

Santa Fe Station Preservation



TRANSPORTATION ENHANCEMENT
PROGRAM APPLICATION

HISTORIC CATEGORY

CITY OF LAWRENCE, KANSAS

FEBRUARY 15, 2013

SANTA FE STATION PRESERVATION
CITY OF LAWRENCE, KANSAS

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Transportation Enhancement Project

APPLICATION FORM 2013

PRIMARY CATEGORY: Historic

DATE: February 15, 2013

REQUESTOR: City of Lawrence, KS

PROJECT

AREA/LENGTH: 4,670 square feet

GOVERNMENT AGENCY: City of Lawrence, KS

COUNTY: Douglas

PROJECT LOCATION: 413 E. 7th Street, Lawrence KS

PROJECT DESCRIPTION: Preservation of the historic Santa Fe Station, which is currently an active Amtrak station

COST ESTIMATE:	Current 2013 Cost	<u>Diane Stoddard</u> Contact Person
Construction Cost:	<u>\$1,533,086.24</u>	<u>Assistant City Manager</u> Title
Right-of-Way Cost:	\$ <u> N/A </u>	<u>City Hall 6 E. 6th Street</u> Street Address
Utility Adjustment Cost:	\$ <u> N/A </u>	<u>6 E. 6th Street</u> Mailing Address
Construction Engineering:	\$ <u> N/A </u>	<u>Lawrence, KS 66044</u> City and Zip Code
2013 TOTAL PROJECT COST:	<u>\$1,533,086.24</u>	Phone # <u>(785) 832-3413</u>

% Federal Aid Requested: 80% - \$1,266,468.99

% Local Match* 20% - \$306,617.25

* **Minimum of 20%**

Please circle any secondary categories:

- Scenic & Environmental items
- Pedestrian/Bicycle items
- Historic items

Lawrence, KS 66044
City and Zip Code

Phone # (785) 832-3413

Fax # (785) 832-3403

Email Address: dstoddard@lawrenceks.org

Signature of Contact Person

Postmark by February 15, 2013 to:

Kansas Dept. of Transportation
Eisenhower State Office Building
Bureau of Program & Project Management
700 SW Harrison Street
Topeka, KS 66603

INTRODUCTION

Lawrence's historic Santa Fe Station is located at 413 East 7th Street. It is conveniently located four blocks east of Massachusetts Street, in Lawrence's historic downtown area. In 2009, the City worked with Hernly Associates, Inc. to provide a thorough Historic Structure report for the building and site. This Historic Structure report provided the conditions of the station, as well as recommended improvements to preserve its site and building. The total project cost is proposed at \$1.53 million. The station remains very close to its original 1955 design and construction. Original construction drawings and historic photographs provide a clear picture for accurate preservation of the building and site.

This train station was built in 1955 and reopened in 1956 after the original Santa Fe Station, built in 1883, was demolished due to irreparable flood damage. The current station was designed by Lawrence architects, Warren Jones and Warren Corman. This station is an excellent



example of Mid-Century Modern Architecture featuring clean lines and minimal ornamentation. It has a flat roof, panoramic corner windows, integrated planters, rusticated ashlar stone used for trim, and neon signs. The interior has terrazzo floors and its original furniture. Due to these historical design components, this station has been declared eligible for inclusion on the National Register of Historic Places. Thus, to ensure that these features are preserved and to

avoid further building deterioration, several critical preservation issues need to be addressed.

In December 2011, Amtrak completed a 550' long, ADA compliant concrete platform. The construction work also included the installation of railing and lighting along the platform, and repairs to the canopy for increased safety and security. The \$1.8 million project was funded by Amtrak through the American Recovery and Reinvestment Act. The station's landmark neon signage was also restored, but reinterpreted for the 21st century. When the building first opened in 1956, the Santa Fe installed red neon signs spelling out "Santa Fe" and "Lawrence." Over time, these signs deteriorated and were in need of repair. Working closely with the City and the Kansas State Historic Preservation Office, new signs spelling out "Amtrak" and "Lawrence" were installed. Rather than use "Santa Fe red," they were executed in blue neon since that is the primary color used in Amtrak's branding.

A community-based volunteer organization, called Depot Redux (<http://www.depotredux.org>), has initiated public efforts to preserve this station. Depot Redux organizes a cleaning effort every third Sunday of the month, which is pictured below. The president of Depot Redux, Carey Maynard-Moody, received a national award from Amtrak in 2012 for her dedication to preserving this station. Depot Redux has also been a strong supporter of the City obtaining ownership of the building from BNSF Railway.

In 2011, the Kansas Department of Transportation received a Federal Railroad Administration grant to develop construction documents for the restoration project. The grant match of \$25,000 was provided by the City of Lawrence. In 2012, Hernly Associates, Inc. completed **construction-ready** plans for the restoration project and updated costs estimates.

While the building is still owned by the BNSF Railway, significant progress has been made since the previous Transportation Enhancement grant application in 2010. The BNSF Railway and the City of Lawrence have exchanged real estate contract documents. BNSF has agreed to provide the station to the City of Lawrence and lease the underlying ground. The City has been reluctant to accept ownership of the station without other funding assistance to help with the necessary ADA upgrades and other restoration elements. Should grant funding be awarded, the City would be able to move forward swiftly to finalize the ownership transfer and then immediately execute the construction-ready plans for the restoration project.

Currently, the historic Santa Fe Station houses the offices of BNSF staff, while serving as an active passenger railway facility for Amtrak. Amtrak's Southwest Chief No. 3 and No. 4 provide passenger rail service between Chicago and Los Angeles with two stops at the Lawrence station. Amtrak calculated that in 2011, there were 6,410 "boardings and alightings" at this station, and 6,608 in 2012.

The historic Santa Fe Station is a landmark in the East Lawrence neighborhood. It also serves as the gateway to the Lawrence community for railway passengers. Therefore, it is important to preserve this structure's integrity, while providing a warm welcome for the Lawrence's visitors.



PROJECT DETAILS

Provide a clear statement demonstrating this project's link to transportation:

Lawrence's historic Santa Fe Station serves as an active passenger station for Amtrak, while also housing BNSF staff offices. Passenger rail is important to the Lawrence community as



it connects Lawrence to other cities by an environmentally-friendly mode of transportation. Currently, Amtrak provides passenger rail service between Chicago and Los Angeles on the Southwest Chief No. 3 and No. 4, with stops at the Lawrence station. In 2011 Amtrak counted, 6,410 "boardings and alightings" in Lawrence, and 6,608 in 2012.

Specify one, or more, of the 12 federally designated TE activities:

Historic Preservation and Rehabilitation

Identify local project sponsor:

The City of Lawrence is the local project sponsor. Please note that the City has letters of support for this project from the Lawrence-Douglas County Metropolitan Planning Organization, Depot Redux, the Lawrence

Preservation Alliance, Amtrak, and BNSF.

Demonstrate financial feasibility:

The City of Lawrence is requesting that the Transportation Enhancement Program provide funding for construction of this preservation project, estimated at \$1,266,468.99. The City is able to provide a 20% local match of approximately \$306,617.25. The City's 20% match amount does not include the bidding fees for construction, as the bidding fees are ineligible for Transportation Enhancement funding. The construction bidding fees are estimated at \$5,495, which the City will pay in addition to the 20% match. Additionally, the City has the financial resources to absorb the costs of maintaining the building.

Work phases in which funding is being requested:

The City of Lawrence contracted Hernly Associates, Inc. to complete a Historic Structure report. Subsequently, Hernly Associates, Inc. was hired to complete the construction-ready building plan documents (all of these documents are available to view at <ftp://ftp.ci.lawrence.ks.us/outgoing/Santa%20Fe%20Station%20Plans/>). Hernly Associates,

Inc.'s work also included a cost schedule matrix for the preservation of the Santa Fe Station. The total project cost is estimated at \$1.53 million.

The restoration work can be completed in its entirety at one time since all plans are construction-ready, or the work can be done in phases as funding allows. Hernly Associates, Inc. developed the plans in phases of restoration work, such as: ADA compliance and accessibility, the roof, and the mechanical/electrical systems. Thus, the project can be divided into phases according to the type of restoration work. Since plans for the station's restoration are construction-ready, the project can be bid immediately.

Additionally, site-work plans have been prepared, but are not construction-ready; however, a schematic site design has been approved. These plans will be finalized in-house by City of Lawrence engineering staff. This finalization can occur while building plans for restoration are being bid.

Details of proposed work:

There are four major areas of proposed work detailed in the Historic Structure report: site, building shell, interiors, and mechanical/electrical systems. First, the proposed work to the site is intended to preserve the significant historic features of the Mid-Century Modern Architectural details of the building.

The original drawings of the site provide a record of existing and proposed items from the 1955 construction. The historic photos also assisted with the identification of significant site features. The proposed work includes: work to the sidewalks, the parking lots, the fountain, and fences.

The second area of proposed work is to the building shell. The exterior finishes of the building are very high-quality and durable. These are considered to be historically significant as they are original. The work to the building shell includes work on the doors, the roof, the chimney and the windows.

The third area of proposed work is the interior of the building. The interior spaces of the building are not currently arranged in a manner which meets current building code requirements for egress and fire safety. The proposed changes are necessary to bring the building up to ADA code requirements. Work has been proposed to preserve the building while accommodating the BNSF staff whose offices are housed in this building. This accommodation is a term in the ownership contract that has been tentatively negotiated between BNSF and the City of Lawrence. The proposed interior work includes installing additional doors for BNSF accommodation and constructing temporary walls for BNSF accommodation. Major components of the interior work



include making both bathrooms ADA compliant, eliminating a dead-end hallway and restoring original finishes and furnishings.

Lastly, the report proposes work to the mechanical and electrical systems. The air-conditioning system is located on the east wall of the waiting room adjacent to the south windows. It is, however, nearing the end of its useful life expectancy. The under-slab hot-water heating system is also nearing the end of its life expectancy. Therefore, work has been proposed to replace the original heating and cooling systems with a new geothermal heating and cooling system. These modifications will add sustainability to the project while also reducing operational costs. The geothermal installation has minimal impact to the historic integrity of the structure. The mechanical and electrical work also includes light fixtures, a fire suppression system, and emergency lighting.

Detailed cost estimate:

Hernly Associates, Inc. estimated the total project cost of preserving the Santa Fe Station at \$1.53 million. The work is split into two main categories, site work and building work. The total cost of the site work is estimated at \$436,554.42. The majority of the estimated project cost, \$1,096,531.82, is allocated for interior and exterior improvements to the building. The projected cost for the exterior of the building is \$320,268.80, and the projected cost for the interior of the building is \$776,263.02. The total for the proposed building and site work is \$1,533,086.24

Site map:

The Santa Fe Station is located at 413 E. 7th Street in Lawrence, KS. It is four blocks east of Massachusetts Street, the main north-south commercial street of the historic downtown area, and it is at the east end of 7th Street where it turns southward connecting to New Jersey Street (please see page 45 of the appendix for a detailed schematic site design, an existing floor plan and a finished floor plan; the complete drawing set and project manual can be found at <ftp://ftp.ci.lawrence.ks.us/outgoing/Santa%20Fe%20Station%20Plans/>).

SUPPLEMENTARY INFORMATION AND MATERIALS

Photos of existing situations, preliminary sketches or plans

Included in the appendix to this application are photos of the existing situation at the Santa Fe Station that highlight the necessary restoration improvements and the results of the platform project. In addition, a schematic site plan (0.1), existing floor plan (1.A.3) and finished floor plan (1.1.0) are included, which are excerpts from the complete drawing set. (The complete drawing set and project manual can be found online, <ftp://ftp.ci.lawrence.ks.us/outgoing/Santa%20Fe%20Station%20Plans/>).

Historical significance

Hernly Associates, Inc. Historic Structure report included the developmental history of this train station. The developmental history addresses the historical background and context of the station, as well as the physical description, chronology of development and evaluation of significance.



Also, the State Historic Preservation Officer for Kansas has determined that the Santa Fe Station is eligible to be placed in the National Register of Historic Places. The City of Lawrence intends to nominate the building to the State and National Registers of Historic Places after the City takes ownership of the building. The building will be nominated for its

association with railroad transportation history and for its architectural significance.

