

## **Appendix F**

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### *Local Project Costs*



Appendix F contains several project lists to help demonstrate how fiscal constraint was established and provides additional information on highway and transit program costs. The information includes cost estimates for the highway projects 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 is 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 includes projects that are funded with federal, local, and state (INDOT) revenue sources. The table also includes an Illustrative (unfunded) project list of local and state projects. The project costs were adjusted for inflation. Projects in Table F-2 are the projects sponsored by local public agencies that will utilize federal funding. These projects are banded by time-period based on their anticipated implementation schedule. The time-periods are Fiscal Years 2024 through 2030; 2031 through 2040; and 2041 through 2045.

A replacement schedule for transit buses is displayed in Table F-3. 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.

# 2045 Transportation Plan Project List - Table F1

## Federally Funded Group I Urban

	Responsible Agency	Project Length (miles)	Project Costs (\$1,000s)			Potential Funding Source
			Design	Right of Way	Construction	
<b>Widening Projects - four lanes</b>						
Ardmore Avenue - Covington Road to Engle Road	FW	1.00	5000	3187.5	6875	Federal
Ardmore Avenue - Engle Road to Lower Huntington Road	FW	2.00			13750	Federal
Clinton Street - Auburn Road to Wallen Road	FW	1.40	5022.5	3556.25	12980	Federal
Clinton Street - Wallen Road to Diebold Road	FW	1.70		1050	9310	Federal
Clinton Street - Diebold Road to Mayhew Road	AC	1.00		1500	13290	Federal
Hillegas Road - s/o Bass Road to s/o State Boulevard	AC FW	1.00	1675	2000	14000	Federal
Hillegas Road - s/o State Boulevard to Coliseum Boulevard	FW	1.50		1875	19900	Federal
Hillegas Road - Coliseum Boulevard to Washington Center Road	FW	1.00	1675	2000	14000	Federal
Tonkel Road - Dupont Road/State Road 1 to Union Chapel Road	AC	1.40	1200	2000	22600	Federal
<b>Center Turn Lane Improvement</b>						
Gump Road - Coldwater Road to Auburn Road	AC	1.35	1050	1500	10530	Federal
Maplecrest Road South - State Road 930 to Seiler Road	NH	1.55	1350	1500	17900	Federal
<b>Intersection Improvement/Reconstruction</b>						
Broadway and Taylor Street	FW		937.5	625		Federal/Discretionary Grant
Carroll Road and Coral Springs Drive/Shearwater Run	HT			90	1815	Federal
Clay Street and SR 1/Leo Road	AC/INDOT				330	Federal
Coverdale Road, Winters Road and Indianapolis Road	AC			1000	3500	Federal
Hursh Road and Tonkel Road	AC		250	500	2500	Federal
Linden Road and Rose Avenue	NH		250	625	4400	Federal
Tonkel Road and Union Chapel Road	AC		940	1000	2800	Federal
<b>Reconstruction and Realignment</b>						
Amstutz Road - Hosler Road to State Road 1/Leo Road	LC	0.80	400	100	4500	Federal
Bass Road - Scott Road to Allen/Whitley County Line Road	AC	3.15	3600	3000	30000	Federal
Carroll Road - State Road 3/Lima Road to Springs Drive	HT	0.35	0	0	1350	Federal
Carroll Road - Bethel Road to Millstone Drive	HT	0.40	0	0	2250	Federal
Cedar Canyons Road – SR 3/Lima Road to Coldwater Road	HT	1.70	1300	1500	12750	Federal
Coldwater Road - Union Chapel to Gump Road	AC/HT	1.75	1350	1700	13150	Federal
Coldwater Road - Gump Road to Shoaff Road	AC/HT	1.75	1350	1700	13150	Federal
Hathaway Road - Corbin Road to State Road 3/Lima Road	HT	1.35	1300	1500	10000	Federal
Hathaway Road - State Road 3/Lima Road to Hand Road	HT	2.00	2200	2500	15000	Federal
Moeller Road - Hartzell Road to Adams Center	NH	1.50	1350	1500	11250	Federal
State Boulevard - Maysville Road to Georgetown North Boulevard	FW	0.94	720	600	7200	Federal
Union Chapel – Coldwater Road to Auburn Road	AC FW	0.85	640	750	6400	Federal
<b>Bridge Reconstruction</b>						
Grabill Road Bridge over St. Joseph River	AC				5712	Federal
<b>New Bridge Construction</b>						
Gump Road - Pedestrian Bridge over State Road 3	HT		500	500	8000	Federal
<b>Federally Funded Group IV</b>						
<b>Intersection Improvement/Reconstruction</b>						
Wayne Trace and Monroeville Road	AC			80	3325	Group IV

