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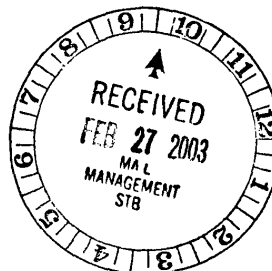
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207312

February 27, 2003

JOHN H. BROADLEY

Honorable Vernon Williams
Secretary
Surface Transportation Board
1925 K Street, N.W. Suite 700
Washington, D.C. 20423-0001



Re: Chelsea Property Owners -- Abandonment--Portion of the Consolidated Rail Corporation's West 30th Street Secondary Track in New York, NY. Docket No. AB-167 (Sub-No. 1094)A.

Dear Mr. Williams:

Both Conrail and CSX pointed out in their February 14, 2003 letters that three matters are pending before the Board, all fully briefed and awaiting decision: (1) CPO's August 14, 2002 motion to approve the Settlement Agreement; (2) FHL's August 16, 2002 petition to reopen the abandonment proceeding; and (3) New York City's December 17, 2002 motion to late-file a CITU request. Both Conrail and CSX point out that further progress by the parties awaits the Board's resolution of the regulatory issues that are now before it. CPO agrees with that conclusion and will not burden the record by repeating the arguments made by Conrail and CSX.

The Highline is not the typical right-of-way that is made subject to the Board's jurisdiction. In addressing the three motions before it, the Board must not lose sight of the overarching reality of the Highline. The Highline is going to cost someone a great deal of money in the near future, *regardless of the outcome of these proceedings*.

CPO and the property owners have assembled the resources and the necessary guarantees and insurance commitments to finance their preferred solution to the Highline, its demolition and removal. The demolition contract cost is \$6,629,675. The fee for the guarantee of Bovis and their insurance protection is \$1,300,000; the additional insurance premium costs are \$400,000; and the additional legal costs are approximately \$1,100,000. There is little doubt that if the Board approves the Settlement Agreement, the demolition and removal of the structure can be accomplished with the resources and documents in place. Indeed, the principal beneficiaries of the indemnity condition, the railroads, are satisfied this is the case.

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The FHL/City alternative proposals have no financing in place; indeed, each party is looking for someone else to come up with the money to build the project. FHL concededly has no financial resources. The City has argued to the Board that it may not be able to come up with the \$381,000 contribution to demolition costs to which it committed under the Settlement Agreement. *See* City's December 17, 2002 Reply to CPO's Motion for Approval of Settlement Agreement, at 6-7. Neither the City nor FHL has explained how, in light of the City's asserted difficulties in coming up with \$381,000 to fund its part of the cost of the Settlement Agreement, the City would be able to come up with the tens of millions that would be needed to rehabilitate the Highline and make it safe, plus the additional tens of millions needed to turn it into a Promenade Plantée¹.

In its January 24, 2003 Proposed Reply to Reply at p.5 n. 4, the City expressed its thoughts on the financial issues with some candor:

The Friends of the High Line, Inc. ("FOHL") has promised the City that it will procure State, federal and private monies for Highline trail use conversion, and the City intends to hold FOHL to that promise.

FHL has suggested that they will raise money privately from foundations or by selling naming rights to the Highline. Naming rights to stadiums are sold for annual payments by corporations, but the concept of raising \$200 million of capital funds from an unproven attraction is the fantasy of an organization which is very good at publicity but has no investment in any properties and no financial resources.

Railroad Conditions for a Trails Act Agreement

The railroads, which are the real parties in interest, have insisted that any Trail Use agreement contain the same indemnities and protections that they are afforded under the Settlement Agreement. Moreover, the railroads have stated that they will require the State of New York to be a party to a Trails Act agreement regarding the Highline. *See* Conrail Reply to NYC Motion for Leave to Late File CITU Request at 4; CSX Reply to NYC Motion for Leave to Late File CITU Request at 2.

Impossibility of a Trails Act Agreement

In the six months since CPO filed its motion for approval of the Settlement Agreement, the feasibility of a Trails Act use of the Highline has not come closer, indeed, it has receded because the State authorities have made it crystal clear that there is no way to connect the

¹ I have attached a memorandum from the Vice President of Edison Properties, Mr. Douglas Sarini, outlining the likely actual costs of the FHL proposal. As Mr. Sarini shows, the least cost project will be in the \$150 million range, with a realistic estimate being closer to \$200 million.

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structure south of 30th Street with the national rail system. The Metropolitan Transportation Authority ("MTA") and the Jacob Javits Convention Center ("Javits Center"), both State agencies, have told the Board that they want the Highline demolished north of 30th Street. (MTA Statement of January 29, 2003 at p.4-5):

... MTA consistently has maintained, and continues to maintain, that those portions of the Highline traversing MTA's West Side Yard (i.e., the Highline north of West 30th Street) should be demolished.

