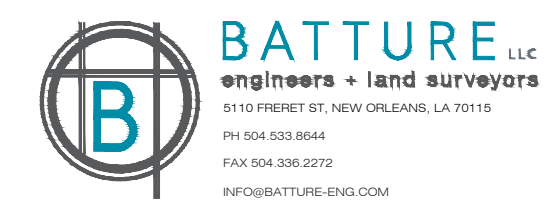


ALGIERS FERRY TERMINAL RENOVATION



100 Morgan Street, New Orleans, LA, 70114

The first enslaved Africans arrive in what would later become known as Algiers Point, where they were processed before being sold to owners in New Orleans and the surrounding area. This marked the beginning of New Orleans' pivotal role in the trans-Atlantic slave trade.

The first regularly scheduled ferry service between Canal Street and Algiers was established in 1827.



The Greater New Orleans Bridge opened (later the Crescent City Connection).

A few citizens fought and won the battle for keeping a ferry between the foot of Morgan Street and Canal Street.

Construction crews work on a new Algiers Point ferry terminal, starting in 1979, to serve the Canal Street crossing.

The as-built drawings are prepared by Barnard and Thomas Engineering, Inc; Gulf Marine Design; Stoffle Mitchell Associates, Architects for the Ferry Improvement Program Phase 1 Algiers Terminal.



Second Span of the Greater New Orleans Bridge opened.


New landing added on the Algiers side of ferry run.


The Algiers Point-Canal Street ferry is used mostly by pedestrians. About 1.43 million people crossed the river from those points and 471,466 vehicles used the ferry in 1988.

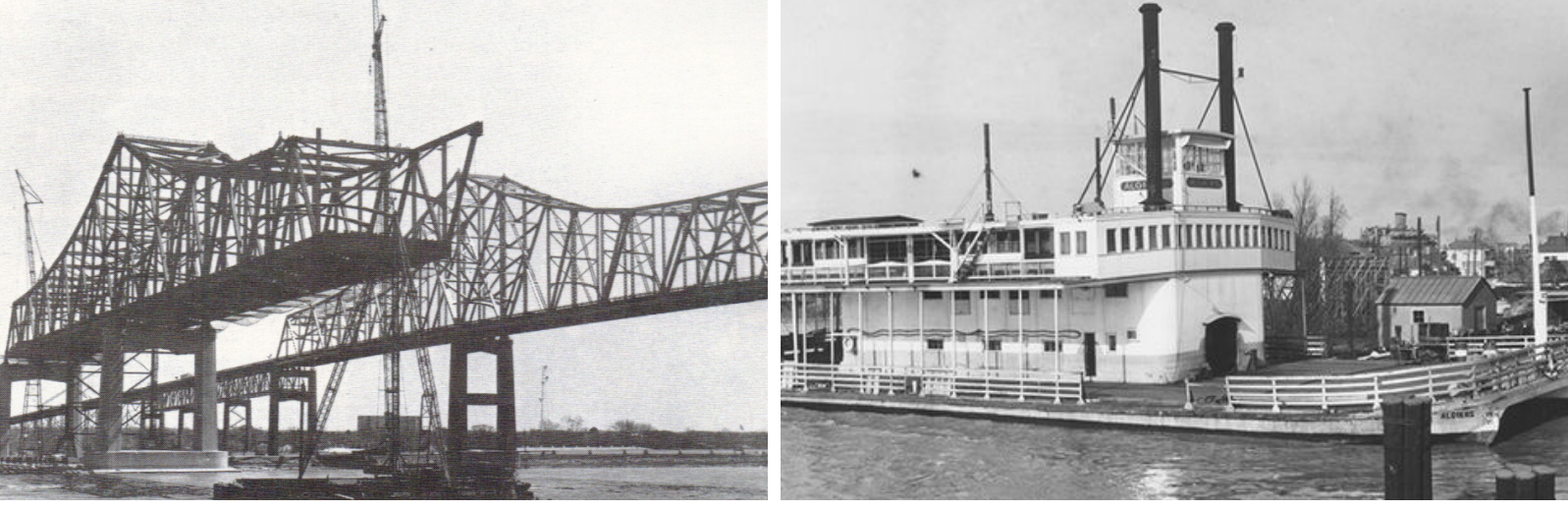
The state cut back the ferry schedule severely after Katrina. The Friends of the Ferry fought for the restoration of service levels.

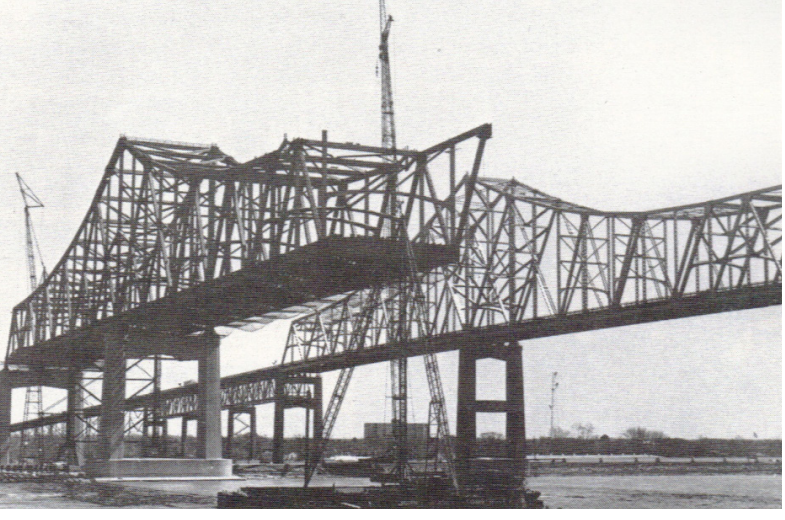



TIMELINE


1723 The transatlantic slave trade to Louisiana began in 1718, with the first two ships bringing African captives to the region in 1719. The first ship to arrive at this site was the *Expeditio*, which landed 91 enslaved people, most from the Senegambian region. In 1723 at a plantation owned by the French-operated Company of the Indies, now part of the area known as Algiers. By 1723, the vast majority of enslaved people brought from West and West Central Africa to be sold in Louisiana were put on shore near this site, some receiving treatment at the plantation hospital before being sold to owners in New Orleans and the surrounding area. (Continued on other side) 

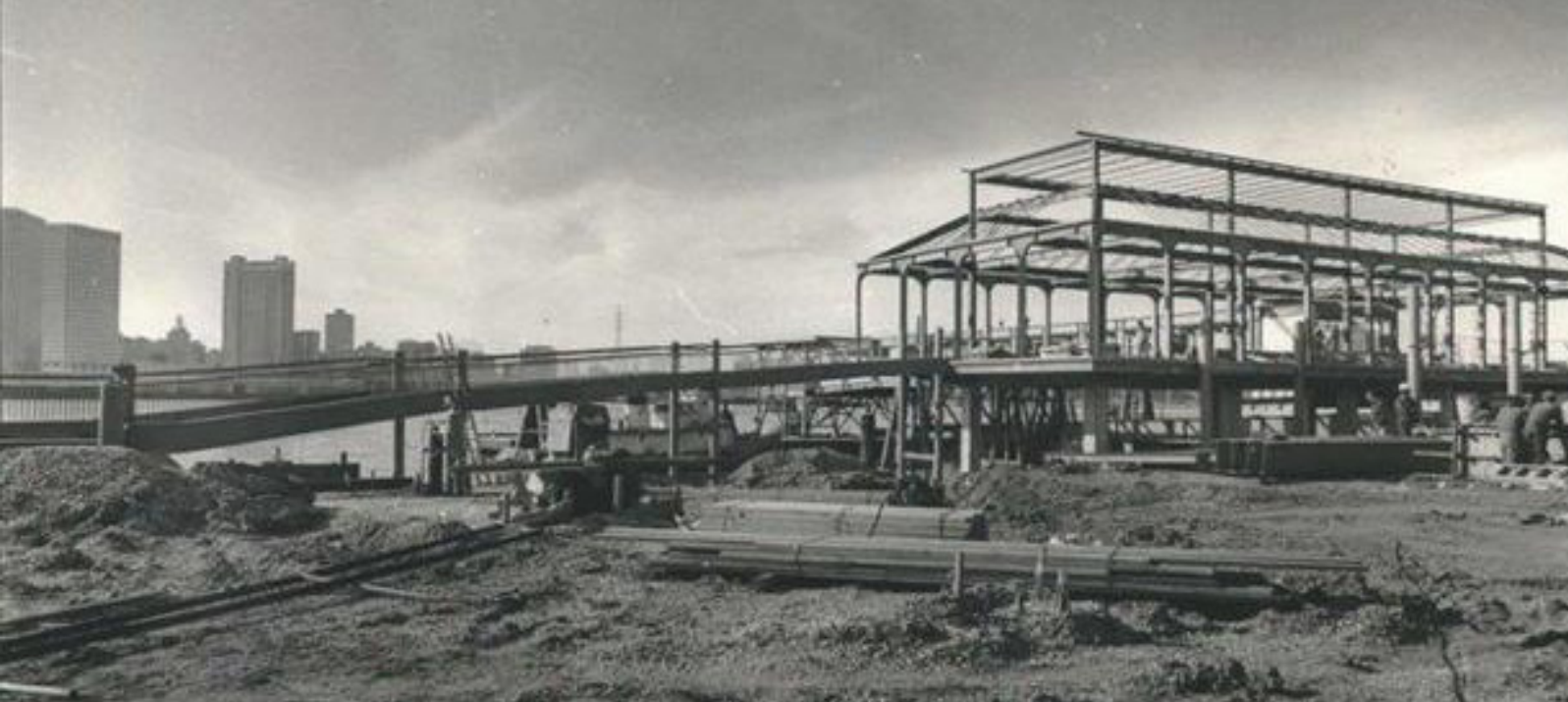
1819-1842 Algiers Point was a place dominated by shipbuilding or ship repair. 

