

Architectural Condition Survey

Santa Fe Railroad / AMTRAK Depot, Lawrence. Kansas

for the City of Lawrence, 2002

Survey: Lindsay Marion (student)

PI: William Carswell, Associate Dean, School of Architecture, University of Kansas (jwc@ku.edu)



BNSF Railroad / Lawrence Amtrak Depot
Building Condition Survey -July 2002

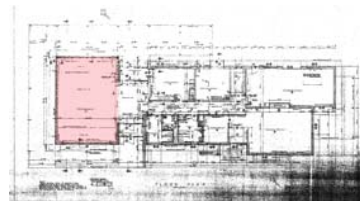
Amtrak Station

Santa Fe Depot/Building Condition

Survey/July 2002

Lindsay Marion

WAITING ROOM



Notes:

- Left click on a picture or plan to view a larger version.

Ceiling

- One ceiling tile is missing. The ceiling tiles are loose in a line from Southeast to Northwest 7ft. from the Southwest edge. (P1)
- Suspended ceiling on the Northeast side shows signs of water damage – peeling paint (5% of surface) and a section of the ceiling surface 3½ft.x 6in. missing near the North corner. (P2)
- The suspended ceiling on the Southwest side has signs of water damage – the ceiling surface is missing in an area 6in.x6in. and 3ft. from Window 6 near the second window mullion from the West edge of Window 6. (P3)
- Both vents in the Southwest suspended ceiling show signs of corrosion.
- Evidence of condensation on the tops of the frames of Window7 and Window 8, as well as slight corrosion on 20% of the bottom part of the frame of Window8. (P4)



P1



P2



P3



P4

Floor

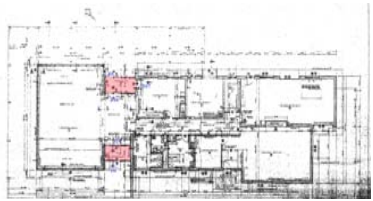
- Floor in good condition. Some water staining on the floor in 4ftx2ft area from the concealed water heating pipes in the West corner of the room. (P5)
- One small crack exists in the floor 15ft. from the Southwest wall and 27ft. from the Northwest wall (2½ft length). (P6)









P5



P6

<u>Amtrak Station</u> Santa Fe Depot/Building Condition Survey/July 2002 Lindsay Marion VESTIBULES		Notes: - Left click on a picture or plan to view a larger version.
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Northeast Vestibule	<ul style="list-style-type: none"> - Crack in the floor running parallel to the wall across the threshold of Door 17 (3ft. length). (P7) - Crack parallel to threshold of Door 1 and 6in. in front of it (1¼ft. length). (P8) - Some corrosion exists on the aluminum framing of Door 16 near the top, and also slightly on the interior of Door 1. (P9) - Heater in the vestibule is corroded. - Cracked glass on the upper pane of the left half of Door 16. (P10) 	 P7  P8
Southwest Vestibule	<ul style="list-style-type: none"> - Tar has dripped on the stone on the Southeast wall 1ft. to the right of the East corner at the top of the wall. (P11) - Heater in the vestibule is corroded. (P12) 	 P9  P10
		 P11  P12

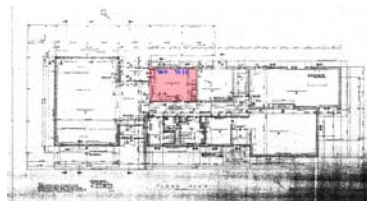
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TICKET OFFICE



Notes:

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**Ticket
Office**

- Roof tar spillage on North corner near ceiling. (P13)
- Crack in the Northeast wall from the bottom left corner of Window 9 downward at 45° to the bottom North corner of the room (4½ft. length). (P14)
- Crack running vertically from the top left of Window 9 to the center top of the Northeast wall (2ft. length). (P15)
- Crack running horizontally from the bottom left of Window 10 to the bottom right of Window 9 (3½ft. length) and vertically from the bottom left of Window 10 to the floor. (P16)



