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November 17, 2020

NOTICE OF ADDENDUM  
ADDENDUM NO. 1  
CONTRACT NO. 8498  
ROCKSTREAM DRIVE ASSESSMENT DISTRICT – 2020

Revise and amend the contract document(s) for the above project as stated in this addendum, otherwise, the original document shall remain in effect.

**BID SUBMISSION AND OPENING DATE:**

REMOVE AND REPLACE PAGE A-1 OF SECTION A: ADVERTISEMENT FOR BID AND INSTRUCTION TO BIDDERS with the attached page A-1. The Bid submission deadline has been extended. AN ADDITIONAL ADDENDUM WILL BE ISSUED AT A FUTURE DATE TO REVISE AND CLARIFY EXCAVATION CUT QUANTITIES.

PREQUALIFICATION APPLICATION DUE (2:00 P.M.): November 25, 2020

BID SUBMISSION (2:00 P.M.): December 3, 2020

BID OPEN (2:30 P.M.): December 3, 2020

**PLANS:**

U-7: Railing detail added.

U-9: Clarified structure types.

Sincerely,

*RF- Greg Fries* for...

Robert F. Phillips, P.E.  
City Engineer

RFP:AJZ

# SECTION A: ADVERTISEMENT FOR BIDS AND INSTRUCTIONS TO BIDDERS

## REQUEST FOR BID FOR PUBLIC WORKS CONSTRUCTION CITY OF MADISON, WISCONSIN

### A BEST VALUE CONTRACTING MUNICIPALITY

PROJECT NAME:	ROCKSTREAM DRIVE ASSESSMENT DISTRICT - 2020
CONTRACT NO.:	8498
SBE GOAL	7%
BID BOND	5%
SBE PRE BID MEETING	See Pre Bid Meeting info below
PREQUALIFICATION APPLICATION DUE (2:00 P.M.)	November 25, 2020
BID SUBMISSION (2:00 P.M.)	December 3, 2020
BID OPEN (2:30 P.M.)	December 3, 2020
PUBLISHED IN WSJ	November 5 & 12, 2020

**SBE PRE BID MEETING:** Small Business Enterprise Pre-Bid Meetings are not being held in person at this time. Contractors can schedule one-on-one phone calls with Juan Pablo Torres Meza in Affirmative Action to count towards good faith efforts. Juan Pablo can be reached at 608-261-9162 or by email, [jtorresmeza@cityofmadison.com](mailto:jtorresmeza@cityofmadison.com).

**PREQUALIFICATION APPLICATION:** Forms are available on our website, [www.cityofmadison.com/business/pw/forms.cfm](http://www.cityofmadison.com/business/pw/forms.cfm). If not currently prequalified in the categories listed in Section A, an amendment to your Prequalification will need to be submitted prior to the same due date. Postmark is not applicable.

**BIDS TO BE SUBMITTED:** by hand to 1600 EMIL ST., MADISON, WI 53713 or online at [www.bidexpress.com](http://www.bidexpress.com).

THE BID OPENING is at 1600 EMIL ST., MADISON, WI 53713.