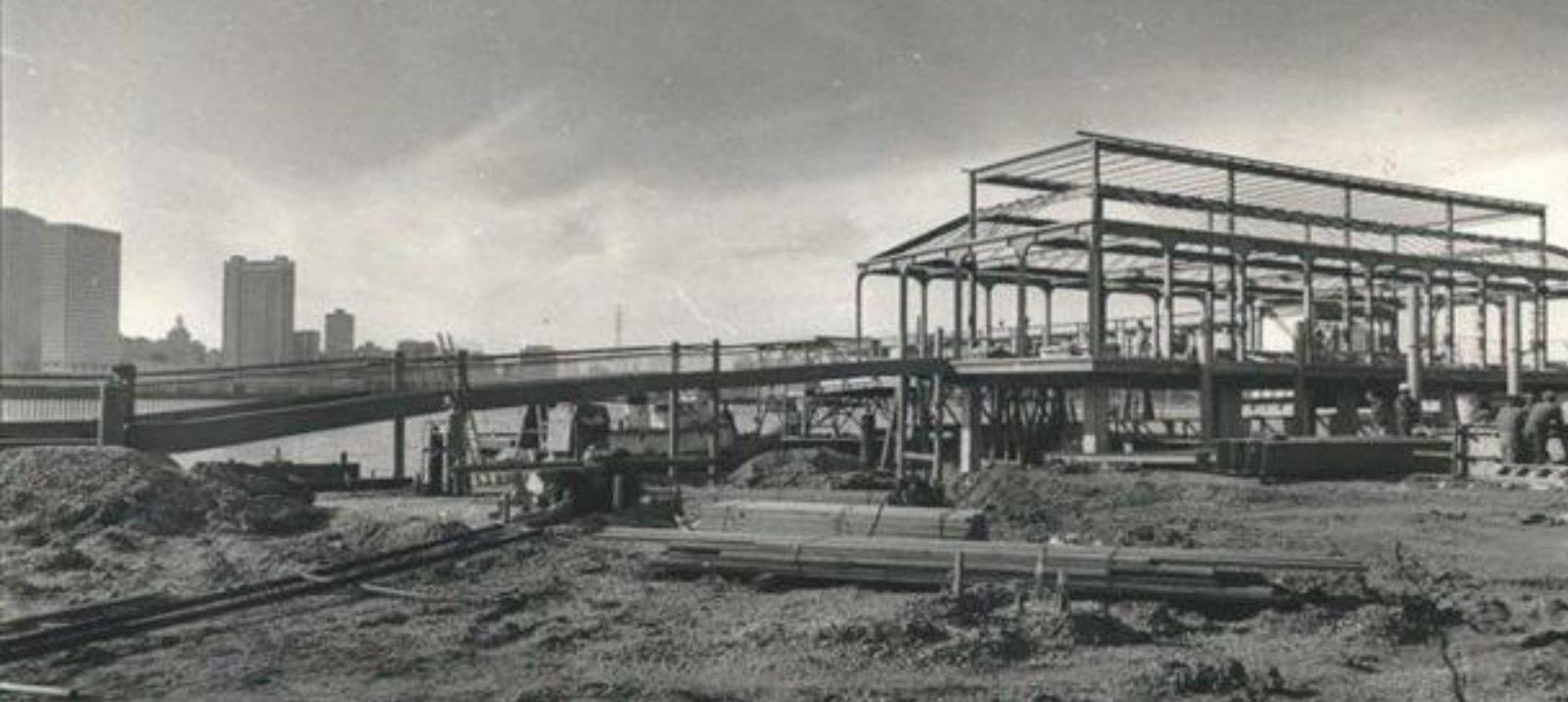
1827 The Algiers ferry house fell into the river. This modest calamity resulted in the construction of a new ferry building that endured until January 22, 1952, when it burned down. 

