

Appendix F

Local Project Costs

Appendix F contains several project lists to help 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 anticipated implementation schedule. Band 1 represents the years of 2019 through 2025; Band 2 from 2026 through 2034; and Band 3 from 2035 through 2040. The combined costs for each phase are adjusted for inflation based on an average annual inflation rate of 1.6 for 2019 through 2034, and 1.5% for the outer years 2035 through 2040.

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.

Draft 2040 Transportation Plan Project List

	Responsible Agency	Project Length (miles)	Project Costs (\$1,000s)		
			Design	Right of Way	Construction
New Construction					
Connector Street - Wells Street to Spy Run Avenue	FW	0.58	450	1000	8500
Paul Shaffer Drive from California Road to Clinton Street	FW	0.57	440	1000	4500
Widening Projects - four lanes					
Adams Center Road - State Road 930 to Moeller Road	NH	1.00	780	1800	7100
Ardmore Avenue - Covington Road to Engle Road	FW	1.00	780	1800	7100
Ardmore Avenue - Engle Road to Lower Huntington Road	FW	2.00	1200	2500	14100
Clinton Street - Auburn Road to Wallen Road	FW	1.40	1200	2500	9800
Clinton Street - Wallen Road to Dupont Road/State Road 1	AC FW	1.70	1050	2550	11900
Diebold Road - Clinton Street to s/o Dupont Road/State Road 1	AC FW	0.65		200	1200
Hillegas Road - s/o Bass Road to Washington Center Road	AC FW	3.40	1800	4200	18000
Maplecrest Road - State Boulevard to Stellhorn Road	FW	0.88			11400
State Boulevard - Clinton Street to Cass Street	FW	0.30	0	0	9800
Stellhorn Road - Maplecrest Road to Maysville Road	FW	1.95	1200	3000	14200
Tonkel Road - Dupont Road/State Road 1 to Union Chapel Road	AC	1.40	1200	2500	9800
Washington Center Road - W/O Road 3 to US 33	FW	1.40	1250	2500	10200
Center Turn Lane Improvement					
Auburn Road - Cook Road to Interstate 469 Exit Ramp	FW	1.80	540	1200	6500
Coldwater Road - Mill Lake Road to Union Chapel Road	AC	1.28	380	500	4600
Engle Road - Bluffton Road to Smith Road	FW	2.15	650	1200	7700
Gump Road - Coldwater Road to Auburn Road	AC	1.35	600	800	6500
Saint Joe Center Road - Clinton Street to River Run Trail	FW	0.35			2580
Saint Joe Center Road - Reed Road to Maplecrest Road	FW	1.00	300	500	3600
Saint Joe Center Road - Maplecrest Road to Meijer Drive	FW	2.40	1100	2800	12000
Road Reconstruction-Road Diet					
Anthony Boulevard - Tillman Road to Rudisill Boulevard	FW	2.20	330		2500
Anthony Boulevard - Rudisill Boulevard to Pontiac Street	FW	0.73	110		800
Anthony Boulevard - Pontiac Street to Wayne Trace	FW	0.40	80		450
Anthony Boulevard - Wayne Trace to Crescent Avenue	FW	2.10	315		2300
Broadway Street - Bell Avenue to North River Road	FW	0.76	0	150	6695
Calhoun Street - Paulding Road to Tillman Road	FW	1.00	150		1100
Clay Street - Main Street to Lewis Street	FW	0.41	80		450
Coliseum Boulevard/Pontiac Street - New Haven Avenue to Wayne Trace	FW	1.10	165	0	1210
Columbia Street - Saint Joe Boulevard to Lake Avenue	FW	0.64	95		710
Harrison Street - Superior Street to Second Street	FW	0.26	40		300
Lake Avenue - Saint Joe Boulevard to Delta Boulevard	FW	0.65	100		715
Paulding Road - US 27/Lafayette Street to Anthony Boulevard	FW	1.00	150	150	1100
Paulding Road - Anthony Boulevard to Hessen Cassel Road	FW	0.85	130	0	1000
Superior Street - Calhoun Street to Wells Street	FW	0.30	45		350
Tillman Road - Anthony Boulevard to Hessen Cassel Road	FW	0.85	125		940
Washington Boulevard - Lafayette Street to Van Buren Street	FW	0.80	120		900
Turn Lane Extension					
Jefferson Boulevard - Lutheran Hospital Entrance to Interstate 69 Ramps	INDOT FW	0.30	75	100	300