Moreover, MTA has made clear that (*Id.* at p. 5):

... using the existing elevated Highline structure over the West Side Yards for interim trail use is unacceptable and would result in serious safety and public security concerns for our employees and the general public.

Finally, with respect to the possibility of constructing an alternate connection between the Highline and the national rail system through the West Side Yards, MTA has stated (*Id.* at p. 6):

MTA presently has no agreement with the City or any other party for such an alternative freight rail easement over the West Side Yard. Nor can MTA presently guarantee that it ever would agree to convey such an easement in the yard, which now is used exclusively for commuter rail purposes. . . . The three options for alternative freight rail connections in the West Side Yard that are described in the Parsons Brinkerhoff report . . . are too sketchy and short on details for MTA to evaluate whether they are feasible from safety, security, construction, and operational perspectives.

The New York Convention Center Development Corporation ("Javits") has also expressed its views in a statement dated January 24, 2003. At page 5 Javits opposes the City's request for issuance of a CITU to the extent that such request is inconsistent with the demolition of the portion of the Highline over Javits' property and elimination of the easement, and to the extent that it would permit municipal control over the development of Javits' property. *See* Statement of New York Convention Center Development Corporation, January 24, 2003, at 5.

Conclusion

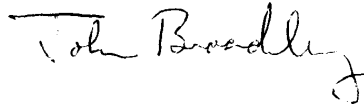
The financial reality is that the Settlement Agreement and the proposed demolition and removal of the Highline is a funded project, while the FHL/City alternatives are not, and no prospect of funding is on the horizon. In the six months since CPO filed its motion to approve the

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Settlement Agreement, the chances for obtaining funding and State approval (through the MTA and the Javits Center) for the FHL/City alternatives have not been brought any closer, indeed, they have receded.

At the end of the day the Board must make a decision regarding the Highline that comports with financial reality. The Highline is not 1.45 miles of right-of-way in the Kansas prairie that can be left unattended for years without risk or cost to anyone. It is a deteriorated elevated structure that runs through the west side of Manhattan where it presents risk and danger to thousands on a daily basis and, as the ICC found in 1992, it encumbers private properties and is a blight on the economic development potential of the area through which it passes. The only decision the Board can make that comports with obvious financial and physical realities is to grant CPO's motion and authorize the Highline's demolition pursuant to the Settlement Agreement.

Yours very truly,

A handwritten signature in cursive script, appearing to read "John Broadley", with a stylized flourish at the end.

John Broadley

cc: All counsel

CERTIFICATE OF SERVICE

I hereby certify that on this 27th day of February 2003 I served a copy of the foregoing letter on all parties to this proceeding by depositing copies in the United States mails, postage prepaid, addressed to counsel for such parties appearing on the attached list.

John Bradley

Dated: February 27, 2003

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MEMORANDUM: COST TO CREATE A WALKWAY ON THE HIGHLINE

From: Doug Sarini

Date: December 2, 2002

Cost of Rehabilitating the Highline and Creating an Elevated Walkway

We have stated publicly that rehabilitating the Highline would cost \$150,000,000 and that the total cost for an elevated walkway, like the Promenade Plantee, would be \$200,000,000. CPO retained Bovis Lend Lease, LMB, Inc., Technical Group to prepare a budget, which is attached. The support for these amounts is stated below.

The Bovis cost was based on a description of the condition of the High Line contained in a physical inspection report by Hardesty & Hanover, LLP, Consulting Engineers. The Hardesty & Hanover Report was ordered by the court as a result of litigation by the Chelsea Property Owners against Conrail related to the condition of the High Line structure. Please note on Page 7 of the Bovis Report "based on the findings stated within the Hardesty & Hanover Inspection Report, dated August 1999". On Page 24 of the Hardesty & Hanover Report, it clearly states that both the short term repairs and long term repairs contemplated assume "no live load on the structure".

Bovis used the information from the Hardesty & Hanover Report and prepared the attached estimate presuming that there would be only a static load on the structure (see Page 7, Structure). As indicated on Page 4 of the Bovis Report, the cost of the structural rehabilitation and park upgrade is \$104,271,962.73 in April 2002, plus "alternates" on page 5 and "exclusions" on page 6.

