

ADA Transition Plan

Lake County Public Transportation Division

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INTRODUCTION

The Americans with Disabilities Act (ADA) is a civil rights law that mandates equal opportunity for individuals with disabilities. The ADA prohibits discrimination in access to employment, public accommodations, government services, public transportation, and telecommunications. Title II of the ADA, along with Section 504 of the Rehabilitation Act of 1973 mandate that programs, services, and activities provided by government agencies are offered equally and without discrimination to individuals with disabilities. This is the primary application for the Lake County Public Transportation Division (LCPTD). Specifically, Title II dictates administrative requirements that include the following:

- A self-assessment and listing of the physical barriers in the LCPTD's facilities that limit the accessibility of its programs, activities or services to individuals with disabilities,
- A detailed outline of the methods to be used to remove these barriers and meet the current standards and accessibility regulations,
- A schedule for taking the steps necessary to remove architectural barriers, and
- The name of the individual(s) responsible for the plan's implementation.

The purpose of this plan is to assist the LCPTD in complying with ADA and Section 504 requirements. The accompanied report titled, "Lake County Public Transportation Division Bus Stop Site ADA Assessment and Shelter Placement Site Recommendations Report" was submitted to the LCPTD on July 30, 2010. This report identified barriers present at each bus stop and provided recommendations in order to remove identified barriers. The document satisfies the self-evaluation requirement of the ADA for the LCPTD (further referenced as Self-Evaluation Report).

This plan is broken down into the following sections. The first section provides accessibility requirements set forth at the Federal and State levels. The second section explains the approach the LCPTD is taking towards ADA compliance and the role of this document in that process. The third section describes the barrier removal prioritization, while the fourth section lays out the implementation and financial plan for the removal of identified barriers.

ACCESSIBILITY REQUIREMENTS

U.S. Department of Transportation (DOT) is responsible for developing and issuing ADA regulations concerning transportation. The Federal Highway Administration (FHWA), part of the U.S. DOT, ensures ADA compliance in the public right-of-way, which includes roadway travel lanes, medians, planting strips, and sidewalks. Additionally, the Federal Transit Administration's Office of Civil Rights has the mandated responsibility for ensuring full ADA compliance of public and private transportation providers to include transportation facilities and vehicles. In addition to Federal requirements, the State of Florida specifies accessibility standards for transit public rights-of-way facilities.

Following the submission of the Self-Evaluation Report to LCPTD staff, the Florida Department of Transportation (FDOT) Design Office incorporated modified bus stop details into Chapter 8 of the Plans Preparation Manual (PPM). The FDOT designs enhance the diagrams found in the “Bus Stop Recommendations” section of the Self-Evaluation Report and now include the placement of detectable warnings located at street transitions. Please refer to Appendix A for additional information.

It is important to note that this transition plan only satisfies Federal and State requirements applicable to LCPTD. ADA deficiencies located outside the bus stop sites and not part of the accessible path, including items such as curb ramps, detectable warnings, crosswalks, sidewalks, and protruding objects, are not the responsibility of the LCPTD and therefore not included in this document. It is recommended that the LCPTD staff communicate with the appropriate Lake County Departments and municipalities on how best to improve ADA infrastructure as it relates to bus stops, bus shelters and paths of travel for pedestrians in the service area. This communication and collaboration will further reinforce the goal of countywide ADA-compliance.

APPROACH

The ADA requires that the public entities perform a self-evaluation of existing facilities, programs, and services. With the guidance of LCPTD staff, Tindale-Oliver & Associates, Inc. completed an inventory of 175 existing and proposed bus stop sites (including 27 sites chosen for shelter locations) in early 2010. The resulting bus stop inventory included the capture of data relevant to accessibility of the stops and ADA compliance requirements. In addition to the 175 bus stops identified by the LCPTD, TOA staff identified an additional 15 sites for possible relocation sites. The purpose of this effort was to assist staff in the review of all existing and potential bus stop sites to ensure that all designated bus stops meet current ADA guidelines. The findings and recommendations provided in the Self-Evaluation Report form the basis for this transition plan.

