

1. What is the project purpose and need?
 - A. The project purpose is to:
 - i. Improve mobility within the New Orleans Metropolitan Area by providing a safe and improved modern crossing over the Inner Harbor Navigational Canal (IHNC).
 The project is needed to:
 - i. *Fulfill the Transportation Infrastructure Model for Economic Development (TIMED) legislation mandate.* The Florida Avenue Bridge was added to the TIMED program, which was approved by LA taxpayers in 1989.
 - ii. *Provide a reliable vehicular crossing over the 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.
 - iii. *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.
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), similar to the current Tupelo Street but with a speed limit of 40 miles per hour. 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.

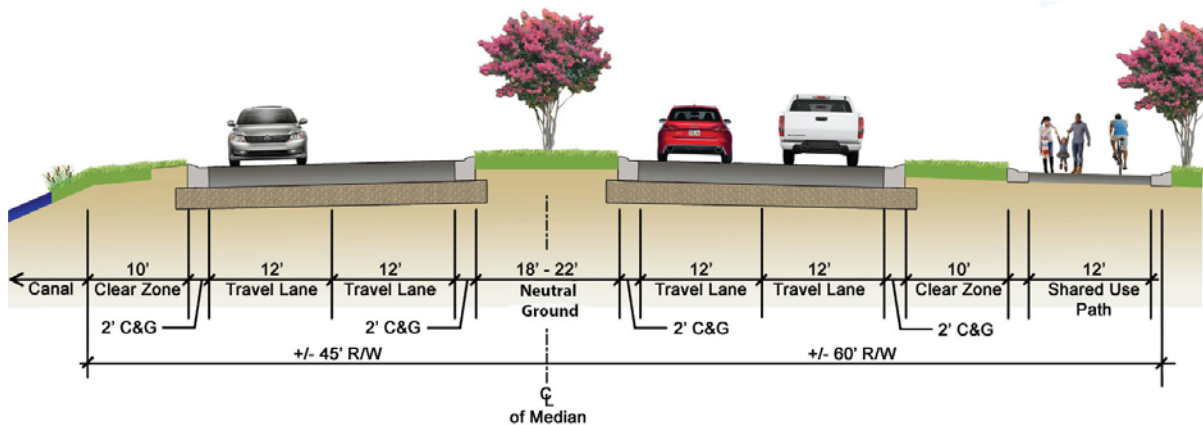


Figure 1. Typical Section from Elysian Fields to the IHNC Bridge

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. How many properties will need to be acquired for this project?
 - A. The design for this project will not be final until the end of the environmental assessment (EA). The alternatives proposed in the 2013 Stage 0 Feasibility Study will be modified based on analysis completed during the EA and public feedback. The alternatives proposed in the 2013 study will likely change based on findings from the EA process. Although the relocations are not yet known because the EA is not complete, Table 1 below shows approximate relocations. These approximations are based on the 2013 Stage 0 Feasibility Study, 2016 aerial imagery, and the Florida Avenue design presented to the public at the Sept 8, 2016, public meeting. Relocations will be recalculated as the project design is refined.

Table 1. 2013 Stage 0 Feasibility Study – Potential Relocations by Alternative

Parish	Proposed Section	Residential Relocations	Residential Apartment Units	Commercial/Public Relocation
Orleans Parish	Elysian Fields to Alvar/Poland Avenue	10	0	8 & 1 Public
	Elysian Fields to Alvar/Poland Avenue Elevated	14	0	3 & 1 Public
	Fixed Bridge A	2	0	2
	Fixed Bridge B	2	0	2
	Fixed Bridge C	2	0	3
	Movable Bridge A or B	0	0	0
	Caffin Avenue to Jackson Barracks	0	0	0
Tupelo Street	0	0	0	
Orleans Parish Total		10 to 16	0	4 to 12
St. Bernard Parish	Jackson Barracks to Paris Road	33	19	1
	North South Alt #1	30	0	2
	North South Alt #2 (Monument Boulevard)	0	0	3
	North South Alt #3	4	20	1
St. Bernard Parish Total		33 to 63	19 to 39	2 to 4
Project Total		43 to 79	19 to 39	6 to 16

Relocation estimates are preliminary and based on the 2013 Stage 0 Feasibility Study, 2016 aerial imagery and the Florida Avenue design presented to the public at the Sept 8, 2016, public meeting. Relocations will be recalculated as the project design is refined.

6. When will the State start acquiring property for the project?
 - A. Property purchasing talks will not begin until after the EA 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 (LADOTD) will be provided to residents whose properties may be purchased.
7. 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 (cultural resources, wetlands, and hazardous materials) surveys within the study area.
8. Why is this project proceeding with so many other important priorities in the region?
 - A. LADOTD 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 Transportation Infrastructure Model for Economic Development (TIMED) Program. The program began in 1989 when voters approved a 4-cent-per-gallon tax on gasoline to fund the projects designated by Act 16 of the 1989 Louisiana legislature.
9. Is this project intended to benefit the Port of St. Bernard more than New Orleans residents?
 - A. Local traffic (Orleans Parish 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 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.

10. Is this project going to happen whether the public wants it or not?
- A. A no-build alternative is also considered in the EA. However, the constitutional mandate for the project must be fulfilled. LADOTD encourages public input, which helps in modifying project alternatives.
11. 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.

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 Claiborne 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.

12. When is the next public meeting?
- A. The second public meeting is tentatively set for late 2017/early 2018. That date may change depending on the project progress over the next 5 to 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.
13. Will the bridge over the IHNC be movable?
- A. The project is currently considering either a movable bridge or a fixed bridge.
14. How will the proposed project help evacuations in a state of emergency?
- A. The new bridge will provide an uninterrupted crossing over the IHNC during evacuations as well as during daily use. The existing Florida Avenue Bridge is closed when the floodgates 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.
15. 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.
16. 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.
17. Will a fast roadway at Florida Avenue keep residents from accessing the wetlands for recreational purposes?
- A. No. Access to the Bayou Bienvenue Wetlands Triangle will be improved with a parking lot, pedestrian crossings, and a bike lane. Access to the 40 Arpent Wetlands 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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