## 2045 Transportation Plan Locally Funded Project List - Table F1 continued

### Fort Wayne Projects

	Responsible Agency	Project Length (miles)	Project Costs (\$1,000s)			Potential Funding Source
			Design	Right of Way	Construction	
<b>Widening Projects - four lanes</b>						
Diebold Road - Clinton Street to s/o Meijer Entrance Roundabout	AC FW	0.65			2420	Local
<b>Center Turn Lane Improvement</b>						
Coldwater Road - Mill Lake Road to Union Chapel Road	FW	1.30	940	1400	9400	Local
<b>Intersection Improvement/Reconstruction</b>						
Butler Road/Harris Road and Goshen Road	FW			200	2000	Local
Homestead Road and Liberty Mills Road	FW		150	200	1000	Local
Leesburg Road and Main Street	FW		150	300	2000	Local
Ludwig Road and Huguenard Road	FW		150	200	500	Local
<b>Reconstruction and Realignment</b>						
Goshen Avenue - Cambridge Boulevard to Butler Road	FW	0.40		1000	7200	Local
Goshen Avenue - Butler Road to Coliseum Boulevard/State Road 930	FW	0.90		1000	4800	Local
Huguenard Road - Washington Center Road to Cook Road	FW	1.00	650	1200	7500	Local
Leesburg Road from Main Street to Jefferson Boulevard	FW	0.34	250	150	1200	Local
<b>Reconstruct Railroad Grade Separation</b>						
Fairfield Avenue and CSX Railroad	FW		250		2500	Local

### Allen County Projects

	Responsible Agency	Project Length (miles)	Project Costs (\$1,000s)			Potential Funding Source
			Design	Right of Way	Construction	
<b>Widening Projects - four lanes</b>						
Diebold Road - Clinton Street to s/o Meijer Entrance Roundabout	AC FW	0.65			2420	Local
<b>Intersection Improvement/Reconstruction</b>						
Corbin Road and Union Chapel Road	AC		250	400	2000	Local
Homestead Road and Lower Huntington Road	AC		200	500	800	Local
<b>Reconstruction and Realignment</b>						
Cook Road - US 33 to O'Day Road	AC	1.55	250	350	4500	Local
Dunton Road - Hathaway Road to Gump Road	AC	1.25	950	1500	9400	Local
Pleasant Center Road - Bluffton Road to Thiele Road	AC		850	540	12075	Local
Smith Road – realignment with Airport Expressway	AC	0.70		300	3000	Local

### Huntertown Projects

	Responsible Agency	Project Length (miles)	Project Costs (\$1,000s)			Potential Funding Source
			Design	Right of Way	Construction	
<b>Reconstruction and Realignment</b>						
Dunton Road - Gump Road to Cedar Canyons	HT	0.75	650	750	5600	Local
Old Lima Road from SR 3 to Cedar Canyons Road	HT	1.70	700	700	7000	Local
<b>Total Project Costs (2023 dollars)</b>			<b>1350</b>	<b>1450</b>	<b>12600</b>	

## 2045 Transportation Plan Project List - Table F1 continued

INDOT	Responsible Agency	Project Length (miles)	Project Costs (\$1,000s)			Potential Funding Source
			Design	Right of Way	Construction	
<b>Intersection Improvement/Reconstruction</b>						
	INDOT		200	600	2000	INDOT
	INDOT		200	600	2000	INDOT
	INDOT		200	500	1500	INDOT
	INDOT				2870	INDOT
<b>Reconstruction and Realignment</b>						
	INDOT	0.75	200	360	1000	INDOT
	INDOT	0.30	200	360	820	INDOT
	INDOT	0.30	200	360	820	INDOT
	INDOT	5.60		100	2930	INDOT
<b>Interchange - New Construction</b>						
	INDOT			500	29130	INDOT
	INDOT				26595	INDOT
	INDOT				3730	INDOT
	INDOT		3750	500	29130	INDOT
<b>Interchange - Modification</b>						
	INDOT				6845	INDOT
	INDOT		2500		14000	INDOT
<b>New Bridge Construction</b>						
	INDOT			200	13980	INDOT
	INDOT			750	6200	INDOT