	Responsible Agency	Project Length (miles)	Project Costs (\$1,000s)		
			Design	Right of Way	Construction
Intersection Improvement/Reconstruction					
Broadway and Taylor Street	FW		140	200	1100
Clinton Street and Wallen Road	FW		125	100	300
Clinton Street and Washington Center/St. Joe Center Road	FW		0	0	0
Coldwater Road and Union Chapel Road	AC FW		200	250	650
Corbin Road and Union Chapel Road	AC		150	250	1200
Coverdale Road, Winters Road and Indianapolis Road	AC		250	250	750
Flaugh Road and Leesburg Road	AC		150	250	750
Goshen Road, Lillian Avenue and Sherman Street	FW		140	350	950
Homestead Road and Lower Huntington Road	AC		200	300	700
Leesburg Road and Main Street	FW		140	350	950
Ludwig Road and Huguenard Road	FW INDOT		50	100	200
Rothman Road and St. Joe Road	FW		150	200	400
State Road 930/Coliseum Boulevard and Coldwater Road	INDOT				
State Road 930/Coliseum Boulevard and Goshen Road	INDOT				
State Road 930/Coliseum Boulevard and US 27/Lima Road	INDOT				
Wayne Trace and Monroeville Road	AC		150	300	1100
Reconstruction and Realignment					
Adams Center Road - Moeller Road to Paulding Road	NH FW	1.5	675	1800	5500
Adams Center Road - Paulding Road to Interstate 469	AC	2.8	1260	2240	6450
Allen County/Whitley County Line Road - US 24 to SR 14	AC WC	4.50	1200	3600	16200
Amstutz Road - Hosler Road to State Road 1/Leo Road	LC	0.80	400	100	4500
Adrmore Avenue - Airport Expressway to Ferguson Road	FW	1.14	150	250	1500
Bass Road - Clifty Parkway to Thomas Road	AC	4.50	0	0	3400
Bass Road - Thomas Road to Hillegas Road	AC	4.50	0	0	3300
Bass Road - Hadley Road to Scott Road	AC	4.50	0	1200	16200
Carroll Road - State Road 3/Lima Road to Springs Drive	HT	0.35	200	125	2300
Carroll Road - Bethel Road to Millstone Drive	HT	0.40	0	0	0
Coldwater Road - Gump Road to Allen County Line Road	AC	2.72	400	1000	7500
Cook Road - US 33 to O'Day Road	AC	1.50	250	350	4500
Crescent Road - Sirlin Drive to State Road 930/Coliseum Boulevard	FW	0.76	200	125	3000
Dunton Road - Hathaway Road to Cedar Canyons	AC	2.00	100	450	5600
Goshen Avenue - State Boulevard to Coliseum Boulevard/State Road 930	FW	2.20	700	1000	6000
Hathaway Road - Corbin Road to State Road 3/Lima Road	AC	1.46	100	400	2800
Hathaway Road - State Road 3/Lima Road to Hand Road	HT	2.00	400	1200	9600
Huguenard Road - Washington Center Road to Cook Road	FW	1.00	350	600	3500
Lake Avenue - Reed Road to Maysville Road	FW	1.35	400	500	3500
Leesburg Road from Main Street to Jefferson Boulevard	FW	0.34	250	150	1200
Maysville Road - State Boulevard to Stellhorn Road	AC FW	1.75	350	500	2500
Moeller Road - Hartzell Road to Adams Center	NH	1.50	540	520	4500
Saint Joe Road - Evard Road to Mayhew Road	AC FW	1.65	350	1000	3500
Saint Joe Road - Maplecrest Road to Eby Road	AC	0.65	150	450	2000
State Boulevard - Maysville Road to Georgetown North Boulevard	FW	0.94	500	600	5500
Till Road - Lima Road to Dawson Creek Boulevard	FW	1.14	200	500	3000
Wallen Road - Hanauer Road to Auburn Road	FW	3.00	250	1000	6000
Wells Street - State Boulevard to Fernhill Avenue	FW	1.02	400	1000	3500
Witmer Road from Schwartz Road to Page Road	AC	1.50	250	400	3100
New Railroad Grade Separation					
Anthony Boulevard and Norfolk Southern Railroad	FW		300	2000	24000
Airport Expressway and Norfolk Southern Railroad	FW		500		10000
Ardmore Avenue and Norfolk Southern Railroad	FW		500	1500	12000
Reconstruct Railroad Grade Separation					
Anthony Boulevard and CSX Railroad	FW		0		2500
Interchange - New Construction					
Interstate 69 and Hursh Road	INDOT				
Interchange - Modification					
Interstate 69 and State Road 14/Illinois Road Interchange	INDOT				
Interstate 469 and US 24 Interchange	INDOT				
US 24 and Ryan Road/Bruick Road Interchange	INDOT				
Total Project Costs (2018 dollars)			30200	60410	400600

