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**Principal Engineer 2**  
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Mark D. Moder, P.E.  
James M. Wolfe, P.E.  
**Facilities & Sustainability**  
Bryan Cooper, Principal Architect  
**Mapping Section Manager**  
Eric T. Pederson, P.S.  
**Financial Manager**  
Steven B. Danner-Rivers

November 30, 2020

NOTICE OF ADDENDUM  
ADDENDUM NO. 2  
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.

**SPECIAL PROVISIONS:**

**REMOVE AND REPLACE SECTION BID ITEM 20101 – EXCAVATION CUT BID ITEM 20202 – FILL BORROW BID ITEM 20205 – SELECT FILL WITH THE FOLLOWING:**

Work under this item shall include all excavation and fill required for the street shown on the cross sections as well as within the grading limits shown on the plans.

The plan quantity for excavation includes all necessary topsoil stripping under the new street. Reusing topsoil material from on-site shall be paid separately. Excavation Cut shall be paid as a pay plan quantity. These items shall be in accordance with Article 201 and 202 of the Standard Specifications.

City Engineering issued Construction Plans for 3840 Maple Grove Drive (Fiduciary Real Estate Development (FRED) – Maple Grove Drive) contract #8402 for the construction of Manchester Road, Fairhaven Road, improvements to Maple Grove Drive, and approximate subgrade placement on Rockstream Drive from STA 106+25 to STA 122+79.54.

No bulking/expansion or shrink factors were used in determining earthwork quantities for this project. The earthwork summary is shown on the title sheet for this project, and a more detailed summary of the earthwork quantities (unadjusted) is as follows:

Excavation Cut (Rockstream Drive & Ambleside Drive per cross sections)

- Estimated Usable Material (on-site under this contract as determined by Project Engineer): 4,500 CY
- Estimated Undercut under this contract (waste material, STA 100+43.31 to STA 106+25): 1,500 CY
- Estimated Topsoil Stripping under this contract (STA 100+43.31 to STA 106+25): 2,500 CY
  - o The Contractor shall add the topsoil stripped with this project onto the existing topsoil pile onsite.
  - o The Contractor shall leave the excess topsoil onsite for future use by the Parks department.
    - The excess topsoil pile shall be protected with silt fence, the silt fence shall be paid separately.

- The Contractor is not responsible for hauling away topsoil removed and piled onsite as part of City Construction Contract #8402 by others.
- Topsoil removal complete (STA 106+25 to STA 122+79.54) as part of City Construction Contract #8402 by others.

Total Unclassified Excavation (paid under item 20101).....8,500 CY

Select Fill (Rockstream Drive & Ambleside Drive cross sections, paid under item 20204).....2,800 CY

- Placed in fill areas where base course is above existing ground.
- 2-inches placed under sidewalk in select fill areas on top of fill borrow.
- 4,000 CY of on-site material excavated under contract #8402 by others is available and expected to be used for select fill areas.

Estimated Select Fill already completed from STA 106+25 to STA 122+75 as part of City Construction Contract #8402 by others.

Fill Borrow (Rockstream Drive & Ambleside Drive cross sections, paid under item 20202).....1,600 CY

- Placed in fill areas under terraces, sidewalk, and side slopes when above existing ground.
- The bid item shall pay for fill brought in from offsite.
- Known quantities show fill needed from offsite.
- Total fill needed (7,300 CY) – Onsite usable material (4,500 CY) – Onsite select fill material leftover (1,200 CY) = Fill needed from offsite (1,600 CY)
- Onsite excavated material used as fill is incidental to this item, approximately 4,500 CY.
- Materials cannot be mined onsite adjacent to the project.

Breaker Run Undercut (Rockstream Drive & Ambleside Drive per cross sections, paid under item 20219).....3,100 TON

It is assumed that 65% of Rockstream Drive (STA 100+43.31 to STA 106+25) and Ambleside Drive will have to be undercut and that material will be wasted. The Contractor shall place breaker run and Geosynthetic Reinforcement Fabric in the undercut areas.

\*The Developer (FRED) under City Construction Contract #8402 shall provide 4,000 CY of select fill for use in the Rockstream Drive greenway crossing. The select fill stockpile is stored on-site and shall be used by the Contractor under this contract. The Contractor may contract the Developer (FRED), Paul Schmitter, Director of Development, 414-274-8212, pschmitter@fred-inc.com. Any fill stockpile soil shall meet the requirements of the City of Madison Standard Specification 202.2(b) for select fill. Representative soil samples of the stockpiled select fill shall be tested to confirm the soil materials meet City of Madison Standard Specification 202.2(b) and the results submitted to City Engineering. Any excess select fill not used under this contract shall be removed by the Developer by August 1, 2021 to ensure hauling activities in the Rockstream Drive area are completed prior to final Rockstream Drive road construction and paving. The Developer is responsible for restoring all areas disturbed and receiving stockpiled select fill soil. The Developer is responsible for maintaining the erosion control measures around the select fill stockpile. The Contractor is responsible for any erosion control devices for the select fill stockpile that are disturbed under this contract.

**PROPOSAL**

Items have been revised, removed, and added to the proposal. See Bid Express.

Action	Bid Item	Description
REVISED	20101	EXCAVATION CUT
REMOVED	20140	GEOTEXTILE FABRIC TYPE SAS (NON-WOVEN)
ADDED	20241	RIPRAP FILTER FABRIC, TYPE HR

REVISED	20202	FILL BORROW
REMOVED	20204	SELECT FILL
ADDED	20205	SELECT FILL
REVISED	20219	BREAKER RUN
REVISED	21021	SILT FENCE – COMPLETE
REMOVED	40102	CRUSHED AGGREGATE BASE COURSE GRADATION NO. 2
REMOVED	40102	CRUSHED AGGREGATE BASE COURSE GRADATION NO. 2
ADDED	40102	CRUSHED AGGREGATE BASE COURSE GRADATION NO. 2

**PLANS:**

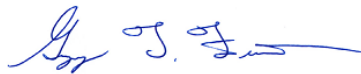
D-1: Update special notes.

D-2: Update special notes and remove uncut information on Rockstream STA 116+58.18 to STA 122+79.54.

U-9: Revised note for structure S6-A in storm schedule.

X-5 – X17: Update existing surface to reflect current site conditions.

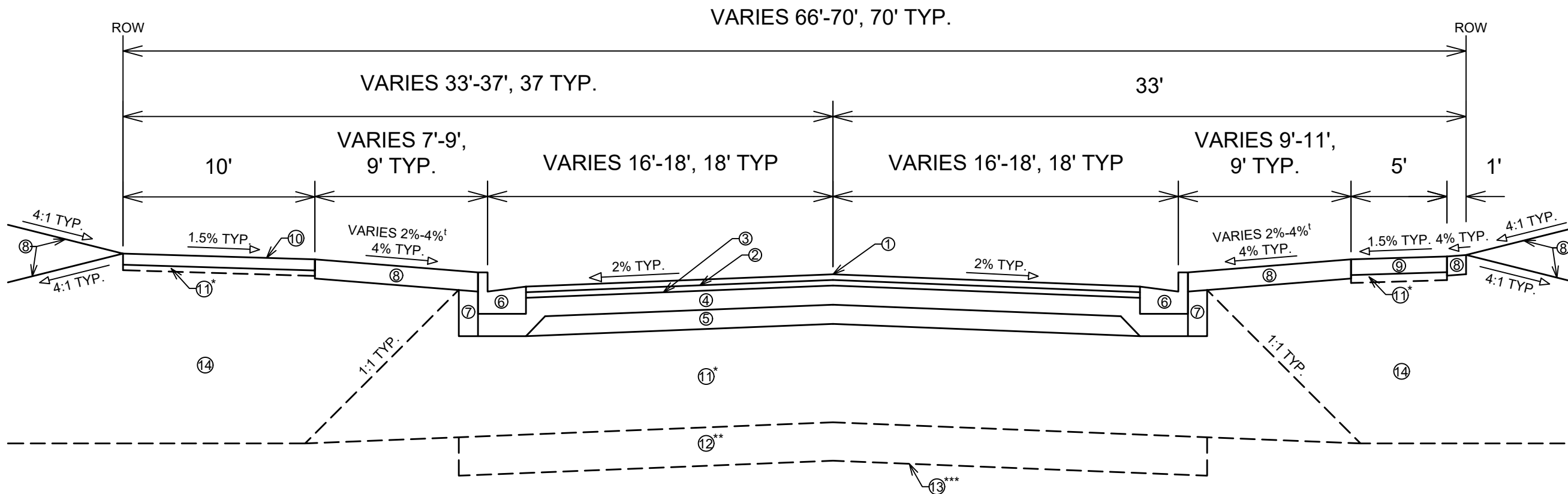
Sincerely,



for

Robert F. Phillips, P.E.  
City Engineer

RFP:AJZ



**SPECIAL NOTES:**

- TYPICAL SECTION NOT TO SCALE

- SEE X-SHEETS FOR CROSS SLOPES, EDGE OF PAVEMENT ELEVATIONS, & TOP OF CURB ELEVATIONS.

- ROCKSTREAM DRIVE SUBGRADE CONSTRUCTION BETWEEN STA 106+25.00 TO STA 113+25.00 PLACED BY OTHERS. AS PART OF THIS CONTRACT, THE CONTRACTOR SHALL RESHAPE SELECT FILL PLACED BY OTHERS.

- TOPSOIL REMOVAL COMPLETE (STA 106+25 TO STA 122+79.54) BY OTHERS.

- IF LOOSE SANDS ARE DISCOVERED BENEATH THE TOPSOIL, VIBRATORY COMPACTIVE EFFORT/DENSIFICATION AND SUBSEQUENT EVALUATION SHALL BE REQUIRED FOR STABILITY PRIOR TO PLACING SELECT FILL.

\*STA 100+46.08 - STA 106+25.00 SELECT FILL SHALL BE COMPLETED PER ARTICLE 202(c). REPRESENTATIVE SAMPLES OF PROPOSED FILL SHALL BE SUBMITTED TO THE CITY'S GEOTECH CONSULTANT FOR OPTIMUM MOISTURE-MAXIMUM DENSITY DETERMINATION (ASTM D1557) PRIOR TO THE START OF FILL PLACEMENT. THE SAMPLE SIZE SHALL BE APPROXIMATELY 50 LB. THE CITY'S GEOTECH CONSULTANT SHALL BE RETAINED TO PERFORM FIELD DENSITY TEST TO DETERMINE THE LEVEL OF COMPACTION BEING ACHIEVED IN THE FILL. THE TESTS SHALL GENERALLY BE CONDUCTED ON EACH LIFT AT THE BEGINNING OF FILL PLACEMENT AND AT A FREQUENCY MUTUALLY AGREED UPON BY THE PROJECT TEAM FOR THE REMAINDER OF THE PROJECT. STA 106+25 - STA 113+25 SELECT FILL PLACED AS PART OF CITY CONSTRUCTION CONTRACT #8402 BY OTHERS, SEE RESHAPING SELECT FILL SPECIAL BID ITEM.

\*\*TEST ROLLING (STA 100+46.08 - STA 106+25.00) SHALL BE COMPLETED PER ARTICLE 201.29(c) OF THE STANDARD SPECIFICATIONS.

\*\*\*GEOSYNTHETIC REINFORCEMENT FABRIC SHALL BE MIRIAFI RS580i OR AN APPROVED EQUAL. THE BREAKER RUN SHALL BE PLACED DIRECTLY OVER THE FABRIC.

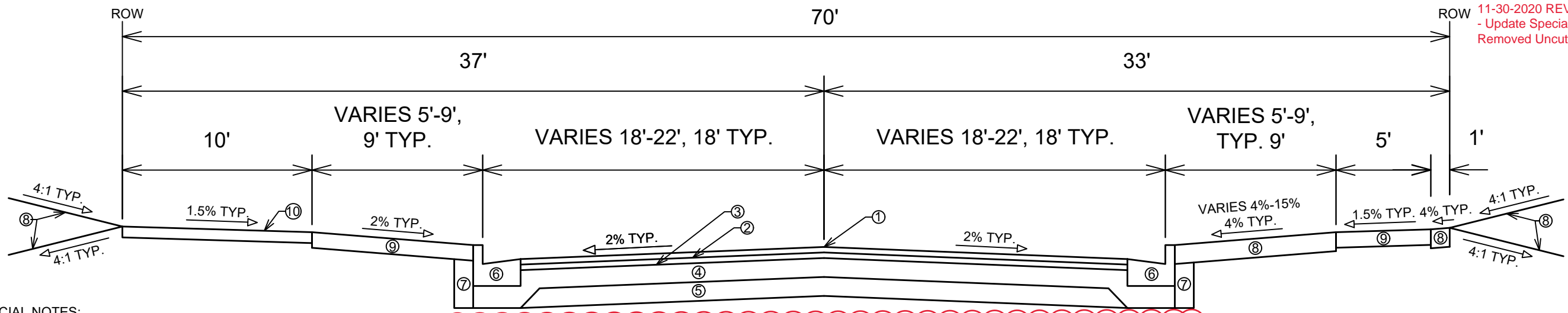
† 2% TERRACE STA 101+14.84 TO STA 101+24.84 LT & STA 103+06.41 TI 103+15.43 RT.

**TYPICAL SECTION  
ROCKSTREAM DRIVE  
STA 100+43.31 TO STA 116+58.18**

- ① POINT REFERRED TO ON PROFILE
- ② 2.00" HMA PAVEMENT, TYPE 4 LT 58-28 S (UPPER LAYER)
- ③ 2.50" HMA PAVEMENT, TYPE 3 LT 58-28 S (LOWER LAYER)
- ④ 6" GRADATION 2 CRUSHED AGGREGATE BASE COURSE (UPPER LAYER)
- ⑤ 6" GRADATION 1 CRUSHED AGGREGATE BASE COURSE (LOWER LAYER)
- ⑥ CONCRETE CURB AND GUTTER TYPE 'A', SEE P-SHEETS FOR LOCATIONS
- ⑦ FILL INCIDENTAL TO CURB AND GUTTER INSTALLATION
- ⑧ RESTORE DISTURBED AREAS W/ 6" TOPSOIL, SEED, AND EROSION MATTING
- ⑨ 5" CONCRETE SIDEWALK
- ⑩ 3.00" HMA PAVEMENT, TYPE 4 LT 58-28 S
- ⑪ \*SELECT FILL UNDER STREET, DEPTH VARIES; 2" UNDER SIDEWALK
- ⑫ \*\*12" BREAKER RUN AS NEEDED
- ⑬ \*\*\*GEOSYNTHETIC REINFORCEMENT FABRIC AS NEEDED
- ⑭ FILL BORROW

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CONTRACT NO:		
TYPICAL SECTIONS		
ROCKSTREAM DRIVE		
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11-30-2020 REVISION AJZ  
 - Update Special Notes &  
 Removed Uncut Information

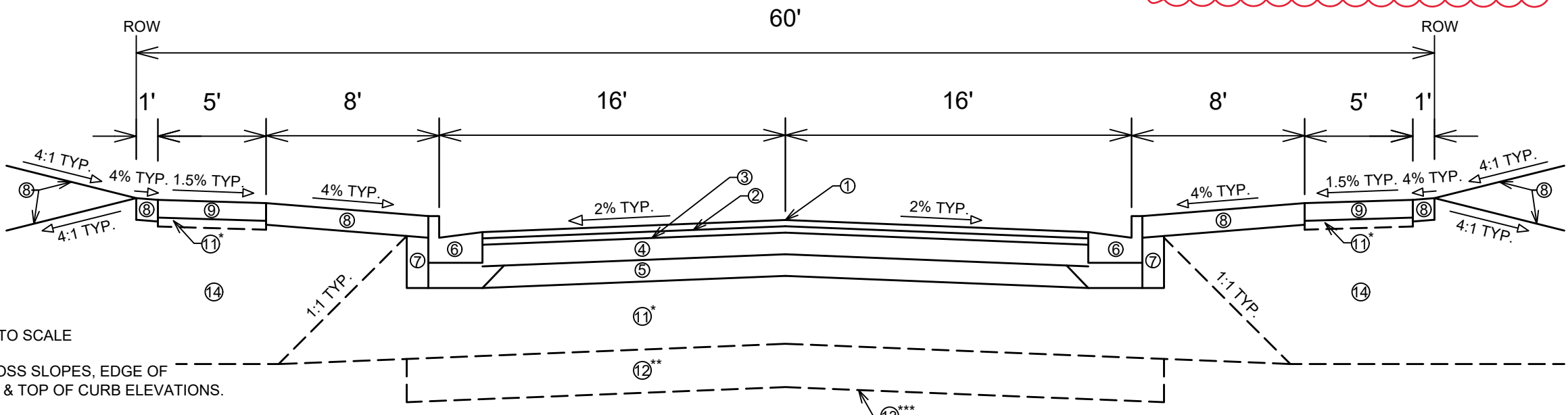


**SPECIAL NOTES:**

- TYPICAL SECTION NOT TO SCALE
- SEE X-SHEETS FOR CROSS SLOPES, EDGE OF PAVEMENT ELEVATIONS, & TOP OF CURB ELEVATIONS.
- TOPSOIL REMOVAL COMPLETE (STA 106+25 TO STA 122+79.54) BY OTHERS.

**TYPICAL SECTION  
 ROCKSTREAM DRIVE  
 STA 116+58.18 TO STA 122+79.54**

- ① POINT REFERRED TO ON PROFILE
- ② 2.00" HMA PAVEMENT, TYPE 4 LT 58-28 S (UPPER LAYER)
- ③ 2.50" HMA PAVEMENT, TYPE 3 LT 58-28 S (LOWER LAYER)
- ④ 6" GRADATION 2 CRUSHED AGGREGATE BASE COURSE (UPPER LAYER)
- ⑤ 6" GRADATION 1 CRUSHED AGGREGATE BASE COURSE (LOWER LAYER)
- ⑥ CONCRETE CURB AND GUTTER TYPE 'A', SEE P-SHEETS FOR LOCATIONS
- ⑦ FILL INCIDENTAL TO CURB AND GUTTER INSTALLATION
- ⑧ RESTORE DISTURBED AREAS W/ 6" TOPSOIL, SEED, AND EROSION MATTING
- ⑨ 5" CONCRETE SIDEWALK
- ⑩ 3.00" HMA PAVEMENT, TYPE 4 LT 58-28 S



**SPECIAL NOTES:**

- TYPICAL SECTION NOT TO SCALE
- SEE X-SHEETS FOR CROSS SLOPES, EDGE OF PAVEMENT ELEVATIONS, & TOP OF CURB ELEVATIONS.
- IF LOOSE SANDS ARE DISCOVERED BENEATH THE TOPSOIL, VIBRATORY COMPACTIVE EFFORT/DENSIFICATION AND SUBSEQUENT EVALUATION SHALL BE REQUIRED FOR STABILITY PRIOR TO PLACING SELECT FILL.