## 2045 Transportation Plan Unfunded Project List - Table F1 continued

	Responsible Agency	Project Length (miles)	Project Costs (\$1,000s)			Potential Funding Source
			Design	Right of Way	Construction	
<b>New Construction</b>						
Connector Street - Wells Street to Spy Run Avenue	FW	0.58	550	1500	10000	Illustrative
Paul Shaffer Drive from California Road to Clinton Street	FW	0.57	540	1500	5500	Illustrative
<b>Widening Projects - six lanes</b>						
Interstate 69 - Dupont Road/SR 1 to Hursh Road	INDOT					Illustrative
Interstate 469 - Maplecrest Road to Interstate 69	INDOT					Illustrative
State Road 3/Lima Road - Dupont Road to Gump Road	INDOT					Illustrative
<b>Widening Projects - four lanes</b>						
State Road 1/Bluffton Road - Interstate 469 to State Road 116/124						
Stellhorn Road - Maplecrest Road to Maysville Road	FW	1.95	3350	3000	28300	Illustrative
Washington Center Road - W/O Road 3 to US 33	FW	1.40	1250	2500	10200	Illustrative
<b>Center Turn Lane Improvement</b>						
Auburn Road - Cook Road to Interstate 469 Exit Ramp	FW	1.80	1400	2000	14000	Illustrative
Engle Road - Bluffton Road to Smith Road	FW	2.15	1670	2400	16770	Illustrative
Saint Joe Center Road - Reed Road to Maplecrest Road	FW	1.00	780	1100	7800	Illustrative
Saint Joe Center Road - Maplecrest Road to Meijer Drive	FW	2.40	1870	2800	18720	Illustrative
State Road 930 - Hartzell Road to Minnich Road	INDOT					
<b>Road Reconstruction-Lane Reduction</b>						
Anthony Boulevard - Lafayette Street/US 27 to Oxford Street	FW	2.75	1850		12800	Illustrative
Anthony Boulevard - Pontiac Street to Oxford Street	FW	0.50	400		2400	Illustrative
Anthony Boulevard - Pontiac Street to Wayne Trace	FW	0.70	420		3260	Illustrative
Anthony Boulevard - Wayne Trace to Crescent Avenue	FW	2.35	1600		10950	Illustrative
Fairfield Avenue - Paulding Road to Lower Huntington Road	FW	0.95	150		970	Illustrative
Paulding Road - Fairfield Avenue to US 27/Lafayette Street	FW	0.60	925		6400	Illustrative
Paulding Road - US 27/Lafayette Street to Anthony Boulevard	FW	1.00	510		3520	Illustrative
Paulding Road - Anthony Boulevard to Hessen Cassel Road	FW	0.85	415		2880	Illustrative
Tillman Road - Lower Huntington Road to Anthony Boulevard	FW	1.55	250		1590	Illustrative
Tillman Road - Anthony Boulevard to Hessen Cassel Road	FW	0.85	925		6400	Illustrative
Washington Boulevard - Lafayette Street to Van Buren Street	FW	0.80	400		3000	Illustrative
<b>Intersection Improvement/Reconstruction</b>						
Broadway and Taylor Street	FW		937.5	625	3125	Illustrative
Flaugh Road and Leesburg Road	AC		200	500	2000	Illustrative
Rothman Road and St. Joe Road	FW		150	200	400	Illustrative
<b>Reconstruction and Realignment</b>						
Adams Center Road - Seiler Road to Paulding Road	FW	0.90	675	1800	5500	Illustrative
Adams Center Road - Paulding Road to Interstate 469	AC	2.80	2200	2500	18000	Illustrative
Allen County/Whitley County Line Road - US 24 to SR 14	AC WC	4.50	4500	3500	35000	Illustrative
Lake Avenue - Reed Road to Maysville Road	FW	1.35	1200	1200	10200	Illustrative
Saint Joe Road - Evard Road to Mayhew Road	AC FW	1.65	1240	1000	12400	Illustrative
Saint Joe Road - Maplecrest Road to Eby Road	AC	0.65	500	750	5000	Illustrative
Shoaff Road - SR 3/Lima Road to Coldwater Road	HT	1.80	1350	800	13500	Illustrative
Till Road - Lima Road to Dawson Creek Boulevard	FW	1.14	850	750	8550	Illustrative
Wallen Road - Hanauer Road to Auburn Road	FW	3.00	1350	1000	13500	Illustrative
Wells Street - State Boulevard to Fernhill Avenue	FW	1.02	770	1000	7650	Illustrative
Witmer Road from Schwartz Road to Page Road	AC	1.50	250	400	3100	Illustrative

**New Railroad Grade Separation - Table F1 continued**

Anthony Boulevard and Norfolk Southern Railroad	FW	300	2000	24000	Illustrative
Airport Expressway and Norfolk Southern Railroad	FW	500		15000	Illustrative
Ryan Road and Norfolk Southern Railroad	AC	1250	1500	14500	Illustrative

**New Bridge Construction**

Moeller Road over I-469	NH	560	400	6200	Illustrative
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**Bicycle/Pedestrian Infrastructure at Interchanges**

