



New Orleans Regional Transit Authority

Request for Technical Proposals (RTP)

RTP #: 2025-04

Project Name: St. Charles Streetcar - Downtown Loop Track Replacement, Phase 4

Project #: 2023-FG-01

Project Type: Railway Engineering

To: All firms pre-qualified through RTA RFQ #2020-035

RTP SUBMISSION TIMELINE

RTP Release Date: May 12, 2025

RTP Proposals Due: June 6, 2025

Advance Questions Deadline: May 23, 2025

Responses to All Questions Posted Online: May 29, 2025

Contract Intent Award Notification: June 20, 2025

INTRODUCTION AND OVERVIEW

The purpose of this solicitation is to procure design services for the replacement of failing St. Charles Avenue Streetcar track infrastructure. This infrastructure includes rails, switches, mates, frogs, and embedded track systems in key problem areas around Harmony Circle, Howard Avenue, and Carondelet Street in New Orleans. These sections currently exhibit significant wear, suboptimal drainage, and components that have exceeded their useful lifespan, resulting in operational inefficiencies and safety and functionality concerns.

In addition to the core project requirement that track and related infrastructure be replaced (Core Project Scope), the project scope may also include the following elements:

1. Accessibility improvements to ensure that the streetcar stops adjacent to Harmony Circle become wheelchair accessible
2. Pedestrian safety enhancements including curb ramps and crosswalk upgrades
3. Transit priority measures such as dedicated lanes and signal timing adjustments
4. Potential stop consolidation/relocation in coordination with two other planning and design projects that will be proceeding in parallel with, but separate and apart from this task: the All Stops Accessibility Program for the St. Charles Streetcar (ASAP) and a Streetcar System Modernization Master Plan (Streetcar Modernization Plan).

Collectively, these elements are referred to as Additional Project Scope. The selected firm will evaluate, in coordination with the RTA, the feasibility of Additional Project Scope, and the RTA will work with the

firm to determine which of these scope elements to incorporate into the final construction documents for the project.

The selected firm will provide comprehensive design services spanning preliminary design through construction administration. Given the long lead time associated with procuring replacement rails and associated infrastructure, the firm will be expected to complete a separate bid package for rail acquisition well in advance of the preparation of final construction documents so that the construction timeline for the project will be as compressed as possible. Respondents must demonstrate proven expertise in rail transit design, streetcar/rail operations (signals, transit priority, stop spacing), traffic analysis, multimodal street design, ADA compliance for public streets, and civil engineering including stormwater management.

This project represents a key component of RTA's broader modernization efforts to enhance system reliability, accessibility, and customer experience across New Orleans' iconic streetcar network. Successful delivery will ensure the continued operation of this historic transit line while bringing it up to contemporary safety and performance standards.

SCOPE OF SERVICES

Total Project Budget (including construction): \$12,5000,000. Budget may be revised during preliminary design phase based on recent volatility in price of goods and services and finalized elements of Additional Project Scope.

Desired Start Date: July 7, 2025

Estimated Task Order Length: 8 months for the design phase, 4 months for the bid phase and contractor selection, and 14 months for the construction phase and construction administration—26 months in total, including the lead time for procurement of the rail. Note: this timeline is subject to adjustments based on project needs.

This project involves the design and procurement of rail tracks and associated long-lead time infrastructure, completion of 100% construction documents for the entire project, and construction administration. Design services will begin with the preparation of an early rail bid package to expedite procurement of long lead time items, followed by development of 30% design documents.