Safety concerns/attributes

A Lead-Based Paint (LBP) Inspection was conducted at the station on September 16, 2009 by Michelle Nelson, an employee of Hernly Associates, Inc. The inspection consisted of visual examination of the indicated property and a surface-by-surface examination of surface coatings (e.g., paint, stain, varnish, shellac, polyurethane, etc.) on immediately available and easily accessible interior and exterior trim components and other surfaces of buildings which are located on inspected properties. A total of 210 tests were taken at all listed testing combinations. Lead concentrations that meet or exceed the HUD published levels identified as being potentially dangerous were encountered at several locations.

LBP was found on the siding, center and right columns, and the face of the garage door on the exterior of the station. LBP was also found on the casing and face of the garage door in the baggage room. Additionally, LBP was found in the air handling unit in the waiting lounge. This issue will be appropriately addressed in the station's preservation.

Legal impediments:

The City Commission directed staff to work with BNSF on a donation of the building. Staff has been working with BNSF Railway since 2008 on this acquisition. Legal documents were drafted in 2011 and exchanged between the City and BNSF. The City of Lawrence has wished to identify additional funding sources for ADA improvements and preservation efforts prior to completing the ownership transaction.

Plan for long-term use/maintenance

Once the City takes ownership of the station, the City will be responsible for the long-term maintenance of the station in conjunction with Amtrak. The total anticipated annual expenditures for operation and maintenance is approximately \$40,000.

Project administration/management

The project will be administered by the City of Lawrence. The City has successful experience in grant administration with numerous grants, including a number of Transportation Enhancement grants.

Documentation of Community Support

Community interest dates back to November 2007, when the City was approached by a dedicated group of citizens, Depot Redux. Discussions with Depot Redux brought the Santa Fe Station's preservation to the attention of the City Commission. The City, as well as the Lawrence-Douglas County Metropolitan Planning Organization, is in full support of the project to preserve the historic structure. The following parties have also enclosed letters of support: Amtrak, BNSF, Depot Redux, and the Lawrence Preservation Alliance. In addition, it is important to note that the City of Lawrence and BNSF have tentatively negotiated major terms to complete the ownership transfer from BNSF to the City.

APPENDIX

PART 1 - DEVELOPMENTAL HISTORY

HISTORICAL BACKGROUND AND CONTEXT

This section, "Historical Background and Context", is an edited version of the draft "Historical Context" statement written by Pat Kedhe that will be incorporated into the nomination of the Santa Fe Station to the National Register of Historic Places. The bibliography for this narrative is provided in the appendix.

Introduction

The current Santa Fe Station was built in 1955 on the site of the original Lawrence depot, which was built in 1883 by the Atchison, Topeka and Santa Fe Railroad Company. It is adjacent to the Santa Fe tracks, four blocks east of Massachusetts Street (the main downtown street), and was designed to serve as a passenger and freight station. The building reflects the trends of mid-twentieth century modern architecture in its exterior design, use of materials, and allocation of interior space. There have been no major alterations to the building and it continues to serve as a passenger rail station twice a day for travelers on the AMTRAK Southwest Chief headed both eastbound and westbound. The station also serves BNSF freight lines, providing office space and storage area for train personnel servicing the line.

Railroad History

Railroads were crucial to the development of the American West. In the early part of the 19th century, trails, dirt roads, and rivers moved people and goods throughout the states and territories, but by the 1830's it was obvious that rivers west of the Mississippi River were too difficult to navigate. The new technology of steam-driven locomotives on rails offered quicker, surer means of moving products and people. Between 1835 and 1860 the length of railroad track in use grew from 1000 miles to 30,626 miles. (Wolfenburger MPS, Section E, 2)

Hundreds of railroad companies in the Midwest and West formed, proposing to lay the track and operate the trains and presumably make a lot of money. The early days of railroad development from the 1830's through 1880's was a wild, often chaotic business, frequently referred to as "railroad fever". (Quastler, *Railroads of Lawrence, Kansas*, p. 97)

Lawrence sought a role in the early era of rail fever. In the 1850's Lawrence was about the same size as Kansas City, Missouri and Topeka, Kansas, and the town leaders thought rail lines would boost Lawrence into becoming the interchange for all east-west rail traffic. (Quastler, *Embattled Lawrence*, p. 102) By the early 1860's, Kansas City had almost three times the population of Lawrence, and as a rail hub it had geographic advantages. (Quastler, *Railroads of Lawrence, Kansas*, p. 174) Nonetheless, Lawrence strove to attract railroads, and during the decades of the 1860's, 70's, and 80's, its citizens voted for over \$900,000 to finance various roads. (Nimz, *Embattled Lawrence*, p. 113) Lawrence never became the hub for major long distance rail lines, but by 1880 it was served many times a day by the Union Pacific and the Santa Fe Railroad Companies. (Middleton, p. 30)

From 1864-1874, the "widespread building of railroads in all directions from Lawrence contributed to the prosperity of the times" (Middleton, p.32) The economic development Lawrence derived from the new railroads came from employment on rail-related activity, increased taxable property, and establishing a quick and efficient outlet for produce and materials. (Quastler,

Railroads of Lawrence, Kansas p. 259 and Nimz, *Embattled Lawrence* p. 113) Of all the rail lines in and around Lawrence, the Santa Fe Railroad Company grew to be the largest and most successful. (Andreas, p. 244)

The Santa Fe Railroad Company began with a charter written by Cyrus K. Holliday in 1859 in Topeka, who proposed to build a railroad from Atchison, Kansas to Topeka. He envisioned railroads following the old Santa Fe Trail taking goods and settlers westward and bringing back cattle, grain, coal, and minerals. (Marshall, p. 33) In 1863, President Lincoln signed a land grant to Santa Fe Railroad Company of 10 sections of land on each side of the track, all the way across Kansas to the Colorado border, (Bryant, p. 10) a total of 2,928,982 acres (Wolfenberger, MPS p. E 4).

Because of the sparse population west of Emporia, Kansas, the Santa Fe Railroad Company began selling some of its land at very low cost to settlers, and offering low rates on passenger fares and freight rates. A more dense population meant more passengers and more farm freight using the railroad. They sent agents to New York to entice newly arrived immigrants to come to Kansas, and in one year, 1874, between 3,000 and 4,000 immigrants from Russia settled in central Kansas. (Saul, passim) Santa Fe identified itself closely with the growth and prosperity of the state of Kansas and its "management had attempted to make it emphatically a Kansas road". (Quastler, *Railroads of Lawrence, Kansas* p, 306) Thus, the Santa Fe Railroad prospered and by 1912 became the largest railroad in Kansas. (*Polk Directory Kansas State Gazeteer*, p. 87)

Though a very important asset to Kansas, the Santa Fe's presence in Lawrence was at first minimal. Lawrence was a stop on the east-west line, but the main trunk line went through Ottawa. In 1879-80 Santa Fe purchased the Kansas City, Lawrence and Southern Kansas Railroad (KCLS), thus increasing its lines in eastern Kansas specifically centered in Lawrence. In 1882, Santa Fe announced plans to build a large two-story depot in Lawrence housing the head offices of KCLS, now a subsidiary of Santa Fe, in 10 rooms on the second floor. (Bryant, p.124).

The First Santa Fe Depot In Lawrence

The new depot, "the finest depot in Kansas" (*Lawrence Daily Journal*, May 27, 1883) was built and occupied by Santa Fe and KCSL in 1883. It was a large, elaborately decorated brick building, in keeping with the importance of the railroad depot as a gateway that linked the local community to the outside world. (Bohi and Grant p. 39) Situated along the east-west Santa Fe tracks on the south side of the Kansas River, and near the "Y" intersection for tracks leading south to Baldwin City, Pleasant Hill, and Ottawa, it was four blocks east of the main street of Lawrence. Though most depots of this era were built right on the main street of town (Bohi and Grant, p. 44), in Lawrence all the established railroad services, repair shops, storage, houses for workers had from 1865 grown up to the east of the main street, in an area known as East Lawrence. (Ambler, p. 15, 18) The new two-story depot was an elegant addition to the neighborhood of ethnically diverse middle and lower-class houses and businesses.

In July 1951, the Kansas River flooded throughout Eastern Kansas. Lawrence was inundated by water on both sides of the river. Indeed some of the low lying areas of Lawrence south of the river had two to three feet of water, including the Santa Fe tracks and the 1883 depot. (*Lawrence Journal World*, July 13, 1951) All train travel into and out of Lawrence was stopped between July 11 and July 25, 1951 (*Lawrence Journal World*, July 12, 1951 and July 25, 1951) This devastating flood so damaged the old 1883 depot that extensive repairs were necessary.

The New Santa Fe Station

By 1955, the Santa Fe Railroad Company decided to replace the 1883 depot with a new station on the same site and demolition of the old depot began on Friday, April 15, 1955. (*Lawrence Journal World*, April 16, 1955) The 1950's mark the start of the dominance of automobile transportation, with a vast network of interstate highways planned to span America, but the war years had been very busy and profitable for passenger and freight rail business. In the years, 1942-1945, trains carried 90 percent of all Army and Navy freight and 97 percent of military personnel ("The Railroad", Atchison, Topeka and Santa Fe Rail Company brochure, p. 23). In 1944, 70 percent of all of America's freight was carried by rail with all other forms of transportation (ships, trucks, pipelines, and planes) carrying the remainder. In the late 1940's and early 1950's other innovations in rail transportation developed, including new diesel-electric locomotives, dome cars/observation cars, air-conditioning, and new streamlined trains. ("Quiz on Railroads and Railroadng" no pagination). In 1954, the Santa Fe Railroad had its "best year since 1950 and best peacetime year ever." (*New York Times*, Oct. 30, 1955) This success was due in part to the population and industrial growth boom in the American Southwest after the war, where Santa Fe dominated rail service, and partly was due to Santa Fe's management. They updated operations and schedules, and adopted new switching methods to manage track usage, spending 500 million dollars on new plant and equipment. (*New York Times*, Oct 30, 1955) Even the names of the passenger trains in this era seem full of energy: The Super Chief, the Oil Flyer, the Antelope, Grand Canyon, and the Lone Star Express.

In Lawrence, the University of Kansas received a huge increase in student enrollment as veterans came back from the war. The Santa Fe Railroad Company likely hoped this increase in population would result in more rail passengers using the trains and the new Lawrence station.

The building of the new Santa Fe Station was a big event for Lawrence. When it was dedicated on February 7, 1956, the *Lawrence Journal World* carried a front page story with the headline "Gratitude shown to Santa Fe for Local Progress." At the dedication luncheon the Mayor, the Chamber of Commerce President, and various other business leaders and Santa Fe Railroad personnel were among the 175 people who attended. At the time of the dedication, Santa Fe Railroad Company was the second largest taxpaying agency in Douglas County, so their renewed investment in Lawrence was very important to the city and county. Santa Fe not only built a "plush, ultra-modern" \$140,000 new station, they also purchased 160 acres of land, northwest of the downtown to use for further industrial development, which exhibited the railroad's belief in Lawrence as a progressive and growing city. (*Lawrence Journal World* Feb 7, 1956, p. 1) Obviously hopes among both the Lawrence leaders and the Santa Fe officials were high that the new station and the new industrial site would spawn growth in the future. Unfortunately for railroad companies, both air travel and automobile travel blossomed in the 1950's. No amount of advertising or new equipment could stem the tide of Americans turning toward the speedier airplane and the more expeditious automobile.

PHYSICAL DESCRIPTION, CHRONOLOGY OF DEVELOPMENT, AND EVALUATION OF SIGNIFICANCE

Introduction

The Santa Fe Station remains today very close to its original design and construction with few changes or modifications. Examination of construction drawings and historic photographs compared to existing building features provides a clear picture of original construction and alterations. (Refer to Condition Assessment and Work Recommendations for detailed information about specific features.)

Architectural Style

The following are excerpts from the beginning paragraphs of the draft of the architectural context statement written by Dennis Domer, which is intended to be used as part of the National Register of Historic Places nomination for the Santa Fe Station. The complete draft is included in the appendix and entitled "The Santa Fe Station in Lawrence, KS: Its Cultural Context, Modern Design, and Significance".

