



## A G E N D A

### **NORTH IRVINE TRANSPORTATION MITIGATION ADVISORY COMMITTEE REGULAR MEETING**

**November 19, 2014  
3:00 p.m.**

Irvine Civic Center  
One Civic Center Plaza,  
Conference Room No. B200  
Irvine, California 92623

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**Speaker's Form/Request to Speak:** If you would like to address the North Irvine Transportation Mitigation Committee on a scheduled agenda item, please complete the Sign-In Sheet. The Sign-In Sheet is located on the table at the entrance to the conference room. Please identify on the sign-in sheet your name, address, and the item on which you would like to speak and return to the Recording Secretary. The Sign-In Sheet assists the Chair in ensuring that all persons wishing to address the Committee are recognized. Your name will be called at the time the matter is heard by the Committee.

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#### **CALL TO ORDER**

#### **ROLL CALL**

|         |   |
|---------|---|
| CHAIR:  | Manuel Gomez, City of Irvine                                  |
| MEMBER: | John Boslet, Irvine Company                                   |
| MEMBER: | Jennifer Bohlen, on behalf of Heritage<br>Fields El Toro, LLC |

#### **ADDITIONS AND DELETIONS TO THE AGENDA**

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Additions to the agenda are limited by California Government Code Section 54954.2 of the Brown Act and for those items that arise after the posting of the Agenda and must be acted upon prior to the next Committee meeting.

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## **PUBLIC COMMENTS**

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Any member of the public may address the Committee on items within the Committee's subject matter jurisdiction, but which are not listed on this Agenda during PUBLIC COMMENTS. However, no action may be taken on matters that are not part of the posted agenda. PUBLIC COMMENTS are scheduled for 30 minutes and are limited to 3 minutes per person.

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## **INTRODUCTION**

### **COMMITTEE BUSINESS**

**1. Minutes (Page 5)**

**Recommended Action:**

Approve the minutes of the North Irvine Transportation Mitigation (NITM) Advisory Committee Meeting held on May 20, 2013.

**2. NITM Quarterly Status Report (Page 9)**

**Recommended Action:**

Receive and file.

### **DISCUSSION ITEMS**

**3. Great Park Neighborhoods 2012 GPA/ZC NITM Program Fee Reallocation Study (Page 18)**

**4. Heritage Fields GP III Fee Credit and NITM Fee Allocation Plan Agreement (Page 360)**

**5. Amendment No. 2 to Heritage Fields GP I Fee Credit and NITM Fee Allocation Plan Agreement (Page 370)**

**6. Amendment No. 3 to PA 40 NITM Fee Credit and NITM Fee Allocation Plan Agreement (Page 381)**

### **DIRECTOR ACTIONS**

**7. Great Park Neighborhoods 2012 GPA/ZC NITM Program Fee Reallocation Study (Page 18)**

**Recommended Action:**

Approve the Great Park Neighborhoods 2012 GPA/ZC North Irvine Transportation Mitigation Program Fee Reallocation Study.

**8. Heritage Fields GP III Fee Credit and NITM Fee Allocation Plan Agreement (Page 360)**

**Recommended Action:**

Approve the Heritage Fields GP III Fee Credit and NITM Fee Allocation Plan Agreement.

**STAFF UPDATES**

**9. Fair Share Improvements Under Other Agencies' Jurisdiction**

**10. Status of NITM Projects Under Development**

**ADJOURNMENT**

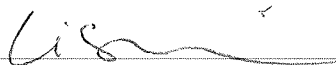
**CITY SERVICES TO FACILITATE ACCESS TO PUBLIC MEETINGS**

It is the intention of the City of Irvine to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee or a participant at this meeting, you will need special assistance beyond what is normally provided, the City of Irvine will attempt to accommodate you in every reasonable manner. Please contact the Public Works Department at (949)724-7505 Notification of 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. (28 CFR 35. 102-35. 104 ADA Title II).

Any writings or documents provided to a majority of the Committee regarding any item on this agenda will be made available for public inspection at the Public Works counter at City Hall located at One Civic Center Plaza during normal business hours.

STATE OF CALIFORNIA)  
CITY OF IRVINE ) SS  
COUNTY OF ORANGE )

I declare under penalty of perjury that I am employed by the City of Irvine in the Public Works Department and that I posted this agenda in the binder located in the lobby of the Public Safety Department, One Civic Center Plaza, Irvine, California 92606.

Dated: 11/12/14 

## **ITEM 1: MINUTES**



## MINUTES

### **NORTH IRVINE TRANSPORTATION MITIGATION ADVISORY COMMITTEE REGULAR MEETING**

**May 20, 2013  
3:30 P.M.**

Irvine Civic Center  
One Civic Center Plaza,  
Conference Room B204  
Irvine, California 92606

#### **CALL TO ORDER**

A regular meeting of the North Irvine Transportation Mitigation Advisory Committee was called to order at 3:30 p.m. on May 20, 2013, in Conference Room B204, Irvine Civic Center, One Civic Center Plaza, Irvine, California; Director Manuel Gomez presiding.

#### **ROLL CALL**

|          |   |         |   |
|----------|---|---------|---|
| Present: | 3 | CHAIR:  | Manuel Gomez, City of Irvine                                  |
|          |   | MEMBER: | John Boslet, Irvine Company                                   |
|          |   | MEMBER: | Jennifer Bohlen, on behalf of<br>Heritage Fields El Toro, LLC |

Also present: City Staff: Katie Berg-Curtis, Project Development Administrator; Andy Do, Senior Accountant; Shohreh Dupuis, Manager of Transit and Transportation; Lisa Thai, Senior Transportation Analyst; Teri Washle, Finance Administrator; and Kory Lynch, Five Point Communities.

## **ADDITIONS AND DELETIONS TO THE AGENDA**

There were no additions or deletions to the agenda.

## **PUBLIC COMMENTS**

There were no public comments.

## **INTRODUCTION**

## **COMMITTEE BUSINESS**

### **1. Minutes**

Mr. Boslet requested to include discussion on the City Attorney's directions on fair share improvements already constructed by Caltrans or other agencies at the next NITM Committee Meeting.

**ACTION:** Approved the meeting minutes of the September 11, 2012 meeting.

### **2. NITM Quarterly Status Report**

**ACTION:** Received report.

## **DISCUSSION ITEMS**

### **3. Great Park Neighborhoods 2011 GPA/ZC NITM Program Fee Reallocation Study**

Ms. Dupuis presented a summary of the Great Park Neighborhoods 2011 GPA/ZC NITM Program Fee Reallocation Study.

### **4. Heritage Fields GP I Fee Credit and NITM Fee Allocation Plan Agreement**

Ms. Dupuis presented the Heritage Fields GP I Fee Credit and NITM Fee Allocation Plan Agreement. It is noted that the NITM Fees for the police site will be calculated once the police site land use and intensity have been approved.

### **5. Updated PA 40 NITM Fee Allocation Plan**

Ms. Dupuis presented the Updated PA 40 NITM Fee Allocation Plan, which reflected the PA 40 fees based on the Great Park Neighborhoods 2011 GPA/ZC NITM Program Fee Reallocation Study. An amendment to incorporate the updated Plan is under review.

**6. NITM Five Year Review**

The Committee agreed to defer the evaluation on the preparation of the NITM Five Year Review for 6 months or until next NITM Advisory Committee meeting.

The Committee discussed the application of the CCI update. The NITM fees will be updated to reflect the CCI and a memo will be prepared to inform the Committee of the new fees effective July 1.

**DIRECTOR ACTIONS**

**7. Great Park Neighborhoods 2011 GPA/ZC NITM Program Fee Reallocation Study**

**ACTION:** The director approved the Great Park Neighborhoods 2011 GPA/ZC NITM Program Fee Reallocation Study.

**8. Heritage Fields GP I Fee Credit and NITM Fee Allocation Plan Agreement**

**ACTION:** The director approved the Heritage Fields GP I Fee Credit and NITM Fee Allocation Plan Agreement.

**COMMITTEE MEMBER AND STAFF COMMENTS**

**ADJOURNMENT AT 4:30 p.m., Monday, May 20, 2013 to the next NITM Advisory Committee meeting to a date to be determined.**

\_\_\_\_\_

Date: \_\_\_\_\_

Manuel Gomez  
Chair, NITM Advisory Committee



## **ITEM 2: NITM QUARTERLY STATUS REPORT**

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM)  
FUNDING SUMMARY  
AT 9/30/2014**

| REVENUES   |    |                                |
|--|----|--------------------------------|
| NITM Fees  | \$ | 68,888,586.70                  |
| Interest   |    | 5,584,379.01                   |
| Transfers-in from Systems Development Charge             |    | 3,107,126.00 <sup>1</sup>      |
| Transfers-in from Measure M                              |    | 188,033.85 <sup>2</sup>        |
| Transfers-in from Fee District 89-1                      |    | <u>550,000.00</u> <sup>3</sup> |
| <b>TOTAL REVENUES</b>                                    |    | <b>\$ 78,318,125.56</b>        |
| EXPENDITURES   |    |                                |
| Irvine CIP Project Expenditures                          |    | 15,508,681.26                  |
| Administrative Costs (Non-Project Specific)              |    | 1,133,558.80                   |
| Transfers-Out to Systems Development Charge <sup>4</sup> |    | <u>114,366.00</u>              |
| <b>TOTAL EXPENDITURES</b>                                |    | <b>\$ 16,756,606.06</b>        |
| FUND BALANCE   |    |                                |
| CALCULATED FUND BALANCE (REVENUES-EXPENDITURES)          |    | \$ 61,561,519.50               |
| GASB 31 FMV ADJ.(MARKET VALUE ADJUSTABLE) [OBJ 0201]     |    | \$ 840.45                      |
| <b>ADJUSTED FUND BALANCE</b>                             |    | <b><u>\$ 61,562,359.95</u></b> |
| <u>Anticipated</u>                                       |    |                                |
| 14-15 CIP Project Appropriations                         |    | (26,722,213.44)                |
| 14-15 Administration <sup>5</sup>                        |    | (113,445.86)                   |
| <b>NET UNAPPROPRIATED FUND BALANCE</b>                   |    | <b>\$ 34,726,700.65</b>        |

<sup>1</sup> For CIP 314210 (\$114,366), CIP 314250 (\$2,814,760) and CIP 338020 (\$133,500)

<sup>2</sup> For CIP 334100 (closed)

<sup>3</sup> For CIP 314250

<sup>4</sup> For CIP 314210, matching fund is no longer required

<sup>5</sup> For 6/30/XX uses 7/1/XX budget. For other quarters, uses the balance at the end of the quarter.

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM)  
FUNDING DETAIL**

|  | FY 2003-2004           | FY 2004-2005           | FY 2005-2006         | FY 2006-2007           | FY 07-08               | FY 08-09                 | FY 09-10               | FY 10-11               | FY 11-12             | FY 12-13                | FY 13-14                | FY 14-15<br>As of 9/30/14 | CUMULATIVE TOTAL        |
|--|------------------------|------------------------|----------------------|------------------------|------------------------|--------------------------|------------------------|------------------------|----------------------|-------------------------|-------------------------|---------------------------|-------------------------|
| <b>Revenues &amp; Transfers In</b>                   |                        |                        |                      |                        |                        |                          |                        |                        |                      |                         |                         |                           |                         |
| NITM Fee Revenue                                     |                        |                        |                      |                        |                        |                          |                        |                        |                      |                         |                         |                           |                         |
| Fee District Area 1 & 2                              |                        |                        | 701,988.00           | 814,109.00             |                        |                          |                        |                        |                      |                         |                         |                           | 1,516,097.00 (1)        |
| Fee District Area 5B                                 |                        |                        |                      |                        |                        |                          |                        |                        |                      |                         | 4,853,052.00            |                           | 4,853,052.00 (2)        |
| Fee District Area 6                                  |                        | 7,346,905.00           |                      |                        |                        |                          |                        |                        |                      |                         |                         |                           | 7,346,905.00 (3)        |
| Fee District Area 8A                                 | 481,867.00             | -                      |                      |                        |                        |                          |                        |                        |                      |                         |                         |                           | 481,867.00 (4)          |
| Fee District Area 9A                                 | 8,155,311.00           |                        |                      |                        |                        |                          |                        |                        |                      |                         |                         |                           | 8,155,311.00 (5)        |
| Fee District Area 9B                                 |                        |                        |                      | 7,415,957.00           |                        |                          |                        |                        |                      |                         |                         |                           | 7,415,957.00 (6)        |
| Fee District Area 40                                 |                        |                        |                      | 276,179.39             |                        |                          |                        | 2,341,308.00           | 5,445,151.00         | 14,804,202.00           | 1,516,078.45            | 551,808.55                | 24,934,727.39 (7)       |
| Fee - Miscellaneous Development                      |                        |                        |                      |                        |                        |                          |                        |                        |                      |                         | 21,456.00               |                           | 21,456.00 (8)           |
| Great Park I   |                        |                        |                      |                        |                        |                          |                        |                        |                      |                         |                         |                           | -                       |
| District 8   |                        |                        |                      |                        |                        |                          |                        |                        |                      | 8,429,984.00            |                         |                           | 8,429,984.00 (9)        |
| District 1N  |                        |                        |                      |                        |                        |                          |                        |                        |                      | 5,733,230.31            |                         |                           | 5,733,230.31 (9)        |
| District 1S  |                        |                        |                      |                        |                        |                          |                        |                        |                      |                         |                         |                           | -                       |
| Great Park II  |                        |                        |                      |                        |                        |                          |                        |                        |                      |                         |                         |                           | -                       |
| Great Park III                                       |                        |                        |                      |                        |                        |                          |                        |                        |                      |                         |                         |                           | -                       |
| Great Park IV  |                        |                        |                      |                        |                        |                          |                        |                        |                      |                         |                         |                           | -                       |
| Sub-Total: NITM Fee Revenue                          | 8,637,178.00           | 7,346,905.00           | 701,988.00           | 8,506,245.39           | -                      | -                        | -                      | 2,341,308.00           | 5,445,151.00         | 28,967,416.31           | 6,390,586.45            | 551,808.55                | 68,888,586.70           |
| Interest   | 56,248.75              | 226,301.48             | 468,672.81           | 762,612.04             | 1,315,879.21           | 928,052.79               | 595,665.52             | 434,664.22             | 278,262.85           | 214,750.28              | 263,064.78              | 40,204.28                 | 5,584,379.01            |
| Transfer-in from SDC                                 |                        |                        | 114,366.00           |                        | 2,391,760.00           | 423,000.00               |                        |                        |                      | 178,000.00              |                         |                           | 3,107,126.00            |
| Transfer-in from Measure M                           |                        |                        |                      |                        | 186,419.45             | 1,614.40                 |                        |                        |                      |                         |                         |                           | 188,038.85              |
| Transfer-in from FD 89-1 Bake/I5 Interchange         |                        |                        |                      | 550,000.00             |                        |                          |                        |                        |                      |                         |                         |                           | 550,000.00              |
| Sub-Total: Interest & Transfers In                   | 56,248.75              | 226,301.48             | 583,038.81           | 1,312,612.04           | 3,894,058.66           | 1,352,667.19             | 595,665.52             | 434,664.22             | 278,262.85           | 392,750.28              | 263,064.78              | 40,204.28                 | 9,429,538.86            |
| <b>TOTAL REVENUE</b>                                 | <b>8,693,426.75</b>    | <b>7,573,206.48</b>    | <b>1,285,026.81</b>  | <b>9,818,857.43</b>    | <b>3,894,058.66</b>    | <b>1,352,667.19</b>      | <b>595,665.52</b>      | <b>2,775,972.22</b>    | <b>5,723,413.85</b>  | <b>29,360,166.59</b>    | <b>6,653,651.23</b>     | <b>592,012.83</b>         | <b>78,318,125.56</b>    |
| <b>Expenditures &amp; Transfers Out</b>              |                        |                        |                      |                        |                        |                          |                        |                        |                      |                         |                         |                           |                         |
| Irvine CIP Expenditures                              | 28,410.91              | 647,536.70             | 318,807.65           | 949,778.27             | 1,242,861.70           | 3,344,371.55             | 1,412,312.98           | 220,911.98             | 5,564,649.31         | 11,223,671.72           | (10,334,521.43)         | 889,889.92                | 15,508,681.26 (10)      |
| Payment to Other Agencies for NITM Work              | -                      | -                      | -                    | -                      | -                      | -                        | -                      | -                      | -                    | -                       | -                       | -                         | -                       |
| Administrative Costs (Non-Project Specific Overhead) | -                      | -                      | -                    | -                      | -                      | -                        | -                      | -                      | -                    | -                       | -                       | -                         | -                       |
| Fiscal Services Administration                       | 2,864.10               | 3,214.92               | 880.62               | 6,690.55               | 4,439.05               | 5,407.63                 | 5,087.47               | 4,447.00               | 4,850.68             | 5,264.47                | 5,396.32                | 2,286.90                  | 50,829.71               |
| Fiscal Services Contract Services                    | -                      | -                      | -                    | -                      | -                      | -                        | -                      | -                      | -                    | -                       | -                       | -                         | -                       |
| Community Development Administration                 | 396.80                 | -                      | -                    | -                      | -                      | -                        | -                      | 2,969.95               | 1,153.23             | 3,249.75                | 1,627.49                | 2,934.89                  | 12,332.11               |
| Community Development Contract Services              | 5,972.26               | 1,904.09               | -                    | -                      | -                      | -                        | -                      | -                      | -                    | -                       | -                       | -                         | 7,876.35                |
| Public Works Administration                          | 541.27                 | 63,661.11              | 50,576.20            | 138,205.44             | 70,310.34              | 32,466.53                | 33,248.64              | 28,728.70              | 3,927.30             | 32,764.90               | 41,733.16               | 10,077.40                 | 506,240.99              |
| Public Works Contract Services                       | -                      | 8,645.00               | 4,709.00             | 292,318.14             | 130,458.63             | 5,799.88                 | 72,297.99              | 2,809.00               | -                    | 95.00                   | 39,147.00               | -                         | 556,279.64              |
| Sub-Total: Expenditures                              | 38,185.34              | 724,961.82             | 374,973.47           | 1,386,992.40           | 1,448,069.72           | 3,388,045.59             | 1,522,947.08           | 259,866.63             | 5,574,580.52         | 11,265,045.84           | (10,246,617.46)         | 905,189.11                | 16,642,240.06           |
| Transfers-Out to SDC                                 | -                      | -                      | -                    | -                      | -                      | -                        | -                      | -                      | -                    | -                       | 114,366.00              | -                         | 114,366.00              |
| Sub-Total: Transfers-Out                             | -                      | -                      | -                    | -                      | -                      | -                        | -                      | -                      | -                    | -                       | 114,366.00              | -                         | 114,366.00              |
| <b>TOTAL EXPENDITURES</b>                            | <b>38,185.34</b>       | <b>724,961.82</b>      | <b>374,973.47</b>    | <b>1,386,992.40</b>    | <b>1,448,069.72</b>    | <b>3,388,045.59</b>      | <b>1,522,947.08</b>    | <b>259,866.63</b>      | <b>5,574,580.52</b>  | <b>11,265,045.84</b>    | <b>(10,132,251.46)</b>  | <b>905,189.11</b>         | <b>16,756,606.06</b>    |
| <b>NITM RESERVES</b>                                 | <b>\$ 8,655,241.41</b> | <b>\$ 6,848,244.66</b> | <b>\$ 910,053.34</b> | <b>\$ 8,431,865.03</b> | <b>\$ 2,445,988.94</b> | <b>\$ (2,035,378.40)</b> | <b>\$ (927,281.56)</b> | <b>\$ 2,516,105.59</b> | <b>\$ 148,833.33</b> | <b>\$ 18,095,120.75</b> | <b>\$ 16,785,902.69</b> | <b>\$ (313,176.28)</b>    | <b>\$ 61,561,519.50</b> |

- (1) Paid via A.D. 05-21; 6/30/06 and \$814,109 6/1/07
- (2) \$4,536,402 Paid via PA 5B 2/24/14 (Non-Trabuco Interchange)
- (2) \$316,650 paid via ROW credit for Trabuco/SR 133 Interchange (2/21/14)
- (3) Paid via A.D. 04-20; 5/12/05
- (4) Paid via A.D. 03-19; 5/11/04
- (5) Paid via A.D. 03-19; 5/11/04
- (6) Paid via A.D. 07-22; 6/14/07
- (7) \$276,179 paid via credit
- (7) \$2,341,308 paid via building permits
- (7) \$4,806,096 paid via A.D. 11-24 (12/18/12)
- (7) \$451,883 paid for PA 40 East Apt
- (7) \$15,443,257 paid via ROW (Trabuco/SR 133 Inter.) Credits
- (7) \$1,064,195.45 (\$1,401,758 - \$337,562.55) paid via Trabuco/SR 133 Inter. ROW credit
- (7) \$214,246 paid via Laguna Canyon Rd/Lake Forest Dr. ROW credit
- (7) \$337,562.55 paid via Affordable Housing Project for Trabuco Interchange fees (previously paid by TIC using RW credit)
- (8) Mitigation Measure 13-1, collected from PA 33 for I-5 (Sand Canyon to Jeffrey) Fair Share Project
- (9) GP paid \$7,084,260 and \$4,818,005 for a total of \$11,902,265 for the Trabuco Interchange from GPI-D8 and GPI-D1N, respectively.
- GP paid \$1,345,724 and \$915,226 for a total of \$2,260,950 for the non-Trabuco from GPI-D8 and GPI-D1N, respectively.
- (10) Details on page 8

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM)  
CAPITAL PROJECT EXPENDITURE SUMMARY  
AT 9/30/2014**

| LOC. NO.                                    | CIP NO. | PROJECT NAME   | ORIGINAL PROJECT ESTIM. | CURRENT ESTIM. AT 2011   | BUDGETED AMOUNT         | EXPENDITURES 7/1/14 TO 9/30/14 | EXPENDITURES TO DATE   | REMAINING BUDGETED AMOUNTS |
|---|---------|--|-------------------------|--------------------------|-------------------------|--------------------------------|------------------------|----------------------------|
| <b>BUDGETED PROJECTS</b>                    |         |  |                         |                          |                         |                                |                        |                            |
| 364   | 314210  | 314210 Total BAKE & JERONIMO                             | \$ 2,795,000.00         | \$ 4,852,000.00          | \$ 1,212,000.00         | \$ -                           | \$ 8,641.66            | \$ 1,203,358.34            |
| 288   | 314240  | 314240 Total JEFFREY & WALNUT                            | 446,000.00              | \$ 1,131,379.00          | \$ 734,000.00           | \$ -                           | \$ 130,687.51          | 603,312.49                 |
| 303, 305                                    | 314250  | 314250 Total SAND CANYON & I-5 NB & SB RAMPS             | 2,836,000.00            | \$ 5,188,000.00          | \$ 8,440,948.45         | \$ 257,128.99                  | \$ 7,192,870.33        | 1,248,078.12               |
| Seg 4                                       | 311502  | 311502 Total L.C. RD/SR-133 WIDENING                     | 220,413.00              | \$ 4,953,105.00          | \$ 220,413.00           | \$ 220,413.00                  | \$ 220,413.00          | 0.00                       |
| 406   | 311503  | 311503 Total L.C. RD/L.F. DR INTERSECT IMP               | 369,612.00              | \$ 369,612.00            | \$ 369,612.00           | \$ 369,612.00                  | \$ 369,612.00          | 0.00                       |
| 19  | 316020  | 316020 Total TRABUCO RD/EAST TRAN. CORR.                 | 50,903,000.00           | \$ 104,907,828.00        | \$ 20,289,886.00        | \$ -                           | \$ 249,215.36          | 20,040,670.64              |
| 383   | 316040  | 316040 Total LAKE FOREST & AVE DE CARLOTA/I-5 SB         | 534,000.00              | \$ 914,000.00            | \$ 853,000.00           | \$ -                           | \$ -                   | 853,000.00                 |
| 125   | 316080  | 316080 Total JAMBOREE / IRVINE INTERSECTION              | 651,000.00              | \$ 1,080,000.00          | \$ 138,000.00           | \$ -                           | \$ -                   | 138,000.00                 |
| 362   | 317020  | 317020 Total BAKE PKWY / IRVINE BLVD - (Physical Imprv.) | 1,513,000.00            | \$ 3,052,000.00          | \$ 783,000.00           | \$ -                           | \$ 1,557.77            | 781,442.23                 |
| 235   | 318030  | 318030 Total CULVER @ UNIVERSITY DR.                     | 2,153,000.00            | \$ 4,378,000.00          | \$ 854,600.00           | \$ 9,810.71                    | \$ 233,833.16          | 620,766.84                 |
| 34  | 338020  | 338020 Total RED HILL & IRVINE ATMS                      | 105,000.00              | \$ 173,165.00            | \$ 356,185.00           | \$ -                           | \$ 177,848.66          | 178,336.34                 |
|   | 311406  | 311406 Total JEFFREY /ALTON INTERCHANGE IMPROVEMENT      |                         |                          | \$ 61,000.00            | \$ 32,925.22                   | \$ 32,925.22           | 28,074.78                  |
|   | 311407  | 311407 Total SAND/OAK CANYON INTERCHANGE IMPROVEMENT     |                         |                          | \$ 61,000.00            | \$ -                           | \$ -                   | 61,000.00                  |
| <b><u>BAKE/IRVINE TMSOS</u></b>             |         |  |                         |                          |                         |                                |                        |                            |
| N/A   | 338010  | 338010 Total FUTURE TMSOS - (Bake/Irvine TMSOS)          |                         | \$ 2,243,000.00          | \$ 864,000.00           | \$ -                           | \$ 863,441.62          | 558.38                     |
| <b><u>LAKE FOREST TMSOS</u></b>             |         |  |                         |                          |                         |                                |                        |                            |
| 383   | 316100  | 316100 Total LAKE FOREST & I-5 SB RAMPS TMSOS            | 272,000.00              | \$ 272,000.00            | \$ 272,000.00           | \$ -                           | \$ -                   | 272,000.00                 |
| <b>SUB-TOTAL ACTIVE PROJECTS</b>            |         |  | <b>62,798,025.00</b>    | <b>133,514,089.00</b>    | <b>35,509,644.45</b>    | <b>889,889.92</b>              | <b>9,481,046.29</b>    | <b>26,028,598.16</b>       |
| <b>BUDGETED FAIR SHARE PROJECTS</b>         |         |  |                         |                          |                         |                                |                        |                            |
| 3   | 316050  | 316050 Total ALTON/I-5 SB RAMPS                          | 2,031,000.00            | \$ 4,619,000.00          | \$ 257,329.00           | \$ -                           | \$ 55.72               | 257,273.28                 |
| 8   | 316060  | 316060 Total JAMBOREE & I-5 NB RAMPS                     | 1,868,000.00            | \$ 5,408,000.00          | \$ 110,809.00           | \$ -                           | \$ -                   | 110,809.00                 |
| 9   | 316070  | 316070 Total JAMBOREE & I-5 SB RAMPS                     | 1,673,000.00            | \$ 3,595,000.00          | \$ 51,838.00            | \$ -                           | \$ -                   | 51,838.00                  |
| 13  | 318070  | 318070 Total I-405 @ IRVINE CTR. DR.                     | 2,145,000.00            | \$ 6,697,000.00          | \$ 119,102.00           | \$ -                           | \$ -                   | 119,102.00                 |
| 4   | 318080  | 318080 Total I-5 @ BAKE PKWY SB OFF-RAMP                 | 856,000.00              | \$ 3,401,000.00          | \$ 116,188.00           | \$ -                           | \$ -                   | 116,188.00                 |
| 11  | 318090  | 318090 Total I-5 @ SAND CANYON NB ON-RAMP                | 131,000.00              | \$ 604,000.00            | \$ 38,405.00            | \$ -                           | \$ -                   | 38,405.00                  |
| <b>SUB-TOTAL ACTIVE FAIR SHARE PROJECTS</b> |         |  | <b>8,704,000.00</b>     | <b>24,324,000.00</b>     | <b>693,671.00</b>       | <b>0.00</b>                    | <b>55.72</b>           | <b>693,615.28</b>          |
| <b>TOTAL ACTIVE PROJECTS</b>                |         |  | <b>71,502,025.00</b>    | <b>157,838,089.00</b>    | <b>36,203,315.45</b>    | <b>889,889.92</b>              | <b>9,481,102.01</b>    | <b>26,722,213.44</b>       |
| <b>GRAND TOTAL</b>                          |         |  | <b>\$ 71,502,025.00</b> | <b>\$ 157,838,089.00</b> | <b>\$ 36,203,315.45</b> | <b>\$ 889,889.92</b>           | <b>\$ 9,481,102.01</b> | <b>\$ 26,722,213.44</b>    |

NORTH IRVINE TRANSPORTATION MITIGATION (NITM)  
Schedule of Project Estimates And Appropriations

| CIP #                         | LOC#     | DESCRIPTION  | Dec. 2013   | BUDGET       |          |          |          |          |          |           |          | STATUS | COMMENTS  |
|-------------------------------|----------|--|-------------|--------------|----------|----------|----------|----------|----------|-----------|----------|--------|---|
|                               |          |  | NITM SHARE  | PRIOR YEARS  | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | FY 18/19  | FY 19/20 |        |   |
| <b>NITM ONLY IMPROVEMENTS</b> |          |  |             |              |          |          |          |          |          |           |          |        |   |
| 338020                        | 34       | Red Hill Ave at Irvine Blvd                            | \$167,165   | \$356,185    |          |          |          |          |          |           |          | NS     |   |
|                               | 91       | Tustin Ranch at Irvine Blvd                            | 167,165     |              |          |          |          |          |          |           |          | NS     |   |
| 316080                        | 125      | Jamboree Rd at Irvine Blvd                             | 1,047,000   | \$138,000    |          |          |          |          |          |           |          | NS     |   |
| 347400                        | 427      | Jamboree Rd at El Camino Real                          | 702,000     |              |          |          |          |          |          |           |          | NS     | Deleted during Five Year Review   |
| 344220                        | 222      | Culver Dr at Trabuco Rd                                | 3,191,565   |              |          |          |          |          |          |           |          | F      | Closed by FY 10-11 CIP Year End Review  |
| 344230                        | 223      | Culver Dr at I-5 SB Ramps                              | 446,489     |              |          |          |          |          |          |           |          | F      | Closed by FY 10-11 CIP Year End Review  |
|                               | 224      | Culver Dr at Walnut Ave                                | 167,165     |              |          |          |          |          |          |           |          | NS     |   |
| 318030                        | 235      | Culver Dr at University Dr                             | 4,257,000   | \$854,600    |          | 81,000   |          | 250,000  |          | 3,483,000 |          | NS     |   |
|                               | 249      | Yale Ave at Irvine Blvd                                | 4,715,000   |              |          |          |          |          |          |           |          | NS     |   |
|                               | 285      | Jeffrey Rd at Trabuco Rd                               | 478,185     |              |          |          |          |          |          |           |          | NS     | Deleted during Five Year Review   |
| 314240                        | 288      | Jeffrey Rd at Walnut Ave / I-5 SB Ramps                | 1,032,379   | \$734,000    |          |          |          |          |          |           |          | FD     | Final Design on hold.   |
|                               | 289      | Jeffrey Rd at Irvine Center Dr                         | 11,853,000  |              |          |          |          |          |          |           |          | NS     |   |
|                               | 291      | Jeffrey Rd at Alton Pkwy                               | 1,277,000   |              | 61,000   |          | 91,000   |          | 301,000  |           | 815,000  | NS     |   |
| 310130                        |          | Trabuco Rd Widening: Sand-SR55                         | 0           |              |          |          |          |          |          |           |          | F      | AD 03-19 has been cash reimbursed in July 2009  |
| 310140                        | 302      | Sand Cyn Ave at Trabuco Rd                             | 446,839     |              |          |          |          |          |          |           |          | F      | AD 03-19 has been cash reimbursed in July 2009  |
| 314250                        | 303, 305 | Sand Cyn Ave at I-5 NB Ramps / Marine Way / SB Ramps   | 5,054,000   | \$8,440,948  |          |          |          |          |          |           |          | FD     |   |
|                               | 306      | Sand Cyn Ave at Oak Cyn / Laguna Canyon Rd             | 943,000     |              | 61,000   |          | 92,000   |          | 826,000  |           |          | NS     |   |
|                               | 310      | Sand Cyn Ave at Alton Pkwy                             | 343,000     |              |          |          |          |          |          |           |          | NS     |   |
|                               | 311      | Sand Cyn Ave at I-405 NB Ramps                         | 1,208,000   |              |          |          |          |          |          |           |          | NS     |   |
|                               | 321      | Laguna Cyn Rd at Old Laguna Cyn Rd                     | 2,005,000   |              |          |          |          |          |          |           |          | NS     |   |
|                               | 338      | Alton Pkwy at Irvine Blvd                              | 2,577,396   |              |          |          |          |          |          |           |          | NS     |   |
|                               | 344      | Alton Pkwy at Muirlands Blvd/Barranca Pkwy             | 46,000      |              |          |          |          |          |          |           |          | NS     | Deleted during Five Year Review   |
|                               | 345      | Alton Pkwy at I-5 NB Ramps                             | 29,000      |              |          |          |          |          |          |           |          | NS     |   |
| 317020                        | 362      | Bake Pkwy at Irvine Blvd                               | 3,056,000   | \$783,000    |          |          |          |          |          |           |          | NS     |   |
| 314210                        | 364      | Bake Pkwy at Jeronimo Dr                               | 4,910,000   | \$1,212,000  |          |          |          | 489,634  |          | 3,036,000 |          | NS     |   |
|                               | 366      | Bake Pkwy at Rookfield Blvd                            | 0           |              |          |          |          |          |          |           |          | NS     | This project was deleted as a result of PA 1/9 Re-allocation Study.   |
|                               | 368      | Bake Pkwy at I-5 SB Ramps                              | 2,895,000   |              |          |          |          |          |          |           |          | NS     |   |
|                               | 379      | Lake Forest Dr at Muirlands Blvd                       | 15,324      |              |          |          |          |          |          |           |          | NS     |   |
| 316040                        | 383      | Lake Forest Dr at Avenida De La Carlota / I-5 SB Ramps | 1,183,000   | \$853,000    |          |          |          |          |          |           |          | NS     |   |
| 311503                        | 406      | Laguna Canyon Rd at Lake Forest Drive (Future)         | 369,612     |              |          |          |          |          |          |           |          | NS     |   |
|                               | 407      | Laguna Canyon Rd at Bake Pkwy                          | 0           |              |          |          |          |          |          |           |          | NS     | Deleted during 2013 CCI Update. Intersection deleted as part of Bake/Santa Maria/Ridge Route MPAH Amendment |
| <b>INTERCHANGES</b>           |          |  |             |              |          |          |          |          |          |           |          |        |   |
| 316020                        | 19       | SR-133 at Trabuco Rd                                   | 105,550,012 | \$20,289,886 |          |          |          |          |          |           |          | PE     |   |
| <b>TMSOS</b>                  |          |  |             |              |          |          |          |          |          |           |          |        |   |
| 316100                        | 383      | Lake Forest & I-5 SB Ramps TMSOS                       | 272,000     | \$272,000    |          |          |          |          |          |           |          | NS     |   |
| 334100                        | 362      | Bake / Irvine TMSOS (Culver Signal Upgrade & Coord.)   | 1,239,000   |              |          |          |          |          |          |           |          | F      | Closed by FY 10-11 CIP Year End Review  |
| 338010                        | N/A      | Future TMSOS - (Bake/Irvine TMSOS)                     | \$1,961,000 | \$864,000    |          |          |          |          |          |           |          | F      |   |

NORTH IRVINE TRANSPORTATION MITIGATION (NITM)  
Schedule of Project Estimates And Appropriations

| CIP #                                 | LOC#  | DESCRIPTION   | Dec. 2013<br>NITM SHARE | BUDGET      |            |          |          |          |          |          | STATUS | COMMENTS |                                 |
|---------------------------------------|-------|---|-------------------------|-------------|------------|----------|----------|----------|----------|----------|--------|----------|---------------------------------|
|                                       |       |   |                         | PRIOR YEARS | FY 2013-14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | FY 18/19 |        |          | FY 19/20                        |
| <b>FAIR SHARE FUNDED IMPROVEMENTS</b> |       |   |                         |             |            |          |          |          |          |          |        |          |                                 |
|                                       | 123   | Jamboree Rd at Tustin Ranch Rd  | \$544                   |             |            |          |          |          |          |          |        | NS       |                                 |
|                                       | 228   | Culver Dr at Barranca Pkwy  | 32,047                  |             |            |          |          |          |          |          |        | NS       |                                 |
|                                       | 290   | Jeffrey Rd at Barranca Pkwy   | 58,766                  |             |            |          |          |          |          |          |        | NS       |                                 |
|                                       | 293   | Jeffrey Rd at I-405 NB Ramps  | 87,648                  |             |            |          |          |          |          |          |        | NS       |                                 |
|                                       | 327   | Barranca Pkwy at Technology Dr  | 52,359                  |             |            |          |          |          |          |          |        | NS       |                                 |
|                                       | 344   | Alton Pkwy at Technology Dr West  | 1,636                   |             |            |          |          |          |          |          |        | NS       |                                 |
|                                       | 348   | Alton Pkwy at Irvine Center Dr  | 94,128                  |             |            |          |          |          |          |          |        | NS       |                                 |
|                                       | 358   | Irvine Center Dr at Enterprise Dr   | 343                     |             |            |          |          |          |          |          |        | NS       |                                 |
|                                       | 359   | Irvine Center Dr at I-405 SB Ramps  | 12,426                  |             |            |          |          |          |          |          |        | NS       |                                 |
|                                       | 378   | Lake Forest Dr at Jeronimo Rd   | 71,464                  |             |            |          |          |          |          |          |        | NS       |                                 |
|                                       | 380   | Lake Forest Dr at Rockfield Blvd  | 1,048                   |             |            |          |          |          |          |          |        | NS       |                                 |
|                                       | 385   | Lake Forest Dr at Irvine Center Dr  | 13,957                  |             |            |          |          |          |          |          |        | NS       | Deleted during Five Year Review |
|                                       | 387   | Ridge Route Dr at Rockfield Blvd  | 5,553                   |             |            |          |          |          |          |          |        | NS       |                                 |
|                                       | 389   | Ridge Route Dr at Moulton Pkwy  | 159                     |             |            |          |          |          |          |          |        | NS       | Deleted during Five Year Review |
|                                       | 390   | Paseo de Valencia at Avenida De La Carlota                                | 14,158                  |             |            |          |          |          |          |          |        | NS       |                                 |
|                                       | 394   | Santa Maria Dr at Moulton Pkwy  | 24,461                  |             |            |          |          |          |          |          |        | NS       | Deleted during Five Year Review |
|                                       | 396   | El Toro Rd at Avenida De La Carlota                                       | 214                     |             |            |          |          |          |          |          |        | NS       |                                 |
|                                       | 420   | El Toro Rd at Jeronimo Rd   | 168,084                 |             |            |          |          |          |          |          |        | NS       |                                 |
|                                       | 424   | Los Alisos Blvd at Trabuco Rd   | 43,346                  |             |            |          |          |          |          |          |        | NS       | Deleted during Five Year Review |
|                                       | 422   | Los Alisos Blvd at Jeronimo Rd  | 39,852                  |             |            |          |          |          |          |          |        | NS       |                                 |
|                                       | 423   | Muirlands Blvd at Los Alisos Blvd   | 118,254                 |             |            |          |          |          |          |          |        | NS       |                                 |
|                                       | 424   | Los Alisos Blvd at Rockfield Blvd/Fordview St                             | 17,724                  |             |            |          |          |          |          |          |        | NS       |                                 |
|                                       | 427   | Moulton Pkwy at Glenwood Dr/Indian Creek Ln                               | 13,156                  |             |            |          |          |          |          |          |        | NS       | Deleted during Five Year Review |
|                                       | 429   | Moulton Pkwy at Laguna Hills Dr   | 740                     |             |            |          |          |          |          |          |        | NS       | Deleted during Five Year Review |
|                                       | 432   | Alicia Pkwy at Muirlands Blvd   | 79,740                  |             |            |          |          |          |          |          |        | NS       |                                 |
|                                       | 557   | Ridge Valley at Irvine Blvd   | 54,286                  |             |            |          |          |          |          |          |        | NS       |                                 |
| <b>ROADWAY SEGMENTS</b>               |       |   |                         |             |            |          |          |          |          |          |        |          |                                 |
|                                       | Seg 2 | Jamboree Rd (Portola Pkwy to Irvine City Limits north of Tustin Ranch Rd) | 265,702                 |             |            |          |          |          |          |          |        | NS       |                                 |
| 317110                                | Seg 3 | Jeffrey Rd (Future extension from Portola Pkwy to SR-241)                 | 3,206,952               |             |            |          |          |          |          |          |        | NS       |                                 |
| 311502                                | Seg 4 | SR-133 (I-405 to Lake Forest)   | 194,007                 |             |            |          |          |          |          |          |        | NS       |                                 |
| <b>FREEWAY MAINLINE</b>               |       |   |                         |             |            |          |          |          |          |          |        |          |                                 |
|                                       | 1     | I-5 (Sand Cyn Ave to Jeffrey Rd)  | 444,609                 |             |            |          |          |          |          |          |        | NS       |                                 |
|                                       | 2     | I-405 (Sand Cyn Ave to Jeffrey Rd)  | 12,329                  |             |            |          |          |          |          |          |        | NS       |                                 |
| <b>FREEWAY/TOLLWAY RAMPS</b>          |       |   |                         |             |            |          |          |          |          |          |        |          |                                 |
| 316050                                | 3     | I-5 at Alton Pkwy (SB Off-Ramp)   | 611,056                 | 257,329     |            |          |          |          |          |          |        | NS       |                                 |
| 318080                                | 4     | I-5 at Bake Pkwy (SB Off-Ramp)  | 205,624                 | 116,188     |            |          |          |          |          |          |        | NS       |                                 |
|                                       | 5     | I-5 at Culver Dr (SB Off-Ramp)  | 682,499                 |             |            |          |          |          |          |          |        | NS       |                                 |
|                                       | 6     | I-5 at El Toro Rd (NB Loop On-Ramp)                                       | 14,379                  |             |            |          |          |          |          |          |        | NS       |                                 |
|                                       | 7     | I-5 at El Toro Rd (SB Off-Ramp)   | 66,661                  |             |            |          |          |          |          |          |        | NS       |                                 |
| 316060                                | 8     | I-5 at Jamboree Rd (NB Off-Ramp)  | 314,576                 | 110,809     |            |          |          |          |          |          |        | NS       |                                 |
| 316070                                | 9     | I-5 at Jamboree Rd (SB Off-Ramp)  | 22,618                  | 51,838      |            |          |          |          |          |          |        | NS       |                                 |
|                                       | 10    | I-5 at Jeffrey Rd (SB On-Ramp)  | 12,376                  |             |            |          |          |          |          |          |        | NS       |                                 |

NORTH IRVINE TRANSPORTATION MITIGATION (NITM)  
Schedule of Project Estimates And Appropriations

| CIP #  | LOC# | DESCRIPTION                                  | Dec. 2013  | BUDGET      |            |          |          |          |          |          |          | STATUS | COMMENTS |                                 |
|--------|------|--|------------|-------------|------------|----------|----------|----------|----------|----------|----------|--------|----------|---------------------------------|
|        |      |  | NITM SHARE | PRIOR YEARS | FY 2013-14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | FY 18/19 | FY 19/20 |        |          |                                 |
| 318090 | 11   | I-5 at Sand Cyn Ave (NB On-Ramp)             | 125,351    | 38,405      |            |          |          |          |          |          |          |        | NS       |                                 |
| 318070 | 13   | I-405 at Irvine Center Dr (SB Off-Ramp)      | \$268,227  | 119,102     |            |          |          |          |          |          |          |        | NS       |                                 |
|        | 14   | I-405 at Jeffrey Rd (NB Off-Ramp)            | \$66,204   |             |            |          |          |          |          |          |          |        | NS       |                                 |
|        | 15   | I-405 at Sand Canyon Ave (NB Direct On-Ramp) | 78,222     |             |            |          |          |          |          |          |          |        | NS       |                                 |
|        | 16   | I-405 at Sand Canyon Ave (SB Off-Ramp)       | 435,226    |             |            |          |          |          |          |          |          |        | NS       |                                 |
|        | 17   | SR-133 at Barranca Pkwy (SB Loop On-Ramp)    | 60         |             |            |          |          |          |          |          |          |        | NS       |                                 |
|        | 18   | SR-241 at Lake Forest Dr (SB Off-Ramp)       | 222,692    |             |            |          |          |          |          |          |          |        | NS       | Deleted during Five Year Review |

**INTERCHANGES**

|    |                      |           |  |  |  |  |  |  |  |  |  |  |    |  |
|----|----------------------|-----------|--|--|--|--|--|--|--|--|--|--|----|--|
| 20 | SR-241 at Jeffrey Rd | 2,376,256 |  |  |  |  |  |  |  |  |  |  | NS |  |
|----|----------------------|-----------|--|--|--|--|--|--|--|--|--|--|----|--|

**Sub-Total (Before NITM Program Admin)**    173,841,915    35,491,290    122,000    81,000    183,000    739,634    1,127,000    6,519,000    815,000

**NITM PROGRAM ADMINISTRATIVE COSTS AND CALTRANS CONTINGENCY FUND**

|                                  |                      |                     |                  |                  |                  |                  |                    |                    |                  |                |  |  |  |  |
|----------------------------------|----------------------|---------------------|------------------|------------------|------------------|------------------|--------------------|--------------------|------------------|----------------|--|--|--|--|
| NITM Program Establishment Cost  | 276,179              |                     |                  |                  |                  |                  |                    |                    |                  |                |  |  |  |  |
| NITM Program Administration Cost | 2,428,000            | 829,462             | 100,000          | 250,000          | 250,000          | 250,000          | 100,000            | 100,000            | 100,000          | 100,000        |  |  |  |  |
| Caltrans Contingency Fund        | 500,000              |                     |                  |                  |                  |                  |                    |                    |                  |                |  |  |  |  |
| <b>Subtotal</b>                  | <b>3,204,179</b>     | <b>829,462</b>      | <b>100,000</b>   | <b>250,000</b>   | <b>250,000</b>   | <b>250,000</b>   | <b>100,000</b>     | <b>100,000</b>     | <b>100,000</b>   | <b>100,000</b> |  |  |  |  |
| <b>TOTAL</b>                     | <b>\$177,046,094</b> | <b>\$36,320,752</b> | <b>\$222,000</b> | <b>\$331,000</b> | <b>\$433,000</b> | <b>\$989,634</b> | <b>\$1,227,000</b> | <b>\$6,619,000</b> | <b>\$915,000</b> |                |  |  |  |  |

**KEY:**  
**S = Started**  
**NS = Not Started**  
**PE = Prelim. Engineering**  
**FD = Final Design**  
**C = Construction**  
**F = Complete (Finish)**

Note: The above data are compiled from PA 40 GPA/ZC NITM Program Fee Re-Allocation Study (March 2011)

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM)  
Schedule NITM Fees And Other Revenues**

**HISTORICAL PROGRESSION OF NITM FEES**

| <b>Future Development Area</b>            | <b>Initial Allocation (Ordinance 03-20)</b> | <b>07/01/04 Indexed Increase</b> | <b>07/01/05 Indexed Increase</b> | <b>07/01/06 Indexed Increase</b> | <b>PA 1/9 Re-alloc. Study (October 2006)</b> | <b>Five Year NITM Review (June 2010)</b> | <b>PA 40 NITM Re-allocation Study (March 2011)</b> | <b>GPN 2011 GPA/ZC Re-allocation Study (May 2013)</b> | <b>2013 CCI Adjustment (December 2013)</b> |
|---|---|----------------------------------|----------------------------------|----------------------------------|--|--|--|---|--|
| 1 & 2                                     | \$ 490,893                                  | \$ 525,637                       | \$ 701,988                       | \$ 785,945                       | \$ 1,516,097                                 | \$ 1,736,602                             | \$ 1,657,554                                       | 1,778,672   | \$ 1,733,611                               |
| 5B  | 2,492,163                                   | 2,673,847                        | 3,496,095                        | 3,901,041                        | 3,901,041                                    | 4,953,230                                | 4,802,071  | 4,919,327   | 4,853,052                                  |
| 6   | 6,851,207                                   | 7,346,905                        | 9,610,891                        | 10,724,396                       | 8,224,365                                    | 12,030,431                               | 11,560,200   | 11,698,175  | 11,376,541                                 |
| 8A  | 481,867                                     | 515,434                          | 658,525                          | 730,567                          | 730,567                                      | 754,310                                  | 732,643  | 755,043   | 745,450                                    |
| 9A  | 8,155,311                                   | 8,722,406                        | 11,137,336                       | 12,354,459                       | 12,354,862                                   | 12,463,405                               | 17,408,840   | 17,293,441  | 17,071,588                                 |
| 9B  | 6,660,870                                   | 7,132,361                        | 9,187,483                        | 10,214,087                       | 7,415,957                                    | 17,908,031                               | 12,103,625   | 12,754,740  | 12,578,056                                 |
| 40  | 27,055,825                                  | 28,870,646                       | 36,102,516                       | 39,839,827                       | 39,837,827                                   | 48,087,931                               | 44,612,810   | 40,664,109  | 40,123,968                                 |
| Great Park IA                             | 9,846,194                                   | 10,499,987                       | 12,847,273                       | 14,097,918                       | 14,097,918                                   | 19,196,334                               | 31,454,805   | 25,671,689  |  |
| Great Park IB                             | 19,415,490                                  | 20,667,227                       | 25,287,413                       | 27,749,071                       | 27,749,071                                   | 33,407,436                               | 20,113,250   | 23,986,421  | 58,123,357                                 |
| Great Park IC                             | 5,466,582                                   | 5,804,570                        | 7,102,189                        | 7,793,567                        | 7,793,567                                    | 9,246,785                                | 8,938,422  | 9,216,975   |  |
| Great Park II                             | 4,020,696                                   | 4,315,778                        | 5,706,063                        | 6,382,763                        | 6,382,763                                    | 12,246,588                               | 12,001,685   | 18,485,370  | 18,121,127                                 |
| Great Park III                            | 3,678,873                                   | 3,936,742                        | 5,083,627                        | 5,654,744                        | 5,654,744                                    | 6,635,333                                | 6,515,227  | 7,468,877   | 7,261,475                                  |
| Great Park IV                             | 1,892,591                                   | 2,026,966                        | 2,639,690                        | 2,942,368                        | 2,942,368                                    | 4,479,039                                | 4,373,246  | 3,730,692   | 3,612,701                                  |
| <b>Total Anticipated NITM Fee Revenue</b> | <b>\$ 96,508,562</b>                        | <b>\$ 103,038,506</b>            | <b>\$ 129,561,089</b>            | <b>\$ 143,170,754</b>            | <b>\$ 138,601,147</b>                        | <b>\$ 183,145,455</b>                    | <b>\$ 176,274,378</b>                              | <b>178,423,531</b>                                    | <b>\$ 175,600,926</b>                      |



## TOTAL EXPENDITURES OF ALL NITM PROJECTS SINCE INCEPTION

As of 9/30/2014

### ACTIVE NITM PROJECTS

| <u>Project</u> | <u>Proj Desc</u>                             | <u>Budget</u>        | <u>Year-to-Date</u> | <u>Project-to-Date</u> | <u>Encumbrance</u> | <u>Balance</u>       |
|----------------|--|----------------------|---------------------|------------------------|--------------------|----------------------|
| 311406 Total   | JEFFREY/ALTON INTER IMPROVEMENT              | 61,000.00            | 32,925.22           | 32,925.22              | 28,074.78          | -                    |
| 311407 Total   | SAND/OAK CANYON INTER IMPROVEMENT            | 61,000.00            | -                   | -                      | -                  | 61,000.00            |
| 311502 Total   | L.C. RD/SR-133 WIDENING                      | 220,413.00           | 220,413.00          | 220,413.00             | -                  | -                    |
| 311503 Total   | L.C. RD/L.F. DR INTERSECT IMP                | 369,612.00           | 369,612.00          | 369,612.00             | -                  | -                    |
| 314210 Total   | BAKE AND JERONIMO                            | 1,212,000.00         | -                   | 8,641.66               | -                  | 1,203,358.34         |
| 314240 Total   | JEFFREY & WALNUT                             | 734,000.00           | -                   | 130,687.51             | -                  | 603,312.49           |
| 314250 Total   | SAND CANYON @ I5 NB RAMPS                    | 8,440,948.45         | 257,128.99          | 7,192,870.33           | 233,682.69         | 1,014,395.43         |
| 316020 Total   | TRABUCO RD/E TRNSPTN CORRIDOR                | 20,289,886.00        | -                   | 249,215.36             | -                  | 20,040,670.64        |
| 316040 Total   | LK FRST&AVE DE CARLOTA/I5 SB                 | 853,000.00           | -                   | -                      | -                  | 853,000.00           |
| 316050 Total   | ALTON/I5 SOUTHBOUND RAMPS                    | 257,329.00           | -                   | 55.72                  | -                  | 257,273.28           |
| 316060 Total   | JAMBOREE & I5 NORTHBOUND RAMPS               | 110,809.00           | -                   | -                      | -                  | 110,809.00           |
| 316070 Total   | JAMBOREE & I5 SOUTHBOUND RAMPS               | 51,838.00            | -                   | -                      | -                  | 51,838.00            |
| 316080 Total   | JAMBOREE/IRVINE INTERSECTION                 | 138,000.00           | -                   | -                      | -                  | 138,000.00           |
| 316100 Total   | TMSOS LAKE FOREST DR/I5 SB RMP               | 272,000.00           | -                   | -                      | -                  | 272,000.00           |
| 317020 Total   | BAKE PKWY/IRVINE (PHYS.IMPRV.)               | 783,000.00           | -                   | 1,557.77               | -                  | 781,442.23           |
| 318030 Total   | CULVER/UNIVERSITY                            | 854,600.00           | 9,810.71            | 233,833.16             | -                  | 620,766.84           |
| 318070 Total   | I-405 AT IRVINE CENTER DRIVE                 | 119,102.00           | -                   | -                      | -                  | 119,102.00           |
| 318080 Total   | I-5 AT BAKE PKWY (SB OFF-RAMP)               | 116,188.00           | -                   | -                      | -                  | 116,188.00           |
| 318090 Total   | I-5 AT SAND CANYON NB ON-RAMP                | 38,405.00            | -                   | -                      | -                  | 38,405.00            |
| 338010 Total   | FUTURE TMSOS-BAKE/IRVINE TMSOS               | 864,000.00           | -                   | 863,441.62             | -                  | 558.38               |
| 338020 Total   | RED HILL & IRVINE ATMS                       | 356,185.00           | -                   | 177,848.66             | -                  | 178,336.34           |
| 21 projects    | <b>TOTAL EXPENDITURES OF ACTIVE PROJECTS</b> | <b>36,203,315.45</b> | <b>889,889.92</b>   | <b>9,481,102.01</b>    | <b>261,757.47</b>  | <b>26,460,455.97</b> |

### CLOSED NITM PROJECTS

|                    |  |                      |   |                      |                   |                      |
|--------------------|--|----------------------|---|----------------------|-------------------|----------------------|
| 310130 Total       | TRABUCO RD WIDENING:SAND-SR 55                 | 413,218.30           | - | 413,218.30           | -                 | -                    |
| 310140 Total       | SAND/TRABUCO INTERSECTION IMPROV               | 436,439.05           | - | 436,439.05           | -                 | -                    |
| 314220 Total       | CULVER AND TRABUCO                             | 3,193,600.22         | - | 3,193,600.22         | -                 | -                    |
| 314230 Total       | CULVER & I5 SOUTHBOUND RAMPS                   | 417,373.84           | - | 417,373.84           | -                 | -                    |
| 314260 Total       | SAND CANYON @ I5 SB RAMPS                      | 139,811.55           | - | 139,811.55           | -                 | -                    |
| 317100 Total       | JAMBOREE/EL CAMINO REAL INTERSECTION           | -                    | - | -                    | -                 | -                    |
| 334100 Total       | CULVER SIGNAL UPG-BAKE/IRVINE TMSOS            | 1,427,033.85         | - | 1,427,033.85         | -                 | -                    |
| 336020 Total       | JEFFREY/WALNUT TMS IMPROVEMENT                 | 102.44               | - | 102.44               | -                 | -                    |
| 8 projects         | <b>TOTAL EXPENDITURES OF CLOSED PROJECTS</b>   | <b>6,027,579.25</b>  | - | <b>6,027,579.25</b>  | -                 | -                    |
| <b>29 projects</b> | <b>TOTAL EXPENDITURES OF ALL NITM PROJECTS</b> | <b>42,230,894.70</b> | - | <b>15,508,681.26</b> | <b>261,757.47</b> | <b>26,460,455.97</b> |

**ITEM 3: GREAT PARK NEIGHBORHOODS 2012  
GPA/ZC NITM PROGRAM FEE REALLOCATION  
STUDY**



# Great Park Neighborhoods 2012 GPA/ZC North Irvine Transportation Mitigation (NITM) Program Fee Reallocation Study

City of Irvine, California

October 22, 2014



41 Corporate Park, Suite 300  
Irvine, CA 92606

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**GREAT PARK NEIGHBORHOODS 2012 GPA/ZC  
NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
FEE REALLOCATION STUDY  
CITY OF IRVINE, CALIFORNIA**

October 22, 2014

JN:07151-NITM  
JK:MW:IA:rd

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**GREAT PARK NEIGHBORHOODS 2012 GPA/ZC  
NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
FEE REALLOCATION STUDY  
CITY OF IRVINE, CALIFORNIA**

**1.0 EXECUTIVE SUMMARY**

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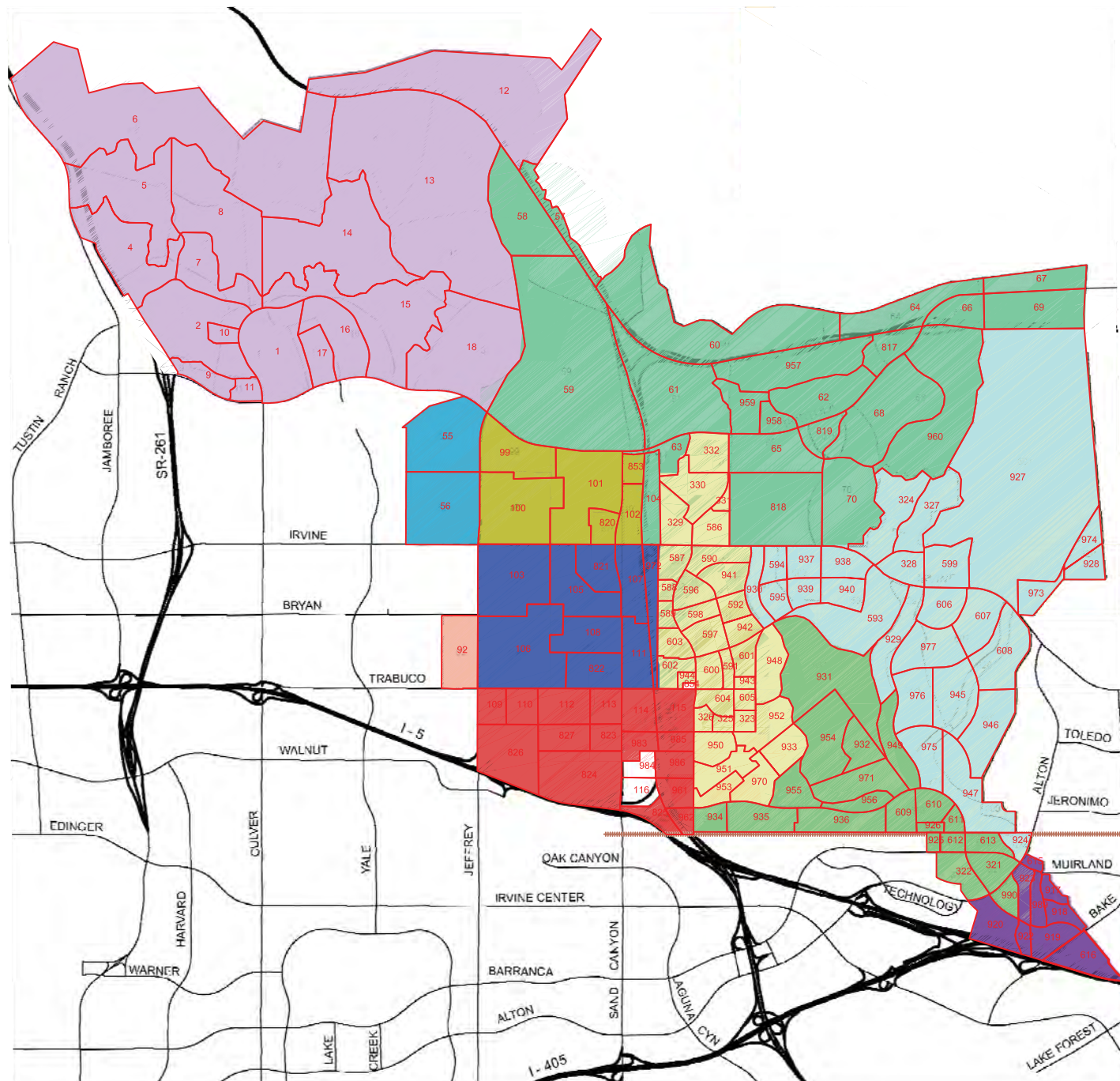
This report summarizes the results of a City of Irvine Great Park Neighborhoods General Plan Amendment/Zone Change (GPA/ZC) North Irvine Transportation Mitigation (NITM) Program Fee Reallocation Study. This Fee Re-allocation Study satisfies the requirement of the City's Ordinance No. 03-20 to prepare a NITM fee update based on the Great Park Neighborhoods 2012 GPA/ZC, and it follows the guidelines outlined in the City of Irvine City Council Resolution No. 03-61 for preparing interim NITM Program reviews for GPA/ZC applications.

**1.1 Background**

City Council Ordinance No. 03-20 established the NITM Program as a funding mechanism to finance the traffic and transportation improvement mitigation measures identified in the Environmental Impact Reports (EIRs) for three future development projects in north Irvine; 1) PA40, 2) Irvine Northern Sphere Area (PA5B, PA6, PA8A, PA9A and PA9B), and 3) the Orange County Great Park (PA51, previously PA30 & PA51). City of Irvine Planning Area 1 (PA1) is also included in the NITM Future Development Areas, which are illustrated in Exhibit 1-1. The overall traffic and transportation improvements funded by the NITM Program are identified in the List of NITM Improvements, which was originally established in the April 2003 NITM Program Nexus Study. The intent of the NITM Program is to allocate NITM costs (fees) to individual NITM Future Development Areas based on their proportionate traffic impacts. The NITM Program is not intended to fund improvements for circulation system deficiencies that may be caused by developments outside of the NITM Future Development Areas.

The NITM Ordinance requires the City to conduct a complete review of the NITM Program every five years (referred to as Five-Year Reviews) for the purpose of updating cost allocations, proposing alternative NITM improvements, or evaluating the possible

# NITM PROGRAM FUTURE DEVELOPMENT AREAS



**LEGEND:**

- = PLANNING AREA 40
- = PLANNING AREA 5B (NORTHERN SPHERE AREA)
- = PLANNING AREA 6 (NORTHERN SPHERE AREA)
- = PLANNING AREA 8A (NORTHERN SPHERE AREA)
- = PLANNING AREA 9A (NORTHERN SPHERE AREA)
- = PLANNING AREA 9B (NORTHERN SPHERE AREA)
- = GREAT PARK I
- = GREAT PARK II
- = GREAT PARK III
- = GREAT PARK IV
- = PLANNING AREA 1
- = ITAM 12 TAZs



elimination of specific NITM improvements that are no longer deemed necessary. The ordinance also requires that Interim Reviews be conducted for GPA/ZC projects proposed within one or more NITM Future Development Areas. Since the adoption of the NITM Ordinance in May 2003, an Interim Review was conducted and completed in October 2006 for the PA1/9 GPA/ZC project, a Five-Year Review was conducted with final approval occurring in June 2010, a NITM Fee Re-Allocation Study was conducted in 2011 for the PA40/12 GPA/ZC project and a NITM Fee Re-Allocation Study was conducted in 2013 for the Great Park Neighborhoods 2011 GPA/ZC. This NITM fee update based on the Great Park Neighborhoods 2012 GPA/ZC constitutes the 5<sup>th</sup> Interim Review that has been conducted since the establishment of the NITM Program.

## 1.2 Analysis Scope and Methodology

The approved analysis scope for the Great Park Neighborhoods NITM Program Fee Re-allocation Study is included in Appendix G and involved two general tasks. The procedures have since been modified in cooperation with NITM Committee members, and are described in Chapter 2. The first task involved developing an updated List of NITM Improvements to apply in the fee reallocation. This was done by reviewing the List of NITM Improvements based on current 2017, 2035 and Post-2035 traffic projections in the NITM traffic analysis study area. The purpose of this level of service (LOS) review was to evaluate whether any NITM Program improvements from the Great Park Neighborhoods 2011 GPA/ZC Reallocation Study are no longer needed or alternate improvements are appropriate based on the current traffic forecasts. In addition, the LOS review was used to determine the implementation timeframe of the needed NITM improvements and updated accordingly.

A given NITM improvement was considered a candidate for removal from the List of NITM Improvements if the future peak hour levels of service are as follows:

- LOS C or better at fully funded NITM locations;
- LOS C or better for NITM locations within the City of Irvine;
- LOS D or better for fair share funded NITM improvements.

All NITM Program improvements within the City of Lake Forest are retained until the LFTM Program is finalized.

The second task in the work program involved calculating traffic shares for the circulation system improvement locations included in the updated List of NITM Improvements from the first task. The resulting traffic shares served as the basis for allocating the improvement costs for the updated List of NITM Improvements to the NITM Future Development Areas, which in turn provided the overall allocated costs used to recalculate the NITM Fees for each of the NITM Future Development Areas.

Because 100 percent of the NITM Fees for the PA1, PA5B, PA6, PA8A, PA9A, and PA9B Future Development Areas have already been paid, the fees for those five NITM Future Development Areas were not reallocated (i.e., no changes were made to the amount of fees that have been paid by PA1, PA5B, PA6, PA8A, PA9A, and PA9B). A portion of the NITM fees for PA40 and GPI have also been paid, so that portion of fees was not reallocated. Those FDA's with unpaid NITM fees are subject to the 2014 Caltrans Construction Index (CCI) adjustments discussed below.

### 1.3 List of NITM Improvements and Allocation of Improvement Costs

The intersection, arterial roadway, freeway ramp, freeway mainline and interchange improvements from this assessment are summarized in Table 1-1, and the locations of the NITM improvements are shown in Exhibit 1-2. Table 1-1 is separated according to improvements that are fully funded versus partially funded by the NITM Program. For each improvement, the timeframe (interim year 2017, interim year 2035, or Post-2035 buildout) in which the improvement is needed based on the results of the GPN 2012 GPA/ZC Fee Reallocation study LOS review is also noted in the table. For those cases where a timeframe for implementation is not identified, the LOS review showed that either no deficiencies occurred at the improvement location under 2017, 2035 or Post-2035 conditions without the NITM improvements or the NITM improvements did not improve the level of service when applied. Locations where the NITM improvements have actually been constructed (built) are noted in the table.

The costs of the intersection, arterial roadway, and freeway/tollway mainline, ramp and interchange improvements included in the List of NITM Improvements were adjusted and reallocated to the NITM Future Development Areas. In accordance with the NITM Ordinance, the improvement costs were adjusted based on the CCI. The improvement costs used in the last NITM Re-Allocation study were based on the 2012 CCI. Those

**Table 1-1  
LIST OF NITM IMPROVEMENTS, GPN 2012 GPA/ZC FEE REALLOCATION STUDY**

| Location   | Jurisdiction | Improvements  | Timeframe         |
|--|--------------|---|-------------------|
| <b>FULLY FUNDED IMPROVEMENTS IN THE NITM PROGRAM</b>   |              |   |                   |
| <b>INTERSECTIONS</b>                                   |              |   |                   |
| 34. Red Hill Ave & Irvine Blvd                         | Tustin       | Apply ATMS.   |                   |
| 91. Tustin Ranch Rd & Irvine Blvd                      | Tustin       | Apply ATMS.   | Post-2035         |
| 125. Jamboree Rd & Irvine Blvd                         | Tustin       | Convert southbound free right-turn to fourth through lane (no timeframe).   |                   |
| 222. Culver Dr & Trabuco Rd                            | Irvine       | Add third northbound through lane and improve westbound approach to provide two left-turn lanes and two right-turn lanes.   | Built             |
| 223. Culver Dr & I-5 southbound ramps                  | Irvine       | Improve eastbound approach to provide three left-turn lanes and two right-turn lanes.   | Built             |
| 224. Culver Dr & Walnut Ave                            | Irvine       | Apply ATMS.   |                   |
| 235. Culver Dr & University Dr                         | Irvine       | Add second northbound and southbound left-turn lanes and de-facto southbound and eastbound right-turn lanes (2035), convert northbound de-facto right-turn lane to dual right-turn lanes and provide overlap with westbound left-turn (2017). | 2017/2035         |
| 249. Yale Ave & Irvine Blvd                            | Irvine       | Add second southbound left-turn lane.   | 2035              |
| 288. Jeffrey Rd & Walnut Ave/ I-5 southbound ramps     | Irvine       | Add eastbound shared second through lane/second right-turn lane (2035).   | 2035              |
| 289. Jeffrey Rd & Irvine Center Dr                     | Irvine       | Add westbound through lane (2035) and fourth northbound through lanes and third southbound left-turn lane, and convert southbound right-turn lane to fourth through lane (no timeframe).  | 2035/no timeframe |
| 291. Jeffrey Rd & Alton Pkwy                           | Irvine       | Add southbound de-facto right-turn lane (2017). Add third eastbound through lane and convert northbound free right-turn lane to standard right-turn lane (2035).  | 2017/2035         |
| 302. Sand Canyon Ave & Trabuco Rd                      | Irvine       | Convert eastbound right-turn lane to a free right-turn lane.  | Built             |
| 303. Sand Canyon Ave & I-5 northbound ramps/Marine Way | Irvine       | Add northbound and southbound through lanes and improve westbound approach (2035).  | 2035              |
| 305. Sand Canyon Ave & I-5 southbound ramps            | Irvine       | Add northbound and southbound through lanes.  | 2035              |
| 306. Sand Canyon Ave & Oak Canyon/Laguna Canyon Rd     | Irvine       | Restripe westbound approach to provide 2 left-turn lanes, 1.5 through lanes and 1.5 right-turn lanes.   | 2017              |
| 310. Sand Canyon Ave & Alton Pkwy                      | Irvine       | Add second northbound right-turn lane or provide northbound free right-turn lane. (no timeframe)  |                   |
| 311. Sand Canyon Ave & I-405 northbound ramps          | Irvine       | Improve westbound approach to provide a left-turn lane, a right-turn lane, and a free right-turn lane. (no timeframe)   |                   |
| 321. Laguna Canyon Rd & Old Laguna Canyon Rd           | Irvine       | Add third northbound and southbound through lanes (built). Add third northbound left-turn lane (2035).  | 2035              |

**Table 1-1 (CONT.)  
LIST OF NITM IMPROVEMENTS, GPN 2012 GPA/ZC FEE REALLOCATION STUDY**

| <b>Location</b>   | <b>Jurisdiction</b> | <b>Improvements</b>   | <b>Timeframe</b>  |
|---|---------------------|---|-------------------|
| 338. Alton Pkwy & Irvine Blvd                                 | Irvine              | Stripe eastbound approach to provide 2.5 left-turn lanes, 2.5 through lanes and a right-turn lane and modify signal to provide east/west split phasing. Also designate LOS "E" as acceptable and make a contribution to the City of Irvine TMSOS in an amount equal to the construction cost of the following improvements that would be needed to achieve LOS "D": add fourth westbound through lane and third eastbound left-turn lane.             | 2035              |
| 345. Alton Pkwy & I-5 northbound ramps                        | Irvine              | Restripe westbound approach to provide 2.5 left-turn lanes and 0.5 right-turn lanes. (no timeframe)   |                   |
| 362. Bake Pkwy & Irvine Blvd                                  | Irvine              | Designate LOS "E" as acceptable and make a contribution to the City of Irvine TMSOS (the TMSOS project for this intersection has been completed). Add second northbound left-turn lane. Convert westbound right-turn lane to shared fourth through/right-turn lane and restripe eastbound approach to provide two left-turn lanes, 2.5 through lanes and 1.5 right-turn lanes (no timeframe).   |                   |
| 364. Bake Pkwy & Jeronimo Rd                                  | Irvine              | Add second northbound left-turn lane, convert southbound de-facto right-turn lane to fourth through lane (2035). Add third westbound through lane (no timeframe).   | 2035/no timeframe |
| 368. Bake Pkwy & I-5 southbound ramps                         | Irvine              | Designate LOS "E" as acceptable and make a contribution to the City of Irvine TMSOS in an amount equal to the construction cost of the following improvement that would be needed to achieve LOS "D": add fourth northbound through lane. (no timeframe)  |                   |
| 379. Lake Forest Dr & Muirlands Blvd                          | Lake Forest         | Convert northbound right-turn lane to fourth through lane. (no timeframe)   |                   |
| 383. Lake Forest Dr & Avd de la Carlota/ I-5 southbound ramps | Irvine              | Add second westbound left-turn lane and provide westbound right-turn overlap with southbound left-turn, restripe eastbound approach to provide three left-turn lanes, 0.5 through lanes and 1.5 right-turn lanes and apply ATMS. Also, designate LOS "E" as acceptable and make a contribution to the City of Irvine TMSOS in an amount equal to the construction cost of the physical improvements listed here for this intersection. (no timeframe) |                   |
| 406. Laguna Canyon Rd & Lake Forest Dr                        | Irvine              | Add third southbound left-turn lane (2017).   | 2017              |

Table 1-1 (CONT.)  
**LIST OF NITM IMPROVEMENTS, GPN 2012 GPA/ZC FEE REALLOCATION STUDY**

| Location  | Jurisdiction              | Improvements   | Timeframe          |
|---|---------------------------|--|--------------------|
| <b>INTERCHANGES</b>                                       |                           |  |                    |
| SR-133 at Trabuco Rd                                      | Irvine/ Caltrans/TCA      | Construct interchange.   | 2035               |
| <b>FAIR SHARE FUNDED IMPROVEMENTS IN THE NITM PROGRAM</b> |                           |  |                    |
| <b>INTERSECTIONS</b>                                      |                           |  |                    |
| 123. Jamboree Rd & Tustin Ranch Rd                        | Tustin                    | Add third northbound and southbound through lanes. (no timeframe)  |                    |
| 228. Culver Dr & Barranca Pkwy                            | Irvine                    | Convert westbound de-facto right-turn lane to third through lane. (no timeframe)   |                    |
| 290. Jeffrey Rd & Barranca Pkwy                           | Irvine                    | Add northbound and southbound de-facto right-turn lanes. (no timeframe)  |                    |
| 293. Jeffrey Rd & I-405 northbound ramps                  | Irvine                    | Add third westbound left-turn. (no timeframe)  |                    |
| 327. Barranca Pkwy & Technology Dr                        | Irvine                    | Add second southbound left-turn lane and restripe eastbound approach to provide a single left-turn lane, 1.5 through lanes and 1.5 right-turn lanes. (no timeframe)  |                    |
| 344. Alton Pkwy & Technology Dr West                      | Irvine                    | Restripe westbound approach to provide 2.5 left-turn lanes, 1.5 through lanes and no right-turn lane, restripe eastbound approach to provide 1.5 left-turn lanes, 1.5 through lanes and two right-turn lanes, and modify signal to provide east-west split phasing. (no timeframe) |                    |
| 348. Alton Pkwy & Irvine Center Dr                        | Irvine                    | Convert northbound right-turn lane to free right-turn lane, add fourth northbound through lane, and restripe westbound approach to provide two left-turn lanes, 2.5 through lanes and 1.5 right-turn lanes. (no timeframe)   |                    |
| 358. Irvine Center Dr & Enterprise Dr                     | Irvine                    | Add third northbound through lane (PA39 improvement planned by 2035).  | 2035               |
| 359. Irvine Center Dr & I-405 southbound ramps            | Irvine                    | Add third southbound through lane and add third eastbound left-turn lane (PA39 improvements planned by 2035).  | 2035               |
| 378. Lake Forest Dr & Jeronimo Rd                         | Lake Forest               | Add separate eastbound right turn lane (2035). Add a second southbound left-turn lane and separate westbound right-turn lanes (no timeframe).  | 2035/ no timeframe |
| 380. Lake Forest Dr & Rockfield Blvd                      | Lake Forest               | Restripe westbound approach to provide three left-turn lanes, two through lanes and no right-turn lane.  | 2035               |
| 387. Ridge Route Dr & Rockfield Blvd                      | Lake Forest               | Improve/restripe northbound and southbound approaches to provide 1.5 left-turn lanes, 1.5 through lanes and a de-facto right-turn lane on each approach and modify signal to provide north-south split phasing.  |                    |
| 390. Paseo de Valencia & Avd de la Carlota                | Laguna Hills/Laguna Woods | Restripe southbound approach to provide 2.5 left-turn lanes, 1.5 through lanes and no right-turn lane and construct third eastbound receiving lane for the third southbound left-turn lane.  |                    |

**Table 1-1 (CONT.)**  
**LIST OF NITM IMPROVEMENTS, GPN 2012 GPA/ZC FEE REALLOCATION STUDY**

| <b>Location</b>  | <b>Jurisdiction</b>       | <b>Improvements</b>  | <b>Timeframe</b>                    |
|--|---------------------------|--|-------------------------------------|
| 396. El Toro Rd & Avd de la Carlota                    | Laguna Hills              | Restripe westbound approach to provide 0.5 left-turn lanes, 1.5 through (built) 2 right turn lanes and provide overlap with southbound left-turn (no timeframe), and restripe eastbound approach to provide two left-turn lanes, two through lanes and no right-turn lane (built). | Built/no timeframe                  |
| 420. El Toro Rd & Jeronimo Rd                          | Lake Forest               | Add second southbound left-turn lane and eastbound right-turn lane, convert northbound right-turn lane to fourth through lane, and convert southbound de-facto right-turn lane to fourth through lane. (no timeframe)  |                                     |
| 422. Los Alisos Blvd & Jeronimo Rd                     | Lake Forest/Mission Viejo | Add second eastbound and westbound left-turn lanes.  | Built                               |
| 423. Muirlands Blvd & Los Alisos Blvd                  | Lake Forest/Mission Viejo | Add eastbound right-turn lane (built).<br>Add second southbound left turn lane (2017)<br>Add second eastbound and westbound left-turn lanes (2035)<br>Add second northbound left turn lane (no timeframe)  | Built/2017/<br>2035/no<br>timeframe |
| 424. Los Alisos Blvd & Rockfield Blvd/Fordview St      | Lake Forest               | Add second northbound left-turn lane (2035) and southbound right-turn lane (no timeframe).   | 2035/ no<br>timeframe               |
| 432. Alicia Pkwy & Muirlands Blvd                      | Mission Viejo             | Convert southbound right-turn lane to fourth through lane (built). Add second southbound, westbound and eastbound left-turn lanes (no timeframe).  | Built/no<br>timeframe               |
| 558. Ridge Valley & Irvine Blvd (formerly 557)         | Irvine                    | Add second eastbound left-turn lane.   | Built                               |
| <b>ROADWAY SEGMENTS</b>                                |                           |  |                                     |
| Jamboree Rd (Portola Pkwy to north Tustin city limits) | Tustin                    | Improve to six lanes.  | Post-2035                           |
| Jeffrey Rd (Portola Pkwy to SR-241)                    | Irvine                    | Construct as four-lane primary arterial.   | Post-2035                           |
| SR-133 (I-405 to Lake Forest Dr)                       | Irvine                    | Improve to six lanes (built).  | Built                               |
| <b>FREEWAY MAINLINE</b>                                |                           |  |                                     |
| I-5 (Sand Canyon Ave to Jeffrey Rd)                    | Caltrans                  | Add sixth northbound mixed-flow (general purpose) lane (2017). Add sixth southbound mixed-flow (general purpose) lane (2017) and add a second drop lane from I-5 to the southbound off-ramp at Sand Canyon Avenue (2035).  | 2017/2035                           |
| I-405 (Sand Canyon Ave to Jeffrey Rd)                  | Caltrans                  | Add fifth northbound and southbound mixed-flow (general purpose) lanes.  | 2017                                |