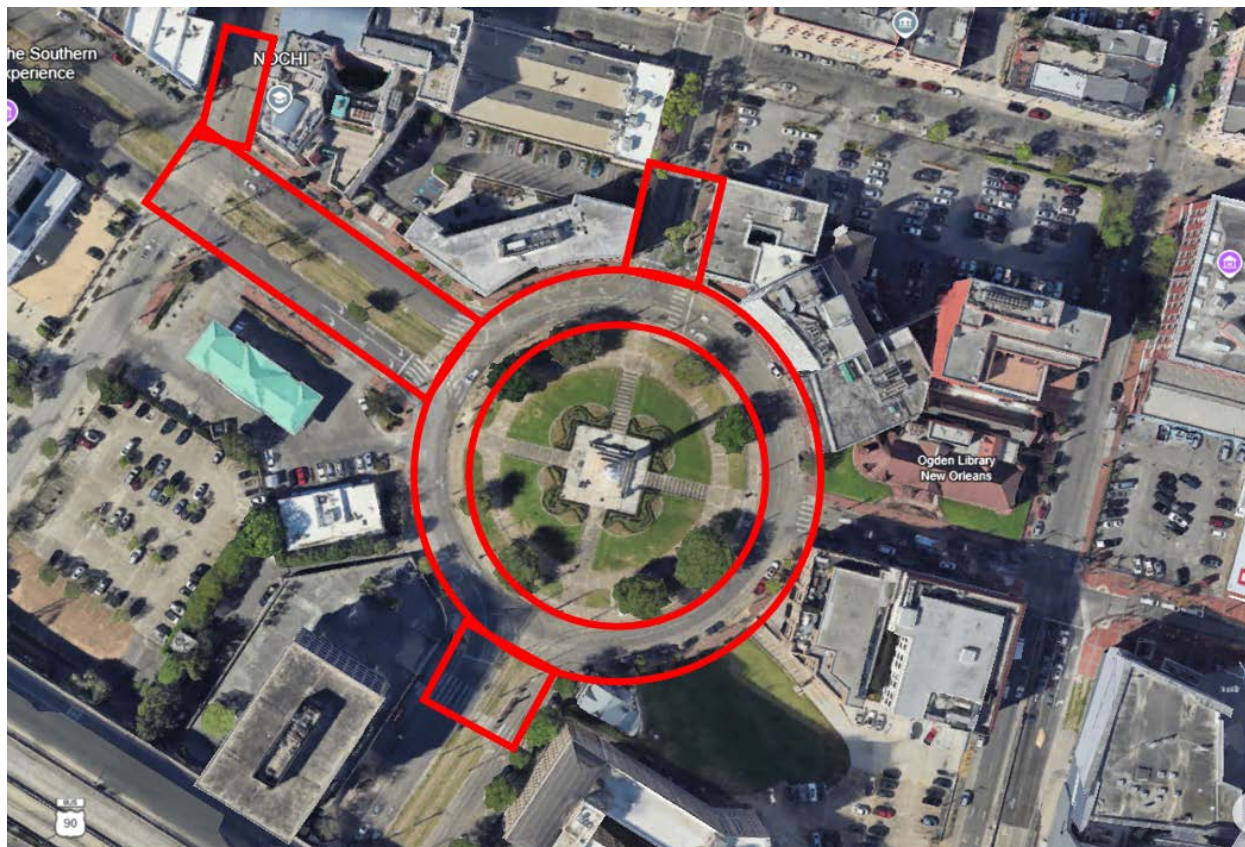
The design for this project must be closely coordinated with the planning and design work associated with ASAP and the Streetcar Modernization Plan, separate but related to this scope. The design of this project must also align with the RTA's broader goals for operational efficiency, accessibility enhancements, and an improved customer experience.

Please note the geographical limits of this project (Project Area). The Project Area includes:

- Approximately 60' of St. Charles Avenue in the block between St. Joseph Street and Harmony Circle
- The entirety of Harmony Circle
- Approximately 100' of St. Charles Avenue in the block between Harmony Circle and Calliope Street.
- Howard Avenue between Harmony Circle and Carondelet Street
- Approximately 150' of Carondelet Street in the block between St. Joseph Street and Howard Avenue

Additional Project Scope elements may go slightly beyond these boundaries to accommodate, for instance, transit priority treatments if they are deemed feasible, advisable, and within budget. Within the Project Area, the selected firm will be responsible for designing the features as described above from sidewalk curb to sidewalk curb. All other features of the ROW such as sidewalk curb ramps, and sidewalk improvements are not in the scope of the project.

Figure 1.1 Project Area



Task 1: Assist in Outreach Strategy and Implementation of Outreach Efforts

RTA Communications staff, in conjunction with the consultant for the Streetcar Modernization Plan, will be leading an effort to develop a comprehensive community engagement strategy around possible near- and long-term changes to the St. Charles streetcar line and the entire streetcar network. This strategy and subsequent outreach activities will include community conversations about accessibility, transit priority, and stop consolidation, among other topics. The firm selected under this RTP will play a support, rather than a lead, role in community outreach efforts and will only support outreach efforts that pertain to Harmony Circle and its vicinity.