P13



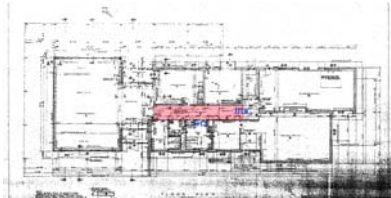
P14






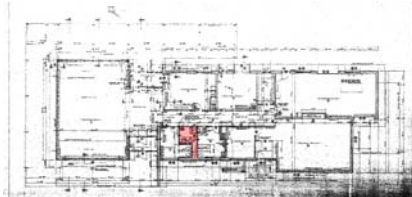
P15




P16

<u>Amtrak Station</u> Santa Fe Depot/Building Condition Survey/July 2002 Lindsay Marion PASSAGE		Notes: - Left click on a picture or plan to view a larger version.
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Passage	<ul style="list-style-type: none"> - One crack in the floor 1ft. to the Southeast of Door 12, running directly across the hallway (6ft. length). (P17) - Water damage to ceiling above the crack in an area 1½ft.x1ft. (P18) - Water damage to ceiling in front of Door 18 in an area 2ft.x2ft. (P19) 	<div>    </div> <div> P17 P18 P19 </div>
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<u>Amtrak Station</u> Santa Fe Depot/Building Condition Survey/July 2002 Lindsay Marion JANITOR'S CLOSET		Notes: - Left click on a picture or plan to view a larger version.
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Janitor's Closet	<ul style="list-style-type: none"> - Significant corrosion to pipes on Southwest wall shared with Women's Restroom (P20) and to pit cover. (P21) 	<div>   </div> <div> P20 P21 </div>
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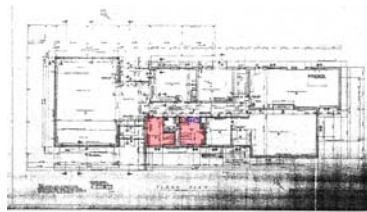
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RESTROOMS



Notes:

- Left click on a picture or plan to view a larger version.

Women's

- Water damage to 5-10% of the ceiling, particularly over the sinks, consisting of peeling and flaking paint. (P22)
- Southeast wall appears to have pulled away from the outer wall, resulting in 1in. gaps between ceiling and wall planes above toilets. (P23)



P22



P23

Men's

- Water damage to 5-10% of the ceiling, particularly over the sinks, consisting of peeling and flaking paint. (P24)
- Water staining on Southeast wall 4½ft. to the right of Door 12. (P25)
- The Northwest wall appears to have pulled away from the outer wall (P26), resulting in 1in. gaps between ceiling and wall planes on Northwest wall. (P27)



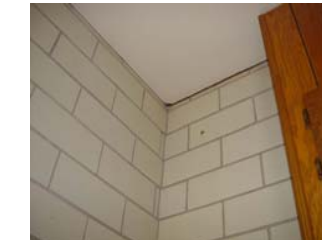
P24



P25



P26



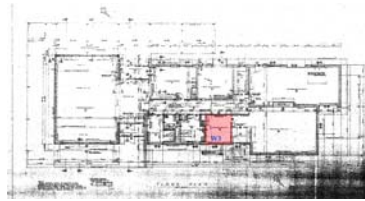
P27

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AGENT'S OFFICE



Notes:

- Left click on a picture or plan to view a larger version.

Agent's
Office

- Crack on South corner that has been previously patched, running vertically from ceiling to floor. (P29)
- Paint cracked and flaking along Southwest wall to the left of Window 3. (P29)
- Water damage 1ft. to the right of the South corner on the Southwest wall.
- Crack on West corner running vertically from ceiling to floor. (P30)
- Glass partition to hallway in good condition.
- Baseboards coming away from wall at several places in the room.



P29



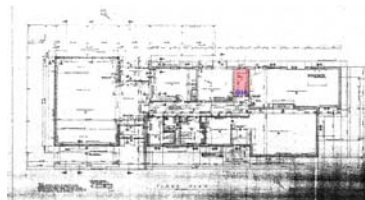
P30

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FILE ROOM



Notes:

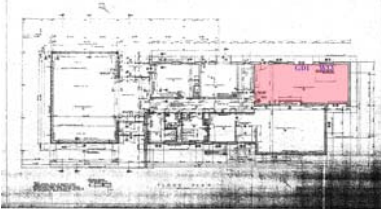
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File
Room

- Crack on the West corner of the room running vertically from ceiling to floor. (P31)
- Four broken floor tiles at the threshold of Door 10.