Table 1-1 (CONT.)  
**LIST OF NITM IMPROVEMENTS, GPN 2012 GPA/ZC FEE REALLOCATION STUDY**

| Location   | Jurisdiction        | Improvements   | Timeframe |
|--|---------------------|--|-----------|
| <b>FREEWAY RAMPS</b>                                 |                     |  |           |
| I-5 at Alton Pkwy (southbound off-ramp)              | Caltrans            | Add second auxiliary lane from I-5 to the off-ramp.                | 2035      |
| I-5 at Bake Pkwy (southbound off-ramp)               | Caltrans            | Widen connector from I-5 to I-405 exit at Bake Pkwy to two lanes.  | 2017      |
| I-5 at Culver Dr (southbound off-ramp)               | Caltrans            | Add second auxiliary lane from I-5 to the off-ramp.                | Built     |
| I-5 at El Toro Rd (northbound loop on-ramp)          | Caltrans            | Convert HOV preferential lane to a second metered mixed-flow lane. | Built     |
| I-5 at El Toro Rd (southbound off-ramp)              | Caltrans            | Add second auxiliary lane from I-5 to the off-ramp.                |           |
| I-5 at Jamboree Rd (northbound off-ramp)             | Caltrans            | Add second drop lane from I-5 to the off-ramp.                     | Post-2035 |
| I-5 at Jamboree Rd (southbound off-ramp)             | Caltrans            | Add second drop lane from I-5 to the off-ramp.                     | Built     |
| I-5 at Jeffrey Rd (southbound on-ramp)               | Caltrans            | Convert HOV preferential lane to a second metered mixed-flow lane. | 2035      |
| I-5 at Sand Canyon Ave (northbound on-ramp)          | Caltrans            | Convert HOV preferential lane to a second metered mixed-flow lane. | Built     |
| I-405 at Irvine Center (southbound off-ramp)         | Caltrans            | Add second auxiliary lane from I-405 to the off-ramp.              |           |
| I-405 at Jeffrey Rd (northbound off-ramp)            | Caltrans            | Add second drop lane from I-405 to the off-ramp.                   | Built     |
| I-405 at Sand Canyon Ave (northbound direct on-ramp) | Caltrans            | Convert HOV preferential lane to a second metered mixed-flow lane. | Built     |
| I-405 at Sand Canyon Ave (southbound off-ramp)       | Caltrans            | Add second drop lane from I-405 to the off-ramp.                   | 2035      |
| SR-133 at Barranca Pkwy (southbound loop on-ramp)    | Caltrans            | Convert HOV preferential lane to a second metered mixed-flow lane. | 2035      |
| <b>INTERCHANGES</b>                                  |                     |  |           |
| SR-241 at Jeffrey Rd                                 | Irvine/Caltrans/TCA | Construct interchange.   | Post-2035 |

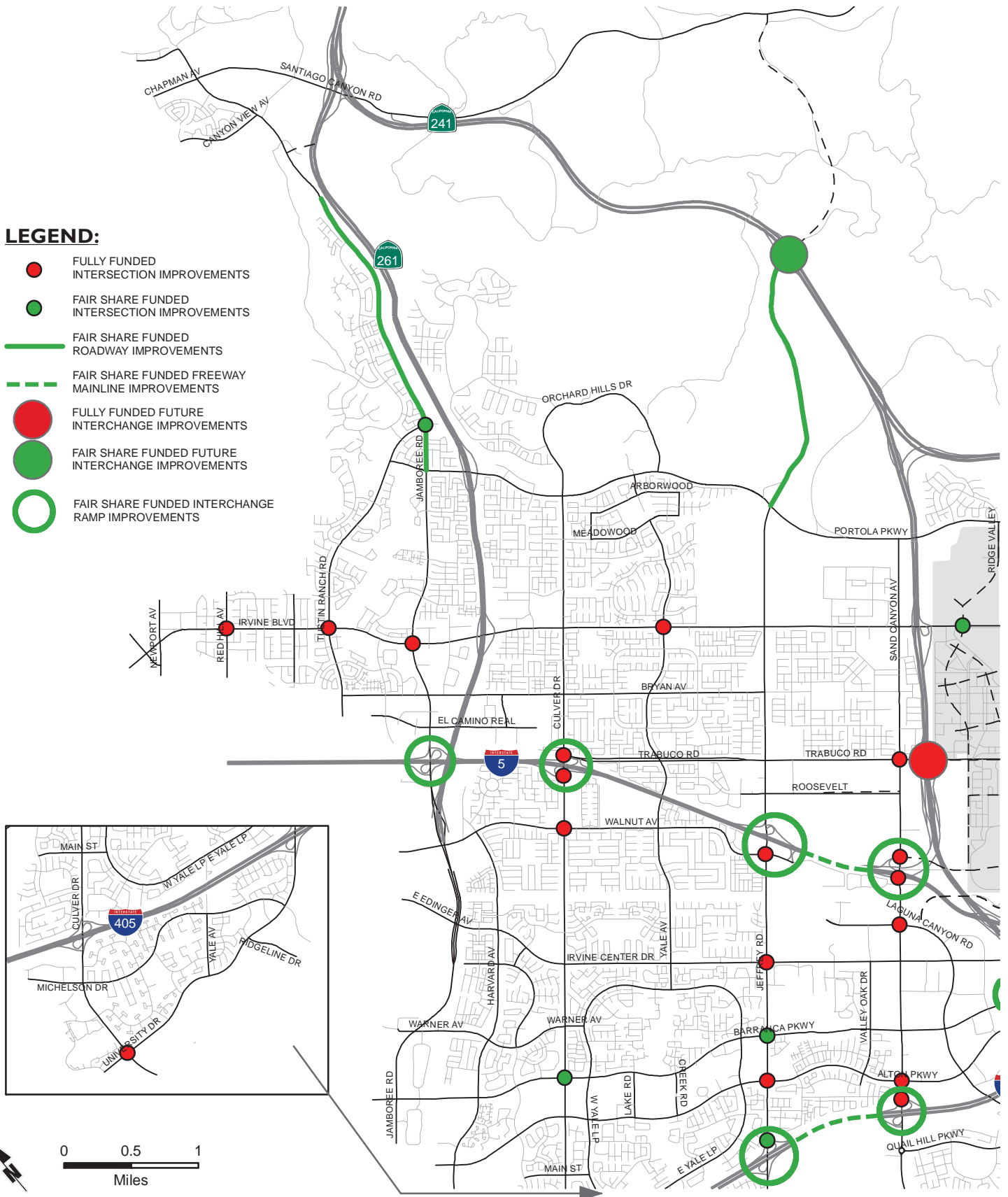
Abbreviations:

ATMS – Advanced Transportation Management System  
 NITM – North Irvine Transportation Mitigation (NITM) Program

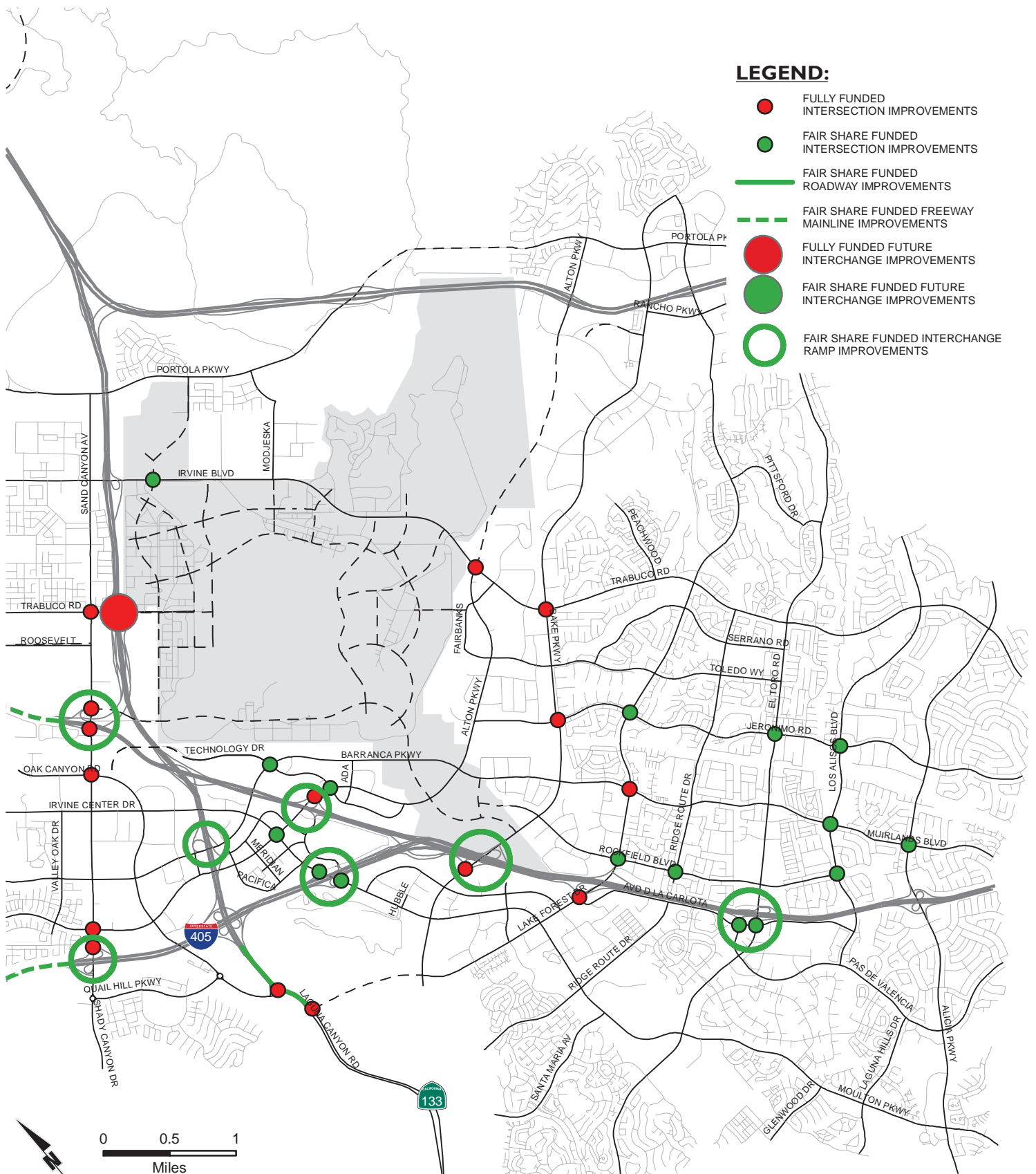
# LOCATIONS INCLUDED IN THE LIST OF NITM IMPROVEMENTS WEST STUDY AREA

**LEGEND:**

- FULLY FUNDED INTERSECTION IMPROVEMENTS
- FAIR SHARE FUNDED INTERSECTION IMPROVEMENTS
- FAIR SHARE FUNDED ROADWAY IMPROVEMENTS
- - - FAIR SHARE FUNDED FREEWAY MAINLINE IMPROVEMENTS
- FULLY FUNDED FUTURE INTERCHANGE IMPROVEMENTS
- FAIR SHARE FUNDED FUTURE INTERCHANGE IMPROVEMENTS
- FAIR SHARE FUNDED INTERCHANGE RAMP IMPROVEMENTS



# LOCATIONS INCLUDED IN THE LIST OF NITM IMPROVEMENTS EAST STUDY AREA



improvement costs have been updated based on the delta between the 2012 CCI and 2013 CCI as well as the delta between the 2013 CCI and the 2014 CCI. The 2012 CCI was 82.9, the 2013 CCI was 80.7, and the 2014 CCI was 96.88. This represented a 2.70% decrease in construction costs for 2012 to 2013 and a 20.00% increase from 2013 to 2014. The right of way costs were also adjusted by applying a 5% annually escalation from 2012 to 2014. The reallocation was performed based on the traffic share data updated to assume the Great Park Neighborhoods 2012 GPA/ZC.

Table 1-2 summarizes the 2014 reallocated NITM Fees based on this Great Park Neighborhoods 2012 GPA/ZC Reallocation Study.

Table 1-2

NITM Updated Fee Allocation Summary<sup>1</sup>

| NITM Future Development Area       | GPN 2012 GPA/ZC<br>With Fully Funded<br>Adjustments, 2014 |
|------------------------------------|---|
| <b>PA 40</b>                       | \$ 44,486,330   |
| <b>Irvine Northern Sphere Area</b> |   |
| Planning Area 5B                   | Paid  |
| Planning Area 6                    | Paid  |
| Planning Area 8A                   | Paid  |
| Planning Area 9A                   | Paid  |
| Planning Area 9B                   | Paid  |
| <b>Orange County Great Park</b>    |   |
| Great Park I                       | \$ 64,598,411   |
| Great Park II                      | \$ 22,783,791   |
| Great Park III                     | \$ 8,649,886  |
| Great Park IV                      | \$ 2,114,172  |
| <b>Overall GP Subtotal</b>         | \$ 98,141,526   |
| Planning Area 1                    | Paid  |

<sup>1</sup> Note: A portion of PA 40 and GPI fees have been paid.

U:\UcJobs\\_07100-07500\\_07100\07151\2013 NITM Fee Reallocation\[Great Park NITM Draft Report Tables\_8.26.14.xlsx]1-2

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## 2.0 INTRODUCTION

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This report summarizes the results of a City of Irvine Great Park Neighborhoods 2012 General Plan Amendment/Zone Change (GPA/ZC) North Irvine Transportation Mitigation (NITM) Program Fee Reallocation Study. This Fee Reallocation Study satisfies the requirement of the City's Ordinance No. 03-20 to prepare a NITM fee update based on the Great Park Neighborhoods 2012 GPA/ZC, and it follows the guidelines outlined in the City of Irvine City Council Resolution No. 03-61 for preparing interim NITM Program reviews for GPA/ZC applications.

### 2.1 Background

City Council Ordinance No. 03-20 established the NITM Program as a funding mechanism to finance the traffic and transportation improvement mitigation measures identified in the Environmental Impact Reports (EIRs) for three future development projects in north Irvine; 1) PA40, 2) Irvine Northern Sphere Area (PA5B, PA6, PA8A, PA9A and PA9B), and 3) the Orange County Great Park (PA30 and PA51). The overall traffic and transportation improvements funded by the NITM Program are identified in the List of NITM Improvements, which was originally established in the April 2003 NITM Program Nexus Study. The intent of the NITM Program is to allocate NITM costs (fees) to individual NITM Future Development Areas based on their proportionate traffic impacts. In addition to the three development areas mentioned previously (PA40, Irvine Northern Sphere Area, and the Orange County Great Park), City of Irvine Planning Area 1 (PA1) is also included in the NITM Future Development Areas. The NITM Program is not intended to fund improvements for circulation system deficiencies that may be caused by developments outside of the NITM Future Development Areas.

The NITM Ordinance requires the City to conduct a complete review of the NITM Program every five years (referred to as Five-Year Reviews) for the purpose of updating cost allocations, proposing alternative NITM improvements, or evaluating the possible elimination of specific NITM improvements that are no longer deemed necessary. The ordinance also requires that Interim Reviews be conducted for GPA/ZC projects proposed within one or more NITM Future Development Areas. Since the adoption of the NITM Ordinance in May 2003, an Interim Review was conducted and completed in

October 2006 for the PA1/9 GPA/ZC project, a Five-Year Review was conducted with final approval occurring in June 2010, a NITM Fee Reallocation Study was prepared for the PA40/12 GPA/ZC and a NITM Fee Reallocation Study was prepared for the Great Park Neighborhoods 2011 GPA/ZC. This NITM fee update based on the Great Park Neighborhoods 2012 GPA/ZC project constitutes the 5<sup>th</sup> Interim Review that has been conducted since the establishment of the NITM Program.

The NITM Ordinance identifies a NITM Advisory Committee, which is a three-person committee comprised of a City representative, a representative of the owner owning the largest quantity of the undeveloped portions of the property that comprises the Orange County Great Park Future Development Areas, and a representative of the owners of the majority of the remaining Future Development Areas. The Great Park Future Development Areas are represented by Heritage Fields, while the remaining Future Development Areas are represented by The Irvine Company.

## 2.2 Analysis Scope and Methodology

The analysis scope for the Great Park Neighborhoods NITM Program Fee Reallocation Study involved two general tasks, which are described below.

### Task 1: Review List of NITM Improvements

In this work task, the list of NITM improvements has been reviewed based on traffic projections in the Irvine Transportation Analysis Model 12.4 (ITAM 12.4), August 20, 2014 version, which includes the 2012 Great Park Neighborhoods GPA/ZC Development Plan, Option 2 selected alternative. For each ITAM horizon year (2017, 2035 and Post-2035), AM and PM peak hour levels of service without the NITM improvements were calculated for each roadway, intersection, freeway ramp and freeway mainline improvement location included in the current List of NITM Improvements that resulted from the recently completed Great Park Neighborhoods 2011 GPA/ZC NITM Fee Reallocation Study. As required by the NITM Ordinance, the levels of service for the NITM improvement locations were calculated using the same criteria that were applied in the 2003 NITM Program Nexus Study. The criteria, which are listed in Table 2-1, include specifications for calculating average daily traffic (ADT) and peak hour volume / capacity (V/C) ratios for roadway segments, peak hour intersection capacity utilization (ICU) values for intersection locations, and peak



Table 2-1

NITM PROGRAM CIRCULATION SYSTEM PERFORMANCE CRITERIA

**I. Arterial Roads**

**V/C Calculation Methodology**

Level of service to be based on average daily traffic (ADT) volume/capacity (V/C) ratios calculated using the following capacities:

**City of Irvine**

|                    |        |        |
|--------------------|--------|--------|
| Major Arterial     | 8 lane | 72,000 |
|                    | 6 lane | 54,000 |
| Primary Arterial   | 4 lane | 32,000 |
| Secondary Arterial | 4 lane | 28,000 |
| Commuter           | 2 lane | 13,000 |

**City of Orange**

|                    |        |        |
|--------------------|--------|--------|
| Major Arterial     | 8 lane | 75,000 |
|                    | 6 lane | 56,300 |
| Primary Arterial   | 4 lane | 37,500 |
| Secondary Arterial | 4 lane | 24,000 |
| Commuter           | 2 lane | 15,000 |

**County of Orange and Cities of Aliso Viejo, Laguna Hills, Laguna Woods, Lake Forest, Mission Viejo and Tustin**

|                    |        |        |
|--------------------|--------|--------|
| Major Arterial     | 8 lane | 75,000 |
|                    | 6 lane | 56,300 |
| Primary Arterial   | 4 lane | 37,500 |
| Secondary Arterial | 4 lane | 25,000 |
| Commuter           | 2 lane | 12,500 |

As required by the City of Irvine Link Capacity Analysis guidelines, arterial deficiencies identified based on ADT V/C ratios are to be further examined using peak hour data.

**Performance Standard**

CMP arterials outside the City of Irvine, PA33 (Spectrum 1/Irvine Center) arterials and Lake Forest commercial streets: Level of Service E (peak hour V/C less than or equal to 1.00).

All other arterials: Level of Service D (peak hour V/C less than or equal to 0.90).

**II. Intersections**

**V/C Calculation Methodology**

Level of service to be based on peak hour intersection capacity utilization (ICU) values calculated using the following assumptions:

## **II. Intersections (cont)**

### **V/C Calculation Methodology (cont)**

Saturation Flow Rate: 1,700 vehicles/hour/lane

Clearance Interval: 0.05

Right-Turn-On-Red Utilization Factor\*: 0.00 for County of Orange intersections, 0.75 for intersections in all other jurisdictions.

\* "De-facto" right-turn lane is assumed in the ICU calculation if 19 feet from edge to outside of through-lane exists and parking is prohibited during peak periods.

### **Performance Standard**

CMP and Irvine Planning Area 33 (Spectrum 1/Irvine Center) intersections, the Bake Parkway/I-5 northbound ramp intersection, and intersections of Lake Forest commercial streets:

Level of Service E (peak hour ICU less than or equal to 1.00).

All other intersections: Level of Service D (peak hour ICU less than or equal to 0.90).

## **III. Freeway/Tollway Mainline Segments**

### **V/C Calculation Methodology**

Level of service to be based on peak hour V/C ratios calculated using the following capacities:

2,000 vehicles per hour per lane (vphpl) for mixed-flow (general purpose) lanes.

1,600 vphpl for a one-lane buffer-separated HOV facility.

1,750 vphpl for a two-lane buffer-separated HOV facility.

### **Performance Standard**

Level of Service E (peak hour V/C less than or equal to 1.00).

## **IV. Freeway/Tollway Ramps**

### **V/C Calculation Methodology**

Level of service to be based on peak hour V/C ratios calculated using the following capacities:

#### **Metered On-Ramps**

A maximum capacity of 900 vehicles per hour (vph) for a one-lane metered on-ramp with only one mixed-flow lane at the meter.

#### **IV. Freeway/Tollway Ramps (cont)**

##### **V/C Calculation Methodology (cont)**

###### **Metered On-Ramps (cont)**

A maximum capacity of 1,080 (20 percent greater than 900) vph for a one-lane metered on-ramp with one mixed-flow lane at the meter plus one high occupancy vehicle (HOV) preferential lane at the meter.

A maximum capacity of 1,500 vph for a one-lane metered on-ramp with two mixed-flow lanes at the meter.

A maximum capacity of 1,800 vph for a two-lane metered on-ramp with two mixed-flow lanes at the meter.

###### **Toll Ramps (On-Ramps and Off-Ramps)**

A maximum capacity of 1,500 vph for a one-lane toll ramp with one cash (stopped) lane and one FasTrak (unstopped) lane.

###### **Non-Metered and Non-Tolled On-Ramps and Off-Ramps**

A maximum capacity of 1,500 vph for a one-lane ramp.

A maximum capacity of 2,250 (50 percent greater than 1,500) vph for a two-lane onramp that tapers to one merge lane at or beyond the freeway mainline gore point and for a two-lane off-ramp with only one auxiliary lane.

A maximum capacity of 3,000 vph for a two-lane on-ramp that does not taper to one merge lane and for a two-lane off-ramp with two auxiliary lanes.

##### **Performance Standard**

Level of Service E (peak hour V/C less than or equal to 1.00).

Abbreviations: CMP – Orange County Congestion Management Program

hour V/C ratios for freeway/tollway ramps and mainline segments. Appendix F contains the Methodology used in this study.

The purpose of this level of service (LOS) review was to evaluate whether any NITM Program improvements from the Great Park Neighborhoods 2011 GPA/ZC NITM Program Fee Reallocation study are no longer needed or alternate improvements are appropriate based on the current ITAM 12 traffic forecasts. In addition, the LOS review was used to determine the implementation timeframe of the NITM improvements and update accordingly. A given NITM improvement is considered a candidate for removal from the List of NITM Improvements if the future peak hour levels of service are as follows:

- LOS C or better at fully funded NITM locations;
- LOS C or better for NITM locations within the City of Irvine;
- LOS D or better for fair share funded NITM improvements.

NITM Program improvements within the City of Lake Forest are retained until the LFTM program is finalized.

Levels of service without the NITM improvements were calculated for each NITM improvement location starting with year 2017 traffic forecast data and then the criteria outlined above was applied to determine which, if any, improvement locations are potential candidates for deletion from the NITM Program. Improvements found to no longer be necessary based on 2017 conditions were re-evaluated under subsequent scenarios (2035 and Post-2035). Only those NITM improvements that met the deletion criteria in all three forecast years (2017, 2035 and Post-2035) were considered actual candidates for possible deletion from the NITM Program.

## Task 2: Traffic Share Calculations and Reallocation of Improvement Costs

In this work task, traffic shares for the circulation system improvement locations that are included in the List of NITM Improvements from Task 1 were calculated and then used to recalculate NITM Fees for the NITM Future Development Areas. Per the requirements of City Resolution No. 03-61 Section III D5 and E4 of the NITM Scope of Work for

Comprehensive NITM Traffic Studies, the traffic shares for each NITM improvement location were determined based on ITAM ADT select link analysis procedures using the same Post-2025 version of ITAM that was applied in the Great Park Neighborhoods 2011 GPA/ZC NITM Program Fee Reallocation study, which was completed in 2013.

For calculating the ADT select link-based traffic shares for this study, the only changes that were made to the Post-2025 ITAM model that was applied in the Great Park Neighborhoods 2011 GPA/ZC NITM Program Fee Reallocation study was to replace the land use and on-site circulation system with the approved land use/circulation plan included within the approved 2012 GPA/ZC. All land use and circulation system assumptions outside of the NITM Future Development Areas were unchanged. The resulting traffic shares served as the basis for allocating the improvement costs for the List of NITM Improvements to the NITM Future Development Areas, which in turn provided the overall allocated costs used to recalculate the NITM Fees for each of the NITM Future Development Areas.

In this study, reallocated NITM fees were calculated for the following steps:

#### **Methodology for Adjusting the Fully-Funded Cost Shares of PA 40 and GP**

The 2011 GPN GPA/ZC Re-Allocation adjusted the PA 40 shares by calculating the delta between the GP fully funded shares in the previous NITM Re-Allocation (PA 40) with the fully funded shares for subject NITM Re-Allocation (2011 GPN GPA/ZC). That delta was then subtracted from the PA 40 fully funded obligations on a prorated basis. The reallocation for the Heritage Fields 2012 GPA/ZC is calculated using the same methodology. The delta between the GP fully funded shares in the previous NITM Re-Allocation (2011 GPN GPA/ZC) and the GP fully funded shares for the subject NITM Re-Allocation (Heritage Fields 2012 GPA/ZC) is calculated and applied to the PA 40 fully funded share since the fully funded share of the subject GPA/ZC cannot go down without the removal of NITM improvements. Appendix D contains the cost share calculations. Below is a summary of that calculation.

**Table 1 (same as D-4 in Appendix D of the 2011 GPN Study):** Allocation of Costs based on the 2011 GPN GPA/ZC updated to 2014 costs.

**Table D-1:** Allocation of Costs based on the Heritage Fields 2012 GPA/ZC

**Table D-2:** Adjusted Fully-Funded Shares for PA 40 and GP. The adjustments are made to the shares as they appeared in Table 4-2 of the 2011 GPN GPA/ZC.

**Table D-3:** Summary of Re-Allocated Fully-Funded costs.

Adjusted costs are calculated as follows:

1. Calculate the difference between the (1) 2011 GPN GPA/ZC total GP allocation for Fully-Funded improvements, and (2) the Heritage Fields 2012 GPA/ZC GP allocation (Table 1 total minus Table D-1 total). This value is the amount that the PA 40 obligation will be reduced as a result of the Heritage Fields 2012 GPA/ZC.
  - i.  $\$94,339,658(D-4-2011) - \$93,578,415(D-1) = \$761,243$
2. Calculate the proportionate share of this delta for each Improvement for PA 40. This represents the proportionate share decrease and is calculated for each fully-funded improvement.
  - i. For example: PA 40's 2011 GPA/ZC share of the cost of Intersection 34 is  $\$13,139(D-2)$ .  $(\$13,139 / \$42,295,766(D-4-2011)) \times \$761,243 = \$236$ .
3. Subtract that share from the 2011 GPN GPA/ZC allocation for each fully funded improvement. This becomes the new PA 40 obligation for each fully funded improvement location.
  - i. Continuing with intersection 34 as an example.  
 $\$13,139 - \$236 = \$12,903$ .
4. Calculate the new PA 40 % Share allocation for each fully-funded improvement.
  - i. Total 2014 cost of Intersection 34 improvements is \$201,165.  
 $\$12,903 / \$201,165 = 6.41\%$
5. Freeze the Northern Sphere % Share allocation since these FDA's have not been the subject of a GPA/ZC that affects fees since the 5-Year Study was prepared.
  - i. The 2011 GPN GPA/ZC Northern Sphere share of Int 34 is 63.42% (D-2)
6. Subtract the revised PA 40 allocation and Northern Sphere allocation from the total allocation to calculate the revised total GP allocation
  - i.  $100\% - 63.42\% - 6.41\% = 30.17\%$

7. Distribute the revised GP allocation over GP I, GP II, GP II, and GP IV based on the share proportions calculated for the GPN 2012 PA 30 & 51 GPA/ZC (Table D-1).
  - i. For Int 34, from Table D-1, the GP allocations for GPI, GPII, GPIII, and GPIV are 9.74%, 9.29%, 1.52%, and 0.27%, respectively. The total GP share for Int 34 was 20.82%. Therefore, the portion attributed to GPI was 46.8%, GPII was 44.6%, GPIII was 7.3%, and GPIV was 1.3%
  - ii. Dividing 30.17% based on these proportions yields 14.12% for GPI, 13.46% for GPII, 2.20% for GPIII, and 0.39% for GPIV. These shares now become the new GP fully-funded shares.
8. Table D-3 summaries the new fully-funded shares for PA 40 and GP. The Northern Sphere fully-funded shares are unchanged.

Because 100 percent of the NITM Fees for the PA1, PA5B, PA6, PA8A, PA9A, and PA9B Future Development Areas have already been paid, the fees for those NITM Future Development Areas were not re-allocated (i.e., no changes were made to the amount of fees that have been paid by PA1, PA5B, PA6, PA8A, PA9A, and PA9B). A portion of PA40 and GPI NITM fees have also been paid, so only a portion of the PA 40 and GPI fees are subject to re-allocation.

### 2.3 Current List of NITM Improvements

The intersection, arterial roadway, freeway ramp, freeway mainline and interchange improvements included in the List of NITM Improvements are summarized in Table 2-2. The table is separated according to improvements that are fully funded versus partially (i.e., fair share) funded by the NITM Program. For each improvement, the timeframe in which the improvement is needed based on the results of the Great Park Neighborhoods 2011 Fee Reallocation study is also noted in the summary table. For locations where the NITM improvements have actually been constructed, “built” is entered as the timeframe rather than the horizon year identified in the Great Park Neighborhoods 2011 GPA/ZC NITM Program Fee Reallocation study. For those cases where a needed timeframe for implementation is not identified, the Great Park Neighborhoods 2011 GPA/ZC NITM Program Fee Reallocation study showed that either no deficiencies occurred at the improvement location under 2015, 2030 or Post-2030 conditions without the NITM

TABLE 2-2

LIST OF NITM IMPROVEMENTS FROM GPN 2011 GPA/ZC FEE REALLOCATION STUDY

| Location   | Jurisdiction | Improvements  | Timeframe |
|--|--------------|---|-----------|
| <b>FULLY FUNDED IMPROVEMENTS IN THE NITM PROGRAM INTERSECTIONS</b> |              |   |           |
| 34. Red Hill Ave & Irvine Blvd                                     | Tustin       | Apply ATMS.   | 2030      |
| 91. Tustin Ranch Rd & Irvine Blvd                                  | Tustin       | Apply ATMS.   | 2030      |
| 125. Jamboree Rd & Irvine Blvd                                     | Tustin       | Convert southbound free right-turn to fourth through lane.  |           |
| 222. Culver Dr & Trabuco Rd  | Irvine       | Add third northbound through lane and improve westbound approach to provide two left-turn lanes and two right-turn lanes.   | Built     |
| 223. Culver Dr & I-5 southbound ramps                              | Irvine       | Improve eastbound approach to provide three left-turn lanes and two right-turn lanes.   | Built     |
| 224. Culver Dr & Walnut Ave  | Irvine       | Apply ATMS.   |           |
| 235. Culver Dr & University Dr                                     | Irvine       | Add second northbound and southbound left-turn lanes and de-facto southbound and eastbound right-turn lanes, convert northbound de-facto right-turn lane to dual right-turn lanes and provide overlap with westbound left-turn. |           |
| 249. Yale Ave & Irvine Blvd  | Irvine       | Add second southbound left-turn lane.   | 2030      |
| 288. Jeffrey Rd & Walnut Ave/ I-5 southbound ramps                 | Irvine       | Add eastbound shared second through lane/second right-turn lane.  |           |
| 289. Jeffrey Rd & Irvine Center Dr                                 | Irvine       | Add fourth northbound and westbound through lanes and third southbound left-turn lane, and convert southbound right-turn lane to fourth through lane.   |           |
| 291. Jeffrey Rd & Alton Pkwy                                       | Irvine       | Add southbound de-facto right-turn lane (2015). Add third eastbound through lane and convert northbound free right-turn lane to standard right-turn lane (no timeframe).  | 2015      |
| 302. Sand Canyon Ave & Trabuco Rd                                  | Irvine       | Convert eastbound right-turn lane to a free right-turn lane.  | Built     |
| 303. Sand Canyon Ave & I-5 northbound ramps/Marine Way             | Irvine       | Add northbound and southbound through lanes and improve westbound approach.   | 2030      |
| 305. Sand Canyon Ave & I-5 southbound ramps                        | Irvine       | Add northbound and southbound through lanes.  | 2015      |
| 306. Sand Canyon Ave & Oak Canyon/Laguna Canyon Rd                 | Irvine       | Restripe westbound approach to provide 2 left-turn lanes, 0.5 through lanes and 1.5 right-turn lanes.   | 2015      |
| 310. Sand Canyon Ave & Alton Pkwy                                  | Irvine       | Add second northbound right-turn lane or provide northbound free right-turn lane.   |           |
| 311. Sand Canyon Ave & I-405 northbound ramps                      | Irvine       | Improve westbound approach to provide a left-turn lane, a right-turn lane, and a free right-turn lane.  |           |



TABLE 2-2 (CONT.)

LIST OF NITM IMPROVEMENTS FROM GPN 2011 GPA/ZC FEE REALLOCATION STUDY

| Location                                     | Jurisdiction | Improvements   | Timeframe |
|--|--------------|--|-----------|
| 321. Laguna Canyon Rd & Old Laguna Canyon Rd | Irvine       | Add third northbound and southbound through lanes (built). Add third northbound left-turn lane (no timeframe).   |           |
| 338. Alton Pkwy & Irvine Blvd                | Irvine       | Designate LOS "E" as acceptable and make a contribution to the City of Irvine TMSOS in an amount equal to the construction cost of the following improvements that would be needed to achieve LOS "D": add fourth westbound through lane and third eastbound left-turn lane (2030). Stripe eastbound approach to provide 2.5 left-turn lanes, 2.5 through lanes and a right-turn lane and modify signal to provide east/west split phasing (no timeframe). | 2030      |
| 345. Alton Pkwy & I-5 northbound ramps       | Irvine       | Restripe westbound approach to provide 2.5 left-turn lanes and 0.5 right-turn lanes.   |           |
| 362. Bake Pkwy & Irvine Blvd                 | Irvine       | Designate LOS "E" as acceptable and make a contribution to the City of Irvine TMSOS (the TMSOS project for this intersection has been completed). Add second northbound left-turn lane (Post-2030). Convert westbound right-turn lane to shared fourth through/right-turn lane and restripe eastbound approach to provide two left-turn lanes, 2.5 through lanes and 1.5 right-turn lanes (no timeframe).  | Post-2030 |
| 364. Bake Pkwy & Jeronimo Rd                 | Irvine       | Add second northbound left-turn lane (2015). Convert southbound de-facto right-turn lane to fourth through lane (2030). Add third westbound through lane (no timeframe).   | 2015      |
| 368. Bake Pkwy & I-5 southbound ramps        | Irvine       | Designate LOS "E" as acceptable and make a contribution to the City of Irvine TMSOS in an amount equal to the construction cost of the following improvement that would be needed to achieve LOS "D": add fourth northbound through lane.  |           |
| 379. Lake Forest Dr & Muirlands Blvd         | Lake Forest  | Convert northbound right-turn lane to fourth through lane.   |           |

TABLE 2-2 (CONT.)

LIST OF NITM IMPROVEMENTS FROM GPN 2011 GPA/ZC FEE REALLOCATION STUDY

| Location  | Jurisdiction         | Improvements   | Timeframe |
|---|----------------------|--|-----------|
| 383. Lake Forest Dr & Avd de la Carlota/ I-5 southbound ramps | Irvine               | Add second westbound left-turn lane and provide westbound right-turn overlap with southbound left-turn, restripe eastbound approach to provide three left-turn lanes, 0.5 through lanes and 1.5 right-turn lanes and apply ATMS. Also, designate LOS "E" as acceptable and make a contribution to the City of Irvine TMSOS in an amount equal to the construction cost of the physical improvements listed here for this intersection. |           |
| 406. Laguna Canyon Rd & Lake Forest Dr                        | Irvine               | Add third southbound left-turn lane.   | 2015      |
| 407. Laguna Canyon Rd & Bake Pkwy                             | Irvine               | Add third northbound through lane.   | Post-2030 |
| <b>INTERCHANGES</b>   |                      |  |           |
| SR-133 at Trabuco Rd  | Irvine/ Caltrans/TCA | Construct interchange.   | 2030      |
| <b>FAIR SHARE FUNDED IMPROVEMENTS IN THE NITM PROGRAM</b>     |                      |  |           |
| <b>INTERSECTIONS</b>  |                      |  |           |
| 123. Jamboree Rd & Tustin Ranch Rd                            | Tustin               | Add third northbound and southbound through lanes.   |           |
| 228. Culver Dr & Barranca Pkwy                                | Irvine               | Convert westbound de-facto right-turn lane to third through lane.  |           |
| 290. Jeffrey Rd & Barranca Pkwy                               | Irvine               | Add northbound and southbound de-facto right-turn lanes.   |           |
| 293. Jeffrey Rd & I-405 northbound ramps                      | Irvine               | Add third westbound left-turn.   |           |
| 327. Barranca Pkwy & Technology Dr                            | Irvine               | Add second southbound left-turn lane and restripe eastbound approach to provide a single left-turn lane, 1.5 through lanes and 1.5 right-turn lanes.   |           |
| 344. Alton Pkwy & Technology Dr West                          | Irvine               | Restripe westbound approach to provide 2.5 left-turn lanes, 1.5 through lanes and no right-turn lane, restripe eastbound approach to provide 1.5 left-turn lanes, 1.5 through lanes and two right-turn lanes, and modify signal to provide east-west split phasing.  | 2030      |
| 348. Alton Pkwy & Irvine Center Dr                            | Irvine               | Convert northbound right-turn lane to free right-turn lane, add fourth northbound through lane, and restripe westbound approach to provide two left-turn lanes, 2.5 through lanes and 1.5 right-turn lanes.  |           |
| 358. Irvine Center Dr & Enterprise Dr                         | Irvine               | Add third northbound through lane (PA39 improvement planned by 2030).  | 2030      |
| 359. Irvine Center Dr & I-405 southbound ramps                | Irvine               | Add third southbound through lane and add third eastbound left-turn lane (PA39 improvements planned by 2030).  | 2030      |
| 378. Lake Forest Dr & Jeronimo Rd                             | Lake Forest          | Add second southbound left-turn lane and separate eastbound and westbound right-turn lanes.  | 2030      |

TABLE 2-2 (CONT.)

LIST OF NITM IMPROVEMENTS FROM GPN 2011 GPA/ZC FEE REALLOCATION STUDY

| Location   | Jurisdiction              | Improvements  | Timeframe   |
|--|---------------------------|---|-------------|
| 380. Lake Forest Dr & Rockfield Blvd                   | Lake Forest               | Restripe westbound approach to provide three left-turn lanes, two through lanes and no right-turn lane.   | 2030        |
| 387. Ridge Route Dr & Rockfield Blvd                   | Lake Forest               | Improve/restripe northbound and southbound approaches to provide 1.5 left-turn lanes, 1.5 through lanes and a de-facto right-turn lane on each approach and modify signal to provide north-south split phasing. |             |
| 390. Paseo de Valencia & Avd de la Carlota             | Laguna Hills/Laguna Woods | Restripe southbound approach to provide 2.5 left-turn lanes, 1.5 through lanes and no right-turn lane and construct third eastbound receiving lane for the third southbound left-turn lane.                     | 2030        |
| 396. El Toro Rd & Avd de la Carlota                    | Laguna Hills              | Restripe westbound approach to provide 0.5 left-turn lanes, 1.5 through with southbound left-turn, and restripe eastbound approach to provide two left-turn lanes, two through lanes and no right-turn lane.    |             |
| 420. El Toro Rd & Jeronimo Rd                          | Lake Forest               | Add second southbound left-turn lane and eastbound right-turn lane, convert northbound right-turn lane to fourth through lane, and convert southbound de-facto right-turn lane to fourth through lane.          | Post-2030   |
| 422. Los Alisos Blvd & Jeronimo Rd                     | Lake Forest/Mission Viejo | Add second eastbound and westbound left-turn lanes.   | Built       |
| 423. Muirlands Blvd & Los Alisos Blvd                  | Lake Forest/Mission Viejo | Add eastbound right-turn lane (built).<br>Add second northbound, southbound, eastbound and westbound left-turn lanes (2015)   | Built/ 2015 |
| 424. Los Alisos Blvd & Rockfield Blvd/Fordview St      | Lake Forest               | Add second northbound left-turn lane and southbound right-turn lane.  | 2030        |
| 432. Alicia Pkwy & Muirlands Blvd                      | Mission Viejo             | Convert southbound right-turn lane to fourth through lane (built). Add second southbound, westbound and eastbound left-turn lanes (2015).   | Built/ 2015 |
| 558. Ridge Valley & Irvine Blvd (formerly 557)         | Irvine                    | Add second eastbound left-turn lane.  | 2015        |
| <b>ROADWAY SEGMENTS</b>                                |                           |   |             |
| Jamboree Rd (Portola Pkwy to north Tustin city limits) | Tustin                    | Improve to six lanes.   | Post-2030   |
| Jeffrey Rd (Portola Pkwy to SR-241)                    | Irvine                    | Construct as four-lane primary arterial.  | Post-2030   |
| SR-133 (I-405 to Lake Forest Dr)                       | Irvine                    | Improve to six lanes (built).   | 2015        |

TABLE 2-2 (CONT.)

LIST OF NITM IMPROVEMENTS FROM GPN 2011 GPA/ZC FEE REALLOCATION STUDY

| Location   | Jurisdiction        | Improvements   | Timeframe |
|--|---------------------|--|-----------|
| <b>FREEWAY MAINLINE</b>                              |                     |  |           |
| I-5 (Sand Canyon Ave to Jeffrey Rd)                  | Caltrans            | Add sixth northbound mixed-flow (general purpose) lane (2015). Add sixth southbound mixed-flow (general purpose) lane and add a second drop lane from I-5 to the southbound off-ramp at Sand Canyon Avenue (2030). | 2015/2030 |
| I-405 (Sand Canyon Ave to Jeffrey Rd)                | Caltrans            | Add fifth northbound and southbound mixed-flow (general purpose) lanes.  | 2015      |
| <b>FREEWAY RAMPS</b>                                 |                     |  |           |
| I-5 at Alton Pkwy (southbound off-ramp)              | Caltrans            | Add second auxiliary lane from I-5 to the off-ramp.  |           |
| I-5 at Bake Pkwy (southbound off-ramp)               | Caltrans            | Widen connector from I-5 to I-405 exit at Bake Pkwy to two lanes.  | 2015      |
| I-5 at Culver Dr (southbound off-ramp)               | Caltrans            | Add second auxiliary lane from I-5 to the off-ramp.  | Built     |
| I-5 at El Toro Rd (northbound loop on-ramp)          | Caltrans            | Convert HOV preferential lane to a second metered mixed-flow lane.   | Built     |
| I-5 at El Toro Rd (southbound off-ramp)              | Caltrans            | Add second auxiliary lane from I-5 to the off-ramp.  | 2030      |
| I-5 at Jamboree Rd (northbound off-ramp)             | Caltrans            | Add second drop lane from I-5 to the off-ramp.   | 2015      |
| I-5 at Jamboree Rd (southbound off-ramp)             | Caltrans            | Add second drop lane from I-5 to the off-ramp.   | Built     |
| I-5 at Jeffrey Rd (southbound on-ramp)               | Caltrans            | Convert HOV preferential lane to a second metered mixed-flow lane.   | 2030      |
| I-5 at Sand Canyon Ave (northbound on-ramp)          | Caltrans            | Convert HOV preferential lane to a second metered mixed-flow lane.   | Built     |
| I-405 at Irvine Center (southbound off-ramp)         | Caltrans            | Add second auxiliary lane from I-405 to the off-ramp.  |           |
| I-405 at Jeffrey Rd (northbound off-ramp)            | Caltrans            | Add second drop lane from I-405 to the off-ramp.   | Built     |
| I-405 at Sand Canyon Ave (northbound direct on-ramp) | Caltrans            | Convert HOV preferential lane to a second metered mixed-flow lane.   | Built     |
| I-405 at Sand Canyon Ave (southbound off-ramp)       | Caltrans            | Add second drop lane from I-405 to the off-ramp.   | 2015      |
| SR-133 at Barranca Pkwy (southbound loop on-ramp)    | Caltrans            | Convert HOV preferential lane to a second metered mixed-flow lane.   | 2015      |
| <b>INTERCHANGES</b>                                  |                     |  |           |
| SR-241 at Jeffrey Rd                                 | Irvine/Caltrans/TCA | Construct interchange.   | Post-2030 |

Abbreviations:

- ATMS – Advanced Transportation Management System
- NITM – North Irvine Transportation Mitigation (NITM) Program

improvements or the NITM improvements did not improve the location to an acceptable level of service when applied. A detailed summary of existing lane configurations and 2017 and 2035 committed and Post-2035 non-committed lane improvements for the intersection improvement locations included in the List of NITM Improvements is provided in Appendix B.

The List of NITM Improvements summarized here is based on the original list of improvements established in the April 30, 2003 NITM Program Nexus Study but with updates that have occurred based on the PA1/9 GPA/ZC NITM Program Interim Review (completed in October 2006), the City's NITM Program Five-Year Review (completed in June 2010), PA40 GPA/ZC NITM Program Fee Reallocation study (completed in 2011) and Great Park Neighborhoods 2011 GPA/ZC NITM Program Fee Reallocation Study (Completed in 2013). Table 2-3 lists the NITM improvements that these four studies found were no longer needed and that were therefore deleted from the List of NITM Improvements.

The NITM Program improvements listed below have been constructed or are under construction and are therefore assumed as baseline improvements in place by 2017 (i.e., no review of future traffic conditions without these improvements was conducted in this study):

- **Intersection #222. Culver Drive & Trabuco Road (City of Irvine):** Constructed – The addition of a third northbound through lane and the improvement of the westbound approach to provide two left-turn lanes and two right-turn lanes.
- **Intersection #223. Culver Drive & I-5 Southbound Ramps (City of Irvine):** Constructed - The improvement of the eastbound approach to provide three left-turn lanes and two right-turn lanes (constructed as part of the OCTA/Caltrans southbound I-5 auxiliary lane project between Jamboree Road and Culver Drive).
- **Intersection #302. Sand Canyon Avenue & Trabuco Road (City of Irvine):** Constructed - The conversion of the eastbound right-turn lane to a free right-turn lane.
- **Intersection #321. Laguna Canyon Road (SR-133) and Old Laguna Canyon Road (City of Irvine):** Constructed - The addition of third northbound and southbound through lanes.

**TABLE 2-3**

**DELETIONS FROM THE LIST OF NITM IMPROVEMENTS**

| <b>Location</b>                                     | <b>Jurisdiction</b>           | <b>Deleted Improvements</b>  | <b>Deletion Study</b>         |
|---|-------------------------------|--|-------------------------------|
| <b>FULLY FUNDED NITM PROGRAM IMPROVEMENTS</b>       |                               |  |                               |
| <b>INTERSECTIONS</b>                                |                               |  |                               |
| 127. Jamboree Rd & El Camino Real                   | Tustin                        | Add westbound right-turn lane or apply ATMS.   | 2010 Five-Year Review         |
| 222. Culver Dr & Trabuco Rd                         | Irvine                        | Add second southbound left-turn lane (note that the following other NITM improvements at this intersection have been built: add third northbound through lane and improve westbound approach to provide two left-turn lanes and two right-turn lanes).                   | 2006 PA1/9 GPA Interim Review |
| 285. Jeffrey Rd & Trabuco Rd                        | Irvine                        | Apply ATMS.  | 2010 Five-Year Review         |
| 341. Alton Pkwy & Barranca Pkwy/<br>Muirlands Blvd  | Irvine                        | Restripe eastbound approach to provide 2.5 left-turn lanes, 1.5 through lanes and no right-turn lane and modify signal to provide east/west split phasing.   | 2010 Five-Year Review         |
| 366. Bake Pkwy & Rockfield Blvd                     | Irvine                        | Restripe westbound approach to provide 2.5 left-turn lanes, 1.5 through lanes and a free right-turn lane and modify signal to provide east-west split phasing.   | 2006 PA1/9 GPA Interim Review |
| 407. Laguna Canyon Rd & Bake Pkwy                   | Irvine                        | Add second and third southbound left-turn lanes, and modify westbound approach to provide two left-turn lanes and a free right-turn lane (note that the following other NITM improvement remains in the NITM Program: add third northbound through lane).                | 2010 Five-Year Review         |
| <b>FAIR SHARE FUNDED NITM PROGRAM IMPROVEMENTS</b>  |                               |  |                               |
| <b>INTERSECTIONS</b>                                |                               |  |                               |
| 385. Lake Forest Dr & Irvine Center Dr              | Irvine                        | Designate LOS "E" as acceptable and make a contribution to the City of Irvine TMSOS in an amount equal to the construction cost of the following improvement that would be needed to achieve LOS "D": convert eastbound de-facto right-turn lane to fourth through lane. | 2010 Five-Year Review         |
| 389. Ridge Route Dr & Moulton Pkwy                  | Laguna Hills/<br>Laguna Woods | Restripe northbound approach to provide one left-turn lane, 1.5 through lanes and 1.5 right-turn lanes.  | 2010 Five-Year Review         |
| 391. Santa Maria Ave & Moulton Pkwy                 | Laguna Hills/<br>Laguna Woods | Convert eastbound right-turn lane to fourth through lane and add fourth westbound through lane.  | 2010 Five-Year Review         |
| 421. Los Alisos Blvd & Trabuco Rd                   | Mission Viejo                 | Add second northbound left-turn lane and delete northbound de-facto right-turn lane.   | 2010 Five-Year Review         |
| 427. Moulton Pkwy & Glenwood Dr/<br>Indian Creek Ln | Aliso Viejo/<br>Laguna Hills  | Add fourth northbound through lane.  | 2010 Five-Year Review         |
| 429. Moulton Pkwy & Laguna Hills Dr                 | Aliso Viejo/<br>Laguna Hills  | Restripe eastbound approach to provide three left-turn lanes, two through lanes and one right-turn lane.   | 2010 Five-Year Review         |

**TABLE 2-3 (CONT.)**

**DELETIONS FROM THE LIST OF NITM IMPROVEMENTS (CONT.)**

| <b>Location</b>                                | <b>Jurisdiction</b> | <b>Deleted Improvements</b>                       | <b>Deletion Study</b> |
|--|---------------------|---|-----------------------|
| <b>FREEWAY/TOLLWAY RAMPS</b>                   |                     |   |                       |
| SR-241 at Lake Forest Dr (southbound off-ramp) | Caltrans/TCA        | Add second drop lane from SR-241 to the off-ramp. | 2010 Five-Year Review |

Abbreviations:

- ATMS – Advanced Transportation Management System
- LOS – Level of Service
- NITM – North Irvine Transportation Mitigation (NITM)
- TCA – Transportation Corridor Agencies
- TMSOS – Traffic Management Systems Operation Study

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- **Intersection #362. Bake Parkway and Irvine Boulevard (City of Irvine):** Completed – The Traffic Management Systems Operation Study (TMSOS) project at this intersection has been completed; hence LOS E has been designated as acceptable at this intersection.
- **Intersection #406. Laguna Canyon Road and Lake Forest Drive (City of Irvine):** Constructed - the NITM improvement to add a third southbound left-turn lane, including the third eastbound through lane on Lake Forest Drive, has been constructed but only striped as a second southbound left-turn lane at this time.
- **Intersection #422. Los Alisos Boulevard and Jeronimo Road (City of Lake Forest/City of Mission Viejo):** Constructed – Add second eastbound and westbound left turn lanes.
- **Intersection #423. Muirlands Boulevard and Los Alisos Boulevard (City of Lake Forest/City of Mission Viejo):** Constructed – The addition of an eastbound right-turn lane. Remaining improvements include construction of second northbound, southbound, eastbound, and westbound left turn lanes.
- **Intersection #432. Alicia Parkway & Muirlands Boulevard (City of Mission Viejo):** Constructed – The conversion of the southbound right-turn lane to a fourth through lane. Remaining improvements include construction of second southbound, eastbound, and westbound left turn lanes.
- **Intersection #558 (formerly #557). Ridge Valley & Irvine Blvd:** Constructed – Add second eastbound left-turn lane.
- **SR-133 (Laguna Canyon Road) from I-405 Freeway to Lake Forest Drive (City of Irvine):** Constructed – Improvement to six lanes (three northbound and three southbound).
- **I-5 Southbound Off-Ramp at Culver Drive (Caltrans):** Constructed – The addition of a second drop lane from I-5 to the off-ramp.
- **I-5 Northbound Loop On-Ramp at El Toro Road (Caltrans):** Constructed – The conversion of the high-occupancy vehicle (HOV) preferential lane to a second metered mixed-flow lane.
- **I-5 Southbound Off-Ramp at Jamboree Road (Caltrans):** Constructed – The addition of a second drop lane from I-5 to the off-ramp.
- **I-5 Northbound On-Ramp at Sand Canyon Avenue (Caltrans):** Constructed – The conversion of the HOV preferential lane to a second metered mixed-flow lane.
- **I-405 Northbound Off-Ramp at Jeffrey Road (Caltrans):** Constructed – The addition of a second drop lane from I-405 to the off-ramp.



Also, the NITM Program improvements listed below are planned to be constructed in association with approved development that will occur by 2017 or 2035 and these improvements are therefore assumed as baseline improvements in place by 2017 or 2035 (i.e., no review of future traffic conditions without these improvements was conducted in this study):

- **Intersection #303. Sand Canyon Avenue and I-5 Northbound Ramps/Marine Way (City of Irvine):** The NITM restriping improvement to the westbound approach at this intersection will be constructed by 2035 in association with the planned realignment of Marine Way by the Orange County Great Park.
- **Intersection #358. Irvine Center Drive and Enterprise Drive (City of Irvine):** The NITM improvement to add a third northbound through lane will be constructed by 2035 in association with the planned development in City of Irvine Planning Area 39 (PA39).
- **Intersection #359. Irvine Center Drive and I-405 Southbound Ramps (City of Irvine):** The NITM improvements to add a third southbound through lane and a third eastbound left-turn lane will be constructed by 2035 in association with the planned development in City of Irvine Planning Area 39 (PA39).

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### **3.0 REVIEW OF THE LIST OF NITM IMPROVEMENTS**

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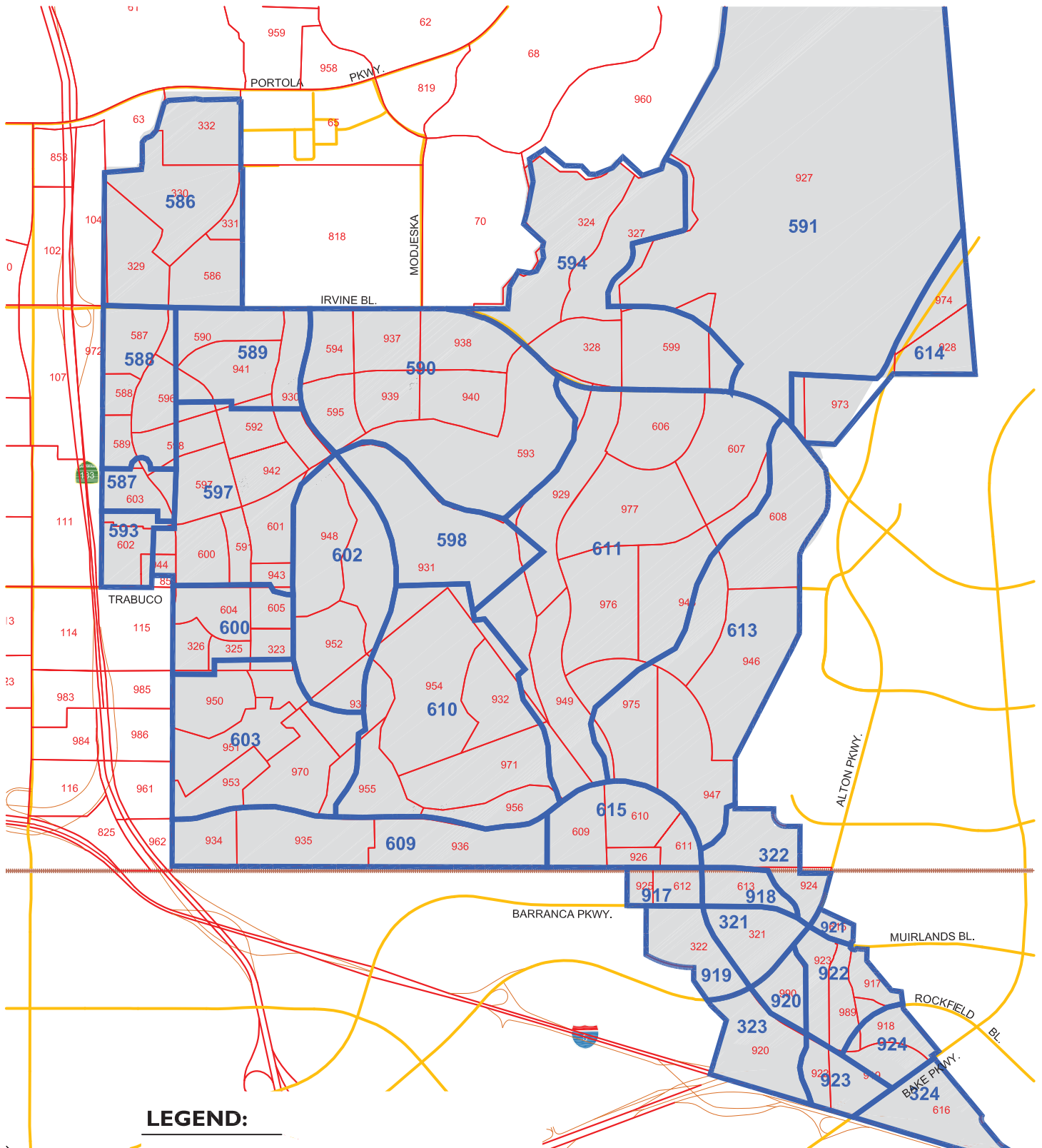
In this chapter, the circulation system improvements that are included in the current List of NITM Improvements are reviewed based on year 2017, year 2035 and Post-2035 traffic forecasts. The traffic forecast data applied in the review is taken from the Irvine Transportation Analysis Model 12.4 (ITAM 12.4), August 20, 2014 version, which assumes the approved Great Park Neighborhoods development plan from the Great Park Neighborhoods 2012 GPA/ZC and includes the transfer of 950,000 SF of Research & Development from GP IV to GP III. The ITAM 12.4 land use assumptions for the NITM Program Future Development Areas and background circulation system assumptions in the NITM traffic analysis study area are summarized first. Summaries are then provided of the 2017, 2035 and Post-2035 peak hour levels of service for each intersection, freeway ramp and freeway mainline improvement location included in the current List of NITM Improvements, and improvement locations that are candidates for deletion from the List of NITM Improvements based on the criteria described earlier in Chapter 1.0 are identified.

#### **3.1 NITM Program Future Development Area Land Use Assumptions**

Exhibit 3-1 illustrates the locations of the NITM Program Future Development Areas, and Table 3-1 summarizes the ITAM 12.4 NITM Future Development Area land use assumptions for year 2017, year 2035 and Post-2035. Included in Table 3-1 are average daily traffic (ADT) trip generation estimates generally based on the land use trip rates applied in the April 30, 2003 NITM Program Nexus Study. Land uses not related to the 2012 Project GPA/ZC are unchanged from the ITAM 12.4 representation. For land use categories not included in the traffic modeling performed for the 2003 NITM Program Nexus Report, daily vehicle trip rates are derived from the socio-economic-based trip generation used in the Irvine Transportation Analysis Model 12.4 (ITAM 12.4), August 20, 2014 version, to evaluate whether any NITM Program improvements from the GPN 2011 GPA/ZC Reallocation Study are no longer needed or alternate improvements are appropriate based on the current traffic forecasts.

Appendix A compares the land use and ADT trip generation from the Great Park Neighborhoods 2011 GPA/ZC Re-Allocation Study with the “With Project” land use and ADT trip generation for the Great Park FDAs. The “With Project” land uses and ADT from Appendix A are used to calculate the Great Park FDA traffic shares for the circulation system improvement locations included in the updated List of NITM

EXHIBIT 3-1  
**PA 51 TRAFFIC ANALYSIS ZONES  
 (REVIEW OF NITM IMPROVEMENTS)**



**LEGEND:**

- = ZONES UTILIZED IN EVALUATION OF LONG RANGE NEEDS (2035/P2035)
- = ZONES USED IN 2003 NITM FAIR SHARE MODELING

Heritage Fields Project 2012, NITM Fee Reallocation  
 City of Irvine, CA (JN - 07151:312.dwg)

Table 3-1

NITM FUTURE DEVELOPMENT AREA LAND USE AND TRIP GENERATION SUMMARY

| Land Use Description            | Units    | Year 2017 |        | Year 2035 |        | Post-2035 |        |
|---------------------------------|----------|-----------|--------|-----------|--------|-----------|--------|
|                                 |          | Amount    | ADT    | Amount    | ADT    | Amount    | ADT    |
| <b>ORANGE COUNTY GREAT PARK</b> |          |           |        |           |        |           |        |
| <b>Great Park I</b>             |          |           |        |           |        |           |        |
| Retail                          | TSF      | 150       | 8,208  | 150       | 8,208  | 150       | 8,208  |
| Senior Housing                  | DU       | 182       | 930    | 182       | 930    | 182       | 930    |
| Research and Development        | TSF      | 360       | 3,751  | 360       | 3,751  | 360       | 3,751  |
| Multi-Family                    | DU       | 1,792     | 12,813 | 1,792     | 12,813 | 1,792     | 12,813 |
| Single Family Detached          | DU       | 978       | 8,597  | 978       | 8,597  | 978       | 8,597  |
| Child Care                      | TSF      | 11        | 462    | 11        | 462    | 11        | 462    |
| Church/Synagogue                | TSF      | 25        | 204    | 25        | 204    | 25        | 204    |
| Elementary/Middle School        | Students | 1,000     | 1,240  | 1,000     | 1,240  | 1,000     | 1,240  |
| Parks                           | Acre     | 31.1      | 112    | 31.1      | 112    | 31.1      | 112    |
| Multi-Use                       | TSF      | 704.3     | 8,839  | 704.3     | 8,839  | 704.3     | 8,839  |
| Wildlife Corridor               | Acre     | 31.42     | 5      | 31.42     | 5      | 31.42     | 5      |
| Parking                         | Spaces   | 1,256     | 4,700  | 2,227     | 8,333  | 2,227     | 8,333  |
| TOTAL                           |          |           | 49,861 |           | 53,494 |           | 53,494 |
| <b>Great Park II</b>            |          |           |        |           |        |           |        |
| High School                     | Students | 2600      | 3224   | 2600      | 3224   | 2600      | 3224   |
| K-8 School                      | Students | 1,000     | 1,240  | 1,000     | 1,240  | 1,000     | 1,240  |
| Agriculture                     | Acre     | 103.6     | 208    | 90        | 181    | 90        | 181    |
| Wildlife Corridor               | Acre     | 974       | 163    | 1219.6    | 204    | 1219.6    | 204    |
| Park                            | Acre     | 48.1      | 173    | 59.9      | 215    | 59.9      | 215    |
| Multi-Family                    | DU       | 608       | 4,347  | 3268      | 23,366 | 3268      | 23,366 |
| Single Family Detached          | DU       | 1,186     | 10,425 | 2,380     | 20,920 | 2,380     | 20,920 |
| Multi-Use                       | TSF      | 291.8     | 3,662  | 291.8     | 3,662  | 291.8     | 3,662  |
| Parking                         | Spaces   | --        | --     | 59        | 221    | 59        | 221    |
| Retail                          | TSF      | 70        | 3,830  | 70        | 3,830  | 70        | 3,830  |
| TOTAL                           |          |           | 27,272 |           | 57,063 |           | 57,063 |

TABLE 3-1 (CONT.)

NITM FUTURE DEVELOPMENT AREA LAND USE AND TRIP GENERATION SUMMARY

| Land Use Description     | Units  | Year 2017 |        | Year 2035 |        | Post-2035 |        |
|--------------------------|--------|-----------|--------|-----------|--------|-----------|--------|
|                          |        | Amount    | ADT    | Amount    | ADT    | Amount    | ADT    |
| <b>Great Park III</b>    |        |           |        |           |        |           |        |
| Multi-Use                | TSF    | --        | --     | 286.1     | 3,591  | 286.1     | 3,591  |
| Park                     | Acre   | --        | --     | 9         | 32     | 9         | 32     |
| Multi-Family             | DU     | --        | --     | 900       | 6,435  | 900       | 6,435  |
| Institutional Warehouse  | TSF    | 124.094   | 781    | 263       | 1,657  | 263       | 1,657  |
| OCTA Facility            | TSF    | 35        | 235    | 176       | 1179   | 176       | 1179   |
| Transportation Center    | Spaces | 870       | 2175   | 1,050     | 2625   | 1,050     | 2625   |
| Cultural Institutional   | TSF    | 60        | 1385   | 300       | 6,924  | 300       | 6,924  |
| Agriculture              | Acre   | 141.7     | 285    | --        | --     | --        | --     |
| Wildlife Corridor        | Acre   | 267.9     | 45     | 20.8      | 4      | 20.8      | 4      |
| Parking                  | Spaces | --        | --     | 2,751     | 10,294 | 2,751     | 10,294 |
| Research and Development | TSF    | 2,000     | 20,840 | 2,000     | 20,840 | 2,000     | 20,840 |
| TOTAL                    |        |           | 25,746 |           | 53,581 |           | 53,581 |
| <b>Great Park IV</b>     |        |           |        |           |        |           |        |
| Research and Development | TSF    | --        | --     | 1,004     | 10,462 | 1,004     | 10,462 |
| Agriculture              | Acre   | 161       | 324    | --        | --     | --        | --     |
| Wildlife Corridor        | Acre   | --        | --     | 11.2      | 2      | 11.2      | 2      |
| TOTAL                    |        |           | 324    |           | 10,464 |           | 10,464 |

Abbreviations: ADT – average daily trips  
DU – dwelling unit  
TSF – thousand square feet

Note: City/Other uses are unchanged from ITAM 12 (8/20/2014 version)

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Improvements. The resulting traffic shares served as the basis for allocating the improvement costs for the updated List of NITM Improvements to the NITM FDAs.

### 3.2 Background Circulation System Assumptions

The ITAM 12.4, August 20, 2014 version, 2017 and 2035 circulation systems only assume improvements that are committed for construction (i.e., public agency capital improvement programs, state transportation improvement program, etc.) or would be constructed as part of previously entitled development by the 2017 and/or 2035 time frame. The ITAM 12.4 Post-2035 highway network assumes full buildout of the General Plan Circulation Elements for Irvine and the surrounding cities as well as the Orange County Master Plan of Arterial Highways (MPAH). This includes a number of unfunded, and therefore non-committed, planned circulation system improvements. Exhibit 3-2 shows the NITM Program traffic analysis study area and the Post-2035 (buildout) circulation system.

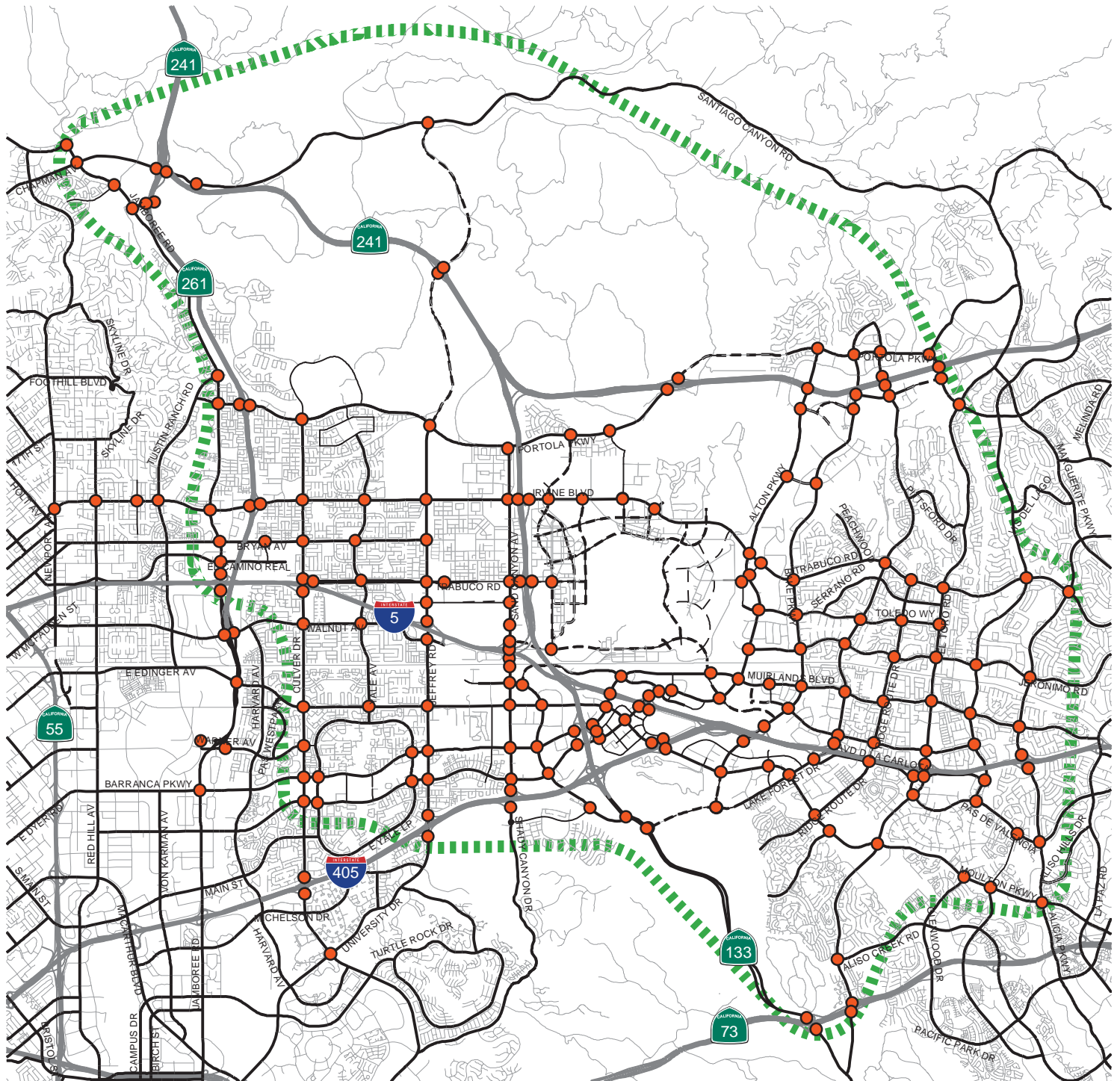
Table 3-2 presents the committed roadway improvements for years 2013-2017. Table 3-3 lists the improvements that are committed to be in place by 2035, and Table 3-4 lists the improvements assumed for Post-2035.

### 3.3 List of NITM Improvements Review

In this section, the current List of NITM Improvements is reviewed based on the year 2017, year 2035 and Post-2035 ITAM 12.4, August 20, 2014 version, traffic projections. For each ITAM horizon year, AM and PM peak hour levels of service are for each intersection, freeway ramp and freeway mainline improvement location included in the current List of NITM Improvements. The purpose of this level of service (LOS) review is to identify whether any NITM Program improvements are no longer needed or alternate improvements are appropriate based on the ITAM 12.4, August 20, 2014 version, traffic forecasts. In addition, this LOS review is used to determine the implementation timeframe of the needed NITM improvements and update accordingly.

A given NITM improvement is considered a candidate for removal from the List of NITM Improvements if the future peak hour levels of service are as follows:

# NITM PROGRAM TRAFFIC ANALYSIS STUDY AREA



**LEGEND:**

- Intersection Analysis Location
- ▬ NITM Program Study Area Boundary



0 3,250 6,500  
Feet



TABLE 3-2

2013-2017 Committed Roadway Improvements<sup>1</sup>

| Roadway            | Limits                                       | Jurisdiction | Lanes |                       | Source   |
|--------------------|--|--------------|-------|-----------------------|--|
|                    |  |              | 2013  | 2017                  |  |
| "A" St             | Irvine Blvd to "LQ" St                       | Irvine       | 0     | 2U                    | O.C. Great Park                                      |
| Bake Pkwy          | Lake Forest Dr to Irvine Center Dr           | Irvine       | 6D    | --                    | PA39   |
| Chapman Ave        | Jamboree Rd to SR-241/SR-261                 | Orange       | 4U    | 6D                    | Santiago Hills II                                    |
| I-5 at Jamboree Rd | Southbound I-5 off-ramp                      | Caltrans     | 1R    | 2R <sup>2</sup>       | OCTA/Caltrans/City of Irvine CIP                     |
| Irvine Boulevard   | Yale Avenue to Jeffrey Road                  | Irvine       | 5D    | 6D                    | PA5B VTTM 17523                                      |
| Irvine Boulevard   | SR-133 to Ridge Valley / "O" St              | Irvine       | 4D    | 6D                    | O.C. Great Park                                      |
| Irvine Boulevard   | Ridge Valley / "O" St to Modjeska / "A" St   | Irvine       | 4D    | 5D                    | O.C. Great Park                                      |
| Irvine Center Dr   | I-405 to Bake Pkwy                           | Irvine       | 5D    | 6D                    | PA39   |
| Jamboree Rd        | Michelle Dr to I-5 NB Ramps                  | Irvine       | 6D    | 8D                    | City of Irvine CIP                                   |
| Jamboree Rd        | Canyon View Ave to Tustin city limits        | Orange       | 4D    | 6D                    | Santiago Hills II                                    |
| Jeffrey Rd         | Portola Pkwy to Irvine Blvd                  | Irvine       | 4D    | 6D                    | PA9B   |
| Lake Forest Drive  | Bake Parkway to Laguna Canyon Road           | Irvine       | 4D    | --                    | PA18/39  |
| "LY" St            | Irvine Blvd to Trabuco                       | Irvine       | 0     | 2U                    | O.C. Great Park                                      |
| Marine Wy          | "O" St to Great Park Blvd W                  | Irvine       | 0     | 4D                    | O.C. Great Park                                      |
| Marine Wy          | Barranca Pkwy to Alton Pkwy                  | Irvine       | 0     | 4D                    | VTPM 2014-122  |
| "O" St             | North of Irvine Blvd to Trabuco Rd           | Irvine       | 0     | 4D                    | O.C. Great Park                                      |
| "O" St             | Trabuco Rd to Marine Way                     | Irvine       | 0     | 2U                    | O.C. Great Park                                      |
| Roosevelt          | Jeffrey Rd to "A" St                         | Irvine       | 0     | 4D                    | PA40 Map PDF   |
| Roosevelt          | "A" St to "C" St                             | Irvine       | 0     | 2U                    | PA40 Map PDF   |
| Roosevelt          | "C" St to Sand Canyon Ave                    | Irvine       | 0     | 4D                    | PA40 Map PDF   |
| Sand Canyon Av     | I-5 southbound ramps to I-5 northbound ramps | Irvine       | 4D    | 8D                    | NITM/City of Irvine CIP/Sand Canyon Grade Separation |
| Sand Canyon Av     | I-5 southbound ramps to Burt Rd              | Irvine       | 4D    | 7D<br>(3 SB/<br>4 NB) | NITM/City of Irvine CIP/Sand Canyon Grade Separation |
| Sand Canyon Av     | Burt Rd to Oak Canyon/Laguna Canyon Rd       | Irvine       | 4D    | 6D                    | NITM/City of Irvine CIP/Sand Canyon Grade Separation |
| SR-73              | SR-133 to south of El Toro Rd                | Caltrans/TCA | 6T    | 7D<br>(3 SB/<br>4 NB) | TCA CIP  |
| SR-133             | I-405 to Lake Forest Dr                      | Irvine       | 4D    | 6D                    | PA18   |

**TABLE 3-2 (CONT.)**

**2013-2017 Committed Roadway Improvements<sup>1</sup>**

| Roadway       | Limits                             | Jurisdiction | Lanes |      | Source            |
|---------------|------------------------------------|--------------|-------|------|-------------------|
|               |                                    |              | 2013  | 2017 |                   |
| SR-241        | SR-133 to SR-261                   | Caltrans/TCA | 5T    | 6T   | TCA CIP           |
| SR-241        | Lake Forest Dr to Oso Pkwy         | Caltrans/TCA | 4T    | 6T   | TCA CIP           |
| St A          | Jamboree Rd to Chapman Ave         | Orange       | 0     | 2U   | Santiago Hills II |
| St B          | Jamboree Rd to St A                | Orange       | 0     | 2U   | Santiago Hills II |
| St D          | Chapman Ave to west of SR-241      | Orange       | 0     | 4D   | Santiago Hills II |
| Technology Dr | I-5/SR-133 undercrossing           | Irvine       | 0     | 2U   | PA31              |
| Technology Dr | I-5/SR-133 to Old Laguna Canyon Rd | Irvine       | 0     | 4U   | PA31              |
| Trabuco Rd    | SR-133 to "O" St                   | Irvine       | 4U    | 4D   | O.C. Great Park   |
| Trabuco Rd    | "O" St to "LY" St                  | Irvine       | 0     | 2D   | O.C. Great Park   |

<sup>1</sup> Lane abbreviations: D = Divided Roadway Lane  
R = Ramp Lane  
T = Toll Road Lane  
U = Undivided Roadway Lane

Other abbreviations: CIP - Capital Improvement Program  
NITM - North Irvine Transportation Mitigation Program  
OCTA -Orange County Transportation Authority  
PA - City of Irvine Planning Area  
PC - Planned Communities  
PDF - Project Design Feature  
TCA - Transportation Corridor Agencies

<sup>2</sup> This ramp improvement is associated with Caltrans' planned improvement to add a second southbound auxiliary lane on I-5 between Tustin Ranch Rd and Jamboree Rd). The Caltrans improvement is to be coordinated with the City of Irvine CIP improvements to Jamboree Rd at I-5.