**TYPICAL SECTION  
 AMBLESIDE DRIVE  
 STA 200+44.58 TO STA 202+11.00**

- ① POINT REFERRED TO ON PROFILE
- ② 1.75" HMA PAVEMENT, TYPE 4 LT 58-28 S (UPPER LAYER)
- ③ 1.75" HMA PAVEMENT, TYPE 4 LT 58-28 S (LOWER LAYER)
- ④ 6" GRADATION 2 CRUSHED AGGREGATE BASE COURSE (UPPER LAYER)
- ⑤ 6" GRADATION 1 CRUSHED AGGREGATE BASE COURSE (LOWER LAYER)
- ⑥ CONCRETE CURB AND GUTTER TYPE 'A', SEE P-SHEETS FOR LOCATIONS
- ⑦ FILL INCIDENTAL TO CURB AND GUTTER INSTALLATION
- ⑧ RESTORE DISTURBED AREAS W/ 6" TOPSOIL, SEED, AND EROSION MATTING
- ⑨ 5" CONCRETE SIDEWALK
- ⑩ \*SELECT FILL, DEPTH VARIES
- ⑪ \*\*12" BREAKER RUN AS NEEDED
- ⑫ \*\*\*GEOSYNTHETIC REINFORCEMENT FABRIC AS NEEDED
- ⑬ FILL BORROW

\*STA 201+ - STA 202+25.00 SELECT FILL SHALL BE COMPLETED PER ARTICLE 202(c). REPRESENTATIVE SAMPLES OF PROPOSED FILL SHALL BE SUBMITTED TO THE CITY'S GEOTECH CONSULTANT FOR OPTIMUM MOISTURE-MAXIMUM DENSITY DETERMINATION (ASTM D1557) PRIOR TO THE START OF FILL PLACEMENT. THE SAMPLE SIZE SHALL BE APPROXIMATELY 50 LB. THE CITY'S GEOTECH CONSULTANT SHALL BE RETAINED TO PERFORM FIELD DENSITY TEST TO DETERMINE THE LEVEL OF COMPACTION BEING ACHIEVED IN THE FILL. THE TESTS SHALL GENERALLY BE CONDUCTED ON EACH LIFT AT THE BEGINNING OF FILL PLACEMENT AND AT A FREQUENCY MUTUALLY AGREED UPON BY THE PROJECT TEAM FOR THE REMAINDER OF THE PROJECT.

\*\*TEST ROLLING SHALL BE COMPLETED PER ARTICLE 201.29(c) OF THE STANDARD SPECIFICATIONS.

\*\*\*GEOSYNTHETIC REINFORCEMENT FABRIC SHALL BE MIRIAFI RS580i OR AN APPROVED EQUAL. THE BREAKER RUN SHALL BE PLACED DIRECTLY OVER THE FABRIC.

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 CONTRACT NO:

TYPICAL SECTIONS  
 ROCKSTREAM DRIVE  
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# STORM SEWER SCHEDULE

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

\*REVISED 11/19/2020: TERRACE INLET NOTES REVISED

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
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.

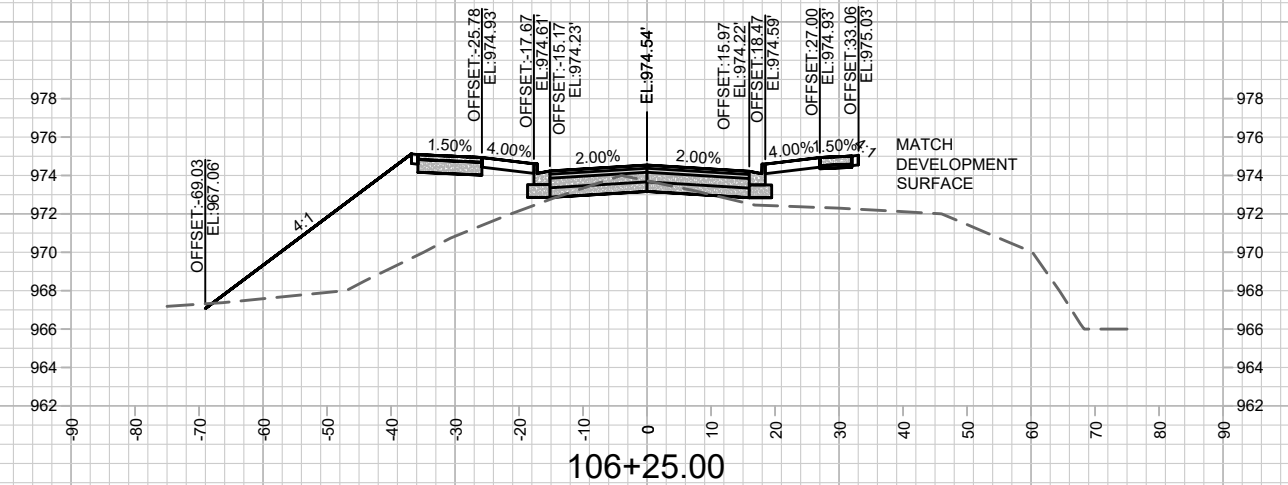
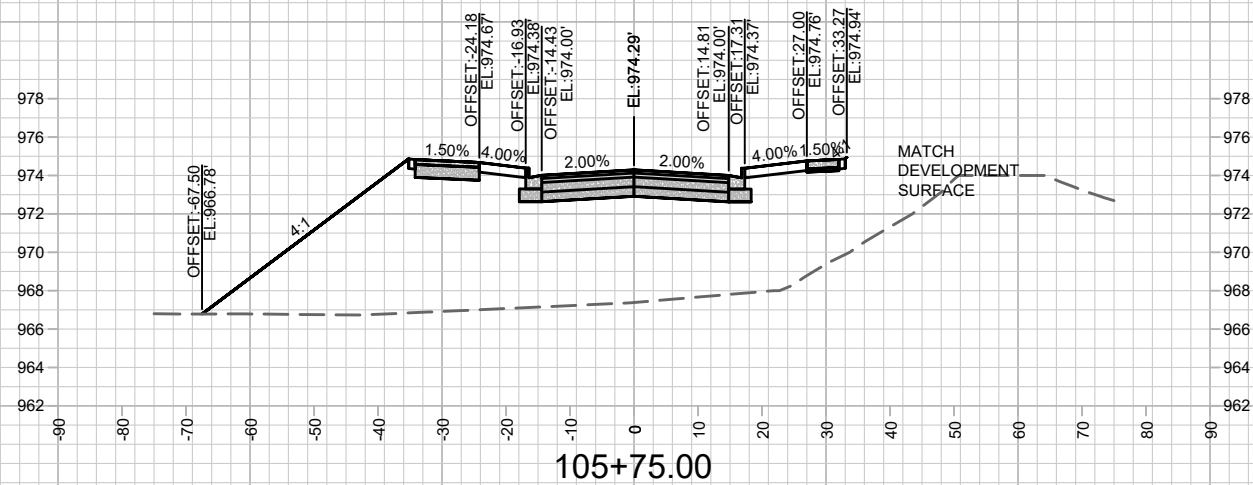
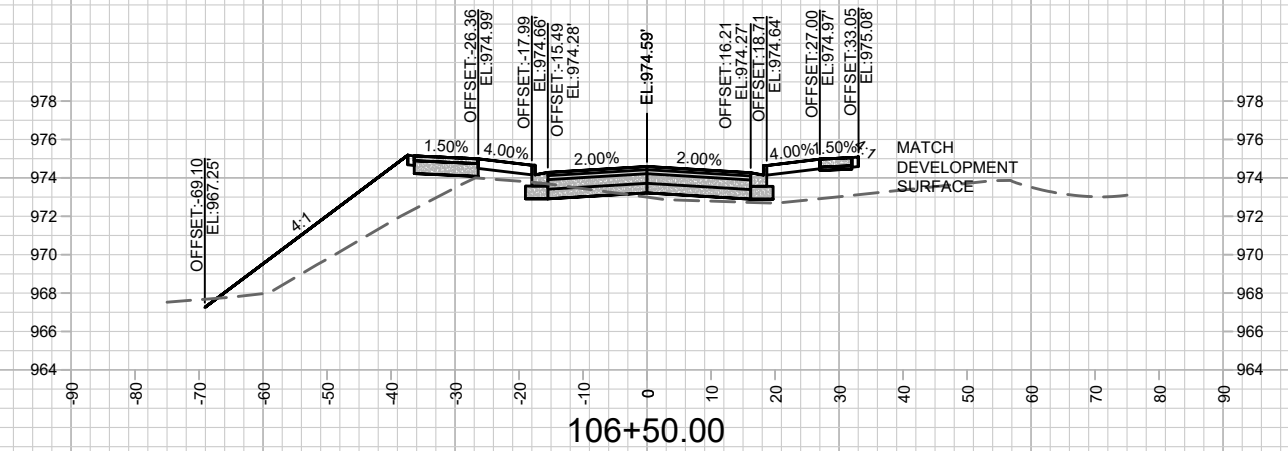
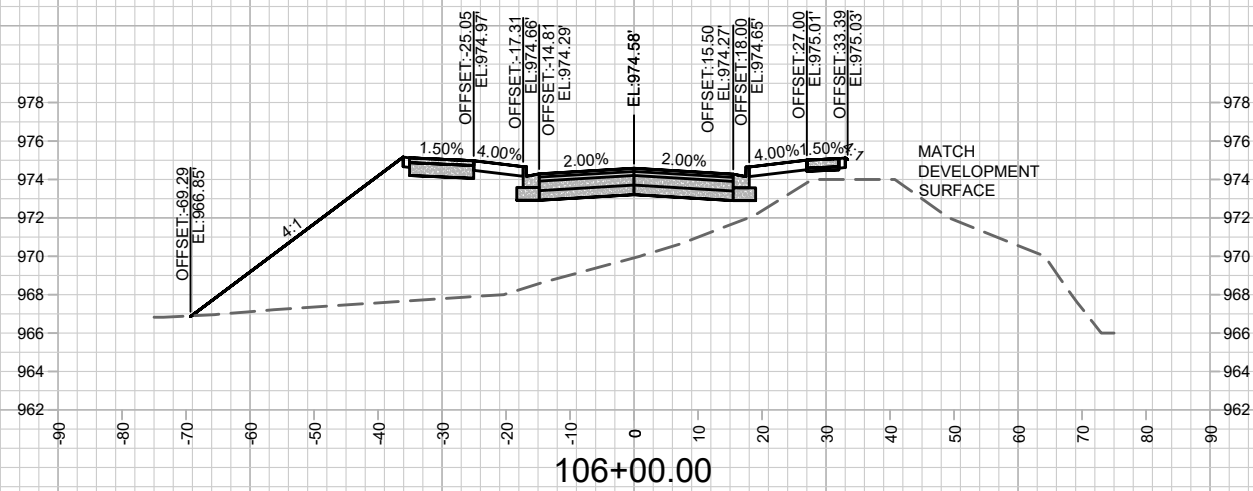
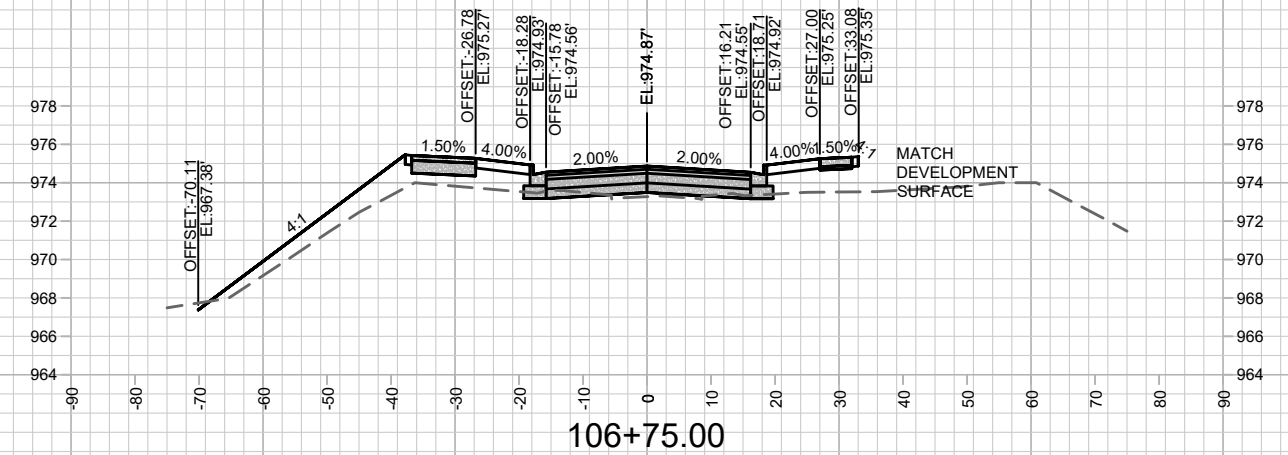
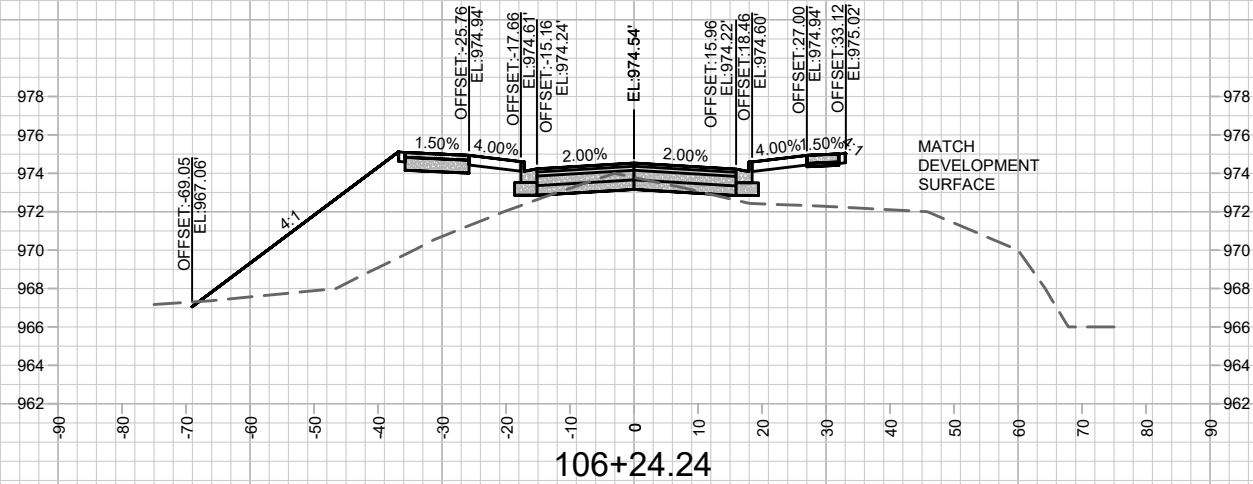
- TOP OF CASTING GRADE GIVEN IS THE TOP OF CURB FOR INLET STRUCTURES AND THE FLOWLINE OF THE CLOSED CASTING FOR SAS'S.

- 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.





