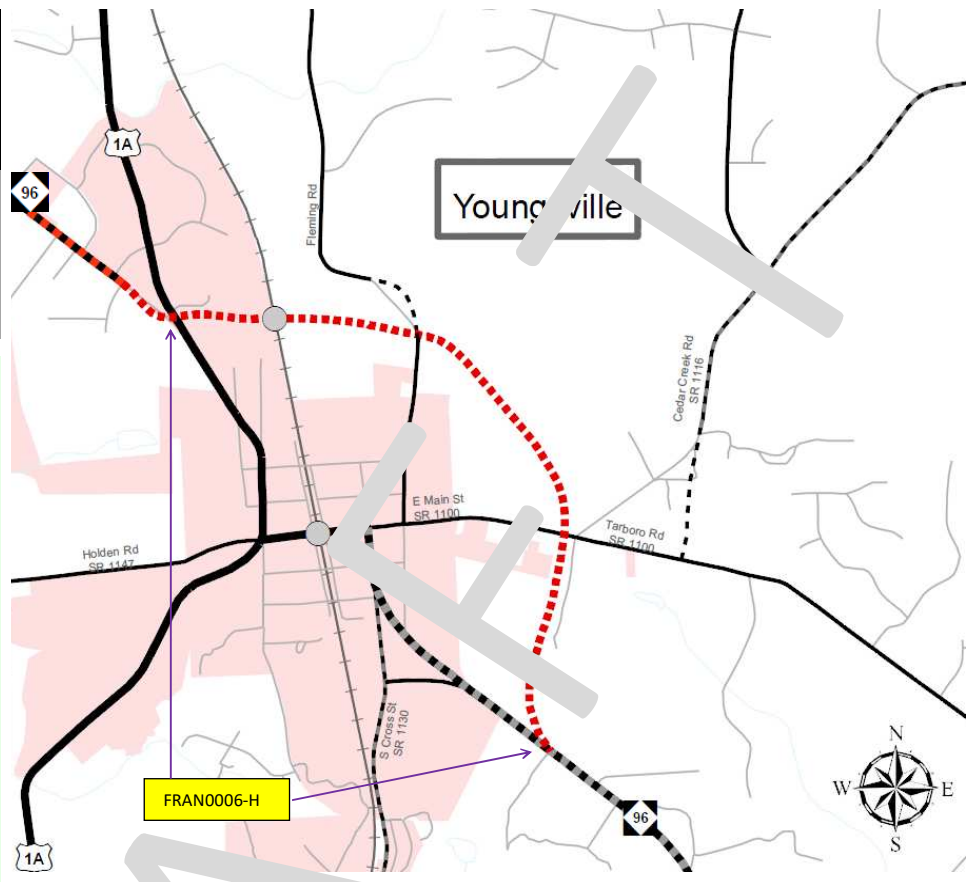


NC 96 Youngville Bypass
 From NC 96 (at Knollwood Lane) to US 1 Alternate
 Local ID: FRAN0006-H
 Purpose: Congestion
 Improvement: New Location

Identified Need
 Congestion: Existing NC 96 is projected to be over capacity by 2035 from the Wake County line through Youngville to the Granville County line. The primary purpose of improving NC 96 is to reduce projected (2035) congestion in downtown Youngville on the existing facility.

Recommendation
 Provide a four lane, boulevard facility on new location east and north of Youngville, connecting NC 96 west of Mayfield Place (SR 1921) to US 1 Alternate.



Proposal At A Glance

Highway Class	Congestion / Mobility
Facility Type	Boulevard
Typical Section Options	4B, 4D
Estimated Cost	N/A
Length (miles)	2.0
Existing ROW (feet)	110-150
Existing Crash Rate	N/A

Proposal Data:	2012 Base Year		2035 Future Year	
	NC 96	Existing	Without Proposal	With Proposal
Facility Type	Major	Major	Major	Major
Travel Lanes	2	2	2	2
Volume (vpd)	3700-12,000	13,600-25,400	5,200-14,200	5,200-14,200
Capacity (vpd)	11,000-12,200	11,000-12,200	11,000-12,200	11,000-12,200
NC 96 Bypass	Existing	Without Proposal	With Proposal	
Facility Type	-	-	Boulevard	
Travel Lanes	-	-	4	
Volume (vpd)	-	-	11,700-16,900	
Capacity (vpd)	-	-	40,500	