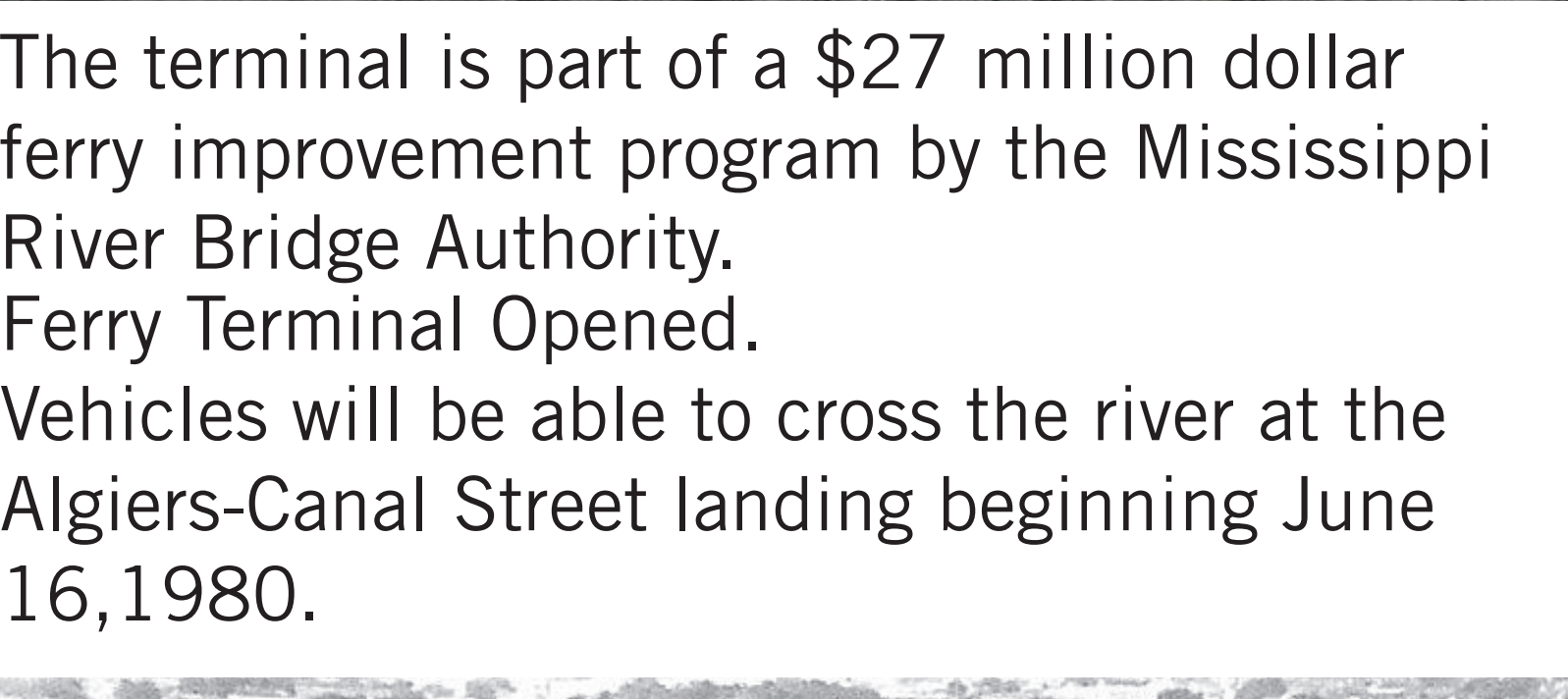
1920 

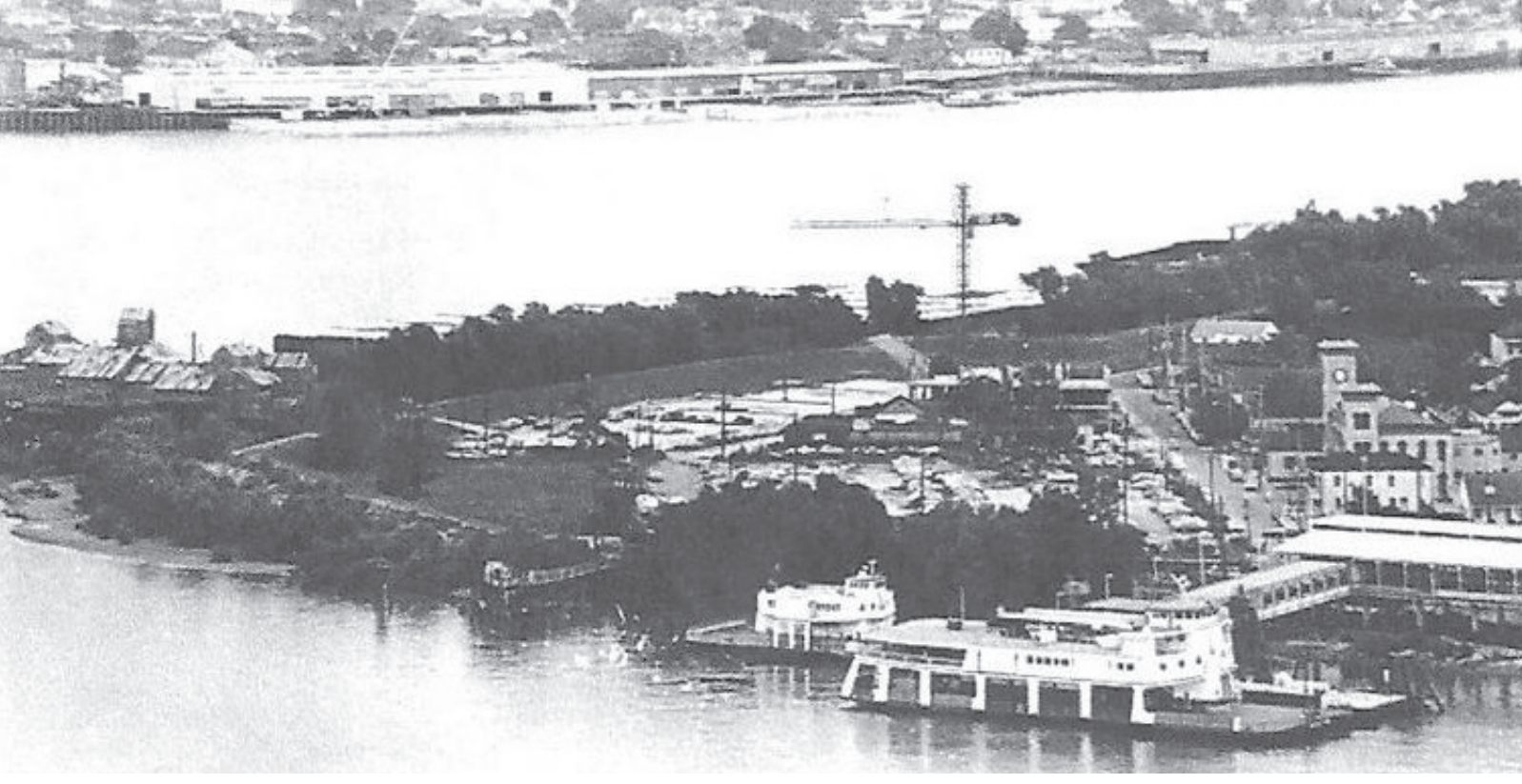
1958 Algiers Point is placed on the National Register of Historic Places. 

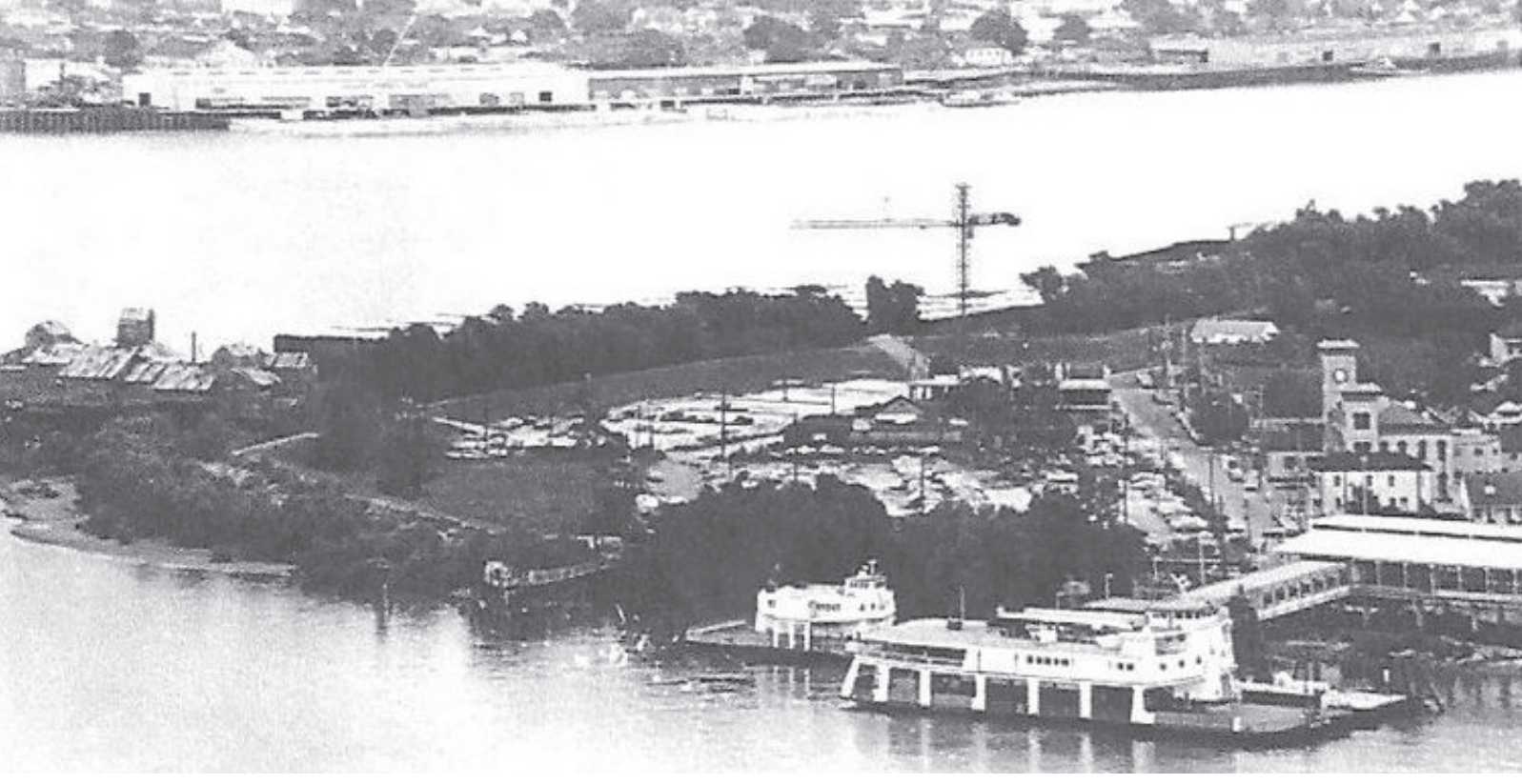
1978 

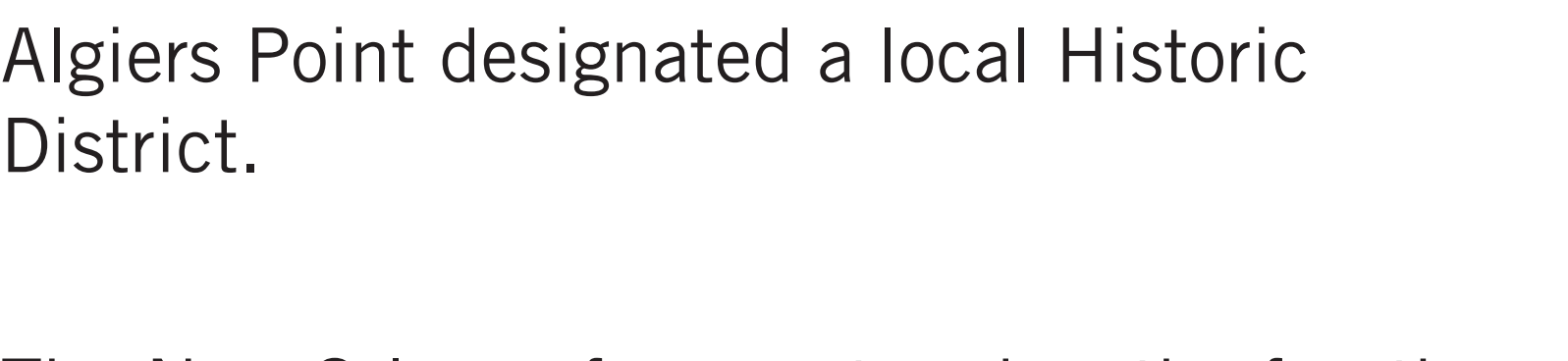
1979 

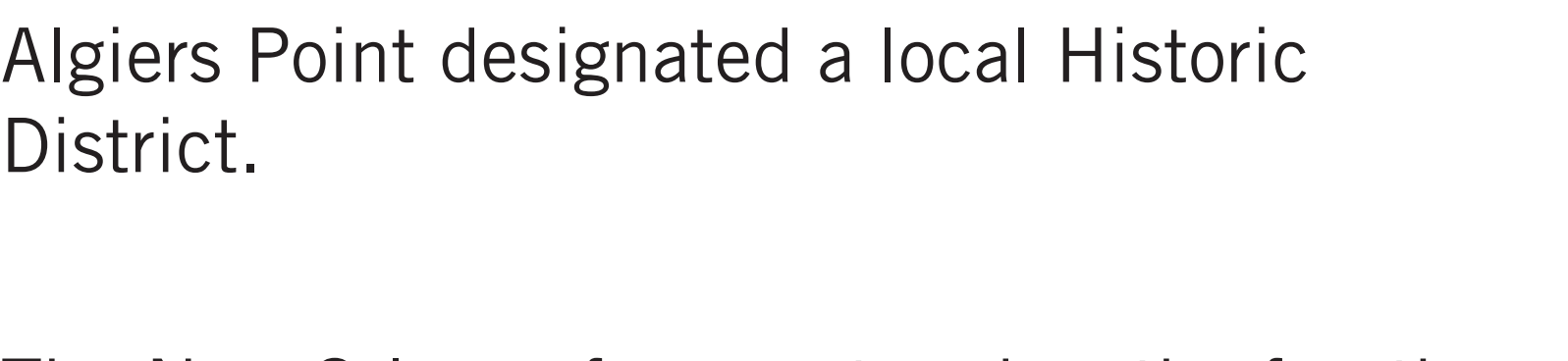
1979 The terminal is part of a \$27 million dollar ferry improvement program by the Mississippi River Bridge Authority. Ferry Terminal Opened. 