MARK	REVISION	DATE	BY

12694  
 MADISON, WI  
 8498  
 CONTRACT NO:

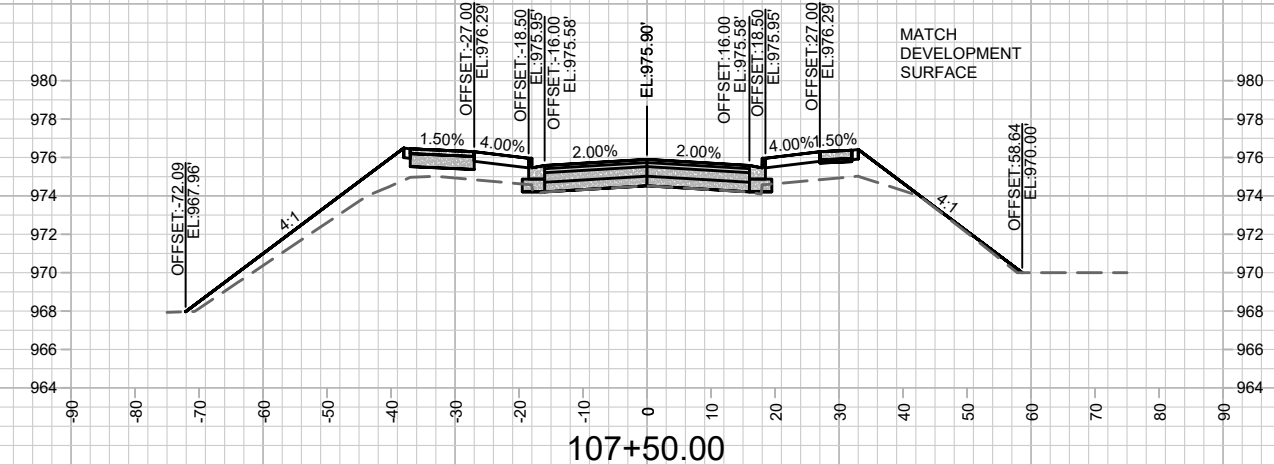
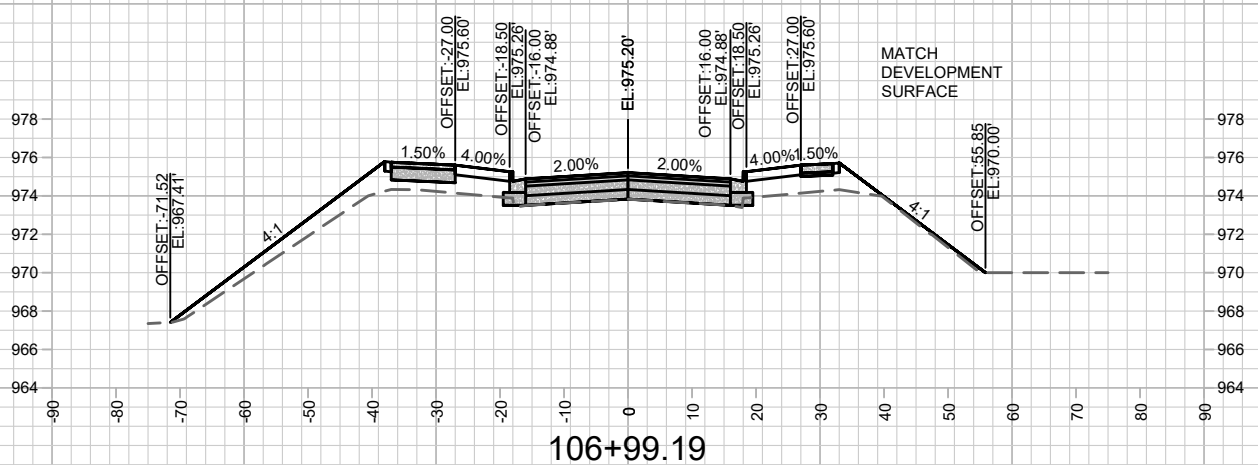
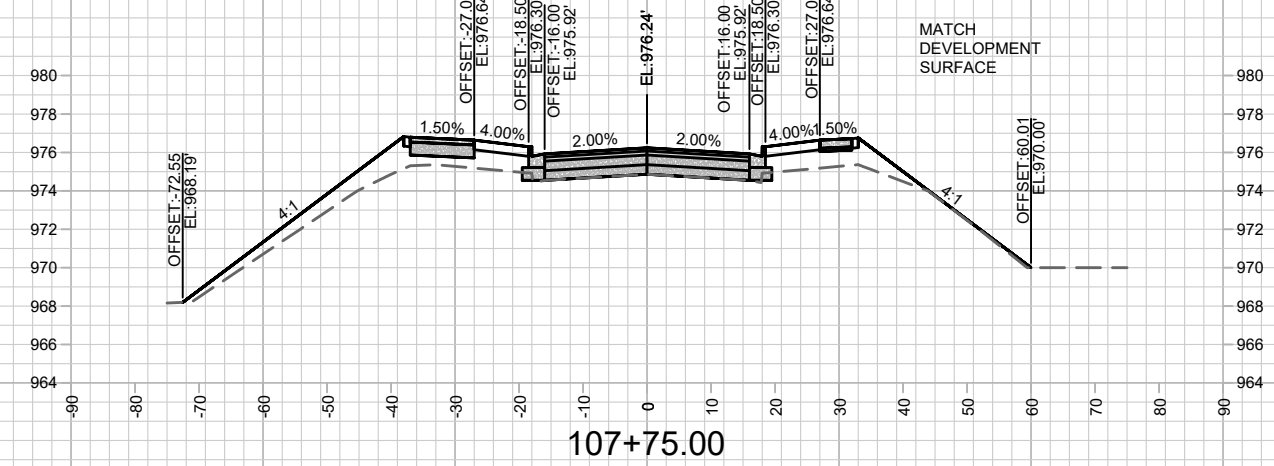
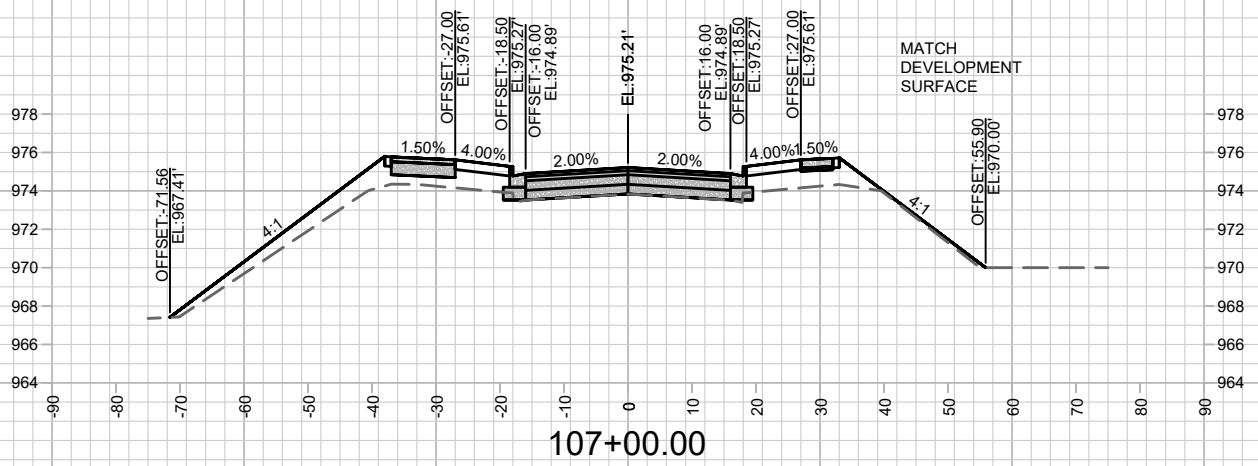
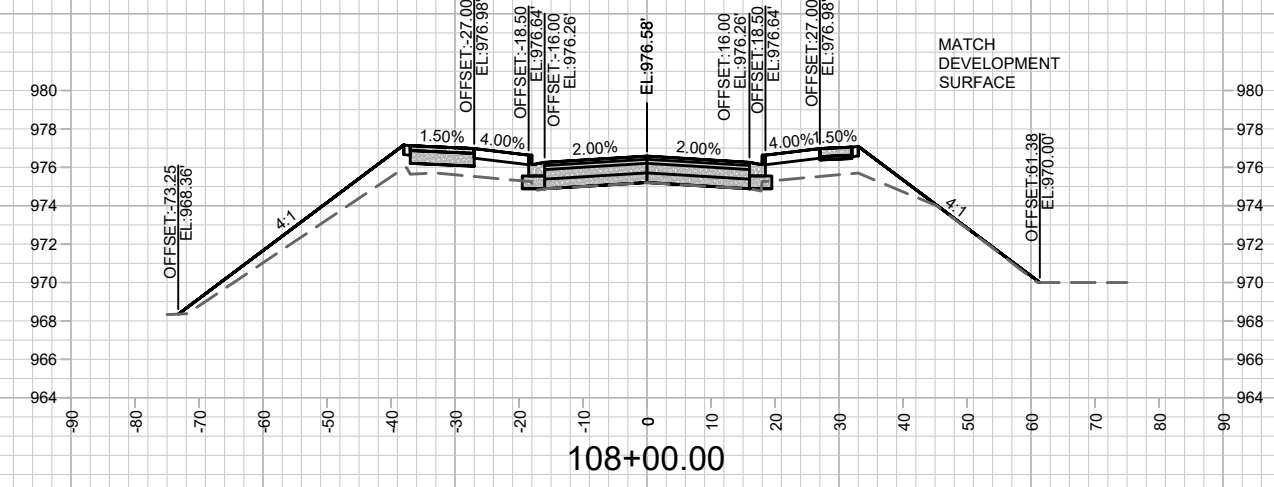
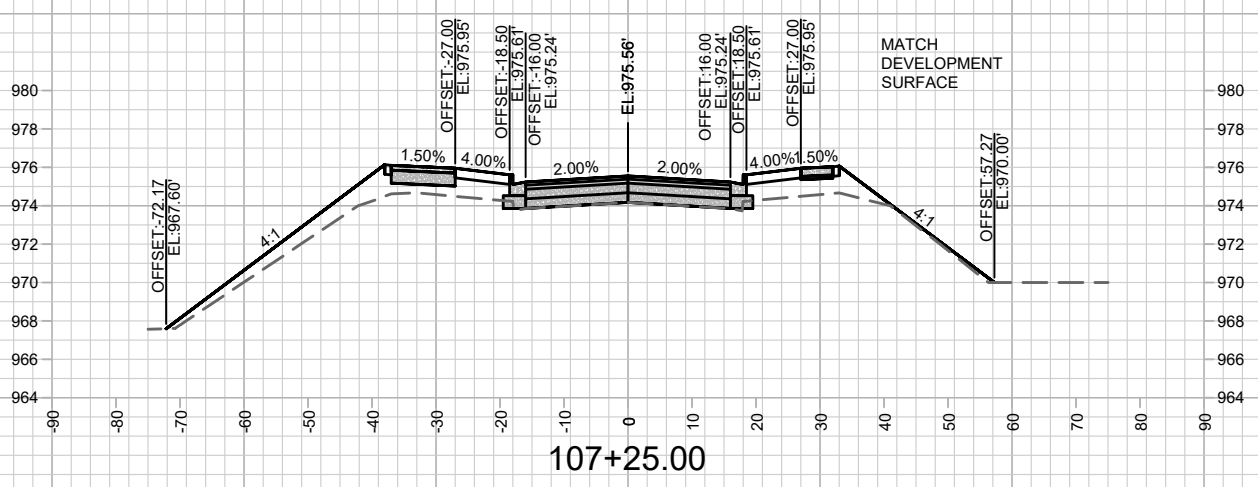
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CROSS SECTIONS  
 ROCKSTREAM DRIVE