The Santa Fe Station, located at 413 E 7th Street in Lawrence, Kansas was built in 1955. It was designed by Warren Corman and the late Warren Jones, both graduates from the University of Kansas. The Station is an excellent example of "Midwestern Modern" architecture that captured the American imagination in the 1950s. It is a splendid representation of the great cultural change that transformed American life after World War II. As a passenger station, it is one of the best of its type in the Midwest, because it carries out the principles of modernism so thoroughly. It has changed very little on the exterior, and retains almost of all its original interior appointments, furniture, and materials as well.

The idea and meaning of Midwestern Modern architecture is largely unexamined. It was just one of many strands of modern culture that make up the complex architectural history of mid-20th century America. In that period of robust confidence that engulfed the United States after World War II, to be "modern" was to be sleek, fast, efficient, technologically advanced, scientifically-driven, and released from the strictures of history. In cars and trains, modern meant fins, dual colors, dramatic lines in chrome, and powerful engines. In architecture, modern meant a straight-forward, utilitarian elegance created by honest expression of structure and materials without obvious historical references to encumber the facades or interiors. It was not so much a style originally as a set of principles that together had highly recognizable stylistic qualities. Modernism meant a building designed largely from the inside out with a clear, flowing, functional plan expressed clearly by the exterior massing and composition. It meant a building easy to maintain, rid of all bric-a-brac. Eventually it came to mean steel and glass boxes, but overall, modern meant an architecture that expressed a sense of the new.

Massing and General Construction

The Santa Fe Station is a single story building with a total area of 4,670 s.f. It has a low pitched (.25":12" or less) roof with internal roof drains and large overhanging eaves. The massing, roof lines, and architectural detailing emphasize the horizontality of the building. The west third of the building is the public area and it is identified by extensive glazing, a canopy which wraps around three sides, and it is the tallest part of the building. The canopy provides coverage on the south

side at the main public entrance and the expansive windows of the Waiting Room, along the west side for passenger drop-off, and along the north side for the passenger loading platform.

The primary structural system for the building is load bearing masonry walls and steel bar-joists with metal roof decking. The substructure is concrete footings and foundation walls with a concrete on-grade floor slab. (see Structural Report in appendix for additional information on the structural system).

Exterior

The exterior of the building is nearly unchanged from its original construction. The primary exterior materials are masonry (blond/tan/brown face brick and limestone), glazing (aluminum windows), metal wall panel, and aluminum roof edge fascia. All of the exterior materials are original, except for one overhead door and one planter box, and all of the original exterior materials are significant features that should be preserved, except for the low-sloped roofing material which is not visible from ground-level line-of-sight.

The original metal and neon "Santa fe" sign on the roof over the main south entrance door was removed sometime in the past. The roof-top mounting angle is still in place for this sign and the original construction drawings have detailed information on the size and construction of the sign. That sign was replaced with a larger "SANTA FE" sign placed on the taller adjacent Waiting Room roof and it is this larger sign people remember as the "beacon" of the station. It was aligned and sized to be readable from Massachusetts Street along the sight-line of 7th Street and its blue neon outlined metal letters created an attention grabbing glow. Both of these signs can be seen in appendix "G" Historic Photos. Signage more in character with the original smaller sign is a significant feature which should be recreated, and a well designed metal-letter "Amtrak" sign with neon outline could be an appropriate adaptation.

Interior

The interior has only minor modifications, mostly from remodeling in 1982. Interior finishes are durable and typical of a high quality institutional building from the 1950's. They are of highest quality and durability in public areas and reduce in quality in office areas and support spaces. All original interior finishes are significant and should be preserved.

Flooring in public areas (Waiting Room, Vestibules, and Passage) is terrazzo and in bathrooms is quarry tile. In office areas the original 9"x9" vinyl asbestos tile (VAT) has been replaced with 12"x12" vinyl composition tile (VCT), most likely in 1982.

Wall finishes in the Waiting Room and Vestibules are masonry (brick or stone), in the bathrooms are ceramic glazed-faced concrete masonry units, in the Passage is wood paneling, in the office areas is painted plaster, and in the storage and support spaces is painted concrete masonry units. These are all significant features.

Wall base in the public areas and office areas is 3" tall painted metal base. The current color is tan and the original color appears to have been a light green. The metal wall base is a very significant feature that should be preserved and repainted to its original color.

Ceiling finishes are a combination of plaster on metal lathe and acoustical tile. All of the original acoustical tile was 12"x12" concealed grid type and in several areas this has been replaced with 2'x4' exposed grid type, most likely in 1982.

Custom casework in the Ticket Office, Freight Office, and Baggage Room is significant and should be preserved. Interior doors and hardware are original and several of these need to be replaced and/or modified in order for the building to meet accessibility requirements.

Furnishings

There are many pieces of original furniture remaining in the building, including lounge/lobby chairs and footstools, office desks, and office chairs. These are highly significant and should remain with the building.

Original louver blinds are in the office areas and these are significant features that should be preserved. Original curtains in the Waiting Room have recently been removed; the curtain tracks are still in place and new curtains similar in style and design to the original should be installed.

Mechanical Systems

The heating and cooling systems in the building are a combination of original components, upgrades from 1982, and repair/maintenance features from various dates. Heating is provided with a boiler that circulates heated water through original in-floor piping in some areas and through original and added fan-coil units in some areas. Cooling is provided with an exterior cooling tower and interior air-handling units. These systems have reached or passed their useful life expectancy and should be replaced with new systems that are energy efficient and meet current codes.

Plumbing systems and fixtures are mostly original and bathroom layouts do not meet accessibility requirements. Original fixtures should be preserved where possible and replaced or modified where necessary to meet accessibility requirements.

Electrical systems in the building are almost entirely original. Most light fixtures are significant features and should be preserved, but upgraded with new sockets and lamps that provide more illumination and have higher energy efficiency. Electrical distribution panels are original, but repair parts are not available. Panels should be replaced with new equipment, but in public areas original panel boxes and covers should be preserved.

Photos of Existing Situation

I. Site



Exterior showing part of the platform
project improvements
04MAY2012



Exterior showing part of the platform
project improvements
04MAY2012

SANTA FE STATION PRESERVATION
PHOTOS OF EXISTING SITUATION



Exterior the platform improvements on
north side of station
04MAY2012

II. Building: Exterior



Sidewalks need repairing on and near
south side of the building
04MAY2012

SANTA FE STATION PRESERVATION
PHOTOS OF EXISTING SITUATION



Canopy columns
16September2009



Roof looking west
16September2009

SANTA FE STATION PRESERVATION
PHOTOS OF EXISTING SITUATION



Roof looking north
16September2009

III. Building: Interior



South vestibule
16September2009

SANTA FE STATION PRESERVATION
PHOTOS OF EXISTING SITUATION



Men's restroom
16September2009



Ticket counter looking east
16September2009

SANTA FE STATION PRESERVATION
PHOTOS OF EXISTING SITUATION



Waiting room looking west
16September2009

IV. Mechanical



Fan coil in southern vestibule
16September2009

SANTA FE STATION PRESERVATION
PHOTOS OF EXISTING SITUATION



Air handler waiting room by
south entrance
16September2009



Drinking fountain
16September2009

SANTA FE STATION PRESERVATION
PHOTOS OF EXISTING SITUATION



Light fixture
16September2009

SITE WORK									
Room	Room #	Component	Sub-Component / Condition	Recommendations	Construction Cost	A/E Fee - Construction Observation	Total Cost	80% Total Cost	20% of Total Cost (City Share)
		Brick parking area		Stripe for parking layout	\$1,177.18	\$17.12	\$1,194.30	\$955.44	\$238.86
		Brick parking area	Drainage out of NE corner & along north edge not adequate	Install inlet & drainage pipe	\$18,834.75	\$273.96	\$19,108.71	\$15,286.97	\$3,821.74
		Exist west asphalt parking	Pavement deteriorated & infringes on original round fountain	Remove parking lot; temporarily grade & seed	\$7,847.81	\$114.15	\$7,961.96	\$6,369.57	\$1,592.39
		Site Design (in-house)		Site Survey	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Site Design (in-house)		Site Dev Plan and Site CD's	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Site Design (in-house)		Site AP-76, Drainage, 7-step TIS, SWPPP, NOI	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		West landscaped area w/ lighting	Pavement deteriorated & infringes on original round fountain	Construct new landscaped garden w/ historic fountain as centerpiece	\$160,095.38	\$2,328.66	\$162,424.04	\$129,939.23	\$32,484.81
		Additional parking w/ lighting east		Construct new concrete parking lot on E portion of property (6" conc on 6" rock)	\$112,066.77	\$1,630.06	\$113,696.83	\$90,957.46	\$22,739.37
		Sidewalks east		Construct new concrete sidewalks and landscape on E portion of property for bike/walk trailhead	\$80,047.69	\$1,164.33	\$81,212.02	\$64,969.62	\$16,242.40
		Sidewalks	Along south side and east edge of brick paved parking area	Remove & replace	\$31,391.25	\$456.60	\$31,847.85	\$25,478.28	\$6,369.57
		Sidewalks	Concrete pavement at Loading Dock	Remove & replace	\$7,533.90	\$109.58	\$7,643.48	\$6,114.78	\$1,528.70
		Sidewalks	to Door at Vestibule 14	Prep & install new sloped sidewalk	\$2,354.34	\$34.25	\$2,388.59	\$1,910.87	\$477.72
		Fencing	North of east property area	Install 6' tall vinyl coated chainlink fencing	\$8,475.64	\$123.28	\$8,598.92	\$6,879.14	\$1,719.78
		Fencing	North of west property area	Install 6' tall vinyl coated chainlink fencing	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Fencing	Along platform north of building	Install 6' fence & gate system - 1950's style	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Roof storm drainage	Two in-wall cast iron downspouts at west end of building; rusted exterior caused sidewalk spalling	Remove rust, clean exterior, and seal w/ rust inhibiting coating when sidewalks removed	\$470.87	\$6.85	\$477.72	\$382.18	\$95.54

BUILDING WORK									
Room	Room #	Component	Sub-Component / Condition	Recommendations	Construction Cost	A/E Fee - Construction Observation	Total Cost	80% Total Cost	20% of Total Cost (City Share)
		Concrete Fndtn Wall	Corner at SE corner Freight Office cracked and broken off	Patch concrete	\$784.78	\$11.42	\$796.20	\$636.96	\$159.24
		Canopy Columns	20 replaced w/ Amtrak Platform; Corrosion at base	Replace columns	\$31,391.25	\$456.60	\$31,847.85	\$25,478.28	\$6,369.57
		Canopy Columns	20 replaced w/ Amtrak Platform; Paint worn/deteriorated	Paint w/ high-performance coating	\$1,569.57	\$22.83	\$1,592.40	\$1,273.92	\$318.48
		Canopy Soffit	Water stained, some deterioration	patch & skim-coat plaster	\$9,221.18	\$134.13	\$9,355.31	\$7,484.25	\$1,871.06
		Canopy Soffit	Sagged portion west of building with support angle added	Remove and replace	\$1,695.13	\$24.66	\$1,719.79	\$1,375.83	\$343.96
		Roof Overhang Soffit	Water stained, some deterioration	patch & skim-coat plaster 1/2 of roof soffits	\$3,139.13	\$45.66	\$3,184.79	\$2,547.83	\$636.96
		Fascia	Aluminum; Roof asphalt spilled on fascia, flexible roof flashing extended over fascia	Replace with replica	\$32,960.81	\$479.43	\$33,440.24	\$26,752.19	\$6,688.05
		Fascia @ Roofs & Canopies (except dock)	Aluminum; Damaged	Replace damaged sections of fascia	\$2,746.73	\$39.95	\$2,786.68	\$2,229.34	\$557.34
		Fascia @ Dock	Aluminum; Damaged	Replace all	\$2,236.63	\$32.53	\$2,269.16	\$1,815.33	\$453.83
		Roof Coverings	Bid to City \$8/s.f. - added \$1.50/s.f. for coal tar pitch (\$3.70/s.f. vs \$2.20/s.f.); large blisters, delamination, both systems worn out	Remove all roofing and insulation, install new flashings, insulation, & Coal-tar Pitch Roofing	\$128,113.97	\$1,863.48	\$129,977.45	\$103,981.96	\$25,995.49
		Roof Openings		Replace skylight w/ new alum frame and insul safety glass	\$1,854.05	\$26.97	\$1,881.02	\$1,504.82	\$376.20
		Roof Drains		Provide 12 roof drains and rebuild 3 waterspouts	\$15,891.82	\$231.15	\$16,122.97	\$12,898.38	\$3,224.59
		Face Brick and Stone	Graffiti and biological staining	Clean w/ approved process	\$10,594.55	\$154.10	\$10,748.65	\$8,598.92	\$2,149.73
		Face Brick	many bricks at juncture with pavement have spalled faces	replace spalled bricks, pointing & caulking	\$7,063.03	\$102.74	\$7,165.77	\$5,732.62	\$1,433.15
		Stone sills/trim		Seal skyward facing surfaces	\$627.83	\$9.13	\$636.96	\$509.57	\$127.39
		Brick Chimney	Multiple bricks with spalled faces	Replace face brick with new face brick to match existing, salvage bricks for reuse elsewhere	\$4,708.69	\$68.49	\$4,777.18	\$3,821.74	\$955.44
		Face Brick	Top of wall east of north entrance; Damaged area at bearing point of canopy beams	Rebuild	\$1,569.57	\$22.83	\$1,592.40	\$1,273.92	\$318.48
		Face Brick	N wall E end; Shear crack E of furthest E window	Cut through wall, insall expansion materil, cut-out & point cracked joints	\$3,923.91	\$57.08	\$3,980.99	\$3,184.79	\$796.20

