



December 16, 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:

Our office has reviewed the latest Traffic Impact Analysis for the Port Marigny Site dated December 9, 2015 and is conceptually in agreement with the analysis presented and the recommended improvements. These improvements are to mitigate the additional vehicular trips generated from the proposed development at full buildout. The following is a summary of the proposed improvements:

1. Geometric roadway improvements to the intersection of East Causeway Approach and Monroe Street which includes:
  - a. Installation of a dedicated East Causeway Approach southbound left turn and right turn lane to complement the existing two thru lanes.
  - b. Installation of a dedicated Monroe Street westbound left turn lane.
2. Geometric roadway improvements for the construction of a median opening at the intersection of East Causeway Approach and Lambert Street. This median opening will allow access to and from Lambert Street in all directions from East Causeway Approach.

There are a few items we would recommend for the City to consider when moving forward with this development:

1. For the recommended improvements a preliminary drawing depicting the improvements should be provided for future reference. In reference to the Monroe Street left turn lane, this turn lane should be implemented so that the existing median is not affected.
2. Recommend for the determination of a development threshold which the number of trips generated from the new development will change the Level of Service at the Monroe and East Causeway Approach intersection. This threshold will aid the City in determining when the proposed improvements are to be implanted.
3. Currently the TIA assumes the implementation of a future connection to Mariners Boulevard. A development threshold is needed to determine at what point this connection should be implemented.
4. Currently Lambert Street is a narrow roadway that is difficult for two oncoming vehicles to easily pass each other. Consideration should be given to widening this roadway.

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

Sincerely,

DIGITAL ENGINEERING



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

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