

**Historic Sites and Facilities Board City Hall - 1711 Miner
Street, Idaho Springs, CO 80452 Agenda**



Monday, April 13, 2026

Tel: (303) 567-4421 Fax: (303) 567-4955

Video from Meetings are viewable on the City's Website.

**You must join the Zoom Meeting
(<https://us02web.zoom.us/j/86062099875>)
to participate in a meeting remotely.**

- 1. Call to Order (9:00 AM)**
- 2. Roll Call**
- 3. Agenda Approval**
 - a. Motion to approve the agenda of April 13th, 2026
- 4. Public Comment**
- 5. Conflict of Interest**
- 6. Approval of Minutes**
 - a. Motion to approve the minutes from January 12th, 2026
- 7. General Updates**
 - a. Miscellaneous Updates
- 8. New Business**
 - a. Train Shelter Discussion
 - b. Outreach Discussion
- 9. Old Business**
- 10. Adjourn**

In-person and remote meeting public attendance and participation instructions:

Participation

- To provide scheduled public comment, you are welcome to attend the meeting in person, or you may join the Zoom Meeting, identify yourself with your full first and last name, and use the "Raise Hand" feature to indicate your desire to speak.

General Guidelines

- If you would like to provide materials for the Board to review along with your comment, please provide those materials to the City Clerk by 6 p.m. the Wednesday before the meeting.



**HISTORIC SITES AND FACILITIES BOARD
MINUTES
January 12, 2026**

CALL TO ORDER

Chair Adams called the meeting to order at 9:02 am

ROLL CALL

Members present were Lue Howard and Chair Phyllis Adams. Vice Chair Michael Davenport Board arrived at city hall at 9:09 am. Members Margaret Smith and Reba Bechtel attended via ZOOM. Also present were Community Development Planner Dylan Graves, City Administrator Andrew Marsh and Deputy City Clerk Wonder Martell.

APPROVAL OF MINUTES

Board member Bechtel moved to approve the minutes from October 13, 2025, Chair Adams seconded, second followed by an all in favor voice vote. Motion carries.

PUBLIC COMMENT

There were no comments in person or virtually.

CONFLICT OF INTERST

There was no conflict of interest.

GENERAL UPDATE

America 250 / Colorado 150 Grant Application Update: - Mr. Graves advised the board that the city was granted \$25,000.00 from this grant round to use for the digital tour. This work will most likely begin in February of this year. Mr. Graves also advised the board that the Business & Community Promotions Board is conducting a Wayfinding study to analyze Wayfinding for Historic Sites and Facilities.

NEW BUSINESS

- a. **Approval of Brass Plaque Sign Proofs:** Chair Adams mentioned that its “Historic Sites” not “Historical Sites”. Mr. Graves made that note on the proof. There was also an R missing from “Arasta” that has also been noted on the proof. Chair Adams also confirmed that there will be 2 cemetery signs needed. Chair Adams stated that the size of the plaques comes from the number of words needed on the sign. Community Development Planner Dylan Graves advised the board the plaques will be ordered next week. Chair Adams asked if Zuni Signs will be installing them? Mr. Graves advised that it may not be necessary, but it was possible that they could be the ones to install them. Board member Smith asked if they were still planning on having digital stories at each location, she mentioned she had forgotten the term. Mr. Graves advised Ms. Smith that yes, there would be QR codes up by mid-year and that was a separate project. Ms. Smith stated that digital stories allow people to get more details. Mr. Graves mentioned that there could be a digital expansion to allow for historic photos of the

sites. Board member Smith asked who would be responsible for keeping the digital stories updated and current. Chair Adams stated that the board would have input on this content but would not be responsible for creating and maintaining the content, maybe that could be a use for some grant funding. Board member Smith stated that the train would need to have more than 1 plaque and asked where the Water Wheel plaque was. Chair Adams advised board member Smith that the Water Wheel already has a lot of signage, the same as Steve Canyon. Chair Adams advised staff to go ahead and order the plaques and work with public works on some signposts if needed. Chair Adams also suggested using a large flat rock to post the Steve Canyon plaque on, and for city staff to keep their eyes out for a large flat rock that could be used for this plaque.

b. **2026 Work Plan:**

Mr. Graves advised the board that there were some items on the 2025 plan that did not get completed and should be a focus for 2026. Those items are as follows:

1. Repair masonry and scrape/paint wooden elements, including trim at the Carnegie Library.
2. Repair roof and scrape and paint damaged wooden elements at the Central Hose House.
3. Address threshold issues at Hose House No. 2.
4. Evaluate deck at City Hall

