



Transportation Project Status May 18, 2017

Current as of May 18, 2017

Below is the current status of the project currently proposed or underway. Please note that all completion dates are tentative and are highly dependent on weather conditions. Portions changed since November 8, 2016 are highlighted in yellow.

Current Projects

Sportsplex- Mecklenburg County Project. Located at 1505 Tank Town Road, this project is a \$32M athletic complex for field sports and includes adjoining privately held land for a Family Entertainment Complex. The project is being constructed jointly with the County. The Town of Matthews has agreed to invest \$2M in the project. Phase I of this project is open and includes five multi-purpose fields, a shelter area and a playground built in tribute to the lives lost in the September 11, 2001 terrorist attack. Ultimate build-out includes 12 fields, including a stadium that sits approximately 2,700 people, with the capability of further seating expansion. Once complete, there will be a new public roadway connection between Tank Town Road and Brigman Road, named Sports Parkway. Project is substantially complete. All artificial turf fields are open for play. Natural turf fields will have to be given time to establish before being used, which is anticipated to be in conjunction with the grand opening on June 17th. Matthews received \$1M from the general assembly for fiscal year 2017 to be used to expand the seating capacity for the stadium.

Monroe Expressway (R-3329/R-2559)- NCDOT project. This \$840 million, 19.5 mile project is an all-toll facility from U.S. 74 east of I-485 in Mecklenburg County to U.S. 74 between Wingate and Marshville in Union County. Clearing has been completed and grading/construction is underway. They have a tentative completion date set for 2018. NCDOT has more information about the project [here](#). CRTPO has additional information on their [website](#).

NCDOT Resurfacing- NCDOT project. NCDOT has contracted out several resurfacing projects within Matthews. We do not yet have a timeline on when they may be done. These areas include Pineville-Matthews Road, from Sardis Road to John Street; and East John Street from Trade Street to Friendship Drive.

2016 Pavement Preservation Program- Matthews project. Several pavement preservation techniques are being used on various local roads to extend their life. Roads in Sardis Mill and Coachman Ridge had a rejuvenator, called Reclamite, applied to them. This product replaces the volatile organic compounds lost from the asphalt when it is initially placed. It also helps to reverse oxidation that has occurred in the pavement since that time. This was placed on these roads and a small section of Phillips Road on September 20, 2016.

Two weeks later, on October 4, 2016, a high density mineral bond (HA5) was placed in the Sardis Mill subdivision. This is a coating that will help protect the pavement from UV damage for up to 7 years.

Millstone Ridge will have a seal coat, GSB-88, placed on it this spring. This product is a coating that will mitigate raveling in the road and help to protect the pavement from UV damage for up to 5 years. This will take about 10 days to apply, with most of that being prep work. This product takes about 2 hours to cure before it can be driven on. Town crews are currently patching and crack sealing these roads in preparation of the application.

Railroad Parking Lot Improvements- Matthews Project. The state legislature this past session gave Matthews \$94,240 to revitalize a portion of our downtown. The Board voted on September 12 to use the money toward improving the parking lot adjacent to the railroad, between North Trade Street and North Ames Street. This money supplements the \$72,000 that the Board put in the CIP to make the improvements. Improvements to the parking lot include creating a 10' pedestrian path along one side of the parking lot, installing stairs from the parking lot up to Bank Street, resurfacing the parking lot, and improving landscape in the area. The estimated cost of this project is \$105,000. Any remaining funds will be put toward future projects. This project is currently under construction. Parts

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of it were delayed due to Hurricane Matthew. Wall repairs and landscape lighting of the existing planter are complete. Steps to Bank Street are currently complete. Seal coating the parking lot will be the week of May 22, 2017.

Downtown Sidewalk Projects- Matthews project. The Town received a \$500,000 grant from the NC General Assembly toward new sidewalks. Design is underway to construct a wide sidewalk on Matthews-Mint Hill Road from the Novant Health entrance to North Trade Street. Another section of sidewalk under design is along West John Street from Ames Street to Irwin Lane. Construction on these projects is anticipated for this summer.

Reverdy Signal- Developer project. As part of the Carmel Baptist Church expansion project, they are adding a signal to Reverdy Lane at NC 51. Signal installation is anticipated for this summer with opening before the start of the next school year. Charlotte is overseeing this project.

Fullwood Signal- Developer project. As part of the Plantation Estates expansion, they are installing a signal on Fullwood Lane at their new entrance. Signal activation is anticipated for this summer. Matthews is overseeing this project.