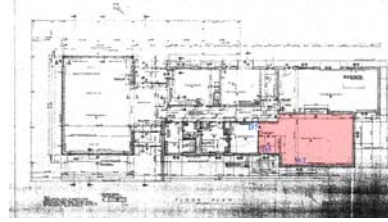


P31


<p><u>Amtrak Station</u> Santa Fe Depot/Building Condition Survey/July 2002 Lindsay Marion GARAGE</p>		<p>Notes:</p> <ul style="list-style-type: none"> - Left click on a picture or plan to view a larger version.
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<p>Floor</p>	<ul style="list-style-type: none"> - Crack running entire width of the room (17½ft.), perpendicular to the Southwest wall, and 15ft. from the Northwest wall. This crack continues outside as well. (P32) 	 P32	
<p>Ceiling</p>	<ul style="list-style-type: none"> - Water damage on the ceiling 8ft. to the Southwest of Garage Door 1, but with no corresponding water staining on the floor below. (P33) 	 P33	
<p>Walls</p>	<ul style="list-style-type: none"> - Crack in the Northeast wall running from the bottom right of Window 13 45° to the right and down to East corner (8ft. length), corresponding to a crack on the exterior wall. (P34) - Water staining at midpoint of the Southeast wall of the garage from ceiling to floor. (P35) 	 P34  P35	

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 Lindsay Marion
FREIGHT OFFICE



Notes:
 - Left click on a picture or plan to view a larger version.

Walls	<ul style="list-style-type: none"> - Crack in Southeast wall where the Southeast canopy intersects. (P36) Crack starts at the ceiling, runs 30° down and left for 8in, then vertically downward for 1½ft, and finally left for 1ft. - Hole in the wall (3in. diameter) from former hardware just above baseboard 18in. to the left of D7. - Crack in wall above W2 running vertically from ceiling to top of window. - Two cracks in the wall above D5 running vertically from ceiling to top of doorframe. 	 <p>P36</p>
Ceiling	<ul style="list-style-type: none"> - Water damage to paint on underside of ductwork in East corner of the room. 	
Floor	<ul style="list-style-type: none"> - Baseboards coming off wall near D7. 	

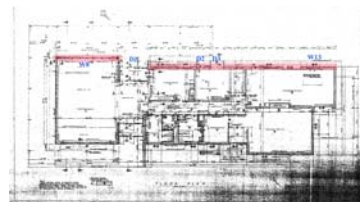
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NORTHEAST WALLS



Notes:

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Northeast Walls

- Northeast waiting room wall shows spalling (50%). (P37)
- One corner brick missing at both corners of waiting room Window 8 sill along Northeast wall. (P38 & 39)
- Cracks in brick along mortar lines in two places along Northeast waiting room wall:
 - A. 1ft. from North corner of Waiting Room—corner of Window 8 straight down to ground (P39)
 - B. 1ft. from East corner of Waiting Room – from corner of Window 8 straight down to ground (P38)
- Planter is in good condition with exception of East corner where several bricks are missing or deteriorated. (P40)
- Mortar is pulling away from stone at some joints. Minor cracks in stone in a couple of places.
- The platform canopy/wall intersection left of Door 1 shows spalling on the brick directly under the connection point and minor cracks in the same area. (P41)
- Minor horizontal crack in the brick mortar on the right side of Door 2 frame, 32in. above ground level.
- Leaking faucet between Door 2 and Door 3.
- Crack in brick mortar runs from bottom left corner of Window 13 downward at 30° to the East corner of the building (8ft length) (P42)



P37



P38



P39



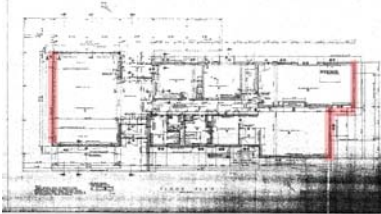
P40

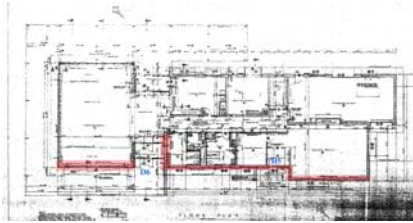








P41



P42

<p><u>Amtrak Station</u> Santa Fe Depot/Building Condition Survey/July 2002 Lindsay Marion SOUTHEAST WALLS</p>		<p>Notes:</p> <ul style="list-style-type: none"> - Left click on a picture or plan to view a larger version.
<p>Southeast Office Wall</p>	<ul style="list-style-type: none"> - Crack in foundation on South corner of freight office. (P43) - Concrete foundation deteriorated from ground level to 5in. along Southeast wall of freight office. (P43) - Southeast wall of the freight office shows 50% spalling. (P44) 	<div data-bbox="1203 524 1516 761" data-label="Image"> </div> <p>P43</p> <div data-bbox="1575 524 1887 761" data-label="Image"> </div> <p>P44</p>
<p>Southeast Garage Wall</p>	<ul style="list-style-type: none"> - Southeast wall of garage shows spalling (<5%), no cracks, and no evidence of water damage. (P45) 	<div data-bbox="1203 982 1516 1214" data-label="Image"> </div> <p>P45</p>
<p>Northwest</p>	<ul style="list-style-type: none"> - No visible cracks on the Northwest wall of the waiting room. - Wall shows 20% spalling. 	