Capacity Data:

	Year
Facility will be Approaching Capacity (>80%)	2025
Facility will be Over Capacity (≥100%)	Beyond 2035

Capacity Data:	US 1 Alt		Without Proposal		With Proposal	
	Existing	Without Proposal	Without Proposal	With Proposal	Without Proposal	With Proposal
Facility Type						
Travel Lanes						
Volume (vpd)						
Capacity (vpd)						

Project History/ Linkage to Other Plans

Youngsville prefers a bypass as far east as possible from town to accommodate future growth along Tarboro Road (SR 1100). This modifies the alignment proposed in the Youngsville Thoroughfare Plan (revised 2004) and other alternative locations east of town. In consideration of environmental impacts and town growth, the recommended bypass is close to the original 1991 Youngsville Thoroughfare Plan alignment.

CTP Goal Analysis

Lower speeds along NC 96 are conducive to local vehicular traffic, but make it inefficient for auto, mobile and truck through trips. Youngsville wants to maintain existing infrastructure and small town characteristics like the wide two lane NC 96 (Main Street) with on-street parking. The proposed bypass will provide a new route for through trips, lessening congestion on existing NC 96.

Potential Impacts

The new route’s proposed location is to avoid substantial human impacts through downtown Youngsville (Appendix J has shown alternatives). Potential environment impact on new location:

- Natural– High quality watershed, wetlands, stream crossings and a portion of a protected WS-II, Nutrient Sensitive Waters (NSW), located southeast of Youngsville.
- Human – About 9 homes, and about 8 businesses.

Other Information

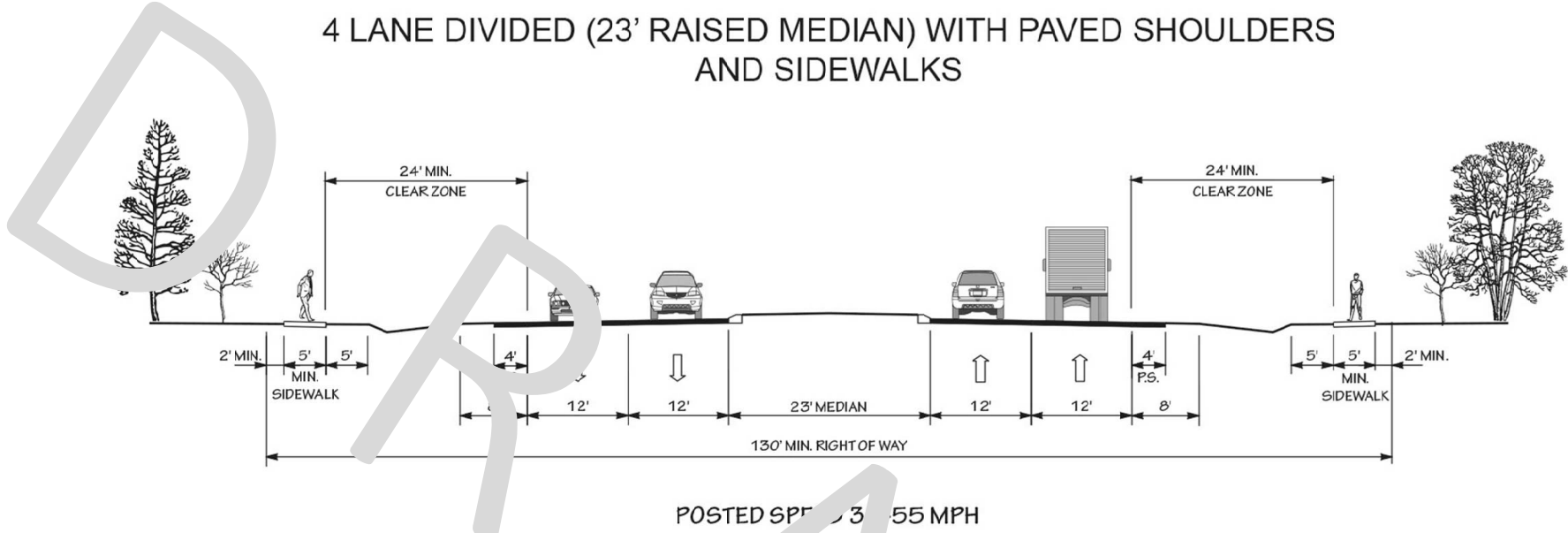
Existing NC 96 (Main Street) will be improved to a grade-separated crossing of the railroad, the northern end of the proposed NC 96 Bypass will have a new grade-separated railroad crossing, and two grade-separated multi-use crossings will be constructed at Franklin and Pine Streets per the SEHSR project.