**TABLE 3-3**

**2017-2035 Committed Roadway Improvements<sup>1</sup>**

| Roadway                  | Limits  | Jurisdiction    | Lanes  |                 | Source                    |
|--------------------------|---|-----------------|--------|-----------------|---------------------------|
|                          |   |                 | 2017   | 2035            |                           |
| Irvine Boulevard         | Ridge Valley to Alton Parkway                       | Irvine          | Varies | 6D              | OC Great Park             |
| Irvine Center Drive      | Enterprise to I-405 SB Ramps                        | Irvine          | 6D     | 7D              | PA18/39                   |
| Irvine Center Drive      | I-405 SB Ramps to Research                          | Irvine          | 6D     | 8D              | PA 18/39                  |
| Marine Way               | Sand Canyon Avenue to O Street                      | Irvine          | 2U     | 4D <sup>2</sup> | OC Great Park             |
| Marine Way               | Great Park Blvd W to Barranca Pkwy                  | Irvine          | 0      | 4D              | OC Great Park             |
| Marine Way               | Alton Parkway to Bake Parkway                       | Irvine          | 0      | 4D              | OC Great Park             |
| Sand Canyon Avenue       | I-405 to Alton Parkway                              | Irvine          | 5D     | 6D              | Kaiser/TIC/City of Irvine |
| Santiago Canyon Road     | SR-261 ramps to SR-241 ramps                        | Orange (Sphere) | 4D     | 6D              | East Orange PC            |
| Santiago Canyon Road     | SR-241 to eastern boundary of East Orange PC Area 1 | Orange (Sphere) | 2U     | 4D              | East Orange PC            |
| Santiago Canyon Road     | SR-241 Ramps to East Orange PC Street E             | Orange (Sphere) | 2U     | 4D              | East Orange PC            |
| SR-73                    | North of SR-133                                     | Caltrans/TCA    | 7T     | 8T              | TCA CIP                   |
| SR-73                    | SR-133 to El Toro Road                              | Caltrans/TCA    | 7T     | 8T              | TCA CIP                   |
| SR-73                    | South of El Toro Road                               | Caltrans/TCA    | 7T     | 8T              | TCA CIP                   |
| SR-133                   | Interchange at Trabuco Road                         | TCA             | 0      | I/C             | NITM Program              |
| SR-241                   | Portola Parkway (W) to Oso Parkway                  | Caltrans/TCA    | 6T     | 8T              | TCA CIP                   |
| SR-241 at Chapman Avenue | Southbound SR-241 on-ramp                           | Caltrans/TCA    | 2R     | 2R <sup>3</sup> | East Orange PC            |
| SR-241 (FTC-S)           | Oso Parkway to Ortega Highway                       | Caltrans/TCA    | 0      | 6T              | TCA CIP                   |
| SR-241 (FTC-S)           | Ortega Highway to I-5                               | Caltrans/TCA    | 0      | 4T              | TCA CIP                   |
| SR-261                   | Walnut Avenue to Irvine Boulevard                   | Caltrans/TCA    | 4T     | 6T              | TCA CIP                   |
| SR-261                   | Portola Parkway to SR-241                           | Caltrans/TCA    | 5T     | 7T              | TCA CIP                   |
| Street D                 | West of SR-241 to Santiago Canyon Rd                | Orange          | 0      | 2U              | East Orange PC            |
| Street E                 | Santiago Canyon Road to north of Street F           | Orange (Sphere) | 0      | 2U              | East Orange PC            |
| Street F                 | Street E to south of Santiago Canyon Road           | Orange (Sphere) | 0      | 2U              | East Orange PC            |

**TABLE 3-3 (CONT.)**

**2017-2035 Committed Roadway Improvements<sup>1</sup>**

| Roadway          | Limits                   | Jurisdiction | Lanes |      | Source             |
|------------------|--------------------------|--------------|-------|------|--------------------|
|                  |                          |              | 2017  | 2035 |                    |
| University Drive | I-405 to Michelson Drive | Irvine       | 5D    | 6D   | City of Irvine CIP |
| "O" Street       | Marine Way to Trabuco    | Irvine       | 2U    | 4D   | PA 40              |

<sup>1</sup> Lane abbreviations: D = Divided Roadway Lane  
R = Ramp Lane  
T = Toll Road Lane  
U = Undivided Roadway Lane

Other abbreviations: CIP - Capital Improvement Program  
NITM - North Irvine Transportation Mitigation Program  
OCTA -Orange County Transportation Authority  
PA - City of Irvine Planning Area  
PC - Planned Communities  
PDF - Project Design Feature  
TCA - Transportation Corridor Agencies

<sup>2</sup> Includes the realignment of Marine Way on Sand Canyon Avenue opposite the northbound I-5

<sup>3</sup> Relocate the ramp southeast to the location where the eisting northbound SR-241 off-ramp intersects Santiago Canyon Rd.

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TABLE 3-4

2035-Post-2035 Roadway Improvements<sup>1</sup>

| Roadway                     | Limits   | Jurisdiction              | Lanes |        |
|-----------------------------|--|---------------------------|-------|--------|
|                             |  |                           | 2035  | P-2035 |
| Browning Avenue             | Crossing of I-5  | Tustin                    | 0     | 4U     |
| El Toro Road                | Trabuco Road to Muirlands Boulevard                                | Lake Forest               | 6D    | 8D     |
| El Toro Road                | Aliso Creek Road to SR-73  | Laguna Beach/County       | 4D    | 6D     |
| El Toro Road                | SR-73 to Laguna Canyon Road  | Laguna Beach/County       | 2U    | 4D     |
| Handy Creek                 | Jamboree Road to SR-261  | County                    | 0     | 2U     |
| Irvine Boulevard            | Red Hill Avenue to Tustin Ranch                                    | Tustin/County             | 4D    | 6D     |
| Jamboree Road               | Portola Parkway to Tustin Ranch Road                               | Tustin                    | 5D    | 6D     |
| Jamboree Road               | Tustin Ranch Road to Tustin City limits north of Tustin Ranch Road | Tustin                    | 4D    | 6D     |
| Jeffrey Road                | Portola Parkway to SR-241  | Irvine                    | 0     | 4D     |
| Jeffrey Road                | SR-241 to Santiago Canyon Road                                     | County                    | 0     | 4D     |
| Los Alisos Boulevard        | Rockfield Boulevard to Paseo de Valencia                           | Lake Forest               | 4D    | 6D     |
| Myford Road                 | crossing of I-5  | Tustin                    | 0     | 4U     |
| Old Laguna Canyon Road      | crossing of I-405  | Irvine                    | 2U    | 4D     |
| Paseo de Valencia           | Los Alisos Boulevard to Laguna Hills Drive                         | Laguna Hills/Laguna Woods | 5D    | 6D     |
| Portola Parkway             | Alton Parkway to SR-241  | County                    | 0     | 4D     |
| Ridge Route Drive           | Rockfield Boulevard to Avenida de la Carlota                       | Lake Forest/Laguna Hills  | 0     | 4U     |
| Ridge Route Drive           | Avenida de la Carlota to Moulton Parkway                           | Laguna Hills/Laguna Woods | 2U    | 4D     |
| Santiago Canyon Road        | El Toro Road to St E   | County                    | 2D    | 4D     |
| Shady Canyon Drive          | I-405 to Quail Hill Parkway  | Irvine                    | 4D    | 6D     |
| SR-133 (Laguna Canyon Road) | SR-73 to El Toro Road  | County                    | 2U    | 4D     |

**TABLE 3-4 (CONT.)**

**2035-Post-2035 Roadway Improvements<sup>1</sup>**

| Roadway       | Limits  | Jurisdiction            | Lanes |                  |
|---------------|---|-------------------------|-------|------------------|
|               |   |                         | 2035  | P-2035           |
| SR-241        | Interchange at Jeffrey Road   | Irvine/Caltrans/<br>TCA | 0     | I/C              |
| SR-241/SR-261 | Branch connectors between SR-241 south of SR-261 and SR-261 south of SR-241 | Caltrans/TCA            | 0     | B/C              |
| SR-261        | Interchange at Handy Creek Road   | Caltrans/TCA            | 0     | I/C <sup>2</sup> |

<sup>1</sup> Lane abbreviations: D = Divided Roadway Lane

R = Ramp Lane

T = Toll Road Lane

U = Undivided Roadway Lane

I/C - Interchange

B/C - Branch Connector

H - HOV Lane

<sup>1</sup> Other abbreviations: CIP - Capital Improvement Program

NITM - North Irvine Transportation Mitigation Program

OCTA - Orange County Transportation Authority

PA - City of Irvine Planning Area

PC - Planned Communities

PDF - Project Design Feature

TCA - Transportation Corridor Agencies

<sup>2</sup> Includes a southbound on-ramp, a northbound off-ramp and northbound and southbound collector/distributor roads between Chapman Ave and Handy Creek Road.

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- LOS C or better at fully funded NITM locations;
- LOS C or better for NITM locations within the City of Irvine;
- LOS D or better for fair share funded NITM improvements.

The roadway segment and interchange improvements that are included in the List of NITM improvements are assumed in the long-range circulation plans of the Cities of Irvine and Tustin as well as the Orange County Master Plan of Arterial Highways (MPAH), and a timeframe for each improvement has been assumed in the ITAM model. These improvements, which are listed below along with their respective ITAM timeframes, are assumed to remain in the List of NITM improvements, and therefore no review of future traffic conditions without these improvements was conducted.

- **Jamboree Road from Portola Parkway to north Tustin city limits (City of Tustin):** Improve to six lanes (assumed in ITAM Post-2035 baseline conditions).
- **Jeffrey Road future extension from Portola Parkway to SR-241 (City of Irvine):** Construct as four-lane primary arterial (assumed in ITAM Post-2035 baseline conditions).
- **SR-133 Interchange at Trabuco Road (City of Irvine, Caltrans, Transportation Corridor Agencies):** Assumed in ITAM 2035 baseline conditions.
- **SR-241 Interchange at Jeffrey Road (City of Irvine, Caltrans, Transportation Corridor Agencies):** Assumed in ITAM Post-2035 baseline conditions.

Also, as discussed in Chapter 2.0, a number of NITM Program improvements have been constructed, are under construction, or are planned to be constructed in association with approved development that will occur by 2017 or 2035. Those improvements are therefore assumed as baseline improvements in this analysis and no review of future traffic conditions without those improvements was conducted (refer to Chapter 2.0 for a listing of the improvement locations):

Levels of service without the NITM improvements were calculated for each NITM improvement location starting with year 2017 traffic forecast data and improvements found to no longer be necessary based on the criteria outlined earlier were re-evaluated under subsequent scenarios (2035 and Post-2035). Only those NITM improvements that

meet the deletion criteria in all three forecast years (2017, 2035 and Post-2035) are considered actual candidates for possible deletion from the NITM Program. NITM improvements or appropriate alternate improvements found to be needed to address LOS deficiencies under the interim scenarios (2017 or 2035) were carried forward and assumed in the LOS calculations for subsequent future scenarios, but only for locations where improvements are fully funded by the NITM Program. The rationale for including fully funded improvements in the baseline for the next horizon year is that the NITM Program is considered a committed funding source for such improvements. Partially funded (i.e., not fully committed) NITM improvements needed to address LOS deficiencies in a given horizon year were not carried forward in the analysis of subsequent horizon years, but if LOS deficiencies occurred in the subsequent horizon years then the improvements from the earlier scenarios were applied first (i.e., before applying other NITM improvements that may be available) to address the deficiencies.

The results of the 2017, 2035 and Post-2035 NITM LOS review are summarized in Table 3-5 for intersection locations (the ICU worksheets for the ICU results in Table 3-5 are provided in Appendix B), Table 3-6 for freeway ramps, and Table 3-7 for freeway mainline segments. For each improvement location, the conclusion of the review is summarized in the tables along with the LOS results. In addition to noting those NITM improvements that are assumed in the baseline (e.g., existing improvements and improvements that are under construction or planned for construction), the conclusion identifies whether or not the improvements at each location are needed and the timeframe (2017, 2035, Post-2035) for those improvements that are needed. The results of the review indicate that all of the freeway ramp and freeway mainline improvement in the NITM Program are still needed and that many of the NITM Program intersection improvements are still needed with the exception of those summarized in Table 3-8.

The LOS summary tables (Tables 3-5, 3-6 and 3-7) also indicate that deficiencies are forecast at the following intersection, freeway ramp and freeway mainline locations under conditions with the NITM Program improvements assumed:

- **Intersection #91. Tustin Ranch & Irvine Blvd (City of Tustin):** Post-2035 AM and PM deficiencies.
- **Intersection #249. Yale Ave & Irvine Blvd (City of Irvine):** 2035 PM deficiency.



TABLE 3-5

INTERSECTION ANALYSIS SUMMARY (NITM IMPROVEMENT LOCATIONS)

| Intersection  | 2017         |     |              |     |     |                   | 2035         |                   |              |                   |     |                   | Post-2035    |                   |              |                   |     |                   |     |                   |     |     |  |  |  |
|---|--------------|-----|--------------|-----|-----|-------------------|--------------|-------------------|--------------|-------------------|-----|-------------------|--------------|-------------------|--------------|-------------------|-----|-------------------|-----|-------------------|-----|-----|--|--|--|
|   | AM Peak Hour |     | PM Peak Hour |     | LOS |                   | AM Peak Hour |                   | PM Peak Hour |                   | LOS |                   | AM Peak Hour |                   | PM Peak Hour |                   | LOS |                   | ICU |                   | LOS |     |  |  |  |
|   | ICU          | LOS | ICU          | LOS | ICU | LOS               | ICU          | LOS               | ICU          | LOS               | ICU | LOS               | ICU          | LOS               | ICU          | LOS               | ICU | LOS               | ICU | LOS               | ICU | LOS |  |  |  |
| <b>FULLY FUNDED IMPROVEMENTS IN THE NITM PROGRAM</b>  |              |     |              |     |     |                   |              |                   |              |                   |     |                   |              |                   |              |                   |     |                   |     |                   |     |     |  |  |  |
| <b>34. Red Hill Ave &amp; Irvine Blvd (City of Tustin)</b>  |              |     |              |     |     |                   |              |                   |              |                   |     |                   |              |                   |              |                   |     |                   |     |                   |     |     |  |  |  |
| Without NITM Improvements   |              |     |              |     |     | 0.77              | C            | 0.76              | C            | 0.82              | D   | 0.83              | D            | 0.85              | D            | 0.90              | D   |                   |     |                   |     |     |  |  |  |
| Conclusion – Needed NITM improvement (since LOS D or worse without improvements): Apply ATMS (no timeframe).  |              |     |              |     |     |                   |              |                   |              |                   |     |                   |              |                   |              |                   |     |                   |     |                   |     |     |  |  |  |
| <b>91. Tustin Ranch Rd &amp; Irvine Blvd (City of Tustin)</b>   |              |     |              |     |     |                   |              |                   |              |                   |     |                   |              |                   |              |                   |     |                   |     |                   |     |     |  |  |  |
| Without NITM Improvements   |              |     |              |     |     | 0.81              | D            | 0.74              | C            | 0.84              | D   | 0.82              | D            | 0.96              | E            | 1.01              | F   |                   |     |                   |     |     |  |  |  |
| With NITM Improvements  |              |     |              |     |     | Not Applicable    |              |                   |              |                   |     | Not Applicable    |              |                   |              |                   |     | 0.91 <sup>2</sup> | E   | 0.96 <sup>2</sup> | E   |     |  |  |  |
| Conclusion – Needed NITM improvement: Apply ATMS (Post-2035).   |              |     |              |     |     |                   |              |                   |              |                   |     |                   |              |                   |              |                   |     |                   |     |                   |     |     |  |  |  |
| <b>125. Jamboree Rd &amp; Irvine Blvd (City of Tustin) <sup>1</sup></b>   |              |     |              |     |     |                   |              |                   |              |                   |     |                   |              |                   |              |                   |     |                   |     |                   |     |     |  |  |  |
| Without NITM Improvements   |              |     |              |     |     | 0.83              | D            | 0.75              | C            | 0.86              | D   | 0.82              | D            | 0.90              | D            | 0.87              | D   |                   |     |                   |     |     |  |  |  |
| Conclusion – Needed NITM improvement (since LOS D or worse without improvements): Convert southbound free right-turn lane to 4th through lane (no timeframe).   |              |     |              |     |     |                   |              |                   |              |                   |     |                   |              |                   |              |                   |     |                   |     |                   |     |     |  |  |  |
| <b>222. Culver Dr &amp; Trabuco Rd (City of Irvine)</b>   |              |     |              |     |     |                   |              |                   |              |                   |     |                   |              |                   |              |                   |     |                   |     |                   |     |     |  |  |  |
| With Existing (Built) NITM Improvements   |              |     |              |     |     | 0.73              | C            | 0.80              | C            | 0.75              | C   | 0.80              | C            | 0.75              | C            | 0.79              | C   |                   |     |                   |     |     |  |  |  |
| Note: The NITM improvements at this location have been built (3rd northbound through lane and improved westbound approach with two left-turn lanes and two right-turn lanes).   |              |     |              |     |     |                   |              |                   |              |                   |     |                   |              |                   |              |                   |     |                   |     |                   |     |     |  |  |  |
| <b>223. Culver Dr &amp; I-5 Southbound Ramps (City of Irvine)</b>   |              |     |              |     |     |                   |              |                   |              |                   |     |                   |              |                   |              |                   |     |                   |     |                   |     |     |  |  |  |
| With Existing (Built) NITM Improvements   |              |     |              |     |     | 0.60              | A            | 0.69              | B            | 0.59              | A   | 0.70              | B            | 0.64              | B            | 0.66              | B   |                   |     |                   |     |     |  |  |  |
| Note: The NITM improvements at this location have been built (improved eastbound approach with three left-turn lanes and two right-turn lanes).   |              |     |              |     |     |                   |              |                   |              |                   |     |                   |              |                   |              |                   |     |                   |     |                   |     |     |  |  |  |
| <b>224. Culver Dr &amp; Walnut Ave (City of Irvine)</b>   |              |     |              |     |     |                   |              |                   |              |                   |     |                   |              |                   |              |                   |     |                   |     |                   |     |     |  |  |  |
| Without NITM Improvements   |              |     |              |     |     | 0.74              | C            | 0.80              | C            | 0.75              | C   | 0.87              | D            | 0.75              | C            | 0.87              | D   |                   |     |                   |     |     |  |  |  |
| Conclusion – Needed NITM improvement (since LOS D or worse without improvements): Apply ATMS (no timeframe).  |              |     |              |     |     |                   |              |                   |              |                   |     |                   |              |                   |              |                   |     |                   |     |                   |     |     |  |  |  |
| <b>235. Culver Dr &amp; University Dr (City of Irvine)</b>  |              |     |              |     |     |                   |              |                   |              |                   |     |                   |              |                   |              |                   |     |                   |     |                   |     |     |  |  |  |
| Without NITM Improvements or with partial NITM improvements from an earlier timeframe   |              |     |              |     |     | 0.71 <sup>2</sup> | C            | 0.92 <sup>2</sup> | E            | 0.84 <sup>2</sup> | D   | 0.93 <sup>2</sup> | E            | Not Applicable    |              |                   |     |                   |     |                   |     |     |  |  |  |
| With Partial NITM Improvements (as needed by timeframe)   |              |     |              |     |     | 0.71 <sup>2</sup> | C            | 0.82 <sup>2</sup> | D            | Not Applicable    |     |                   |              |                   |              | Not Applicable    |     |                   |     |                   |     |     |  |  |  |
| With NITM Improvements  |              |     |              |     |     | Not Applicable    |              |                   |              |                   |     | 0.75 <sup>2</sup> | C            | 0.90 <sup>2</sup> | D            | 0.77 <sup>2</sup> | C   | 0.88 <sup>2</sup> | D   |                   |     |     |  |  |  |
| Conclusion – Needed NITM improvements: Convert northbound de-facto right-turn lane to dual right-turn lanes (2017). Add 2nd northbound and southbound left-turn lanes and de-facto southbound and eastbound right-turn lanes. Provide NB overlap with westbound left-turn (2035). |              |     |              |     |     |                   |              |                   |              |                   |     |                   |              |                   |              |                   |     |                   |     |                   |     |     |  |  |  |
| <b>249. Yale Ave &amp; Irvine Blvd (City of Irvine)</b>   |              |     |              |     |     |                   |              |                   |              |                   |     |                   |              |                   |              |                   |     |                   |     |                   |     |     |  |  |  |
| Without NITM Improvements   |              |     |              |     |     | 0.77              | C            | 0.87              | D            | 0.86              | D   | 0.96              | E            | Not Applicable    |              |                   |     |                   |     |                   |     |     |  |  |  |
| With NITM Improvements  |              |     |              |     |     | Not Applicable    |              |                   |              |                   |     | 0.80              | C            | 0.91              | E            | 0.79              | C   | 0.90              | D   |                   |     |     |  |  |  |
| Conclusion – Needed NITM improvement: Add 2nd southbound left-turn lane (2035).   |              |     |              |     |     |                   |              |                   |              |                   |     |                   |              |                   |              |                   |     |                   |     |                   |     |     |  |  |  |

TABLE 3-5 (CONT.)

INTERSECTION ANALYSIS SUMMARY (NITM IMPROVEMENT LOCATIONS)

| Intersection   | 2017         |     |              |     |     |     | 2035         |     |              |     |     |     | Post-2035    |     |              |     |     |     |     |     |     |     |     |     |     |     |
|--|--------------|-----|--------------|-----|-----|-----|--------------|-----|--------------|-----|-----|-----|--------------|-----|--------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|  | AM Peak Hour |     | PM Peak Hour |     | LOS |     | AM Peak Hour |     | PM Peak Hour |     | LOS |     | AM Peak Hour |     | PM Peak Hour |     | LOS |     | ICU |     | LOS |     | ICU |     | LOS |     |
|  | ICU          | LOS | ICU          | LOS | ICU | LOS | ICU          | LOS | ICU          | LOS | ICU | LOS | ICU          | LOS | ICU          | LOS | ICU | LOS | ICU | LOS | ICU | LOS | ICU | LOS | ICU | LOS |
| <b>288. Jeffrey Rd &amp; Walnut Ave/I-5 Southbound Ramps (City of Irvine)</b>  |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |     |     |     |     |     |     |     |     |
| Without NITM Improvements  |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |     |     |     |     |     |     |     |     |
| With NITM Improvements   |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |     |     |     |     |     |     |     |     |
| Conclusion – Needed NITM improvement: Add eastbound shared 2nd through lane/2nd right-turn lane (no timeframe since the deficiency is not improved).   |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |     |     |     |     |     |     |     |     |
| <b>289. Jeffrey Rd &amp; Irvine Center Dr (City of Irvine)</b>   |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |     |     |     |     |     |     |     |     |
| Without NITM Improvements, or with partial NITM improvements from an earlier timeframe.  |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |     |     |     |     |     |     |     |     |
| With partial NITM Improvements   |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |     |     |     |     |     |     |     |     |
| Conclusion – Needed NITM improvements: Add 4th westbound through lane (2035). Add 4th northbound through lane and 3rd southbound left-turn lane and convert southbound right-turn lane to 4th southbound through lane (no timeframe since LOS D or better without the improvements). |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |     |     |     |     |     |     |     |     |
| <b>291. Jeffrey Rd &amp; Alton Pkwy (City of Irvine)</b>   |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |     |     |     |     |     |     |     |     |
| Without NITM Improvements or With Partial NITM Improvements from an earlier timeframe  |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |     |     |     |     |     |     |     |     |
| With partial NITM Improvements (as needed by timeframe)  |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |     |     |     |     |     |     |     |     |
| With NITM Improvements   |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |     |     |     |     |     |     |     |     |
| Conclusion – Needed NITM improvements: Add southbound de-facto right-turn lane (2017) and 3rd eastbound through lane and convert northbound free right-turn lane to standard right-turn lane (no timeframe since the 2035 deficiency is not improved).                               |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |     |     |     |     |     |     |     |     |
| <b>302. Sand Canyon Ave &amp; Trabuco Rd (City of Irvine)</b>  |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |     |     |     |     |     |     |     |     |
| With Existing (Built) NITM Improvements  |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |     |     |     |     |     |     |     |     |
| Note: The NITM improvement at this location has been built (convert eastbound right-turn lane to a free right-turn lane).  |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |     |     |     |     |     |     |     |     |
| <b>303. Sand Canyon Ave &amp; I-5 Northbound Ramps/Marine Way (City of Irvine)</b>   |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |     |     |     |     |     |     |     |     |
| Without NITM Improvements  |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |     |     |     |     |     |     |     |     |
| With Planned 2035 NITM Improvements  |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |     |     |     |     |     |     |     |     |
| With Remaining NITM Improvements   |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |     |     |     |     |     |     |     |     |
| Conclusion – Planned and needed NITM improvements: Improve westbound approach (Orange County Great Park improvement planned by 2035), add southbound through lane and add northbound through lane (2035).  |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |     |     |     |     |     |     |     |     |
| <b>305. Sand Canyon Ave &amp; I-5 Southbound Ramps (City of Irvine)</b>  |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |     |     |     |     |     |     |     |     |
| Without NITM Improvements  |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |     |     |     |     |     |     |     |     |
| With NITM Improvements   |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |     |     |     |     |     |     |     |     |
| Conclusion – Needed NITM improvements: Add northbound and southbound through lanes (2035)  |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |     |     |     |     |     |     |     |     |

TABLE 3-5 (CONT.)

INTERSECTION ANALYSIS SUMMARY (NITM IMPROVEMENT LOCATIONS)

| Intersection  | 2017         |                |              |                |     |                | 2035         |                |              |                |     |                | Post-2035    |                |              |                |     |                |              |                |              |                |     |                |  |
|---|--------------|----------------|--------------|----------------|-----|----------------|--------------|----------------|--------------|----------------|-----|----------------|--------------|----------------|--------------|----------------|-----|----------------|--------------|----------------|--------------|----------------|-----|----------------|--|
|   | AM Peak Hour |                | PM Peak Hour |                | LOS |                | AM Peak Hour |                | PM Peak Hour |                | LOS |                | AM Peak Hour |                | PM Peak Hour |                | LOS |                | AM Peak Hour |                | PM Peak Hour |                | LOS |                |  |
|   | ICU          | LOS            | ICU          | LOS            | ICU | LOS            | ICU          | LOS            | ICU          | LOS            | ICU | LOS            | ICU          | LOS            | ICU          | LOS            | ICU | LOS            | ICU          | LOS            | ICU          | LOS            | ICU | LOS            |  |
| <b>306. Sand Canyon Ave &amp; Oak Canyon/Laguna Canyon Rd (City of Irvine)</b>  |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |  |
| Without NITM Improvements   |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |  |
| 0.60  |              | A              |              | 0.99           |     | E              |              | Not Applicable |              | Not Applicable |     | Not Applicable |              | Not Applicable |              | Not Applicable |     | Not Applicable |              | Not Applicable |              | Not Applicable |     | Not Applicable |  |
| With NITM Improvements  |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |  |
| 0.57  |              | A              |              | 0.73           |     | C              |              | 0.77           |              | C              |     | 0.88           |              | D              |              | Not Applicable |     | 0.89           |              | D              |              | 0.8            |     | C              |  |
| With P2035 Mitigation Replacement   |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |  |
| Not Applicable  |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |  |
| Conclusion – Needed NITM improvement: Restripe westbound approach to provide two left-turn lanes; 1.5 through lanes and 1.5 right-turn lanes (2017). Note that the Post-2035 ICUs shown here assume that the NITM improvement is replaced by the addition of a westbound free right-turn lane, which is a PA40/PA12 GPA/ZC mitigation requirement.  |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |  |
| <b>310. Sand Canyon Ave &amp; Alton Pkwy (City of Irvine)</b>   |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |  |
| Without NITM Improvements   |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |  |
| 0.67  |              | B              |              | 0.71           |     | C              |              | 0.74           |              | C              |     | 0.80           |              | C              |              | 0.72           |     | C              |              | 0.86           |              | D              |     | D              |  |
| Conclusion – Needed NITM improvement (since LOS D or worse without improvement): Add 2nd northbound right-turn lane or provide northbound free right-turn lane.   |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |  |
| <b>311. Sand Canyon Ave &amp; I-405 Northbound Ramps (City of Irvine)</b>   |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |  |
| Without NITM Improvements   |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |  |
| 0.63  |              | B              |              | 0.48           |     | A              |              | 0.81           |              | D              |     | 0.55           |              | A              |              | 0.85           |     | D              |              | 0.51           |              | A              |     | A              |  |
| Conclusion – Needed NITM improvement (since LOS D or worse without improvement): Improve westbound approach to provide a left-turn lane, a right-turn lane and a free right-turn lane (no timeframe).   |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |  |
| <b>321. Laguna Canyon &amp; Old Laguna Canyon (City of Irvine)</b>  |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |  |
| With NITM Improvements that are Built   |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |  |
| 0.89  |              | D              |              | 0.88           |     | D              |              | 0.92           |              | E              |     | 0.91           |              | E              |              | Not Applicable |     | 0.92           |              | E              |              | 0.90           |     | D              |  |
| With Remaining NITM Improvements  |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |  |
| Not Applicable  |              | Not Applicable |              | Not Applicable |     | Not Applicable |              | 0.92           |              | E              |     | 0.88           |              | D              |              | 0.92           |     | E              |              | 0.90           |              | D              |     | D              |  |
| Conclusion – Planned and needed NITM improvements: Add 3rd northbound and southbound through lanes (built) and add 3rd northbound left-turn lane (2035).  |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |  |
| <b>338. Alton Pkwy &amp; Irvine Blvd (City of Irvine)</b>   |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |  |
| Without NITM Improvements   |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |  |
| 0.74  |              | C              |              | 0.82           |     | D              |              | 0.83           |              | D              |     | 0.95           |              | E              |              | Not Applicable |     | 0.91           |              | E              |              | 0.91           |     | E              |  |
| With NITM Improvements  |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |  |
| Not Applicable  |              | Not Applicable |              | Not Applicable |     | Not Applicable |              | 0.90           |              | D              |     | 0.91           |              | E              |              | Not Applicable |     | 0.91           |              | E              |              | 0.91           |     | E              |  |
| Conclusion – Needed NITM improvements: Stripe eastbound approach to provide 2.5 left-turn lanes, 2.5 through lanes and a right-turn lane and modify signal to provide east/west split phasing (2035). Also, designate LOS E as acceptable and make a contribution to the City of Irvine TMSOS (2035).   |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |  |
| <b>345. Alton Pkwy &amp; I-5 Northbound Ramps (City of Irvine)</b> <sup>1</sup>   |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |  |
| Without NITM Improvements   |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |  |
| 0.70  |              | B              |              | 0.44           |     | A              |              | 0.74           |              | C              |     | 0.53           |              | A              |              | 0.75           |     | C              |              | 0.54           |              | A              |     | A              |  |
| Conclusion – Potential candidate for NITM deletion: Restripe westbound approach to provide 2.5 left-turn lanes and 0.5 right-turn lanes.  |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |  |
| <b>362. Bake Pkwy &amp; Irvine Blvd (City of Irvine)</b> <sup>1</sup>   |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |  |
| Without NITM Improvements   |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |  |
| 0.83  |              | D              |              | 0.75           |     | C              |              | 0.85           |              | D              |     | 0.85           |              | D              |              | 0.89           |     | D              |              | 0.89           |              | D              |     | D              |  |
| Conclusion – Needed NITM improvements: Add 2nd northbound left-turn lane, convert westbound right-turn lane to 4th through lane, and restripe eastbound approach to provide 2 left-turn lanes, 2.5 through lanes and 1.5 right-turn lanes (no timeframe). Also, designate LOS E as acceptable and make a contribution to the City of Irvine TMSOS (note that the TMSOS project at this intersection has been completed, hence LOS E is acceptable). |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |              |                |              |                |     |                |  |

TABLE 3-5 (CONT.)

INTERSECTION ANALYSIS SUMMARY (NITM IMPROVEMENT LOCATIONS)

| Intersection   | 2017         |     |              |     |              |     | 2035         |     |              |     |              |     | Post-2035    |     |              |     |  |  |
|--|--------------|-----|--------------|-----|--------------|-----|--------------|-----|--------------|-----|--------------|-----|--------------|-----|--------------|-----|--|--|
|  | AM Peak Hour |     | PM Peak Hour |     | AM Peak Hour |     | PM Peak Hour |     | AM Peak Hour |     | PM Peak Hour |     | AM Peak Hour |     | PM Peak Hour |     |  |  |
|  | ICU          | LOS | ICU          | LOS | ICU          | LOS | ICU          | LOS | ICU          | LOS | ICU          | LOS | ICU          | LOS | ICU          | LOS |  |  |
| <b>364. Bake Pkwy &amp; Jeronimo Rd (City of Irvine)</b>   |              |     |              |     |              |     |              |     |              |     |              |     |              |     |              |     |  |  |
| Without NITM Improvements  |              |     |              |     |              |     |              |     |              |     |              |     |              |     |              |     |  |  |
| With Partial NITM Improvements   |              |     |              |     |              |     |              |     |              |     |              |     |              |     |              |     |  |  |
| Conclusion – Needed NITM improvements: Add 2nd northbound left-turn lane, convert southbound de-facto right-turn lane to 4th through lane (2035) = add 3rd westbound through lane (no timeframe).  |              |     |              |     |              |     |              |     |              |     |              |     |              |     |              |     |  |  |
| <b>368. Bake Pkwy &amp; I-5 Southbound Ramps (City of Irvine)</b>  |              |     |              |     |              |     |              |     |              |     |              |     |              |     |              |     |  |  |
| Without NITM Improvements  |              |     |              |     |              |     |              |     |              |     |              |     |              |     |              |     |  |  |
| Conclusion – Needed NITM improvement (since LOS D or worse without improvement): Designate LOS E as acceptable and make a contribution to the City of Irvine TMSOS (no timeframe).   |              |     |              |     |              |     |              |     |              |     |              |     |              |     |              |     |  |  |
| <b>379. Lake Forest Dr &amp; Muiriands Blvd (City of Lake Forest)</b>  |              |     |              |     |              |     |              |     |              |     |              |     |              |     |              |     |  |  |
| Without NITM Improvements  |              |     |              |     |              |     |              |     |              |     |              |     |              |     |              |     |  |  |
| Conclusion – Needed NITM improvement (since LOS D or worse without improvement): Convert northbound right-turn lane to 4th through lane (no timeframe).  |              |     |              |     |              |     |              |     |              |     |              |     |              |     |              |     |  |  |
| <b>383. Lake Forest Dr &amp; Avd de la Carlota/I-5 Southbound Ramps (City of Irvine)</b>   |              |     |              |     |              |     |              |     |              |     |              |     |              |     |              |     |  |  |
| Without NITM Improvements  |              |     |              |     |              |     |              |     |              |     |              |     |              |     |              |     |  |  |
| Conclusion – Potential candidate for NITM deletion: Add 2nd westbound left-turn lane, provide westbound right-turn overlap with southbound left-turn, restripe eastbound approach to provide 3 left-turn lanes, 0.5 through lanes and 1.5 right-turn lanes, apply ATMS, and make a contribution to the City of Irvine TMSOS to designate LOS E as acceptable at this intersection. |              |     |              |     |              |     |              |     |              |     |              |     |              |     |              |     |  |  |
| <b>406. Laguna Canyon Rd &amp; Lake Forest Dr (City of Irvine)</b>   |              |     |              |     |              |     |              |     |              |     |              |     |              |     |              |     |  |  |
| With Planned 2015 NITM Improvements  |              |     |              |     |              |     |              |     |              |     |              |     |              |     |              |     |  |  |
| Conclusion – Planned NITM improvement: Add 3rd southbound left-turn lane (PA18 improvement planned by 2015).   |              |     |              |     |              |     |              |     |              |     |              |     |              |     |              |     |  |  |
| <b>PARTIALLY FUNDED IMPROVEMENTS IN THE NITM PROGRAM</b>   |              |     |              |     |              |     |              |     |              |     |              |     |              |     |              |     |  |  |
| <b>123. Jamboree Rd &amp; Tustin Ranch Rd (City of Tustin)</b>   |              |     |              |     |              |     |              |     |              |     |              |     |              |     |              |     |  |  |
| Without NITM Improvements  |              |     |              |     |              |     |              |     |              |     |              |     |              |     |              |     |  |  |
| Conclusion – Although the NITM improvements (add 3rd northbound and southbound through lanes) are not needed to maintain LOS D, they are not considered to be candidates for deletion from the NITM Program since they are associated with the NITM improvement to widen Jamboree Road north of Portola Parkway to six lanes (three in each direction).                            |              |     |              |     |              |     |              |     |              |     |              |     |              |     |              |     |  |  |
| <b>228. Culver Dr &amp; Barranca Pkwy (City of Irvine)</b>   |              |     |              |     |              |     |              |     |              |     |              |     |              |     |              |     |  |  |
| Without NITM Improvements  |              |     |              |     |              |     |              |     |              |     |              |     |              |     |              |     |  |  |
| Conclusion – Needed NITM improvement (since LOS D or worse without improvement): Convert westbound de-facto right-turn lane to 3rd through lane (no timeframe).  |              |     |              |     |              |     |              |     |              |     |              |     |              |     |              |     |  |  |
| <b>290. Jeffrey Rd &amp; Barranca Pkwy (City of Irvine)</b>  |              |     |              |     |              |     |              |     |              |     |              |     |              |     |              |     |  |  |
| Without NITM Improvements  |              |     |              |     |              |     |              |     |              |     |              |     |              |     |              |     |  |  |
| Conclusion – Needed NITM improvements (since LOS D or worse without improvements): Add northbound and southbound de-facto right-turn lanes (no timeframe).   |              |     |              |     |              |     |              |     |              |     |              |     |              |     |              |     |  |  |
| <b>293. Jeffrey Rd &amp; I-405 Northbound Ramps (City of Irvine)</b>   |              |     |              |     |              |     |              |     |              |     |              |     |              |     |              |     |  |  |
| Without NITM Improvements  |              |     |              |     |              |     |              |     |              |     |              |     |              |     |              |     |  |  |
| Conclusion – Needed NITM improvement (since LOS D or worse without improvement): Add 3rd westbound left-turn lane (no timeframe).  |              |     |              |     |              |     |              |     |              |     |              |     |              |     |              |     |  |  |

TABLE 3-5 (CONT.)

INTERSECTION ANALYSIS SUMMARY (NITM IMPROVEMENT LOCATIONS)

| Intersection  | 2017  |     |                |     |                |     | 2035           |     |                |     |                |     | Post-2035      |     |                |     |                |     |                |   |
|---|---|-----|----------------|-----|----------------|-----|----------------|-----|----------------|-----|----------------|-----|----------------|-----|----------------|-----|----------------|-----|----------------|---|
|   | AM Peak Hour  |     | PM Peak Hour   |     | LOS            |     | AM Peak Hour   |     | PM Peak Hour   |     | LOS            |     | AM Peak Hour   |     | PM Peak Hour   |     | LOS            |     |                |   |
|   | ICU   | LOS | ICU            | LOS | ICU            | LOS | ICU            | LOS | ICU            | LOS | ICU            | LOS | ICU            | LOS | ICU            | LOS | ICU            | LOS |                |   |
| <b>327. Barranca Pkwy &amp; Technology Dr (City of Irvine)</b>  | Without NITM Improvements   |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |   |
|   | 0.48  | A   | 0.60           | A   | 0.55           | A   | 0.67           | B   | 0.54           | A   | 0.70           | B   | 0.70           | A   | 0.70           | B   | 0.70           | A   | 0.70           | B |
| Conclusion – Potential candidate for NITM deletion: Add 2nd southbound left-turn lane and restripe eastbound approach to provide a single left-turn lane, 1.5 through lanes and 1.5 right-turn lanes.   |   |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |   |
| <b>344. Alton Pkwy &amp; Technology Dr West (City of Irvine)</b>  | Without NITM Improvements   |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |   |
|   | 0.49  | A   | 0.62           | B   | 0.56           | A   | 0.78           | C   | 0.56           | A   | 0.78           | C   | 0.56           | A   | 0.78           | C   | 0.56           | A   | 0.78           | C |
| Conclusion – Potential candidate for NITM deletion: Restripe westbound approach to provide 2.5 left-turn lanes, 1.5 through lanes and no right-turn lane, restripe eastbound approach to provide 1.5 left-turn lanes, 1.5 through lanes and 2 right-turn lanes, and modify signal to provide east-west split phasing. |   |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |   |
| <b>348. Alton Pkwy &amp; Irvine Center Dr (City of Irvine) <sup>1</sup></b>   | Without NITM Improvements   |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |   |
|   | 0.62  | B   | 0.56           | A   | 0.69           | B   | 0.64           | B   | 0.71           | C   | 0.64           | B   | 0.71           | C   | 0.64           | B   | 0.71           | C   | 0.64           | B |
| Conclusion – Potential candidate for NITM deletion: Convert northbound right-turn lane to a free right-turn lane, add 4th northbound through lane, and restripe westbound approach to provide 2 left-turn lanes, 2.5 through lanes and 1.5 right-turn lanes.  |   |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |   |
| <b>358. Irvine Center Dr &amp; Enterprise Dr (City of Irvine) <sup>1</sup></b>  | Without NITM Improvements   |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |   |
|   | 0.63  | B   | 0.57           | A   | Not Applicable |     | Not Applicable |     | Not Applicable |     | Not Applicable |     | Not Applicable |     | Not Applicable |     | Not Applicable |     | Not Applicable |   |
| With Planned 2035 NITM Improvements   |   |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |   |
|   | Not Applicable  |     | Not Applicable |     | 0.58           | A   | 0.58           | A   | 0.57           | A   | 0.57           | A   | 0.57           | A   | 0.57           | A   | 0.57           | A   | 0.56           | A |
| Conclusion – Planned NITM improvement: Add 3rd northbound through lane (PA39 improvement planned by 2035).  |   |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |   |
| <b>359. Irvine Center Dr &amp; I-405 Southbound Ramps (City of Irvine) <sup>1</sup></b>   | Without NITM Improvements   |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |   |
|   | 0.62  | B   | 0.65           | B   | Not Applicable |     | Not Applicable |     | Not Applicable |     | Not Applicable |     | Not Applicable |     | Not Applicable |     | Not Applicable |     | Not Applicable |   |
| With Planned 2035 NITM Improvements   |   |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |   |
|   | Not Applicable  |     | Not Applicable |     | 0.57           | A   | 0.59           | A   | 0.57           | A   | 0.57           | A   | 0.57           | A   | 0.57           | A   | 0.57           | A   | 0.59           | A |
| Conclusion – Planned NITM improvements: Add 3rd southbound through lane and 3rd eastbound left-turn lane (PA39 improvements planned by 2035).   |   |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |   |
| <b>378. Lake Forest Dr &amp; Jeronimo Rd (City of Lake Forest)</b>  | Without NITM Improvements or with partial NITM improvements from an earlier timeframe |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |   |
|   | 0.69  | B   | 0.75           | C   | 0.73           | C   | 0.93           | E   | 0.74           | C   | 0.90           | D   | 0.74           | C   | 0.90           | D   | 0.74           | C   | 0.90           | D |
| With Partial NITM Improvements  |   |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |   |
|   | Not Applicable  |     | Not Applicable |     | 0.71           | C   | 0.90           | D   | Not Applicable |     | Not Applicable |     | Not Applicable |     | Not Applicable |     | Not Applicable |     | Not Applicable |   |
| Conclusion – NITM improvements needed: Add eastbound right turn lane (2035). Add 2nd southbound left-turn lane and separate westbound right-turn lanes (no timeframe).  |   |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |   |
| <b>380. Lake Forest Dr &amp; Rockfield Blvd (City of Lake Forest)</b>   | Without NITM Improvements   |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |   |
|   | 0.72  | C   | 0.78           | C   | 0.81           | D   | 0.92           | E   | 0.86           | D   | 0.89           | D   | 0.86           | D   | 0.89           | D   | 0.86           | D   | 0.89           | D |
| With NITM Improvements  |   |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |   |
|   | Not Applicable  |     | Not Applicable |     | 0.84           | D   | 0.86           | D   | 0.84           | D   | 0.84           | D   | 0.84           | D   | 0.84           | D   | 0.84           | D   | 0.89           | D |
| Conclusion – NITM improvement needed: Restripe westbound approach to provide 3 left-turn lanes, 2 through lanes and no right-turn lane (2035).  |   |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |   |
| <b>387. Ridge Route Dr &amp; Rockfield Blvd (City of Lake Forest)</b>   | Without NITM Improvements   |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |   |
|   | 0.46  | A   | 0.55           | A   | 0.50           | A   | 0.63           | B   | 0.53           | A   | 0.67           | B   | 0.53           | A   | 0.67           | B   | 0.53           | A   | 0.67           | B |
| Conclusion – Potential candidate for NITM deletion: Improve/restripe northbound and southbound approaches to provide 1.5 left-turn lanes, 1.5 through lanes and a de-facto right-turn lane on each approach and modify signal to provide north-south split phasing.   |   |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |     |                |   |

TABLE 3-5 (CONT.)

INTERSECTION ANALYSIS SUMMARY (NITM IMPROVEMENT LOCATIONS)

| Intersection   | 2017         |     |              |     |     |     | 2035         |     |              |     |     |     | Post-2035    |     |              |     |     |     |
|--|--------------|-----|--------------|-----|-----|-----|--------------|-----|--------------|-----|-----|-----|--------------|-----|--------------|-----|-----|-----|
|  | AM Peak Hour |     | PM Peak Hour |     | LOS |     | AM Peak Hour |     | PM Peak Hour |     | LOS |     | AM Peak Hour |     | PM Peak Hour |     | LOS |     |
|  | ICU          | LOS | ICU          | LOS | ICU | LOS | ICU          | LOS | ICU          | LOS | ICU | LOS | ICU          | LOS | ICU          | LOS | ICU | LOS |
| <b>390. Paseo de Valencia &amp; Avd de la Carlota (City of Laguna Hills/City of Laguna Woods)</b>  |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |
| Without NITM Improvements  |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |
| Note: Potential candidate for NITM deletion: (Restripe southbound approach to provide 2.5 left-turn lanes, 1.5 through lanes and no right-turn lane and construct 3rd eastbound receiving lane for the 3rd southbound left-turn lane)  |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |
| <b>396. El Toro Rd &amp; Avd de la Carlota (City of Laguna Hills)</b> <sup>1</sup>   |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |
| With Existing (Built) NITM Improvements  |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |
| Conclusion – Needed NITM improvements: Restripe westbound approach to provide 0.5 left-turn lanes, 1.5 through lanes and 2 right-turn lanes (no timeframe). Note: The NITM Improvements at this location for the Eastbound approach have been Built (Improved eastbound approach to provide 3 left-turn lanes, 2 through lanes and a right-turn lane, and provide westbound right-turn overlap with southbound left-turn). |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |
| <b>420. El Toro Rd &amp; Jeronimo Rd (City of Lake Forest)</b>   |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |
| Without NITM Improvements  |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |
| Conclusion – Potential candidate for NITM deletion: Add 2nd southbound left-turn lane and eastbound right-turn lane, convert northbound right-turn lane to 4th through lane, and convert southbound de-facto right-turn lane to 4th through lane.  |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |
| <b>422. Los Alisos Blvd &amp; Jeronimo Rd (City of Lake Forest/City of Mission Viejo)</b>  |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |
| With Existing (Built) NITM Improvements  |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |
| Note: The NITM improvements at this location have been Built (Add 2nd eastbound and westbound left-turn lanes)   |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |
| <b>423. Muirlands Blvd &amp; Los Alisos Blvd (City of Lake Forest/City of Mission Viejo)</b>   |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |
| With Existing (Built) NITM Improvements or with Partial NITM Improvements from another timeframe.  |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |
| With Partial NITM Improvements   |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |
| Conclusion – NITM improvements needed: Add 2nd southbound left turn lane (2017). Add second eastbound and westbound left turn lanes (2035). Add 2nd northbound left-turn lane (no timeframe). Note: The following NITM improvement at this location has been built: Add eastbound right-turn lane.   |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |
| <b>424. Los Alisos Blvd &amp; Rockfield Blvd/Fordview St (City of Lake Forest)</b>   |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |
| Without NITM Improvements or with Partial NITM Improvements from another timeframe.  |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |
| With Partial NITM Improvements   |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |
| Conclusion – NITM improvements needed: Add 2nd northbound left-turn lane (2035). Add southbound right turn lane (no timeframe).  |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |
| <b>432. Alicia Pkwy &amp; Muirlands Blvd (City of Mission Viejo)</b>   |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |
| With Existing (Built) NITM Improvements  |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |
| Conclusion – Needed NITM improvements: Add 2nd southbound, westbound and eastbound left-turn lanes (no timeframe). Note: The following NITM improvement at this location has been built: Convert southbound right-turn lane to 4th through lane.   |              |     |              |     |     |     |              |     |              |     |     |     |              |     |              |     |     |     |

TABLE 3-5 (CONT.)  
 INTERSECTION ANALYSIS SUMMARY (NITM IMPROVEMENT LOCATIONS)

| Intersection   | 2017         |     |              |     |     |     | 2035         |     |              |     |     |      | Post-2035    |     |              |      |     |     |      |
|--|--------------|-----|--------------|-----|-----|-----|--------------|-----|--------------|-----|-----|------|--------------|-----|--------------|------|-----|-----|------|
|  | AM Peak Hour |     | PM Peak Hour |     | LOS |     | AM Peak Hour |     | PM Peak Hour |     | LOS |      | AM Peak Hour |     | PM Peak Hour |      | LOS |     |      |
|  | ICU          | LOS | ICU          | LOS | ICU | LOS | ICU          | LOS | ICU          | LOS | ICU | LOS  | ICU          | LOS | ICU          | LOS  | ICU | LOS |      |
| <b>558. Ridge Valley/O Street &amp; Irvine Blvd (City of Irvine)</b>           |              |     |              |     |     |     |              |     |              |     |     |      |              |     |              |      |     |     |      |
| Without NITM Improvements  | 0.70         | B   | <b>0.96</b>  | E   |     |     |              |     |              |     |     |      |              |     |              |      |     |     |      |
| With NITM Improvements   | 0.67         | B   | 0.81         | D   |     |     | 0.67         | B   |              |     |     | 0.73 | C            |     |              | 0.66 | B   |     | 0.77 |
| Conclusion – Needed NITM improvement: Add 2nd eastbound left-turn lane (2017). |              |     |              |     |     |     |              |     |              |     |     |      |              |     |              |      |     |     |      |

Abbreviations: ATMS – Advanced Transportation Management System

ICU – intersection capacity utilization

LOS – level of service

PA – Planning Area (City of Irvine)

TMSOS – Traffic Management Systems Operation Study

<sup>1</sup> LOS E is acceptable at this location.

<sup>2</sup> ICU includes a 0.05 ATMS credit.

**LOS** This is a LOS deficiency.

**TABLE 3-6  
FREEWAY RAMP ANALYSIS SUMMARY (NITM IMPROVEMENT LOCATIONS)**

| Ramp   | Without NITM Improvements |       |       |              |     |       | With NITM Improvements |       |                |              |       |       |      |       |      |   |
|--|---------------------------|-------|-------|--------------|-----|-------|------------------------|-------|----------------|--------------|-------|-------|------|-------|------|---|
|  | AM Peak Hour              |       |       | PM Peak Hour |     |       | AM Peak Hour           |       |                | PM Peak Hour |       |       |      |       |      |   |
|  | Volume                    | V/C   | LOS   | Volume       | V/C | LOS   | Volume                 | V/C   | LOS            | Volume       | V/C   | LOS   |      |       |      |   |
| <b>I-5 at Alton Pkwy (Southbound Off-Ramp)</b>   |                           |       |       |              |     |       |                        |       |                |              |       |       |      |       |      |   |
| 2017   | 2                         | 2,250 | 2,120 | 0.94         | E   | 911   | 0.40                   | A     | Not Applicable |              |       |       |      |       |      |   |
| 2035   | 2                         | 2,250 | 2,309 | <b>1.03</b>  | F   | 1001  | 0.44                   | A     | 2              | 3,000        | 2,309 | 0.77  | C    | 1,001 | 0.33 | A |
| Post-2035  | 2                         | 2,250 | 2,430 | <b>1.08</b>  | F   | 1,054 | 0.47                   | A     | 2              | 3,000        | 2,430 | 0.81  | D    | 1,054 | 0.35 | A |
| Conclusion – Needed NITM improvement: Add 2nd auxiliary lane from I-5 to the off-ramp (2035).                                |                           |       |       |              |     |       |                        |       |                |              |       |       |      |       |      |   |
| <b>I-5 at Bake Pkwy (Southbound Off-Ramp)</b>  |                           |       |       |              |     |       |                        |       |                |              |       |       |      |       |      |   |
| 2017   | 2                         | 3,000 | 3,182 | <b>1.06</b>  | F   | 2,285 | 0.76                   | C     | 3              | 4,500        | 3,182 | 0.71  | C    | 2,285 | 0.51 | A |
| 2035   | 2                         | 3,000 | 3,181 | <b>1.06</b>  | F   | 2,293 | 0.76                   | C     | 3              | 4,500        | 3,181 | 0.71  | C    | 2,293 | 0.51 | A |
| Post-2035  | 2                         | 3,000 | 3,267 | <b>1.09</b>  | F   | 2,345 | 0.78                   | C     | 3              | 4,500        | 3,267 | 0.73  | C    | 2,345 | 0.52 | A |
| Conclusion – Needed NITM improvement: Widen connector from I-5 to I-405 exit at Bake Pkwy to 2 lanes (2017).                 |                           |       |       |              |     |       |                        |       |                |              |       |       |      |       |      |   |
| <b>I-5 at Culver Dr (Southbound Off-Ramp)</b>  |                           |       |       |              |     |       |                        |       |                |              |       |       |      |       |      |   |
| 2017   | Not Applicable            |       |       |              |     |       | 2                      | 2,250 | 930            | 0.41         | A     | 1,958 | 0.87 | D     |      |   |
| 2035   | Not Applicable            |       |       |              |     |       | 2                      | 2,250 | 929            | 0.41         | A     | 1,867 | 0.83 | D     |      |   |
| Post-2035  | Not Applicable            |       |       |              |     |       | 2                      | 2,250 | 913            | 0.41         | A     | 1,749 | 0.78 | C     |      |   |
| Conclusion – Built NITM Improvement: Add 2nd auxiliary lane from I-5 to the off-ramp.  |                           |       |       |              |     |       |                        |       |                |              |       |       |      |       |      |   |
| <b>I-5 at El Toro Rd (Northbound Loop On-Ramp)</b>   |                           |       |       |              |     |       |                        |       |                |              |       |       |      |       |      |   |
| 2017   | Not Applicable            |       |       |              |     |       | 1                      | 1,500 | 870            | 0.58         | A     | 1,103 | 0.74 | C     |      |   |
| 2035   | Not Applicable            |       |       |              |     |       | 1                      | 1,500 | 1,278          | 0.85         | D     | 1,245 | 0.83 | D     |      |   |
| Post-2035  | Not Applicable            |       |       |              |     |       | 1                      | 1,500 | 1,381          | 0.92         | E     | 1,308 | 0.87 | D     |      |   |
| Note: The NITM improvement at this location has been built (convert HOV preferential lane to a 2nd metered mixed-flow lane). |                           |       |       |              |     |       |                        |       |                |              |       |       |      |       |      |   |
| <b>I-5 at El Toro Rd (Southbound Off-Ramp)</b>   |                           |       |       |              |     |       |                        |       |                |              |       |       |      |       |      |   |
| 2017   | 2                         | 2,250 | 1,485 | 0.66         | B   | 1,184 | 0.53                   | A     | Not Applicable |              |       |       |      |       |      |   |
| 2035   | 2                         | 2,250 | 1,449 | 0.64         | B   | 1,381 | 0.61                   | B     | Not Applicable |              |       |       |      |       |      |   |
| Post-2035  | 2                         | 2,250 | 1,548 | 0.69         | B   | 1500  | 0.67                   | B     | Not Applicable |              |       |       |      |       |      |   |
| Conclusion – Potential candidate for NITM deletion: Add 2nd auxiliary lane from I-5 to the off-ramp.                         |                           |       |       |              |     |       |                        |       |                |              |       |       |      |       |      |   |
| <b>I-5 at Jamboree Rd (Northbound Off-Ramp)</b>  |                           |       |       |              |     |       |                        |       |                |              |       |       |      |       |      |   |
| 2017   | 1                         | 1,500 | 1,349 | 0.90         | D   | 1,439 | 0.96                   | E     | 2              | 2,250        | 1,349 | 0.60  | A    | 1,439 | 0.64 | B |
| 2035   | 1                         | 1,500 | 1,398 | 0.93         | E   | 1,435 | 0.96                   | E     | 2              | 2,250        | 1,398 | 0.62  | B    | 1,435 | 0.64 | B |
| Post-2035  | 1                         | 1,500 | 1,523 | <b>1.02</b>  | F   | 1,483 | 0.99                   | E     | 2              | 2,250        | 1,523 | 0.68  | B    | 1,483 | 0.66 | B |
| Conclusion – Needed NITM improvement: Add 2nd drop lane from I-5 to the off-ramp (Post-2035).                                |                           |       |       |              |     |       |                        |       |                |              |       |       |      |       |      |   |



**TABLE 3-6 (CONT.)  
FREEWAY RAMP ANALYSIS SUMMARY (NITM IMPROVEMENT LOCATIONS)**

| Ramp   | Without NITM Improvements |        |              |             |              |       | With NITM Improvements |          |                |       |              |        |     |       |             |          |
|--|---------------------------|--------|--------------|-------------|--------------|-------|------------------------|----------|----------------|-------|--------------|--------|-----|-------|-------------|----------|
|  | Lanes                     |        | AM Peak Hour |             | PM Peak Hour |       | Lanes                  |          | AM Peak Hour   |       | PM Peak Hour |        |     |       |             |          |
|  | Cap.                      | Volume | V/C          | LOS         | Volume       | V/C   | LOS                    | Cap.     | Volume         | V/C   | LOS          | Volume | V/C | LOS   |             |          |
| <b>I-5 at Jamboree Rd (Southbound Off-Ramp)</b>  |                           |        |              |             |              |       |                        |          |                |       |              |        |     |       |             |          |
| 2017   | 2                         | 3,000  | 1,366        | 0.46        | A            | 1,338 | 0.45                   | A        | Not Applicable |       |              |        |     |       |             |          |
| 2035   | 2                         | 3,000  | 1,360        | 0.45        | A            | 1,345 | 0.45                   | A        | Not Applicable |       |              |        |     |       |             |          |
| Post-2035  | 2                         | 3,000  | 1,362        | 0.45        | A            | 1,354 | 0.45                   | A        | Not Applicable |       |              |        |     |       |             |          |
| Conclusion – Built NITM improvement: Add 2nd drop lane from I-5 to the off-ramp.   |                           |        |              |             |              |       |                        |          |                |       |              |        |     |       |             |          |
| <b>I-5 at Jeffrey Rd (Southbound On-Ramp)</b>  |                           |        |              |             |              |       |                        |          |                |       |              |        |     |       |             |          |
| 2017   | 1                         | 1,080  | 869          | 0.80        | C            | 820   | 0.76                   | C        | Not Applicable |       |              |        |     |       |             |          |
| 2035   | 1                         | 1,080  | 580          | 0.54        | A            | 1,371 | <b>1.27</b>            | <b>F</b> | 1              | 1,500 | 580          | 0.39   | A   | 1,371 | 0.91        | E        |
| Post-2035  | 1                         | 1,080  | 1,100        | <b>1.02</b> | <b>F</b>     | 890   | 0.82                   | D        | 1              | 1,500 | 1,100        | 0.73   | C   | 890   | 0.59        | A        |
| Conclusion – Needed NITM improvement: Convert HOV preferential lane to a 2nd metered mixed-flow lane (2035).                                       |                           |        |              |             |              |       |                        |          |                |       |              |        |     |       |             |          |
| <b>I-5 at Sand Canyon Ave (Northbound On-Ramp)</b>   |                           |        |              |             |              |       |                        |          |                |       |              |        |     |       |             |          |
| 2017   |                           |        |              |             |              |       |                        |          | 1              | 1500  | 642          | 0.43   | A   | 1,060 | 0.71        | C        |
| 2035   |                           |        |              |             |              |       |                        |          | Not Applicable |       |              |        |     |       |             |          |
| Post-2035  |                           |        |              |             |              |       |                        |          | 1              | 1500  | 1,181        | 0.79   | C   | 1,640 | <b>1.09</b> | <b>F</b> |
| Note: The NITM improvement at this location has been built (convert HOV preferential lane to a 2nd metered mixed-flow lane).                       |                           |        |              |             |              |       |                        |          |                |       |              |        |     |       |             |          |
| <b>I-405 at Irvine Center Dr (Southbound Off-Ramp)</b>   |                           |        |              |             |              |       |                        |          |                |       |              |        |     |       |             |          |
| 2017   | 2                         | 2,250  | 2,040        | 0.91        | E            | 1,189 | 0.53                   | A        | Not Applicable |       |              |        |     |       |             |          |
| 2035   | 2                         | 2,250  | 2,091        | 0.93        | E            | 1,442 | 0.64                   | B        | Not Applicable |       |              |        |     |       |             |          |
| Post-2035  | 2                         | 2,250  | 2,144        | 0.95        | E            | 1,493 | 0.66                   | B        | Not Applicable |       |              |        |     |       |             |          |
| Conclusion – Needed NITM improvement (since LOS E or worse without improvement): Add 2nd auxiliary lane from I-405 to the off-ramp (no timeframe). |                           |        |              |             |              |       |                        |          |                |       |              |        |     |       |             |          |
| <b>I-405 at Jeffrey Rd (Northbound Off-Ramp)</b>   |                           |        |              |             |              |       |                        |          |                |       |              |        |     |       |             |          |
| 2017   |                           |        |              |             |              |       |                        |          | 2              | 2250  | 1,383        | 0.61   | B   | 1,454 | 0.65        | B        |
| 2035   |                           |        |              |             |              |       |                        |          | Not Applicable |       |              |        |     |       |             |          |
| Post-2035  |                           |        |              |             |              |       |                        |          | 2              | 2250  | 1,441        | 0.64   | B   | 1,516 | 0.67        | B        |
| Note: The NITM improvement at this location has been built (add 2nd drop lane from I-405 to the off-ramp).   |                           |        |              |             |              |       |                        |          |                |       |              |        |     |       |             |          |
| <b>I-405 at Sand Canyon Ave (Northbound Direct On-Ramp)</b>  |                           |        |              |             |              |       |                        |          |                |       |              |        |     |       |             |          |
| 2017   |                           |        |              |             |              |       |                        |          | 1              | 1500  | 1,300        | 0.87   | D   | 1,230 | 0.82        | D        |
| 2035   |                           |        |              |             |              |       |                        |          | Not Applicable |       |              |        |     |       |             |          |
| Post-2035  |                           |        |              |             |              |       |                        |          | 1              | 1500  | 1,460        | 0.97   | E   | 1,540 | <b>1.03</b> | <b>F</b> |
| Note: The NITM improvement at this lane has been built (convert HOV preferential lane to a 2nd metered mixed-flow lane).                           |                           |        |              |             |              |       |                        |          |                |       |              |        |     |       |             |          |

TABLE 3-6 (CONT.)  
**FREEWAY RAMP ANALYSIS SUMMARY (NITM IMPROVEMENT LOCATIONS)**

| Ramp   | Without NITM Improvements |       |              |             |       |      | With NITM Improvements |             |              |                |       |      |   |       |      |   |
|--|---------------------------|-------|--------------|-------------|-------|------|------------------------|-------------|--------------|----------------|-------|------|---|-------|------|---|
|  | AM Peak Hour              |       | PM Peak Hour |             | Lanes | Cap. | AM Peak Hour           |             | PM Peak Hour |                | LOS   | LOS  |   |       |      |   |
|  | Volume                    | V/C   | LOS          | V/C         |       |      | Volume                 | V/C         | Volume       | V/C            |       |      |   |       |      |   |
| <b>I-405 at Sand Canyon Ave (Southbound Off-Ramp)</b>  |                           |       |              |             |       |      |                        |             |              |                |       |      |   |       |      |   |
| 2017   | 1                         | 1,500 | 1,490        | 0.99        | E     | 2    | 2,250                  | 1,490       | 0.66         | B              | 914   | 0.41 | A |       |      |   |
| 2035   | 1                         | 1,500 | 1,818        | <b>1.21</b> | F     | 2    | 2,250                  | 1,818       | 0.81         | D              | 1,102 | 0.49 | A |       |      |   |
| Post-2035  | 1                         | 1,500 | 2,220        | <b>1.48</b> | F     | 2    | 2,250                  | 2,220       | 0.99         | E              | 1,235 | 0.55 | A |       |      |   |
| Conclusion – Needed NITM improvement: Add 2nd drop lane from I-405 to the off-ramp (2017).                   |                           |       |              |             |       |      |                        |             |              |                |       |      |   |       |      |   |
| <b>SR-133 at Barranca Pkwy (Southbound Loop On-Ramp)</b>   |                           |       |              |             |       |      |                        |             |              |                |       |      |   |       |      |   |
| 2017   | 1                         | 1,080 | 121          | 0.11        | A     | 1    | 1,063                  | 0.98        | E            | Not Applicable |       |      |   |       |      |   |
| 2035   | 1                         | 1,080 | 170          | 0.16        | A     | 1    | 1,270                  | <b>1.18</b> | F            | 1              | 1,500 | 0.11 | A | 1,270 | 0.85 | D |
| Post-2035  | 1                         | 1,080 | 119          | 0.11        | A     | 1    | 1,260                  | <b>1.17</b> | F            | 1              | 1,500 | 0.08 | A | 1,260 | 0.84 | D |
| Conclusion – Needed NITM improvement: Convert HOV preferential lane to a 2nd metered mixed-flow lane (2017). |                           |       |              |             |       |      |                        |             |              |                |       |      |   |       |      |   |

Abbreviations: HOV – high occupancy vehicle  
LOS – level of service  
V/C – volume/capacity ratio  
**Bold -** This is a LOS deficiency.

**TABLE 3-7  
FREEWAY MAINLINE ANALYSIS SUMMARY (NITM IMPROVEMENT LOCATIONS)**

| Location  | Direction  | Without NITM Improvements |        |        |              |     |        | With NITM Improvements |     |      |              |        |             |   |        |             |   |
|---|------------|---------------------------|--------|--------|--------------|-----|--------|------------------------|-----|------|--------------|--------|-------------|---|--------|-------------|---|
|   |            | AM Peak Hour              |        |        | PM Peak Hour |     |        | AM Peak Hour           |     |      | PM Peak Hour |        |             |   |        |             |   |
|   |            | Volume                    | V/C    | LOS    | Volume       | V/C | LOS    | Volume                 | V/C | LOS  | Volume       | V/C    | LOS         |   |        |             |   |
| <b>I-5 (Sand Canyon Ave to Jeffrey Rd)</b>  |            |                           |        |        |              |     |        |                        |     |      |              |        |             |   |        |             |   |
| 2017  | Northbound | 5+1H                      | 11,600 | 12,518 | <b>1.08</b>  | F   | 11,516 | 0.99                   | E   | 6+1H | 13,600       | 12,518 | 0.92        | E | 11,516 | 0.85        | D |
|   | Southbound | 5+1H                      | 11,600 | 12,678 | <b>1.09</b>  | F   | 11,798 | <b>1.02</b>            | F   | 6+1H | 13,600       | 12,678 | 0.93        | E | 11,798 | 0.87        | D |
| 2035  | Northbound | 5+1H                      | 11,600 | 13,498 | <b>1.16</b>  | F   | 12,797 | <b>1.10</b>            | F   | 6+1H | 13,600       | 13,498 | 0.99        | E | 12,797 | 0.94        | E |
|   | Southbound | 5+1H                      | 11,600 | 13,797 | <b>1.19</b>  | F   | 12,768 | <b>1.10</b>            | F   | 6+1H | 13,600       | 13,797 | <b>1.01</b> | F | 12,768 | 0.94        | E |
| Post-2035   | Northbound | 5+1H                      | 11,600 | 13,689 | <b>1.18</b>  | F   | 13,122 | <b>1.13</b>            | F   | 6+1H | 13,600       | 13,689 | <b>1.01</b> | F | 13,122 | 0.96        | E |
|   | Southbound | 5+1H                      | 11,600 | 14,390 | <b>1.24</b>  | F   | 13,183 | <b>1.14</b>            | F   | 6+1H | 13,600       | 14,390 | <b>1.06</b> | F | 13,183 | 0.97        | E |
| Conclusion – Needed NITM improvements: Add 6th northbound mixed-flow lane (2017), and add southbound mixed-flow lanes including a 2nd drop lane from I-5 to the southbound off-ramp at Sand Canyon Avenue (2035). |            |                           |        |        |              |     |        |                        |     |      |              |        |             |   |        |             |   |
| <b>I-405 (Sand Canyon Ave to Jeffrey Rd)</b>  |            |                           |        |        |              |     |        |                        |     |      |              |        |             |   |        |             |   |
| 2017  | Northbound | 4+1H                      | 9,600  | 12,419 | <b>1.29</b>  | F   | 9,727  | <b>1.01</b>            | F   | 5+1H | 11,600       | 12,419 | <b>1.07</b> | F | 9,727  | 0.84        | D |
|   | Southbound | 4+1H                      | 9,600  | 9,687  | <b>1.01</b>  | F   | 10,571 | <b>1.10</b>            | F   | 5+1H | 11,600       | 9,687  | 0.84        | D | 10,571 | 0.91        | E |
| 2035  | Northbound | 4+1H                      | 9,600  | 13,076 | <b>1.36</b>  | F   | 10,666 | <b>1.11</b>            | F   | 5+1H | 11,600       | 13,076 | <b>1.13</b> | F | 10,666 | 0.92        | E |
|   | Southbound | 4+1H                      | 9,600  | 10,570 | <b>1.10</b>  | F   | 11,193 | <b>1.17</b>            | F   | 5+1H | 11,600       | 10,570 | 0.91        | E | 11,193 | 0.96        | E |
| Post-2035   | Northbound | 4+1H                      | 9,600  | 14,349 | <b>1.49</b>  | F   | 12,133 | <b>1.26</b>            | F   | 5+1H | 11,600       | 14,349 | <b>1.24</b> | F | 12,133 | <b>1.05</b> | F |
|   | Southbound | 4+1H                      | 9,600  | 11,692 | <b>1.22</b>  | F   | 12,144 | <b>1.27</b>            | F   | 5+1H | 11,600       | 11,692 | <b>1.01</b> | F | 12,144 | <b>1.05</b> | F |
| Conclusion – Needed NITM improvements: Add 5th northbound and southbound mixed-flow lanes (2017).   |            |                           |        |        |              |     |        |                        |     |      |              |        |             |   |        |             |   |
| <b>SR-133 (I-405 to Lake Forest Dr)</b>   |            |                           |        |        |              |     |        |                        |     |      |              |        |             |   |        |             |   |
| 2017  | Northbound |                           |        |        |              |     |        |                        |     | 3    | 6,000        | 3,128  | 0.52        | A | 2,853  | 0.48        | A |
|   | Southbound |                           |        |        |              |     |        |                        |     | 3    | 6,000        | 2,300  | 0.38        | A | 2,625  | 0.44        | A |
| 2035  | Northbound |                           |        |        |              |     |        |                        |     | 3    | 6,000        | 3,281  | 0.55        | A | 3,007  | 0.50        | A |
|   | Southbound |                           |        |        |              |     |        |                        |     | 3    | 6,000        | 2,456  | 0.41        | A | 2,739  | 0.46        | A |
| Post-2035   | Northbound |                           |        |        |              |     |        |                        |     | 3    | 6,000        | 3,297  | 0.55        | A | 3,146  | 0.52        | A |
|   | Southbound |                           |        |        |              |     |        |                        |     | 3    | 6,000        | 2,529  | 0.42        | A | 2,656  | 0.44        | A |
| Note: The planned NITM improvement is currently built (Widen to six lanes).   |            |                           |        |        |              |     |        |                        |     |      |              |        |             |   |        |             |   |

Abbreviations: H – high occupancy vehicle    LOS – level of service    PA – Planning Area (City of Irvine)    V/C – volume/capacity ratio

**Bold -** This is a LOS deficiency.

TABLE 3-8

NITM PROGRAM IMPROVEMENTS THAT ARE NOT NEEDED BASED ON THE LOS REVIEW

| Location   | Jurisdiction                | NITM Improvements That Are No Longer Needed  | NITM Improvements That Are Still Needed |
|--|-----------------------------|--|---|
| <b>FULLY FUNDED NITM PROGRAM IMPROVEMENTS</b>        |                             |  |   |
| 345. Alton Pkwy & I-5 Northbound Ramps               | Irvine                      | Restripe westbound approach to provide 2.5 left-turn lanes and 0.5 right-turn lanes.   | None.                                   |
| 383. Lake Forest Dr & Avd de la Carlota/I-5 SB Ramps | Irvine                      | Add second westbound left-turn lane, provide westbound right-turn overlap with southbound left turn, restripe eastbound approach to provide 3 left-turn lanes, 0.5 through lanes and 1.5 right-turn lanes, apply ATMS, and make a contribution to the City of Irvine TMSOS to designate LOS "E" acceptable at this intersection. | None.                                   |
| <b>FAIR SHARE FUNDED NITM PROGRAM IMPROVEMENTS</b>   |                             |  |   |
| 327. Barranca Pkwy & Technology Dr                   | Irvine                      | Add second southbound left-turn lane and restripe eastbound approach to provide a single left-turn lane, 1.5 through lanes and 1.5 right-turn lanes.   | None.                                   |
| 344. Alton Pkwy & Technology Dr (West)               | Irvine                      | Restripe westbound approach to provide 2.5 left-turn lanes, 1.5 through lanes and no right-turn lane, restripe eastbound approach to provide 1.5 left-turn lanes, 1.5 through lanes and 2 right-turn lanes and modify signal to provide east-west split phasing.   | None.                                   |
| 348. Alton Pkwy & Irvine Center Dr                   | Irvine                      | Convert northbound right-turn lane to free right-turn lane, add fourth northbound through lane, and restripe westbound approach to provide two left-turn lanes, 2.5 through lanes and 1.5 right-turn lanes.  | None.                                   |
| 387. Ridge Route Dr. & Rockfield Blvd                | Lake Forest                 | Improve/restripe northbound and southbound approaches to provide 1.5 left-turn lanes, 1.5 through lanes and a defacto right-turn lane on each approach and modify the signal to provide north-south split phasing.   | None.                                   |
| 390. Paseo de Valencia & Avd de la Carlota           | Laguna Hills / Laguna Woods | Restripe southbound approach to provide 2.5 left-turn lanes, 1.5 through lanes and no right turn lane and construct 3rd eastbound receiving lane for the 3rd southbound left-turn lane.  | None.                                   |
| 420. El Toro Rd & Jeronimo Rd                        | Lake Forest                 | Add southbound left-turn lane and eastbound right-turn lane, convert northbound right-turn lane to a 4th through lane and convert the southbound defacto right-turn lane to a 4th through lane   | None.                                   |

Abbreviations:

ATMS – Advanced Transportation Management System

LOS – Level of Service

NITM – North Irvine Transportation Mitigation (NITM) Program

TMSOS – Traffic Management Systems Operation Study

- **Intersection #288. Jeffrey Rd & Walnut Ave/I-5 Southbound Ramps (City of Irvine):** 2035 and Post-2035 PM deficiencies.
- **Intersection #291. Jeffrey Road and Alton Parkway (City of Irvine):** 2035, and Post-2035 AM deficiencies.
- **Intersection #303. Sand Canyon Avenue and I-5 Northbound Ramps/Marine Way (City of Irvine):** Post-2035 AM and PM deficiencies.
- **Intersection #321. Laguna Canyon Road and Old Laguna Canyon Road (City of Irvine):** 2035 and Post-2035 AM deficiency.
- **Intersection #422. Los Alisos Blvd & Jeronimo Rd (City of Lake Forest/City of Mission Viejo):** 2035 and Post-2035 AM deficiency.
- **Intersection #558. Ridge Valley/O Street & Irvine Blvd (City of Irvine):** 2035 and Post-2035 PM deficiency.
- **I-5 Northbound On-Ramp at Sand Canyon Avenue (Caltrans):** 2035 and Post-2035 PM deficiency.
- **I-405 Northbound Direct On-Ramp at Sand Canyon (Caltrans):** 2035 PM and Post-2035 AM and PM deficiencies.
- **I-5 Mainline from Sand Canyon Avenue to Jeffrey Road (Caltrans):** 2035 AM southbound and Post-2035 AM northbound/southbound deficiencies.
- **I-405 Mainline from Sand Canyon Avenue to Jeffrey Road (Caltrans):** 2017 AM northbound, 2035 AM northbound and Post-2035 AM/PM northbound/ southbound deficiencies.

Long range (Post-2035) non-NITM Program improvements that address the 2017 and 2035 deficiencies noted at #303. Sand Canyon Avenue and I-5 Northbound Ramps/Marine Way is planned, and therefore no further review of possible additional or alternate NITM Program improvements were performed in this study for this intersection. The remaining intersection, freeway ramp and freeway mainline locations listed above were reviewed to determine if alternate, less costly improvements that would result in acceptable levels of service could be identified. Each of the deficient locations would operate acceptably only if additional improvements, not alternate improvements, were to be implemented. Such improvements are not proposed here because the NITM Ordinance prohibits additional improvements or more costly alternate improvements from being introduced into the NITM Program.

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## **4.0 TRAFFIC SHARES AND ALLOCATION OF IMPROVEMENT COSTS**

In this chapter, potential updates to the List of NITM Improvements are summarized based on the findings of the year 2017, year 2035 and Post-2035 review. Traffic share data for each of the locations included in the resulting List of NITM Improvements is then presented and utilized to re-allocate updated costs of the improvements to the NITM Program Future Development Areas.

### **4.1 Updates To The List of NITM Improvements**

The results of the review of the List of NITM Improvements based on year 2017, year 2035 and Post-2035 traffic conditions indicate that NITM improvements in Irvine at five (5) intersection locations and at three (3) other intersections are potential candidates for deletion from the NITM Program, which were summarized in Table 3-8 in the previous chapter. Two of the intersection locations involve improvements that are fully funded by the NITM Program, and the other six (6) intersections involve improvements that are fair share funded by the NITM Program. On-going development has the potential to affect remaining NITM improvement locations.

The NITM improvements at the following remaining eight (8) intersections were found to no longer be needed:

#### **Fully Funded NITM Program Improvement Locations**

- Intersection #345. Alton Parkway & I-5 Northbound Ramps (City of Irvine)
- Intersection #383. Lake Forest Drive & Avenida de la Carlota/I-5 Southbound Ramps (City of Irvine)

#### **Fair Share Funded NITM Program Improvement Locations**

- Intersection #327. Barranca Parkway & Technology Drive (City of Irvine)
- Intersection #344. Alton Parkway & Technology Drive (City of Irvine)
- Intersection #348. Alton Parkway & Irvine Center Drive (City of Irvine)
- Intersection #387. Ridge Route Drive & Rockfield Boulevard (City of Lake Forest)

- Intersection # 390. Paseo de Valencia& Avenida de la Carlota (City of Laguna Hills/City of Laguna Woods)
- Intersection #420. El Toro Road & Jeronimo Road (City of Lake Forest)

The NITM improvements at these locations have been evaluated in terms of the Irvine Transportation Analysis Model version (ITAM 12, August 20, 2014 version) actively utilized for evaluation purposes during 2014. Decisions regarding these potential deletions should not be made until comprehensive master planning has been conducted for all developable parcels in the NITM area.

#### 4.2 Updated NITM Improvement Location Traffic Shares

This sub-section summarizes the updated traffic shares that were developed for use in reallocating the costs of the List of NITM Improvements to the NITM Program Future Development Areas. Per the requirements of City Resolution No. 03-61 Section III D5 and E4 of the NITM Scope of Work for Comprehensive NITM Traffic Studies, the updated traffic shares for each NITM improvement location were determined based on Irvine Transportation Analysis Model (ITAM) average daily traffic (ADT) select link analysis procedures using the same Post-2025 version of ITAM that was applied in the Great Park Neighborhoods 2011 GPA/ZC Fee Reallocation, which was completed in 2012 and which incorporates the previous interim reviews. For calculating the ADT select link-based traffic shares for this study, the only changes that were made to the Post-2025 ITAM model that was applied in the Great Park Neighborhoods 2011 GPA/ZC NITM Reallocation Study was to replace the Great Park Neighborhoods 2012 GPA/ZC land use and on-site circulation system with the approved Great Park Neighborhoods land use/circulation plan included within the approved Great Park Neighborhoods 2012 GPA/ZC.