BARRIER REMOVAL PRIORITIZATION

The six criteria listed below were used to assist in the determination of specific barrier removal actions for this transition plan. Note that ridership data for each site is currently unavailable and the prioritization criteria are based on known conditions contributing to the volume of riders at a stop. LCPTD will be adding automatic passenger counters in 2012 to capture this data.

- **Shelter Locations:** LCPTD staff identified 27 initial locations for the placement of bus shelters. Although the removal of accessible barriers at shelter locations and standard bus stops will occur simultaneously, it is important to place higher emphasis on shelter locations because of the accessibility to amenities provided at these stops. LCPTD has selected these locations based on additional information and recommendations received from the drivers of MV Transportation (the county’s transportation provider), input from Lake-Sumter MPO and from

the various municipalities served by LakeXpress. For that reason, shelter locations were given the highest ranking of “5”, while all other bus stops were given a ranking of “0”.

- **Transfer Locations:** These locations allow LakeXpress riders to transfer from one route to another. Currently there are two identified transfer locations within the system and one location (S. Lake Street) capable of providing transfers between Routes 1 and 2. The transfer locations are at Ardice Shopping Center in Eustis and Citizen’s Boulevard in Leesburg. The transfer location at the Ardice Shopping Center is being relocated to Lake-Tech at 2001 Kurt Street, Eustis. These locations were given the second highest ranking of “3”, while the remaining bus stops were ranked “0”.
- **Location on Major Roadways:** This criterion includes transit stops located along U.S. Highway 27, U.S. Highway 441, or State Road 19. These locations were given a ranking of “1”, while all other bus stops were given a ranking of “0”.
- **Proximity to Trip Generators:** Commercial, government, institutional, and medical facilities are noted as conducive to transit usage. Examples of government facilities include city halls, governmental buildings, libraries, social services buildings, health departments, and parks, while institutional facilities include churches and schools. Bus stops adjacent to these trip generators were given a ranking of “1”, while the remaining bus stops were given a ranking of “0”.
- **Presence of Existing Sidewalk:** The presence of sidewalks at bus stop locations offer increased accessibility of the LakeXpress system. Locations that have sidewalks present were given a ranking of “1”, while all other bus stops were given a ranking of “0”.
- **Presence of Existing Boarding and Alighting Area:** The boarding and alighting area can be incorporated within the existing sidewalk. This criterion works in conjunction with the “Presence of Existing Sidewalk” criterion above and further pinpoints bus stops that need only minor construction to be completed to achieve ADA compliance. Bus stops that simply need the installation of concrete between the existing curb and sidewalk in order to create a compliant boarding and alighting area are given a ranking of “1”, while bus stops not fitting this scenario are given a “0”.

The combined criteria allow for a maximum prioritization score of 12. Bus stops with the highest score have the highest priority for the LCPTD to remove barriers identified in the Self-Evaluation Report. The results of the prioritization have been separated into two tables; the first table prioritizes all shelter locations while the second table prioritizes the remaining LakeXpress bus stops. These two tables can be found in Appendices B and C, respectively. Although shelter locations are ranked highest in the

prioritization, LCPTD has identified issues pertaining to ownership of existing right-of-way (ROW) at specific shelter locations. It is the discretion of LCPTD to identify sites with ROW issues and proceed with barrier removal to rectify any ROW access and/or use issues. Lastly, as the LakeXpress system expands and additional data are collected, LCPTD should modify the prioritization to account for the most current information and reorganize priorities. This may include the addition of ridership information, as LakeXpress vehicles are equipped with passenger counting devices.

FINANCIAL PLAN AND IMPLEMENTATION SCHEDULE

Following the identification of barriers and the prioritization to remove non-accessible elements from LakeXpress bus stops established in the previous sections, it is logical to incorporate an implementation and financial plan to assist the LCPTD with funding improvements. Discussions with staff provided a breakdown of the funds available for both bus shelter and typical bus stop locations.

