

**FEASIBILITY STUDY**

**Gastonia**

**SR 1136 (Myrtle School Road)**

**from SR 1255 (Hudson Boulevard)  
to NC 274 (Bessemer City Road)**

**Gaston County**

**U-3425**

Prepared by  
Program Development Branch  
Division of Highways  
N. C. Department of Transportation

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Date

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## I. GENERAL DESCRIPTION

This is a feasibility study for the widening of SR 1136 (Myrtle School Road), from SR 1255 (Hudson Boulevard) to NC 274 (Bessemer City Road), in Gastonia (See Figure 1). The project is approximately 2.4 miles (3.9 km) in length. The recommended typical section is a five-lane, 64-foot (19.5-m) face-to-face, curb and gutter section with 8-foot (2.4-m) berms, including sidewalks on both sides, on a 90-foot (27.4-m) wide right-of-way with no access control. The estimated cost of the project is \$11,500,000 (\$4,400,000 for right-of-way and \$7,100,000 for construction).

## II. NEED FOR PROJECT

The Gastonia MPO listed the widening of SR 1136 as their top priority. The studied improvements are needed to reduce traffic congestion and improve safety on SR 1136. SR 1136 is classified as a minor arterial on the Statewide Functional Classification System, and a major thoroughfare on the Gastonia Thoroughfare Plan.

The existing SR 1136 is mainly a two-lane, 20 to 24-foot (6.1 to 7.3-m) wide roadway with 2 to 6-foot (0.6 to 1.8-m) wide shoulders on a 46 to 80-foot (14.0 to 24.4-m) wide right-of-way. There are additional left-turn lanes at some intersections. Land use along the studied section of Myrtle School Road is residential.

The south terminal is located at the intersection of SR 1255 (Hudson Boulevard). South of this location, SR 1255 continues as a two-lane road. The north terminal is located at the intersection of NC 274.

Estimated 1995 average daily traffic (ADT) on SR 1136 is 12,800 vehicles per day (vpd). In the design year 2020, the traffic volume is expected to be 21,800 vpd. The existing SR 1136 would operate at a LOS E through the design

year 2020. If SR 1136 is widened to five lanes, it will operate at a LOS A in 1995 and a LOS B in 2020.

During the period from April, 1992, through March, 1995, there were 146 accidents reported along the studied section of SR 1136. This resulted in an accident rate of 582.4 accidents per 100 million vehicle miles (acc/100mvm) compared to a statewide average of 317.3 acc/100mvm for this type of facility. Rear-end collisions accounted for 39% of the accidents. No fatalities were reported. The recommended improvements are expected to reduce the accident rate.

### III. RECOMMENDATIONS

It is recommended that SR 1136 (Myrtle School Road) be widened to five lanes, from SR 1255 to NC 274, a distance of approximately 2.4 miles (3.9 km). The recommended typical section is a five-lane, 64-foot (19.5-m) face-to-face, curb and gutter section with 8-foot (2.4-m) berms on a 90-foot (27.4-m) wide right-of-way with no access control. Widening would be both asymmetrical and symmetrical to the existing roadway to minimize right-of-way and construction costs. The north terminal of Myrtle School Road presently intersects Crescent Lane and Crescent Lane intersects NC 274 (See Figure 2). It is recommended that the north terminal of Myrtle School Road be realigned on new location, to form a four-leg intersection with Arkay Street and NC 274. Crescent Lane would be realigned to intersect Myrtle School Road south of the existing location.

The recommended improvements would decrease traffic congestion and improve safety.

Moderate utility conflicts are expected.

Total project cost is estimated as follows:

Right-of-way	\$ 4,400,000
Construction	\$ 7,100,000
<u>Total</u>	<u>\$ 11,500,000</u>

### IV. OTHER COMMENTS AND CONCERNS

It is estimated that this project would require the relocation of eleven residences and no businesses.