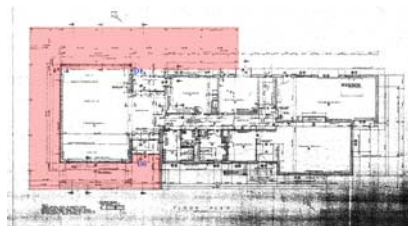
<p><u>Amtrak Station</u> Santa Fe Depot/Building Condition Survey/July 2002 Lindsay Marion SOUTHWEST WALLS</p>		<p>Notes:</p> <ul style="list-style-type: none"> - Left click on a picture or plan to view a larger version.
<p>Southwest Walls</p>	<ul style="list-style-type: none"> - Brick on Southwest side of Freight Office shows no visible spalling, some deterioration and discoloration where the wood planter intersects the wall (3ft. from left corner of office and 10ft. from the right corner). (P46) - Northwest wall of Freight Office shows spalling (<5%). (P47) - Wall from Door 5 to Door 6 shows spalling (<5%). - Stone wall to right of Door 6 has two spots of tar leakage (3ft. from left and 1.5ft. from right, both at top) and one spot of discoloration (possibly from water) 6ft. from left at top. (P48) Crack in the wall beginning from 2ft. up and 2ft. to the right of the bottom left corner of the wall extends upward and to the right at 45° (6.5ft. length). (P49) - Southwest wall of waiting room shows 30% spalling. (P50) - Metal above the bank of windows in waiting room shows corrosion (<5%). (P51) 	<div data-bbox="1213 537 1522 769">  <p>P46</p> </div> <div data-bbox="1560 537 1869 769">  <p>P47</p> </div> <div data-bbox="1213 841 1522 1073">  <p>P48</p> </div> <div data-bbox="1560 841 1869 1073">  <p>P49</p> </div> <div data-bbox="1213 1144 1522 1377">  <p>P50</p> </div> <div data-bbox="1560 1144 1869 1377">  <p>P51</p> </div>

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MAIN CANOPY



Notes:

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Main
Canopy

- Evidence of water damage on underside of canopy over platform. (P52)
- Some cracking on underside of canopy near Door 1. (P52)
- Glass missing from the lighting fixtures (90%).
- Some cracking/deterioration where canopy connects to columns, especially on North corner. (P53)
- Supporting columns all show significant corrosion at base from 0-2in. above ground level. (P54)
- 4 of 16 sets of columns show significant surface corrosion over entire length, all columns show some surface corrosion.
- Outer aluminum fascia of platform canopy shows superficial damage/distortion and roof tar spillage.
- Birds nesting between the roof and the wall on Southeast wall extension 3ft. to the left of Window 9. (P55)
- The portion of the canopy over Door 6 shows signs of water damage.
- The canopy above Door 6 has pulled away from doorframe creating 1in. gap between the canopy and wall (wasps are nesting). (P56)