Explanation:

- 1) Page 5 of the report includes five alternates. There is little question that alternates 2-5 must be included for an additional cost of \$15,979,500. It is hard to believe that elevators to the top of the High Line would not be glass enclosed and that there would be only 12 access points for the handicapped in a 1.4 mile distance.
- 2) Page 6 of the report lists 27 exclusions which include design fees, insurance and other items of expense normally referred to as "soft" costs. In a normal construction project, soft costs include interest and amount to 30-35% of the total project costs. In this case, ignoring interest, it is estimated that the items on Page 6 would be 18% of the hard costs or \$21,600,000

The total of these items is:

Bovis Hard Costs	\$104,271,962.00
Alternates 2-6	\$ 15,919,500.00
Soft Costs	<u>\$ 21,600,000.00</u>
	\$141,791,462.00

Additional Comments:

- 1) Design fees for the project will be particularly expensive. If the funding comes from a government agency, a complete set of plans and specification documents will be required. The Hardesty & Hanover report is based on approximately two weeks of inspections. Despite the detail of their inspection, the amount of inspection and engineering necessary to specify repair or replacement of rusted steel members must be calculated for each component before a contract could be advertised for bid. Engineers have advised CPO that every component of the steel which exhibits delamination will have to be measured in order for a structural engineer to certify whether it can be retained or must be replaced. Those measurements can take place only after the steel has been sandblasted to be sure that all the delaminated material has been removed. Because this will be a time consuming process and sections of steel requiring replacement will require individual detailed specifications, the design fees are likely to be especially high.
- 2) On page 8 of the Bovis report, commercial sandblasting and painting are discussed including protection against lead in the air. (Demolition avoids this hazard, except for remediation where the steel will be cut.)
- 3) On page 8, the Bovis report presumes that 25% of the existing columns require rehabilitation. Enclosed is a photo which shows the existing conditions. CPO has been advised that no structural engineer will certify that these steel elements can be rehabilitated with sufficient strength for either static or dynamic loads. For example, if a truck struck a deteriorated column in the sidewalk, failure could result. The Bovis report does not consider the complete replacement of any columns.
- 4) The Bovis report contemplates \$25,339,062 million (including add-on items listed at the bottom of page 4) for the creation of the park. It was assumed that the park would consist of generic planting (neither exotic nor ornamental) in 30% of the area and only an asphalt block surface in the remaining 70%, for a site work cost of \$6,926,971. However, since conditions like the Promenade Plantee in Paris are being promised as the goal for the High Line, the budget is vastly underestimated. Therefore, the increased cost for planting, irrigating and drainage will be considerably greater, perhaps as much as \$10,000,000. Even that amount seems modest when compared to the photos of the Promenade Plantee.

- 5) The budget estimate includes 24 steel stairs, described as "metal stairs, stock units" (page 16). This description contrasts dramatically with stairs that are included in a public project such as the Promenade Plantee. The cost of the stairways could be four times the price contained in the Bovis report, or \$7,200,000, as compared to the budgeted amount of \$1,800,000 (see photos of Promenade Plantee).

All of these additional items will increase the total cost of the project. Unfortunately, there has never been any agreement on the real scope of the proposed project.

Static or Dynamic Load

The major shortcoming of the Hardesty & Hanover Report as applied to STB jurisdiction is the assumption that there will never be any moving loads on the structure. However, the only rationale for considering an interim "rails to trails" certification for this privately owned, elevated structure resting on privately owned land is that it will be connected to the national rail system. Even if there could be such a connection through the Olympic Stadium or any other development, both the connection and the existing High Line must be capable of returning to service for rail purposes. Bovis did not consider rehabilitation costs to handle moving loads.

Conclusion

The attached budget is for a utilitarian improvement, not the level of amenity found on the Promenade Plantee or envisioned in the Friends of the High Line book. To fulfill the dream, the cost will be in excess of \$200,000,000.



Typical deteriorated column on the High Line.