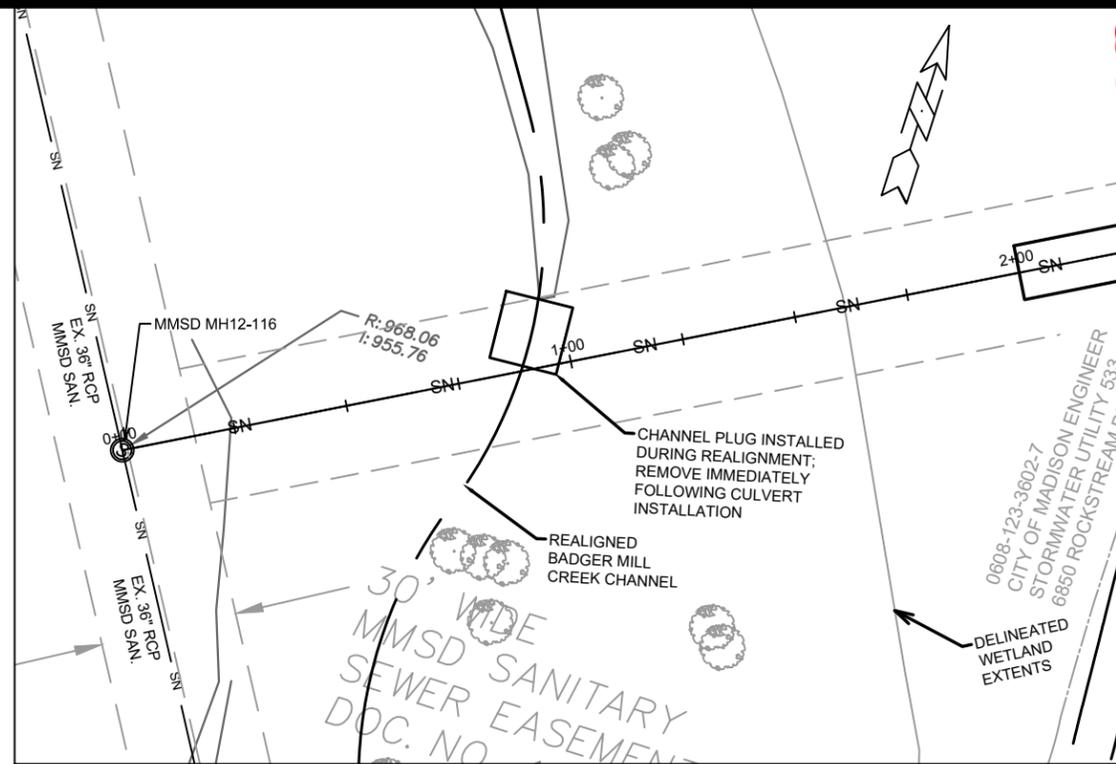
The process for submission of bids has not changed. Bids may be submitted on line through Bid Express or in person at 1600 Emil St. Please note that the doors at 1600 Emil St. are locked, but there is a sign with phone numbers on the door. Please call one of the numbers and staff will come to the door to get your bid. Until further notice, the bid openings will be closed to the public to support the guidance of social distancing as the City responds to responsively to COVID-19 impacts to services. The bids will be posted on line after the bid opening. If you have any questions, please call Alane Boutelle at 608-267-1197, or John Fahrney at 608-266-9091.

#### STANDARD SPECIFICATIONS

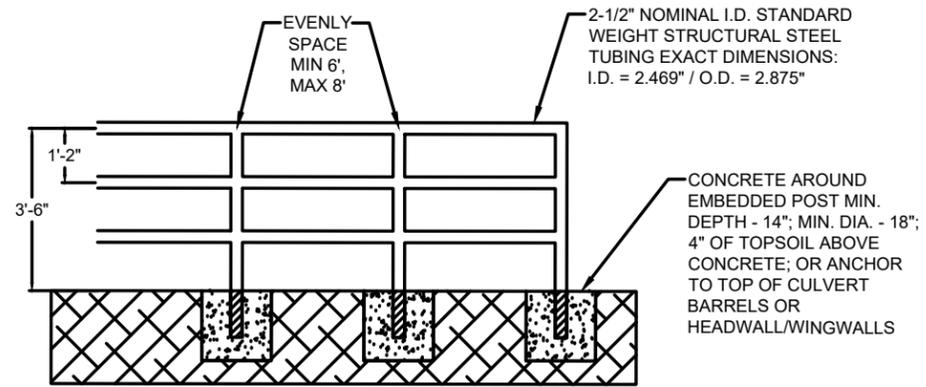
The City of Madison's Standard Specifications for Public Works Construction - 2020 Edition, as supplemented and amended from time to time, forms a part of these contract documents as if attached hereto.