Table 4-1 summarizes the resulting Post-2025 ADT volumes and corresponding traffic shares for the locations where intersection, arterial roadway, and freeway mainline, ramp and interchange improvements are included in the List of NITM Improvements.



Table 4-1  
Post-2025 ADT Traffic Shares

| Location                                      | Existing Traffic | Future Traffic                                  |       |       |       |      |   |           |        |       |       |                     |       |           |        |                     | Total Traffic (Existing & Future) |                      |         |
|---|------------------|---|-------|-------|-------|------|---|-----------|--------|-------|-------|---------------------|-------|-----------|--------|---------------------|-----------------------------------|----------------------|---------|
|   |                  | Irvine Northern Sphere Future Development Areas |       |       |       |      | Orange County Great Park Future Development Areas |           |        |       |       | Remainder of Region |       |           |        |                     |                                   |                      |         |
|   |                  | PA40  | PA5B  | PA6   | PA8A  | PA9A | PA9B  | Sub-Total | GP IC  | GP I  | GP II | GP III              | GP IV | Sub-Total | PA1    | Remainder of Region |                                   | Total Future Traffic |         |
| FULLY FUNDED IMPROVEMENTS IN THE NITM PROGRAM |                  |   |       |       |       |      |   |           |        |       |       |                     |       |           |        |                     |                                   |                      |         |
| Intersections                                 |                  |   |       |       |       |      |   |           |        |       |       |                     |       |           |        |                     |                                   |                      |         |
| 34. Red Hill Ave & Irvine Blvd                | ADT              | 53,818  | 199   | 907   | 547   | 32   | 989   | 498       | 2,973  | 390   | 372   | 61                  | 11    | 834       | 1,800  | 7,294               | 10,336                            | 23,436               | 77,254  |
|   | Share            | 69.7%   | 0.3%  | 1.2%  | 0.7%  | 0.0% | 1.3%  | 0.6%      | 3.8%   | 0.5%  | 0.5%  | 0.1%                | 0.0%  | 1.1%      | 2.3%   | 9.4%                | 13.4%                             | 30.3%                | 100.0%  |
| 91. Tustin Ranch Rd & Irvine Blvd             | ADT              | 63,923  | 180   | 998   | 965   | 37   | 1,226   | 550       | 3,776  | 422   | 402   | 50                  | 8     | 882       | 3,324  | 9,261               | 11,317                            | 28,740               | 92,663  |
|   | Share            | 69.0%   | 0.2%  | 1.1%  | 1.0%  | 0.0% | 1.3%  | 0.6%      | 4.1%   | 0.3%  | 0.4%  | 0.1%                | 0.0%  | 1.0%      | 3.6%   | 10.0%               | 12.2%                             | 31.0%                | 100.0%  |
| 125. Jamboree Rd & Irvine Blvd                | ADT              | 59,613  | 217   | 1,346 | 598   | 41   | 1,370   | 647       | 4,002  | 493   | 491   | 112                 | 20    | 1,116     | 2,855  | 17,828              | 9,979                             | 35,997               | 95,610  |
|   | Share            | 62.4%   | 0.2%  | 1.4%  | 0.6%  | 0.0% | 1.4%  | 0.7%      | 4.2%   | 0.5%  | 0.5%  | 0.1%                | 0.0%  | 1.2%      | 3.0%   | 18.6%               | 10.4%                             | 37.6%                | 100.0%  |
| 222. Culver Dr & Trabuco Rd                   | ADT              | 44,361  | 1,002 | 902   | 258   | 50   | 815   | 2,324     | 4,349  | 402   | 212   | 188                 | 37    | 839       | 5,188  | 12,436              | 5,835                             | 29,649               | 74,010  |
|   | Share            | 59.9%   | 1.4%  | 1.2%  | 0.3%  | 0.1% | 1.1%  | 3.1%      | 5.9%   | 0.5%  | 0.3%  | 0.3%                | 0.0%  | 1.1%      | 7.0%   | 16.8%               | 7.9%                              | 40.1%                | 100.0%  |
| 223. Culver Dr & I-5 southbound ramps         | ADT              | 41,423  | 469   | 756   | 199   | 38   | 661   | 1,505     | 3,159  | 230   | 161   | 92                  | 24    | 507       | 3,994  | 10,456              | 5,214                             | 23,799               | 65,222  |
|   | Share            | 63.5%   | 0.7%  | 1.2%  | 0.3%  | 0.1% | 1.0%  | 2.3%      | 4.8%   | 0.4%  | 0.2%  | 0.1%                | 0.0%  | 0.8%      | 6.1%   | 16.0%               | 8.0%                              | 36.5%                | 100.0%  |
| 224. Culver Dr & Walnut Ave                   | ADT              | 51,112  | 376   | 564   | 168   | 31   | 462   | 1,006     | 2,231  | 257   | 157   | 72                  | 15    | 501       | 2,609  | 11,108              | 6,792                             | 23,617               | 74,729  |
|   | Share            | 68.4%   | 0.5%  | 0.8%  | 0.2%  | 0.0% | 0.6%  | 1.6%      | 3.0%   | 0.3%  | 0.2%  | 0.1%                | 0.0%  | 0.7%      | 3.5%   | 14.9%               | 9.1%                              | 31.6%                | 100.0%  |
| 235. Culver Dr & University Dr                | ADT              | 49,756  | 469   | 162   | 327   | 32   | 343   | 503       | 1,367  | 321   | 393   | 331                 | 62    | 1,107     | 337    | 16,008              | 5,239                             | 24,527               | 74,283  |
|   | Share            | 67.0%   | 0.6%  | 0.2%  | 0.4%  | 0.0% | 0.5%  | 0.7%      | 1.8%   | 0.4%  | 0.5%  | 0.4%                | 0.1%  | 1.5%      | 0.5%   | 21.6%               | 7.1%                              | 33.0%                | 100.0%  |
| 249. Yale Ave & Irvine Blvd                   | ADT              | 38,492  | 445   | 3,546 | 1,118 | 29   | 3,150   | 1,046     | 8,889  | 956   | 944   | 77                  | 10    | 1,987     | 199    | 6,048               | 7,810                             | 25,378               | 63,870  |
|   | Share            | 60.3%   | 0.7%  | 5.6%  | 1.8%  | 0.0% | 4.9%  | 1.6%      | 13.9%  | 1.5%  | 1.5%  | 0.1%                | 0.0%  | 3.1%      | 0.3%   | 9.5%                | 12.2%                             | 39.7%                | 100.0%  |
| 288. Jeffrey Rd & Walnut Ave/ I-5             | ADT              | 47,827  | 3,970 | 1,671 | 1,282 | 595  | 4,042   | 9,980     | 675    | 451   | 200   | 52                  | 1378  | 843       | 11,326 | 9,553               | 37,050                            | 84,877               | 100.0%  |
|   | Share            | 56.3%   | 4.7%  | 2.0%  | 1.5%  | 0.7% | 2.8%  | 4.8%      | 11.8%  | 0.8%  | 0.5%  | 0.2%                | 0.1%  | 1.6%      | 1.0%   | 13.3%               | 11.3%                             | 43.7%                | 100.0%  |
| 289. Jeffrey Rd & Irvine Center Dr            | ADT              | 55,344  | 3,116 | 1,248 | 1,134 | 406  | 2,046   | 3,447     | 8,281  | 690   | 644   | 442                 | 66    | 1,842     | 601    | 21,408              | 10,828                            | 46,076               | 101,420 |
|   | Share            | 54.6%   | 3.1%  | 1.2%  | 1.1%  | 0.4% | 2.0%  | 3.4%      | 8.2%   | 0.7%  | 0.6%  | 0.4%                | 0.1%  | 1.8%      | 0.6%   | 21.1%               | 10.7%                             | 45.4%                | 100.0%  |
| 291. Jeffrey Rd & Alton Pkwy                  | ADT              | 56,205  | 1,779 | 694   | 777   | 207  | 1,384   | 2,250     | 5,312  | 506   | 598   | 593                 | 103   | 1,800     | 304    | 19,286              | 7,126                             | 35,607               | 91,812  |
|   | Share            | 61.2%   | 1.9%  | 0.8%  | 0.8%  | 0.2% | 1.5%  | 2.5%      | 5.8%   | 0.6%  | 0.7%  | 0.6%                | 0.1%  | 2.0%      | 0.3%   | 21.0%               | 7.8%                              | 38.8%                | 100.0%  |
| 302. Sand Canyon Ave & Trabuco Rd             | ADT              | 19,942  | 5,317 | 355   | 3,344 | 82   | 4,740   | 8,557     | 17,078 | 2,864 | 1,317 | 1,371               | 125   | 5,677     | 949    | 15,366              | 9,083                             | 53,470               | 73,412  |
|   | Share            | 27.2%   | 7.2%  | 0.5%  | 4.6%  | 0.1% | 6.5%  | 11.7%     | 23.3%  | 3.9%  | 1.8%  | 1.9%                | 0.2%  | 7.7%      | 1.3%   | 20.9%               | 12.4%                             | 72.8%                | 100.0%  |
| 303. Sand Canyon Ave & I-5 southbound         | ADT              | 30,970  | 9,484 | 326   | 2,206 | 66   | 2,726   | 4,676     | 10,000 | 3,260 | 3,785 | 5,056               | 185   | 12,286    | 599    | 24,825              | 8,359                             | 65,553               | 96,523  |
|   | Share            | 32.1%   | 9.8%  | 0.3%  | 2.3%  | 0.1% | 2.8%  | 4.8%      | 10.4%  | 3.4%  | 3.9%  | 5.2%                | 0.2%  | 12.7%     | 0.6%   | 25.7%               | 8.7%                              | 67.9%                | 100.0%  |
| 305. Sand Canyon Ave & I-5 southbound         | ADT              | 30,355  | 6,313 | 260   | 1,881 | 50   | 2,205   | 3,602     | 7,998  | 2,563 | 2,611 | 2,459               | 33    | 7,666     | 482    | 27,292              | 6,729                             | 56,480               | 86,835  |
|   | Share            | 35.0%   | 7.3%  | 0.3%  | 2.2%  | 0.1% | 2.5%  | 4.1%      | 9.2%   | 3.0%  | 3.0%  | 2.8%                | 0.0%  | 8.8%      | 0.6%   | 31.4%               | 7.7%                              | 65.0%                | 100.0%  |
| 306. Sand Canyon Ave & Oak Canyon/Laguna      | ADT              | 27,496  | 4,121 | 222   | 1,670 | 43   | 1,939   | 2,883     | 6,757  | 1,927 | 1,896 | 1,630               | 24    | 5,477     | 437    | 30,237              | 5,217                             | 52,246               | 79,742  |
|   | Share            | 34.5%   | 5.2%  | 0.3%  | 2.1%  | 0.1% | 2.4%  | 3.6%      | 8.5%   | 2.4%  | 2.4%  | 2.0%                | 0.0%  | 6.9%      | 0.5%   | 37.9%               | 6.5%                              | 65.5%                | 100.0%  |
| 310. Sand Canyon Ave & Alton Pkwy             | ADT              | 38,924  | 1,052 | 58    | 489   | 11   | 428   | 683       | 1,669  | 550   | 744   | 1,194               | 155   | 2,643     | 69     | 32,971              | 4,673                             | 43,077               | 82,001  |
|   | Share            | 47.5%   | 1.3%  | 0.1%  | 0.6%  | 0.0% | 0.5%  | 0.8%      | 2.0%   | 0.7%  | 0.9%  | 1.5%                | 0.2%  | 3.2%      | 0.1%   | 40.2%               | 5.7%                              | 52.5%                | 100.0%  |
| 311. Sand Canyon Ave & I-405 northbound       | ADT              | 24,586  | 811   | 23    | 420   | 4    | 332   | 521       | 1,300  | 419   | 463   | 592                 | 25    | 1,499     | 32     | 23,015              | 3,993                             | 30,650               | 55,236  |
|   | Share            | 44.5%   | 1.5%  | 0.0%  | 0.8%  | 0.0% | 0.6%  | 0.9%      | 2.4%   | 0.8%  | 0.8%  | 1.1%                | 0.0%  | 2.7%      | 0.1%   | 21.0%               | 7.2%                              | 55.5%                | 100.0%  |
| 321. Laguna Canyon Rd & Old Laguna            | ADT              | 50,211  | 402   | 101   | 391   | 18   | 238   | 344       | 1,092  | 848   | 91    | 35                  | 21    | 995       | 210    | 20,450              | 11,732                            | 34,881               | 85,092  |
|   | Share            | 59.0%   | 0.5%  | 0.1%  | 0.5%  | 0.0% | 0.3%  | 0.4%      | 1.3%   | 1.0%  | 0.1%  | 0.0%                | 0.0%  | 1.2%      | 0.2%   | 24.0%               | 13.8%                             | 41.0%                | 100.0%  |
| 338. Alton Pkwy & Irvine Blvd                 | ADT              | 50,457  | 871   | 298   | 4,767 | 45   | 829   | 1,141     | 7,080  | 6,870 | 9,214 | 2,091               | 148   | 18,323    | 448    | 9,872               | 23,810                            | 60,404               | 110,861 |
|   | Share            | 45.5%   | 0.8%  | 0.3%  | 4.3%  | 0.0% | 0.7%  | 1.0%      | 6.3%   | 6.2%  | 8.3%  | 1.9%                | 0.1%  | 16.5%     | 0.4%   | 8.9%                | 21.5%                             | 54.5%                | 100.0%  |
| 345. Alton Pkwy & I-5 northbound ramps        | ADT              | 42,923  | 331   | 115   | 371   | 25   | 216   | 333       | 1,060  | 593   | 1,707 | 5,239               | 1,162 | 8,701     | 164    | 24,207              | 5,536                             | 39,999               | 82,922  |
|   | Share            | 51.8%   | 0.4%  | 0.1%  | 0.4%  | 0.0% | 0.3%  | 0.4%      | 1.3%   | 0.7%  | 2.1%  | 6.3%                | 1.4%  | 10.5%     | 0.2%   | 29.2%               | 6.7%                              | 48.2%                | 100.0%  |

Table 4-1 (Cont.)  
Post-2025 ADT Traffic Shares

| Location   | Existing Traffic          | Future Traffic                                  |             |               |             |               |               |               |   |               |               |               |                |               |                 |                     |                      |                   | Total Traffic (Existing & Future) |
|--|---------------------------|---|-------------|---------------|-------------|---------------|---------------|---------------|---|---------------|---------------|---------------|----------------|---------------|-----------------|---------------------|----------------------|-------------------|-----------------------------------|
|  |                           | Irvine Northern Sphere Future Development Areas |             |               |             |               |               |               | Orange County Great Park Future Development Areas |               |               |               |                |               |                 | Remainder of Region | Total Future Traffic |                   |                                   |
|  |                           | PA40  | PA5B        | PA6           | PA8A        | PA9A          | PA9B          | Sub-Total     | GP IA, GP IB, GP IC                               | GP II         | GP III        | GP IV         | Sub-Total      | PA1           |                 |                     |                      |                   |                                   |
| 362. Bake Pkwy & Irvine Blvd                       | ADT 56,379<br>Share 53.0% | 368<br>0.3%                                     | 119<br>0.1% | 2,853<br>2.7% | 14<br>0.0%  | 320<br>0.3%   | 366<br>0.3%   | 3,672<br>3.5% | 3,572<br>3.4%                                     | 4,347<br>4.1% | 953<br>0.9%   | 337<br>0.3%   | 9209<br>8.7%   | 185<br>0.2%   | 8,571<br>8.1%   | 27,911<br>26.3%     | 49,916<br>47.0%      | 106,295<br>100.0% |                                   |
| 364. Bake Pkwy & Jeronimo Rd                       | ADT 54,366<br>Share 57.8% | 41<br>0.0%                                      | 31<br>0.0%  | 1,432<br>1.5% | 0<br>0.0%   | 128<br>0.1%   | 53<br>0.1%    | 1,644<br>1.7% | 699<br>0.7%                                       | 2,945<br>3.1% | 2,114<br>2.2% | 581<br>0.6%   | 6339<br>6.7%   | 27<br>0.0%    | 13,584<br>14.4% | 18,054<br>19.2%     | 39,689<br>42.2%      | 94,055<br>100.0%  |                                   |
| 368. Bake Pkwy & I-5 southbound ramps              | ADT 30,990<br>Share 49.5% | 296<br>0.5%                                     | 53<br>0.1%  | 361<br>0.6%   | 14<br>0.0%  | 125<br>0.2%   | 257<br>0.4%   | 810<br>1.3%   | 460<br>0.7%                                       | 1,139<br>1.8% | 1,737<br>2.8% | 855<br>1.4%   | 4191<br>6.7%   | 101<br>0.2%   | 18,264<br>29.2% | 7,983<br>12.7%      | 31,645<br>50.5%      | 62,635<br>100.0%  |                                   |
| 379. Lake Forest Dr & Muirlands Blvd               | ADT 47,010<br>Share 64.8% | 89<br>0.1%                                      | 3<br>0.0%   | 69<br>0.1%    | 1<br>0.0%   | 3<br>0.0%     | 19<br>0.0%    | 95<br>0.1%    | 224<br>0.3%                                       | 540<br>0.7%   | 1,485<br>2.0% | 236<br>0.3%   | 2485<br>3.4%   | 8<br>0.0%     | 10,444<br>14.4% | 12,435<br>17.1%     | 25,556<br>35.2%      | 72,566<br>100.0%  |                                   |
| 383. Lake Forest Dr & Avd Carlota/I-5              | ADT 53,819<br>Share 57.6% | 107<br>0.1%                                     | 23<br>0.0%  | 323<br>0.3%   | 5<br>0.0%   | 65<br>0.1%    | 109<br>0.1%   | 525<br>0.6%   | 261<br>0.3%                                       | 604<br>0.6%   | 332<br>0.4%   | 83<br>0.1%    | 1280<br>1.4%   | 45<br>0.0%    | 18,279<br>19.6% | 19,322<br>20.7%     | 39,558<br>42.4%      | 93,377<br>100.0%  |                                   |
| 406. Laguna Canyon Rd & Lake Forest Dr             | ADT 48,714<br>Share 60.5% | 397<br>0.5%                                     | 98<br>0.1%  | 374<br>0.5%   | 17<br>0.0%  | 230<br>0.3%   | 334<br>0.4%   | 1,053<br>1.3% | 820<br>1.0%                                       | 78<br>0.1%    | 34<br>0.0%    | 21<br>0.0%    | 953<br>1.2%    | 203<br>0.3%   | 17,953<br>22.3% | 11,297<br>14.0%     | 31,856<br>39.5%      | 80,570<br>100.0%  |                                   |
| 407. Laguna Canyon Rd & Bake Pkwy                  | ADT 38,820<br>Share 65.6% | 278<br>0.5%                                     | 64<br>0.1%  | 252<br>0.4%   | 11<br>0.0%  | 136<br>0.2%   | 201<br>0.3%   | 664<br>1.1%   | 483<br>0.8%                                       | 205<br>0.3%   | 225<br>0.4%   | 57<br>0.1%    | 970<br>1.6%    | 143<br>0.2%   | 9,615<br>16.3%  | 8,664<br>14.6%      | 20,334<br>34.4%      | 59,154<br>100.0%  |                                   |
| Interchanges                                       |                           |   |             |               |             |               |               |               |   |               |               |               |                |               |                 |                     |                      |                   |                                   |
| SR-133 at Trabuco Rd                               | ADT 11,820<br>Share 30.1% | 3,712<br>9.4%                                   | 35<br>0.1%  | 816<br>2.1%   | 17<br>0.0%  | 1,078<br>2.7% | 1,748<br>4.4% | 3,694<br>9.4% | 8,216<br>20.9%                                    | 1,891<br>4.8% | 246<br>0.6%   | 11<br>0.0%    | 10364<br>26.4% | 214<br>0.5%   | 5,641<br>14.3%  | 3,878<br>9.9%       | 27,503<br>69.9%      | 39,323<br>100.0%  |                                   |
| FAIR SHARE FUNDED IMPROVEMENTS IN THE NITM PROGRAM |                           |   |             |               |             |               |               |               |   |               |               |               |                |               |                 |                     |                      |                   |                                   |
| Intersections                                      |                           |   |             |               |             |               |               |               |   |               |               |               |                |               |                 |                     |                      |                   |                                   |
| 123. Jamboree Rd & Tustin Ranch Rd                 | ADT 25,795<br>Share 64.6% | 202<br>0.5%                                     | 107<br>0.3% | 306<br>0.8%   | 17<br>0.0%  | 275<br>0.7%   | 228<br>0.6%   | 933<br>2.3%   | 66<br>0.2%  | 67<br>0.2%    | 91<br>0.2%    | 9<br>0.0%     | 233<br>0.6%    | 1,498<br>3.8% | 4,192<br>10.5%  | 7,069<br>17.7%      | 14,127<br>35.4%      | 39,922<br>100.0%  |                                   |
| 228. Culver Dr & Barranca Pkwy                     | ADT 58,405<br>Share 71.5% | 363<br>0.4%                                     | 293<br>0.4% | 112<br>0.1%   | 41<br>0.1%  | 197<br>0.2%   | 458<br>0.6%   | 1,101<br>1.3% | 114<br>0.1%                                       | 157<br>0.2%   | 152<br>0.2%   | 18<br>0.0%    | 441<br>0.5%    | 1,579<br>1.9% | 11,598<br>14.2% | 8,157<br>10.0%      | 23,239<br>28.5%      | 81,644<br>100.0%  |                                   |
| 290. Jeffrey Rd & Barranca Pkwy                    | ADT 51,695<br>Share 57.9% | 2,395<br>2.7%                                   | 903<br>1.0% | 970<br>1.1%   | 275<br>0.3% | 1,749<br>2.0% | 2,920<br>3.3% | 6,817<br>7.6% | 625<br>0.7%                                       | 595<br>0.7%   | 362<br>0.4%   | 28<br>0.0%    | 1610<br>1.8%   | 430<br>0.5%   | 17,569<br>19.7% | 8,758<br>9.8%       | 37,579<br>42.1%      | 89,274<br>100.0%  |                                   |
| 293. Jeffrey Rd & I-405 northbound                 | ADT 43,584<br>Share 61.4% | 1,312<br>1.8%                                   | 566<br>0.8% | 652<br>0.9%   | 157<br>0.2% | 1,179<br>1.7% | 1,780<br>2.5% | 4,334<br>6.1% | 410<br>0.6%                                       | 432<br>0.6%   | 360<br>0.5%   | 62<br>0.1%    | 1264<br>1.8%   | 249<br>0.4%   | 13,897<br>19.6% | 6,392<br>9.0%       | 27,448<br>38.6%      | 71,032<br>100.0%  |                                   |
| 377. Barranca Pkwy & Technology Dr                 | ADT 22,334<br>Share 53.7% | 236<br>0.6%                                     | 28<br>0.1%  | 253<br>0.6%   | 5<br>0.0%   | 171<br>0.4%   | 258<br>0.6%   | 715<br>1.7%   | 317<br>0.8%                                       | 437<br>1.1%   | 1,374<br>3.3% | 194<br>0.5%   | 2322<br>5.6%   | 40<br>0.1%    | 13,577<br>32.6% | 2,377<br>5.7%       | 19,267<br>46.3%      | 41,601<br>100.0%  |                                   |
| 344. Alton Pkwy & Technology Dr West               | ADT 45,953<br>Share 51.0% | 132<br>0.1%                                     | 69<br>0.1%  | 310<br>0.3%   | 16<br>0.0%  | 95<br>0.1%    | 145<br>0.2%   | 635<br>0.7%   | 437<br>0.5%                                       | 2,183<br>2.4% | 5,869<br>6.5% | 1,412<br>1.6% | 9901<br>11.0%  | 102<br>0.1%   | 27,485<br>30.5% | 5,921<br>6.6%       | 44,176<br>49.0%      | 90,129<br>100.0%  |                                   |
| 348. Alton Pkwy & Irvine Center Dr                 | ADT 34,711<br>Share 47.9% | 69<br>0.1%                                      | 10<br>0.0%  | 58<br>0.1%    | 2<br>0.0%   | 46<br>0.1%    | 76<br>0.1%    | 192<br>0.3%   | 96<br>0.3%  | 616<br>0.9%   | 1,641<br>2.3% | 489<br>0.7%   | 2842<br>3.9%   | 18<br>0.0%    | 29,434<br>40.7% | 5,141<br>7.1%       | 37,696<br>52.1%      | 72,407<br>100.0%  |                                   |
| 358. Irvine Center Dr & Enterprise Dr              | ADT 33,926<br>Share 46.8% | 59<br>0.1%                                      | 10<br>0.0%  | 56<br>0.1%    | 2<br>0.0%   | 42<br>0.1%    | 67<br>0.1%    | 177<br>0.2%   | 96<br>0.1%  | 126<br>0.2%   | 304<br>0.4%   | 119<br>0.2%   | 645<br>0.9%    | 18<br>0.0%    | 31,572<br>43.6% | 6,019<br>8.3%       | 38,490<br>53.2%      | 72,416<br>100.0%  |                                   |
| 359. Irvine Center Dr & I-405 southbound           | ADT 33,561<br>Share 47.1% | 99<br>0.1%                                      | 23<br>0.0%  | 120<br>0.2%   | 4<br>0.0%   | 89<br>0.1%    | 130<br>0.2%   | 366<br>0.5%   | 236<br>0.3%                                       | 27<br>0.0%    | 24<br>0.0%    | 119<br>0.2%   | 406<br>0.6%    | 36<br>0.1%    | 30,423<br>42.7% | 6,374<br>8.9%       | 37,704<br>52.9%      | 71,265<br>100.0%  |                                   |
| 378. Lake Forest Dr & Jeronimo Rd                  | ADT 43,031<br>Share 63.8% | 47<br>0.1%                                      | 4<br>0.0%   | 139<br>0.2%   | 0<br>0.0%   | 16<br>0.0%    | 10<br>0.0%    | 169<br>0.3%   | 160<br>0.2%                                       | 1,101<br>1.6% | 1,276<br>1.9% | 130<br>0.2%   | 2667<br>4.0%   | 7<br>0.0%     | 8,802<br>13.0%  | 12,745<br>18.9%     | 24,437<br>36.2%      | 67,468<br>100.0%  |                                   |
| 380. Lake Forest Dr & Rockfield Blvd               | ADT 64,861<br>Share 64.8% | 143<br>0.1%                                     | 22<br>0.0%  | 597<br>0.8%   | 6<br>0.0%   | 56<br>0.1%    | 104<br>0.1%   | 785<br>0.8%   | 559<br>0.6%                                       | 1,071<br>1.1% | 842<br>0.8%   | 280<br>0.3%   | 2752<br>2.8%   | 46<br>0.0%    | 14,053<br>14.0% | 17,387<br>17.4%     | 35,166<br>35.2%      | 100,027<br>100.0% |                                   |

Table 4-1 (Cont.)  
Post-2025 ADT Traffic Shares

| Location  | Existing Traffic | Future Traffic                                  |               |             |               |             |               |               |                     |   |                |               |             |              |                     |                     |                      | Total Traffic (Existing & Future) |                   |
|---|------------------|---|---------------|-------------|---------------|-------------|---------------|---------------|---------------------|---|----------------|---------------|-------------|--------------|---------------------|---------------------|----------------------|-----------------------------------|-------------------|
|   |                  | Irvine Northern Sphere Future Development Areas |               |             |               |             |               |               |                     | Orange County Great Park Future Development Areas |                |               |             |              |                     |                     |                      |                                   |                   |
|   |                  | PA40  | PA5B          | PA6         | PA8A          | PA9A        | PA9B          | Sub-Total     | GP IA, GP IB, GP IC | GP II   | GP III         | GP IV         | Sub-Total   | PA1          | Remainder of Irvine | Remainder of Region | Total Future Traffic |                                   |                   |
| 387. Ridge Route Dr & Rockfield Blvd                                | ADT<br>Share     | 42,003<br>73.7%                                 | 45<br>0.1%    | 9<br>0.0%   | 261<br>0.5%   | 2<br>0.0%   | 24<br>0.0%    | 36<br>0.1%    | 332<br>0.6%         | 307<br>0.5%                                       | 307<br>0.5%    | 533<br>0.9%   | 159<br>0.3% | 1459<br>2.6% | 17<br>0.0%          | 3,777<br>6.6%       | 9,381<br>16.5%       | 15,011<br>26.3%                   | 57,014<br>100.0%  |
| 390. Paseo de Valencía & Avd de la                                  | ADT<br>Share     | 49,255<br>75.4%                                 | 161<br>0.2%   | 38<br>0.1%  | 86<br>0.1%    | 7<br>0.0%   | 76<br>0.1%    | 117<br>0.2%   | 324<br>0.5%         | 339<br>0.5%                                       | 324<br>0.5%    | 57<br>0.1%    | 240<br>0.4% | 685<br>1.0%  | 81<br>0.1%          | 4,504<br>6.9%       | 10,342<br>15.8%      | 16,097<br>24.6%                   | 65,352<br>100.0%  |
| 396. El Toro Rd & Avd de la Carlota                                 | ADT<br>Share     | 57,789<br>80.5%                                 | 91<br>0.1%    | 21<br>0.0%  | 188<br>0.3%   | 4<br>0.0%   | 39<br>0.1%    | 62<br>0.1%    | 314<br>0.3%         | 220<br>0.3%                                       | 314<br>0.3%    | 293<br>0.4%   | 262<br>0.4% | 843<br>1.2%  | 47<br>0.1%          | 3,281<br>4.6%       | 9,459<br>13.2%       | 14,035<br>19.5%                   | 71,824<br>100.0%  |
| 420. El Toro Rd & Jeronimo Rd                                       | ADT<br>Share     | 55,247<br>75.4%                                 | 33<br>0.0%    | 7<br>0.0%   | 435<br>0.6%   | 0<br>0.0%   | 13<br>0.0%    | 8<br>0.0%     | 463<br>0.6%         | 205<br>0.3%                                       | 205<br>0.3%    | 792<br>1.1%   | 92<br>0.1%  | 2030<br>2.8% | 9<br>0.0%           | 4,073<br>5.6%       | 11,404<br>15.6%      | 18,012<br>24.6%                   | 73,259<br>100.0%  |
| 422. Los Alisos Blvd & Jeronimo Rd                                  | ADT<br>Share     | 41,924<br>79.9%                                 | 21<br>0.0%    | 3<br>0.0%   | 84<br>0.2%    | 0<br>0.0%   | 7<br>0.0%     | 5<br>0.0%     | 99<br>0.2%          | 95<br>0.2%  | 99<br>0.2%     | 550<br>0.7%   | 74<br>0.1%  | 1107<br>1.2% | 4<br>0.0%           | 2,548<br>3.4%       | 6,757<br>9.3%        | 10,536<br>14.9%                   | 52,460<br>100.0%  |
| 423. Muirlands Blvd & Los Alisos Blvd                               | ADT<br>Share     | 49,974<br>80.1%                                 | 25<br>0.0%    | 1<br>0.0%   | 172<br>0.3%   | 0<br>0.0%   | 1<br>0.0%     | 1<br>0.0%     | 175<br>0.3%         | 91<br>0.1%  | 91<br>0.1%     | 491<br>0.8%   | 107<br>0.2% | 1420<br>2.3% | 0<br>0.0%           | 2,116<br>3.4%       | 8,716<br>14.0%       | 12,452<br>19.9%                   | 62,426<br>100.0%  |
| 424. Los Alisos Blvd & Rockfield                                    | ADT<br>Share     | 29,604<br>83.0%                                 | 11<br>0.0%    | 1<br>0.0%   | 30<br>0.1%    | 0<br>0.0%   | 1<br>0.0%     | 1<br>0.0%     | 33<br>0.1%          | 25<br>0.1%  | 33<br>0.1%     | 158<br>0.4%   | 29<br>0.1%  | 344<br>1.0%  | 0<br>0.0%           | 752<br>10.5%        | 4,907<br>7.1%        | 6,047<br>17.0%                    | 35,651<br>100.0%  |
| 432. Alicia Pkwy & Muirlands Blvd                                   | ADT<br>Share     | 73,247<br>82.3%                                 | 62<br>0.1%    | 4<br>0.0%   | 143<br>0.2%   | 2<br>0.0%   | 6<br>0.0%     | 15<br>0.0%    | 170<br>0.2%         | 84<br>0.1%  | 170<br>0.2%    | 346<br>0.4%   | 95<br>0.1%  | 1027<br>1.2% | 8<br>0.0%           | 4,707<br>6.5%       | 9,805<br>13.8%       | 15,779<br>21.7%                   | 89,026<br>100.0%  |
| 557. Ridge Valley & Irvine Blvd                                     | ADT<br>Share     | 26,742<br>43.0%                                 | 1,205<br>1.9% | 415<br>0.7% | 4,420<br>7.1% | 55<br>0.1%  | 1,077<br>1.7% | 1,435<br>2.3% | 7,402<br>11.9%      | 7,936<br>12.8%                                    | 7,402<br>12.8% | 2,863<br>4.6% | 231<br>0.4% | 24<br>0.0%   | 11,054<br>17.8%     | 546<br>0.9%         | 9,461<br>15.2%       | 35,460<br>57.0%                   | 62,202<br>100.0%  |
| Roadway Segments  |                  |   |               |             |               |             |               |               |                     |   |                |               |             |              |                     |                     |                      |                                   |                   |
| Jamboree Rd (Portola Pkwy to north Tustin)                          | ADT<br>Share     | 25,795<br>64.6%                                 | 202<br>0.5%   | 107<br>0.3% | 306<br>0.8%   | 17<br>0.0%  | 275<br>0.7%   | 228<br>0.6%   | 933<br>2.3%         | 66<br>0.2%  | 66<br>0.2%     | 67<br>0.2%    | 91<br>0.2%  | 233<br>0.6%  | 1,498<br>3.8%       | 4,192<br>10.5%      | 7,069<br>17.7%       | 14,127<br>35.4%                   | 39,922<br>100.0%  |
| Jeffrey Rd (future extension from SR-133 (I-405 to Lake Forest Dr)) | ADT<br>Share     | 6,996<br>39.6%                                  | 437<br>2.5%   | 208<br>1.2% | 296<br>1.7%   | 34<br>0.2%  | 314<br>1.8%   | 445<br>2.5%   | 1,297<br>7.3%       | 66<br>0.4%  | 66<br>0.4%     | 51<br>0.3%    | 66<br>0.4%  | 187<br>1.1%  | 475<br>2.7%         | 1,520<br>8.6%       | 6,735<br>38.2%       | 10,651<br>60.4%                   | 17,647<br>100.0%  |
| Freeway Mainline  |                  |   |               |             |               |             |               |               |                     |   |                |               |             |              |                     |                     |                      |                                   |                   |
| I-5 (Sand Canyon Ave to Jeffrey Rd)                                 | ADT<br>Share     | 211,915<br>69.6%                                | 2,346<br>0.8% | 568<br>0.2% | 257<br>0.1%   | 136<br>0.0% | 330<br>0.1%   | 719<br>0.2%   | 2,010<br>7.0%       | 1,522<br>0.5%                                     | 1,522<br>0.5%  | 1,752<br>0.6% | 608<br>0.2% | 7136<br>2.3% | 1,228<br>0.4%       | 29,234<br>9.6%      | 50,821<br>16.7%      | 92,775<br>30.4%                   | 304,690<br>100.0% |
| I-405 (Sand Canyon Ave to Jeffrey Rd)                               | ADT<br>Share     | 178,314<br>71.2%                                | 819<br>0.3%   | 0<br>0.0%   | 672<br>0.3%   | 0<br>0.0%   | 282<br>0.1%   | 429<br>0.2%   | 1,383<br>0.6%       | 1,072<br>0.4%                                     | 1,383<br>0.4%  | 1,300<br>0.5% | 418<br>0.2% | 4325<br>1.7% | 0<br>0.0%           | 31,756<br>12.7%     | 33,908<br>13.5%      | 72,191<br>28.8%                   | 250,505<br>100.0% |
| Freeway Ramps   |                  |   |               |             |               |             |               |               |                     |   |                |               |             |              |                     |                     |                      |                                   |                   |
| I-5 at Alton Pkwy (southbound off-)                                 | ADT<br>Share     | 10,266<br>49.1%                                 | 354<br>1.7%   | 86<br>0.4%  | 292<br>1.4%   | 17<br>0.1%  | 246<br>1.2%   | 369<br>1.8%   | 1,010<br>4.8%       | 408<br>1.9%                                       | 408<br>1.9%    | 114<br>0.5%   | 187<br>0.9% | 1564<br>7.5% | 135<br>0.6%         | 6,219<br>29.7%      | 1,376<br>6.6%        | 10,658<br>50.9%                   | 20,924<br>100.0%  |
| I-5 at Bake Pkwy (southbound off-)                                  | ADT<br>Share     | 13,872<br>61.2%                                 | 180<br>0.8%   | 29<br>0.1%  | 35<br>0.2%    | 10<br>0.0%  | 63<br>0.3%    | 166<br>0.7%   | 303<br>1.3%         | 124<br>0.5%                                       | 303<br>1.3%    | 1<br>0.0%     | 328<br>1.4% | 454<br>2.0%  | 67<br>0.3%          | 4,572<br>20.2%      | 3,226<br>14.2%       | 8,802<br>38.8%                    | 22,674<br>100.0%  |
| I-5 at Culver Dr (southbound off-)                                  | ADT<br>Share     | 13,123<br>73.4%                                 | 212<br>1.2%   | 176<br>1.0% | 21<br>0.1%    | 10<br>0.1%  | 158<br>0.9%   | 617<br>3.5%   | 982<br>5.5%         | 31<br>0.2%  | 982<br>5.5%    | 18<br>0.1%    | 1<br>0.0%   | 50<br>0.3%   | 824<br>4.6%         | 1,314<br>7.3%       | 1,374<br>7.7%        | 4,756<br>26.6%                    | 17,879<br>100.0%  |
| I-5 at El Toro Rd (northbound loop on-)                             | ADT<br>Share     | 9,993<br>75.3%                                  | 65<br>0.5%    | 15<br>0.1%  | 35<br>0.3%    | 3<br>0.0%   | 29<br>0.2%    | 44<br>0.3%    | 126<br>0.9%         | 169<br>1.3%                                       | 126<br>0.9%    | 39<br>0.3%    | 214<br>0.3% | 467<br>3.5%  | 34<br>0.3%          | 1,472<br>11.1%      | 1,108<br>8.4%        | 3,272<br>24.7%                    | 13,265<br>100.0%  |
| I-5 at El Toro Rd (southbound off-)                                 | ADT<br>Share     | 28,414<br>75.1%                                 | 147<br>0.4%   | 35<br>0.1%  | 79<br>0.2%    | 7<br>0.0%   | 65<br>0.2%    | 101<br>0.3%   | 287<br>0.8%         | 297<br>0.8%                                       | 287<br>0.8%    | 57<br>0.2%    | 239<br>0.1% | 642<br>1.7%  | 75<br>0.2%          | 3,979<br>10.5%      | 4,304<br>11.4%       | 9,434<br>24.9%                    | 37,848<br>100.0%  |

Table 4-1 (Cont.)  
Post-2025 ADT Traffic Shares

| Location  | Existing Traffic          | Future Traffic                                  |             |             |            |             |               |             |   |             |             |                |             |                |                |                     |                     |                      | Total Traffic (Existing & Future) |
|---|---------------------------|---|-------------|-------------|------------|-------------|---------------|-------------|---|-------------|-------------|----------------|-------------|----------------|----------------|---------------------|---------------------|----------------------|-----------------------------------|
|   |                           | Irvine Northern Sphere Future Development Areas |             |             |            |             |               |             | Orange County Great Park Future Development Areas |             |             |                |             |                |                | Remainder of Irvine | Remainder of Region | Total Future Traffic |                                   |
|   |                           | PA40  | PA5B        | PA6         | PA8A       | PA9A        | PA9B          | Sub-Total   | GP IA, GP IB, GP IC                               | GP II       | GP III      | GP IV          | Sub-Total   | PA1            |                |                     |                     |                      |                                   |
| I-5 at Jamboree Rd (northbound off-ramp)          | ADT 6,750<br>Share 55.2%  | 374<br>3.1%                                     | 0<br>0.0%   | 12<br>0.1%  | 8<br>0.1%  | 8<br>0.1%   | 106<br>0.9%   | 61<br>0.5%  | 61<br>0.5%  | 144<br>1.2% | 24<br>0.2%  | 290<br>2.4%    | 6<br>0.0%   | 3,677<br>30.0% | 1,036<br>8.5%  | 5,489<br>44.8%      | 12,239<br>100.0%    |                      |                                   |
| I-5 at Jamboree Rd (southbound off-ramp)          | ADT 6,975<br>Share 62.7%  | 0<br>0.0%                                       | 1<br>0.1%   | 0<br>0.0%   | 1<br>0.0%  | 40<br>0.4%  | 54<br>0.5%    | 54<br>0.5%  | 54<br>0.5%  | 0<br>0.0%   | 0<br>0.0%   | 0<br>0.0%      | 29<br>0.3%  | 3,097<br>27.8% | 976<br>8.8%    | 4,156<br>37.3%      | 11,131<br>100.0%    |                      |                                   |
| I-5 at Jeffrey Rd (southbound on-ramp)            | ADT 9,529<br>Share 65.4%  | 53<br>0.4%                                      | 214<br>1.5% | 1<br>0.0%   | 65<br>0.4% | 68<br>0.5%  | 525<br>3.6%   | 57<br>0.4%  | 57<br>0.4%  | 118<br>0.8% | 35<br>0.2%  | 269<br>1.8%    | 171<br>1.2% | 2,318<br>15.9% | 1,707<br>11.7% | 5,043<br>34.6%      | 14,572<br>100.0%    |                      |                                   |
| I-5 at Sand Canyon Ave (northbound on-ramp)       | ADT 6,215<br>Share 47.5%  | 1,110<br>8.5%                                   | 6<br>0.1%   | 16<br>0.1%  | 2<br>0.0%  | 8<br>0.1%   | 52<br>0.4%    | 378<br>2.9% | 20<br>0.2%  | 802<br>6.1% | 0<br>0.0%   | 1,939<br>14.8% | 6<br>0.0%   | 2,939<br>22.4% | 835<br>6.4%    | 6,881<br>52.5%      | 13,096<br>100.0%    |                      |                                   |
| I-405 at Irvine Center Dr (southbound off-ramp)   | ADT 5,351<br>Share 50.7%  | 40<br>0.4%                                      | 13<br>0.1%  | 65<br>0.6%  | 2<br>0.0%  | 47<br>0.4%  | 191<br>1.8%   | 140<br>1.3% | 64<br>0.6%  | 11<br>0.1%  | 18<br>0.2%  | 183<br>1.7%    | 18<br>0.2%  | 3,954<br>37.6% | 799<br>7.6%    | 5,185<br>49.3%      | 10,516<br>100.0%    |                      |                                   |
| I-405 at Jeffrey Rd (northbound off-ramp)         | ADT 12,590<br>Share 69.5% | 15<br>0.1%                                      | 0<br>0.0%   | 0<br>0.0%   | 0<br>0.0%  | 0<br>0.0%   | 0<br>0.0%     | 30<br>0.2%  | 0<br>0.0%   | 58<br>0.3%  | 39<br>0.2%  | 160<br>0.9%    | 0<br>0.0%   | 3,296<br>18.2% | 2,065<br>11.4% | 5,536<br>30.5%      | 18,126<br>100.0%    |                      |                                   |
| I-405 at Sand Canyon Ave (northbound off-ramp)    | ADT 6,556<br>Share 52.1%  | 371<br>2.9%                                     | 0<br>0.0%   | 122<br>1.0% | 0<br>0.0%  | 132<br>1.0% | 436<br>3.5%   | 272<br>2.2% | 182<br>1.4%                                       | 362<br>2.9% | 313<br>2.5% | 947<br>7.5%    | 0<br>0.0%   | 3,593<br>28.6% | 677<br>5.4%    | 6,024<br>47.9%      | 12,580<br>100.0%    |                      |                                   |
| I-405 at Sand Canyon Ave (southbound off-ramp)    | ADT 7,238<br>Share 50.7%  | 279<br>2.0%                                     | 0<br>0.0%   | 234<br>1.8% | 0<br>0.0%  | 125<br>0.9% | 583<br>4.1%   | 64<br>0.4%  | 224<br>1.6%                                       | 46<br>0.3%  | 205<br>1.4% | 315<br>2.2%    | 0<br>0.0%   | 5,013<br>35.1% | 851<br>6.0%    | 7,041<br>49.3%      | 14,279<br>100.0%    |                      |                                   |
| SR-133 at Barranca Pkwy (southbound Interchanges) | ADT 3,816<br>Share 63.8%  | 0<br>0.0%                                       | 0<br>0.0%   | 0<br>0.0%   | 0<br>0.0%  | 0<br>0.0%   | 0<br>0.0%     | 0<br>0.0%   | 0<br>0.0%   | 0<br>0.0%   | 1<br>0.0%   | 2<br>0.0%      | 0<br>0.0%   | 1,444<br>12.0% | 717<br>6.2%    | 2,163<br>36.2%      | 5,979<br>100.0%     |                      |                                   |
| SR-241 at Jeffrey Rd                              | ADT 7,723<br>Share 39.0%  | 451<br>2.3%                                     | 208<br>1.0% | 296<br>1.5% | 34<br>0.2% | 314<br>1.6% | 1,297<br>6.5% | 88<br>0.4%  | 445<br>2.2%                                       | 60<br>0.3%  | 83<br>0.4%  | 242<br>1.2%    | 475<br>2.4% | 1,824<br>9.2%  | 7,807<br>39.4% | 12,096<br>61.0%     | 19,819<br>100.0%    |                      |                                   |

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#### 4.3 Allocation of Improvement Costs

The updated ADT traffic shares summarized in the previous section serve as the basis for allocating the improvement costs for the List of NITM Improvements to the NITM Future Development Areas, which in turn provide the overall allocated costs used to recalculate the NITM Fees for each of the NITM Future Development Areas. In this study, re-allocated NITM fees were calculated based upon the following steps:

##### **Methodology for Adjusting the Fully-Funded Cost Shares of PA 40 and GP**

The 2011 GPN GPA/ZC Re-Allocation adjusted the PA 40 shares by calculating the delta between the GP fully funded shares in the previous NITM Re-Allocation (PA 40) with the fully funded shares for subject NITM Re-Allocation (2011 GPN GPA/ZC). That delta was then subtracted from the PA 40 fully funded obligations on a prorated basis. The reallocation for the Heritage Fields 2012 GPA/ZC is calculated using the same methodology. The delta between the GP fully funded shares in the previous NITM Re-Allocation (2011 GPN GPA/ZC) and the GP fully funded shares for the subject NITM Re-Allocation (Heritage Fields 2012 GPA/ZC) is calculated and applied to the PA 40 fully funded share since the fully funded share of the subject GPA/ZC cannot go down without the removal of NITM improvements. Below is a summary of that calculation.

**Table 1 (same as D-4 in 2011 GPN Study):** Allocation of Costs based on the 2011 GPN GPA/ZC updated to 2014 costs.

**Table D-1:** Allocation of Costs based on the Heritage Fields 2012 GPA/ZC

**Table D-2:** Adjusted Fully-Funded Shares for PA 40 and GP. The adjustments are made to the shares as they appeared in Table 4-2 of the 2011 GPN GPA/ZC.

**Table D-3:** Summary of Re-Allocated Fully-Funded costs.

Adjusted costs are calculated as follows:

1. Calculate the difference between the (1) 2011 GPN GPA/ZC total GP allocation for Fully-Funded improvements, and (2) the Heritage Fields 2012 GPA/ZC GP

allocation (Table 1 total minus Table D-1 total). This value is the amount that the PA 40 obligation will be reduced as a result of the Heritage Fields 2012 GPA/ZC.

i.  $\$94,339,658(D-4-2011) - \$93,578,415(D-1) = \$761,243$

2. Calculate the proportionate share of this delta for each Improvement for PA 40. This represents the proportionate share decrease and is calculated for each fully-funded improvement.

i. For example: PA 40's 2011 GPA/ZC share of the cost of Intersection 34 is  $\$13,139(D-2)$ .  $(\$13,139 / \$42,295,766 (D-4-2011)) \times \$761,243 = \$236$ .

3. Subtract that share from the 2011 GPN GPA/ZC allocation for each fully funded improvement. This becomes the new PA 40 obligation for each fully funded improvement location.

i. Continuing with intersection 34 as an example.

$\$13,139 - \$236 = \$12,903$ .

4. Calculate the new PA 40 % Share allocation for each fully-funded improvement.

i. Total 2014 cost of Intersection 34 improvements is \$201,165.

$\$12,903 / \$201,165 = 6.41\%$

5. Freeze the Northern Sphere % Share allocation since these FDA's have not been the subject of a GPA/ZC that affects fees since the 5-Year Study was prepared.

i. The 2011 GPN GPA/ZC Northern Sphere share of Int 34 is 63.42% (D-2)

6. Subtract the revised PA 40 allocation and Northern Sphere allocation from the total allocation to calculate the revised total GP allocation

i.  $100\% - 63.42\% - 6.41\% = 30.17\%$

7. Distribute the revised GP allocation over part of GP I, GP II, GP III, and GP IV based on the share proportions calculated for the GPN 2012 PA 51 GPA/ZC (Table D-1).

i. For Int 34, from Table D-1, the GP allocations for GPI, GPII, GPIII, and GPIV are 9.74%, 9.29%, 1.52%, and 0.27%, respectively. The total GP share for Int 34 was 20.82%. Therefore, the portion attributed to GPI was 46.8%, GPII was 44.6%, GPIII was 7.3%, and GPIV was 1.3%

ii. Dividing 30.17% based on these proportions yields 14.12% for GPI, 13.46% for GPII, 2.20% for GPIII, and 0.39% for GPIV. These shares now become the new GP fully-funded shares.

8. Table D-3 summaries the new fully-funded shares for PA 40 and GP. The Northern Sphere fully-funded shares are unchanged.

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Table 4-2 - Modified Allocation of Costs For The List of NITM Improvements - 2014 Costs

| Location  | PA40  |           |             |             | Irvine Northern Sphere Future Development Areas |           |             |             | Orange County Great Park Future Development Areas |             |             |           | PA1         | Remainder (a) | Total        |
|---|-------|-----------|-------------|-------------|---|-----------|-------------|-------------|---|-------------|-------------|-----------|-------------|---------------|--------------|
|   | PA5B  | PA6       | PA8A        | PA9A        | PA9B  | Sub-Total | GP I        | GP II       | GP III  | GP IV       | Sub-Total   |           |             |               |              |
| FULLY FUNDED IMPROVEMENTS IN THE NITM PROGRAM           |       |           |             |             |   |           |             |             |   |             |             |           |             |               |              |
| Intersections   |       |           |             |             |   |           |             |             |   |             |             |           |             |               |              |
| 34. Red Hill Ave & Irvine Blvd (d)                      | Share | 6.41%     | 18.87%      | 13.58%      | 0.69%   | 10.42%    | 19.87%      | 63.42%      | 14.11%  | 13.46%      | 2.21%       | 0.40%     | 30.17%      | 0.00%         | 100.00%      |
| 91. Tustin Ranch Rd & Irvine Blvd (d)                   | Share | 6.42%     | 17.90%      | 17.36%      | 0.66%   | 9.84%     | 21.33%      | 67.10%      | 13.06%  | 12.45%      | 1.55%       | 0.25%     | 27.30%      | 0.00%         | \$201,165    |
| 125. Jamboree Rd & Irvine Blvd                          | Share | 5.94%     | 19.39%      | 11.84%      | 0.67%   | 10.39%    | \$42,908    | \$134,982   | \$26,281  | \$25,095    | \$3,114     | \$498     | \$54,928    | \$0           | \$201,165    |
| 222. Culver Dr & Trabuco Rd                             | Share | 73.93%    | \$266,306   | \$147,408   | \$8,342   | \$129,356 | \$264,065   | \$815,600   | \$157,029   | \$156,392   | \$35,674    | \$6,370   | \$855,466   | \$0           | \$1,245,000  |
| 223. Culver Dr & I-5 southbound ramps                   | Share | 20.26%    | \$372,693   | \$158,083   | \$24,397  | \$915,925 | \$323,192   | \$1,791,610 | \$237,622   | \$125,313   | \$11,127    | \$21,871  | \$495,932   | \$0           | \$3,193,600  |
| 224. Culver Dr & Walnut Ave (d)                         | Share | 19.85%    | \$63,858    | \$28,256    | \$3,256   | \$120,746 | \$53,716    | \$269,832   | \$28,562  | \$19,994    | \$1,425     | \$2,980   | \$62,961    | \$0           | \$417,374    |
| 235. Culver Dr & University Dr                          | Share | 20.94%    | \$32,026    | \$12,010    | \$1,751   | \$56,527  | \$25,488    | \$127,800   | \$17,149  | \$10,477    | \$4,805     | \$1,001   | \$33,431    | \$0           | \$201,165    |
| 249. Yale Ave & Irvine Blvd                             | Share | 5.34%     | \$278,068   | \$557,657   | \$55,715  | \$841,297 | \$570,319   | \$2,303,056 | \$493,289   | \$603,933   | \$508,656   | \$95,277  | \$1,701,156 | \$0           | \$5,065,000  |
| 288. Jeffrey Rd & Walnut Ave / I-5 southbound ramps     | Share | 32.88%    | \$1,465,026 | \$643,354   | \$12,466  | \$430,890 | \$1,287,250 | \$3,838,986 | \$621,433   | \$613,633   | \$50,053    | \$6,500   | \$1,291,619 | \$0           | \$5,420,000  |
| 289. Jeffrey Rd & Irvine Center Dr                      | Share | 28.96%    | \$889       | \$7,299     | \$41,858  | \$262,784 | \$158,017   | \$661,913   | \$82,910  | \$55,396    | \$24,566    | \$6,387   | \$169,258   | \$0           | \$1,238,379  |
| 291. Jeffrey Rd & Alton Pkwy                            | Share | 25.91%    | \$3,822,905 | \$1,173,480 | \$962,280                                       | \$381,480 | \$1,788,600 | \$7,266,600 | \$790,576   | \$737,871   | \$506,427   | \$75,620  | \$2,110,495 | \$0           | \$13,200,000 |
| 302. Sand Canyon Ave & Trabuco Rd                       | Share | 383,769   | \$1,088,854 | \$113,740   | \$338,705                                       | \$388,705 | \$402,637   | \$801,665   | \$83,087  | \$98,194    | \$97,373    | \$16,913  | \$295,566   | \$0           | \$1,481,000  |
| 303. Sand Canyon Ave & I-5 northbound ramps / Marine Wy | Share | 35.78%    | \$39,281    | \$247,016   | \$7,554   | \$590,345 | \$339,552   | \$1,223,748 | \$318,889   | \$370,244   | \$494,572   | \$18,096  | \$1,201,802 | \$0           | \$3,777,000  |
| 305. Sand Canyon Ave & I-5 southbound ramps             | Share | 775,936   | \$26,255    | \$178,668   | \$5,118   | \$386,260 | \$231,623   | \$828,145   | \$207,594   | \$211,482   | \$199,170   | \$2,673   | \$620,919   | \$0           | \$2,225,000  |
| 310. Sand Canyon Ave & Alton Pkwy                       | Share | 24.84%    | \$326,557   | \$15,834    | \$113,100                                       | \$316,747 | \$143,863   | \$492,211   | \$109,854   | \$108,087   | \$92,923    | \$1,368   | \$312,232   | \$0           | \$1,131,000  |
| 311. Sand Canyon Ave & I-405 northbound ramps           | Share | 28.45%    | \$402,289   | \$10,181    | \$149,178                                       | \$222,423 | \$140,269   | \$524,028   | \$136,317   | \$150,632   | \$192,601   | \$8,133   | \$487,683   | \$0           | \$1,414,000  |
| 321. Laguna Canyon Rd & Old Laguna Canyon Rd            | Share | 449,066   | \$71,378    | \$213,934   | \$12,431  | \$225,763 | \$158,395   | \$681,901   | \$744,905   | \$79,937    | \$30,745    | \$18,447  | \$874,033   | \$0           | \$2,005,000  |
| 338. Alton Pkwy & Irvine Blvd (e)                       | Share | 4.27%     | \$34,005    | \$701,128   | \$5,255   | \$130,457 | \$90,269    | \$961,424   | \$749,078   | \$1,004,658 | \$16,137    | \$16,137  | \$1,997,868 | \$0           | \$3,091,396  |
| 345. Alton Pkwy & I-5 northbound ramps                  | Share | 2.284     | \$519       | \$1,706     | \$115   | \$1,553   | \$906       | \$4,793     | \$1,699   | \$4,889     | \$15,006    | \$3,328   | \$24,923    | \$0           | \$32,000     |
| 362. Bake Pkwy & Irvine Blvd (e)                        | Share | \$165,225 | \$40,766    | \$1,230,174 | \$4,796   | \$123,257 | \$97,839    | \$1,496,352 | \$1,215,785                                       | \$1,479,568 | \$324,368   | \$114,703 | \$3,134,423 | \$0           | \$4,796,000  |
| 364. Bake Pkwy & Jeronimo Rd                            | Share | 0.87%     | \$17,586    | \$1,220,362 | \$567   | \$30,634  | \$65,537    | \$1,333,155 | \$473,097   | \$1,993,234 | \$1,430,797 | \$393,232 | \$4,290,360 | \$0           | \$5,673,000  |
| 368. Bake Pkwy & I-5 southbound ramps                   | Share | 5.81%     | \$34,209    | \$239,461   | \$8,806   | \$149,705 | \$80,611    | \$512,792   | \$293,885   | \$727,684   | \$1,109,735 | \$546,242 | \$2,677,546 | \$0           | \$3,387,000  |



Table 4-2 - Modified Allocation of Costs For The List of NITM Improvements - 2014 Costs (Cont.)

| Location   | PA40  |              |             |              | Irvine Northern Sphere Future Development Areas |              |              |              | Orange County Great Park Future Development Areas |              |             |             | PA1          | Remainder (a) | Total         |
|--|-------|--------------|-------------|--------------|---|--------------|--------------|--------------|---|--------------|-------------|-------------|--------------|---------------|---------------|
|  | PA5B  | PA6          | PA8A        | PA9A         | PA9B  | Sub-Total    | GP I         | GP II        | GP III  | GP IV        | Sub-Total   |             |              |               |               |
| <b>FULLY FUNDED IMPROVEMENTS IN THE NITM PROGRAM</b>           |       |              |             |              |   |              |              |              |   |              |             |             |              |               |               |
| 379. Lake Forest Dr & Muirlands Blvd                           | Share | 5.47%        | 0.18%       | 2.53%        | 0.09%   | 1.01%        | 0.23%        | 4.05%        | 8.16%   | 19.66%       | 54.07%      | 8.59%       | 90.47%       | 0.00%         | 100.00%       |
|  | Cost  | \$1,058      | \$35        | \$489        | \$18  | \$195        | \$44         | \$783        | \$1,576   | \$3,799      | \$10,448    | \$1,660     | \$17,483     | \$0           | \$19,324      |
| 383. Lake Forest Dr & Av Carlota/ I-5 southbound ramps (d) (e) | Share | 7.26%        | 1.28%       | 20.37%       | 0.27%   | 5.69%        | 3.46%        | 31.06%       | 12.58%  | 29.11%       | 16.00%      | 4.00%       | 61.68%       | 0.00%         | 100.00%       |
|  | Cost  | \$96,996     | \$17,101    | \$272,143    | \$3,607   | \$75,018     | \$46,226     | \$414,962    | \$168,027   | \$388,845    | \$213,736   | \$53,434    | \$824,042    | \$0           | \$1,336,000   |
| 406. Laguna Canyon Rd & Lake Forest Dr (f)                     | Share | 22.88%       | 3.60%       | 10.51%       | 0.64%   | 11.69%       | 8.12%        | 34.58%       | 36.62%  | 3.48%        | 1.52%       | 0.94%       | 42.56%       | 0.00%         | 100.00%       |
|  | Cost  | \$93,727     | \$14,746    | \$43,050     | \$2,622   | \$47,884     | \$33,260     | \$141,562    | \$149,995   | \$14,268     | \$6,219     | \$3,841     | \$174,323    | \$0           | \$409,612     |
| <b>Interchanges</b>  |       |              |             |              |   |              |              |              |   |              |             |             |              |               |               |
| SR-133 at Trabuco Rd   | Share | 25.30%       | 0.30%       | 2.95%        | 0.07%   | 7.52%        | 5.08%        | 15.92%       | 46.59%  | 10.72%       | 1.40%       | 0.06%       | 58.78%       | 0.00%         | 100.00%       |
|  | Cost  | \$30,187,642 | \$357,887   | \$3,519,224  | \$83,506  | \$8,971,040  | \$6,060,224  | \$19,991,882 | \$55,584,218                                      | \$12,793,300 | \$1,664,279 | \$7,419     | \$70,116,217 | \$0           | \$119,295,741 |
| Sub-Total Cost (Fully Funded Improvement Locations)            |       | \$41,534,524 | \$4,642,233 | \$10,972,693 | \$703,490                                       | \$17,439,034 | \$12,346,078 | \$46,103,036 | \$62,801,677                                      | \$21,871,410 | \$7,466,535 | \$1,501,578 | \$93,641,200 | \$0           | \$181,278,760 |
| <b>FAIR SHARE FUNDED IMPROVEMENTS IN THE NITM PROGRAM</b>      |       |              |             |              |   |              |              |              |   |              |             |             |              |               |               |
| <b>Intersections</b>   |       |              |             |              |   |              |              |              |   |              |             |             |              |               |               |
| 123. Lamboree Rd & Tustin Ranch Rd                             | Share | 0.50%        | 0.27%       | 0.77%        | 0.04%   | 0.69%        | 0.57%        | 2.34%        | 0.17%   | 0.16%        | 0.21%       | 0.04%       | 0.57%        | 3.76%         | 100%          |
|  | Cost  | \$42         | \$23        | \$65         | \$3   | \$58         | \$48         | \$197        | \$14  | \$13         | \$18        | \$3         | \$48         | \$316         | \$7,808       |
| 228. Culver Dr & Barranca Pkwy                                 | Share | 0.44%        | 0.36%       | 0.14%        | 0.05%   | 0.24%        | 0.56%        | 1.35%        | 0.14%   | 0.19%        | 0.15%       | 0.04%       | 0.52%        | 1.94%         | 100%          |
|  | Cost  | \$4,008      | \$3,280     | \$1,275      | \$456   | \$2,186      | \$5,102      | \$12,299     | \$1,275   | \$1,731      | \$1,367     | \$364       | \$4,737      | \$17,673      | \$872,283     |
| 290. Jeffrey Rd & Barranca Pkwy                                | Share | 2.69%        | 1.01%       | 1.08%        | 0.31%   | 1.96%        | 3.27%        | 7.63%        | 0.70%   | 0.67%        | 0.35%       | 0.06%       | 1.78%        | 0.48%         | 100%          |
|  | Cost  | \$15,387     | \$5,777     | \$6,178      | \$1,773   | \$11,211     | \$18,704     | \$43,644     | \$4,004   | \$3,832      | \$2,002     | \$343       | \$10,182     | \$2,746       | \$572,000     |
| 293. Jeffrey Rd & I-405 northbound ramps                       | Share | 1.85%        | 0.80%       | 0.92%        | 0.22%   | 1.66%        | 2.51%        | 6.11%        | 0.58%   | 0.61%        | 0.42%       | 0.17%       | 1.77%        | 0.35%         | 100%          |
|  | Cost  | \$19,851     | \$8,584     | \$9,872      | \$2,361   | \$17,812     | \$26,932     | \$65,560     | \$6,223   | \$6,545      | \$4,507     | \$1,824     | \$18,992     | \$3,756       | \$964,842     |
| 327. Barranca Pkwy & Technology Dr                             | Share | 0.57%        | 0.06%       | 0.62%        | 0.01%   | 0.42%        | 0.63%        | 1.73%        | 0.76%   | 1.05%        | 2.14%       | 0.92%       | 4.88%        | 0.10%         | 100%          |
|  | Cost  | \$5,113      | \$538       | \$5,561      | \$90  | \$3,767      | \$5,651      | \$15,518     | \$6,817   | \$9,419      | \$19,196    | \$8,252     | \$43,774     | \$897,000     | \$897,000     |
| 344. Alton Pkwy & Technology Dr West                           | Share | 0.15%        | 0.08%       | 0.34%        | 0.02%   | 0.10%        | 0.16%        | 0.70%        | 0.49%   | 2.46%        | 4.55%       | 3.14%       | 10.63%       | 0.11%         | 100%          |
|  | Cost  | \$31         | \$16        | \$69         | \$4   | \$20         | \$33         | \$143        | \$100   | \$501        | \$926       | \$639       | \$2,164      | \$22          | \$20,360      |
| 348. Alton Pkwy & Irvine Center Dr                             | Share | 0.10%        | 0.01%       | 0.08%        | 0.00%   | 0.06%        | 0.10%        | 0.26%        | 0.13%   | 0.87%        | 1.54%       | 1.34%       | 3.87%        | 0.02%         | 100%          |
|  | Cost  | \$3,016      | \$302       | \$2,413      | \$0   | \$1,810      | \$3,016      | \$7,842      | \$3,921   | \$26,239     | \$46,446    | \$40,414    | \$116,719    | \$603         | \$2,887,820   |
| 358. Irvine Center Dr & Enterprise Dr                          | Share | 0.08%        | 0.01%       | 0.08%        | 0.00%   | 0.06%        | 0.09%        | 0.24%        | 0.13%   | 0.18%        | 0.27%       | 0.31%       | 0.89%        | 0.02%         | 100%          |
|  | Cost  | \$30         | \$4         | \$30         | \$0   | \$23         | \$34         | \$91         | \$49  | \$68         | \$103       | \$118       | \$338        | \$8           | \$37,533      |
| 359. Irvine Center Dr & I-405 southbound ramps                 | Share | 0.14%        | 0.03%       | 0.17%        | 0.01%   | 0.12%        | 0.18%        | 0.51%        | 0.33%   | 0.04%        | 0.02%       | 0.33%       | 0.72%        | 0.05%         | 100%          |
|  | Cost  | \$1,443      | \$309       | \$1,753      | \$103   | \$1,237      | \$1,856      | \$5,258      | \$3,402   | \$412        | \$206       | \$3,402     | \$7,423      | \$516         | \$1,016,360   |
| 378. Lake Forest Dr & Jeronimo Rd                              | Share | 0.07%        | 0.01%       | 0.21%        | 0.00%   | 0.02%        | 0.01%        | 0.25%        | 0.24%   | 1.65%        | 1.66%       | 0.37%       | 3.91%        | 0.01%         | 100%          |
|  | Cost  | \$2,003      | \$286       | \$6,010      | \$0   | \$572        | \$286        | \$7,155      | \$6,869   | \$47,223     | \$47,509    | \$10,589    | \$111,904    | \$286         | \$2,740,651   |
| 380. Lake Forest Dr & Rockfield Blvd                           | Share | 0.14%        | 0.02%       | 0.59%        | 0.01%   | 0.05%        | 0.10%        | 0.78%        | 0.55%   | 1.07%        | 0.66%       | 0.54%       | 2.82%        | 0.04%         | 100%          |
|  | Cost  | \$53         | \$8         | \$224        | \$4   | \$19         | \$38         | \$296        | \$209   | \$407        | \$251       | \$205       | \$1,072      | \$15          | \$36,564      |
| 387. Ridge Route Dr & Rockfield Blvd                           | Share | 0.08%        | 0.02%       | 0.46%        | 0.00%   | 0.04%        | 0.06%        | 0.58%        | 0.53%   | 0.80%        | 0.74%       | 0.55%       | 2.63%        | 0.03%         | 100%          |
|  | Cost  | \$170        | \$43        | \$980        | \$0   | \$85         | \$128        | \$1,235      | \$1,129   | \$1,704      | \$1,172     | \$1,172     | \$5,602      | \$64          | \$205,928     |
| 390. Paseo de Valencia & Avd de la Carlota                     | Share | 0.25%        | 0.06%       | 0.13%        | 0.01%   | 0.12%        | 0.18%        | 0.50%        | 0.52%   | 0.09%        | 0.29%       | 0.16%       | 1.06%        | 0.12%         | 100%          |
|  | Cost  | \$2,060      | \$494       | \$1,071      | \$82  | \$989        | \$1,483      | \$4,120      | \$4,285   | \$742        | \$2,390     | \$1,318     | \$8,734      | \$989         | \$808,097     |
| 396. El Toro Rd & Avd de la Carlota                            | Share | 0.13%        | 0.03%       | 0.26%        | 0.01%   | 0.06%        | 0.09%        | 0.44%        | 0.30%   | 0.41%        | 0.29%       | 0.18%       | 1.18%        | 0.07%         | 100%          |
|  | Cost  | \$19         | \$4         | \$38         | \$1   | \$9          | \$13         | \$65         | \$44  | \$60         | \$43        | \$26        | \$174        | \$10          | \$14,452      |
| 420. El Toro Rd & Jeronimo Rd                                  | Share | 0.04%        | 0.01%       | 0.60%        | 0.00%   | 0.02%        | 0.01%        | 0.63%        | 0.28%   | 1.30%        | 0.94%       | 0.24%       | 2.76%        | 0.01%         | 100%          |
|  | Cost  | \$2,525      | \$631       | \$37,872     | \$0   | \$1,262      | \$39,766     | \$17,674     | \$82,056  | \$59,333     | \$15,149    | \$174,211   | \$631        | \$6,094,867   | \$6,312,000   |
| 422. Los Alisos Blvd & Jeronimo Rd                             | Share | 0.04%        | 0.01%       | 0.16%        | 0.00%   | 0.01%        | 0.01%        | 0.19%        | 0.18%   | 0.74%        | 0.90%       | 0.27%       | 2.09%        | 0.01%         | 100%          |
|  | Cost  | \$951        | \$238       | \$3,805      | \$0   | \$238        | \$238        | \$4,518      | \$4,280   | \$17,597     | \$21,402    | \$6,421     | \$49,700     | \$238         | \$2,378,000   |
| 423. Muirlands Blvd & Los Alisos Blvd                          | Share | 0.04%        | 0.00%       | 0.28%        | 0.00%   | 0.00%        | 0.00%        | 0.28%        | 0.15%   | 0.78%        | 0.92%       | 0.26%       | 2.11%        | 0.00%         | 100%          |
|  | Cost  | \$2,732      | \$0         | \$19,122     | \$0   | \$0          | \$0          | \$19,122     | \$10,244  | \$53,269     | \$62,830    | \$17,756    | \$144,098    | \$0           | \$6,663,359   |



Table 4-2 - Modified Allocation of Costs For The List of NITM Improvements - 2014 Costs (Cont.)

| Location  | Irvine Northern Sphere Future Development Areas |              |             |             | Orange County Great Park Future Development Areas |              |             |              | PA1         | Remainder (a) | Total       |              |           |              |             |              |           |             |             |             |             |             |               |               |  |               |
|---|---|--------------|-------------|-------------|---|--------------|-------------|--------------|-------------|---------------|-------------|--------------|-----------|--------------|-------------|--------------|-----------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|--|---------------|
|   | PA40  | PA5B         | PA6         | Sub-Total   | GP I  | GP II        | GP III      | GP IV        |             |               |             | Sub-Total    |           |              |             |              |           |             |             |             |             |             |               |               |  |               |
| FULLY FUNDED IMPROVEMENTS IN THE NITM PROGRAM   |   |              |             |             |   |              |             |              |             |               |             |              |           |              |             |              |           |             |             |             |             |             |               |               |  |               |
| Interchanges  |   |              |             |             |   |              |             |              |             |               |             |              |           |              |             |              |           |             |             |             |             |             |               |               |  |               |
| SR-241 at Jeffrey Rd  | Share   | 2.27%        | \$524,279   | 1.51%       | \$348,750   | 0.17%        | \$39,263    | 1.59%        | \$367,226   | 6.57%         | \$1,517,407 | 0.44%        | \$101,622 | 0.37%        | \$85,455    | 0.11%        | \$25,406  | 1.23%       | \$284,081   | 2.39%       | \$551,994   | 87.54%      | \$20,218,238  | 100%          |  |               |
|   | Cost  |              | \$2,103,835 |             | \$763,691   |              | \$1,297,559 |              | \$1,232,529 |               | \$5,403,840 |              | \$822,654 |              | \$1,031,926 |              | \$500,035 |             | \$3,069,633 |             | \$1,997,362 |             | \$152,499,766 |               |  |               |
| Sub-Total Cost (Partially Funded Improvement Locations)   |   |              |             |             |   |              |             |              |             |               |             |              |           |              |             |              |           |             |             |             |             |             |               |               |  |               |
| NITM PROGRAM ADMINISTRATIVE COSTS AND CALTRANS CONTINGENCY FUND                                     |   |              |             |             |   |              |             |              |             |               |             |              |           |              |             |              |           |             |             |             |             |             |               |               |  |               |
| NITM Program Establishment Cost (b)   |   | \$72,528     |             | \$17,884    |   | \$7,423      |             | \$26,896     |             | \$18,727      |             | \$72,060     |           | \$93,754     |             | \$18,598     |           | \$10,022    |             | \$6,710     |             | \$2,480     |               | \$0           |  | \$276,179     |
| NITM Program Administration Cost (b)  |   | \$637,621    |             | \$157,225   |   | \$9,952      |             | \$236,451    |             | \$164,633     |             | \$633,512    |           | \$824,227    |             | \$163,499    |           | \$88,107    |             | \$1,134,974 |             | \$21,892    |               | \$0           |  | \$2,428,000   |
| Caltrans Contingency Fund (b)   |   | \$137,821    |             | \$28,981    |   | \$15,769     |             | \$67,059     |             | \$29,091      |             | \$143,643    |           | \$56,099     |             | \$10,362     |           | \$53,296    |             | \$46,861    |             | \$51,917    |               | \$0           |  | \$500,000     |
| Sub-Total Cost (Administrative and Caltrans Contingency Fund)                                       |   | \$847,970    |             | \$204,091   |   | \$13,827     |             | \$330,405    |             | \$212,451     |             | \$849,216    |           | \$974,080    |             | \$192,459    |           | \$151,425   |             | \$112,560   |             | \$76,300    |               | \$0           |  | \$3,204,179   |
| TOTAL (LIST OF NITM IMPROVEMENTS, NITM PROGRAM ADMINISTRATIVE COSTS, AND CALTRANS CONTINGENCY FUND) |   |              |             |             |   |              |             |              |             |               |             |              |           |              |             |              |           |             |             |             |             |             |               |               |  |               |
| Total Cost  |   | \$44,486,330 |             | \$5,494,376 |   | \$12,474,342 |             | \$19,001,969 |             | \$14,545,656  |             | \$52,356,092 |           | \$64,598,411 |             | \$22,783,791 |           | \$8,649,886 |             | \$2,114,172 |             | \$2,073,662 |               | \$152,499,766 |  | \$349,557,375 |
| Share of Total Cost   |   | 12.73%       |             | 3.57%       |   | 0.24%        |             | 5.44%        |             | 4.16%         |             | 14.98%       |           | 18.48%       |             | 6.52%        |           | 2.47%       |             | 0.60%       |             | 0.59%       |               | 43.63%        |  | 100.00%       |

(a) Traffic share percentage and allocated cost for existing traffic and future traffic due to future development in areas other than PA40, the Irvine Northern Sphere Area, the Orange County Great Park and PA1.

(b) Allocation of Administrative Costs held as part of PA 40 GPA/ZC Re-Allocation

(c) The cost estimate at this intersection includes a contribution to the City of Irvine Traffic Management Systems Operation Study (TMSOS) - \$1,239,000.

(d) The cost estimate at this intersection includes future re-stripping cost.

(e) The cost estimate for the I-5 mainline improvements at this location includes the cost to add a second drop lane from I-5 to the southbound off-ramp at Sand Canyon Avenue.

