



October 9, 2015

Andre C. Monnot, P.E., Vice President
PRINCIPAL Infrastructure, Inc.
1011 N. Causeway Blvd., Suite 19
Mandeville, Louisiana 70471

Re: Traffic Impact Analysis (TIA) Report
Port Marigny Site
DE Project No. 576-1000-01

Dear Mr. Monnot:

We have reviewed the revised Traffic Impact Analysis developed by Hall Planning & Engineering, Inc. dated October 6, 2015 for the above referenced site. Below are comments or suggestions to consider for this report.

1. The TIA assumes that additional ROW to extend the end of Mariners Blvd. will be obtained to tie into the north-south roadway along the western side of the development. If this ROW is not obtained, the trip generations and Level of Service (LOS) analysis will need to be revised.
2. Tables 1, 2A, and 2B appear to use different ITE rates and land uses. The tables should be consistent and free of mathematical errors.
3. The TIA should provide an exhibit(s) showing pre and post-development intersection AM/PM peak hour traffic volumes for all movements.
4. The TIA continues to refer to a relatively high percentage of trips (20%) that emanate from within the site. The TIA should reconsider the 20% trips (internal capture) to a lower percentage, possibly 5%. If there is guidance from reputable publications (such as NCHRP) concerning the reduction factor, the TIA should reference the source.
5. The trip distribution to/from the site has been revised to be 20% north-east, 35% south, and 45% north-west. We consider these assumptions to be reasonable. Upon further review of the other percentages in Figure 4, revisions or clarifications are required so that they can be correlated to the 20%, 35%, and 45% trip distribution for both ingoing and outgoing trips. These volume distributions should be reflected and in the requested post-development exhibit noted in the above comment #2.
6. Table 3 states that for the intersections of Monroe at Cambronne, Kleber, Massena, and Carondelet, the Target LOS is D. However, the Target LOS should be C as these are local roads. A target LOS of D is the requirement for a collector road as noted in the traffic impact analysis regulations for Mandeville. Furthermore, should the level of service drop below the prescribed standard, the TIA shall then identify improvements needed to

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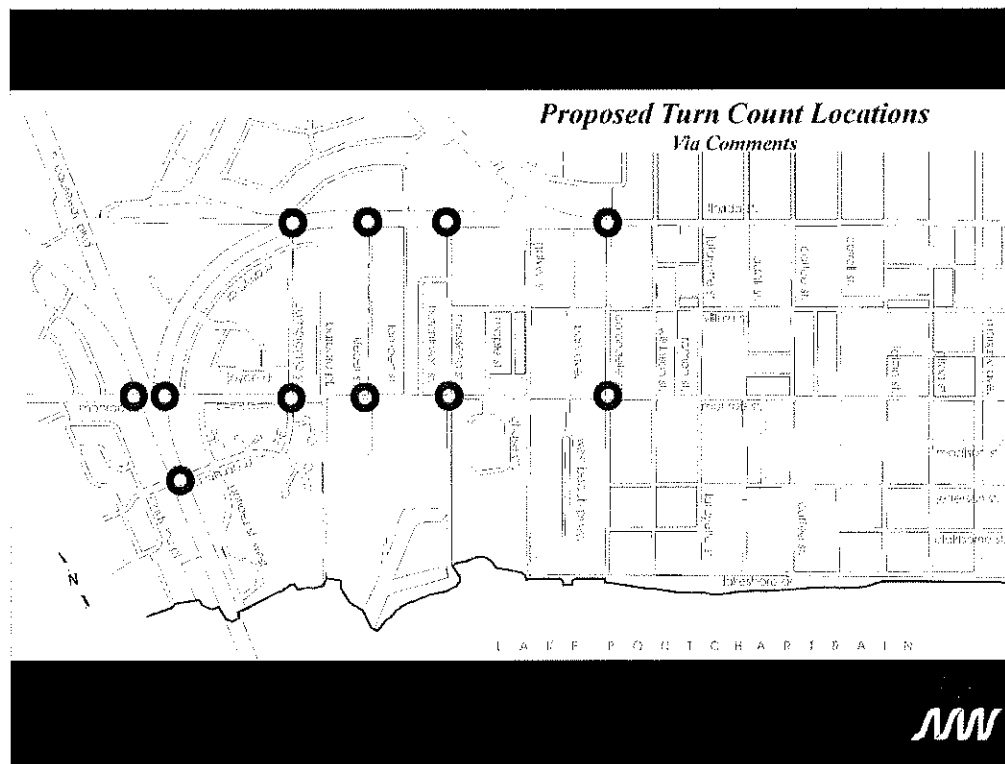
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maintain the existing (2015) level of service for all affected movements in an intersection.

7. In the report, an intersection Level of Service (LOS) has been referenced to determine the effects of the proposed development. This basis of comparison is misleading because some approaches within the intersection may have a significant reduction in LOS whereas the effect to the intersection LOS is not as significant. For example, at the Monroe St. – E. Causeway Approach intersection, the intersection LOS changes from a level C (2015) to D (2025). However upon review of the Synhro computer output for this intersection's approach movements, the existing (2015) Monroe westbound left turn has a LOS of D with a 37.1 second/vehicle delay. But in the 2025 analysis the same approach is reduced to a LOS E with a 57.9 delay. Hence it would be our recommendation for remediation measures be considered or implemented for this movement at this intersection.

To properly evaluate the effects of this development to the adjacent roadway network, the report should review each movement, for both the AM and PM peak hour volumes, at key intersections, as shown in the following exhibit.



The TIA should provide exhibits showing pre and post-development LOS for each approach and movement at the key intersections

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Please review the information presented and we are available to further discuss these comments at your earliest convenience.

Sincerely,

DIGITAL ENGINEERING and IMAGING INC.



Frank T. Liang, P.E., PTOE
Vice President