These standard specifications are available on the City of Madison Public Works website, [www.cityofmadison.com/Business/PW/specs.cfm](http://www.cityofmadison.com/Business/PW/specs.cfm).

The Contractor shall review these Specifications prior to preparation of proposals for the work to be done under this contract, with specific attention to Article 102, "BIDDING REQUIREMENTS AND CONDITIONS" and Article 103, "AWARD AND EXECUTION OF THE CONTRACT." For the convenience of the bidder, below are highlights of three subsections of the specifications.



**STORM DETAIL 1: BADGER MILL CREEK CHANNEL PLUG REMOVAL**



**GENERAL RAILING NOTES:**

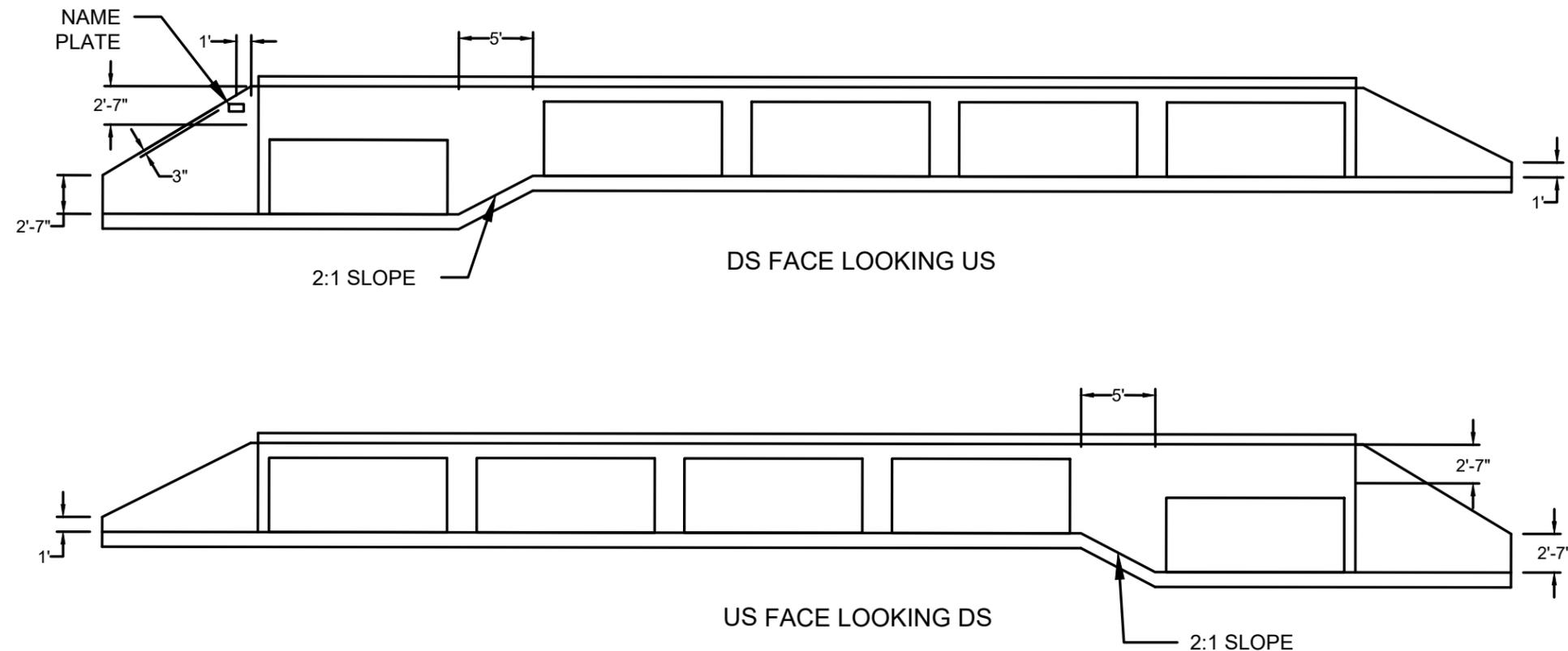
RAIL SHALL BE PAINTED BLACK (RAL 9005 OR EQUIVALENT).