Band 1 2019-2025

	Responsible Agency	Project Length (miles)	Project Costs (\$1,000s)		
			Design	Right of Way	Construction
Widening Projects - four lanes					
Ardmore Avenue - Covington Road to Engle Road	FW	1.00	780	1800	7100
Clinton Street - Auburn Road to Wallen Road	FW	1.40	1200	2500	9800
Diebold Road - Clinton Street to s/o Dupont Road/State Road 1	AC FW	0.65		200	1200
Maplecrest Road - State Boulevard to Stellhorn Road	FW	0.88			11400
State Boulevard - Clinton Street to Cass Street	FW	0.30	0	0	9800
Center Turn Lane Improvement					
Saint Joe Center Road - Clinton Street to River Run Trail	FW	0.35			2580
Road Reconstruction-Road Diet					
Broadway Street - Bell Avenue to North River Road	FW	0.76	0	150	6695
Calhoun Street - Paulding Road to Tillman Road	FW	1.00	150		1100
Clay Street - Main Street to Lewis Street	FW	0.41	80		450
Columbia Street - Saint Joe Boulevard to Lake Avenue	FW	0.64	95		710
Harrison Street - Superior Street to Second Street	FW	0.26	40		300
Lake Avenue - Saint Joe Boulevard to Delta Boulevard	FW	0.65	100		715
Superior Street - Calhoun Street to Wells Street	FW	0.30	45		350
Intersection Improvement/Reconstruction					
Broadway and Taylor Street	FW		140	200	1100
Clinton Street and Washington Center/St. Joe Center Road	FW		0	0	0
Coldwater Road and Union Chapel Road	AC FW		200	250	650
Goshen Road, Lillian Avenue and Sherman Street	FW		140	350	950
State Road 930/Coliseum Boulevard and Coldwater Road	INDOT				
State Road 930/Coliseum Boulevard and Goshen Road	INDOT				
State Road 930/Coliseum Boulevard and US 27/Lima Road	INDOT				
Reconstruction and Realignment					
Amstutz Road - Hosler Road to State Road 1/Leo Road	LC	0.80	400	100	4500
Adrmore Avenue - Airport Expressway to Ferguson Road	FW	1.14	150	250	1500
Bass Road - Clifty Parkway to Thomas Road	AC	4.50	0	0	3400
Bass Road - Thomas Road to Hillegas Road	AC	4.50	0	0	3300
Dunton Road - Hathaway Road to Cedar Canyons	AC	2.00	100	450	5600
Goshen Avenue - State Boulevard to Coliseum Boulevard/State Road 930	FW	2.20	700	1000	6000
Interchange - Modification					
Interstate 469 and US 24 Interchange	INDOT				
Total Project Costs (2020 dollars)			4320	7250	79200
Project Costs Adjusted for Inflation			4533	7607	83105