Mr. Graves asked the board about how much involvement they would like to have, would they like to just be informed, or would they like to have vendor involvement? Vice Chair Davenport stated that repair and maintenance work should not have to go under review in advance unless there are any changes. Chair Adams stated that she would like to be advised when and by whom. Vice Chair Davenport stated that because this board only meets quarterly, what should the process be like if items come up in between meetings, notifying the Chair? Chair Adams advised that Mr. Graves has the board's email addresses, Mr. Davenport stated as long as the Chair gets notified. Chair Adams also mentioned that the board could always hold a special meeting or communicate via email. Vice Chair Davenport stated as long as the chair gets notified. Mr. Graves advised the board that staff should have the foresight to schedule work within the meeting schedule. Vice Chair Davenport stated that he has noticed in many minutes that the board is not always notified. Chair Adams mentioned that the board should be advised prior to any bids going out to begin the process and to keep tally of items that are happening and continue to be notified. Board Member Smith wanted to speak about the Coach/Engine. Ms. Smith stated that she was unaware of what was going on or if she was supposed to be involved with anything, Ms. Smith asked to be advised of what she needed to be doing at this point. Chair Adams asked if there was a use decided for the Hose House. Why couldn't it be used for storage. Council is the decider this board can recommend but City Council gets to decide on the use. Chair Adams asked City Administrator Andrew Marsh if City Council had been asked about a use for the Hose House? Mr. Marsh stated not at this time, it's an open question. Chair Adams asked the board if they had any comments on using it for storage? Board member Howard stated that storage would be a great use. Vice Chair Davenport stated that there is a benefit to having multiple storage units throughout town. The Board agrees with using the Hose House for Public Works Storage needs.

Chair Adams asked for clarification of the term "temporary" in regard to the train shelter. Mr. Graves stated that the goal is to have a permanent structure, but the one that's been proposed is over a million dollars. Mr. Graves mentioned that an option could be a temporary structure to shield the coach from weather and the sun, hopefully that could last about 5 years. Chair Adams asked what the design of the temporary structure was. Mr. Graves advised the board that it would be similar to a tent-like structure and the next step would be to go out and get some proposals. Chair Adams asked if this temporary structure will still allow visitors to see the coach. Mr. Graves mentioned that it should be open on the sides to allow for viewing. Chair Adams suggested that there be a side cover to protect it from the highway and the elements. Chair Adams also asked where the \$100,000.00 temporary shelter cost came from. Mr. Graves mentioned that it did not come from a quote. Board member Smith mentioned that \$100,000.00 would be wasted in the long run and what was

driving the need to bring the coach back before a permanent structure can be built. Chair Adams stated that the people want to see the train back in Idaho Springs and that the money for the structure was a city council item. Mr. Graves stated that the question for the board is, do they bring it back with temporary cover or should they not. Chair Adams mentioned that the last she heard, Council desired to bring the coach back to town. Board member Smith stated that they should consider getting the track moved to where it will be prior to bringing it back, the ground preparation and getting everything in position it will be in, the preliminary work could be done first. They City should bid the groundwork out first. Board member Bechtel stated that made sense, and asked staff if there were any other permanent structure quotes other than the 1 million the board has already seen. Vice Chair Davenport asked staff to present alternative. Short Term, long term, and cost to have the board go over at the next meeting. All the different options would really help the board on this topic. Board member Bechtel also mentioned maybe a staged approach over the next 5-10 years. Chair Adams asked City Administrator Andrew Marsh if flipping the train to put it closer to Miner was set in stone, Mr. Marsh advised that it was not. Community Development Planner Mr. Graves stated that the issue of keeping it where it is, is that the highway and the overhead utility lines. Chair Adams asked staff to put this in visual form, using a table and or graph. Chair Adams stated that cost is a high placed issue and would like this placed on the next agenda which is April 13th, 2026. Vice Chair Davenport stated it would be beneficial to see the plans.

Chair Adams asked if the City Hall Deck item was to be done in 2026? Mr. Graves stated hopefully and that it was dependent on budget. Mr. Marsh mentioned that the city was intending to try to get a grant to work on the locomotive this year to hopefully have the funding in 2027. Chair Adams asked if there was a 25% city match, Mr. Marsh confirmed that match. Chair Adams asked if they could match more. Mr. Marsh advised the board that there is no option to provide more of a match and that there are 2 grant cycles a year and the city could try twice, depending on the feedback we get. Chair Adams suggested that the Board do some outreach on their own. Chair Adams stated that in the 4th grade is when students are taught Colorado History and the board could arrange a visit to Carlson to speak to the 4th graders, and she would like to take a crack at creating a presentation for this, as the way to educate the parents is to teach the students. Vice Chair Davenport suggested that the board could have a quarterly newsletter advising the community on what is going on. Mr. Graves mentioned that the city sends out a bi-monthly newsletter and he could create a section in that newsletter for this. Chair Adams wanted to address board members Smith's comment on not knowing what else she should be doing. Chair Adams stated not much, until the board has more information, there is not much they need to be doing. Board member Smith stated that she has a real genuine interest in this and would like to pull together the bits and pieces, the drawings, so she can have a sense of progress. Chair Adams stated that the city will move ahead and get some options/costs for the next HSFB meeting and then they can recommend it to council. Board member Howard asked the board if they had any questions or comments on her annual cemetery report. Chair Adams mentioned that Lue has done the cemetery for years, as usual, but now this report should go through the board and not just board member Howard.

