

R-2641 Project Synopsis

TIP Project R-2641, East Wake Expressway, is located in Wake County east of Knightdale. The project limits begin at the US 64 bypass just east of the Hodge Road interchange and extend north on new location to the proposed interchange at existing US 64 between Hodge Road and Lynnwood Road. The project length is approximately 1.47 miles.

Planning studies have been completed. The Draft EIS was approved July 10, 1995 and the Final EIS was approved April 30, 1998. The design public hearing was held August 31, 1999. There are permits and permit modifications required for this project. Copies of the document and of the hearing map will be made available to the short-listed teams.

The general scope of work consists of a six lane, variable (18m to 13.8m) median section on new location from the new US 64 Bypass (R-2547) to the existing US 64. The proposed interchange at the US 64 bypass will consist of Ramp B from the southbound East Wake Expressway to the westbound US 64 Bypass, Flyover CA from the eastbound US 64 Bypass to northbound East Wake Expressway, Ramp A from westbound US 64 Bypass to northbound East Wake Expressway, and Loop C from the southbound East Wake Expressway to eastbound US 64 Bypass.

Right of way has been acquired. Any additional right of way needed will be the responsibility of the D/B Team. Full control of access will be maintained throughout the project limits except at the interchange.

Public Involvement Work:

- The D/B team will need to work with the Division 5 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:

- Construct a six lane, variable (18m to 13.8m) median section on new location from the new US 64 Bypass (R-2547) to the existing US 64.
- Construct the interchange at the US 64 bypass east of Hodge Road. This interchange will consist of Ramp B from the southbound East Wake Expressway to the westbound US 64 Bypass, Flyover CA from the eastbound US 64 Bypass to northbound East Wake Expressway, Ramp A from westbound US 64 Bypass to northbound East Wake Expressway, and Loop C from the southbound East Wake Expressway to eastbound US 64 Bypass.
- The design speed for the East Wake Expressway will be 70 mph. The design speed for the ramps and flyovers will be a minimum of 50 mph.
- The D/B Team will develop construction plans using Microstation and Geopak software.

Structure Design Work:

- Dual Bridges will be required over Lynnwood road and will extend over the Norfolk Southern Railway.
- Two flyover bridges will be required on Flyover CA.
- One bridge will be required on Old Faison Road.
- The southbound lanes of the East Wake expressway will require a bridge over the US 64 Bypass.
- Structure recommendations will be required for each bridge.

Hydraulics Work:

- All of the drainage design work will be completed for the entire project.
- Permit modifications will be required.

Pavement Design Work:

- All final pavement designs will be provided.
- Temporary pavement designs for detours or temporary widening will be the responsibility of the D/B team.

Location Surveys Work:

- Full electronic surveys are completed and will be available to the selected D/B team. The surveys are metric; therefore, all designs will be in metric units.
- Existing utilities are located and are included with the survey data. Any additional SUE work will be the responsibility of the D/B team.
- Any structure surveys will be the responsibility of the D/B team.
- All right of way staking and right of way recordation will be the responsibility of the D/B team.

Geotechnical Investigations:

- A complete geotechnical investigation package will be provided to the short-listed teams. The package will include borings at or near all proposed bent locations. Any additional geotechnical work will be the responsibility of the D/B team.

Erosion Control Work:

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

Signal Design Work:

- New signals are required at both ramp intersections at the existing US 64 interchange.
- Any temporary signals due to traffic control issues will be the responsibility of the D/B team.

Signing Work:

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

Traffic Control and Pavement Marking Work:

- A list of parameters such as lane closures, time restrictions, pavement marking and general TCP guidelines will be developed for the short-listed teams.
- Traffic Control Plans will be developed by the D/B team and will have Division 5 approval.

R/W Acquisition:

- Additional right of way and easements needed but have not been acquired previously under project R-2547BB will be the responsibility of the Design Build Team.
- No UST's have been located; however, if any 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 D/B team will be responsible for all utility conflicts and utility construction plans.
- Any additional SUE work will be the responsibility of the D/B team.
- The D/B team will coordinate with utility owners in handling the utility conflicts.

Construction Work:

- Coordination will be required on both ends of this project where it ties to TIP project R-2000G (north end) and R-2547 (south end).

CEI Work:

- The D/B Team will be responsible for CEI work.

CONSTRUCTION COSTS:

The latest estimated construction cost for the project is \$57,000,000.