Coldwater Road and I-69	INDOT				Illustrative
Illinois Road/SR 14 and I-69	INDOT				Illustrative
Jefferson Boulevard/US 24 and I-69	INDOT				Illustrative
Lima Road/SR 3 and I-69	INDOT				Illustrative



## 2045 Transportation Plan Project List - Table F2

### Federally Funded Group I Urban 2024-2030 Timeframe

	Responsible Agency	Project Length (miles)	Design	Project Costs (\$1,000s)		Potential Funding Source
				Right of Way	Construction	
<b>Widening Projects - four lanes</b>						
Ardmore Avenue - Covington Road to Engle Road	FW	1.00	5000	3187.5	6875	Federal
Clinton Street - Auburn Road to River Oak Drive	FW	1.40	5022.5	3556.25	12980	Federal
Clinton Street - River Oak Drive to Diebold Road	FW	1.70		1050	9310	Federal
Hillegas Road - s/o State Boulevard to Coliseum Boulevard	FW	1.50		1875	19900	Federal
<b>Center Turn Lane Improvement</b>						
Maplecrest Road South - State Road 930 to Seiler Road	NH	1.55	1350	1500	17900	Federal
<b>Intersection Improvement/Reconstruction</b>						
Broadway and Taylor Street	FW		937.5	625		Federal/Discretionary Grant
Carroll Road and Coral Springs Drive/Shearwater Run	HT			90	1815	Federal
Clay Street and SR 1/Leo Road	AC/INDOT				330	Federal
Coverdale Road, Winters Road and Indianapolis Road	AC			1000	3500	Federal
Linden Road and Rose Avenue	NH		250	625	4400	Federal
Tonkel Road and Union Chapel Road	AC		940	1000	2800	Federal
<b>Reconstruction and Realignment</b>						
Amstutz Road - Hosler Road to State Road 1/Leo Road	LC	0.80	400	100	4500	Federal
Carroll Road - State Road 3/Lima Road to Springs Drive	HT	0.35	0	0	1350	Federal
Carroll Road - Bethel Road to Millstone Drive	HT	0.40	0	0	2250	Federal
<b>Bridge Reconstruction</b>						
Grabill Road Bridge over St. Joseph River	AC				5712	Federal

### 2031-2040 Timeframe

<b>Widening Projects - four lanes</b>						
Ardmore Avenue - Engle Road to Lower Huntington Road	FW	2.00			13750	Federal
Clinton Street - Diebold Road to Mayhew Road	AC	1.00		1500	13290	Federal
Hillegas Road - s/o Bass Road to s/o State Boulevard	AC FW	1.00	1675	2000	14000	Federal
Hillegas Road - Coliseum Boulevard to Washington Center Road	FW	1.00	1675	2000	14000	Federal
<b>Center Turn Lane Improvement</b>						
Gump Road - Coldwater Road to Auburn Road	AC	1.35	1050	1500	10530	Federal
<b>Intersection Improvement/Reconstruction</b>						
Hursh Road and Tonkel Road	AC		250	500	2500	Federal
<b>Reconstruction and Realignment</b>						
Cedar Canyons Road - SR 3/Lima Road to Coldwater Road	HT	1.70	1300	1500	12750	Federal
Coldwater Road - Union Chapel to Gump Road	AC/HT	1.75	1350	1700	13150	Federal
Coldwater Road - Gump Road to Shoaff Road	AC/HT	1.75	1350	1700	13150	Federal
Hathaway Road - Corbin Road to State Road 3/Lima Road	HT	1.35	1300	1500	10000	Federal
Hathaway Road - State Road 3/Lima Road to Hand Road	HT	2.00	2200	2500	15000	Federal
Moeller Road - Hartzell Road to Adams Center	NH	1.50	1350	1500	11250	Federal
<b>New Bridge Construction</b>						
Gump Road - Pedestrian Bridge over State Road 3	HT		500	500	8000	

### 2041-2045 Timeframe

<b>Widening Projects - four lanes</b>						
Tonkel Road - Dupont Road/State Road 1 to Union Chapel Road	AC	1.40	1200	2000	22600	Federal
<b>Reconstruction and Realignment</b>						
Bass Road - Scott Road to Allen/Whitley County Line Road	AC	3.15	3600	3000	30000	Federal
State Boulevard - Maysville Road to Georgetown North Boulevard	FW	0.94	720	600	7200	Federal
Union Chapel - Coldwater Road to Auburn Road	AC FW	0.85	640	750	6400	Federal