ADJOURNMENT

The meeting was adjourned at 10:13 am. Next meeting will be April 13th, 2026 at 9:00 am.

TO: Historic Sites and Facilities Board
FROM: Community Development Planner Dylan Graves
DATE: April 13, 2026
SUBJECT: Train Shelter at City Hall
ATTACHMENTS: Train Shelter Conceptual Design and Budget from 2024



BACKGROUND

The city has a longstanding goal to shelter the historic Colorado & Southern locomotive, tender and coach located in Harold A. Anderson Park at City Hall. The shelter is an important means to protect the train from the elements and prologue the City's investment in ongoing restoration efforts. The coach is currently in Silver Plume, having undergone complete restoration by Historic Rail Adventures which operates the Georgetown Loop Railway. The city does not want to bring the coach back to Idaho Springs for display until it can be appropriately protected with a shelter.

The city retained Hoehn Architects to begin the design process for a train shelter, and conceptual design is available with this report for review and discussion. A budget / project estimate from Spectrum Contractors was also produced in 2024. One major change proposed with this conceptual design is relocating the train to the east side of City Hall, continuing along the original railroad right of way. We have discussed this before. There were several reasons why this was suggested. Existing overhead power lines may interfere with the construction of a shelter over the train at its current location behind City Hall, though we are not 100% sure relocating is necessary and need to discuss with Xcel. Relocating the train farther from Interstate 70 would reduce its proximity and exposure to chemicals used on the highway. Relocation may increase its visibility at one of the main entrances to the historic downtown at Miner Street and Riverside Drive. Other benefits include creating more space to further develop Harold A. Anderson Park behind City Hall.

Relocating the train would require that the six existing staff parking spaces on the east side of City Hall be relocated to 17th Avenue behind City Hall, which would eliminate the need to share the parking lot with the adjacent property to the east. It would also require work to rebuild the Clear Creek Trail that runs directly east of City Hall.

ESTIMATED COSTS OF CONCEPT PLAN

The concept plan that the architects came up with had a cost estimate between \$1,400,000 and \$1,450,000. This would include the cost of the structure, project management costs, and costs associated with landscaping, demo work, and other elements needed to create the base for the relocated train. This cost did not include the cost to relocate the train itself, nor did it include the cost to rebuild the parking area or Clear Creek Trail.

The costs are roughly broken out as follows:

1. Project / Construction Management: ~\$111,177.00
2. Landscaping and Demolition Work: ~\$202,620.00
3. Structure Costs: ~\$761,753.50

Part of the structure costs shown above include a wooden ramp / viewing platform, though the estimate from Spectrum did not break this out from the shelter itself.

This estimate does not include the cost of relocating the parking lot, rebuilding the Clear Creek Trail, or other related flatwork, which would likely be several hundred thousand dollars more, though the city does not have an accurate estimate for this currently.

ALTERNATIVE THOUGHTS

Since the estimated \$1.4 million is well outside the city's budget, staff have been thinking about alternatives to shelter the train at a lower cost. Previously, we discussed a "temporary" shelter that could be used until the city could fund a permanent solution. Staff determined over the past few months that we should just push towards a permanent solution that the city could budget for in 2027.

There are a few alternatives to the original concept plan that we are considering that, when taken together, are likely to reduce costs (though how much is yet unknown):

1. Eliminate viewing platform (for now)

This will reduce the cost by reducing the total scope of work. A viewing platform is very desirable for several reasons but could be a "phase 2" project and be separated out from the shelter if needed. This would allow the city to budget the improvements over two fiscal years, perhaps, by doing the shelter in 2027 and the platform in 2028. We will get a quote from Scott Wallace to see what his estimate would be for a wooden platform to see if it is similar to the Spectrum quote or if he can do it at a more reasonable rate.

2. Revise plans to create an all-wooden shelter

City staff will be meeting with Scott Wallace, who has done maintenance on the waterwheel and built the wooden structure in the Exit 241 roundabout, in the next two weeks to have him review the project and put together an estimate for a wooden structure. This should reduce costs by replacing steel construction with simpler, wooden construction. Once we have this cost estimate, we will share with the Board for review.