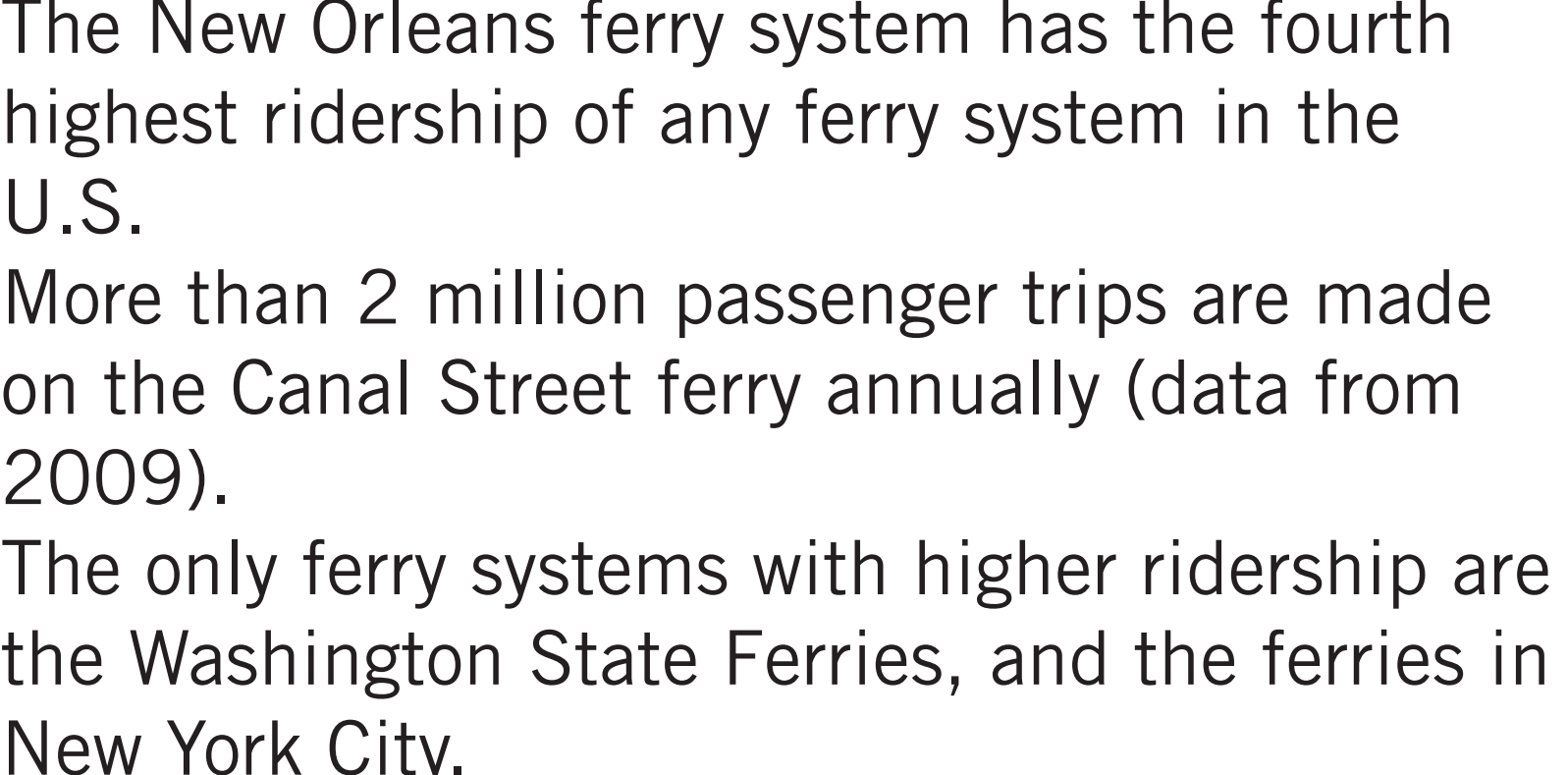
1980 Vehicles will be able to cross the river at the Algiers-Canal Street landing beginning June 16, 1980. 

1980 

1988 Algiers Point designated a local Historic District. 

1994 

2005 The New Orleans ferry system has the fourth highest ridership of any ferry system in the U.S. 

Now More than 2 million passenger trips are made on the Canal Street ferry annually (data from 2009). The only ferry systems with higher ridership are the Washington State Ferries, and the ferries in New York City. 



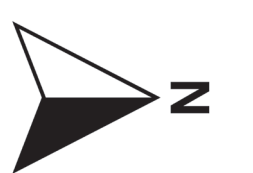
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AERIAL VIEW FROM ABOVE



ALGIERS FERRY TERMINAL RENOVATION

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1. AERIAL VIEW LOOKING UPRIVER



2. AERIAL VIEW LOOKING AT THE FRENCH QUARTER



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3. AERIAL VIEW LOOKING DOWNRIVER