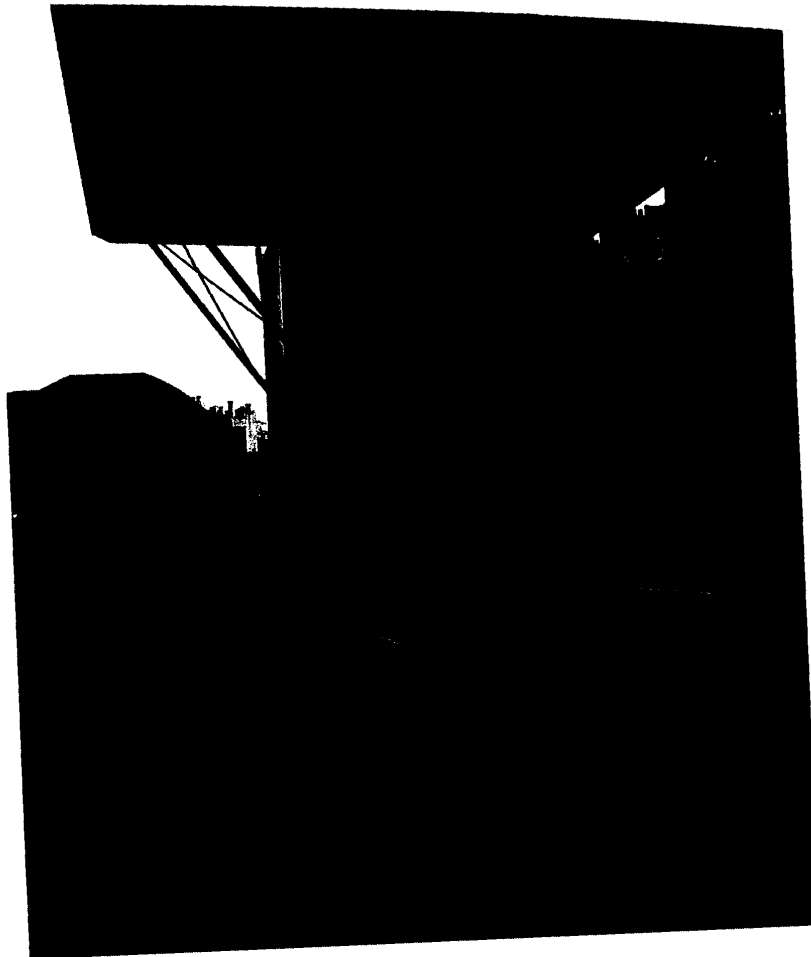
Promenade Plantee



Promenade Plantee



Promenade Plantee



Promenade Plantee



Promenade Plantee



Promenade Plantee

CONRAIL HIGH LINE VIADUCT
New York, NY
Structural Rehab., & Park Upgrade

Project No. 114651.99

Estimate Report
Conceptual

Bovis Lend Lease LMB, Inc.
Technical Services Group

Prepared for
Edison Properties

April 25, 2002

D R A F T



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PROJECT DATA

Project Team:

- | | | |
|----|-----------------------|-------------------|
| 1. | Client: | Edison Properties |
| 2. | Architect: | N/A |
| 3. | Structural Engineer: | N/A |
| 4. | MEP Engineer: | N/A |
| 5. | Bovis O.I.C. | Kenneth Hiller |
| 6. | Bovis Lead Estimator: | Michele Fei |

Contract:

- | | | |
|----|-----------------------|----------------------------------|
| 1. | Form of Contract: | TBD |
| 2. | Schedule: | Phase schedule to be determined. |
| 3. | CM Bond Requirement: | Included at Cost Summary |
| 4. | S/C Bond Requirement: | Included at Cost Summary |
| 5. | Sales Tax: | Included on materials only |
| 6. | Insurances: | Standard General Liability |
| 7. | Escalation: | Excluded |

Statistics:

- | | | |
|----|---------------------------|-------------------------|
| 1. | Surface Area of Highline: | 296,000 sf |
| 2. | Total Length | 1.52 miles or 8,026 lft |
| 3. | Total Steel Surface Area: | 2,000,000 square feet |



Cost Summary

010 Demolition	\$	10,562,500.00	\$	-	\$	10,562,500.00	\$	35.68	10%
020 Site Work	\$	-	\$	6,926,971.00	\$	6,926,971.00	\$	23.40	7%
030 Concrete	\$	10,805,186.00	\$	771,038.00	\$	11,576,224.00	\$	39.11	11%
040 Elevator Shaft Const.	\$	-	\$	1,203,600.00	\$	1,203,600.00	\$	4.07	1%
050 Steel	\$	5,108,000.00	\$	1,800,000.00	\$	6,908,000.00	\$	23.34	7%
060 Railings	\$	-	\$	5,000,000.00	\$	5,000,000.00	\$	16.89	5%
070 Comfort Station	\$	-	\$	500,000.00	\$	500,000.00	\$	1.69	0%
080 Painting	\$	35,000,000.00	\$	-	\$	35,000,000.00	\$	118.24	34%
090 Conveying	\$	-	\$	900,000.00	\$	900,000.00	\$	3.04	1%
100 Plumbing	\$	-	\$	1,050,000.00	\$	1,050,000.00	\$	3.55	1%
110 Fire Protection	\$	-	Included at comfort station	\$	-	\$	-	-	0%
120 HVAC	\$	-	Included at comfort station	\$	-	\$	-	-	0%
120 Electrical - Buildings	\$	-	Included at comfort station	\$	-	\$	-	-	0%
130 Electrical - Site Lighting	\$	-	\$	1,583,333.00	\$	1,583,333.00	\$	5.35	2%
Subtotal	\$	61,475,686.00	\$	19,734,942.00	\$	81,210,628.00	\$	274.36	78%
Subcontractor's Bond					\$	1,218,159.42	\$	4.12	1.5%
General Conditions					\$	82,428,787.42	\$	278.48	79%
Subtotal					\$	8,242,878.74	\$	27.85	10%
Contingency					\$	90,671,666.16	\$	306.32	87%
Subtotal					\$	9,067,166.62	\$	30.63	10%
Escalation					\$	99,738,832.78	\$	336.96	TBD
Subtotal					\$	99,738,832.78	\$	336.96	96%
CMI Bond					\$	1,496,082.49	\$	5.05	1.5%
Subtotal					\$	101,234,915.27	\$	342.01	97%
C.M. Fee					\$	3,037,047.46	\$	10.26	3%
TOTAL					\$	104,271,962.73	\$	352.27	100%