Fiscal Year	Funding Source	Bus Shelters	Bus Stops
FY 2010-11	Section 5307 Grant	\$375,000	\$0
FY 2011-12*	Section 5307 Grant	\$80,000	\$175,000
FY 2012-13*	Section 5307 Grant	\$80,000	\$175,000
FY 2013-14*	Section 5307 Grant	\$80,000	\$175,000
FY 2014-15*	Section 5307 Grant	\$80,000	\$175,000
FY 2015-16	Section 5307 Grant	\$80,000	\$175,000

*Note: If necessary

Bus Shelters

LCPTD staff provided costs for two types of bus shelters. The larger 4 ft. by 12 ft. shelter has a unit cost of \$10,654, while the smaller 4 ft. by 8 ft. shelter has a unit cost of \$9,832. The initial plan called for 4x12 shelters to be placed at Lake-Tech, Lake-Sumter Community College, Mount Dora Wal-Mart and Leesburg Wal-Mart. The initial bus shelter costing element was calculated using site-specific proposal costs submitted to the LCPTD by Mark Cook Builders (MCB), Inc. The initial total amounts per site combined the estimated costs for each site with the unit cost of one 4x12 bus shelter. The initial estimated total costs for all site work and hardware equaled \$337,528. This amount includes a site work estimate of \$49,870 in addition to the combined shelter cost of \$287,658.

Additional site work required at shelter locations caused the actual total costs to vary from the initial estimates. MCB, Inc. provided revised shelter costs based on actual construction costs. The to-date actual total costs for all site work and hardware equals \$308,736. The site work estimate has increased to \$63,456 while the total shelter costs have decreased to \$249,088. The total shelter costs in the revised table account for the price difference between the two shelter types. Additionally, the sites for three of the 4x12 bus shelter locations have been changed to Ardice Mall Eustis Square Shopping Center, North Lake Community Park, and US 441 & Citizens Blvd. A 4x12 shelter has been installed at

Lake-Sumter Community College. A breakdown of the initial and actual costs per bus shelter site can be found in Appendix B. Additional site costs may be incurred as additional shelters are installed.

Bus Stops

While shelter site costs were provided by MCB, Inc., the cost(s) associated with the removal of barriers at all other bus stops needed to be determined. Within the MCB proposal, the bus shelter sites can be categorized as one of three types of improvements:

- (1) The first category included all improvements requiring a level concrete slab. This includes areas where concrete is needed between the existing curb and sidewalk.
- (2) The second category includes areas where a curb and/or sidewalk are not present, thus requiring an elevated, or raised concrete boarding and alighting area to be constructed.
- (3) The third category includes improvements not related to the use of concrete.

Using the costs provided by MCB, Inc., an initial approximate cost per square foot of concrete was formulated based on the type of improvement required. As a result, bus stops requiring level concrete installation resulted in an estimated cost of \$12.44 per square foot. For bus stops requiring a raised boarding and alighting area to be constructed, an estimated cost of \$8.86 per square foot was used.

Following discussions with MCB, Inc. staff, it is important to note that the reduced cost per square foot for elevated concrete construction is a reflection on the quantity of materials used per site. For example, raised boarding and alighting pad construction costs averaged \$4,088, while level construction averaged \$948 per square foot. Since the construction of raised boarding and alighting pads typically occur in more suburban or rural locations where more materials are needed to connect to the existing sidewalk infrastructure if present at all.

Additional preparation work, such as forming and finishing concrete, milling, scarifying, or removal of deteriorating sections necessitated in the inclusion of a lump sum of \$262.50 per bus stop. This figure was determined by using the 2007 cost of \$250 with a general inflation factor of 5 percent between 2007 and 2011 (2007 National Concrete & Masonry Estimator, 2nd Ed./FDOT Lettings (Sept. 2007)). The initial combined total cost of all bus stop improvements equaled \$156,975. This figure included \$105,963 in boarding and alighting area construction or modification, and \$10,829 in connecting pathway construction (if necessary).

However, construction costs have increased significantly since the initial cost estimates were calculated. MCB, Inc. staff indicated a rough cost increase of 15 percent due to concrete costs and 5 percent due to rising fuel costs. The initial total estimated cost was revised to reflect these cost increases. The revised total estimated cost is \$188,370 for all bus stop improvements. A breakdown of the cost per bus stop site can be found in Appendix C.