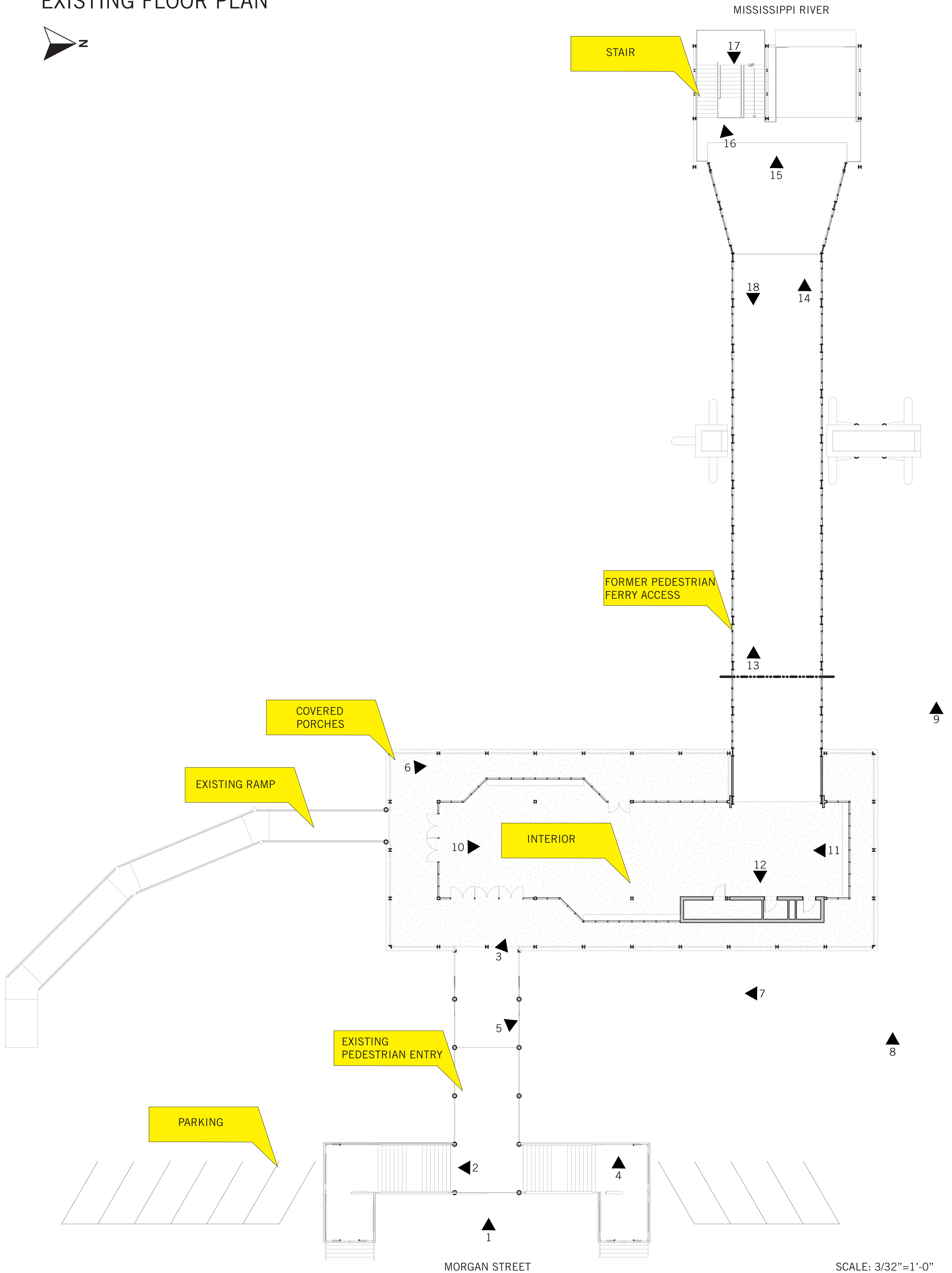
4. AERIAL VIEW LOOKING AT ALGIERS



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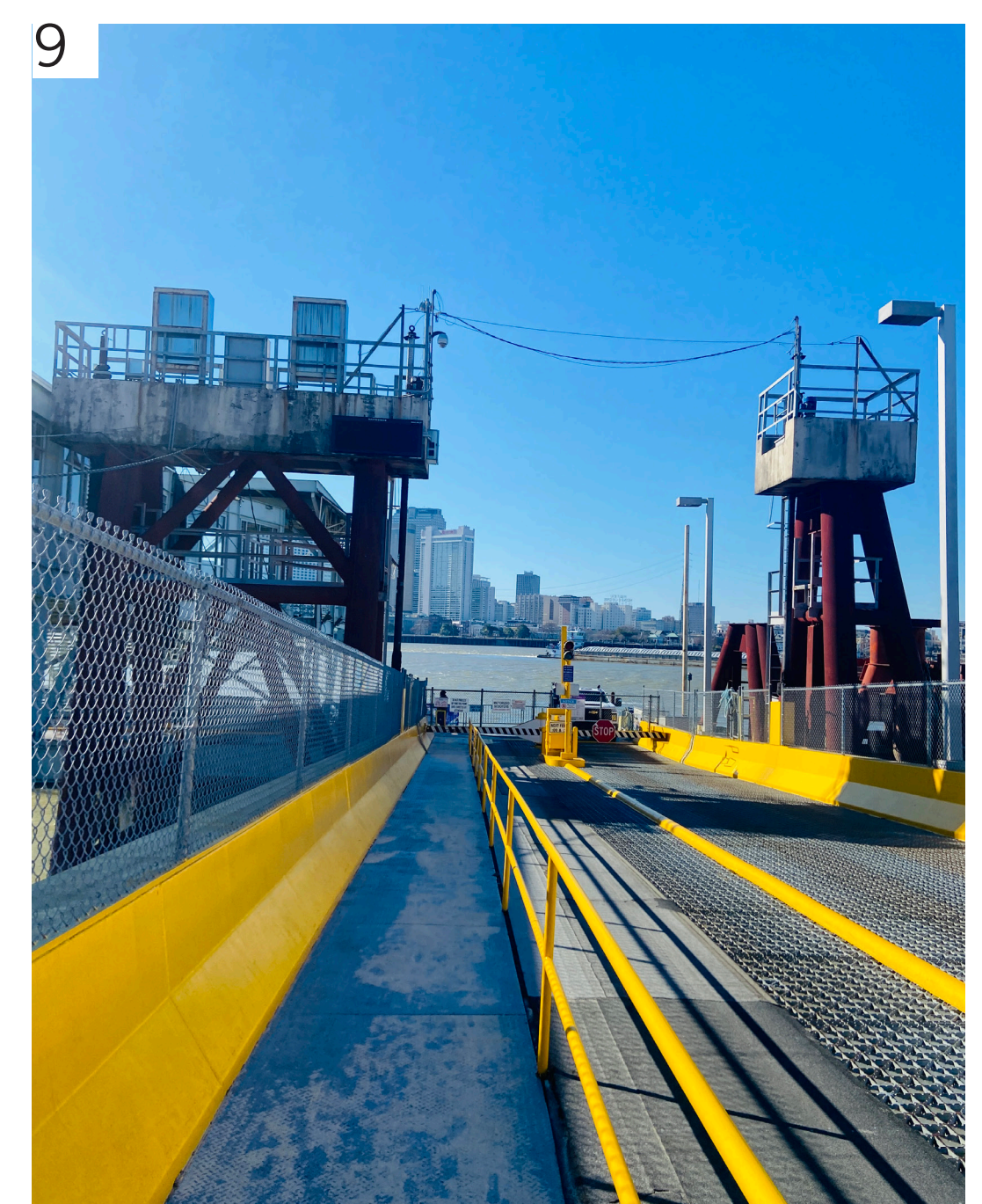
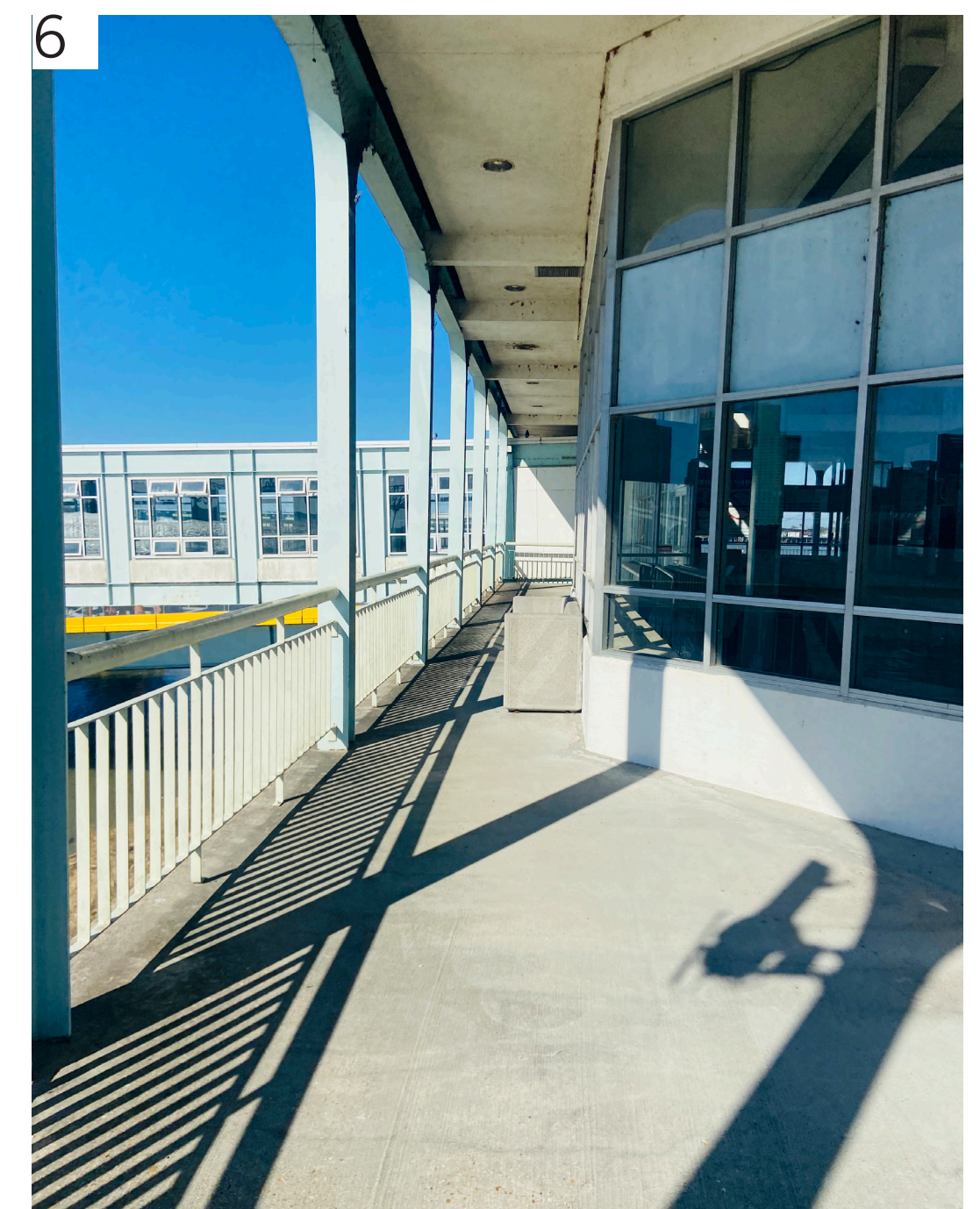
EXISTING FLOOR PLAN