12694  
 X-5

11-30-2020 REVISION AJZ  
 - Updated Existing Surface



MARK	REVISION	DATE	BY

12694  
 MADISON, WI  
 8498  
 CONTRACT NO:

12694  
 MADISON, WI  
 8498  
 CONTRACT NO:

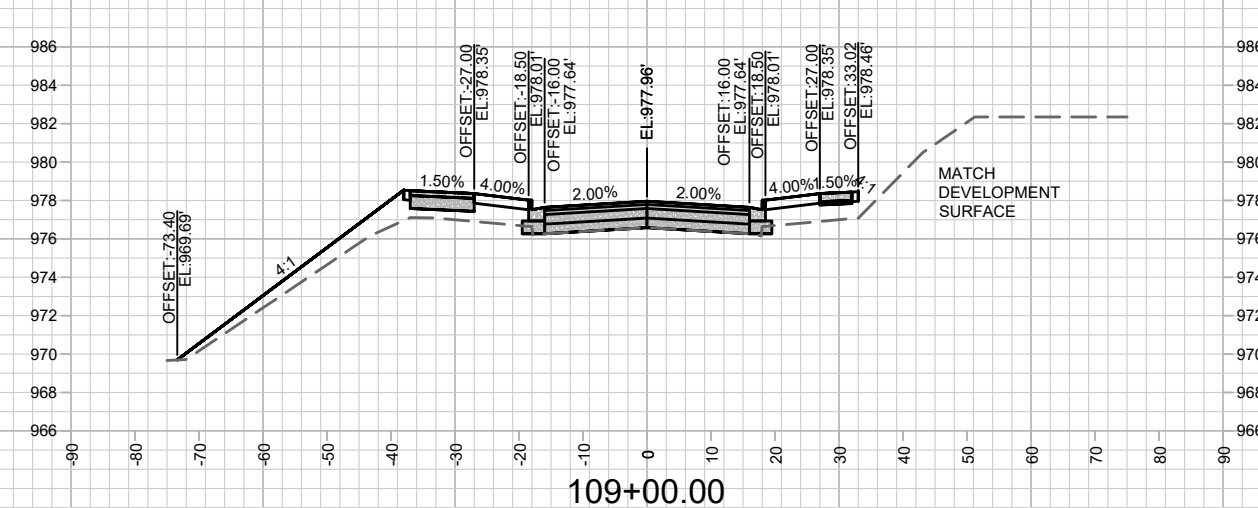
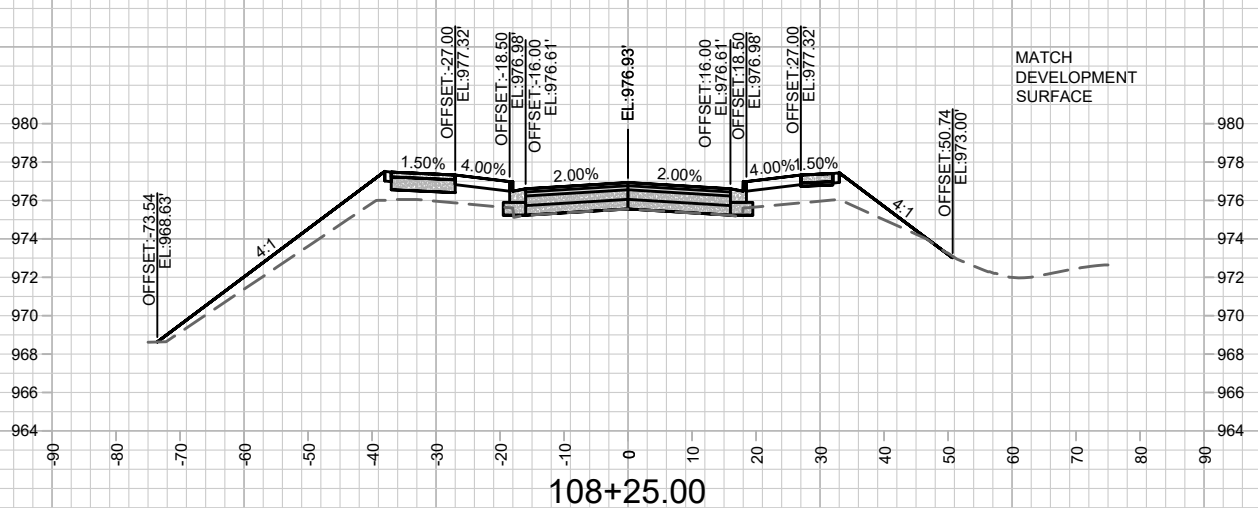
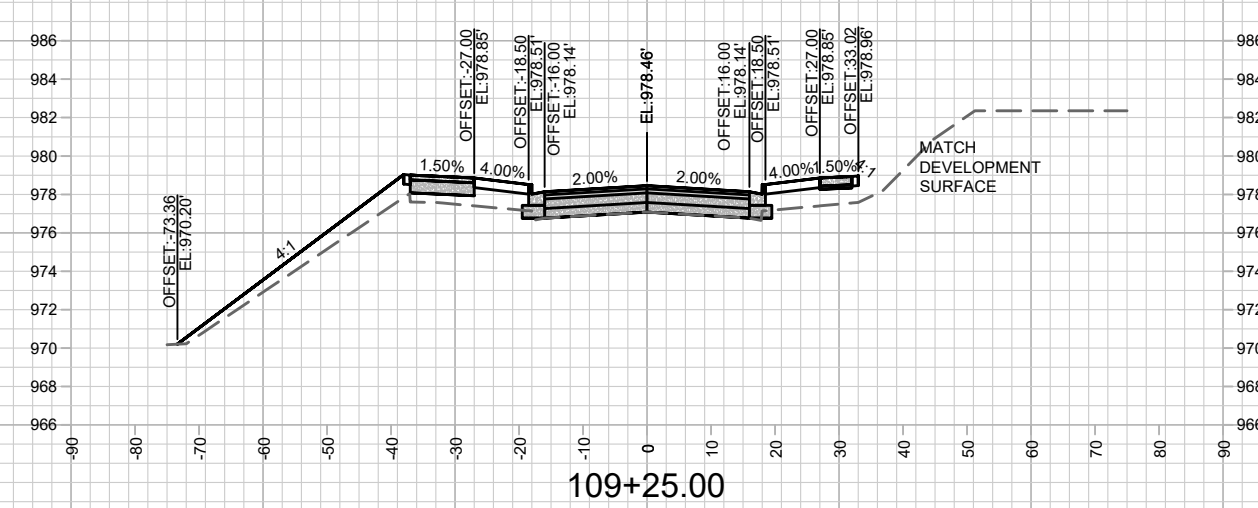
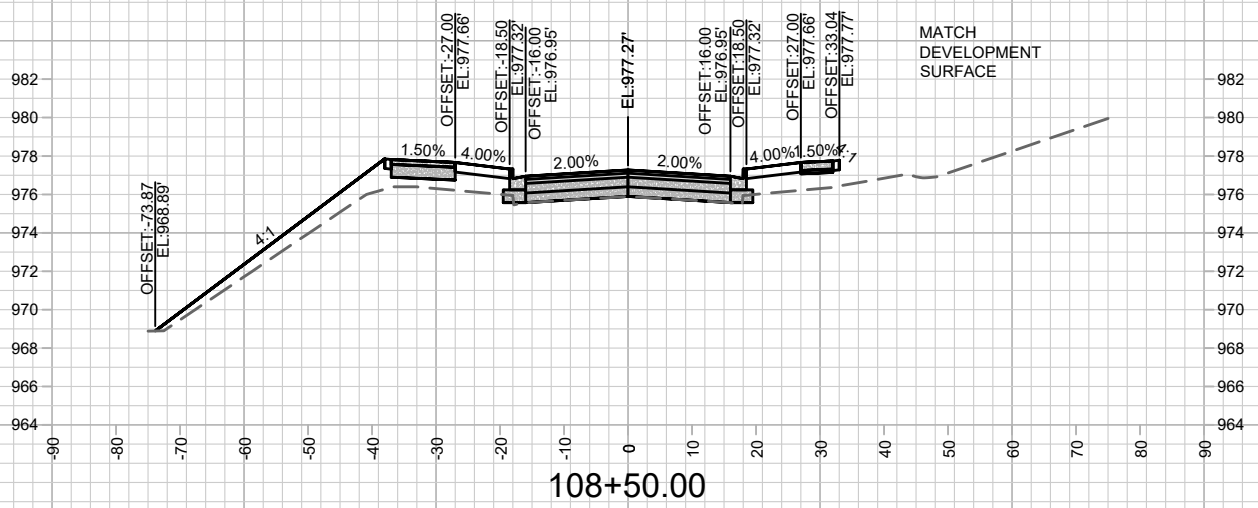
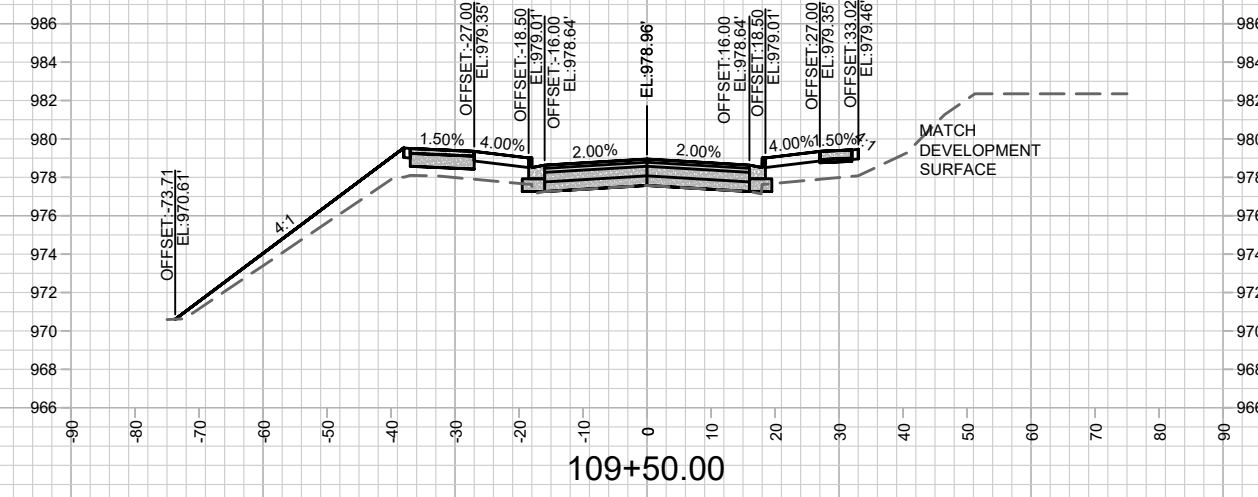
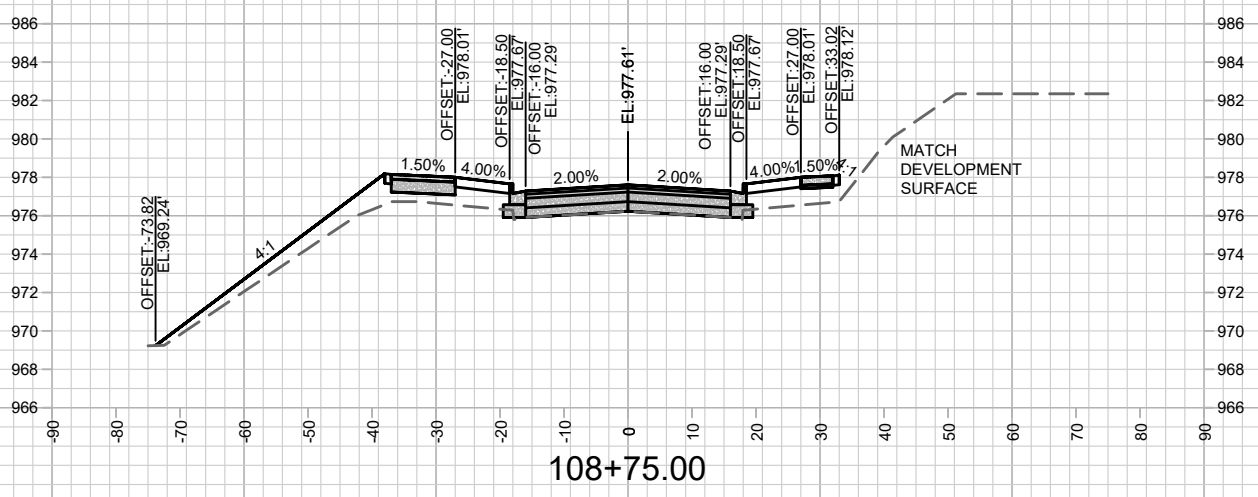
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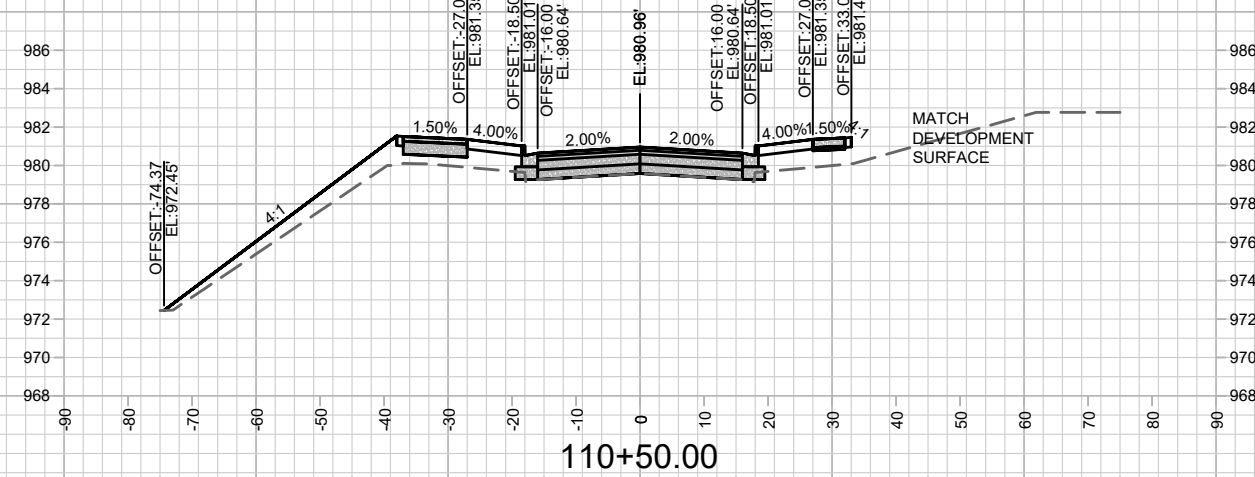
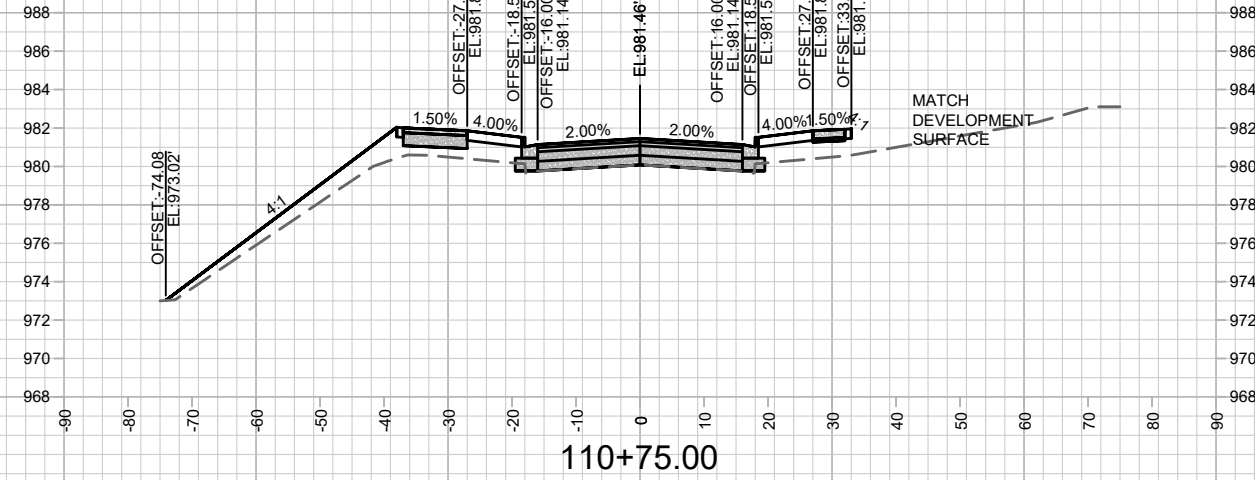
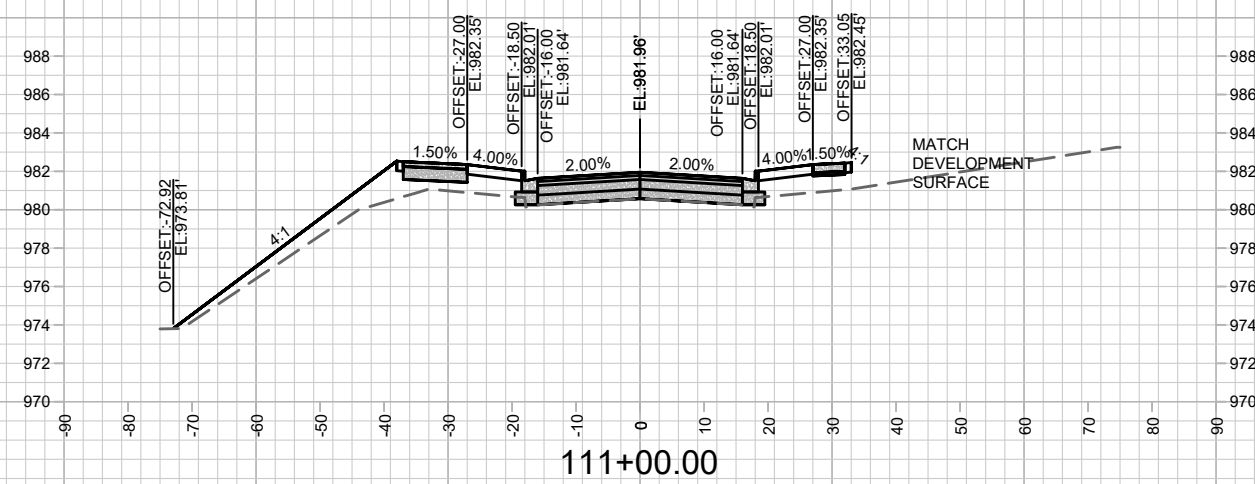
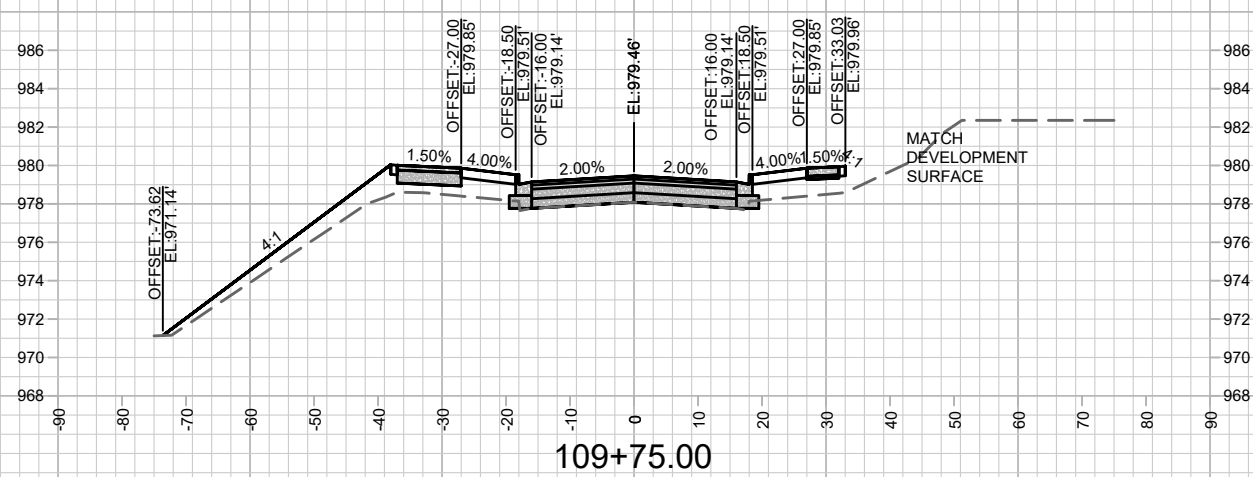
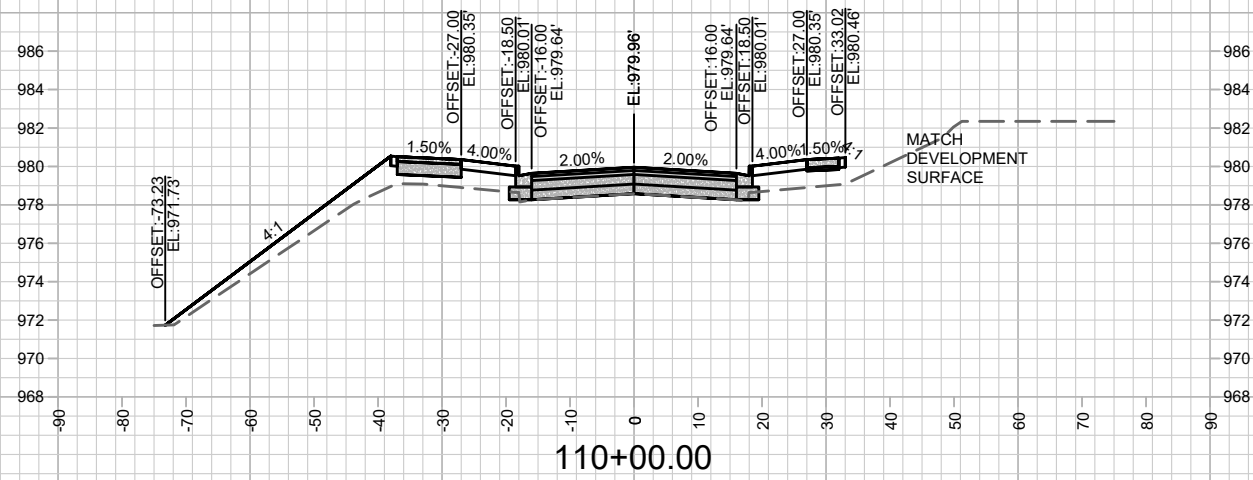
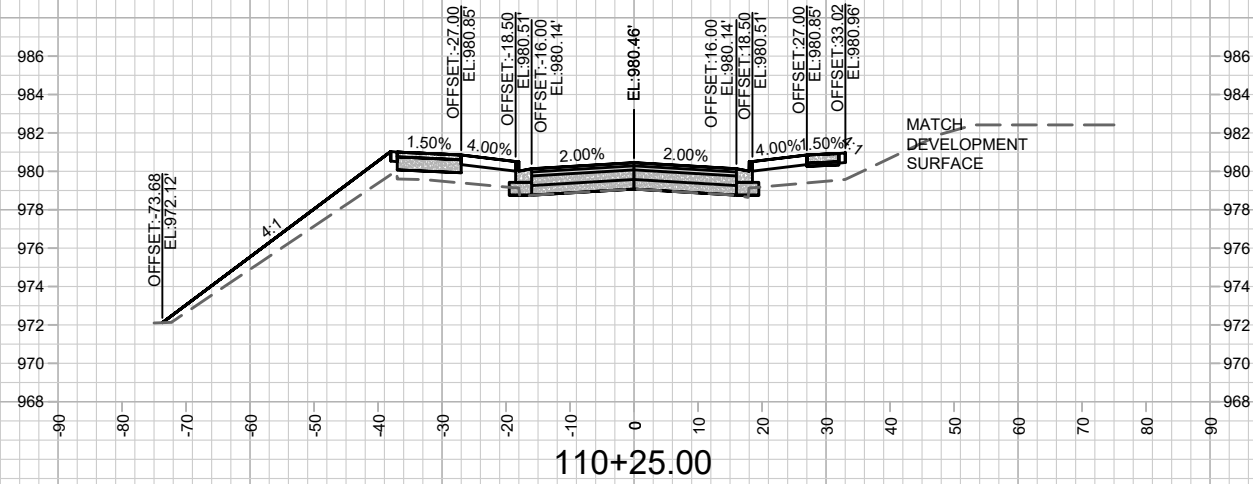
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 X-6



11-30-2020 REVISION AJZ  
 - Updated Existing Surface



DATE	BY
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12694	X-7
CROSS SECTIONS	
ROCKSTREAM DRIVE	
MADISON, WI	
12694	8498
CONTRACT NO.:	
M:\DESIGN\Projects\12694\CAD\Streets\12694EN-Corridor_Rockstream.dwg	
12694	X-7