McKee Road Improvements- Developer project. As part of the Erickson Community development on McKee Road, they were required to add turn lanes at the intersection of Pleasant Plains Road. NCDOT is overseeing this project.

Future Projects

Idlewild and Hwy. 51 Roundabout (U-5115)- NCDOT project. Construction was planned to start in June 2016, but has been delayed due to issues with acquiring right-of-way. All rights-of-way have been purchased and utilities are currently being moved. Construction is planned to begin in June 12, 2017 and will require the closing of the intersection from July 7 through August 28. Detour routes have not yet been determined. It was designed to accommodate the future widening of NC 51 (U-5007). Construction estimates are around \$1.6M. Matthews and Mint Hill are responsible for a combined 20% match (\$80k each), plus the cost of additional amenities such as lighting, gateway signs, etc. More information on roundabouts can be found in this [NCDOT brochure](#).

South Trade Street Culvert (U-5804B)- NCDOT Project. This project will widen South Trade Street to 4 lanes between Chaphyn Lane and Weddington Road and lengthen the culvert under South Trade Street in this area. Due to the new flood plain maps being released and the CLOMAR expiration, this project had to go back through environmental review process. The project is currently in the right-of-way acquisition stage. It is anticipated that construction on this project will begin in the fall of 2017. Current cost estimate for the culvert is \$1.5M. This is an NCDOT project.

South Trade Street Greenway/Tunnel (EB-5829)- Mecklenburg County Project. An additional project will build a pedestrian tunnel and greenway connection under South Trade Street, adjacent to the culvert. STP-DA funding for the pedestrian tunnel and associated greenway path was approved by the CRTPO at its August 2016 meeting. The pedestrian tunnel and greenway will be constructed separately from the culvert widening, but should only cause minimal traffic delays. The cost for the new 14' tunnel and greenway is estimated at \$1.1M, and will be funded by NCDOT and Mecklenburg County.

Weddington Road/I-485 Interchange (R-0211EC)- NCDOT project. This will add an interchange at Weddington Road and I-485 and will also improve a section of Weddington Road. Due to additional funding from HB 97 in the TIP, the project is now funded fully from the TIP and will be built as part of the I-485 Express Lanes (I-5507) project (see below for more information). Design and construction may begin as early as 2017 or as late as 2019, depending on the contractor's direction of operation. Project estimate is \$20M. Town is responsible for sidewalk costs, estimated at \$200k. More information about the project can be found on the [CRTPO website](#).

I-485 Express Lanes (I-5507)- NCDOT project. New express lane in each direction from I-77 to US 74. ROW and construction in 2017. Completion in FY 2019. Project estimate is \$203M. This project now includes adding the Weddington Road Interchange (R-0211EC) and enhancements to the John Street interchange and will add an additional auxiliary lane in each direction from Weddington Road to John Street. NCDOT has more information about the project [here](#).

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I-485 Pavement Rehabilitation NCDOT project between Idlewild Road and U.S. 74 - Two projects (I-5748 and I-5827) propose to resurface both directions of I-485 in this area. The first project is funded for FY 16 for \$500,000 and has been completed. The second is funded for FY 19 for \$3 million.

Sam Newell Road Intersection Improvements- NCDOT project will add an additional lane on Sam Newell Road/North Trade Street on both approaches to NC51. They will also add an addition left turn lane onto North Trade Street from Hwy. 51. This project is estimated at \$600k and will likely be funded with Congestion Mitigation Air Quality (CMAQ) money.

Sam Newell Road Multi-Use Path- Rice Road to Crown Point Elementary (EB-5783)- Matthews project. Design will begin in 2017. Project estimate is \$1.3M, with the Town contributing \$400k. Construction with STBG-DA funding likely in 2021 or 2022.

Pleasant Plains Road Multi-Use Path- Trade St. to McKee Rd. (EB-5779)- Matthews project. Design in 2019. Construction not yet funded. Project estimate has recently been updated to \$1.9M. The Town will contribute 20% of the project costs.

NC 51 Widening- Sardis Road to E. John St./Monroe Rd. (U-5763)- NCDOT project. This project will widen NC 51 from four to six lanes, including a median and a multi-use path on one side and sidewalk on the other. It is in the planning stages. ROW in 2018 and construction in 2020. Project estimate is \$3.9M. The Town is responsible for the cost for the multi-use path and for sidewalk where there currently isn't any.

