		6	
645.6 5.0		POORLY GRADED SAND (SP), fine to medium-grained, trace Gravel, brown to light brown, moist, medium dense to loose (ALLUVIUM)	5				
				4-4-8 (12) 16"			
				3-4-6 (10) 16"			
639.6 11.0		END OF BORING					Water not observed while drilling.
		Boring then backfilled with auger cuttings					

SOIL BORING 4

Elev./Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q _s tsf	MC %	Tests or Remarks
648.5 1.1		PAVEMENT, 2 inches of bituminous over 11 inches of apparent aggregate base					
		FILL: POORLY GRADED SAND with SILT (SP-SM), fine to medium-grained, trace Gravel, brown to dark brown, moist		5-6-8 (14) 12"		7	
645.6 4.0		SILTY SAND (SM), fine to medium-grained, dark brown, moist (BURIED TOPSOIL)	5	8-7-7 (14) 16"		12	P200=13%
643.1 6.5		POORLY GRADED SAND (SP), fine to medium-grained, trace Gravel, brown to light brown, moist, medium dense (ALLUVIUM)		7-7-8 (15) 16"			
				7-9-9 (17) 16"			
638.6 11.0		END OF BORING					Water not observed while drilling.
		Boring then backfilled with auger cuttings					

SOIL BORING 5

Elev./Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q _s tsf	MC %	Tests or Remarks
650.5 1.1		PAVEMENT, 4 inches of bituminous over 9 inches of apparent aggregate base					
		FILL: POORLY GRADED SAND (SP), fine to medium-grained, trace Gravel, brown, moist		2-3-2 (5) 12"		9	
			5	2-1-2 (3) 12"			
645.1 6.5		POORLY GRADED SAND (SP), fine to medium-grained, trace Gravel, light brown, moist, medium dense (ALLUVIUM)		5-7-10 (17) 14"		4	P200=2%
			10	5-9-11 (20) 12"			
640.6 11.0		END OF BORING					Water not observed while drilling.
		Boring then backfilled with auger cuttings					

SOIL BORING 6

Elev./Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q _s tsf	MC %	Tests or Remarks
652.1 0.8		PAVEMENT, 4 inches of bituminous over 6 inches of apparent aggregate base					
		FILL: POORLY GRADED SAND with SILT (SP-SM), fine to medium-grained, trace Gravel, brown to dark brown, moist		12-12-14 (26) 8"		6	P200=9%
			5	16-23-19 (42) 10"		9	
646.4 6.5		POORLY GRADED SAND (SP), fine to medium-grained, trace Gravel, light brown, moist, medium dense (ALLUVIUM)		10-10-10 (20) 12"			
			10	7-9-10 (18) 10"			
641.9 11.0		END OF BORING					Water not observed while drilling.
		Boring then backfilled with auger cuttings					

Mead & Hunt

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2440 Deming Way
Middleton, WI 53562
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LA CROSSE REGIONAL AIRPORT
RECONSTRUCT TERMINAL PARKING
LOT

2850 Airport Rd.
La Crosse, WI 54603

ISSUED

ISSUED FOR BID

M&H NO.: 2309930-171878.01
DATE: SEPTEMBER 17, 2026
DESIGNED BY: ADG
DRAWN BY: ADG
CHECKED BY: LLK

SHEET CONTENTS
PLAN & LOG OF SOIL BORINGS

SHEET NO. 14 of 53

B-052

TEST PITS

TP-1 X Pit ☐ Boring Ground Surface Elevation 648.4 ft. Elevation of Limiting Factor 10% ft.									
Horizon	Depth In.	Dominant Color Munsell	Redox Description Ox Sz. Cont. Color	Texture	Structure Gr. Sz. Sh.	Consistence	Boundary	% Rock Frags.	% Fines
A	0 - 14	10YR 3/2	---	f.l.s	1.f.gr	mvfr	c	0	<15
B	14 - 24	10YR 4/4	---	f/c.s	0.f/c.sg	ml	g	~15	<10
C	24 - 126	10YR 5/4	---	f/c.s	0.f/c.sg	ml	g	~10	1*
Comments: Groundwater encountered at a depth of approximately 10 1/2 feet below existing grade while excavating. Groundwater is considered a limiting layer.									
*Sieve Analysis of Soil (ASTM 6913) performed on sample from 8 feet below existing grade.									

TP-2 X Pit ☐ Boring Ground Surface Elevation 649.2 ft. Elevation of Limiting Factor 11 ft.									
Horizon	Depth In.	Dominant Color Munsell	Redox Description Ox Sz. Cont. Color	Texture	Structure Gr. Sz. Sh.	Consistence	Boundary	% Rock Frags.	% Fines
A	0 - 16	10YR 3/2	---	f.l.s	1.f.gr	mvfr	c	0	<15
B	16 - 24	10YR 4/4	---	f/c.s	0.f/c.sg	ml	g	~20	<10
C	24 - 132	10YR 5/4	---	f/c.s	0.f/c.sg	ml	g	~10	2*
Comments: Groundwater encountered at a depth of approximately 11 feet below existing grade while excavating. Groundwater is considered a limiting layer.									
*Percent Passing a #200 Sieve (ASTM D1140) performed on sample at 4 feet below existing grade.									

TP-3 X Pit ☐ Boring Ground Surface Elevation 648.5 ft. Elevation of Limiting Factor 12 ft.									
Horizon	Depth In.	Dominant Color Munsell	Redox Description Ox Sz. Cont. Color	Texture	Structure Gr. Sz. Sh.	Consistence	Boundary	% Rock Frags.	% Fines
A	0 - 10	10YR 3/2	---	f.l.s	1.f.gr	mvfr	c	0	<15
B	10 - 20	10YR 4/4	---	f/c.s	0.f/c.sg	ml	g	~10	<10
C	20 - 144	10YR 5/4	---	f/c.s	0.f/c.sg	ml	g	~10	1*
Comments: Groundwater encountered at a depth of approximately 12 feet below existing grade while excavating. Groundwater is considered a limiting layer.									
*Sieve Analysis of Soil (ASTM 6913) performed on sample from 6 feet below existing grades.									

TP-4 X Pit ☐ Boring Ground Surface Elevation 648.1 ft. Elevation of Limiting Factor 13 ft.									
Horizon	Depth In.	Dominant Color Munsell	Redox Description Ox Sz. Cont. Color	Texture	Structure Gr. Sz. Sh.	Consistence	Boundary	% Rock Frags.	% Fines
A	0 - 8	10YR 3/2	---	f.l.s	1.f.gr	mvfr	c	0	<15
B	8 - 18	10YR 4/4	---	f/c.s	0.f/c.sg	ml	g	~15	<10
C	18 - 156	10YR 5/4	---	f/c.s	0.f/c.sg	ml	g	~15	1*
Comments: Groundwater encountered at a depth of approximately 13 feet below existing grade while excavating. Groundwater is considered a limiting layer.									
*Sieve Analysis of Soil (ASTM 6913) performed on sample from 11 feet below existing grade.									

TP-5 X Pit ☐ Boring Ground Surface Elevation 652.7 ft. Elevation of Limiting Factor NA ft.									
Horizon	Depth In.	Dominant Color Munsell	Redox Description Ox Sz. Cont. Color	Texture	Structure Gr. Sz. Sh.	Consistence	Boundary	% Rock Frags.	% Fines
FILL	0 - 8	10YR 3/1	---	f.s.l	0.f.m	mvfr	c	0	<20
FILL	8 - 48	10YR 3/3	---	f/m.l.s	0.f/m.ag	ml	c	~5	<10
A	48 - 60	10YR 3/1	---	f.s.l	1.f.gr	mvfr	c	0	<15
B	60 - 90	10YR 5/6	---	f/m.s	0.f/m.ag	ml	g	0	<10
C	90 - 156	10YR 5/4	---	f/m.s	0.f/m.ag	ml	g	0	3*
Comments: Groundwater not encountered while excavating.									
*Sieve Analysis of Soil (ASTM 6913) performed on sample from 12 feet below existing grades.									

TP-6 X Pit ☐ Boring Ground Surface Elevation 652.8 ft. Elevation of Limiting Factor NA ft.									
Horizon	Depth In.	Dominant Color Munsell	Redox Description Ox Sz. Cont. Color	Texture	Structure Gr. Sz. Sh.	Consistence	Boundary	% Rock Frags.	% Fines
FILL	0 - 10	10YR 3/1	---	f.s.l	0.f.m	mvfr	c	0	<20
FILL	10 - 48	10YR 3/3	---	f/m.l.s	0.f/m.ag	ml	c	~5	<10
A	48 - 60	10YR 3/1	---	f.l.s	1.f.gr	mvfr	c	0	7*
C	60 - 156	10YR 5/4	---	f/m.s	0.f/m.ag	ml	g	~10	<5
Comments: Groundwater not encountered while excavating.									
*Percent Passing a #200 Sieve (ASTM D1140) performed on sample at 4 feet below existing grade.									

TP-7 X Pit ☐ Boring Ground Surface Elevation 650.5 ft. Elevation of Limiting Factor NA ft.									
Horizon	Depth In.	Dominant Color Munsell	Redox Description Ox Sz. Cont. Color	Texture	Structure Gr. Sz. Sh.	Consistence	Boundary	% Rock Frags.	% Fines
FILL	0 - 14	10YR 3/1	---	f.s.l	0.f.m	mvfr	c	0	<20
FILL	14 - 38	10YR 3/2	---	f.l.s	0.f.ag	ml	g	~10	<10
FILL	38 - 48	10YR 4/4	---	f.s	0.f.ag	ml	c	0	<5
A	48 - 72	10YR 3/1	---	f.l.s	1.f.gr	mvfr	c	0	<15
B	72 - 84	10YR 4/4	---	f/m.s	0.f/m.ag	ml	g	0	<10
C	84 - 121	10YR 5/4	---	f/m.s	0.f/m.ag	ml	g	~1	2*
Comments: Groundwater not encountered while excavating. Roots encountered in the fill from 14 to 38 inches.									
*Sieve Analysis of Soil (ASTM 6913) performed on sample from 10 feet below existing grade.									

TP-8 X Pit ☐ Boring Ground Surface Elevation 650.3 ft. Elevation of Limiting Factor NA ft.									
Horizon	Depth In.	Dominant Color Munsell	Redox Description Ox Sz. Cont. Color	Texture	Structure Gr. Sz. Sh.	Consistence	Boundary	% Rock Frags.	% Fines
FILL	0 - 8	10YR 3/1	---	f.s.l	0.f.m	mvfr	c	0	<20
FILL	8 - 48	10YR 3/2	---	f/m.l.s	0.f/m.ag	ml	c	~5	<10
A	48 - 72	10YR 3/1	---	f.l.s	1.f.gr	mvfr	c	0	<15
B	72 - 84	10YR 4/4	---	f/m.s	0.f/m.ag	ml	g	0	<10
C	84 - 144	10YR 5/4	---	f/m.s	0.f/m.ag	ml	g	~5	1*
Comments: Groundwater not encountered while excavating. Roots and metal debris encountered in the fill.									
*Percent Passing a #200 Sieve (ASTM D1140) performed on sample at 12 feet below existing grade.									

DR-1 X Pit ☐ Boring Ground Surface Elevation 648.9 ft. Elevation of Limiting Factor 10% ft.									
Horizon	Depth In.	Dominant Color Munsell	Redox Description Ox Sz. Cont. Color	Texture	Structure Gr. Sz. Sh.	Consistence	Boundary	% Rock Frags.	% Fines
A	0 - 13	10YR 3/2	---	f.l.s	1.f.gr	mvfr	c	0	<15
B	13 - 20	10YR 4/4	---	f/c.s	0.f/c.sg	ml	g	~15	<10
C	20 - 126	10YR 5/4	---	f/c.s	0.f/c.sg	ml	g	~10	1*
Comments: Groundwater encountered at a depth of approximately 10 1/2 feet below existing grade while excavating. Groundwater is considered a limiting layer.									
*Percent Passing a #200 Sieve (ASTM D1140) performed on sample at 7 feet below existing grade.									
**Double ring infiltrometer test performed at a depth of approximately 7 feet below existing grade. See attached test report.									



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LA CROSSE REGIONAL AIRPORT
RECONSTRUCT TERMINAL PARKING LOT
2850 Airport Rd.
La Crosse, WI 54603

ISSUED

ISSUED FOR BID

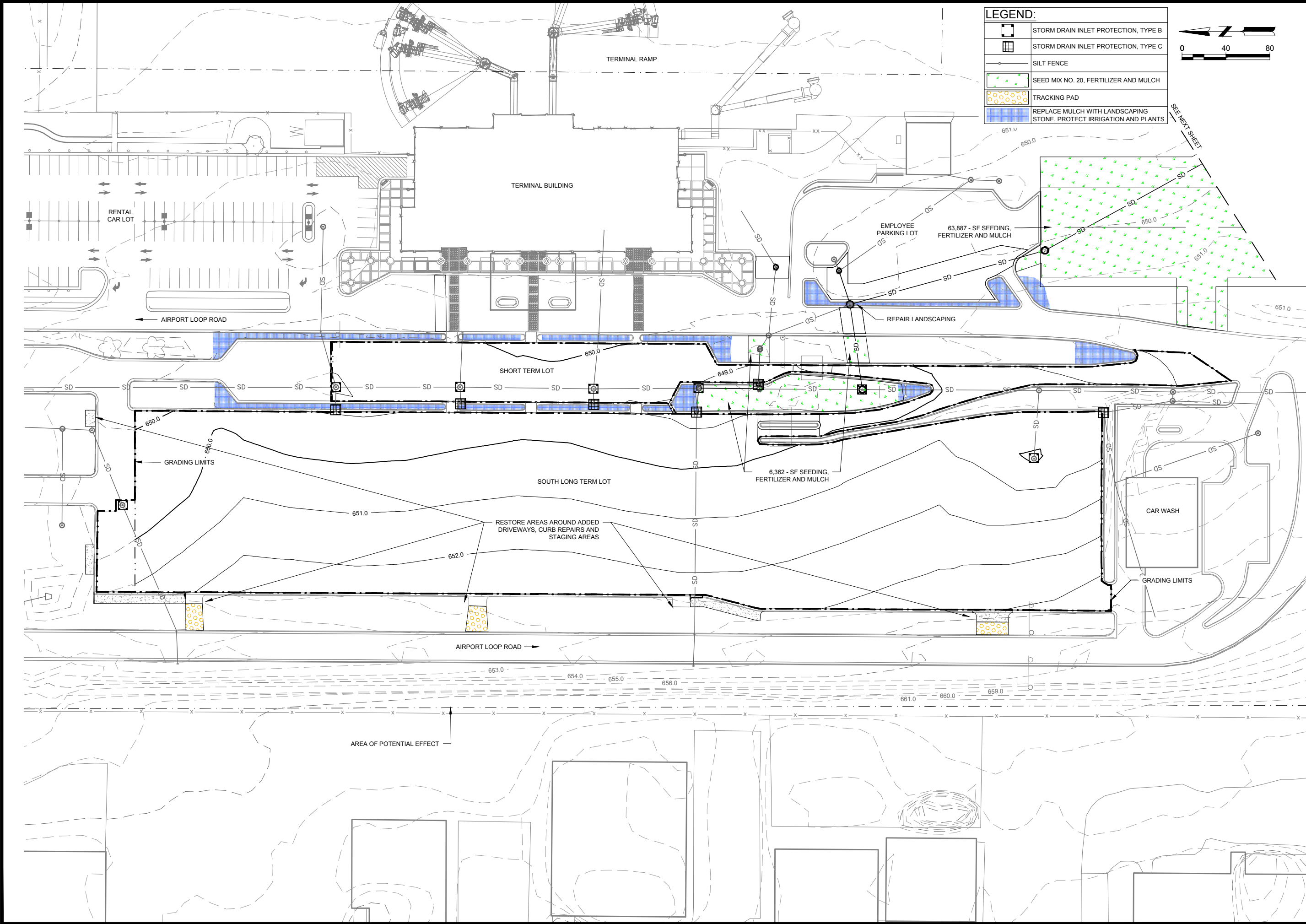
M&H NO.: 2309930-171878.01
DATE: SEPTEMBER 17, 2026
DESIGNED BY: ADG
DRAWN BY: ADG
CHECKED BY: LLK

SHEET CONTENTS
PLAN & LOG OF SOIL BORINGS

SHEET NO. 15 of 53

B-053

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Mead & Hunt

Mead and Hunt, Inc.
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La Crosse Regional
AIRPORT

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LA CROSSE REGIONAL AIRPORT RECONSTRUCT TERMINAL PARKING LOT

2850 Airport Rd.
La Crosse, WI 54603

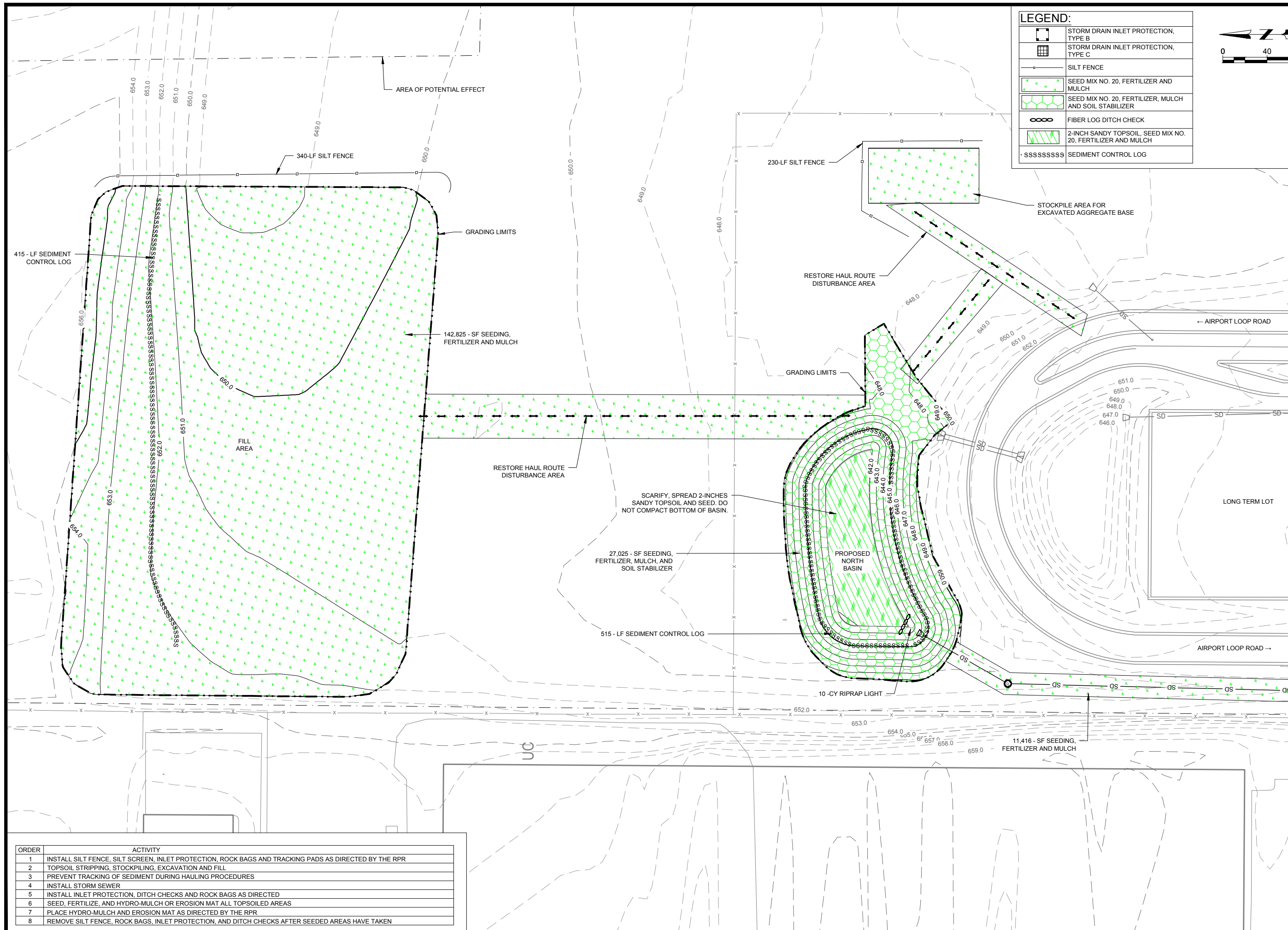
ISSUED FOR BID

BOA NO.: LSE1022
MSH NO.: 2309930-171878.01
DATE: SEPTEMBER 17, 2026
DESIGNED BY: ADG
DRAWN BY: ADG
CHECKED BY: LLK

SHEET CONTENTS
EROSION CONTROL &
TURF
ESTABLISHMENT
PLANS

SHEET NO. 17 of 53

C-022

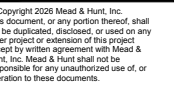
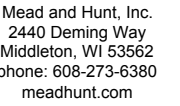


LEGEND:	
	STORM DRAIN INLET PROTECTION, TYPE B
	STORM DRAIN INLET PROTECTION, TYPE C
	SILT FENCE
	SEED MIX NO. 20, FERTILIZER AND MULCH
	SEED MIX NO. 20, FERTILIZER, MULCH AND SOIL STABILIZER
	FIBER LOG DITCH CHECK
	2-INCH SANDY TOPSOIL, SEED MIX NO. 20, FERTILIZER AND MULCH
- SSSSSSSSS	SEDIMENT CONTROL LOG

**Mead
& Hunt**
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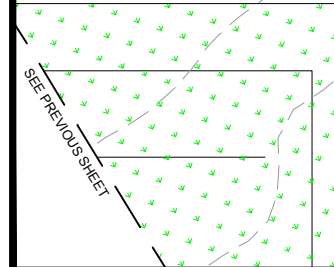


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ISSUED FOR BID

ROSION CONTROL & URF STABLISHMENT ANS

C-023



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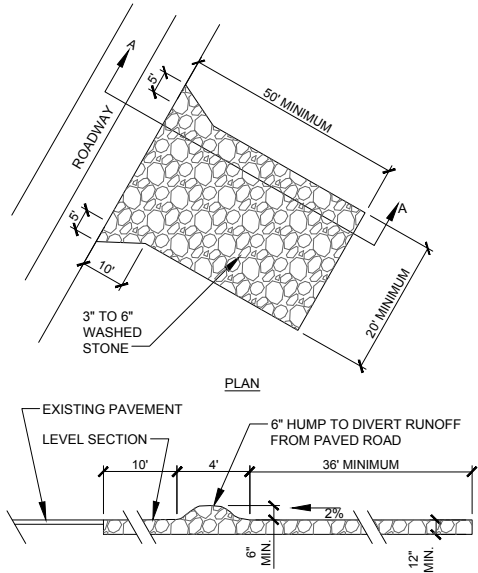
EROSION CONTROL GENERAL NOTES:

- THE EXACT LOCATION AND EXTENT OF EROSION CONTROL IS TO BE DETERMINED IN THE FIELD AS APPROVED BY THE PROJECT ENGINEER.
- DITCH CHECKS TO PROTECT EXISTING CULVERTS, DITCHES AND INLETS SHALL BE PLACED PRIOR TO START OF WORK.
- SILT FENCE TO PROTECT SMALL STREAMS, WETLANDS AND EXISTING CULVERTS SHALL BE PLACED PRIOR TO START OF WORK.
- SILT FENCE SHALL BE PLACED AROUND ALL CULVERTS AND INLETS PRIOR TO DISTURBING THE UP SLOPE AREA.
- LIMIT VEGETATION REMOVALS TO IMMEDIATE WORK AREA AND MAINTAIN A VEGETATED BUFFER ON THE DOWNSTREAM SLOPE WHERE EVER POSSIBLE.
- ALL TRENCHES SHALL BE BACK FILLED AT THE END OF EACH WORKDAY UNLESS PRIOR APPROVAL IS GRANTED BY THE ENGINEER.
- ANY STOCKPILES REMAINING MORE THAN 10 DAYS SHALL BE SEEDED AND MULCHED WITHIN 48 HOURS.
- DITCH CHECKS SHALL BE PLACED WITHIN 24 HOURS OF DITCH CONSTRUCTION
- TEMPORARY SEED/MULCH, AND EROSION MAT OR HYDROMULCH SHALL BE PLACED ON DISTURBED AREAS AS DIRECTED BY THE ENGINEER
- PERMANENT SEED, FERTILIZER AND MULCH SHALL BE PLACED ON ALL TOP SOILED AREAS
- EROSION MAT SHALL BE PLACED IN ALL TEMPORARY AND PERMANENT DITCHES DESIGNATED ON PLANS AND IN ACCORDANCE WITH THE SPECIFICATIONS
- EROSION MAT STAPLES TO BE BIODEGRADABLE TYPE ONLY
- DITCH CHECKS SHALL BE LEFT IN PLACE UNTIL PERMANENT VEGETATION IS ESTABLISHED IN INCOMING DITCHES
- ALL EROSION CONTROL MATERIAL SHALL BE INSPECTED WEEKLY AND WITHIN 24 HOURS AFTER A RAINFALL OF 0.5 INCHES OR MORE
- ALL EROSION CONTROL MATERIAL SHALL REMAIN IN PLACE AND MAINTAINED UNTIL THE DISTURBED AREA IS STABILIZED BY PERMANENT BEST MANAGEMENT PRACTICES.
- THE CONTRACTOR IS RESPONSIBLE TO TAKE ALL NECESSARY PRECAUTIONS TO MINIMIZE IMPACT TO SURROUNDING WATERS AND INCLUDE PROCEDURES IN THE E.C.I.P.
- DEWATERING DISTURBED AREAS SHALL BE ACCOMPLISHED BY TREATING WATER THROUGH AN ACCEPTED FILTER BAG OR OTHER ENGINEER/DNR APPROVED PROCEDURE. TREATED WATER FROM DEWATERING OPERATIONS MUST BE DISCHARGED OVERLAND PRIOR ENTERING WETLAND.
- ACTUAL SILT FENCE LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER AND MAY VARY FROM PLAN.
- CONTRACTOR TO INSTALL A TRACKING PAD AND TEMPORARY DRAINAGE CULVERTS PRIOR TO HAULING OPERATIONS. THE INSTALLATION AND REMOVAL OF THESE ITEMS ARE INCIDENTAL TO THE PROJECT.
- CONTRACTOR'S OPERATIONS SHALL REMAIN CLEAR OF ALL PAVEMENTS OPEN TO AIRCRAFT. ANY OFF SITE SEDIMENT DEPOSITS SHALL BE CLEANED UP AS SOON AS THEY OCCUR.
- CONTRACTOR SHALL HAVE A SWEEPER ON SITE AT ALL TIMES DURING CONSTRUCTION.
- 72 HOURS OR LESS BETWEEN FINAL GRADING & INSTALLATION OF EROSION MAT AND RESTORATION ITEMS OF WORK (ALL AREAS).
- REMOVAL AND RESTORATION OF TEMPORARY HAUL ROADS IS INCIDENTAL TO MAINTENANCE AND REPAIR OF AIRPORT HAUL ROAD PAY ITEM.
- EROSION CONTROL MEASURES SHOWN FOR THESE AREAS ARE MINIMUMS, AND CONTRACTOR SHALL IMPLEMENT ADDITIONAL BMPs AS NECESSARY FOR THEIR SPECIFIC HAULING AND BATCH PLANT OPERATIONS.
- ALL CONSTRUCTION OF TEMPORARY ACCESS ROADWAYS, BATCH PLANT AND STOCKPILE SITE PREPARATIONS, MISCELLANEOUS GRADING REQUIRED TO MAINTAIN DRAINAGE, EROSION CONTROL AND ULTIMATE REMOVAL AND RESTORATION TO ORIGINAL CONDITIONS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF MAINTENANCE AND REPAIR OF AIRPORT HAUL ROADS AND MOBILIZATION PAY ITEMS.
- CONTRACTOR SHALL MAINTAIN DUST CONTROL ON TEMPORARY HAUL ROUTES SHOWN BY APPLYING CALCIUM CHLORIDE, MAGNESIUM CHLORIDE OR OTHER APPROVED METHODS. COST FOR DUST CONTROL SHALL BE CONSIDERED INCIDENTAL TO ITEM "MAINTENANCE AND REPAIR OF AIRPORT HAUL ROADS" .
- CONTRACTOR SHALL PREPARE A WATERING PLAN. THE PLAN SHALL OUTLINE MEASURES, FREQUENCY, AND APPLICATION METHODS IN ORDER ESTABLISH VEGETATION. WATERING PLAN IS INCIDENTAL TO "SEED WATER".
- IF VEGETATION CANNOT BE ESTABLISHED BEFORE THE END OF RECOMMENDED SEEDING DATES, THE CONTRACTOR SHOULD PLAN FOR DORMANT SEEDING. THE DORMANT SEED PLAN SHOULD INCLUDE TEMPORARY SEED, PERMANENT SEED, FERTILIZER, SOIL STABILIZER AND MULCH TO AID IN OVERWINTERING OF THE SEED AND VEGETATION GROWTH IN THE SPRING. IF GRASS CAN BE ESTABLISHED PRIOR TO WINTER, THEN TEMP SEED AND SOIL STABILIZER IS NOT REQUIRED.
- BMP's SHALL BE INSPECTED PRIOR TO WINTER SHUTDOWN AND REPAIRED OR REINFORCED WHERE NECESSARY TO WITHSTAND ANTICIPATED SPRING RUNOFF.
- STABILIZE, COVER OR PROVIDE PERIMETER CONTROLS FOR ALL SOIL STOCKPILES PRIOR TO WINTER SHUTDOWN TO PREVENT EROSION AND SEDIMENT TRANSPORT. CORRECT IDENTIFIED DEFICIENCIES PRIOR TO WINTER SHUTDOWN. RETAIN INSPECTION AND MAINTENANCE RECORDS FOR REVIEW BY THE RPR AND REGULATORY AGENCIES.
- FOLLOWING SPRING THAW, INSPECT ALL EROSION AND SEDIMENT CONTROL MEASURES AND REPAIR, REPLACE, OR SUPPLEMENT BMP's AS NECESSARY.
- CONTRACTOR IS RESPONSIBLE FOR MEASURING EROSION CONTROL AREAS PRIOR TO ORDERING MATERIALS AND APPLYING THE EROSION CONTROL MATERIALS AT THE RATES OUTLINED IN THE SPECIFICATIONS.

