

Appendix F

Local Project Costs

Appendix F contains several tables to demonstrate how fiscal constraint was established and provide additional information on highway and transit program costs. The information includes cost estimates for the highway project cost listed in the selected Transportation Plan. Information is provided on the planned replacement schedule for Citilink transit vehicles which will be necessary to maintain the existing level of transit service.

Cost information for the highway projects are provided for three primary project development phases being Design, Right-of-Way, and Construction. The Design phase includes preliminary engineering, environmental and permitting activities. The Right-of-Way phase includes right-of-way engineering, appraisal and acquisition activities. The Construction phase is the final stage that includes building the roadway improvement or other system modification.

The projects in Table F-1 are banded by time period based on their implementation schedule. Time Period 1 represents the years of 2013 through 2020; Time Period 2 from 2021 through 2030; and Time Period 3 from 2031 through 2035. The combined costs for each phase are adjusted for inflation based on an average annual inflation rate of 2.8 percent. The cost for Design in Time Period 1 were not adjusted as these are the initial costs involved with a project development and cost estimates already account for short term inflation.

A replacement schedule for transit buses is displayed in Table F-2. The table indicates the useful life of each vehicle and the year when replacement is expected to occur. The estimated cost of the replacement vehicle is also displayed.

HUY: !% 2035 Transportation Plan

Local Project List - Financial Analysis

Time Period 1 (2013-2020)	Responsible Agency	Project Cost (\$1,000s)		
		Design	Right of Way	Construction
Widening Projects - four lanes				
Diebold Road - Clinton Street to Dupont Road/State Road 1	AC FW	250	800	3,500
Dupont Road - Coldwater Road to Lima Road/State Road 3	FW	1,220	1,000	10,000
Hillegas Road - s/o Bass Road to Washington Center Road	AC FW	1,800	4,100	18,000
Maplecrest Road - Lake Avenue to State Boulevard	FW	0	500	4,600
Maplecrest Road - State Boulevard to Stellhorn Road	FW	540	500	4,600
Maysville Road - Koester Ditch to Stellhorn Road	FW	280	600	2,500
State Boulevard - Spy Run Avenue to Clinton Street	FW	0	2,300	1,500
State Boulevard - Clinton Street to Cass Street	FW	0	0	6,570
Center Turn Lane Improvement				
Gump Road - State Road 3 to Coldwater Road	AC	0	0	7,800
Saint Joe Center Road - Clinton Street to River Run Trail	FW	300	250	2,000
Road Reconstruction-Road Diet				
Coliseum Boulevard/Pontiac Street - New Haven Avenue to Wayne Trace	FW	140	0	1,210
Paulding Road - US 27/Lafayette Street to Anthony Boulevard	FW	130	150	1,100
Paulding Road - Anthony Boulevard to Hessen Cassel Road	FW	114	0	970
Anthony Boulevard - Tillman Road to Rudisill Boulevard	FW	290	0	3,500
Bridge Reconstruction/Modification				
Anthony Boulevard Bridge over the Maumee River	AC	0	0	500
Washington Center Road Bridge over Spy Run Creek	AC	150	200	1,200