Room	Room #	Component	Sub-Component / Condition	Recommendations	Construction Cost	A/E Fee - Construction Observation	Total Cost	80% Total Cost	20% of Total Cost (City Share)
		Face Brick and Stone	Mortar joints; Cracked joints at various locations from wall movement	Cut out joints and point with mortar to match existing	\$1,192.87	\$17.35	\$1,210.22	\$968.18	\$242.04
		Planter @ south	Not original construction, replaced original brick planter	Rebuild with brick in place of RR ties	\$1,607.23	\$23.38	\$1,630.61	\$1,304.49	\$326.12
		Planter @ south		Install membrane waterproofing and drain through wall	\$753.39	\$10.96	\$764.35	\$611.48	\$152.87
		Planter @ north	Damaged/deteriorated bricks	Repair corner and replace cracked rowlock cap bricks	\$502.26	\$7.31	\$509.57	\$407.66	\$101.91
		Planter @ north	Doesn't have adequate waterproofing and drainage	Install membrane waterproofing and drain through wall	\$753.39	\$10.96	\$764.35	\$611.48	\$152.87
		Metal Wall Panel		Wash, prep, prime, and paint 2 coats	\$1,098.69	\$15.98	\$1,114.67	\$891.74	\$222.93
		Insulation	Top of wall insulation	Install insulation (foam on mesh, batts, et.al.)	\$5,493.47	\$79.91	\$5,573.38	\$4,458.70	\$1,114.68
		Insulation	Roof insulation	Install insulation (foam on bottom of deck)	\$36,649.28	\$533.08	\$37,182.36	\$29,745.89	\$7,436.47
		Joint Sealants		Remove & replace all joint sealants	\$7,533.90	\$109.58	\$7,643.48	\$6,114.78	\$1,528.70
Vestibule	2	Entrance doors	Door leafs; Several holes where hardware removed or changed	Replace door leafs with new bright clear anodized w/ insulated glass, match existing door sightline/profile	\$8,789.55	\$127.85	\$8,917.40	\$7,133.92	\$1,783.48
Vestibule	2	Entrance doors	Closers; Corroded and do not function	Remove 1 existing in-floor closer and install one new in-floor closer	\$1,412.61	\$20.55	\$1,433.16	\$1,146.53	\$286.63
Vestibule	2	Entrance doors	Closers; Non-original multiple styles	Remove	\$78.47	\$1.14	\$79.61	\$63.69	\$15.92
Vestibule	2	Entrance doors	Holder; No originals exist at this door pair	Install reproduction/new plunger type door holder to match original at 2 door leafs	\$627.83	\$9.13	\$636.96	\$509.57	\$127.39
Vestibule	2	Entrance doors	Locking/Latching; Existing operation/ locking devices do not meet egress req	Install new panic hardware device, reuse dbl push bars and pull handle	\$4,394.78	\$63.92	\$4,458.70	\$3,566.96	\$891.74
Vestibule	2	Entrance doors	Door operators; Existing distance between doors in series through Vestibule does not meet ADA req.	Provide overhead door operator at 1 door leaf	\$8,789.55	\$127.85	\$8,917.40	\$7,133.92	\$1,783.48
Vestibule	2	Storefront	Framing system; Non-original non-matching vertical mullion added at center point of window panel beside doors	Replace framing system with new similar system w/ insulated glass	\$4,080.87	\$59.36	\$4,140.23	\$3,312.18	\$828.05
Vestibule	3	Entrance doors	Door leafs; Several holes where hardware removed or changed	Replace door leafs with new bright clear anodized w/ insulated glass, match existing door sightline/profile	\$8,789.55	\$127.85	\$8,917.40	\$7,133.92	\$1,783.48

Room	Room #	Component	Sub-Component / Condition	Recommendations	Construction Cost	A/E Fee - Construction Observation	Total Cost	80% Total Cost	20% of Total Cost (City Share)
Vestibule	3	Entrance doors	Closers; Corroded and do not function	Remove 1 existing in-floor closer and install one new in-floor closer	\$1,412.61	\$20.55	\$1,433.16	\$1,146.53	\$286.63
Vestibule	3	Entrance doors	Closers; Non-original multiple styles	Remove	\$78.47	\$1.14	\$79.61	\$63.69	\$15.92
Vestibule	3	Entrance doors	Holders; No originals exist at this door pair	Install reproduction/new plunger type door holder to match original at 2 door leafs	\$627.83	\$9.13	\$636.96	\$509.57	\$127.39
Vestibule	3	Entrance doors	Locking/Latching; Existing operation/ locking devices do not meet egress req	Install new panic hardware device, reuse dbl push bars and pull handle	\$4,394.78	\$63.92	\$4,458.70	\$3,566.96	\$891.74
Vestibule	3	Entrance doors	Door operators; Existing distance between doors in series through Vestibule does not meet ADA req.	Provide overhead door operator at 1 door leaf	\$8,789.55	\$127.85	\$8,917.40	\$7,133.92	\$1,783.48
Vestibule	3	Storefront	Glazing; Allows excess heat gain/loss	Replace framing system with new similar system w/ insulated glass	\$6,592.17	\$95.89	\$6,688.06	\$5,350.45	\$1,337.61
Boiler Room	6	Entrance doors	Equipment door @ north wall; Corrosion at bottom of door and frame	Clean, patch, and paint frame	\$470.87	\$6.85	\$477.72	\$382.18	\$95.54
Boiler Room	6	Entrance doors	Personel door @ north wall; Corrosion at bottom of frame, door damaged from break-in	Clean, patch, and paint frame, replace door leaf	\$1,569.57	\$22.83	\$1,592.40	\$1,273.92	\$318.48
Baggage Room	12	Overhead door @ south wall		Relace to match original wood door w/ commercial, heavy duty wood door, paint, and operator (may install alum storefront entrance if use of space changes)	\$4,355.54	\$63.35	\$4,418.89	\$3,535.11	\$883.78
Baggage Room	12	Overhead door @ north wall	Good condition, needs painted (existing paint is lead-based)	Prep and paint door and frame, interior & exterior	\$549.35	\$7.99	\$557.34	\$445.87	\$111.47
Baggage Room	12	Entrance doors	Personel door @ north wall; Corrosion at bottom of door and frame	Clean, patch, and paint frame	\$392.39	\$5.71	\$398.10	\$318.48	\$79.62
Vestibule	14	Door @ Vestibule 14	Door to be egress for Passage 5 (see below)	Re-hang to open out & weatherstrip	\$2,354.34	\$34.25	\$2,388.59	\$1,910.87	\$477.72
Vestibule	14	Door @ Vestibule 14		Install panic hardware	\$1,255.65	\$18.26	\$1,273.91	\$1,019.13	\$254.78
Vestibule	14	Hatch @ gas meter pit	Paint worn and not original coler	Prep and paint	\$54.93	\$0.80	\$55.73	\$44.58	\$11.15
Vestibule	14	Wood sidelite & transom		Reglaze w/ 1" insulated glass	\$3,955.30	\$57.53	\$4,012.83	\$3,210.26	\$802.57
Vestibule	14	Wood sidelite & transom		Paint	\$392.39	\$5.71	\$398.10	\$318.48	\$79.62
Waiting Room	1	Aluminum windows	Glazing; Glazing compound deteriorated	Remove & replace glazing compound	\$5,549.97	\$80.73	\$5,630.70	\$4,504.56	\$1,126.14

Room	Room #	Component	Sub-Component / Condition	Recommendations	Construction Cost	A/E Fee - Construction Observation	Total Cost	80% Total Cost	20% of Total Cost (City Share)
Waiting Room	1	Aluminum windows	Storm window	Provide interior single pane storm windows	\$11,771.72	\$171.23	\$11,942.95	\$9,554.36	\$2,388.59
Waiting Room	1	Aluminum windows	Glazing; Glazing compound deteriorated	Remove & replace glazing compound	\$3,917.63	\$56.98	\$3,974.61	\$3,179.69	\$794.92
Waiting Room	1	Aluminum windows	Storm window	Provide interior single pane storm windows	\$7,847.81	\$114.15	\$7,961.96	\$6,369.57	\$1,592.39
Waiting Room	1	Aluminum windows	Glass; Small holes from BB or pellet gun	Patch small holes from BB or pellet gun	\$392.39	\$5.71	\$398.10	\$318.48	\$79.62
Ticket Office	4	Aluminum window	Glazing compound	Replace glazing compound	\$1,707.68	\$24.84	\$1,732.52	\$1,386.02	\$346.50
Ticket Office	4	Aluminum window	Storm window	Install interior storm window	\$2,354.34	\$34.25	\$2,388.59	\$1,910.87	\$477.72
Women's	7	Aluminum window	Glazing compound	Replace glazing compound	\$853.84	\$12.42	\$866.26	\$693.01	\$173.25
Women's	7	Aluminum window	Storm window	Install interior storm window	\$1,177.18	\$17.12	\$1,194.30	\$955.44	\$238.86
Men's	8	Aluminum window	Glazing compound	Replace glazing compound	\$426.92	\$6.21	\$433.13	\$346.50	\$86.63
Men's	8	Aluminum window	Storm window	Install interior storm window	\$588.59	\$8.56	\$597.15	\$477.72	\$119.43
Agent's Office	10	Aluminum window	Glazing compound	Replace glazing compound	\$853.84	\$12.42	\$866.26	\$693.01	\$173.25
Agent's Office	10	Aluminum window	Storm window	Install interior storm window	\$1,177.18	\$17.12	\$1,194.30	\$955.44	\$238.86
File Room	11	Aluminum window	Glazing compound	Replace glazing compound	\$213.47	\$3.10	\$216.57	\$173.26	\$43.31
File Room	11	Aluminum window	Storm window	Install interior storm window	\$294.29	\$4.28	\$298.57	\$238.86	\$59.71
Baggage Room	12	Aluminum window	Glazing compound	Replace glazing compound	\$853.84	\$12.42	\$866.26	\$693.01	\$173.25
Baggage Room	12	Aluminum window	Storm window	Install interior storm window	\$1,177.18	\$17.12	\$1,194.30	\$955.44	\$238.86
Freight Office	13	Aluminum window	Glazing compound	Replace glazing compound	\$1,205.42	\$17.53	\$1,222.95	\$978.36	\$244.59
Freight Office	13	Aluminum window	Storm window	Install interior storm window	\$1,569.57	\$22.83	\$1,592.40	\$1,273.92	\$318.48
Freight Office	13	Wood window	Glazing; Tinted film peeling off	Reglaze w/ 5/8" insulated tinted glass	\$3,955.30	\$57.53	\$4,012.83	\$3,210.26	\$802.57
Freight Office	13	Wood window	Weatherstripping	Install new weatherstripping @ operable sashes	\$423.79	\$6.16	\$429.95	\$343.96	\$85.99
Freight Office	13	Wood window	Paint	Prep, prime, & paint 2 coats exterior	\$420.25	\$6.11	\$426.36	\$341.09	\$85.27
Waiting Room	1	Flooring	Good	Clean (light chemical, water & detergent), seal, & polish	\$5,808.64	\$84.49	\$5,893.13	\$4,714.50	\$1,178.63
Waiting Room	1	Walls	Good	Clean, steam or water & detergent	\$1,483.24	\$21.57	\$1,504.81	\$1,203.85	\$300.96
Waiting Room	1	Wall base	Loose attachment, paint is deteriorated, and color isn't original	Reattach with masonry anchors & paint to match the original color	\$902.50	\$13.13	\$915.63	\$732.50	\$183.13
Waiting Room	1	Wall base	Parts missing, 11' base, 5 outside corners, 2 inside corners	Replace missing parts	\$392.39	\$5.71	\$398.10	\$318.48	\$79.62