STORM WATER INFORMATION:

TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES (INCLUDES WASTE AND GRADING) = 13.1 ACRES

INCREASE IN IMPERVIOUS AREA = 0.037 ACRES



MAINTAIN THE GRAVEL PAD IN A CONDITION TO PREVENT SEDIMENT FROM LEAVING THE SITE. SHOULD MUD BE TRACKED OR WASHED ONTO EXISTING PAVEMENT, IT MUST BE REMOVED IMMEDIATELY.

2 TRACKING PAD DETAIL
NOT TO SCALE

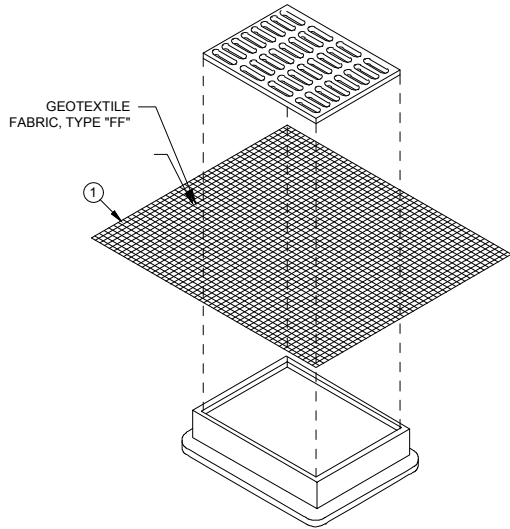
GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

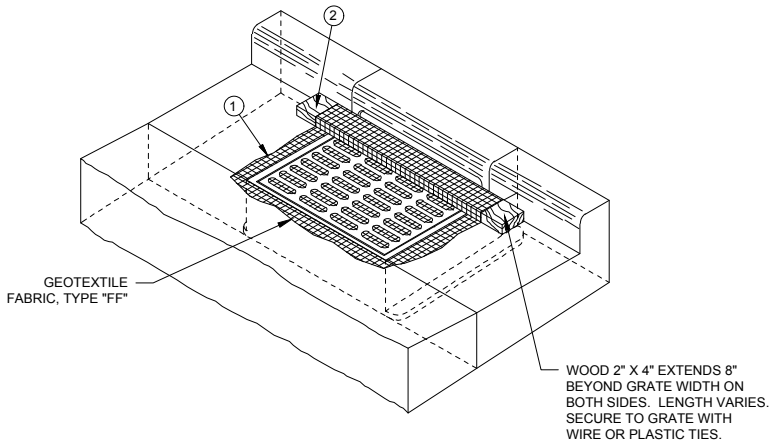
MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.
- FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.
- FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.



INLET PROTECTION, TYPE "B"
(WITHOUT CURB BOX)
(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE "C"
(WITH CURB BOX)

INSTALLATION NOTES

TYPES B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

1 INLET PROTECTION, TYPE B AND C
NOT TO SCALE

ISSUED FOR BID

BOA NO.: LSE1022
MSH NO.: 2309930-171878.01
DATE: SEPTEMBER 17, 2026
DESIGNED BY: ADG
DRAWN BY: ADG
CHECKED BY: LLK

SHEET CONTENTS
EROSION CONTROL &
TURF
ESTABLISHMENT
DETAILS

SHEET NO. 19 of 53

LA CROSSE REGIONAL AIRPORT
RECONSTRUCT TERMINAL PARKING
LOT

2850 Airport Rd.
La Crosse, WI 54603

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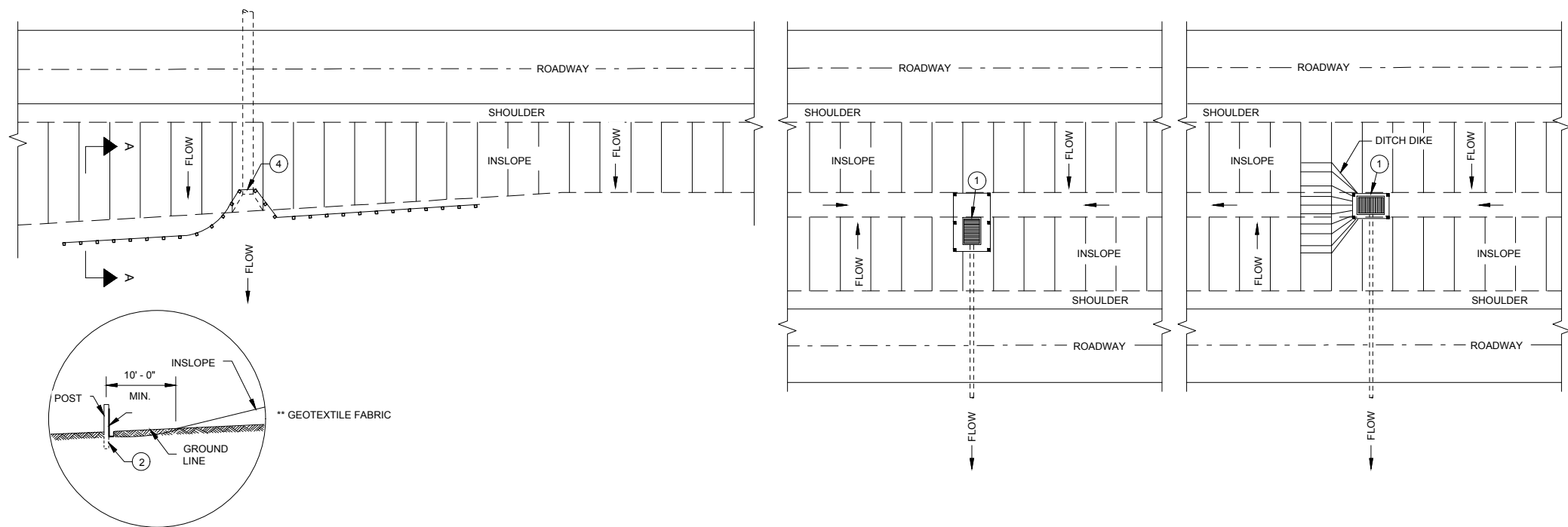
JOA NO.: LSE1022
M&H NO.: 2309930-171878.01
DATE: SEPTEMBER 17, 2026
DESIGNED BY: ADG
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SHEET CONTENTS

**EROSION CONTROL &
TURF
ESTABLISHMENT
DETAILS**

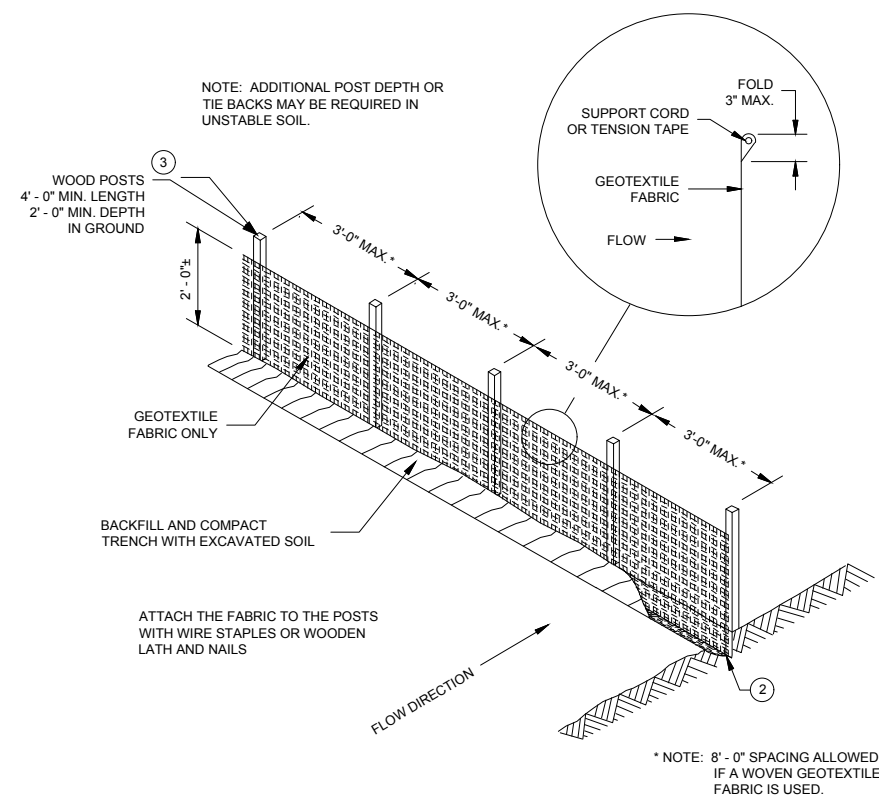
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C-025

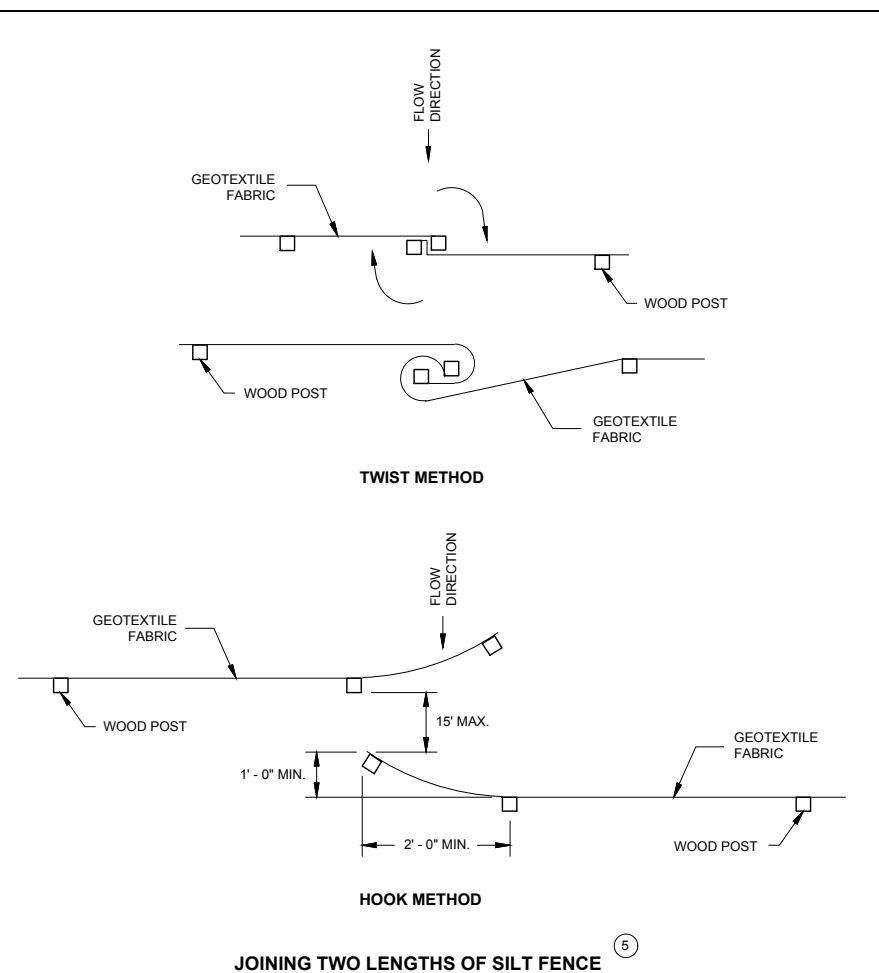


PLAN VIEW

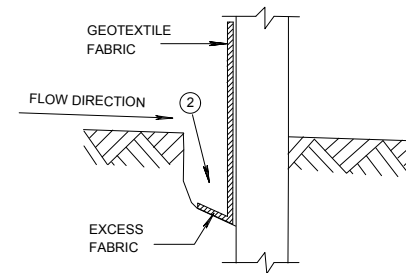
TYPICAL APPLICATION OF SILT FENCE



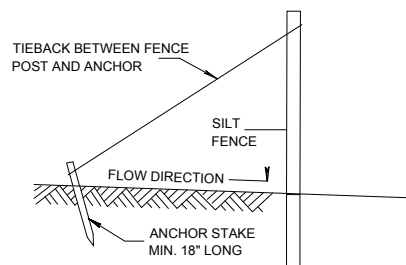
SILT FENCE



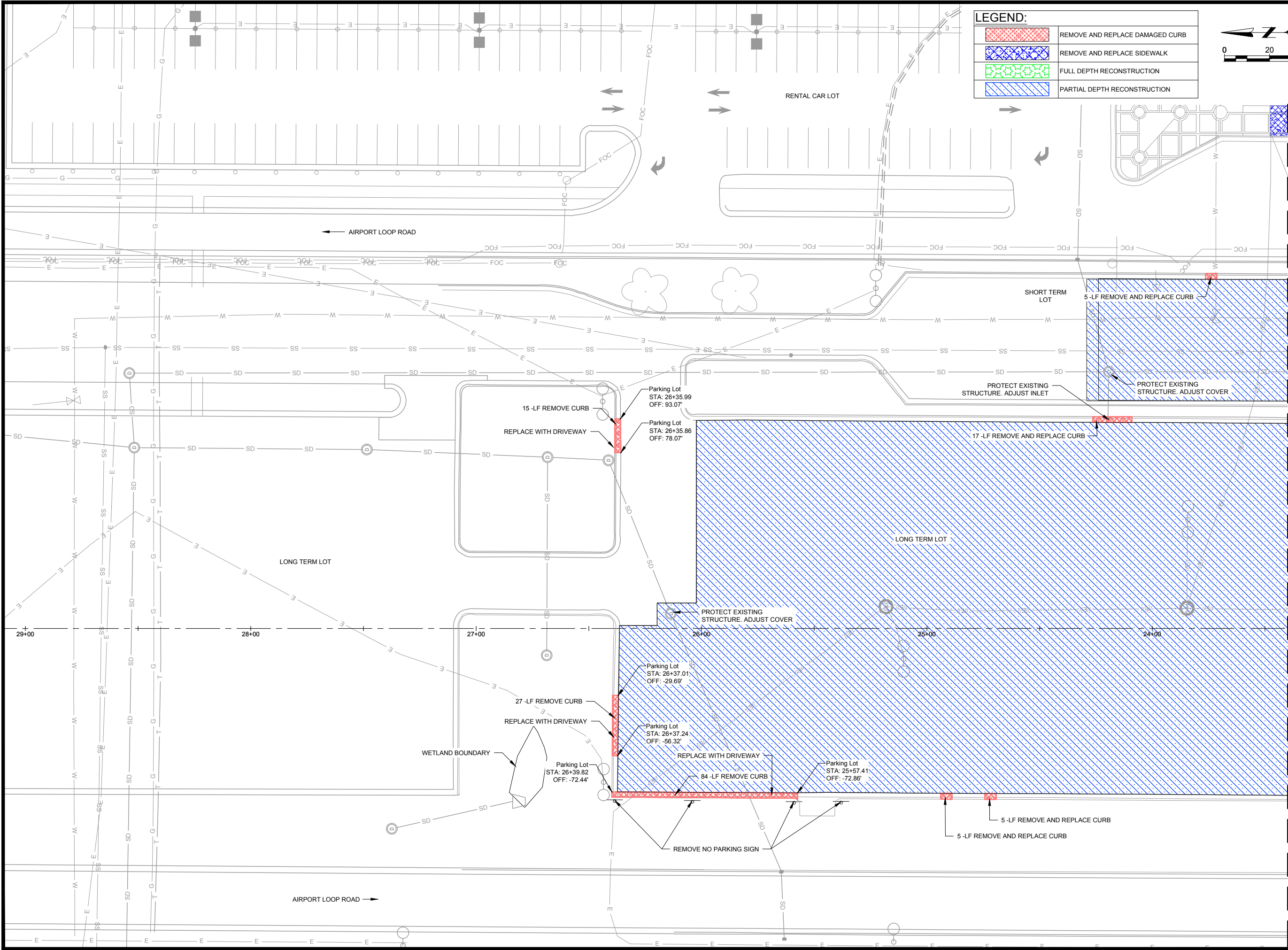
JOINING TWO LENGTHS OF SILT FENCE



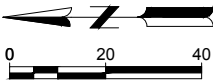
TRENCH DETAIL



SILT FENCE TIE BACK
(WHEN REQUIRED BY THE ENGINEER)



LEGEND:	
	REMOVE AND REPLACE DAMAGED CURB
	REMOVE AND REPLACE SIDEWALK
	FULL DEPTH RECONSTRUCTION
	PARTIAL DEPTH RECONSTRUCTION



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



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**LA CROSSE REGIONAL AIRPORT
RECONSTRUCT TERMINAL PARKING
LOT**

ISSUED

ISSUED FOR BID

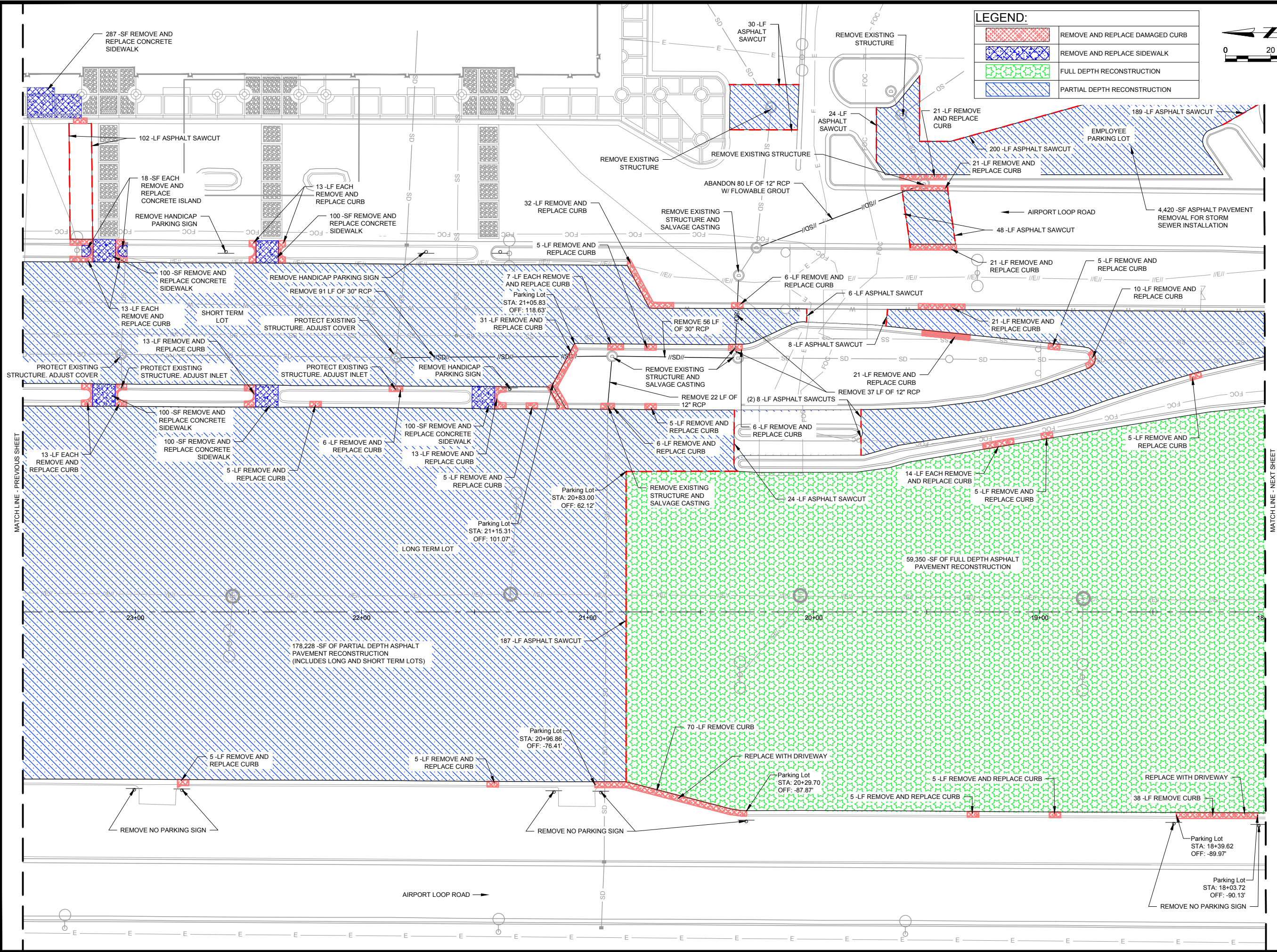
BOA NO.: LSE1022
MSH NO.: 2309930-171878.01
DATE: SEPTEMBER 17, 2026
DESIGNED BY: SCM
DRAWN BY: DLU
CHECKED BY: MJK

SHEET CONTENTS
EXISTING
CONDITIONS AND
REMOVALS

SHEET NO. 21 of 53

C-051

X:\2309930\171878.01\TECHCADC-051 EXISTING CONDITIONS AND REMOVALS.DWG
8/19/2025 8:37:30 AM



**LA CROSSE REGIONAL AIRPORT
RECONSTRUCT TERMINAL PARKING
LOT**
2850 Airport Rd.
La Crosse, WI 54603

ISSUED

ISSUED FOR BID

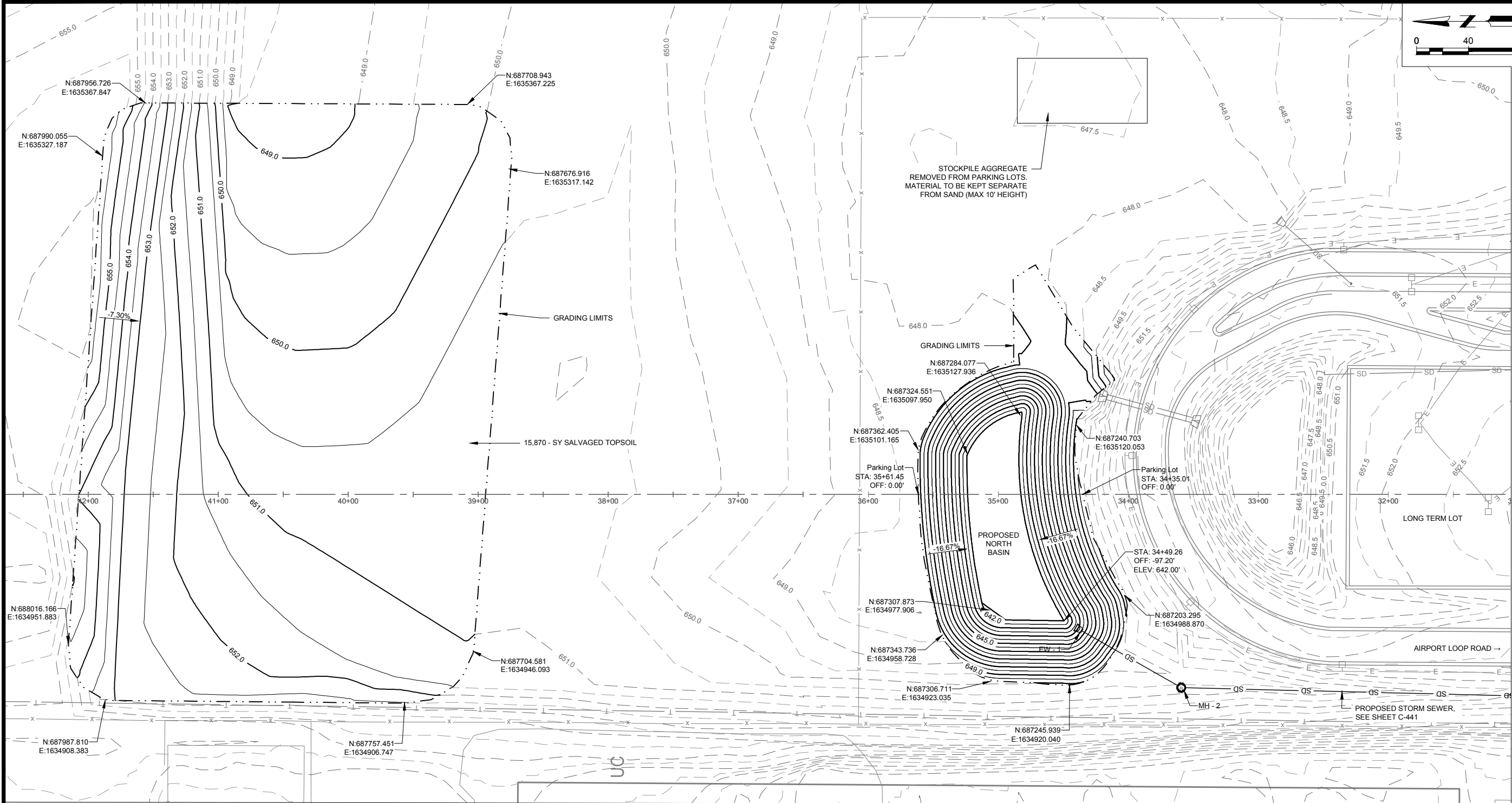
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MSH NO.: 2309930-171878.01
DATE: SEPTEMBER 17, 2026
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DRAWN BY: DLU
CHECKED BY: MJK