	Responsible Agency	Project Cost (\$1,000s)		
		Design	Right of Way	Construction
Intersection Improvement/Reconstruction				
Auburn Road and Wallen Road, Bridge over Becketts Run	AC FW	150	250	1000
Bass Road, Hadley Road and Yellow River Road	AC	0	615	3,350
Bethel Road, Huguenard Road and Till Road	AC		200	1,575
Broadway and Taylor Street	FW	140	200	1,100
Clinton Street and Washington Center/St. Joe Center Road	FW	0	0	0
Clinton Street and Wallen Road	FW	125	100	300
Coldwater Road and Ludwig Road	FW INDOT	200	200	2,000
Corbin Road and Union Chapel Road	AC	150	250	1,200
Ewing Street, Fairfield Avenue, Superior Street and Wells Street	FW	150	500	1000
Landin Road, Maysville Road and Trier Road	FW	140	300	950
Reconstruction and Realignment				
Allen County/Whitley County Line Road - US 24 to SR 14	AC WC	450	1,000	11,700
Amstutz Road - Hosler Road to State Road 1/Leo Road	LC	150	250	1,500
Bass Road from Hadley Road to Clifty Parkway	AC	0	1,650	6,140
Bass Road from Clifty Parkway to Thomas Road	AC	0	925	4,200
Bass Road from Thomas Road to Hillegas Road	AC	0	690	4,100
Ewing Street - Baker Street to Superior Street	FW	375	0	2500
Fairfield Avenue - Baker Street to Superior Street	FW	0	0	0
Flutter Road - Schwartz Road to St. Joe Road	AC	0	0	7,860
Landin Road - North River Road to Maysville Road	NH	0	625	6,100
Till Road - Lima Road to Dawson Creek Boulevard	FW	200	500	3,000
New Railroad Grade Separation				
Anthony Boulevard and Norfolk Southern Railroad	FW	1,750	1,250	22,450
Time Period 1 Total		9,194	19,905	151,575
Adjusted for Inflation		9,194	20,777	160,058

Time Period 2 (2021-2030)	Responsible Agency	Project Cost (\$1,000s)		
		Design	Right of Way	Construction
New Construction				
Connector Street - Wells Street to Spy Run Avenue	FW	450	1,000	5,500
Paul Shaffer Drive from California Road to Clinton Street	FW	440	1,000	4,500
Widening Projects - six lanes				
Crescent Avenue from Sirlin Drive to Coliseum Boulevard	FW	360	780	3,860
Widening Projects - four lanes				
Adams Center Road - State Road 930 to Moeller Road	NH	550	1,200	6,000
Ardmore Avenue - Covington Road to Engle Road	FW	500	1,200	7,200
Bluffton Road from Winchester Road to Old Trail Road	FW	350	800	3,500
Clinton Street - Auburn Road to Wallen Road	FW	770	1,680	10,000
Saint Joe Center Road - Reed Road to Maplecrest Road	FW	450	500	5,000
Stellhorn Road - Maplecrest Road to Maysville Road	FW	1,120	2,400	14,000
Tonkel Road - Dupont Road/State Road 1 to Union Chapel Road	AC	770	1,700	8,300
Washington Center Road - Lima Road/State Road 3 to US 33	FW	900	2,000	10,000
Center Turn Lane Improvement				
Auburn Road - Cook Road to Interstate 469 Exit Ramp	FW	400	1,200	6,500
Auburn Road - Dupont Road to Hursh Road	AC FW	400	2,200	12,000
Engle Road - Bluffton Road to Smith Road	FW	450	1,200	2,500
Gump Road - Coldwater Road to Auburn Road	AC	600	800	6,500
Maysville Road - State Boulevard to Stellhorn Road	AC FW	350	500	2,500
Saint Joe Road - Evard Road to Mayhew Road	AC FW	350	1,000	3,500

