

## **U-3101C Project Synopsis**

- TIP Project U-3101C is the reconstruction and widening of US1/64 from just South of I-40 to US64/SR1009 (Tryon Road) in Wake County.
- Planning studies have been completed. The Environmental Assessment (EA) was approved on March 26, 2001. The Finding of No Significant Impacts (FONSI) was approved on January 14, 2002. Copies of the EA and FONSI will be made available to the shortlisted teams.
- The general scope of work consists of the reconstruction of the existing four lanes of US1/64 and the addition of one lane and ramp to ramp connections in each direction from South of I-40 to North of US64/SR1009 (Tryon Road) in Wake County.

### **Public Involvement Work:**

- During the project's construction, the Design Build Team must coordinate with the Division 5 Office, the Construction Unit, and the Town of Cary to inform the public of lane closures, construction progress, etc.

### **Design Scope of Work:**

- The Department will provide the Design Build Team with a set of plans sealed by a Professional Engineer for all areas of work with the exception of Traffic Control and Pavement Markings. Modifications to a provided design will be allowed if included in the Technical Proposal and formally approved by the Department. In such case, the Design Build will assume responsibility for the complete design of that item.

### **Roadway Work:**

- The roadway work will consist of the reconstruction of the existing four-lane facility and the addition of one through lane in the median in each direction. Ramp to ramp connections in each direction from US64 (Tryon Road) to Walnut Street will create additional lanes and will be a part of this work.
- Additional ramp work at the US1/64/Walnut Street interchange will consist of the reconfiguration of the US1/64 Southbound ramp to Buck Jones Rd./Crossroads Blvd and the addition of two ramps from US1/64 Southbound to Walnut Street.
- Walnut Street widening for roughly 1600 ft. in the proximity of the US1/64/Walnut Street interchange will be a part of this work.
- Additional ramp work at the US1/64/Cary Parkway interchange will consist of the realignment of the two off ramps from US1/64 onto Cary Parkway and the addition of two on ramp loops from Cary Parkway onto US1/64.
- Resurfacing of Cary Parkway for roughly 2000 ft. in the proximity of the US1/64/Cary Parkway interchange will be a part of this work.

**Structure Work:**

- This work will consist of the extensions of culverts at Station 27 + 47.8 (Long Creek), Station 37 + 79.6 (Lynn Branch), and Station 42 + 95.7 (Straight Branch).
- This work will also include the widening of the Cary Parkway Bridge over US1/64 to accommodate two additional lanes, sidewalks, and a latex modified concrete overlay.
- Twelve noise wall segments will be constructed along the project and will be a part of this contract. In addition, a gateway wall will be built as part of this project as per Municipal Agreement with the Town of Cary.
- A pedestrian bridge over US1/64 at approximate Station 39 + 30 will be constructed as part of this contract as per the Municipal Agreement with the Town of Cary. The bridge superstructure will be prefabricated.

**Hydraulic Work:**

- No permit modification will be allowed on this project.
- This work will include relocation of the existing stream segment from approximate Stations 16 + 80 to 20 + 00 along US1/64 Southbound.

**Pavement Design Work:**

- The final pavement design will be provided by the Department.
- The Design Build Team will be responsible for all temporary pavement designs. A minimum required pavement thickness will be provided for the paved shoulders that are to be replaced. The Design Build Team will be responsible for the evaluation of the existing shoulders regarding their suitability for carrying traffic during construction.

**Location Surveys Work:**

- Full electronic surveys are completed and will be available to the Design Build Team.
- Existing utilities are located and are included with the survey data. Any additional SUE work will be the responsibility of the Design Build Team.
- Any structure surveys will be the responsibility of the Design Build Team.

**Geotechnical Investigations:**

- A geotechnical investigation package will be provided to the short-listed teams. The package will include borings at select locations at the bridge and along the roadway. Any additional geotechnical work will be the responsibility of the Design Build Team.

**Signals:**

- The Design Build Team will be responsible for signalization of new and revised interchanges at Cary Parkway and Walnut Street.

**Erosion Control Work:**

- Erosion Control Plans will be provided by the Department. The Design Build Team will be responsible for all erosion and sedimentation control measures. The Design Build Team will also be responsible for any modifications to the Erosion Control Plans necessitated by the approved Traffic Control Plans.

**Signing Work:**

- The Design Build Team will be responsible for all signing as designated in the Signing Plans provided by the Department.

**Traffic Control and Pavement Markings Work:**

- The Design Build Team will be responsible for the development of all Traffic Control and Pavement Marking Plans for this project.
- A list of parameters such as lane closures, time restrictions, and general TCP guidelines will be provided to the shortlisted teams.

**Right of Way Acquisition:**

- It is anticipated that all Right of Way will be purchased by the Department prior to the letting of this contract.
- Any additional Right of Way or easements needed due to a design revision will be the responsibility of the Design Build Team.
- If any UST's are discovered within the proposed Right of Way, it will be the Design Build Team's responsibility to contact the Geotechnical Unit and arrange for removal.

**R/W Utilities, Conflicts and/or Construction Work:**

- The Design Build Team will be responsible for all utility coordination and relocation work. Coordination shall include any necessary utility agreements when applicable.
- The Design Build Team shall obtain the services of a firm pre-qualified by NCDOT and knowledgeable in the utility coordination process involved with utility relocation/installation and highway construction. The Firm will be responsible for non-betterment utility relocation cost when the utility company has prior rights of way/compensable interest. The utility company will be responsible for the relocation cost if they cannot furnish evidence of prior rights of way or a compensable interest in their facilities.
- Any additional SUE work will be the responsibility of the Design Build Team.

**CEI Work:**

- The Design Build Team will be responsible for CEI work on this project.

**Construction Costs:**

- The latest estimated construction cost for the project is \$43,000,000.