The new bypass grade-separated railroad crossing needs to accommodate a possible multi-use path (TIP No. EB-5128 and FRAN0009-M) that would follow the SEHSR corridor, generally parallel to but outside the railroad right-of-way (ROW). See SEHSR website (<http://www.sehsr.org/>) for more information.

Typical Section Options: 4B, 4D

TYPICAL SECTION No. 4B

4 LANE DIVIDED (23' RAISED MEDIAN) WITH PAVED SHOULDERS AND SIDEWALKS



The NCDOT Complete Streets Policy requires pedestrian, bicycle, and public transportation facilities to be evaluated for all transportation projects. Facility recommendations will vary depending on a project's context. Final determination of facilities to be included will be made in Project Development.

To note which facilities are being evaluated as part of the project, check all proposed facilities that apply in the tables to the right.

Facilities to be Evaluated	
Bicycle, Pedestrian & Public Transit	
(*Subject to local municipal agreement)	
	Proposed
Sidewalk *	<input type="checkbox"/>
Marked Crosswalks	<input checked="" type="checkbox"/>
Bicycle Lane	<input type="checkbox"/>
Bike Route	<input checked="" type="checkbox"/>
Marked Shoulder	<input type="checkbox"/>
Multi-use Path *	<input type="checkbox"/>
Fixed Bus Corridor	<input type="checkbox"/>
Pedestrian Crossing Treatments	<input checked="" type="checkbox"/>
Bus on Shoulder System (BOSS)	<input type="checkbox"/>
Dedicated Lanes / Bus Rapid Transit Facility	<input checked="" type="checkbox"/>
Other Elements	<input type="checkbox"/>



Existing NC 96 (Main Street), Youngsville at Railroad Crossing

Facilities to be Evaluated	
Rail & Freight	
	Proposed
Amtrak/Freight Route	<input type="checkbox"/>
Fixed Guideway	<input checked="" type="checkbox"/>

Facilities will NOT be Evaluated
 Bicycle, Pedestrian & Public Transit
 Proposed

- If facilities will NOT be evaluated, check the reasons and modes that apply:
- Location is greater than one mile from any existing or planned pedestrian facility, residential or commercial land use, school, or public transit stop.
 - Location is not served by any public transit routes and no new service is identified in any public transit agency plans.
 - Pedestrian or Bicycle uses are prohibited.
 - Pedestrian
 - Bicycle

- Location has unique site constraints.
 - Pedestrian
 - Bicycle
 - Public Transit

Additional reason(s) or notes:

EXCEPTIONS

If **no** facilities for pedestrian, bicycle, or public transportation will be evaluated, an exception to the Complete Streets Policy is required. Please provide detailed information to justify the exception to including any Complete Street elements in this project. **Note that Exceptions will be reviewed by the Complete Streets Review Team upon programming in the STIP of the project.**

This Column is intended for use by Complete Streets Review Team

- Date reviewed: _____
- Exception has been reviewed and approved by the Complete Streets Review Team.
 - Exception has not been reviewed and NOT approved by the Complete Streets Review Team.

Signature: _____

_____	_____
State Traffic Engineer or designee	Date
_____	_____
Director, Bike Ped/Public Transportation Division or designee	Date
_____	_____
Division Planning Engineer/Corridor Development Engineer or designee	Date