	Responsible Agency	Project Cost (\$1,000s)		
		Design	Right of Way	Construction
Road Reconstruction-Road Diet				
McKinnie Avenue - Anthony Boulevard to Hessen Cassel Road	FW	114	0	970
Oxford Street - Anthony Boulevard to Hessen Cassel Road	FW	114	0	970
Anthony Boulevard - Rudisill Boulevard to Pontiac Street	FW	98	0	1,500
Road Reconstruction-Road Diet (con't)				
Anthony Boulevard - Pontiac Street to Wayne Trace	FW	95	300	2,000
Anthony Boulevard - Wayne Trace to Crescent	FW	300	0	750
Turn Lane Extension				
Jefferson Boulevard - Lutheran Hospital Entrance to Interstate 69 Ramps	INDOT FW	75	100	300
Intersection Improvement/Reconstruction				
Broadway/Landin Road and Rose Avenue	NH	200	150	1,200
Goshen Road, Lillian Avenue and Sherman Street	FW	140	350	950
Leesburg Road and Main Street	FW	140	350	950
Rothman Road and St. Joe Road	FW	150	200	400
Reconstruction and Realignment				
Adams Center Road - Moeller Road to Paulding Road	AC	200	350	4000
Bass Road from Hadley Road to Scott Road	AC	0	2,300	11,300
Coldwater Road - Dupont Road to Union Chapel Road	FW	250	500	2,500
Leesburg Road from Main Street to Jefferson Boulevard	FW	0	150	1,200
Wallen Road - Hanauer Road to Auburn Road	FW	250	1,000	6,000
Reconstruct Railroad Grade Separation				
Anthony Boulevard and CSX Railroad	FW	250		2,500
Time Period 2 Total		11,586	26,910	148,850
Adjusted for Inflation		15,532	36,075	199,545

Time Period 3 (2031-2035)	Responsible Agency	Project Cost (\$1,000s)		
		Design	Right of Way	Construction
Widening Projects - four lanes				
Ardmore Avenue - Engle Road to Lower Huntington Road	FW	1,000	2,000	10,000
Clinton Street - Wallen Road to Dupont Road/State Road 1	AC FW	935	2,000	10,000
Huguenard Road - Washington Center Road to Cook Road	FW	550	1,200	5,900
State Boulevard - Maysville Road to Georgetown North Boulevard	FW	500	1,100	5,500
Center Turn Lane Improvement				
Hadley Road - Illinois Road/State Road 14 to Covington Road	FW	200	500	800
Hadley Road from Illinois Road to Bass Road	AC FW	200	500	800
Saint Joe Road - Maplecrest Road to Eby Road	AC	200	500	800
Saint Joe Center Road - Maplecrest Road to Meijer Drive	FW	1,870	2,800	12,300
Reconstruction and Realignment				
Coliseum Boulevard - Hillegas Road to 1,500' E/O Hillegas Road	FW	350	1,000	1,600
Goshen Avenue - State Boulevard to Coliseum Boulevard/State Road 930	FW	750	2,000	8,000
Lake Avenue - Reed Road to Maysville Road	FW	400	500	3,500
Moeller Road - Hartzell Road to Adams Center	NH	540	520	4,000
Wells Street - State Boulevard to Fernhill Avenue	FW	400	1,000	3,500
New Railroad Grade Separation				
Airport Expressway and Norfolk Southern Railroad	FW	500		10,000
Reconstruct Railroad Grade Separation				
US 27/Lafayette Street and Norfolk Southern Railroad	FW	250		3,500
Time Period 3 Total		8,645	15,620	80,200
Adjusted for Inflation		13,458	24,317	124,852
Combined Total		29,425	62,435	380,625
Adjusted for Inflation		38,184	81,169	484,455