SHEET CONTENTS
EXISTING
CONDITIONS AND
REMOVALS

SHEET NO. 22 of 53

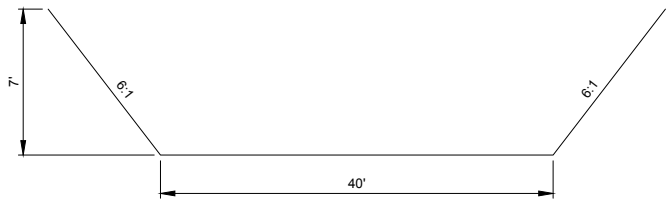
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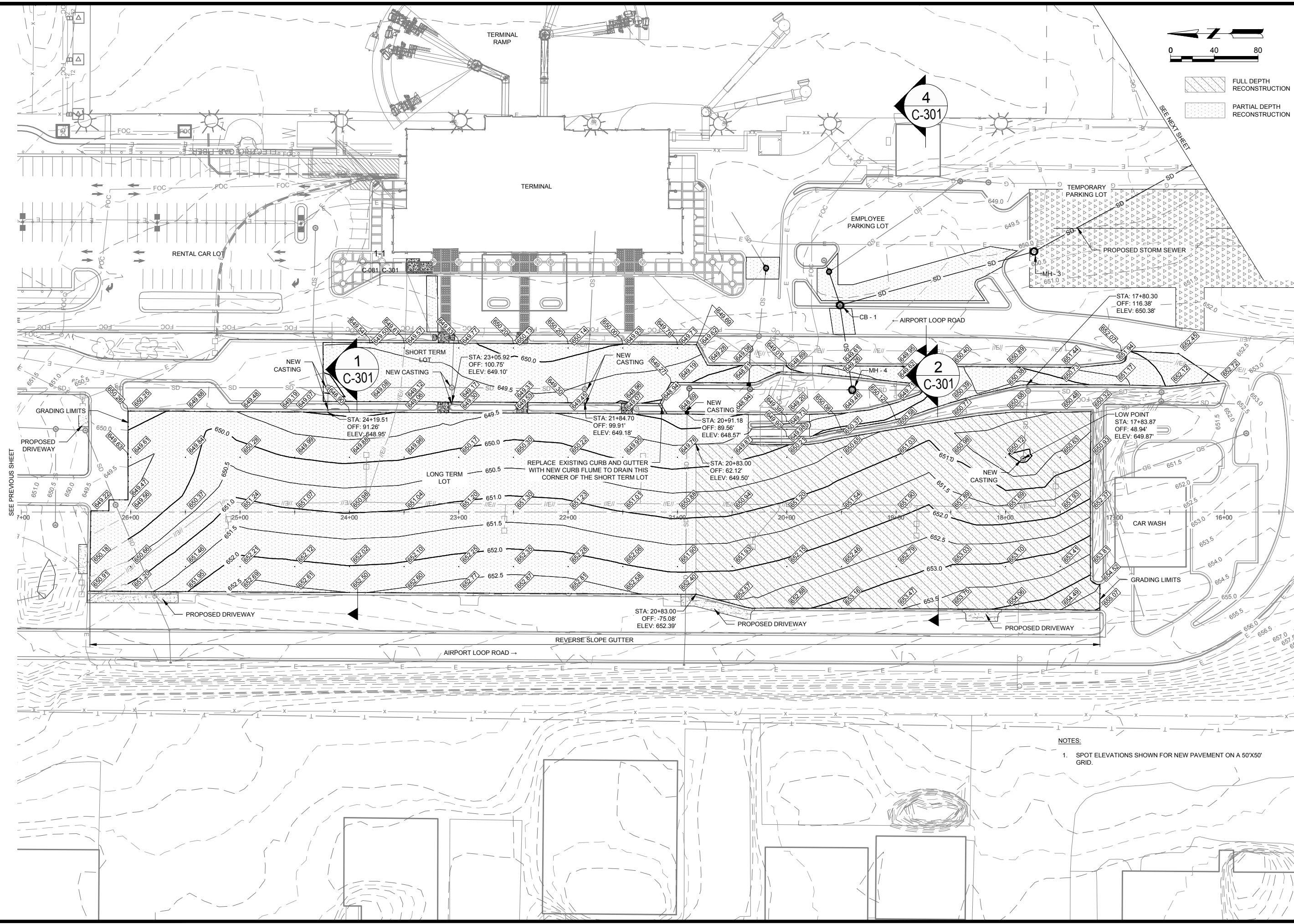
EXCAVATION TABLE		
PAYMENT	COMMON EXCAVATION	ITEM 625.0500 SALVAGED TOPSOIL TOPSOIL EXCAVATION AND STOCKPILING. EXCAVATION FOR TOPSOIL RESPREAD
NORTH BASIN	4,150 CY	3,000 SY
SOUTH BASIN	4,700 CY	7,450 SY
PARKING LOT	1,650 CY	-
TEMPORARY GRAVEL PARKING LOT	950 CY	7,100 SY

- NOTES:
- NO SHRINKAGE OR SWELL FACTORS HAVE BEEN APPLIED
 - TOPSOIL IS TO BE STRIPPED AND NOT MIXED WITH UNDERLYING SOILS
 - TOPSOIL IS TO BE SPREAD AT THE SAME THICKNESS AS EXISTING CONDITIONS AFTER EARTHWORK IS COMPLETED
 - EARTHWORK QUANTITIES WERE CALCULATED USING VOLUME SURFACES COMPARING SURVEYED EXISTING GRADE SURFACES TO PROPOSED FINISHED GRADE SURFACES
 - PARKING LOT COMMON EXCAVATION QUANTITY IS AN ESTIMATE BASED ON BORINGS



1 NORTH BASIN CROSS SECTION
NOT TO SCALE

X:\2309930\171878.01\TECH\GRADING AND DRAINAGE PLAN.DWG
8/19/2026 8:36:07 AM



NOTES:
1. SPOT ELEVATIONS SHOWN FOR NEW PAVEMENT ON A 50'X50' GRID.

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LA CROSSE REGIONAL AIRPORT RECONSTRUCT TERMINAL PARKING LOT

2850 Airport Rd.
La Crosse, WI 54603

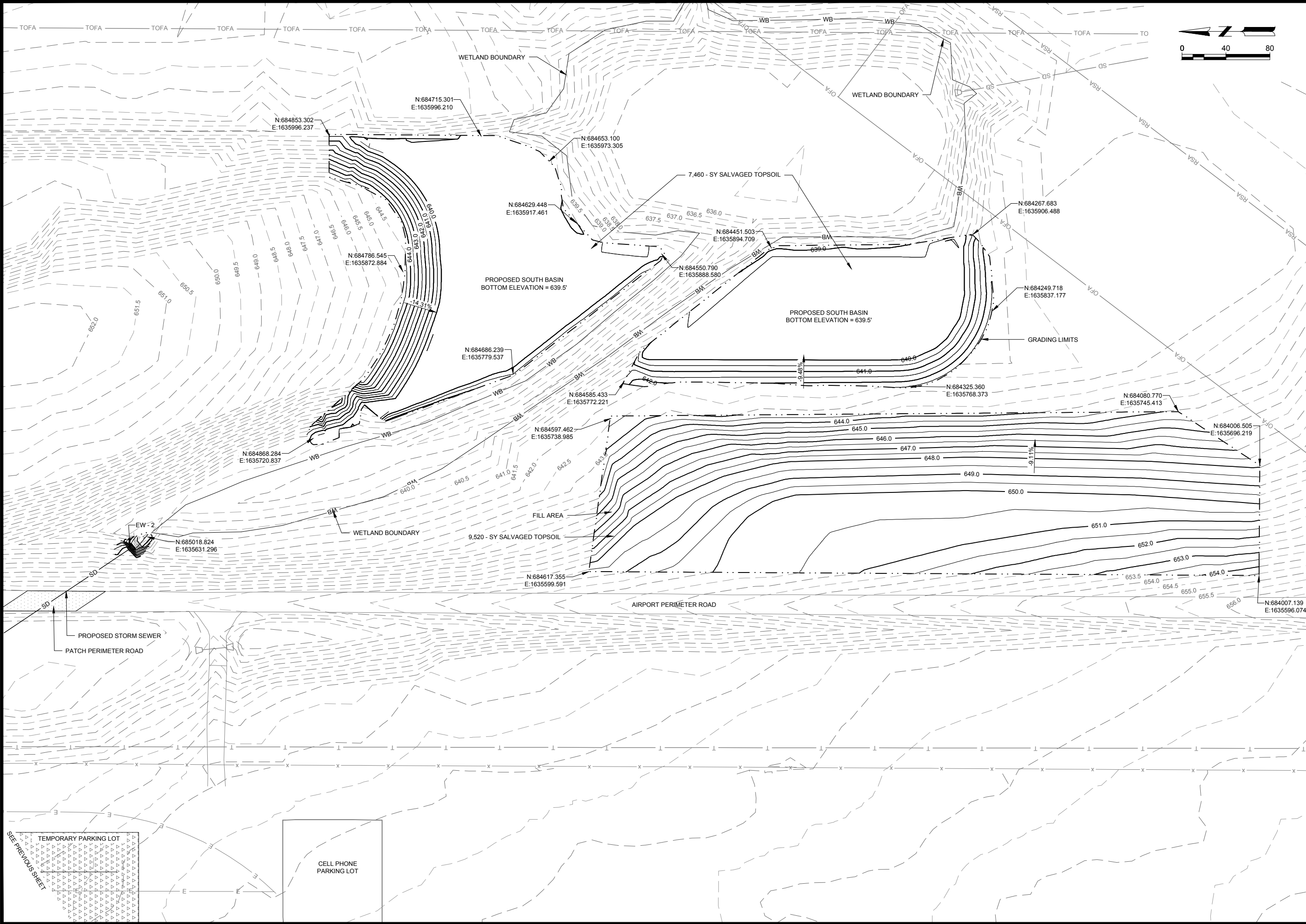
ISSUED FOR BID

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SHEET CONTENTS
GRADING AND DRAINAGE PLAN

SHEET NO. 26 of 53

C-102



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**LA CROSSE REGIONAL AIRPORT
RECONSTRUCT TERMINAL PARKING
LOT**

2850 Airport Rd.
La Crosse, WI 54603

ISSUED

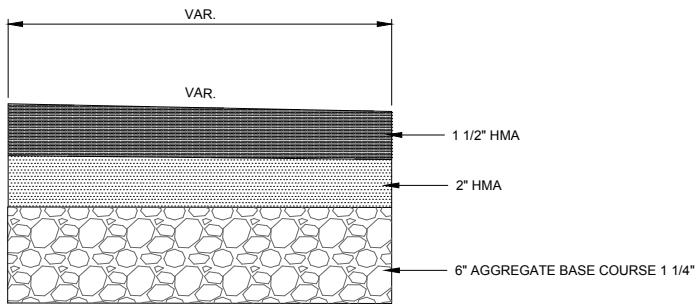
ISSUED FOR BID

BOA NO.: LSE1022
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DATE: SEPTEMBER 17, 2026
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DRAWN BY: ADG
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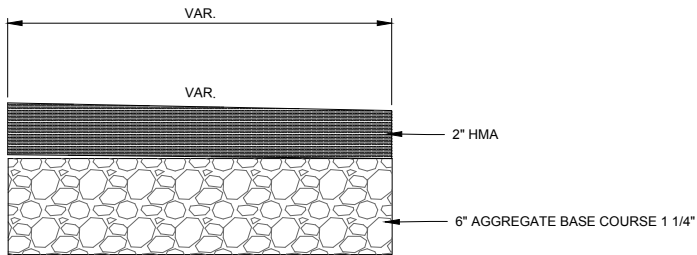
SHEET CONTENTS
GRADING AND
DRAINAGE PLAN

SHEET NO. 27 of 53

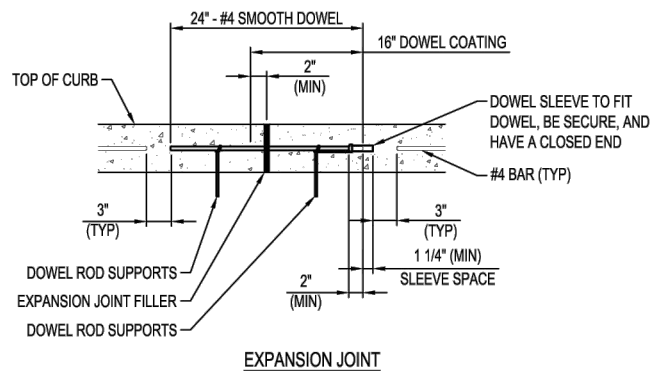
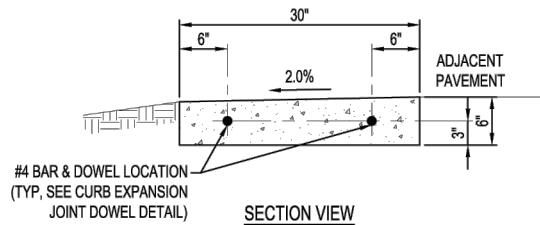
C-103



4 **EMPLOYEE PARKING LOT - TYPICAL SECTION**
NOT TO SCALE



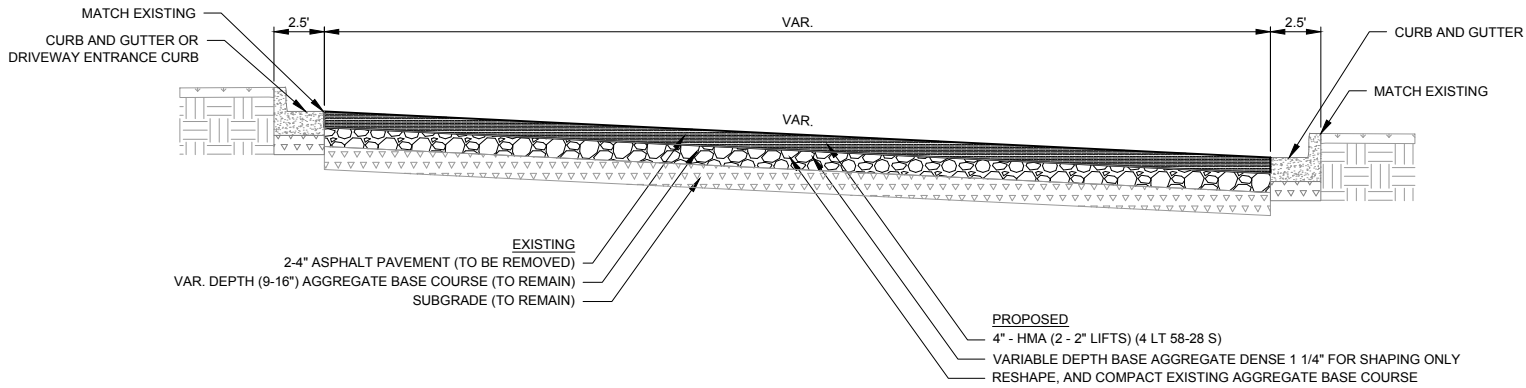
5 **AIRPORT LOOP ROAD - TYPICAL SECTION**
NOT TO SCALE



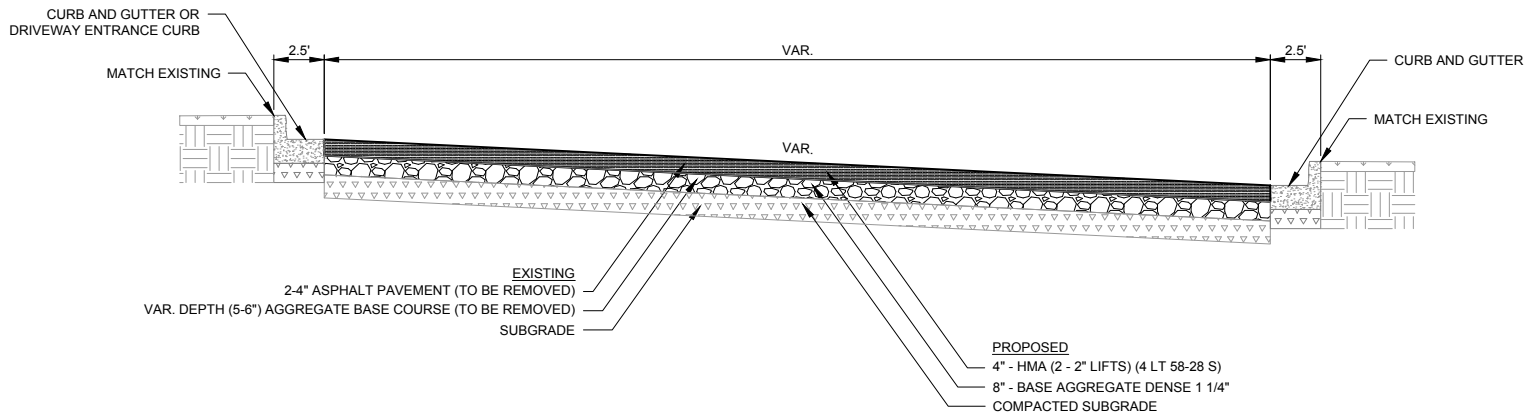
NOTES:

CONTROL JOINT SPACING SHALL NOT EXCEED 10'-0".
FURNISH EXPANSION JOINT FILLER CONFORMING TO AASHTO M 153 OR AASHTO M 213.
EXPANSION JOINT INTERVALS NOT TO EXCEED 300' FOR ALL CURBS AND AND CONSTRUCTION METHODS.
ALL CURBS SHALL CONFORM TO THESE DETAILS INDEPENDENT OF THE CONSTRUCTION METHODS USED.
REINFORCING BARS SHALL BE LAPPED A MINIMUM OF 15'.

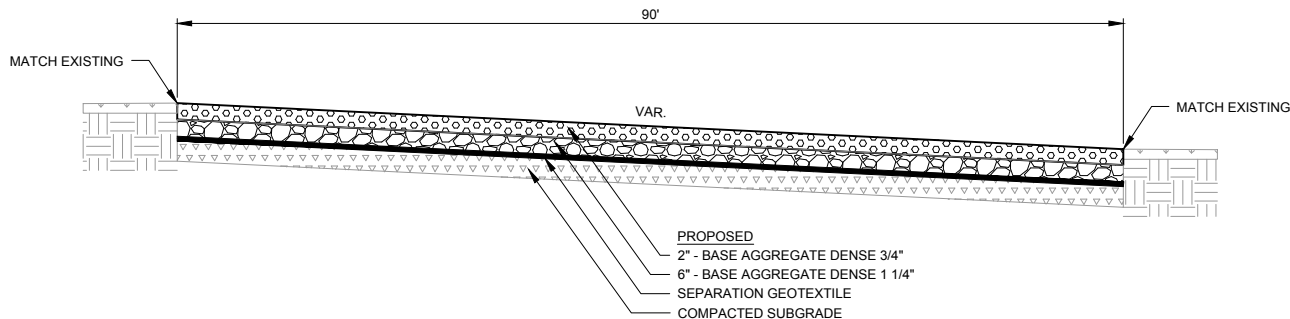
6 **RIBBON CURB**
NOT TO SCALE



1 **REHABILITATE SHORT AND LONG TERM PARKING LOTS PARTIAL DEPTH - TYPICAL SECTION**
NOT TO SCALE
STA 17+22 - STA 20+83



2 **RECONSTRUCT SOUTH LONG TERM PARKING LOT FULL DEPTH - TYPICAL SECTION**
NOT TO SCALE
STA 20+83 - STA 26+36



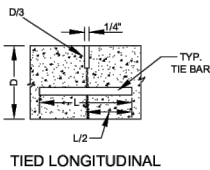
3 **TEMPORARY GRAVEL PARKING LOT - TYPICAL SECTION**
NOT TO SCALE



NOTES: JOINTS

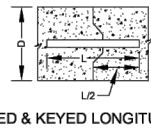
1. EXPANSION JOINTS SHALL BE PLACED AT THE END OF RADI AT STREET INTERSECTIONS AND MID-BLOCK BETWEEN INTERSECTIONS. IN NO CASE SHALL THE DISTANCE BETWEEN EXPANSION JOINTS EXCEED 160 FEET.
2. THE DISTANCE BETWEEN TRANSVERSE JOINTS SHALL NOT BE LESS THAN 10 FEET AND SHALL BE TYPICALLY 20 FEET APART.
3. LONGITUDINAL CONSTRUCTION JOINTS BETWEEN CURB AND GUTTER SECTION AND CONC. PAVING SECTION SHALL BE SEALED AS SHOWN ON JOINT DETAILS.

CONTRACTION

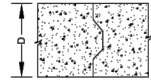


DOWELED TRANSVERSE

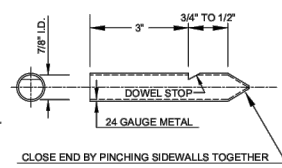
CONSTRUCTION



DOWELED & KEYED TRANSVERSE

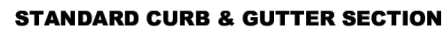


EXPANSION



DOWEL SOCKET DETAIL

ALL JOINTS TO BE SEALED
TO KEEP OUT FOREIGN
DEBRIS



- ① DRIVE SECTION SHALL NOT OVERLAP PROPERTY LINE EXTENDED, EXCEPT WHERE PERMITTED BY THE ENGINEER, OR WHEN A JOINT DRIVEWAY AGREEMENT IS EXECUTED BY OWNERS OF ADJACENT PROPERTIES.
- ② MAXIMUM DRIVEWAY WIDTH AT THE CURB AND SIDEWALK IS SET FORTH IN CITY ORDINANCE SEC. 40-4. FINAL DIMENSIONS SHALL BE APPROVED BY THE ENGINEERING DEPARTMENT.
- ③ THE BREAKAWAY ANGLE (CAUSE OF CURB BOTTOMING) BECOMES CRITICAL WHEN THE ALGEBRAIC DIFFERENCE OF GRADES (G1, G2, & G3) EXCEEDS 11%.
- ④ A REINFORCED DRIVE SECTION IS REQUIRED FOR CURB & GUTTER IN AREAS ZONED INDUSTRIAL OR COMMERCIAL.
- ⑤ BACK OF CURB TO FRONT OF CONCRETE SIDEWALK MUST BE CONCRETE, BRICK OR ASPHALT.
- ⑥ MECHANICAL COMPACTION OF SUBSOIL IN LAYERS LESS THAN 12" TO ACHIEVE MINIMUM COMPACTION OF 95% OF MAXIMUM DENSITY FROM MODIFIED PROCTOR IS REQUIRED. (INCLUDING STREET SIDE AFTER FORMS ARE REMOVED)
- ⑦ EXPANDED JOINT ENDS OF CURB & GUTTER ON BOTH ENDS OF A DRIVEWAY IS INSTALLED OR REPLACED. WHEN ENTIRE BLOCK OF CURB & GUTTER IS INSTALLED THE EXPANSION JOINT AT DRIVEWAY ENDS MAY BE OMITTED.
- ⑧ TURNING OF 2" DIAMETER DRIVEWAY RETURNS IN LIEU OF DIMINISHING CURB AS SHOWN IS PERMITTED IF DESIRED BY PROPERTY OWNER.
- ⑨ INSTALLATION OF A DRIVEWAY BY REMOVING EXISTING CURBS ONLY IS NOT ALLOWED. ENTIRE EXISTING C&G MUST BE REMOVED FOR NEW DRIVEWAYS. SAWING & REMOVAL OF A MINIMUM 2' WIDTH OF ASPHALT STREET PAVEMENT TO INSTALL FRONT FORMS IS REQUIRED.

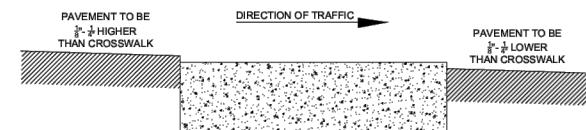
GUTTER ONLY SECTION



REINFORCED DRIVEWAY SECTION ⁽⁴⁾



CONCRETE CROSSWALK DETAIL

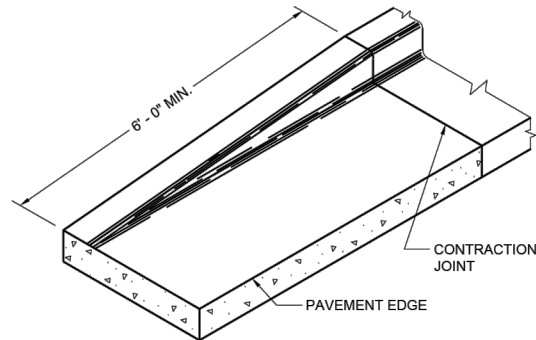


ENGINEERING DEPT.
City of LaCrosse, Wis.