Band 2 2026-2034

	Responsible Agency	Project Length (miles)	Project Costs (\$1,000s)		
			Design	Right of Way	Construction
New Construction					
Connector Street - Wells Street to Spy Run Avenue	FW	0.58	450	1000	8500
Widening Projects - four lanes					
Adams Center Road - State Road 930 to Moeller Road	NH	1.00	780	1800	7100
Ardmore Avenue - Engle Road to Lower Huntington Road	FW	2.00	1200	2500	14100
Clinton Street - Wallen Road to Dupont Road/State Road 1	AC FW	1.70	1050	2550	11900
Hillegas Road - s/o Bass Road to Washington Center Road	AC FW	3.40	1800	4200	18000
Tonkel Road - Dupont Road/State Road 1 to Union Chapel Road	AC	1.40	1200	2500	9800
Washington Center Road - W/O Road 3 to US 33	FW	1.40	1250	2500	10200
Center Turn Lane Improvement					
Coldwater Road - Mill Lake Road to Union Chapel Road	AC	1.28	380	500	4600
Engle Road - Bluffton Road to Smith Road	FW	2.15	650	1200	7700
Gump Road - Coldwater Road to Auburn Road	AC	1.35	600	800	6500
Saint Joe Center Road - Reed Road to Maplecrest Road	FW	1.00	300	500	3600
Saint Joe Center Road - Maplecrest Road to Meijer Drive	FW	2.40	1100	2800	12000
Road Reconstruction-Road Diet					
Anthony Boulevard - Tillman Road to Rudisill Boulevard	FW	2.20	330		2500
Anthony Boulevard - Rudisill Boulevard to Pontiac Street	FW	0.73	110		800
Anthony Boulevard - Pontiac Street to Wayne Trace	FW	0.40	80		450
Anthony Boulevard - Wayne Trace to Crescent Avenue	FW	2.10	315		2300
Coliseum Boulevard/Pontiac Street - New Haven Avenue to Wayne Trace	FW	1.10	165	0	1210
Paulding Road - US 27/Lafayette Street to Anthony Boulevard	FW	1.00	150	150	1100
Paulding Road - Anthony Boulevard to Hessen Cassel Road	FW	0.85	130	0	1000
Tillman Road - Anthony Boulevard to Hessen Cassel Road	FW	0.85	125		940
Washington Boulevard - Lafayette Street to Van Buren Street	FW	0.80	120		900
Turn Lane Extension					
Jefferson Boulevard - Lutheran Hospital Entrance to Interstate 69 Ramps	INDOT FW	0.30	75	100	300
Intersection Improvement/Reconstruction					
Clinton Street and Wallen Road	FW		125	100	300
Corbin Road and Union Chapel Road	AC		150	250	1200
Homestead Road and Lower Huntington Road	AC		200	300	700
Leesburg Road and Main Street	FW		140	350	950
Ludwig Road and Huguenard Road	FW INDOT		50	100	200
Wayne Trace and Monroeville Road	AC		150	300	1100
Reconstruction and Realignment					
Bass Road - Hadley Road to Scott Road	AC	4.50	0	1200	16200
Carroll Road - State Road 3/Lima Road to Springs Drive	HT	0.35	200	125	2300
Carroll Road - Bethel Road to Millstone Drive	HT	0.40	0	0	0
Coldwater Road - Gump Road to Allen County Line Road	AC	2.72	400	1000	7500
Hathaway Road - Corbin Road to State Road 3/Lima Road	AC	1.46	100	400	2800
Hathaway Road - State Road 3/Lima Road to Hand Road	HT	2.00	400	1200	9600
Leesburg Road from Main Street to Jefferson Boulevard	FW	0.34	250	150	1200
Moeller Road - Hartzell Road to Adams Center	NH	1.50	540	520	4500
State Boulevard - Maysville Road to Georgetown North Boulevard	FW	0.94	500	600	5500
Till Road - Lima Road to Dawson Creek Boulevard	FW	1.14	200	500	3000
Witmer Road from Schwartz Road to Page Road	AC	1.50	250	400	3100
New Railroad Grade Separation					
Anthony Boulevard and Norfolk Southern Railroad	FW		300	2000	24000
Reconstruct Railroad Grade Separation					
Anthony Boulevard and CSX Railroad	FW		0		2500
Interchange - Modification					
Interstate 69 and State Road 14/Illinois Road Interchange	INDOT				
US 24 and Ryan Road/Bruick Road Interchange	INDOT				
Total Project Costs (2020 dollars)			16315	32595	212150
Project Costs Adjusted for Inflation			19346	38651	251567