Add Alternates

	Total w/Mark-Ups
Alt 1 Allowance for existing railing modification for code compliance (if determined to be non-compliant)	\$900,000
Alt 2 8' Picket Fence @ Street crossings	\$1,250,000
Alt 3 8' Picket Fence along Viaduct	\$4,000,000
Alt 4 Additional Elevator (12 each)	\$2,629,500
Alt 5 Glass Enclosure for Elevator Shafts	\$8,100,000



Clarifications and Assumptions

A. Exclusions

Comment:

CONTRACT ITEMS:

1. Design Fees, Permits and Filing Fees.
2. Geotech. Survey, Borings and Preconstruction Surveys.
3. Guarantee Fees
4. Site Upgrade
5. Site development studies
6. Builders Risk Insurance
7. Railroad Protective Insurance
8. Owners Protective insurance
9. Preconstruction fees

Owner to provide to BLL-LMB standard

TRADE ITEMS:

General:

1. Overtime costs
2. Hazmat surveys, testing or removals.
3. Mock-ups and testing
4. Work outside site boundary incl. roadwork, utilities.
5. Dewatering disposal fees.
6. Controlled inspections
7. Winter protection and temporary heat
8. Utility relocations

Work to be carried out in normal working hours.

To be carried by Owner

Specific:

1. Protection of existing properties outside of working limit line (approx. 15' of adjacent areas).
2. Con Edison Electric Services Fees
3. Fire Alarm
4. Emergency Telephone System
5. Emergency Power
6. Security
7. Illuminated signage
8. Canopies and Awnings
9. Specialty Lighting
10. Stand pipe or any fire protection for adjacent properties

Assume fire protection of existing buildings will be sufficient



B. Assumptions

General

1. Project Statistics: Project area is based on information found within Friends of High Line publication "Reclaiming the High Line. Reasonable assumptions are made where information is unavailable.
2. Structure: Conditions of the existing structure and the work proposed for structural rehabilitation are based on findings stated within the Hardesty & Hanover Conrail Detailed Physical Inspection Report dated August 1999.
3. Scope of Work: Allowances are included at areas where insufficient information is available for quantification of the scope of work.
4. Escalation: Escalation is not included.

Structural Rehabilitation of High Line

1. Selective Demolition:
 - a. Work includes removal and proper disposal of soil, debris, vegetation, rail bed ballast, train rails, and rail ties from site.
 - b. Notify, coordinate removal of third party attachments to Highline structure (i.e.: billboards, traffic signals, signage, lighting, etc.).
 - c. Removal & disposal of pigeon guano from site.
 - d. Removal of existing drains, scuppers, rainleaders, downspouts to street level.
 - e. Removal of the concrete structural slab.
 - f. Removal of Existing pipe handrails.
 - g. Removal of existing concrete column encasement to grade level.
 - h. Rat extermination and certification.
 - i. Provide and maintain all necessary protection in accordance with specifications for the execution of the work and for adjacent properties.



2. Foundation Rehabilitation: Excluded. Assume no repair work is required.
3. Structural Steel Rehabilitation:
 - a. Primary Steel Members: Work includes rehabilitation for steel stringers based on information provided by the Hardesty & Hanover Inspection report.
 - b. Fascias: It is assumed a 30%/70% split between concrete & steel fascia, respectively, throughout the total length of the Highline. Whereas, approx. 5,000 lft of concrete fascia will require to be demolished & replaced by new steel fascia member to replicate existing conditions & maintain continuity.

Cost reflects rehabilitation only of the steel fascia, typical.
 - c. Secondary Members: Work includes for repair for deteriorated members at localized areas, based on general information provided by the Hardesty & Hanover Inspection report.
 - d. Bearings: It is assumed that 30% of existing bearings required rehabilitation. An allowance is included.
 - e. Cap Beams: An allowance is included for minor repair based on general information provided by the Hardesty & Hanover Inspection report.
 - f. Pier Columns: It is assumed 25% of the existing pier columns required rehabilitation. An allowance is included.
4. Surface Remediation & Painting of Steel:
 - a. Work includes SSPCSP6 (commercial blast) sandblast of existing steel with the field application of a three coat high performance painting system consisting of two coats of epoxy and one coat of urethane topcoat
 - b. Quantity used is based on an assumption of approximately 2 million square feet of steel surface area. The price includes removal and proper disposal of all materials, furthermore includes all required protection.
5. Deck Replacement:
 - a. New deck will consist of a 10" structural slab with 4 psf reinforcement placed on a galvanized stay-in-place bridge form.
 - b. A waterproofing membrane is also included with a 3" topping slab.