**Table F-3: 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
<b>FIXED ROUTE</b>							
1554	2015	40'	14	2029	2029	\$ 632,522.00	\$ 761,357.00
1554	2029	40'	14	2043	2044	\$ 761,357.00	\$ 1,186,169.40
1554	2044	40'	14	2058	2059	\$ 1,186,169.40	N/A*
1555	2015	40'	14	2029	2030	\$ 632,522.00	\$ 784,199.00
1555	2030	40'	14	2044	2045	\$ 784,199.00	\$ 1,221,756.49
1555	2045	40'	14	2059	2060	\$ 1,221,756.49	N/A*
1556	2015	40'	14	2029	2030	\$ 632,522.00	\$ 784,199.00
1556	2030	40'	14	2044	2045	\$ 784,199.00	\$ 1,221,756.49
1556	2045	40'	14	2059	2060	\$ 1,221,756.49	N/A*
1557	2015	40'	14	2029	2030	\$ 632,522.00	\$ 784,199.00
1557	2030	40'	14	2044	2045	\$ 784,199.00	\$ 1,221,756.49
1557	2045	40'	14	2059	2060	\$ 1,221,756.49	N/A*
1658	2016	40'	14	2030	2031	\$ 633,953.00	\$ 807,725.00
1658	2031	40'	14	2045	2046	\$ 807,725.00	N/A*
1759	2017	40'	14	2031	2032	\$ 642,230.00	\$ 831,957.00
1759	2032	40'	14	2046	2047	\$ 831,957.00	N/A*
1876	2018	40'	14	2032	2033	\$ 652,074.00	\$ 856,915.00
1876	2033	40'	14	2047	2048	\$ 856,915.00	N/A*
1877	2018	40'	14	2032	2033	\$ 652,074.00	\$ 856,915.00
1877	2033	40'	14	2047	2048	\$ 856,915.00	N/A*
1982	2019	40'	14	2033	2034	\$ 469,445.00	\$ 882,623.00
1982	2034	40'	14	2048	2049	\$ 882,623.00	N/A*
1983	2019	40'	14	2033	2034	\$ 469,445.00	\$ 882,623.00
1983	2034	40'	14	2048	2049	\$ 882,623.00	N/A*
629	2022	35'	14	2036	2035	\$ 492,654.20	\$ 893,895.54
629	2035	35'	14	2049	2050	\$ 893,895.54	N/A*
630	2022	35'	14	2036	2035	\$ 492,654.20	\$ 893,895.54
630	2035	35'	14	2049	2050	\$ 893,895.54	N/A*
832	2023	35'	14	2037	2038	\$ 543,507.50	\$ 949,300.20
832	2038	35'	14	2052	2053	\$ 949,300.20	N/A*
833	2023	35'	14	2037	2038	\$ 543,507.50	\$ 949,300.20
833	2038	35'	14	2052	2053	\$ 949,300.20	N/A*
834	2023	35'	14	2037	2040	\$ 543,507.50	\$ 949,300.20
834	2040	35'	14	2054	2055	\$ 949,300.20	N/A*
1040	2010	35'	14	2024	2025	\$ 543,167.88	\$ 651,169.00
1040	2025	35'	14	2039	2040	\$ 651,169.00	\$ 1,053,898.15
1040	2040	35'	14	2054	2055	\$ 1,053,898.15	N/A*
1041	2010	35'	14	2024	2025	\$ 543,167.88	\$ 651,169.00
1041	2025	35'	14	2039	2040	\$ 651,169.00	\$ 1,053,898.15
1041	2040	35'	14	2054	2055	\$ 1,053,898.15	N/A*
1042	2010	35'	14	2024	2025	\$ 543,167.88	\$ 651,169.00
1042	2025	35'	14	2039	2040	\$ 651,169.00	\$ 1,053,898.15
1042	2040	35'	14	2054	2055	\$ 1,053,898.15	N/A*
1043	2010	35'	14	2024	2026	\$ 543,167.88	\$ 651,169.00
1043	2026	35'	14	2040	2041	\$ 651,169.00	\$ 1,014,500.08
1043	2041	35'	14	2055	2056	\$ 1,014,500.08	N/A*
1044	2010	35'	14	2024	2026	\$ 543,167.88	\$ 651,169.00
1044	2026	35'	14	2040	2041	\$ 651,169.00	\$ 1,014,500.08
1044	2041	35'	14	2055	2056	\$ 1,014,500.08	N/A*
1045	2010	35'	14	2024	2026	\$ 543,167.88	\$ 651,169.00
1045	2026	35'	14	2040	2041	\$ 651,169.00	\$ 1,014,500.08
1045	2041	35'	14	2055	2056	\$ 1,014,500.08	N/A*
1046	2010	35'	14	2024	2027	\$ 543,167.88	\$ 670,704.00
1046	2027	35'	14	2041	2042	\$ 670,704.00	\$ 1,044,934.98
1046	2042	35'	14	2056	2057	\$ 1,044,934.98	N/A*
1247	2012	35'	14	2026	2027	\$ 570,650.00	\$ 717,653.00