Table F-2: Transit Coach Replacement Schedule

Coach Number	Model Year	Coach Length	Life Expectancy (Years)	Year Useful Life Will be Met	Replacement Scheduled	Estimated Purchase Cost	Estimated Replacement Cost
9802	1998	35'	12	2010	2010	\$245,214	\$595,258
9803	1998	35'	12	2010	2010	\$245,214	\$595,258
9804	1998	35'	12	2010	2010	\$245,214	\$595,258
9802	2010	35'	12	2022	2022	\$595,258	\$1,068,998
9803	2010	35'	12	2022	2022	\$595,258	\$1,068,998
9804	2010	35'	12	2022	2022	\$595,258	\$1,068,998
9802	2022	35'	12	2034	2034	\$1,068,998	\$1,919,767
9803	2022	35'	12	2034	2034	\$1,068,998	\$1,919,767
9804	2022	35'	12	2034	2034	\$1,068,998	\$1,919,767
9806	1998	35'	12	2010	2011	\$245,214	\$595,258
9807	1998	35'	12	2010	2011	\$245,214	\$595,258
9806	2011	35'	12	2023	2023	\$595,258	\$1,068,998
9807	2011	35'	12	2023	2023	\$595,258	\$1,068,998
9806	2023	35'	12	2035	2035	\$1,068,998	\$1,919,767
9807	2023	35'	12	2035	2035	\$1,068,998	\$1,919,767
9809	1998	35'	12	2010	2011	\$245,214	\$570,650
9810	1998	35'	12	2010	2011	\$245,214	\$570,650
9809	2011	35'	12	2023	2023	\$570,650	\$1,024,805
9810	2011	35'	12	2023	2023	\$570,650	\$1,024,805
9809	2023	35'	12	2035	2035	\$1,024,805	\$1,840,403
9810	2023	35'	12	2035	2035	\$1,024,805	\$1,840,403
221	2002	30'	12	2014	2014	\$243,429	\$616,000
222	2002	30'	12	2014	2014	\$243,429	\$616,000
223	2002	30'	12	2014	2014	\$243,429	\$616,000
224	2002	30'	12	2014	2014	\$243,429	\$616,000
221	2014	30'	12	2026	2026	\$616,000	\$1,106,247
222	2014	30'	12	2026	2026	\$616,000	\$1,106,247
223	2014	30'	12	2026	2026	\$616,000	\$1,106,247
224	2014	30'	12	2026	2026	\$616,000	\$1,106,247
221	2026	30'	12	2038	2038	\$1,106,247	\$1,986,661
222	2026	30'	12	2038	2038	\$1,106,247	\$1,986,661
223	2026	30'	12	2038	2038	\$1,106,247	\$1,986,661
224	2026	30'	12	2038	2038	\$1,106,247	\$1,986,661
225	2002	35'	12	2014	2015	\$254,269	\$637,655
226	2002	35'	12	2014	2015	\$254,269	\$637,655
227	2002	35'	12	2014	2015	\$254,269	\$637,655
228	2002	35'	12	2014	2015	\$254,269	\$637,655
225	2015	35'	12	2027	2027	\$637,655	\$1,145,137
226	2015	35'	12	2027	2027	\$637,655	\$1,145,137
227	2015	35'	12	2027	2027	\$637,655	\$1,145,137
228	2015	35'	12	2027	2027	\$637,655	\$1,145,137
225	2027	35'	12	2039	2039	\$1,145,137	\$2,056,502
226	2027	35'	12	2039	2039	\$1,145,137	\$2,056,502
227	2027	35'	12	2039	2039	\$1,145,137	\$2,056,502
228	2027	35'	12	2039	2039	\$1,145,137	\$2,056,502
630	2006	35'	12	2018	2018	\$284,354	\$706,979
629	2018	35'	12	2030	2030	\$706,979	\$1,269,633
630	2018	35'	12	2030	2030	\$706,979	\$1,269,633

Transit Coach Replacement Schedule (con't)