Band 3 2035-2040

	Responsible Agency	Project Length (miles)	Project Costs (\$1,000s)		
			Design	Right of Way	Construction
New Construction					
Paul Shaffer Drive from California Road to Clinton Street	FW	0.57	440	1000	4500
Widening Projects - four lanes					
Stellhorn Road - Maplecrest Road to Maysville Road	FW	1.95	1200	3000	14200
Center Turn Lane Improvement					
Auburn Road - Cook Road to Interstate 469 Exit Ramp	FW	1.80	540	1200	6500
Intersection Improvement/Reconstruction					
Coverdale Road, Winters Road and Indianapolis Road	AC		250	250	750
Flaugh Road and Leesburg Road	AC		150	250	750
Rothman Road and St. Joe Road	FW		150	200	400
Reconstruction and Realignment					
Adams Center Road - Moeller Road to Paulding Road	NH FW	1.5	675	1800	5500
Adams Center Road - Paulding Road to Interstate 469	AC	2.8	1260	2240	6450
Allen County/Whitley County Line Road - US 24 to SR 14	AC WC	4.50	1200	3600	16200
Cook Road - US 33 to O'Day Road	AC	1.50	250	350	4500
Crescent Road - Sirlin Drive to State Road 930/Coliseum Boulevard	FW	0.76	200	125	3000
Huguenard Road - Washington Center Road to Cook Road	FW	1.00	350	600	3500
Lake Avenue - Reed Road to Maysville Road	FW	1.35	400	500	3500
Maysville Road - State Boulevard to Stellhorn Road	AC FW	1.75	350	500	2500
Saint Joe Road - Evard Road to Mayhew Road	AC FW	1.65	350	1000	3500
Saint Joe Road - Maplecrest Road to Eby Road	AC	0.65	150	450	2000
Wallen Road - Hanauer Road to Auburn Road	FW	3.00	250	1000	6000
Wells Street - State Boulevard to Fernhill Avenue	FW	1.02	400	1000	3500
New Railroad Grade Separation					
Airport Expressway and Norfolk Southern Railroad	FW		500		10000
Ardmore Avenue and Norfolk Southern Railroad	FW		500	1500	12000
Interchange - New Construction					
Interstate 69 and Hursh Road	INDOT				
Total Project Costs (2020 dollars)			9565	20565	109250
Project Costs Adjusted for Inflation			12676	27255	144789

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
227	2018	35'	12	2030	2031	\$670,000	\$1,326,555
228	2018	35'	12	2030	2031	\$670,000	\$1,326,555
227	2031	35'	12	2043	2043	\$1,326,555	\$1,891,350
228	2031	35'	12	2043	2043	\$1,326,555	\$1,891,350
227	2043	35'	12	2055	2055	\$1,891,350	\$2,696,613
228	2043	35'	12	2055	2055	\$1,891,350	\$2,696,613
629	2006	35'	12	2018	2019	\$284,354	\$738,675
630	2006	35'	12	2018	2019	\$284,354	\$738,675
629	2019	35'	12	2031	2031	\$738,675	\$1,053,174
630	2019	35'	12	2031	2031	\$738,675	\$1,053,174
629	2031	35'	12	2043	2043	\$1,053,174	\$1,501,574
630	2031	35'	12	2043	2043	\$1,053,174	\$1,501,574
831	2008	35'	12	2020	2020	\$317,318	\$775,609
831	2020	35'	12	2032	2032	\$775,609	\$1,105,833
831	2032	35'	12	2044	2044	\$1,105,833	\$1,576,653
832	2008	35'	12	2020	2021	\$317,318	\$814,390
833	2008	35'	12	2020	2021	\$317,318	\$814,390
832	2021	35'	12	2033	2033	\$814,390	\$1,161,125
833	2021	35'	12	2033	2033	\$814,390	\$1,161,125
832	2033	35'	12	2045	2045	\$1,161,125	\$1,655,487
833	2033	35'	12	2045	2045	\$1,161,125	\$1,655,487
834	2008	35'	12	2020	2022	\$317,318	\$855,110
835	2008	35'	12	2020	2022	\$317,318	\$855,110
836	2008	35'	12	2020	2022	\$317,318	\$855,110
834	2022	35'	12	2034	2034	\$855,110	\$1,219,182
835	2022	35'	12	2034	2034	\$855,110	\$1,219,182
836	2022	35'	12	2034	2034	\$855,110	\$1,219,182
834	2034	35'	12	2046	2046	\$1,219,182	\$1,738,263
835	2034	35'	12	2046	2046	\$1,219,182	\$1,738,263
836	2034	35'	12	2046	2046	\$1,219,182	\$1,738,263
1040	2010	35'	12	2022	2023	\$543,168	\$897,865
1041	2010	35'	12	2022	2023	\$543,168	\$897,865
1040	2023	35'	12	2035	2035	\$897,865	\$1,280,141
1041	2023	35'	12	2035	2035	\$897,865	\$1,280,141
1040	2035	35'	12	2047	2047	\$1,280,141	\$1,825,175
1041	2035	35'	12	2047	2047	\$1,280,141	\$1,825,175
1042	2010	35'	12	2022	2024	\$543,168	\$942,758
1043	2010	35'	12	2022	2024	\$543,168	\$942,758
1042	2024	35'	12	2036	2036	\$942,758	\$1,344,147
1043	2024	35'	12	2036	2036	\$942,758	\$1,344,147
1042	2036	35'	12	2048	2048	\$1,344,147	\$1,916,433
1043	2036	35'	12	2048	2048	\$1,344,147	\$1,916,433
1044	2010	35'	12	2022	2025	\$543,168	\$989,896
1045	2010	35'	12	2022	2025	\$543,168	\$989,896
1046	2010	35'	12	2022	2025	\$543,168	\$989,896
1044	2025	35'	12	2037	2037	\$989,896	\$1,411,355
1045	2025	35'	12	2037	2037	\$989,896	\$1,411,355
1046	2025	35'	12	2037	2037	\$989,896	\$1,411,355
1044	2037	35'	12	2049	2049	\$1,411,355	\$2,012,255
1045	2037	35'	12	2049	2049	\$1,411,355	\$2,012,255
1046	2037	35'	12	2049	2049	\$1,411,355	\$2,012,255
1247	2012	35'	12	2024	2026	\$570,650	\$1,039,391
1248	2012	35'	12	2024	2026	\$570,650	\$1,039,391
1247	2026	35'	12	2038	2038	\$1,039,391	\$1,481,923
1248	2026	35'	12	2038	2038	\$1,039,391	\$1,481,923
1247	2038	35'	12	2050	2050	\$1,481,923	\$2,112,868
1248	2038	35'	12	2050	2050	\$1,481,923	\$2,112,868
1349	2013	35'	12	2025	2027	\$595,258	\$1,091,361
1350	2013	35'	12	2025	2027	\$595,258	\$1,091,361
1349	2027	35'	12	2039	2039	\$1,091,361	\$1,556,020