**Table F-3: 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
1247	2027	35'	14	2041	2042	\$ 717,653.00	\$ 1,118,079.99
1247	2042	35'	14	2056	2057	\$ 1,118,079.99	N/A*
1248	2012	35'	14	2026	2027	\$ 570,650.00	\$ 717,653.00
1248	2027	35'	14	2041	2042	\$ 717,653.00	\$ 1,118,079.99
1248	2042	35'	14	2056	2057	\$ 1,118,079.99	N/A*
1349	2013	35'	14	2027	2028	\$ 595,258.00	\$ 739,182.00
1349	2028	35'	14	2042	2043	\$ 739,182.00	\$ 1,151,621.47
1349	2043	35'	14	2057	2058	\$ 1,151,621.47	N/A*
1350	2013	35'	14	2027	2028	\$ 595,258.00	\$ 739,182.00
1350	2028	35'	14	2042	2043	\$ 739,182.00	\$ 1,151,621.47
1350	2043	35'	14	2057	2058	\$ 1,151,621.47	N/A*
1351	2013	35'	14	2027	2028	\$ 595,258.00	\$ 739,182.00
1351	2028	35'	14	2042	2043	\$ 739,182.00	\$ 1,151,621.47
1351	2043	35'	14	2057	2058	\$ 1,151,621.47	N/A*
1352	2013	35'	14	2027	2029	\$ 595,258.00	\$ 761,357.00
1352	2029	35'	14	2043	2044	\$ 761,357.00	\$ 1,186,169.40
1352	2044	35'	14	2058	2059	\$ 1,186,169.40	N/A*
1353	2013	35'	14	2027	2029	\$ 595,258.00	\$ 761,357.00
1353	2029	35'	14	2043	2044	\$ 761,357.00	\$ 1,186,169.40
1353	2044	35'	14	2058	2059	\$ 1,186,169.40	N/A*
2201	2022	35'	14	2036	2036	\$ 492,654.20	\$ 964,466.00
2201	2036	35'	14	2050	2051	\$ 964,466.00	N/A*
2202	2022	35'	14	2036	2037	\$ 492,654.20	\$ 964,466.00
2202	2037	35'	14	2051	2052	\$ 964,466.00	N/A*
2203	2022	35'	14	2036	2037	\$ 492,654.20	\$ 964,466.00
2203	2037	35'	14	2051	2052	\$ 964,466.00	N/A*
2204	2022	35'	14	2036	2038	\$ 492,654.20	\$ 993,400.00
2204	2038	35'	14	2052	2053	\$ 993,400.00	N/A*
2205	2022	35'	14	2036	2039	\$ 492,654.20	\$ 1,023,202.00
2205	2039	35'	14	2053	2054	\$ 1,023,202.00	N/A*
2306	2023	35'	14	2037	2041	\$ 543,507.50	\$ 993,400.00
2306	2041	35'	14	2055	2056	\$ 993,400.00	N/A*
2307	2023	35'	14	2037	2042	\$ 543,507.50	\$ 993,400.00
2307	2042	35'	14	2056	2057	\$ 993,400.00	N/A*
2308	2023	35'	14	2037	2039	\$ 608,568.00	\$ 1,023,202.00
2308	2039	35'	14	2053	2054	\$ 1,023,202.00	N/A*
2309	2023	35'	14	2037	2039	\$ 608,568.00	\$ 1,023,202.00
2309	2039	35'	14	2053	2054	\$ 1,023,202.00	N/A*
<b>FLEX ROUTE</b>							
1574	2016	26'	5	2022	2024	\$ 98,630.00	\$ 130,472.00
1574	2024	26'	5	2029	2031	\$ 130,472.00	\$ 173,169.34
1574	2031	26'	5	2036	2038	\$ 173,169.34	\$ 212,976.44
1574	2038	26'	5	2043	2045	\$ 212,976.44	\$ 261,934.16
1575	2016	26'	5	2022	2024	\$ 98,630.00	\$ 130,472.00
1575	2024	26'	5	2029	2031	\$ 130,472.00	\$ 173,169.34
1575	2031	26'	5	2036	2038	\$ 173,169.34	\$ 212,976.44
1575	2038	26'	5	2043	2046	\$ 212,976.44	N/A*
1997	2019	26	5	2024	2025	\$ 71,665.00	\$ 139,605.00
1997	2025	26	5	2030	2032	\$ 139,605.00	\$ 178,364.37
1997	2032	26	5	2037	2039	\$ 178,364.37	\$ 219,365.67
1997	2039	26	5	2044	2046	\$ 219,365.67	N/A*
2311	2023	26'	5	2028	2029	\$ 119,936.00	\$ 163,228.00
2311	2029	26'	5	2034	2036	\$ 163,228.00	\$ 200,749.85
2311	2036	26'	5	2041	2043	\$ 200,749.85	\$ 246,897.00
2311	2043	26'	5	2048	2050	\$ 246,897.00	N/A*
2312	2023	26'	5	2028	2030	\$ 119,936.00	\$ 168,125.00
2312	2030	26'	5	2035	2035	\$ 168,125.00	\$ 206,772.54

