



August 14, 2015

City of Mandeville
Dept. of Planning and Development
Attn: Louissette Scott, Director
3101 East Causeway Approach
Mandeville, LA 70448

Subject: Proposed Port Marigny Development
Traffic Impact Analysis (TIA) Review and Comment

Ms. Scott,

Please find attached review comments on the TIA submitted by the Port Marigny Developer's traffic engineer, Rick Hall Planning and Engineering. The comments were produced by Digital Engineering and Imaging, a consulting firm hired specifically for this purpose.

If you have any questions or require any clarification, do not hesitate to contact our office.

Sincerely,

Principal Engineering, Inc.

Andre C. Monnot, P.E.
Vice President

PRINCIPAL Engineering, Inc.
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"Improving the PRINCIPAL Infrastructure of our World"



August 14, 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 Traffic Impact Analysis developed by Hall Planning & Engineering, Inc. for the above referenced site. Below are comments or suggestions to consider for this report.

1. The TIA should address all requirements in the City of Mandeville's Code of Ordinances Section 8.4 – Traffic Impact Analysis Provisions
 - The report should be organized to follow TIA Ordinance (8.4) section 8.4.5
 - If applicable, based on analysis, section 8.4.8
2. Currently the northbound to southbound U-turn on N. Causeway Boulevard is for "Official Use Only" and there is no direct connection from Mariners Blvd to the Port Marigny site. In a previous meeting with the developer's engineer (Rick Hall) there were discussions in gaining permission for the use of this U-turn by the general public and obtaining additional ROW to extend the end of Mariners Blvd. to tie into the north-south roadway along the western side of the development. The TIA assumes for these two roadways to be available. If permission is not granted for either one of these assumptions, the trip generations and Level of Service (LOS) analysis will need to be revised.
3. The TIA should provide an exhibit showing all access points to and from the development to show connectivity to the local roadway network.
4. The TIA should further discuss which thoroughfares are envisioned to be used to access the development. How does the developer propose to limit traffic through local neighborhood streets such as Kleber and Massena, if these are considered.
5. The TIA should depict differences (if any) in the LOS pre and post development. Currently the TIA evaluates the LOS of certain roadway segments. The report should also evaluate the LOS at critical intersections which will be affected once the development is in place. To perform this LOS analysis, peak hour (a.m. and p.m.) turning movement counts will need to be taken at the following intersections:
 - E Causeway App @ Cambronne
 - E Causeway App @ Kleber

www.deii.net

Kenner, LA

527 W. Esplanade Ave., Ste. 200
Kenner, Louisiana 70065
ph: 504.468.6129
fx: 504.461.5150

Baton Rouge, LA

412 North 4th Street, Ste. 328A
Baton Rouge, Louisiana 70802
ph: 225.236.0610

Waveland, MS

314 Coleman Ave.
Waveland, Mississippi 39576
ph: 228.463.0130
fx: 228.463.0160

Houston, TX

1700 Post Oak Blvd. 2 Blvd. Place
Suite 600
Houston, Texas 77056
ph: 713.963.3697
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digital engineering

Mr. Andre Monnot

August 14, 2015

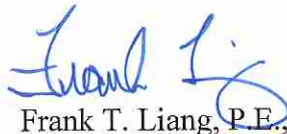
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- E Causeway App @ Massena
 - Florida @ Carondelet
 - Monroe @ N Causeway Blvd
 - Monroe @ Cambronne
 - Monroe @ Kleber
 - Monroe @ Massena
 - Monroe @ Carondelet
 - N Causeway Blvd @ Mariners Blvd
 - Northbound to Southbound U-turn @ N. Causeway Blvd.
6. The TIA should not use FDOT Tables to determine LOS. The TIA should utilize either Highway Capacity Manual (HCM) or Software (HCS) to determine pre and post development LOS.
 7. The TIA mentions that a percentage of trips from the development will emanate from within the site; the amount assumed seems excessively high. The TIA should reconsider the 30% trips emanating within the site to a lower percentage, possibly 5%.
 8. The study assumes a trip distribution split as 35% north-east, 35% south, and 30% north-west. The trip distribution to/from the site should be reconsidered to 20% north-east, 35% south, and 45% north-west.
 9. It is our understanding that the development will be constructed in phases over several years. If this is the case, the report may consider phasing the implementation of any roadway improvements required to mitigate the additional traffic from this development.

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