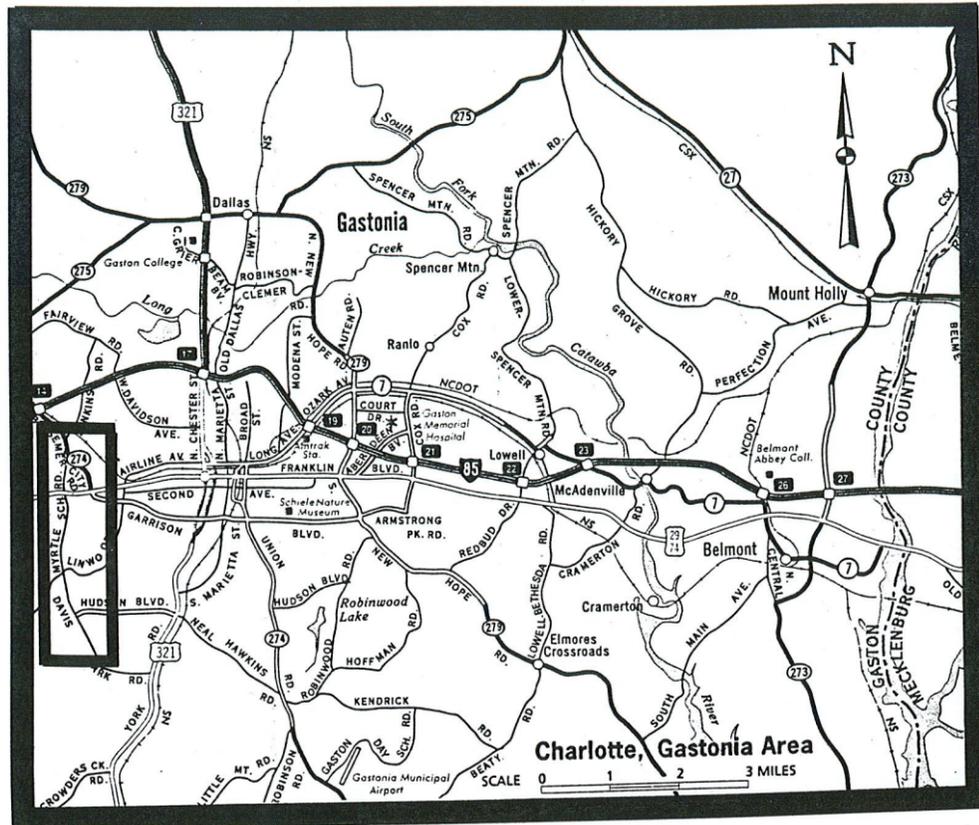
This study is not a detailed planning/environmental investigation. A feasibility study presents studied cross-sections for improvements, general

corridors of improvements, and estimated costs of construction and right-of-way. This study attempts to identify any potential environmental, permitting, or other observed issues that deserve consideration in the planning and construction stages.

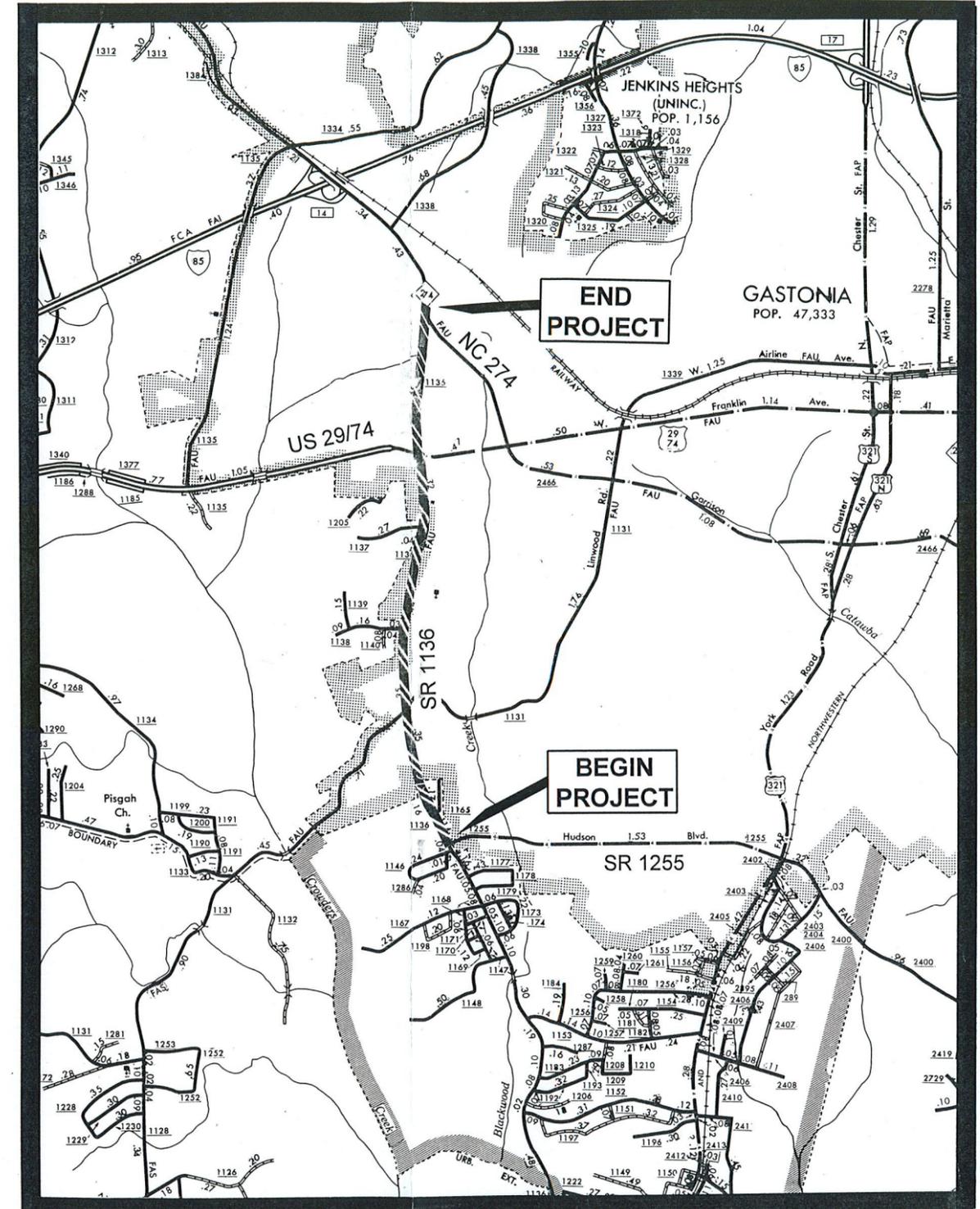
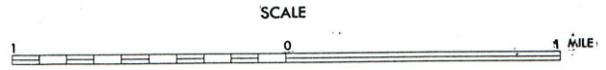
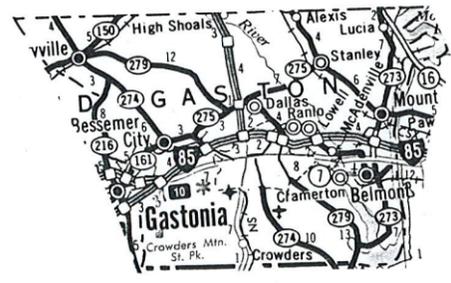
No historical or architecturally significant sites are known to be impacted.