P52



P53



P54






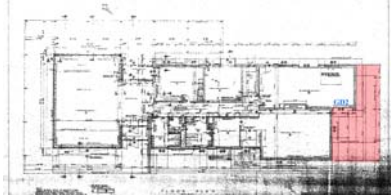
P55






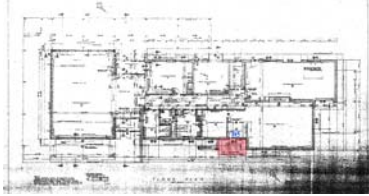
P56


<u>Amtrak Station</u> Santa Fe Depot/Building Condition Survey/July 2002 Lindsay Marion ROOF		Notes: - Left click on a picture or plan to view a larger version.
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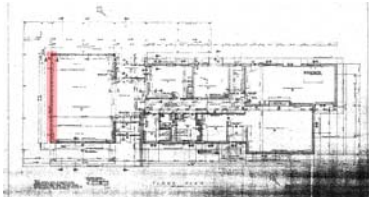
Roof	<ul style="list-style-type: none"> - Roofing material has deteriorated in areas. (P57) - Upper side of platform canopy shows evidence of water pooling, consistent with the underside damage. (P58) - Brick chimney shows spalling (10% of surface). Bricks on which spalling is evident are significantly deteriorated. (P59) 	<div>    </div> <div> P57 P58 P59 </div>
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<u>Amtrak Station</u> Santa Fe Depot/Building Condition Survey/July 2002 Lindsay Marion SOUTHEAST CANOPY		Notes: - Left click on a picture or plan to view a larger version.
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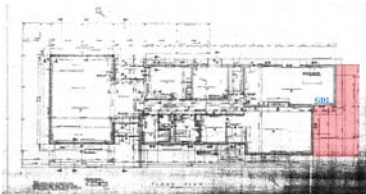
Southeast Canopy	<ul style="list-style-type: none"> - No signs of water damage, but minor cracking exists around tops of columns. (P60) - Aluminum fascia dented in five places with spots of roof tar spillage. (P61) - Columns show corrosion at base from 0-2in. above ground level. (P62) 	<div>    </div> <div> P60 P61 P62 </div>
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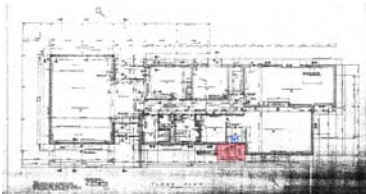
Southwest Canopy	<ul style="list-style-type: none"> - Corrosion is evident on the columns at the base from 0-2in. above ground level with additional corrosion up to 5ft. (P63) - Aluminum fascia shows dents in three main places and several spots of roof tar spillage. - The roof edge on Southwest side of the building shows no major dents. 	 P63
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<u>Amtrak Station</u> Santa Fe Depot/Building Condition Survey/July 2002 Lindsay Marion NORTHWEST FASCIA		Notes: - Left click on a picture or plan to view a larger version.
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Northwest Fascia	<ul style="list-style-type: none"> - Aluminum fascia in generally good condition with the exception of a few dents and some roof tar spillage. (P64) 	 P64
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<u>Amtrak Station</u> Santa Fe Depot/Building Condition Survey/July 2002 Lindsay Marion SOUTHEAST PATIO		Notes: - Left click on a picture or plan to view a larger version.
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Southeast Patio	<ul style="list-style-type: none"> - Two main cracks, not deep, located at 12 and 22ft. from South corner of slab and extending perpendicular to the edge for 8ft. - Some surface deterioration of concrete patio (5-10% of area). (P65) - 4in.x4in. by 1in. deep hole exists at the base of right corner guard on Garage Door 2. (P66) - Some on site repair has been done on the East corner from 1ft.-5ft. along Southeast side. (P67) - Extensive on site repair evident on the South corner extending 15ft. on Southeast side and 6ft. on Southwest side of patio. (P68) 	<div data-bbox="1234 410 1499 605">  <p>P65</p> </div> <div data-bbox="1545 410 1810 605">  <p>P66</p> </div> <div data-bbox="1234 641 1499 836">  <p>P67</p> </div> <div data-bbox="1545 641 1810 836">  <p>P68</p> </div>
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<u>Amtrak Station</u> Santa Fe Depot/Building Condition Survey/July 2002 Lindsay Marion SOUTHWEST PATIO		Notes: - Left click on a picture or plan to view a larger version.
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Southwest Patio	<ul style="list-style-type: none"> - Patio shows no significant deterioration or cracks. - The sidewalk along the Southwest side of building is significantly deteriorated (30%). (P69) (Repaired between 6.24.2002 and 7.8.2002) - Steel pit cover – corrosion over 60% of surface. Lid can be easily lifted to expose pit, and edge overlaps concrete patio in front of D5. (P70) 	<div data-bbox="1226 1193 1491 1388">  <p>P69</p> </div> <div data-bbox="1558 1193 1822 1388">  <p>P70</p> </div>
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<p><u>Amtrak Station</u> Santa Fe Depot/Building Condition Survey/July 2002 Lindsay Marion MAIN PATIO</p>		<p>Notes:</p> <ul style="list-style-type: none"> - Left click on a picture or plan to view a larger version. - All cracks labeled on locator plan.
<p>Main Patio</p>	<ul style="list-style-type: none"> - Crack (c1) in slab on Southwest side 6ft. left of Door 6 extending perpendicular to building for the entire width of slab (7ft.) to curb – one side is noticeably lower. (P71) - Crack (c2) in slab from the corner of landscaping bed in front of W6 near Door 6, extending in curved path to the edge of the patio. (P71) - Slab has deteriorated in 4ft.x2ft. area around West corner columns. (P72) - Crack (c3) in patio running Southwest for 7ft. from the West corner columns to the curb. (P72) - Concrete seam (c4) in patio running perpendicular to the Northwest wall from the West corner of building for 12ft. to the curb. One side is 1.5in. higher (Southwest) than other (Northwest). Deterioration where seam intersects curb in triangular area 3ftx3ftx4½ft. (P73) - Crack (c5) in patio running the width of the slab (12ft.) from the building and perpendicular to it through the second set of columns from the West corner. Significant deterioration occurs at the curb in 9ft. long area that narrows to 1ft. in 1ft. and extends to the columns. (P74) - Crack (c6) in patio running the width of the slab (12ft.) from the building and perpendicular to it through the third set of columns from the West corner. (P75) - Cracks in asphalt run between columns along edge line of roof. 	<div data-bbox="1186 412 1499 643"></div> <div data-bbox="1409 646 1472 675">P71</div> <div data-bbox="1541 412 1856 643"></div> <div data-bbox="1793 646 1856 675">P72</div> <div data-bbox="1186 716 1499 979"></div> <div data-bbox="1409 982 1472 1011">P73</div> <div data-bbox="1541 716 1856 979"></div> <div data-bbox="1793 982 1856 1011">P74</div> <div data-bbox="1186 1052 1499 1307"></div> <div data-bbox="1409 1310 1472 1339">P75</div>

