



November 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 - Addendum
Port Marigny Site
DE Project No. 576-1000-01

Dear Mr. Monnot:

We have reviewed the Addendum to the Traffic Impact Analysis developed by Hall Planning & Engineering, Inc. dated November 5, 2015 for the above referenced site. Below are comments or suggestions to consider for this addendum.

1. At the Monroe Street and E. Causeway Approach intersection, the future pm traffic volume (36 vehicles) should be verified. Considering an existing volume of 25 vehicles this is only an additional 11%. The development distribution has this percentage at 17.5%.
2. At the Monroe Street and E. Causeway Approach intersection, what signal timings were utilized for both the existing and future conditions?
3. At the Monroe Street and E. Causeway Approach intersection, the report should mention the drop in LOS for the southbound approach. At this intersection (from 2015 to 2025 with no remediation measures in place), the southbound left turn dropped from a LOS D to E and the right turn dropped from a LOS E to F. Furthermore the report should also depict how this was reverted back to the original LOS once the improvements (westbound left turn lane) are in place and the reasoning behind this change back to the original LOS.
4. Recommend providing an exhibit (aerial background) depicting the proposed improvement/mitigation measures noted in Section V. For the Monroe Street and E. Causeway Approach intersection, has a length for the dedicated left turn lane been determined? For Lambert Street, are there going to be any other improvements (i.e. roadway widening, traffic signal at E. Causeway, etc.) proposed?
5. Upon review of the traffic counts at Kleber's and Massena's intersection at E. Causeway Approach, the existing and future volumes did not change. Is it your assumption that the 15% (north-south) traffic generated from the development will utilize Lambert Street exclusively? Explanation should be provided for this assumption on how Lambert Street will be the preferred north-south route to the development.

digital engineering

Mr. Andre Monnot

November 9, 2015

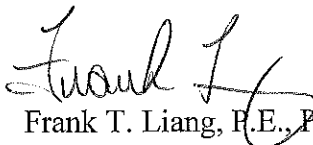
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6. The the Syncro output for Lambert Street should be reviewed. For example, there is no 2015 am Syncro output for this intersection.
7. Section V – Summary notes that “providing full access at the intersection of Lambert Street with the E. Causeway Approach is recommended.” Will the proposed improvements call for a traffic signal system at this intersection? Will one be needed to provide for an acceptable LOS? Currently there is a LOS F for the northbound approach at this intersection at 2025 pm.
8. The corresponding thru traffic on E. Causeway Approach at its intersection with Cambrone, Kleber, and Massena should be increased to reflect traffic utilizing Lambert Street
9. The Syncro output files should be checked to make ensure that all the headers are correct and properly identify what year and time the output file is for.
10. Markups to the exhibits (3 pages) have also been included with this letter.