US 74 Widening and Express Lanes (U-2509A,B)- NCDOT project. This project is broken into two segments. Segment A proposes express lanes between Conference Drive and Sardis Road North. Segment B proposes express lanes between Sardis Road North and I-485. Additional general purpose lanes will likely be added as part of the project. The project may also include completing the unfinished portions of Krefeld Drive/Northeast Parkway and Independence Pointe Parkway. NCDOT has more information about the project [here](#). The project is currently in the planning stages. ROW date is 2020. Construction date is 2022-2025. Project estimate for section B is \$207M, with the total project estimate of \$406M.

An additional project (U-5526) proposes to add express lanes on U.S. 74 from I-277 to Wallace Lane, with construction starting in FY 2017. More information about the \$17.5 million project can be found [here](#). There is a possibility that construction of U-5526 and U-2509B may be combined for economies of scale.

The most current version of the plans can be downloaded here: [Sheet 1](#), [Sheet 2](#).

Idlewild Road Widening (U-4913)- NCDOT project. Widen Idlewild Road from I-485 to Stevens Mill Road. ROW in 2020, construction in 2022. Project estimate is \$7M.

Rice Road Extension is a project to extend existing Rice Road across Sam Newell Road to the existing Rice Road Extension, which intersects Independence Boulevard. NCDOT has committed to installing a traffic signal at the Rice Road and Sam Newell Drive intersection once this project is completed. This project is estimated to cost approximately \$350k. Funds for this project have not yet been identified, but may be included as part of the U-2509B project.

John Street / Old Monroe Road Widening (U-4714)- NCDOT project. This project is likely to be a 4-lane median divided facility with a multi-use path along the majority of the section through Matthews. This widening project is divided into three segments. Section A is from its intersection with Trade Street in downtown Matthews to I-485. Section B is from I-485 to Waxhaw Indian Trail Road. Section C is from Waxhaw Indian Trail Road to Wesley Chapel-Stouts Road. The current design shows a superstreet section until it's terminus at Trade Street. The most recent schedule shows right-of-way acquisitions FY 2019, and construction in FY 2021-23. The total cost for building these segments is \$87.5M. NCDOT has prepared a flyer to help explain the design concept for the roadway. More information on the project can be found here at the [NCDOT website](#).

Since the project is receiving federal funds, it is required to have an Environmental Assessment (EA). As part of the EA, the design team held a Charrette session for initial public input on August 27 through 29, 2013 and later public hearings.

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[John Street Widening Public Hearing Map A](#)
[John Street Widening Public Hearing Map B](#)

The EA was approved in July 2016. [The Town sent our U-4714 EA Comments](#) to NCDOT on November 11, 2016.

The Town then hired a consultant to help determine how the roadway design might be modified in order to: mitigate speeds through the area; increase bicycle and pedestrian accessibility along and across the corridor; aesthetic treatments for median area; and possible alternative intersection alternatives. [The consultant's contract is currently on hold until the larger aspects of the design can be determined.](#)

[A public meeting for input on the design was held in the Town Hall Hood Room on January 31, 2017.](#) Please see the [John Street Handout](#) for information on this corridor and to provide input to staff on your thoughts regarding aesthetics and pedestrian safety options.

The consultant presented the results of the public input session and additional project information to the Transportation Advisory Committee (TAC) on February 13, 2017. Please see [East John Street Widening Presentation to TAC 2-16-17.](#)

Town staff presented the Board various alternatives to the current design at their Planning Conference on February 24, 2017. Please see [U-4714 Planning Conference Presentation](#). On March 24, 2017, the Town Board passed a [Resolution](#) regarding East John Street, which was sent to NCDOT. [NCDOT responded to the Town](#) and agreed to meet to work through various options that might be implemented with the project to meet the project and Town's needs.

The Town also has started a dedicated web page for this project:
<http://www.matthewsnc.gov/newsview.aspx?nid=5994>

[NC 51 Widening- Matthews Township Parkway to Lawyers Road \(U-5007\)](#)- NCDOT project to widen to multi-lanes. ROW in 2022, construction in 2024. Budget is [\\$35.7M](#).

[McKee Road Extension \(U-4713\)](#)- This project is broken into several segments.

[Segment A \(U-4713A\)](#) of this proposed [Matthews project](#) will extend McKee Road 4,000 feet from its existing terminus at Pleasant Plains Road to John Street. The Town Board voted at its April 25, 2016 meeting to obligate \$2M toward this project to increase the probability of it being funded in the TIP as part of the P4.0 process. The money will come from the \$3M the Town is receiving at the first building permit of Erickson's Windsor Run project. [The project is funded in the current Draft TIP.](#) Construction estimate is \$9.8M. [At Matthews' request, NCDOT accelerated the schedule for this section of roadway.](#) Right-of-Way acquisition will be in 2019 and construction in 2020.