Implementation

Based on information received from calculations provided in this transition plan, LCPTD will use grant dollars to remove barriers and promote accessibility for stops and shelters in the LakeXpress system. Lake County will also look for other municipalities to assist in the process of having the necessary connecting pathways. The prioritizations listed in this plan should guide the LCPTD in their mission to eliminate barriers found at LakeXpress shelter and bus stop locations.

Provided that the grant funding is available in FY 2011-12 FY 2012-13, it is anticipated that a completion date for all work related and detailed in this transition plan will be completed within an 36 month period with an end date of December 2016. However, unforeseen issues may arise during the implementation process, such as ROW acquisition discussed previously.

LCPTD staff will need to modify the schedule as necessary to account for ROW and other issues that as they arise. Regardless, this transition plan is the start in a process towards barrier-free transit service within Lake County. In order to track these improvements, LCPTD staff indicated that the main point of contact is:

Kenneth Harley
Transportation Manager
Lake County Public Transportation Division

APPENDIX A – FDOT PPM Bus Stop Design

Plans Preparation Manual Exhibits
 (See PPM Vol. 1, Ch.8 for guidance on use)
 NOT TO SCALE

FIGURE 8.3

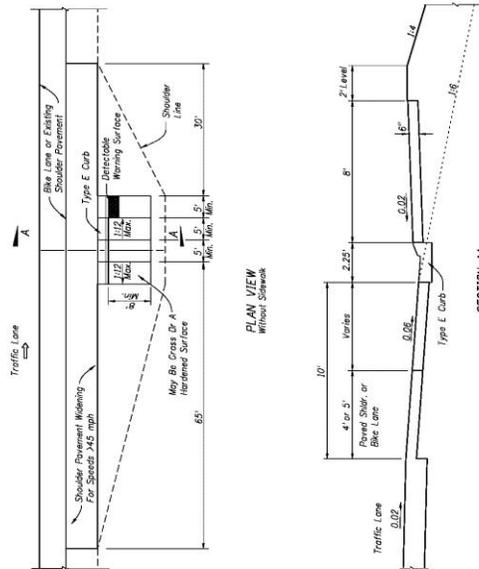
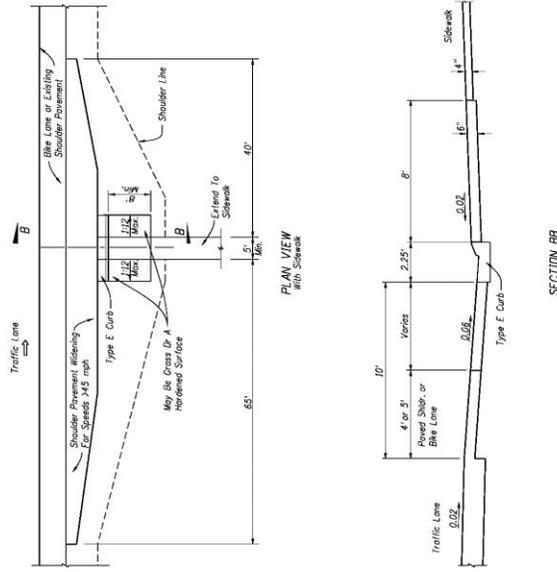


FIGURE 8.4



DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION

STATE OF FLORIDA	
DEPARTMENT OF TRANSPORTATION	
ROAD NO. _____	FINANCIAL PROJECT ID _____
COUNTY _____	

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APPENDIX B – Bus Shelter Prioritization Rankings and Costs

