



Roadway Project Status September 19, 2016

Current as of September 19, 2016

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 August 15, 2016 are highlighted in cyan.

Current Projects

Sportsplex- 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 done jointly with the County. The Town of Matthews has agreed to investing \$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. The contractor is currently grading for phase II. Once complete, there will be a new public roadway connection between Tank Town Road and Brigman Road. Project completion is anticipated to be December 2016. Artificial turf fields will be available to play on immediately. Natural turf fields will have to be given time to establish before being used. 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)- 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 east of Hwy. 601 and grading is underway. They have a tentative completion set for 2018. NCDOT has more information about the project [here](#). CRTPO has additional information on their [website](#).

McKee Road Extension (U-4713)- This project is broken into several segments. **Segment A (U-4713A)** of this proposed project will extend McKee Road 4,000 feet from its existing terminus at Pleasant Plains Road to John Street. This section is unfunded with ROW and construction expected beyond 2025. 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. Construction estimate is \$9.8M. **Section B was completed in September 2016.**

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 will be built as part of the Monroe Expressway project (R-3329/R-2559).

South Trade Street Widening (U-5804A)- 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.

Talbot Court Extension- This extension is being constructed as part of the Plantation Village project. Its completion is tied to the first building C/O for Plantation Village. Construction of the road started in March and is open for traffic. **Except for landscaping, it is anticipated to be done by the end of September 2016.** This is a privately funded roadway that will be turned over to the Town for maintenance once complete.

NCDOT Resurfacing- 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.

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2016 Pavement Preservation Program- Several pavement preservation techniques are being used on various local roads to extend their life. Roads in Sardis Mill and Coachman Ridge will have 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. It is anticipated that this will be placed on September 20, 2016 and should only take a day to place.

The following week, on September 27, 2016, a high density mineral bond (HA-5) will be placed in the Sardis Mill subdivision. This is a coating that will help protect the pavement from UV damage for up to 7 years. It will take a day to place and cure the product and it cannot be driven on during that time. The contractor will ferry people from their houses to their cars parked off-site using golf carts during the installation.

Millstone Ridge will have a seal coat, GSB-88, placed on it next 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.

Railroad Parking Lot Improvements- 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.

Future Projects

South Trade Street Culvert (U-5804B)- Due to the new flood plain maps being released and the CLOMAR expiration, this project will have to go back through environmental reviews. It is anticipated that construction on this project will begin in early 2017. Current cost estimate for the culvert is \$1.3M. This is an NCDOT project.

The cost for this tunnel is estimated to be \$674k for the 14 foot diameter tunnel. The County will be responsible for costs associated with running the greenway under South Trade Street plus the associated greenway path. 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 as a separate project, but should only cause minimal traffic delays.

Idlewild and Hwy. 51 Roundabout (U-5115)- Construction was planned to start in June 2016, but has been delayed due to issues with acquiring right-of-way. It is planned that utilities will be moved in the fall of 2016. Actual construction is now planned to begin in June 2017 and will require the closing of the intersection for 6 weeks during construction. 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). More information on roundabouts can be found in this [NCDOT brochure](#).

Weddington Road/I-485 Interchange (R-211EC)- 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. Design and construction may begin in late 2016. 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)- New express lane in each direction from I-77 to US 74. ROW and construction in 2016. Completion in FY 2019. Project estimate is \$203M. NCDOT has more information about the project [here](#).

I-485 Pavement Rehabilitation 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 the second is funded for FY 19 for \$3 million.

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Sam Newell Road Intersection Improvements- NCDOT will be adding 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)- Design will be in late 2016, with construction at a later date. Project estimate is \$1.3M, with the Town contributing \$400k.

Pleasant Plains Road Bicycle Lanes- Trade St. to McKee Rd. (EB-5779)- Design in 2019. Project estimate has recently been updated to \$1.6M. If built, it will likely be as a multi-use path and the Town will contribute 20% of the project costs.

NC 51 Widening- Sardis Road to E. John St./Monroe Rd. (U-5763)- This project will widen NC 51 from four to six lanes, including a median and a multi-use path. It is in the planning stages. ROW in 2018 and construction in 2020. Project estimate is \$3.9M.

US 74 Widening and Express Lanes (U-2509A,B)- 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.

Idlewild Road Widening (U-4913)- 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)- This project is likely to be a 4-lane superstreet section 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 most recent schedule shows right of way acquisitions FY 2020-22, and construction in FY 2022-24. The total cost for building these segments is \$87.5M.

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. The EA was approved in July 2016. More information on the project can be found here at the [NCDOT website](#).

NC 51 Widening- Matthews Township Parkway to Lawyers Road (U-5007)- Widen to multi-lanes. ROW in 2022, construction in 2024. Budget is \$35.1M.

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. No funding has been identified to finalize plans or move toward construction.

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North Ames Street Widening- Widen North Ames Street from West Matthews Street to North Ames Street. Estimated cost is \$387k.

West Charles Street Widening- Widen West Charles Street from existing widening to Matthews Township Parkway. Preliminary plans have been done. Estimated cost is \$918k.

LYNX Silver Line is a proposed 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.