3. Build a shelter without relocating the train

The primary concern with the current location of the train is its proximity to overhead power lines. Staff believe it may be possible to build a shelter in its current location that addresses both concerns. When meeting with Scott Wallace, we will ask him to determine whether a structure could be built that does not conflict with the existing overhead lines. We will need to work with Xcel to see how close a roof can get to the lines. If the structure can be built without relocating the train or changing the configuration of the lines, this will eliminate the landscaping and demolition costs, relocation of the sidewalks/trail or utilities, and other costs associated with that relocation. Design could incorporate elements that maximize protection from highway chemicals, though that is still something that will need to be assessed during the design review process. It is possible that there could be alternative designs that eliminate the need to relocate the train from its current location.

If Scott Wallace and Xcel do not believe that a structure could be built where the train currently lies due to the power lines, the city could underground the lines. The city has funds with Xcel to underground powerlines. The city could use some of those funds to underground the lines between the two poles that run through Harold A. Anderson Park, eliminating the conflict between the structure and the lines.

NEXT STEPS

The next immediate step will be to get an estimate from Scott Wallace, which is planned for the end of April. Once we have a cost estimate from him for the construction of a wooden structure, we can begin working with Xcel to determine if the structure can be built in place or if the powerlines need to be addressed. From there, we can determine if it is more financially feasible to move the train or to underground the powerlines. Once this is all determined, the city can prepare to budget for this work for 2027.

DIRECTION

Do you have any suggestions, comments, or question related to the train shelter?



H O E H N A R C H I T E C T S P C

P.O. Box 3250 Evergreen Colorado 80437
303.282.3884 hoehnarchitects@gmail.com

September 9, 2024

To: City of Idaho Springs – Members of City Council

Re: Train Shelter Update

Drawings have been further developed with input from JVA Structural Engineers and City Staff. Refer to the attached drawings dated 8/6/2024.

Two options are provided:

1. Train shelter with concrete piers, clad in brick to match the brick at City Hall.
Re: Drawing A4.
2. Train shelter with exposed steel columns and stone plinths.
Re: Drawing A4 Alternate Design.

All other design elements in the two options are similar.

Spectrum General Contractors developed a high level budget. See attached.

1. Option 1 Brick-clad concrete piers: approximately \$1,450,000.
2. Option 2 Exposed steel columns: approximately \$1,400,000.

MINER STREET
50'-0" R.O.W.

17TH AVENUE
40'-0" R.O.W.

CITY HALL

ADJACENT BUILDING
(FORMERLY
JIGGIE'S CAFE)

CLEAR CREEK

TOT LOT

HAROLD A.
ANDERSON
PARK

SITE PLAN
SCALE T = 10'-0"

KEYED NOTES

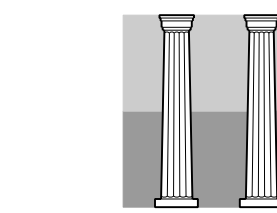
- 1 REMOVE EXISTING TREES SHOWN DASHED
- 2 EXISTING LANDSCAPE BOULDER TO REMAIN IN CURRENT LOCATION
- 3 EXISTING LANDSCAPE BOULDER TO BE RELOCATED
- 4 EXISTING STREET LAMP TO REMAIN
- 5 EXISTING STREET LAMP TO BE RELOCATED
- 6 EXISTING BRICK MASONRY RECOGNITION WALL SHOWN DASHED/ MOVE TO NEW LOCATION INDICATED ON DRAWING
- 7 REMOVE NARROW GAGE RAILROAD TRACK, TIES, AND BALLAST AT EXISTING LOCATION. DISCARD TIES AND BALLAST. SAVE RAILS FOR REINSTALLATION IN NEW LOCATION.
- 8 INSTALL SALVAGED RAILS ON NEW WOOD TIES (NOT SHOWN) TO MATCH EXISTING. TIES ARE APPROX 8" W x 8" H AND 7'-0" LONG, SPACED APPROX. 22" ON CENTER. MAINTAIN EXISTING RADIUS OF CURVATURE.
- 9 INSTALL NEW ROCK BALLAST TO MATCH SIZE AND DEPTH OF EXISTING.

LEGEND

- 140'-4" SPOT ELEVATION
- EG EXISTING GRADE
- TOA TOP OF ASPHALT
- TOEA TOP OF EXISTING ASPHALT
- TOEW TOP OF EXISTING WALL
- TBC TOP BACK OF CURB
- BOW BACK OF WALK
- FL FLOW LINE
- FG FINISHED GRADE
- TS TOP OF STEP
- BS BOTTOM OF STEP
- TOC TOP OF CONCRETE
- TOW TOP OF WALL
- TOEW TOE OF WALL
- SA SANITARY SEWER
- ST STORM SEWER
- W WATER SERVICE
- G GAS SERVICE
- E ELECTRIC SERVICE (UNDERGROUND)