For outreach related to potential changes to Harmony Circle (redesign/relocation of stops, transit priority), the consultant will be expected to provide technical input into the development of the outreach strategy, such as identifying potential conflicts, critical design issues, and design alternatives. The consultant will

also be expected to provide staff at any outreach events that cover Harmony Circle to answer technical questions and to provide supporting graphics, maps, simulation results, and other illustrative materials for the public.

Deliverables: Staffing, strategic technical input, and graphical materials to support outreach efforts regarding Harmony Circle led by the RTA and separate consultant

Task 2: Current Conditions Assessment and Site Preparation

The selected consultant shall conduct a focused conditions assessment of the Project Area. This assessment shall include:

1. Evaluating track and infrastructure conditions including rail wear, switch functionality, and drainage issues
2. Documenting location, geometry, and condition of streetcar stops and pedestrian pathways
3. Documenting right of way (ROW) features including ROW geometry, lane striping, on-street parking, crosswalks, bicycle facilities
4. Identifying accessibility gaps at boarding areas and sidewalks
5. Analyzing the structural condition of pavement, platforms, and curb ramps
6. Identifying safety hazards
7. Traffic counts at key locations sufficient for a traffic simulation model using Synchro or similar software – a VISSIM or similar microsimulation software is not needed for this project
8. Analyzing traffic patterns and traffic control elements, including their impact on streetcar operations
9. Completing a task field survey including a topographic survey, geotechnical survey, structural evaluation of existing track components, and the use of existing records and advanced technology (as necessary) to determine the location of below ground utilities to minimize the risk of unexpected utility conflicts during construction
10. Any other information on the current conditions of the corridor that is necessary to inform design documents up to and including 100% construction documents.

The assessment will be coordinated with data collected by the ASAP initiative in parallel, ensuring all findings are reconciled with the broader ASAP study, which encompasses the entire St. Charles Streetcar corridor but whose scope is limited to accessibility improvements to the corridor.

Deliverables: A pre-construction survey report (PDF/CAD/GIS formats as appropriate) documenting existing conditions as described above. Traffic simulation model of existing conditions.

Task 3: Project Management and Coordination

The selected consultant shall be responsible for a variety of project management tasks throughout the term of the task order. The purpose of these project management tasks is to mitigate risk, manage project schedule and budget, address obstacles as they arise, and maintain clear communication with the RTA throughout.

Specific project management and coordination responsibilities include the following.

- Creating and maintaining a detailed project schedule leading up to the completion of 100% construction documents

- Integrating key milestones, dependencies, and critical path items into the schedule to ensure timely progression
- Completing an overall project schedule through construction completion, including community outreach, issuing bid documents and procuring a general contractor, and securing all necessary permits and approvals
- Conducting weekly meetings with the RTA capital projects team to monitor progress, identify impediments, and review/forecast project schedule.
- Assisting the RTA team in the development and continuous refinement of the project risk register
- Implementing risk mitigation strategies to preemptively address potential project delays or cost escalations
- Providing timely updates and technical documentation required for submission to the FTA to fulfill its project oversight role
- Providing monthly progress reports, including a one-month look ahead and updated design schedule and project schedule.
- Maintaining comprehensive records of meeting agendas, minutes, and action items from biweekly project status meetings

Deliverables: 100% design schedule, comprehensive project schedule, risk register updates, meeting agendas and notes for biweekly status meetings, and FTA reporting.

Task 4: Rail Procurement Bid Package

To expedite the procurement of long-lead time track materials such as rail (grooved and girder), switches, frogs, and embedded track systems, the selected consultant shall develop a standalone early rail bid package ahead of the 30% design milestone. This task includes identifying required materials based on preliminary assessments and anticipated design needs, developing detailed technical specifications, and preparing procurement documents in alignment with RTA and FTA standards. As part of this bid package, the consultant shall determine, in coordination with the rail modernization consultant, whether modern streetcars would be able to navigate the rail alignment as currently laid out or whether adjustments to the rail alignment and track turn radii would be necessary. The goal would be for the new rail around and adjacent to Harmony Circle to accommodate 400-, 900-, and 2000-series streetcars currently in use as well as modern, low-floor vehicles at some point in the future.

