


(20)

TO: Gene Poveromo, Principal Planner  
FROM: Kumar Neppalli, Traffic Engineer   
SUBJECT: Europa Office Building/Additional Information on Traffic Impact Analysis  
DATE: March 26, 2002

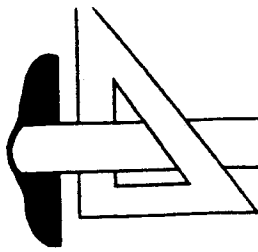
The purpose of this memo is to provide information on the traffic operations at the intersection of Europa Drive and US 15/501 Service Road as directed by the Town Council.

Town Consulting Engineers prepared the attached report and we agree with their findings. The capacity analysis indicates level of service C or better during peak periods of the day. Service Road approach expected to incur minor delays due to the proposed developments in this area.

Please let me know if you need additional information.

**ATTACHMENTS**

1. Report for Europa Drive and US 15/501 Service Road



**Ramey Kemp & Associates, Inc.**  
**Transportation Engineers**

(21)

March 22, 2002

Mr. Kumar Neppalli, E.I.T.  
Town of Chapel Hill  
306 N. Columbia Street  
Chapel Hill, North Carolina 27516-2124

RE: Unsignalized Capacity Analysis  
Intersection of Europa Drive and the US 15-501 Service Road

Dear Mr. Neppalli:

Per your request, Ramey Kemp and Associates, Inc. has reviewed the attached capacity analysis for the intersection of Europa Drive and the US 15-501 Service Road that was performed by RS&H as part of the Traffic Impact Analysis (TIA) for Rams Plaza since turning movement counts and analysis of this location were not required in our Europa Office TIA. Based on our review of the unsignalized capacity analysis, the methodology used to analyze the intersection and the results that were obtained are found to be reasonable.

The capacity analysis indicates desirable operating conditions at the intersection of Europa Drive and the US 15-501 Service Road. The minor movements and approaches are expected to incur minor delays and operate at a level of service (LOS) C or better during peak periods of the day. However, please note that without a copy of the completed traffic study, we are unable to provide more detailed comments pertaining to traffic distribution, future traffic conditions (i.e., increase/decrease in traffic volumes, approved development traffic, etc.), and traffic operations at this and other study area locations.

If you should have any questions, or need further assistance, please feel free to contact Jay Clapp, or myself, at (919) 872-0480.