Bus Stop ID	Shelter Stop ID	On-Street	Status	Estimated Cost (MCB, Inc.)	Actual Cost (MCB, Inc.)	Estimated Shelter Unit Cost	Actual Shelter Unit Cost	Estimated Total Cost	Actual Total Cost (To Date)	Prioritization Score
1014	14	CITIZENS BLVD	Pending-	\$810	-	\$10,654	\$10,654	\$11,464	\$11,464	10
1018	15	S LAKE ST	-Relocate	\$210	-	\$10,654	\$9,832	\$10,864	\$10,042	10
1802	1	OFF STREET	-Relocate to Lake-Tech	\$2,728	-	\$10,654	\$10,654	\$13,382	\$13,382	9
1803	12	US 27/441	Pending	\$441	\$3,159	\$10,654	\$9,832	\$11,095	\$12,991	8
1806	24	US 441	Relocate	\$441	-	\$10,654	\$9,832	\$11,095	\$10,273	8
1002	27	US 27/441	Relocate	\$2,321	-	\$10,654	*	\$12,975	*	8
1031	9	HUFFSTETLER DR	Complete	\$2,685	\$3,425	\$10,654	\$9,832	\$13,339	\$13,257	7
1801	10	E MAIN ST	-Relocate	\$1,422	-	\$10,654	\$9,832	\$12,076	\$11,254	7
1066	11	US 441	Relocate-	\$12,349	-	\$10,654	\$9,832	\$23,003	\$22,181	7
1804	13	W BERKMAN ST	FY12/13-	\$441	-	\$10,654	\$9,832	\$11,095	\$10,273	7
1809	17	W MAIN ST	Complete-	\$0	-	\$10,654	\$9,832	\$10,654	\$9,832	7
4071	19	SR 19	Pending-	\$735	-	\$10,654	\$9,832	\$11,389	\$10,567	7
1805	23	OFF STREET	-Relocate	\$441	-	\$10,654	\$9,832	\$11,095	\$10,273	7
1034	2	N CENTRAL AVE	Complete	\$1,500	\$5,314	\$10,654	\$9,832	\$12,154	\$15,146	6
1032	4	KURT ST	Complete	\$2,158	\$2,825	\$10,654	\$9,832	\$12,812	\$12,657	6

Bus Stop ID	Shelter Stop IS	On Street	Status	Estimated Cost (MCB, Inc)	Actual Cost (MCB, Inc)	Estimated Shelter Unit Cost	Actual Shelter Unit Cost	Estimated Total Cost	Actual Total Cost (To Date)	Prioritization Score
3005	5	E 5TH AVE	Pending	\$861	\$2,501	\$10,654	\$9,832	\$11,515	\$12,333	6
3014	7	DONNELLY ST	-	\$585	-	\$10,654	\$9,832	\$11,239	\$10,417	6
3016	8	US 441 ST	-Mount Dora Wal-Mart Identifying location	\$585	-	\$10,654	\$9,832	\$11,239	\$10,417	6
2004	16	S LAKE ST	FY 12/13	\$6,020	-	\$10,654	\$9,832	\$16,674	\$15,852	6
1045	18	W MAIN ST	Installed after roadway improvements	\$400	-	\$10,654	\$9,832	\$11,054	\$10,232	6
4073	20	HATFIELD DR	Pending	\$1,591	-	\$10,654	\$9,832	\$12,245	\$11,423	6
4074	21	E COLLINS ST	Complete	\$1,612	\$2,622	\$10,654	\$9,832	\$12,266	\$12,654	6
4075	22	OFF STREET	Complete	\$1,612	\$1,912	\$10,654	\$10,654	\$12,266	\$12,566	6
1807	25	OFF STREET	Complete	\$3,108	\$5,414	\$10,654	\$10,654	\$13,762	\$16,068	6
2012	26	DR MLK BLVD	Pending-	\$1,668	-	\$10,654	\$9,832	\$12,322	\$11,500	6
1036	3	WALL ST	Complete	\$1,659	\$1,850	\$10,654	\$9,832	\$12,313	\$11,682	5
3801	6	N WARDELL ST	-Relocate	\$1,487	-	\$10,654	*	\$12,141	*	5
Total				\$49,870	\$63,456	\$287,658	\$249,088	\$337,528	\$308,736	-

* The funds for these shelters have been reallocated and the purchase orders deleted.

Note: Actual Costs have not been determined for all shelters.