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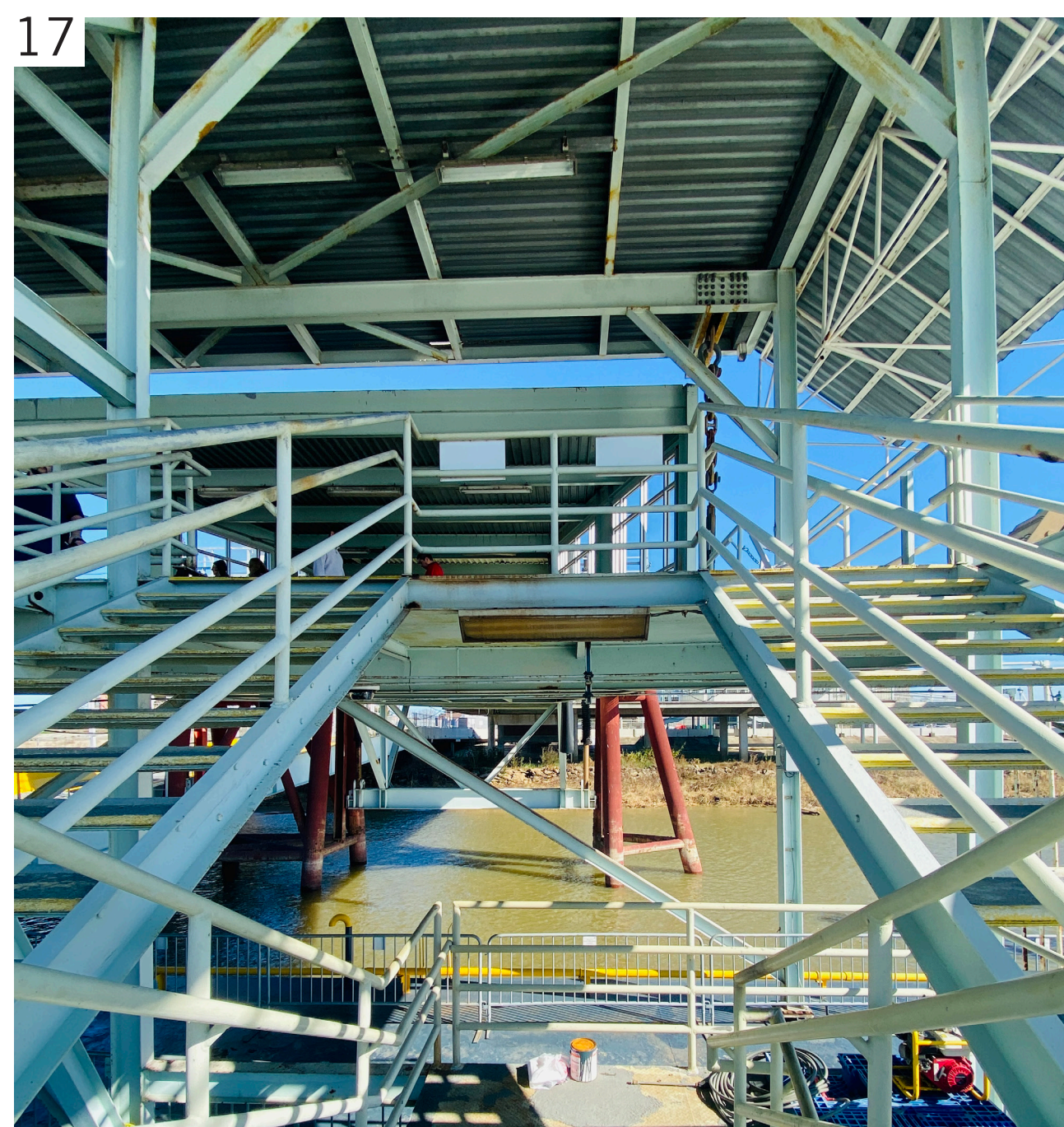
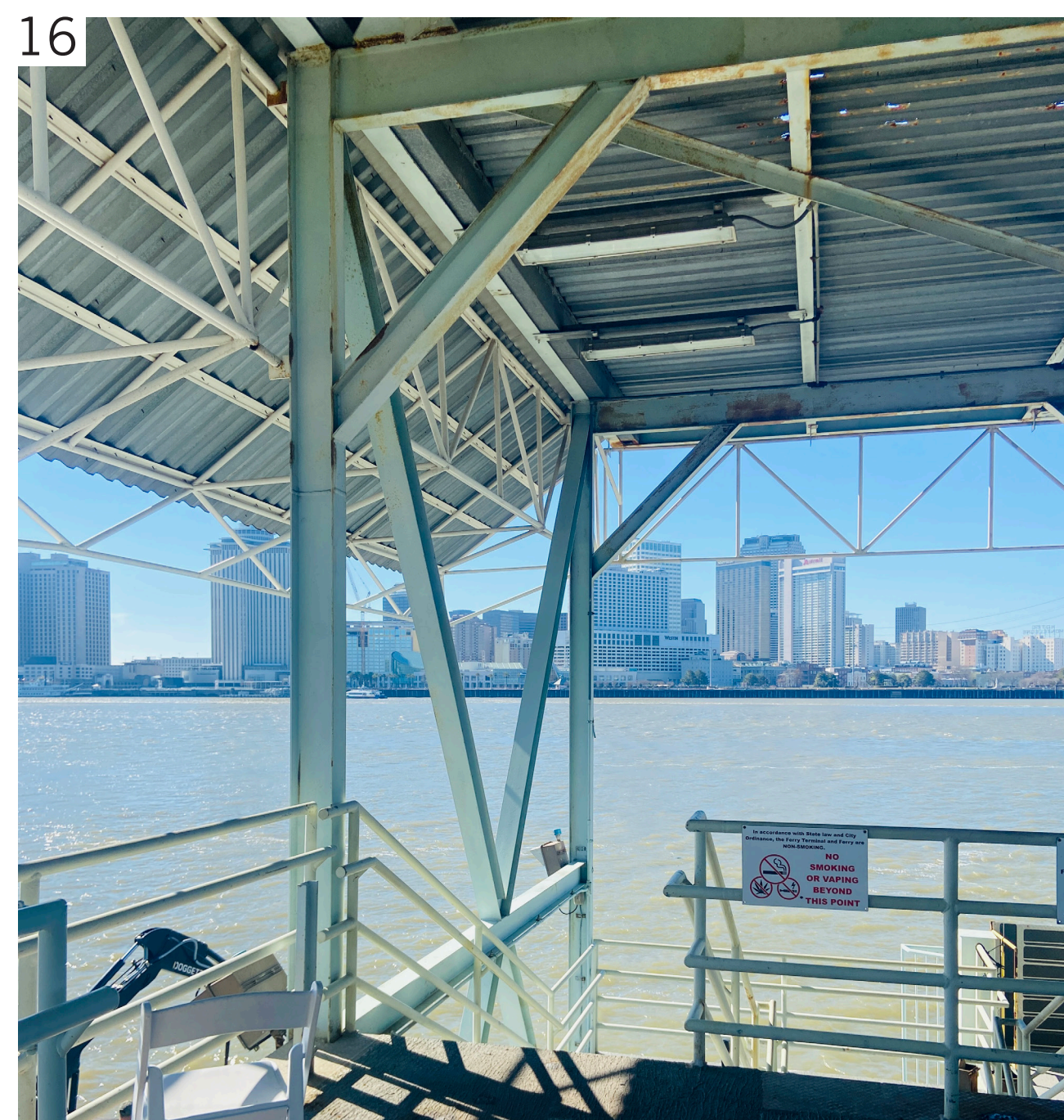
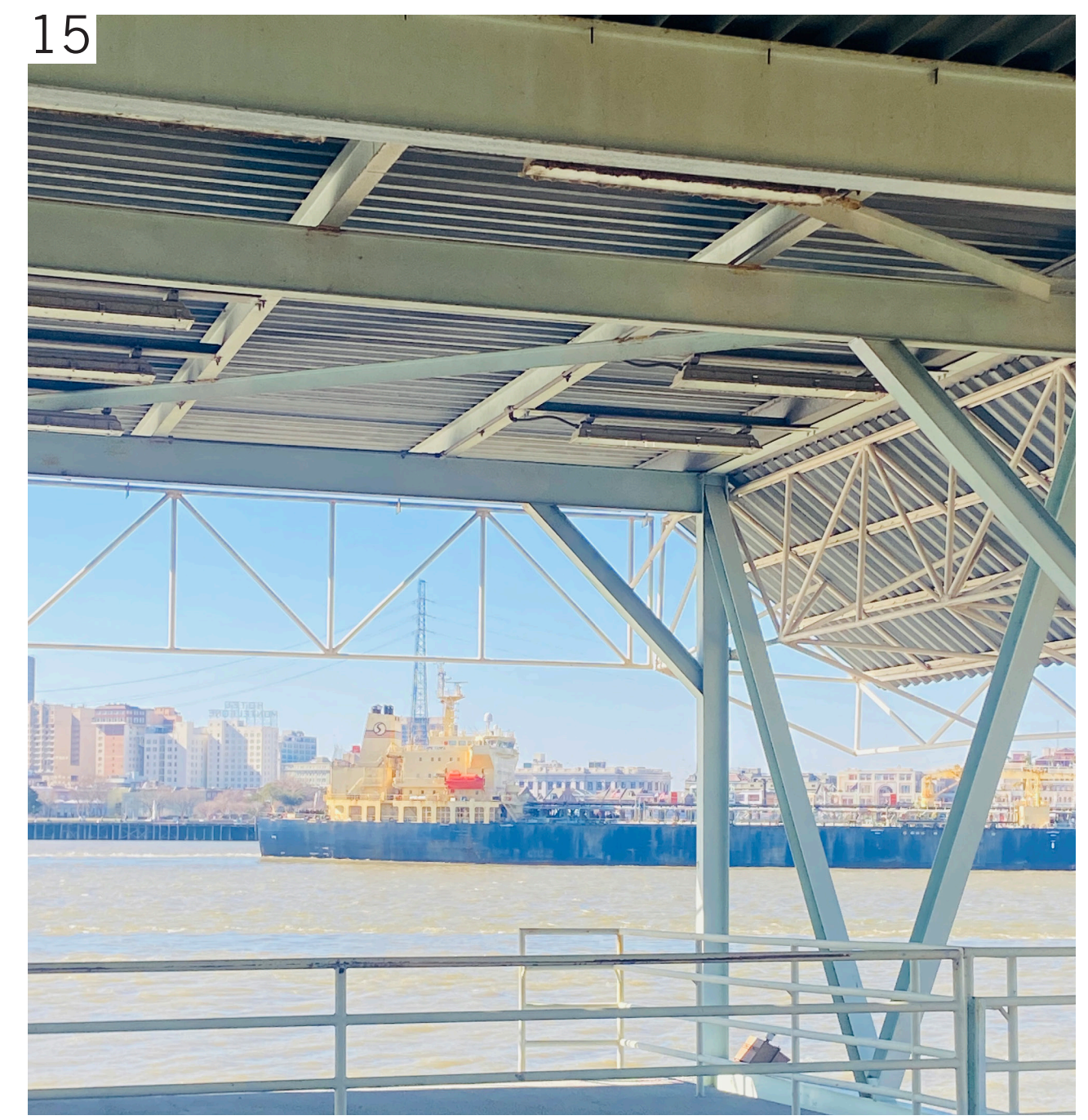
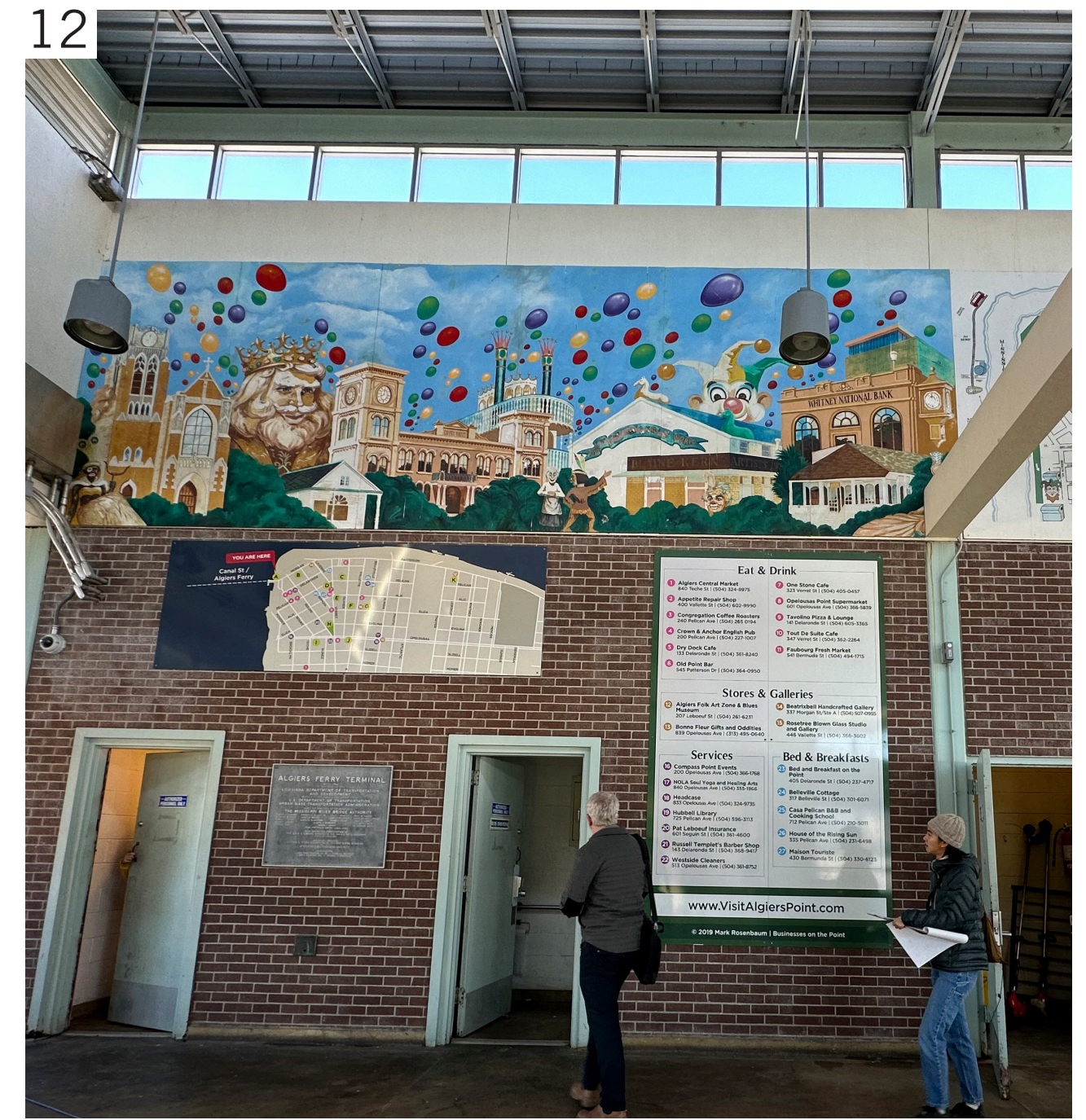
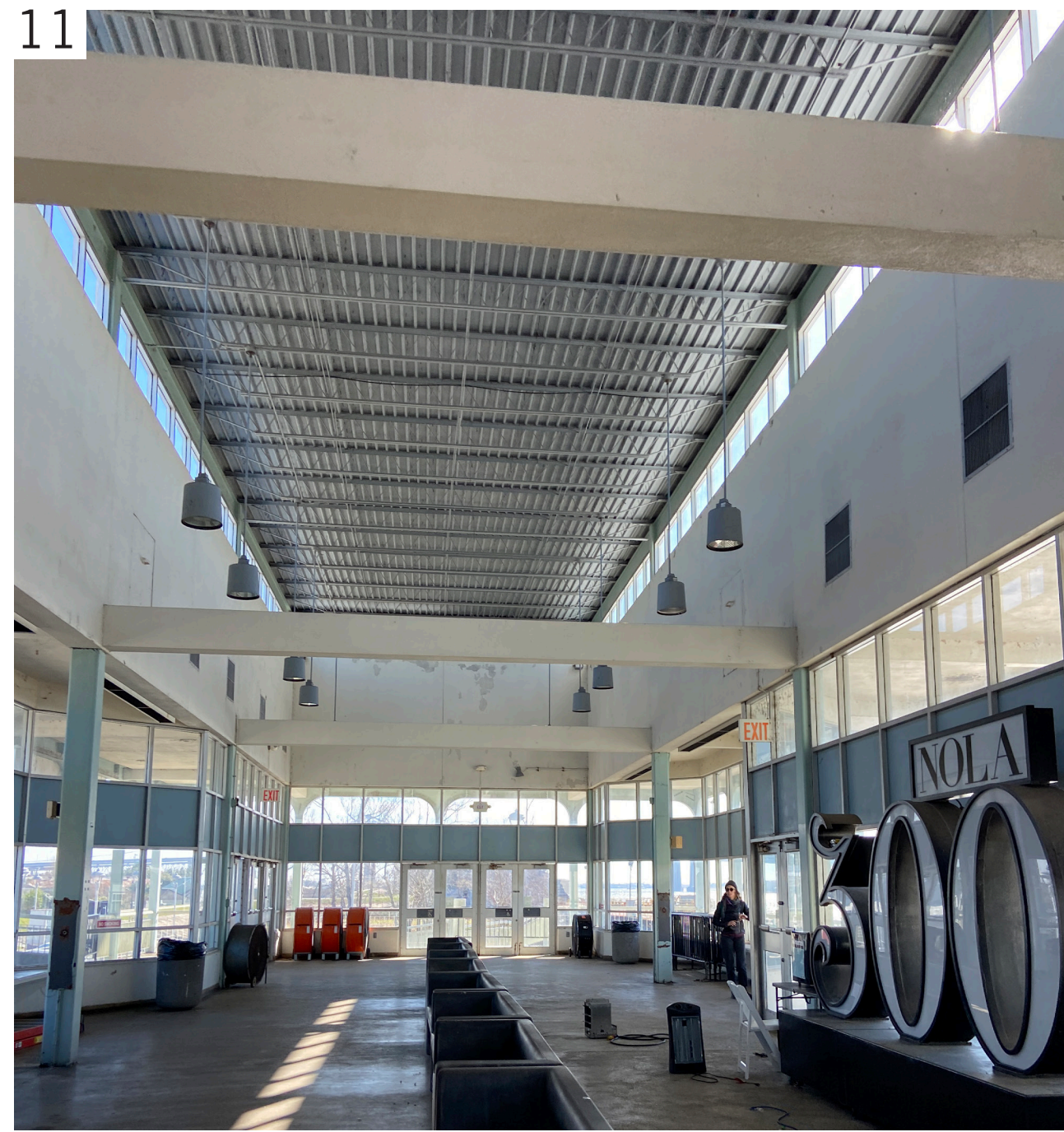
EXTERIOR PHOTOS