Coach Number	Model Year	Coach Length	Life Expectancy (Years)	Year Useful Life Will be Met	Replacement Scheduled	Estimated Purchase Cost	Estimated Repalcement Cost
629	2030	35'	12	2042	2042	\$1,269,633	\$2,280,078
630	2030	35'	12	2042	2042	\$1,269,633	\$2,280,078
831	2008	35'	12	2020	2020	\$317,318	\$757,334
832	2008	35'	12	2020	2020	\$317,318	\$757,334
833	2008	35'	12	2020	2020	\$317,318	\$757,334
834	2008	35'	12	2020	2020	\$317,318	\$757,334
835	2008	35'	12	2020	2020	\$317,318	\$757,334
836	2008	35'	12	2020	2020	\$317,318	\$757,334
831	2020	35'	12	2032	2032	\$757,334	\$1,360,063
832	2020	35'	12	2032	2032	\$757,334	\$1,360,063
833	2020	35'	12	2032	2032	\$757,334	\$1,360,063
834	2020	35'	12	2032	2032	\$757,334	\$1,360,063
835	2020	35'	12	2032	2032	\$757,334	\$1,360,063
836	2020	35'	12	2032	2032	\$757,334	\$1,360,063
831	2032	35'	12	2044	2044	\$1,360,063	\$2,442,478
832	2032	35'	12	2044	2044	\$1,360,063	\$2,442,478
833	2032	35'	12	2044	2044	\$1,360,063	\$2,442,478
834	2032	35'	12	2044	2044	\$1,360,063	\$2,442,478
835	2032	35'	12	2044	2044	\$1,360,063	\$2,442,478
836	2032	35'	12	2044	2044	\$1,360,063	\$2,442,478
937	2009	29'	7	2016	2016	\$179,879	\$229,000
938	2009	29'	7	2016	2016	\$179,879	\$229,000
939	2009	29'	7	2016	2016	\$179,879	\$229,000
937	2016	29'	7	2028	2028	\$229,000	\$411,251
938	2016	29'	7	2028	2028	\$229,000	\$411,251
939	2016	29'	7	2028	2028	\$229,000	\$411,251
937	2028	29'	7	2040	2040	\$411,251	\$738,548
938	2028	29'	7	2040	2040	\$411,251	\$738,548
939	2028	29'	7	2040	2040	\$411,251	\$738,548
1040	2010	35'	12	2022	2022	\$543,168	\$811,275
1041	2010	35'	12	2022	2022	\$543,168	\$811,275
1042	2010	35'	12	2022	2022	\$543,168	\$811,275
1043	2010	35'	12	2022	2022	\$543,168	\$811,275
1044	2010	35'	12	2022	2022	\$543,168	\$811,275
1045	2010	35'	12	2022	2022	\$543,168	\$811,275
1046	2010	35'	12	2022	2022	\$543,168	\$811,275
1040	2022	35'	12	2034	2034	\$811,275	\$1,456,933
1041	2022	35'	12	2034	2034	\$811,275	\$1,456,933
1042	2022	35'	12	2034	2034	\$811,275	\$1,456,933
1043	2022	35'	12	2034	2034	\$811,275	\$1,456,933
1044	2022	35'	12	2034	2034	\$811,275	\$1,456,933
1045	2022	35'	12	2034	2034	\$811,275	\$1,456,933
1046	2022	35'	12	2034	2034	\$811,275	\$1,456,933
1040	2034	35'	12	2046	2046	\$1,456,933	\$2,616,442
1041	2034	35'	12	2046	2046	\$1,456,933	\$2,616,442
1042	2034	35'	12	2046	2046	\$1,456,933	\$2,616,442
1043	2034	35'	12	2046	2046	\$1,456,933	\$2,616,442
1044	2034	35'	12	2046	2046	\$1,456,933	\$2,616,442
1045	2034	35'	12	2046	2046	\$1,456,933	\$2,616,442
1046	2034	35'	12	2046	2046	\$1,456,933	\$2,616,442

Transit Coach Replacement Schedule (con't)

