

I-2511CB Project Synopsis

- TIP Project I-2511CB is the widening of I-85 from North of SR 1002 (Bringle Ferry Road) to North of SR 2120 (Long Ferry Road). This project is located in Rowan County.
- Planning studies have been completed. The Environmental Assessment (EA) was approved on December 12, 1994. The Finding of No Significant Impacts (FONSI) was approved August 30, 1995. Copies of the EA and FONSI will be made available to the short-listed teams.
- The general scope of work consists of the reconstruction of I-85 from North of SR 1002 (Bringle Ferry Road) to North of SR 2120 (Long Ferry Road) to an 8-lane facility.

Public Involvement Work:

- The Design Build Team will need to work with the Division 9 Office and the Construction Unit during the construction of the project to keep the public informed of lane closures, construction progress, etc.

Roadway Design Work:

- Design and construct I-85 from North of SR 1002 (Bringle Ferry Road) to North of SR 2120 (Long Ferry Road). The Design Build Team shall design and construct I-85 to a multilane facility, shall meet Interstate standards, shall meet 70 mph design speed, and shall follow the approved design criteria as provided by the NCDOT.

Structure Design Work:

- Bridge replacement of dual structures on I-85 (-L-) over SR 2114 (McCanless Road) (-Y12-)
- Bridge on SR 1915 (Old Union Church Rd.) (-Y13Rev-) over I-85 (-L-) (*replacing existing dual bridges on I-85 over Old Union Church Rd. -Y13-*)
- Bridge on SR 1915 (Old Union Church Rd.) (-Y13Rev-) over Realigned Town Creek
- Bridge on Service Road #1 (-SR1-) over Realigned Town Creek
- Bridge replacement of structure on SR 2120 (Long Ferry Road) (-Y14Rev-) over I-85 (-L-)
- Extension of existing culvert under I-85 (-L-) at approximate station 752+65-L-

Hydraulics Work:

- The Design Build Team shall not revise the bridge survey reports for Town Creek. The Design Build Team shall adhere to the approved FEMA study as provided by the Department. The existing culvert shall be retained and extended and will require a culvert survey report. If the drainage design is revised at a permit site, the Design Build Team will be responsible for new impact sheets for the permit modification.

Pavement Design Work:

- Final pavement design will be provided.
- Temporary pavement designs for detours or temporary widening will be the responsibility of the Design Build Team.

Location Surveys Work:

- Full electronic surveys are completed and will be available to the selected 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.

Erosion Control Work:

- All erosion control designs will be the responsibility of the Design Build Team.
- The Erosion Control Plan will be prepared using NCDOT and NCDENR standards and will be reviewed and approved by the Roadside Environmental Unit.
- The Design Build Team must have a full time erosion control inspector on the project.

Lighting

- Lighting will be designed by the NCDOT, but installed by the Design Build Team

Signing Work:

- Signing will be required and will be the responsibility of the Design Build Team.

Traffic Control and Pavement Marking Work:

- Traffic Control Plans will be developed by the Design Build Team and will have Division 9 approval.

R/W Acquisition:

- Right of Way has been purchased by the NCDOT. All construction shall be performed within this right of way.
- 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 responsibility of the Design Build Team to contact the Geotechnical Unit and arrange for their removal.

R/W Utilities, Conflicts and or Construction Work:

- The Design Build Team will be responsible for all utility conflicts and utility construction plans.
- The Design Build Firm 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 Design Build Firm shall be responsible for coordinating all utility relocations. Coordination shall

include any necessary utility agreements when applicable. 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 can not 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.

ITS Work:

- The Design Build Team will be responsible for ITS work.

CEI Work:

- *NCDOT will be responsible for CEI work. (Revised 5-14-04)*

CONSTRUCTION COSTS:

- The latest estimated construction cost for the project is \$59,200,000.