IDAHO
SPRINGS
TRAIN
SHELTER

HOEHN
ARCHITECTS PC



P.O. BOX 3250
EVERGREEN
COLORADO
80437
(303) 282-3884

No. Date / Issue
8/6/24 PROGRESS

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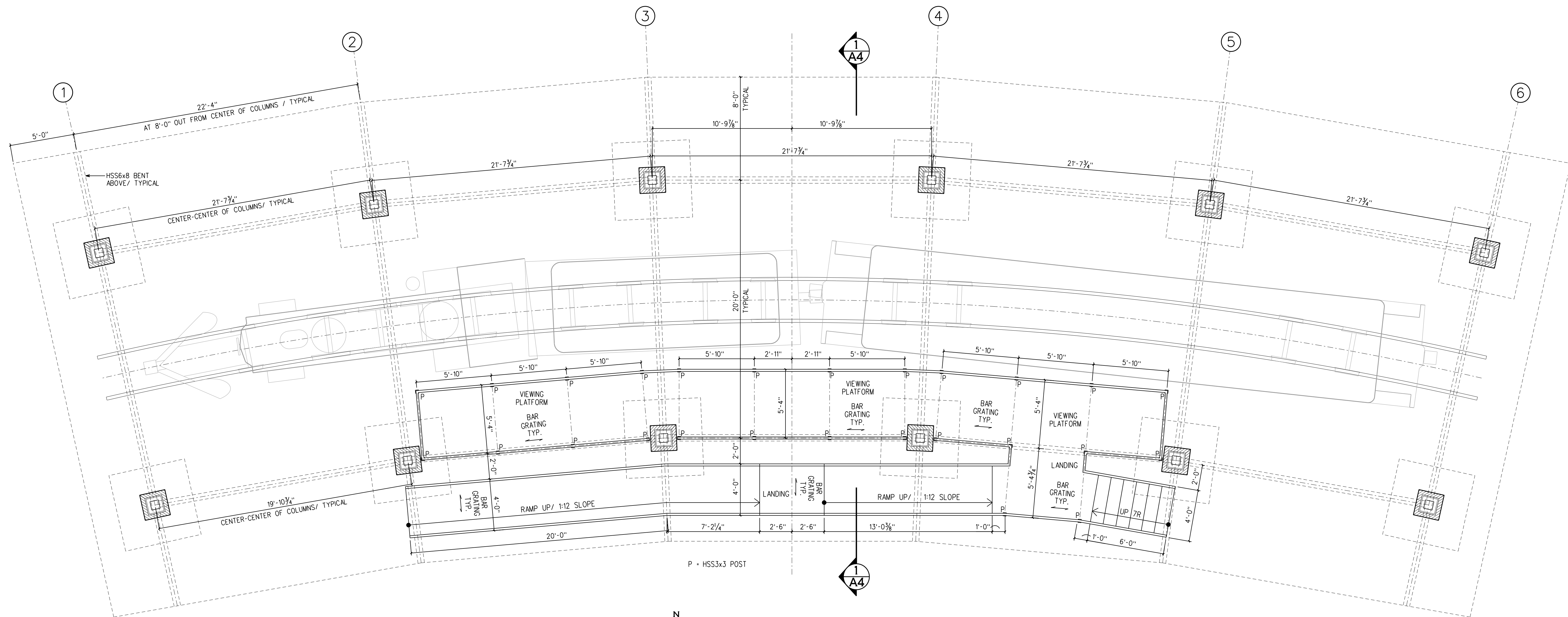
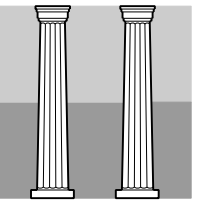
NOT FOR
CONSTRUCTION