Sincerely,

Franklin R. Price, PE

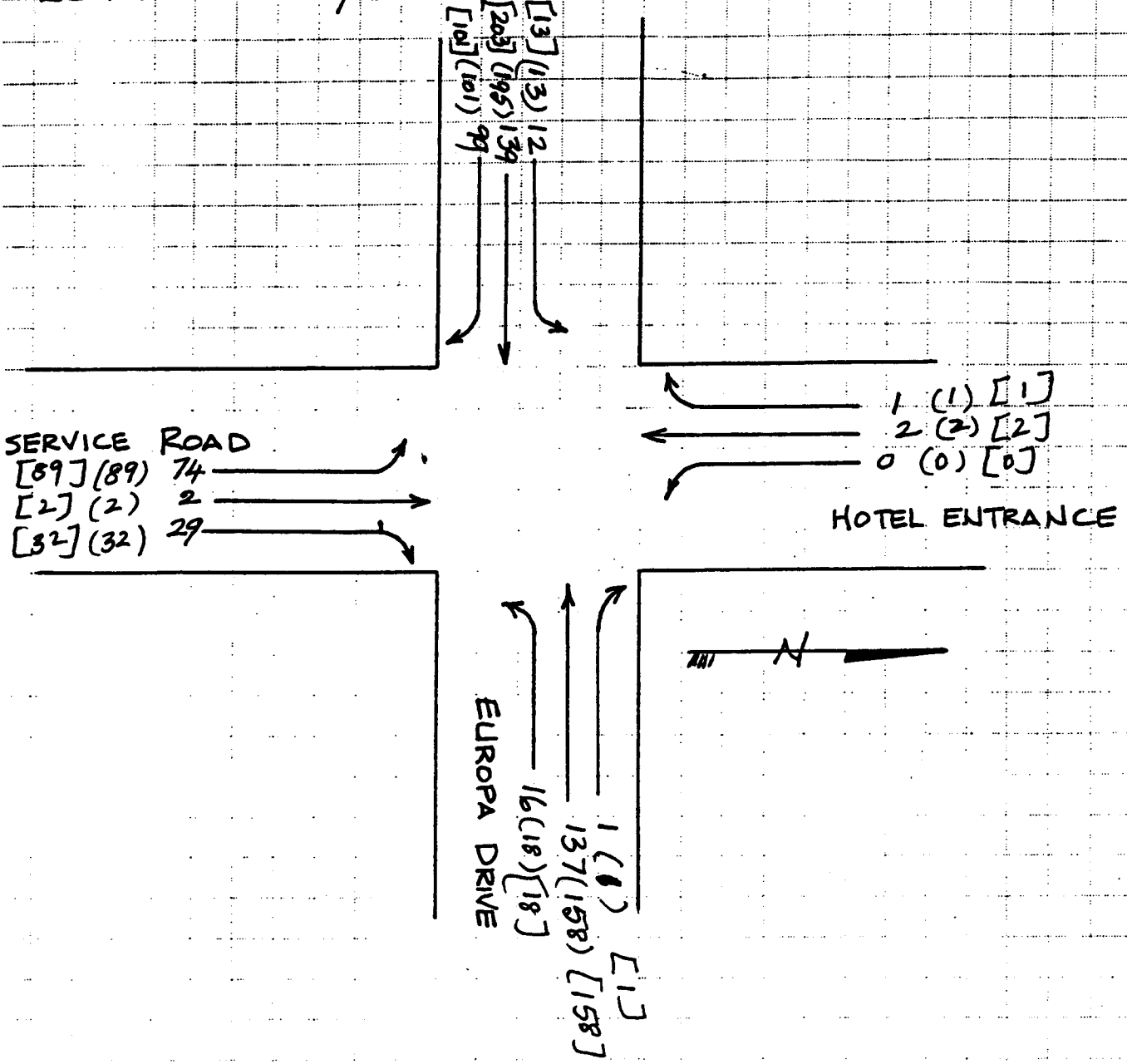
Attachments

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**Intersection Analysis Summary**  
**Europa (E/W) at US 15/501 Service Rd (N/S)**

Condition		AM Peak Hour		Mid Day Peak Hour		PM Peak Hour		
		Delay (sec.)	Level of Service	Delay (sec.)	Level of Service	Delay (sec.)	Level of Service	
Existing	Europa Drive	EB LTR	7.5	A	7.5	A	7.8	A
		WB L	7.8	A	7.7	A	7.7	A
	Service Road	NB LTR	12.6	B	13.2	B	13.7	B
		SB LTR	11.4	B	9.1	A	10.8	B
No Build	Europa Drive	EB LTR	7.6	A	7.5	A	7.9	A
		WB L	7.9	A	7.9	A	8.0	A
	Service Road	NB LTR	14.5	B	13.5	B	15.1	C
		SB LTR	12.1	B	9.4	A	11.5	B
Build	Europa Drive	EB LTR	7.6	A	7.6	A	8.0	A
		WB L	8.0	A	7.9	A	8.0	A
	Service Road	NB LTR	14.7	B	13.7	B	15.6	C
		SB LTR	12.2	B	9.5	A	11.8	B

