1. What is the project purpose and need?
   A. The project purpose and need is to:
      i. Provide a reliable Florida Avenue connection from Elysian Fields to Paris Road
      ii. Provide an optimal north/south connection and new bridge over the Inner Harbor Navigation Canal.

2. Is the alignment the same as was formerly proposed in the wetlands?
   A. No. The alignment was revised in 2013. The proposed roadway will be at-grade (on the ground) and will contain elevated bridge sections over the IHNC and the Florida Walk Canal.

3. Will the new road be elevated with ramps?
   A. No. Generally, the roadway will be at grade and not have ramps (see below). However, connections to elevated structures will require ramps (such as the bridge over the IHNC). Access from existing major side streets will be maintained. Access from very small streets will likely be rerouted to larger side streets. Think of Tupelo Street with a 40-mph speed limit.

Figure 1. Typical section from Elysian Fields to the IHNC Bridge.

4. Will people who live next to the proposed roadway have access to it?
   A. Yes. This will not be an expressway or interstate. Residents in Orleans Parish and St. Bernard Parish will generally have direct side street access.

5. When will the State start acquiring property for the project?
   A. Property purchasing talks will not begin until after the Environmental Assessment is complete, which is tentatively scheduled for 2018. After plans are final and if funding is available, an official notification from the Louisiana Department of Transportation and Development will be provided to residents whose property may be purchased.

6. Why did I receive a letter related to property acquisition if the State is not planning to purchase my property?
   A. No letters have been distributed regarding property purchasing for this project. However, a right-of-entry letter was distributed to request access to private property to conduct environmental surveys (cultural resources, wetlands, and hazardous materials) within the study area.

7. Why is this project proceeding with so many other important priorities in the region?
   A. DOTD is committed to continuing a common-sense approach to the design of the Florida Avenue project as it seeks to fulfill the constitutional obligation to complete the project and to deliver multimodal access for both the Orleans and St. Bernard communities as well as industry. The project was mandated under the TIMED Program. The program began in 1989 when voters approved a 4¢/gallon tax on gasoline to fund the projects designated by Act 16 of the 1989 Louisiana legislature.

8. Is this project intended to benefit the Port of St. Bernard more than New Orleans Residents?
   A. Local traffic (Orleans and St Bernard Parish residents) will have an alternate route for crossing the IHNC and accessing I-10 and I-610. Emergency vehicles as well as evacuating vehicles will have a reliable crossing of...
the IHNC. The proposed bridge will also help to reduce traffic and congestion from the Judge Seeber Bridge and the St. Claude Avenue Bridge. Commercial trips from the Port of St. Bernard as well as the Chalmette Refinery are also important components of this project.

9. Is this project going to happen whether the public wants it or not?
   A. A No-Build Alternative is also considered in the Environmental Assessment. However, the constitutional mandate for the project must be worked out. DOTD encourages public input, which helps in modifying project alternatives.

10. Will this project increase truck traffic carrying hazardous materials through our neighborhoods?
    A. Traffic will increase over the next 20 years with or without this project. In addition to considering a new north-south connector that would be attractive to trucks, traffic calming measures are under consideration as an alternative element to discourage truck traffic in residential areas.

11. When is the next public meeting?
    A. The second public meeting is tentatively set for Summer 2017. That date may change depending on the project progress over the next 5-6 months. Public meetings are scheduled at project milestones. The first public meeting was held at the beginning of the project to reintroduce the Florida Avenue project to the public. The second public meeting will be held after the alternatives are vetted and configured to accommodate local issues and resources.

12. Will the bridge over the Inner Harbor Navigational Canal (IHNC) be moveable?
    A. The project is currently considering either a movable bridge or a fixed bridge.

13. How will the proposed project help evacuations in a state of emergency?
    A. The new bridge will provide an un-interrupted crossing over the IHNC during evacuations as well as during daily use. The existing Florida Avenue Bridge is closed to when the flood gates on Florida Avenue are closed. The proposed bridge will be constructed over the flood wall and remain open to vehicle traffic during high water or storm events.

14. Will the bridge have pedestrian access?
    A. Pedestrians will be able to walk across the bridge. If a medium-height movable bridge is constructed, bicycles will also be accommodated on the bridge via a designated multi-use path.

15. How are questions and comments from the public meetings used?
    A. All comments received at a public meeting or outreach event are documented and included in the public meeting or outreach summary. The project team considers all comments and issues throughout the project duration.

16. Will a fast roadway at Florida Avenue keep residents from accessing the wetlands for recreational purposes?
    A. No. Access to the Bayou Bienvenue Wetland Triangle will be improved with a parking lot, pedestrian crossings, and a bike lane. Access to the 40 Arpent Wetland Observatory in St. Bernard Parish will also be maintained and improved.

Public involvement is an integral step in the project delivery process and our project team is always available to answer questions or address concerns related to the project.

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