Room	Room #	Component	Sub-Component / Condition	Recommendations	Construction Cost	A/E Fee - Construction Observation	Total Cost	80% Total Cost	20% of Total Cost (City Share)
Waiting Room	1	Ceiling	Lower portion at windows; Mostly good, two areas damaged by water infiltration	Patch damaged areas	\$784.78	\$11.42	\$796.20	\$636.96	\$159.24
Waiting Room	1	Ceiling	Lower portion at windows; Paint is deteriorated	Paint all plaster to match original color if can be determined	\$1,883.48	\$27.40	\$1,910.88	\$1,528.70	\$382.18
Waiting Room	1	Ceiling	High portion at center & btwn Vest 2 & 3; Fair condition, not all original	Replace to match original 12 x 12 tile pattern	\$6,250.78	\$90.92	\$6,341.70	\$5,073.36	\$1,268.34
Waiting Room	1	Return-air grilles		replace to match original	\$588.59	\$8.56	\$597.15	\$477.72	\$119.43
Waiting Room	1	Grilles & registers	Dirty	Clean and paint	\$274.67	\$4.00	\$278.67	\$222.94	\$55.73
Waiting Room	1	AC equipment shell		Clean and paint	\$235.43	\$3.42	\$238.85	\$191.08	\$47.77
Waiting Room	1	Furniture	8 lounge chairs and 2 footstools	Maintain original with building	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Waiting Room	1	Curtains	Original curtain tracks in place, curtains have been removed	Install new curtains to match original as close as possible	\$12,634.97	\$183.78	\$12,818.75	\$10,255.00	\$2,563.75
Waiting Room	1	Artwork - aerial photo of KU campus	Dirty	Clean photo print and frame with mildest means possible	\$784.78	\$11.42	\$796.20	\$636.96	\$159.24
Vestibule	2	Flooring	Good	Clean (light chemical, water & detergent), seal, & polish	\$440.74	\$6.41	\$447.15	\$357.72	\$89.43
Vestibule	2	Walls	Good	Clean, steam or water & detergent	\$211.89	\$3.08	\$214.97	\$171.98	\$42.99
Vestibule	2	Wall base	Loose attachment, paint is deteriorated, and color isn't original	Reattach with masonry anchors & paint to match the original color	\$78.47	\$1.14	\$79.61	\$63.69	\$15.92
Vestibule	2	Ceiling	Good condition but not original	Replace to match original 12 x 12 tile style	\$550.91	\$8.01	\$558.92	\$447.14	\$111.78
Vestibule	2	Entrance doors	Door leafs; Several holes where hardware removed or changed	Patch holes w/ bright anodized aluminum covers	\$392.39	\$5.71	\$398.10	\$318.48	\$79.62
Vestibule	2	Entrance doors	Closers; Corroded and do not function	Remove 1 existing in-floor closer and install one new in-floor closer	\$1,412.61	\$20.55	\$1,433.16	\$1,146.53	\$286.63
Vestibule	2	Entrance doors	Closers; Non-original multiple styles	Remove	\$78.47	\$1.14	\$79.61	\$63.69	\$15.92
Vestibule	2	Entrance doors	Holder; No originals exist at this door pair	Install reproduction/new plunger type door holder to match original at 2 door leafs	\$627.83	\$9.13	\$636.96	\$509.57	\$127.39
Vestibule	2	Entrance doors	Locking/Latching; Existing locking devices do not meet egress req	Remove dead-bolts (patch) and keep dbl push bars and pull handle	\$156.96	\$2.28	\$159.24	\$127.39	\$31.85
Vestibule	2	Entrance doors	Door operators; Existing distance between doors in series through Vestibule does not meet ADA req.	Provide overhead door operator at 1 door leaf	\$8,789.55	\$127.85	\$8,917.40	\$7,133.92	\$1,783.48

Room	Room #	Component	Sub-Component / Condition	Recommendations	Construction Cost	A/E Fee - Construction Observation	Total Cost	80% Total Cost	20% of Total Cost (City Share)
Vestibule	2	Joint Sealants	Deteriorated/missing	Remove & replace all joint sealants	\$828.73	\$12.05	\$840.78	\$672.62	\$168.16
Vestibule	2	Radiator	obsolete, missing skirt, non-historic surface mounted piping installed	Remove piping, install floor skirt, clean, and paint	\$784.78	\$11.42	\$796.20	\$636.96	\$159.24
Vestibule	3	Flooring	Good	Clean (light chemical, water & detergent), seal, & polish	\$440.74	\$6.41	\$447.15	\$357.72	\$89.43
Vestibule	3	Walls	Good	Clean, steam or water & detergent	\$211.89	\$3.08	\$214.97	\$171.98	\$42.99
Vestibule	3	Wall base	Loose attachment, paint is deteriorated, and color isn't original	Reattach with masonry anchors & paint to match the original color	\$78.47	\$1.14	\$79.61	\$63.69	\$15.92
Vestibule	3	Ceiling	Good condition but not original	Replace to match original 12 x 12 tile style	\$550.91	\$8.01	\$558.92	\$447.14	\$111.78
Vestibule	3	Entrance doors	Door leafs; Several holes where hardware removed or changed	Patch holes w/ bright anodized aluminum covers	\$392.39	\$5.71	\$398.10	\$318.48	\$79.62
Vestibule	3	Entrance doors	Closers; Corroded and do not function	Remove 1 existing in-floor closer and install one new in-floor closer	\$1,412.61	\$20.55	\$1,433.16	\$1,146.53	\$286.63
Vestibule	3	Entrance doors	Closers; Non-original multiple styles	Remove	\$78.47	\$1.14	\$79.61	\$63.69	\$15.92
Vestibule	3	Entrance doors	Holders; One original exist at this door pair	Maintain original door holder at 1 door leaf and install 1 new	\$313.92	\$4.57	\$318.49	\$254.79	\$63.70
Vestibule	3	Entrance doors	Locking/Latching; Existing locking devices do not meet egress req	Remove dead-bolts (patch) and keep dbl push bars and pull handle	\$156.96	\$2.28	\$159.24	\$127.39	\$31.85
Vestibule	3	Entrance doors	Door operators; Existing distance between doors in series through Vestibule does not meet ADA req.	Provide overhead door operator at 1 door leaf	\$8,789.55	\$127.85	\$8,917.40	\$7,133.92	\$1,783.48
Vestibule	3	Joint Sealants	Deteriorated/missing	Remove & replace all joint sealants	\$828.73	\$12.05	\$840.78	\$672.62	\$168.16
Vestibule	3	Radiator	obsolete, missing skirt, non-historic surface mounted piping installed	Remove piping, install floor skirt, clean, and paint	\$784.78	\$11.42	\$796.20	\$636.96	\$159.24
Ticket Office	4	Flooring	Poor condition and not original, color not original	Remove and install new VCT or linoleum tile in original color	\$1,483.24	\$21.57	\$1,504.81	\$1,203.85	\$300.96
Ticket Office	4	Walls	Cracks in plaster at north wall	Patch	\$392.39	\$5.71	\$398.10	\$318.48	\$79.62
Ticket Office	4	Walls	Paint is deteriorated and color isn't original	Paint all walls to match the original color & texture	\$1,757.91	\$25.57	\$1,783.48	\$1,426.78	\$356.70
Ticket Office	4	Wall base	Loose attachment, paint is deteriorated, and color isn't original	Reattach with masonry anchors & paint to match the original color	\$470.87	\$6.85	\$477.72	\$382.18	\$95.54
Ticket Office	4	Wall base	Parts missing, 6" base, 5 outside corners, 1 inside corners	Replace missing parts	\$274.67	\$4.00	\$278.67	\$222.94	\$55.73

Room	Room #	Component	Sub-Component / Condition	Recommendations	Construction Cost	A/E Fee - Construction Observation	Total Cost	80% Total Cost	20% of Total Cost (City Share)
Ticket Office	4	Ceiling	Fair condition and original, some stains	Prime/seal and paint to match original, replace 8 damaged/missing tiles if orig pattern available	\$847.56	\$12.33	\$859.89	\$687.91	\$171.98
Ticket Office	4	Interior doors	to Passage 5; Hardware doesn't meet ADA	Replace lockset w/ ADA compliant heavy duty	\$470.87	\$6.85	\$477.72	\$382.18	\$95.54
Ticket Office	4	Interior doors	to Passage 5; Paint on frame deteriorated & not orig color	Repaint frame	\$78.47	\$1.14	\$79.61	\$63.69	\$15.92
Ticket Office	4	Interior doors	to Vestibule 2; Hardware & clearance don't meet ADA	Replace lockset w/ ADA compliant heavy duty	\$470.87	\$6.85	\$477.72	\$382.18	\$95.54
Ticket Office	4	Interior doors	to Vestibule 2; Paint on frame deteriorated & not orig color	Repaint frame	\$78.47	\$1.14	\$79.61	\$63.69	\$15.92
Ticket Office	4	Interior doors	Closet doors; Finish worn	Refinish	\$3,531.52	\$51.37	\$3,582.89	\$2,866.31	\$716.58
Ticket Office	4	Interior doors	Closet doors; Hardware non-operational	Replace/repair hardware	\$2,024.74	\$29.45	\$2,054.19	\$1,643.35	\$410.84
Ticket Office	4	Ticket window	Not original	Remove & patch holes (difficult to install grill or door due to wood soffit at ceiling)	\$117.72	\$1.71	\$119.43	\$95.54	\$23.89
Ticket Office	4	Ticket window	Not ADA compliant height	Provide alternate writing surface on wall adjacent to counter	\$392.39	\$5.71	\$398.10	\$318.48	\$79.62
Ticket Office	4	Ticket casework	Finish worn on door & drawer faces	Refinish	\$2,550.54	\$37.10	\$2,587.64	\$2,070.11	\$517.53
Ticket Office	4	Ticket casework	Hardware non-operational	Replace/repair hardware	\$1,349.82	\$19.63	\$1,369.45	\$1,095.56	\$273.89
Ticket Office	4	Window	Sill; Deteriorated finish from water damage	Refinish	\$470.87	\$6.85	\$477.72	\$382.18	\$95.54
Ticket Office	4	Grilles & registers	Dirty	Clean and paint	\$78.47	\$1.14	\$79.61	\$63.69	\$15.92
Ticket Office	4	Window treatment	Dirty and too close to window for install of storm windows	Clean and rehang	\$470.87	\$6.85	\$477.72	\$382.18	\$95.54
Ticket Office	4	Sink drain	Doesn't flow freely	Plumber service for proper flow	\$235.43	\$3.42	\$238.85	\$191.08	\$47.77
Passage	5	Flooring	Good	Clean (light chemical, water & detergent), seal, & polish	\$1,559.51	\$22.68	\$1,582.19	\$1,265.75	\$316.44
Passage	5	Walls	Good	Clean, mildest method	\$188.35	\$2.74	\$191.09	\$152.87	\$38.22
Passage	5	Walls	Cross corridor wall & door	Remove and patch holes in paneling	\$392.39	\$5.71	\$398.10	\$318.48	\$79.62
Passage	5	Wall base	Paint is deteriorated and color isn't original, intallation is tight to wood paneling	Paint all base to match the original color	\$346.09	\$5.03	\$351.12	\$280.90	\$70.22
Passage	5	Ceiling	Good condition but not original	Replace to match original 12 x 12 tile style	\$1,610.37	\$23.42	\$1,633.79	\$1,307.03	\$326.76
Passage	5	Ceiling	Deteriorated from water infiltration	Patch and paint	\$423.79	\$6.16	\$429.95	\$343.96	\$85.99
Passage	5	Ticket casework	Scape damage @ wall below ticket counter	Touch-up finish	\$392.39	\$5.71	\$398.10	\$318.48	\$79.62