**Table F-3: 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
2312	2035	26'	5	2040	2042	\$ 206,772.54	\$ 254,304.15
2312	2042	26'	5	2047	2049	\$ 254,304.15	N/A*
2313	2023	26'	5	2028	2030	\$ 121,936.00	\$ 168,125.00
2313	2030	26'	5	2035	2035	\$ 168,125.00	\$ 206,772.54
2313	2035	26'	5	2040	2042	\$ 206,772.54	\$ 254,304.15
2313	2042	26'	5	2047	2049	\$ 254,304.15	N/A*
<b>ACCESS DEMAND RESPONSE</b>							
1192	2011	26'	5	2016	2024	\$ 91,800.00	\$ 130,472.00
1192	2024	26'	5	2029	2031	\$ 130,472.00	\$ 173,169.34
1192	2031	26'	5	2036	2039	\$ 173,169.34	\$ 212,976.44
1192	2039	26'	5	2044	2045	\$ 212,976.44	\$ 261,934.16
1263	2012	26'	5	2017	2024	\$ 91,100.00	\$ 130,472.00
1263	2024	26'	5	2029	2031	\$ 130,472.00	\$ 173,169.34
1263	2031	26'	5	2036	2038	\$ 173,169.34	\$ 212,976.44
1263	2038	26'	5	2043	2045	\$ 212,976.44	\$ 261,934.16
1468	2024	26'	5	2029	2031	\$ 130,472.00	\$ 173,169.34
1468	2031	26'	5	2036	2039	\$ 173,169.34	\$ 212,976.44
1468	2039	26'	5	2044	2045	\$ 212,976.44	\$ 261,934.16
1468	2014	26'	5	2019	2024	\$ 95,815.00	\$ 130,472.00
1469	2014	26'	5	2019	2024	\$ 95,815.00	\$ 130,472.00
1469	2024	26'	5	2029	2031	\$ 130,472.00	\$ 173,169.34
1469	2031	26'	5	2036	2038	\$ 173,169.34	\$ 212,976.44
1469	2038	26'	5	2043	2045	\$ 212,976.44	\$ 261,934.16
1470	2014	26'	5	2019	2024	\$ 95,815.00	\$ 130,472.00
1470	2024	26'	5	2029	2031	\$ 130,472.00	\$ 173,169.34
1470	2031	26'	5	2036	2038	\$ 173,169.34	\$ 212,976.44
1470	2038	26'	5	2043	2045	\$ 212,976.44	\$ 261,934.16
1994	2019	26	5	2024	2025	\$ 66,869.00	\$ 139,605.00
1994	2025	26	5	2030	2032	\$ 139,605.00	\$ 178,364.37
1994	2032	26	5	2037	2039	\$ 178,364.37	\$ 219,365.67
1994	2039	26	5	2044	2046	\$ 219,365.67	N/A*
1995	2019	26	5	2024	2025	\$ 66,869.00	\$ 139,605.00
1995	2025	26	5	2030	2032	\$ 139,605.00	\$ 178,364.37
1995	2032	26	5	2037	2039	\$ 178,364.37	\$ 219,365.67
1995	2039	26	5	2044	2046	\$ 219,365.67	N/A*
1996	2019	26	5	2024	2025	\$ 66,869.00	\$ 139,605.00
1996	2025	26	5	2030	2032	\$ 139,605.00	\$ 178,364.37
1996	2032	26	5	2037	2039	\$ 178,364.37	\$ 219,365.67
1996	2039	26	5	2044	2046	\$ 219,365.67	N/A*
1472	2014	26'	5	2019	2024	\$ 117,055.00	\$ 130,472.00
1472	2024	26'	5	2029	2031	\$ 130,472.00	\$ 173,169.34
1472	2031	26'	5	2036	2038	\$ 173,169.34	\$ 212,976.44
1472	2038	26'	5	2043	2046	\$ 212,976.44	N/A*
1573	2016	26'	5	2022	2024	\$ 78,400.00	\$ 130,472.00
1573	2024	26'	5	2029	2031	\$ 130,472.00	\$ 173,169.34
1573	2031	26'	5	2036	2038	\$ 173,169.34	\$ 212,976.44
1573	2038	26'	5	2043	2046	\$ 212,976.44	N/A*
2314	2023	26'	5	2028	2029	\$ 119,936.00	\$ 163,228.00
2314	2029	26'	5	2034	2036	\$ 163,228.00	\$ 200,749.85
2314	2036	26'	5	2041	2043	\$ 200,749.85	\$ 246,897.00
2314	2043	26'	5	2048	2046	\$ 246,897.00	N/A*
2315	2023	26'	5	2028	2029	\$ 119,936.00	\$ 163,228.00
2315	2029	26'	5	2034	2036	\$ 163,228.00	\$ 200,749.85
2315	2036	26'	5	2041	2043	\$ 200,749.85	\$ 246,897.00
2315	2043	26'	5	2048	2046	\$ 246,897.00	N/A*
2316	2023	26'	5	2028	2029	\$ 121,936.00	\$ 163,228.00
2316	2029	26'	5	2034	2036	\$ 163,228.00	\$ 200,749.85