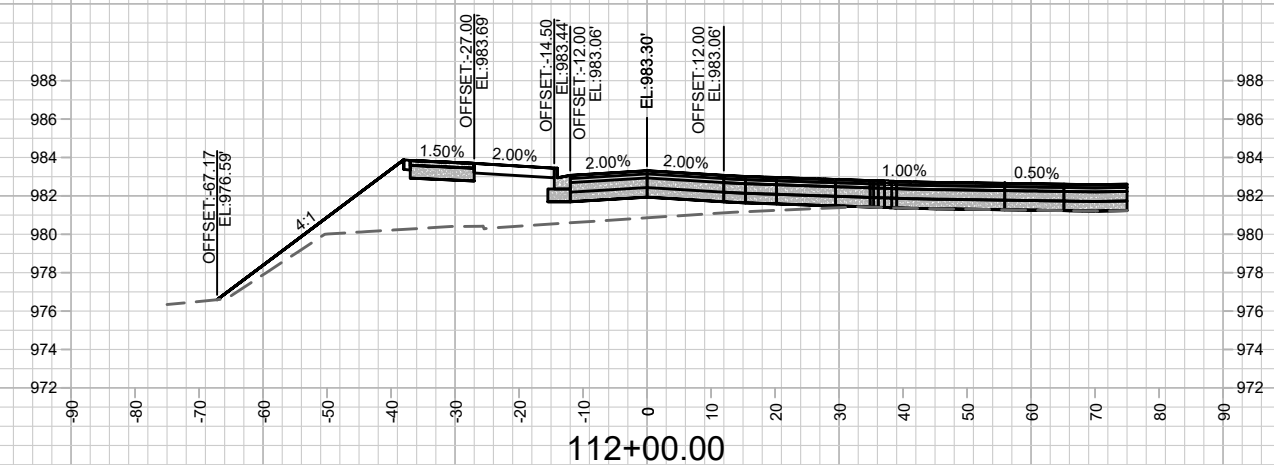
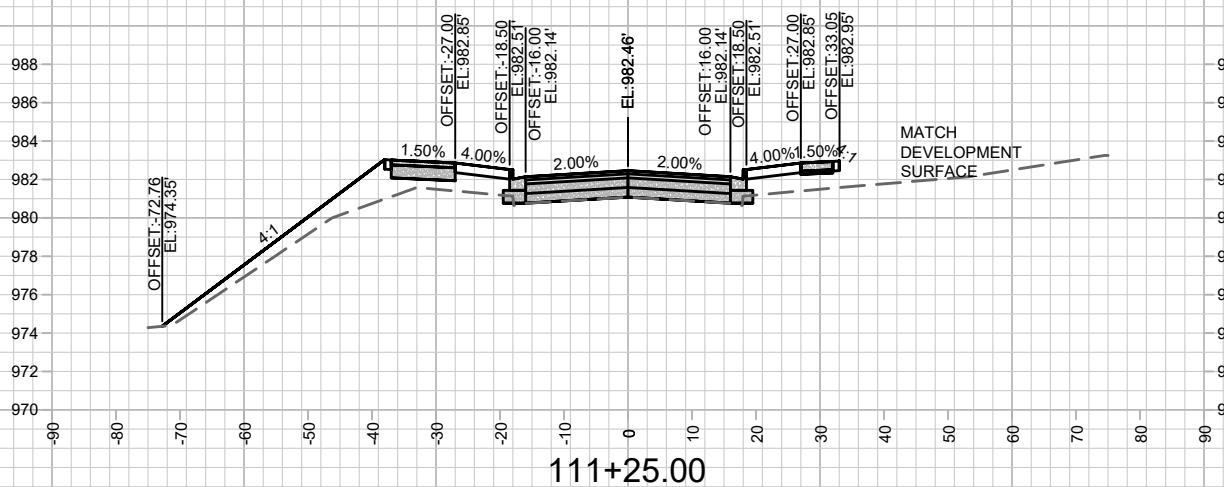
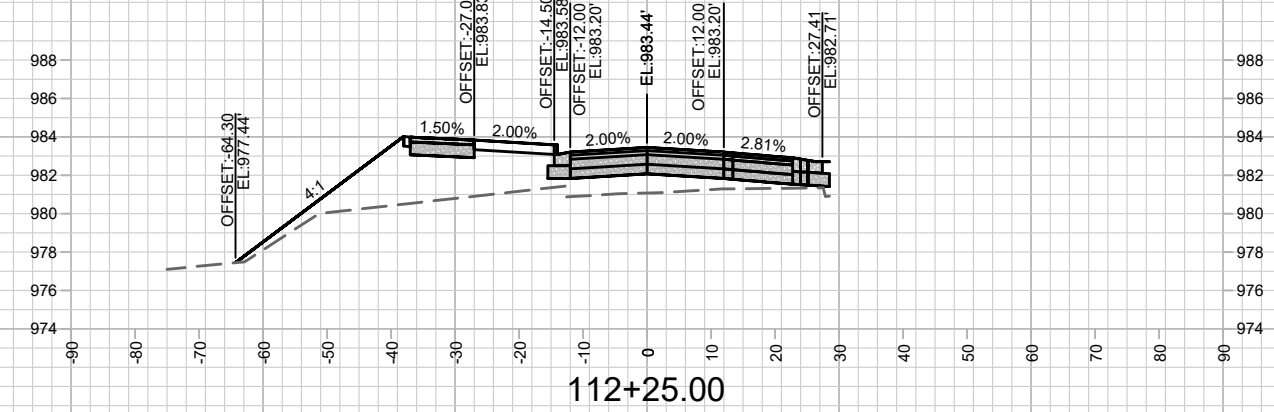
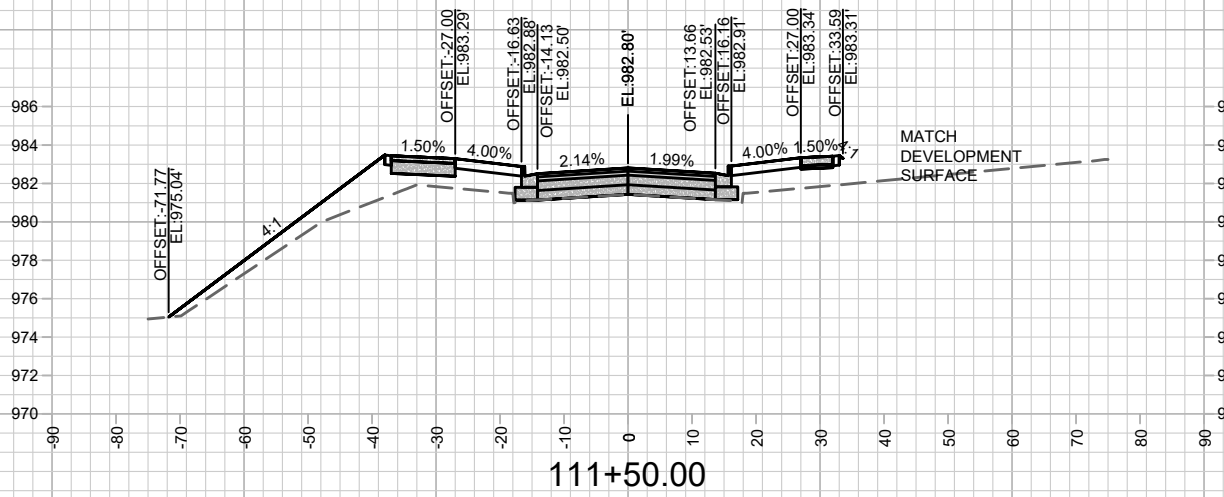
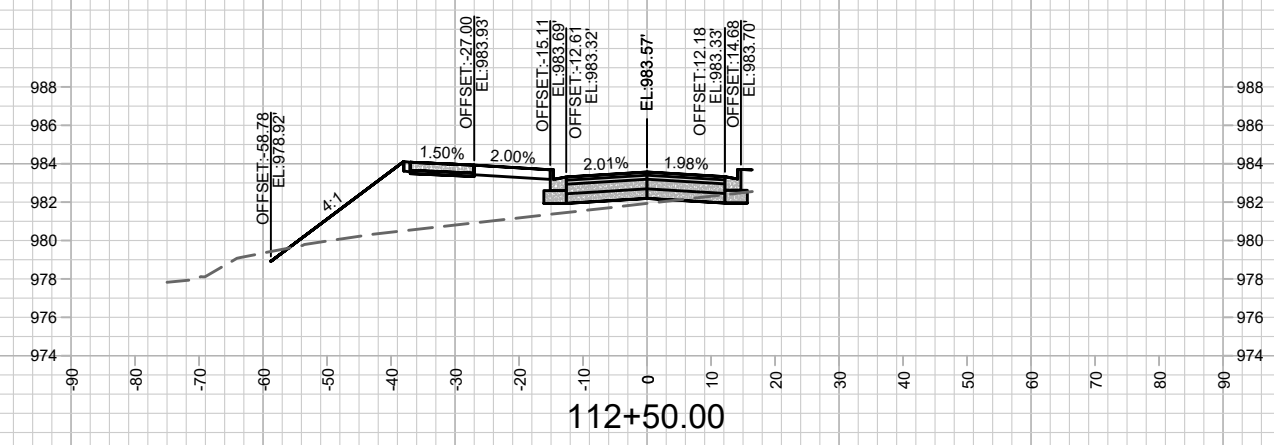
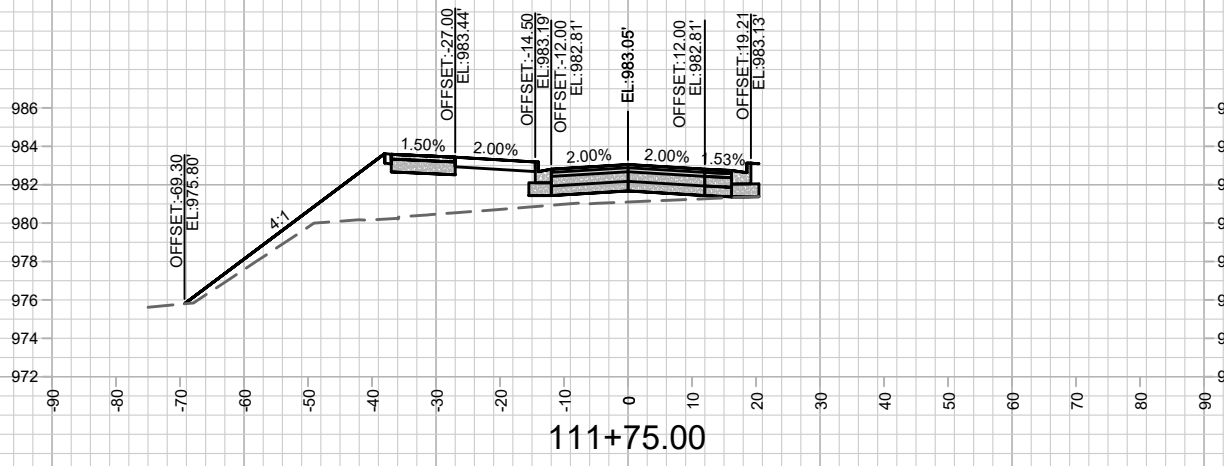
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12694  
 MADISON, WI  
 8498  
 CONTRACT NO:

CROSS SECTIONS  
 ROCKSTREAM DRIVE  
 M:\DESIGN\Projects\12694\CAD\Streets\12694EN-Corridor\_Rockstream.dwg



12694  
 X-8

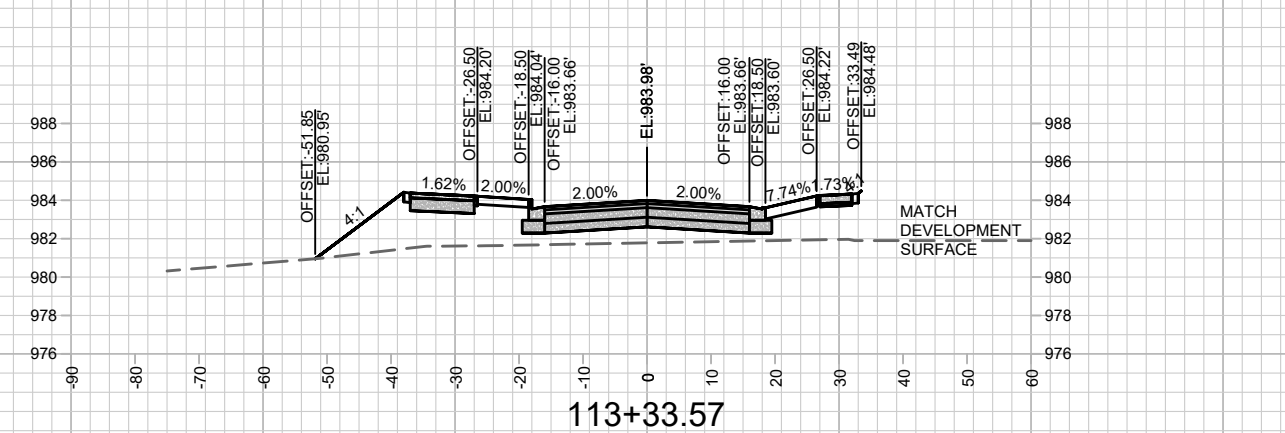
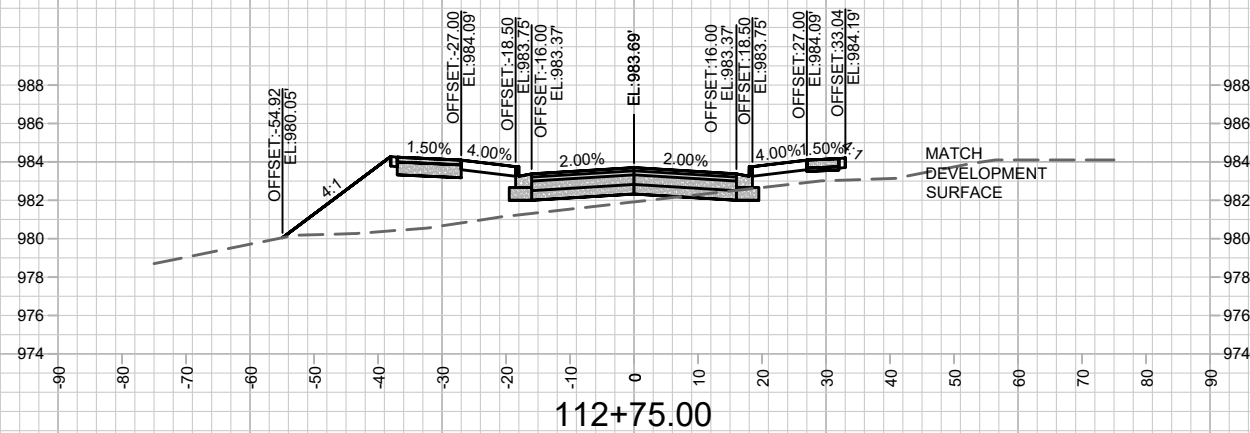
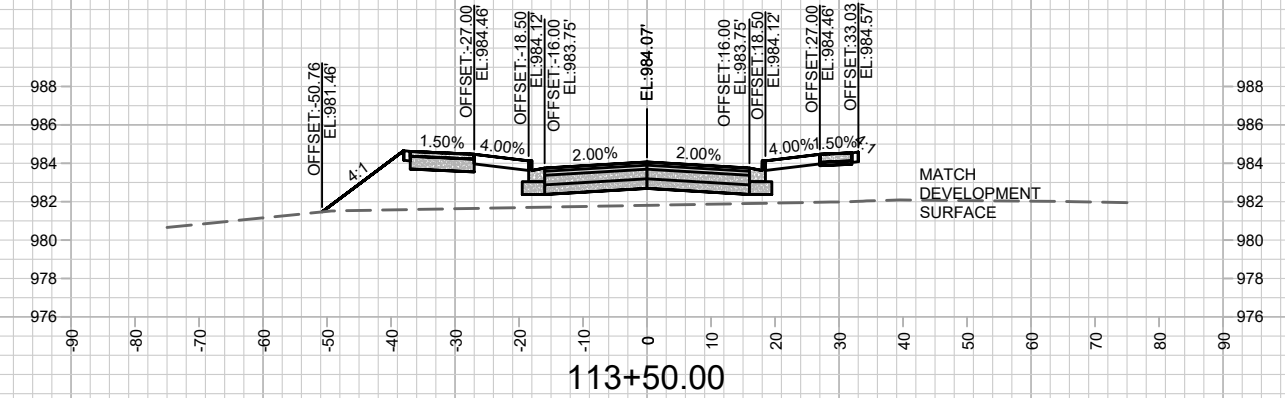
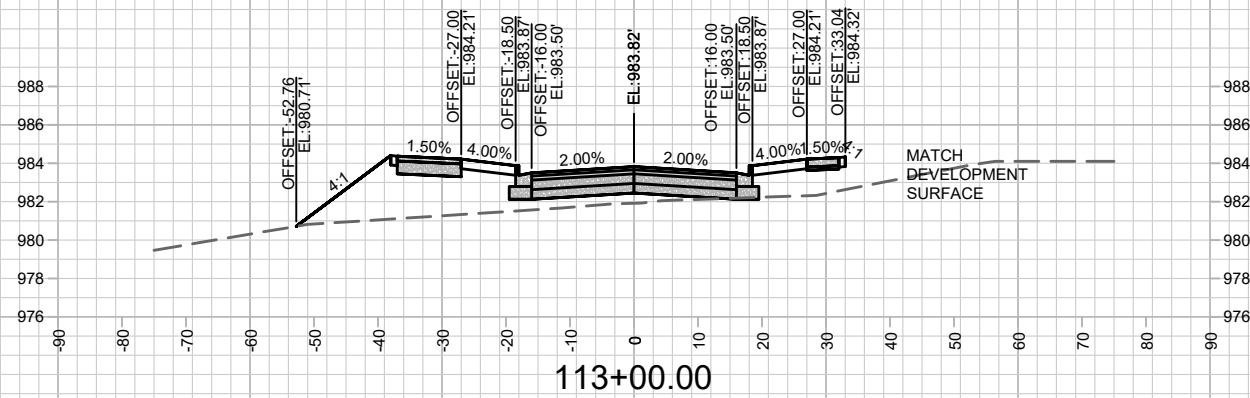
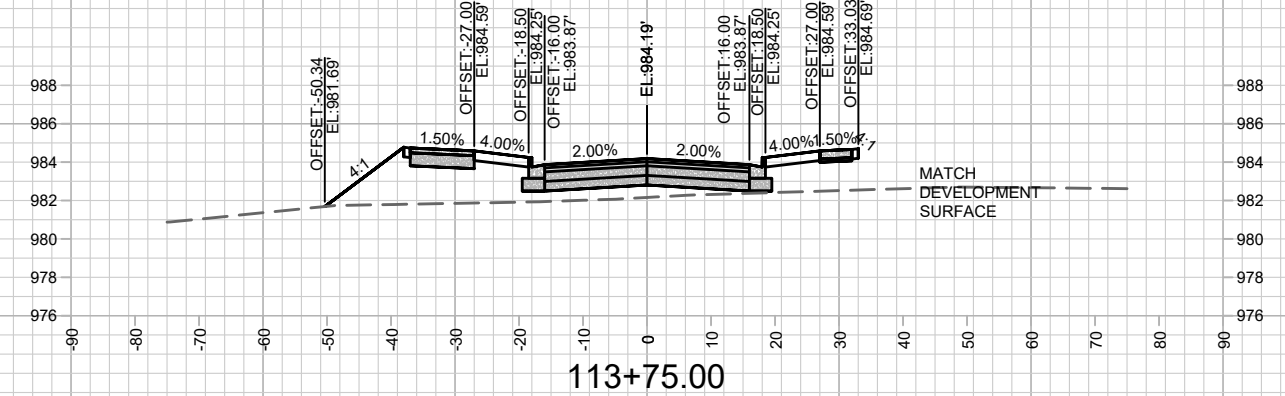
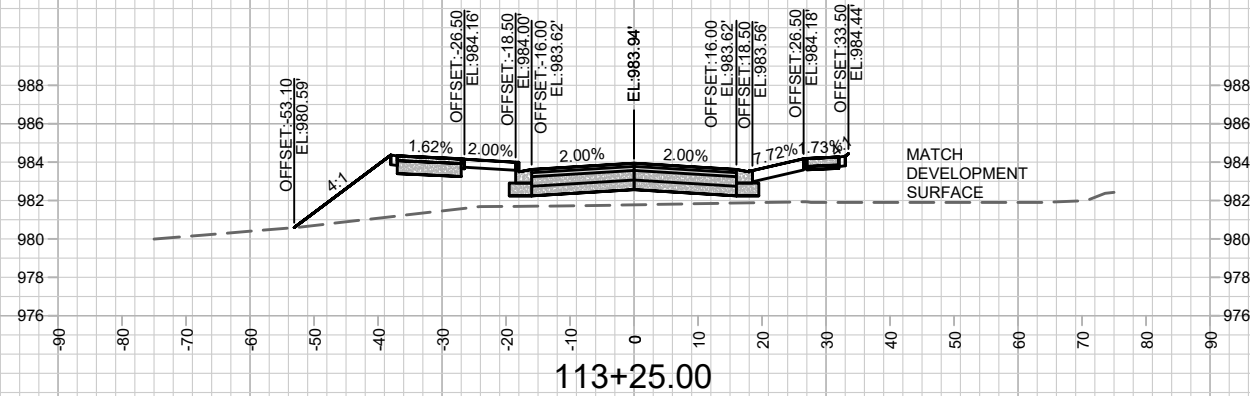


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12694		X-9	

12694  
 MADISON, WI  
 8498  
 CONTRACT NO:

CROSS SECTIONS  
 ROCKSTREAM DRIVE  
 M:\DESIGN\Projects\12694\CAD\Streets\12694EN-Corridor\_Rockstream.dwg