Amtrak Station
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DOORS



Notes:

- Left click on a picture or plan to view a larger version.

Door 1	<ul style="list-style-type: none"> - Corrosion evident on hinges of right door. (P76) Glass is intact and aluminum is in good condition. 	
Door 4	<ul style="list-style-type: none"> - Significant metal corrosion of door frame from 0-4in. above ground level on both sides (P77) and also at the level of the latch on the left side of the frame where brick has chipped away to form a hole 2in.x1in. by 1.5in. deep. (P78) 	 
Door 5	<ul style="list-style-type: none"> - Peeling paint on both the door and frame (50% of surface). (P79) Window to the right of the door- framing sound, glass intact, but tinting application peeling off on <5% of area. Handle and kick plate intact with no signs of corrosion. 	

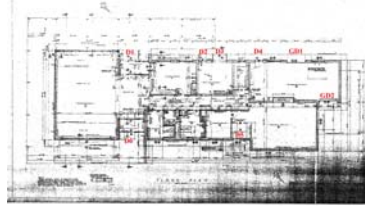
P76

P77

P78

P79

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DOORS



Notes:

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Door 6

- Corrosion on the bottom left door hinge. Evidence of previous repair work done on doors – 2 small metal panels (2in.x1.5in.) bolted to doorframe above each door, both of which are entirely corroded on the surface. (P80)



P80

Garage
Door 1

- Corner guards (58in. tall and covering 4in. on either side of corner) are in good condition but are showing corrosion from 0-1in. above ground level. (P81) Door shows peeling paint. Minor horizontal crack in the brick immediately above the left corner guard (58in. above ground level) and running to the left for 18in. (P82)



P81



P82

Garage
Door 2

- Corner guards in place and good condition. Corrosion 0-1in. above ground level on the right corner guard where the metal has corroded as the concrete has deteriorated away in an area 4in.x4in. by 1in. deep. (P83)



P83

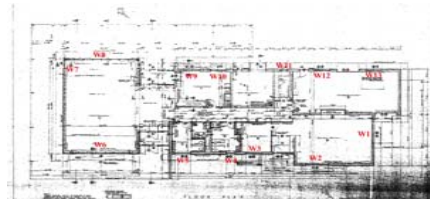
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WINDOWS



Notes:

- Left click on a picture or plan to view a larger version.
- Diagrams indicate cracked panes.

Windows
1-7

- Window 1 – minor gaps between mortar and stone above and below window. Cracked glass in two panes.
- Window 2 – Wooden frame around window has peeling paint, most notably on the lower half of the window. (P84) Glass is intact, but the tinting application is peeling off in several places (5% of total glass area).
- Window 3 – frame good, cracked glass in one pane.
- Window 4 – cracked glass in one pane
- Window 5 –cracked glass in two panes.
- Window 6 (main windows on Southwest side of waiting room) - Frame in good condition, with no deterioration of brick sill. Cracked glass in one pane.