Idaho Springs Train Shelter

Project Number 2402

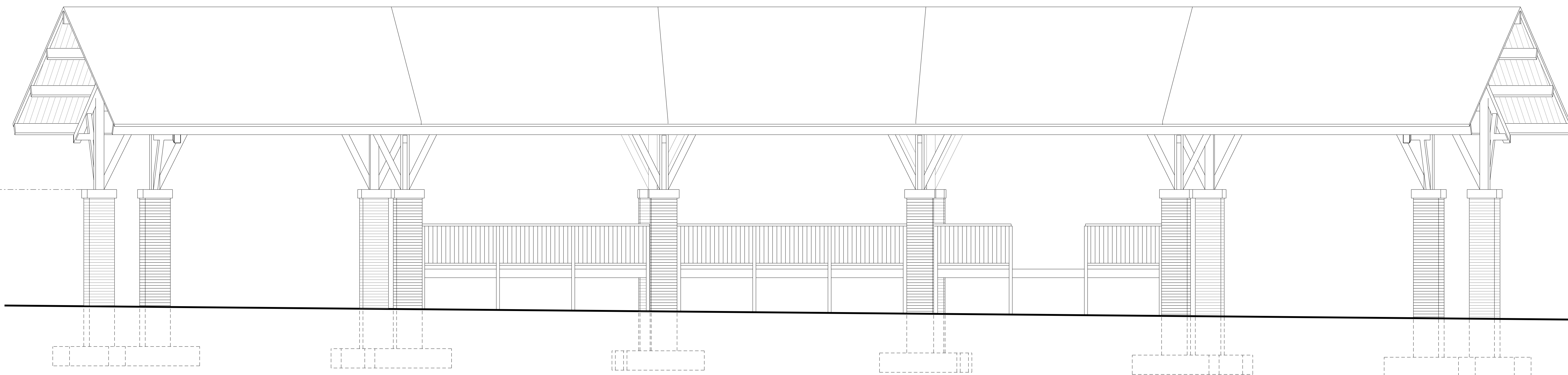
Site Plan

A1



TRAIN SHELTER CONSTRUCTION PLAN
SCALE 1/4" = 1'-0"

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1 TRAIN SHELTER - WEST ELEVATION
SCALE 1/4" = 1'-0"

NOT FOR CONSTRUCTION

Idaho Springs Train Shelter

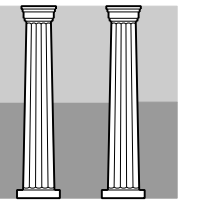
Project Number 2402

Train Shelter Construction Plan & West Elevation

A2

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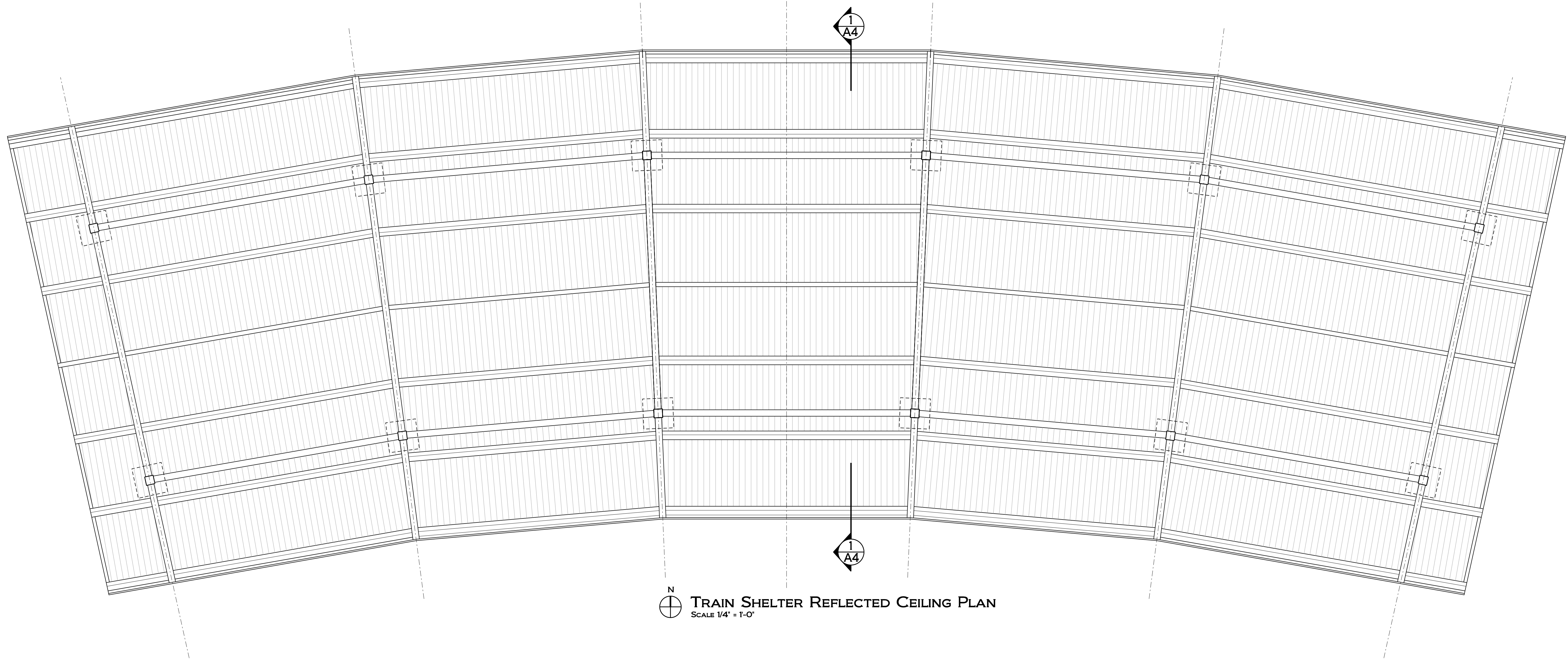
NOT FOR
CONSTRUCTION