6. Concrete Encasement:
 - a. Typically provide concrete encasement at all column bases, 2 feet in height.
 - b. Cost includes removal and rehabilitation of all effected surrounding pavements, required for concrete encasement.
7. Ramp

An allowance is included for rehabilitation of the 34th street concrete ramp.

Park Upgrade

1. Sitework:
 - a. Site Protection: Protection for adjoining properties (15' within adjacent areas) is included.
 - b. Landscape: It is assumed 30% of overall surface area is allocated as landscape areas. Work includes general site grading, planting (perennials, ground cover & small/medium trees), and irrigation.

No exotic & ornamental planting is included.
 - c. Hardscape: It is assumed 70% of overall surface area is allocated as Hardscape areas. Paving consists of asphalt blocks. No stone work is included.
 - d. Railings: An allowance for 5,000 lnft of new steel (shop painted) railing is included.

Assume all existing railings are compliant to all applicable codes and/or requirements.
 - e. Park Buildings: Two comfort stations are included for the site. Assume 10' width x 30' length (Typ).

Cost includes construction of the buildings, bathroom fit-out, Fire Protection, plumbing, HVAC, and building electrical works.
 - f. Site Improvement: An allowance is included for precast concrete benches, drinking fountain, signage, and trash containers for the site.

Canopies are not included.



2. Park Egress/Conveying:
 - a. Stairs: An allowance is included for 24 stairways. Assume 6' width, 3 flights with 2 intermediate landings (Typical).
 - b. Elevator: An allowance is included for 12 hydraulic elevators with 2 stops each.

Construction for the CMU enclosure, elevator pits, and necessary machine room is included.
3. Plumbing:
 - a. Site Drainage: An allowance is included for 250-drain assemblies. Cost includes catch basin, piping & connection to street main.
 - b. Building Plumbing: Included at comfort station
4. Electrical:
 - a. Site Electric / Site Lighting: An allowance is included for 160 light fixtures on site. Assume 100' o.c. staggered. Cost was developed based on other similar park project in NYC.
 - b. Building Electric: Included at comfort station.
 - c. Distribution of Power Service: Assume by means of properly encased conduits hung from the structure where practical.



C. Documents

<u>Drawing No.</u>	<u>Title</u>	<u>Date</u>
	Hardesty & Hanover Conrail Detailed Physical Inspection Report	August 1999



CONRAIL HIGH LINE VIADUCT
Project Number 114651.99
April 25, 2002

Estimate Detail



Estimate Detail **Conrail High Line Viaduct**

12/2/02

Item Description	Quantity	Unit	Rate	Amount	Notes
Phase I Structural Rehabilitation					
010. Demolition					
2220.000 Demo: Wrecking					
Remove soil, debris, vegetation and rail bed ballast.	1.00	item	750,000.00 /item	750,000	cost include proper disposal from site
Removal of third party attachments	1.00	item	200,000.00 /item	200,000	
Remove pigeon guano	1.00	item	1,000,000.00 /item	1,000,000	
Remove existing drains, scuppers, rainleaders, etc	1.00	item	100,000.00 /item	100,000	
Remove train rails, rail ties	1.00	item	325,000.00 /item	325,000	cost include proper disposal from site
Remove existing concrete structural slab	13,000.00	cuyd	200.00 /cuyd	2,600,000	cost include proper disposal from site
Provide Protection for adjacent properties	1.00	item	4,800,000.00 /item	4,800,000	within 15' of adjacent areas
Rat Extermination	1.00	item	100,000.00 /item	100,000	
Remove existing pipe handrails	1.00	item	250,000.00 /item	250,000	
Remove concrete col. encasement to grade level	475.00	each	500.00 /each	237,500	
Temp. services and facilities	1.00	item	200,000.00 /item	200,000	
Demo: Wrecking				10,562,500	Unit Rates Include Removal to Dump.
010. Demolition				10,562,500	
020. Sitework					
1126.000 Temporary Protection					
Protections for Adjacent Existing Facility/Building/Properties	1.00	lsum	/lsum		Within 15' of Adjacent Areas. To be Provided by Demo Contractor, Cost Included in Demo Amount
030. Concrete					
3310.100 Conc: Superstructure					
Rehabilitation of Existing Concrete Ramp at 34th Street	1.00	allw	100,000.06 /allw	100,000	
Concrete Encasement for Columns	475.00	each	1,350.00 /each	641,250	24" height typ. Cost includes removal & rehabilitation of effected pavement
10" Structural Concrete Slab	296,000.00	sqft	25.00 /sqft	7,399,955	cost include 4psf epoxy reinforcement and galv. stay-in-place metal form system
Topping Slab - 3" Conc: Superstructure	296,000.00	sqft	5.00 /sqft	1,479,952	
				9,621,157	Unit Rates include forming, rebar, embeds & accessories
7100.000 Waterproofing: All Types					
Waterproof Membrane	296,000.00	sqft	4.00 /sqft	1,184,029	
Waterproofing: All Types				1,184,029	
030. Concrete				10,805,186	
050. Steel					
5120.000 Structural Steel					
Structural Steel Rehabilitation - Primary Members	1.00	item	313,000.00 /item	313,000	
Structural Steel Rehabilitation - Fascia Members	1.00	item	21,000.00 /item	21,000	
Structural Steel Rehabilitation - Secondary Members	1.00	item	540,000.00 /item	540,000	
Structural Steel Rehabilitation - Bearings	1.00	item	3,136,000.00 /item	3,136,000	
Structural Steel Rehabilitation - Cap Beams	1.00	item	70,000.00 /item	70,000	
Structural Steel Rehabilitation - Pier Column	1.00	item	728,000.00 /item	728,000	



