



WHAT  
HAPPENED

Pontchartrain Expressway from Airline Highway to Claiborne Avenue was completed on Feb. 19, 1960.



The state acquired 155 properties, tore down more than 200 oak trees and devastated Treme's business community in order to build Interstate 10 through the city.



NEW ORLEANS PUBLIC LIBRARY AND GOOGLE EARTH

Some sections of the expressway were built a decade before the last sections of the interstate were built through the city. The construction of I-10 in Louisiana was first funded starting in 1957, but largely took place throughout in the 1960s. The last two sections in New Orleans were completed in 1972.



Interstate 10 under construction over Metairie Road. This stretch of road was completed in the early 1960s.

Even before construction officially began on **Interstate 10**, efforts to ease traffic congestion in New Orleans lead to the construction of the Pontchartrain Expressway.



THE HISTORIC NEW ORLEANS COLLECTION

The Pontchartrain Expressway was built before the rest of Interstate 10 in New Orleans.

Treme residents lost their central hub when the elevated expressway was built through their neighborhood — perhaps the oldest Black main street in America.

Ancient oak trees and azalea bushes were torn out, 500 homes were bull-dozed and businesses were closed. The construction of the interstate is believed to be directly responsible for the economic slump and crime in the neighborhood that followed.

Despite the interstate's presence, congestion, especially from Causeway Boulevard to I-610, continues as do efforts to widen and upgrade the interstate.



Though originally intended to alleviate traffic congestion, there are still several chokepoints along the interstate through the metropolitan area. Traffic counts show that between 100,000 to 200,000 cars a day travel on the interstate.