Room	Room #	Component	Sub-Component / Condition	Recommendations	Construction Cost	A/E Fee - Construction Observation	Total Cost	80% Total Cost	20% of Total Cost (City Share)
Passage	5	Egress	Non-compliant with 2006 IBC	Create new exit through edge of Freight Office 13 and Vestibule 14 to exterior	\$3,923.91	\$57.08	\$3,980.99	\$3,184.79	\$796.20
Passage	5	Grilles & registers	Dirty	Clean and paint	\$78.47	\$1.14	\$79.61	\$63.69	\$15.92
Women's	7	Bathroom	Not ADA accessible	Convert bathroom to "Men" and make ADA accessible	\$62,782.50	\$913.20	\$63,695.70	\$50,956.56	\$12,739.14
Men's	8	Bathroom	Not ADA accessible	Convert bathroom to "Women" and make ADA accessible within existing bathroom footprints	\$62,782.50	\$913.20	\$63,695.70	\$50,956.56	\$12,739.14
Janitor	9	Floor hatch	Rusted/corroded	Replace with new steel or aluminum door	\$1,961.95	\$28.54	\$1,990.49	\$1,592.39	\$398.10
Janitor	9	Interior doors	to Passage 5; Hardware doesn't meet ADA	Replace lockset w/ ADA compliant heavy duty	\$470.87	\$6.85	\$477.72	\$382.18	\$95.54
Janitor	9	Interior doors	to Passage 5; Paint on frame deteriorated & not orig color	Repaint	\$78.47	\$1.14	\$79.61	\$63.69	\$15.92
Agent's Office	10	Flooring	Poor condition and not original, color not original	Remove and install new VCT or linoleum tile in original color	\$725.14	\$10.55	\$735.69	\$588.55	\$147.14
Agent's Office	10	Walls	Paint is deteriorated and color isn't original	Paint all walls to match the original color	\$1,356.10	\$19.73	\$1,375.83	\$1,100.66	\$275.17
Agent's Office	10	Wall base	Loose attachment, paint is deteriorated, and color isn't original	Reattach with masonry anchors & paint to match the original color	\$392.39	\$5.71	\$398.10	\$318.48	\$79.62
Agent's Office	10	Ceiling	Good condition but not original	Replace to match original 12 x 12 tile style	\$932.32	\$13.56	\$945.88	\$756.70	\$189.18
Agent's Office	10	Interior doors	to Freight Office 13; Door size doesn't meet ADA clearance	Increase R.O., replace door w/ new in larger size to match original, reuse hardware except for lockset make ADA	\$3,139.13	\$45.66	\$3,184.79	\$2,547.83	\$636.96
Agent's Office	10	Interior doors	Closet doors; Hardware non-operational	Replace/repair hardware	\$674.92	\$9.82	\$684.74	\$547.79	\$136.95
Agent's Office	10	Grilles & registers	Dirty	Clean and paint	\$78.47	\$1.14	\$79.61	\$63.69	\$15.92
Agent's Office	10	Window treatment	Dirty and too close to window for install of storm windows	Clean and rehang	\$235.43	\$3.42	\$238.85	\$191.08	\$47.77
Agent's Office	10	Sink drain	Doesn't flow freely	Plumber service for proper flow	\$235.43	\$3.42	\$238.85	\$191.08	\$47.77
File Room	11	Flooring	Poor condition and not original, color not original	Remove and install new VCT or linoleum tile in original color	\$329.60	\$4.79	\$334.39	\$267.51	\$66.88
File Room	11	Walls	Paint is deteriorated and color isn't original	Paint all walls to match the original color	\$627.83	\$9.13	\$636.96	\$509.57	\$127.39

Room	Room #	Component	Sub-Component / Condition	Recommendations	Construction Cost	A/E Fee - Construction Observation	Total Cost	80% Total Cost	20% of Total Cost (City Share)
File Room	11	Wall base	Loose attachment, paint is deteriorated, and color isn't original	Reattach with masonry anchors & paint to match the original color	\$235.43	\$3.42	\$238.85	\$191.08	\$47.77
File Room	11	Ceiling	Fair condition and original, some stains	Prime/seal and paint to match original	\$188.35	\$2.74	\$191.09	\$152.87	\$38.22
File Room	11	Interior doors	to Passage 5; Hardware doesn't meet ADA	Replace lockset w/ ADA compliant heavy duty	\$470.87	\$6.85	\$477.72	\$382.18	\$95.54
File Room	11	Interior doors	to Passage 5; Not original	Remove surface dead-bolt, patch & refinish door	\$392.39	\$5.71	\$398.10	\$318.48	\$79.62
File Room	11	Interior doors	to Passage 5; Paint on frame deteriorated & not orig color	Repaint frame	\$78.47	\$1.14	\$79.61	\$63.69	\$15.92
File Room	11	Casework	Paint worn	Repaint shelving original color	\$753.39	\$10.96	\$764.35	\$611.48	\$152.87
Baggage Room	12	Floor slab			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Baggage Room	12	Flooring			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Baggage Room	12	Walls	Original perimeter walls; Paint is deteriorated and color isn't original	Paint all walls to match the original color	\$1,271.35	\$18.49	\$1,289.84	\$1,031.87	\$257.97
Baggage Room	12	Walls	Added interior walls; Not original	Remove	\$980.98	\$14.27	\$995.25	\$796.20	\$199.05
Baggage Room	12	Wall base			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Baggage Room	12	Ceiling	Paint is deteriorated at water infiltration	Patch & paint ceiling	\$1,695.13	\$24.66	\$1,719.79	\$1,375.83	\$343.96
Baggage Room	12	Interior doors	to Passage 5; Missing short swing door below countertop; don't know if coiling door functions properly	Install temporary wall at door opening for privacy of BNSF area	\$392.39	\$5.71	\$398.10	\$318.48	\$79.62
Baggage Room	12	Interior doors	to Passage 5; Missing short swing door below countertop; don't know if coiling door functions properly	Repair door, remove non-original components, replace missing counter and door	\$1,177.18	\$17.12	\$1,194.30	\$955.44	\$238.86
Baggage Room	12	Interior doors	to Freight 13; Door to Passage 5 not ADA width, widening detrimental to historic character, room not on accessible route	Install new larger door into Freight Office 13 (also makes rooms workable for BNSF use)	\$3,923.91	\$57.08	\$3,980.99	\$3,184.79	\$796.20
Baggage Room	12	Casework	Paint worn	Repaint	\$1,098.69	\$15.98	\$1,114.67	\$891.74	\$222.93
Baggage Room	12	Scale	Paint worn	Repaint	\$313.92	\$4.57	\$318.49	\$254.79	\$63.70
Freight Office	13	Flooring	Poor condition and not original, color not original	Remove and install new VCT or linoleum tile in original color	\$3,488.35	\$50.74	\$3,539.09	\$2,831.27	\$707.82
Freight Office	13	Walls	Paint is deteriorated and color isn't original	Paint all walls to match the original color	\$2,360.62	\$34.34	\$2,394.96	\$1,915.97	\$478.99
Freight Office	13	Wall base	Loose attachment, paint is deteriorated, and color isn't original	Reattach with masonry anchors & paint to match the original color	\$902.49	\$13.13	\$915.62	\$732.50	\$183.12

Room	Room #	Component	Sub-Component / Condition	Recommendations	Construction Cost	A/E Fee - Construction Observation	Total Cost	80% Total Cost	20% of Total Cost (City Share)
Freight Office	13	Ceiling	Good condition but not original	Replace to match original 12 x 12 tile style	\$3,955.30	\$57.53	\$4,012.83	\$3,210.26	\$802.57
Freight Office	13	Ceiling	Lower portion at north; Paint is deteriorated	Patch and paint all plaster to match original color if can be determined	\$235.43	\$3.42	\$238.85	\$191.08	\$47.77
Freight Office	13	Interior doors	Closet doors; Finish worn	Refinish	\$2,354.34	\$34.25	\$2,388.59	\$1,910.87	\$477.72
Freight Office	13	Interior doors	Closet doors; Hardware non-operational	Replace/repair hardware	\$1,349.82	\$19.63	\$1,369.45	\$1,095.56	\$273.89
Freight Office	13	Interior doors	to Passage 5; Door size doesn't meet ADA clearance and can't increase door width	Install opening into Passage 5 north of Vestibule 14 (see Passage 5 above)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Freight Office	13	Case	Finish worn on door & drawer faces	Refinish entire casework unit	\$2,197.39	\$31.96	\$2,229.35	\$1,783.48	\$445.87
Freight Office	13	Exit passage	Needs to be available when building is occupied	Install temporary wall to close off Freight Office 13 from Vestibule 14 and install 3'0x7'0 door for accessible route	\$3,923.91	\$57.08	\$3,980.99	\$3,184.79	\$796.20
Freight Office	13	Grilles & registers	Dirty	Clean and paint	\$78.47	\$1.14	\$79.61	\$63.69	\$15.92
Freight Office	13	Window treatment	Dirty and too close to window for install of storm windows	Clean and rehang	\$470.87	\$6.85	\$477.72	\$382.18	\$95.54
Vestibule	14	Flooring	Poor condition and not original, color not original	Remove and install new VCT in original color	\$274.67	\$4.00	\$278.67	\$222.94	\$55.73
Vestibule	14	Walls	Paint is deteriorated and color isn't original	Paint all walls to match the original color	\$78.47	\$1.14	\$79.61	\$63.69	\$15.92
Vestibule	14	Wall base	Loose attachment, paint is deteriorated, and color isn't original	Reattach with masonry anchors & paint to match the original color	\$196.20	\$2.85	\$199.05	\$159.24	\$39.81
Vestibule	14	Ceiling	Good condition but not original	Replace to match original 12 x 12 tile style	\$353.15	\$5.14	\$358.29	\$286.63	\$71.66
Waiting Room	1	Cooling Tower, Fan-coil units, and distribution piping	Past useful life	Remove old equipment and install new geothermal cooling system	\$75,339.00	\$1,095.84	\$76,434.84	\$61,147.87	\$15,286.97
Baggage Room	12	Cooling Tower, Fan-coil units, and distribution piping	Past useful life	Remove old equipment and install new geothermal cooling system	\$75,339.00	\$1,095.84	\$76,434.84	\$61,147.87	\$15,286.97
		Boiler	Past useful life	Install new boiler for standard system or geothermal system (could size geothermal for heating load for same \$)	\$18,834.75	\$273.96	\$19,108.71	\$15,286.97	\$3,821.74

