



November 10, 2015

Mr. Frank Liang, Vice President
Digital Engineering
527 W. Esplanade Ave., Ste. 200
Kenner, LA 70065

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

Dear Mr. Liang:

The following comments are provided in response to your letter dated November 9, 2015 referenced above. Our responses are stated in italics below excerpts from their comments.

1. **COMMENT** - 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%.

***RESPONSE** – The 36 vehicles in the future pm are assigned to the W-B right turn movement. The existing counts are 22. The addition of 14 vehicles accounts for 5% of the exiting pm development traffic assigned to the W-B right turn.*

The existing 25 pm vehicles referred is the W-B left turn count. The additional exiting pm development traffic assigned to the W-B left turn is 49 vehicles, for a total of 74 future W-B lefts. The 49 vehicles represents one-half of the 35% of exiting development traffic distributed to the West according to Scheme 'L'.

2. **COMMENT** - At the Monroe Street and E. Causeway Approach intersection, what signal timings were utilized for both the existing and future conditions?

***RESPONSE** – The signal timing used for both the existing and future operational analysis was taken from the set of Traffic Signal Improvement plans, GEC PROJECT: 412.017 (406-0027), dated 1/3/2013. The phasing used in the plans was confirmed recently through visual inspection. The phasing splits out the West-Bound and East-Bound movements as protected phases. While this is not the most optimum timing for this intersection, due to the geometric constraints on the East-Bound approach and the potential sight distance issues for East-Bound left turns, it was decided to maintain the existing timing for the future operational analysis.*

3. **COMMENT** - 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.

RESPONSE – Agreed. The report will be updated to elaborate on the need for and effect of the recommended improvement at this intersection.

- COMMENT** - 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?

RESPONSE – The length of the dedicated West-Bound left turn lane on Monroe Street at East Causeway Approach will be calculate using the 50th percentile queue for the AM peak hour plus a deceleration distance. Using the posted speed of 35 mph, a 10 mph deceleration is applied to the through lane and a 25 mph deceleration is added to the left turn lane. This distance can be calculated using the AASHTO deceleration equation or, if the DOTD has adopted standards for deceleration for turn lanes in urban environments, this later value should be used.

Turn lane length = 150 ft. (storage) + 100 (deceleration) = 250 ft. with a 25 ft. taper.

A slide will be provided for the presentation.

In regards to Lambert Street improvements, opening the median and even installing a signal at Lambert and East Causeway Approach will make this corridor more attractive than the adjacent North-South streets. The recommendation is to open the median at this time and monitor traffic as the development is implemented to determine when, or if, signalization is warranted. This is also the case with the Corondelet-Florida intersection.

- COMMENT** - 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.

RESPONSE – See response to comment #5. Using distribution scheme ‘L’, it was the assumption that development traffic would not use Kleber or Massena. Massena is converted to a one-way street during the AM peak hour to facilitate school bus routes, and Kleber does not have full access at the East Causeway Approach. In reality, there may be a few cars using these routes, though their trips may not be direct. However, the impact will be negligible or none as the traffic volumes are very low.

- COMMENT** – The Synchro output files for Lambert Street should be reviewed. For example, there is no 2015 AM Synchro output for this intersection.

RESPONSE – Lambert Street at Monroe Street was not identified as a key intersection; therefore, intersection counts were not taken at this location. 2025 traffic was synthesized for this intersection using the ‘total-in’ and ‘total-out’ traffic from the adjacent intersections. This was necessary to model Lambert as an access for the development.

7. **COMMENT** - 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.

RESPONSE – *While the Synchro analysis does cite an LOS F for the northbound approach, it should be noted that currently both Northbound and Southbound through and lefts turns are prohibited due to the closed median. Since there are no existing movements to count, it is unknown what the counts will be when this access is provided. Artificially adding some traffic to these movements result in poor LOS due to the high volumes on the East Causeway Approach. Synchro does not account for refuge in the median (two stage turning movements); to accommodate these type turns/ movements. A more detailed Design analysis should be conducted using the AASHTO method for accommodating left and through movements of this type since the median will be wide enough for refuge. Again, signalization warrants would have to be monitored periodically in the future to determine the need for a signal.*

8. **COMMENT** - 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.

RESPONSE – *Agreed. The volumes will be checked and adjusted accordingly.*

9. **COMMENT** – The Synchro output files should be checked to make sure that all headers are correct and properly identify what year and time the output file is for.

RESPONSE – *Agreed. The files will be checked.*

Hopefully these responses will be satisfactory.

Sincerely,



Richard A. Hall, P.E.
President

RAH/lm
Attachments