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Structural Steel			4,808,000
5300.000 Structural: Deck Roof/FI			
Studs	1.00 item	300,000.00 /item	<u>300,000</u>
Structural: Deck Roof/FI			<u>300,000</u>
050. Steel			5,108,000
080. Painting			
5120.000 Structural Steel			
Surface Remediation & Painting of	2,000,000.00 sqft	17.50 /sqft	35,000,761
Steel			
Structural Steel			<u>35,000,761</u>
080. Painting			35,000,761
Phase I Structural			<u>61,476,447</u>
Rehabilitation			

Item Description	Quantity	Unit	Rate	Amount
Phase II Park Upgrade				
020. Sitework				
1126.000 Temporary Protection Protection for Adjacent Existing Facility/Building/Properties Temporary Protection	1.00	lsum	1,000,000.00 /lsum	1,000,000 Within 15' of Adjacent Areas.
				<u>1,000,000</u>
2310.000 Site Grading & Bulk Ex Site Grading with Imported Material Spread Topsoil - 24" depth Site Grading & Bulk Ex	98,700.00 sqft 7,700.00 cuyd	1.00 /sqft 45.00 /cuyd	98,851 346,503	<u>445,354</u>
2780.000 Paving: Unit Pavers Asphalt Blocks, Hexagonal Tile, 8" wide 2" thick Paving: Unit Pavers	197,300.00 sqft	18.00 /sqft	3,551,382	Cost include Binder/Base Course <u>3,551,382</u>
2810.000 Irrigation System Irrigation System Allowance Irrigation System	98,700.00 sqft	1.50 /sqft	148,050	<u>148,050</u>
2870.000 Site Furniture Site Improvement Site Furniture	296,000.00 sqft	2.50 /sqft	740,000	<u>740,000</u>
2900.000 Landscape: General Perennial & Ground Cover Small/Medium Deciduous Tree Landscape: General	98,700.00 sqft 300.00 each	6.00 /sqft 1,500.00 /each	592,184 450,000	<u>1,042,184</u>
020. Sitework				6,926,971
030. Concrete				
2830.000 Retaining Walls Site Concrete - 4' High Knee Wall Site Concrete - Curbs Retaining Walls	5,000.00 lnft 16,052.00 lnft	90.00 /lnft 20.00 /lnft	450,001 321,037	<u>771,038</u>
030. Concrete				771,038
040. Elev. Const				
2315.100 Structural Excavation Elevator Pits Structural Excavation	12.00 each	25,000.00 /each /cuyd	300,000	<u>300,000</u>
4110.000 Concrete Masonry Unit CMU Elevator Shaft Enclosure CMU Elevator Machine Room Enclosure Concrete Masonry Unit	12.00 each 12.00 each	54,000.00 /each 10,000.00 /each	648,000 12'x12'x45' @ \$25/sqft 120,000 10'x10'x10' @ \$25/sqft	<u>768,000</u>
7500.000 Roofing: All Types Elevator Shaft Roofing Elevator Machine Room Roofing Roofing: All Types	12.00 each 12.00 each	5,800.01 /each 4,000.00 /each	69,600 12'x12' @ \$40/sqft 48,000 10'x10' @ \$40/sqft	<u>117,600</u>
8310.000 Doors: Access Elevator Door Framing Elevator Machine Room Door Framing Doors: Access	24.00 each 12.00 each	500.00 /each 500.00 /each	12,000 2 per shaft 6,000	<u>18,000</u>
040. Elev. Const				1,203,600
050. Steel				
5510.000 Metal Stair -Stock Units				