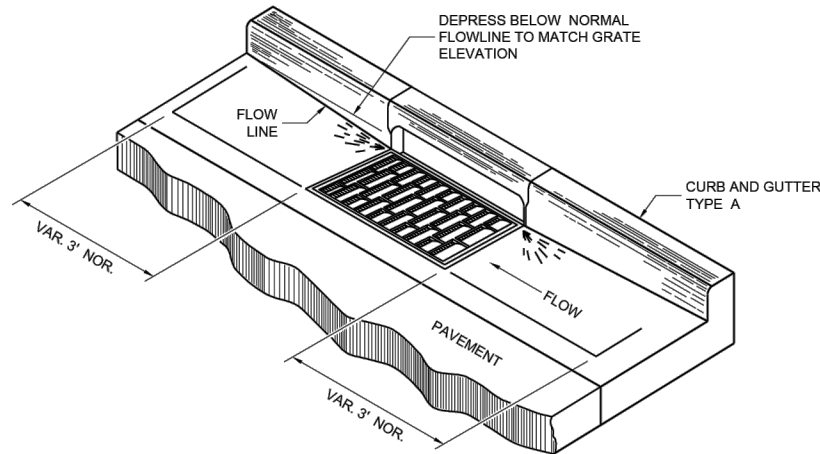
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BOOK	SURVEYED		
NUMBER	DRAWN	PRELIMINARY	
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PAGE	REVISIONS		01/2021
		JMC	11/2024

SCALE: NONE

D-1-1 Concrete-C&G.dwg

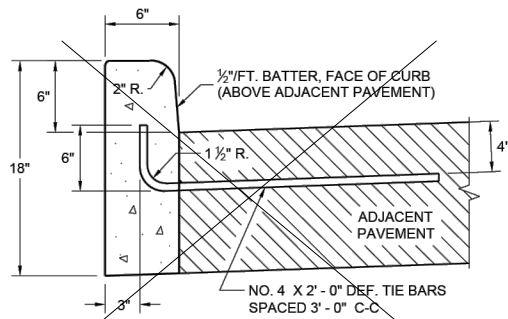


END SECTION CURB AND GUTTER

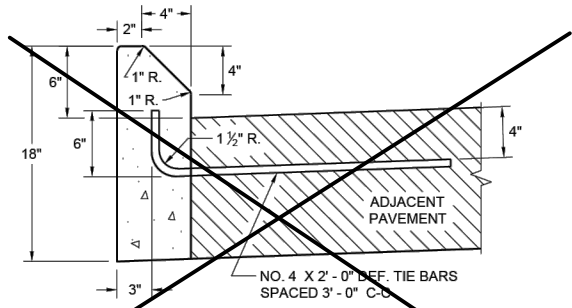


DETAIL OF CURB AND GUTTER AT INLETS

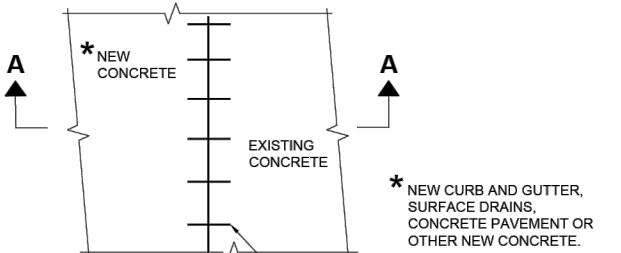
(TYPICAL H INLET COVER SHOWN)



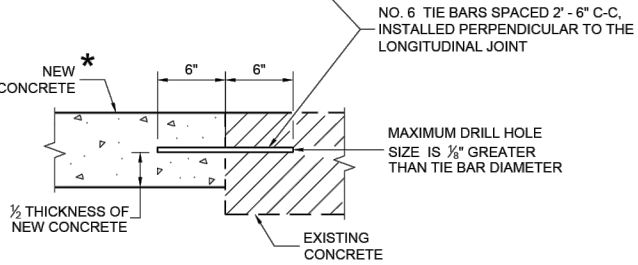
TYPES A & D



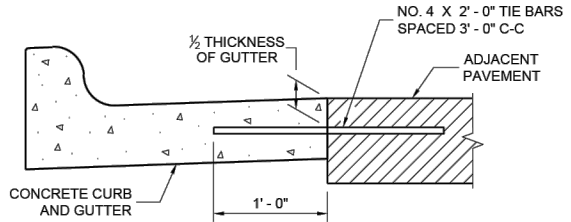
TYPES G & J
CONCRETE CURB



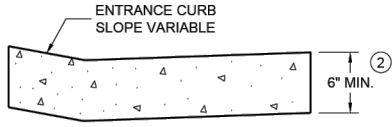
PLAN VIEW



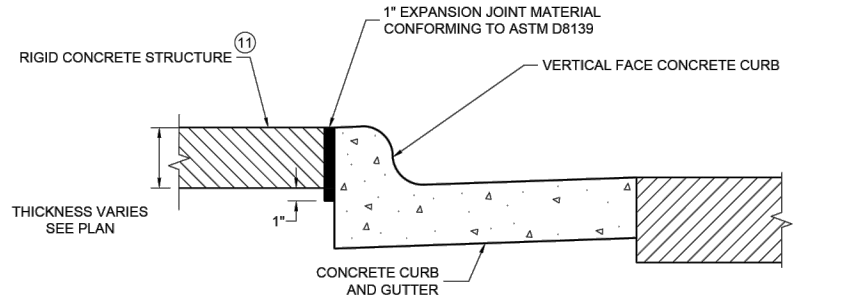
SECTION A - A
TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION



DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)



EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

- 1 TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- 2 THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- 10 REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.
- 11 PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FWHA

6

SDD 08D01-23b

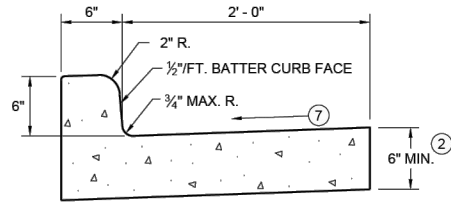
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SDD 08D01-23b

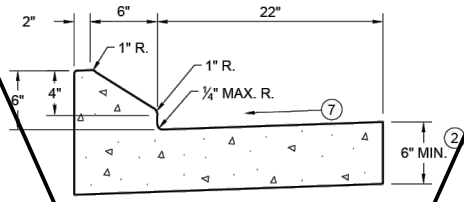
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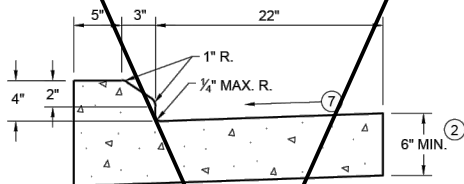
SDD 08D01-23a



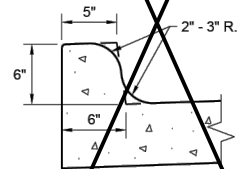
TYPES A^① & D



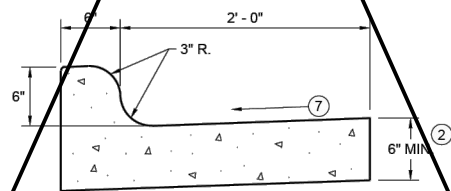
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

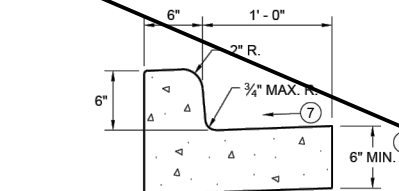


TYPES K^① & L
(OPTIONAL CURB SHAPE)



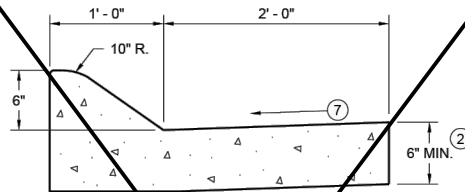
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

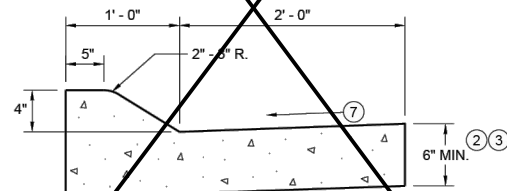


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

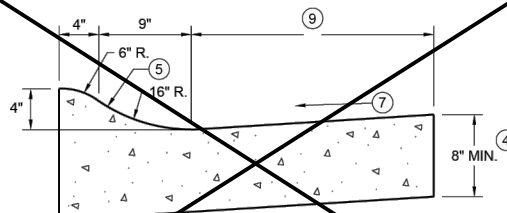


6" SLOPED CURB TYPES A^① & D



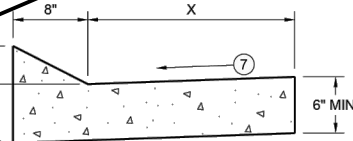
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R^① & T

TBT & TBT	X
30"	22"
36"	28"

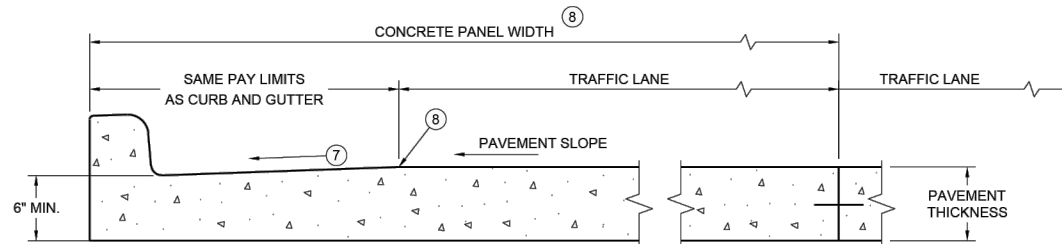


TYPES TBT & TBT^①

CONCRETE CURB AND GUTTER

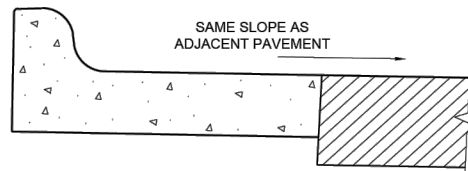
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'



PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



REVERSE SLOPE GUTTER^⑥
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

- TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBT.
- THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.
- THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.
- WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.
- USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.
- INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.
- CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

6

SDD 08D01-23a

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Mead
& Hunt

Mead and Hunt, Inc.
2440 Deming Way
Middleton, WI 53562
phone: 608-273-6380
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La Crosse Regional
AIRPORT

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LA CROSSE REGIONAL AIRPORT
RECONSTRUCT TERMINAL PARKING
LOT

2850 Airport Rd.
La Crosse, WI 54603

ISSUED

ISSUED FOR BID

M&H NO.: 2309930-171878.01
DATE: SEPTEMBER 17, 2025
DESIGNED BY: ADG
DRAWN BY: ADG
CHECKED BY: LLK

SHEET CONTENTS
CURB & GUTTER
DETAILS

SHEET NO. 31 of 53

C-304

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

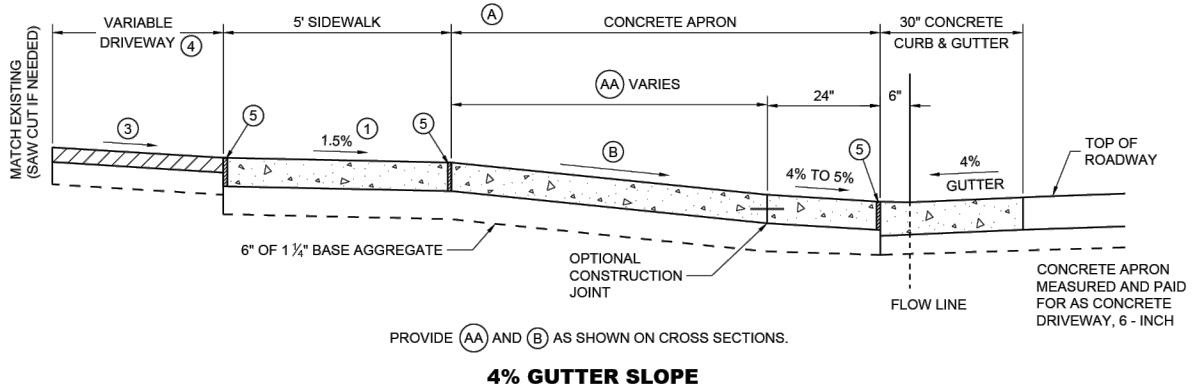
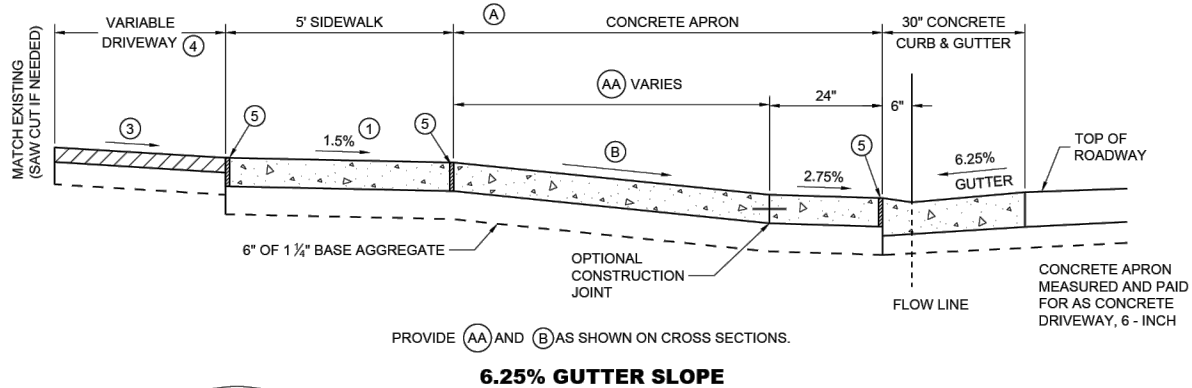
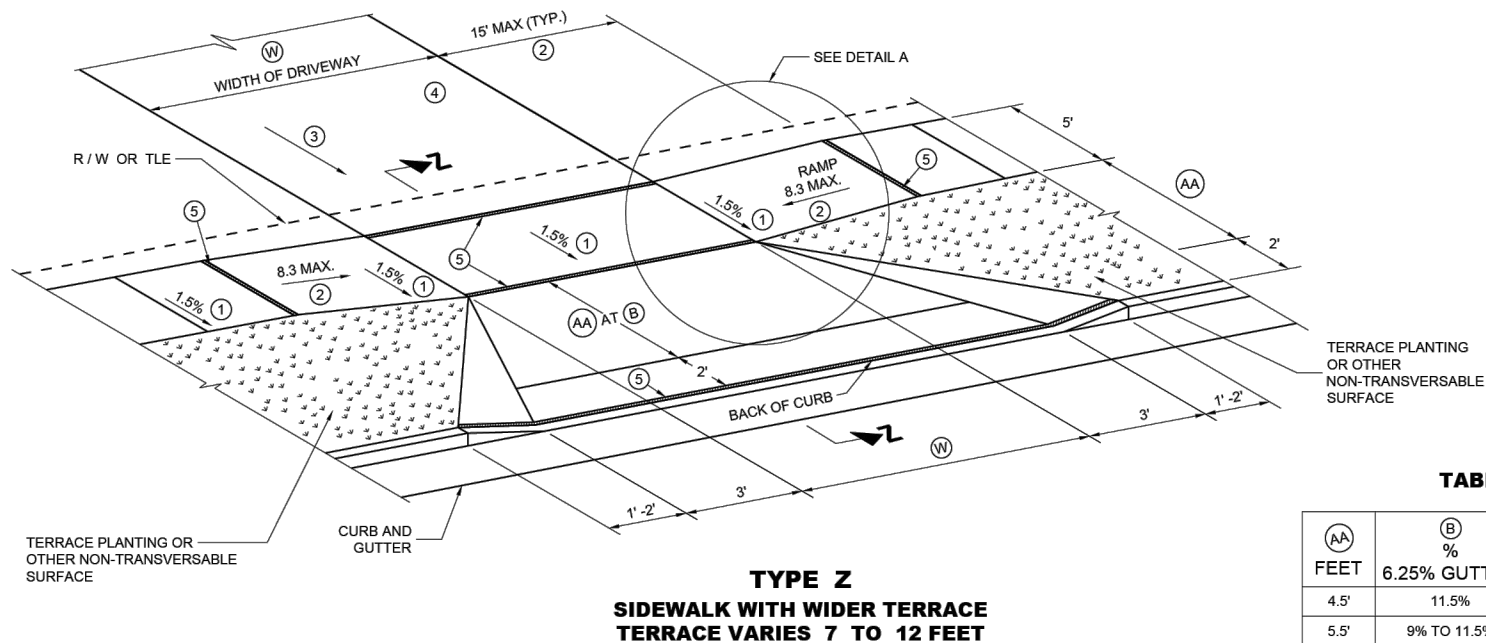
OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

- CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.
- THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.
- DRIVEWAY SLOPES: DESIRABLE MAXIMUM
10.5% UP AWAY FROM SIDEWALK (SAG)
8.5% DOWN AWAY FROM SIDEWALK (CREST)
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG
- DRIVEWAY TYPES
* 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE 2-INCH
* TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE 6-INCH BASE
* AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)
- 1/2" EXPANSION JOINT FILLER.
- DETECTABLE WARNING FIELDS ARE REQUIRED WHEN A PEDESTRIAN CIRCULATION ROUTE CROSSES A DRIVEWAY THAT IS TRAFFIC SIGNAL, STOP, OR YIELD CONTROLLED. DETECTABLE WARNING FIELDS TO BE 2 FT DEEP AND EXTEND THE WIDTH OF THE PEDESTRIAN CIRCULATION ROUTE.

(W): 12' MIN. - 24' MAX. RESIDENTIAL AND
NON-COMMERCIAL (PE & FE)
16' MIN. - 35' MAX. COMMERCIAL (CE)

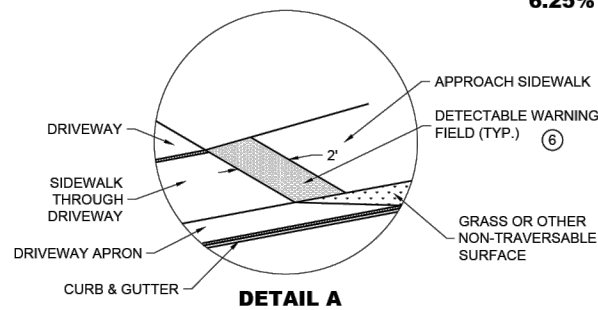
TABLE Z

(AA) FEET	(B) % 6.25% GUTTER	(B) % 4% GUTTER
4.5'	11.5%	9% TO 11.5%
5.5'	9% TO 11.5%	8% TO 11.5%
6.5'	8% TO 11.5%	6% TO 11.5%
7.5'	7% TO 11.5%	6% TO 11.5%
8.5'	6% TO 11.5%	5% TO 11.5%
9.5'	5% TO 11.5%	4% TO 11.5%



NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS FOR (B) VALUES NOT SHOWN IN TABLE Z.
SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY 6-INCH.

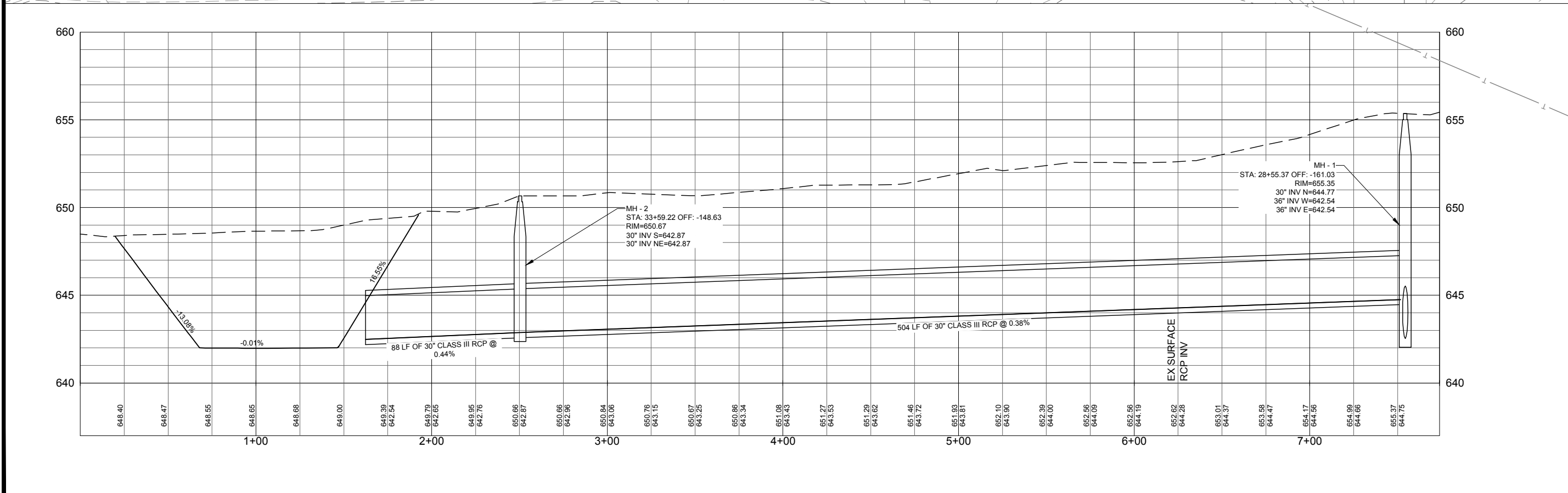
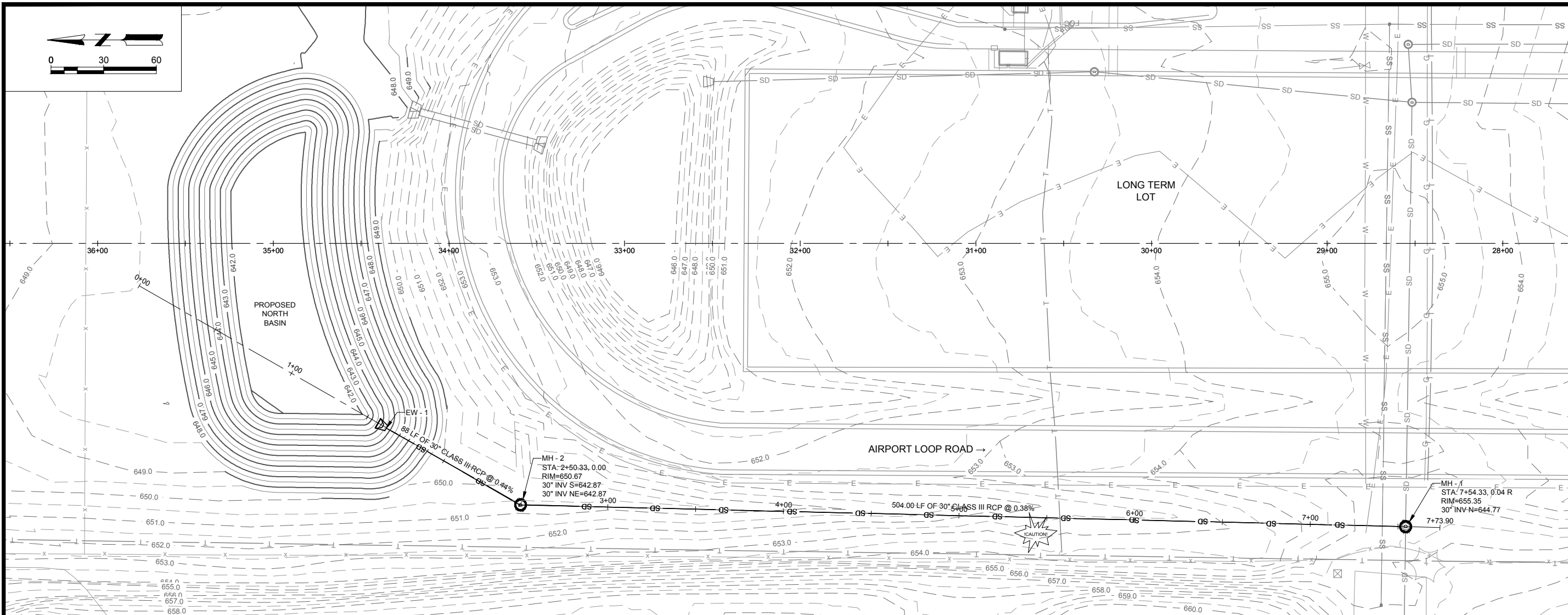
SECTION Z - Z DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER (URBAN AND SUBURBAN)



DRIVEWAY AND SIDEWALK RAMPS TYPE Z

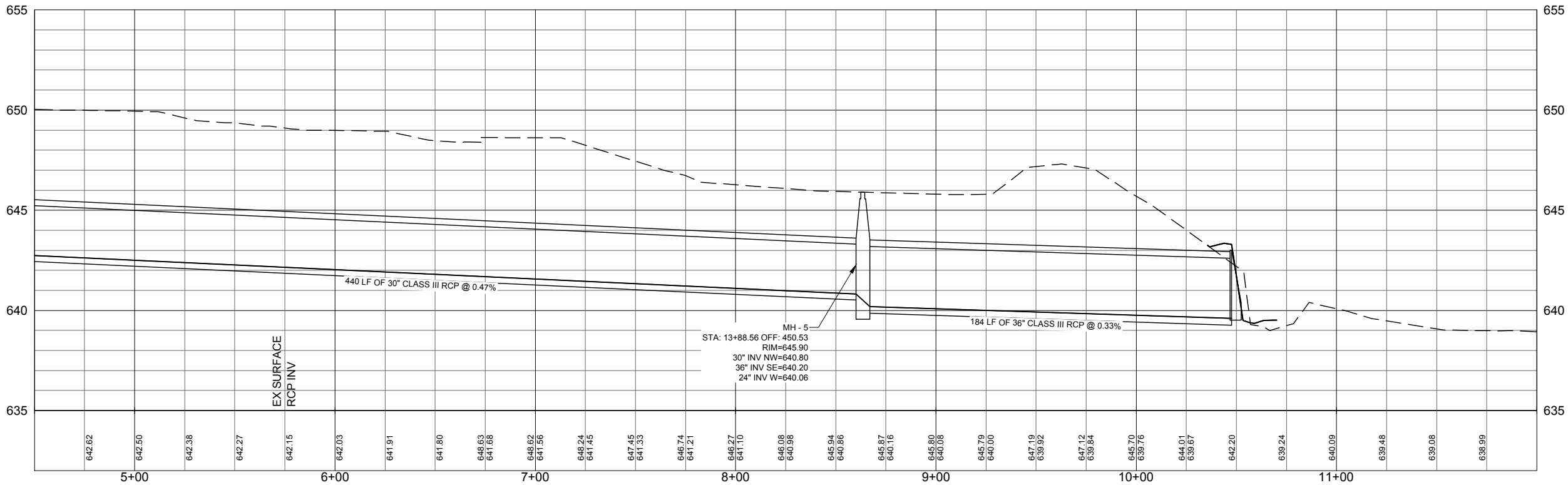
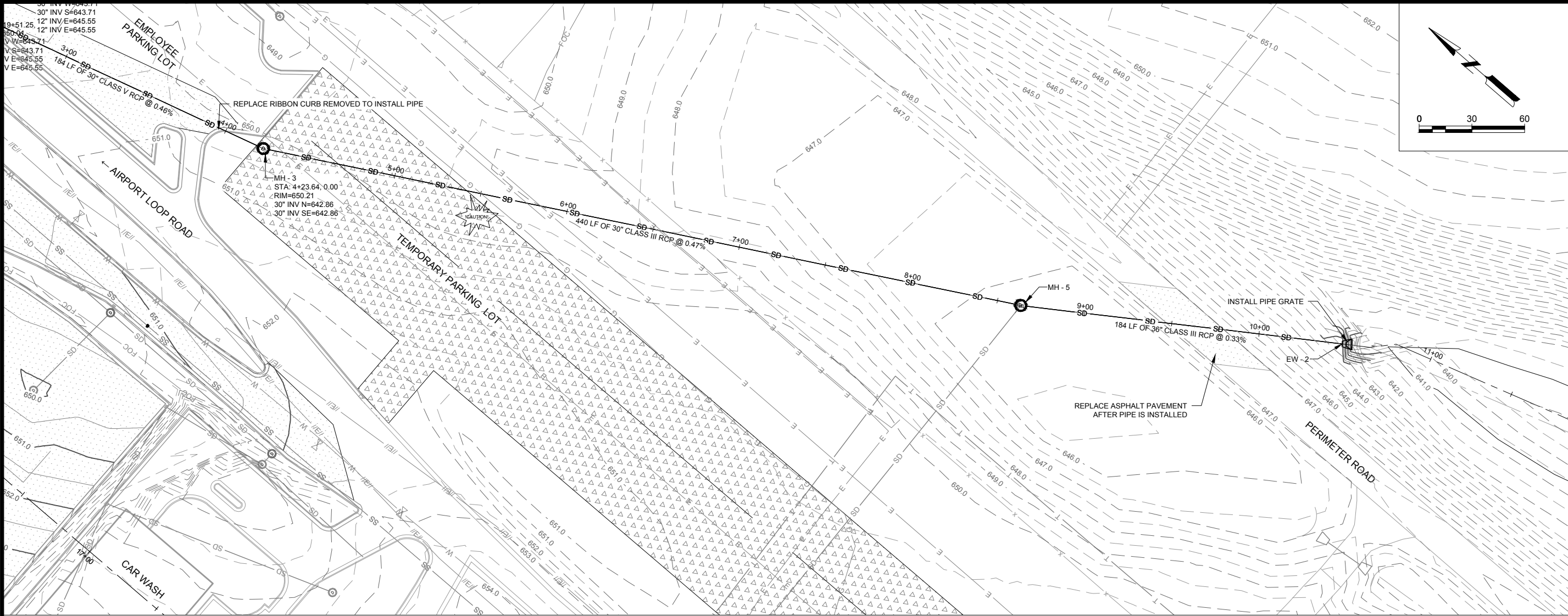
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR



C-441

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8/19/2026 8:40:26 AM



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

La Crosse Regional
AIRPORT

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**LA CROSSE REGIONAL AIRPORT
RECONSTRUCT TERMINAL PARKING
LOT**

2850 Airport Rd.
La Crosse, WI 54603

ISSUED

ISSUED FOR BID

BOA NO.: LSE1022
MSH NO.: 2309930-171878.01
DATE: SEPTEMBER 17, 2026
DESIGNED BY: ADG
DRAWN BY: ADG
CHECKED BY: LLK

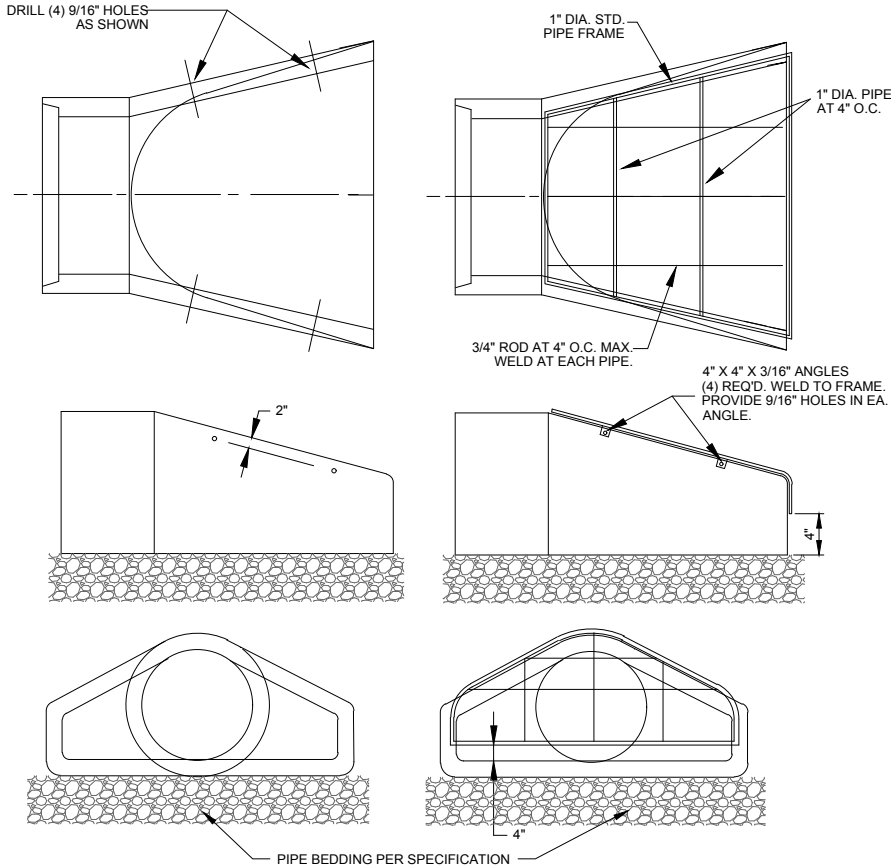
SHEET CONTENTS
**STORM SEWER PLAN
AND PROFILE**

SHEET NO. 35 of 53

C-443

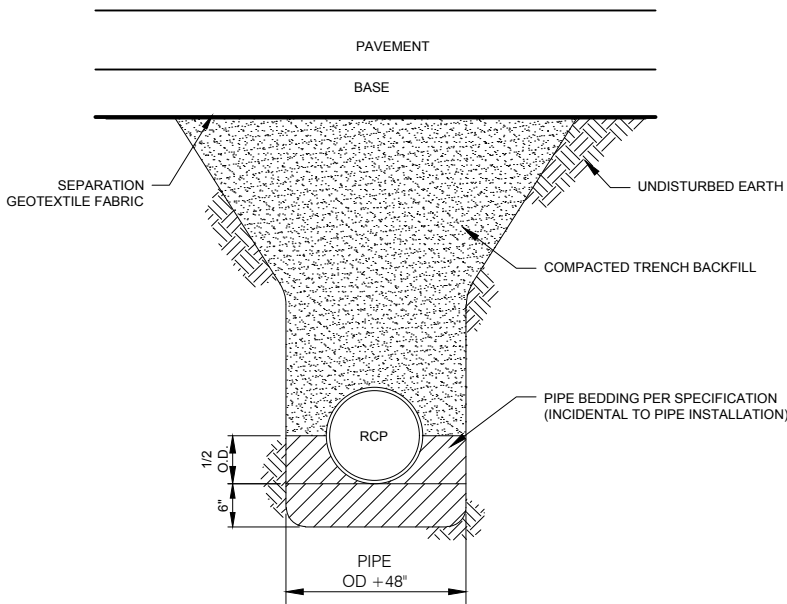
STRUCTURE TABLE			
STRUCTURE ID	STRUCTURE DETAILS	LOCATION	PIPE INFORMATION
CB - 1	6" DIA. CATCH BASIN TYPE H RIM = 650.01 SUMP = 643.71	N: 685752.121 E: 1635256.092	30" CLASS V RCP W INV = 643.71 30" CLASS V RCP S INV = 643.71 12" EX RCP E INV = 645.55 12" PVC PIPE E INV = 645.55
CB - 2	4" DIA. CATCH BASIN TYPE C RIM = 649.53 SUMP = 644.45	N: 685889.845 E: 1635179.954	18" CLASS III RCP W INV = 644.46 24" CLASS III RCP S INV = 644.46
CB - 3	2X3 INLET TYPE H RIM = 648.41 SUMP = 644.83	N: 685835.582 E: 1635183.078	18" CLASS III RCP E INV = 644.83 18" CLASS III RCP W INV = 644.83
CB - 4	2X3 INLET TYPE H RIM = 648.52 SUMP = 644.61	N: 685892.042 E: 1635158.429	18" CLASS III RCP E INV = 644.61
CB - 5	4" DIA. CATCH BASIN TYPE C RIM = 648.68 SUMP = 645.03	N: 685834.110 E: 1635215.583	18" CLASS III RCP W INV = 645.03 12" EX RCP SE INV = 645.03
CB - 6	4" DIA. CATCH BASIN TYPE C RIM = 649.99 SUMP = 645.63	N: 685762.210 E: 1635286.773	12" PVC PIPE W INV = 645.63 12" EX PVC NE INV = 645.78 12" EX CMP SE INV = 644.41
CB - 7	4" DIA. CATCH BASIN TYPE C RIM = 650.46 SUMP = 646.29	N: 685819.771 E: 1635290.054	6" EX PVC NE INV = 645.74 12" EX RCP W INV = 645.47
MH - 1	6" DIA. MANHOLE TYPE J RIM = 655.35 SUMP = 642.54	N: 686656.243 E: 1634905.822	30" CLASS III RCP N INV = 644.77
MH - 2	5' DIA. MANHOLE TYPE J RIM = 650.67 SUMP = 642.87	N: 687160.091 E: 1634918.218	30" CLASS III RCP S INV = 642.87 30" CLASS III RCP NE INV = 642.87
MH - 3	5' DIA. MANHOLE TYPE J RIM = 650.21 SUMP = 642.86	N: 685574.783 E: 1635305.232	30" CLASS V RCP N INV = 642.86 30" CLASS III RCP SE INV = 642.86
MH - 4	6" DIA. MANHOLE TYPE J RIM = 649.73 SUMP = 644.07	N: 685740.981 E: 1635178.674	30" CLASS V RCP E INV = 644.07 30" EX RCP N INV = 644.07 30" EX RCP S INV = 644.07
MH - 5	7' DIA. MANHOLE TYPE C RIM = 645.90 SUMP = 640.06	N: 685189.436 E: 1635517.382	30" CLASS III RCP NW INV = 640.80 36" CLASS III RCP SE INV = 640.20 24" EX RCP W INV = 640.06
MH - 6	5' DIA. MANHOLE TYPE J RIM = 649.12 SUMP = 644.08	N: 685834.500 E: 1635179.374	18" CLASS III RCP E INV = 644.65 24" CLASS III RCP N INV = 644.08 30" EX RCP S INV = 644.08

FLARED END SECTION TABLE			
STRUCTURE ID	STRUCTURE DETAILS	LOCATION	PIPE INFORMATION
EW - 1	30" FES RIM = 0.00	N: 687236.518 E: 1634961.840	
EW - 2	36" FES RIM = 643.02	N: 685036.289 E: 1635619.573	36" CLASS III RCP NW INV = 639.60

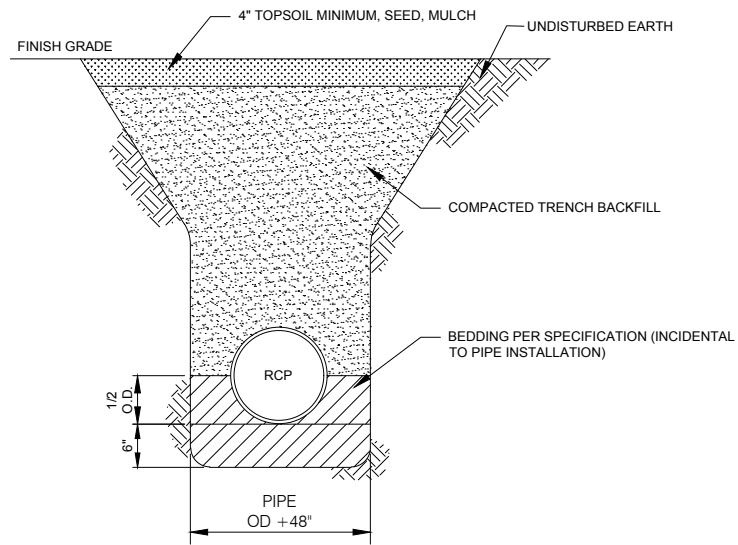


- NOTES:
1. ALL PIPE GRATE STEEL SHALL BE GALVANIZED.
 2. CONTRACTOR MUST BOLT THE PIPE GRATE TO THE CONCRETE FLARED END SECTION WITH FOUR (4) 1/2"x6" MACHINE BOLTS WITH NUTS ON INSIDE WALL.

1 PIPE GRATE DETAIL
NO SCALE



3 TRENCH BENEATH PAVEMENT DETAIL
NTS

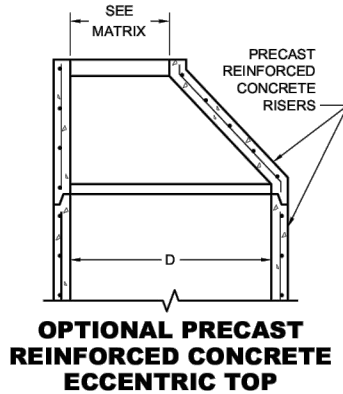
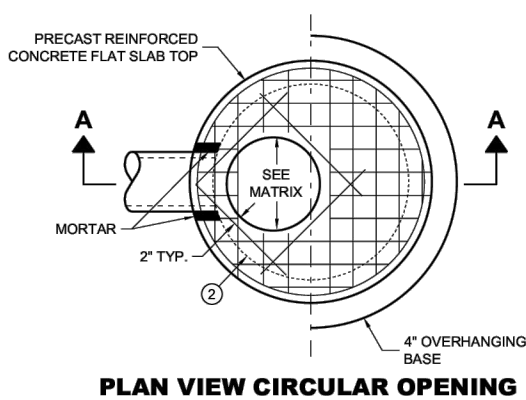


2 TRENCH BENEATH TURF DETAIL
NTS

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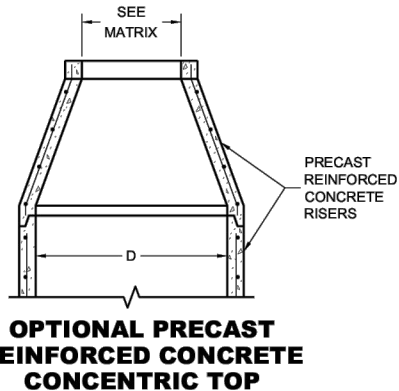
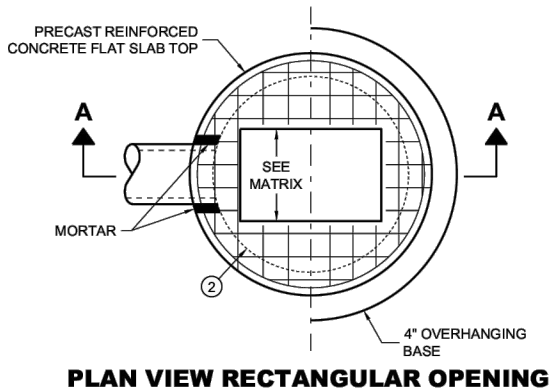
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SDD 08A08-03



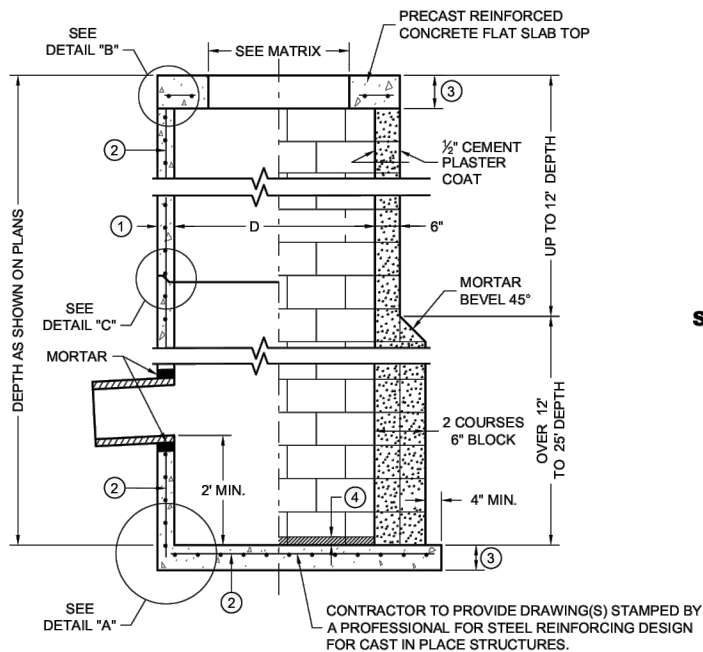
COVER MATRIX													
CATCH BASIN SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V V-B	VV-B	WM	Z
	OPENING SIZE (FT.)												
3-FT	2 X 2	X	X					X		X			
	2 DIA.				X								X
4-FT TO 6-FT	2 X 2	X	X					X		X			
	2 X 2.5			X				X	X	X		X	
	2 DIA.				X								X
	2 X 3						X						
	2.5 X 3					X							
	2 X 3.5*										X*		

* REQUIRES 5-FT DIAMETER OR LARGER STRUCTURE



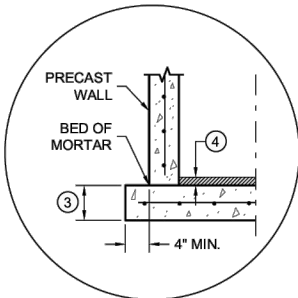
CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	30

CATCH BASINS
3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

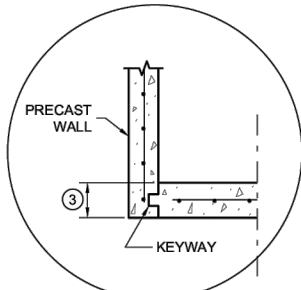


PRECAST REINFORCED
CONCRETE WITH
MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN
PLACE OR PRECAST REINFORCED
CONCRETE BASE ②

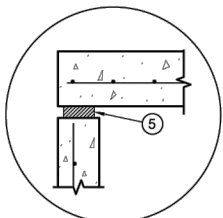


SEPARATE PRECAST REINFORCED
CONCRETE BASE OPTION

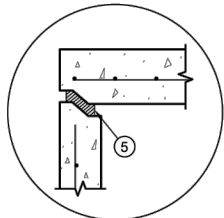


PRECAST REINFORCED CONCRETE
WITH INTEGRAL BASE OPTION

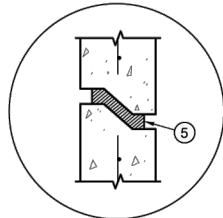
DETAIL "A"



TOP WITH PLAIN
END JOINT



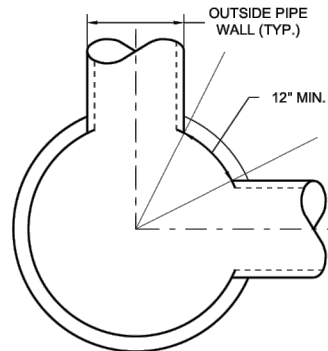
TOP WITH TONGUE
AND GROOVE JOINT



RISER WITH TONGUE
AND GROOVE JOINT

DETAIL "B"

DETAIL "C"



MINIMUM HORIZONTAL
PIPE SEPARATION

DETAIL "D"

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST CATCH BASIN UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES. CONCENTRIC CONE TOPS SHALL BE USE ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF 1/2 INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

- MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT AND 7 INCHES FOR 6-FT DIAMETER PRECAST CATCH BASINS.
- FOR PRECAST CATCH BASINS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.
- PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".
- 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.
- JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.

CATCH BASINS, 3-FT.
4-FT., 5 FT., AND
6-FT. DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FHWA

Mead
& Hunt
Mead and Hunt, Inc.
2440 Deming Way
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La Crosse Regional
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LA CROSSE REGIONAL AIRPORT
RECONSTRUCT TERMINAL PARKING
LOT

2850 Airport Rd.
La Crosse, WI 54603

ISSUED

ISSUED FOR BID

BOA NO.: LSE1022
MSH NO.: 2309930-171878.01
DATE: SEPTEMBER 17, 2026
DESIGNED BY: ADG
DRAWN BY: ADG
CHECKED BY: LLK

SHEET CONTENTS
STORM SEWER
DETAILS

SHEET NO. 38 of 53

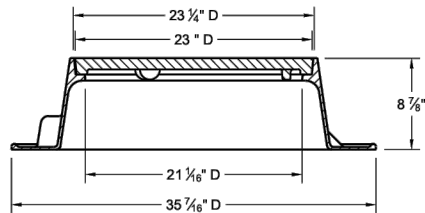
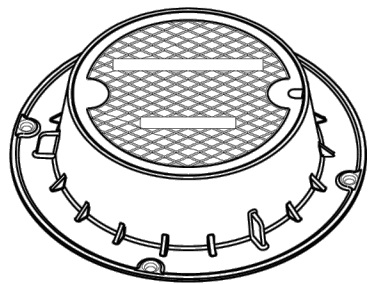
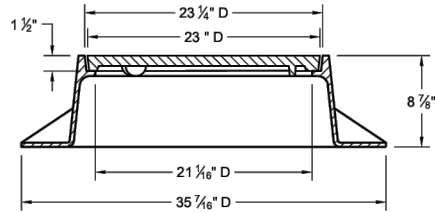
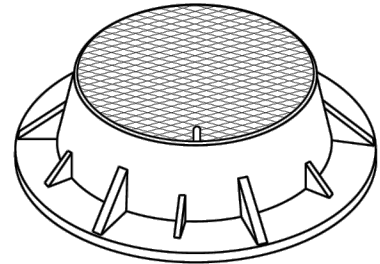
C-446

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

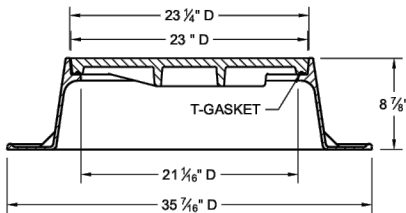
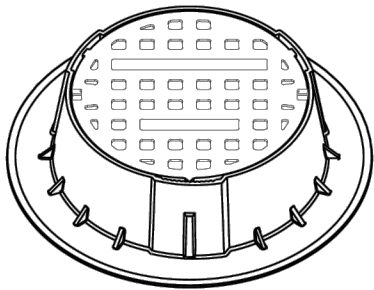
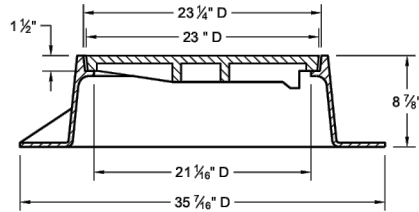
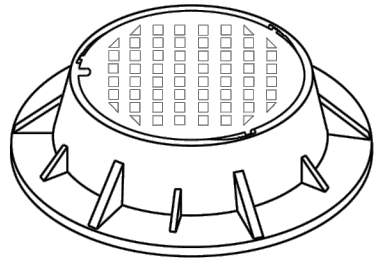
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



TYPE "J"

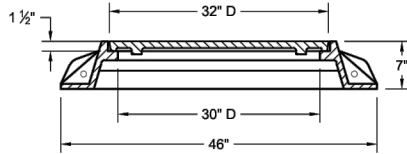
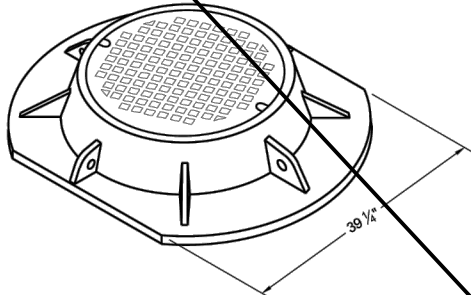
NOTE: EITHER CASTING IS ACCEPTABLE



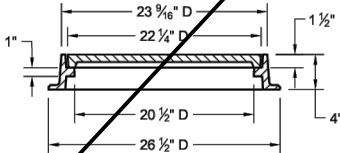
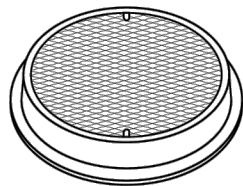
TYPE "J" SPECIAL

TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

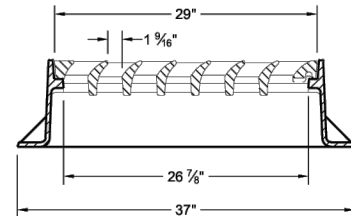
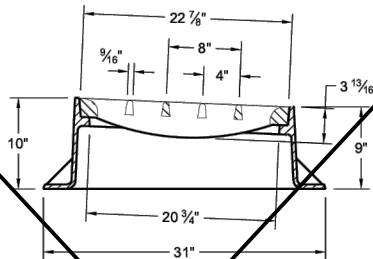
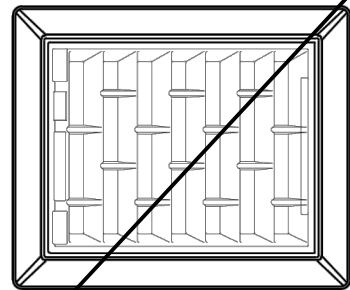
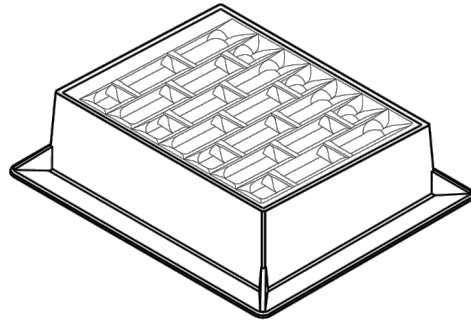
NOTE: EITHER CASTING IS ACCEPTABLE



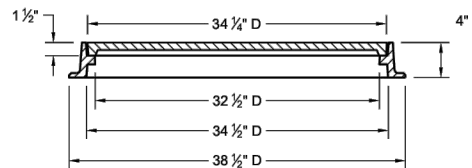
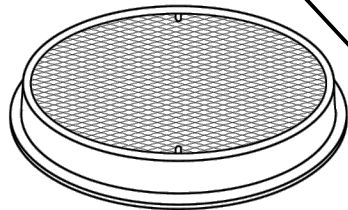
TYPE "K"



TYPE "L"



INLET COVER TYPE "BW"



TYPE "M"

INLET COVERS TYPES BW
MANHOLE COVERS TYPES K,
J, J-S, L, AND M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
CHECKED BY: LLL UNIT SUPERVISOR

FHWA

6

SDD 08A05-22e

6

SDD 08A05-22e

Mead & Hunt

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

La Crosse Regional
AIRPORT

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LA CROSSE REGIONAL AIRPORT
RECONSTRUCT TERMINAL PARKING
LOT

2850 Airport Rd.
La Crosse, WI 54603

ISSUED

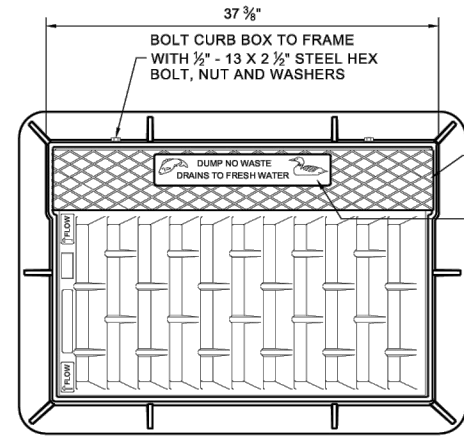
ISSUED FOR BID

BOA NO.: LSE1022
MSH NO.: 2309930-171878.01
DATE: SEPTEMBER 17, 2026
DESIGNED BY: ADG
DRAWN BY: ADG
CHECKED BY: LLLK

SHEET CONTENTS
STORM SEWER
DETAILS

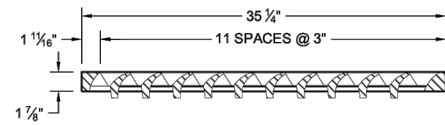
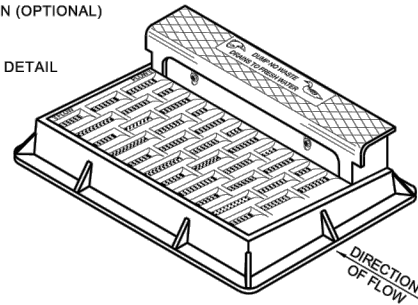
SHEET NO. 39 of 53

C-447

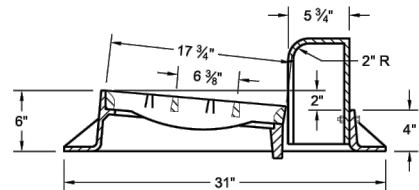
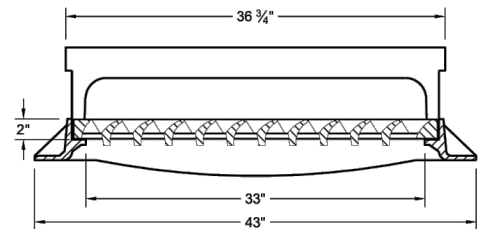
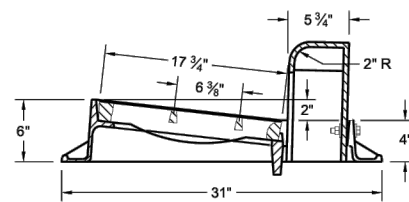
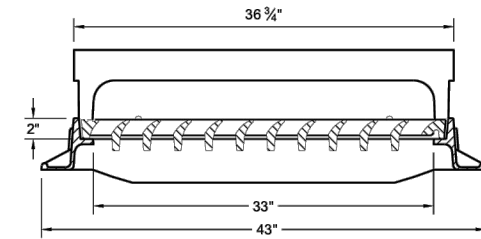


NOTE: EITHER CASTING IS ACCEPTABLE

TYPE "C" CHECKERED
TOP DESIGN (OPTIONAL)
SEE LOGO DETAIL

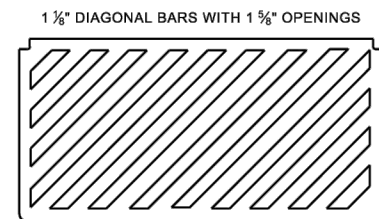


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"