Cracked Glass

X	X	

Window 1

	X

Window 3

X

Window 4

X	
	X

Window 5

					X	

Window 6



P84

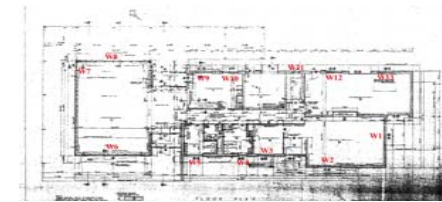
Amtrak Station

Santa Fe Depot/Building Condition

Survey/July 2002

Lindsay Marion

WINDOWS



Notes:

- Left click on a picture or plan to view a larger version.

Windows 8-13

- W8 – cracked glass in two panes. Caulking has come away from corner joint along entire right side to form 1/2in. gap at the edge of the frame. (P85)
- W9, 10, 11, 12, and 13 – good condition of frames with no cracked or broken glass. Stonework above and below windows shows minor gaps in mortar at joints. (P86)
- W10 – glass is missing from right half of windows, and the opening has been covered with wood. (Repaired between 6.24.2002 and 7.8.2002) (P87)

					X		
							X

Window 8



P85



P86



P87

Amtrak Station

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PARKING

Notes:

- Left click on a picture or plan to view a larger version.

Northwest
Parking

- Two parking lots on Northwest side of the building.
- The farthest from the station is asphalt with several cracks that run the length of the lot but do not show a great amount of deterioration.
 - This lot has room for approximately eight cars
 - The curb along the Northeastern half of the lot is deteriorated or missing
 - Bordered by wooden rail on the Northeast side that shows some deterioration of the wood
- The lot bordering the station is of brick and shows significant deterioration to the surface. The majority of the brick has some sand on it, and a strip along the Southeast side of the lot varying in width from 5-10ft. is almost entirely covered in sand.



Amtrak Station

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PARKING

Notes:

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**Southeast
Parking**

- The area to the Southeast of the station is mainly gravel and sand, with the exception of small grass areas on the South near the road and bordering the secondary tracks.
- Several large depressions where water has accumulated exist in the lot.
- Concrete driveway on the Southeast side of the station shows surface deterioration along the edges with shallow cracks.

**Southwest
Parking**

- Gravel lot on the opposite side of 7th St., currently used by Van GO Mobile Arts. The triangular lot borders the street on the Northeast, and alley on the West, and the arts building on the South. In addition to the gravel, there are areas of weeds and grass around each telephone pole.



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TRACK SURROUNDINGS

Notes:

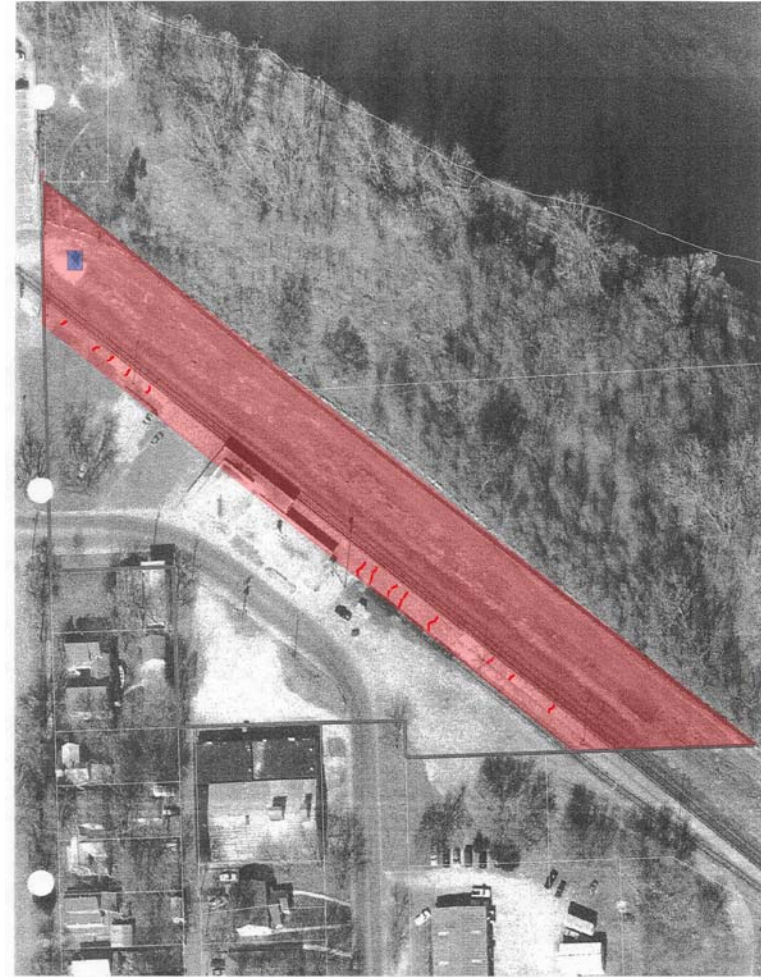
- Left click on a picture or plan to view a larger version.