12694  
 X-9



MARK	REVISION	DATE	BY

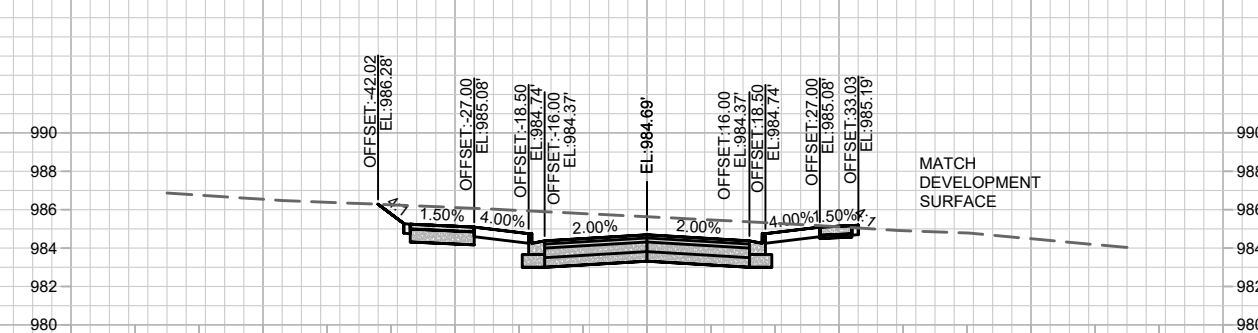
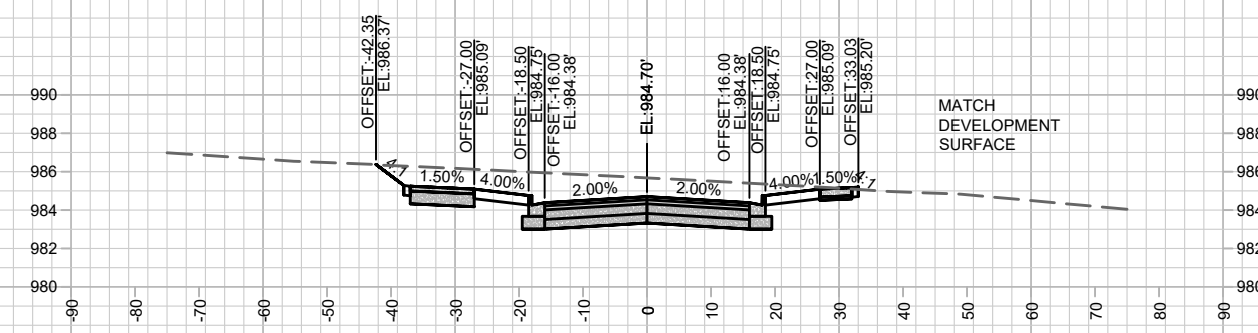
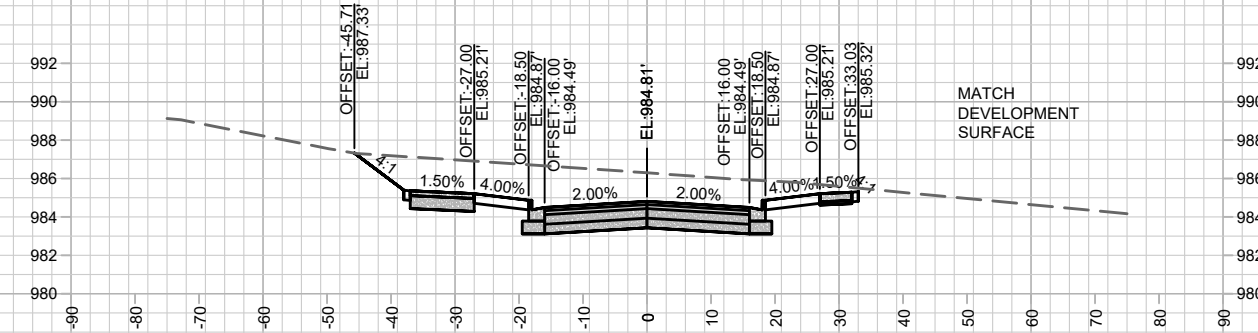
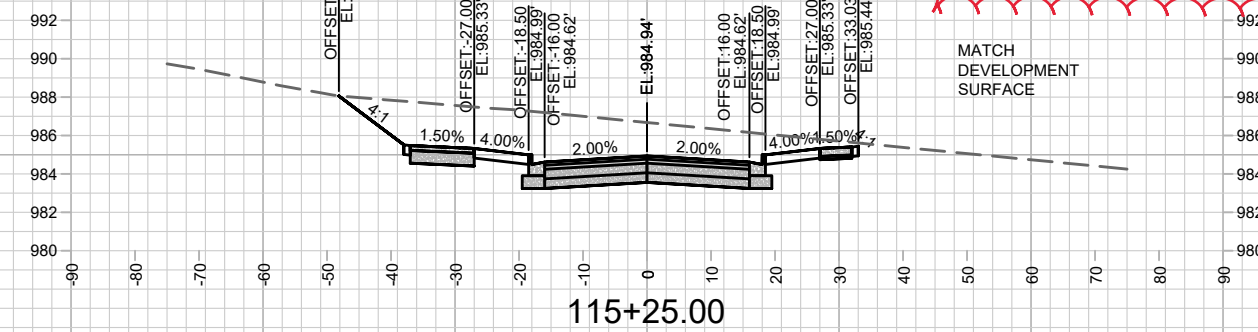
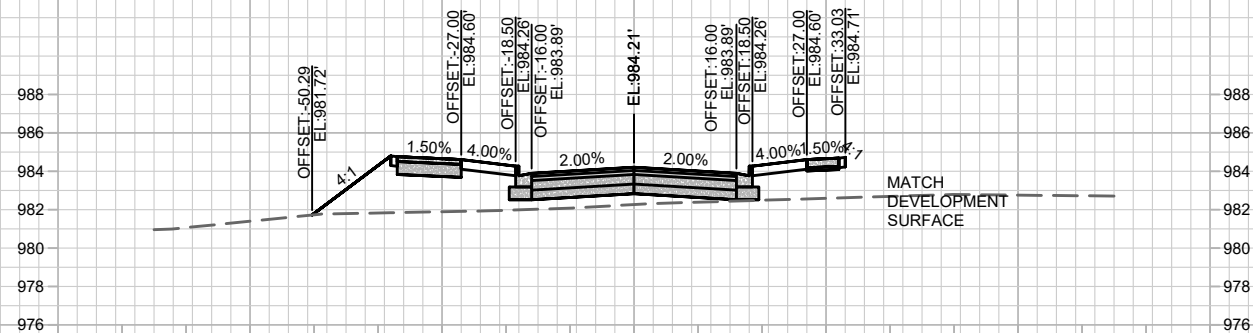
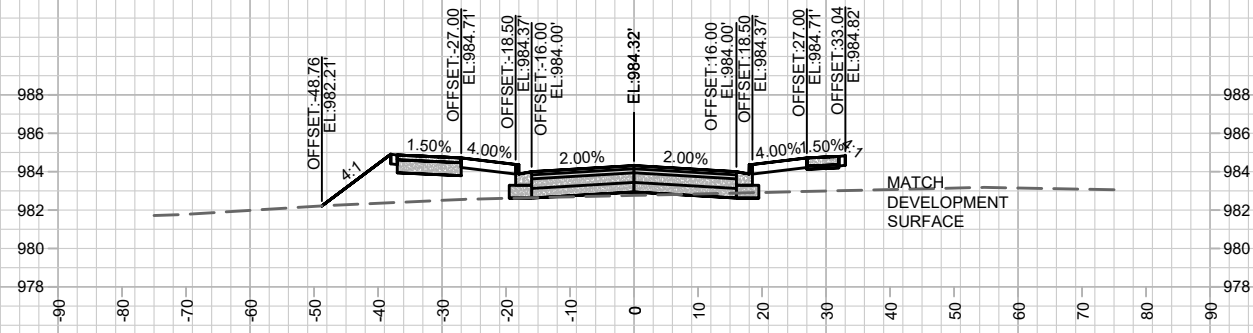
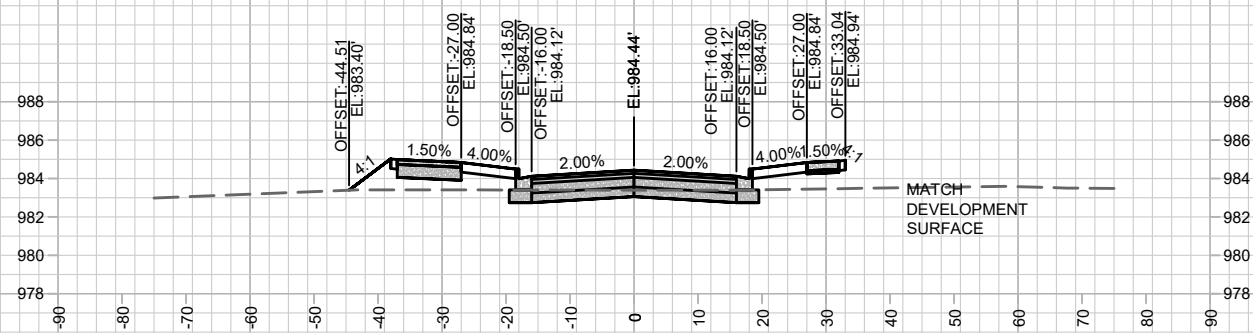
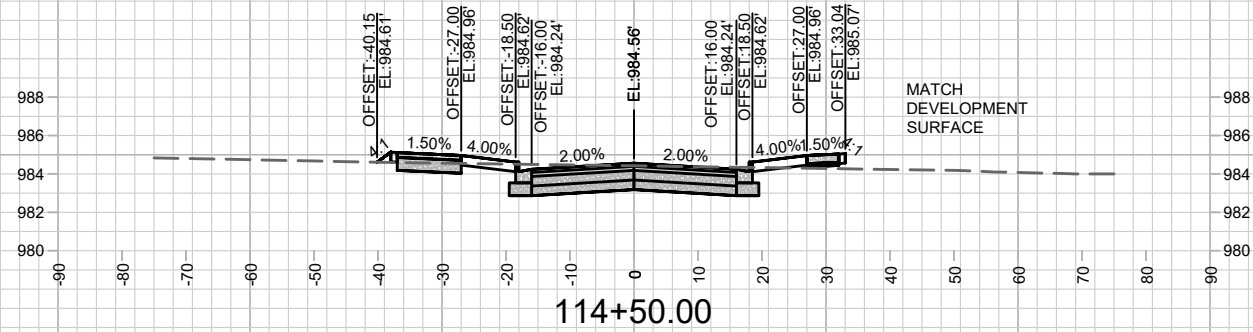
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 MADISON, WI  
 8498  
 CONTRACT NO:

CROSS SECTIONS  
 ROCKSTREAM DRIVE  
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12694  
 X-10





11-30-2020 REVISION AJZ  
- Updated Existing Surface

MARK	REVISION	DATE	BY

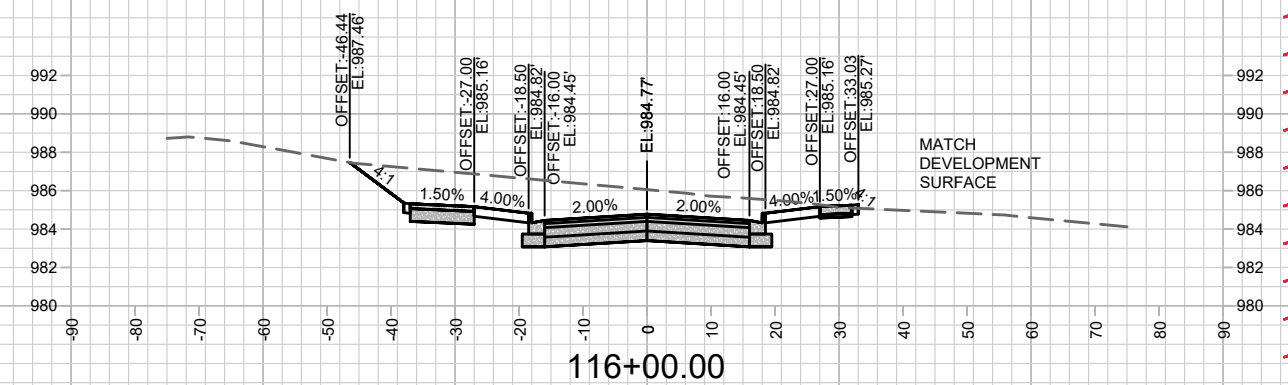
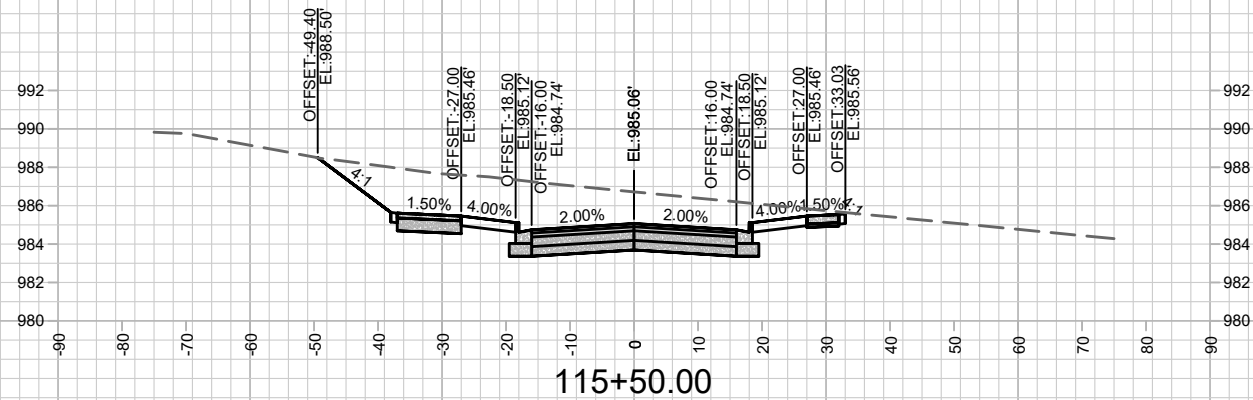
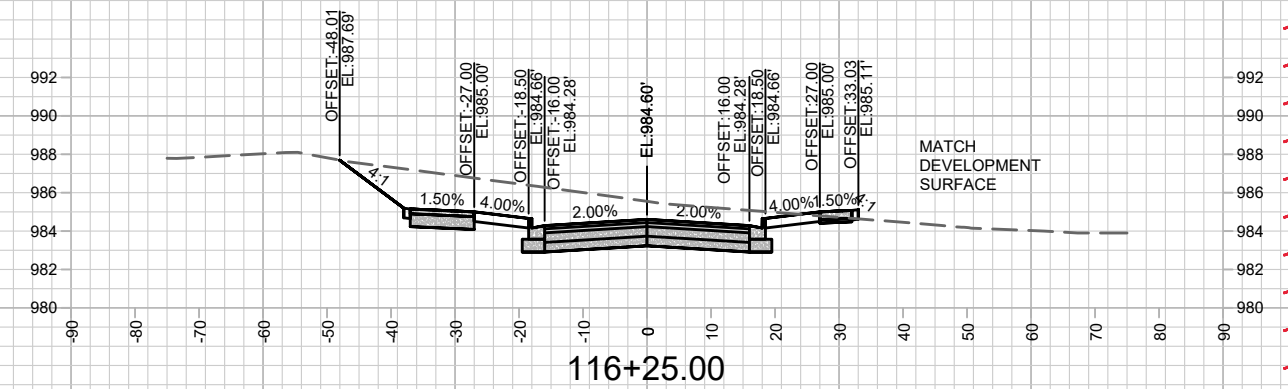
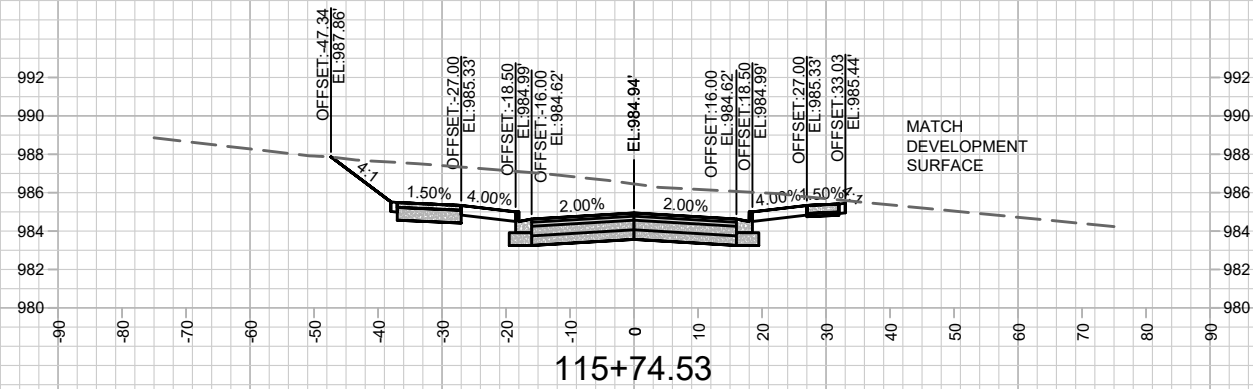
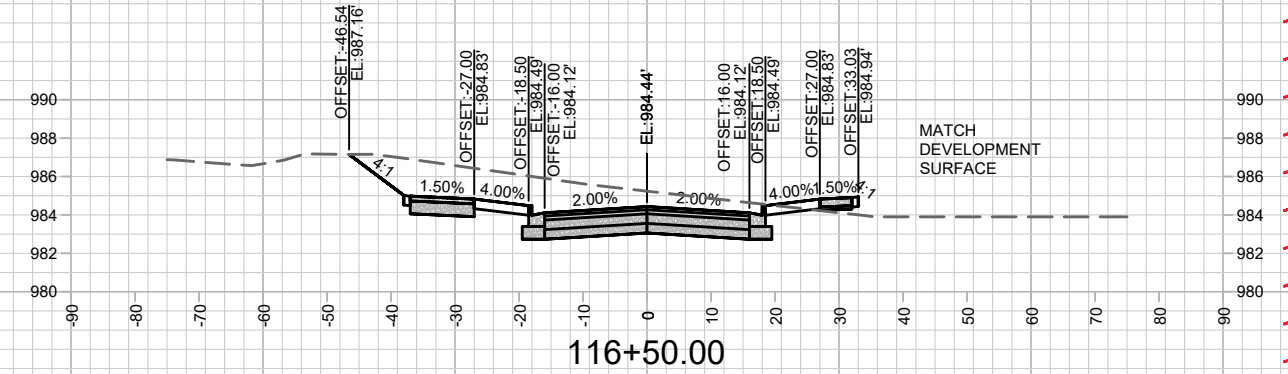
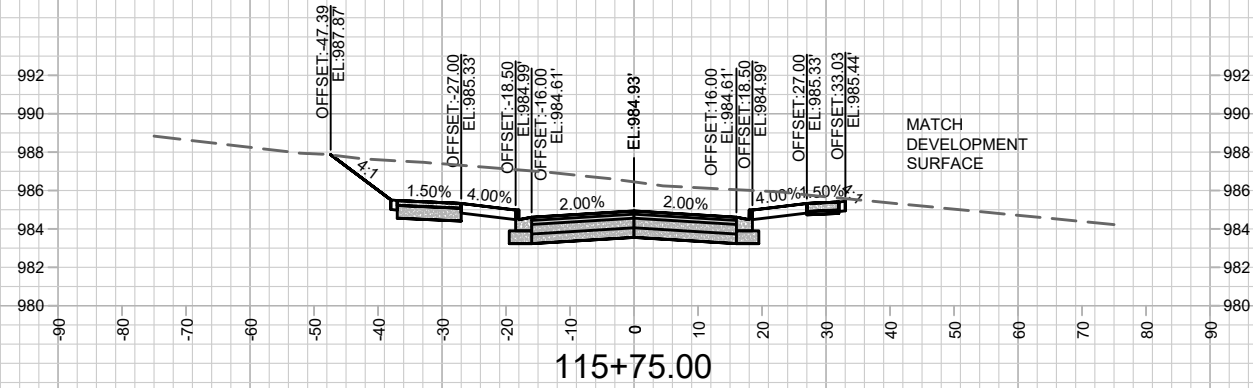
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12694 X-11

12694  
MADISON, WI  
8498  
CONTRACT NO:

CROSS SECTIONS  
ROCKSTREAM DRIVE  
M:\DESIGN\Projects\12694\CAD\Streets\12694EN-Corridor\_Rockstream.dwg

