



TOWN OF CHAPEL HILL  
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May 6, 2015

Mr. Chuck Edwards, Jr. P.E.  
District Engineer  
P. O. Box 766  
115 E. Crescent Square Drive  
Graham, NC 27253

**Subject:** Request for Full Signalized Access on US 15/501 at Sumac Rd/Proposed Entrance to Obey Creek Development

Dear Mr. Edwards:

This letter is to formally request that NCDOT approve full signalized access at the intersection of US 15/501 and Sumac Road/Proposed Entrance to Obey Creek Development.

As part of the Obey Creek Development preliminary review, The Town and NCDOT approved a left-over access with traffic signal at the intersection of US 15/501 and Sumac Road.

The Town has recently proposed a redevelopment of the existing Southern Village Park-and-Ride lot located between Sumac Road and Market Street. The Town's TIA Consultant (HNTB) revised the Obey Creek TIA to include the trips from the proposed development in the park-and-ride lot to be added to 2022 full build-out conditions for the Obey Creek development. The revised analysis indicated that a full access signalized intersection at US 15/501 and Sumac Road is warranted based on the following reasons:

- Allows multiple interconnections between the developments on both sides of US 15-501
- A traffic signal with full access is warranted based on the revised trip generation and distribution.
- Transit buses will be routed to use Sumac Road, as it is difficult to use the Market Street because of the existing queue length restrictions on Market Street – and this would allow bus routes to directly access internal connections within Obey Creek
- Number of transit buses will be increased in 2022 and several routes are being proposed to use Southern Village and Obey Creek developments via Sumac Road. Obey Creek (as well as the proposed Park-and-Ride redevelopment) would be expected to generate significant transit ridership.
- Analysis indicated that the peak hour Level-of-Service on US 15/501 will not be negatively impacted. No operational problems found with the full access proposal and the proposed lane geometrics and recommended improvements to turn lane storage bay lengths were found to accommodate projected 2022 peak hour traffic demands. Traffic microsimulation analysis verified acceptable operations along

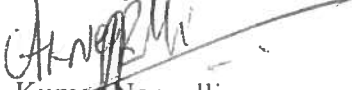
the US 15/501 corridor with both the Obey Creek and Park-and-Ride redevelopment traffic volumes added to projected background traffic levels.

- The NCDOT Complete Street Guidelines provide for enhanced bicycle and pedestrian features and reductions in intersection spacing. The Obey Creek project has been designed with those Guidelines in mind.
- Town Council and the community support the full signalized access.

I have attached the HNTB revised TIA analysis and recommendation for your review. We appreciate your response to this request in a timely manner.

If you have any questions, please let me know at (919)969-5093. Thank you.

Sincerely,



Kumar Neppalli  
Traffic Engineering Manager

Enclosures as stated.