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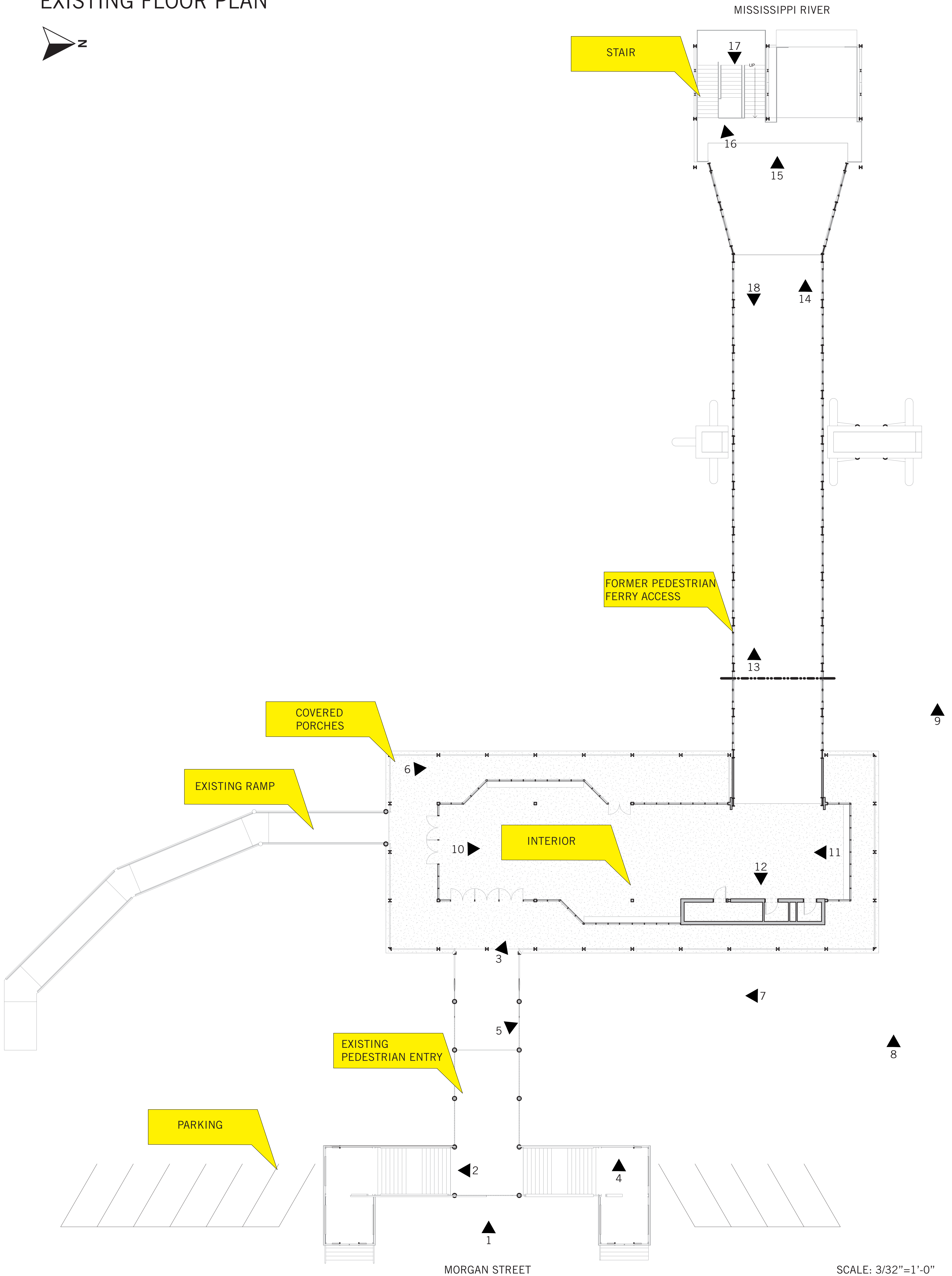
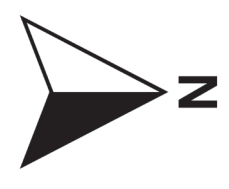
INTERIOR PHOTOS