Room	Room #	Component	Sub-Component / Condition	Recommendations	Construction Cost	A/E Fee - Construction Observation	Total Cost	80% Total Cost	20% of Total Cost (City Share)
Waiting Room	1	Drinking fountain	Can not be adjusted properly and is not ADA compliant	Replace with surface mount high-low combination ADA compliant drinking fountain	\$4,708.69	\$68.49	\$4,777.18	\$3,821.74	\$955.44
		Automatic Fire Suppression System		Install fire sprinkler system for current code compliance	\$33,933.04	\$493.58	\$34,426.62	\$27,541.30	\$6,885.32
		Water Line for Fire Suppression System		Install water line for fire suppression system	\$15,695.63	\$228.30	\$15,923.93	\$12,739.14	\$3,184.79
Passage	5	Electrical	Main Distribution Panel; Repair parts are not available	Install new MDP, disconnect old MDP and keep visible in Passage	\$17,265.19	\$251.13	\$17,516.32	\$14,013.06	\$3,503.26
Ticket Office	4	Electrical	Sub Distribution Panel; Repair parts are not available	Install new SDP	\$16,166.49	\$235.15	\$16,401.64	\$13,121.31	\$3,280.33
Freight Office	13	Electrical	Sub Distribution Panel; Repair parts are not available	Install new SDP	\$16,166.49	\$235.15	\$16,401.64	\$13,121.31	\$3,280.33
Throughout		Electrical	Distribution & receptacles	Upgrade distribution wiring & install additional receptacles	\$7,847.82	\$114.15	\$7,961.97	\$6,369.58	\$1,592.39
Waiting Room	1	Light Fixtures	Pendant fixtures, lamps & sockets	replace sockets and lamps in pendant fixtures for energy efficiency and lighting quality	\$1,569.57	\$22.83	\$1,592.40	\$1,273.92	\$318.48
Throughout		Light Fixtures	Lamps & sockets	replace sockets and lamps in original housings for energy efficiency and lighting quality	\$41,201.02	\$599.29	\$41,800.31	\$33,440.25	\$8,360.06
Throughout		Light fixtures	Lenses	Replace non-original lenses similar to original	\$392.39	\$5.71	\$398.10	\$318.48	\$79.62
Throughout		Electrical	Exit & Emerg Lighting	Install exit and emergency lights	\$3,923.91	\$57.08	\$3,980.99	\$3,184.79	\$796.20
		Electrical	Photovoltaic System	Install new system	\$54,934.69	\$799.05	\$55,733.74	\$44,586.99	\$11,146.75
Throughout		Electrical	Fire Alarm System	Included w/ fire sprinkler system	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		"Lawrence" signs		Amtrak repaired two original signs at platform canopy roof	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		"Santa fe" Sign over south Vestibule entrance		Amtrak rebuilt to match original design	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
					Total Construction Cost	Total A/E Fee - Construction Observation	Total Cost	80% Total Cost	20% of Total Cost (City Share)
				TOTAL:	\$1,511,106.46	\$21,979.78	\$1,533,086.24	\$1,226,468.99	\$306,617.25



RESOLUTION

WHEREAS, the Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO) is designated as the Metropolitan Planning Organization (MPO) to carry out the Continuing, Cooperative and Comprehensive planning program (3C Process), including regional planning for a multi-modal transportation system that is coordinated with local comprehensive planning (land use, economic development, etc.) efforts; and

WHEREAS, the L-DC MPO acting as the MPO for the Lawrence-Douglas County Region is responsible for the creation, maintenance, and implementation of a Metropolitan Transportation Plan (MTP) that covers all of Douglas County including all four incorporated cities in the county (Baldwin City, Eudora, Lawrence, Lecompton); and,

WHEREAS, the L-DC MPO in its capacity as the MPO is responsible for programming transportation improvement funds in the regional Transportation Improvement Program (TIP) and has a role in assisting the local governments of the region with securing funds to make transportation system improvements that are consistent with the region's Metropolitan Transportation Plan; and,

WHEREAS, the following historic restoration project is located in Downtown Lawrence near regionally significant routes and at a historic transportation facility that is noted in the Metropolitan Transportation Plan as part of the region's multi-modal transportation system; and,

WHEREAS, the following project is at a location for rail passenger service on existing rail service maps and noted as a rail passenger station location by local signage; and,

WHEREAS, the following project site is noted as an important local landmark and transportation facility with a long history within the neighborhood as noted in the East Lawrence Neighborhood-Revitalization Plan.

NOW, THEREFORE BE IT RESOLVED, that the Lawrence-Douglas County Metropolitan Planning Organization strongly supports and endorses the application made by the City of Lawrence for Federal Transportation Enhancement (TE) funding administered by the Kansas Department of Transportation (KDOT) for the project described below and agrees to add this project to the L-DC MPO Transportation Improvement Program (TIP) if funding for this project is awarded.

Santa Fe Station Preservation Project in Lawrence, Kansas

Project Location: 413 E 7th Street Lawrence, KS

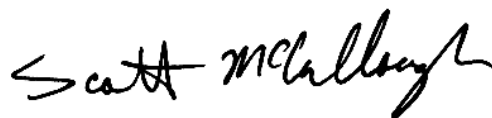
Project Description: This is a preservation project for the 1955 Santa Fe train station which is a valued example of post modern architecture and an important transportation facility in Lawrence. The preservation work includes four areas of the station: the site, building shell, interior, and mechanical/electrical systems. The proposed work to the site includes the sidewalks, the parking lots, the fountain, and fences. The building shell work consists of items not addressed with the Amtrak platform project. These items include preserving the exterior finishes of the doors, steel canopy columns on the front of the building, the roof, the chimney and the windows. The interior modifications include meeting necessary building code requirements for egress, fire safety and ADA, as well as restoring furniture, luggage storage shelving and repairing blinds. The mechanical and electrical work includes light fixtures, a fire suppression system, and emergency lighting, as well as replacing the heating/cooling system with a geothermal system to reduce operating costs.

Total TE Project Cost \$1,533,087
TE Funds Requested \$1,226,469
City Match \$306,618 (20%) of TE project
Additional City Costs \$49,496

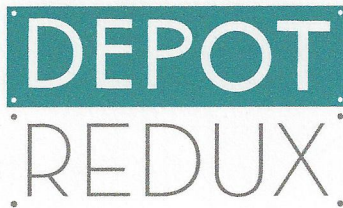
APPROVED by the Lawrence-Douglas County Metropolitan Planning Organization at their meeting on January 17, 2013.



Bruce Liese, L-DC MPO Chairperson



Scott McCullough, L-DC MPO Secretary



January 4, 2013

Kansas Department of Transportation
Bureau of Transportation Planning
Attn: Transportation Enhancements Program
700 S.W. Harrison Street, 2nd Floor
Topeka, KS 66603-3754

re: application for TRANSPORTATION ENHANCEMENT funds
For the SANTA FE STATION located at 413 E. 7th Street, Lawrence, KS

Dear TE Committee,

On behalf of the Board of Trustees of Depot Redux, I am pleased to include this letter of support for the applicant project, the Santa Fe Station (SFS) in Lawrence, KS.

Depot Redux is a not for profit 501(c)(3) organization founded in 2008 for the purpose of securing a positive future for the historic Santa Fe Station in Lawrence, KS. Over the course of our four-year campaign, the SFS has had a rebirth. However, without funding, a complete rehabilitation of this active train station is out of reach. Funding would enable ownership transfer of the facility from the BNSF RR to the City of Lawrence. With a City match, TE funds will provide for the station's rehabilitation and allow it to be placed on the State and National Register of Historic Places.

Depot Redux has worked closely with Amtrak for improvements at the SFS. The new ADA compliant platform, completed a year ago, is perhaps the most stunning of these improvements. The enhanced lighting on the platform, complementing the historic mid century modern architectural style of the station, has greatly enhanced station security.

Caretakers, hired and supervised by Depot Redux, and paid by Amtrak, continue to meet all trains and secure the station between train arrivals. This feature also enhances station security. Depot Redux volunteers clean the station monthly and care for plantings around the facility. Parking at the depot is ample and free to passengers. The convenience, cleanliness, safety, and welcoming atmosphere of the SFS draw passengers from the region. Students from KU, Haskell Indian Nations University, Baker University, Jobs Corps in Excelsior Springs, & Bethel College in Newton, KS especially count on the station to keep them connected with their families via Amtrak services. For visitors, the station is the gateway to and a reflection of the city of Lawrence.

1645 Barker Avenue • Lawrence, KS 66044
ph. 785.842.6517 • careymm@sunflower.com • www.depotredux.org

One way to measure the success of our campaign to save the SFS is by studying ridership. This is the number of Amtrak passengers using the depot to board or alight from Amtrak's *SW Chief*, the long distance train that stops here.

The total ridership in 2009 was	4,500
in 2010 -	5,096
in 2011 -	6,410
and in 2012 -	6,608

Adding the passengers' waiting drivers to these figures, more than doubles the number of people using the station yearly. The Lawrence Santa Fe Station, like the word *redux* implies, has been brought back, but its future remains uncertain.

The future for passenger rail in Kansas holds promise for expansion. The Northern Flyer Alliance is working with KDOT and Amtrak to add a train service connecting Kansas and Oklahoma. With this addition, the projected usage of the SFS would more than double its current usage.

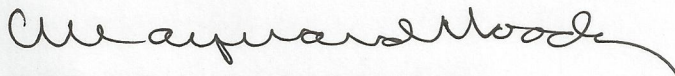
Amtrak has noticed Depot Redux's volunteer efforts and the efforts of the City of Lawrence to position the project for rehabilitation. In addition to providing new signage, new lighting, and a new ADA compliant platform, Amtrak has agreed to fund the interior ADA compliant renovations in the depot's entrances and bathrooms. As critical systems and structural features fail at the depot, Amtrak and BNSF work to address them.

We are all doing our part. Your help is needed to ensure a healthy future for the historic Santa Fe Station.

TE funds and matching grant money will allow the City to assume ownership of the depot, begin a total rehabilitation, and plan for its secondary use. The future of this prized, mid century modern facility, can then be protected as it take its place on the State and National Register of Historic Places.

Thank you for your careful consideration of this worthy historic Kansas transportation project.

Sincerely,



Carey Maynard-Moody, President

Lawrence Preservation Alliance

P.O. BOX 1073 LAWRENCE, KANSAS 66044

RECEIVED

JAN 07 2013

CITY MANAGERS OFFICE
LAWRENCE, KS

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MARCI FRANCISCO
EMERITUS

1-6-13

Transportation Enhancement
Project Selection Committee

Re: Lawrence Santa Fe Depot

I am writing to express our board's strongest support for a grant to help refurbish the Santa Fe Depot here in Lawrence, Kansas. A dedicated civic group and the City of Lawrence, with widespread community support, are working together to maximize the considerable potential of this 1950's building.

About twenty years ago LPA was involved in an effort to save and rehabilitate the Union Pacific Depot here in town. A strong community effort saved it, but a transportation enhancement grant really put the project over the top. Today the UP Depot is one of Lawrence's most successful community buildings.

Our Santa Fe Depot could anchor the East Lawrence neighborhood just as the UP Depot anchors North Lawrence. It's also just blocks from a flourishing historic downtown to its west, and new urban high rise residential developments to its east and south. It also offers an added bonus in that the station sits on an active passenger line.

A refurbished Santa Fe Depot would be a very strong component in the midst of all these thriving community anchors. Grant funding would be very likely to produce a quantifiable increasing return for every dollar spent, and would be a quality community investment.

Sincerely,



Dennis J Brown
President



Lawrence
Preservation
Alliance

Serving Lawrence and Douglas County
www.lawrencepreservation.org



January 8, 2013

Transportation Enhancement Selection Committee
Kansas Department of Transportation
Dwight D. Eisenhower State Office Building
700 S. Harrison Street
Topeka, KS 66603-3754

Dear Sir/Madam:

The National Railroad Passenger Corporation (Amtrak) would like to take this opportunity to express its support for the community's application for a Transportation Enhancement Grant to restore building systems at the Lawrence Santa Fe/Amtrak passenger rail station. Amtrak sees rehabilitation of the Lawrence station as a true partnership with the City of Lawrence and Depot Redux, an organization of concerned citizens that has highlighted the depot's importance to the community.

In keeping with our continued commitment to the civic infrastructure of the community of Lawrence, Amtrak has already constructed a new Americans with Disabilities Act compliant passenger boarding platform, installed new architectural lighting, and replaced the "Mid-Century Modern" neon station sign that is sensitive to the original design.

