



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

August 26, 2003

Addendum No. 2

RE: Contract Number: C200725
TIP: R-2641
Wake County
East Wake Expressway From Proposed
US-64 Bypass to US-64 East.

August 29, 2003 Proposal Submission

To Whom It May Concern:

Reference is made to the Design-Build Package (RFP) recently furnished to you on the above project.

The following revisions have been made to the RFP:

On Page No. 33, the first paragraph of the "Roadway Design Scope of Work" has been revised. Please void Page No. 33 in your package and staple the revised Page No. 33 thereto.

New Page Nos. 68-RR and 68-SS have been added. Please staple new Page Nos. 68-RR and 68-SS after Page No. 68-QQ in your package.

The Table of Contents has been revised. Please void the first page of your Table of Contents and replace with the revised page.

Sincerely,

A handwritten signature in black ink, appearing to read "R. A. Garris".

R. A. Garris, P.E.
Contract Officer

R-2641

RAG/jag/pa
(Attachments)

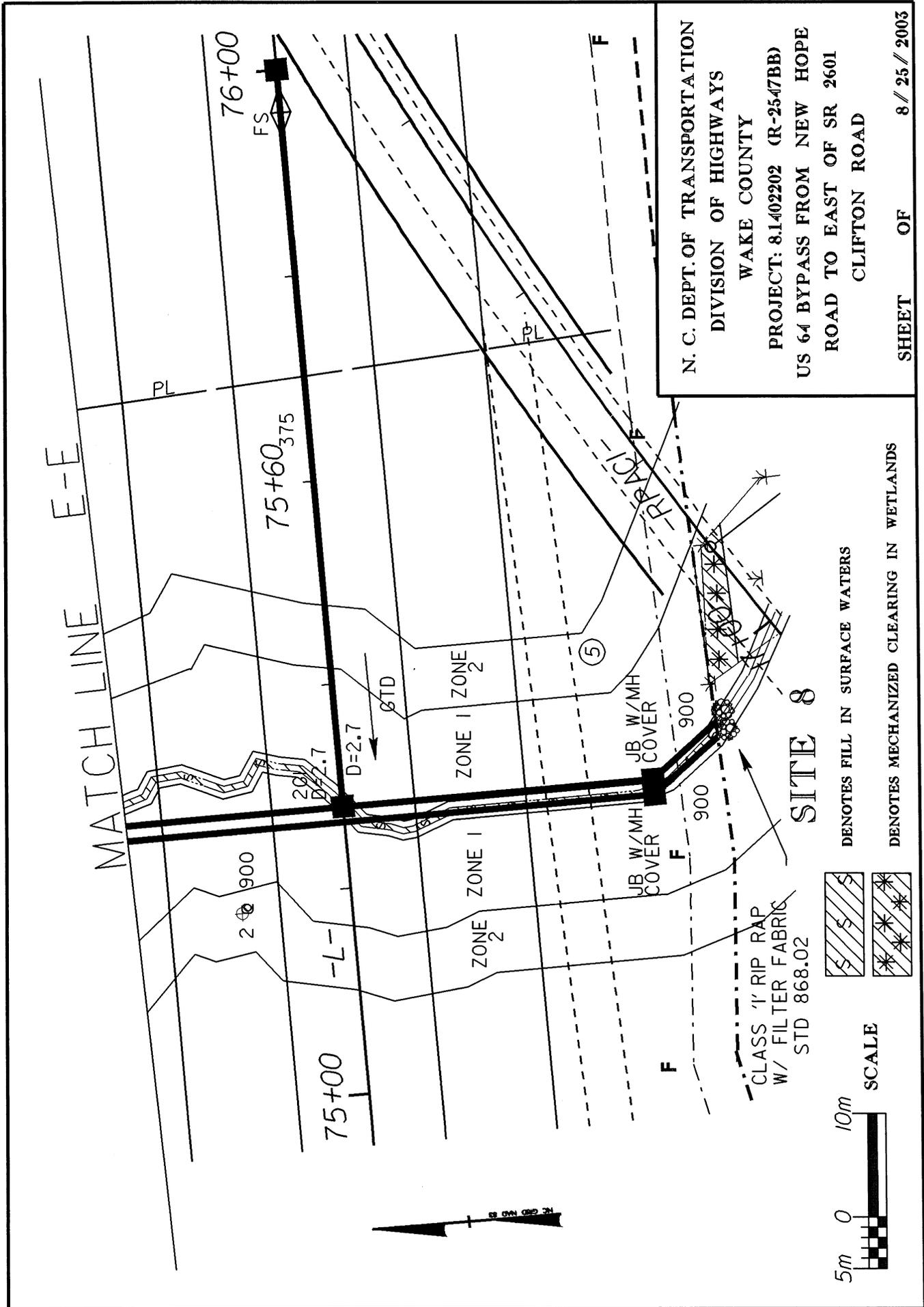
cc: Mr. J. D. Goins, P.E.
Ms. D. M. Barbour, P.E.
Mr. J. V. Barbour, P.E. (w/attachment)
Mr. S. D. DeWitt, P.E. (w/attachment)
Mr. J. G. Nance, P.E. (w/attachment)
Mr. Scott Blevins, P.E. (w/attachment)
Mr. Greg Perfetti, P.E. (w/attachment)
Mr. Ron Davenport, Jr., P.E (w/attachment).
Ms. Kim Canady
Ms. Yang Steelman
Technical Review Committee Members
Project File (2)