\\nv-fs1\UCDATA\Ucl\obs\_07100\07151\2013 NITM Fee Reallocation\Great Park NITM Draft Report Tables - 081314 - 2014 Costs.xlsx\Table 4-2 (2)

## **APPENDIX A**

### Land Use and Trip Generation in NITM Program Future Development Areas

Appendix A  
TAZ Correspondence

| Area | NITM (Old ITAM) TAZ | ITAM 12 TAZ | Property |
|------|---------------------|-------------|----------|
| III  | 321                 | 321         | HF       |
| III  | 919                 | 322         | HF       |
| I    | 600                 | 323         | HF       |
| II   | 594                 | 324         | HF       |
| I    | 600                 | 325         | HF       |
| I    | 600                 | 326         | HF       |
| II   | 594                 | 327         | HF       |
| II   | 594                 | 328         | HF       |
| I    | 586                 | 329         | HF       |
| I    | 586                 | 330         | HF       |
| I    | 586                 | 331         | HF       |
| I    | 586                 | 332         | HF       |
| I    | 586                 | 586         |          |
| I    | 588                 | 587         | HF       |
| I    | 588                 | 588         | HF       |
| I    | 587                 | 589         | HF       |
| I    | 589                 | 590         | HF       |
| I    | 596                 | 591         | HF       |
| I    | 597                 | 592         | HF       |
| II   | 590                 | 593         |          |
| II   | 590                 | 594         | HF       |
| II   | 590                 | 595         | HF       |
| I    | 589                 | 596         | HF       |
| I    | 597                 | 597         | HF       |
| I    | 597                 | 598         | HF       |
| II   | 594                 | 599         | HF       |
| I    | 596                 | 600         | HF       |
| I    | 596                 | 601         | HF       |
| I    | 593                 | 602         | HF       |
| I    | 587                 | 603         | HF       |
| I    | 600                 | 604         | HF       |
| I    | 600                 | 605         | HF       |
| II   | 611                 | 606         | HF       |
| II   | 611                 | 607         | HF       |
| II   | 613                 | 608         | HF       |
| III  | 615                 | 609         | HF       |
| III  | 615                 | 610         | HF       |
| III  | 615                 | 611         | HF       |
| III  | 917                 | 612         | HF       |
| III  | 918                 | 613         | HF       |
| IV   | 921                 | 615         | HF       |
| IV   | 324                 | 616         | HF       |
| I    | 593                 | 854         |          |
| III  | 919                 | 863         | HF       |
| III  | 321                 | 864         | HF       |
| IV   | 924                 | 917         | HF       |
| IV   | 924                 | 918         | HF       |
| IV   | 923                 | 919         | HF       |
| IV   | 323                 | 920         | HF       |

Appendix A  
TAZ Correspondence

| Area | NITM (Old ITAM) TAZ | ITAM 12 TAZ | Property |
|------|---------------------|-------------|----------|
| IV   | 923                 | 922         |          |
| IV   | 922                 | 923         |          |
| II   | 322                 | 924         |          |
| III  | 917                 | 925         |          |
| III  | 615                 | 926         |          |
| II   | 591                 | 927         |          |
| II   | 614                 | 928         |          |
| II   | 611                 | 929         |          |
| I    | 589                 | 930         |          |
| III  | 598                 | 931         |          |
| III  | 610                 | 932         |          |
| III  | 609                 | 934         |          |
| III  | 609                 | 935         |          |
| III  | 609                 | 936         |          |
| II   | 590                 | 937         | HF       |
| II   | 590                 | 938         | HF       |
| II   | 590                 | 939         | HF       |
| II   | 590                 | 940         | HF       |
| I    | 589                 | 941         | HF       |
| I    | 597                 | 942         | HF       |
| I    | 596                 | 943         | HF       |
| I    | 593                 | 944         | HF       |
| II   | 611                 | 945         | HF       |
| II   | 613                 | 946         | HF       |
| II   | 322                 | 947         | HF       |
| I    | 602                 | 948         |          |
| I    | 603                 | 950         |          |
| I    | 603                 | 951         |          |
| I    | 603                 | 952         |          |
| I    | 603                 | 953         |          |
| III  | 610                 | 954         |          |
| III  | 610                 | 955         |          |
| III  | 610                 | 956         |          |
| I    | 603                 | 970         |          |
| III  | 610                 | 971         |          |
| II   | 614                 | 973         |          |
| II   | 614                 | 974         |          |
| II   | 322                 | 975         | HF       |
| II   | 611                 | 976         | HF       |
| II   | 611                 | 977         | HF       |
| IV   | 922                 | 989         | HF       |
| III  | 920                 | 990         |          |

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Reallocation\NITM Model\2014July31\[TAZ-Corr.xlsx]TAZ corr

Appendix A

Land Use and Trip Generation Estimates  
by Future Development Area for NITM Fee Re-Allocation Modeling

| Area      | Description              | Units  | Project 2011 |               | Project 2012 |               | ADT           |              |
|-----------|--------------------------|--------|--------------|---------------|--------------|---------------|---------------|--------------|
|           |                          |        | LandUse      | ADT           | LandUse      | ADT           | Difference    | % Difference |
| I         | Agriculture              | ACRE   | 31.42        | 63            | 0            | 0             | -63           | -100.0%      |
| I         | Child Care Center        | TSF    | 11           | 461           | 11           | 462           | 1             | 0.2%         |
| I         | Church/Synagogue         | TSF    | 25           | 204           | 25           | 204           | 0             | 0.0%         |
| I         | Education                | STU    | 4,161        | 10,943        | 0            | 0             | -10,943       | -100.0%      |
| I         | ELEMENTARY/MIDDLE - ITAM | STU    | 1,000        | 1,240         | 1,000        | 1,240         | 0             | 0.0%         |
| I         | Multi-family             | DU     | 1363         | 9,746         | 1,792        | 12,813        | 3,067         | 31.5%        |
| I         | Museum                   | TSF    | 60.2         | 1,389         | 0            | 0             | -1,389        | -100.0%      |
| I         | Open Space Park          | ACRE   | 279.5        | 1,003         | 0            | 0             | -1,003        | -100.0%      |
| I         | Park                     | ACRE   | 31.1         | 112           | 31.1         | 112           | 0             | 0.0%         |
| I         | Parking                  | SPACES | 2,173        | 478           | 2,227        | 8,333         | 7,855         | 1643.3%      |
| I         | Research & Development   | TSF    | 48.7         | 507           | 360          | 3,751         | 3,244         | 639.8%       |
| I         | Retail                   | TSF    | 150          | 8,208         | 150          | 8,208         | 0             | 0.0%         |
| I         | Senior Housing           | DU     | 182          | 930           | 182          | 930           | 0             | 0.0%         |
| I         | Single Family Detached   | DU     | 1,407        | 12,368        | 978          | 8,597         | -3,771        | -30.5%       |
| I         | Sports Park              | ACRE   | 165          | 6,884         | 0            | 0             | -6,884        | -100.0%      |
| I         | TOD Office               | TSF    | 75           | 941           | 0            | 0             | -941          | -100.0%      |
| I         | Multi-Use                | TSF    | 0            | 0             | 704.3        | 8,839         | 8,839         | N/A          |
| I         | Wildlife Corridor        | ACRE   | 0            | 0             | 31.42        | 5             | 5             | N/A          |
| <b>I</b>  | <b>TOTAL</b>             |        |              | <b>55,477</b> |              | <b>53,494</b> | <b>-1,983</b> | <b>-3.6%</b> |
| II        | Agriculture              | ACRE   | 102.5        | 205           | 90           | 181           | -24           | -11.7%       |
| II        | Chapel/Mortuary          | TSF    | 50           | 405           | 0            | 0             | -405          | -100.0%      |
| II        | Elementary School        | STU    | 1,000        | 1,240         | 1,000        | 1,240         | 0             | 0.0%         |
| II        | High School              | STU    | 0            | 0             | 2,600        | 3,224         | 3,224         | N/A          |
| II        | Exposition Center        | TSF    | 708          | 16,829        | 0            | 0             | -16,829       | -100.0%      |
| II        | Golf Course              | ACRE   | 150          | 923           | 0            | 0             | -923          | -100.0%      |
| II        | Multi-Family             | DU     | 608          | 4,347         | 3,268        | 23,366        | 19,019        | 437.5%       |
| II        | Open Space Park          | ACRE   | 1,106        | 3,971         | 0            | 0             | -3,971        | -100.0%      |
| II        | Park                     | ACRE   | 16.5         | 59            | 59.9         | 215           | 156           | 264.4%       |
| II        | Parking                  | SPACES | 100          | 22            | 59           | 221           | 199           | 904.5%       |
| II        | Retail                   | TSF    | 150          | 8,208         | 70           | 3,830         | -4,378        | -53.3%       |
| II        | Single Family Detached   | DU     | 1,334        | 11,726        | 2,380        | 20,920        | 9,194         | 78.4%        |
| II        | Multi-Use                | TSF    | 0            | 0             | 292          | 3,662         | 3,662         | N/A          |
| II        | Wildlife Corridor        | ACRE   | 246          | 41            | 1,219.6      | 204           | 163           | 397.6%       |
| <b>II</b> | <b>TOTAL</b>             |        |              | <b>47,976</b> |              | <b>57,063</b> | <b>9,087</b>  | <b>18.9%</b> |
| III       | Cultural Institutional   | TSF    | 300          | 6,924         | 300          | 6,924         | 0             | 0.0%         |
| III       | Education                | STU    | 3,580        | 9,415         | 0            | 0             | -9,415        | -100.0%      |
| III       | Institutional Warehouse  | TSF    | 263          | 1,657         | 263          | 1,657         | 0             | 0.0%         |
| III       | Museum                   | TSF    | 407.8        | 9,412         | 0            | 0             | -9,412        | -100.0%      |
| III       | OCTA Facility            | TSF    | 176          | 1,183         | 176          | 1,179         | -4            | -0.3%        |
| III       | Multi-Family             | DU     | 0            | 0             | 900          | 6,435         | 6,435         | N/A          |
| III       | Open Space Park          | ACRE   | 138.9        | 499           | 0            | 0             | -499          | -100.0%      |
| III       | Park                     | ACRE   | 0            | 0             | 9            | 32            | 32            | N/A          |
| III       | Parking                  | SPACES | 3232         | 711           | 2,751        | 10,294        | 9,583         | 1347.8%      |
| III       | Research & Development   | TSF    | 951.3        | 9,913         | 2,000        | 20,840        | 10,927        | 110.2%       |
| III       | Transportation Center    | SPACES | 1,050        | 2,626         | 1,050        | 2,625         | -1            | 0.0%         |

Appendix A

Land Use and Trip Generation Estimates  
by Future Development Area for NITM Fee Re-Allocation Modeling

| Area       | Description            | Units | Project 2011 |               | Project 2012 |               | ADT            |               |
|------------|------------------------|-------|--------------|---------------|--------------|---------------|----------------|---------------|
|            |                        |       | LandUse      | ADT           | LandUse      | ADT           | Difference     | % Difference  |
| III        | Multi-Use              | TSF   | 0            | 0             | 286.1        | 3,591         | 3,591          | N/A           |
| III        | Wildlife Corridor      | ACRE  | 20.8         | 4             | 20.8         | 4             | 0              | 0.0%          |
| <b>III</b> | <b>TOTAL</b>           |       |              | <b>42,344</b> |              | <b>53,581</b> | <b>11,237</b>  | <b>26.5%</b>  |
| IV         | Auto Center            | TSF   | 102          | 4,355         | 0            | 0             | -4,355         | -100.0%       |
| IV         | Research & Development | TSF   | 1600         | 16,673        | 1,004        | 10,462        | -6,211         | -37.3%        |
| IV         | Wildlife Corridor      | ACRE  | 11.2         | 2             | 11.2         | 2             | 0              | 0.0%          |
| <b>IV</b>  | <b>TOTAL</b>           |       |              | <b>21,030</b> |              | <b>10,464</b> | <b>-10,566</b> | <b>-50.2%</b> |

Note: City/Other uses have not been modified from the ITAM 12.4 representation.

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**Land Use and ADT Estimates by TAZ**  
**P2035 NITM Fee Re-Allocation Modeling**

| Area | ItamTaz | ItamCode | Description              | Units | LandUse | ADT  |
|------|---------|----------|--------------------------|-------|---------|------|
| I    | 323     | 272      | Multi-Use                | TSF   | 60      | 753  |
| I    | 325     | 272      | Multi-Use                | TSF   | 70      | 879  |
| I    | 326     | 235      | Multi-Family             | DU    | 126     | 901  |
| I    | 326     | 101      | Single Family Detached   | DU    | 0       | 0    |
| I    | 329     | 235      | Multi-Family             | DU    | 75      | 536  |
| I    | 329     | 101      | Single Family Detached   | DU    | 54      | 475  |
| I    | 329     | 101      | Single Family Detached   | DU    | 54      | 475  |
| I    | 330     | 235      | Multi-Family             | DU    | 88      | 629  |
| I    | 330     | 139      | Park                     | ACRE  | 6.7     | 24   |
| I    | 330     | 101      | Single Family Detached   | DU    | 51      | 448  |
| I    | 330     | 101      | Single Family Detached   | DU    | 60      | 527  |
| I    | 330     | 101      | Single Family Detached   | DU    | 108     | 949  |
| I    | 331     | 142      | Child Care Center        | TSF   | 6       | 252  |
| I    | 331     | 130      | Church/Synagogue         | TSF   | 15      | 122  |
| I    | 332     | 235      | Multi-family             | DU    | 79      | 565  |
| I    | 332     | 101      | Single Family Detached   | DU    | 10      | 88   |
| I    | 332     | 101      | Single Family Detached   | DU    | 36      | 316  |
| I    | 332     | 101      | Single Family Detached   | DU    | 38      | 334  |
| I    | 332     | 101      | Single Family Detached   | DU    | 73      | 642  |
| I    | 586     | 265      | Wildlife Corridor        | Acre  | 31.42   | 5    |
| I    | 587     | 272      | Multi-Use                | TSF   | 344     | 4317 |
| I    | 588     | 235      | Multi-family             | DU    | 196     | 1401 |
| I    | 589     | 142      | Child Care Center        | TSF   | 5       | 210  |
| I    | 589     | 130      | Church/Synagogue         | TSF   | 10      | 82   |
| I    | 589     | 235      | Multi-family             | DU    | 166     | 1187 |
| I    | 590     | 101      | Single Family Detached   | DU    | 61      | 536  |
| I    | 590     | 101      | Single Family Detached   | DU    | 67      | 589  |
| I    | 591     | 235      | Multi-Family             | DU    | 60      | 429  |
| I    | 591     | 235      | Multi-Family             | DU    | 72      | 515  |
| I    | 592     | 101      | Single Family Detached   | DU    | 84      | 738  |
| I    | 596     | 235      | Multi-Family             | DU    | 123     | 879  |
| I    | 596     | 139      | Park                     | ACRE  | 5.2     | 19   |
| I    | 596     | 101      | Single Family Detached   | DU    | 59      | 519  |
| I    | 597     | 235      | Multi-Family             | DU    | 102     | 729  |
| I    | 597     | 235      | Multi-Family             | DU    | 171     | 1223 |
| I    | 597     | 139      | Park                     | ACRE  | 8.9     | 32   |
| I    | 598     | 136      | ELEMENTARY/MIDDLE - ITAM | STU   | 1000    | 1240 |
| I    | 598     | 235      | Multi-family             | DU    | 50      | 358  |
| I    | 600     | 235      | Multi-family             | DU    | 71      | 508  |
| I    | 600     | 235      | Multi-family             | DU    | 79      | 565  |
| I    | 600     | 139      | Park                     | ACRE  | 2.1     | 8    |
| I    | 600     | 139      | Park                     | ACRE  | 4.8     | 17   |
| I    | 601     | 235      | Multi-Family             | DU    | 69      | 493  |
| I    | 601     | 101      | Single Family Detached   | DU    | 59      | 519  |
| I    | 602     | 258      | Research and Development | TSF   | 86.4    | 900  |
| I    | 602     | 258      | Research and Development | TSF   | 187.2   | 1951 |
| I    | 603     | 272      | Multi-Use                | TSF   | 105     | 1318 |
| I    | 603     | 258      | Research and Development | TSF   | 86.4    | 900  |
| I    | 603     | 256      | Senior Housing           | DU    | 182     | 930  |
| I    | 604     | 235      | Multi-Family             | DU    | 45      | 322  |
| I    | 604     | 139      | Park                     | ACRE  | 3.4     | 12   |
| I    | 604     | 254      | Retail                   | TSF   | 120     | 6566 |
| I    | 605     | 272      | Multi-Use                | TSF   | 125.3   | 1573 |
| I    | 605     | 254      | Retail                   | TSF   | 30      | 1642 |

| Area | ItamTaz | ItamCode | Description            | Units | LandUse | ADT   |
|------|---------|----------|------------------------|-------|---------|-------|
| I    | 854     | 44       | Utilities (Gas/Water)  | TSF   | 3       | 0     |
| I    | 941     | 235      | Multi-Family           | DU    | 56      | 400   |
| I    | 941     | 235      | Multi-Family           | DU    | 92      | 658   |
| I    | 941     | 101      | Single Family Detached | DU    | 82      | 721   |
| I    | 942     | 101      | Single Family Detached | DU    | 82      | 721   |
| I    | 943     | 235      | Multi-Family           | DU    | 72      | 515   |
| I    | 944     | 132      | Government Facility    | TSF   | 70.9    | 88    |
| I    | Various | 277      | Parking (GP)           | SPC   | 2227    | 8333  |
| II   | 324     | 235      | Multi-Family           | DU    | 86      | 615   |
| II   | 324     | 139      | Park                   | ACRE  | 7       | 25    |
| II   | 324     | 101      | Single Family Detached | DU    | 33      | 290   |
| II   | 324     | 101      | Single Family Detached | DU    | 46      | 404   |
| II   | 324     | 101      | Single Family Detached | DU    | 102     | 897   |
| II   | 327     | 101      | Single Family Detached | DU    | 36      | 316   |
| II   | 327     | 101      | Single Family Detached | DU    | 43      | 378   |
| II   | 327     | 101      | Single Family Detached | DU    | 75      | 659   |
| II   | 327     | 101      | Single Family Detached | DU    | 97      | 853   |
| II   | 328     | 235      | Multi-Family           | DU    | 62      | 443   |
| II   | 328     | 101      | Single Family Detached | DU    | 84      | 738   |
| II   | 594     | 101      | Single Family Detached | DU    | 130     | 1143  |
| II   | 595     | 139      | Park                   | ACRE  | 5.4     | 19    |
| II   | 595     | 101      | Single Family Detached | DU    | 112     | 984   |
| II   | 599     | 101      | Single Family Detached | DU    | 88      | 774   |
| II   | 599     | 101      | Single Family Detached | DU    | 88      | 774   |
| II   | 606     | 135      | HIGH-SCHOOL - ITAM     | STU   | 2600    | 3224  |
| II   | 607     | 235      | Multi-Family           | DU    | 205     | 1466  |
| II   | 607     | 139      | Park                   | ACRE  | 4.5     | 16    |
| II   | 607     | 101      | Single Family Detached | DU    | 274     | 2408  |
| II   | 608     | 235      | Multi-Family           | DU    | 185     | 1323  |
| II   | 608     | 139      | Park                   | ACRE  | 3       | 11    |
| II   | 608     | 101      | Single Family Detached | DU    | 157     | 1380  |
| II   | 608     | 265      | Wildlife Corridor      | ACRE  | 43.2    | 7     |
| II   | 924     | 265      | Wildlife Corridor      | Acre  | 13.6    | 2     |
| II   | 927     | 137      | Open Space             | ACRE  | 974     | 12224 |
| II   | 937     | 235      | Multi-Family           | DU    | 136     | 972   |
| II   | 937     | 254      | Retail                 | TSF   | 20.4    | 1116  |
| II   | 937     | 254      | Retail                 | TSF   | 29.2    | 1598  |
| II   | 937     | 101      | Single Family Detached | DU    | 30      | 264   |
| II   | 938     | 235      | Multi-Family           | DU    | 85      | 608   |
| II   | 938     | 235      | Multi-Family           | DU    | 116     | 829   |
| II   | 938     | 254      | Retail                 | TSF   | 20.4    | 1116  |
| II   | 938     | 101      | Single Family Detached | DU    | 66      | 580   |
| II   | 939     | 235      | Multi-Family           | DU    | 57      | 408   |
| II   | 939     | 235      | Multi-Family           | DU    | 94      | 672   |
| II   | 939     | 101      | Single Family Detached | DU    | 47      | 413   |
| II   | 940     | 235      | Multi-Family           | DU    | 60      | 429   |
| II   | 940     | 235      | Multi-Family           | DU    | 60      | 429   |
| II   | 940     | 139      | Park                   | ACRE  | 4.1     | 15    |
| II   | 940     | 101      | Single Family Detached | DU    | 28      | 246   |
| II   | 940     | 101      | Single Family Detached | DU    | 32      | 281   |
| II   | 940     | 101      | Single Family Detached | DU    | 49      | 431   |
| II   | 945     | 235      | Multi-Family           | DU    | 530     | 3790  |
| II   | 945     | 139      | Park                   | ACRE  | 5.7     | 20    |
| II   | 945     | 101      | Single Family Detached | DU    | 182     | 1600  |
| II   | 945     | 265      | Wildlife Corridor      | ACRE  | 35      | 6     |
| II   | 946     | 235      | Multi-Family           | DU    | 260     | 1859  |
| II   | 946     | 139      | Park                   | ACRE  | 3.5     | 13    |

| Area | ItamTaz | ItamCode | Description                       | Units | LandUse | ADT   |
|------|---------|----------|-----------------------------------|-------|---------|-------|
| II   | 946     | 101      | Single Family Detached            | DU    | 142     | 1248  |
| II   | 947     | 235      | Multi-family                      | DU    | 362     | 2588  |
| II   | 947     | 272      | Multi-Use                         | TSF   | 124.3   | 1560  |
| II   | 947     | 139      | Park                              | ACRE  | 6.9     | 25    |
| II   | 947     | 265      | Wildlife Corridor                 | ACRE  | 51      | 9     |
| II   | 973     | 263      | Agriculture                       | Acre  | 33      | 66    |
| II   | 974     | 263      | Agriculture                       | Acre  | 57      | 115   |
| II   | 975     | 235      | Multi-Family                      | DU    | 460     | 3289  |
| II   | 975     | 272      | Multi-Use                         | TSF   | 167.5   | 2102  |
| II   | 975     | 139      | Park                              | ACRE  | 9.3     | 33    |
| II   | 976     | 235      | Multi-Family                      | DU    | 420     | 3003  |
| II   | 976     | 139      | Park                              | ACRE  | 4       | 14    |
| II   | 976     | 101      | Single Family Detached            | DU    | 96      | 844   |
| II   | 977     | 136      | ELEMENTARY/MIDDLE - ITAM          | STU   | 1000    | 1240  |
| II   | 977     | 235      | Multi-Family                      | DU    | 90      | 644   |
| II   | 977     | 139      | Park                              | ACRE  | 6.5     | 23    |
| II   | 977     | 101      | Single Family Detached            | DU    | 343     | 3015  |
| II   | Various | 277      | Parking                           | SPC   | 59      | 221   |
| III  | 321     | 258      | Research and Development          | TSF   | 966     | 10066 |
| III  | 322     | 258      | Research and Development          | TSF   | 1034    | 10774 |
| III  | 609     | 235      | Multi-family                      | DU    | 450     | 3218  |
| III  | 609     | 139      | Park                              | ACRE  | 4.5     | 16    |
| III  | 610     | 235      | Multi-family                      | DU    | 300     | 2145  |
| III  | 610     | 272      | Multi-Use                         | TSF   | 95      | 1192  |
| III  | 611     | 235      | Multi-family                      | DU    | 150     | 1073  |
| III  | 611     | 272      | Multi-Use                         | TSF   | 48.7    | 611   |
| III  | 611     | 139      | Park                              | ACRE  | 4.5     | 16    |
| III  | 612     | 272      | Multi-Use                         | TSF   | 60      | 753   |
| III  | 613     | 272      | Multi-Use                         | TSF   | 82.4    | 1034  |
| III  | 925     | 261      | Transportation Center             | SPC   | 495     | 1238  |
| III  | 926     | 261      | Transportation Center             | SPC   | 375     | 938   |
| III  | 934     | 260      | OCTA Facility                     | TSF   | 122.5   | 821   |
| III  | 935     | 262      | Cultural Institutional/Exposition | TSF   | 137.792 | 3180  |
| III  | 936     | 262      | Cultural Institutional/Exposition | TSF   | 150     | 3462  |
| III  | 936     | 279      | Warehouse/Industrial (GP)         | TSF   | 263     | 658   |
| III  | 990     | 260      | OCTA Facility                     | TSF   | 53.5    | 358   |
| III  | 990     | 261      | Transportation Center             | SPC   | 180     | 450   |
| III  | Various | 277      | Parking                           | SPC   | 2751    | 10294 |
| IV   | 615     | 258      | Research and Development          | TSF   | 90      | 938   |
| IV   | 616     | 258      | Research and Development          | TSF   | 102     | 1063  |
| IV   | 917     | 258      | Research and Development          | TSF   | 70.8    | 738   |
| IV   | 918     | 258      | Research and Development          | TSF   | 112.1   | 1168  |
| IV   | 919     | 258      | Research and Development          | TSF   | 249     | 2595  |
| IV   | 920     | 258      | Research and Development          | TSF   | 268     | 2793  |
| IV   | 922     | 265      | Wildlife Corridor                 | Acre  | 11.2    | 2     |
| IV   | 923     | 265      | Wildlife Corridor                 | ACRE  | 20.8    | 4     |
| IV   | 989     | 258      | Research and Development          | TSF   | 112.1   | 1168  |

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**APPENDIX B**

Intersection Lane Configuration Summary and  
Intersection Capacity Utilization (ICU)  
Worksheets

**TABLE B-1  
EXISTING AND FUTURE INTERSECTION LANE GEOMETRICS (LIST OF NITM IMPROVEMENT INTERSECTION LOCATIONS)**

| Loc. # | Intersection (NS & EW)             | Intersection Approach Lanes |   |   |           |   |   |            |   |   |           |   |   | ATMS | Source |  |                                 |
|--------|------------------------------------|-----------------------------|---|---|-----------|---|---|------------|---|---|-----------|---|---|------|--------|--|---------------------------------|
|        |                                    | Southbound                  |   |   | Westbound |   |   | Northbound |   |   | Eastbound |   |   |      |        |  |                                 |
|        |                                    | L                           | T | R | L         | T | R | L          | T | R | L         | T | R |      |        |  |                                 |
| 34     | <b>Red Hill &amp; Irvine</b>       |                             |   |   |           |   |   |            |   |   |           |   |   |      |        |  |                                 |
|        | Existing Conditions                | 2                           | 2 | 0 | 1         | 3 | 0 | 2          | 1 | 1 | 1         | 1 | 3 | 0    |        |  |                                 |
|        | 2017 Improvements                  |                             |   | d |           |   |   |            |   |   |           |   |   |      |        |  | PA1/9 GPA                       |
|        | 2035 Improvements                  |                             |   |   |           |   |   |            |   |   |           |   |   |      |        |  | NITM Program (fully funded)     |
|        | Buildout (Post-2035) Improvements  |                             |   |   |           |   |   |            |   |   |           |   |   |      |        |  |                                 |
|        | Final Buildout Conditions          | 2                           | 2 | d | 1         | 3 | 0 | 2          | 1 | 1 | 1         | 3 | 0 | X    |        |  |                                 |
| 91     | <b>Tustin Ranch &amp; Irvine</b>   |                             |   |   |           |   |   |            |   |   |           |   |   |      |        |  |                                 |
|        | Existing Conditions                | 1                           | 3 | f | 2         | 2 | 1 | 1          | 3 | 1 | 2         | 3 | 1 |      |        |  | PA9C (Work Force Housing)       |
|        | 2017 Improvements                  |                             |   |   |           | 3 |   |            |   |   |           |   |   |      |        |  | NITM Program (fully funded)     |
|        | 2035 Improvements                  |                             |   |   |           |   |   |            |   |   |           |   |   |      |        |  | PA1/9 GPA                       |
|        | Buildout (Post-2035) Improvements  |                             |   |   |           |   |   | 2          |   |   |           |   |   |      |        |  |                                 |
|        | Final Buildout Conditions          | 1                           | 3 | f | 2         | 3 | 1 | 2          | 3 | 1 | 2         | 3 | 1 | X    |        |  |                                 |
| 123    | <b>Jamboree &amp; Tustin Ranch</b> |                             |   |   |           |   |   |            |   |   |           |   |   |      |        |  |                                 |
|        | Existing Conditions                | 1                           | 2 | 1 | 1         | 1 | 1 | 1          | 2 | 1 | 2         | 1 | 1 |      |        |  |                                 |
|        | 2017 Improvements                  |                             |   |   |           |   |   |            |   |   |           |   |   |      |        |  |                                 |
|        | 2035 Improvements                  |                             |   |   |           |   |   |            |   |   |           |   |   |      |        |  |                                 |
|        | Buildout (Post-2035) Improvements  |                             |   |   |           |   |   |            |   |   |           |   |   |      |        |  |                                 |
|        | Final Buildout Conditions          | 1                           | 3 | 1 | 1         | 1 | 1 | 1          | 3 | 1 | 2         | 1 | 1 |      |        |  | NITM Program (partially funded) |
| 125    | <b>Jamboree &amp; Irvine</b>       |                             |   |   |           |   |   |            |   |   |           |   |   |      |        |  |                                 |
|        | Existing Conditions                | 2                           | 3 | f | 2         | 3 | d | 2          | 3 | 1 | 2         | 3 | 1 |      |        |  |                                 |
|        | 2017 Improvements                  |                             |   |   |           |   |   |            |   |   |           |   |   |      |        |  |                                 |
|        | 2035 Improvements                  |                             |   |   |           |   |   |            |   |   |           |   |   |      |        |  |                                 |
|        | Buildout (Post-2035) Improvements  |                             |   |   |           |   |   |            |   |   |           |   |   |      |        |  |                                 |
|        | Final Buildout Conditions          | 2                           | 4 | 0 | 2         | 3 | d | 2          | 3 | 1 | 2         | 3 | 1 |      |        |  | NITM Program (fully funded)     |
| 222    | <b>Culver &amp; Trabuco</b>        |                             |   |   |           |   |   |            |   |   |           |   |   |      |        |  |                                 |
|        | Existing Conditions                | 1                           | 3 | f | 2         | 0 | 2 | 0          | 3 | f | 0         | 0 | 0 |      |        |  |                                 |
|        | 2017 Improvements                  |                             |   |   |           |   |   |            |   |   |           |   |   |      |        |  |                                 |
|        | 2035 Improvements                  |                             |   |   |           |   |   |            |   |   |           |   |   |      |        |  |                                 |
|        | Buildout (Post-2035) Improvements  |                             |   |   |           |   |   |            |   |   |           |   |   |      |        |  |                                 |
|        | Final Buildout Conditions          | 1                           | 3 | f | 2         | 0 | 2 | 0          | 3 | f | 0         | 0 | 0 |      |        |  |                                 |

**TABLE B-1 (CONT.)  
EXISTING AND FUTURE INTERSECTION LANE GEOMETRICS (LIST OF NITM IMPROVEMENT INTERSECTION LOCATIONS)**

| Loc. # | Intersection (NS & EW)            | Intersection Approach Lanes |   |   |           |   |   |            |   |   |           |    |   | ATMS | Source |  |  |                             |
|--------|-----------------------------------|-----------------------------|---|---|-----------|---|---|------------|---|---|-----------|----|---|------|--------|--|--|-----------------------------|
|        |                                   | Southbound                  |   |   | Westbound |   |   | Northbound |   |   | Eastbound |    |   |      |        |  |  |                             |
|        |                                   | L                           | T | R | L         | T | R | L          | T | R | L         | T  | R |      |        |  |  |                             |
| 223    | <b>Culver &amp; I-5 SB ramps</b>  |                             |   |   |           |   |   |            |   |   |           |    |   |      |        |  |  |                             |
|        | Existing Conditions               | 0                           | 3 | f | 0         | 0 | 0 | 0          | 0 | 0 | 3         | f  | 3 | 0    | 2      |  |  |                             |
|        | 2017 Improvements                 |                             |   |   |           |   |   |            |   |   |           |    |   |      |        |  |  |                             |
|        | 2035 Improvements                 |                             |   |   |           |   |   |            |   |   |           |    |   |      |        |  |  |                             |
|        | Buildout (Post-2035) Improvements |                             |   |   |           |   |   |            |   |   |           |    |   |      |        |  |  |                             |
|        | Final Buildout Conditions         | 0                           | 3 | f | 0         | 0 | 0 | 0          | 0 | 0 | 3         | f  | 3 | 0    | 2      |  |  |                             |
| 224    | <b>Culver &amp; Walnut</b>        |                             |   |   |           |   |   |            |   |   |           |    |   |      |        |  |  |                             |
|        | Existing Conditions               | 2                           | 3 | 1 | 2         | 2 | d | d          | 2 | 2 | 3         | 1> | 2 | 2    | 0      |  |  | Irvine CIP                  |
|        | 2017 Improvements                 |                             |   |   |           |   |   | 1          |   |   |           |    |   |      | 1      |  |  |                             |
|        | 2035 Improvements                 |                             |   |   |           |   |   |            |   |   |           |    |   |      |        |  |  |                             |
|        | Buildout (Post-2035) Improvements |                             |   |   |           |   |   |            |   |   |           |    |   |      |        |  |  |                             |
|        | Final Buildout Conditions         | 2                           | 3 | 1 | 2         | 2 | 1 | 2          | 2 | 2 | 3         | 1> | 2 | 2    | 1      |  |  | NITM Program (fully funded) |
| 228    | <b>Culver &amp; Barranca</b>      |                             |   |   |           |   |   |            |   |   |           |    |   |      |        |  |  |                             |
|        | Existing Conditions               | 2                           | 3 | f | 2         | 2 | d | d          | 2 | 2 | 3         | 1  | 2 | 2    | 1      |  |  |                             |
|        | 2017 Improvements                 |                             |   |   |           |   |   |            |   |   |           |    |   |      |        |  |  |                             |
|        | 2035 Improvements                 |                             |   |   |           |   |   |            |   |   |           |    |   |      |        |  |  |                             |
|        | Buildout (Post-2035) Improvements |                             |   |   |           |   |   |            |   |   |           |    |   |      |        |  |  |                             |
|        | Final Buildout Conditions         | 2                           | 3 | f | 2         | 3 | 0 | 3          | 0 | 2 | 3         | 1  | 2 | 2    | 1      |  |  | X                           |
| 235    | <b>Culver &amp; University</b>    |                             |   |   |           |   |   |            |   |   |           |    |   |      |        |  |  |                             |
|        | Existing Conditions               | 1                           | 3 | 0 | 2         | 3 | 0 | 1          | 3 | 0 | 3         | d  | 2 | 3    | 0      |  |  |                             |
|        | 2017 Improvements                 |                             |   |   |           |   |   |            |   |   |           |    |   |      |        |  |  | Paid                        |
|        | 2035 Improvements                 |                             |   |   |           |   |   |            |   |   | 4         |    |   |      |        |  |  | UCI LRDP                    |
|        | Buildout (Post-2035) Improvements | 2                           | 4 | d |           |   |   | 2          | 2 | 2 | 2>        |    |   |      | d      |  |  | NITM Program (fully funded) |
|        | Final Buildout Conditions         | 2                           | 4 | d | 2         | 3 | 0 | 2          | 2 | 4 | 2>        | 2  | 3 | d    |        |  |  | UCI LRDP                    |
| 249    | <b>Yale &amp; Irvine</b>          |                             |   |   |           |   |   |            |   |   |           |    |   |      |        |  |  |                             |
|        | Existing Conditions               | 1                           | 2 | d | 1         | 3 | 0 | 1          | 2 | 1 | 2         | d  | 1 | 3    | 0      |  |  |                             |
|        | 2017 Improvements                 |                             |   |   |           |   |   |            |   |   |           |    |   |      |        |  |  |                             |
|        | 2035 Improvements                 | 2                           |   |   |           |   |   |            |   |   |           |    |   |      |        |  |  | NITM Program (fully funded) |

**TABLE B-1 (CONT.)  
EXISTING AND FUTURE INTERSECTION LANE GEOMETRICS (LIST OF NITM IMPROVEMENT INTERSECTION LOCATIONS)**

| Loc. # | Intersection (NS & EW)                   | Intersection Approach Lanes |   |   |           |   |   |            |   |   |           |     |     | ATMS | Source |  |  |
|--------|--|-----------------------------|---|---|-----------|---|---|------------|---|---|-----------|-----|-----|------|--------|--|--|
|        |  | Southbound                  |   |   | Westbound |   |   | Northbound |   |   | Eastbound |     |     |      |        |  |  |
|        |  | L                           | T | R | L         | T | R | L          | T | R | L         | T   | R   |      |        |  |  |
|        | Buildout (Post-2035) Improvements        |                             |   |   |           |   |   |            |   |   |           |     |     |      |        |  |  |
|        | Final Buildout Conditions                | 2                           | 2 | d | 1         | 3 | 0 | 1          | 2 | d | 1         | 3   | 0   |      |        |  |  |
| 288    | <b>Jeffrey &amp; Walnut/I-5 SB ramps</b> |                             |   |   |           |   |   |            |   |   |           |     |     |      |        |  |  |
|        | Existing Conditions                      | 2                           | 3 | 0 | 2         | 1 | 1 | 2          | 3 | 1 | 1         | 1   | 1   |      |        |  | Irvine CIP   |
|        | 2017 Improvements                        |                             |   |   |           |   |   |            |   |   |           |     |     |      |        |  |  |
|        | 2035 Improvements                        |                             |   |   |           |   |   |            |   |   |           |     |     |      |        |  |  |
|        | Buildout (Post-2035) Improvements        |                             |   |   |           |   |   |            |   |   |           |     |     |      |        |  |  |
|        | Final Buildout Conditions                | 2                           | 3 | 0 | 2         | 1 | 1 | 2          | 3 | 1 | 2         | 1.5 | 1.5 |      |        |  | NITM Program (fully funded)                                  |
| 289    | <b>Jeffrey &amp; Irvine Center</b>       |                             |   |   |           |   |   |            |   |   |           |     |     |      |        |  |  |
|        | Existing Conditions                      | 2                           | 3 | 1 | 2         | 3 | 1 | 2          | 2 | 1 | 2         | 3   | f   |      |        |  | RR Xing/PA12   |
|        | 2017 Improvements                        |                             |   |   |           |   |   |            |   |   |           |     |     |      |        |  |  |
|        | 2035 Improvements                        |                             |   |   |           |   |   |            |   |   |           |     |     |      |        |  |  |
|        | Buildout (Post-2035) Improvements        | 3                           | 4 | 0 |           | 4 |   |            | 4 |   |           |     |     |      |        |  | PA9C (Work Force Housing)<br>NITM Program (fully funded)     |
|        | Final Buildout Conditions                | 3                           | 4 | 0 | 2         | 4 | 1 | 2          | 4 | 1 | 2         | 3   | f   |      |        |  |  |
| 290    | <b>Jeffrey &amp; Barranca</b>            |                             |   |   |           |   |   |            |   |   |           |     |     |      |        |  |  |
|        | Existing Conditions                      | 2                           | 3 | 0 | 2         | 2 | 1 | 2          | 3 | 0 | 2         | 2   | d   |      |        |  |  |
|        | 2017 Improvements                        |                             |   |   |           |   |   |            |   |   |           |     |     |      |        |  |  |
|        | 2035 Improvements                        |                             |   |   |           |   |   |            |   |   |           |     |     |      |        |  |  |
|        | Buildout (Post-2035) Improvements        |                             |   | d |           |   |   |            |   |   |           |     |     |      |        |  | NITM Program (partially funded)<br>PA9C (Work Force Housing) |
|        | Final Buildout Conditions                | 2                           | 3 | d | 2         | 2 | 1 | 2          | 3 | d | 2         | 2   | d   |      |        |  |  |
| 291    | <b>Jeffrey &amp; Alton</b>               |                             |   |   |           |   |   |            |   |   |           |     |     |      |        |  |  |
|        | Existing Conditions                      | 2                           | 3 | 0 | 2         | 2 | d | 2          | 3 | f | 2         | 2   | d   |      |        |  |  |
|        | 2017 Improvements                        |                             |   |   |           |   |   |            |   |   |           |     |     |      |        |  |  |
|        | 2035 Improvements                        |                             |   |   |           |   |   |            |   |   |           |     |     |      |        |  |  |
|        | Buildout (Post-2035) Improvements        |                             |   |   |           |   |   |            |   |   |           |     |     |      |        |  |  |
|        | Final Buildout Conditions                | 2                           | 3 | d | 2         | 2 | d | 2          | 3 | 1 | 2         | 3   | d   |      |        |  | NITM Program (fully funded)                                  |
| 293    | <b>Jeffrey &amp; I-405 NB ramps</b>      |                             |   |   |           |   |   |            |   |   |           |     |     |      |        |  |  |
|        | Existing Conditions                      | 0                           | 3 | f | 2         | 0 | 1 | 0          | 3 | f | 0         | 0   | 0   |      |        |  |  |
|        | 2017 Improvements                        |                             |   |   |           |   |   |            |   |   |           |     |     |      |        |  |  |



**TABLE B-1 (CONT.)  
EXISTING AND FUTURE INTERSECTION LANE GEOMETRICS (LIST OF NITM IMPROVEMENT INTERSECTION LOCATIONS)**

| Loc. # | Intersection (NS & EW)                    | Intersection Approach Lanes |   |   |           |     |     |            |   |   |           |     |     | ATMS | Source |   |  |                                 |
|--------|---|-----------------------------|---|---|-----------|-----|-----|------------|---|---|-----------|-----|-----|------|--------|---|--|---------------------------------|
|        |   | Southbound                  |   |   | Westbound |     |     | Northbound |   |   | Eastbound |     |     |      |        |   |  |                                 |
|        |   | L                           | T | R | L         | T   | R   | L          | T | R | L         | T   | R   |      |        |   |  |                                 |
|        | 2035 Improvements                         |                             |   |   |           |     |     |            |   |   |           |     |     |      |        |   |  |                                 |
|        | Buildout (Post-2035) Improvements         |                             |   |   | 3         |     |     |            |   |   |           |     |     |      |        |   |  |                                 |
|        | Final Buildout Conditions                 | 0                           | 3 | f | 3         | 0   | 1   | 0          | 3 | f | 0         | 0   | 0   | 0    | 0      | 0 |  | NITM Program (partially funded) |
| 302    | <b>Sand Canyon &amp; Trabuco</b>          |                             |   |   |           |     |     |            |   |   |           |     |     |      |        |   |  |                                 |
|        | Existing Conditions                       | 2                           | 3 | 1 | 2         | 3   | d   | 2          | 3 | f | 2         | 3   | f   |      |        |   |  |                                 |
|        | 2017 Improvements                         |                             |   |   |           |     |     |            |   |   |           |     |     |      |        |   |  |                                 |
|        | 2035 Improvements                         |                             |   |   |           |     |     |            |   |   |           |     |     |      |        |   | X  |                                 |
|        | Buildout (Post-2035) Improvements         |                             |   |   |           |     |     |            |   |   |           |     |     |      |        |   |  |                                 |
|        | Final Buildout Conditions                 | 2                           | 3 | 1 | 2         | 3   | d   | 2          | 3 | f | 2         | 3   | f   |      |        |   |  |                                 |
| 303    | <b>Sand Cyn &amp; I-5 NB ramps/Marine</b> |                             |   |   |           |     |     |            |   |   |           |     |     |      |        |   |  |                                 |
|        | Existing Conditions                       | 1                           | 2 | 1 | 1         | 1   | 0   | 2          | 2 | 0 | 1.5       | 0.5 | 1   |      |        |   |  |                                 |
|        | 2017 Improvements                         |                             |   |   |           |     |     |            |   |   |           |     |     |      |        |   | Irvine CIP                                       |                                 |
|        | 2035 Improvements                         | 2                           | 4 |   | 2         | 1.5 | 1.5 |            | 4 |   | 2         | 1   | 1   |      |        |   | O.C.Great Park / NITM Program Fully Funded       |                                 |
|        | Buildout (Post-2035) Improvements         |                             |   |   |           |     |     |            |   |   |           |     |     |      |        |   |  |                                 |
|        | Final Buildout Conditions                 | 2                           | 4 | 1 | 2         | 1.5 | 1.5 | 2          | 4 | d | 1.5       | 1.5 | 2   |      |        |   | PA40/PA12 GPA/ZC                                 |                                 |
| 305    | <b>Sand Canyon &amp; I-5 SB ramps</b>     |                             |   |   |           |     |     |            |   |   |           |     |     |      |        |   |  |                                 |
|        | Existing Conditions                       | 2                           | 2 | 0 | 0         | 0   | 0   | 0          | 2 | d | 1.5       | 0   | 1.5 |      |        |   |  |                                 |
|        | 2017 Improvements                         |                             |   |   |           |     |     |            |   |   |           |     |     |      |        |   |  |                                 |
|        | 2035 Improvements                         | 4                           |   |   |           |     |     | 4          | 4 | 1 | 2.5       |     |     |      |        |   | Irvine CIP / NITM Program Fully Funded           |                                 |
|        | Buildout (Post-2035) Improvements         |                             |   |   |           |     |     |            |   |   |           |     |     |      |        |   |  |                                 |
|        | Final Buildout Conditions                 | 2                           | 4 | 0 | 0         | 0   | 0   | 0          | 4 | 1 | 2.5       | 0   | 1.5 |      |        |   |  |                                 |
| 306    | <b>Sand Cyn &amp; Oak Cyn/Laguna Cyn</b>  |                             |   |   |           |     |     |            |   |   |           |     |     |      |        |   |  |                                 |
|        | Existing Conditions                       | 1                           | 2 | 1 | 2         | 1   | 1   | 1          | 3 | 1 | 2         | 1   | d   |      |        |   |  |                                 |
|        | 2017 Improvements                         | 2                           | 3 | d |           | 1.5 | 1.5 |            |   |   |           |     |     |      |        |   | Irvine CIP/PA13/PA31 NITM Program (fully funded) |                                 |
|        | 2035 Improvements                         |                             |   |   |           |     |     |            |   |   |           |     |     |      |        |   |  |                                 |
|        | Buildout (Post-2035) Improvements         |                             |   |   |           |     |     |            |   |   |           |     |     |      |        |   |  |                                 |
|        | Final Buildout Conditions                 | 2                           | 3 | d | 2         | 1   | f   | 1          | 3 | 1 | 2         | 1   | d   |      |        |   | PA40/PA12 GPA/ZC                                 |                                 |

**TABLE B-1 (CONT.)  
EXISTING AND FUTURE INTERSECTION LANE GEOMETRICS (LIST OF NITM IMPROVEMENT INTERSECTION LOCATIONS)**

| Loc. # | Intersection (NS & EW)                    | Intersection Approach Lanes |   |   |           |   |     |            |   |   |           |   |     | ATMS | Source |     |  |
|--------|---|-----------------------------|---|---|-----------|---|-----|------------|---|---|-----------|---|-----|------|--------|-----|--|
|        |   | Southbound                  |   |   | Westbound |   |     | Northbound |   |   | Eastbound |   |     |      |        |     |  |
|        |   | L                           | T | R | L         | T | R   | L          | T | R | L         | T | R   |      |        |     |  |
| 310    | <b>Sand Canyon &amp; Alton</b>            |                             |   |   |           |   |     |            |   |   |           |   |     |      |        |     |  |
|        | Existing Conditions                       | 2                           | 3 | 1 | 2         | 2 | 1   | 2          | 3 | 1 | 2         | 3 | 1   | 2    | 3      | 1   |  |
|        | 2017 Improvements                         |                             |   |   |           |   |     |            |   |   |           |   |     |      |        |     |  |
|        | 2035 Improvements                         |                             |   |   |           |   |     |            |   |   |           |   |     |      |        |     |  |
|        | Buildout (Post-2035) Improvements         |                             |   |   |           | 3 |     |            |   |   |           |   | 2   |      |        |     | Kaiser<br>NITM Program (fully funded)  |
|        | Final Buildout Conditions                 | 2                           | 3 | 1 | 2         | 3 | 1   | 2          | 3 | 2 | 2         | 3 | 1   | 2    | 3      | 1   |  |
| 311    | <b>Sand Canyon &amp; I-405 NB ramps</b>   |                             |   |   |           |   |     |            |   |   |           |   |     |      |        |     |  |
|        | Existing Conditions                       | 0                           | 2 | f | 0.5       | 0 | 1.5 | 0          | 2 | f | 0         | 0 | 0   | 0    | 0      | 0   |  |
|        | 2017 Improvements                         |                             |   |   |           |   |     |            |   |   |           |   |     |      |        |     |  |
|        | 2035 Improvements                         |                             |   |   |           |   |     |            |   |   |           |   |     |      |        |     |  |
|        | Buildout (Post-2035) Improvements         |                             |   |   | 1         |   | f   |            |   |   |           |   |     |      |        |     | NITM Program (fully funded)  |
|        | Final Buildout Conditions                 | 0                           | 2 | f |           | 0 | f   | 0          | 2 | f | 0         | 0 | 0   | 0    | 0      | 0   |  |
| 321    | <b>Laguna Canyon &amp; Old Laguna Cyn</b> |                             |   |   |           |   |     |            |   |   |           |   |     |      |        |     |  |
|        | Existing Conditions                       | 1                           | 2 | 1 | 1         | 1 | 1   | d          | 2 | 2 | 0         | 2 | 1   | 2    | 1      | f   |  |
|        | 2017 Improvements                         | 2                           | 3 |   |           | 2 |     |            |   | 3 | 1         | 3 |     |      |        |     | PA18/39 GPA, PA18 Tract Map &<br>NITM Program (fully funded) –<br>under construction |
|        | 2035 Improvements                         |                             |   |   |           |   |     |            |   |   |           |   |     |      |        |     |  |
|        | Post-2035 Improvements                    |                             |   |   |           |   |     |            | 3 |   |           |   |     |      |        |     | NITM Program (fully funded)  |
|        | Final Buildout Conditions                 | 2                           | 3 | 1 | 1         | 2 | d   | d          | 3 | 3 | 1         | 3 | 1   | 3    | 1      | f   |  |
| 327    | <b>Barranca &amp; Technology</b>          |                             |   |   |           |   |     |            |   |   |           |   |     |      |        |     |  |
|        | Existing Conditions                       | 1                           | 2 | 1 | 2         | 2 | d   | d          | 2 | 2 | 1         | 2 | 2   | 2    | d      | d   |  |
|        | 2017 Improvements                         |                             |   |   |           |   |     |            |   |   |           |   |     |      |        |     |  |
|        | 2035 Improvements                         |                             |   |   |           |   |     |            |   |   |           |   |     |      |        |     |  |
|        | Buildout (Post-2035) Improvements         | 2                           |   |   |           |   |     |            |   |   |           |   |     | 1    | 1.5    | 1.5 | NITM Program (partially funded)  |
|        | Final Buildout Conditions                 | 2                           | 2 | 1 | 2         | 2 | d   | d          | 2 | 2 | 1         | 1 | 1.5 | 1.5  | 1.5    |     |  |

**TABLE B-1 (CONT.)  
EXISTING AND FUTURE INTERSECTION LANE GEOMETRICS (LIST OF NITM IMPROVEMENT INTERSECTION LOCATIONS)**

| Loc. # | Intersection (NS & EW)                | Intersection Approach Lanes |   |   |           |      |     |            |   |   |           |      |     | ATMS | Source |   |  |  |  |  |
|--------|---------------------------------------|-----------------------------|---|---|-----------|------|-----|------------|---|---|-----------|------|-----|------|--------|---|--|--|--|--|
|        |                                       | Southbound                  |   |   | Westbound |      |     | Northbound |   |   | Eastbound |      |     |      |        |   |  |  |  |  |
|        |                                       | L                           | T | R | L         | T    | R   | L          | T | R | L         | T    | R   |      |        |   |  |  |  |  |
| 338    | <b>Alton &amp; Irvine</b>             |                             |   |   |           |      |     |            |   |   |           |      |     |      |        |   |  |  |  |  |
|        | Existing Conditions                   | 0                           | 0 | 0 | 2         | 3    | 0   | 2          | 0 | f | 0         | 3    | 1   | 0    | 3      | 1 |  |  |  |  |
|        | 2017 Improvements                     | 2                           | 3 | f |           |      | 1   |            | 3 |   | 2         |      |     | 2    |        |   |  |  |  | County/Irvine/Lake Forest                                |
|        | 2035 Improvements                     |                             |   |   | -2        | -3   | -1  |            |   |   | -2.5      | -2.5 | -1  |      |        |   |  |  |  | NITM Program (fully funded)                              |
|        | Buildout (Post-2035) Improvements     |                             |   |   | 2         | 3    | 1   |            |   |   | 3         | 3    | d   |      |        |   |  |  |  | NITM Program (fully funded) Lake Forest GPA-LFTM Program |
|        | Final Buildout Conditions             | 2                           | 3 | f | 2         | 3    | 1   | 2          | 3 | f | 3         | 3    | d   |      |        |   |  |  |  |  |
| 344    | <b>Alton &amp; Technology</b>         |                             |   |   |           |      |     |            |   |   |           |      |     |      |        |   |  |  |  |  |
|        | Existing Conditions                   | 1                           | 4 | 1 | 2         | 2    | d   | 2          | 3 | 1 | 1         | 2    | 2>  |      |        |   |  |  |  |  |
|        | 2017 Improvements                     |                             |   |   |           |      |     |            |   |   |           |      |     |      |        |   |  |  |  |  |
|        | 2035 Improvements                     |                             |   |   | -2.5      | -1.5 |     |            |   |   | -1.5      | -1.5 | -2> |      |        |   |  |  |  | NITM Program (partially funded)                          |
|        | Buildout (Post-2035) Improvements     |                             |   |   |           |      |     |            |   |   |           |      |     |      |        |   |  |  |  |  |
|        | Final Buildout Conditions             | 1                           | 4 | 1 | -2.5      | -1.5 | d   | 2          | 3 | 1 | -1.5      | -1.5 | -2> |      |        |   |  |  |  |  |
| 345    | <b>Alton &amp; I-5 NB ramps</b>       |                             |   |   |           |      |     |            |   |   |           |      |     |      |        |   |  |  |  |  |
|        | Existing Conditions                   | 0                           | 3 | f | 1.5       | 0    | 1.5 | 0          | 3 | f | 0         | 0    | 0   |      |        |   |  |  |  |  |
|        | 2017 Improvements                     |                             |   |   |           |      |     |            |   |   |           |      |     |      |        |   |  |  |  |  |
|        | 2035 Improvements                     |                             |   |   |           |      |     |            |   |   |           |      |     |      |        |   |  |  |  |  |
|        | Buildout (Post-2035) Improvements     |                             |   |   | 2.5       |      | 0.5 |            |   |   |           |      |     |      |        |   |  |  |  |  |
|        | Final Buildout Conditions             | 0                           | 3 | f | 2.5       | 0    | 0.5 | 0          | 3 | f | 0         | 0    | 0   |      |        |   |  |  |  | NITM Program (fully funded)                              |
| 348    | <b>Alton &amp; Irvine Center</b>      |                             |   |   |           |      |     |            |   |   |           |      |     |      |        |   |  |  |  |  |
|        | Existing Conditions                   | 2                           | 3 | 1 | 2         | 3    | 1   | 2          | 3 | 1 | 2         | 3    | 1   |      |        |   |  |  |  |  |
|        | 2017 Improvements                     |                             |   |   |           |      |     |            |   |   |           |      |     |      |        |   |  |  |  |  |
|        | 2035 Improvements                     |                             |   |   |           |      |     |            |   |   |           |      |     |      |        |   |  |  |  |  |
|        | Buildout (Post-2035) Improvements     |                             |   |   | 2.5       |      | 1.5 |            |   |   |           |      |     |      |        |   |  |  |  |  |
|        | Final Buildout Conditions             | 2                           | 3 | 1 | 2         | 2.5  | 1.5 | 2          | 4 | f | 2         | 3    | 1   |      |        |   |  |  |  | NITM Program (partially funded)                          |
| 358    | <b>Irvine Center &amp; Enterprise</b> |                             |   |   |           |      |     |            |   |   |           |      |     |      |        |   |  |  |  |  |
|        | Existing Conditions                   | 1                           | 3 | f | 1         | 0    | f   | 0          | 2 | f | 0         | 0    | 0   |      |        |   |  |  |  |  |
|        | 2017 Improvements                     |                             |   |   |           |      |     |            |   |   |           |      |     |      |        |   |  |  |  |  |
|        | 2035 Improvements                     |                             |   |   | 2         |      |     |            |   |   |           |      |     |      |        |   |  |  |  | PA18/39 GPA  |
|        | Buildout (Post-2035) Improvements     |                             |   |   |           |      |     |            |   |   |           |      |     |      |        |   |  |  |  |  |
|        | Final Buildout Conditions             | 1                           | 3 | f | 2         | 0    | f   | 0          | 3 | f | 0         | 0    | 0   |      |        |   |  |  |  |  |

**TABLE B-1 (CONT.)  
EXISTING AND FUTURE INTERSECTION LANE GEOMETRICS (LIST OF NITM IMPROVEMENT INTERSECTION LOCATIONS)**

| Loc. # | Intersection (NS & EW)                    | Intersection Approach Lanes |   |   |           |   |   |            |   |   |           |   |     | ATMS | Source |  |  |   |
|--------|---|-----------------------------|---|---|-----------|---|---|------------|---|---|-----------|---|-----|------|--------|--|--|---|
|        |   | Southbound                  |   |   | Westbound |   |   | Northbound |   |   | Eastbound |   |     |      |        |  |  |   |
|        |   | L                           | T | R | L         | T | R | L          | T | R | L         | T | R   |      |        |  |  |   |
| 359    | <b>Irvine Center &amp; I-405 SB ramps</b> |                             |   |   |           |   |   |            |   |   |           |   |     |      |        |  |  |   |
|        | Existing Conditions                       | 0                           | 2 | f | 0         | 0 | 0 | 0          | 0 | 0 | 3         | f | 2   | 0    | f      |  |  |   |
|        | 2017 Improvements                         |                             |   |   |           |   |   |            |   |   |           |   |     |      |        |  |  |   |
|        | 2035 Improvements                         | 3                           |   |   |           |   |   |            |   |   | 4         |   | 3   |      |        |  |  | PA18/39 GPA   |
|        | Buildout (Post-2035) Improvements         |                             |   |   |           |   |   |            |   |   |           |   |     |      |        |  |  |   |
|        | Final Buildout Conditions                 | 0                           | 3 | f | 0         | 0 | 0 | 0          | 0 | 0 | 4         | f | 3   | 0    | f      |  |  |   |
| 362    | <b>Bake &amp; Irvine</b>                  |                             |   |   |           |   |   |            |   |   |           |   |     |      |        |  |  |   |
|        | Existing Conditions                       | 2                           | 3 | 1 | 2         | 3 | 1 | 1          | 1 | 3 | 0         | 2 | 3   | 1    |        |  |  |   |
|        | 2017 Improvements                         |                             |   |   |           |   |   |            |   |   |           |   |     |      |        |  |  |   |
|        | 2035 Improvements                         |                             |   |   |           |   |   |            |   |   |           |   |     |      |        |  |  |   |
|        | Buildout (Post-2035) Improvements         |                             |   |   |           |   |   |            |   |   |           |   |     |      |        |  |  |   |
|        | Final Buildout Conditions                 | 2                           | 3 | 1 | 2         | 4 | d | 2          | 2 | 3 | 0         | 2 | 2.5 | 1.5  |        |  |  | NITM Program (fully funded)<br>Lake Forest GPA-LFTM Program |
| 364    | <b>Bake &amp; Jeronimo</b>                |                             |   |   |           |   |   |            |   |   |           |   |     |      |        |  |  |   |
|        | Existing Conditions                       | 1                           | 3 | d | 1         | 2 | 0 | 1          | 2 | 3 | d         | 2 | 2   | 1    |        |  |  |   |
|        | 2017 Improvements                         |                             |   |   |           |   |   |            |   |   |           |   |     |      |        |  |  |   |
|        | 2035 Improvements                         | 4                           | 0 |   |           |   |   |            |   |   |           |   |     |      |        |  |  |   |
|        | Buildout (Post-2035) Improvements         |                             |   |   |           |   |   |            |   |   |           |   |     |      |        |  |  |   |
|        | Final Buildout Conditions                 | 1                           | 4 | 0 | 1         | 3 | 0 | 2          | 2 | 3 | d         | 2 | 2   | 1    |        |  |  |   |
| 368    | <b>Bake &amp; I-5 SB ramps</b>            |                             |   |   |           |   |   |            |   |   |           |   |     |      |        |  |  |   |
|        | Existing Conditions                       | 0                           | 3 | f | 0         | 0 | 0 | 0          | 0 | 3 | 0         | 3 | 0   | 1    |        |  |  |   |
|        | 2017 Improvements                         |                             |   |   |           |   |   |            |   |   |           |   |     |      |        |  |  |   |
|        | 2035 Improvements                         |                             |   |   |           |   |   |            |   |   |           |   |     |      |        |  |  |   |
|        | Buildout (Post-2035) Improvements         |                             |   |   |           |   |   |            |   |   |           |   |     |      |        |  |  |   |
|        | Final Buildout Conditions                 | 0                           | 3 | f | 0         | 0 | 0 | 0          | 0 | 3 | 0         | 3 | 0   | 1    |        |  |  |   |
| 378    | <b>Lake Forest &amp; Jeronimo</b>         |                             |   |   |           |   |   |            |   |   |           |   |     |      |        |  |  |   |
|        | Existing Conditions                       | 1                           | 3 | 1 | 1         | 2 | 0 | 1          | 3 | 1 | 3         | 1 | 1   | 2    | 0      |  |  |   |
|        | 2017 Improvements                         |                             |   |   |           |   |   |            |   |   |           |   |     |      |        |  |  |   |
|        | 2035 Improvements                         |                             |   |   |           |   |   |            |   |   |           |   |     |      |        |  |  |   |
|        | Buildout (Post-2035) Improvements         | 2                           | 3 | 1 | 1         | 2 | 1 | 1          | 1 | 3 | 1         | 1 | 2   | 1    |        |  |  |   |
|        | Final Buildout Conditions                 | 2                           | 3 | 1 | 1         | 2 | 1 | 1          | 1 | 3 | 1         | 1 | 2   | 1    |        |  |  | NITM Program (partially funded)                             |

**TABLE B-1 (CONT.)  
EXISTING AND FUTURE INTERSECTION LANE GEOMETRICS (LIST OF NITM IMPROVEMENT INTERSECTION LOCATIONS)**

| Loc. # | Intersection (NS & EW)                      |  | Intersection Approach Lanes |      |    |           |   |    |            |      |    |           |      |      | ATMS | Source |   |                                 |
|--------|---|--|-----------------------------|------|----|-----------|---|----|------------|------|----|-----------|------|------|------|--------|---|---------------------------------|
|        |   |  | Southbound                  |      |    | Westbound |   |    | Northbound |      |    | Eastbound |      |      |      |        |   |                                 |
|        |   |  | L                           | T    | R  | L         | T | R  | L          | T    | R  | L         | T    | R    |      |        |   |                                 |
| 379    | <b>Lake Forest &amp; Muirlands</b>          |  |                             |      |    |           |   |    |            |      |    |           |      |      |      |        |   |                                 |
|        | Existing Conditions                         |  | 2                           | 3    | 1  | 2         | 2 | 1  | 2          | 3    | 1  | 2         | 2    | 2    | 1    | >      |   |                                 |
|        | 2017 Improvements                           |  |                             |      |    |           |   |    |            |      |    |           |      |      |      |        |   |                                 |
|        | 2035 Improvements                           |  |                             |      |    |           |   |    |            |      |    |           |      |      |      |        |   |                                 |
|        | Buildout (Post-2035) Improvements           |  |                             |      |    |           |   |    |            |      |    |           |      |      |      |        |   |                                 |
|        | Final Buildout Conditions                   |  | 2                           | 3    | 1  | 2         | 2 | 1  | 2          | 4    | 0  | 2         | 2    | 2    | 0    | 1      | > | NITM Program (fully funded)     |
| 380    | <b>Lake Forest &amp; Rockfield</b>          |  |                             |      |    |           |   |    |            |      |    |           |      |      |      |        |   |                                 |
|        | Existing Conditions                         |  | 2                           | 4    | 0  | 2         | 2 | 1  | 2          | 3    | 1  | 2         | 2    | 2    | 2    | 2      |   |                                 |
|        | 2017 Improvements                           |  |                             |      |    |           |   |    |            |      |    |           |      |      |      |        |   |                                 |
|        | 2035 Improvements                           |  |                             |      |    | 3         |   | 0  |            |      |    |           |      |      |      |        |   | NITM Program (partially funded) |
|        | Buildout (Post-2035) Improvements           |  |                             |      |    |           |   |    |            |      |    |           |      |      |      |        |   |                                 |
|        | Final Buildout Conditions                   |  | 2                           | 4    | 0  | 3         | 2 | 0  | 2          | 3    | 1  | 2         | 2    | 2    | 2    | 2      |   |                                 |
| 383    | <b>Lake Forest &amp; Avd Carlota/I-5 SB</b> |  |                             |      |    |           |   |    |            |      |    |           |      |      |      |        |   |                                 |
|        | Existing Conditions                         |  | 2                           | 3    | f  | -1        | 0 | -2 | 0          | 4    | 0  | -2.5      | -1.5 | -1   |      |        |   |                                 |
|        | 2017 Improvements                           |  |                             |      |    |           |   |    |            |      |    |           |      |      |      |        |   |                                 |
|        | 2035 Improvements                           |  |                             |      |    |           |   |    |            |      |    |           |      |      |      |        |   |                                 |
|        | Buildout (Post-2035) Improvements           |  |                             |      |    | -2        |   | -2 |            |      |    |           |      |      |      |        |   | NITM Program (fully funded)     |
|        | Final Buildout Conditions                   |  | 2                           | 3    | f  | -2        | 0 | -2 | 0          | 4    | 0  | -3        | -0.5 | -1.5 | X    |        |   | NITM Program (fully funded)     |
| 387    | <b>Ridge Route &amp; Rockfield</b>          |  |                             |      |    |           |   |    |            |      |    |           |      |      |      |        |   |                                 |
|        | Existing Conditions                         |  | -0.5                        | -1.5 | -d | 1         | 2 | 0  | -0.5       | -1.5 | 0  | 1         | 2    | 0    |      |        |   |                                 |
|        | 2017 Improvements                           |  |                             |      |    |           |   |    |            |      |    |           |      |      |      |        |   |                                 |
|        | 2035 Improvements                           |  |                             |      |    |           |   |    |            |      |    |           |      |      |      |        |   |                                 |
|        | Buildout (Post-2035) Improvements           |  | 1                           | 2    | d  |           |   |    | 1          | 2    | d  |           |      |      |      |        |   | Unfunded General Plan Imp.      |
|        | Final Buildout Conditions                   |  | -1.5                        | -1.5 | -d |           |   |    | -1.5       | -1.5 | -d |           |      |      |      |        |   | NITM Program (partially funded) |
| 390    | <b>Paseo de Valencia at Avd Carlota</b>     |  |                             |      |    |           |   |    |            |      |    |           |      |      |      |        |   |                                 |
|        | Existing Conditions                         |  | -2                          | -2   | 0  | 1         | 2 | 1  | -2         | -1   | -1 | 2         | 2    | 1    |      |        |   |                                 |
|        | 2017 Improvements                           |  |                             |      |    |           |   |    |            |      |    |           |      |      |      |        |   |                                 |
|        | 2035 Improvements                           |  | -2.5 <sup>1</sup>           | -1.5 |    |           |   |    |            |      |    |           |      |      |      |        |   | NITM Program (partially funded) |
|        | Buildout (Post-2035) Improvements           |  |                             |      |    |           |   |    |            |      |    |           |      |      |      |        |   |                                 |
|        | Final Buildout Conditions                   |  | -2.5 <sup>1</sup>           | -1.5 | 0  | 1         | 2 | 1  | -2         | -1   | -1 | 2         | 2    | 1    |      |        |   |                                 |

TABLE B-1 (CONT.)  
EXISTING AND FUTURE INTERSECTION LANE GEOMETRICS (LIST OF NITM IMPROVEMENT INTERSECTION LOCATIONS)

| Loc. # | Intersection (NS & EW)            |  | Intersection Approach Lanes |   |    |           |      |     |            |   |    |           |      |    | ATMS | Source |  |                                 |  |  |
|--------|-----------------------------------|--|-----------------------------|---|----|-----------|------|-----|------------|---|----|-----------|------|----|------|--------|--|---------------------------------|--|--|
|        |                                   |  | Southbound                  |   |    | Westbound |      |     | Northbound |   |    | Eastbound |      |    |      |        |  |                                 |  |  |
|        |                                   |  | L                           | T | R  | L         | T    | R   | L          | T | R  | L         | T    | R  |      |        |  |                                 |  |  |
| 396    | EI Toro & Avd Carlota             |  |                             |   |    |           |      |     |            |   |    |           |      |    |      |        |  |                                 |  |  |
|        | Existing Conditions               |  | 2                           | 3 | 1> | -1        | -1   | -1> | 0          | 4 | d  | -1.5      | -1.5 | -1 |      |        |  |                                 |  |  |
|        | 2017 Improvements                 |  |                             |   |    |           |      |     |            |   |    |           |      |    |      |        |  |                                 |  |  |
|        | 2035 Improvements                 |  |                             |   |    |           |      |     |            |   |    |           |      |    |      |        |  |                                 |  |  |
|        | Buildout (Post-2035) Improvements |  |                             |   |    |           |      |     |            |   |    |           |      |    |      |        |  |                                 |  |  |
|        | Final Buildout Conditions         |  | 2                           | 3 | 1> | -0.5      | -1.5 | -2> | 0          | 4 | d  | -2        | -2   | 0  |      |        |  | NITM Program (partially funded) |  |  |
| 406    | Laguna Canyon & Lake Forest       |  |                             |   |    |           |      |     |            |   |    |           |      |    |      |        |  |                                 |  |  |
|        | Existing Conditions               |  | 0                           | 2 | 0  | 0         | 0    | 0   | 0          | 2 | 0  | 0         | 0    | 0  |      |        |  |                                 |  |  |
|        | 2017 Improvements                 |  | 2                           | 3 |    | 2         | 0    | f   |            | 3 | 1  |           |      |    |      |        |  | PA18/39 GPA                     |  |  |
|        | 2035 Improvements                 |  | 3                           |   |    |           |      |     |            |   |    |           |      |    |      |        |  | NITM Program (fully funded)     |  |  |
|        | Buildout (Post-2035) Improvements |  |                             |   |    |           |      |     |            | 4 |    |           |      |    |      |        |  | County (Aliso Creek deletion)   |  |  |
|        | Final Buildout Conditions         |  | 3                           | 3 | 0  | 2         | 0    | f   | 0          | 4 | 1  | 0         | 0    | 0  |      |        |  |                                 |  |  |
| 420    | EI Toro & Jeronimo                |  |                             |   |    |           |      |     |            |   |    |           |      |    |      |        |  |                                 |  |  |
|        | Existing Conditions               |  | 1                           | 3 | d  | 2         | 2    | 1   | 1          | 3 | 1> | 1         | 2    | 0  |      |        |  |                                 |  |  |
|        | 2017 Improvements                 |  |                             |   |    |           |      |     |            |   |    |           |      |    |      |        |  |                                 |  |  |
|        | 2035 Improvements                 |  |                             |   |    |           |      |     |            |   |    |           |      |    |      |        |  |                                 |  |  |
|        | Buildout (Post-2035) Improvements |  |                             |   |    |           |      |     |            |   |    |           |      |    |      |        |  |                                 |  |  |
|        | Final Buildout Conditions         |  | 2                           | 4 | 0  | 2         | 2    | 1   | 1          | 4 | 0  | 1         | 2    | 1  |      |        |  | NITM Program (partially funded) |  |  |
| 422    | Los Alisos & Jeronimo             |  |                             |   |    |           |      |     |            |   |    |           |      |    |      |        |  |                                 |  |  |
|        | Existing Conditions               |  | 1                           | 3 | 1  | 2         | 2    | 1   | 1          | 3 | 1  | 2         | 2    | 1  |      |        |  |                                 |  |  |
|        | 2017 Improvements                 |  |                             |   |    |           |      |     |            |   |    |           |      |    |      |        |  |                                 |  |  |
|        | 2035 Improvements                 |  |                             |   |    |           |      |     |            |   |    |           |      |    |      |        |  |                                 |  |  |
|        | Buildout (Post-2035) Improvements |  |                             |   |    |           |      |     |            |   |    |           |      |    |      |        |  |                                 |  |  |
|        | Final Buildout Conditions         |  | 1                           | 3 | 1  | 2         | 2    | 1   | 1          | 3 | 1  | 2         | 2    | 1  |      |        |  |                                 |  |  |

**TABLE B-1 (CONT.)  
EXISTING AND FUTURE INTERSECTION LANE GEOMETRICS (LIST OF NITM IMPROVEMENT INTERSECTION LOCATIONS)**

| Loc. # | Intersection (NS & EW)                     | Intersection Approach Lanes |   |   |           |    |    |            |   |   |           |      |    | ATMS | Source |  |  |  |  |  |  |                                 |                                 |  |
|--------|--|-----------------------------|---|---|-----------|----|----|------------|---|---|-----------|------|----|------|--------|--|--|--|--|--|--|---------------------------------|---------------------------------|--|
|        |  | Southbound                  |   |   | Westbound |    |    | Northbound |   |   | Eastbound |      |    |      |        |  |  |  |  |  |  |                                 |                                 |  |
|        |  | L                           | T | R | L         | T  | R  | L          | T | R | L         | T    | R  |      |        |  |  |  |  |  |  |                                 |                                 |  |
| 423    | <b>Muirlands &amp; Los Alisos</b>          |                             |   |   |           |    |    |            |   |   |           |      |    |      |        |  |  |  |  |  |  |                                 |                                 |  |
|        | Existing Conditions                        | 1                           | 2 | 0 | 1         | 3  | d  | 1          | 2 | 1 | 1         | 3    | 1  |      |        |  |  |  |  |  |  |                                 |                                 |  |
|        | 2017 Improvements                          | 2                           |   |   | 2         |    |    |            |   |   |           |      |    |      |        |  |  |  |  |  |  | NITM Program (partially funded) |                                 |  |
|        | 2035 Improvements                          |                             |   |   |           |    |    |            |   |   |           |      |    |      |        |  |  |  |  |  |  |                                 |                                 |  |
|        | Buildout (Post-2035) Improvements          |                             |   |   |           |    |    |            |   |   |           |      |    |      |        |  |  |  |  |  |  |                                 |                                 |  |
|        | Final Buildout Conditions                  | 2                           | 2 | 0 | 2         | 3  | d  | 2          | 2 | 1 | 2         | 3    | 1  |      |        |  |  |  |  |  |  |                                 |                                 |  |
| 424    | <b>Los Alisos &amp; Rockfield/Fordview</b> |                             |   |   |           |    |    |            |   |   |           |      |    |      |        |  |  |  |  |  |  |                                 |                                 |  |
|        | Existing Conditions                        | 1                           | 2 | 0 | 0         | -1 | -d | 1          | 2 | 0 | -1.5      | -0.5 | -1 |      |        |  |  |  |  |  |  |                                 |                                 |  |
|        | 2017 Improvements                          |                             |   |   |           |    |    |            |   |   |           |      |    |      |        |  |  |  |  |  |  |                                 |                                 |  |
|        | 2035 Improvements                          |                             |   | 1 |           |    |    | 2          |   |   |           |      |    |      |        |  |  |  |  |  |  |                                 | NITM Program (partially funded) |  |
|        | Buildout (Post-2035) Improvements          |                             |   |   |           |    |    |            |   |   |           |      |    |      |        |  |  |  |  |  |  |                                 |                                 |  |
|        | Final Buildout Conditions                  | 1                           | 2 | 1 | 0         | -1 | -d | 2          | 2 | 0 | -1.5      | -0.5 | -1 |      |        |  |  |  |  |  |  |                                 |                                 |  |
| 432    | <b>Alicia &amp; Muirlands</b>              |                             |   |   |           |    |    |            |   |   |           |      |    |      |        |  |  |  |  |  |  |                                 |                                 |  |
|        | Existing Conditions                        | 1                           | 4 | 0 | 1         | 2  | 1  | 2          | 3 | 1 | 1         | 2    | 1> |      |        |  |  |  |  |  |  |                                 |                                 |  |
|        | 2017 Improvements                          | 2                           |   |   | 2         |    |    |            |   |   | 2         |      |    |      |        |  |  |  |  |  |  |                                 |                                 | NITM Program (partially funded)                                  |
|        | 2035 Improvements                          |                             |   |   |           |    |    |            |   |   |           |      |    |      |        |  |  |  |  |  |  |                                 |                                 |  |
|        | Buildout (Post-2035) Improvements          |                             |   |   |           |    |    |            |   |   |           |      |    |      |        |  |  |  |  |  |  |                                 |                                 |  |
|        | Final Buildout Conditions                  | 2                           | 4 | 0 | 2         | 2  | 1  | 2          | 3 | 1 | 2         | 2    | 1> |      |        |  |  |  |  |  |  |                                 |                                 |  |
| 558    | <b>Ridge Valley &amp; Irvine</b>           |                             |   |   |           |    |    |            |   |   |           |      |    |      |        |  |  |  |  |  |  |                                 |                                 |  |
|        | Existing Conditions                        |                             |   |   |           |    |    |            |   |   |           |      |    |      |        |  |  |  |  |  |  |                                 |                                 |  |
|        | 2017 Improvements                          |                             |   |   |           |    |    |            |   |   |           |      |    |      |        |  |  |  |  |  |  |                                 |                                 |  |
|        | 2035 Improvements                          | 2                           | 0 | 1 | 0         | 3  | 1  | 0          | 0 | 0 | 1         | 3    | 0  |      |        |  |  |  |  |  |  |                                 |                                 | Orange County Great Park   |
|        | Buildout (Post-2035) Improvements          |                             |   |   |           |    |    |            |   |   | 2         |      |    |      |        |  |  |  |  |  |  |                                 |                                 | NITM Program (partially funded)<br>(Balance Funded by PA1/9 GPA) |
|        | Final Buildout Conditions                  | 2                           | 0 | 1 | 0         | 3  | 1  | 0          | 0 | 0 | 2         | 3    | 0  |      |        |  |  |  |  |  |  |                                 |                                 |  |

Lane entry notations:

d = de-facto right-turn lane (curb lane 19 feet or wider)

f = free right-turn lane

Negative lane entries denote split phasing.

Right-turn lane entry followed by ">" denotes a right-turn overlap signal phase.

<sup>1</sup> Includes construction of a third eastbound receiving lane for the third southbound left-turn lane.