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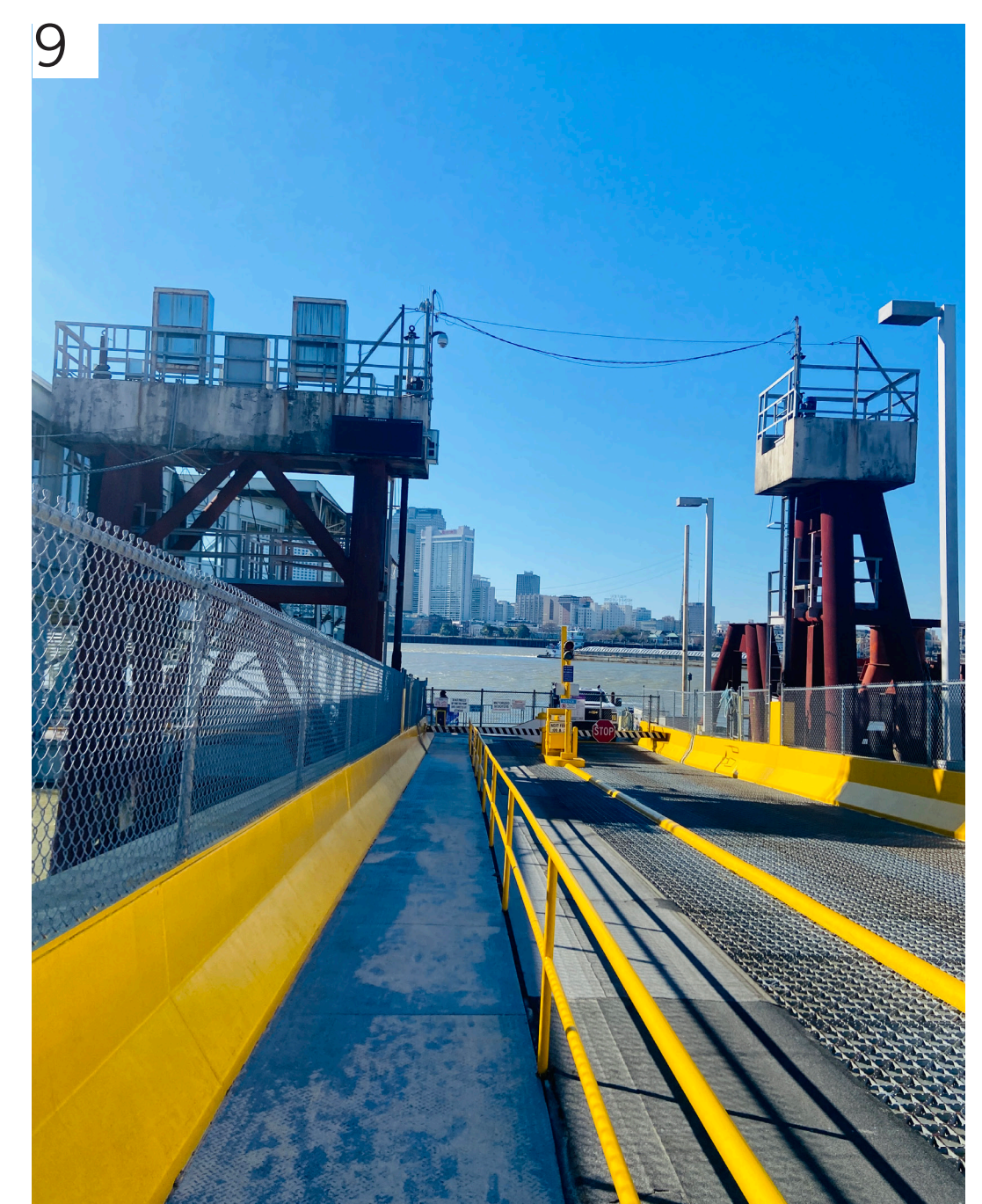
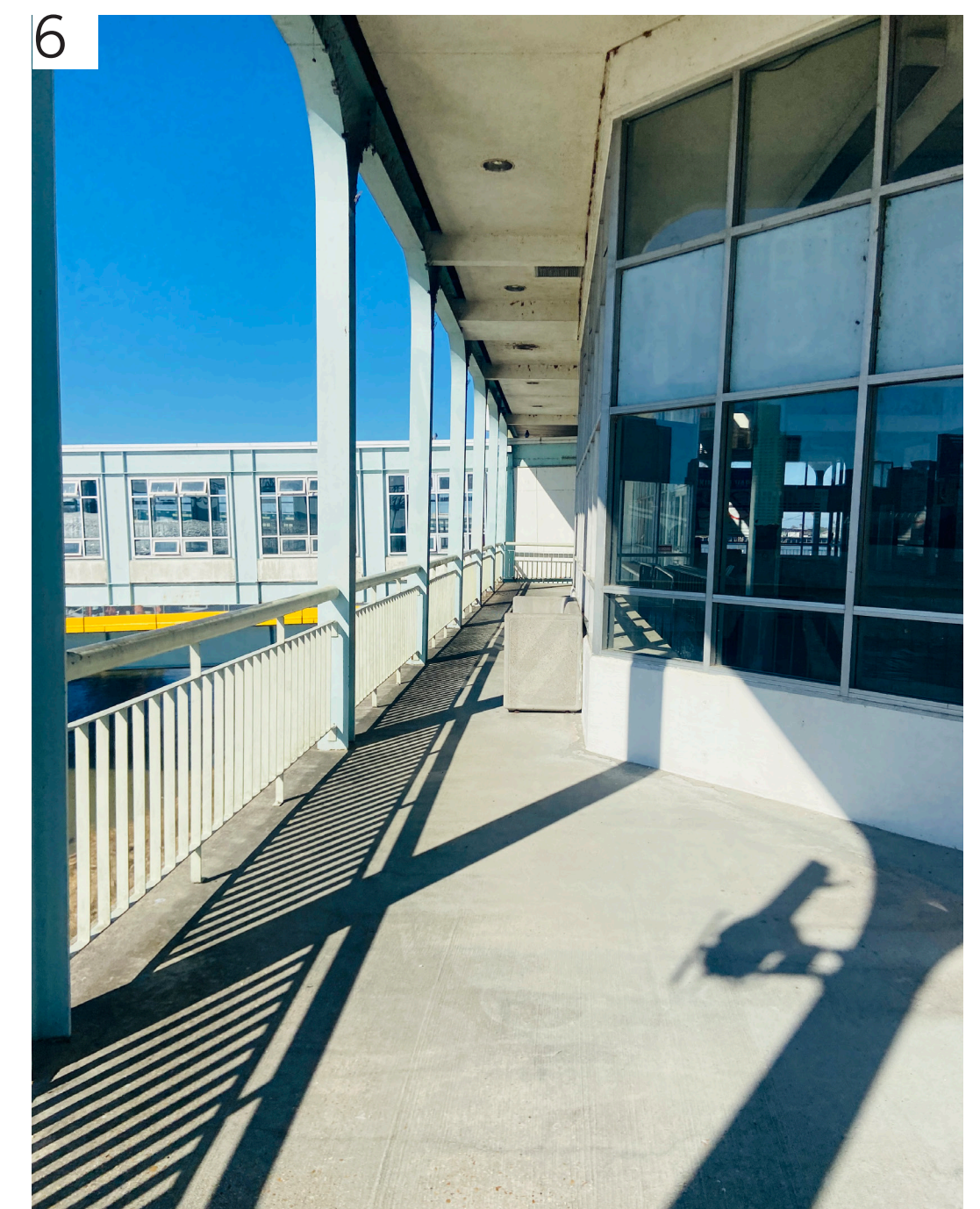
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