ALL PIPES SHALL BE CUT TO FIT AND JOINTS SHALL BE WELDED CONTINUOUSLY AROUND THE PERIMETER TO ENSURE A BURR FREE AND STRUCTURALLY SOUND CONNECTION.

IN ON A SLOPE, THE POSTS SHOULD REMAIN VERTICAL AND THE RAILS SLOPED WITH THE GROUND OR WINGWALL.

**STORM DETAIL 2: CULVERT RAILING DETAILS**

**STORM DETAIL 3: BOX CULVERT B-13-894 WINGWALL LAYOUT & DIMENSIONS (SEE S.D.D. 5.5.1 A&B FOR DETAILS AND REINFORCEMENT)**



MARK	REVISION	DATE	BY
1	ADDED RAILING DETAIL	11/13/2020	

Designed By: MAA Date: 11/13/2020 9:13 AM Scale: #####/###  
12694

12694  
MADISON, WI  
8498  
CONTRACT NO:

U-7  
STORM DETAILS  
M:\DESIGN\Projects\12694\CAD\Sanitary\12694SAN-STM.dwg



12310  
U-7

# STORM SEWER SCHEDULE

\*REVISED 11/13/2020: H INLET TYPES REVISED FOR CONSISTENCY

ROCKSTREAM DRIVE PROJECT NO. 12694	SHEET NO. U-9
STORM SEWER SCHEDULE	
CITY OF MADISON	

## PROPOSED STORM STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
<b>ROCKSTREAM DRIVE</b>							
S1	122+23.0	RT-59.6	18" RC AE	-	978.24	-	SEE S.D.D. 5.4.1
S2	122+36.9	RT-25.5	3X3 AS	981.74	978.41	3.33	FP; w/ R-1550-0054
S3	120+25.0	RT-17.5	H INLET	982.34	979.47	2.87	FP; w/ R-3067-7004-V
S3-A	120+25.0	LT-17.5	H INLET	982.34	979.64	2.70	FP; w/ R-3067-7004-V
S4	119+07.1	RT-17.5	H INLET	982.84	980.06	2.79	FP; w/ R-3067-7004-V
S4-A	119+07.1	LT-17.5	H INLET	982.84	980.23	2.62	FP; w/ R-3067-7004-V
S5	122+45.0	RT-21.5	PRECAST H INLET	981.59	978.47	3.12	w/ R-3067-7004-V
S5-A	122+45.0	LT-20.5	H INLET	981.60	978.68	2.93	FP; w/ R-3067-7004-V
S6	106+20.1	RT-53.6	24" RC AE	-	970.50	-	SEE S.D.D. 5.4.1
S6-A	106+32.8	RT-19.4	TYPE II TERR. INLET	974.57	970.85	3.72	[1]; FP; w/ R-3067-7004-V
S6-B	106+32.6	LT-16.8	PRECAST H INLET	974.57	971.02	3.56	w/ R-3067-7004-V
S7	104+53.0	RT-17.0	TAP	-	961.60	-	[6]
S8	103+65.0	RT-15.5	3X3 AS	970.45	964.46	6.00	w/ R-3067-7004-V
S8-A	103+65.0	LT-15.5	PRECAST H INLET	970.45	965.86	4.60	w/ R-3067-7004-V
S9	103+14.3	RT-15.5	5X5 AS	970.46	964.70	5.76	w/ R-3067-7004-V
S9-A	103+15.3	LT-15.5	PRECAST H INLET	970.46	966.10	4.36	w/ R-3067-7004-V
S10	100+58.0	RT-7.9	3X3 AS	971.74	966.74	5.00	FP; w/ R-1550-0054
S12	104+97.7	RT-53.5	WINGWALL	969.20	960.10	9.10	[2]
S13	104+97.7	LT-54.5	WINGWALL	969.40	960.30	9.10	[2]
<b>AMBLESIDE DRIVE</b>							
S11	201+73.0	RT-15.5	PRECAST H INLET	970.41	966.15	4.26	w/ R-3067-7004-V
S11-A	201+73.0	LT-15.5	PRECAST H INLET	970.41	966.55	3.86	w/ R-3067-7004-V
S11-B	201+77.7	LT-33.0	3X3 AS	970.60	966.62	3.98	w/ R-1878-B7G