The consultant will coordinate with manufacturers and vendors to verify lead times, material availability, and delivery logistics, ensuring compatibility with existing infrastructure and planned service improvements. The consultant shall incorporate these lead times into the overall project schedule described in Task 3.

This task will be initiated at the outset of schematic design to mitigate schedule delays related to material availability. Because this task will take place early in the design process and well before final design, the consultant must have sufficient foresight and take sufficient care to ensure that the rail bid package is ultimately compatible with the final design of the project.

Deliverables: Draft and final rail bid package documents, a material quantity takeoff, procurement readiness checklist, coordination summary with vendors and stakeholders, and a preliminary storage and delivery plan aligned with construction phasing.

Task 5: 30% Schematic Design

The selected consultant shall develop a 30% schematic design (SD) for the reconstruction of the St. Charles Streetcar Line's track infrastructure (i.e. Core Project Scope) and for associated improvements (i.e. Additional Project Scope, to the extent that Additional Project Scope is included in the final Task Order scope). Key components of this design stage for Core Project Scope include the following:

1. Proposed alignments, rail types (grooved or girder), switch locations, and embedded track systems.
2. Structural details for ballast composition, subgrade preparation including moisture conditioning and compaction testing, and drainage solutions.
3. Track design that is integrated seamlessly with existing signaling and power systems
4. Track design that accommodates current St. Charles streetcars as well as possible modern, low-floor streetcars in the future.

Key components of this design stage for Additional Project Scope include the following:

1. Revised stop locations including stop consolidation and/or relocations (there are currently three stops—two inbound and one outbound within the Project Area)
2. Preliminary site plans for each stop including stop and platform geometry, signage, curb ramps, other accessibility features such as detectable warning surfaces, and other stop amenities as applicable (shelters, benches, trash cans, landscaping, stormwater management, etc.).
3. Streetcar stop platform heights that are compatible with the existing streetcar fleet, that facilitate easier boarding and alighting with the present streetcar fleet, but that are also compatible with possible future low-floor rolling stock where level boarding would be possible
4. Bollards and guardrails as appropriate to ensure passenger safety from passing cars and from trip and fall incidents while passengers are waiting, boarding, and alighting
5. Stop designs that are future proofed for possible further improvements under a forthcoming streetcar modernization effort, including allotting adequate platform space for longer streetcars, modern shelters with real time displays, ticket vending machines, and any other modernization features that the streetcar stops would need to accommodate at a future date.
6. Dimensioned roadway and right of way configurations including crosswalks, vehicular lane alignments, treatment of on-street parking and loading areas, bicycle facilities including enhanced or new bicycle facilities, and designated streetcar travel lanes.
7. Track design and related track and signal infrastructure to allow for the future extension of streetcar service from Howard Avenue to Loyola Avenue.
8. Traffic simulation, using Synchro or similar software, and analysis of impacts of reconfigured vehicle travel lanes in and around Harmony Circle
9. Existing and proposed cross sections of roadway
10. Transit priority measures such as queue jumps, transit signals, and transit signal priority measures.
11. Utility relocations, as necessary, to address conflicts with the proposed improvements.
12. Treatment of pavement deficiencies to facilitate accessibility (e.g. patch vs. reconstruction of deficient street pavement)
13. Verifying compliance with ADA, Public Right of Way Accessibility Guidelines (PROWAG), and other applicable local, state, and federal regulatory requirements

The SD package, and in particular any Additional Project Scope, must be closely coordinated with the Streetcar Modernization Plan and ASAP consultants. The consultant must also coordinate closely with key stakeholders including the Department of Public Works (DPW), Downtown Development District (DDD), and other municipal partners to ensure alignment with City infrastructure standards and plans.

As part of this task, the consultant must prepare up to three conceptual renderings showing what the completed project will look like. At the conclusion of this task, the consultant shall complete up to two page-turn reviews of the SD set with RTA staff, DPW, and other technical stakeholders as appropriate. The consultant team shall be responsible for creating a running log of design questions and suggestions arising at these reviews and will be responsible for updating this log as future design deliverables are completed.

Deliverables : 30% schematic design drawings in both PDF and CAD formats and one full size printed set; design issue log; up to three conceptual renderings of the project design; a utility coordination report addressing potential conflicts with Entergy, Sewerage and Water Board, and any other utility providers along with required adjustments.

