Project Description

Project Purpose

• The purpose of the project is to improve mobility within the New Orleans Metropolitan Area by providing a safe and improved modern crossing over the Inner Harbor Navigational Canal (IHNC).

Project Need

• State TIMED Legislation Mandate:  
  *The Florida Avenue Bridge was added to the Transportation Infrastructure Model for Economic Development (TIMED), program; approved by LA taxpayers in 1989.*

• Reliable Vehicular Crossing Over the Inner Harbor Navigational Canal (IHNC)  
  *During hurricane and emergency evacuation, the new bridge would provide an additional evacuation route for Orleans and St. Bernard Parishes. The existing Florida Avenue Bridge is out of commission when the hurricane floodgates are closed.*

• System Linkage  
  *Improve connectivity between major roadways and interstate routes to facilitate the movement of people and goods to and from neighborhoods, communities, commercial businesses, and industrial facilities within the New Orleans Metropolitan Area.*

Schedule

• An EA can last 2+ years.

• The schedule for the Florida Avenue EA includes many activities that are dependent upon others.

• We are currently in the Data Collection, Engineering, and Environmental Studies stage.

Local Insight & Ongoing Alternatives Refinement

• Each public meeting is scheduled around project milestones so that invaluable community input can be incorporated into the project refinements and decisions.

• Following feedback from the September 8, 2016, public meeting, the project team has been refining the project alternatives and will present them to the public later this year.

• This project includes 2 public meetings before the preferred design is presented at the public hearing.

Contact

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1927
First Master Plan for City of New Orleans includes concept for Trans-city Thoroughfare

1989
Florida Avenue Bridge added to the TIMED Program

2005 / 2007
A Florida Avenue EA was finalized then amended after Hurricane Katrina. The EA included plans for elevated roadway section in St. Bernard Parish over the Central Wetlands Unit.

2013
Stage 0 Feasibility Study was conducted to determine if Florida Avenue could be constructed on the ground for its entire length instead of elevated over wetlands in St. Bernard Parish. Construction on the ground would be cost-effective and easier to permit.

2016
Florida Avenue EA follows the 2013 Stage 0 Study. The EA would finalize the concept in the 2013 Feasibility Study based on public input and minimal impacts to built and natural environments.

2018
Anticipated completion date of the 2016 Florida Avenue EA
No Longer an Expressway

• The 2013 Stage 0 Feasibility Study used the term "expressway."

• It was perceived that residents wanted a quick route across the IHNC that would be uninhibited by frequent bridge openings or blocked by hurricane floodgates. "Expressway" was used to emphasize that the Florida Avenue route would remain open at all hours, especially during evacuations, storm events, and rush hour.

• "Expressway" carried negative feelings and misconceptions about the project. In 2016, "expressway" was dropped from the project name.

Proposed Layout & Access Points

• 2 to 4 travel lanes in each direction.

• Constructed on the ground (at-grade) with a 18 to 30 ft. neutral ground and a bicycle/pedestrian shared-use path.

• Direct access would be maintained at most streets in Orleans and St. Bernard Parishes.

• Ramps only required at the IHNC bridge. Because the bridge would clear the hurricane floodgates, the bridge elevation would be much higher than it is today.

Note: This graphic shows the proposed typical section between Elysian Fields and the IHNC. Other proposed sections will vary from what is shown here.
Truck Routes

• In 2016 traffic counts were collected in a grid-like network to determine where traffic was originating, where it was going, and which times throughout the 24-hour day were the busiest.

• Traffic analysis also used historical growth patterns, growth patterns in the New Orleans Regional Planning Commission’s traffic model, and knowledge of planned development to forecast traffic 25+ years into the future.

• Information obtained from interviews with Port of St. Bernard and Chalmette Refinery commercial truck operators coincided with preliminary results of the traffic analysis. These results indicated that commercial trucks primarily use east/west connections like Caliborne Avenue (LA 39) and St. Claude Ave (LA 46) to get to I-510 and I-610. Preliminary traffic analysis showed that most commercial trucks used Alvar/France Street and Caffin Avenue as north/south routes. Some outlier trucks may be using residential streets, but most are staying on state routes.

* Commercial and residential traffic would increase over the next 25 years with or without the proposed Florida Avenue Project.
* The alternatives under refinement include traffic calming measures to dissuade truck traffic from using residential roads (e.g.: rumble strips).
2013 Stage 0 Feasibility Study: Alternative Sections

See following pages for individual phases.

Relocation estimates are preliminary and based on 2016 aerial imagery and the 2013 Florida Avenue design presented to the public at the September 8, 2016, public meeting. Relocations will be recalculated as the project design is refined.
Phase 1: Fixed Bridge A, B, or C / Moveable Bridge

There are currently 4 configurations for bridge approaches and 3 bridge types. The 3 basic bridge-types include a 73-foot movable bridge, a 125-foot fixed bridge, and a 156-foot fixed bridge.

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Phase 2: Elysian Fields Ave / Tupelo St

There are currently 2 configurations for the Elysian Fields Avenue / Florida Avenue intersection. Phase 2 includes an elevated intersection at Elysian Fields Avenue and Florida Avenue OR an at-grade (on the ground) intersection at Elysian Fields and Florida Avenue. Tupelo Street would be reconstructed as part of Phase 2 as a temporary north/south connection between Florida Avenue and St. Claude Avenue. The proposed improvements would not require any additional relocations or right-of-way on Tupelo Street.

### 2013 Stage 0 Potential Relocations

- Residential: 10-14
- Residential Apartment Units: 0
- Commercial: 3-8
- Public: 1

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Phase 3: Caffin Ave - Jackson Barracks / Jackson Barracks - Paris Rd

There is one alternative from Caffin Road in Orleans Parish to Paris Road in St. Bernard Parish. There would be no relocations in Orleans Parish, as this portion of Florida Avenue is already there. Florida Avenue in Orleans Parish would be repaired. New alignment would be required in St. Bernard Parish from Jackson Barracks to Paris Road.

Relocation estimates are preliminary and based on 2016 aerial imagery and the 2013 Florida Avenue design presented to the public at the September 8, 2016, public meeting. Relocations will be recalculated as the project design is refined.
Phase 4: North-South Alternatives

There are three north/south alternatives as part of Phase 4. Only one of the three would be constructed. The chosen North / South connection would be new alignment and would require property acquisition or donation.

2013 Stage 0 Potential Relocations

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<thead>
<tr>
<th>St. Bernard Parish</th>
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<tbody>
<tr>
<td>North/South #1</td>
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<td>Public: 0</td>
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<td>Residential Apartment Units: 20</td>
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<tr>
<td>Commercial: 1</td>
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<tr>
<td>Public: 0</td>
</tr>
</tbody>
</table>

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