## PROPOSED STORM PIPES

PIPE NO.	FROM (DISCH.)	TO (INLET)	DISCH. E.I.	INLET E.I.	PLAN (PAY) LGTH (FT)	PIPE LGTH (FT)	SLOPE (%)	PIPE SIZE	PIPE TYPE	NOTES
<b>ROCKSTREAM DRIVE</b>										
P1	S1	S2	978.24	978.41	36.9	34.4	0.50%	18"	TYPE I	-
P2	S2	S3	978.41	979.47	212.1	209.6	0.50%	15"	TYPE I	-
P3	S3	S4	979.47	980.06	117.9	115.9	0.50%	12"	TYPE I	-
P4	S2	S5	978.41	978.47	8.3	5.7	1.00%	12"	TYPE I	-
P5	S5	S5-A	978.47	978.68	44.0	41.0	0.50%	12"	TYPE I	-
P6	S3	S3-A	979.47	979.64	37.0	34.0	0.50%	12"	TYPE I	-
P7	S4	S4-A	980.06	980.23	37.0	34.0	0.50%	12"	TYPE I	-
P8	S6	S6-A	970.50	970.85	37.7	34.6	1.00%	24"	TYPE I	-
P9	S6-A	S6-B	970.85	971.02	37.1	34.0	0.50%	12"	TYPE I	-
P10	S7	S8	961.60	964.46	90.5	89.5	3.19%	27"	TYPE I	-
P10-A	S8	S8-A	965.71	965.86	33.0	30.0	0.50%	12"	TYPE I	-
P11	S8	S9	964.46	964.70	50.9	48.9	0.50%	27"	TYPE I	-
P11-A	S9	S9-A	965.95	966.10	33.0	30.0	0.50%	12"	TYPE I	-
P12	S9	S10	965.45	966.74	260.2	257.6	0.50%	18"	TYPE I	-
P13	S9	S11	965.70	966.15	92.8	90.1	0.50%	15"	TYPE I	-
P16	S12	S13	960.10	960.30	108.0	108.0	0.19%	12'X5'	RCBC	[3]; [5]
P17	S12	S13	962.70	962.90	108.0	108.0	0.19%	12'X5'	RCBC	[4]; [5]
P18	S12	S13	962.70	962.90	108.0	108.0	0.19%	12'X5'	RCBC	[4]; [5]
P19	S12	S13	962.70	962.90	108.0	108.0	0.19%	12'X5'	RCBC	[4]; [5]
P20	S12	S13	962.70	962.90	108.0	108.0	0.19%	12'X5'	RCBC	[4]; [5]
<b>AMBLESIDE DRIVE</b>										
P14	S11	S11-A	966.40	966.55	33.0	30.0	0.50%	12"	TYPE I	-
P15	S11-A	S11-B	966.55	966.62	17.0	14.0	0.50%	12"	TYPE I	-

## UTILITY LINE OPENINGS (ULOs)

ULO NO.	STATION	LOCATION (OFFSET)	TYPE	TOP ELEV.
ULO1	101+77.8	RT-2.1	WATER	-
ULO2	101+98.1	RT-37.0	WATER	-
ULO3	122+59.0	CL	TEL	-
ULO4	122+68.0	CL	FO	-
ULO5	122+71.0	CL	FO	-
ULO6	122+73.0	CL	FO	-
ULO7	100+52.0	RT-2.4	SAN	-