Task 6: 60% Design Development

Based on feedback from RTA staff, DPW, other technical stakeholders and partner agencies, and the community, the selected consultant shall prepare a 60% design development (DD) set of project drawings and specifications. These drawings shall include all of the information outlined above in Task 5 but at a more detailed, DD level of design. The DD set shall include any other information and a level of detail typical and appropriate for the 60% stage of design.

For this task, the consultant shall update the renderings completed in Task 5 but only if there are substantive changes in the design that would materially change the renderings.

Similar to Task 5, the consultant shall at the conclusion of this Task complete up to two page-turn reviews of the DD set with RTA staff, DPW, and other technical stakeholders as appropriate. Furthermore, the DD set shall be considered the “plan-in-hand” plans for the project, facilitating an in-field review and walk through with RTA, DPW, and other staff that will be in addition to the page-turn reviews. The consultant team shall also be responsible for updating its log of design questions and suggestions based on the page turn reviews and plan-in-hand field review at this stage.

Deliverables: 60% design development drawings, updated conceptual renderings as necessary, updated design issue log. Electronic deliverables shall be in pdf and CAD format. The consultant shall also furnish one full size printed copy of 60% set.

Task 7: 90% Permit Set and Permit Approvals

Based on feedback from RTA staff, technical stakeholders and partner agencies, the selected consultant shall prepare a 90% permit set of project drawings. These drawings shall be at a near-100% construction documents stage. Preparing a 90% set will allow for final QA/QC and a final page turn review by the RTA, DPW, and technical stakeholders before the consultant finalizes construction documents. The 90% set shall include a level of detail typical and appropriate for a 100% set of construction documents.

The consultant shall include in this Task a construction phasing plan with a proposed approach to minimize impacts to streetcar operations and minimize pedestrian, bicycle, and automobile impacts within the right of way. The phasing plan shall also cover:

- Alternate pedestrian, bicycle, and vehicular routes
- Temporary stop relocations
- Business/resident notification protocols
- Construction noise/dust control measures

This task shall also include a plan and procedures for the removal and proper disposal of old rails, ties, ballast, and trackwork in compliance with EPA/LDEQ regulations, including procedures for recycling of materials.

For this task, the consultant shall further update the renderings completed in Task 6 but only if there are substantive changes in the design that would materially change the renderings.

At the conclusion of this Task, the consultant shall complete up to two page-turn reviews of the permit set with RTA staff, DPW, and other technical stakeholders as appropriate. The consultant team shall be responsible for updating its log of design questions and suggestions.

In this Task, the consultant shall submit the 90% set to the City of New Orleans for formal permit review in order to secure City permits and any other associated permits necessary for construction of the project. Well in advance of completing the 90% set, the consultant shall prepare and regularly update a permit tracker matrix, documenting the various reviews and permits necessary to proceed to construction.

Deliverables: 90% permit set drawings, construction phasing plan, rail/track disposition plan, updated conceptual renderings as necessary, updated design issue log, permit tracker, secured approvals necessary to proceed to construction. Electronic deliverables shall be in pdf and CAD format. The consultant shall also furnish one full size printed copy of 90% set.

Task 8: 100% Construction Documents, Bid Package, and Bid Preparation Assistance

Based on final QA/QC of the 90% drawings, final comments from the 90% page turn review, and any comments from permitting authorities on the 90% set, the consultant shall prepare a 100% construction documents set of project drawings. In this task, the consultant shall prepare an accompanying specifications book and shall assist RTA Procurement in the preparation of the final bid package, including bid alternates and any ancillary materials and forms to accompany the 100% set and specifications book.

During the bid process, the consultant shall attend any pre-bid meetings with prospective general contractors in order to answer questions. The consultant shall also assist RTA staff in responding to technical questions submitted in writing during the bid period.

Deliverables: 100% construction documents including final drawing set and specifications book, close out of design issue log. Electronic deliverables shall be in pdf and CAD format. The consultant shall also furnish one full size printed copy of 100% set.