WAKE

ROADWAY DESIGN SCOPE OF WORK:

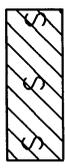
- Design and construct the East Wake Expressway (R-2641) from the US 64 Bypass (R-2547BB) to the North Wake Expressway (R-2000G) -L- Station 475+00. The proposed noise wall extends onto R-2000G. The Design Build Team shall establish appropriate limits at the interchange with US 64 Bypass to ensure proper grading and paving in order to accommodate the proposed structures, ramps, loop, and any drainage items. These limits shall be approved by the NCDOT and be consistent with the environmental permit. The structure on the East Wake Expressway over the US 64 Bypass shall be constructed to the ultimate 4 lanes. There is a section of the Northbound Lanes in the R-2641/R-2547BB interchange area that traffic will not have access to until the completion of the future project south of the US 64 Bypass. These Northbound lanes from approximate Station 194+20 (R-2641) to the gore area of the flyover (from eastbound US 64 Bypass to the Expressway) shall be graded to the ultimate section including all drainage structures. The loop from the northbound Expressway to westbound US 64 Bypass shall not be graded. Pavement will not be required where traffic will not be placed upon completion of the R-2641 project, with the exception of approximately 100 feet south of the gore area. The proposed design consists of three lanes in each direction with a variable 18m to 14m median. The median width shall be 18m from the Knightdale Bypass R-2547BB to station 206+80 and transition to 14 meter at station 208+20. The Design Build Team shall design and construct the fly-over from eastbound US 64 Bypass to the Expressway, the ramp from the southbound Expressway to the westbound US 64 Bypass, the ramp from westbound US 64 Bypass to the Expressway, and the loop from the southbound Expressway to the eastbound US 64 Bypass. The Design Build Team shall construct the shoulders and extend any necessary drainage adjacent to the US 64 Bypass for the loops and ramps tying into the US 64 Bypass under the R-2641 project. The Design Build Team shall design the future ramps, loops, and fly-over to the degree necessary to ensure that the future interchange will function. The Future fly-over shall be designed 2 lanes. The Design Build Team shall inform NCDOT of any changes to the design to a previously approved submittal.
- The design shall meet AASHTO 2001 Guidelines, January 2002 NCDOT Roadway Standard Drawings, NCDOT 2002 Roadway Design Manual, Roadway Design Policy and Procedure Manual, Design Services Unit's Guidelines for Roadway Design Activities, January 2002 North Carolina Standard Specifications for Highways and Bridges, and the AASHTO Roadside Design Guide 2002. The mainline shall meet Interstate standards, 110 kmh (70mph) design speed in rolling terrain, and follow the 0.10 max chart for superelevation. The design speeds for the ramps, loops, and fly-overs shall follow the guidelines as set forth in the AASHTO. The ramps shall follow the 0.08 max chart for superelevation. The pavement width for the ramps shall meet AASHTO guidelines, and satisfy capacity warrants. The fly-over from eastbound US 64 Bypass to the Expressway shall have 2 lanes. This does not necessarily require additional work along R-2547. The paved shoulders on the fly-over shall be per the NCDOT 2002 Roadway Design Manual. One-lane ramps shall provide 4.8 meter width for the through lane. The functional classifications that have a defined usable shoulder, shall have 0.6m added to the usable shoulder in both cut and fill sections. The offsets for all bridges shall be equal to or greater than the approach roadway paved shoulder. The limits of -Y-line construction shall be of sufficient length to tie to existing per all guidelines and standards. The slopes in the interchange area shall follow the requirements set forth in the Guidelines for Roadway Design Activities. The cul-de-sac on -Y11- will be built on the R-2547BB project.
- Structure Recommendations shall be provided by the Design Build Team and should be submitted for review with the 25% plans.
- No Design Exceptions shall be allowed for the 6-lane freeway. NCDOT prefers not to have design exceptions for the ramps, loops, fly-overs, and -Y- lines.