2017 Without NITM Improvements



34 . Red Hill Av. at Irvine Blvd.

| ITAM 12 2017 NoNITM (TUSTIN ISEC) |       |          |                |      |                |      |
|-----------------------------------|-------|----------|----------------|------|----------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                               | 2     | 3400     | 313            | .09* | 576            | .17* |
| NBT                               | 1     | 1700     | 128            | .08  | 244            | .14  |
| NBR                               | 1     | 1700     | 120            | .07  | 105            | .06  |
| SBL                               | 2     | 3400     | 156            | .05  | 88             | .03  |
| SBT                               | 2     | 3400     | 392            | .12* | 147            | .04* |
| SBR                               | d     | 1700     | 159            | .09  | 104            | .06  |
| EBL                               | 1     | 1700     | 56             | .03* | 130            | .08* |
| EBT                               | 3     | 5100     | 1069           | .29  | 1778           | .41  |
| EBR                               | 0     | 0        | 419            |      | 299            |      |
| WBL                               | 1     | 1700     | 212            | .12  | 120            | .07  |
| WBT                               | 3     | 5100     | 2380           | .48* | 2048           | .42* |
| WBR                               | 0     | 0        | 77             |      | 111            |      |
| Clearance Interval                |       |          |                | .05* |                | .05* |
| TOTAL CAPACITY UTILIZATION        |       |          |                | .77  |                | .76  |

91 . Tustin Ranch Rd. at Irvine Bl.

| ITAM 12 2017 NoNITM (TUSTIN ISEC) |       |          |                |      |                |      |
|-----------------------------------|-------|----------|----------------|------|----------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                               | 1     | 1700     | 215            | .13* | 393            | .23* |
| NBT                               | 3     | 5100     | 410            | .08  | 787            | .15  |
| NBR                               | 1     | 1700     | 174            | .10  | 230            | .14  |
| SBL                               | 1     | 1700     | 230            | .14  | 154            | .09  |
| SBT                               | 3     | 5100     | 1206           | .24* | 359            | .07* |
| SBR                               | f     |          | 563            |      | 237            |      |
| EBL                               | 2     | 3400     | 148            | .04* | 304            | .09* |
| EBT                               | 3     | 5100     | 765            | .15  | 1196           | .23  |
| EBR                               | 1     | 1700     | 287            | .17  | 211            | .12  |
| WBL                               | 2     | 3400     | 417            | .12  | 110            | .03  |
| WBT                               | 3     | 5100     | 1791           | .35* | 1520           | .30* |
| WBR                               | 1     | 1700     | 102            | .06  | 259            | .15  |
| Clearance Interval                |       |          |                | .05* |                | .05* |
| TOTAL CAPACITY UTILIZATION        |       |          |                | .81  |                | .74  |

123 . Jamboree Rd. at Tustin Ranch Rd.

| ITAM 12 2017 NoNITM (IRVINE ISEC) |       |          |                   |      |                   |      |
|-----------------------------------|-------|----------|-------------------|------|-------------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR<br>VOL | V/C  | PM PK HOUR<br>VOL | V/C  |
| NBL                               | 1     | 1700     | 178               | .10* | 46                | .03  |
| NBT                               | 2     | 3400     | 555               | .16  | 1771              | .52* |
| NBR                               | 1     | 1700     | 38                | .02  | 2                 | .00  |
| SBL                               | 1     | 1700     | 26                | .02  | 1                 | .00  |
| SBT                               | 2     | 3400     | 1208              | .36* | 692               | .20  |
| SBR                               | 1     | 1700     | 138               | .08  | 64                | .04  |
| EBL                               | 2     | 3400     | 87                | .03* | 149               | .04* |
| EBT                               | 1     | 1700     | 18                | .01  | 6                 | .00  |
| EBR                               | 1     | 1700     | 24                | .01  | 28                | .02  |
| WBL                               | 1     | 1700     | 0                 | .00  | 0                 | .00  |
| WBT                               | 1     | 1700     | 0                 | .00* | 0                 | .00* |
| WBR                               | 1     | 1700     | 0                 | .00  | 0                 | .00  |
| Clearance Interval                |       |          |                   | .05* |                   | .05* |
| TOTAL CAPACITY UTILIZATION        |       |          |                   | .54  | .61               |      |

125 . Jamboree Rd. at Irvine Bl.

| ITAM 12 2017 NoNITM (IRVINE ISEC) |       |          |                   |      |                   |      |
|-----------------------------------|-------|----------|-------------------|------|-------------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR<br>VOL | V/C  | PM PK HOUR<br>VOL | V/C  |
| NBL                               | 2     | 3400     | 205               | .06* | 390               | .11  |
| NBT                               | 3     | 5100     | 348               | .07  | 1233              | .24* |
| NBR                               | 1     | 1700     | 118               | .07  | 396               | .23  |
| SBL                               | 2     | 3400     | 499               | .15  | 220               | .06* |
| SBT                               | 3     | 5100     | 1955              | .38* | 594               | .12  |
| SBR                               | f     |          | 210               |      | 57                |      |
| EBL                               | 2     | 3400     | 132               | .04* | 366               | .11* |
| EBT                               | 3     | 5100     | 773               | .15  | 1003              | .20  |
| EBR                               | 1     | 1700     | 176               | .10  | 201               | .12  |
| WBL                               | 2     | 3400     | 399               | .12  | 342               | .10  |
| WBT                               | 3     | 5100     | 1525              | .30* | 1484              | .29* |
| WBR                               | d     | 1700     | 239               | .14  | 493               | .29  |
| Clearance Interval                |       |          |                   | .05* |                   | .05* |
| TOTAL CAPACITY UTILIZATION        |       |          |                   | .83  | .75               |      |

224 . Culver Dr. at Walnut Av.

| ITAM 12 2017 NoNITM (IRVINE ISEC)        |       |          |                |      |                |      |
|--|-------|----------|----------------|------|----------------|------|
|  | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                      | 2     | 3400     | 162            | .05* | 245            | .07  |
| NBT                                      | 3     | 5100     | 751            | .15  | 1504           | .29* |
| NBR                                      | 1     | 1700     | 247            | .15  | 313            | .18  |
| SBL                                      | 2     | 3400     | 161            | .05  | 337            | .10* |
| SBT                                      | 3     | 5100     | 1661           | .33* | 1225           | .24  |
| SBR                                      | 1     | 1700     | 458            | .27  | 321            | .19  |
| EBL                                      | 2     | 3400     | 255            | .08* | 541            | .16* |
| EBT                                      | 2     | 3400     | 330            | .10  | 630            | .19  |
| EBR                                      | 1     | 1700     | 194            | .11  | 131            | .08  |
| WBL                                      | 2     | 3400     | 493            | .15  | 414            | .12  |
| WBT                                      | 2     | 3400     | 777            | .23* | 663            | .20* |
| WBR                                      | 1     | 1700     | 269            | .16  | 185            | .11  |
| Clearance Interval                       |       |          |                | .05* | .05*           |      |
| Note: Assumes Right-Turn Overlap for NBR |       |          |                |      |                |      |
| TOTAL CAPACITY UTILIZATION               |       |          | .74            | .80  |                |      |

228 . Culver Dr. at Barranca Pkwy.

| ITAM 12 2017 NoNITM (IRVINE ISEC) |       |          |                |      |                |      |
|-----------------------------------|-------|----------|----------------|------|----------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                               | 2     | 3400     | 152            | .04* | 268            | .08  |
| NBT                               | 3     | 5100     | 760            | .15  | 1625           | .32* |
| NBR                               | 1     | 1700     | 298            | .18  | 349            | .21  |
| SBL                               | 2     | 3400     | 359            | .11  | 262            | .08* |
| SBT                               | 3     | 5100     | 1855           | .36* | 1102           | .22  |
| SBR                               | f     |          | 296            |      | 239            |      |
| EBL                               | 2     | 3400     | 112            | .03* | 393            | .12* |
| EBT                               | 2     | 3400     | 614            | .18  | 979            | .29  |
| EBR                               | 1     | 1700     | 215            | .13  | 290            | .17  |
| WBL                               | 2     | 3400     | 371            | .11  | 278            | .08  |
| WBT                               | 2     | 3400     | 1042           | .31* | 853            | .25* |
| WBR                               | d     | 1700     | 158            | .09  | 282            | .17  |
| Clearance Interval                |       |          |                | .05* | .05*           |      |
| TOTAL CAPACITY UTILIZATION        |       |          | .79            | .82  |                |      |

235 . Culver Dr. at University Dr.

| ITAM 12 2017 NoNITM (IRVINE ISEC) |       |          |                |      |                |      |
|-----------------------------------|-------|----------|----------------|------|----------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                               | 1     | 1700     | 54             | .03* | 54             | .03  |
| NBT                               | 3     | 5100     | 1094           | .21  | 1417           | .28* |
| NBR                               | d     | 1700     | 672            | .40  | 913            | .54  |
| SBL                               | 1     | 1700     | 29             | .02  | 67             | .04* |
| SBT                               | 3     | 5100     | 1239           | .30* | 1020           | .23  |
| SBR                               | 0     | 0        | 313            |      | 140            |      |
| EBL                               | 2     | 3400     | 88             | .03  | 281            | .08  |
| EBT                               | 3     | 5100     | 549            | .12* | 1420           | .29* |
| EBR                               | 0     | 0        | 52             |      | 42             |      |
| WBL                               | 2     | 3400     | 869            | .26* | 728            | .21* |
| WBT                               | 3     | 5100     | 1473           | .30  | 726            | .15  |
| WBR                               | 0     | 0        | 38             |      | 62             |      |
| Right Turn Adjustment             |       |          |                |      | NBR            | .10* |
| Clearance Interval                |       |          |                | .05* | .05*           |      |
| TOTAL CAPACITY UTILIZATION        |       |          | .76            | .97  |                |      |

249 . Yale Av. at Irvine Bl.

| ITAM 12 2017 NoNITM (IRVINE ISEC) |       |          |                |      |                |      |
|-----------------------------------|-------|----------|----------------|------|----------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                               | 1     | 1700     | 122            | .07  | 209            | .12  |
| NBT                               | 2     | 3400     | 215            | .06* | 237            | .07* |
| NBR                               | d     | 1700     | 153            | .09  | 103            | .06  |
| SBL                               | 1     | 1700     | 345            | .20* | 262            | .15* |
| SBT                               | 2     | 3400     | 297            | .09  | 127            | .04  |
| SBR                               | d     | 1700     | 347            | .20  | 102            | .06  |
| EBL                               | 1     | 1700     | 105            | .06* | 280            | .16* |
| EBT                               | 3     | 5100     | 722            | .16  | 1494           | .32  |
| EBR                               | 0     | 0        | 83             |      | 146            |      |
| WBL                               | 1     | 1700     | 199            | .12  | 137            | .08  |
| WBT                               | 3     | 5100     | 1851           | .40* | 1959           | .44* |
| WBR                               | 0     | 0        | 170            |      | 283            |      |
| Clearance Interval                |       |          |                | .05* | .05*           |      |
| TOTAL CAPACITY UTILIZATION        |       |          | .77            | .87  |                |      |

| ITAM 12 2017 NoNITM (IRVINE ISEC) |       |          |                |      |                |      |
|-----------------------------------|-------|----------|----------------|------|----------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                               | 2     | 3400     | 66             | .02* | 217            | .06  |
| NBT                               | 3     | 5100     | 731            | .14  | 1729           | .34* |
| NBR                               | 1     | 1700     | 119            | .07  | 207            | .12  |
| SBL                               | 2     | 3400     | 461            | .14  | 338            | .10* |
| SBT                               | 3     | 5100     | 1842           | .41* | 988            | .29  |
| SBR                               | 0     | 0        | 255            |      | 621            | .37  |
| EBL                               | 2     | 3400     | 123            | .04  | 296            | .09  |
| EBT                               | 1     | 1700     | 289            | .17* | 275            | .16* |
| EBR                               | 1     | 1700     | 201            | .12  | 169            | .10  |
| WBL                               | 2     | 3400     | 317            | .09* | 433            | .13* |
| WBT                               | 1     | 1700     | 29             | .02  | 112            | .07  |
| WBR                               | 1     | 1700     | 256            | .15  | 585            | .34  |
| Right Turn Adjustment             |       |          |                |      | WBR            | .06* |
| Clearance Interval                |       |          |                | .05* |                | .05* |

TOTAL CAPACITY UTILIZATION .74 .84

| ITAM 12 2017 NoNITM (IRVINE ISEC) |       |          |                |      |                |      |
|-----------------------------------|-------|----------|----------------|------|----------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                               | 2     | 3400     | 168            | .05* | 290            | .09  |
| NBT                               | 3     | 5100     | 701            | .14  | 1512           | .30* |
| NBR                               | 1     | 1700     | 240            | .14  | 256            | .15  |
| SBL                               | 2     | 3400     | 350            | .10  | 240            | .07* |
| SBT                               | 3     | 5100     | 1608           | .32* | 1098           | .22  |
| SBR                               | 1     | 1700     | 373            | .22  | 183            | .11  |
| EBL                               | 2     | 3400     | 186            | .05  | 344            | .10* |
| EBT                               | 3     | 5100     | 792            | .16* | 796            | .16  |
| EBR                               | f     |          | 230            |      | 220            |      |
| WBL                               | 2     | 3400     | 204            | .06* | 253            | .07  |
| WBT                               | 3     | 5100     | 711            | .14  | 1458           | .29* |
| WBR                               | 1     | 1700     | 144            | .08  | 497            | .29  |
| Clearance Interval                |       |          |                | .05* |                | .05* |

TOTAL CAPACITY UTILIZATION .64 .81

| ITAM 12 2017 NoNITM (IRVINE ISEC) |       |          |                |      |                |      |
|-----------------------------------|-------|----------|----------------|------|----------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                               | 2     | 3400     | 258            | .08* | 347            | .10* |
| NBT                               | 3     | 5100     | 815            | .19  | 1561           | .34  |
| NBR                               | 0     | 0        | 156            |      | 161            |      |
| SBL                               | 2     | 3400     | 67             | .02  | 76             | .02  |
| SBT                               | 3     | 5100     | 1725           | .41* | 1262           | .29* |
| SBR                               | 0     | 0        | 380            |      | 223            |      |
| EBL                               | 2     | 3400     | 183            | .05* | 471            | .14* |
| EBT                               | 2     | 3400     | 577            | .17  | 733            | .22  |
| EBR                               | d     | 1700     | 310            | .18  | 256            | .15  |
| WBL                               | 2     | 3400     | 155            | .05  | 162            | .05  |
| WBT                               | 2     | 3400     | 712            | .21* | 630            | .19* |
| WBR                               | 1     | 1700     | 52             | .03  | 78             | .05  |
| Clearance Interval                |       |          |                | .05* |                | .05* |

TOTAL CAPACITY UTILIZATION .80 .77

| ITAM 12 2017 NoNITM (IRVINE ISEC) |       |          |                |      |                |      |
|-----------------------------------|-------|----------|----------------|------|----------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                               | 2     | 3400     | 432            | .13* | 639            | .19* |
| NBT                               | 3     | 5100     | 899            | .18  | 1566           | .31  |
| NBR                               | f     |          | 193            |      | 334            |      |
| SBL                               | 2     | 3400     | 292            | .09  | 404            | .12  |
| SBT                               | 3     | 5100     | 1865           | .40* | 1166           | .27* |
| SBR                               | 0     | 0        | 151            |      | 200            |      |
| EBL                               | 2     | 3400     | 146            | .04  | 265            | .08  |
| EBT                               | 2     | 3400     | 555            | .16* | 883            | .26* |
| EBR                               | d     | 1700     | 523            | .31  | 351            | .21  |
| WBL                               | 2     | 3400     | 582            | .17* | 426            | .13* |
| WBT                               | 2     | 3400     | 867            | .26  | 843            | .25  |
| WBR                               | d     | 1700     | 135            | .08  | 161            | .09  |
| Right Turn Adjustment             |       |          |                |      | EBR            | .05* |
| Clearance Interval                |       |          |                | .05* |                | .05* |

TOTAL CAPACITY UTILIZATION .96 .90

293 . Jeffrey Rd. at I-405 NB Ramps

| ITAM 12 2017 NoNITM (IRVINE ISEC) |       |          |           |          |           |          |
|-----------------------------------|-------|----------|-----------|----------|-----------|----------|
|                                   | LANES | CAPACITY | AM PK VOL | HOUR V/C | PM PK VOL | HOUR V/C |
| NBL                               | 0     | 0        | 0         |          | 0         |          |
| NBT                               | 3     | 5100     | 1153      | .23      | 2126      | .42*     |
| NBR                               | f     |          | 280       |          | 110       |          |
| SBL                               | 0     | 0        | 0         |          | 0         |          |
| SBT                               | 3     | 5100     | 1871      | .37*     | 1460      | .29      |
| SBR                               | f     |          | 1362      |          | 431       |          |
| EBL                               | 0     | 0        | 0         |          | 0         |          |
| EBT                               | 0     | 0        | 0         |          | 0         |          |
| EBR                               | 0     | 0        | 0         |          | 0         |          |
| WBL                               | 2     | 3400     | 1264      | .37*     | 1105      | .33*     |
| WBT                               | 0     | 0        | 0         |          | 0         |          |
| WBR                               | 1     | 1700     | 119       | .07      | 349       | .21      |
| Clearance Interval                |       |          |           | .05*     |           | .05*     |
| TOTAL CAPACITY UTILIZATION        |       |          |           | .79      |           | .80      |

303 . Sand Canyon. Av. at I-5 NB Ramps

| ITAM 12 2017 NoNITM (IRVINE ISEC) |       |          |           |          |           |          |
|-----------------------------------|-------|----------|-----------|----------|-----------|----------|
|                                   | LANES | CAPACITY | AM PK VOL | HOUR V/C | PM PK VOL | HOUR V/C |
| NBL                               | 2     | 3400     | 145       | .04*     | 868       | .26      |
| NBT                               | 2     | 3400     | 681       | .20      | 2079      | .61*     |
| NBR                               | d     | 1700     | 10        | .01      | 20        | .01      |
| SBL                               | 1     | 1700     | 3         | .00      | 1         | .00      |
| SBT                               | 4     | 6800     | 2976      | .44*     | 1370      | .20      |
| SBR                               | 1     | 1700     | 494       | .29      | 191       | .11      |
| EBL                               | 1.5   |          | 310       |          | 740       |          |
| EBT                               | 0.5   | 3400     | 17        | .10*     | 9         | .22*     |
| EBR                               | 1     | 1700     | 455       | .27      | 411       | .24      |
| WBL                               | 1     | 1700     | 6         | .00      | 9         | .01*     |
| WBT                               | 1     | 1700     | 3         | .00*     | 1         | .00      |
| WBR                               | 0     | 0        | 1         |          | 1         |          |
| Right Turn Adjustment             |       |          | EBR       | .14*     |           |          |
| Clearance Interval                |       |          |           | .05*     |           | .05*     |
| Note: Assumes E/W Split Phasing   |       |          |           |          |           |          |
| TOTAL CAPACITY UTILIZATION        |       |          |           | .77      |           | .89      |

305 . Sand Canyon. Av. at I-5 SB Ramps

| ITAM 12 2017 NoNITM (IRVINE ISEC) |       |          |           |          |           |          |
|-----------------------------------|-------|----------|-----------|----------|-----------|----------|
|                                   | LANES | CAPACITY | AM PK VOL | HOUR V/C | PM PK VOL | HOUR V/C |
| NBL                               | 0     | 0        | 0         |          | 0         |          |
| NBT                               | 3     | 5100     | 650       | .13      | 2542      | .50*     |
| NBR                               | 1     | 1700     | 92        | .05      | 244       | .14      |
| SBL                               | 2     | 3400     | 776       | .23      | 554       | .16*     |
| SBT                               | 3     | 5100     | 2561      | .50*     | 1307      | .26      |
| SBR                               | 0     | 0        | 0         |          | 0         |          |
| EBL                               | 2.5   |          | 380       | .11*     | 618       | .12*     |
| EBT                               | 0     | 6800     | 2         |          | 2         |          |
| EBR                               | 1.5   |          | 889       | .26      | 223       | {.00}    |
| WBL                               | 0     | 0        | 0         |          | 0         |          |
| WBT                               | 0     | 0        | 0         |          | 0         |          |
| WBR                               | 0     | 0        | 0         |          | 0         |          |
| Right Turn Adjustment             |       |          | EBR       | .15*     |           |          |
| Clearance Interval                |       |          |           | .05*     |           | .05*     |
| TOTAL CAPACITY UTILIZATION        |       |          |           | .81      |           | .83      |

306 . Sand Canyon. Av. at Oak Cyn./Laguna Cyn. Rd.

| ITAM 12 2017 NoNITM (IRVINE ISEC) |       |          |           |          |           |          |
|-----------------------------------|-------|----------|-----------|----------|-----------|----------|
|                                   | LANES | CAPACITY | AM PK VOL | HOUR V/C | PM PK VOL | HOUR V/C |
| NBL                               | 1     | 1700     | 64        | .04*     | 33        | .02      |
| NBT                               | 3     | 5100     | 590       | .12      | 1482      | .29*     |
| NBR                               | 1     | 1700     | 53        | .03      | 77        | .05      |
| SBL                               | 2     | 3400     | 872       | .26      | 297       | .09*     |
| SBT                               | 3     | 5100     | 2065      | .40*     | 962       | .19      |
| SBR                               | d     | 1700     | 336       | .20      | 137       | .08      |
| EBL                               | 2     | 3400     | 89        | .03*     | 369       | .11*     |
| EBT                               | 1     | 1700     | 95        | .06      | 177       | .10      |
| EBR                               | d     | 1700     | 35        | .02      | 83        | .05      |
| WBL                               | 2     | 3400     | 69        | .02      | 67        | .02      |
| WBT                               | 1     | 1700     | 140       | .08*     | 50        | .03*     |
| WBR                               | 1     | 1700     | 71        | .04      | 885       | .52      |
| Right Turn Adjustment             |       |          |           |          | WBR       | .42*     |
| Clearance Interval                |       |          |           | .05*     |           | .05*     |
| TOTAL CAPACITY UTILIZATION        |       |          |           | .60      |           | .99      |

310 . Sand Canyon. Av. at Alton Pkwy.

| ITAM 12 2017 NoNITM (IRVINE ISEC) |       |          |                |      |                |      |
|-----------------------------------|-------|----------|----------------|------|----------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                               | 2     | 3400     | 312            | .09* | 361            | .11* |
| NBT                               | 3     | 5100     | 1003           | .20  | 746            | .15  |
| NBR                               | 1     | 1700     | 456            | .27  | 193            | .11  |
| SBL                               | 2     | 3400     | 270            | .08  | 99             | .03  |
| SBT                               | 3     | 5100     | 1147           | .22* | 1182           | .23* |
| SBR                               | 1     | 1700     | 114            | .07  | 188            | .11  |
| EBL                               | 2     | 3400     | 137            | .04* | 143            | .04  |
| EBT                               | 3     | 5100     | 515            | .10  | 678            | .13* |
| EBR                               | 1     | 1700     | 339            | .20  | 359            | .21  |
| WBL                               | 2     | 3400     | 535            | .16  | 629            | .19* |
| WBT                               | 2     | 3400     | 905            | .27* | 621            | .18  |
| WBR                               | 1     | 1700     | 101            | .06  | 191            | .11  |
| Clearance Interval                |       |          |                | .05* |                | .05* |

TOTAL CAPACITY UTILIZATION .67 .71

311 . Sand Canyon. Av. at I-405 NB Ramps

| ITAM 12 2017 NoNITM (IRVINE ISEC) |       |          |                |      |                |        |
|-----------------------------------|-------|----------|----------------|------|----------------|--------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C    |
| NBL                               | 0     | 0        | 0              |      | 0              |        |
| NBT                               | 2     | 3400     | 1453           | .43* | 873            | .26    |
| NBR                               | f     |          | 650            |      | 380            |        |
| SBL                               | 0     | 0        | 0              |      | 0              |        |
| SBT                               | 2     | 3400     | 684            | .20  | 956            | .28*   |
| SBR                               | f     |          | 1300           |      | 1230           |        |
| EBL                               | 0     | 0        | 0              |      | 0              |        |
| EBT                               | 0     | 0        | 0              |      | 0              |        |
| EBR                               | 0     | 0        | 0              |      | 0              |        |
| WBL                               | 0.5   |          | 56             |      | 164            |        |
| WBT                               | 0     | 3400     | 0              | .15* | 0              | {.15}* |
| WBR                               | 1.5   |          | 437            |      | 377            |        |
| Clearance Interval                |       |          |                | .05* |                | .05*   |

TOTAL CAPACITY UTILIZATION .63 .48

327 . Barranca Pkwy. at Technology

| ITAM 12 2017 NoNITM (IRVINE ISEC) |       |          |                |      |                |      |
|-----------------------------------|-------|----------|----------------|------|----------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                               | 2     | 3400     | 417            | .12  | 84             | .02  |
| NBT                               | 2     | 3400     | 757            | .22* | 679            | .20* |
| NBR                               | 1     | 1700     | 183            | .11  | 188            | .11  |
| SBL                               | 1     | 1700     | 181            | .11* | 274            | .16* |
| SBT                               | 2     | 3400     | 594            | .17  | 772            | .23  |
| SBR                               | 1     | 1700     | 259            | .15  | 63             | .04  |
| EBL                               | 2     | 3400     | 76             | .02* | 262            | .08  |
| EBT                               | 2     | 3400     | 167            | .05  | 271            | .08* |
| EBR                               | d     | 1700     | 74             | .04  | 397            | .23  |
| WBL                               | 2     | 3400     | 42             | .01  | 195            | .06* |
| WBT                               | 2     | 3400     | 275            | .08* | 104            | .03  |
| WBR                               | d     | 1700     | 106            | .06  | 151            | .09  |
| Right Turn Adjustment             |       |          |                |      | EBR            | .05* |
| Clearance Interval                |       |          |                | .05* |                | .05* |

TOTAL CAPACITY UTILIZATION .48 .60

338 . Alton Pkwy. at Irvine Bl.

| ITAM 12 2017 NoNITM (IRVINE ISEC) |       |          |                |      |                |      |
|-----------------------------------|-------|----------|----------------|------|----------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                               | 2     | 3400     | 180            | .05* | 741            | .22* |
| NBT                               | 3     | 5100     | 575            | .11  | 1165           | .23  |
| NBR                               | f     |          | 75             |      | 146            |      |
| SBL                               | 2     | 3400     | 222            | .07  | 163            | .05  |
| SBT                               | 3     | 5100     | 1253           | .25* | 595            | .12* |
| SBR                               | f     |          | 543            |      | 865            |      |
| EBL                               | 2     | 3400     | 808            | .24* | 589            | .17* |
| EBT                               | 3     | 5100     | 959            | .19  | 631            | .12  |
| EBR                               | 1     | 1700     | 613            | .36  | 251            | .15  |
| WBL                               | 2     | 3400     | 199            | .06  | 103            | .03  |
| WBT                               | 3     | 5100     | 773            | .15* | 1344           | .26* |
| WBR                               | 1     | 1700     | 268            | .16  | 235            | .14  |
| Clearance Interval                |       |          |                | .05* |                | .05* |

TOTAL CAPACITY UTILIZATION .74 .82

344 . Alton Pkwy. at Technology Dr. W.

| ITAM 12 2017 NoNITM (IRVINE ISEC)        |       |          |                |      |                |      |
|--|-------|----------|----------------|------|----------------|------|
|  | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                      | 2     | 3400     | 444            | .13  | 378            | .11* |
| NBT                                      | 3     | 5100     | 1772           | .35* | 883            | .17  |
| NBR                                      | 1     | 1700     | 413            | .24  | 65             | .04  |
| SBL                                      | 1     | 1700     | 39             | .02* | 10             | .01  |
| SBT                                      | 4     | 6800     | 921            | .14  | 1865           | .27* |
| SBR                                      | 1     | 1700     | 98             | .06  | 141            | .08  |
| EBL                                      | 1     | 1700     | 98             | .06* | 251            | .15* |
| EBT                                      | 2     | 3400     | 58             | .02  | 46             | .01  |
| EBR                                      | 2     | 3400     | 126            | .04  | 524            | .15  |
| WBL                                      | 2     | 3400     | 63             | .02  | 499            | .15  |
| WBT                                      | 2     | 3400     | 48             | .01* | 75             | .02* |
| WBR                                      | d     | 1700     | 20             | .01  | 14             | .01  |
| Right Turn Adjustment                    |       |          |                |      | EBR            | .02* |
| Clearance Interval                       |       |          |                | .05* |                | .05* |
| Note: Assumes Right-Turn Overlap for EBR |       |          |                |      |                |      |

TOTAL CAPACITY UTILIZATION .49 .62

348 . Alton Pkwy. at ICD

| ITAM 12 2017 NoNITM (IRVINE ISEC) |       |          |                |      |                |      |
|-----------------------------------|-------|----------|----------------|------|----------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                               | 2     | 3400     | 50             | .01  | 29             | .01  |
| NBT                               | 3     | 5100     | 601            | .12* | 808            | .16* |
| NBR                               | 1     | 1700     | 89             | .05  | 277            | .16  |
| SBL                               | 2     | 3400     | 184            | .05* | 454            | .13* |
| SBT                               | 3     | 5100     | 806            | .16  | 841            | .16  |
| SBR                               | 1     | 1700     | 230            | .14  | 272            | .16  |
| EBL                               | 2     | 3400     | 131            | .04  | 326            | .10  |
| EBT                               | 3     | 5100     | 417            | .08* | 829            | .16* |
| EBR                               | 1     | 1700     | 11             | .01  | 30             | .02  |
| WBL                               | 2     | 3400     | 593            | .17* | 219            | .06* |
| WBT                               | 3     | 5100     | 800            | .16  | 479            | .09  |
| WBR                               | 1     | 1700     | 687            | .40  | 316            | .19  |
| Right Turn Adjustment             |       |          | WBR            | .15* |                |      |
| Clearance Interval                |       |          |                | .05* |                | .05* |

TOTAL CAPACITY UTILIZATION .62 .56

345 . Alton Pkwy. at I-5 NB Ramps

| ITAM 12 2017 NoNITM (IRVINE ISEC) |       |          |                |      |                |       |
|-----------------------------------|-------|----------|----------------|------|----------------|-------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C   |
| NBL                               | 0     | 0        | 0              |      | 0              |       |
| NBT                               | 3     | 5100     | 2313           | .45* | 1231           | .24   |
| NBR                               | f     |          | 150            |      | 600            |       |
| SBL                               | 0     | 0        | 0              |      | 0              |       |
| SBT                               | 3     | 5100     | 916            | .18  | 1759           | .34*  |
| SBR                               | f     |          | 220            |      | 1130           |       |
| EBL                               | 0     | 0        | 0              |      | 0              |       |
| EBT                               | 0     | 0        | 0              |      | 0              |       |
| EBR                               | 0     | 0        | 0              |      | 0              |       |
| WBL                               | 1.5   |          | 504            |      | 161            | .05*  |
| WBT                               | 0     | 5100     | 0              | .20* | 0              |       |
| WBR                               | 1.5   |          | 527            |      | 129            | {.00} |
| Clearance Interval                |       |          |                | .05* |                | .05*  |

TOTAL CAPACITY UTILIZATION .70 .44

358 . ICD at Enterprise Dr.

| ITAM 12 2017 NoNITM (IRVINE ISEC) |       |          |                |      |                |      |
|-----------------------------------|-------|----------|----------------|------|----------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                               | 0     | 0        | 0              |      | 0              |      |
| NBT                               | 2     | 3400     | 1896           | .56* | 1057           | .31* |
| NBR                               | f     |          | 522            |      | 1243           |      |
| SBL                               | 1     | 1700     | 8              | .00  | 67             | .04* |
| SBT                               | 3     | 5100     | 691            | .14  | 1564           | .31  |
| SBR                               | f     |          | 230            |      | 700            |      |
| EBL                               | 0     | 0        | 0              |      | 0              |      |
| EBT                               | 0     | 0        | 0              |      | 0              |      |
| EBR                               | 0     | 0        | 0              |      | 0              |      |
| WBL                               | 1     | 1700     | 39             | .02* | 286            | .17* |
| WBT                               | 0     | 0        | 0              |      | 0              |      |
| WBR                               | f     |          | 474            |      | 183            |      |
| Clearance Interval                |       |          |                | .05* |                | .05* |

TOTAL CAPACITY UTILIZATION .63 .57

359 . ICD at I-405 SB Ramps

| ITAM 12 2017 NoNITM (IRVINE ISEC) |       |          |                |      |                |      |
|-----------------------------------|-------|----------|----------------|------|----------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                               | 0     | 0        | 0              |      | 0              |      |
| NBT                               | 3     | 5100     | 1299           | .25* | 1691           | .33  |
| NBR                               | f     |          | 72             |      | 60             |      |
| SBL                               | 0     | 0        | 0              |      | 0              |      |
| SBT                               | 2     | 3400     | 616            | .18  | 1450           | .43* |
| SBR                               | f     |          | 124            |      | 400            |      |
| EBL                               | 2     | 3400     | 1091           | .32* | 589            | .17* |
| EBT                               | 0     | 0        | 0              |      | 0              |      |
| EBR                               | f     |          | 949            |      | 600            |      |
| WBL                               | 0     | 0        | 0              |      | 0              |      |
| WBT                               | 0     | 0        | 0              |      | 0              |      |
| WBR                               | 0     | 0        | 0              |      | 0              |      |
| Clearance Interval                |       |          |                | .05* |                | .05* |
| TOTAL CAPACITY UTILIZATION        |       |          |                | .62  |                | .65  |

362 . Bake Pkwy. at Irvine Bl.

| ITAM 12 2017 NoNITM (IRVINE ISEC) |       |          |                |      |                |      |
|-----------------------------------|-------|----------|----------------|------|----------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                               | 1     | 1700     | 415            | .24* | 162            | .10  |
| NBT                               | 3     | 5100     | 1701           | .37  | 1189           | .35* |
| NBR                               | 0     | 0        | 165            |      | 784            | .46  |
| SBL                               | 2     | 3400     | 34             | .01  | 179            | .05* |
| SBT                               | 3     | 5100     | 1098           | .22* | 1328           | .26  |
| SBR                               | 1     | 1700     | 348            | .20  | 569            | .33  |
| EBL                               | 2     | 3400     | 422            | .12  | 391            | .12  |
| EBT                               | 3     | 5100     | 221            | .04* | 833            | .16* |
| EBR                               | 1     | 1700     | 111            | .07  | 274            | .16  |
| WBL                               | 2     | 3400     | 942            | .28* | 454            | .13* |
| WBT                               | 3     | 5100     | 707            | .14  | 452            | .09  |
| WBR                               | 1     | 1700     | 97             | .06  | 105            | .06  |
| Right Turn Adjustment             |       |          |                |      | NBR            | .01* |
| Clearance Interval                |       |          |                | .05* |                | .05* |
| TOTAL CAPACITY UTILIZATION        |       |          |                | .83  |                | .75  |

364 . Bake Pkwy. at Jeronimo Rd.

| ITAM 12 2017 NoNITM (IRVINE ISEC) |       |          |                |      |                |      |
|-----------------------------------|-------|----------|----------------|------|----------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                               | 1     | 1700     | 381            | .22* | 44             | .03  |
| NBT                               | 3     | 5100     | 2529           | .50  | 2416           | .47* |
| NBR                               | d     | 1700     | 35             | .02  | 301            | .18  |
| SBL                               | 1     | 1700     | 33             | .02  | 81             | .05* |
| SBT                               | 3     | 5100     | 2196           | .43* | 2286           | .45  |
| SBR                               | d     | 1700     | 146            | .09  | 46             | .03  |
| EBL                               | 2     | 3400     | 28             | .01  | 140            | .04  |
| EBT                               | 2     | 3400     | 22             | .01* | 448            | .13* |
| EBR                               | 1     | 1700     | 50             | .03  | 364            | .21  |
| WBL                               | 1     | 1700     | 299            | .18* | 110            | .06* |
| WBT                               | 2     | 3400     | 442            | .15  | 70             | .04  |
| WBR                               | 0     | 0        | 59             |      | 54             |      |
| Right Turn Adjustment             |       |          |                |      | EBR            | .03* |
| Clearance Interval                |       |          |                | .05* |                | .05* |
| TOTAL CAPACITY UTILIZATION        |       |          |                | .89  |                | .79  |

368 . Bake Pkwy. at I-5 SB Ramps

| ITAM 12 2017 NoNITM (IRVINE ISEC) |       |          |                |      |                |      |
|-----------------------------------|-------|----------|----------------|------|----------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                               | 0     | 0        | 0              |      | 0              |      |
| NBT                               | 3     | 5100     | 501            | .10  | 1401           | .29* |
| NBR                               | 0     | 0        | 19             |      | 99             |      |
| SBL                               | 0     | 0        | 0              |      | 0              |      |
| SBT                               | 3     | 5100     | 719            | .14* | 670            | .13  |
| SBR                               | f     |          | 219            |      | 514            |      |
| EBL                               | 3     | 5100     | 2777           | .54* | 2174           | .43* |
| EBT                               | 0     | 0        | 0              |      | 1              |      |
| EBR                               | 1     | 1700     | 405            | .24  | 111            | .07  |
| WBL                               | 0     | 0        | 0              |      | 0              |      |
| WBT                               | 0     | 0        | 0              |      | 0              |      |
| WBR                               | 0     | 0        | 0              |      | 0              |      |
| Clearance Interval                |       |          |                | .05* |                | .05* |
| TOTAL CAPACITY UTILIZATION        |       |          |                | .73  |                | .77  |



383 . Lake Forest Dr. at Avenida Carlota/I-5 SB

| ITAM 12 2017 NoNITM (IRVINE ISEC)        |       |          |                |      |                |      |
|--|-------|----------|----------------|------|----------------|------|
|  | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                      | 0     | 0        | 0              |      | 0              |      |
| NBT                                      | 4     | 6800     | 526            | .08  | 1185           | .19* |
| NBR                                      | 0     | 0        | 34             |      | 119            |      |
| SBL                                      | 2     | 3400     | 345            | .10  | 255            | .08* |
| SBT                                      | 3     | 5100     | 1000           | .20* | 575            | .11  |
| SBR                                      | f     |          | 490            |      | 540            |      |
| EBL                                      | 2.5   |          | 834            |      | 1525           |      |
| EBT                                      | 1.5   | 6800     | 321            | .17* | 656            | .32* |
| EBR                                      | 1     | 1700     | 566            | .33  | 393            | .23  |
| WBL                                      | 1     | 1700     | 134            | .08* | 162            | .10* |
| WBT                                      | 0     | 0        | 0              |      | 0              |      |
| WBR                                      | 2     | 3400     | 151            | .04  | 291            | .09  |
| Right Turn Adjustment                    |       |          | EBR            | .16* |                |      |
| Clearance Interval                       |       |          |                | .05* |                | .05* |
| Note: Assumes E/W Split Phasing          |       |          |                |      |                |      |
| Note: Assumes Right-Turn Overlap for WBR |       |          |                |      |                |      |

TOTAL CAPACITY UTILIZATION .66 .74

390 . Paseo de Valencia at Avenida Carlota

| ITAM 12 2017 NoNITM (IRVINE ISEC)        |       |          |                |      |                |      |
|--|-------|----------|----------------|------|----------------|------|
|  | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                      | 2     | 3400     | 212            | .06* | 223            | .07* |
| NBT                                      | 1     | 1700     | 43             | .03  | 96             | .06  |
| NBR                                      | 1     | 1700     | 29             | .02  | 92             | .05  |
| SBL                                      | 2     | 3400     | 718            | .21  | 810            | .24* |
| SBT                                      | 2     | 3400     | 744            | .23* | 339            | .11  |
| SBR                                      | 0     | 0        | 23             |      | 35             |      |
| EBL                                      | 2     | 3400     | 114            | .03* | 293            | .09  |
| EBT                                      | 2     | 3400     | 233            | .07  | 658            | .19* |
| EBR                                      | 1     | 1700     | 152            | .09  | 443            | .26  |
| WBL                                      | 1     | 1700     | 14             | .01  | 18             | .01* |
| WBT                                      | 2     | 3400     | 375            | .11* | 263            | .08  |
| WBR                                      | 1     | 1700     | 493            | .29  | 521            | .31  |
| Right Turn Adjustment                    |       |          |                |      | EBR            | .02* |
| Clearance Interval                       |       |          |                | .05* |                | .05* |
| Note: Assumes N/S Split Phasing          |       |          |                |      |                |      |
| Note: Assumes Right-Turn Overlap for WBR |       |          |                |      |                |      |

TOTAL CAPACITY UTILIZATION .48 .58

378 . Lake Forest Dr. at Jeronimo Rd.

| ITAM 12 2017 NoNITM (LAKE FOREST ISEC) |       |          |                   |      |                   |      |
|--|-------|----------|-------------------|------|-------------------|------|
|  | LANES | CAPACITY | AM PK HOUR<br>VOL | V/C  | PM PK HOUR<br>VOL | V/C  |
| NBL                                    | 1     | 1700     | 77                | .05* | 67                | .04  |
| NBT                                    | 3     | 5100     | 817               | .16  | 1675              | .33* |
| NBR                                    | 1     | 1700     | 95                | .06  | 194               | .11  |
| SBL                                    | 1     | 1700     | 231               | .14  | 121               | .07* |
| SBT                                    | 3     | 5100     | 1434              | .28* | 1065              | .21  |
| SBR                                    | 1     | 1700     | 190               | .11  | 190               | .11  |
| EBL                                    | 1     | 1700     | 80                | .05  | 175               | .10  |
| EBT                                    | 2     | 3400     | 312               | .13* | 667               | .21* |
| EBR                                    | 0     | 0        | 114               |      | 54                |      |
| WBL                                    | 1     | 1700     | 307               | .18* | 159               | .09* |
| WBT                                    | 2     | 3400     | 603               | .25  | 275               | .11  |
| WBR                                    | 0     | 0        | 253               |      | 89                |      |
| Clearance Interval                     |       |          |                   | .05* |                   | .05* |
| TOTAL CAPACITY UTILIZATION             |       |          | .69               |      | .75               |      |

379 . Lake Forest Dr. at Muirlands Bl.

| ITAM 12 2017 NoNITM (LAKE FOREST ISEC)   |       |          |                   |      |                   |      |
|--|-------|----------|-------------------|------|-------------------|------|
|  | LANES | CAPACITY | AM PK HOUR<br>VOL | V/C  | PM PK HOUR<br>VOL | V/C  |
| NBL                                      | 2     | 3400     | 40                | .01* | 56                | .02  |
| NBT                                      | 3     | 5100     | 704               | .14  | 1556              | .31* |
| NBR                                      | 1     | 1700     | 120               | .07  | 256               | .15  |
| SBL                                      | 2     | 3400     | 86                | .03  | 153               | .05* |
| SBT                                      | 3     | 5100     | 1742              | .34* | 1030              | .20  |
| SBR                                      | 1     | 1700     | 167               | .10  | 89                | .05  |
| EBL                                      | 2     | 3400     | 61                | .02* | 342               | .10  |
| EBT                                      | 2     | 3400     | 225               | .07  | 1189              | .35* |
| EBR                                      | 1     | 1700     | 33                | .02  | 181               | .11  |
| WBL                                      | 2     | 3400     | 275               | .08  | 398               | .12* |
| WBT                                      | 2     | 3400     | 773               | .23* | 245               | .07  |
| WBR                                      | 1     | 1700     | 118               | .07  | 81                | .05  |
| Clearance Interval                       |       |          |                   | .05* |                   | .05* |
| Note: Assumes Right-Turn Overlap for EBR |       |          |                   |      |                   |      |
| TOTAL CAPACITY UTILIZATION               |       |          | .65               |      | .88               |      |

380 . Lake Forest Dr. at Rockfield Bl.

| ITAM 12 2017 NoNITM (LAKE FOREST ISEC) |       |          |                   |      |                   |      |
|--|-------|----------|-------------------|------|-------------------|------|
|  | LANES | CAPACITY | AM PK HOUR<br>VOL | V/C  | PM PK HOUR<br>VOL | V/C  |
| NBL                                    | 2     | 3400     | 628               | .18* | 653               | .19* |
| NBT                                    | 3     | 5100     | 1103              | .22  | 1716              | .34  |
| NBR                                    | 1     | 1700     | 182               | .11  | 443               | .26  |
| SBL                                    | 2     | 3400     | 130               | .04  | 131               | .04  |
| SBT                                    | 4     | 6800     | 1890              | .29* | 1204              | .20* |
| SBR                                    | 0     | 0        | 92                |      | 130               |      |
| EBL                                    | 2     | 3400     | 68                | .02* | 190               | .06  |
| EBT                                    | 2     | 3400     | 149               | .04  | 729               | .21* |
| EBR                                    | 2     | 3400     | 245               | .07  | 355               | .10  |
| WBL                                    | 2     | 3400     | 444               | .13  | 445               | .13* |
| WBT                                    | 2     | 3400     | 601               | .18* | 224               | .07  |
| WBR                                    | 1     | 1700     | 100               | .06  | 170               | .10  |
| Clearance Interval                     |       |          |                   | .05* |                   | .05* |
| TOTAL CAPACITY UTILIZATION             |       |          | .72               |      | .78               |      |

387 . Ridge Route Dr. at Rockfield Bl.

| ITAM 12 2017 NoNITM (LAKE FOREST ISEC) |       |          |                   |      |                   |      |
|--|-------|----------|-------------------|------|-------------------|------|
|  | LANES | CAPACITY | AM PK HOUR<br>VOL | V/C  | PM PK HOUR<br>VOL | V/C  |
| NBL                                    | 0.5   |          | 71                |      | 31                | .02  |
| NBT                                    | 1.5   | 3400     | 39                | .04* | 20                | .02* |
| NBR                                    | 0     |          | 39                |      | 10                |      |
| SBL                                    | 0.5   |          | 148               | .09* | 131               | .08* |
| SBT                                    | 1.5   | 3400     | 10                | .01  | 19                | .01  |
| SBR                                    | d     | 1700     | 314               | .18  | 151               | .09  |
| EBL                                    | 1     | 1700     | 90                | .05* | 386               | .23  |
| EBT                                    | 2     | 3400     | 187               | .06  | 1279              | .39* |
| EBR                                    | 0     | 0        | 11                |      | 61                |      |
| WBL                                    | 1     | 1700     | 10                | .01  | 21                | .01* |
| WBT                                    | 2     | 3400     | 548               | .18* | 429               | .16  |
| WBR                                    | 0     | 0        | 79                |      | 129               |      |
| Right Turn Adjustment                  |       | SBR      |                   | .05* |                   |      |
| Clearance Interval                     |       |          |                   | .05* |                   | .05* |
| Note: Assumes N/S Split Phasing        |       |          |                   |      |                   |      |
| TOTAL CAPACITY UTILIZATION             |       |          | .46               |      | .55               |      |

420 . El Toro Rd. at Jeronimo Rd.

| ITAM 12 2017 NoNITM (LAKE FOREST ISEC)   |       |          |            |      |            |      |
|--|-------|----------|------------|------|------------|------|
|  | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|  |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                      | 1     | 1700     | 78         | .05  | 64         | .04  |
| NBT                                      | 3     | 5100     | 1390       | .27* | 1749       | .34* |
| NBR                                      | 1     | 1700     | 220        | .13  | 144        | .08  |
| SBL                                      | 1     | 1700     | 280        | .16* | 170        | .10* |
| SBT                                      | 3     | 5100     | 1729       | .34  | 954        | .19  |
| SBR                                      | d     | 1700     | 170        | .10  | 329        | .19  |
| EBL                                      | 1     | 1700     | 115        | .07* | 238        | .14* |
| EBT                                      | 2     | 3400     | 362        | .13  | 451        | .18  |
| EBR                                      | 0     | 0        | 69         |      | 155        |      |
| WBL                                      | 2     | 3400     | 267        | .08  | 220        | .06  |
| WBT                                      | 2     | 3400     | 662        | .19* | 497        | .15* |
| WBR                                      | 1     | 1700     | 86         | .05  | 380        | .22  |
| Clearance Interval                       |       |          |            | .05* | .05*       |      |
| Note: Assumes Right-Turn Overlap for NBR |       |          |            |      |            |      |
| TOTAL CAPACITY UTILIZATION               |       |          |            | .74  | .78        |      |

424 . Los Alisos Bl. at Rockfield Bl./Fordview St.

| ITAM 12 2017 NoNITM (LAKE FOREST ISEC) |       |          |                   |      |                   |      |
|--|-------|----------|-------------------|------|-------------------|------|
|  | LANES | CAPACITY | AM PK HOUR<br>VOL | V/C  | PM PK HOUR<br>VOL | V/C  |
| NBL                                    | 1     | 1700     | 247               | .15* | 310               | .18* |
| NBT                                    | 2     | 3400     | 860               | .26  | 1464              | .43  |
| NBR                                    | 0     | 0        | 10                |      | 10                |      |
| SBL                                    | 1     | 1700     | 10                | .01  | 20                | .01  |
| SBT                                    | 2     | 3400     | 1003              | .46* | 914               | .34* |
| SBR                                    | 0     | 0        | 574               |      | 241               |      |
| EBL                                    | 1.5   |          | 231               |      | 581               |      |
| EBT                                    | 0.5   | 3400     | 90                | .09* | 40                | .18* |
| EBR                                    | 1     | 1700     | 251               | .15  | 332               | .20  |
| WBL                                    | 0     | 0        | 20                |      | 20                |      |
| WBT                                    | 1     | 1700     | 100               | .07* | 70                | .05* |
| WBR                                    | d     | 1700     | 50                | .03  | 20                | .01  |
| Clearance Interval                     |       |          |                   | .05* |                   | .05* |
| Note: Assumes E/W Split Phasing        |       |          |                   |      |                   |      |
| TOTAL CAPACITY UTILIZATION             |       |          |                   | .82  |                   | .80  |

558 Ridge Valley-0 St. at Irvine Bl.

| ITAM 12 2017 NoNITM (IRVINE ISEC) |       |          |                   |      |                   |      |
|-----------------------------------|-------|----------|-------------------|------|-------------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR<br>VOL | V/C  | PM PK HOUR<br>VOL | V/C  |
| NBL                               | 2     | 3400     | 198               | .06* | 241               | .07* |
| NBT                               | 2     | 3400     | 48                | .01  | 186               | .05  |
| NBR                               | d     | 1700     | 54                | .03  | 45                | .03  |
| SBL                               | 1     | 1700     | 174               | .10  | 54                | .03  |
| SBT                               | 1     | 1700     | 303               | .18* | 115               | .07* |
| SBR                               | 2     | 3400     | 647               | .19  | 293               | .09  |
| EBL                               | 1     | 1700     | 121               | .07* | 503               | .30* |
| EBT                               | 3     | 5100     | 1204              | .24  | 1051              | .21  |
| EBR                               | 1     | 1700     | 237               | .14  | 262               | .15  |
| WBL                               | 2     | 3400     | 61                | .02  | 72                | .02  |
| WBT                               | 2     | 3400     | 1150              | .34* | 1607              | .47* |
| WBR                               | 1     | 1700     | 31                | .02  | 141               | .08  |
| Clearance Interval                |       |          |                   | .05* |                   | .05* |
| TOTAL CAPACITY UTILIZATION        |       |          | .70               |      | .96               |      |

2017 With Existing (Built/Under Construction) NITM Improvements

222 . Culver Dr. at Trabuco Rd.

| ITAM 12 2017 BuiltNITM (IRVINE ISEC) |       |          |                |      |                |      |
|--------------------------------------|-------|----------|----------------|------|----------------|------|
|                                      | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                  | 0     | 0        | 0              |      | 0              |      |
| NBT                                  | 3     | 5100     | 473            | .09  | 1923           | .38* |
| NBR                                  | f     |          | 1080           |      | 1349           |      |
| SBL                                  | 1     | 1700     | 547            | .32  | 351            | .21* |
| SBT                                  | 3     | 5100     | 2469           | .48* | 1357           | .27  |
| SBR                                  | f     |          | 637            |      | 209            |      |
| EBL                                  | 0     | 0        | 0              |      | 0              |      |
| EBT                                  | 0     | 0        | 0              |      | 0              |      |
| EBR                                  | 0     | 0        | 0              |      | 0              |      |
| WBL                                  | 2     | 3400     | 671            | .20* | 467            | .14* |
| WBT                                  | 0     | 0        | 0              |      | 0              |      |
| WBR                                  | 2     | 3400     | 778            | .23  | 1073           | .32  |
| Right Turn Adjustment                |       |          |                |      | WBR            | .02* |
| Clearance Interval                   |       |          |                | .05* |                | .05* |
| TOTAL CAPACITY UTILIZATION           |       |          |                | .73  |                | .80  |

223 . Culver Dr. at I-5 SB Ramps

| ITAM 12 2017 BuiltNITM (IRVINE ISEC) |       |          |                |      |                |      |
|--------------------------------------|-------|----------|----------------|------|----------------|------|
|                                      | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                  | 0     | 0        | 0              |      | 0              |      |
| NBT                                  | 3     | 5100     | 1018           | .20  | 1972           | .39* |
| NBR                                  | f     |          | 280            |      | 300            |      |
| SBL                                  | 0     | 0        | 0              |      | 0              |      |
| SBT                                  | 3     | 5100     | 2142           | .42* | 1430           | .28  |
| SBR                                  | f     |          | 620            |      | 330            |      |
| EBL                                  | 3     | 5100     | 502            | .10* | 1268           | .25* |
| EBT                                  | 0     | 0        | 0              |      | 0              |      |
| EBR                                  | 2     | 3400     | 428            | .13  | 690            | .20  |
| WBL                                  | 0     | 0        | 0              |      | 0              |      |
| WBT                                  | 0     | 0        | 0              |      | 0              |      |
| WBR                                  | 0     | 0        | 0              |      | 0              |      |
| Right Turn Adjustment                |       |          |                |      | EBR            | .03* |
| Clearance Interval                   |       |          |                | .05* |                | .05* |
| TOTAL CAPACITY UTILIZATION           |       |          |                | .60  |                | .69  |

302 . Sand Canyon. Av. at Trabuco Pkwy.

| ITAM 12 2017 BuiltNITM (IRVINE ISEC) |       |          |                |      |                |      |
|--------------------------------------|-------|----------|----------------|------|----------------|------|
|                                      | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                  | 2     | 3400     | 211            | .06* | 235            | .07  |
| NBT                                  | 3     | 5100     | 354            | .07  | 1829           | .36* |
| NBR                                  | f     |          | 436            |      | 467            |      |
| SBL                                  | 2     | 3400     | 245            | .07  | 313            | .09* |
| SBT                                  | 3     | 5100     | 1780           | .35* | 606            | .12  |
| SBR                                  | 1     | 1700     | 276            | .16  | 35             | .02  |
| EBL                                  | 2     | 3400     | 74             | .02  | 147            | .04  |
| EBT                                  | 3     | 5100     | 340            | .07* | 510            | .10* |
| EBR                                  | f     |          | 447            |      | 254            |      |
| WBL                                  | 2     | 3400     | 764            | .22* | 559            | .16* |
| WBT                                  | 3     | 5100     | 314            | .06  | 520            | .10  |
| WBR                                  | d     | 1700     | 303            | .18  | 184            | .11  |
| Clearance Interval                   |       |          |                | .05* |                | .05* |
| TOTAL CAPACITY UTILIZATION           |       |          |                | .75  |                | .76  |

321 . Laguna Canyon Rd. at Old Laguna Cyn. Rd.

| ITAM 12 2017 BuiltNITM (IRVINE ISEC) |       |          |                |      |                |      |
|--------------------------------------|-------|----------|----------------|------|----------------|------|
|                                      | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                  | 2     | 3400     | 565            | .17  | 254            | .07* |
| NBT                                  | 3     | 5100     | 3712           | .73* | 2995           | .59  |
| NBR                                  | 1     | 1700     | 52             | .03  | 96             | .06  |
| SBL                                  | 2     | 3400     | 39             | .01* | 101            | .03  |
| SBT                                  | 3     | 5100     | 2697           | .53  | 3420           | .67* |
| SBR                                  | 1     | 1700     | 566            | .33  | 333            | .20  |
| EBL                                  | 3     | 5100     | 254            | .05* | 367            | .07* |
| EBT                                  | 1     | 1700     | 29             | .02  | 93             | .05  |
| EBR                                  | f     |          | 187            |      | 291            |      |
| WBL                                  | 1     | 1700     | 77             | .05  | 69             | .04  |
| WBT                                  | 2     | 3400     | 149            | .04* | 63             | .02* |
| WBR                                  | d     | 1700     | 104            | .06  | 88             | .05  |
| Right Turn Adjustment                |       |          |                |      | WBR            | .01* |
| Clearance Interval                   |       |          |                | .05* |                | .05* |
| TOTAL CAPACITY UTILIZATION           |       |          |                | .89  |                | .88  |

396 . El Toro Rd. at Avenida Carlota

| ITAM 12 2017 BuiltNITM (IRVINE ISEC)         |       |          |                |      |                |      |
|--|-------|----------|----------------|------|----------------|------|
|  | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL  | 0     | 0        | 0              |      | 0              |      |
| NBT  | 4     | 6800     | 1064           | .16* | 1695           | .25* |
| NBR  | d     | 1700     | 33             | .02  | 25             | .01  |
| SBL  | 2     | 3400     | 110            | .03* | 330            | .10* |
| SBT  | 3     | 5100     | 814            | .16  | 874            | .17  |
| SBR  | 1     | 1700     | 677            | .40  | 666            | .39  |
| EBL  | 3     | 5100     | 640            | .13* | 735            | .14  |
| EBT  | 2     | 3400     | 210            | .06  | 655            | .19* |
| EBR  | 1     | 1700     | 114            | .07  | 120            | .07  |
| WBL  | 1     | 1700     | 21             | .01  | 36             | .02  |
| WBT  | 1     | 1700     | 101            | .06* | 104            | .06* |
| WBR  | 1     | 1700     | 336            | .20  | 500            | .29  |
| Right Turn Adjustment                        |       | Multi    |                | .19* | WBR            | .13* |
| Clearance Interval                           |       |          |                | .05* |                | .05* |
| Note: Assumes E/W Split Phasing              |       |          |                |      |                |      |
| Note: Assumes Right-Turn Overlap for SBR WBR |       |          |                |      |                |      |
| TOTAL CAPACITY UTILIZATION                   |       |          |                | .62  | .78            |      |

432 . Alicia Pkwy. at Muirlands Bl.

| ITAM 12 2017 BuiltNITM (IRVINE ISEC)     |       |          |                |      |                |      |
|--|-------|----------|----------------|------|----------------|------|
|  | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                      | 2     | 3400     | 303            | .09  | 288            | .08  |
| NBT                                      | 3     | 5100     | 1880           | .37* | 2341           | .46* |
| NBR                                      | 1     | 1700     | 114            | .07  | 167            | .10  |
| SBL                                      | 1     | 1700     | 151            | .09* | 196            | .12* |
| SBT                                      | 4     | 6800     | 2010           | .31  | 2062           | .32  |
| SBR                                      | 0     | 0        | 118            |      | 105            |      |
| EBL                                      | 1     | 1700     | 78             | .05  | 167            | .10  |
| EBT                                      | 2     | 3400     | 405            | .12* | 528            | .16* |
| EBR                                      | 1     | 1700     | 440            | .26  | 466            | .27  |
| WBL                                      | 1     | 1700     | 140            | .08* | 126            | .07* |
| WBT                                      | 2     | 3400     | 458            | .13  | 408            | .12  |
| WBR                                      | 1     | 1700     | 172            | .10  | 226            | .13  |
| Clearance Interval                       |       |          |                | .05* |                | .05* |
| Note: Assumes Right-Turn Overlap for EBR |       |          |                |      |                |      |
| TOTAL CAPACITY UTILIZATION               |       |          |                | .71  | .86            |      |



422 . Los Alisos Bl. at Jeromino Rd.

| ITAM 12 2017 BuiltNITM (LAKE FOREST ISEC) |       |          |            |      |            |      |
|---|-------|----------|------------|------|------------|------|
|   | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|   |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                       | 1     | 1700     | 174        | .10* | 197        | .12  |
| NBT                                       | 3     | 5100     | 694        | .14  | 1479       | .29* |
| NBR                                       | 1     | 1700     | 238        | .14  | 351        | .21  |
| SBL                                       | 1     | 1700     | 302        | .18  | 262        | .15* |
| SBT                                       | 3     | 5100     | 1313       | .26* | 951        | .19  |
| SBR                                       | 1     | 1700     | 438        | .26  | 131        | .08  |
| EBL                                       | 2     | 3400     | 158        | .05* | 376        | .11  |
| EBT                                       | 2     | 3400     | 596        | .18  | 780        | .23* |
| EBR                                       | 1     | 1700     | 192        | .11  | 212        | .12  |
| WBL                                       | 2     | 3400     | 330        | .10  | 268        | .08* |
| WBT                                       | 2     | 3400     | 832        | .24* | 405        | .12  |
| WBR                                       | 1     | 1700     | 229        | .13  | 261        | .15  |
| Clearance Interval                        |       |          |            | .05* |            | .05* |
| TOTAL CAPACITY UTILIZATION                |       |          |            | .70  |            | .80  |

423 . Muirlands Bl. at Los Alisos Bl.

| ITAM 12 2017 BuiltNITM (LAKE FOREST ISEC) |       |          |            |      |            |      |
|---|-------|----------|------------|------|------------|------|
|   | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|   |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                       | 1     | 1700     | 207        | .12  | 118        | .07  |
| NBT                                       | 2     | 3400     | 1044       | .31* | 497        | .15* |
| NBR                                       | 1     | 1700     | 160        | .09  | 320        | .19  |
| SBL                                       | 1     | 1700     | 219        | .13* | 406        | .24* |
| SBT                                       | 2     | 3400     | 475        | .18  | 736        | .27  |
| SBR                                       | 0     | 0        | 123        |      | 188        |      |
| EBL                                       | 1     | 1700     | 230        | .14* | 191        | .11  |
| EBT                                       | 3     | 5100     | 725        | .14  | 1672       | .33* |
| EBR                                       | 1     | 1700     | 91         | .05  | 213        | .13  |
| WBL                                       | 1     | 1700     | 330        | .19  | 256        | .15* |
| WBT                                       | 3     | 5100     | 1286       | .25* | 845        | .17  |
| WBR                                       | 1     | 1700     | 205        | .12  | 300        | .18  |
| Clearance Interval                        |       |          |            | .05* |            | .05* |
| TOTAL CAPACITY UTILIZATION                |       |          |            | .88  |            | .92  |

2017 With Committed Improvements

406 . Laguna Canyon Rd. at Lake Forest Dr.

| ITAM 12 2017 CommNITM (IRVINE ISEC) |       |          |                   |      |                   |      |
|-------------------------------------|-------|----------|-------------------|------|-------------------|------|
|                                     | LANES | CAPACITY | AM PK HOUR<br>VOL | V/C  | PM PK HOUR<br>VOL | V/C  |
| NBL                                 | 0     | 0        | 0                 |      | 0                 |      |
| NBT                                 | 3     | 5100     | 2682              | .53* | 1789              | .35* |
| NBR                                 | 1     | 1700     | 132               | .08  | 99                | .06  |
| SBL                                 | 3     | 5100     | 1118              | .22* | 1311              | .26* |
| SBT                                 | 3     | 5100     | 1613              | .32  | 2246              | .44  |
| SBR                                 | 0     | 0        | 0                 |      | 0                 |      |
| EBL                                 | 0     | 0        | 0                 |      | 0                 |      |
| EBT                                 | 0     | 0        | 0                 |      | 0                 |      |
| EBR                                 | 0     | 0        | 0                 |      | 0                 |      |
| WBL                                 | 2     | 3400     | 117               | .03* | 144               | .04* |
| WBT                                 | 0     | 0        | 0                 |      | 0                 |      |
| WBR                                 | f     |          | 1648              |      | 1521              |      |
| Clearance Interval                  |       |          |                   | .05* |                   | .05* |
| TOTAL CAPACITY UTILIZATION          |       |          | .83               |      | .70               |      |

235 . Culver Dr. at University Dr.

| ITAM 12 2017 PartNITM (IRVINE ISEC) |       |          |                |      |                |      |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
|                                     | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                 | 1     | 1700     | 54             | .03* | 54             | .03  |
| NBT                                 | 3     | 5100     | 1094           | .21  | 1417           | .28* |
| NBR                                 | 2     | 3400     | 672            | .20  | 913            | .27  |
| SBL                                 | 1     | 1700     | 29             | .02  | 67             | .04* |
| SBT                                 | 3     | 5100     | 1239           | .30* | 1020           | .23  |
| SBR                                 | 0     | 0        | 313            |      | 140            |      |
| EBL                                 | 2     | 3400     | 88             | .03  | 281            | .08  |
| EBT                                 | 3     | 5100     | 549            | .12* | 1420           | .29* |
| EBR                                 | 0     | 0        | 52             |      | 42             |      |
| WBL                                 | 2     | 3400     | 869            | .26* | 728            | .21* |
| WBT                                 | 3     | 5100     | 1473           | .30  | 726            | .15  |
| WBR                                 | 0     | 0        | 38             |      | 62             |      |
| Clearance Interval                  |       |          |                | .05* |                | .05* |
| TOTAL CAPACITY UTILIZATION          |       |          | .76            |      | .87            |      |

291 . Jeffrey Rd. at Alton Pkwy.

| ITAM 12 2017 PartNITM (IRVINE ISEC) |       |          |                |      |                |      |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
|                                     | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                 | 2     | 3400     | 432            | .13* | 639            | .19  |
| NBT                                 | 3     | 5100     | 899            | .18  | 1566           | .31* |
| NBR                                 | f     |          | 193            |      | 334            |      |
| SBL                                 | 2     | 3400     | 292            | .09  | 404            | .12* |
| SBT                                 | 3     | 5100     | 1865           | .37* | 1166           | .23  |
| SBR                                 | d     | 1700     | 151            | .09  | 200            | .12  |
| EBL                                 | 2     | 3400     | 146            | .04  | 265            | .08  |
| EBT                                 | 2     | 3400     | 555            | .16* | 883            | .26* |
| EBR                                 | d     | 1700     | 523            | .31  | 351            | .21  |
| WBL                                 | 2     | 3400     | 582            | .17* | 426            | .13* |
| WBT                                 | 2     | 3400     | 867            | .26  | 843            | .25  |
| WBR                                 | d     | 1700     | 135            | .08  | 161            | .09  |
| Right Turn Adjustment               |       |          | EBR            | .05* |                |      |
| Clearance Interval                  |       |          |                | .05* |                | .05* |
| TOTAL CAPACITY UTILIZATION          |       |          | .93            |      | .87            |      |

423 . Muirlands Bl. at Los Alisos Bl.

| ITAM 12 2017 PartNITM (LAKE FOREST ISEC) |       |          |                       |                       |  |      |
|--|-------|----------|-----------------------|-----------------------|--|------|
|  | LANES | CAPACITY | AM PK HOUR<br>VOL V/C | PM PK HOUR<br>VOL V/C |  |      |
| NBL                                      | 1     | 1700     | 207 .12               | 118 .07*              |  |      |
| NBT                                      | 2     | 3400     | 1044 .31*             | 497 .15               |  |      |
| NBR                                      | 1     | 1700     | 160 .09               | 320 .19               |  |      |
| SBL                                      | 2     | 3400     | 219 .06*              | 406 .12               |  |      |
| SBT                                      | 2     | 3400     | 475 .18               | 736 .27*              |  |      |
| SBR                                      | 0     | 0        | 123                   | 188                   |  |      |
| EBL                                      | 1     | 1700     | 230 .14*              | 191 .11               |  |      |
| EBT                                      | 3     | 5100     | 725 .14               | 1672 .33*             |  |      |
| EBR                                      | 1     | 1700     | 91 .05                | 213 .13               |  |      |
| WBL                                      | 1     | 1700     | 330 .19               | 256 .15*              |  |      |
| WBT                                      | 3     | 5100     | 1286 .25*             | 845 .17               |  |      |
| WBR                                      | d     | 1700     | 205 .12               | 300 .18               |  |      |
| Clearance Interval                       |       |          |                       | .05*                  |  | .05* |
| TOTAL CAPACITY UTILIZATION               |       |          | .81                   |                       |  | .87  |

| ITAM 12 2017 FullNITM (IRVINE ISEC)         |       |          |           |          |           |          |
|---|-------|----------|-----------|----------|-----------|----------|
|   | LANES | CAPACITY | AM PK VOL | HOUR V/C | PM PK VOL | HOUR V/C |
| NBL   | 1     | 1700     | 64        | .04*     | 33        | .02      |
| NBT   | 3     | 5100     | 590       | .12      | 1482      | .29*     |
| NBR   | 1     | 1700     | 53        | .03      | 77        | .05      |
| SBL   | 2     | 3400     | 872       | .26      | 297       | .09*     |
| SBT   | 3     | 5100     | 2065      | .40*     | 962       | .19      |
| SBR   | d     | 1700     | 336       | .20      | 137       | .08      |
| EBL   | 2     | 3400     | 89        | .03      | 369       | .11*     |
| EBT   | 1     | 1700     | 95        | .06*     | 177       | .10      |
| EBR   | d     | 1700     | 35        | .02      | 83        | .05      |
| WBL   | 2     | 3400     | 69        | .02*     | 67        | .02      |
| WBT   | 1.5   | 5100     | 140       | .04      | 50        | .03*     |
| WBR   | 1.5   |          | 71        |          | 885       | .26      |
| Right Turn Adjustment<br>Clearance Interval |       |          |           | .05*     | WBR       | .16*     |
|   |       |          |           |          |           | .05*     |
| TOTAL CAPACITY UTILIZATION                  |       |          |           | .57      |           | .73      |

558 . Ridge Valley-0 St. at Irvine Bl.

| ITAM 12 2017 FullNITM (IRVINE ISEC) |       |          |                   |      |                   |      |
|-------------------------------------|-------|----------|-------------------|------|-------------------|------|
|                                     | LANES | CAPACITY | AM PK HOUR<br>VOL | V/C  | PM PK HOUR<br>VOL | V/C  |
| NBL                                 | 2     | 3400     | 198               | .06* | 241               | .07* |
| NBT                                 | 2     | 3400     | 48                | .01  | 186               | .05  |
| NBR                                 | d     | 1700     | 54                | .03  | 45                | .03  |
| SBL                                 | 1     | 1700     | 174               | .10  | 54                | .03  |
| SBT                                 | 1     | 1700     | 303               | .18* | 115               | .07* |
| SBR                                 | 2     | 3400     | 647               | .19  | 293               | .09  |
| EBL                                 | 2     | 3400     | 121               | .04* | 503               | .15* |
| EBT                                 | 3     | 5100     | 1204              | .24  | 1051              | .21  |
| EBR                                 | 1     | 1700     | 237               | .14  | 262               | .15  |
| WBL                                 | 2     | 3400     | 61                | .02  | 72                | .02  |
| WBT                                 | 2     | 3400     | 1150              | .34* | 1607              | .47* |
| WBR                                 | 1     | 1700     | 31                | .02  | 141               | .08  |
| Clearance Interval                  |       |          |                   | .05* |                   | .05* |
| TOTAL CAPACITY UTILIZATION          |       |          | .67               |      | .81               |      |

2035 Without NITM Improvements



| ITAM 12 2035 NoNITM (TUSTIN ISEC) |       |          |                |      |                |      |
|-----------------------------------|-------|----------|----------------|------|----------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                               | 2     | 3400     | 315            | .09* | 586            | .17* |
| NBT                               | 1     | 1700     | 127            | .07  | 237            | .14  |
| NBR                               | 1     | 1700     | 119            | .07  | 103            | .06  |
| SBL                               | 2     | 3400     | 186            | .05  | 108            | .03  |
| SBT                               | 2     | 3400     | 398            | .12* | 147            | .04* |
| SBR                               | d     | 1700     | 192            | .11  | 133            | .08  |
| EBL                               | 1     | 1700     | 71             | .04* | 143            | .08* |
| EBT                               | 3     | 5100     | 1360           | .36  | 1966           | .44  |
| EBR                               | 0     | 0        | 452            |      | 268            |      |
| WBL                               | 1     | 1700     | 193            | .11  | 109            | .06  |
| WBT                               | 3     | 5100     | 2582           | .52* | 2375           | .49* |
| WBR                               | 0     | 0        | 82             |      | 124            |      |
| Clearance Interval                |       |          |                | .05* |                | .05* |
| TOTAL CAPACITY UTILIZATION        |       |          | .82            |      | .83            |      |

| ITAM 12 2035 NoNITM (TUSTIN ISEC) |       |          |                |      |                |      |
|-----------------------------------|-------|----------|----------------|------|----------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                               | 1     | 1700     | 204            | .12* | 405            | .24* |
| NBT                               | 3     | 5100     | 379            | .07  | 787            | .15  |
| NBR                               | 1     | 1700     | 208            | .12  | 240            | .14  |
| SBL                               | 1     | 1700     | 314            | .18  | 171            | .10  |
| SBT                               | 3     | 5100     | 1205           | .24* | 378            | .07* |
| SBR                               | f     |          | 610            |      | 262            |      |
| EBL                               | 2     | 3400     | 156            | .05* | 330            | .10* |
| EBT                               | 3     | 5100     | 1040           | .20  | 1349           | .26  |
| EBR                               | 1     | 1700     | 285            | .17  | 225            | .13  |
| WBL                               | 2     | 3400     | 413            | .12  | 127            | .04  |
| WBT                               | 3     | 5100     | 1920           | .38* | 1833           | .36* |
| WBR                               | 1     | 1700     | 106            | .06  | 303            | .18  |
| Clearance Interval                |       |          |                | .05* |                | .05* |
| TOTAL CAPACITY UTILIZATION        |       |          | .84            |      | .82            |      |

123 . Jamboree Rd. at Tustin Ranch Rd.

| ITAM 12 2035 NoNITM (IRVINE ISEC) |       |          |                   |      |                   |      |
|-----------------------------------|-------|----------|-------------------|------|-------------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR<br>VOL | V/C  | PM PK HOUR<br>VOL | V/C  |
| NBL                               | 1     | 1700     | 171               | .10* | 57                | .03  |
| NBT                               | 2     | 3400     | 361               | .11  | 1656              | .49* |
| NBR                               | 1     | 1700     | 37                | .02  | 2                 | .00  |
| SBL                               | 1     | 1700     | 26                | .02  | 1                 | .00  |
| SBT                               | 2     | 3400     | 1176              | .35* | 557               | .16  |
| SBR                               | 1     | 1700     | 129               | .08  | 63                | .04  |
| EBL                               | 2     | 3400     | 79                | .02* | 164               | .05* |
| EBT                               | 1     | 1700     | 18                | .01  | 6                 | .00  |
| EBR                               | 1     | 1700     | 34                | .02  | 33                | .02  |
| WBL                               | 1     | 1700     | 0                 | .00  | 0                 | .00  |
| WBT                               | 1     | 1700     | 0                 | .00* | 0                 | .00* |
| WBR                               | 1     | 1700     | 0                 | .00  | 0                 | .00  |
| Clearance Interval                |       |          |                   | .05* | .05*              |      |
| TOTAL CAPACITY UTILIZATION        |       |          |                   | .52  | .59               |      |

125 . Jamboree Rd. at Irvine Bl.

| ITAM 12 2035 NoNITM (IRVINE ISEC) |       |          |                   |      |                   |      |
|-----------------------------------|-------|----------|-------------------|------|-------------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR<br>VOL | V/C  | PM PK HOUR<br>VOL | V/C  |
| NBL                               | 2     | 3400     | 224               | .07* | 447               | .13  |
| NBT                               | 3     | 5100     | 331               | .06  | 1199              | .24* |
| NBR                               | 1     | 1700     | 115               | .07  | 374               | .22  |
| SBL                               | 2     | 3400     | 493               | .15  | 217               | .06* |
| SBT                               | 3     | 5100     | 1932              | .38* | 586               | .11  |
| SBR                               | f     |          | 235               |      | 68                |      |
| EBL                               | 2     | 3400     | 175               | .05* | 412               | .12* |
| EBT                               | 3     | 5100     | 1046              | .21  | 1097              | .22  |
| EBR                               | 1     | 1700     | 239               | .14  | 221               | .13  |
| WBL                               | 2     | 3400     | 368               | .11  | 343               | .10  |
| WBT                               | 3     | 5100     | 1588              | .31* | 1793              | .35* |
| WBR                               | d     | 1700     | 217               | .13  | 505               | .30  |
| Clearance Interval                |       |          |                   | .05* | .05*              |      |
| TOTAL CAPACITY UTILIZATION        |       |          |                   | .86  | .82               |      |

224 . Culver Dr. at Walnut Av.

| ITAM 12 2035 NoNITM (IRVINE ISEC)        |       |          |                |      |                |      |
|--|-------|----------|----------------|------|----------------|------|
|  | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                      | 2     | 3400     | 164            | .05* | 269            | .08  |
| NBT                                      | 3     | 5100     | 748            | .15  | 1605           | .31* |
| NBR                                      | 1     | 1700     | 298            | .18  | 308            | .18  |
| SBL                                      | 2     | 3400     | 196            | .06  | 356            | .10* |
| SBT                                      | 3     | 5100     | 1656           | .32* | 1281           | .25  |
| SBR                                      | 1     | 1700     | 468            | .28  | 377            | .22  |
| EBL                                      | 2     | 3400     | 303            | .09* | 619            | .18* |
| EBT                                      | 2     | 3400     | 477            | .14  | 666            | .20  |
| EBR                                      | 1     | 1700     | 229            | .13  | 137            | .08  |
| WBL                                      | 2     | 3400     | 508            | .15  | 442            | .13  |
| WBT                                      | 2     | 3400     | 821            | .24* | 794            | .23* |
| WBR                                      | 1     | 1700     | 280            | .16  | 216            | .13  |
| Clearance Interval                       |       |          |                | .05* | .05*           |      |
| Note: Assumes Right-Turn Overlap for NBR |       |          |                |      |                |      |

TOTAL CAPACITY UTILIZATION .75 .87

228 . Culver Dr. at Barranca Pkwy.

| ITAM 12 2035 NoNITM (IRVINE ISEC) |       |          |                |      |                |      |
|-----------------------------------|-------|----------|----------------|------|----------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                               | 2     | 3400     | 201            | .06* | 323            | .10  |
| NBT                               | 3     | 5100     | 852            | .17  | 1689           | .33* |
| NBR                               | 1     | 1700     | 347            | .20  | 367            | .22  |
| SBL                               | 2     | 3400     | 359            | .11  | 253            | .07* |
| SBT                               | 3     | 5100     | 1895           | .37* | 1174           | .23  |
| SBR                               | f     |          | 336            |      | 264            |      |
| EBL                               | 2     | 3400     | 129            | .04* | 432            | .13* |
| EBT                               | 2     | 3400     | 737            | .22  | 1090           | .32  |
| EBR                               | 1     | 1700     | 263            | .15  | 357            | .21  |
| WBL                               | 2     | 3400     | 376            | .11  | 319            | .09  |
| WBT                               | 2     | 3400     | 1175           | .35* | 1013           | .30* |
| WBR                               | d     | 1700     | 151            | .09  | 289            | .17  |
| Clearance Interval                |       |          |                | .05* | .05*           |      |

TOTAL CAPACITY UTILIZATION .87 .88

249 . Yale Av. at Irvine Bl.

| ITAM 12 2035 NoNITM (IRVINE ISEC) |       |          |                |      |                |      |
|-----------------------------------|-------|----------|----------------|------|----------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                               | 1     | 1700     | 122            | .07  | 227            | .13  |
| NBT                               | 2     | 3400     | 190            | .06* | 224            | .07* |
| NBR                               | d     | 1700     | 169            | .10  | 109            | .06  |
| SBL                               | 1     | 1700     | 370            | .22* | 258            | .15* |
| SBT                               | 2     | 3400     | 270            | .08  | 120            | .04  |
| SBR                               | d     | 1700     | 340            | .20  | 104            | .06  |
| EBL                               | 1     | 1700     | 127            | .07* | 281            | .17* |
| EBT                               | 3     | 5100     | 1088           | .23  | 1673           | .36  |
| EBR                               | 0     | 0        | 106            |      | 157            |      |
| WBL                               | 1     | 1700     | 216            | .13  | 153            | .09  |
| WBT                               | 3     | 5100     | 2168           | .46* | 2349           | .52* |
| WBR                               | 0     | 0        | 175            |      | 295            |      |
| Clearance Interval                |       |          |                | .05* | .05*           |      |

TOTAL CAPACITY UTILIZATION .86 .96

288 . Jeffrey Rd. at Walnut Av./I-5 SB Ramps

| ITAM 12 2035 NoNITM (IRVINE ISEC) |       |          |                |      |                |      |
|-----------------------------------|-------|----------|----------------|------|----------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                               | 2     | 3400     | 87             | .03* | 261            | .08  |
| NBT                               | 3     | 5100     | 809            | .16  | 1797           | .35* |
| NBR                               | 1     | 1700     | 215            | .13  | 264            | .16  |
| SBL                               | 2     | 3400     | 585            | .17  | 416            | .12* |
| SBT                               | 3     | 5100     | 1949           | .43* | 1083           | .32  |
| SBR                               | 0     | 0        | 235            |      | 720            | .42  |
| EBL                               | 2     | 3400     | 115            | .03  | 290            | .09  |
| EBT                               | 1     | 1700     | 440            | .26* | 330            | .19* |
| EBR                               | 1     | 1700     | 255            | .15  | 181            | .11  |
| WBL                               | 2     | 3400     | 346            | .10* | 547            | .16* |
| WBT                               | 1     | 1700     | 28             | .02  | 150            | .09  |
| WBR                               | 1     | 1700     | 206            | .12  | 674            | .40  |
| Right Turn Adjustment             |       |          |                |      | WBR            | .05* |
| Clearance Interval                |       |          |                | .05* | .05*           |      |

TOTAL CAPACITY UTILIZATION .87 .92

289 . Jeffrey Rd. at ICD

| ITAM 12 2035 NoNITM (IRVINE ISEC) |       |          |                |                |                |                |
|-----------------------------------|-------|----------|----------------|----------------|----------------|----------------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL                               | 2     | 3400     | 192            | .06*           | 339            | .10            |
| NBT                               | 3     | 5100     | 791            | .16            | 1541           | .30*           |
| NBR                               | 1     | 1700     | 326            | .19            | 309            | .18            |
| SBL                               | 2     | 3400     | 461            | .14            | 304            | .09*           |
| SBT                               | 3     | 5100     | 1645           | .32*           | 1202           | .24            |
| SBR                               | 1     | 1700     | 414            | .24            | 225            | .13            |
| EBL                               | 2     | 3400     | 245            | .07            | 393            | .12*           |
| EBT                               | 3     | 5100     | 1252           | .25*           | 1078           | .21            |
| EBR                               | f     |          | 283            |                | 258            |                |
| WBL                               | 2     | 3400     | 242            | .07*           | 301            | .09            |
| WBT                               | 3     | 5100     | 914            | .18            | 1939           | .38*           |
| WBR                               | 1     | 1700     | 183            | .11            | 578            | .34            |
| Clearance Interval                |       |          |                | .05*           |                | .05*           |

TOTAL CAPACITY UTILIZATION .75 .94

290 . Jeffrey Rd. at Barranca Pkwy.