CATS will present a Light Rail staff recommendation to the Metropolitan Transit Commission (MTC) at the August 2016 meeting. The MTC will vote on the staff recommendation in fall 2016. If approved, the LYNX Silver Line Locally Preferred Alternative (LPA) will be included in the 2030 Transit System Plan. Later in the fall 2016, CATS will present the LPA to the Charlotte Regional Transportation Planning Organization (CRTPO) for a vote to include it in the region's Long Range Transportation Plan.

Based on Charlotte's feedback, these have been narrowed to two alignments.

[Alignment A](#)

[Alignment B](#)

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

The funding cap for light rail projects at \$500k has been removed in the current North Carolina budget.

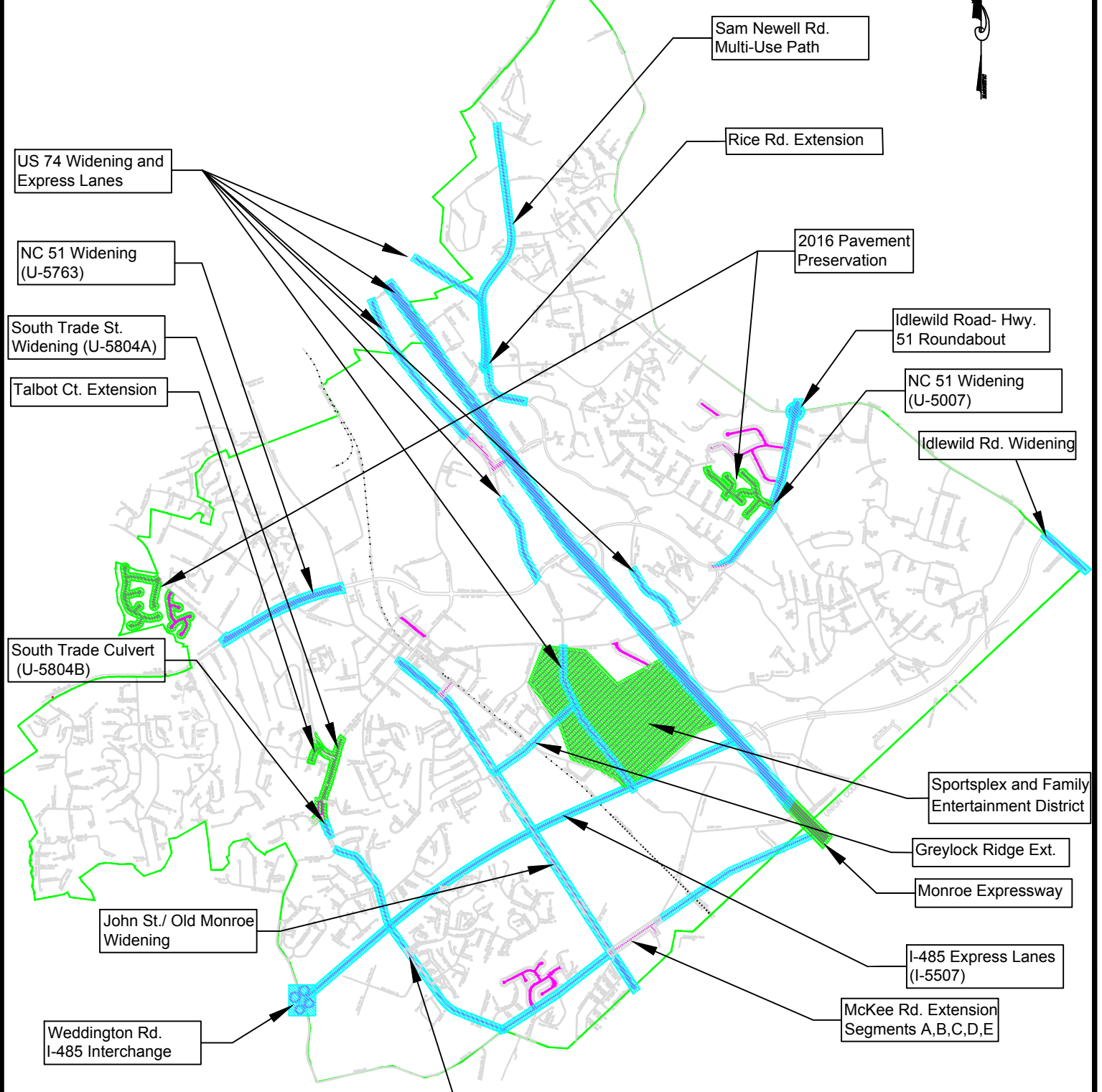
Completed Projects

Matthews-Mint Hill Road Superstreet (U-5511) near Butler High School - 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 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.

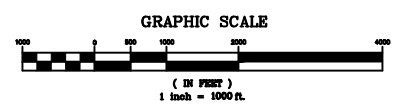
Charles Buckley Way- Contract was awarded to Sealand Contractors Corporation for \$433,213.07. Our Landscaping Division installed trees and shrubbery. Except for a culvert crossing under John Street and repairing the crosswalk markings, this 500 LF project is complete and is currently open to traffic.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

McKee Road Segment B, Campus Ridge Road Relocation (U-4713B), will extend 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 is \$1.7M, with the Town contributing \$361,456 toward construction and construction oversight. Project was completed in September 2016.



Legend

- Current Projects
- Future Projects
- Completed Projects



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