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
1350	2027	35'	12	2039	2039	\$1,091,361	\$1,556,020
1349	2039	35'	12	2051	2051	\$1,556,020	\$2,218,512
1350	2039	35'	12	2051	2051	\$1,556,020	\$2,218,512
1351	2013	35'	12	2025	2028	\$595,258	\$1,145,929
1352	2013	35'	12	2025	2028	\$595,258	\$1,145,929
1353	2013	35'	12	2025	2028	\$595,258	\$1,145,929
1351	2028	35'	12	2040	2040	\$1,145,929	\$1,633,821
1352	2028	35'	12	2040	2040	\$1,145,929	\$1,633,821
1353	2028	35'	12	2040	2040	\$1,145,929	\$1,633,821
1351	2040	35'	12	2052	2052	\$1,633,821	\$2,329,438
1352	2040	35'	12	2052	2052	\$1,633,821	\$2,329,438
1353	2040	35'	12	2052	2052	\$1,633,821	\$2,329,438
1554	2015	40'	12	2027	2029	\$632,522	\$1,203,255
1555	2015	40'	12	2027	2029	\$632,522	\$1,203,255
1554	2029	40'	12	2041	2041	\$1,203,255	\$1,715,554
1555	2029	40'	12	2041	2041	\$1,203,255	\$1,715,554
1554	2041	40'	12	2053	2053	\$1,715,554	\$2,445,970
1555	2041	40'	12	2053	2053	\$1,715,554	\$2,445,970
1556	2015	40'	12	2027	2030	\$632,522	\$1,263,386
1557	2015	40'	12	2027	2030	\$632,522	\$1,263,386
1556	2030	40'	12	2042	2042	\$1,263,386	\$1,801,286
1557	2030	40'	12	2042	2042	\$1,263,386	\$1,801,286
1556	2042	40'	12	2054	2054	\$1,801,286	\$2,568,204
1557	2042	40'	12	2054	2054	\$1,801,286	\$2,568,204
1658	2016	40'	12	2028	2031	\$633,953	\$1,326,555
1759	2017	40'	12	2029	2031	\$642,230	\$1,326,555
1658	2031	40'	12	2043	2043	\$1,326,555	\$1,891,350
1759	2031	40'	12	2043	2043	\$1,326,555	\$1,891,350
1658	2043	40'	12	2055	2055	\$1,891,350	\$2,696,613
1759	2043	40'	12	2055	2055	\$1,891,350	\$2,696,613
1193	2011	26'	5	2016	2018	\$110,040	\$140,000
1193	2018	26'	5	2023	2023	\$140,000	\$178,679
1193	2023	26'	5	2028	2028	\$178,679	\$228,045
1193	2028	26'	5	2033	2033	\$228,045	\$291,050
1193	2033	26'	5	2038	2038	\$291,050	\$371,462
1193	2038	26'	5	2043	2043	\$371,462	\$474,090
1267	2012	26'	5	2017	2020	\$109,660	\$154,350
1267	2020	26'	5	2025	2025	\$154,350	\$196,994
1267	2025	26'	5	2030	2030	\$196,994	\$251,420
1267	2030	26'	5	2035	2035	\$251,420	\$320,883
1267	2035	26'	5	2040	2040	\$320,883	\$409,537
1574	2016	26'	5	2022	2024	\$98,630	\$187,613
1575	2016	26'	5	2022	2024	\$98,630	\$187,613
1574	2024	26'	5	2029	2029	\$187,613	\$217,495
1575	2024	26'	5	2029	2029	\$187,613	\$217,495
1574	2029	26'	5	2034	2034	\$217,495	\$252,136
1575	2029	26'	5	2034	2034	\$217,495	\$252,136
1574	2034	26'	5	2039	2039	\$252,136	\$292,295
1575	2034	26'	5	2039	2039	\$252,136	\$292,295
1574	2039	26'	5	2044	2044	\$292,295	\$338,850
1575	2039	26'	5	2044	2044	\$292,295	\$338,850
984	2009	26'	5	2015	2018	\$80,983	\$110,000
986	2009	26'	5	2015	2018	\$80,983	\$110,000
987	2009	26'	5	2015	2018	\$80,983	\$110,000
1192	2011	26'	5	2017	2018	\$91,800	\$110,000
984	2018	26'	5	2023	2023	\$110,000	\$127,520
986	2018	26'	5	2023	2023	\$110,000	\$127,520
987	2018	26'	5	2023	2023	\$110,000	\$127,520
1192	2018	26'	5	2023	2023	\$110,000	\$127,520
984	2023	26'	5	2028	2028	\$127,520	\$147,831
986	2023	26'	5	2028	2028	\$127,520	\$147,831