| ITAM 12 2035 NoNITM (IRVINE ISEC) |       |          |                |                |                |                |
|-----------------------------------|-------|----------|----------------|----------------|----------------|----------------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL                               | 2     | 3400     | 303            | .09*           | 356            | .10*           |
| NBT                               | 3     | 5100     | 982            | .24            | 1640           | .36            |
| NBR                               | 0     | 0        | 265            |                | 202            |                |
| SBL                               | 2     | 3400     | 98             | .03            | 93             | .03            |
| SBT                               | 3     | 5100     | 1754           | .42*           | 1419           | .32*           |
| SBR                               | 0     | 0        | 387            |                | 220            |                |
| EBL                               | 2     | 3400     | 186            | .05*           | 464            | .14*           |
| EBT                               | 2     | 3400     | 827            | .24            | 866            | .25            |
| EBR                               | d     | 1700     | 308            | .18            | 279            | .16            |
| WBL                               | 2     | 3400     | 178            | .05            | 254            | .07            |
| WBT                               | 2     | 3400     | 819            | .24*           | 866            | .25*           |
| WBR                               | 1     | 1700     | 61             | .04            | 109            | .06            |
| Clearance Interval                |       |          |                | .05*           |                | .05*           |

TOTAL CAPACITY UTILIZATION .85 .86

293 . Jeffrey Rd. at I-405 NB Ramps

| ITAM 12 2035 NoNITM (IRVINE ISEC) |       |          |                |                |                |                |
|-----------------------------------|-------|----------|----------------|----------------|----------------|----------------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL                               | 0     | 0        | 0              |                | 0              |                |
| NBT                               | 3     | 5100     | 1654           | .32            | 2325           | .46*           |
| NBR                               | f     |          | 340            |                | 160            |                |
| SBL                               | 0     | 0        | 0              |                | 0              |                |
| SBT                               | 3     | 5100     | 2045           | .40*           | 1769           | .35            |
| SBR                               | f     |          | 1320           |                | 430            |                |
| EBL                               | 0     | 0        | 0              |                | 0              |                |
| EBT                               | 0     | 0        | 0              |                | 0              |                |
| EBR                               | 0     | 0        | 0              |                | 0              |                |
| WBL                               | 2     | 3400     | 1325           | .39*           | 1201           | .35*           |
| WBT                               | 0     | 0        | 0              |                | 0              |                |
| WBR                               | 1     | 1700     | 116            | .07            | 315            | .19            |
| Clearance Interval                |       |          |                | .05*           |                | .05*           |

TOTAL CAPACITY UTILIZATION .84 .86

305 . Sand Canyon. Av. at I-5 SB Ramps

| ITAM 12 2035 NoNITM (IRVINE ISEC) |       |          |                |                |                |                |
|-----------------------------------|-------|----------|----------------|----------------|----------------|----------------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL                               | 0     | 0        | 0              |                | 0              |                |
| NBT                               | 3     | 5100     | 1056           | .21            | 3224           | .63*           |
| NBR                               | 1     | 1700     | 61             | .04            | 245            | .14            |
| SBL                               | 2     | 3400     | 627            | .18            | 453            | .13*           |
| SBT                               | 3     | 5100     | 3100           | .61*           | 1605           | .31            |
| SBR                               | 0     | 0        | 0              |                | 0              |                |
| EBL                               | 2.5   |          | 634            | .19*           | 596            | .12*           |
| EBT                               | 0     | 6800     | 1              |                | 2              |                |
| EBR                               | 1.5   |          | 910            | .27            | 255            | {.00}          |
| WBL                               | 0     | 0        | 0              |                | 0              |                |
| WBT                               | 0     | 0        | 0              |                | 0              |                |
| WBR                               | 0     | 0        | 0              |                | 0              |                |
| Right Turn Adjustment             |       |          | EBR            | .08*           |                |                |
| Clearance Interval                |       |          |                | .05*           |                | .05*           |

TOTAL CAPACITY UTILIZATION .93 .93

310 . Sand Canyon. Av. at Alton Pkwy.

| ITAM 12 2035 NoNITM (IRVINE ISEC) |       |          |                |      |                |      |
|-----------------------------------|-------|----------|----------------|------|----------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                               | 2     | 3400     | 402            | .12  | 451            | .13* |
| NBT                               | 3     | 5100     | 1456           | .29* | 887            | .17  |
| NBR                               | 1     | 1700     | 542            | .32  | 223            | .13  |
| SBL                               | 2     | 3400     | 259            | .08* | 116            | .03  |
| SBT                               | 3     | 5100     | 1162           | .23  | 1376           | .27* |
| SBR                               | 1     | 1700     | 118            | .07  | 238            | .14  |
| EBL                               | 2     | 3400     | 201            | .06* | 166            | .05  |
| EBT                               | 3     | 5100     | 619            | .12  | 761            | .15* |
| EBR                               | 1     | 1700     | 430            | .25  | 402            | .24  |
| WBL                               | 2     | 3400     | 517            | .15  | 692            | .20* |
| WBT                               | 2     | 3400     | 900            | .26* | 742            | .22  |
| WBR                               | 1     | 1700     | 113            | .07  | 217            | .13  |
| Clearance Interval                |       |          |                | .05* |                | .05* |

TOTAL CAPACITY UTILIZATION .74 .80

311 . Sand Canyon. Av. at I-405 NB Ramps

| ITAM 12 2035 NoNITM (IRVINE ISEC) |       |          |                |      |                |      |
|-----------------------------------|-------|----------|----------------|------|----------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                               | 0     | 0        | 0              |      | 0              |      |
| NBT                               | 2     | 3400     | 1806           | .53* | 984            | .29* |
| NBR                               | f     |          | 650            |      | 390            |      |
| SBL                               | 0     | 0        | 0              |      | 0              |      |
| SBT                               | 2     | 3400     | 648            | .19  | 945            | .28  |
| SBR                               | f     |          | 1460           |      | 1540           |      |
| EBL                               | 0     | 0        | 0              |      | 0              |      |
| EBT                               | 0     | 0        | 0              |      | 0              |      |
| EBR                               | 0     | 0        | 0              |      | 0              |      |
| WBL                               | 0.5   |          | 72             |      | 165            |      |
| WBT                               | 0     | 3400     | 0              | .23* | 0              | .21* |
| WBR                               | 1.5   |          | 714            |      | 536            |      |
| Clearance Interval                |       |          |                | .05* |                | .05* |

TOTAL CAPACITY UTILIZATION .81 .55

327 . Barranca Pkwy. at Technology

| ITAM 12 2035 NoNITM (IRVINE ISEC) |       |          |                |      |                |      |
|-----------------------------------|-------|----------|----------------|------|----------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                               | 2     | 3400     | 426            | .13  | 132            | .04  |
| NBT                               | 2     | 3400     | 755            | .22* | 757            | .22* |
| NBR                               | 1     | 1700     | 261            | .15  | 278            | .16  |
| SBL                               | 1     | 1700     | 257            | .15* | 326            | .19* |
| SBT                               | 2     | 3400     | 659            | .19  | 700            | .21  |
| SBR                               | 1     | 1700     | 262            | .15  | 79             | .05  |
| EBL                               | 2     | 3400     | 81             | .02* | 304            | .09  |
| EBT                               | 2     | 3400     | 252            | .07  | 416            | .12* |
| EBR                               | d     | 1700     | 87             | .05  | 465            | .27  |
| WBL                               | 2     | 3400     | 64             | .02  | 295            | .09* |
| WBT                               | 2     | 3400     | 382            | .11* | 219            | .06  |
| WBR                               | d     | 1700     | 144            | .08  | 229            | .13  |
| Clearance Interval                |       |          |                | .05* |                | .05* |

TOTAL CAPACITY UTILIZATION .55 .67

338 . Alton Pkwy. at Irvine Bl.

| ITAM 12 2035 NoNITM (IRVINE ISEC) |       |          |                |      |                |      |
|-----------------------------------|-------|----------|----------------|------|----------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                               | 2     | 3400     | 218            | .06* | 750            | .22* |
| NBT                               | 3     | 5100     | 573            | .11  | 1333           | .26  |
| NBR                               | f     |          | 79             |      | 158            |      |
| SBL                               | 2     | 3400     | 254            | .07  | 214            | .06  |
| SBT                               | 3     | 5100     | 1433           | .28* | 691            | .14* |
| SBR                               | f     |          | 733            |      | 955            |      |
| EBL                               | 2     | 3400     | 916            | .27* | 772            | .23* |
| EBT                               | 3     | 5100     | 1119           | .22  | 848            | .17  |
| EBR                               | 1     | 1700     | 674            | .40  | 299            | .18  |
| WBL                               | 2     | 3400     | 185            | .05  | 120            | .04  |
| WBT                               | 3     | 5100     | 851            | .17* | 1565           | .31* |
| WBR                               | 1     | 1700     | 243            | .14  | 306            | .18  |
| Clearance Interval                |       |          |                | .05* |                | .05* |

TOTAL CAPACITY UTILIZATION .83 .95

344 . Alton Pkwy. at Technology Dr. W.

| ITAM 12 2035 NoNITM (IRVINE ISEC)        |       |          |                |                |                |                |
|--|-------|----------|----------------|----------------|----------------|----------------|
|  | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL                                      | 2     | 3400     | 670            | .20*           | 535            | .16*           |
| NBT                                      | 3     | 5100     | 1672           | .33            | 898            | .18            |
| NBR                                      | 1     | 1700     | 374            | .22            | 143            | .08            |
| SBL                                      | 1     | 1700     | 57             | .03            | 26             | .02            |
| SBT                                      | 4     | 6800     | 1363           | .20*           | 2056           | .30*           |
| SBR                                      | 1     | 1700     | 244            | .14            | 243            | .14            |
| EBL                                      | 1     | 1700     | 147            | .09*           | 409            | .24*           |
| EBT                                      | 2     | 3400     | 83             | .02            | 162            | .05            |
| EBR                                      | 2     | 3400     | 179            | .05            | 760            | .22            |
| WBL                                      | 2     | 3400     | 49             | .01            | 464            | .14            |
| WBT                                      | 2     | 3400     | 64             | .02*           | 110            | .03*           |
| WBR                                      | d     | 1700     | 16             | .01            | 15             | .01            |
| Clearance Interval                       |       |          |                | .05*           | .05*           |                |
| Note: Assumes Right-Turn Overlap for EBR |       |          |                |                |                |                |
| TOTAL CAPACITY UTILIZATION               |       |          |                | .56            | .78            |                |

345 . Alton Pkwy. at I-5 NB Ramps

| ITAM 12 2035 NoNITM (IRVINE ISEC) |       |          |                |                |                |                |
|-----------------------------------|-------|----------|----------------|----------------|----------------|----------------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL                               | 0     | 0        | 0              |                | 0              |                |
| NBT                               | 3     | 5100     | 2385           | .47*           | 1436           | .28            |
| NBR                               | f     |          | 260            |                | 700            |                |
| SBL                               | 0     | 0        | 0              |                | 0              |                |
| SBT                               | 3     | 5100     | 1382           | .27            | 2163           | .42*           |
| SBR                               | f     |          | 210            |                | 1090           |                |
| EBL                               | 0     | 0        | 0              |                | 0              |                |
| EBT                               | 0     | 0        | 0              |                | 0              |                |
| EBR                               | 0     | 0        | 0              |                | 0              |                |
| WBL                               | 1.5   |          | 558            |                | 207            | .06*           |
| WBT                               | 0     | 5100     | 0              | .22*           | 0              |                |
| WBR                               | 1.5   |          | 565            |                | 164            | {.00}          |
| Clearance Interval                |       |          |                | .05*           | .05*           |                |
| TOTAL CAPACITY UTILIZATION        |       |          |                | .74            | .53            |                |

348 . Alton Pkwy. at ICD

| ITAM 12 2035 NoNITM (IRVINE ISEC) |       |          |                |                |                |                |
|-----------------------------------|-------|----------|----------------|----------------|----------------|----------------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL                               | 2     | 3400     | 87             | .03            | 42             | .01            |
| NBT                               | 3     | 5100     | 790            | .15*           | 799            | .16*           |
| NBR                               | 1     | 1700     | 143            | .08            | 318            | .19            |
| SBL                               | 2     | 3400     | 240            | .07*           | 500            | .15*           |
| SBT                               | 3     | 5100     | 863            | .17            | 872            | .17            |
| SBR                               | 1     | 1700     | 327            | .19            | 380            | .22            |
| EBL                               | 2     | 3400     | 159            | .05            | 366            | .11            |
| EBT                               | 3     | 5100     | 617            | .12*           | 1077           | .21*           |
| EBR                               | 1     | 1700     | 14             | .01            | 36             | .02            |
| WBL                               | 2     | 3400     | 623            | .18*           | 253            | .07*           |
| WBT                               | 3     | 5100     | 1116           | .22            | 750            | .15            |
| WBR                               | 1     | 1700     | 721            | .42            | 338            | .20            |
| Right Turn Adjustment             |       |          |                | WBR            | .12*           |                |
| Clearance Interval                |       |          |                |                | .05*           | .05*           |
| TOTAL CAPACITY UTILIZATION        |       |          |                | .69            | .64            |                |

362 . Bake Pkwy. at Irvine Bl.

| ITAM 12 2035 NoNITM (IRVINE ISEC) |       |          |                |                |                |                |
|-----------------------------------|-------|----------|----------------|----------------|----------------|----------------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL                               | 1     | 1700     | 363            | .21*           | 169            | .10            |
| NBT                               | 3     | 5100     | 1813           | .40            | 1257           | .37*           |
| NBR                               | 0     | 0        | 222            |                | 843            | .50            |
| SBL                               | 2     | 3400     | 62             | .02            | 242            | .07*           |
| SBT                               | 3     | 5100     | 1151           | .23*           | 1341           | .26            |
| SBR                               | 1     | 1700     | 411            | .24            | 746            | .44            |
| EBL                               | 2     | 3400     | 539            | .16            | 478            | .14            |
| EBT                               | 3     | 5100     | 356            | .07*           | 1036           | .20*           |
| EBR                               | 1     | 1700     | 103            | .06            | 254            | .15            |
| WBL                               | 2     | 3400     | 977            | .29*           | 475            | .14*           |
| WBT                               | 3     | 5100     | 827            | .16            | 614            | .12            |
| WBR                               | 1     | 1700     | 139            | .08            | 146            | .09            |
| Right Turn Adjustment             |       |          |                |                | NBR            | .02*           |
| Clearance Interval                |       |          |                |                |                | .05*           |
| TOTAL CAPACITY UTILIZATION        |       |          |                | .85            | .85            |                |

364 . Bake Pkwy. at Jeronimo Rd.

| ITAM 12 2035 NoNITM (IRVINE ISEC) |       |          |                |      |                |      |
|-----------------------------------|-------|----------|----------------|------|----------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                               | 1     | 1700     | 393            | .23* | 69             | .04  |
| NBT                               | 3     | 5100     | 2534           | .50  | 2576           | .51* |
| NBR                               | d     | 1700     | 72             | .04  | 397            | .23  |
| SBL                               | 1     | 1700     | 56             | .03  | 83             | .05* |
| SBT                               | 3     | 5100     | 2399           | .47* | 2337           | .46  |
| SBR                               | d     | 1700     | 125            | .07  | 57             | .03  |
| EBL                               | 2     | 3400     | 20             | .01  | 114            | .03  |
| EBT                               | 2     | 3400     | 32             | .01* | 450            | .13* |
| EBR                               | 1     | 1700     | 48             | .03  | 367            | .22  |
| WBL                               | 1     | 1700     | 443            | .26* | 176            | .10* |
| WBT                               | 2     | 3400     | 512            | .17  | 134            | .06  |
| WBR                               | 0     | 0        | 66             |      | 70             |      |
| Right Turn Adjustment             |       |          |                |      | EBR            | .01* |
| Clearance Interval                |       |          |                | .05* |                | .05* |
| TOTAL CAPACITY UTILIZATION        |       |          | 1.02           |      | .85            |      |

368 . Bake Pkwy. at I-5 SB Ramps

| ITAM 12 2035 NoNITM (IRVINE ISEC) |       |          |                |      |                |      |
|-----------------------------------|-------|----------|----------------|------|----------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                               | 0     | 0        | 0              |      | 0              |      |
| NBT                               | 3     | 5100     | 1030           | .21* | 2075           | .43* |
| NBR                               | 0     | 0        | 18             |      | 99             |      |
| SBL                               | 0     | 0        | 0              |      | 0              |      |
| SBT                               | 3     | 5100     | 1036           | .20  | 1197           | .23  |
| SBR                               | f     |          | 303            |      | 626            |      |
| EBL                               | 3     | 5100     | 2731           | .54* | 2155           | .42* |
| EBT                               | 0     | 0        | 0              |      | 1              |      |
| EBR                               | 1     | 1700     | 450            | .26  | 138            | .08  |
| WBL                               | 0     | 0        | 0              |      | 0              |      |
| WBT                               | 0     | 0        | 0              |      | 0              |      |
| WBR                               | 0     | 0        | 0              |      | 0              |      |
| Clearance Interval                |       |          |                | .05* |                | .05* |
| TOTAL CAPACITY UTILIZATION        |       |          | .80            |      | .90            |      |

383 . Lake Forest Dr. at Avenida Carlota/I-5 SB

| ITAM 12 2035 NoNITM (IRVINE ISEC)        |       |          |                |      |                |      |
|--|-------|----------|----------------|------|----------------|------|
|  | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                      | 0     | 0        | 0              |      | 0              |      |
| NBT                                      | 4     | 6800     | 555            | .09* | 1402           | .23* |
| NBR                                      | 0     | 0        | 39             |      | 146            |      |
| SBL                                      | 2     | 3400     | 433            | .13* | 291            | .09* |
| SBT                                      | 3     | 5100     | 1034           | .20  | 586            | .11  |
| SBR                                      | f     |          | 490            |      | 530            |      |
| EBL                                      | 2.5   |          | 853            |      | 1571           |      |
| EBT                                      | 1.5   | 6800     | 358            | .18* | 702            | .33* |
| EBR                                      | 1     | 1700     | 520            | .31  | 374            | .22  |
| WBL                                      | 1     | 1700     | 146            | .09* | 169            | .10* |
| WBT                                      | 0     | 0        | 0              |      | 0              |      |
| WBR                                      | 2     | 3400     | 182            | .05  | 328            | .10  |
| Right Turn Adjustment                    |       |          |                |      | EBR            | .11* |
| Clearance Interval                       |       |          |                | .05* |                | .05* |
| Note: Assumes E/W Split Phasing          |       |          |                |      |                |      |
| Note: Assumes Right-Turn Overlap for WBR |       |          |                |      |                |      |
| TOTAL CAPACITY UTILIZATION               |       |          | .65            |      | .80            |      |

390 . Paseo de Valencia at Avenida Carlota

| ITAM 12 2035 NoNITM (IRVINE ISEC) |       |          |                |      |                |      |
|-----------------------------------|-------|----------|----------------|------|----------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                               | 2     | 3400     | 299            | .09* | 254            | .07* |
| NBT                               | 1     | 1700     | 46             | .03  | 100            | .06  |
| NBR                               | 1     | 1700     | 28             | .02  | 96             | .06  |
| SBL                               | 2     | 3400     | 709            | .21  | 927            | .27* |
| SBT                               | 2     | 3400     | 707            | .22* | 410            | .13  |
| SBR                               | 0     | 0        | 33             |      | 44             |      |
| EBL                               | 2     | 3400     | 134            | .04* | 321            | .09  |
| EBT                               | 2     | 3400     | 248            | .07  | 718            | .21* |
| EBR                               | 1     | 1700     | 156            | .09  | 511            | .30  |
| WBL                               | 1     | 1700     | 12             | .01  | 19             | .01* |
| WBT                               | 2     | 3400     | 492            | .14* | 292            | .09  |
| WBR                               | 1     | 1700     | 484            | .28  | 529            | .31  |
| Right Turn Adjustment             |       |          |                |      | EBR            | .04* |
| Clearance Interval                |       |          |                | .05* |                | .05* |
| Note: Assumes N/S Split Phasing   |       |          |                |      |                |      |
| TOTAL CAPACITY UTILIZATION        |       |          | .54            |      | .65            |      |

378 . Lake Forest Dr. at Jeronimo Rd.

| ITAM 12 2035 NoNitm (LAKE FOREST ISEC) |       |          |                   |      |                   |      |
|--|-------|----------|-------------------|------|-------------------|------|
|  | LANES | CAPACITY | AM PK HOUR<br>VOL | V/C  | PM PK HOUR<br>VOL | V/C  |
| NBL                                    | 1     | 1700     | 68                | .04* | 85                | .05  |
| NBT                                    | 3     | 5100     | 890               | .17  | 1979              | .39* |
| NBR                                    | 1     | 1700     | 127               | .07  | 251               | .15  |
| SBL                                    | 1     | 1700     | 211               | .12  | 130               | .08* |
| SBT                                    | 3     | 5100     | 1499              | .29* | 1249              | .24  |
| SBR                                    | 1     | 1700     | 328               | .19  | 186               | .11  |
| EBL                                    | 1     | 1700     | 70                | .04  | 153               | .09  |
| EBT                                    | 2     | 3400     | 313               | .13* | 814               | .27* |
| EBR                                    | 0     | 0        | 139               |      | 93                |      |
| WBL                                    | 1     | 1700     | 374               | .22* | 232               | .14* |
| WBT                                    | 2     | 3400     | 710               | .29  | 288               | .11  |
| WBR                                    | 0     | 0        | 271               |      | 90                |      |
| Clearance Interval                     |       |          |                   | .05* |                   | .05* |

TOTAL CAPACITY UTILIZATION .73 .93

379 . Lake Forest Dr. at Muirlands Bl.

| ITAM 12 2035 NoNitm (LAKE FOREST ISEC) |       |          |                   |      |                   |      |
|--|-------|----------|-------------------|------|-------------------|------|
|  | LANES | CAPACITY | AM PK HOUR<br>VOL | V/C  | PM PK HOUR<br>VOL | V/C  |
| NBL                                    | 2     | 3400     | 30                | .01* | 71                | .02  |
| NBT                                    | 3     | 5100     | 783               | .15  | 1708              | .33* |
| NBR                                    | 1     | 1700     | 139               | .08  | 528               | .31  |
| SBL                                    | 2     | 3400     | 88                | .03  | 186               | .05* |
| SBT                                    | 3     | 5100     | 1923              | .38* | 1296              | .25  |
| SBR                                    | 1     | 1700     | 151               | .09  | 114               | .07  |
| EBL                                    | 2     | 3400     | 69                | .02* | 548               | .16  |
| EBT                                    | 2     | 3400     | 328               | .10  | 1156              | .34* |
| EBR                                    | 1     | 1700     | 50                | .03  | 170               | .10  |
| WBL                                    | 2     | 3400     | 533               | .16  | 269               | .08* |
| WBT                                    | 2     | 3400     | 911               | .27* | 368               | .11  |
| WBR                                    | 1     | 1700     | 107               | .06  | 106               | .06  |
| Clearance Interval                     |       |          |                   | .05* |                   | .05* |

TOTAL CAPACITY UTILIZATION .73 .85

Note: Assumes Right-Turn Overlap for EBR

380 . Lake Forest Dr. at Rockfield Bl.

| ITAM 12 2035 NoNitm (LAKE FOREST ISEC) |       |          |                   |      |                   |      |
|--|-------|----------|-------------------|------|-------------------|------|
|  | LANES | CAPACITY | AM PK HOUR<br>VOL | V/C  | PM PK HOUR<br>VOL | V/C  |
| NBL                                    | 2     | 3400     | 620               | .18* | 662               | .19  |
| NBT                                    | 3     | 5100     | 1315              | .26  | 2180              | .43* |
| NBR                                    | 1     | 1700     | 232               | .14  | 560               | .33  |
| SBL                                    | 2     | 3400     | 126               | .04  | 156               | .05* |
| SBT                                    | 4     | 6800     | 2362              | .36* | 1442              | .23  |
| SBR                                    | 0     | 0        | 84                |      | 106               |      |
| EBL                                    | 2     | 3400     | 63                | .02* | 255               | .08  |
| EBT                                    | 2     | 3400     | 178               | .05  | 747               | .22* |
| EBR                                    | 2     | 3400     | 203               | .06  | 260               | .08  |
| WBL                                    | 2     | 3400     | 579               | .17  | 583               | .17* |
| WBT                                    | 2     | 3400     | 685               | .20* | 241               | .07  |
| WBR                                    | 1     | 1700     | 93                | .05  | 163               | .10  |
| Clearance Interval                     |       |          |                   | .05* |                   | .05* |

TOTAL CAPACITY UTILIZATION .81 .92

387 . Ridge Route Dr. at Rockfield Bl.

| ITAM 12 2035 NoNitm (LAKE FOREST ISEC) |       |          |                   |      |                   |      |
|--|-------|----------|-------------------|------|-------------------|------|
|  | LANES | CAPACITY | AM PK HOUR<br>VOL | V/C  | PM PK HOUR<br>VOL | V/C  |
| NBL                                    | 0.5   |          | 70                |      | 30                |      |
| NBT                                    | 1.5   | 3400     | 30                | .04* | 20                | .02* |
| NBR                                    | 0     |          | 50                |      | 10                |      |
| SBL                                    | 0.5   |          | 198               | .12* | 122               | .07* |
| SBT                                    | 1.5   | 3400     | 10                | .01  | 20                | .01  |
| SBR                                    | d     | 1700     | 239               | .14  | 147               | .09  |
| EBL                                    | 1     | 1700     | 45                | .03* | 293               | .17  |
| EBT                                    | 2     | 3400     | 284               | .09  | 1579              | .48* |
| EBR                                    | 0     | 0        | 10                |      | 60                |      |
| WBL                                    | 1     | 1700     | 10                | .01  | 20                | .01* |
| WBT                                    | 2     | 3400     | 788               | .26* | 559               | .21  |
| WBR                                    | 0     | 0        | 84                |      | 140               |      |
| Clearance Interval                     |       |          |                   | .05* |                   | .05* |

TOTAL CAPACITY UTILIZATION .50 .63

Note: Assumes N/S Split Phasing



420 . El Toro Rd. at Jeronimo Rd.

| ITAM 12 2035 NoNitm (LAKE FOREST ISEC)   |       |          |            |      |            |      |
|--|-------|----------|------------|------|------------|------|
|  | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|  |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                      | 1     | 1700     | 85         | .05  | 79         | .05  |
| NBT                                      | 3     | 5100     | 1459       | .29* | 1836       | .36* |
| NBR                                      | 1     | 1700     | 198        | .12  | 193        | .11  |
| SBL                                      | 1     | 1700     | 444        | .26* | 179        | .11* |
| SBT                                      | 3     | 5100     | 1678       | .33  | 1017       | .20  |
| SBR                                      | d     | 1700     | 91         | .05  | 322        | .19  |
| EBL                                      | 1     | 1700     | 119        | .07* | 203        | .12  |
| EBT                                      | 2     | 3400     | 316        | .12  | 699        | .26* |
| EBR                                      | 0     | 0        | 97         |      | 169        |      |
| WBL                                      | 2     | 3400     | 547        | .16  | 244        | .07* |
| WBT                                      | 2     | 3400     | 760        | .22* | 564        | .17  |
| WBR                                      | 1     | 1700     | 121        | .07  | 343        | .20  |
| Clearance Interval                       |       |          |            | .05* | .05*       |      |
| Note: Assumes Right-Turn Overlap for NBR |       |          |            |      |            |      |

TOTAL CAPACITY UTILIZATION .89 .85

424 . Los Alisos Bl. at Rockfield Bl./Fordview St.

| ITAM 12 2035 NoNitm (LAKE FOREST ISEC) |       |          |            |      |            |      |
|--|-------|----------|------------|------|------------|------|
|  | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|  |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                    | 1     | 1700     | 341        | .20* | 355        | .21* |
| NBT                                    | 2     | 3400     | 945        | .28  | 1579       | .47  |
| NBR                                    | 0     | 0        | 10         |      | 10         |      |
| SBL                                    | 1     | 1700     | 10         | .01  | 10         | .01  |
| SBT                                    | 2     | 3400     | 1076       | .50* | 1039       | .39* |
| SBR                                    | 0     | 0        | 636        |      | 294        |      |
| EBL                                    | 1.5   |          | 214        |      | 711        |      |
| EBT                                    | 0.5   | 3400     | 90         | .09* | 50         | .22* |
| EBR                                    | 1     | 1700     | 196        | .12  | 423        | .25  |
| WBL                                    | 0     | 0        | 20         |      | 20         |      |
| WBT                                    | 1     | 1700     | 110        | .08* | 70         | .05* |
| WBR                                    | d     | 1700     | 40         | .02  | 20         | .01  |
| Clearance Interval                     |       |          |            | .05* | .05*       |      |
| Note: Assumes E/W Split Phasing        |       |          |            |      |            |      |

TOTAL CAPACITY UTILIZATION .92 .92

2035 With Existing (Built/Under Construction) NITM Improvements

222 . Culver Dr. at Trabuco Rd.

| ITAM 12 2035 BuiltNitm (IRVINE ISEC) |       |          |                |      |                |      |
|--------------------------------------|-------|----------|----------------|------|----------------|------|
|                                      | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                  | 0     | 0        | 0              |      | 0              |      |
| NBT                                  | 3     | 5100     | 412            | .08  | 1896           | .37* |
| NBR                                  | f     |          | 1262           |      | 1455           |      |
| SBL                                  | 1     | 1700     | 606            | .36  | 336            | .20* |
| SBT                                  | 3     | 5100     | 2383           | .47* | 1384           | .27  |
| SBR                                  | f     |          | 638            |      | 209            |      |
| EBL                                  | 0     | 0        | 0              |      | 0              |      |
| EBT                                  | 0     | 0        | 0              |      | 0              |      |
| EBR                                  | 0     | 0        | 0              |      | 0              |      |
| WBL                                  | 2     | 3400     | 794            | .23* | 562            | .17* |
| WBT                                  | 0     | 0        | 0              |      | 0              |      |
| WBR                                  | 2     | 3400     | 783            | .23  | 1107           | .33  |
| Right Turn Adjustment                |       |          |                |      | WBR            | .01* |
| Clearance Interval                   |       |          |                | .05* |                | .05* |
| TOTAL CAPACITY UTILIZATION           |       |          | .75            |      | .80            |      |

223 . Culver Dr. at I-5 SB Ramps

| ITAM 12 2035 BuiltNitm (IRVINE ISEC) |       |          |                |      |                |      |
|--------------------------------------|-------|----------|----------------|------|----------------|------|
|                                      | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                  | 0     | 0        | 0              |      | 0              |      |
| NBT                                  | 3     | 5100     | 1087           | .21  | 2144           | .42* |
| NBR                                  | f     |          | 280            |      | 300            |      |
| SBL                                  | 0     | 0        | 0              |      | 0              |      |
| SBT                                  | 3     | 5100     | 2184           | .43* | 1559           | .31  |
| SBR                                  | f     |          | 620            |      | 310            |      |
| EBL                                  | 3     | 5100     | 543            | .11* | 1186           | .23* |
| EBT                                  | 0     | 0        | 0              |      | 0              |      |
| EBR                                  | 2     | 3400     | 386            | .11  | 681            | .20  |
| WBL                                  | 0     | 0        | 0              |      | 0              |      |
| WBT                                  | 0     | 0        | 0              |      | 0              |      |
| WBR                                  | 0     | 0        | 0              |      | 0              |      |
| Clearance Interval                   |       |          |                | .05* |                | .05* |
| TOTAL CAPACITY UTILIZATION           |       |          | .59            |      | .70            |      |

302 . Sand Canyon. Av. at Trabuco Pkwy.

| ITAM 12 2035 BuiltNitm (IRVINE ISEC) |       |          |                |      |                |      |
|--------------------------------------|-------|----------|----------------|------|----------------|------|
|                                      | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                  | 2     | 3400     | 228            | .07* | 322            | .09  |
| NBT                                  | 3     | 5100     | 233            | .05  | 1910           | .37* |
| NBR                                  | f     |          | 419            |      | 502            |      |
| SBL                                  | 2     | 3400     | 327            | .10  | 302            | .09* |
| SBT                                  | 3     | 5100     | 1918           | .38* | 508            | .10  |
| SBR                                  | 1     | 1700     | 414            | .24  | 43             | .03  |
| EBL                                  | 2     | 3400     | 80             | .02  | 175            | .05  |
| EBT                                  | 3     | 5100     | 543            | .11* | 626            | .12* |
| EBR                                  | f     |          | 576            |      | 271            |      |
| WBL                                  | 2     | 3400     | 885            | .26* | 531            | .16* |
| WBT                                  | 3     | 5100     | 507            | .10  | 725            | .14  |
| WBR                                  | d     | 1700     | 297            | .17  | 195            | .11  |
| Clearance Interval                   |       |          |                | .05* |                | .05* |
| TOTAL CAPACITY UTILIZATION           |       |          | .87            |      | .79            |      |

321 . Laguna Canyon Rd. at Old Laguna Cyn. Rd.

| ITAM 12 2035 BuiltNitm (IRVINE ISEC) |       |          |                |      |                |      |
|--------------------------------------|-------|----------|----------------|------|----------------|------|
|                                      | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                  | 2     | 3400     | 586            | .17  | 276            | .08* |
| NBT                                  | 3     | 5100     | 3837           | .75* | 3085           | .60  |
| NBR                                  | 1     | 1700     | 54             | .03  | 72             | .04  |
| SBL                                  | 2     | 3400     | 45             | .01* | 110            | .03  |
| SBT                                  | 3     | 5100     | 2778           | .54  | 3443           | .68* |
| SBR                                  | 1     | 1700     | 630            | .37  | 421            | .25  |
| EBL                                  | 3     | 5100     | 276            | .05* | 431            | .08* |
| EBT                                  | 1     | 1700     | 31             | .02  | 107            | .06  |
| EBR                                  | f     |          | 182            |      | 334            |      |
| WBL                                  | 1     | 1700     | 73             | .04  | 64             | .04  |
| WBT                                  | 2     | 3400     | 146            | .04* | 73             | .02* |
| WBR                                  | d     | 1700     | 111            | .07  | 83             | .05  |
| Right Turn Adjustment                |       |          |                |      | WBR            | .02* |
| Clearance Interval                   |       |          |                | .05* |                | .05* |
| TOTAL CAPACITY UTILIZATION           |       |          | .92            |      | .91            |      |

396 . El Toro Rd. at Avenida Carlota

| ITAM 12 2035 BuiltNitm (IRVINE ISEC)         |       |          |                       |                       |      |  |
|--|-------|----------|-----------------------|-----------------------|------|--|
|  | LANES | CAPACITY | AM PK HOUR<br>VOL V/C | PM PK HOUR<br>VOL V/C |      |  |
| NBL  | 0     | 0        | 0                     | 0                     |      |  |
| NBT  | 4     | 6800     | 1506 .22*             | 1806 .27*             |      |  |
| NBR  | d     | 1700     | 49 .03                | 26 .02                |      |  |
| SBL  | 2     | 3400     | 110 .03*              | 317 .09*              |      |  |
| SBT  | 3     | 5100     | 924 .18               | 1050 .21              |      |  |
| SBR  | 1     | 1700     | 751 .44               | 707 .42               |      |  |
| EBL  | 3     | 5100     | 620 .12*              | 814 .16               |      |  |
| EBT  | 2     | 3400     | 211 .06               | 717 .21*              |      |  |
| EBR  | 1     | 1700     | 130 .08               | 165 .10               |      |  |
| WBL  | 1     | 1700     | 28 .02                | 44 .03                |      |  |
| WBT  | 1     | 1700     | 131 .08*              | 113 .07*              |      |  |
| WBR  | 1     | 1700     | 378 .22               | 500 .29               |      |  |
| Right Turn Adjustment                        |       | Multi    | .18*                  | WBR                   | .13* |  |
| Clearance Interval                           |       |          | .05*                  |                       | .05* |  |
| Note: Assumes E/W Split Phasing              |       |          |                       |                       |      |  |
| Note: Assumes Right-Turn Overlap for SBR WBR |       |          |                       |                       |      |  |

TOTAL CAPACITY UTILIZATION .68 .82

432 . Alicia Pkwy. at Muirlands Bl.

| ITAM 12 2035 BuiltNitm (IRVINE ISEC)     |       |          |                       |                       |      |  |
|--|-------|----------|-----------------------|-----------------------|------|--|
|  | LANES | CAPACITY | AM PK HOUR<br>VOL V/C | PM PK HOUR<br>VOL V/C |      |  |
| NBL                                      | 2     | 3400     | 288 .08               | 335 .10               |      |  |
| NBT                                      | 3     | 5100     | 1781 .35*             | 2398 .47*             |      |  |
| NBR                                      | 1     | 1700     | 108 .06               | 179 .11               |      |  |
| SBL                                      | 1     | 1700     | 176 .10*              | 219 .13*              |      |  |
| SBT                                      | 4     | 6800     | 1926 .30              | 2022 .32              |      |  |
| SBR                                      | 0     | 0        | 138                   | 127                   |      |  |
| EBL                                      | 1     | 1700     | 95 .06                | 179 .11*              |      |  |
| EBT                                      | 2     | 3400     | 495 .15*              | 592 .17               |      |  |
| EBR                                      | 1     | 1700     | 440 .26               | 458 .27               |      |  |
| WBL                                      | 1     | 1700     | 144 .08*              | 119 .07               |      |  |
| WBT                                      | 2     | 3400     | 574 .17               | 478 .14*              |      |  |
| WBR                                      | 1     | 1700     | 215 .13               | 233 .14               |      |  |
| Clearance Interval                       |       |          | .05*                  |                       | .05* |  |
| Note: Assumes Right-Turn Overlap for EBR |       |          |                       |                       |      |  |

TOTAL CAPACITY UTILIZATION .73 .90

422 . Los Alisos Bl. at Jeromino Rd.

| ITAM 12 2035 BuiltNitm (LAKE FOREST ISEC) |       |          |                |      |                |      |
|---|-------|----------|----------------|------|----------------|------|
|   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                       | 1     | 1700     | 215            | .13* | 160            | .09  |
| NBT                                       | 3     | 5100     | 749            | .15  | 1606           | .31* |
| NBR                                       | 1     | 1700     | 286            | .17  | 394            | .23  |
| SBL                                       | 1     | 1700     | 291            | .17  | 257            | .15* |
| SBT                                       | 3     | 5100     | 1548           | .30* | 1069           | .21  |
| SBR                                       | 1     | 1700     | 389            | .23  | 140            | .08  |
| EBL                                       | 2     | 3400     | 168            | .05* | 376            | .11  |
| EBT                                       | 2     | 3400     | 605            | .18  | 1071           | .32* |
| EBR                                       | 1     | 1700     | 255            | .15  | 300            | .18  |
| WBL                                       | 2     | 3400     | 264            | .08  | 241            | .07* |
| WBT                                       | 2     | 3400     | 1275           | .38* | 480            | .14  |
| WBR                                       | 1     | 1700     | 138            | .08  | 280            | .16  |
| Clearance Interval                        |       |          |                | .05* |                | .05* |
| TOTAL CAPACITY UTILIZATION                |       |          | .91            |      | .90            |      |

423 . Muirlands Bl. at Los Alisos Bl.

| ITAM 12 2035 BuiltNitm (LAKE FOREST ISEC) |       |          |                |      |                |      |
|---|-------|----------|----------------|------|----------------|------|
|   | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                       | 1     | 1700     | 244            | .14  | 135            | .08  |
| NBT                                       | 2     | 3400     | 1291           | .38* | 588            | .17* |
| NBR                                       | 1     | 1700     | 210            | .12  | 245            | .14  |
| SBL                                       | 1     | 1700     | 227            | .13* | 503            | .30* |
| SBT                                       | 2     | 3400     | 376            | .15  | 844            | .30  |
| SBR                                       | 0     | 0        | 140            |      | 191            |      |
| EBL                                       | 1     | 1700     | 245            | .14* | 240            | .14  |
| EBT                                       | 3     | 5100     | 796            | .16  | 1793           | .35* |
| EBR                                       | 1     | 1700     | 88             | .05  | 260            | .15  |
| WBL                                       | 1     | 1700     | 389            | .23  | 316            | .19* |
| WBT                                       | 3     | 5100     | 1384           | .27* | 1025           | .20  |
| WBR                                       | d     | 1700     | 269            | .16  | 228            | .13  |
| Clearance Interval                        |       |          |                | .05* |                | .05* |
| TOTAL CAPACITY UTILIZATION                |       |          | .97            |      | 1.06           |      |

2035 With Committed Improvements

303 . Sand Canyon. Av. at I-5 NB Ramps-Marine Way

| ITAM 12 2035 CommNITM (IRVINE ISEC) |       |          |                |       |                |       |
|-------------------------------------|-------|----------|----------------|-------|----------------|-------|
|                                     | LANES | CAPACITY | AM PK HOUR VOL | V/C   | PM PK HOUR VOL | V/C   |
| NBL                                 | 2     | 3400     | 164            | .05*  | 795            | .23   |
| NBT                                 | 3     | 5100     | 804            | .16   | 2064           | .40*  |
| NBR                                 | d     | 1700     | 647            | .38   | 1082           | .64   |
| SBL                                 | 1     | 1700     | 241            | .14   | 142            | .08*  |
| SBT                                 | 4     | 6800     | 2881           | .42*  | 1009           | .15   |
| SBR                                 | 1     | 1700     | 637            | .37   | 540            | .32   |
| EBL                                 | 2     | 3400     | 188            | .06   | 564            | .17   |
| EBT                                 | 1     | 1700     | 593            | .35*  | 386            | .23*  |
| EBR                                 | 1     | 1700     | 199            | .12   | 76             | .04   |
| WBL                                 | 2     | 3400     | 695            | .20*  | 1026           | .30*  |
| WBT                                 | 1.5   | 5100     | 380            | {.11} | 305            | {.12} |
| WBR                                 | 1.5   |          | 209            |       | 432            |       |
| Right Turn Adjustment               |       |          |                |       | NBR            | .01*  |
| Clearance Interval                  |       |          |                | .05*  |                | .05*  |

TOTAL CAPACITY UTILIZATION 1.07 1.07

358 . ICD at Enterprise Dr.

| ITAM 12 2035 CommNITM (IRVINE ISEC) |       |          |                |      |                |      |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
|                                     | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                 | 0     | 0        | 0              |      | 0              |      |
| NBT                                 | 3     | 5100     | 2673           | .52* | 1536           | .30  |
| NBR                                 | f     |          | 529            |      | 1221           |      |
| SBL                                 | 1     | 1700     | 6              | .00  | 89             | .05  |
| SBT                                 | 3     | 5100     | 1032           | .20  | 2314           | .45* |
| SBR                                 | f     |          | 323            |      | 740            |      |
| EBL                                 | 0     | 0        | 0              |      | 0              |      |
| EBT                                 | 0     | 0        | 0              |      | 0              |      |
| EBR                                 | 0     | 0        | 0              |      | 0              |      |
| WBL                                 | 2     | 3400     | 48             | .01* | 276            | .08* |
| WBT                                 | 0     | 0        | 0              |      | 0              |      |
| WBR                                 | f     |          | 418            |      | 234            |      |
| Clearance Interval                  |       |          |                | .05* |                | .05* |

TOTAL CAPACITY UTILIZATION .58 .58

359 . ICD at I-405 SB Ramps

| ITAM 12 2035 CommNITM (IRVINE ISEC) |       |          |                |      |                |      |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
|                                     | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                 | 0     | 0        | 0              |      | 0              |      |
| NBT                                 | 4     | 6800     | 2198           | .32* | 1982           | .29  |
| NBR                                 | f     |          | 20             |      | 60             |      |
| SBL                                 | 0     | 0        | 0              |      | 0              |      |
| SBT                                 | 3     | 5100     | 901            | .18  | 2116           | .41* |
| SBR                                 | f     |          | 180            |      | 470            |      |
| EBL                                 | 3     | 5100     | 1032           | .20* | 648            | .13* |
| EBT                                 | 0     | 0        | 0              |      | 0              |      |
| EBR                                 | f     |          | 1059           |      | 794            |      |
| WBL                                 | 0     | 0        | 0              |      | 0              |      |
| WBT                                 | 0     | 0        | 0              |      | 0              |      |
| WBR                                 | 0     | 0        | 0              |      | 0              |      |
| Clearance Interval                  |       |          |                | .05* |                | .05* |

TOTAL CAPACITY UTILIZATION .57 .59

406 . Laguna Canyon Rd. at Lake Forest Dr.

| ITAM 12 2035 CommNITM (IRVINE ISEC) |       |          |                |      |                |      |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
|                                     | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                 | 0     | 0        | 0              |      | 0              |      |
| NBT                                 | 3     | 5100     | 2798           | .55* | 1831           | .36* |
| NBR                                 | 1     | 1700     | 146            | .09  | 108            | .06  |
| SBL                                 | 3     | 5100     | 1174           | .23* | 1332           | .26* |
| SBT                                 | 3     | 5100     | 1629           | .32  | 2291           | .45  |
| SBR                                 | 0     | 0        | 0              |      | 0              |      |
| EBL                                 | 0     | 0        | 0              |      | 0              |      |
| EBT                                 | 0     | 0        | 0              |      | 0              |      |
| EBR                                 | 0     | 0        | 0              |      | 0              |      |
| WBL                                 | 2     | 3400     | 121            | .04* | 159            | .05* |
| WBT                                 | 0     | 0        | 0              |      | 0              |      |
| WBR                                 | f     |          | 1672           |      | 1569           |      |
| Clearance Interval                  |       |          |                | .05* |                | .05* |

TOTAL CAPACITY UTILIZATION .87 .72

2035 With NITM (Partial or Full as Noted) Improvements



235 . Culver Dr. at University Dr.

| ITAM 12 2035 PartNitm (IRVINE ISEC) |       |          |                |      |                |      |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
|                                     | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                 | 1     | 1700     | 61             | .04* | 61             | .04  |
| NBT                                 | 3     | 5100     | 1232           | .24  | 1634           | .32* |
| NBR                                 | 2     | 3400     | 934            | .27  | 985            | .29  |
| SBL                                 | 1     | 1700     | 39             | .02  | 72             | .04* |
| SBT                                 | 3     | 5100     | 1512           | .36* | 1272           | .28  |
| SBR                                 | 0     | 0        | 344            |      | 160            |      |
| EBL                                 | 2     | 3400     | 88             | .03  | 326            | .10  |
| EBT                                 | 3     | 5100     | 676            | .14* | 1542           | .31* |
| EBR                                 | 0     | 0        | 58             |      | 53             |      |
| WBL                                 | 2     | 3400     | 1010           | .30* | 885            | .26* |
| WBT                                 | 3     | 5100     | 1545           | .31  | 809            | .17  |
| WBR                                 | 0     | 0        | 40             |      | 70             |      |
| Clearance Interval                  |       |          |                | .05* |                | .05* |

TOTAL CAPACITY UTILIZATION .89 .98

289 . Jeffrey Rd. at ICD

| ITAM 12 2035 PartNitm (IRVINE ISEC) |       |          |                |      |                |      |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
|                                     | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                 | 2     | 3400     | 192            | .06* | 339            | .10  |
| NBT                                 | 3     | 5100     | 791            | .16  | 1541           | .30* |
| NBR                                 | 1     | 1700     | 326            | .19  | 309            | .18  |
| SBL                                 | 2     | 3400     | 461            | .14  | 304            | .09* |
| SBT                                 | 3     | 5100     | 1645           | .32* | 1202           | .24  |
| SBR                                 | 1     | 1700     | 414            | .24  | 225            | .13  |
| EBL                                 | 2     | 3400     | 245            | .07  | 393            | .12* |
| EBT                                 | 3     | 5100     | 1252           | .25* | 1078           | .21  |
| EBR                                 | f     |          | 283            |      | 258            |      |
| WBL                                 | 2     | 3400     | 242            | .07* | 301            | .09  |
| WBT                                 | 4     | 6800     | 914            | .13  | 1939           | .29* |
| WBR                                 | 1     | 1700     | 183            | .11  | 578            | .34  |
| Clearance Interval                  |       |          |                | .05* |                | .05* |

TOTAL CAPACITY UTILIZATION .75 .85

291 . Jeffrey Rd. at Alton Pkwy.

| ITAM 12 2035 PartNitm (IRVINE ISEC) |       |          |                |      |                |      |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
|                                     | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                 | 2     | 3400     | 485            | .14* | 662            | .19  |
| NBT                                 | 3     | 5100     | 1161           | .23  | 1636           | .32* |
| NBR                                 | f     |          | 274            |      | 355            |      |
| SBL                                 | 2     | 3400     | 345            | .10  | 477            | .14* |
| SBT                                 | 3     | 5100     | 1864           | .37* | 1345           | .26  |
| SBR                                 | d     | 1700     | 141            | .08  | 231            | .14  |
| EBL                                 | 2     | 3400     | 170            | .05  | 274            | .08  |
| EBT                                 | 2     | 3400     | 712            | .21* | 928            | .27* |
| EBR                                 | d     | 1700     | 568            | .33  | 360            | .21  |
| WBL                                 | 2     | 3400     | 643            | .19* | 525            | .15* |
| WBT                                 | 2     | 3400     | 896            | .26  | 1037           | .31  |
| WBR                                 | d     | 1700     | 161            | .09  | 200            | .12  |
| Right Turn Adjustment               |       |          | EBR            | .01* |                |      |
| Clearance Interval                  |       |          |                | .05* |                | .05* |

TOTAL CAPACITY UTILIZATION .97 .93

364 . Bake Pkwy. at Jeronimo Rd.

| ITAM 12 2035 PartNitm (IRVINE ISEC) |       |          |                |      |                |      |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
|                                     | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                 | 2     | 3400     | 393            | .12  | 69             | .02  |
| NBT                                 | 3     | 5100     | 2534           | .50* | 2576           | .51* |
| NBR                                 | d     | 1700     | 72             | .04  | 397            | .23  |
| SBL                                 | 1     | 1700     | 56             | .03* | 83             | .05* |
| SBT                                 | 4     | 6800     | 2399           | .37  | 2337           | .35  |
| SBR                                 | 0     | 0        | 125            |      | 57             |      |
| EBL                                 | 2     | 3400     | 20             | .01  | 114            | .03  |
| EBT                                 | 2     | 3400     | 32             | .01* | 450            | .13* |
| EBR                                 | 1     | 1700     | 48             | .03  | 367            | .22  |
| WBL                                 | 1     | 1700     | 443            | .26* | 176            | .10* |
| WBT                                 | 2     | 3400     | 512            | .17  | 134            | .06  |
| WBR                                 | 0     | 0        | 66             |      | 70             |      |
| Clearance Interval                  |       |          |                | .05* |                | .05* |

TOTAL CAPACITY UTILIZATION .85 .84

378 . Lake Forest Dr. at Jeronimo Rd.

| ITAM 12 2035 PartNitm (LAKE FOREST ISEC) |       |          |                |      |                |      |
|--|-------|----------|----------------|------|----------------|------|
|  | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                      | 1     | 1700     | 68             | .04* | 85             | .05  |
| NBT                                      | 3     | 5100     | 890            | .17  | 1979           | .39* |
| NBR                                      | 1     | 1700     | 127            | .07  | 251            | .15  |
| SBL                                      | 1     | 1700     | 211            | .12  | 130            | .08* |
| SBT                                      | 3     | 5100     | 1499           | .29* | 1249           | .24  |
| SBR                                      | 1     | 1700     | 328            | .19  | 186            | .11  |
| EBL                                      | 1     | 1700     | 70             | .04* | 153            | .09  |
| EBT                                      | 2     | 3400     | 313            | .09  | 814            | .24* |
| EBR                                      | 1     | 1700     | 139            | .08  | 93             | .05  |
| WBL                                      | 1     | 1700     | 374            | .22  | 232            | .14* |
| WBT                                      | 2     | 3400     | 710            | .29* | 288            | .11  |
| WBR                                      | 0     | 0        | 271            |      | 90             |      |
| Clearance Interval                       |       |          |                | .05* |                | .05* |

TOTAL CAPACITY UTILIZATION .71 .90

423 . Muirlands Bl. at Los Alisos Bl.

| ITAM 12 2035 PartNitm (LAKE FOREST ISEC) |       |          |                |      |                |      |
|--|-------|----------|----------------|------|----------------|------|
|  | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                      | 1     | 1700     | 244            | .14  | 135            | .08* |
| NBT                                      | 2     | 3400     | 1291           | .38* | 588            | .17  |
| NBR                                      | 1     | 1700     | 210            | .12  | 245            | .14  |
| SBL                                      | 2     | 3400     | 227            | .07* | 503            | .15  |
| SBT                                      | 2     | 3400     | 376            | .15  | 844            | .30* |
| SBR                                      | 0     | 0        | 140            |      | 191            |      |
| EBL                                      | 2     | 3400     | 245            | .07* | 240            | .07  |
| EBT                                      | 3     | 5100     | 796            | .16  | 1793           | .35* |
| EBR                                      | 1     | 1700     | 88             | .05  | 260            | .15  |
| WBL                                      | 2     | 3400     | 389            | .11  | 316            | .09* |
| WBT                                      | 3     | 5100     | 1384           | .27* | 1025           | .20  |
| WBR                                      | 1     | 1700     | 269            | .16  | 228            | .13  |
| Clearance Interval                       |       |          |                | .05* |                | .05* |

TOTAL CAPACITY UTILIZATION .84 .87

424 . Los Alisos Bl. at Rockfield Bl./Fordview St.

| ITAM 12 2035 PartNitm (LAKE FOREST ISEC) |       |          |                |      |                |      |
|--|-------|----------|----------------|------|----------------|------|
|  | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                      | 2     | 3400     | 341            | .10* | 355            | .10* |
| NBT                                      | 2     | 3400     | 945            | .28  | 1579           | .47  |
| NBR                                      | 0     | 0        | 10             |      | 10             |      |
| SBL                                      | 1     | 1700     | 10             | .01  | 10             | .01  |
| SBT                                      | 2     | 3400     | 1076           | .50* | 1039           | .39* |
| SBR                                      | 0     | 0        | 636            |      | 294            |      |
| EBL                                      | 1.5   |          | 214            |      | 711            |      |
| EBT                                      | 0.5   | 3400     | 90             | .09* | 50             | .22* |
| EBR                                      | 1     | 1700     | 196            | .12  | 423            | .25  |
| WBL                                      | 0     | 0        | 20             |      | 20             |      |
| WBT                                      | 1     | 1700     | 110            | .08* | 70             | .05* |
| WBR                                      | d     | 1700     | 40             | .02  | 20             | .01  |
| Clearance Interval                       |       |          |                | .05* |                | .05* |
| Note: Assumes E/W Split Phasing          |       |          |                |      |                |      |

TOTAL CAPACITY UTILIZATION .82 .81

235 . Culver Dr. at University Dr.

249 . Yale Av. at Irvine Bl.

| ITAM 12 2035 FullNitm (IRVINE ISEC)      |       |          |                |      |                |      |
|--|-------|----------|----------------|------|----------------|------|
|  | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                      | 2     | 3400     | 61             | .02* | 61             | .02  |
| NBT                                      | 3     | 5100     | 1232           | .24  | 1634           | .32* |
| NBR                                      | 2     | 3400     | 934            | .27  | 985            | .29  |
| SBL                                      | 2     | 3400     | 39             | .01  | 72             | .02* |
| SBT                                      | 3     | 5100     | 1512           | .30* | 1272           | .25  |
| SBR                                      | d     | 1700     | 344            | .20  | 160            | .09  |
| EBL                                      | 2     | 3400     | 88             | .03  | 326            | .10  |
| EBT                                      | 3     | 5100     | 676            | .13* | 1542           | .30* |
| EBR                                      | d     | 1700     | 58             | .03  | 53             | .03  |
| WBL                                      | 2     | 3400     | 1010           | .30* | 885            | .26* |
| WBT                                      | 3     | 5100     | 1545           | .31  | 809            | .17  |
| WBR                                      | 0     | 0        | 40             |      | 70             |      |
| Clearance Interval                       |       |          |                | .05* | .05*           |      |
| Note: Assumes Right-Turn Overlap for NBR |       |          |                |      |                |      |

| ITAM 12 2035 FullNitm (IRVINE ISEC) |       |          |                |      |                |      |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
|                                     | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                 | 1     | 1700     | 122            | .07  | 227            | .13* |
| NBT                                 | 2     | 3400     | 190            | .06* | 224            | .07  |
| NBR                                 | d     | 1700     | 169            | .10  | 109            | .06  |
| SBL                                 | 2     | 3400     | 370            | .11* | 258            | .08  |
| SBT                                 | 2     | 3400     | 270            | .08  | 120            | .04* |
| SBR                                 | d     | 1700     | 340            | .20  | 104            | .06  |
| EBL                                 | 1     | 1700     | 127            | .07* | 281            | .17* |
| EBT                                 | 3     | 5100     | 1088           | .23  | 1673           | .36  |
| EBR                                 | 0     | 0        | 106            |      | 157            |      |
| WBL                                 | 1     | 1700     | 216            | .13  | 153            | .09  |
| WBT                                 | 3     | 5100     | 2168           | .46* | 2349           | .52* |
| WBR                                 | 0     | 0        | 175            |      | 295            |      |
| Right Turn Adjustment               |       |          | SBR            | .05* |                |      |
| Clearance Interval                  |       |          |                | .05* | .05*           |      |

TOTAL CAPACITY UTILIZATION .80 .95

TOTAL CAPACITY UTILIZATION .80 .91

288 . Jeffrey Rd. at Walnut Av./I-5 SB Ramps291 . Jeffrey Rd. at Alton Pkwy.

| ITAM 12 2035 FullNitm (IRVINE ISEC) |       |          |                |        |                |      |
|-------------------------------------|-------|----------|----------------|--------|----------------|------|
|                                     | LANES | CAPACITY | AM PK HOUR VOL | V/C    | PM PK HOUR VOL | V/C  |
| NBL                                 | 2     | 3400     | 87             | .03*   | 261            | .08  |
| NBT                                 | 3     | 5100     | 809            | .16    | 1797           | .35* |
| NBR                                 | 1     | 1700     | 215            | .13    | 264            | .16  |
| SBL                                 | 2     | 3400     | 585            | .17    | 416            | .12* |
| SBT                                 | 3     | 5100     | 1949           | .43*   | 1083           | .32  |
| SBR                                 | 0     | 0        | 235            |        | 720            | .42  |
| EBL                                 | 2     | 3400     | 115            | .03    | 290            | .09  |
| EBT                                 | 1.5   | 5100     | 440            | {.13}* | 330            | .10* |
| EBR                                 | 1.5   |          | 255            | {.13}  | 181            |      |
| WBL                                 | 2     | 3400     | 346            | .10*   | 547            | .16* |
| WBT                                 | 1     | 1700     | 28             | .02    | 150            | .09  |
| WBR                                 | 1     | 1700     | 206            | .12    | 674            | .40  |
| Right Turn Adjustment               |       |          |                |        | WBR            | .14* |
| Clearance Interval                  |       |          |                | .05*   | .05*           |      |

| ITAM 12 2035 FullNitm (IRVINE ISEC) |       |          |                |      |                |      |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
|                                     | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                 | 2     | 3400     | 485            | .14* | 662            | .19  |
| NBT                                 | 3     | 5100     | 1161           | .23  | 1636           | .32* |
| NBR                                 | 1     | 1700     | 274            | .16  | 355            | .21  |
| SBL                                 | 2     | 3400     | 345            | .10  | 477            | .14* |
| SBT                                 | 3     | 5100     | 1864           | .37* | 1345           | .26  |
| SBR                                 | d     | 1700     | 141            | .08  | 231            | .14  |
| EBL                                 | 2     | 3400     | 170            | .05  | 274            | .08* |
| EBT                                 | 3     | 5100     | 712            | .14* | 928            | .18  |
| EBR                                 | d     | 1700     | 568            | .33  | 360            | .21  |
| WBL                                 | 2     | 3400     | 643            | .19* | 525            | .15  |
| WBT                                 | 2     | 3400     | 896            | .26  | 1037           | .31* |
| WBR                                 | d     | 1700     | 161            | .09  | 200            | .12  |
| Right Turn Adjustment               |       |          | EBR            | .08* |                |      |
| Clearance Interval                  |       |          |                | .05* | .05*           |      |

TOTAL CAPACITY UTILIZATION .74 .92

TOTAL CAPACITY UTILIZATION .97 .90

303 . Sand Canyon. Av. at I-5 NB Ramps-Marine Way

| ITAM 12 2035 FullNitm (IRVINE ISEC)      |       |          |            |       |            |       |
|--|-------|----------|------------|-------|------------|-------|
|  | LANES | CAPACITY | AM PK HOUR |       | PM PK HOUR |       |
|  |       |          | VOL        | V/C   | VOL        | V/C   |
| NBL                                      | 2     | 3400     | 164        | .05*  | 795        | .23*  |
| NBT                                      | 4     | 6800     | 804        | .12   | 2064       | .30   |
| NBR                                      | 1     | 1700     | 647        | .38   | 1082       | .64   |
| SBL                                      | 2     | 3400     | 241        | .07   | 142        | .04   |
| SBT                                      | 4     | 6800     | 2881       | .42*  | 1009       | .15*  |
| SBR                                      | 1     | 1700     | 637        | .37   | 540        | .32   |
| EBL                                      | 2     | 3400     | 188        | .06   | 564        | .17   |
| EBT                                      | 2     | 3400     | 593        | .17*  | 386        | .11*  |
| EBR                                      | 1     | 1700     | 199        | .12   | 76         | .04   |
| WBL                                      | 2     | 3400     | 695        | .20*  | 1026       | .30*  |
| WBT                                      | 1.5   | 5100     | 380        | {.11} | 305        | {.12} |
| WBR                                      | 1.5   |          | 209        |       | 432        |       |
| Clearance Interval                       |       |          |            | .05*  | .05*       |       |
| Note: Assumes Right-Turn Overlap for NBR |       |          |            |       |            |       |

TOTAL CAPACITY UTILIZATION .89 .84

305 . Sand Canyon. Av. at I-5 SB Ramps

| ITAM 12 2035 FullNitm (IRVINE ISEC) |       |          |            |      |            |       |
|-------------------------------------|-------|----------|------------|------|------------|-------|
|                                     | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |       |
|                                     |       |          | VOL        | V/C  | VOL        | V/C   |
| NBL                                 | 0     | 0        | 0          |      | 0          |       |
| NBT                                 | 4     | 6800     | 1056       | .16  | 3224       | .47*  |
| NBR                                 | 1     | 1700     | 61         | .04  | 245        | .14   |
| SBL                                 | 2     | 3400     | 627        | .18  | 453        | .13*  |
| SBT                                 | 4     | 6800     | 3100       | .46* | 1605       | .24   |
| SBR                                 | 0     | 0        | 0          |      | 0          |       |
| EBL                                 | 2.5   |          | 634        | .19* | 596        | .12*  |
| EBT                                 | 0     | 6800     | 1          |      | 2          |       |
| EBR                                 | 1.5   |          | 910        | .27  | 255        | {.00} |
| WBL                                 | 0     | 0        | 0          |      | 0          |       |
| WBT                                 | 0     | 0        | 0          |      | 0          |       |
| WBR                                 | 0     | 0        | 0          |      | 0          |       |
| Right Turn Adjustment               |       |          | EBR        | .08* |            |       |
| Clearance Interval                  |       |          |            | .05* | .05*       |       |

TOTAL CAPACITY UTILIZATION .78 .77

306 . Sand Canyon. Av. at Oak Cyn./Laguna Cyn. R

| ITAM 12 2035 FullNitm (IRVINE ISEC) |       |          |            |      |            |      |
|-------------------------------------|-------|----------|------------|------|------------|------|
|                                     | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                     |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                 | 1     | 1700     | 120        | .07  | 84         | .05  |
| NBT                                 | 3     | 5100     | 828        | .16* | 1595       | .31* |
| NBR                                 | 1     | 1700     | 118        | .07  | 150        | .09  |
| SBL                                 | 2     | 3400     | 1301       | .38* | 405        | .12* |
| SBT                                 | 3     | 5100     | 1941       | .38  | 1047       | .21  |
| SBR                                 | d     | 1700     | 423        | .25  | 247        | .15  |
| EBL                                 | 2     | 3400     | 150        | .04  | 420        | .12  |
| EBT                                 | 1     | 1700     | 251        | .15* | 365        | .21* |
| EBR                                 | d     | 1700     | 59         | .03  | 137        | .08  |
| WBL                                 | 2     | 3400     | 110        | .03* | 136        | .04* |
| WBT                                 | 1.5   | 5100     | 297        | .09  | 169        | .10  |
| WBR                                 | 1.5   |          | 113        |      | 1255       | .37  |
| Right Turn Adjustment               |       |          |            |      | WBR        | .15* |
| Clearance Interval                  |       |          |            | .05* | .05*       |      |

TOTAL CAPACITY UTILIZATION .77 .88

321 . Laguna Canyon Rd. at Old Laguna Cyn. Rd.

| ITAM 12 2035 FullNitm (IRVINE ISEC) |       |          |            |      |            |      |
|-------------------------------------|-------|----------|------------|------|------------|------|
|                                     | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                     |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                 | 3     | 5100     | 586        | .11  | 276        | .05* |
| NBT                                 | 3     | 5100     | 3837       | .75* | 3085       | .60  |
| NBR                                 | 1     | 1700     | 54         | .03  | 72         | .04  |
| SBL                                 | 2     | 3400     | 45         | .01* | 110        | .03  |
| SBT                                 | 3     | 5100     | 2778       | .54  | 3443       | .68* |
| SBR                                 | 1     | 1700     | 630        | .37  | 421        | .25  |
| EBL                                 | 3     | 5100     | 276        | .05* | 431        | .08* |
| EBT                                 | 1     | 1700     | 31         | .02  | 107        | .06  |
| EBR                                 | f     |          | 182        |      | 334        |      |
| WBL                                 | 1     | 1700     | 73         | .04  | 64         | .04  |
| WBT                                 | 2     | 3400     | 146        | .04* | 73         | .02* |
| WBR                                 | d     | 1700     | 111        | .07  | 83         | .05  |
| Right Turn Adjustment               |       |          |            | WBR  | .02*       |      |
| Clearance Interval                  |       |          |            | .05* | .05*       |      |

TOTAL CAPACITY UTILIZATION .92 .88

338 . Alton Pkwy. at Irvine Bl.

| ITAM 12 2035 FullNitm (IRVINE ISEC)      |       |          |                |      |                |      |
|--|-------|----------|----------------|------|----------------|------|
|  | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                      | 2     | 3400     | 218            | .06* | 750            | .22* |
| NBT                                      | 3     | 5100     | 573            | .11  | 1333           | .26  |
| NBR                                      | f     |          | 79             |      | 158            |      |
| SBL                                      | 2     | 3400     | 254            | .07  | 214            | .06  |
| SBT                                      | 3     | 5100     | 1433           | .28* | 691            | .14* |
| SBR                                      | f     |          | 733            |      | 955            |      |
| EBL                                      | 2.5   |          | 916            |      | 772            |      |
| EBT                                      | 2.5   | 8500     | 1119           | .24* | 848            | .19* |
| EBR                                      | 1     | 1700     | 674            | .40  | 299            | .18  |
| WBL                                      | 2     | 3400     | 185            | .05  | 120            | .04  |
| WBT                                      | 3     | 5100     | 851            | .17* | 1565           | .31* |
| WBR                                      | 1     | 1700     | 243            | .14  | 306            | .18  |
| Right Turn Adjustment                    |       |          | EBR            | .10* |                |      |
| Clearance Interval                       |       |          |                | .05* |                | .05* |
| Note: Assumes E/W Split Phasing          |       |          |                |      |                |      |
| Note: Assumes Right-Turn Overlap for EBR |       |          |                |      |                |      |
| TOTAL CAPACITY UTILIZATION               |       |          |                | .90  | .91            |      |

| ITAM 12 2035 FullNtm (IRVINE ISEC) |       |          |                   |      |                   |      |
|------------------------------------|-------|----------|-------------------|------|-------------------|------|
|                                    | LANES | CAPACITY | AM PK HOUR<br>VOL | V/C  | PM PK HOUR<br>VOL | V/C  |
| NBL                                | 2     | 3400     | 173               | .05* | 264               | .08* |
| NBT                                | 2     | 3400     | 34                | .01  | 182               | .05  |
| NBR                                | d     | 1700     | 64                | .04  | 84                | .05  |
| SBL                                | 1     | 1700     | 203               | .12  | 79                | .05  |
| SBT                                | 1     | 1700     | 320               | .19* | 87                | .05* |
| SBR                                | f     |          | 562               |      | 244               |      |
| EBL                                | 2     | 3400     | 110               | .03* | 403               | .12* |
| EBT                                | 3     | 5100     | 1673              | .33  | 1610              | .32  |
| EBR                                | 1     | 1700     | 294               | .17  | 207               | .12  |
| WBL                                | 2     | 3400     | 106               | .03  | 86                | .03  |
| WBT                                | 3     | 5100     | 1794              | .35* | 2196              | .43* |
| WBR                                | 1     | 1700     | 36                | .02  | 166               | .10  |
| Clearance Interval                 |       |          |                   | .05* |                   | .05* |
| TOTAL CAPACITY UTILIZATION         |       |          |                   | .67  |                   | .73  |

380 . Lake Forest Dr. at Rockfield Bl.

| ITAM 12 2035 FullTime (LAKE FOREST ISEC) |       |          |                   |      |                   |      |
|--|-------|----------|-------------------|------|-------------------|------|
|  | LANES | CAPACITY | AM PK HOUR<br>VOL | V/C  | PM PK HOUR<br>VOL | V/C  |
| NBL                                      | 2     | 3400     | 620               | .18* | 662               | .19  |
| NBT                                      | 3     | 5100     | 1315              | .26  | 2180              | .43* |
| NBR                                      | 1     | 1700     | 232               | .14  | 560               | .33  |
| SBL                                      | 2     | 3400     | 126               | .04  | 156               | .05* |
| SBT                                      | 4     | 6800     | 2362              | .36* | 1442              | .23  |
| SBR                                      | 0     | 0        | 84                |      | 106               |      |
| EBL                                      | 2     | 3400     | 63                | .02* | 255               | .08  |
| EBT                                      | 2     | 3400     | 178               | .05  | 747               | .22* |
| EBR                                      | 2     | 3400     | 203               | .06  | 260               | .08  |
| WBL                                      | 3     | 5100     | 579               | .11  | 583               | .11* |
| WBT                                      | 2     | 3400     | 685               | .23* | 241               | .12  |
| WBR                                      | 0     | 0        | 93                |      | 163               |      |
| Clearance Interval                       |       |          |                   | .05* |                   | .05* |
| TOTAL CAPACITY UTILIZATION               |       |          |                   | .84  |                   | .86  |

Post-2035 Without NITM Improvements



34 . Red Hill Av. at Irvine Blvd.

| ITAM 12 P2035 NoNitm (TUSTIN ISEC) |       |          |                       |                       |  |      |
|------------------------------------|-------|----------|-----------------------|-----------------------|--|------|
|                                    | LANES | CAPACITY | AM PK HOUR<br>VOL V/C | PM PK HOUR<br>VOL V/C |  |      |
| NBL                                | 2     | 3400     | 244 .07*              | 529 .16*              |  |      |
| NBT                                | 1     | 1700     | 114 .07               | 224 .13               |  |      |
| NBR                                | 1     | 1700     | 202 .12               | 165 .10               |  |      |
| SBL                                | 2     | 3400     | 235 .07               | 122 .04               |  |      |
| SBT                                | 2     | 3400     | 305 .09*              | 133 .04*              |  |      |
| SBR                                | d     | 1700     | 111 .07               | 85 .05                |  |      |
| EBL                                | 1     | 1700     | 54 .03                | 100 .06*              |  |      |
| EBT                                | 3     | 5100     | 1931 .46*             | 2316 .50              |  |      |
| EBR                                | 0     | 0        | 390                   | 253                   |  |      |
| WBL                                | 1     | 1700     | 298 .18*              | 185 .11               |  |      |
| WBT                                | 3     | 5100     | 3015 .61              | 2851 .59*             |  |      |
| WBR                                | 0     | 0        | 112                   | 156                   |  |      |
| Clearance Interval                 |       |          |                       | .05*                  |  | .05* |
| TOTAL CAPACITY UTILIZATION         |       |          | .85                   | .90                   |  |      |

91 . Tustin Ranch Rd. at Irvine Bl.

| ITAM 12 P2035 NoNitm (TUSTIN ISEC) |       |          |                       |                       |  |      |
|------------------------------------|-------|----------|-----------------------|-----------------------|--|------|
|                                    | LANES | CAPACITY | AM PK HOUR<br>VOL V/C | PM PK HOUR<br>VOL V/C |  |      |
| NBL                                | 1     | 1700     | 257 .15*              | 495 .29*              |  |      |
| NBT                                | 3     | 5100     | 350 .07               | 708 .14               |  |      |
| NBR                                | 1     | 1700     | 142 .08               | 158 .09               |  |      |
| SBL                                | 1     | 1700     | 246 .14               | 168 .10               |  |      |
| SBT                                | 3     | 5100     | 1126 .22*             | 328 .06*              |  |      |
| SBR                                | f     |          | 880                   | 475                   |  |      |
| EBL                                | 2     | 3400     | 306 .09*              | 562 .17*              |  |      |
| EBT                                | 3     | 5100     | 1512 .30              | 1687 .33              |  |      |
| EBR                                | 1     | 1700     | 495 .29               | 249 .15               |  |      |
| WBL                                | 2     | 3400     | 319 .09               | 74 .02                |  |      |
| WBT                                | 3     | 5100     | 2293 .45*             | 2235 .44*             |  |      |
| WBR                                | 1     | 1700     | 93 .05                | 272 .16               |  |      |
| Clearance Interval                 |       |          |                       | .05*                  |  | .05* |
| TOTAL CAPACITY UTILIZATION         |       |          | .96                   | 1.01                  |  |      |

123 . Jamboree Rd. at Tustin Ranch Rd.

| ITAM 12 P2035 NoNitm (IRVINE ISEC) |       |          |            |      |            |      |
|------------------------------------|-------|----------|------------|------|------------|------|
|                                    | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                    |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                | 1     | 1700     | 221        | .13* | 75         | .04  |
| NBT                                | 2     | 3400     | 530        | .16  | 1834       | .54* |
| NBR                                | 1     | 1700     | 38         | .02  | 2          | .00  |
| SBL                                | 1     | 1700     | 27         | .02  | 1          | .00  |
| SBT                                | 2     | 3400     | 1450       | .43* | 857        | .25  |
| SBR                                | 1     | 1700     | 207        | .12  | 75         | .04  |
| EBL                                | 2     | 3400     | 102        | .03* | 266        | .08* |
| EBT                                | 1     | 1700     | 18         | .01  | 6          | .00  |
| EBR                                | 1     | 1700     | 30         | .02  | 83         | .05  |
| WBL                                | 1     | 1700     | 0          | .00  | 0          | .00  |
| WBT                                | 1     | 1700     | 0          | .00* | 0          | .00* |
| WBR                                | 1     | 1700     | 0          | .00  | 0          | .00  |
| Clearance Interval                 |       |          |            | .05* | .05*       |      |
| TOTAL CAPACITY UTILIZATION         |       |          |            | .64  | .67        |      |

125 . Jamboree Rd. at Irvine Bl.

| ITAM 12 P2035 NoNitm (IRVINE ISEC) |       |          |            |      |            |      |
|------------------------------------|-------|----------|------------|------|------------|------|
|                                    | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                    |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                | 2     | 3400     | 242        | .07* | 483        | .14  |
| NBT                                | 3     | 5100     | 313        | .06  | 1157       | .23* |
| NBR                                | 1     | 1700     | 114        | .07  | 380        | .22  |
| SBL                                | 2     | 3400     | 502        | .15  | 224        | .07* |
| SBT                                | 3     | 5100     | 1898       | .37* | 570        | .11  |
| SBR                                | f     |          | 259        |      | 75         |      |
| EBL                                | 2     | 3400     | 193        | .06* | 456        | .13* |
| EBT                                | 3     | 5100     | 1217       | .24  | 1281       | .25  |
| EBR                                | 1     | 1700     | 267        | .16  | 242        | .14  |
| WBL                                | 2     | 3400     | 368        | .11  | 331        | .10  |
| WBT                                | 3     | 5100     | 1791       | .35* | 1965       | .39* |
| WBR                                | d     | 1700     | 213        | .13  | 494        | .29  |
| Clearance Interval                 |       |          |            | .05* | .05*       |      |
| TOTAL CAPACITY UTILIZATION         |       |          |            | .90  | .87        |      |

224 . Culver Dr. at Walnut Av.

| ITAM 12 P2035 NoNitm (IRVINE ISEC)       |       |          |           |          |           |          |
|--|-------|----------|-----------|----------|-----------|----------|
|  | LANES | CAPACITY | AM PK VOL | HOUR V/C | PM PK VOL | HOUR V/C |
| NBL                                      | 2     | 3400     | 167       | .05*     | 271       | .08      |
| NBT                                      | 3     | 5100     | 813       | .16      | 1672      | .33*     |
| NBR                                      | 1     | 1700     | 280       | .16      | 315       | .19      |
| SBL                                      | 2     | 3400     | 174       | .05      | 353       | .10*     |
| SBT                                      | 3     | 5100     | 1738      | .34*     | 1338      | .26      |
| SBR                                      | 1     | 1700     | 448       | .26      | 370       | .22      |
| EBL                                      | 2     | 3400     | 306       | .09*     | 600       | .18*     |
| EBT                                      | 2     | 3400     | 416       | .12      | 634       | .19      |
| EBR                                      | 1     | 1700     | 238       | .14      | 137       | .08      |
| WBL                                      | 2     | 3400     | 504       | .15      | 428       | .13      |
| WBT                                      | 2     | 3400     | 745       | .22*     | 721       | .21*     |
| WBR                                      | 1     | 1700     | 271       | .16      | 201       | .12      |
| Clearance Interval                       |       |          |           | .05*     | .05*      |          |
| Note: Assumes Right-Turn Overlap for NBR |       |          |           |          |           |          |

TOTAL CAPACITY UTILIZATION .75 .87

228 . Culver Dr. at Barranca Pkwy.

| ITAM 12 P2035 NoNitm (IRVINE ISEC) |       |          |           |          |           |          |
|------------------------------------|-------|----------|-----------|----------|-----------|----------|
|                                    | LANES | CAPACITY | AM PK VOL | HOUR V/C | PM PK VOL | HOUR V/C |
| NBL                                | 2     | 3400     | 184       | .05*     | 349       | .10      |
| NBT                                | 3     | 5100     | 872       | .17      | 1744      | .34*     |
| NBR                                | 1     | 1700     | 343       | .20      | 376       | .22      |
| SBL                                | 2     | 3400     | 355       | .10      | 255       | .08*     |
| SBT                                | 3     | 5100     | 1877      | .37*     | 1207      | .24      |
| SBR                                | f     |          | 308       |          | 280       |          |
| EBL                                | 2     | 3400     | 131       | .04*     | 405       | .12*     |
| EBT                                | 2     | 3400     | 721       | .21      | 1015      | .30      |
| EBR                                | 1     | 1700     | 258       | .15      | 340       | .20      |
| WBL                                | 2     | 3400     | 355       | .10      | 288       | .08      |
| WBT                                | 2     | 3400     | 1027      | .30*     | 946       | .28*     |
| WBR                                | d     | 1700     | 147       | .09      | 258       | .15      |
| Clearance Interval                 |       |          |           | .05*     | .05*      |          |

TOTAL CAPACITY UTILIZATION .81 .87

290 . Jeffrey Rd. at Barranca Pkwy.