EUROPA DRIVE / SERVICE ROAD AT SHERATON HOTEL

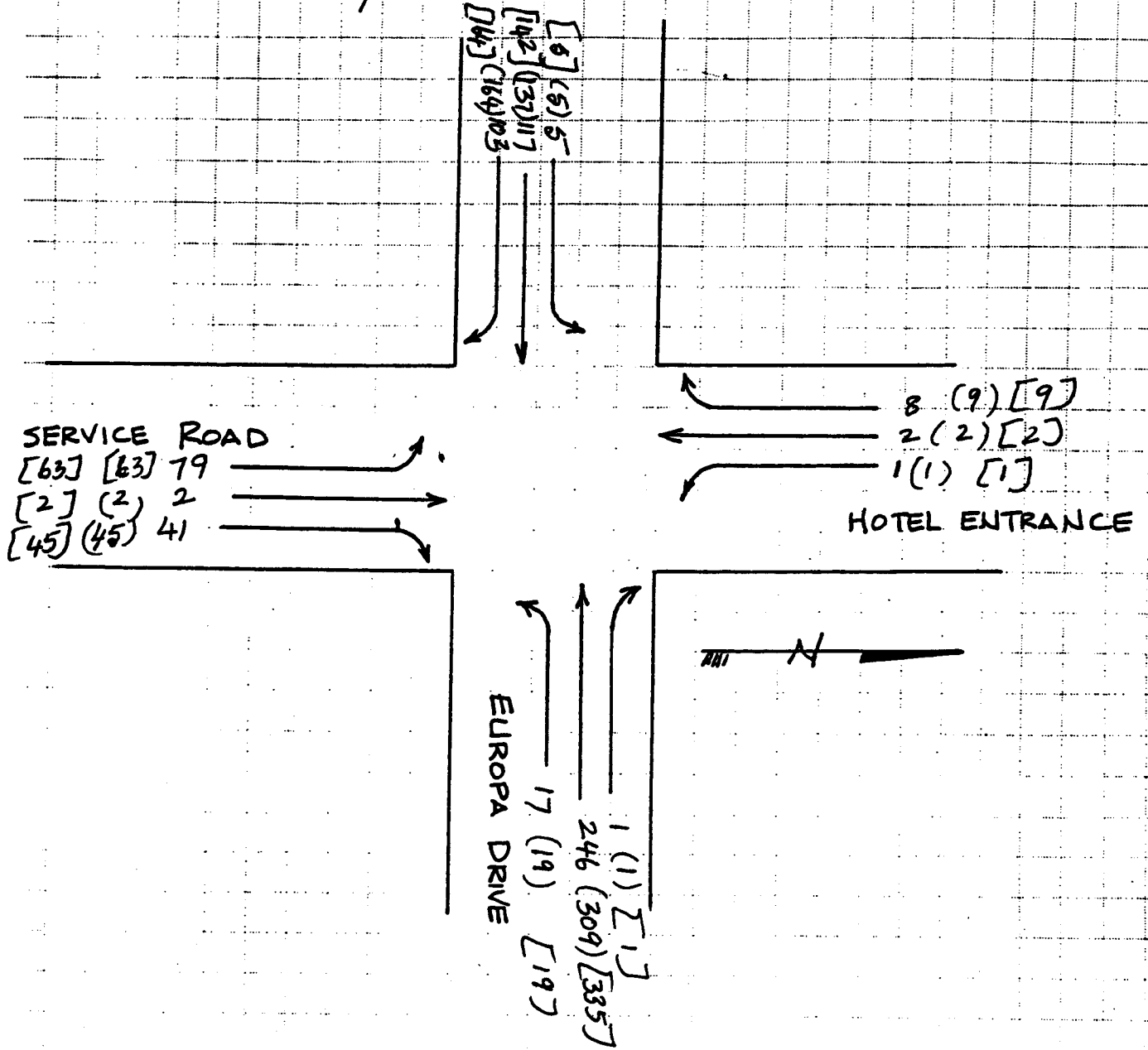


AM PEAK VOLUMES

- XX: EXISTING
- (XX): NO BUILD (Rome plaza, Jefferson Commons, Legion Rd Hospital)  
Marriott Inn
- [XX]: Build (Europa office bldg)

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# EUROPA DRIVE / SERVICE ROAD AT SHERATON HOTEL



## PM PEAK VOLUMES

- XX: EXISTING
- (XX): NO BUILD YEAR
- [XX]: BUILD YEAR



US 15-501

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Erwin Road

Europa Drive

US 15-501 Service Road

Sheraton Drive

Sheraton Drive

Europa Center

Legion Road

M. L. King, Jr. Street

Clover Drive

Tumberry Lane

American Legion

Ephesus Church Road

**LEGEND**

● Existing Traffic Signal

⬡ Stop-Sign Controlled

↔ Lane Configuration

⊗ Bus Stop

— Sidewalk

EUROPA OFFICE BUILDING CHAPEL HILL, NORTH CAROLINA		
EXISTING LANE CONFIGURATIONS		
1/02	Scale: Not to Scale	Figure 4