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
987	2023	26'	5	2028	2028	\$127,520	\$147,831
1192	2023	26'	5	2028	2028	\$127,520	\$147,831
984	2028	26'	5	2033	2033	\$147,831	\$171,376
986	2028	26'	5	2033	2033	\$147,831	\$171,376
987	2028	26'	5	2033	2033	\$147,831	\$171,376
1192	2028	26'	5	2033	2033	\$147,831	\$171,376
984	2033	26'	5	2038	2038	\$171,376	\$198,672
986	2033	26'	5	2038	2038	\$171,376	\$198,672
987	2033	26'	5	2038	2038	\$171,376	\$198,672
1192	2033	26'	5	2038	2038	\$171,376	\$198,672
984	2038	26'	5	2043	2043	\$198,672	\$230,316
986	2038	26'	5	2043	2043	\$198,672	\$230,316
987	2038	26'	5	2043	2043	\$198,672	\$230,316
1192	2038	26'	5	2043	2043	\$198,672	\$230,316
1260	2012	26'	5	2017	2019	\$91,100	\$115,000
1261	2012	26'	5	2017	2019	\$91,100	\$115,000
1262	2012	26'	5	2017	2019	\$91,100	\$115,000
1260	2019	26'	5	2024	2024	\$115,000	\$133,317
1261	2019	26'	5	2024	2024	\$115,000	\$133,317
1262	2019	26'	5	2024	2024	\$115,000	\$133,317
1260	2024	26'	5	2029	2029	\$133,317	\$154,550
1261	2024	26'	5	2029	2029	\$133,317	\$154,550
1262	2024	26'	5	2029	2029	\$133,317	\$154,550
1260	2029	26'	5	2034	2034	\$154,550	\$179,166
1261	2029	26'	5	2034	2034	\$154,550	\$179,166
1262	2029	26'	5	2034	2034	\$154,550	\$179,166
1260	2034	26'	5	2039	2039	\$179,166	\$207,703
1261	2034	26'	5	2039	2039	\$179,166	\$207,703
1262	2034	26'	5	2039	2039	\$179,166	\$207,703
1260	2039	26'	5	2044	2044	\$207,703	\$240,784
1261	2039	26'	5	2044	2044	\$207,703	\$240,784
1262	2039	26'	5	2044	2044	\$207,703	\$240,784
1263	2012	26'	5	2017	2020	\$91,100	\$120,750
1264	2012	26'	5	2017	2020	\$91,100	\$120,750
1265	2012	26'	5	2017	2020	\$91,100	\$120,750
1263	2020	26'	5	2025	2025	\$120,750	\$139,982
1264	2020	26'	5	2025	2025	\$120,750	\$139,982
1265	2020	26'	5	2025	2025	\$120,750	\$139,982
1263	2025	26'	5	2030	2030	\$139,982	\$162,278
1264	2025	26'	5	2030	2030	\$139,982	\$162,278
1265	2025	26'	5	2030	2030	\$139,982	\$162,278
1263	2030	26'	5	2035	2035	\$162,278	\$188,125
1264	2030	26'	5	2035	2035	\$162,278	\$188,125
1265	2030	26'	5	2035	2035	\$162,278	\$188,125
1263	2035	26'	5	2040	2040	\$188,125	\$218,088
1264	2035	26'	5	2040	2040	\$188,125	\$218,088
1265	2035	26'	5	2040	2040	\$188,125	\$218,088
1266	2012	26'	5	2017	2021	\$91,100	\$126,788
1266	2021	26'	5	2026	2026	\$126,788	\$206,524
1266	2026	26'	5	2031	2031	\$206,524	\$263,583
1266	2031	26'	5	2036	2036	\$263,583	\$336,406
1266	2036	26'	5	2041	2041	\$336,406	\$429,349
1468	2014	26'	5	2019	2022	\$95,815	\$133,127
1469	2014	26'	5	2019	2022	\$95,815	\$133,127
1468	2022	26'	5	2027	2027	\$133,127	\$154,331
1469	2022	26'	5	2027	2027	\$133,127	\$154,331
1468	2027	26'	5	2032	2032	\$154,331	\$178,912
1469	2027	26'	5	2032	2032	\$154,331	\$178,912
1468	2032	26'	5	2037	2037	\$178,912	\$207,408
1469	2032	26'	5	2037	2037	\$178,912	\$207,408