We have at this time an exciting opportunity to advance a project that is integral to realizing the goal of preserving a facility with significant cultural, historical, and economic value to the community. Based on the information made available by the City of Lawrence regarding this project's eligibility, and subject to the development of such project-specific agreements as the Kansas Department of Transportation enhancement selection committee may require, we support Lawrence's application to seek funding for building system repairs at the Lawrence Santa Fe/Amtrak passenger rail station because we believe that this project, upon completion, could provide important benefits to intercity rail travelers and preserve a building of cultural and historical significance in the city.

Sincerely,

A handwritten signature in blue ink that reads "Michael W. Franke".

Michael W. Franke
Chief, State Government Contracts

cc: Carey Maynard-Moody, Depot Redux
Diane Stoddard, City of Lawrence



DAVID P. SCHNEIDER
GENERAL DIRECTOR
LAND REVENUE MANAGEMENT

BNSF Railway Company
P.O. Box 961050
Fort Worth TX 76161
2500 Lou Menk Drive, AOB3
Fort Worth TX 76131-2828
Telephone 817-352-6469
Fax 817-352-7797
david.schneider@bnsf.com

August 6, 2010

HSIPR Program Grant Review Team

Re: Lawrence, KS Historic Depot Improvement Project Design and Construction Plans

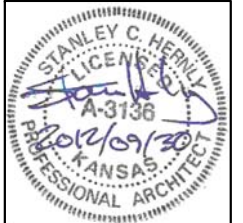
Dear Grant Review Team:

The BNSF Railway Company (BNSF) is the owner of the Depot at Lawrence, KS. BNSF and the City of Lawrence are currently engaged in discussions regarding the possible donation of the Depot to the City and a long-term land lease for the property. Draft legal documents that would enable this transaction have been shared between the parties.

Sincerely,

A handwritten signature in blue ink that reads "David P. Schneider".

David P. Schneider
General Director
Land Revenue Management



SANTA FE STATION
 PRESERVATION PROJECT
 413 E 7TH STREET, LAWRENCE, KANSAS

**Hernly
 ASSOCIATES**

920 Massachusetts
 Lawrence, Kansas
 66044
 785 - 749 - 5806
 FAX 785 - 749 - 1515

SCHEMATIC SITE DESIGN

Date: 2012/09/30
 Drawn by: SJB
 Checked by: SCH
 Revisions:

Note:
 This schematic Site Design drawing was prepared for and included in the Historic Structure Report dated December 15, 2009 for the Santa Fe Station. Its inclusion here is for reference only and is not intended to depict any specific Work included in this Preservation Project. Construction Documents for site improvements, beyond those depicted elsewhere in these Construction Documents, shall be provided separately from these documents and are not part of this project.

SCHEMATIC SITE DESIGN

0.1



SANTA FE STATION
 ACCESSIBILITY IMPROVEMENTS
 413 E 7TH STREET, LAWRENCE, KANSAS

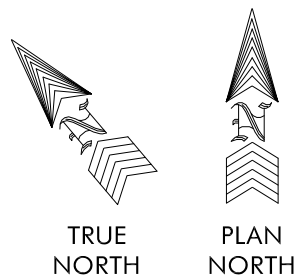
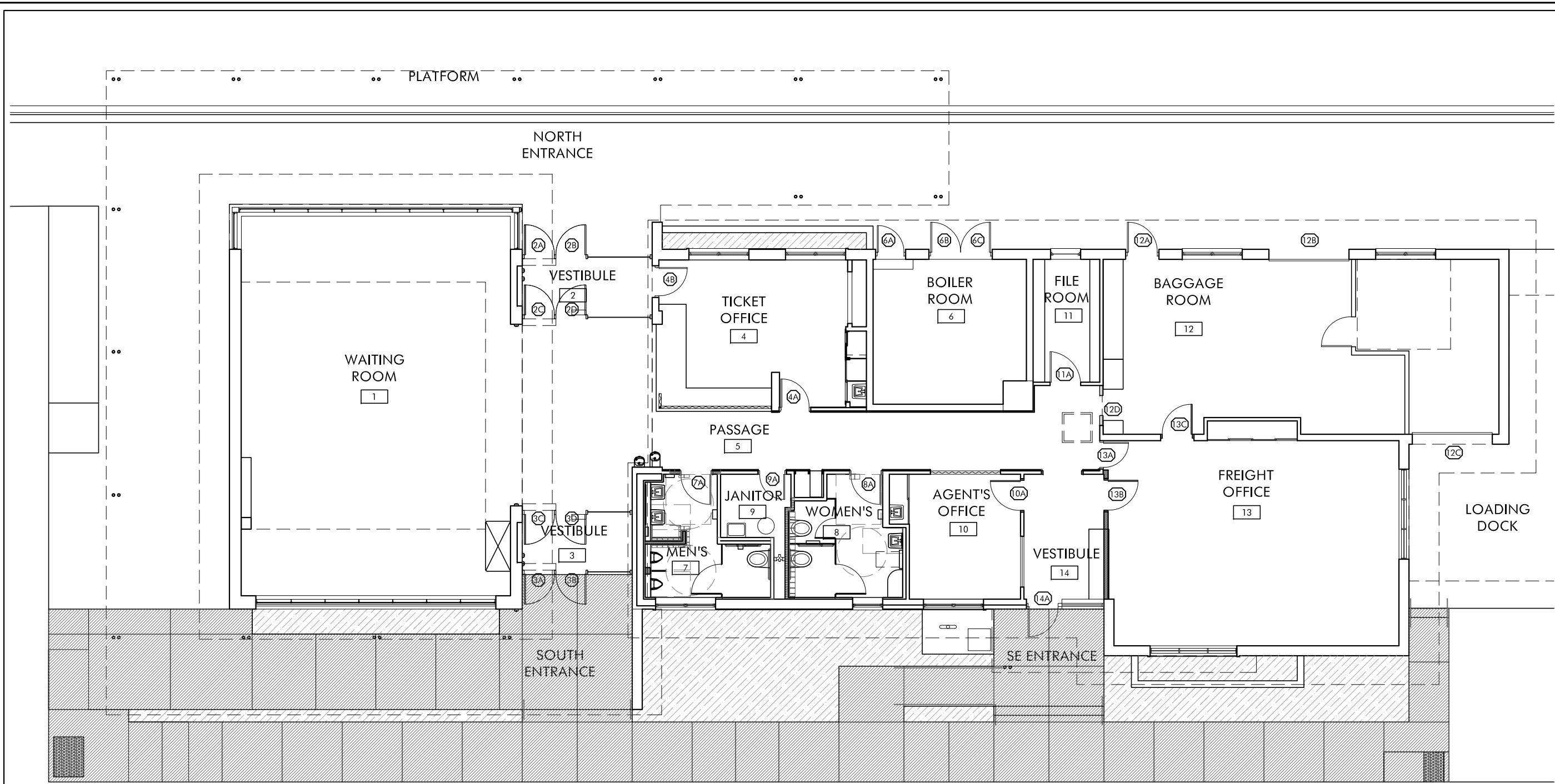
Hernly ASSOCIATES

920 Massachusetts
 Lawrence, Kansas
 66044
 785 - 749 - 5806
 FAX 785 - 749 - 1515

PLAN

Date: 2012/09/30
 Drawn by: SJB
 Checked by: SCH
 Revisions:

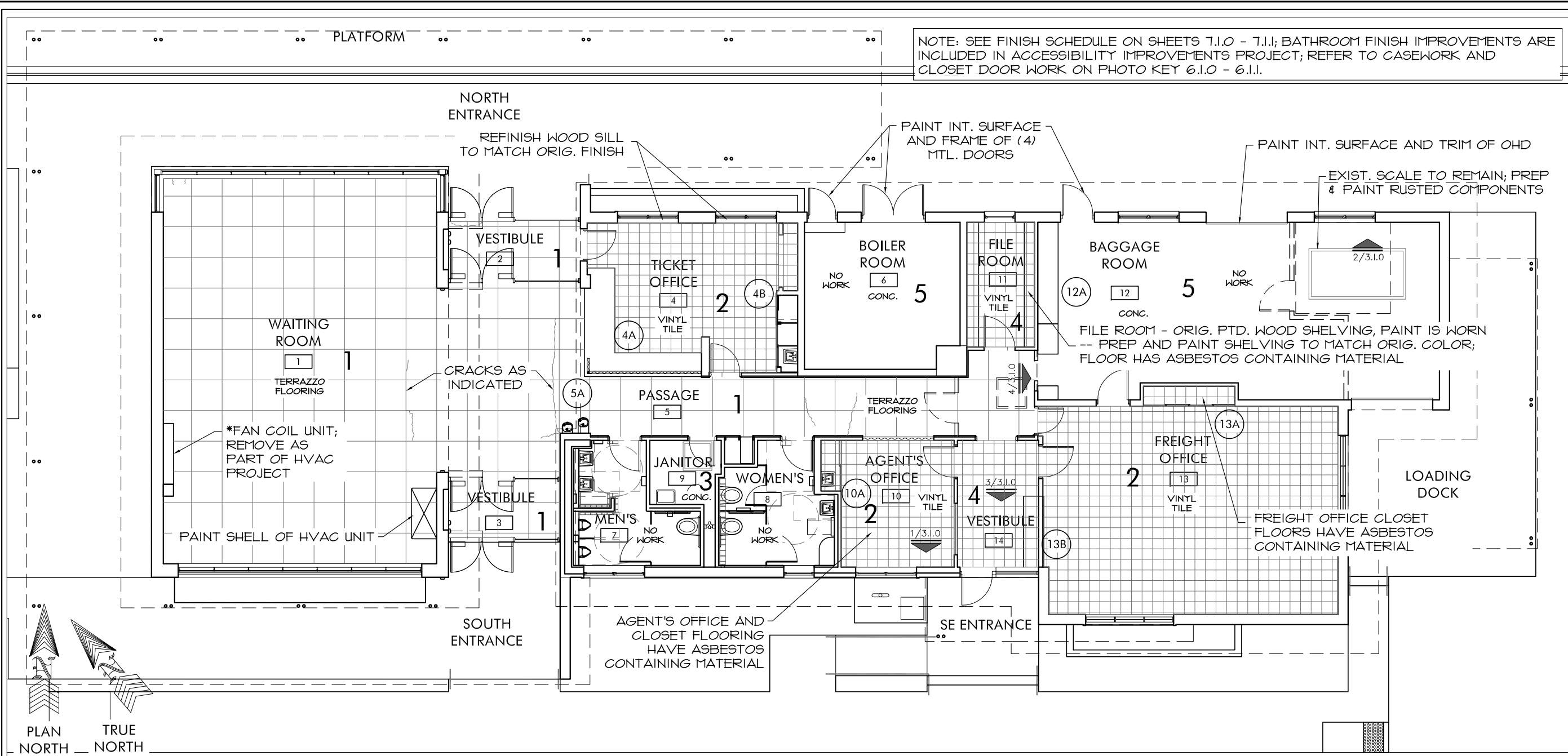
1.A.3



7TH STREET

7TH STREET

1 FLOOR PLAN OVERVIEW
 3/32" = 1'-0"



SANTA FE STATION
 INTERIOR RESTORATION
 413 E 7TH STREET, LAWRENCE, KANSAS

Hernly ASSOCIATES

920 Massachusetts
 Lawrence, Kansas
 66044
 785 - 749 - 5806
 FAX 785 - 749 - 1515

1 FINISH FLOOR PLAN
 3/32" = 1'-0"

- NOTES:
- 1. Terrazzo Flooring: Re-grind, clean, and seal existing terrazzo per specification section 096610.
 - 2. 12x12 vinyl tile is not original, 9x9 vinyl asbestos tile in closet is original -- Replace existing 12x12 vinyl tile w/ new 12x12 vinyl tile to match original color
 - 3. Exist. conc. floor to remain -- Replace exist. 30x30 steel floor hatch w/ new steel or aluminum door & frame
 - 4. 12x12 vinyl tile is not original -- Replace existing vinyl tile w/ new 12x12 vinyl tile to match original color
 - 5. Existing concrete floor to remain

FLOOR RESTORATION NOTES

PLAN

Date: 2012/09/30
 Drawn by: SJB
 Checked by: SCH
 Revisions:

1.1.0