Coach Number	Model Year	Coach Length	Life Expectancy (Years)	Year Useful Life Will be Met	Replacement Scheduled	Estimated Purchase Cost	Estimated Repalcement Cost
1247	2012	35'	12	2024	2024	\$570,650	\$811,275
1248	2012	35'	12	2024	2024	\$570,650	\$811,275
1247	2024	35'	12	2026	2026	\$811,275	\$1,456,933
1248	2024	35'	12	2026	2026	\$811,275	\$1,456,933
1247	2026	35'	12	2038	2038	\$1,456,933	\$2,616,442
1248	2026	35'	12	2038	2038	\$1,456,933	\$2,616,442
1349	2013	35'	12	2025	2025	\$595,258	\$899,475
1350	2013	35'	12	2025	2025	\$595,258	\$899,475
1351	2013	35'	12	2025	2025	\$595,258	\$899,475
1352	2013	35'	12	2025	2025	\$595,258	\$899,475
1353	2013	35'	12	2025	2025	\$595,258	\$899,475
1349	2025	35'	12	2037	2037	\$899,475	\$1,597,369
1350	2025	35'	12	2037	2037	\$899,475	\$1,597,369
1351	2025	35'	12	2037	2037	\$899,475	\$1,597,369
1352	2025	35'	12	2037	2037	\$899,475	\$1,597,369
1353	2025	35'	12	2037	2037	\$899,475	\$1,597,369
1088	2010	24'	5	2015	2015	\$87,939	\$105,000
1089	2010	24'	5	2015	2015	\$87,939	\$105,000
1090	2010	24'	5	2015	2015	\$87,939	\$105,000
1091	2010	24'	5	2015	2015	\$87,939	\$105,000
1088	2015	24'	5	2020	2020	\$105,000	\$134,010
1089	2015	24'	5	2020	2020	\$105,000	\$134,010
1090	2015	24'	5	2020	2020	\$105,000	\$134,010
1091	2015	24'	5	2020	2020	\$105,000	\$134,010
1088	2020	24'	5	2025	2025	\$134,010	\$171,034
1089	2020	24'	5	2025	2025	\$134,010	\$171,034
1090	2020	24'	5	2025	2025	\$134,010	\$171,034
1091	2020	24'	5	2025	2025	\$134,010	\$171,034
1088	2025	24'	5	2030	2030	\$171,034	\$218,288
1089	2025	24'	5	2030	2030	\$171,034	\$218,288
1090	2025	24'	5	2030	2030	\$171,034	\$218,288
1091	2025	24'	5	2030	2030	\$171,034	\$218,288
1088	2030	24'	5	2035	2035	\$218,288	\$278,597
1089	2030	24'	5	2035	2035	\$218,288	\$278,597
1090	2030	24'	5	2035	2035	\$218,288	\$278,597
1091	2030	24'	5	2035	2035	\$218,288	\$278,597
1193	2011	24'	5	2016	2016	\$110,040	\$130,700
1193	2016	24'	5	2021	2021	\$130,700	\$166,810
1193	2021	24'	5	2026	2026	\$166,810	\$212,897
1193	2026	24'	5	2031	2031	\$212,897	\$271,717
1193	2031	24'	5	2035	2035	\$271,717	\$346,787
1267	2012	24'	5	2017	2017	\$109,660	\$130,241
1267	2017	24'	5	2022	2022	\$130,241	\$166,224
1267	2022	24'	5	2027	2027	\$166,224	\$212,149
1267	2027	24'	5	2032	2032	\$212,149	\$270,762
1267	2032	24'	5	2037	2037	\$270,762	\$345,569
983	2009	24'	5	2015	2015	\$80,983	\$96,182
984	2009	24'	5	2015	2015	\$80,983	\$96,182
985	2009	24'	5	2015	2015	\$80,983	\$96,182
986	2009	24'	5	2015	2015	\$80,983	\$96,182

Transit Coach Replacement Schedule (con't)