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
1468	2037	26'	5	2042	2042	\$207,408	\$240,442
1469	2037	26'	5	2042	2042	\$207,408	\$240,442
1470	2014	26'	5	2019	2023	\$95,815	\$139,783
1471	2014	26'	5	2019	2023	\$95,815	\$139,783
1472	2014	26'	5	2019	2023	\$117,055	\$139,783
1470	2023	26'	5	2028	2028	\$139,783	\$162,047
1471	2023	26'	5	2028	2028	\$139,783	\$162,047
1472	2023	26'	5	2028	2028	\$139,783	\$162,047
1470	2028	26'	5	2033	2033	\$162,047	\$187,857
1471	2028	26'	5	2033	2033	\$162,047	\$187,857
1472	2028	26'	5	2033	2033	\$162,047	\$187,857
1470	2033	26'	5	2038	2038	\$187,857	\$217,777
1471	2033	26'	5	2038	2038	\$187,857	\$217,777
1472	2033	26'	5	2038	2038	\$187,857	\$217,777
1470	2038	26'	5	2043	2043	\$217,777	\$252,464
1471	2038	26'	5	2043	2043	\$217,777	\$252,464
1472	2038	26'	5	2043	2043	\$217,777	\$252,464
1573	2016	26'	5	2022	2024	\$78,400	\$146,772
1573	2024	26'	5	2029	2029	\$146,772	\$187,322
1573	2029	26'	5	2034	2034	\$187,322	\$239,076
1573	2034	26'	5	2039	2039	\$239,076	\$305,128
1573	2039	26'	5	2044	2044	\$305,128	\$389,429