APPENDIX C – Bus Stop Prioritization Rankings and Costs

Bus Stop ID	On-Street	Boarding and Alighting Area Cost	Connecting Pathway Cost (if applicable)	Initial Total Estimated Cost	15% Concrete Cost Increase	5% Fuel Cost Increase	Revised Total Estimated Cost	Prioritization Score
1004	US 27/441	\$218	\$0	\$480	\$72	\$24	\$576	4
1005	US 27/441	\$218	\$0	\$480	\$72	\$24	\$576	4
1012	US 27/441	\$124	\$0	\$387	\$58	\$19	\$464	4
1013	US 27/441	\$187	\$0	\$449	\$67	\$22	\$539	4
1020	US 441	\$187	\$0	\$449	\$67	\$22	\$539	4
1023	US 441	\$187	\$0	\$449	\$67	\$22	\$539	4
1024	US 441	\$187	\$0	\$449	\$67	\$22	\$539	4
1025	US 441	\$187	\$0	\$449	\$67	\$22	\$539	4
1026	SR 19	\$187	\$0	\$449	\$67	\$22	\$539	4
1028	SR 19	\$187	\$0	\$449	\$67	\$22	\$539	4
1039	SR 19	\$249	\$0	\$511	\$77	\$26	\$613	4
1040	SR 19	\$249	\$0	\$511	\$77	\$26	\$613	4
1041	SR 19	\$187	\$0	\$449	\$67	\$22	\$539	4
1046	US 441	\$187	\$0	\$449	\$67	\$22	\$539	4
1047	US 441	\$187	\$0	\$449	\$67	\$22	\$539	4
1048	US 441	\$187	\$0	\$449	\$67	\$22	\$539	4
1064	US 27/441	\$187	\$0	\$449	\$67	\$22	\$539	4
1065	US 27/441	\$224	\$0	\$486	\$73	\$24	\$583	4
2001	US 27/14TH ST	\$187	\$0	\$449	\$67	\$22	\$539	4
2002	US 27/14TH ST	\$187	\$0	\$449	\$67	\$22	\$539	4
4005	SR 19	\$336	\$0	\$598	\$90	\$30	\$718	4
4023	SR 19	\$224	\$0	\$486	\$73	\$24	\$583	4
4024	SR 19	\$286	\$0	\$549	\$82	\$27	\$659	4
4025	SR 19	\$211	\$0	\$474	\$71	\$24	\$569	4
4026	SR 19	\$224	\$0	\$486	\$73	\$24	\$583	4
4027	SR 19	\$187	\$0	\$449	\$67	\$22	\$539	4

Bus Stop ID	On-Street	Boarding and Alighting Area Cost	Connecting Pathway Cost (if applicable)	Initial Total Estimated Cost	15% Concrete Cost Increase	5% Fuel Cost Increase	Revised Total Estimated Cost	Prioritization Score
4028	SR 19	\$187	\$0	\$449	\$67	\$22	\$539	4
4029	US 441	\$187	\$0	\$449	\$67	\$22	\$539	4
4030	US 441	\$187	\$0	\$449	\$67	\$22	\$539	4
4031	US 441	\$187	\$0	\$449	\$67	\$22	\$539	4
4032	US 441	\$187	\$0	\$449	\$67	\$22	\$539	4
4042	US 441	\$187	\$0	\$449	\$67	\$22	\$539	4
4043	US 441	\$187	\$0	\$449	\$67	\$22	\$539	4
4044	US 441	\$187	\$0	\$449	\$67	\$22	\$539	4
4046	US 441	\$187	\$0	\$449	\$67	\$22	\$539	4
4047	US 441	\$187	\$0	\$449	\$67	\$22	\$539	4
4048	SR 19	\$174	\$0	\$437	\$66	\$22	\$524	4
4049	SR 19	\$249	\$0	\$511	\$77	\$26	\$613	4
4050	SR 19	\$224	\$0	\$486	\$73	\$24	\$583	4
4051	SR 19	\$224	\$0	\$486	\$73	\$24	\$583	4
4056	SR 19	\$211	\$0	\$474	\$71	\$24	\$569	4
4057	SR 19	\$323	\$0	\$586	\$88	\$29	\$703	4
4059	SR 19	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	4
4070	SR 19	\$261	\$0	\$524	\$79	\$26	\$629	4
4072	SR 19	\$249	\$0	\$511	\$77	\$26	\$613	4
1009	BERMAN ST	\$423	\$0	\$685	\$103	\$34	\$822	3
1017	US 441	\$187	\$0	\$449	\$67	\$22	\$539	3
1050	US 441	\$1,063	\$1,329	\$2,655	\$398	\$133	\$3,186	3
1054	US 441	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	3
1057	US 441	\$1,120	\$0	\$1,382	\$207	\$69	\$1,658	3
1059	US 27/CITRUS BLVD	\$2,264	\$0	\$2,527	\$379	\$126	\$3,032	3
2003	DIXIE AVE	\$187	\$0	\$449	\$67	\$22	\$539	3
2011	S DIXIE AVE	\$274	\$0	\$536	\$80	\$27	\$643	3