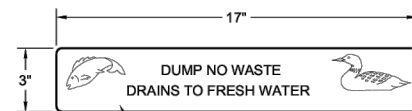
TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

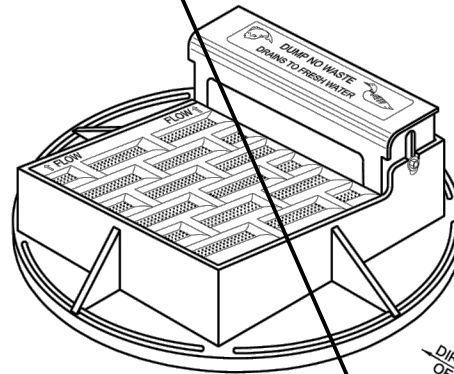


SPECIAL GRATE FOR
TYPE "H" COVER

(MEASURES 35" X 17 3/4" X 2")
(NOTED AS TYPE H-S ON DRAINAGE TABLE)

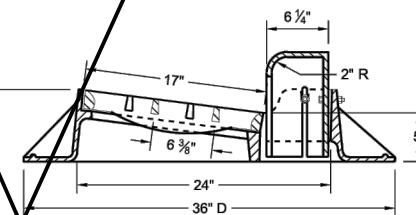
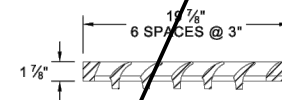
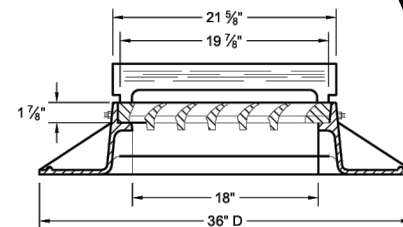


LOGO DETAIL

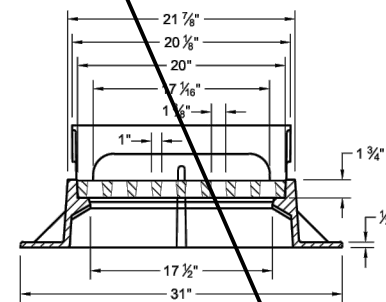
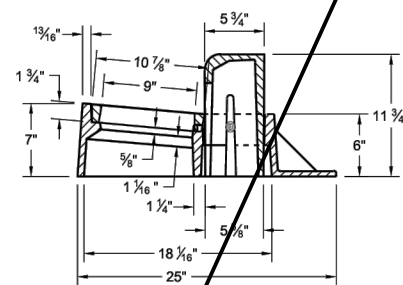


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE



TYPE "A"



TYPE "Z"

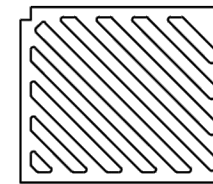
GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

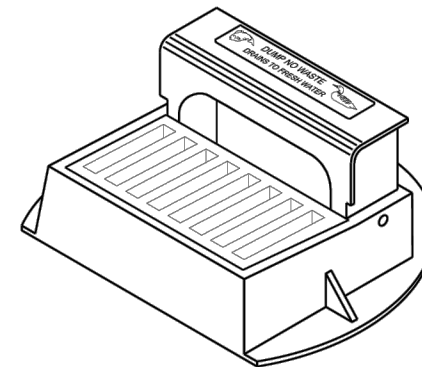
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

1" DIAGONAL BARS
WITH 1 1/2" OPENINGS



SPECIAL GRATE FOR
TYPE "A" COVER

(MEASURES 19 3/4" X 17" X 1 7/8")
(NOTED AS TYPE A-S ON DRAINAGE
TABLE)



INLET COVERS
TYPES A, H, A-S, H-S AND Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FHWA

Mead
& Hunt

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2440 Deming Way
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ISSUED FOR BID

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DATE: SEPTEMBER 17, 2025
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DRAWN BY: ADG
CHECKED BY: LLK

SHEET CONTENTS
STORM SEWER
DEATILS

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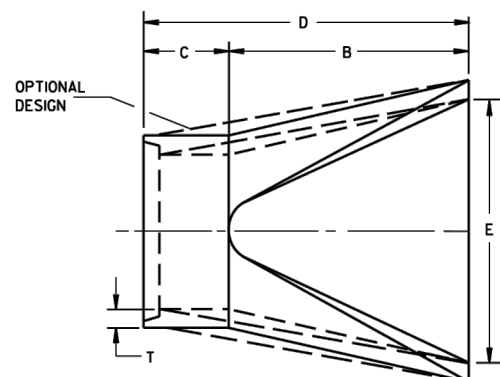
SDD 8F1 Apron Endwalls for Culvert Pipe

METAL APRON ENDWALLS										
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)						APPROX. SLOPE	BODY
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 (1)	L2 (1)		
12	.064	.060	6	6	6	21	12	17 1/2	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 1/4	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 3/4	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 3/4	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	2 1/4 to 1	3 Pc.
60	.109	.105	18	33	12	87	—	114	2 to 1	3 Pc.
66	.109	.105	18	36	12	87	—	120	2 to 1	3 Pc.
72	.109	.105	18	39	12	87	—	126	2 to 1	3 Pc.
78	.109	.105	18	42	12	87	—	132	1 1/2 to 1	3 Pc.
84	.109	.105	18	45	12	87	—	138	1 1/2 to 1	3 Pc.
90	.109	.105	18	37	12	87	—	144	1 1/2 to 1	3 Pc.
96	.109	.105	18	35	12	87	—	150	1 1/2 to 1	3 Pc.

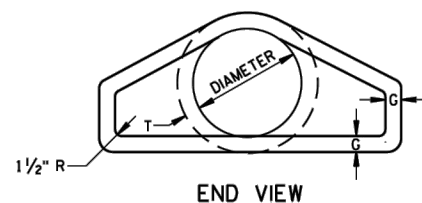
* EXCEPT CENTER PANEL SEE GENERAL NOTES

REINFORCED CONCRETE APRON ENDWALLS										
PIPE DIA. (IN.)	DIMENSIONS (Inches)							APPROX. SLOPE		
	T	A	B	C	D	E	G			
12	2	4	24	48 1/8	72 1/8	24	2	3 to 1		
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1		
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1		
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1		
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1		
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1		
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1		
36	4	15	63	34 3/4	97 1/4	72	4	3 to 1		
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1		
48	5	24	72	26	98	84	5	3 to 1		
54	5 1/2	27	65	33 1/4	98 1/4	90	5 1/2	2 1/2 to 1		
60	6	30	60	39	99	96	5	2 to 1		
66	6 1/2	34	72	21	99	102	5 1/2	2 to 1		
72	7	36	78	21	99	108	6	2 to 1		
78	7 1/2	36	78	21	99	114	6 1/2	2 to 1		
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1		
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1		

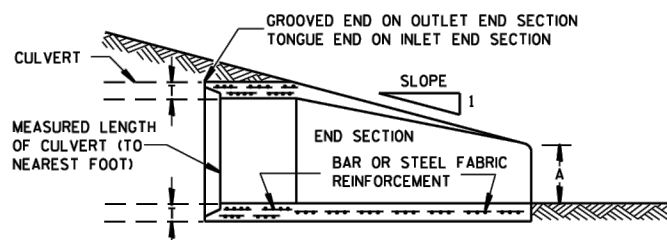
* MINIMUM
** MAXIMUM



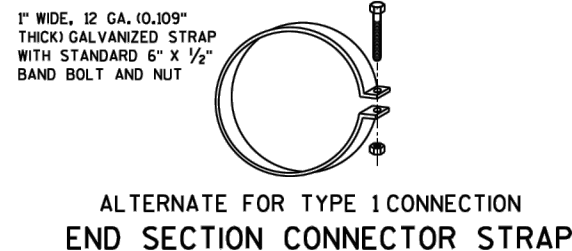
PLAN



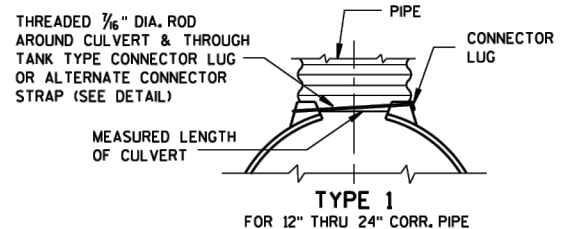
END VIEW



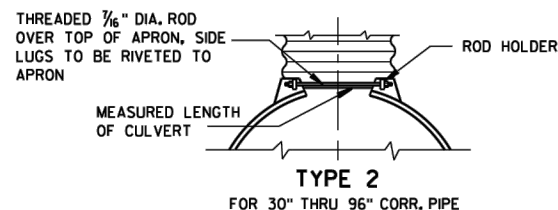
LONGITUDINAL SECTION
CONCRETE ENDWALLS



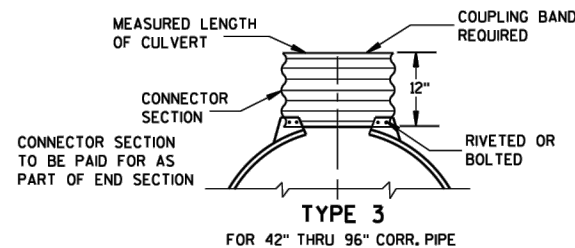
ALTERNATE FOR TYPE 1 CONNECTION
END SECTION CONNECTOR STRAP



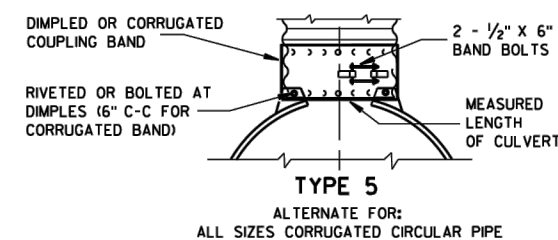
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

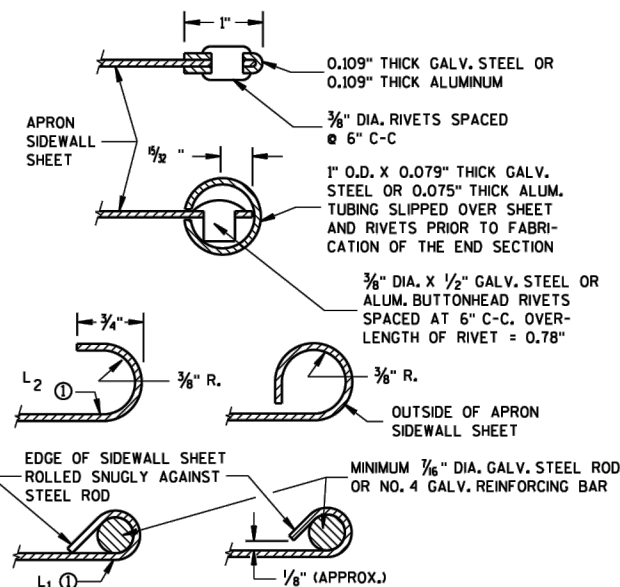
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8-30-94
DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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

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LOT

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ISSUED

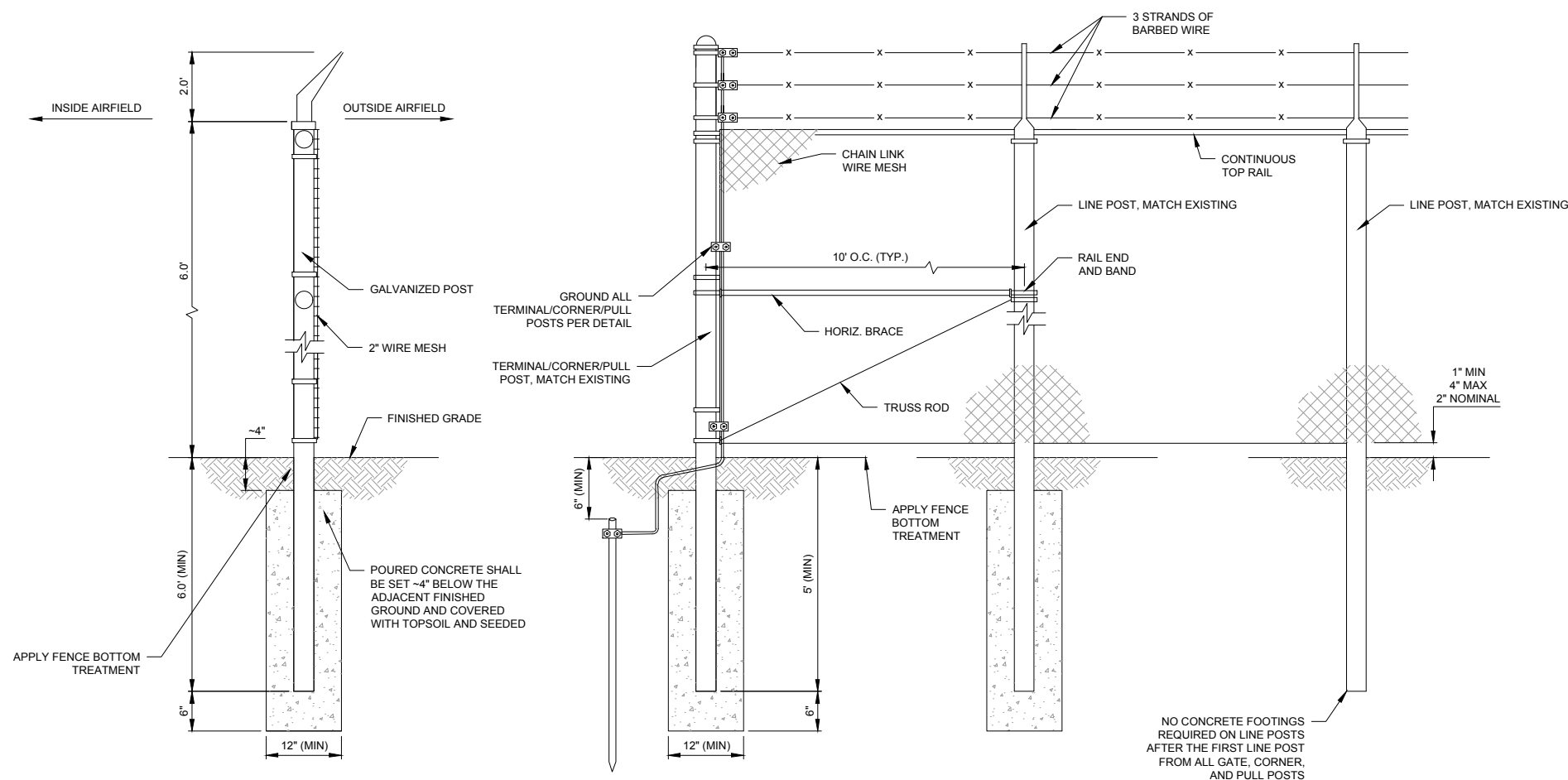
ISSUED FOR BID

BOA NO.: LSE1022
MSH NO.: 2309930-171878.01
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CHECKED BY: LK

SHEET CONTENTS
STORM SEWER
DETAILS

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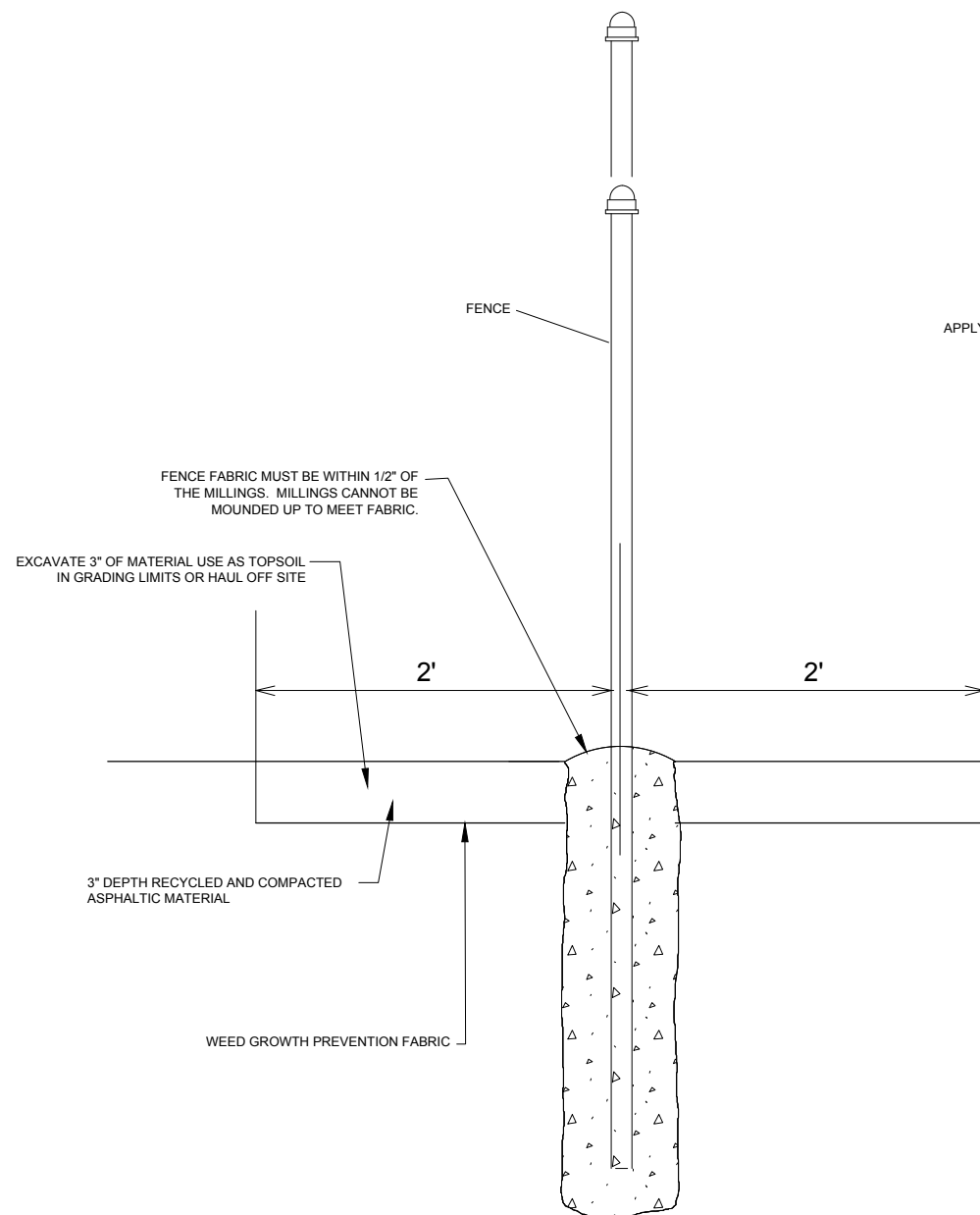
C-450



TYPICAL CONCRETE ENCASED TERMINAL,
CORNER, PULL, OR GATE POST

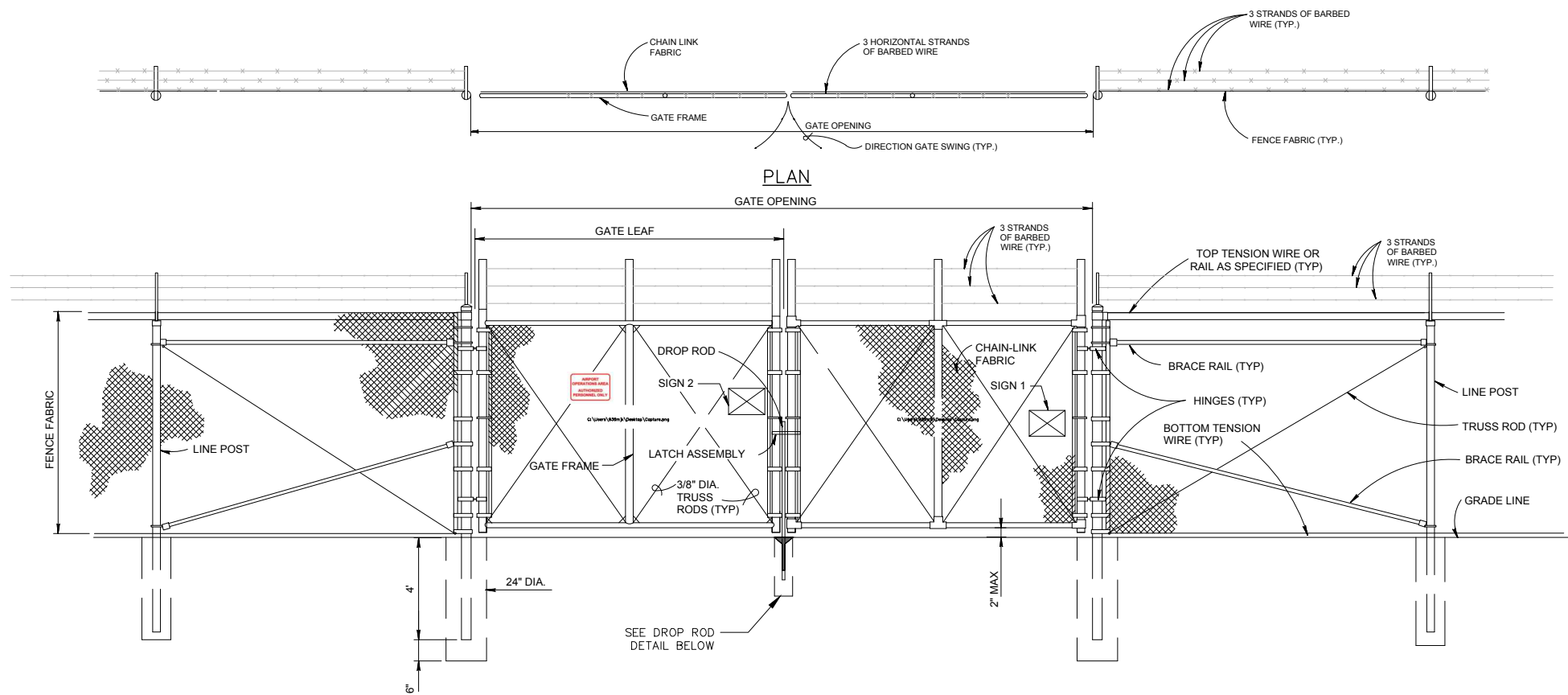
TYPICAL FENCE

1 6-FOOT CHAIN-LINK FENCE INSTALLATION DETAILS
NO SCALE

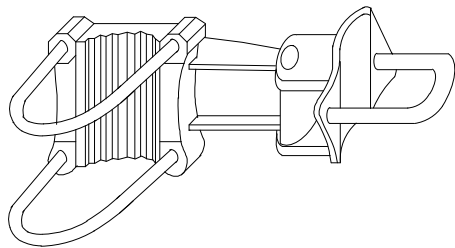


2 ASPHALT MILLINGS FENCE
FENCE BOTTOM TREATMENT DETAIL
NO SCALE

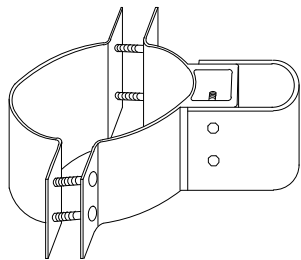
X:\2309930\171878.01\TECHCAD\SIGN DETAILS.DWG
8/19/2025 8:42:24 AM



ELEVATION
DOUBLE SWING GATE
NO SCALE

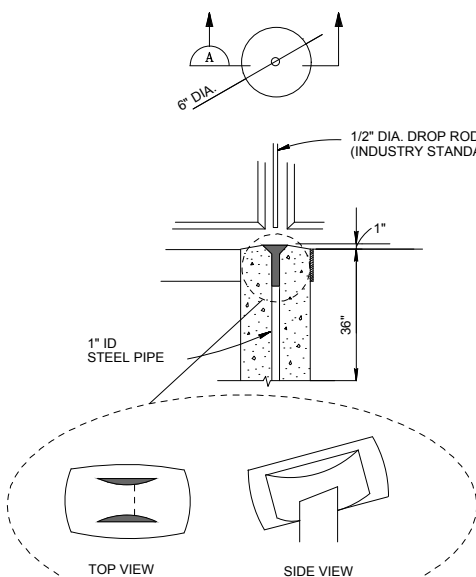


OFFSET HINGE

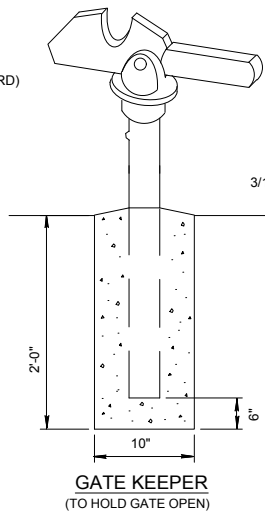


STANDARD HINGE

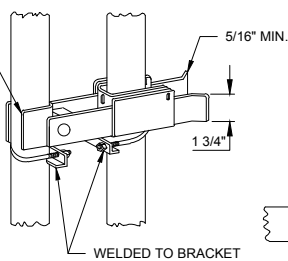
- NOTES:
1. DETAILS SHOWN ARE TO CLARIFY REQUIREMENTS AND ARE NOT INTENDED TO LIMIT OTHER TYPE OF FENCE SECTIONS AND METHODS OF INSTALLATION THAT COMPLY WITH THE SPECIFICATIONS.
 2. SWING GATES SHALL BE CONSTRUCTED WITH DROP RODS, PADLOCKS, LATCH ASSEMBLY AND GATE KEEPERS EXCEPT AS NOTED.
 3. ALL GATE FRAMES SHALL MEET THE MINIMUM REQUIREMENTS OF ASTM F900 48.26 [1.90"] NOMINAL (ROUND) OR 2.00' NOMINAL (SQUARE). GATE FRAMES SHALL BE OF WELDED CONSTRUCTION OR SHALL BE ASSEMBLED USING HEAVY FITTINGS. AT CONTRACTOR'S OPTION A WELDED HORIZONTAL BRACE MAY BE USED IN LIEU OF TRUSS RODS TO BRACE ALL-WELDED GATE FRAMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER RIGID CONSTRUCTION OF ALL GATES SUPPLIED.