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

Sincerely,

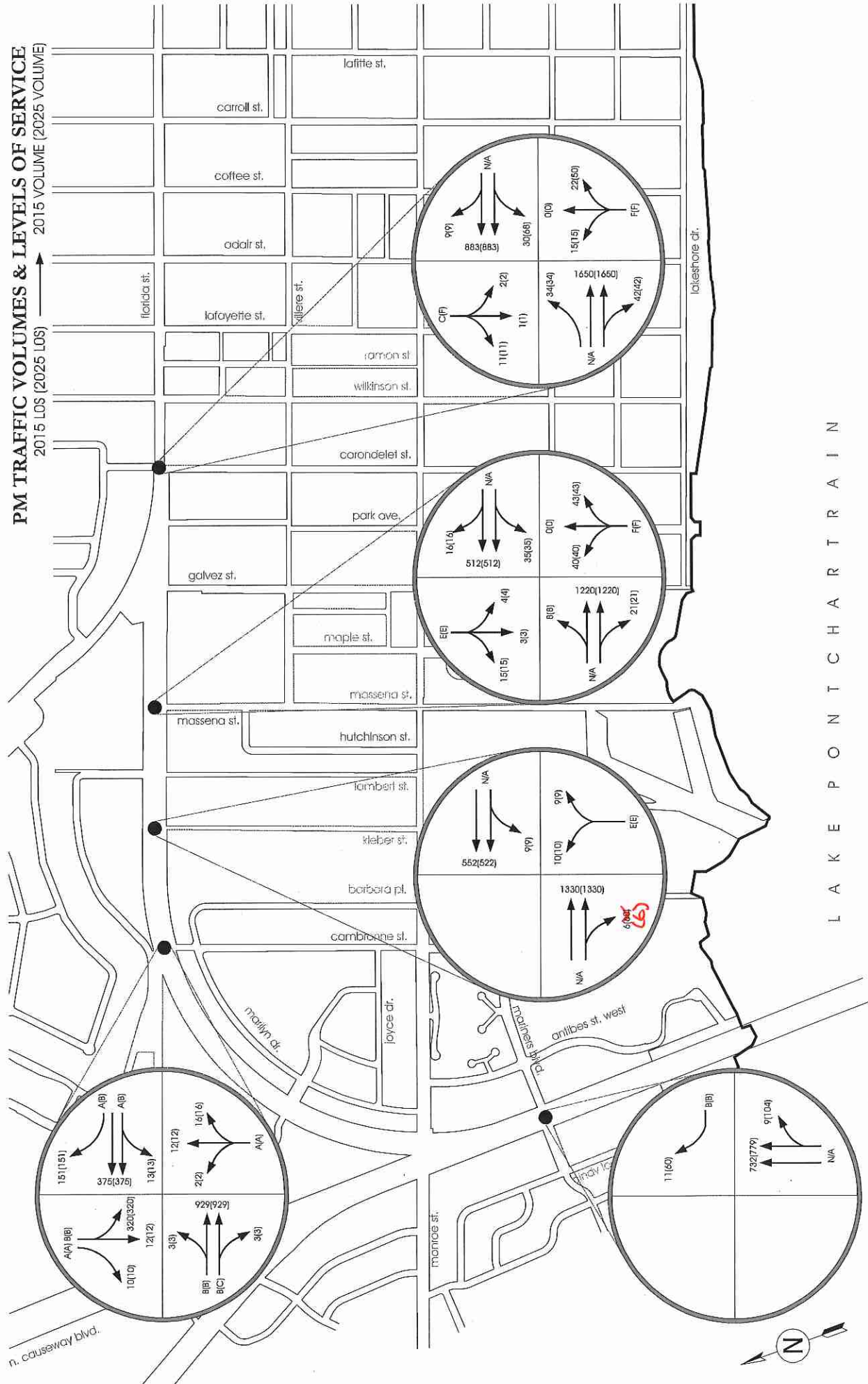
DIGITAL ENGINEERING and IMAGING INC.



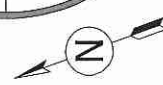
Frank T. Liang, P.E., PTOE
Vice President

Attachment

PM TRAFFIC VOLUMES & LEVELS OF SERVICE
 2015 LOS (2025 LOS) → 2015 VOLUME (2025 VOLUME)

