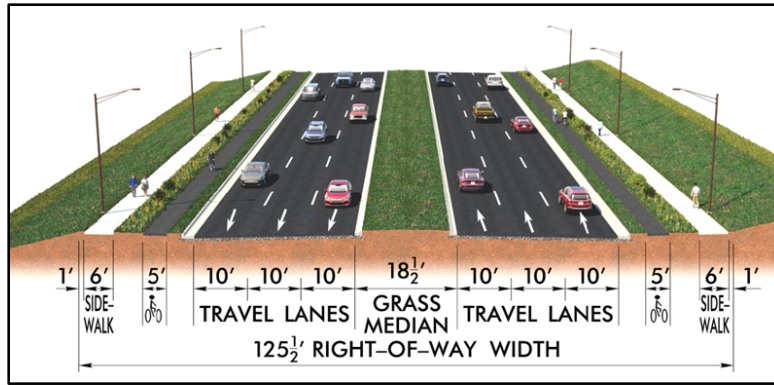


To	Marchell Adams-David, City Manager
Thru	Paul Kallam, Transportation Director Rich Kelly, PE, Engineering Services Director
From	Kenneth Ritchie, MPA, PE, Assistant Transportation Director Byron Sanders, PE, Assistant Engineering Services Director
Department	Transportation, Engineering Services
Date	July 1, 2025
Subject	Special Items – Six Forks Road Improvement Project Follow-Up

The Six Forks Road Corridor Study was initiated in 2012, kicking off with a visioning session that brought City staff together with the community residents, businesses, and institutions. As conveyed in the “Purpose of the Project” in the Introduction section of the adopted Corridor Study, this collaborative effort was designed to establish an “implementable vision and master plan for how Six Forks, between Lynn Road and I-440, should transform in the coming years to become more safe, multimodal and attractive so as to improve livability and to create an identifiable image for this important portion of Midtown.” The draft report and recommendations were initially presented to the City Council in February 2016 and referred to a work session. After further consideration by the City Council and additional engagement with the public in 2017, the proposed three phase implementation plan was approved by the City Council in June 2018.

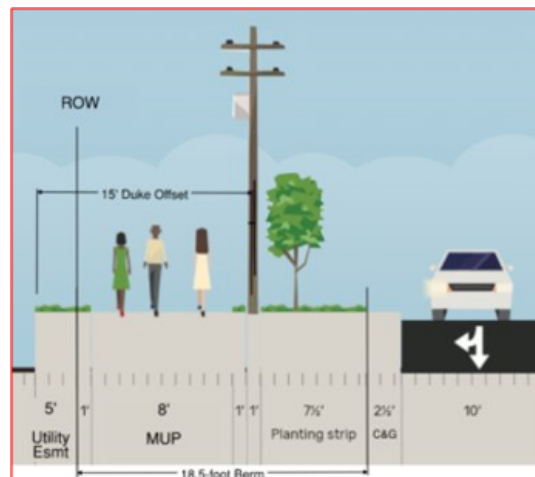
Phase 1 of the adopted Six Forks Road Corridor Study, known today the Six Forks Road Improvement Project, prescribed improving the approximately 1.9 miles of Six Forks Road from Rowan Street (southern terminus) to Lynn Road (northern terminus). This project scope directly follows the Transportation Recommendations found on page 78 of the adopted 2018 Study and includes widening the corridor to a 6-lane median-divided section with separated bicycle and pedestrian facilities on both sides, as well as protected intersection designs to improve bicycle and pedestrian crossing safety, street lighting, landscaping, stormwater quality enhancements and enhanced transit stops. \$1.8M was approved for this project as part of the 2013 Transportation Bond to initiate design. An additional \$29.5M was approved as part of the 2017 Transportation Bond to complete the project, for a total budget of \$31.3M.



The original \$31.3M budget estimate for the project included design, right-of-way/easement acquisition, utility relocation and construction. Design for the project was initiated in Spring 2020. Market escalation for both construction and real estate has had a significant impact on the estimated cost of this project as has been presented to City Council during previous transportation bond updates annually since 2022.

As part of the FY23 Capital Improvement Program (CIP) City Council reallocated an additional \$14.6M to help close an identified funding gap at the time, establishing the current project budget of \$46.1M. The City also successfully obtained \$14M of federal funding through the Capital Area Metropolitan Planning Organization (CAMPO) and the NCDOT Locally Administered Projects Program (LAPP) to the project, bringing the total project budget to \$60.1M.

During the May 2023 transportation bond update staff presented that the estimate for the originally scoped project at \$119.0M, \$72.9M over budget. Further follow-up with the Council in Fall 2023 and Spring 2024 resulted in direction being provided to rescope the project, changing the northern terminus of the project to Millbrook Road and modifying the streetscape section from separated bicycle and pedestrian facilities to an 8' multi-use path (MUP). The delivery of this alternative was estimated at \$56.1M, just under the \$56.3M remaining funding for the project.



On March 11, 2025, as part of a Major Projects Update work session, staff presented updates on the delivery of the 2017 transportation bond. During that presentation it was shared that the estimated cost for the rescope project has escalated to \$93.5M, an increase of \$37.4M or ~67%. While a staggering change, it was also shared that this was consistent with the general market environment; that week, it had been shared that the Capital Boulevard/US 1 N freeway conversion project had experienced similar escalation from an estimate in the 2023 State Transportation Improvement Plan (STIP) of \$750M to an estimate of \$1.34B in the 2025 STIP.

Since the March 2025 update, staff has been assessing all options associated with delivering improvements to this corridor. During the presentation, staff will provide an update on that assessment and seek direction from the Council on how to proceed.