Task 9: Cost Estimates and Management of Project Budget

At the 30%, 60%, and 90% stage, the consultant shall complete a detailed and comprehensive cost estimate of the project including appropriate design contingency and year of expenditure. The consultant shall maintain a running value engineering (VE) log to document potential VE solutions and appropriate savings. The consultant shall work with the RTA to identify appropriate VE solutions and/or modify project scope in order to keep the estimated cost within the project budget and to maintain a robust construction contingency as the project moves into the construction phase.

If bid prices come in substantially higher than the final project cost estimates completed in this Task, the consultant shall work with the RTA to make revisions to the project scope, construction documents, and bid package to achieve a lower bid price in line with the cost estimates and project budget. Changes to the project design to respond to bid overruns shall not be an additional service and shall be subsumed within the consultant's cost proposal herein.

***Deliverables:** Cost estimates at the 30%, 60%, and 90% stage, Value Engineering log.*

Task 10: Safety and Hazards Analysis

Incorporating both RTA and FTA practices and protocols and with the input of RTA Safety staff, the consultant shall complete a comprehensive preliminary hazard analysis of the 30% design. This report shall document potential safety hazards and risk mitigation measures and shall note safety considerations that will have to be addressed as the design advances to 100% construction documents. The consultant shall track safety concerns in a hazards log that will be continually updated as the design progresses.

The Consultant shall prepare a second iteration of the hazard analysis at the 60% design stage. The results of this analysis and the accompanying updated hazards log will be incorporated into the 90% and 100% drawing sets with the goal of minimizing safety issues upon project completion.

***Deliverables:** Safety and Hazard Analysis at the 30% design stage, updated at the 60% design stage. Running hazards log to track safety questions, concerns, and outstanding issues.*

Task 11: Construction Administration

As the project progresses from the bid to the construction stage, the consultant shall be responsible for performing standard construction administration tasks for a design/bid/build method of project delivery. These tasks shall include but not be limited to:

- Attending regular construction meetings with the RTA and selected contractor
- Responding to Requests for Information (RFI)
- Reviewing and approving submittals
- Providing architect's supplemental instruction (ASI) as needed
- Completing regular site inspections to verify the quality of work and conformance to the drawings and specifications. This includes inspections, field visits, and quality control, as appropriate in relation to the procurement of rail and rail infrastructure as described in Task 4
- Reviewing change order requests for reasonableness
- Providing construction close out services including punch list review, certifying substantial and final completion, and reviewing and approving the final close out package from the contractor (as-built drawings, manuals, warranties)

***Deliverables:** Standard construction administration services as described above.*

Task 12: Testing and Commissioning

The selected consultant shall oversee and coordinate a comprehensive testing and commissioning process for all newly installed infrastructure along the St. Charles Streetcar Line, including rails, switches, frogs, mates, signals, and embedded track systems. Testing shall verify that all components meet required specifications for alignment, geometry, electrical continuity, structural stability, and safe integration with existing power and signaling systems.

All testing must be conducted in coordination with RTA operations and safety teams, and conform to all applicable local, state, and federal regulatory and safety standards. The consultant is responsible for resolving any deficiencies identified during this phase and confirming that the corridor is fully prepared for revenue operations.

Deliverables: *Comprehensive test results and reports, Final certification of operational readiness, signed by a licensed professional engineer.*

PROPOSAL REQUIREMENTS

Interested applicants must provide RTA with the following information and responses to questions stated below. RTA reserves the right to reject all responses. If a satisfactory contract cannot be negotiated in a reasonable time with the selected Respondent, then RTA, in its sole discretion, may terminate negotiations and reissue a Request for Quote, a Request for Qualifications, Request for Technical Proposals, or a Request for Proposals or it may determine that no project will be pursued.

Contractor Information (1 page)

- Contractor Name
- Contractor Address
- Name of Contact Person
- Contact Phone Number
- Contact Email Address
- Date Submitted to RTA

Project Understanding (maximum of 3 pages)

Outline objectives of the project, significant opportunities and constraints and key issues.

Experience (maximum of 4 pages)

- Reference projects that demonstrate expertise and experience with streetcar and rail infrastructure, streetcar operations and operational best practices, right of way design and engineering, complete streets principles, the Americans with Disabilities Act and accessible design.
- List any additional projects considered relevant to this scope of work.
- Include client references for each project cited in this section.

Project Team (maximum of 4 pages)

- Describe the proposed staffing structure, including team organization and how the various staff and team members align with the myriad technical skills that this RTP calls for.