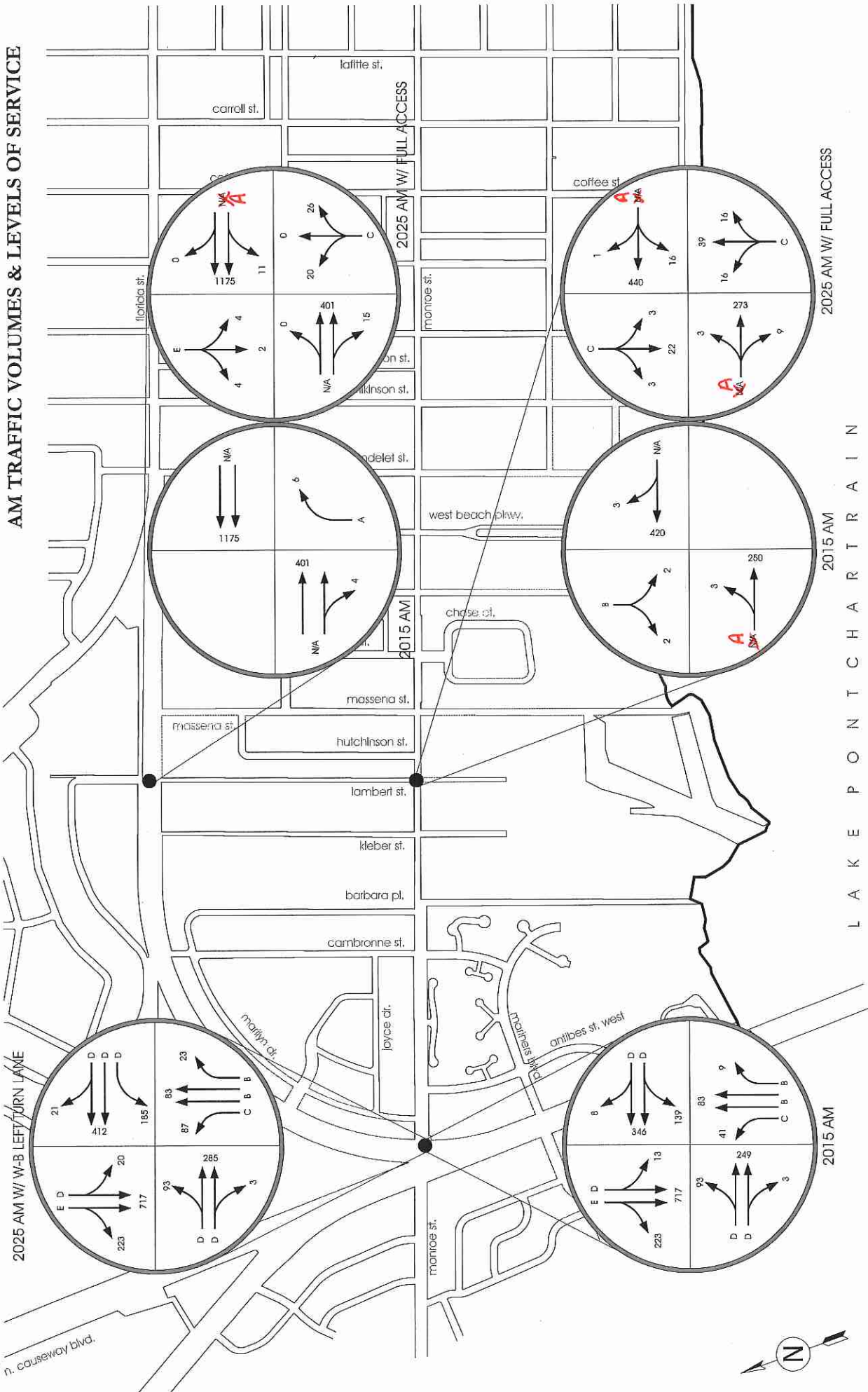


L A K E P O N T C H A R T R A I N



AM TRAFFIC VOLUMES & LEVELS OF SERVICE

2025 AM W/ W-B LEFT/TURN LANE

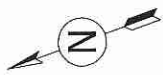


2025 AM W/ FULL ACCESS

2015 AM

2015 AM

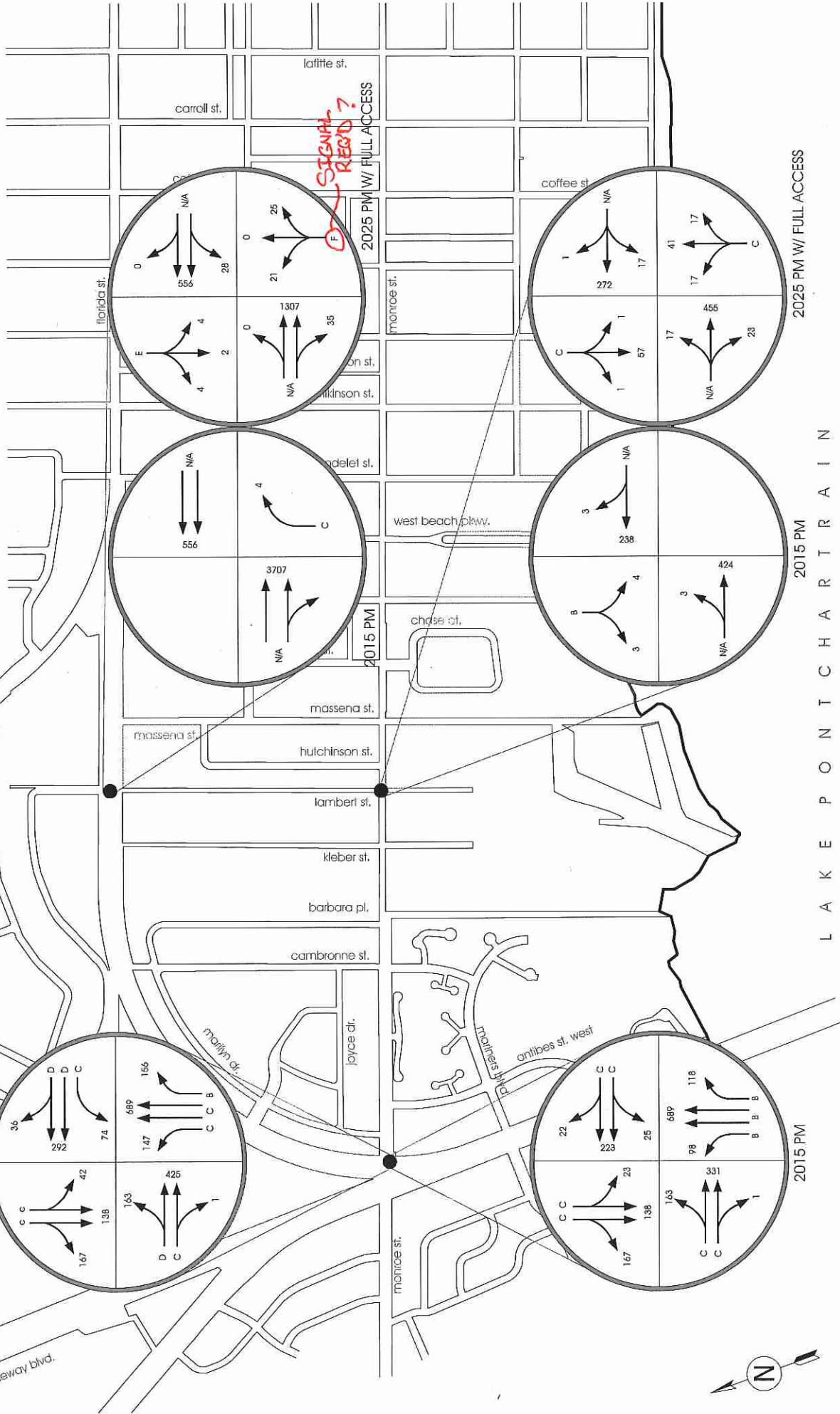
L A K E P O N T C H A R T R A I N



PM TRAFFIC VOLUMES & LEVELS OF SERVICE

2025 PM W/ W-B LEFT TURN LANE

n. causeway blvd.

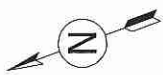


L A K E P O N T C H A R T R A I N

2025 PM W/ FULL ACCESS

2015 PM

2015 PM



SIGNAL REQ'D?