## SPECIFIC NOTES:

- [1] SEE S.D.D. 5.7.12A
- [2] SEE S.D.D. 5.5.1 A & B
- [3] SET BOX CULVERT SECTIONS TO PROVIDE 5 FT SPACING BETWEEN EXTERIOR WALLS OF P16 AND P17; FILL VOID WITH COMPACTED BACKFILL PER SPECIFICATIONS IN CONTRACT
- [4] SET BOX CULVERT SECTIONS TO PROVIDE A MINIMUM OF 3 INCHES SPACING BETWEEN EXTERIOR WALLS OF P17, P18, P19, AND P20; FILL VOIDS WITH SLURRY PER SPECIFICATIONS IN CONTRACT
- [5] GROUP OF BOX CULVERTS ASSIGNED WISDOT STRUCTURE NUMBER B-13-894
- [6] INSTALL 27" PIPE GRATE AT OUTLET, PER BID ITEM 90035

## STANDARD NOTES:

-PLAN LENGTH (PAY LENGTH) IS FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE. PIPE LENGTH IS ACTUAL LENGTH OF PIPE FROM STRUCTURE WALL TO STRUCTURE WALL. SLOPE CALCULATED USING PIPE LENGTH.

-KOR N SEAL BOOTS OR EQUIVALENT SHALL BE USED FOR ALL PIPE CONNECTIONS TO PRECAST INLETS. IN ADDITION, KOR N SEAL BOOTS SHALL BE REQUIRED FOR ANY TYPE II PIPE CONNECTIONS TO SAS STORM STRUCTURES. CONCRETE COLLARS OR KOR N SEAL MAY BE USED FOR ANY RCP OR HERCP CONNECTIONS TO SAS STORM STRUCTURES.

-ALL REBAR FOR FIELD POURED STRUCTURES SHALL BE EPOXY COATED. ANY EXPOSED STEEL SHALL BE TOUCHED UP OR RECOATED PRIOR TO USE.

-ALL FIELD POURED SAS STORM STRUCTURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE NEW STANDARD DETAIL DRAWING FOR 5.7.3. ALL PRECAST SAS STORM STRUCTURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD DETAIL DRAWING 5.7.5.

- ABBREVIATIONS: AE = APRON ENDWALL; RCP = REINFORCED CONCRETE PIPE; HERCP = HORIZONTAL ELLIPTICAL REINFORCED CONCRETE PIPE; DNA = DOES NOT APPLY; SAS = SEWER ACCESS STRUCTURE; LP = LOW POINT INLET STRUCTURE; FP = FIELD POURED STRUCTURE; TR = TOP OF CONCRETE ROOF; NCM = NO CROWN MATCH FOR PIPES; UD = UNDERDRAIN

- APPROXIMATE DISCHARGE E.I. GIVEN, ADJUST E.I. AND PIPE SLOPE IN THE FIELD.

- TOP OF CASTING GRADE GIVEN IS THE TOP OF CURB FOR INLET STRUCTURES AND THE FLOWLINE OF THE CLOSED CASTING FOR SAS'S.

- ALL REINFORCED CONCRETE PIPES TO BE CLASS III UNLESS OTHERWISE NOTED.

- SURVEYOR TO CONFIRM THAT ALL INLET STATION / OFFSETS LINE UP WITH PROPOSED CURB AND GUTTER.

- ALL STRUCTURES CALLED OUT AS FIELD POURED SHALL BE FIELD POURED. ALL OTHER STRUCTURES (NOT INDICATED AS FIELD POURED) SHALL BE SUBMITTED TO CITY ENGINEERING FOR APPROVAL IF PRECAST STRUCTURES ARE PREFERRED. CONTACT MATT ALLIE OF CITY ENGINEERING AT (608) 266-4058 FOR PRECAST APPROVALS, FAX SHOP DRAWINGS TO (608)264-9275, OR EMAIL SHOP DRAWINGS TO MALLIE@CITYOFMADISON.COM.