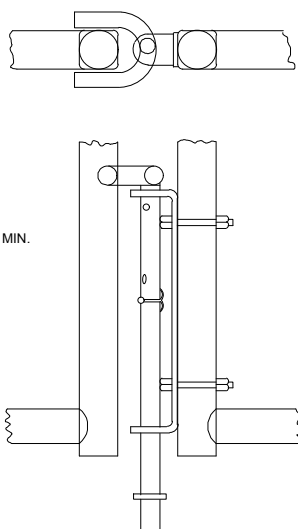
DROP ROD FOUNDATION



GATE KEEPER
(TO HOLD GATE OPEN)



LATCH ASSEMBLY



DROP ROD ASSEMBLY

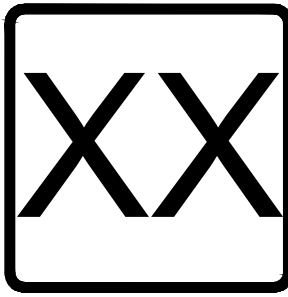
SWING GATE DETAILS
NO SCALE

**AIRPORT
OPERATIONS AREA
AUTHORIZED
PERSONNEL ONLY**

SIGN TO MATCH EXISTING

SIGN 1

12" X 12" SIGNS



GATE LOCATION NUMERAL SIGNS SHALL BE BLACK LETTERING ON A REFLECTIVE WHITE BACKGROUND. LETTERING SHALL BE 8" TALL. CONTRACTOR TO VERIFY GATE NUMBER WITH ENGINEER PRIOR TO MAKING SIGN

SIGN 2

12" X 18" SIGNS

NOTICE

GATE MUST
BE CLOSED
AND LOCKED
AT ALL TIMES

"NOTICE" SHALL BE WHITE LETTERING ON A REFLECTIVE RED BACKGROUND. REMAINDER OF GATE TEXT SHALL HAVE RED LETTERING ON A REFLECTIVE WHITE BACKGROUND. NEW SIGNS SHALL BE 12" X 18" FOR SIGNS ON GATES: 28 AND 36

**Mead
& Hunt**

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

La Crosse Regional
AIRPORT

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ISSUED

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SHEET CONTENTS
GATE DETAILS

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LA CROSSE REGIONAL AIRPORT
RECONSTRUCT TERMINAL PARKING
LOT

2850 Airport Rd.
La Crosse, WI 54603

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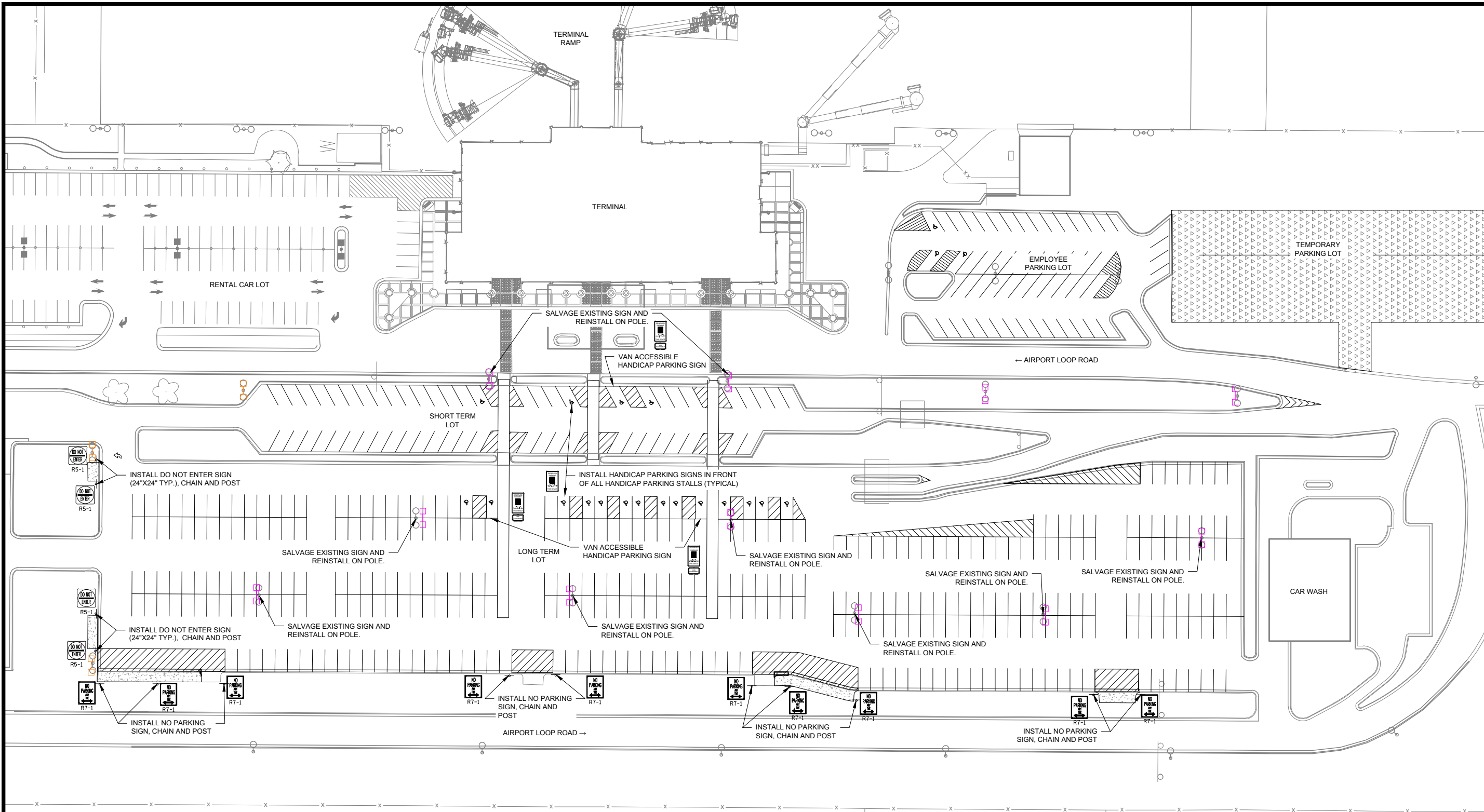
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SHEET CONTENTS
SIGNAGE PLAN

SHEET NO. 45 of 53

C-634



SIGN TYPE	NUMBER OF SIGNS	SQUARE FEET	TOTAL SF
NO PARKING	10	3	30
HANDICAP	20	1.5	30
VAN ACCESSIBLE	3	0.5	1.5
DO NOT ENTER	4	4	16
GATE NUMBER	1	1	1
GATE CLOSED	1	1.5	1.5
AOA/AUTHORIZED PERSONNEL	1	1	1
			81

NOTES:
1. TEMPORARY TRAFFIC CONTROL SIGNS ARE NOT PAID PER THE SF AND ARE INCLUDED IN THE LUMP SUM TRAFFIC CONTROL BID ITEM

GENERAL NOTE:
ALL SIGNAGE SHALL BE IN ACCORDANCE WITH THE WISCONSIN
MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
TEMPORARY SIGNS ARE TO BE VINYL ON ALUMINUM

Mead
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Mead and Hunt, Inc.
2440 Deming Way
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phone: 608-273-6380
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La Crosse Regional
AIRPORT

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LA CROSSE REGIONAL AIRPORT
RECONSTRUCT TERMINAL PARKING
LOT

2850 Airport Rd.
La Crosse, WI 54603

ISSUED

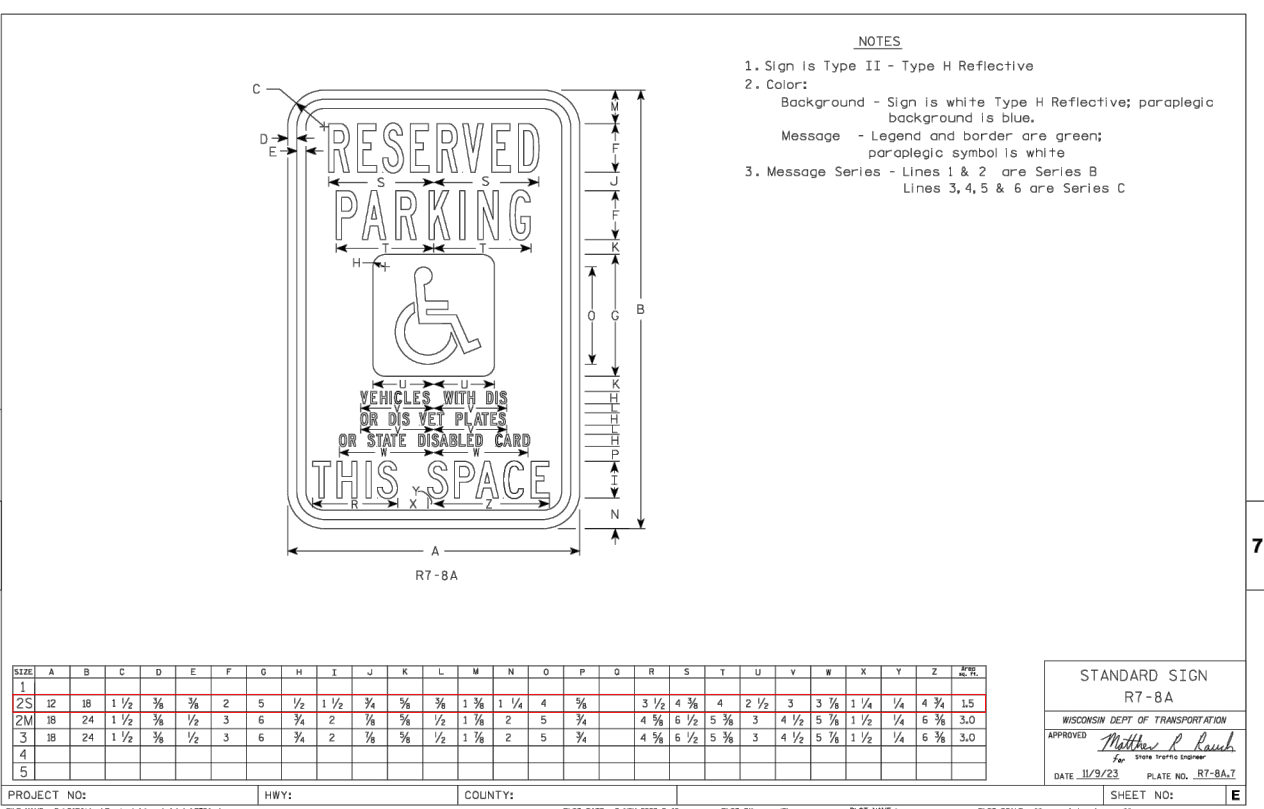
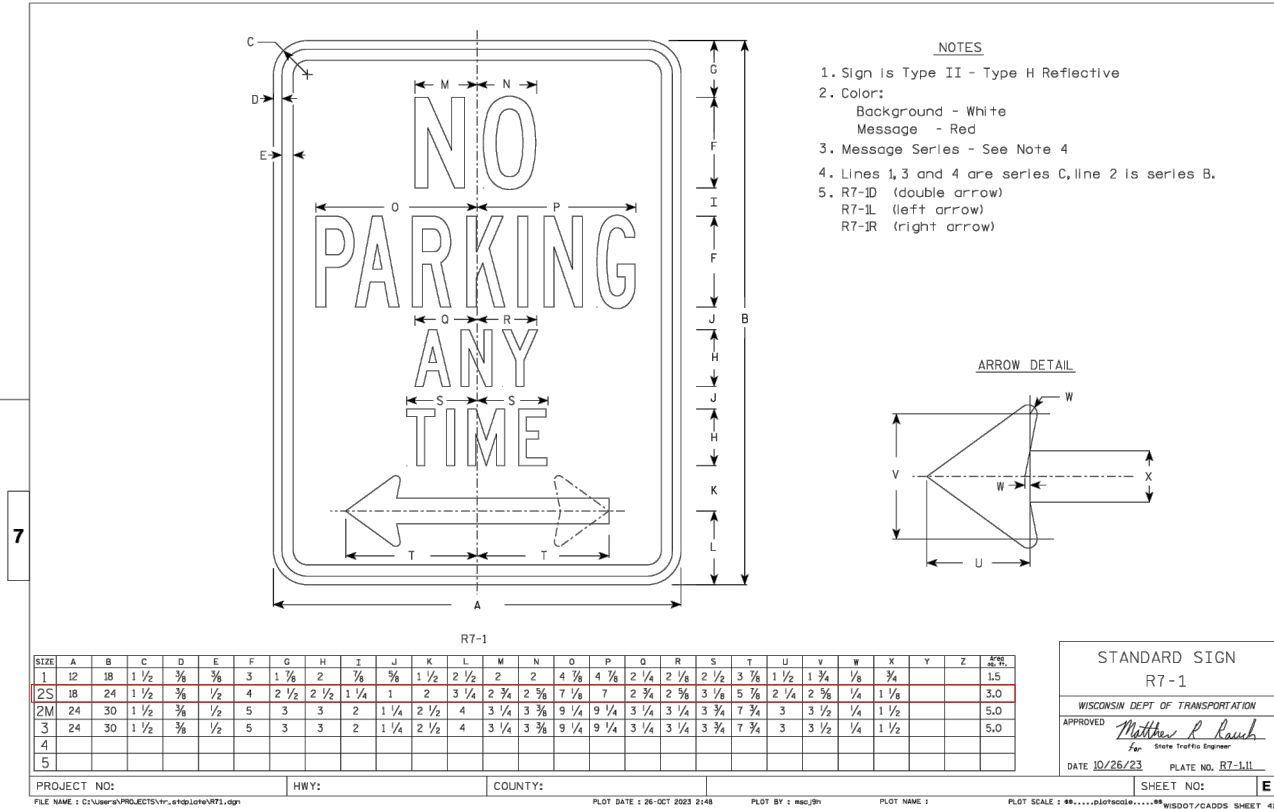
ISSUED FOR BID

M&H NO.: 2309930-171878.01
DATE: SEPTEMBER 17, 2026
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DRAWN BY: ADG
CHECKED BY: LLK

SHEET CONTENTS
SIGN DETAILS

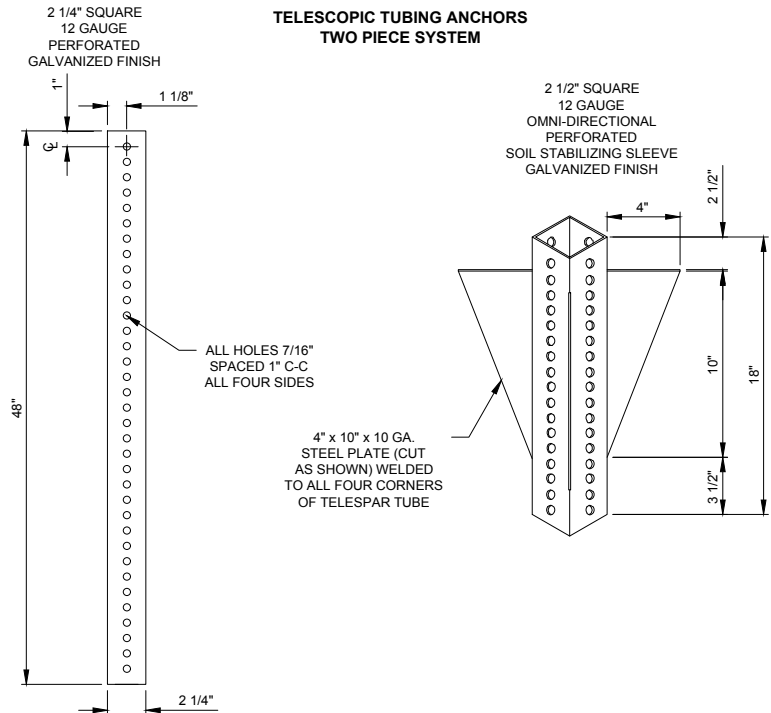
SHEET NO. 46 of 53

C-635

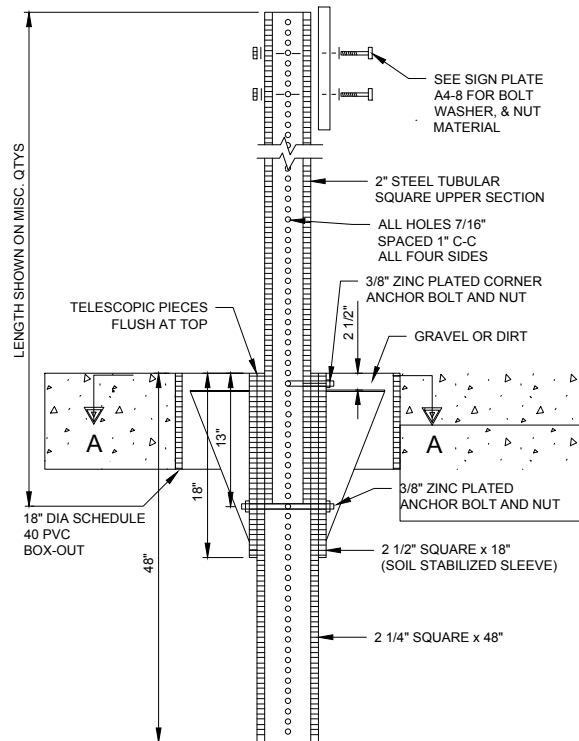


NOTE:
NO PARKING SIGNS TO BE INSTALLED ON TUBULAR
STEEL POSTS WITH CHAIN ATTACHED TO POSTS.
ARROWS POINT TOWARDS DRIVEWAY. ONLY ONE
ARROW NEEDED ON SOME SIGNS.

3 NO PARKING SIGN DETAIL
NOT TO SCALE



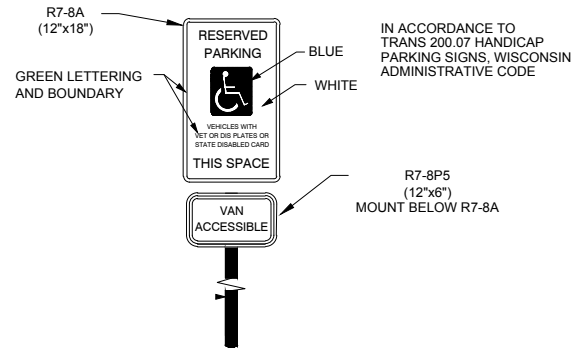
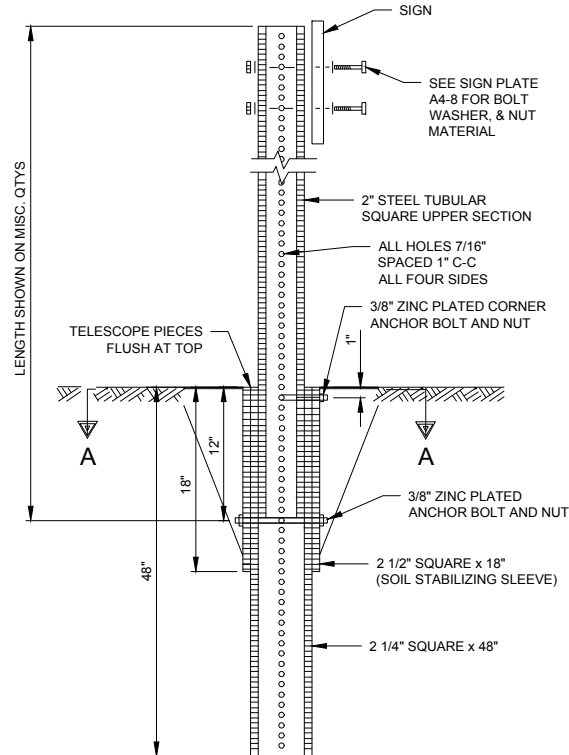
DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



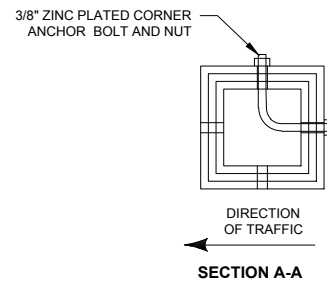
4 TUBULAR STEEL SIGN POST
NOT TO SCALE

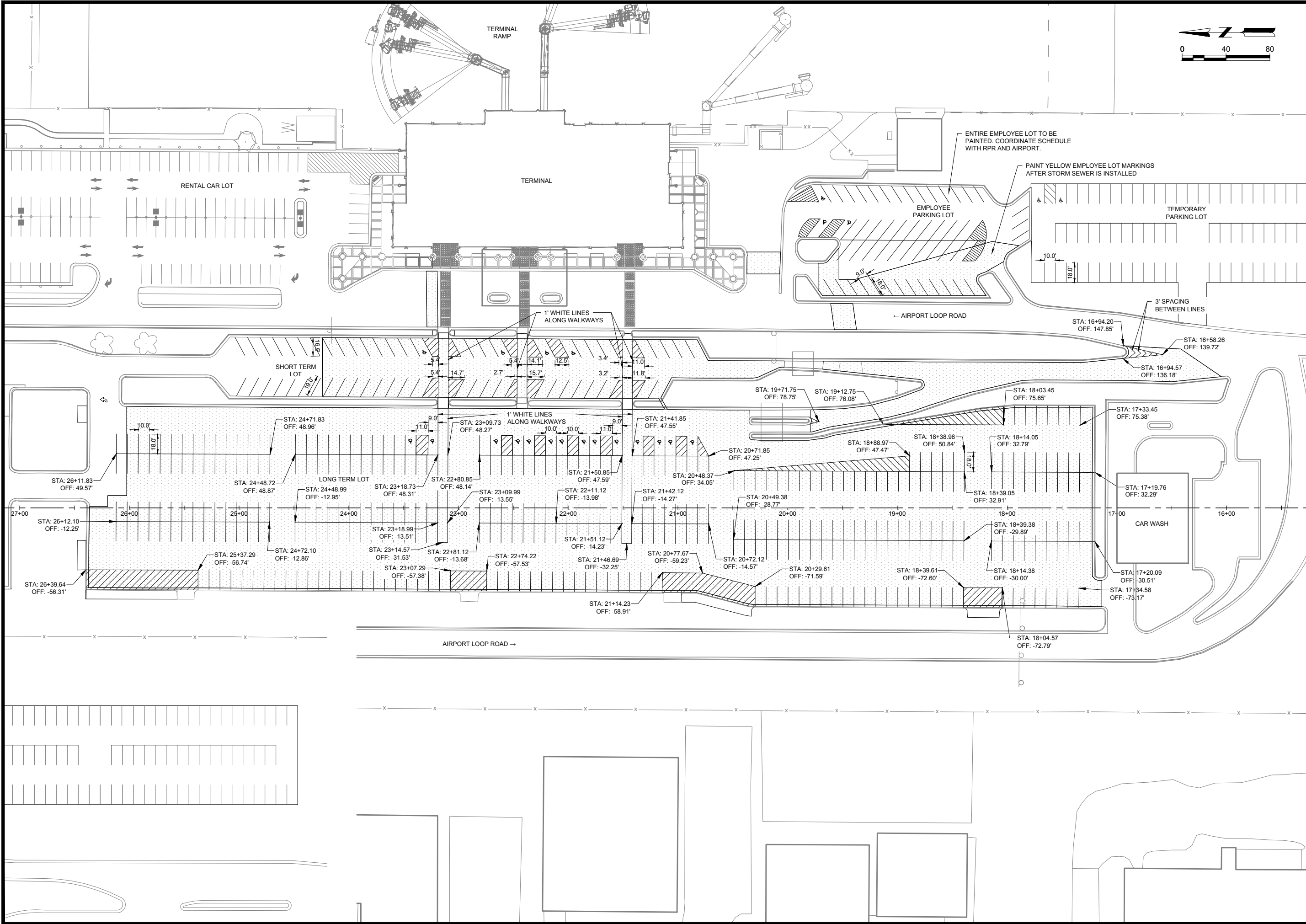
1 RESERVED PARKING SIGN DETAIL
NOT TO SCALE

DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)



2 TYPICAL HANDICAP
SIGNAGE DETAIL
NOT TO SCALE





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**LA CROSSE REGIONAL AIRPORT
RECONSTRUCT TERMINAL PARKING
LOT**

2850 Airport Rd.
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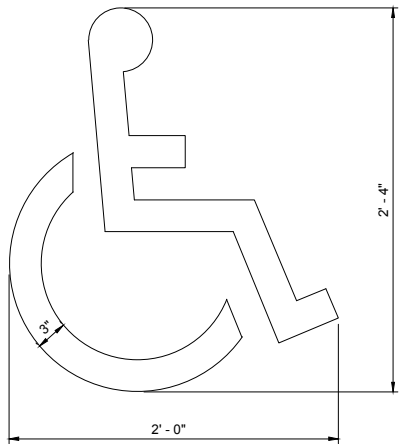
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SHEET CONTENTS
MARKING PLAN

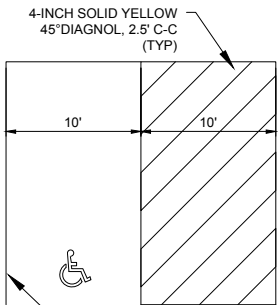
SHEET NO. 47 of 53

C-651

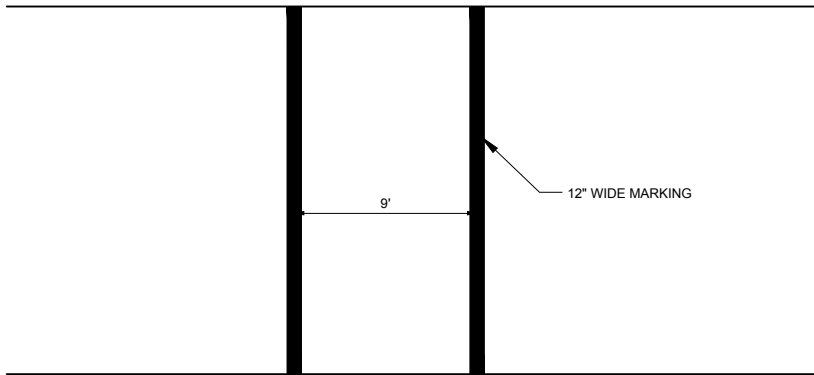


4 ADA STALL
MARKING DETAIL
NOT TO SCALE

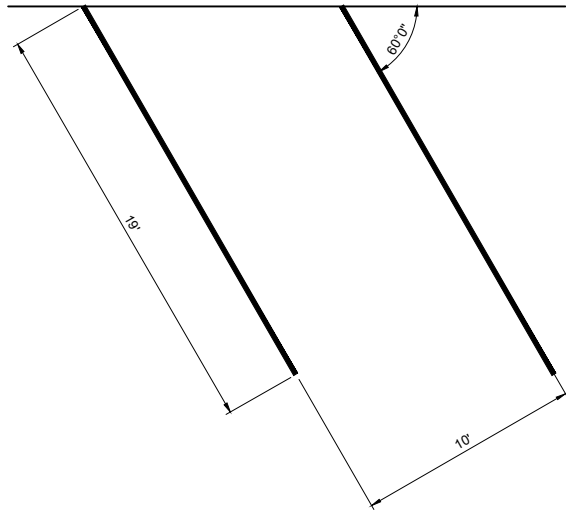
ADA SYMBOL SHALL BE YELLOW
AND BE PLACED CENTERED NEAR
REAR OF PARKING STALL. MARKING
SHALL FOLLOW ADA GUIDELINES.