Bus Stop ID	On-Street	Boarding and Alighting Area Cost	Connecting Pathway Cost (if applicable)	Initial Total Estimated Cost	15% Concrete Cost Increase	5% Fuel Cost Increase	Revised Total Estimated Cost	Prioritization Score
4002	SR 19	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	3
4003	SR 19	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	3
4006	SR 19	\$0	\$0	\$319	\$48	\$16	\$383	3
4007	SR 19	\$274	\$0	\$536	\$80	\$27	\$643	3
4008	SR 19	\$274	\$0	\$536	\$80	\$27	\$643	3
4017	SR 19	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	3
4018	SR 19	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	3
4019	N BAY ST	\$199	\$0	\$462	\$69	\$23	\$554	3
4021	SR 19	\$473	\$0	\$735	\$110	\$37	\$882	3
4022	SR 19	\$597	\$0	\$860	\$129	\$43	\$1,032	3
4033	US 441	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	3
4034	US 441	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	3
4035	US 441	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	3
4037	US 441	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	3
4040	US 441	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	3
4045	US 441	\$174	\$0	\$437	\$66	\$22	\$524	3
4052	SR 19	\$211	\$0	\$474	\$71	\$24	\$569	3
4053	SR 19	\$323	\$0	\$586	\$88	\$29	\$703	3
4058	SR 19	\$323	\$0	\$586	\$88	\$29	\$703	3
4060	SR 19	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	3
4067	SR 19	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	3
4068	SR 19	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	3
4069	SR 19	\$261	\$0	\$524	\$79	\$26	\$629	3
4076	SR 19	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	3
4077	SR 19	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	3
1001	OFF STREET	\$124	\$0	\$387	\$58	\$19	\$464	2
1006	US 27/441	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	2

Bus Stop ID	On-Street	Boarding and Alighting Area Cost	Connecting Pathway Cost (if applicable)	Initial Total Estimated Cost	15% Concrete Cost Increase	5% Fuel Cost Increase	Revised Total Estimated Cost	Prioritization Score
1007	US 27/441	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	2
1015	US 441	\$498	\$0	\$760	\$114	\$38	\$912	2
1016	US 441	\$498	\$0	\$760	\$114	\$38	\$912	2
1022	US 441	\$1,063	\$1,329	\$2,655	\$398	\$133	\$3,186	2
1027	OFF STREET	\$0	\$0	\$142	\$21	\$7	\$170	2
1029	W MAIN ST	\$883	\$0	\$1,146	\$172	\$57	\$1,375	2
1030	W MAIN ST	\$0	\$0	\$263	\$39	\$13	\$316	2
1038	GROVE ST	\$0	\$0	COMPLIANT	-	-	-	2
1044	W MAIN ST	\$560	\$0	\$822	\$123	\$41	\$986	2
1051	US 441	\$187	\$0	\$449	\$67	\$22	\$539	2
1055	US 441	\$1,617	\$62	\$1,942	\$291	\$97	\$2,330	2
1056	US 441	\$498	\$0	\$760	\$114	\$38	\$912	2
1058	US 27/441	\$498	\$622	\$1,382	\$207	\$69	\$1,658	2
1062	US 27/441	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	2
1063	US 27/441	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	2
2005	SOUTH ST	\$187	\$0	\$449	\$67	\$22	\$539	2
2006	SOUTH ST	\$187	\$0	\$449	\$67	\$22	\$539	2
2007	SOUTH ST	\$187	\$0	\$449	\$67	\$22	\$539	2
3002	EUDORA AVE	\$1,063	\$354	\$1,680	\$252	\$84	\$2,016	2
3006	HIGHLAND Street	\$460	\$0	\$723	\$108	\$36	\$868	2
3007	FIRST ST	\$1,435	\$0	\$1,698	\$255	\$85	\$2,038	2
3008	CAMP ST	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	2
3013	JACKSON AVE	\$249	\$0	\$511	\$77	\$26	\$613	2
4001	SR 19	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	2
4004	HATFIELD DR	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	2
4009	SR 19	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	2
4010	SR 19	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	2