Segment B of the project was completed in September 2016 (see below for more information).

Segments C, D and E are proposed to further extend McKee Road to Independence Boulevard. Section C, which takes the roadway over the CSX rail line is currently unfunded. Section D will likely be built with the development of the adjacent property. Section E is being built as part of the NCDOT Monroe Expressway project (R-3329/R-2559).

[Greylock Ridge Road Extension](#)- This proposed 2,200 foot long road will connect John Street to the Sportsplex and Family Entertainment District. The preliminary design for the roadway is done. Estimated cost is \$4.6M. The Town is [voted to purchase](#) a portion of the right-of-way needed for the road. No funding has been identified to finalize plans or move toward construction.

[North Ames Street Widening](#)- Widen North Ames Street from West Matthews Street to North Ames Street. Estimated cost is \$387k. [No funding has been identified to finalize plans or move toward construction.](#)

[West Charles Street Widening](#)- Widen West Charles Street from existing widening to Matthews Township Parkway. Preliminary plans have been done. Estimated cost is \$918k. [No funding has been identified to finalize plans or move toward construction.](#)

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[LYNX Silver Line](#) is a proposed [CATS project](#) that will build a rail line between uptown Charlotte and the Matthews area. CATS is currently conducting a rail alternative analysis and transit study, which extends 13.5 miles from Charlotte's City Center to the border of Mecklenburg and Union Counties, including the town of Matthews. The study will define a fixed-rail guideway alignment, provide an interim bus transit strategy that utilized the future Independence Boulevard managed lanes, and develop land development strategies to protect and preserve the fixed guideway alignment.

The Metropolitan Transit Commission (MTC) voted to approve the [LYNX Silver Line Locally Preferred Alternative](#) (LPA) at their November 2016 meeting and adopted it into the 2030 Transit System Plan. The Charlotte Regional Transportation Planning Organization (CRTPO) voted to include it in the region's Long Range Transportation Plan at their January 18, 2017 meeting.

More information about the study, including maps and a survey for public input can be found at the [LYNX Silver Line Web Page](#).

Completed Projects

[South Trade Street Widening \(U-5804A\)](#)- [Matthews Project](#). The contract was awarded to Sealand Contractors Corporation for [\\$4.2M](#). The original completion date was March 19, 2016. This was delayed by utility relocations and other issues. Except for minor repairs, the project is complete and is open to traffic. This is a Town-funded project on an NCDOT road. However, additional work on South Trade Street and Fullwood Lane will continue through several projects over the next year- Plantation Village, Fullwood Station and the South Trade Street Culvert Extension (U-5804B).