3 TYPICAL ADA PARKING
STALL MARKING DETAIL
NOT TO SCALE

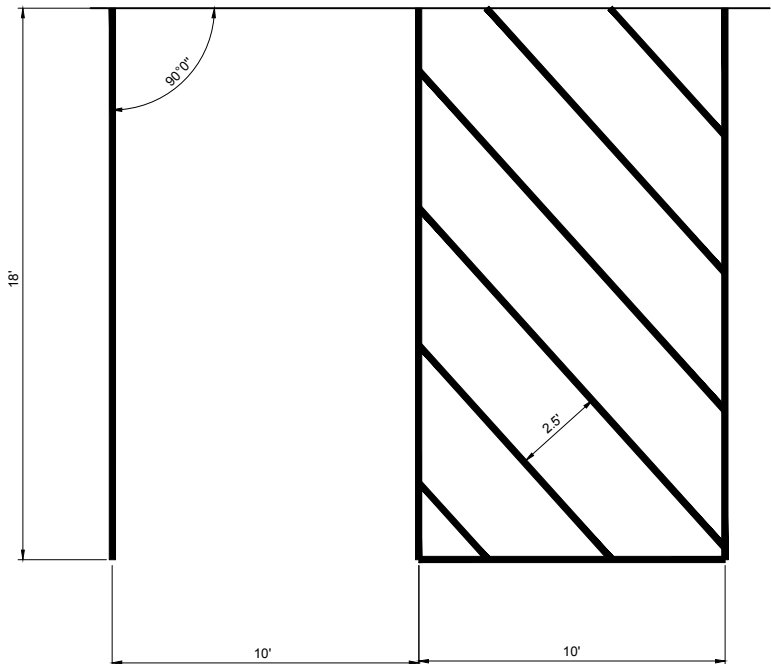


5 PEDESTRIAN CROSSWALK MARKING
NOT TO SCALE



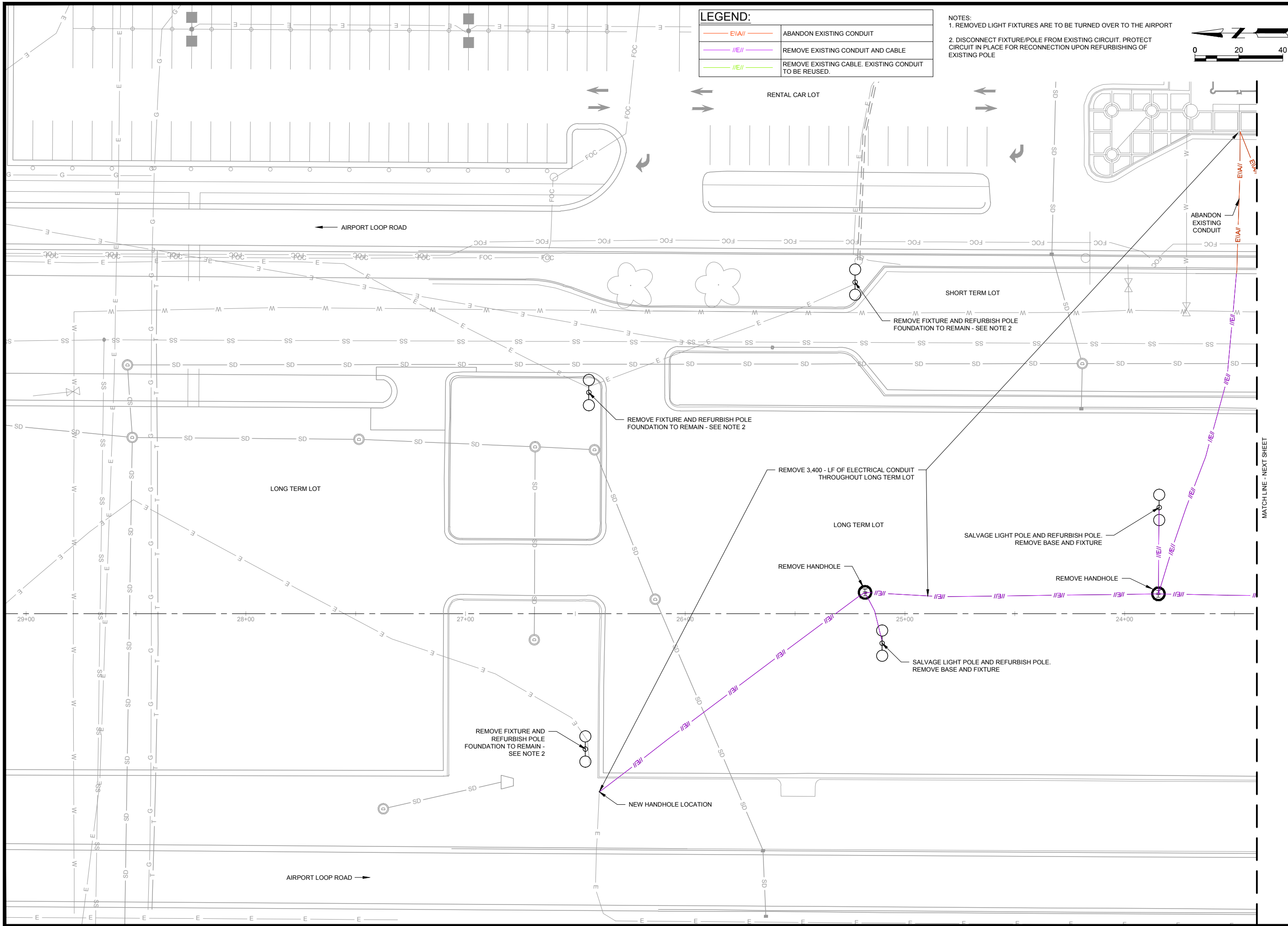
1 SHORT TERM PARKING
LOT STALL DETAIL (TYP.)
NOT TO SCALE

NOTES:
1. LINES ARE 4" YELLOW UNLESS OTHERWISE NOTED.
2. SEE MARKING PLAN FOR NON-TYPICAL DIMENSIONS



2 LONG TERM PARKING
LOT STALL DETAIL (TYP.)
NOT TO SCALE

X:\2309930\171878.01\TECH\CADELECTRICAL REMOVALS.DWG
8/19/2026 8:43:53 AM



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**LA CROSSE REGIONAL AIRPORT
RECONSTRUCT TERMINAL PARKING
LOT**

2850 Airport Rd.
La Crosse, WI 54603

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SHEET CONTENTS

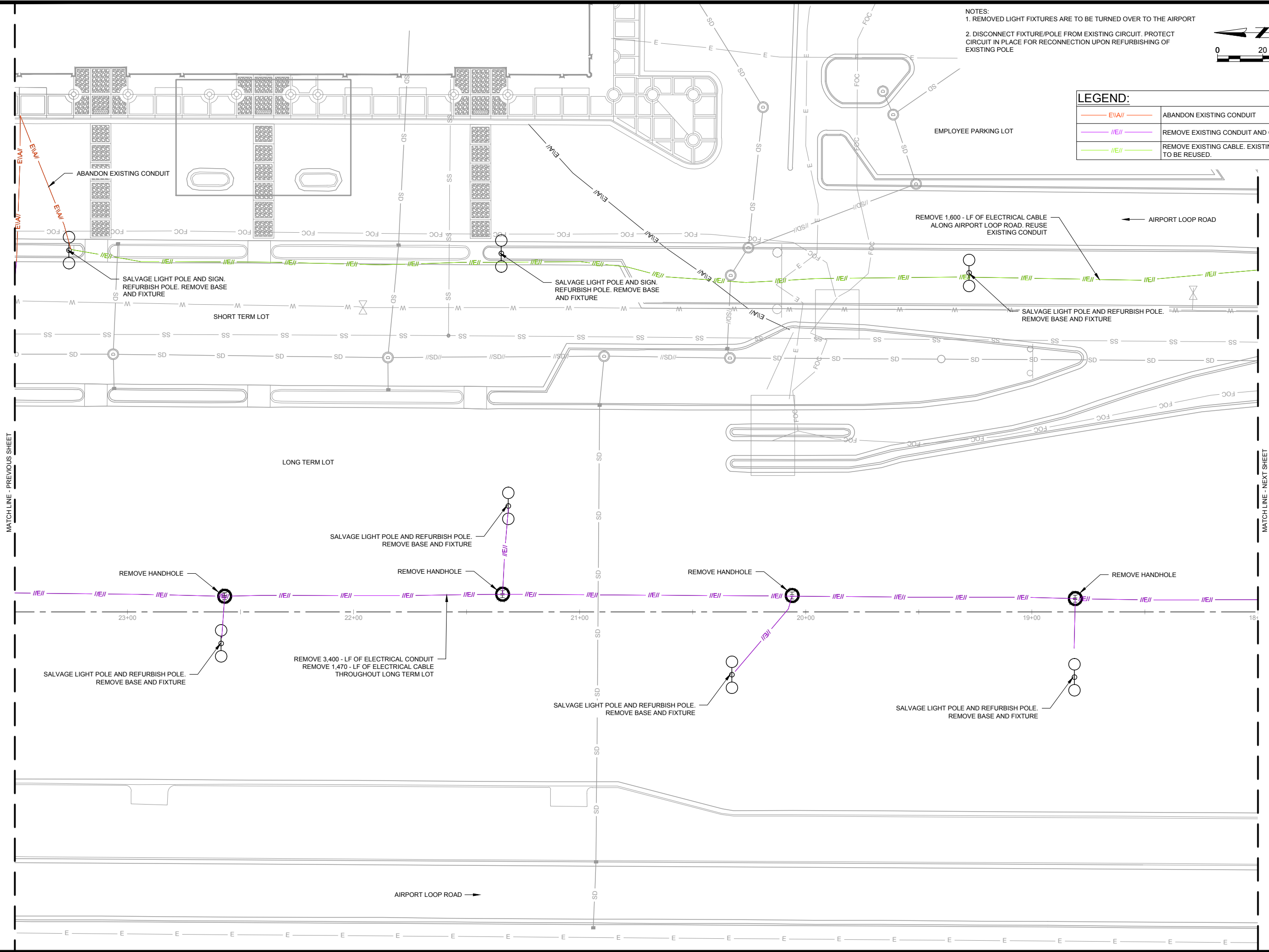
ELECTRICAL
REMOVALS

ISSUED

49 of 53

E-101

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8/19/2025 8:44:09 AM



NOTES:
1. REMOVED LIGHT FIXTURES ARE TO BE TURNED OVER TO THE AIRPORT
2. DISCONNECT FIXTURE/POLE FROM EXISTING CIRCUIT. PROTECT CIRCUIT IN PLACE FOR RECONNECTION UPON REFURBISHING OF EXISTING POLE

LEGEND:	
--- EWA/	ABANDON EXISTING CONDUIT
--- I/E/	REMOVE EXISTING CONDUIT AND CABLE
--- I/SD/	REMOVE EXISTING CABLE. EXISTING CONDUIT TO BE REUSED.

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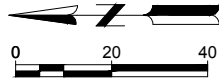
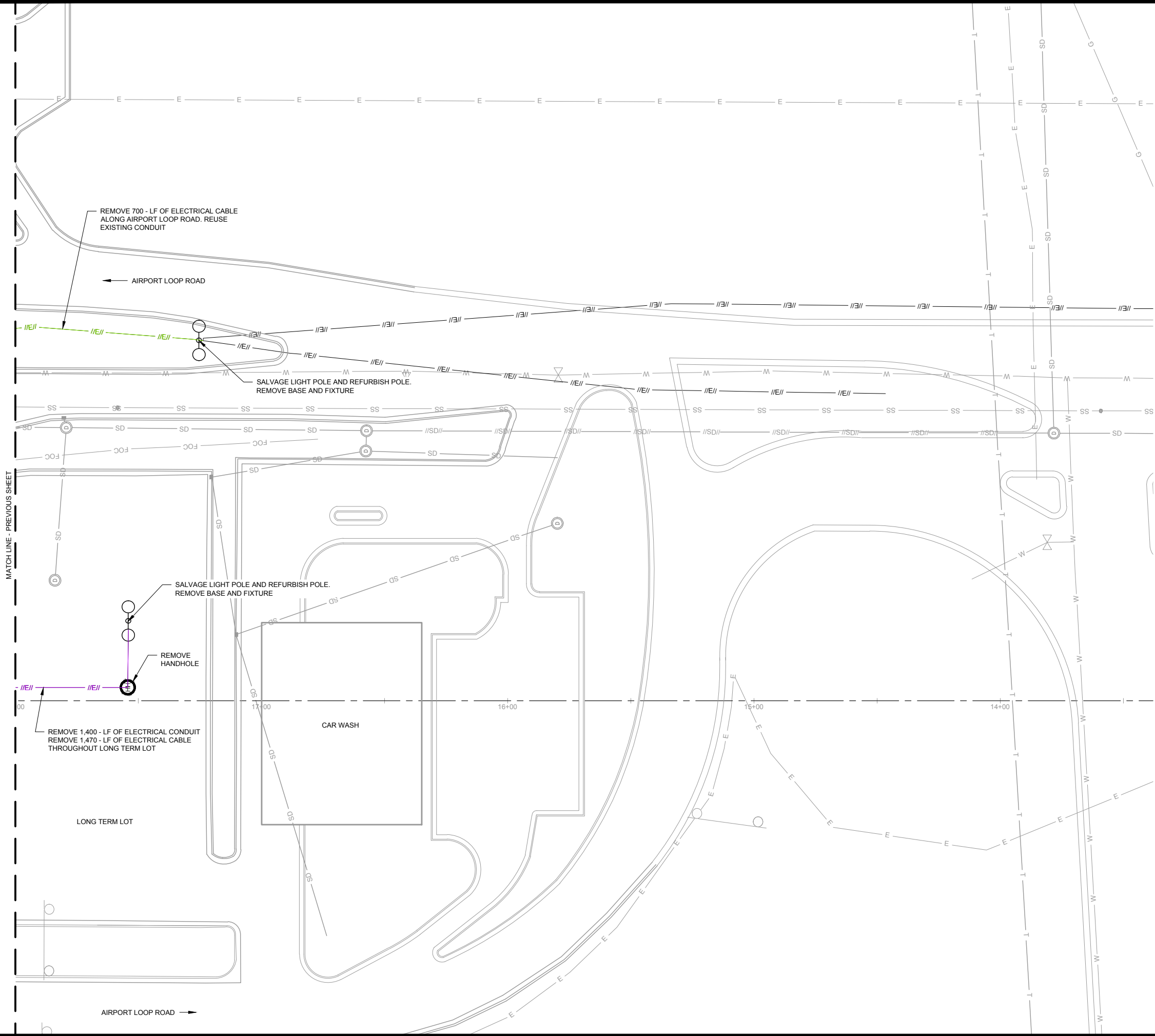
**LA CROSSE REGIONAL AIRPORT
RECONSTRUCT TERMINAL PARKING
LOT**
2850 Airport Rd.
La Crosse, WI 54603

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BOA NO.:	LSE1022
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SHEET CONTENTS
ELECTRICAL
REMOVALS

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8/19/2025 8:44:24 AM



- NOTES:
1. REMOVED LIGHT FIXTURES ARE TO BE TURNED OVER TO THE AIRPORT
 2. DISCONNECT FIXTURE/POLE FROM EXISTING CIRCUIT. PROTECT CIRCUIT IN PLACE FOR RECONNECTION UPON REFURBISHING OF EXISTING POLE

LEGEND:	
— E/W —	ABANDON EXISTING CONDUIT
— //E// —	REMOVE EXISTING CONDUIT AND CABLE
— //E// —	REMOVE EXISTING CABLE. EXISTING CONDUIT TO BE REUSED.

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LA CROSSE REGIONAL AIRPORT
RECONSTRUCT TERMINAL PARKING LOT

2850 Airport Rd.
La Crosse, WI 54603

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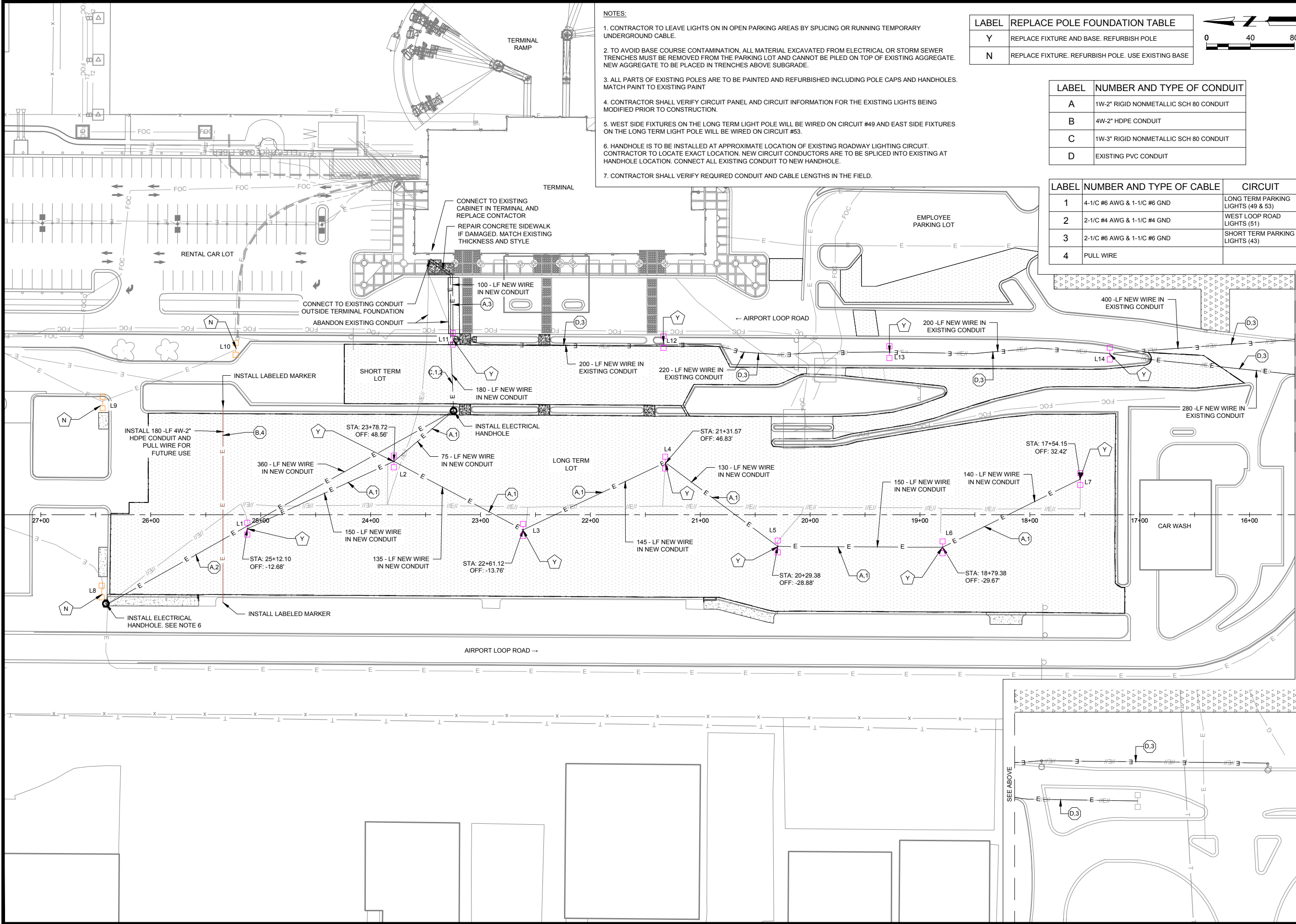
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DRAWN BY: DLU

CHECKED BY: MJK

SHEET CONTENTS

ELECTRICAL
REMOVALS



- NOTES:
1. CONTRACTOR TO LEAVE LIGHTS ON IN OPEN PARKING AREAS BY SPLICING OR RUNNING TEMPORARY UNDERGROUND CABLE.
 2. TO AVOID BASE COURSE CONTAMINATION, ALL MATERIAL EXCAVATED FROM ELECTRICAL OR STORM SEWER TRENCHES MUST BE REMOVED FROM THE PARKING LOT AND CANNOT BE PILED ON TOP OF EXISTING AGGREGATE. NEW AGGREGATE TO BE PLACED IN TRENCHES ABOVE SUBGRADE.
 3. ALL PARTS OF EXISTING POLES ARE TO BE PAINTED AND REFURBISHED INCLUDING POLE CAPS AND HANDHOLES. MATCH PAINT TO EXISTING PAINT
 4. CONTRACTOR SHALL VERIFY CIRCUIT PANEL AND CIRCUIT INFORMATION FOR THE EXISTING LIGHTS BEING MODIFIED PRIOR TO CONSTRUCTION.
 5. WEST SIDE FIXTURES ON THE LONG TERM LIGHT POLE WILL BE WIRED ON CIRCUIT #49 AND EAST SIDE FIXTURES ON THE LONG TERM LIGHT POLE WILL BE WIRED ON CIRCUIT #53.
 6. HANDHOLE IS TO BE INSTALLED AT APPROXIMATE LOCATION OF EXISTING ROADWAY LIGHTING CIRCUIT. CONTRACTOR TO LOCATE EXACT LOCATION. NEW CIRCUIT CONDUCTORS ARE TO BE SPLICED INTO EXISTING AT HANDHOLE LOCATION. CONNECT ALL EXISTING CONDUIT TO NEW HANDHOLE.
 7. CONTRACTOR SHALL VERIFY REQUIRED CONDUIT AND CABLE LENGTHS IN THE FIELD.

LABEL	REPLACE POLE FOUNDATION TABLE
Y	REPLACE FIXTURE AND BASE. REFURBISH POLE
N	REPLACE FIXTURE. REFURBISH POLE. USE EXISTING BASE



LABEL	NUMBER AND TYPE OF CONDUIT
A	1W-2" RIGID NONMETALLIC SCH 80 CONDUIT
B	4W-2" HDPE CONDUIT
C	1W-3" RIGID NONMETALLIC SCH 80 CONDUIT
D	EXISTING PVC CONDUIT

LABEL	NUMBER AND TYPE OF CABLE	CIRCUIT
1	4-1/C #6 AWG & 1-1/C #6 GND	LONG TERM PARKING LIGHTS (49 & 53)
2	2-1/C #4 AWG & 1-1/C #4 GND	WEST LOOP ROAD LIGHTS (51)
3	2-1/C #6 AWG & 1-1/C #6 GND	SHORT TERM PARKING LIGHTS (43)
4	PULL WIRE	

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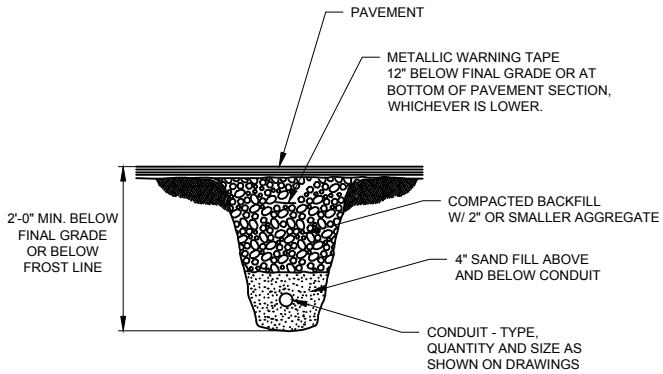
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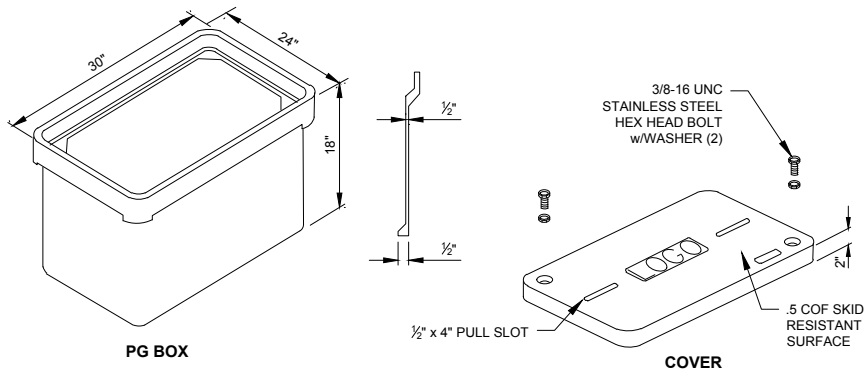
SHEET CONTENTS
ELECTRICAL LAYOUT
PLAN

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E-201



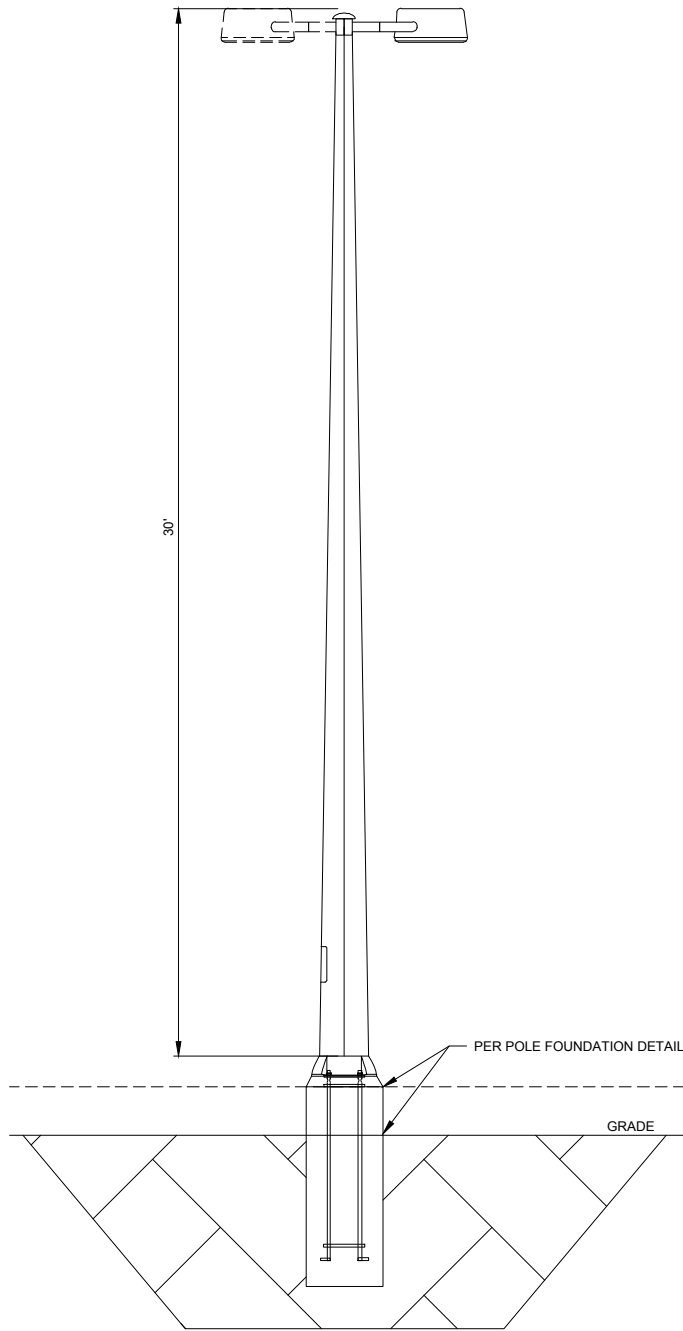
3 ELECTRICAL WIRE INSTALLATION DETAIL
NO SCALE



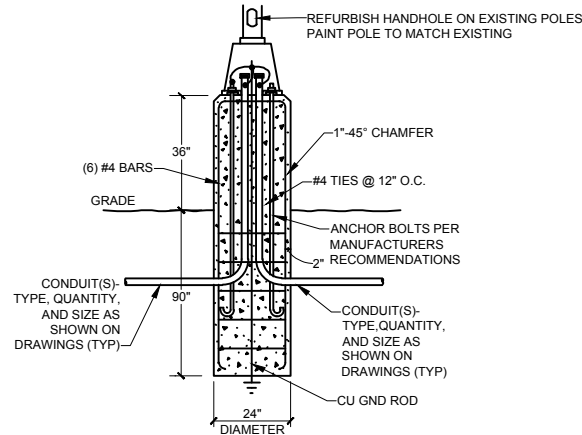
POLYMER CONCRETE HANDHOLE / QUAZITE PULL BOX NOTES

1. QUAZITE PULL BOXES SHALL REST ON 6" MINIMUM GRANULAR BACKFILL (INCIDENTAL TO ELECTRICAL HANDHOLE - TYPE 1 INSTALLATION).
2. HANDHOLES SHALL BE SET 1" ABOVE ADJACENT GRADE. SHAPE GRADE AT HANDHOLES AS NECESSARY TO DRAIN AWAY FROM HANDHOLE ON ALL SIDES.

4 TYPE 1 POLYMER CONCRETE HANDHOLE DETAIL
NO SCALE



2 POLE DETAIL
NO SCALE



1 POLE BASE DETAIL
NO SCALE

LUMINAIRE NOTES:

1. LUMINAIRES ARE TO BE GARDCO FORM TEN S-MA20-P-P11-840-G1-3-AR1-UNV-F3 OR APPROVED EQUAL. MATCH COLOR TO EXISTING POLE AND LUMINAIRE