Coach Number	Model Year	Coach Length	Life Expectancy (Years)	Year Useful Life Will be Met	Replacement Scheduled	Estimated Purchase Cost	Estimated Repalcement Cost
987	2009	24'	5	2015	2015	\$80,983	\$96,182
983	2015	24'	5	2020	2020	\$96,182	\$122,755
984	2015	24'	5	2020	2020	\$96,182	\$122,755
985	2015	24'	5	2020	2020	\$96,182	\$122,755
986	2015	24'	5	2020	2020	\$96,182	\$122,755
987	2015	24'	5	2020	2020	\$96,182	\$122,755
983	2020	24'	5	2025	2025	\$122,755	\$156,670
984	2020	24'	5	2025	2025	\$122,755	\$156,670
985	2020	24'	5	2025	2025	\$122,755	\$156,670
986	2020	24'	5	2025	2025	\$122,755	\$156,670
987	2020	24'	5	2025	2025	\$122,755	\$156,670
983	2025	24'	5	2030	2030	\$156,670	\$199,955
984	2025	24'	5	2030	2030	\$156,670	\$199,955
985	2025	24'	5	2030	2030	\$156,670	\$199,955
986	2025	24'	5	2030	2030	\$156,670	\$199,955
987	2025	24'	5	2030	2030	\$156,670	\$199,955
983	2030	24'	5	2035	2035	\$199,955	\$255,199
984	2030	24'	5	2035	2035	\$199,955	\$255,199
985	2030	24'	5	2035	2035	\$199,955	\$255,199
986	2030	24'	5	2035	2035	\$199,955	\$255,199
987	2030	24'	5	2035	2035	\$199,955	\$255,199
1192	2011	24'	5	2017	2017	\$91,800	\$109,000
1260	2012	24'	5	2017	2017	\$91,100	\$109,000
1261	2012	24'	5	2017	2017	\$91,100	\$109,000
1262	2012	24'	5	2017	2017	\$91,100	\$109,000
1263	2012	24'	5	2017	2017	\$91,100	\$109,000
1264	2012	24'	5	2017	2017	\$91,100	\$109,000
1265	2012	24'	5	2017	2017	\$91,100	\$109,000
1266	2012	24	5	2017	2017	\$91,100	\$109,000
1192	2017	24	5	2022	2022	\$109,000	\$139,115
1260	2017	24	5	2022	2022	\$109,000	\$139,115
1261	2017	24	5	2022	2022	\$109,000	\$139,115
1262	2017	24	5	2022	2022	\$109,000	\$139,115
1263	2017	24	5	2022	2022	\$109,000	\$139,115
1264	2017	24	5	2022	2022	\$109,000	\$139,115
1265	2017	24	5	2022	2022	\$109,000	\$139,115
1266	2017	24	5	2022	2022	\$109,000	\$139,115
1192	2022	24	5	2027	2027	\$139,115	\$177,550
1260	2022	24	5	2027	2027	\$139,115	\$177,550
1261	2022	24	5	2027	2027	\$139,115	\$177,550
1262	2022	24	5	2027	2027	\$139,115	\$177,550
1263	2022	24	5	2027	2027	\$139,115	\$177,550
1264	2022	24	5	2027	2027	\$139,115	\$177,550
1265	2022	24	5	2027	2027	\$139,115	\$177,550
1266	2022	24	5	2027	2027	\$139,115	\$177,550
1192	2027	24	5	2032	2032	\$177,550	\$226,604
1260	2027	24	5	2032	2032	\$177,550	\$226,604
1261	2027	24	5	2032	2032	\$177,550	\$226,604
1262	2027	24	5	2032	2032	\$177,550	\$226,604
1263	2027	24	5	2032	2032	\$177,550	\$226,604

Transit Coach Replacement Schedule (con't)

Coach Number	Model Year	Coach Length	Life Expectancy (Years)	Year Useful Life Will be Met	Replacement Scheduled	Estimated Purchase Cost	Estimated Repalcement Cost
1264	2027	24	5	2032	2032	\$177,550	\$226,604
1265	2027	24	5	2032	2032	\$177,550	\$226,604
1266	2027	24	5	2032	2032	\$177,550	\$226,604
1192	2032	24	5	2037	2037	\$226,604	\$289,211
1260	2032	24	5	2037	2037	\$226,604	\$289,211
1261	2032	24	5	2037	2037	\$226,604	\$289,211
1262	2032	24	5	2037	2037	\$226,604	\$289,211
1263	2032	24	5	2037	2037	\$226,604	\$289,211
1264	2032	24	5	2037	2037	\$226,604	\$289,211
1265	2032	24	5	2037	2037	\$226,604	\$289,211
1266	2032	24	5	2037	2037	\$226,604	\$289,211