Idaho Springs Train Shelter

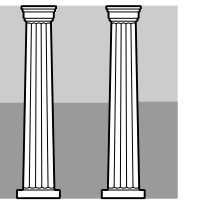
Project Number 2402

Train Shelter Reflected
Ceiling Plan

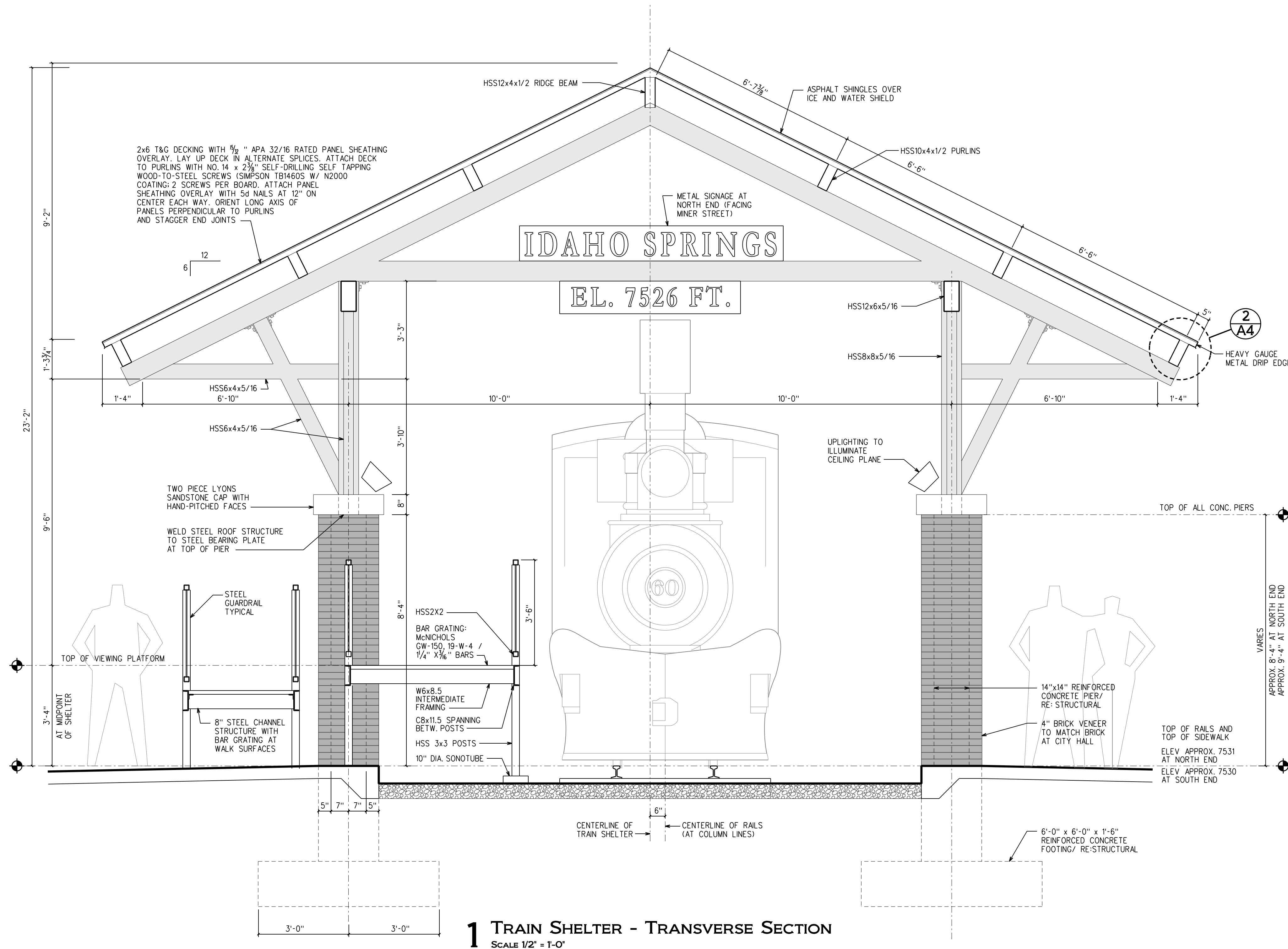
A3



N
TRAIN SHELTER REFLECTED CEILING PLAN
SCALE 1/4" = 1'-0"



No.	Date / Issue
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1 TRAIN SHELTER - TRANSVERSE SECTION
SCALE 1/2" = 1'-0"