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Phase II Park Upgrade			
5510.000 Metal Stair - Stock Units			
Metal Stairs	24.00 each	75,000.00 /each	1,800,000
Metal Stair - Stock Units			1,800,000
050. Steel			1,800,000
060. Railings			
5520.000 Pipe & Tube Rail			
New Custom Steel Railing	5,000.00 lft	1,000.00 /lft	5,000,000
Pipe & Tube Rail			5,000,000
060. Railings			5,000,000
070. Comfort Station			
10150.000 Toilet Compartments			
Comfort Stations	2.00 each	250,000.00 /each	500,000
Toilet Compartments			500,000
070. Comfort Station			500,000
090. Conveying			
14200.000 Elevators - Conceptual			
Elevator - Hydraulic 2 stop	12.00 each	75,000.01 /each	900,000
Elevators - Conceptual			900,000
090. Conveying			900,000
100. Plumbing			
2620.100 Underslab Drainage			
Site Drainage	250.00 allw	3,000.00 /allw	750,000
Underslab Drainage			750,000
15000.301 Plumbing			
Connection to Street Main	12.00 each	25,000.00 /each	300,000
Plumbing		/sqft	300,000
100. Plumbing			1,050,000
110. Fire Protection			
15000.401 Fire Protection			
Fire Protection	unit	/unit	Cost Included with Comfort Station
120. HVAC			
15000.501 HVAC			
HVAC	unit	/unit	Cost Included with Comfort Station
130. Bldg. Electric			
16001.000 Electrical			
Electrical	unit	/unit	Cost Included with Comfort Station
140. Site Electric			
16001.000 Electrical			
Site Electric & Lighting	1.00 lsum	1,583,333.33 /lsum	1,583,333
Electrical		/sqft	1,583,333
140. Site Electric			1,583,333
Phase II Park Upgrade			19,734,943



Estimate Detail
Conrail High Line Viaduct

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Item Description	Quantity	Unit	Price	Amount
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Alt. 1 Railing Upgrade

060. Railings

5520,000 Pipe & Tube Rail

Upgrade Existing Railing for Code
Conformance

12,000.00 Inft

60.00 /Inft

720,000

Pipe & Tube Rail

720,000

060. Railings

720,000

Alt. 1 Railing Upgrade

720,000



Estimate Detail
Conrail High Line Viaduct

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Item	Quantity	Unit	Price	Amount
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Alt. 2 Picket Fence at Street Crossing

060. Railings

5520.000 Pipe & Tube Rail

8' Picket Fence at Street Crossing

5,000.00 Inft

200.00 /Inft

1,000,000

Pipe & Tube Rail

1,000,000

060. Railings

1,000,000

Alt. 2 Picket Fence at Street

1,000,000

Crossing



Estimate Detail
Conrail High Line Viaduct

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Item Description	Quantity	Unit	Unit Price	Amount
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Alt. 3 Picket Fence Along Viaduct

060. Railings

5520.000 Pipe & Tube Rail

8' Picket Fence

16,000.00 Inft

200.00 /Inft

3,200,000

Pipe & Tube Rail

3,200,000

060. Railings

3,200,000

Alt. 3 Picket Fence Along

3,200,000

Viaduct



Estimate Detail
Conrail High Line Viaduct

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Item Description	Quantity	Unit	Price	Amount
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Alt. 4 12 Additional Elevator

040. Elev. Const

2315.100 Structural Excavation

Elevator Pits	12.00 each	25,000.00 /each		300,000
Structural Excavation		/cuyd		300,000

4110.000 Concrete Masonry Unit

CMU Elevator Shaft Enclosure	12.00 each	54,000.00 /each	648,000 12'x12'x45' @ \$25/sqft	
CMU Elevator Machine Room Enclosure	12.00 each	10,000.00 /each	120,000 10'x10'x10' @ \$25/sqft	
Concrete Masonry Unit				768,000

7500.000 Roofing: All Types

Elevator Shaft Roofing	12.00 each	5,800.01 /each	69,600 12'x12' @ \$40/sqft	
Elevator Machine Room Roofing	12.00 each	4,000.00 /each	48,000 10'x10' @ \$40/sqft	
Roofing: All Types				117,600

8310.000 Doors: Access

Elevator Door Framing	24.00 each	500.00 /each	12,000 2 per shaft	
Elevator Machine Room Door Framing	12.00 each	500.00 /each	6,000	
Doors: Access				18,000

040. Elev. Const **1,203,600**

090. Conveying

14200.000 Elevators - Conceptual

Elevator - Hydraulic 2 stop	12.00 each	75,000.01 /each		900,000
Elevators - Conceptual				900,000

090. Conveying **900,000**

Alt. 4 12 Additional Elevator **2,103,600**



Estimate Detail
Conrail High Line Viaduct

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Item	Description	Quantity	Unit	Price	Amount
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Alt. 5 Glass Enclosure for Elevator Shafts

040. Elev. Const

8810.000 Glass: All Types

Glass Enclosure for Elevator Shafts 24.00 each 270,000.00 /each 6,480,000 12'x12'x45' @ \$125/sqft

Glass: All Types 6,480,000

040. Elev. Const 6,480,000

Alt. 5 Glass Enclosure for 6,480,000

Elevator Shafts