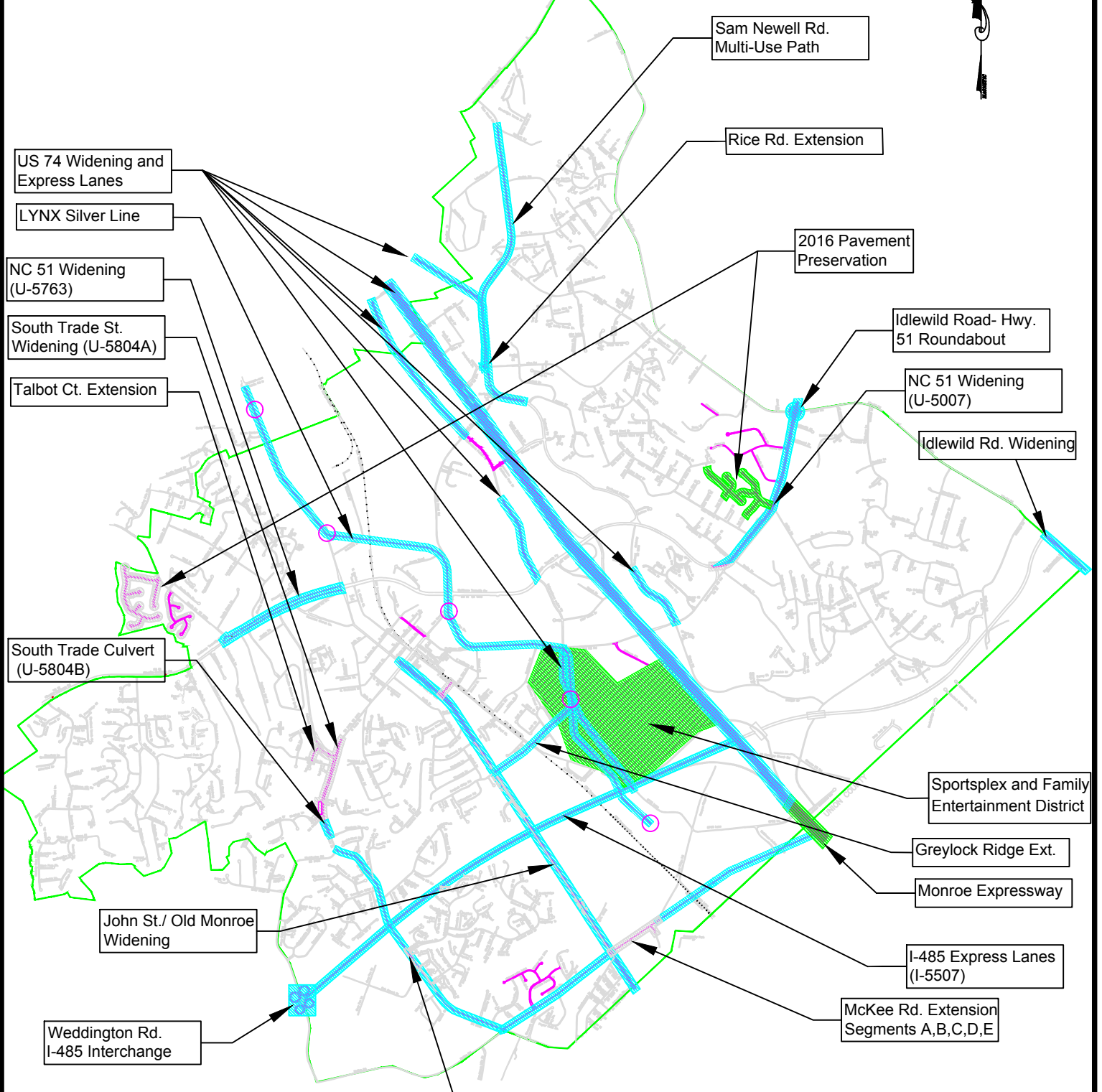
[Matthews-Mint Hill Road Superstreet \(U-5511\)](#) near Butler High School – [Matthews Project](#). The contract was awarded to J.T. Russell for \$675k. The Town has committed to \$240k of this plus half of any overruns. The remainder of the funding is from a Federal grant given to the Town. Please note that the multi-use path shown on the conceptual drawing was not able to be constructed due to limited funding. The contractor has installed the storm drainage and begun widening and curb and gutter on the both sides of the road. The project is complete except for punch list items. The Town and NCDOT are working together to add in a new crosswalk across Hwy. 51 at Phillips Road.

[2015 Resurfacing](#)- The contract of this [Matthews project](#) was awarded to Trull Contracting, LLC for \$716,410.75. The contractor has completed the full-depth reclamation (FDR) and paving in Matthews Estate, West Matthews Street, Oscar Drive area, Independence Pointe Parkway and Windsor Square Drive. Brigman Road was added to the contract for approximately \$73,000 as it will tie into the new entrance to the Sportsplex and was in poor condition and has been completed. This is a Town-funded project. This project is complete.

[Charles Buckley Way](#)- [Matthews project](#). Contract was awarded to Sealand Contractors Corporation for \$433,213.07. Our Landscaping Division installed trees and shrubbery. Except for a culvert crossing under John Street and repairing the crosswalk markings, this 500 LF project is complete and is currently open to traffic. This is a Town-funded project.

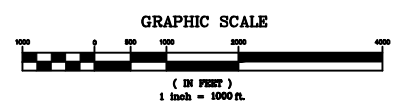
[McKee Road Segment B, Campus Ridge Road Relocation \(U-4713B\)](#)- [Matthews project](#) extended McKee Road 1,500 feet from John Street to existing Campus Ridge Road. Contract was awarded to Blythe Development at the June 8, 2015 Board Meeting. The total construction cost was \$1.7M, with the Town contributing \$361,456 toward construction and construction oversight. Project was completed in September 2016.

[Talbot Court Extension](#)- [Development Project](#). This extension is being constructed as part of the Plantation Village project. Its completion was tied to the first building C/O for Plantation Village. Construction of the road started in March and is open for traffic. [This is a privately funded roadway and has been turned over to the Town for maintenance.](#)



Legend

- Current Projects
- Future Projects
- Completed Projects



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