Southwest

- Train platform/access sidewalk along Southwest side of the tracks shows several large cracks running perpendicular to the edge. Five sidewalk cracks exist to the Northwest of the station, all showing deterioration at edge bordering the tracks.
- Portion of the sidewalk Southeast of the station is asphalt as far as the first light pole from the station, changes to concrete, and continues as such until the property line. Asphalt has 5-10 cracks. Concrete shows deterioration along the Southwest side of the sidewalk near weed vegetation, and three major cracks, which show increasing deterioration near the tracks.
- The platform directly in front of the station is in good condition, but the remainder shows deterioration of the surface and edge.

Northeast

- A private (?) gravel road runs along the Northeast side of the tracks, separated from them by a screen of weed vegetation. The road appears in fairly good condition with no potholes. The Northeast side of the road borders a Habitat Restoration Area near the river.
- Electrical box near the railroad crossing at northernmost corner of property line.



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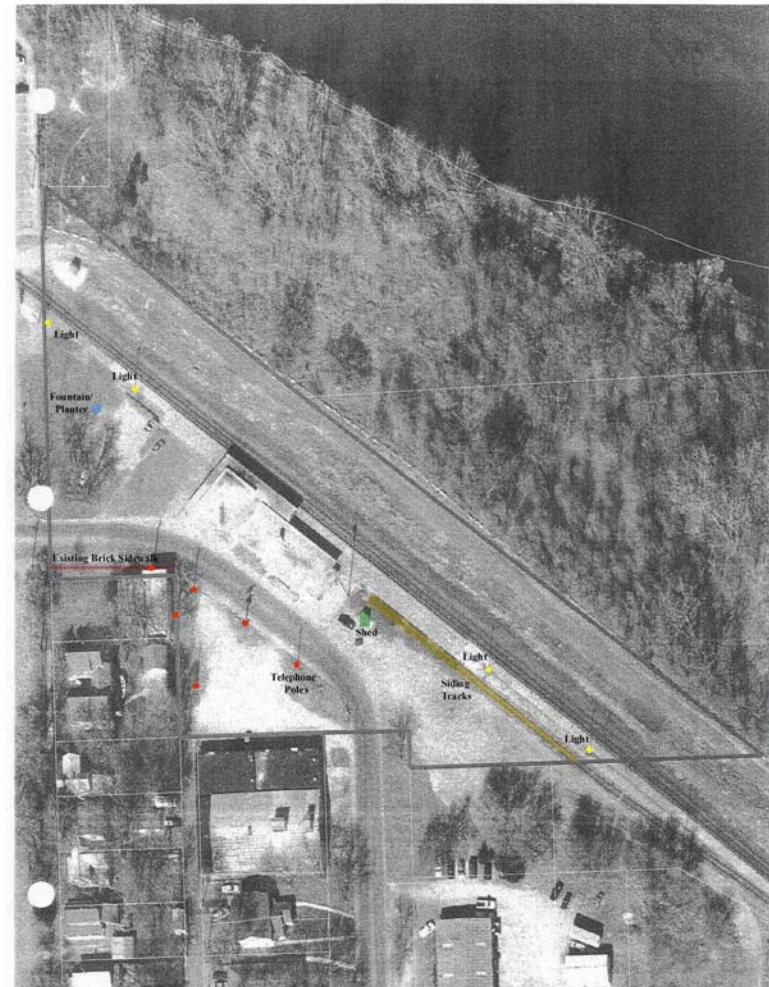
MISCELLANEOUS SITE FEATURES

Notes:

- Left click on a picture or plan to view a larger version.
- Objects shown on locator map

Misc.

- The grass lawn to the Northwest of the station has a circular concrete structure, one foot high, possibly once a fountain or planter, and of potential historic interest.
- An existing brick sidewalk runs in front of the upholstery shop and continues to the end of the block. It is in good condition in front of the shop and almost entirely covered in grass on the other half.
- A railroad crossing lies just beyond the Northernmost corner of the property.
- The edge of the concrete patio bordering the siding tracks is deteriorated to the rebar in two spots.
- All four of the platform light poles show surface corrosion.
- A shed and pit are located to the South of the intersection of the siding tracks and Southeast patio.
- There are six telephone poles located within the property line.



END