**Table F-3: 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
2316	2036	26'	5	2041	2043	\$ 200,749.85	\$ 246,897.00
2316	2043	26'	5	2048	2046	\$ 246,897.00	N/A*
2317	2023	26'	5	2028	2029	\$ 121,936.00	\$ 163,228.00
2317	2029	26'	5	2034	2036	\$ 163,228.00	\$ 200,749.85
2317	2036	26'	5	2041	2043	\$ 200,749.85	\$ 246,897.00
2317	2043	26'	5	2048	2046	\$ 246,897.00	N/A*
2318	2023	26'	5	2028	2029	\$ 111,536.00	\$ 163,228.00
2318	2029	26'	5	2034	2036	\$ 163,228.00	\$ 200,749.85
2318	2036	26'	5	2041	2043	\$ 200,749.85	\$ 246,897.00
2318	2043	26'	5	2048	2046	\$ 246,897.00	N/A*
2319	2023	26'	5	2028	2029	\$ 111,536.00	\$ 163,228.00
2319	2029	26'	5	2034	2036	\$ 163,228.00	\$ 200,749.85
2319	2036	26'	5	2041	2043	\$ 200,749.85	\$ 246,897.00
2319	2043	26'	5	2048	2046	\$ 246,897.00	N/A*
2320	2023	26'	5	2028	2030	\$ 111,536.00	\$ 168,125.00
2320	2030	26'	5	2035	2037	\$ 168,125.00	\$ 206,772.54
2320	2037	26'	5	2042	2044	\$ 206,772.54	\$ 254,304.15
2320	2044	26'	5	2049	2046	\$ 254,304.15	N/A*
2321	2023	26'	5	2028	2030	\$ 111,536.00	\$ 168,125.00
2321	2030	26'	5	2035	2037	\$ 168,125.00	\$ 206,772.54
2321	2037	26'	5	2042	2044	\$ 206,772.54	\$ 254,304.15
2321	2044	26'	5	2049	2046	\$ 254,304.15	N/A*
2322	2023	26'	5	2028	2030	\$ 121,936.00	\$ 168,125.00
2322	2030	26'	5	2035	2037	\$ 168,125.00	\$ 206,772.54
2322	2037	26'	5	2042	2044	\$ 206,772.54	\$ 254,304.15
2322	2044	26'	5	2049	2046	\$ 254,304.15	N/A*
2323	2023	26'	5	2028	2030	\$ 111,536.00	\$ 168,125.00
2323	2030	26'	5	2035	2037	\$ 168,125.00	\$ 206,772.54
2323	2037	26'	5	2042	2044	\$ 206,772.54	\$ 254,304.15
2323	2044	26'	5	2049	2046	\$ 254,304.15	N/A*
2324	2023	26'	5	2028	2030	\$ 121,936.00	\$ 168,125.00
2324	2030	26'	5	2035	2037	\$ 168,125.00	\$ 206,772.54
2324	2037	26'	5	2042	2044	\$ 206,772.54	\$ 254,304.15
2324	2044	26'	5	2049	2046	\$ 254,304.15	N/A*

Up to 143 vehicles are anticipated to be replaced between 2024 and 2045

\*Schedule Factors: 2024-2045 forecast range - costs beyond 2045 were not estimated  
 14-17 year replacement for fixed route service  
 5-8 year replacement for flex and access service  
 7% cost escalator through 2026  
 3% cost escalator after 2026