12694  
X-11



MARK	REVISION	DATE	BY
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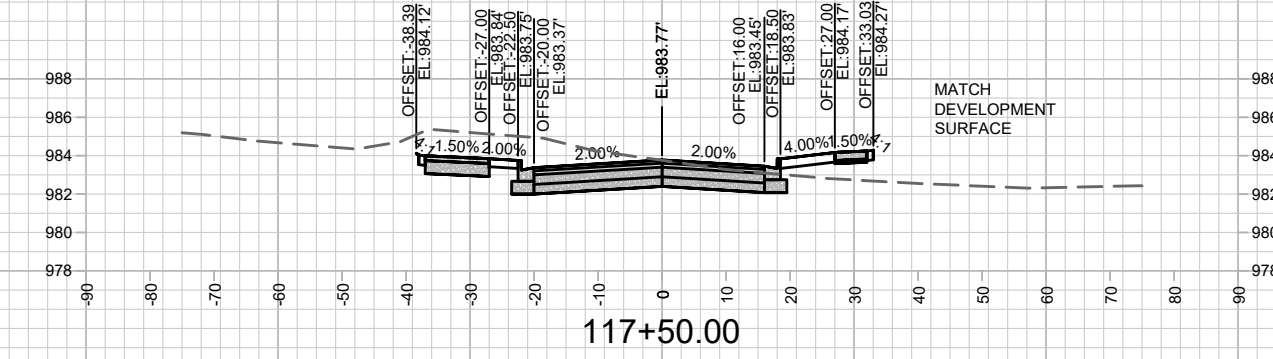
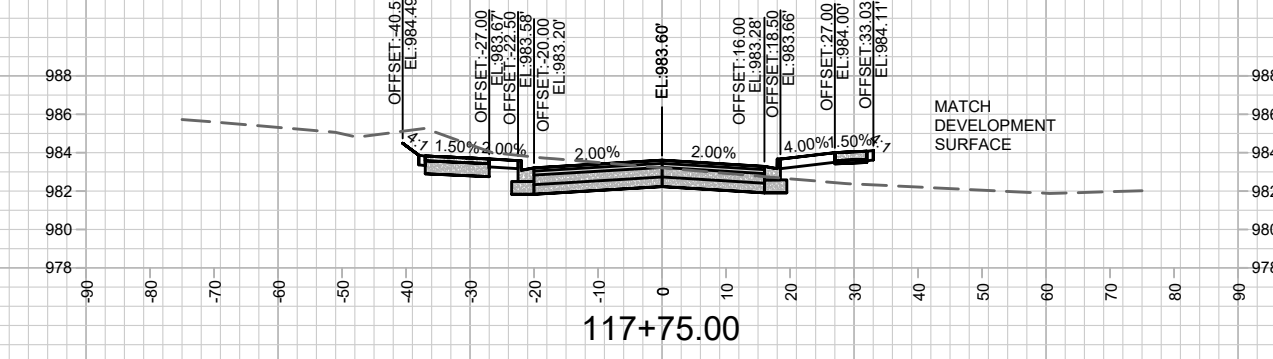
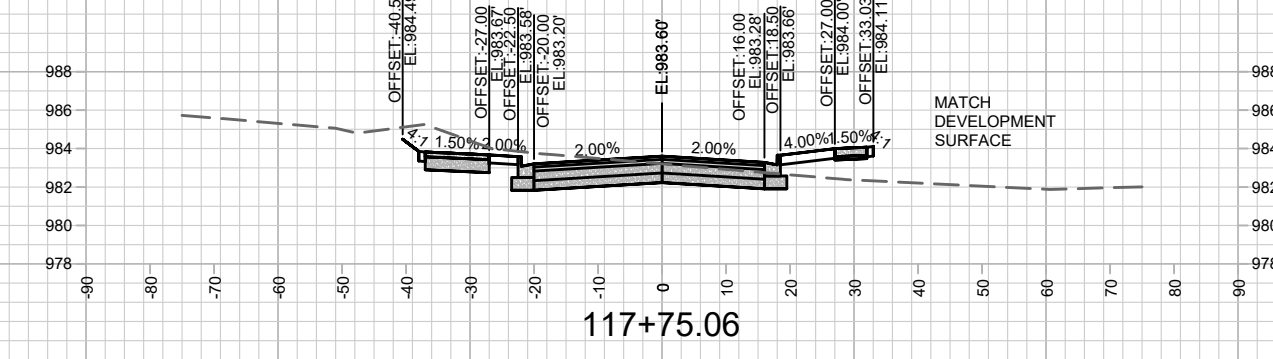
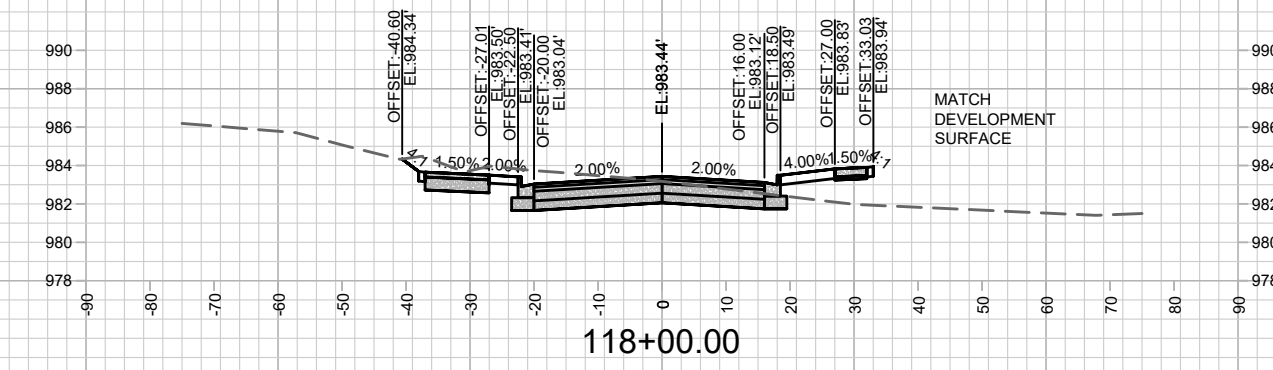
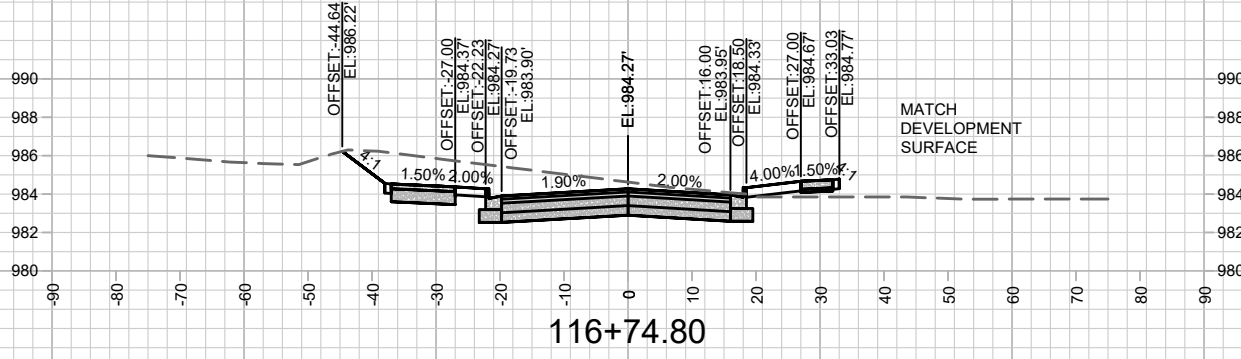
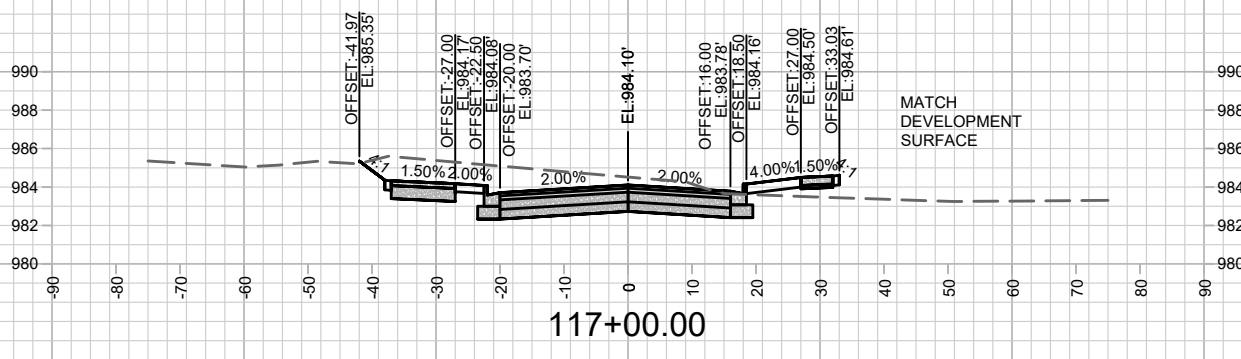
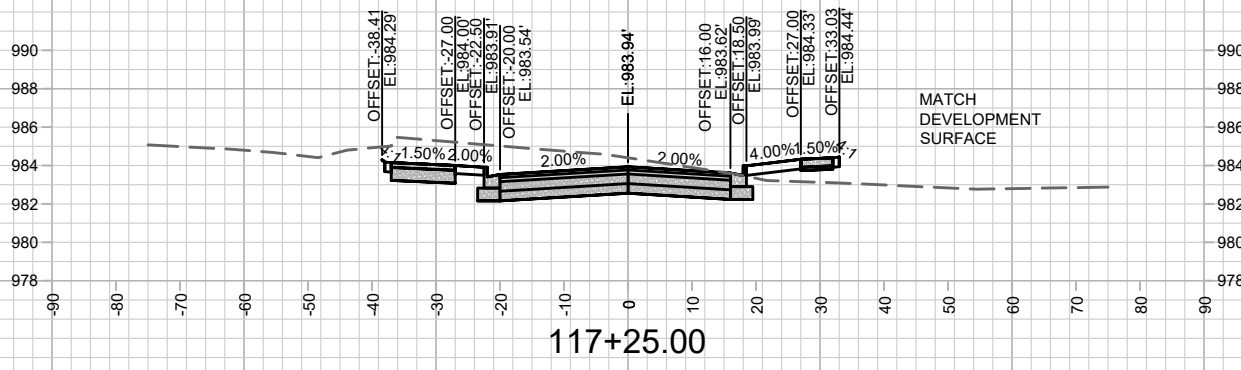
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 MADISON, WI  
 8498  
 CONTRACT NO:

CROSS SECTIONS  
 ROCKSTREAM DRIVE  
 M:\DESIGN\Projects\12694\CAD\Streets\12694EN-Corridor\_Rockstream.dwg



12694  
 X-12





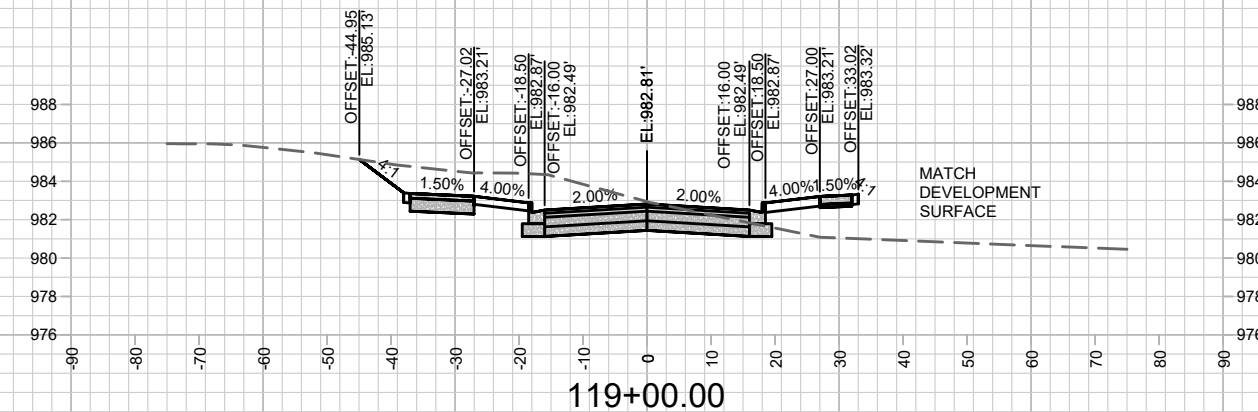
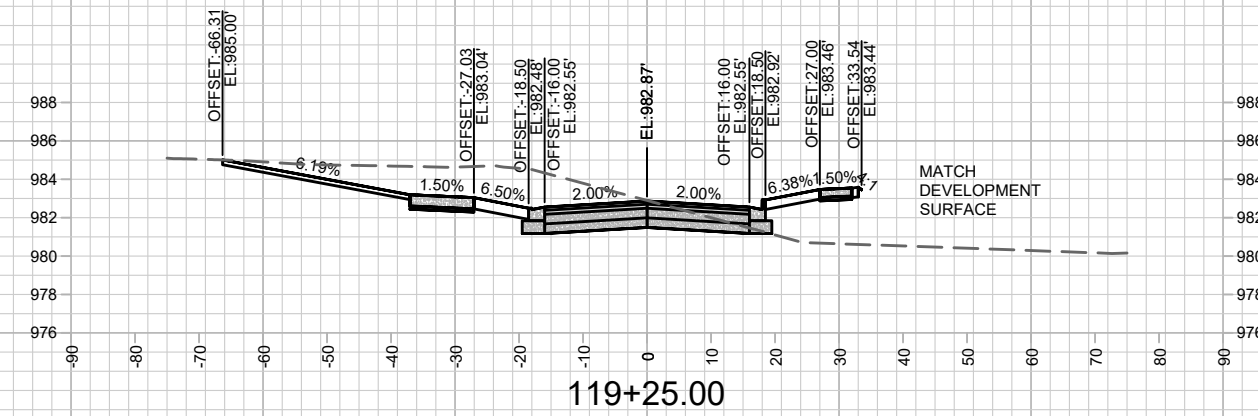
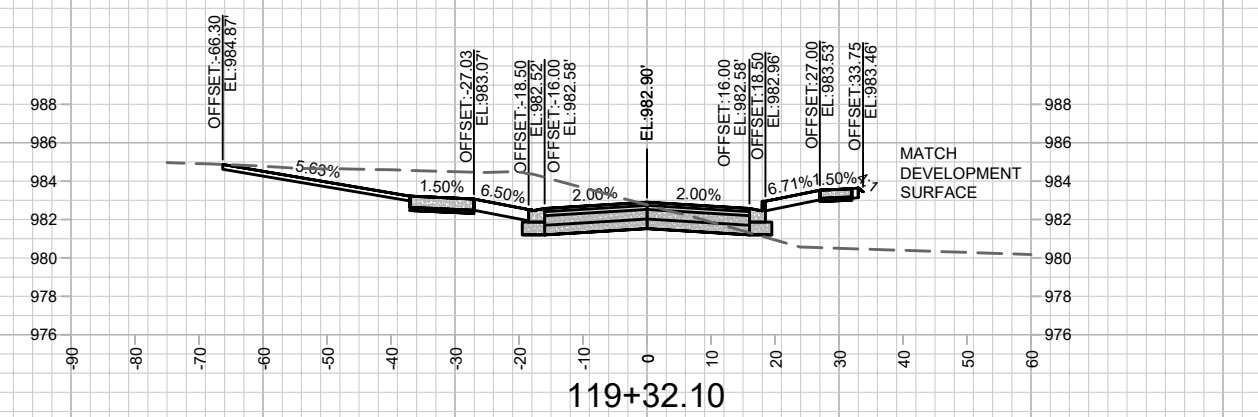
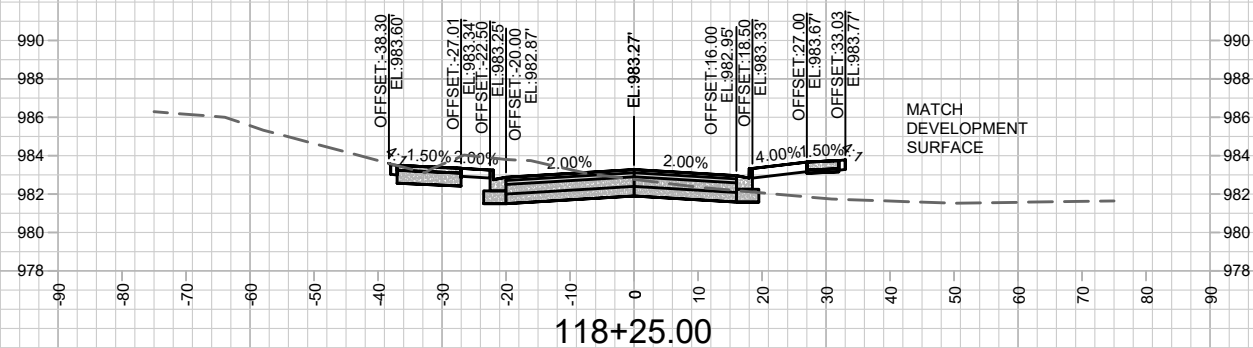
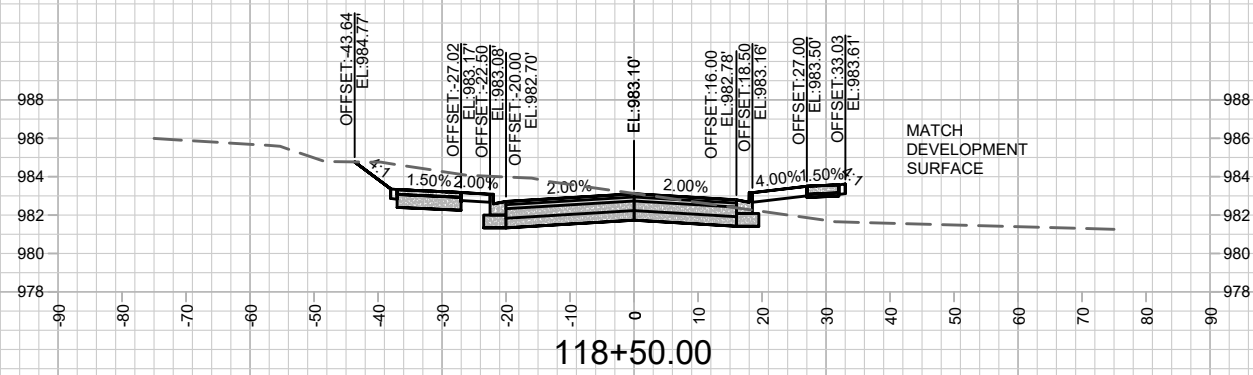
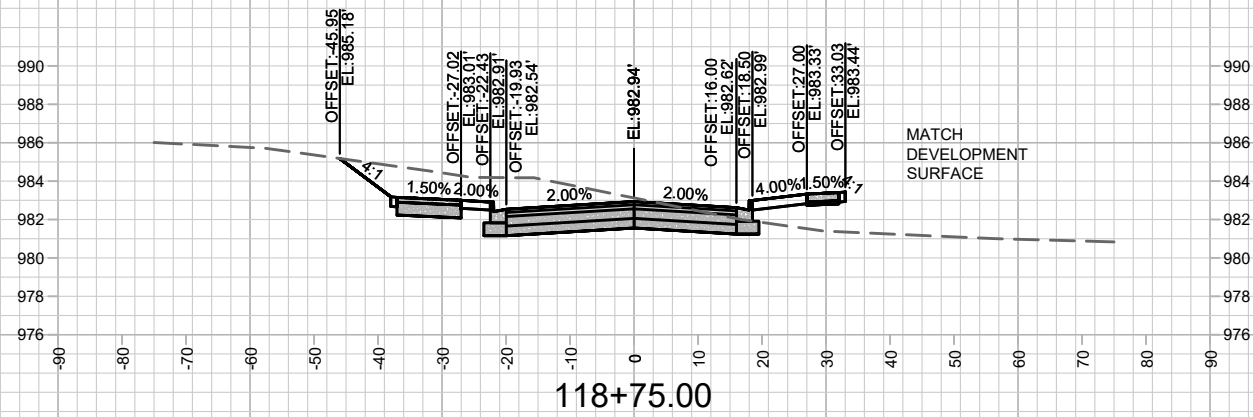
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12694  
 MADISON, WI  
 8498  
 CONTRACT NO:

CROSS SECTIONS  
 ROCKSTREAM DRIVE  
 M:\DESIGN\Projects\12694\CAD\Streets\12694\EN-Corridor\_Rockstream.dwg



12694  
 X-13



12694	12694	12694	12694
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CROSS SECTIONS  
 ROCKSTREAM DRIVE

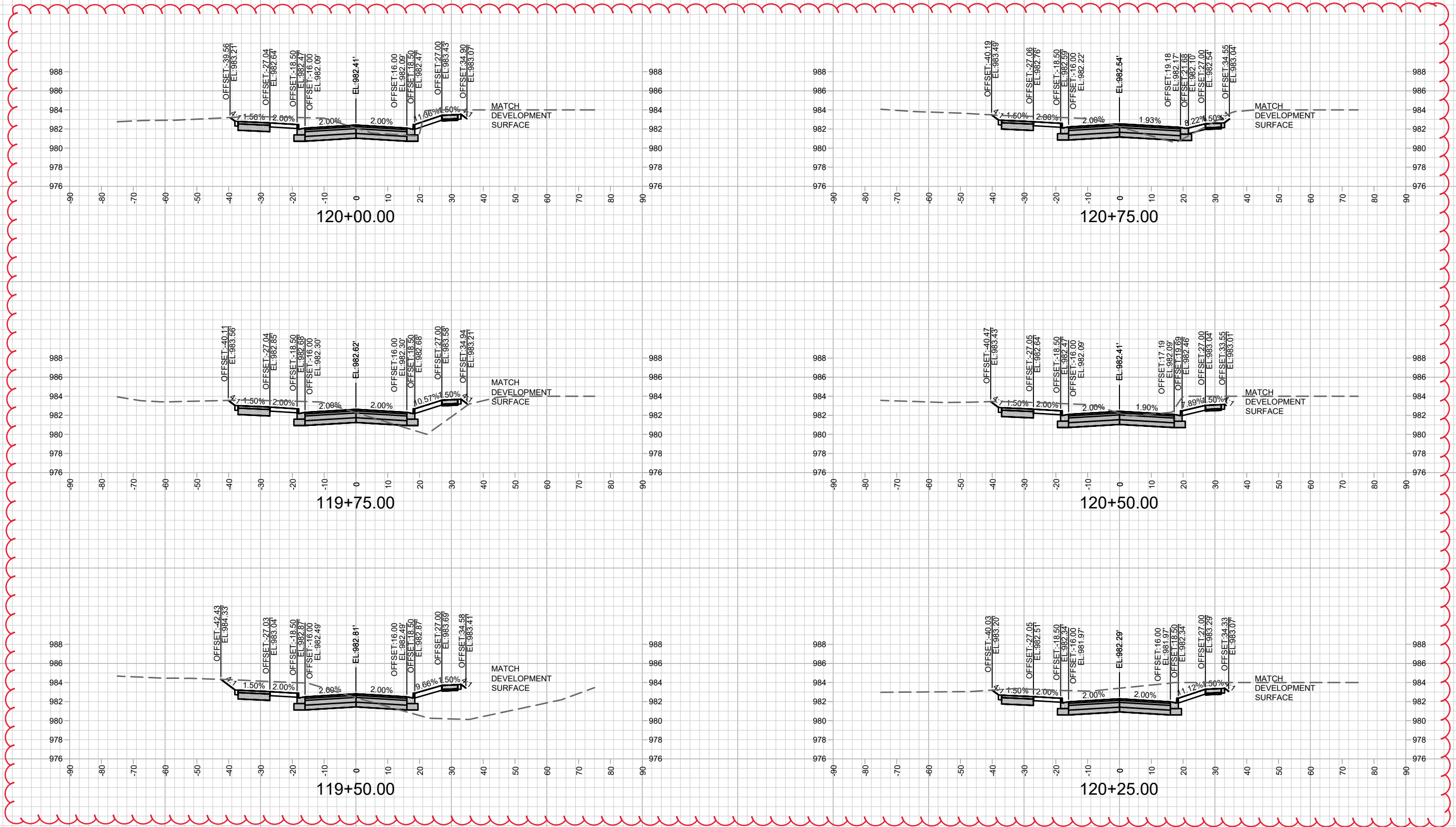
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11-30-2020 REVISION AJZ  
 - Updated Existing Surface

Scale: 1" = 30'

DATE: 11/17/2020 1:50 PM

BY: X-14

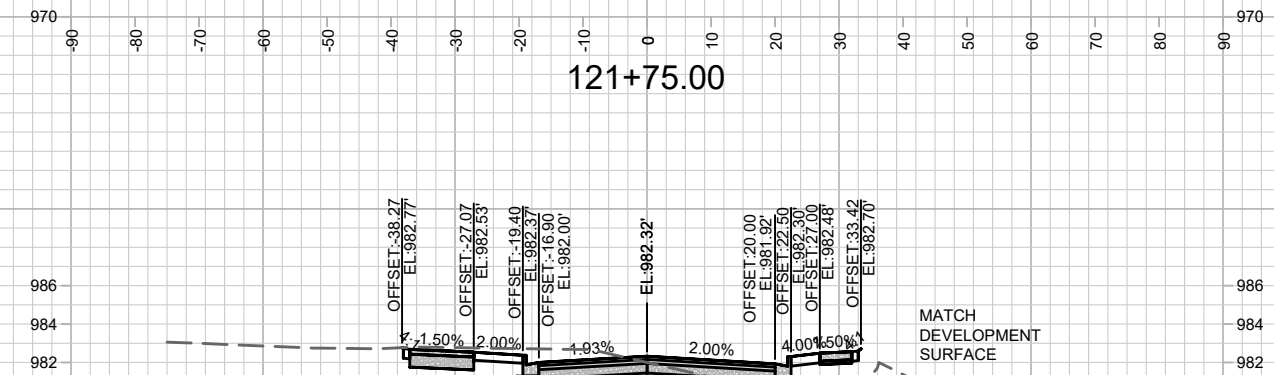
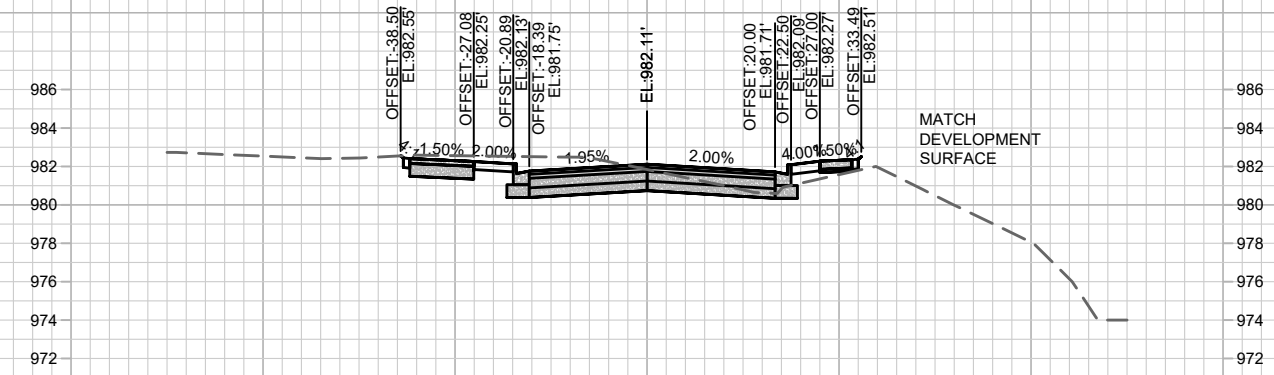
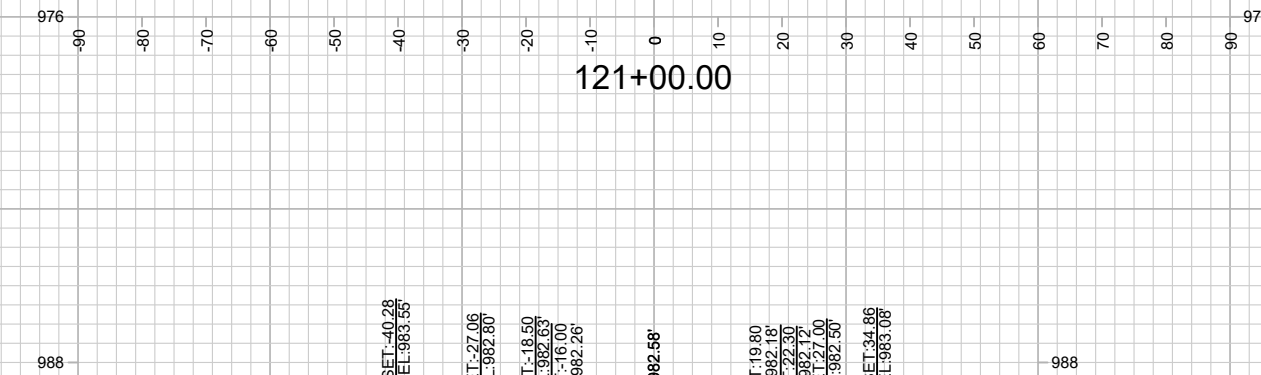
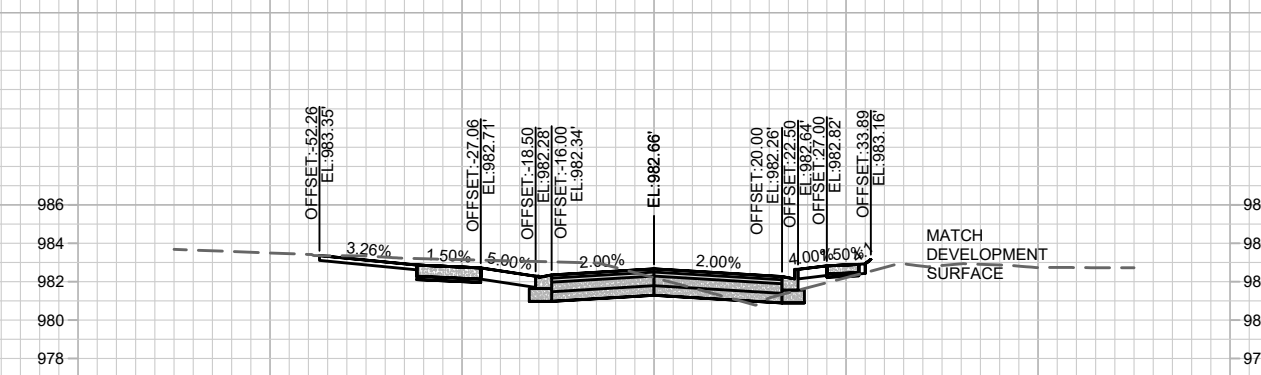
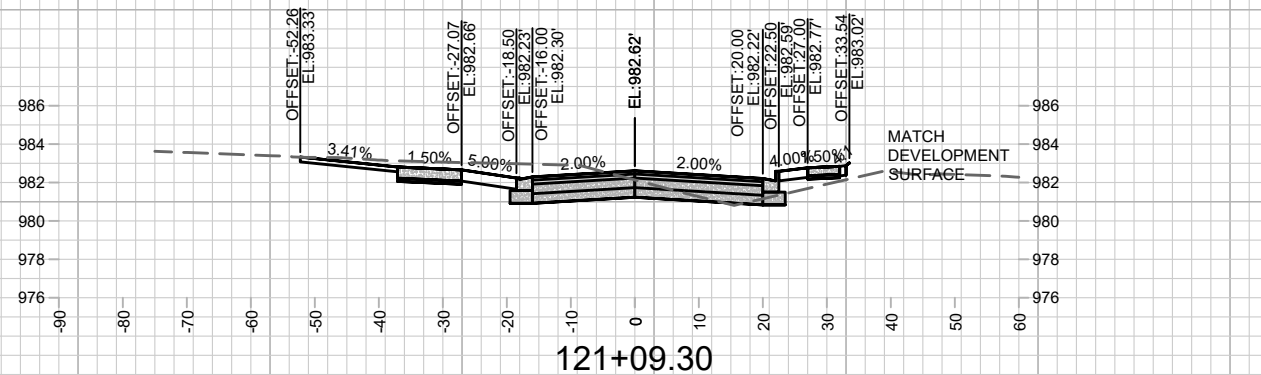
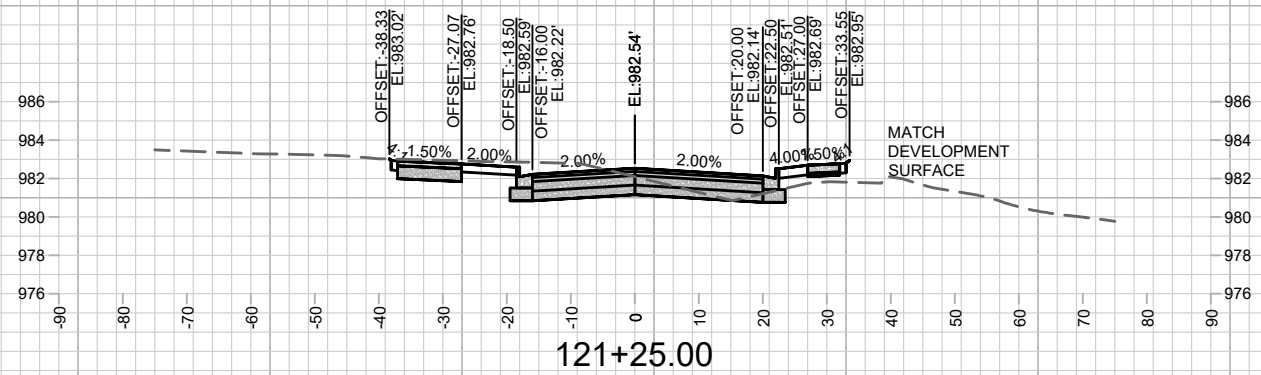


MARK	REVISION	DATE	BY

12694  
 MADISON, WI  
 8498  
 CONTRACT NO:

CROSS SECTIONS  
 ROCKSTREAM DRIVE  
 M:\DESIGN\Projects\12694\CAD\Streets\12694EN-Corridor\_Rockstream.dwg





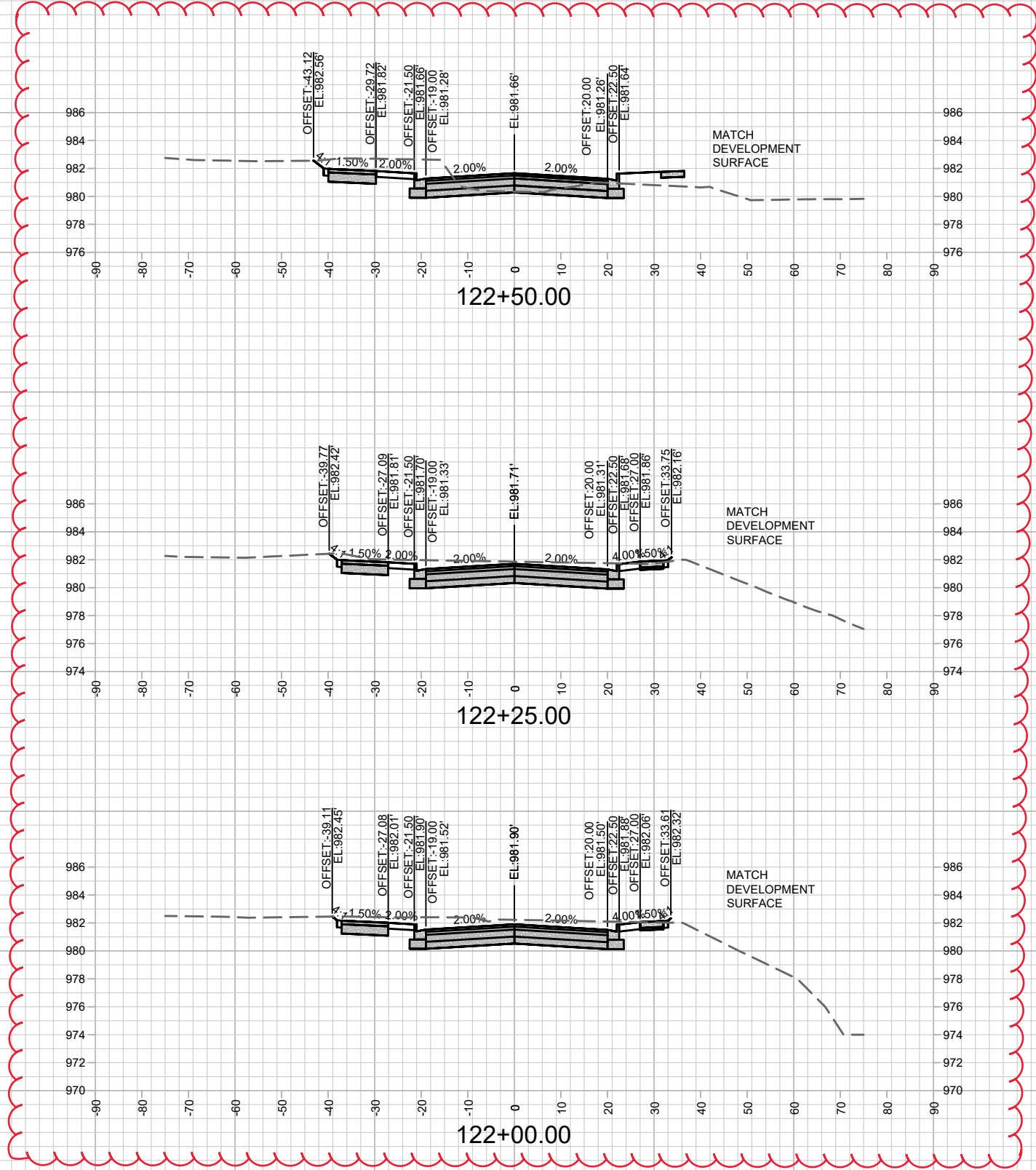
MARK	REVISION	DATE	BY

12694  
 MADISON, WI  
 8498  
 CONTRACT NO:

CROSS SECTIONS  
 ROCKSTREAM DRIVE  
 M:\DESIGN\Projects\12694\CAD\Streets\12694EN-Corridor\_Rockstream.dwg







MARK	REVISION	DATE	BY

12694  
 MADISON, WI  
 8498  
 CONTRACT NO:

CROSS SECTIONS  
 ROCKSTREAM DRIVE  
 M:\DESIGN\Projects\12694\CAD\Streets\12694EN-Corridor\_Rockstream.dwg