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NOT FOR
CONSTRUCTION

Idaho Springs Train Shelter

Project Number 2402

Transverse Section
and Details

A4

<p>Project: Idaho Springs Train Shelter</p> <hr/> <p>Location: 1711 Miner Street</p> <hr/> <p>Owner: City of Idaho Springs</p> <hr/> <p>Architect: Hoehn Architects PC</p> <hr/> <p>Estimator: Jonas Landes</p>	<p>Notes: This high level estimate makes multiple assumptions of existing conditions, scope, and new finishes. The estimate also assumes 2025 or 2026 performance; actual costs at time or construction may be higher or lower.</p> <hr/> <p>Dwg Ref: 2402_progress_20240806</p> <hr/> <p style="color: red;">A savings of approximately \$50,000 is anticipated with the exposed steel column option.</p> <hr/> <p>Date: 9/4/24</p> <hr/> <p>Revisions: [DATE/S REVISED]</p>
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COST CODE	DESCRIPTION	LABOR				MATERIAL				SUB/OTHER				BUDGET			TOTAL COST	NOTE
		Q	Unit	\$/Unit	TOTAL	Q	Unit	\$/Unit	TOTAL	Q	Unit	\$/Unit	TOTAL	Q	Unit	TOTAL		
01-01-100	Preconstruction	1	LS	3800	3,800.00				0.00				0.00	1	LS	3800.00	\$ 3,800.00	
01-10-100	Project Management	1	LS	14808.6	14,808.60				0.00	1	LS	3000	3,000.00	1	LS	17808.60	\$ 17,808.60	
01-10-150	Site supervision; Safety	1	LS	24681	24,681.00				0.00	1	LS	6000	6,000.00	1	LS	30681.00	\$ 30,681.00	
01-10-350	Equipment (rent/supplies)				0.00				0.00	1	ALW	15000	15,000.00	1	LS	15000.00	\$ 15,000.00	
01-10-370	Temp toilet				0.00				0.00	3	MO	500	1,500.00	1	LS	1500.00	\$ 1,500.00	
01-10-390	Temp fencing				0.00				0.00	3	MO	1500	4,500.00	1	LS	4500.00	\$ 4,500.00	
01-10-850	Materials Handling and progressive clean	1	LS	16887	16,887.00				0.00	1	LS	6000	6,000.00	1	LS	22887.00	\$ 22,887.00	
01-90-100	Building Permit (not included; all permit fees to be paid by City of Idaho Springs)				0.00				0.00				0.00				\$ -	
01-90-250	Survey				0.00				0.00	1	ALW	6000	6,000.00	1	LS	6000.00	\$ 6,000.00	
01-90-260	Soils testing; concrete testing; weld inspections				0.00				0.00	1	ALW	15000	15,000.00	1	LS	15000.00	\$ 15,000.00	
02-01-100	Excavation Demo of existing landscape and hardscape; sawcutting where existing curbs/concrete get removed; foundation excavation; hardscape grading; railroad ballast; final grading at landscaped areas CREDIT up to \$30,000 if demo is only at location of new shelter				0.00				0.00	1	BID	164750	#####	1	LS	164750.00	\$ 164,750.00	
02-01-800	Landscaping				0.00				0.00	1	BID	31870	31,870.00	1	LS	31870.00	\$ 31,870.00	
03-01-100	Concrete Footers at base; concrete flatwork and ramp; replacement of curb and gutter at 17th				0.00				0.00	1	BID	117731	#####	1	LS	117731.00	\$ 117,731.00	Includes approx. \$60,000 for conc. piers in brick-clad option
04-01-100	Masonry Per plans				0.00				0.00	1	EST	40000	40,000.00	1	LS	40000.00	\$ 40,000.00	Most of this budget associated with brick-clad conc. piers
05-01-100	Steel - Per plans				0.00				0.00	1	BID	354490	#####	1	LS	354490.00	\$ 354,490.00	This budget will increase with exposed steel column option
06-01-100	Framing T&G wood decking with plywood overlay				0.00				0.00	1	BID	128489	#####	1	LS	128488.50	\$ 128,488.50	
07-01-300	Roofing - Per plans				0.00				0.00	1	BID	27226	27,226.00	1	LS	27226.00	\$ 27,226.00	
09-90-100	Paint - paint steel; stain/seal exposed wood				0.00				0.00	1	EST	40000	40,000.00	1	LS	40000.00	\$ 40,000.00	
16-01-100	Electrical - bid includes relocation of 3 existing light poles; 50l.f. of underground conduit to shelter; and uplighting at shelter				0.00				0.00	1	BID	53818	53,818.00	1	LS	53818.00	\$ 53,818.00	

COST CODE	DESCRIPTION	LABOR				MATERIAL				SUB/OTHER				BUDGET			TOTAL COST	NOTE
		Q	Unit	\$/Unit	TOTAL	Q	Unit	\$/Unit	TOTAL	Q	Unit	\$/Unit	TOTAL	Q	Unit	TOTAL		
					0.00				0.00				0.00				\$ -	
	EXCLUSIONS:				0.00				0.00				0.00				\$ -	
	No landscaping beyond the immediate footprint of the shelter				0.00				0.00				0.00				\$ -	
	Locomotive and cars to be restored and set by others				0.00				0.00				0.00				\$ -	
	Geotechnical engineering by design team				0.00				0.00				0.00				\$ -	
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