Bus Stop ID	On-Street	Boarding and Alighting Area Cost	Connecting Pathway Cost (if applicable)	Initial Total Estimated Cost	15% Concrete Cost Increase	5% Fuel Cost Increase	Revised Total Estimated Cost	Prioritization Score
4011	SR 19	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	2
4012	SR 19	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	2
4013	SR 19	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	2
4014	SR 19	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	2
4015	SR 19	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	2
4016	SR 19	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	2
4020	N BAY ST	\$0	\$0	\$706	\$106	\$35	\$847	2
4036	US 441	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	2
4038	US 441	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	2
4039	US 441	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	2
4041	US 441	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	2
4055	SR 19	\$945	\$0	\$1,208	\$181	\$60	\$1,450	2
4061	SR 19	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	2
4062	SR 19	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	2
4063	SR 19	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	2
4064	SR 19	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	2
4065	SR 19	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	2
4066	SR 19	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	2
4078	SR 19	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	2
1003	US 27/441	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	1
1008	DIXIE AVE	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	1
1035	PRESCOTT ST	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	1
1043	W MAIN ST	\$3,732	\$0	\$3,995	\$599	\$200	\$4,794	1
1053	US 441	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	1
1060	PALM RD	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	1
1061	MIRROR LAKE DR	\$1,063	\$266	\$1,592	\$239	\$80	\$1,910	1
2010	THOMAS AVE	\$746	\$0	\$1,009	\$151	\$50	\$1,211	1

Bus Stop ID	On-Street	Boarding and Alighting Area Cost	Connecting Pathway Cost (if applicable)	Total Estimated Cost	15% Concrete Cost Increase	5% Fuel Cost Increase	Revised Total Estimated Cost	Prioritization Score
2013	GRIFFIN RD	\$933	\$0	\$1,196	\$179	\$60	\$1,435	1
2014	SUSAN ST	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	1
3001	LAKE SHORE DR	\$1,063	\$487	\$1,813	\$272	\$91	\$2,176	1
3003	EUDORA AVE	\$311	\$0	\$574	\$86	\$29	\$689	1
3009	LINCOLN AVE	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	1
3010	LINCOLN AVE	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	1
3011	E LIMIT AVE	\$1,418	\$0	\$1,680	\$252	\$84	\$2,016	1
3012	GRANDVIEW ST	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	1
3015	DONNELLY ST	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	1
4004	HATFIELD DR	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	1
5001	CR 42	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	1
5002	CR 42	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	1
1010	MIRROR LAKE DR	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	0
1011	PALM RD	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	0
1033	KURT ST	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	0
1037	BATES AVE	\$1,063	\$6,379	\$7,705	\$1,156	\$385	\$9,246	0
1042	ST CLAIRE ABRAMS	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	0
1052	BENTLEY RD	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	0
2008	SOUTH ST	\$187	\$0	\$449	\$67	\$22	\$539	0
2009	CR 468	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	0
5003	CR 42	\$1,063	\$0	\$1,326	\$199	\$66	\$1,591	0
Total		\$105,963	\$10,829	\$156,975	\$23,546	\$7,849	\$188,370	-