- Provide narrative information on the proposed project roles and responsibilities and qualifications of project principals and key staff members, including subcontractor staff.
- You may propose team members not listed in the prequalification application. Changes to the staffing should be reflected in the current proposal document. For staff not included in the prequalification application, please also include:
 - A written assurance that all individuals not listed in the pre-qualification application and identified on the current RTP will be performing the work and will not be substituted with other personnel or reassigned to another project without RTA's prior approval.
 - A resume for each new staff person not included in original RFQ submission (page limit of 2 pages per staff person. These pages do not count towards the 4-page section limit).
- Please note that subcontractors must be part of the team originally submitted in contractor's proposal for RFQ #2020-035 unless the RTA has previously approved in writing changes to the contractor's team.

Proposed Project Plan (maximum of 6 pages)

Using the Background, Scope of Services and Project Deliverables above as a guide, propose a project plan, which details your proposed project approach. Include what provisions are identified for dealing with potential impacts, impediments, or conflicts. Provide a thoughtful, nuanced project plan that demonstrates your appreciation of project risks and opportunities and that highlights any unique technical skills and approaches that you will bring to the project. Include estimated timeframes for the identified project activities.

Hourly Billing Rates

Firms should also submit:

- Hourly billing rates for permanent staff by project role (e.g. Project Manager, Analyst)
- For subcontractors, name of subcontractor and/or subcontractor firm, hourly billing rates by project role (e.g. Project Manager, Analyst)

SELECTION CRITERIA

Submitted proposals will be evaluated based on the following weighted criteria:

- **Technical Approach & Project Understanding (50%)** – Demonstrated comprehension of project requirements and sound execution plan.
- **Relevant Technical Experience & Past Performance (50%)** – Experience with similar transit infrastructure and accessibility projects and references from past clients.

INSTRUCTIONS FOR RTP QUESTIONS AND COMMUNICATIONS

In lieu of a pre-proposal conference and to ensure fair and equal access to information about this RTP, questions may be emailed to capitalprojects@rtaforward.org. Questions must be received by the time and date listed in RTP Timeline Submission section above. No questions will be accepted after the deadline. A summary of all questions and responses pertaining to this RTP will be emailed to all pre-qualified firms by date listed in the RTP Timeline Submission section above.

INSTRUCTIONS FOR RTP SUBMISSION

Firms should email their proposals to capitalprojects@rtaforward.org. All proposals must be received by the time and date in the RTP Timeline Submission section. Upon receipt of proposals, applicants will receive an email indicating that the submission has been received.

Exhibit 1 – Detail about Track Condition and Trackwork Needs

Project Information - St. Charles Streetcar Line:

Tracks around Harmony Circle are in need of replacement with new tracks. Over the past 25 years, water intrusion has decayed the bottom of the STW (special track work), frogs, mates and switches in the area. Howard at Carondelet Street to St. Joseph Street rails will need replacement with new tracks due to cracks at the base of joints that were repaired by RTA welders. Asphalt along tracks in the Project Area will be replaced with concrete. There have been two prior phases of this work (replacing asphalt with concrete) that have already been completed in the downtown area, and there is a third phase that is currently underway. All of these prior phases of work are outside of the Project Area. In phase 1, approximately 2,718-feet of asphalt was removed and replaced with concrete around tracks in the downtown loop. In phase 2, approximately 3,258-feet of asphalt was removed and replaced with concrete around tracks in the downtown loop with phase 3-remaining. Around Harmony Circle to Carondelet Street and St. Joseph Street, the asphalt next to the rails is breaking due to water intrusion over the years.

SCOPE:

The track replacement component of this project involves saw cutting and removing a 62 ½" inch wide section, 8" down to the concrete foundation in between the tracks and a 12" wide section 8" down to the concrete track foundation on the outsides of rails. Remove rails and STW, around Harmony Circle and adjoining street segments in the Project Area and replace with new approximately 2,422 ft of new rails and STW.

Exhibit 2 – Photographs of Track Conditions



Decaying mate in Harmony Circle



Welding repairs in Harmony Circle



Welding repairs in Harmony Circle



Harmony Circle – current condition



Harmony Circle - current condition

Exhibit 3 – St. Charles Avenue Streetcar Inspection Reports