Revised 8-26-03



N. C. DEPT. OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 WAKE COUNTY
 PROJECT: 8.1402202 (R-2547BB)
 US 64 BYPASS FROM NEW HOPE
 ROAD TO EAST OF SR 2601
 CLIFTON ROAD

SHEET OF 8 / 25 / 2003

 DENOTES FILL IN SURFACE WATERS
 DENOTES MECHANIZED CLEARING IN WETLANDS



68-RR

IMPACT SUMMARY

Site No.	Station (From/To)	Structure Size	WETLAND IMPACTS				SURFACE WATER IMPACTS				FILL IN BUFFER			
			Fill In Wetlands (ha)	Temp. Fill In Wetlands (ha)	Excavation In Wetlands (ha)	Mechanized Clearing (Method III) (ha)	Fill In SW (Natural) (ha)	Fill In SW (Pond) (ha)	Temp. Fill In SW (ha)	Existing Channel Impacted (m)	Relocated Channel (m)	Enclosed Channel (m)	Zone 1 (ha)	Zone 2 (ha)
1	33+80-35+80 L	BRIDGE										0.241	0.002	
	12+70 -Y15	BRIDGE						0.02				0.0005		
2	36+80-38+00 L						1.276					0.157	0.085	
3	41+80-43+20 L	BRIDGE										0.043	0.035	
4	43+20-43+80 L	--DELETED--BRIDGED												
5	44+60-46+40 L	--DELETED--PART OF 3												
6	11+80-14+40 Y10	1050	0.073					0.005	1.096	93		0.343	0.23	
7	71+0072+00 L	1500 RCP							0.71			0.239	0.153	
8	12+60-13+00 LPA1 75+20-75+40 L	2 @ 900 RCP	0.0005					0.0116		141.6	63	0.1178	0.078	
9	79+20-79+60 L	1 @ 2.7m X 1.8m RCBC	0.565					0.047		87	84	0.327	0.217	
10	11+60 TO 12+80 LPC1		0.42					0.04						
TOTALS:			1.06	0.00	0.00	0.10	0.03	0.07	3.08	7.62	321.60	147.00	1.47	0.80
			ac/feet	2.61	0.00	0.24	0.07	0.10	1055.12	0.00	482.00	3.63	1.98	

N.C. DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS

WAKE COUNTY

PROJEC 8.1402202 R-2547BB

PREV REV 3/18/02
REVISED 8/25/03

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