## **V. OTHER ALTERNATES CONSIDERED**

The City of Gastonia requested a three-lane, 40-foot (12.2-m) face-to-face, curb and gutter section, with 8-foot (2.4-m) berms, including sidewalks on both sides, on the existing right-of-way (Estimated construction cost of \$5,100,000). This alternate was rejected; because it would not provide a significant improvement in traffic capacity. SR 1136 would operate at a LOS D in 1995 and a LOS E in 2020, if a three-lane typical section were utilized.



VICINITY MAP

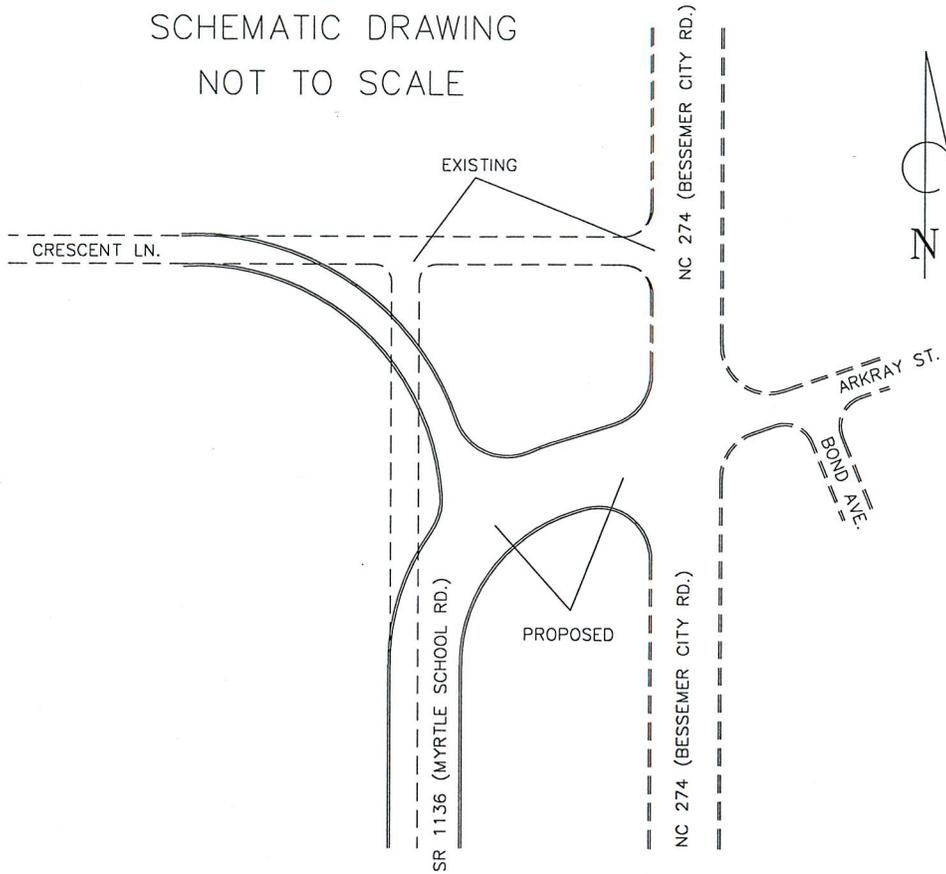


NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
PROGRAM DEVELOPMENT BRANCH

**U-3425**  
Gastonia  
SR 1136 (Myrtle School Rd)  
from SR 1255 (Hudson Blvd) TO NC 274  
Gaston County

DIVISION 12      FIGURE 1

SCHEMATIC DRAWING  
NOT TO SCALE



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
PROGRAM DEVELOPMENT BRANCH

**U-3425**  
Intersection Realignment  
at SR 1136 (Myrtle School Rd),  
Crescent Lane and NC 274  
Gaston County

DIVISION 12

FIGURE 2