

October 22, 2021

Darrell LaFrance  
Infrastructure Project Manager  
Regional Transit Authority of New Orleans  
2817 Canal Street  
New Orleans, LA 70119

Re: St. Charles Ave. Streetcar Line  
Carrollton Double Crossover Widening  
Trackwork Procurement Recommendation  
Project No. 20-017

Dear Mr. LaFrance:

We are pleased to submit to you our recommendation for the purchase of additional trackwork, switch ties and services required for the St. Charles Avenue Streetcar Line widening of the Carrollton Double Track Crossover.

I. Background:

Improvements have recently been made to this stop as part of the St Charles Line ADA Project by installing detectable warning surfaces and removing the benches and sign boards located within the stop area to provide space to deploy ADA lifts from streetcars occupying either track. Several of the Riverfront streetcars have been assigned to the St. Charles Line to provide ADA service as they have the required ADA lifts. The ADA lifts are deployed toward the shelter and due to the closeness of the tracks, it requires the opposite track at the stop to be clear or without a streetcar present to provide the minimum maneuvering space needed for a passenger to use the lift. A car occupying the opposite track would have to depart before a lift deployment and an incoming car would have to wait outside the stop till a deployed lift had completed the task and was stored. The minimum maneuvering space also straddles the adjacent rail and flangeway of the opposite track, which could pose a hindrance to a rider maneuvering a wheelchair to access the lift.

The Carrollton Terminus is a busy station generally with two streetcars occupying both tracks in the station area and sometimes a third car waiting to arrive at the next available spot. It became apparent that the deployment of a lift in the station would interrupt the operation of the other streetcars arriving in the station and could cause delays in their schedule. The solution was to widen the station area or more specifically the tracks in the station to provide the necessary clearance to deploy the lift without interfering with the operation of the other streetcars. Just outside of the station area is the double track crossover which would have to be reworked or replaced and normally that would be a plan killer due to the cost of such an undertaking.

The opportunity here is the special trackwork for the double track crossover is already slated to be replaced and is currently under contract to be fabricated. The additional costs associated with widening the crossover are minimal when compared to the overall cost associated with purchasing and installing

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the new double crossover. The cost proposal from Voestalpine Nortrak Inc. includes the additional track sections necessary to widen the trackwork already under contract. Switch ties were also requested to be furnished under this proposal as the additional ties required would exceed the current ties in RTA's stock. And finally, the services of Irwin Transportation Products had to be included as their original bid was to perform their services one time for all the special trackwork projects under the original purchase order.

## II. Recommendation

It is our recommendation to proceed with the purchase of the additional track sections, ties and services outlined in Voestalpine Nortrak's quotation to widen of the double crossover special trackwork. The widened double crossover will provide the needed space within the stop area for the full deployment and use of the ADA lifts without interruption of other streetcar operations on the adjacent track.

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Should you have any questions regarding this recommendation, please call us at any time.

Sincerely,

Infinity Engineering Consultants, LLC

A handwritten signature in black ink, appearing to read "Michael Riviere", with a stylized flourish at the end.

Michael Riviere, E.I.  
B.S. Civil Engineering