| ITAM 12 P2035 NoNitm (IRVINE ISEC) |       |          |           |          |           |          |
|------------------------------------|-------|----------|-----------|----------|-----------|----------|
|                                    | LANES | CAPACITY | AM PK VOL | HOUR V/C | PM PK VOL | HOUR V/C |
| NBL                                | 2     | 3400     | 281       | .08*     | 321       | .09*     |
| NBT                                | 3     | 5100     | 1017      | .25      | 1692      | .37      |
| NBR                                | 0     | 0        | 272       |          | 194       |          |
| SBL                                | 2     | 3400     | 96        | .03      | 98        | .03      |
| SBT                                | 3     | 5100     | 1923      | .44*     | 1576      | .35*     |
| SBR                                | 0     | 0        | 342       |          | 218       |          |
| EBL                                | 2     | 3400     | 176       | .05      | 448       | .13*     |
| EBT                                | 2     | 3400     | 773       | .23*     | 778       | .23      |
| EBR                                | d     | 1700     | 322       | .19      | 264       | .16      |
| WBL                                | 2     | 3400     | 185       | .05*     | 250       | .07      |
| WBT                                | 2     | 3400     | 687       | .20      | 761       | .22*     |
| WBR                                | 1     | 1700     | 57        | .03      | 110       | .06      |
| Clearance Interval                 |       |          |           | .05*     | .05*      |          |

TOTAL CAPACITY UTILIZATION .85 .84

293 . Jeffrey Rd. at I-405 NB Ramps

| ITAM 12 P2035 NoNitm (IRVINE ISEC) |       |          |           |          |           |          |
|------------------------------------|-------|----------|-----------|----------|-----------|----------|
|                                    | LANES | CAPACITY | AM PK VOL | HOUR V/C | PM PK VOL | HOUR V/C |
| NBL                                | 0     | 0        | 0         |          | 0         |          |
| NBT                                | 3     | 5100     | 1462      | .29      | 2212      | .43*     |
| NBR                                | f     |          | 410       |          | 240       |          |
| SBL                                | 0     | 0        | 0         |          | 0         |          |
| SBT                                | 3     | 5100     | 2046      | .40*     | 1728      | .34      |
| SBR                                | f     |          | 1450      |          | 570       |          |
| EBL                                | 0     | 0        | 0         |          | 0         |          |
| EBT                                | 0     | 0        | 0         |          | 0         |          |
| EBR                                | 0     | 0        | 0         |          | 0         |          |
| WBL                                | 2     | 3400     | 1334      | .39*     | 1132      | .33*     |
| WBT                                | 0     | 0        | 0         |          | 0         |          |
| WBR                                | 1     | 1700     | 138       | .08      | 288       | .17      |
| Clearance Interval                 |       |          |           | .05*     | .05*      |          |

TOTAL CAPACITY UTILIZATION .84 .81

310 . Sand Canyon. Av. at Alton Pkwy.

| ITAM 12 P2035 NoNitm (IRVINE ISEC) |       |          |                |      |                |      |
|------------------------------------|-------|----------|----------------|------|----------------|------|
|                                    | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                | 2     | 3400     | 400            | .12  | 436            | .13* |
| NBT                                | 3     | 5100     | 1554           | .30* | 818            | .16  |
| NBR                                | 1     | 1700     | 607            | .36  | 226            | .13  |
| SBL                                | 2     | 3400     | 267            | .08* | 105            | .03  |
| SBT                                | 3     | 5100     | 1284           | .25  | 1558           | .31* |
| SBR                                | 1     | 1700     | 109            | .06  | 207            | .12  |
| EBL                                | 2     | 3400     | 163            | .05* | 135            | .04  |
| EBT                                | 3     | 5100     | 526            | .10  | 679            | .13* |
| EBR                                | 1     | 1700     | 391            | .23  | 446            | .26  |
| WBL                                | 2     | 3400     | 534            | .16  | 726            | .21* |
| WBT                                | 2     | 3400     | 772            | .23* | 598            | .18  |
| WBR                                | 1     | 1700     | 104            | .06  | 167            | .10  |
| Right Turn Adjustment              |       |          | EBR            | .01* | EBR            | .03* |
| Clearance Interval                 |       |          |                | .05* |                | .05* |

TOTAL CAPACITY UTILIZATION .72 .86

311 . Sand Canyon. Av. at I-405 NB Ramps

| ITAM 12 P2035 NoNitm (IRVINE ISEC) |       |          |                |      |                |      |
|------------------------------------|-------|----------|----------------|------|----------------|------|
|                                    | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                | 0     | 0        | 0              |      | 0              |      |
| NBT                                | 2     | 3400     | 2049           | .60* | 1034           | .30* |
| NBR                                | f     |          | 690            |      | 440            |      |
| SBL                                | 0     | 0        | 0              |      | 0              |      |
| SBT                                | 2     | 3400     | 654            | .19  | 958            | .28  |
| SBR                                | f     |          | 1560           |      | 1820           |      |
| EBL                                | 0     | 0        | 0              |      | 0              |      |
| EBT                                | 0     | 0        | 0              |      | 0              |      |
| EBR                                | 0     | 0        | 0              |      | 0              |      |
| WBL                                | 0.5   |          | 66             |      | 152            |      |
| WBT                                | 0     | 3400     | 0              | .20* | 0              | .16* |
| WBR                                | 1.5   |          | 621            |      | 396            |      |
| Clearance Interval                 |       |          |                | .05* |                | .05* |

TOTAL CAPACITY UTILIZATION .85 .51

327 . Barranca Pkwy. at Technology

| ITAM 12 P2035 NoNitm (IRVINE ISEC) |       |          |                |      |                |      |
|------------------------------------|-------|----------|----------------|------|----------------|------|
|                                    | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                | 2     | 3400     | 483            | .14  | 129            | .04  |
| NBT                                | 2     | 3400     | 754            | .22* | 776            | .23* |
| NBR                                | 1     | 1700     | 285            | .17  | 308            | .18  |
| SBL                                | 1     | 1700     | 231            | .14* | 287            | .17* |
| SBT                                | 2     | 3400     | 692            | .20  | 704            | .21  |
| SBR                                | 1     | 1700     | 245            | .14  | 61             | .04  |
| EBL                                | 2     | 3400     | 65             | .02* | 266            | .08  |
| EBT                                | 2     | 3400     | 224            | .07  | 394            | .12* |
| EBR                                | d     | 1700     | 90             | .05  | 502            | .30  |
| WBL                                | 2     | 3400     | 68             | .02  | 314            | .09* |
| WBT                                | 2     | 3400     | 362            | .11* | 180            | .05  |
| WBR                                | d     | 1700     | 120            | .07  | 197            | .12  |
| Right Turn Adjustment              |       |          |                |      | EBR            | .04* |
| Clearance Interval                 |       |          |                | .05* |                | .05* |

TOTAL CAPACITY UTILIZATION .54 .70

344 . Alton Pkwy. at Technology Dr. W.

| ITAM 12 P2035 NoNitm (IRVINE ISEC)       |       |          |                |      |                |      |
|--|-------|----------|----------------|------|----------------|------|
|  | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                      | 2     | 3400     | 690            | .20* | 551            | .16* |
| NBT                                      | 3     | 5100     | 1718           | .34  | 866            | .17  |
| NBR                                      | 1     | 1700     | 369            | .22  | 149            | .09  |
| SBL                                      | 1     | 1700     | 53             | .03  | 26             | .02  |
| SBT                                      | 4     | 6800     | 1327           | .20* | 2079           | .31* |
| SBR                                      | 1     | 1700     | 235            | .14  | 240            | .14  |
| EBL                                      | 1     | 1700     | 151            | .09* | 393            | .23* |
| EBT                                      | 2     | 3400     | 82             | .02  | 169            | .05  |
| EBR                                      | 2     | 3400     | 187            | .06  | 798            | .23  |
| WBL                                      | 2     | 3400     | 50             | .01  | 467            | .14  |
| WBT                                      | 2     | 3400     | 64             | .02* | 108            | .03* |
| WBR                                      | d     | 1700     | 16             | .01  | 14             | .01  |
| Clearance Interval                       |       |          |                | .05* |                | .05* |
| Note: Assumes Right-Turn Overlap for EBR |       |          |                |      |                |      |

TOTAL CAPACITY UTILIZATION .56 .78

345 . Alton Pkwy. at I-5 NB Ramps

| ITAM 12 P2035 NoNitm (IRVINE ISEC) |       |          |                |      |                |       |
|------------------------------------|-------|----------|----------------|------|----------------|-------|
|                                    | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C   |
| NBL                                | 0     | 0        | 0              |      | 0              |       |
| NBT                                | 3     | 5100     | 2433           | .48* | 1433           | .28   |
| NBR                                | f     |          | 220            |      | 700            |       |
| SBL                                | 0     | 0        | 0              |      | 0              |       |
| SBT                                | 3     | 5100     | 1367           | .27  | 2217           | .43*  |
| SBR                                | f     |          | 200            |      | 1090           |       |
| EBL                                | 0     | 0        | 0              |      | 0              |       |
| EBT                                | 0     | 0        | 0              |      | 0              |       |
| EBR                                | 0     | 0        | 0              |      | 0              |       |
| WBL                                | 1.5   |          | 563            |      | 203            | .06*  |
| WBT                                | 0     | 5100     | 0              | .22* | 0              |       |
| WBR                                | 1.5   |          | 577            |      | 157            | {.00} |
| Clearance Interval                 |       |          |                | .05* |                | .05*  |
| TOTAL CAPACITY UTILIZATION         |       |          |                | .75  |                | .54   |

348 . Alton Pkwy. at ICD

| ITAM 12 P2035 NoNitm (IRVINE ISEC) |       |          |                |      |                |      |
|------------------------------------|-------|----------|----------------|------|----------------|------|
|                                    | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                | 2     | 3400     | 77             | .02  | 38             | .01  |
| NBT                                | 3     | 5100     | 751            | .15* | 783            | .15* |
| NBR                                | 1     | 1700     | 132            | .08  | 288            | .17  |
| SBL                                | 2     | 3400     | 266            | .08* | 541            | .16* |
| SBT                                | 3     | 5100     | 866            | .17  | 936            | .18  |
| SBR                                | 1     | 1700     | 348            | .20  | 404            | .24  |
| EBL                                | 2     | 3400     | 157            | .05  | 392            | .12  |
| EBT                                | 3     | 5100     | 591            | .12* | 1071           | .21* |
| EBR                                | 1     | 1700     | 12             | .01  | 36             | .02  |
| WBL                                | 2     | 3400     | 572            | .17* | 238            | .07* |
| WBT                                | 3     | 5100     | 1086           | .21  | 698            | .14  |
| WBR                                | 1     | 1700     | 753            | .44  | 344            | .20  |
| Right Turn Adjustment              |       |          | WBR            | .14* |                |      |
| Clearance Interval                 |       |          |                | .05* |                | .05* |
| TOTAL CAPACITY UTILIZATION         |       |          |                | .71  |                | .64  |

362 . Bake Pkwy. at Irvine Bl.

| ITAM 12 P2035 NoNitm (IRVINE ISEC) |       |          |                |      |                |      |
|------------------------------------|-------|----------|----------------|------|----------------|------|
|                                    | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                | 1     | 1700     | 405            | .24* | 216            | .13  |
| NBT                                | 3     | 5100     | 1624           | .37  | 1148           | .34* |
| NBR                                | 0     | 0        | 250            |      | 911            | .54  |
| SBL                                | 2     | 3400     | 56             | .02  | 183            | .05* |
| SBT                                | 3     | 5100     | 1100           | .22* | 1225           | .24  |
| SBR                                | 1     | 1700     | 368            | .22  | 668            | .39  |
| EBL                                | 2     | 3400     | 488            | .14  | 420            | .12  |
| EBT                                | 3     | 5100     | 405            | .08* | 1078           | .21* |
| EBR                                | 1     | 1700     | 124            | .07  | 319            | .19  |
| WBL                                | 2     | 3400     | 1007           | .30* | 518            | .15* |
| WBT                                | 3     | 5100     | 798            | .16  | 655            | .13  |
| WBR                                | 1     | 1700     | 107            | .06  | 111            | .07  |
| Right Turn Adjustment              |       |          |                |      | NBR            | .09* |
| Clearance Interval                 |       |          |                | .05* |                | .05* |
| TOTAL CAPACITY UTILIZATION         |       |          |                | .89  |                | .89  |

368 . Bake Pkwy. at I-5 SB Ramps

| ITAM 12 P2035 NoNitm (IRVINE ISEC) |       |          |                |      |                |      |
|------------------------------------|-------|----------|----------------|------|----------------|------|
|                                    | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                | 0     | 0        | 0              |      | 0              |      |
| NBT                                | 3     | 5100     | 1018           | .20* | 1934           | .40* |
| NBR                                | 0     | 0        | 18             |      | 98             |      |
| SBL                                | 0     | 0        | 0              |      | 0              |      |
| SBT                                | 3     | 5100     | 955            | .19  | 1189           | .23  |
| SBR                                | f     |          | 351            |      | 712            |      |
| EBL                                | 3     | 5100     | 2789           | .55* | 2213           | .43* |
| EBT                                | 0     | 0        | 0              |      | 1              |      |
| EBR                                | 1     | 1700     | 478            | .28  | 132            | .08  |
| WBL                                | 0     | 0        | 0              |      | 0              |      |
| WBT                                | 0     | 0        | 0              |      | 0              |      |
| WBR                                | 0     | 0        | 0              |      | 0              |      |
| Clearance Interval                 |       |          |                | .05* |                | .05* |
| TOTAL CAPACITY UTILIZATION         |       |          |                | .80  |                | .88  |

383 . Lake Forest Dr. at Avenida Carlota/I-5 SB

| ITAM 12 P2035 NoNitm (IRVINE ISEC)       |       |          |                |      |                |      |
|--|-------|----------|----------------|------|----------------|------|
|  | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                      | 0     | 0        | 0              |      | 0              |      |
| NBT                                      | 4     | 6800     | 485            | .08  | 1364           | .23* |
| NBR                                      | 0     | 0        | 37             |      | 168            |      |
| SBL                                      | 2     | 3400     | 383            | .11  | 264            | .08* |
| SBT                                      | 3     | 5100     | 974            | .19* | 536            | .11  |
| SBR                                      | f     |          | 490            |      | 600            |      |
| EBL                                      | 2.5   |          | 827            |      | 1470           |      |
| EBT                                      | 1.5   | 6800     | 380            | .18* | 777            | .33* |
| EBR                                      | 1     | 1700     | 587            | .35  | 418            | .25  |
| WBL                                      | 1     | 1700     | 139            | .08* | 176            | .10* |
| WBT                                      | 0     | 0        | 0              |      | 0              |      |
| WBR                                      | 2     | 3400     | 148            | .04  | 286            | .08  |
| Right Turn Adjustment                    |       |          | EBR            | .17* |                |      |
| Clearance Interval                       |       |          |                | .05* |                | .05* |
| Note: Assumes E/W Split Phasing          |       |          |                |      |                |      |
| Note: Assumes Right-Turn Overlap for WBR |       |          |                |      |                |      |

TOTAL CAPACITY UTILIZATION .67 .79

390 . Paseo de Valencia at Avenida Carlota

| ITAM 12 P2035 NoNitm (IRVINE ISEC)       |       |          |                |      |                |      |
|--|-------|----------|----------------|------|----------------|------|
|  | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                      | 2     | 3400     | 287            | .08* | 234            | .07  |
| NBT                                      | 1     | 1700     | 57             | .03  | 113            | .07* |
| NBR                                      | 1     | 1700     | 36             | .02  | 93             | .05  |
| SBL                                      | 2     | 3400     | 726            | .21  | 958            | .28* |
| SBT                                      | 2     | 3400     | 796            | .24* | 499            | .16  |
| SBR                                      | 0     | 0        | 26             |      | 43             |      |
| EBL                                      | 2     | 3400     | 113            | .03* | 319            | .09  |
| EBT                                      | 2     | 3400     | 218            | .06  | 609            | .18* |
| EBR                                      | 1     | 1700     | 150            | .09  | 511            | .30  |
| WBL                                      | 1     | 1700     | 14             | .01  | 20             | .01* |
| WBT                                      | 2     | 3400     | 388            | .11* | 243            | .07  |
| WBR                                      | 1     | 1700     | 490            | .29  | 538            | .32  |
| Right Turn Adjustment                    |       |          |                |      | EBR            | .07* |
| Clearance Interval                       |       |          |                | .05* |                | .05* |
| Note: Assumes N/S Split Phasing          |       |          |                |      |                |      |
| Note: Assumes Right-Turn Overlap for WBR |       |          |                |      |                |      |

TOTAL CAPACITY UTILIZATION .51 .66

379 . Lake Forest Dr. at Muirlands Bl.

| ITAM 12 NoNitm (LAKE FOREST ISEC)        |       |          |            |      |            |      |
|--|-------|----------|------------|------|------------|------|
|  | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|  |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                      | 2     | 3400     | 30         | .01* | 71         | .02  |
| NBT                                      | 3     | 5100     | 774        | .15  | 1674       | .33* |
| NBR                                      | 1     | 1700     | 134        | .08  | 568        | .33  |
| SBL                                      | 2     | 3400     | 84         | .02  | 173        | .05* |
| SBT                                      | 3     | 5100     | 1939       | .38* | 1269       | .25  |
| SBR                                      | 1     | 1700     | 161        | .09  | 114        | .07  |
| EBL                                      | 2     | 3400     | 70         | .02* | 554        | .16  |
| EBT                                      | 2     | 3400     | 360        | .11  | 1135       | .33* |
| EBR                                      | 1     | 1700     | 50         | .03  | 171        | .10  |
| WBL                                      | 2     | 3400     | 528        | .16  | 272        | .08* |
| WBT                                      | 2     | 3400     | 921        | .27* | 368        | .11  |
| WBR                                      | 1     | 1700     | 108        | .06  | 110        | .06  |
| Clearance Interval                       |       |          |            | .05* | .05*       |      |
| Note: Assumes Right-Turn Overlap for EBR |       |          |            |      |            |      |
| TOTAL CAPACITY UTILIZATION               |       |          | .73        | .84  |            |      |

387 . Ridge Route Dr. at Rockfield Bl.

| ITAM 12 NoNitm (LAKE FOREST ISEC) |       |          |            |      |            |      |
|-----------------------------------|-------|----------|------------|------|------------|------|
|                                   | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                   |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                               | 0.5   |          | 155        | .09* | 101        | .06* |
| NBT                               | 1.5   | 3400     | 59         | .06  | 29         | .02  |
| NBR                               | 0     |          | 44         |      | 8          |      |
| SBL                               | 0.5   |          | 181        | .11* | 110        | .06* |
| SBT                               | 1.5   | 3400     | 25         | .01  | 56         | .03  |
| SBR                               | d     | 1700     | 228        | .13  | 146        | .09  |
| EBL                               | 1     | 1700     | 54         | .03* | 294        | .17  |
| EBT                               | 2     | 3400     | 283        | .09  | 1613       | .49* |
| EBR                               | 0     | 0        | 12         |      | 61         |      |
| WBL                               | 1     | 1700     | 10         | .01  | 16         | .01* |
| WBT                               | 2     | 3400     | 778        | .25* | 550        | .20  |
| WBR                               | 0     | 0        | 77         |      | 137        |      |
| Clearance Interval                |       |          |            | .05* | .05*       |      |
| Note: Assumes N/S Split Phasing   |       |          |            |      |            |      |
| TOTAL CAPACITY UTILIZATION        |       |          | .53        | .67  |            |      |

420 . El Toro Rd. at Jeronimo Rd.

| ITAM 12 NoNitm (LAKE FOREST ISEC)        |       |          |            |      |            |      |
|--|-------|----------|------------|------|------------|------|
|  | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|  |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                      | 1     | 1700     | 92         | .05  | 84         | .05  |
| NBT                                      | 3     | 5100     | 1492       | .29* | 1849       | .36* |
| NBR                                      | 1     | 1700     | 186        | .11  | 187        | .11  |
| SBL                                      | 1     | 1700     | 434        | .26* | 182        | .11* |
| SBT                                      | 3     | 5100     | 1638       | .32  | 1064       | .21  |
| SBR                                      | d     | 1700     | 97         | .06  | 336        | .20  |
| EBL                                      | 1     | 1700     | 118        | .07* | 207        | .12  |
| EBT                                      | 2     | 3400     | 327        | .13  | 682        | .25* |
| EBR                                      | 0     | 0        | 100        |      | 182        |      |
| WBL                                      | 2     | 3400     | 544        | .16  | 241        | .07* |
| WBT                                      | 2     | 3400     | 780        | .23* | 555        | .16  |
| WBR                                      | 1     | 1700     | 107        | .06  | 335        | .20  |
| Clearance Interval                       |       |          |            | .05* | .05*       |      |
| Note: Assumes Right-Turn Overlap for NBR |       |          |            |      |            |      |
| TOTAL CAPACITY UTILIZATION               |       |          | .90        | .84  |            |      |

Post-2035 With Existing (Built/Under Construction) NITM Improvements



222 . Culver Dr. at Trabuco Rd.

| ITAM 12 P2035 BuiltNitm (IRVINE ISEC) |       |          |                |      |                |      |
|---------------------------------------|-------|----------|----------------|------|----------------|------|
|                                       | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                   | 0     | 0        | 0              |      | 0              |      |
| NBT                                   | 3     | 5100     | 430            | .08  | 1788           | .35* |
| NBR                                   | f     |          | 1071           |      | 1371           |      |
| SBL                                   | 1     | 1700     | 541            | .32  | 348            | .20* |
| SBT                                   | 3     | 5100     | 2468           | .48* | 1404           | .28  |
| SBR                                   | f     |          | 618            |      | 207            |      |
| EBL                                   | 0     | 0        | 0              |      | 0              |      |
| EBT                                   | 0     | 0        | 0              |      | 0              |      |
| EBR                                   | 0     | 0        | 0              |      | 0              |      |
| WBL                                   | 2     | 3400     | 755            | .22* | 581            | .17* |
| WBT                                   | 0     | 0        | 0              |      | 0              |      |
| WBR                                   | 2     | 3400     | 795            | .23  | 1168           | .34  |
| Right Turn Adjustment                 |       |          |                |      | WBR            | .02* |
| Clearance Interval                    |       |          |                | .05* |                | .05* |

TOTAL CAPACITY UTILIZATION .75 .79

223 . Culver Dr. at I-5 SB Ramps

| ITAM 12 P2035 BuiltNitm (IRVINE ISEC) |       |          |                |      |                |      |
|---------------------------------------|-------|----------|----------------|------|----------------|------|
|                                       | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                   | 0     | 0        | 0              |      | 0              |      |
| NBT                                   | 3     | 5100     | 1095           | .21  | 2111           | .41* |
| NBR                                   | f     |          | 344            |      | 391            |      |
| SBL                                   | 0     | 0        | 0              |      | 0              |      |
| SBT                                   | 3     | 5100     | 2281           | .45* | 1587           | .31  |
| SBR                                   | f     |          | 647            |      | 341            |      |
| EBL                                   | 3     | 5100     | 439            | .09* | 1029           | .20* |
| EBT                                   | 0     | 0        | 0              |      | 0              |      |
| EBR                                   | 2     | 3400     | 474            | .14  | 720            | .21  |
| WBL                                   | 0     | 0        | 0              |      | 0              |      |
| WBT                                   | 0     | 0        | 0              |      | 0              |      |
| WBR                                   | 0     | 0        | 0              |      | 0              |      |
| Right Turn Adjustment                 |       |          |                |      | EBR            | .05* |
| Clearance Interval                    |       |          |                | .05* |                | .05* |

TOTAL CAPACITY UTILIZATION .64 .66

302 . Sand Canyon Av. at Trabuco Pkwy.

| ITAM 12 P2035 BuiltNitm (IRVINE ISEC) |       |          |                |      |                |      |
|---------------------------------------|-------|----------|----------------|------|----------------|------|
|                                       | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                   | 2     | 3400     | 237            | .07* | 341            | .10  |
| NBT                                   | 3     | 5100     | 329            | .06  | 2051           | .40* |
| NBR                                   | f     |          | 424            |      | 483            |      |
| SBL                                   | 2     | 3400     | 278            | .08  | 300            | .09* |
| SBT                                   | 3     | 5100     | 2091           | .41* | 589            | .12  |
| SBR                                   | 1     | 1700     | 361            | .21  | 47             | .03  |
| EBL                                   | 2     | 3400     | 97             | .03  | 174            | .05  |
| EBT                                   | 3     | 5100     | 467            | .09* | 557            | .11* |
| EBR                                   | f     |          | 636            |      | 282            |      |
| WBL                                   | 2     | 3400     | 833            | .25* | 498            | .15* |
| WBT                                   | 3     | 5100     | 382            | .07  | 642            | .13  |
| WBR                                   | d     | 1700     | 305            | .18  | 175            | .10  |
| Clearance Interval                    |       |          |                | .05* |                | .05* |

TOTAL CAPACITY UTILIZATION .87 .80

396 . El Toro Rd. at Avenida Carlota

| ITAM 12 P2035 BuiltNitm (IRVINE ISEC) |       |          |                |      |                |      |
|---------------------------------------|-------|----------|----------------|------|----------------|------|
|                                       | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                   | 0     | 0        | 0              |      | 0              |      |
| NBT                                   | 4     | 6800     | 1608           | .24* | 1931           | .28* |
| NBR                                   | d     | 1700     | 47             | .03  | 28             | .02  |
| SBL                                   | 2     | 3400     | 98             | .03* | 304            | .09* |
| SBT                                   | 3     | 5100     | 962            | .19  | 1180           | .23  |
| SBR                                   | 1     | 1700     | 674            | .40  | 664            | .39  |
| EBL                                   | 3     | 5100     | 630            | .12* | 767            | .15  |
| EBT                                   | 2     | 3400     | 193            | .06  | 668            | .20* |
| EBR                                   | 1     | 1700     | 140            | .08  | 181            | .11  |
| WBL                                   | 1     | 1700     | 29             | .02  | 49             | .03  |
| WBT                                   | 1     | 1700     | 117            | .07* | 106            | .06* |
| WBR                                   | 1     | 1700     | 372            | .22  | 482            | .28  |
| Right Turn Adjustment                 |       |          |                |      | Multi          | .13* |
| Clearance Interval                    |       |          |                | .05* | WBR            | .13* |

TOTAL CAPACITY UTILIZATION .64 .81

Note: Assumes E/W Split Phasing  
 Note: Assumes Right-Turn Overlap for SBR WBR

305 . Sand Canyon. Av. at I-5 SB Ramps

| ITAM 12 P2035 BuiltNitm (IRVINE ISEC) |       |          |                       |                       |  |      |
|---------------------------------------|-------|----------|-----------------------|-----------------------|--|------|
|                                       | LANES | CAPACITY | AM PK HOUR<br>VOL V/C | PM PK HOUR<br>VOL V/C |  |      |
| NBL                                   | 0     | 0        | 0                     | 0                     |  |      |
| NBT                                   | 3     | 5100     | 1177 .23              | 3528 .69*             |  |      |
| NBR                                   | 1     | 1700     | 64 .04                | 232 .14               |  |      |
| SBL                                   | 2     | 3400     | 614 .18               | 446 .13*              |  |      |
| SBT                                   | 3     | 5100     | 3306 .65*             | 1781 .35              |  |      |
| SBR                                   | 0     | 0        | 0                     | 0                     |  |      |
| EBL                                   | 2.5   |          | 673 .20*              | 692 .14*              |  |      |
| EBT                                   | 0     | 6800     | 1                     | 2                     |  |      |
| EBR                                   | 1.5   |          | 984 .29               | 289 {.00}             |  |      |
| WBL                                   | 0     | 0        | 0                     | 0                     |  |      |
| WBT                                   | 0     | 0        | 0                     | 0                     |  |      |
| WBR                                   | 0     | 0        | 0                     | 0                     |  |      |
| Right Turn Adjustment                 |       |          | EBR                   | .09*                  |  |      |
| Clearance Interval                    |       |          |                       | .05*                  |  | .05* |

TOTAL CAPACITY UTILIZATION .99 1.01

432 . Alicia Pkwy. at Muirlands Bl.

| ITAM 12 P2035 BuiltNitm (IRVINE ISEC)    |       |          |                       |                       |  |      |
|--|-------|----------|-----------------------|-----------------------|--|------|
|  | LANES | CAPACITY | AM PK HOUR<br>VOL V/C | PM PK HOUR<br>VOL V/C |  |      |
| NBL                                      | 2     | 3400     | 315 .09               | 337 .10               |  |      |
| NBT                                      | 3     | 5100     | 1816 .36*             | 2387 .47*             |  |      |
| NBR                                      | 1     | 1700     | 113 .07               | 155 .09               |  |      |
| SBL                                      | 1     | 1700     | 175 .10*              | 195 .11*              |  |      |
| SBT                                      | 4     | 6800     | 1940 .31              | 1991 .31              |  |      |
| SBR                                      | 0     | 0        | 144                   | 132                   |  |      |
| EBL                                      | 1     | 1700     | 92 .05                | 191 .11*              |  |      |
| EBT                                      | 2     | 3400     | 492 .14*              | 550 .16               |  |      |
| EBR                                      | 1     | 1700     | 444 .26               | 470 .28               |  |      |
| WBL                                      | 1     | 1700     | 126 .07*              | 119 .07               |  |      |
| WBT                                      | 2     | 3400     | 521 .15               | 501 .15*              |  |      |
| WBR                                      | 1     | 1700     | 182 .11               | 242 .14               |  |      |
| Clearance Interval                       |       |          |                       | .05*                  |  | .05* |
| Note: Assumes Right-Turn Overlap for EBR |       |          |                       |                       |  |      |

TOTAL CAPACITY UTILIZATION .72 .89

| ITAM 12 P2035 BuiltNitm (LAKE FOREST ISEC) |       |          |                   |      |                   |      |
|--|-------|----------|-------------------|------|-------------------|------|
|  | LANES | CAPACITY | AM PK HOUR<br>VOL | V/C  | PM PK HOUR<br>VOL | V/C  |
| NBL  | 1     | 1700     | 228               | .13* | 162               | .10  |
| NBT  | 3     | 5100     | 743               | .15  | 1611              | .32* |
| NBR  | 1     | 1700     | 284               | .17  | 380               | .22  |
| SBL  | 1     | 1700     | 283               | .17  | 257               | .15* |
| SBT  | 3     | 5100     | 1533              | .30* | 1068              | .21  |
| SBR  | 1     | 1700     | 385               | .23  | 138               | .08  |
| EBL  | 2     | 3400     | 163               | .05* | 363               | .11  |
| EBT  | 2     | 3400     | 603               | .18  | 1065              | .31* |
| EBR  | 1     | 1700     | 246               | .14  | 301               | .18  |
| WBL  | 2     | 3400     | 253               | .07  | 237               | .07* |
| WBT  | 2     | 3400     | 1281              | .38* | 460               | .14  |
| WBR  | 1     | 1700     | 139               | .08  | 280               | .16  |
| Clearance Interval                         |       |          |                   | .05* |                   | .05* |

TOTAL CAPACITY UTILIZATION .91 .90

Post-2035 With Committed Improvements

358 . ICD at Enterprise Dr.

| ITAM 12 P2035 CommNitm (IRVINE ISEC) |       |          |                   |      |                   |      |
|--------------------------------------|-------|----------|-------------------|------|-------------------|------|
|                                      | LANES | CAPACITY | AM PK HOUR<br>VOL | V/C  | PM PK HOUR<br>VOL | V/C  |
| NBL                                  | 0     | 0        | 0                 |      | 0                 |      |
| NBT                                  | 3     | 5100     | 2622              | .51* | 1481              | .29  |
| NBR                                  | f     |          | 541               |      | 1220              |      |
| SBL                                  | 1     | 1700     | 6                 | .00  | 90                | .05  |
| SBT                                  | 3     | 5100     | 929               | .18  | 2189              | .43* |
| SBR                                  | f     |          | 395               |      | 810               |      |
| EBL                                  | 0     | 0        | 0                 |      | 0                 |      |
| EBT                                  | 0     | 0        | 0                 |      | 0                 |      |
| EBR                                  | 0     | 0        | 0                 |      | 0                 |      |
| WBL                                  | 2     | 3400     | 43                | .01* | 271               | .08* |
| WBT                                  | 0     | 0        | 0                 |      | 0                 |      |
| WBR                                  | f     |          | 425               |      | 239               |      |
| Clearance Interval                   |       |          |                   | .05* | .05*              |      |
| TOTAL CAPACITY UTILIZATION           |       |          |                   | .57  | .56               |      |

359 . ICD at I-405 SB Ramps

| ITAM 12 P2035 CommNitm (IRVINE ISEC) |       |          |                   |      |                   |      |
|--------------------------------------|-------|----------|-------------------|------|-------------------|------|
|                                      | LANES | CAPACITY | AM PK HOUR<br>VOL | V/C  | PM PK HOUR<br>VOL | V/C  |
| NBL                                  | 0     | 0        | 0                 |      | 0                 |      |
| NBT                                  | 4     | 6800     | 2124              | .31* | 1898              | .28  |
| NBR                                  | f     |          | 20                |      | 50                |      |
| SBL                                  | 0     | 0        | 0                 |      | 0                 |      |
| SBT                                  | 3     | 5100     | 852               | .17  | 2059              | .40* |
| SBR                                  | f     |          | 120               |      | 400               |      |
| EBL                                  | 3     | 5100     | 1076              | .21* | 692               | .14* |
| EBT                                  | 0     | 0        | 0                 |      | 0                 |      |
| EBR                                  | f     |          | 1068              |      | 801               |      |
| WBL                                  | 0     | 0        | 0                 |      | 0                 |      |
| WBT                                  | 0     | 0        | 0                 |      | 0                 |      |
| WBR                                  | 0     | 0        | 0                 |      | 0                 |      |
| Clearance Interval                   |       |          |                   | .05* | .05*              |      |
| TOTAL CAPACITY UTILIZATION           |       |          |                   | .57  | .59               |      |

406 . Laguna Canyon Rd. at Lake Forest Dr.

| ITAM 12 P2035 CommNitm (IRVINE ISEC) |       |          |                   |      |                   |      |
|--------------------------------------|-------|----------|-------------------|------|-------------------|------|
|                                      | LANES | CAPACITY | AM PK HOUR<br>VOL | V/C  | PM PK HOUR<br>VOL | V/C  |
| NBL                                  | 0     | 0        | 0                 |      | 0                 |      |
| NBT                                  | 3     | 5100     | 2926              | .57* | 1970              | .39* |
| NBR                                  | 1     | 1700     | 146               | .09  | 111               | .07  |
| SBL                                  | 3     | 5100     | 1174              | .23* | 1351              | .26* |
| SBT                                  | 3     | 5100     | 1734              | .34  | 2346              | .46  |
| SBR                                  | 0     | 0        | 0                 |      | 0                 |      |
| EBL                                  | 0     | 0        | 0                 |      | 0                 |      |
| EBT                                  | 0     | 0        | 0                 |      | 0                 |      |
| EBR                                  | 0     | 0        | 0                 |      | 0                 |      |
| WBL                                  | 2     | 3400     | 126               | .04* | 157               | .05* |
| WBT                                  | 0     | 0        | 0                 |      | 0                 |      |
| WBR                                  | f     |          | 1704              |      | 1615              |      |
| Clearance Interval                   |       |          |                   | .05* | .05*              |      |
| TOTAL CAPACITY UTILIZATION           |       |          |                   | .89  | .75               |      |

Post-2035 With NITM (Partial or Full as Noted) NITM Improvements

289 . Jeffrey Rd. at ICD

| ITAM 12 P2035 PartNitm (IRVINE ISEC) |       |          |                |      |                |      |
|--------------------------------------|-------|----------|----------------|------|----------------|------|
|                                      | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                  | 2     | 3400     | 158            | .05* | 317            | .09  |
| NBT                                  | 3     | 5100     | 833            | .16  | 1595           | .31* |
| NBR                                  | 1     | 1700     | 319            | .19  | 316            | .19  |
| SBL                                  | 2     | 3400     | 506            | .15  | 349            | .10* |
| SBT                                  | 3     | 5100     | 1754           | .34* | 1348           | .26  |
| SBR                                  | 1     | 1700     | 379            | .22  | 235            | .14  |
| EBL                                  | 2     | 3400     | 262            | .08  | 383            | .11* |
| EBT                                  | 3     | 5100     | 1245           | .24* | 1035           | .20  |
| EBR                                  | f     |          | 273            |      | 243            |      |
| WBL                                  | 2     | 3400     | 232            | .07* | 309            | .09  |
| WBT                                  | 4     | 6800     | 753            | .11  | 1857           | .27* |
| WBR                                  | 1     | 1700     | 194            | .11  | 612            | .36  |
| Right Turn Adjustment                |       |          |                |      | WBR            | .01* |
| Clearance Interval                   |       |          |                | .05* |                | .05* |
| TOTAL CAPACITY UTILIZATION           |       |          |                | .75  | .85            |      |

364 . Bake Pkwy. at Jeronimo Rd.

| ITAM 12 P2035 PartNitm (IRVINE ISEC) |       |          |                |      |                |      |
|--------------------------------------|-------|----------|----------------|------|----------------|------|
|                                      | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                  | 2     | 3400     | 462            | .14* | 90             | .03  |
| NBT                                  | 3     | 5100     | 2455           | .48  | 2554           | .50* |
| NBR                                  | d     | 1700     | 60             | .04  | 392            | .23  |
| SBL                                  | 1     | 1700     | 42             | .02  | 72             | .04* |
| SBT                                  | 4     | 6800     | 2377           | .37* | 2264           | .34  |
| SBR                                  | 0     | 0        | 131            |      | 66             |      |
| EBL                                  | 2     | 3400     | 20             | .01  | 118            | .03  |
| EBT                                  | 2     | 3400     | 27             | .01* | 468            | .14* |
| EBR                                  | 1     | 1700     | 53             | .03  | 424            | .25  |
| WBL                                  | 1     | 1700     | 430            | .25* | 181            | .11* |
| WBT                                  | 2     | 3400     | 527            | .17  | 164            | .07  |
| WBR                                  | 0     | 0        | 56             |      | 65             |      |
| Clearance Interval                   |       |          |                | .05* |                | .05* |
| TOTAL CAPACITY UTILIZATION           |       |          |                | .82  | .84            |      |

378 . Lake Forest Dr. at Jeronimo Rd.

| ITAM 12 P2035 PartNitm (LAKE FOREST ISEC) |       |          |                   |      |                   |      |
|---|-------|----------|-------------------|------|-------------------|------|
|   | LANES | CAPACITY | AM PK HOUR<br>VOL | V/C  | PM PK HOUR<br>VOL | V/C  |
| NBL                                       | 1     | 1700     | 69                | .04* | 70                | .04  |
| NBT                                       | 3     | 5100     | 898               | .18  | 1973              | .39* |
| NBR                                       | 1     | 1700     | 119               | .07  | 261               | .15  |
| SBL                                       | 1     | 1700     | 211               | .12  | 129               | .08* |
| SBT                                       | 3     | 5100     | 1544              | .30* | 1231              | .24  |
| SBR                                       | 1     | 1700     | 317               | .19  | 190               | .11  |
| EBL                                       | 1     | 1700     | 81                | .05* | 152               | .09  |
| EBT                                       | 2     | 3400     | 331               | .10  | 831               | .24* |
| EBR                                       | 1     | 1700     | 130               | .08  | 78                | .05  |
| WBL                                       | 1     | 1700     | 359               | .21  | 240               | .14* |
| WBT                                       | 2     | 3400     | 763               | .30* | 300               | .11  |
| WBR                                       | 0     | 0        | 269               |      | 89                |      |
| Clearance Interval                        |       |          |                   | .05* |                   | .05* |

TOTAL CAPACITY UTILIZATION .74 .90

423 . Muirlands Bl. at Los Alisos Bl.

| ITAM 12 P2035 PartNitm (LAKE FOREST ISEC) |       |          |                   |      |                   |      |
|---|-------|----------|-------------------|------|-------------------|------|
|   | LANES | CAPACITY | AM PK HOUR<br>VOL | V/C  | PM PK HOUR<br>VOL | V/C  |
| NBL                                       | 1     | 1700     | 233               | .14  | 135               | .08* |
| NBT                                       | 2     | 3400     | 1288              | .38* | 593               | .17  |
| NBR                                       | 1     | 1700     | 207               | .12  | 241               | .14  |
| SBL                                       | 2     | 3400     | 229               | .07* | 505               | .15  |
| SBT                                       | 2     | 3400     | 357               | .14  | 815               | .30* |
| SBR                                       | 0     | 0        | 134               |      | 200               |      |
| EBL                                       | 2     | 3400     | 270               | .08* | 238               | .07  |
| EBT                                       | 3     | 5100     | 791               | .16  | 1797              | .35* |
| EBR                                       | 1     | 1700     | 87                | .05  | 263               | .15  |
| WBL                                       | 2     | 3400     | 398               | .12  | 327               | .10* |
| WBT                                       | 3     | 5100     | 1359              | .27* | 1044              | .20  |
| WBR                                       | d     | 1700     | 253               | .15  | 192               | .11  |
| Clearance Interval                        |       |          |                   | .05* |                   | .05* |

TOTAL CAPACITY UTILIZATION .85 .88

424 . Los Alisos Bl. at Rockfield Bl./Fordview St.

| ITAM 12 P2035 PartNitm (LAKE FOREST ISEC) |       |          |                   |      |                   |      |
|---|-------|----------|-------------------|------|-------------------|------|
|   | LANES | CAPACITY | AM PK HOUR<br>VOL | V/C  | PM PK HOUR<br>VOL | V/C  |
| NBL                                       | 2     | 3400     | 339               | .10* | 346               | .10* |
| NBT                                       | 2     | 3400     | 965               | .29  | 1609              | .48  |
| NBR                                       | 0     | 0        | 10                |      | 10                |      |
| SBL                                       | 1     | 1700     | 10                | .01  | 10                | .01  |
| SBT                                       | 2     | 3400     | 1073              | .49* | 1050              | .40* |
| SBR                                       | 0     | 0        | 592               |      | 294               |      |
| EBL                                       | 1.5   |          | 209               |      | 685               |      |
| EBT                                       | 0.5   | 3400     | 90                | .09* | 50                | .22* |
| EBR                                       | 1     | 1700     | 202               | .12  | 397               | .23  |
| WBL                                       | 0     | 0        | 20                |      | 20                |      |
| WBT                                       | 1     | 1700     | 110               | .08* | 70                | .05* |
| WBR                                       | d     | 1700     | 40                | .02  | 20                | .01  |
| Clearance Interval                        |       |          |                   | .05* |                   | .05* |
| Note: Assumes E/W Split Phasing           |       |          |                   |      |                   |      |

TOTAL CAPACITY UTILIZATION .81 .82



| ITAM 12 P2035 FullNitm (TUSTIN ISEC)         |       |          |                   |      |                   |      |
|--|-------|----------|-------------------|------|-------------------|------|
|  | LANES | CAPACITY | AM PK HOUR<br>VOL | V/C  | PM PK HOUR<br>VOL | V/C  |
| NBL  | 2     | 3400     | 257               | .08* | 495               | .15* |
| NBT  | 3     | 5100     | 350               | .07  | 708               | .14  |
| NBR  | 1     | 1700     | 142               | .08  | 158               | .09  |
| SBL  | 2     | 3400     | 246               | .07  | 168               | .05  |
| SBT  | 3     | 5100     | 1126              | .22* | 328               | .06* |
| SBR  | 1     | 1700     | 880               | .52  | 475               | .28  |
| EBL  | 2     | 3400     | 306               | .09* | 562               | .17* |
| EBT  | 3     | 5100     | 1512              | .30  | 1687              | .33  |
| EBR  | 1     | 1700     | 495               | .29  | 249               | .15  |
| WBL  | 2     | 3400     | 319               | .09  | 74                | .02  |
| WBT  | 3     | 5100     | 2293              | .45* | 2235              | .44* |
| WBR  | 1     | 1700     | 93                | .05  | 272               | .16  |
| Right Turn Adjustment                        |       |          | SBR               | .21* | SBR               | .05* |
| Clearance Interval                           |       |          |                   | .05* |                   | .05* |
| Note: Assumes Right-Turn Overlap for SBR NBR |       |          |                   |      |                   |      |

TOTAL CAPACITY UTILIZATION      1.10      .92

235 . Culver Dr. at University Dr.

| ITAM 12 P2035 FullNitm (IRVINE ISEC)     |       |          |                |      |                |      |
|--|-------|----------|----------------|------|----------------|------|
|  | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                      | 2     | 3400     | 56             | .02* | 67             | .02  |
| NBT                                      | 3     | 5100     | 1100           | .22  | 1494           | .29* |
| NBR                                      | 2     | 3400     | 771            | .23  | 960            | .28  |
| SBL                                      | 2     | 3400     | 36             | .01  | 76             | .02* |
| SBT                                      | 3     | 5100     | 1352           | .27* | 1219           | .24  |
| SBR                                      | d     | 1700     | 349            | .21  | 188            | .11  |
| EBL                                      | 2     | 3400     | 113            | .03  | 326            | .10  |
| EBT                                      | 3     | 5100     | 803            | .16* | 1644           | .32* |
| EBR                                      | d     | 1700     | 67             | .04  | 51             | .03  |
| WBL                                      | 2     | 3400     | 1081           | .32* | 850            | .25* |
| WBT                                      | 3     | 5100     | 1875           | .38  | 955            | .20  |
| WBR                                      | 0     | 0        | 47             |      | 70             |      |
| Clearance Interval                       |       |          |                | .05* |                | .05* |
| Note: Assumes Right-Turn Overlap for NBR |       |          |                |      |                |      |

TOTAL CAPACITY UTILIZATION .82 .93

249 . Yale Av. at Irvine Bl.

| ITAM 12 P2035 FullNitm (IRVINE ISEC) |       |          |                |      |                |      |
|--------------------------------------|-------|----------|----------------|------|----------------|------|
|                                      | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                  | 1     | 1700     | 119            | .07  | 225            | .13* |
| NBT                                  | 2     | 3400     | 190            | .06* | 227            | .07  |
| NBR                                  | d     | 1700     | 171            | .10  | 107            | .06  |
| SBL                                  | 2     | 3400     | 380            | .11* | 264            | .08  |
| SBT                                  | 2     | 3400     | 286            | .08  | 120            | .04* |
| SBR                                  | d     | 1700     | 334            | .20  | 107            | .06  |
| EBL                                  | 1     | 1700     | 128            | .08* | 286            | .17* |
| EBT                                  | 3     | 5100     | 1111           | .24  | 1653           | .35  |
| EBR                                  | 0     | 0        | 113            |      | 153            |      |
| WBL                                  | 1     | 1700     | 226            | .13  | 147            | .09  |
| WBT                                  | 3     | 5100     | 2097           | .45* | 2313           | .51* |
| WBR                                  | 0     | 0        | 175            |      | 298            |      |
| Right Turn Adjustment                |       |          |                | SBR  | .04*           |      |
| Clearance Interval                   |       |          |                |      | .05*           | .05* |

TOTAL CAPACITY UTILIZATION .79 .90

288 . Jeffrey Rd. at Walnut Av./I-5 SB Ramps291 . Jeffrey Rd. at Alton Pkwy.

| ITAM 12 P2035 FullNitm (IRVINE ISEC) |       |          |                |      |                |        |
|--------------------------------------|-------|----------|----------------|------|----------------|--------|
|                                      | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C    |
| NBL                                  | 2     | 3400     | 77             | .02* | 243            | .07    |
| NBT                                  | 3     | 5100     | 932            | .18  | 1920           | .38*   |
| NBR                                  | 1     | 1700     | 175            | .10  | 233            | .14    |
| SBL                                  | 2     | 3400     | 546            | .16  | 373            | .11*   |
| SBT                                  | 3     | 5100     | 2026           | .44* | 1218           | .36    |
| SBR                                  | 0     | 0        | 240            |      | 680            | .40    |
| EBL                                  | 2     | 3400     | 139            | .04  | 302            | .09    |
| EBT                                  | 1.5   | 5100     | 379            | .12* | 284            | {.08}* |
| EBR                                  | 1.5   |          | 244            |      | 195            | {.02}  |
| WBL                                  | 2     | 3400     | 410            | .12* | 597            | .18*   |
| WBT                                  | 1     | 1700     | 33             | .02  | 137            | .08    |
| WBR                                  | 1     | 1700     | 309            | .18  | 709            | .42    |
| Right Turn Adjustment                |       |          |                |      | WBR            | .17*   |
| Clearance Interval                   |       |          |                |      | .05*           | .05*   |

TOTAL CAPACITY UTILIZATION .75 .97

| ITAM 12 P2035 FullNitm (IRVINE ISEC) |       |          |                |      |                |      |
|--------------------------------------|-------|----------|----------------|------|----------------|------|
|                                      | LANES | CAPACITY | AM PK HOUR VOL | V/C  | PM PK HOUR VOL | V/C  |
| NBL                                  | 2     | 3400     | 413            | .12* | 589            | .17* |
| NBT                                  | 3     | 5100     | 1146           | .22  | 1638           | .32  |
| NBR                                  | 1     | 1700     | 202            | .12  | 322            | .19  |
| SBL                                  | 2     | 3400     | 328            | .10  | 488            | .14  |
| SBT                                  | 3     | 5100     | 2057           | .40* | 1470           | .29* |
| SBR                                  | d     | 1700     | 154            | .09  | 232            | .14  |
| EBL                                  | 2     | 3400     | 209            | .06  | 287            | .08* |
| EBT                                  | 3     | 5100     | 650            | .13* | 879            | .17  |
| EBR                                  | d     | 1700     | 602            | .35  | 364            | .21  |
| WBL                                  | 2     | 3400     | 572            | .17* | 496            | .15  |
| WBT                                  | 2     | 3400     | 793            | .23  | 899            | .26* |
| WBR                                  | d     | 1700     | 165            | .10  | 195            | .11  |
| Right Turn Adjustment                |       |          |                | EBR  | .13*           |      |
| Clearance Interval                   |       |          |                |      | .05*           | .05* |

TOTAL CAPACITY UTILIZATION 1.00 .85

303 . Sand Canyon. Av. at I-5 NB Ramps-Marine Way

| ITAM 12 P2035 FullNitm (IRVINE ISEC)     |       |          |                   |       |                   |       |
|--|-------|----------|-------------------|-------|-------------------|-------|
|  | LANES | CAPACITY | AM PK HOUR<br>VOL | V/C   | PM PK HOUR<br>VOL | V/C   |
| NBL                                      | 2     | 3400     | 192               | .06*  | 1020              | .30*  |
| NBT                                      | 4     | 6800     | 903               | .13   | 2224              | .33   |
| NBR                                      | 1     | 1700     | 684               | .40   | 1091              | .64   |
| SBL                                      | 2     | 3400     | 247               | .07   | 112               | .03   |
| SBT                                      | 4     | 6800     | 3088              | .45*  | 1058              | .16*  |
| SBR                                      | 1     | 1700     | 720               | .42   | 540               | .32   |
| EBL                                      | 2     | 3400     | 192               | .06   | 605               | .18   |
| EBT                                      | 2     | 3400     | 569               | .17*  | 387               | .11*  |
| EBR                                      | 1     | 1700     | 200               | .12   | 101               | .06   |
| WBL                                      | 2     | 3400     | 671               | .20*  | 1130              | .33*  |
| WBT                                      | 1.5   | 5100     | 388               | {.11} | 320               | {.10} |
| WBR                                      | 1.5   |          | 205               |       | 381               |       |
| Clearance Interval                       |       |          |                   | .05*  | .05*              |       |
| Note: Assumes Right-Turn Overlap for NBR |       |          |                   |       |                   |       |

TOTAL CAPACITY UTILIZATION .93 .95

321 . Laguna Canyon Rd. at Old Laguna Cyn. Rd.

| ITAM 12 P2035 FullNitm (IRVINE ISEC) |       |          |                   |      |                   |      |
|--------------------------------------|-------|----------|-------------------|------|-------------------|------|
|                                      | LANES | CAPACITY | AM PK HOUR<br>VOL | V/C  | PM PK HOUR<br>VOL | V/C  |
| NBL                                  | 3     | 5100     | 650               | .13  | 290               | .06* |
| NBT                                  | 3     | 5100     | 3914              | .77* | 3231              | .63  |
| NBR                                  | 1     | 1700     | 59                | .03  | 80                | .05  |
| SBL                                  | 2     | 3400     | 43                | .01* | 98                | .03  |
| SBT                                  | 3     | 5100     | 2887              | .57  | 3463              | .68* |
| SBR                                  | 1     | 1700     | 607               | .36  | 355               | .21  |
| EBL                                  | 3     | 5100     | 227               | .04* | 428               | .08  |
| EBT                                  | 1     | 1700     | 28                | .02  | 111               | .07* |
| EBR                                  | f     |          | 175               |      | 393               |      |
| WBL                                  | 1     | 1700     | 77                | .05  | 75                | .04* |
| WBT                                  | 2     | 3400     | 143               | .04* | 65                | .02  |
| WBR                                  | d     | 1700     | 100               | .06  | 81                | .05  |
| Right Turn Adjustment                |       |          | WBR               | .01* |                   |      |
| Clearance Interval                   |       |          |                   | .05* | .05*              |      |

TOTAL CAPACITY UTILIZATION .92 .90

338 . Alton Pkwy. at Irvine Bl.

| ITAM 12 P2035 FullNitm (IRVINE ISEC)     |       |          |                   |      |                   |      |
|--|-------|----------|-------------------|------|-------------------|------|
|  | LANES | CAPACITY | AM PK HOUR<br>VOL | V/C  | PM PK HOUR<br>VOL | V/C  |
| NBL                                      | 2     | 3400     | 230               | .07* | 791               | .23* |
| NBT                                      | 3     | 5100     | 551               | .11  | 1345              | .26  |
| NBR                                      | f     |          | 88                |      | 194               |      |
| SBL                                      | 2     | 3400     | 261               | .08  | 210               | .06  |
| SBT                                      | 3     | 5100     | 1432              | .28* | 698               | .14* |
| SBR                                      | f     |          | 627               |      | 842               |      |
| EBL                                      | 2.5   |          | 770               |      | 646               |      |
| EBT                                      | 2.5   | 8500     | 1150              | .23* | 867               | .18* |
| EBR                                      | 1     | 1700     | 710               | .42  | 317               | .19  |
| WBL                                      | 2     | 3400     | 199               | .06  | 145               | .04  |
| WBT                                      | 3     | 5100     | 823               | .16* | 1586              | .31* |
| WBR                                      | 1     | 1700     | 219               | .13  | 289               | .17  |
| Right Turn Adjustment                    |       |          |                   | EBR  | .12*              |      |
| Clearance Interval                       |       |          |                   | .05* | .05*              |      |
| Note: Assumes E/W Split Phasing          |       |          |                   |      |                   |      |
| Note: Assumes Right-Turn Overlap for EBR |       |          |                   |      |                   |      |

TOTAL CAPACITY UTILIZATION .91 .91

| ITAM 12 P2035 FullNitm (IRVINE ISEC) |       |          |            |      |            |      |
|--------------------------------------|-------|----------|------------|------|------------|------|
|                                      | LANES | CAPACITY | AM PK HOUR | V/C  | PM PK HOUR | V/C  |
|                                      |       |          | VOL        |      | VOL        |      |
| NBL                                  | 1     | 1700     | 119        | .07  | 90         | .05  |
| NBT                                  | 3     | 5100     | 951        | .19* | 1824       | .36* |
| NBR                                  | 1     | 1700     | 134        | .08  | 170        | .10  |
| SBL                                  | 2     | 3400     | 1456       | .43* | 458        | .13* |
| SBT                                  | 3     | 5100     | 2118       | .42  | 1219       | .24  |
| SBR                                  | d     | 1700     | 413        | .24  | 261        | .15  |
| EBL                                  | 2     | 3400     | 144        | .04* | 433        | .13  |
| EBT                                  | 1     | 1700     | 240        | .14  | 374        | .22* |
| EBR                                  | d     | 1700     | 55         | .03  | 144        | .08  |
| WBL                                  | 2     | 3400     | 127        | .04  | 149        | .04* |
| WBT                                  | 1     | 1700     | 307        | .18* | 168        | .10  |
| WBR                                  | f     |          | 135        |      | 1339       |      |
| Clearance Interval                   |       |          |            | .05* |            | .05* |
| TOTAL CAPACITY UTILIZATION           |       |          |            | .89  |            | .80  |

| ITAM 12 P2035 FullNitm (IRVINE ISEC)         |       |          |            |      |            |      |
|--|-------|----------|------------|------|------------|------|
|  | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|  |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL  | 0     | 0        | 0          |      | 0          |      |
| NBT  | 4     | 6800     | 1608       | .24* | 1931       | .28* |
| NBR  | d     | 1700     | 47         | .03  | 28         | .02  |
| SBL  | 2     | 3400     | 98         | .03* | 304        | .09* |
| SBT  | 3     | 5100     | 962        | .19  | 1180       | .23  |
| SBR  | 1     | 1700     | 674        | .40  | 664        | .39  |
| EBL  | 3     | 5100     | 630        | .12* | 767        | .15  |
| EBT  | 2     | 3400     | 193        | .06  | 668        | .20* |
| EBR  | 1     | 1700     | 140        | .08  | 181        | .11  |
| WBL  | 0.5   |          | 29         |      | 49         |      |
| WBT  | 1.5   | 3400     | 117        | .04* | 106        | .05* |
| WBR  | 2     | 3400     | 372        | .11  | 482        | .14  |
| Right Turn Adjustment                        |       |          | Multi      | .05* |            |      |
| Clearance Interval                           |       |          |            | .05* |            | .05* |
| Note: Assumes E/W Split Phasing              |       |          |            |      |            |      |
| Note: Assumes Right-Turn Overlap for SBR WBR |       |          |            |      |            |      |
| TOTAL CAPACITY UTILIZATION                   |       |          |            | .53  |            | .67  |

380 . Lake Forest Dr. at Rockfield Bl.

| ITAM 12 P2035 FullNtm (LAKE FOREST ISEC) |       |          |                       |                       |  |      |
|--|-------|----------|-----------------------|-----------------------|--|------|
|  | LANES | CAPACITY | AM PK HOUR<br>VOL V/C | PM PK HOUR<br>VOL V/C |  |      |
| NBL                                      | 2     | 3400     | 605 .18*              | 677 .20               |  |      |
| NBT                                      | 3     | 5100     | 1263 .25              | 2170 .43*             |  |      |
| NBR                                      | 1     | 1700     | 227 .13               | 533 .31               |  |      |
| SBL                                      | 2     | 3400     | 132 .04               | 159 .05*              |  |      |
| SBT                                      | 4     | 6800     | 2333 .36*             | 1374 .22              |  |      |
| SBR                                      | 0     | 0        | 111                   | 109                   |  |      |
| EBL                                      | 2     | 3400     | 57 .02*               | 259 .08               |  |      |
| EBT                                      | 2     | 3400     | 178 .05               | 804 .24*              |  |      |
| EBR                                      | 2     | 3400     | 220 .06               | 272 .08               |  |      |
| WBL                                      | 3     | 5100     | 609 .12               | 613 .12*              |  |      |
| WBT                                      | 2     | 3400     | 688 .23*              | 261 .13               |  |      |
| WBR                                      | 0     | 0        | 109                   | 168                   |  |      |
| Clearance Interval                       |       |          |                       | .05*                  |  | .05* |
| TOTAL CAPACITY UTILIZATION               |       |          | .84                   |                       |  | .89  |

| ITAM 12 P2035 FullNitm (IRVINE ISEC) |       |          |                   |      |                   |      |
|--------------------------------------|-------|----------|-------------------|------|-------------------|------|
|                                      | LANES | CAPACITY | AM PK HOUR<br>VOL | V/C  | PM PK HOUR<br>VOL | V/C  |
| NBL                                  | 2     | 3400     | 175               | .05* | 297               | .09* |
| NBT                                  | 2     | 3400     | 43                | .01  | 228               | .07  |
| NBR                                  | d     | 1700     | 54                | .03  | 87                | .05  |
| SBL                                  | 1     | 1700     | 191               | .11  | 82                | .05  |
| SBT                                  | 1     | 1700     | 322               | .19* | 104               | .06* |
| SBR                                  | f     |          | 632               |      | 276               |      |
| EBL                                  | 2     | 3400     | 135               | .04* | 476               | .14* |
| EBT                                  | 3     | 5100     | 1675              | .33  | 1592              | .31  |
| EBR                                  | 1     | 1700     | 317               | .19  | 218               | .13  |
| WBL                                  | 2     | 3400     | 101               | .03  | 88                | .03  |
| WBT                                  | 3     | 5100     | 1703              | .33* | 2217              | .43* |
| WBR                                  | 1     | 1700     | 52                | .03  | 186               | .11  |
| Clearance Interval                   |       |          |                   | .05* |                   | .05* |
| TOTAL CAPACITY UTILIZATION           |       |          |                   | .66  |                   | .77  |

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**APPENDIX C**

Updated NITM Improvement Cost Estimates

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

**Location:** #34. Red Hill Ave at Irvine Blvd  
**Mitigation:** + Apply ATMS

**Date:** 10/9/2013  
**Estimated by:** City  
**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE | QUANTITY           | COST             |
|--|------------|--------------------|------------------|
| Construction (2003)  |            |                    | \$65,000         |
| California Highway Price Index   | 74.1%      | CCI 2003 --> 2008  | \$48,165         |
| <b>2008 CONSTRUCTION SUBTOTAL</b>  |            |                    | <b>\$113,165</b> |
| California Highway Price Index   | +3.6%      | CCI 2008 --> 2009  | \$4,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$117,165</b> |
| California Highway Price Index   | (7.7%)     | CCI 2009 --> 2010  | -\$9,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$108,165</b> |
| California Highway Price Index   | (6.5%)     | CCI 2010 --> 2010* | -\$7,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$101,165</b> |
| California Highway Price Index   | (2.9%)     | CCI 2010* --> 2011 | -\$3,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$98,165</b>  |
| California Highway Price Index   | +8.8%      | CCI 2011 --> 2012  | \$9,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$107,165</b> |
| California Highway Price Index   | (2.7%)     | CCI 2012 --> 2013  | -\$3,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$104,165</b> |
| Preliminary Project Development (10% of total Construction cost)               |            |                    | \$10,000         |
| Design Engineering/Administration Costs (15% of total Construction cost)       |            |                    | \$16,000         |
| Construction Engineering Costs/Administration (15% of total Construction cost) |            |                    | \$16,000         |
| Contingency (20% of total Construction cost)                                   |            |                    | \$21,000         |
| <b>TOTAL PROJECT COSTS</b>   |            |                    | <b>\$167,165</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

**Location:** #91. Tusting Ranch Rd & Irvine Blvd  
**Mitigation:** + Apply ATMS

**Date:** 10/9/2013

**Estimated by:** City  
**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE | QUANTITY           | COST             |
|--|------------|--------------------|------------------|
| Construction (2003)  |            |                    | \$65,000         |
| California Highway Price Index Increase  | 74.1%      | CCI 2003 --> 2008  | \$48,165         |
| <b>2008 CONSTRUCTION SUBTOTAL</b>  |            |                    | <b>\$113,165</b> |
| California Highway Price Index   | +3.6%      | CCI 2008 --> 2009  | \$4,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$117,165</b> |
| California Highway Price Index   | (7.7%)     | CCI 2009 --> 2010  | -\$9,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$108,165</b> |
| California Highway Price Index   | (6.5%)     | CCI 2010 --> 2010* | -\$7,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$101,165</b> |
| California Highway Price Index   | (2.9%)     | CCI 2010* --> 2011 | -\$3,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$98,165</b>  |
| California Highway Price Index   | +8.8%      | CCI 2011 --> 2012  | \$9,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$107,165</b> |
| California Highway Price Index   | (2.7%)     | CCI 2012 --> 2013  | -\$3,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$104,165</b> |
| Preliminary Project Development (10% of total Construction cost)               |            |                    | \$10,000         |
| Design Engineering/Administration Costs (15% of total Construction cost)       |            |                    | \$16,000         |
| Construction Engineering Costs/Administration (15% of total Construction cost) |            |                    | \$16,000         |
| Contingency (20% of total Construction cost)                                   |            |                    | \$21,000         |
| <b>TOTAL PROJECT COSTS</b>   |            |                    | <b>\$167,165</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

**Location:** #123. Jamboree Rd at Tustin Ranch Rd  
**Mitigation:** + Add 3rd NB and SB T lanes

**Date:** 10/9/2013

**Originally Estimated by:** RBF  
**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST           |
|--|----------------------|--------------------|----------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$2,000        |
| 2 Clear & Grub   | \$12200 / AC         | 0.0                | \$0            |
| 3 Earthwork  | \$46.00 / CY         | 0                  | \$0            |
| 4 Remove Striping  | \$13.00 / LF         | 0.5                | \$0            |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0            |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0            |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 0                  | \$0            |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0            |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0            |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0            |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0            |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0            |
| 13 Sawcut  | \$1.25 / LF          | 0                  | \$0            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0            |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0            |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0            |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0            |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0            |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0            |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0            |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0            |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0            |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0            |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0            |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0            |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0            |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0            |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0            |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0            |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0            |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0            |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0            |
| 34 Construct AC Pavement   | \$6.00 / SF          | 0                  | \$0            |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0            |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0            |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 0.5                | \$0            |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0            |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0            |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0            |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0            |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0            |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0            |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0            |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0            |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0            |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0            |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0            |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0            |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0            |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0            |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0            |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$2,000        |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$0            |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$4,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$144          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$4,144</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$319         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,825</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$249         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,576</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$104         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,472</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$306          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,778</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$102         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,676</b> |
| Right-of-Way   | \$82.95 / SF         | 0                  | \$0            |
| Right-of-Way Management  | 5%                   |                    | \$0            |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>     |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$3,676</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$1,000        |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$1,000        |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$1,000        |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$1,000        |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$7,676</b> |

\* Notes:

- A. This intersection is a portion of a Segment 2, improvement of Jamboree Rd to six lanes from Portola Pkwy to north of Tustin Ranch Rd.  
B. Only restriping costs are included here. For the remainder of the construction costs, refer to the Segment 2 cost estimate.

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

**Location:** #125. Jamboree Rd at Irvine Blvd  
**Mitigation:** + Convert SB Free RT lane to 4th T lane

**Date:** 10/9/2013  
**Originally Estimated by:** RBF, PBS&J  
**Revised by:** City

|    | DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|----|--|----------------------|--------------------|--------------------|
| 1  | Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$67,000           |
| 2  | Clear & Grub   | \$12200 / AC         | 0.2                | \$2,000            |
| 3  | Earthwork  | \$46.00 / CY         | 325                | \$15,000           |
| 4  | Remove Striping  | \$13.00 / LF         | 300                | \$4,000            |
| 5  | Remove Curb & Gutter   | \$36.00 / LF         | 650                | \$23,000           |
| 6  | Remove Median Curb   | \$37.00 / LF         | 100                | \$4,000            |
| 7  | Remove PCC Sidewalk  | \$5.00/ SF           | 4,100              | \$21,000           |
| 8  | Remove Pavement  | \$5.00 / SF          | 600                | \$3,000            |
| 9  | Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 | Remove/Replace Chain Link Fence  | \$31.00 / LF         | 0                  | \$0                |
| 11 | Reconstruct Metal Beam Guard Rail  | \$86.00/ LF          | 0                  | \$0                |
| 12 | Remove & Relocate Tree   | \$1,300.00 / EA      | 2                  | \$3,000            |
| 13 | Sawcut   | \$1.25 / LF          | 400                | \$1,000            |
| 14 | Relocate Street Light  | \$5,700.00 / EA      | 2                  | \$11,000           |
| 15 | Relocate Traffic Signal System   | \$225,000.00 / EA    | 0.50               | \$113,000          |
| 16 | Relocate Freeway Sign (2 post)   | \$700.00 / EA        | 0                  | \$0                |
| 17 | Relocate Sign (1 post)   | \$220.00 / EA        | 2                  | \$0                |
| 18 | Reconstruct Overhead Sign  | \$240,000.00 / EA    | 0                  | \$0                |
| 19 | Relocate Call Box  | \$2,051.00/EA        | 0                  | \$0                |
| 20 | Relocate Power Pole  | \$25,000 / EA        | 0                  | \$0                |
| 21 | Relocate Catch Basin   | \$9,760.00 / EA      | 2                  | \$20,000           |
| 22 | Relocate Fire Hydrant  | \$5,000.00 / EA      | 2                  | \$10,000           |
| 23 | Relocate Bus Bench   | \$1,458.00/ EA       | 1                  | \$1,000            |
| 24 | Relocate Monument Wall   | \$6,100.00 / EA      | 1                  | \$6,000            |
| 25 | Relocate Utility Boxes   | \$895.00 / EA        | 2                  | \$2,000            |
| 26 | Relocate Main Water Valve  | \$12,200.00 / EA     | 0                  | \$0                |
| 27 | Relocate Utility Vault   | \$10,000 / EA        | 2                  | \$20,000           |
| 28 | Adjust Manhole to Grade  | \$1,500.00 / EA      | 2                  | \$3,000            |
| 29 | Adjust Water Meter   | \$610.00 / EA        | 0                  | \$0                |
| 30 | Adjust Water Valve   | \$610.00 / EA        | 2                  | \$1,000            |
| 31 | Adjust Minor Above Ground Utilities  | \$610.00 / EA        | 2                  | \$1,000            |
| 32 | Modify Driveway  | \$6,100.00 / LS      | 2                  | \$12,000           |
| 33 | Construct PCC Pavement   | \$7.50 / SF          | 2,640              | \$20,000           |
| 34 | Construct AC Pavement  | \$6.00 / SF          | 3,780              | \$23,000           |
| 35 | Construct AC Overlay   | \$2.50 / SF          | 0                  | \$0                |
| 36 | Construct Slurry Seal  | \$0.4 / SF           | 0                  | \$0                |
| 37 | Construct Striping & Marking   | \$2.00 / LF          | 1,000              | \$2,000            |
| 38 | Construct AC Dike  | \$4.00 / LF          | 0                  | \$0                |
| 39 | Construct Curb & Gutter  | \$19.00 / LF         | 650                | \$12,000           |
| 40 | Construct Concrete Barrier   | \$295.00 / LF        | 0                  | \$0                |
| 41 | Construct Median Curb  | \$31.00 / LF         | 0                  | \$0                |
| 42 | Construct Median Concrete  | \$7.9 / SF           | 0                  | \$0                |
| 43 | Construct Median/Parkway Landscaping   | \$13.00 / SF         | 2,000              | \$26,000           |
| 44 | Construct PCC Sidewalk   | \$9.05 / SF          | 4,000              | \$36,000           |
| 45 | Construct Wheelchair Ramp  | \$5,200.00 / EA      | 6                  | \$31,000           |
| 46 | Construct Retaining Wall   | \$114 / SF           | 900                | \$103,000          |
| 47 | Construct Storm Drain Main   | \$122.00 / LF        | 0                  | \$0                |
| 48 | Construct RCB  | \$549.00 / CY        | 0                  | \$0                |
| 49 | Construct Concrete V-Ditch   | \$19.00/ LF          | 0                  | \$0                |
| 50 | Construct Bridge Widening  | \$500.00 / SF        | 0                  | \$0                |
| 51 | Install Ramp Metering System   | \$80,000.00 / EA     | 0                  | \$0                |
| 52 | Apply ATMS   | \$113,165.00 / LS    | 0                  | \$0                |
| 53 | Traffic Control  | 8% (\$2,000 Min)     | 1                  | \$42,000           |
| 54 | SWPPP Plan and Implementation  | 6%                   | 1                  | \$34,000           |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$672,000</b>   |
|    | California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$24,000           |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$696,000</b>   |
|    | California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$54,000          |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$642,000</b>   |
|    | California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$42,000          |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$600,000</b>   |
|    | California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$17,000          |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$583,000</b>   |
|    | California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$51,000           |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$634,000</b>   |
|    | California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$17,000          |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$617,000</b>   |
|    | Right-of-Way   | \$40.74 / SF         | 1,360              | \$55,000           |
|    | Right-of-Way Management  | 5%                   |                    | \$3,000            |
|    | <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$58,000</b>    |
|    | <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$675,000</b>   |
|    | Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$62,000           |
|    | Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$93,000           |
|    | Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$93,000           |
|    | Contingency (20% of total Construction Cost)                                   |                      |                    | \$124,000          |
|    | <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$1,047,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
ACTUAL PROJECT COST**

Updated 10/9/2013

Location: 222. Culver Drive/Trabuco Road

Mitigation: Add 3rd NBT, add WB lane to convert WB approach to dual left and right

| Item No.   |       | Item Description   | QUANTITY | UNIT | Unit Price   | Cost                  |
|--|-------|--|----------|------|--------------|-----------------------|
| 1  | (S)   | Traffic Control System   | 1        | LS   | \$100,000.00 | \$100,000.00          |
| 2  | (S)   | Construction Area Signs  | 1        | LS   | \$15,000.00  | \$15,000.00           |
| 3  |       | Construction Site Management   | 1        | LS   | \$5,000.00   | \$5,000.00            |
| 4  |       | Prepare Water Pollution Control Plan   | 1        | LS   | \$1,300.00   | \$1,300.00            |
| 5  |       | Temporary Fence (Type ESA)   | 270      | LF   | \$8.00       | \$2,160.00            |
| 6  |       | Temporary Erosion Control Blanket  | 470      | SQYD | \$8.00       | \$3,760.00            |
| 7  |       | Temporary Drainage Inlet Protection  | 5        | EA   | \$400.00     | \$2,000.00            |
| 8  |       | Street Sweeping  | 1        | LS   | \$28,000.00  | \$28,000.00           |
| 9  |       | Temporary Concrete Washout (Portable)  | 1        | LS   | \$3,200.00   | \$3,200.00            |
| 10   |       | Develop Water Supply   | 1        | LS   | \$7,000.00   | \$7,000.00            |
| 11   |       | Lead Compliance Plan   | 1        | LS   | \$1,700.00   | \$1,700.00            |
| 12   |       | Clearing and Grubbing  | 1        | LS   | \$21,000.00  | \$21,000.00           |
| 13   |       | Roadway Excavation   | 7800     | CY   | \$25.00      | \$195,000.00          |
| 14   |       | Roadway Excavation (Type Z-2) (ADL)  | 320      | CY   | \$200.00     | \$64,000.00           |
| 15   |       | Imported Borrow  | 2700     | CY   | \$13.00      | \$35,100.00           |
| 16   |       | Asphalt Concrete (Type A)  | 720      | TON  | \$100.00     | \$72,000.00           |
| 17   |       | Aggregate Base (Class 2)   | 560      | CY   | \$90.00      | \$50,400.00           |
| 18   |       | Slurry Seal Type II  | 79000    | SF   | \$0.40       | \$31,600.00           |
| 19   |       | Remove Concrete Curb & Gutter  | 1630     | LF   | \$7.00       | \$11,410.00           |
| 20   |       | Remove Concrete Sidewalk and Island  | 12600    | SF   | \$1.00       | \$12,600.00           |
| 21   |       | Minor Concrete (Curbs, Gutters, Sidewalks, Curb Ramps, Islands, & Local Depressions) | 280      | CY   | \$300.00     | \$84,000.00           |
| 22   |       | Reset Survey Monument  | 1        | EA   | \$1,800.00   | \$1,800.00            |
| 23   |       | Remove Drainage Facility   | 1        | LS   | \$4,500.00   | \$4,500.00            |
| 24   | (F)   | Concrete Structures (Drainage)   | 30       | CY   | \$600.00     | \$18,000.00           |
| 25   |       | Slurry Cement Backfill   | 2        | CY   | \$300.00     | \$600.00              |
| 26   |       | 12" Reinforced Concrete Pipe   | 35       | LF   | \$140.00     | \$4,900.00            |
| 27   |       | 18" Reinforced Concrete Pipe   | 20       | LF   | \$140.00     | \$2,800.00            |
| 28   |       | 24" Reinforced Concrete Pipe   | 10       | LF   | \$270.00     | \$2,700.00            |
| 29   |       | 24" Corrugated Steel Pipe  | 5        | LF   | \$460.00     | \$2,300.00            |
| 30   |       | Adjust Manhole to Grade  | 1        | EA   | \$540.00     | \$540.00              |
| 31   |       | Drainage Inlet Marker  | 4        | EA   | \$300.00     | \$1,200.00            |
| 32   |       | Remove Roadside Sign   | 8        | EA   | \$50.00      | \$400.00              |
| 33   |       | Install Sign (Strap and Saddle Bracket Method)                                       | 5        | EA   | \$60.00      | \$300.00              |
| 34   |       | Roadside Sign (1 post)   | 8        | EA   | \$170.00     | \$1,360.00            |
| 35   |       | Roadside Sign (2 post)   | 3        | EA   | \$300.00     | \$900.00              |
| 36   |       | Furnish Sign   | 400      | SF   | \$30.00      | \$12,000.00           |
| 37   | (S)   | Remove Striping  | 1        | LS   | \$7,000.00   | \$7,000.00            |
| 38   | (S)   | Traffic Striping and Pavement Marking  | 1        | LS   | \$7,200.00   | \$7,200.00            |
| 39   |       | Object Marker (Type Q)   | 5        | EA   | \$60.00      | \$300.00              |
| 40   |       | Object Marker (Type K-1)   | 1        | EA   | \$60.00      | \$60.00               |
| 41   | (S)   | Traffic Signal Modification  | 1        | LS   | \$80,000.00  | \$80,000.00           |
| 42   | (S)   | Ramp Metering Conduit Installation   | 1        | LS   | \$42,000.00  | \$42,000.00           |
| 43   | (S)   | Signal Interconnect Conduit Installation (City)                                      | 1        | LS   | \$240,000.00 | \$240,000.00          |
| 44   | (S-F) | Shotcrete  | 170      | CY   | \$600.00     | \$102,000.00          |
| 45   |       | Remove Slope Paving  | 1        | LS   | \$13,000.00  | \$13,000.00           |
| 46   |       | Structure Excavation (Tieback Wall)  | 330      | CY   | \$60.00      | \$19,800.00           |
| 47   |       | Structure Backfill (Tieback Wall)  | 20       | CY   | \$600.00     | \$12,000.00           |
| 48   | (S)   | Tieback Anchors  | 180      | EA   | \$2,500.00   | \$450,000.00          |
| 49   | (F)   | Structural Concrete, Retaining Wall  | 130      | CY   | \$1,300.00   | \$169,000.00          |
| 50   | (F)   | Architectural Treatment (Fractured Fin)  | 3450     | SF   | \$11.00      | \$37,950.00           |
| 51   | (S-F) | Bar Reinforcing Steel (Retaining Wall)   | 41400    | LB   | \$1.50       | \$62,100.00           |
| 52   | (F)   | Furnish Sign Structure (Bridge Mounted without Walkway)                              | 550      | LB   | \$30.00      | \$16,500.00           |
| 53   | (F)   | Install Sign Structure (Bridge Mounted without Walkway)                              | 1        | LS   | \$12,000.00  | \$12,000.00           |
| 54   |       | Slope Paving (Concrete)  | 40       | CY   | \$600.00     | \$24,000.00           |
| 55   |       | Minor Concrete (Wall Gutter)   | 20       | CY   | \$400.00     | \$8,000.00            |
| 56   | (S)   | Cable Railing  | 440      | LF   | \$18.00      | \$7,920.00            |
| 57   |       | Geocomposite Drain   | 950      | SF   | \$12.00      | \$11,400.00           |
| 58   | (S)   | Highway Planting   | 1        | LS   | \$47,000.00  | \$47,000.00           |
| 59   | (S)   | Irrigation System  | 1        | LS   | \$67,000.00  | \$67,000.00           |
| 60   | (S)   | Plant Establishment Work   | 1        | LS   | \$12,000.00  | \$12,000.00           |
| 61   |       | Mobilization   | 1        | LS   | \$45,240.00  | \$45,240.00           |
| Subtotal   |       |  |          |      |              | \$2,294,000.00        |
| <b>Actual Construction</b>                                   |       |  |          |      |              | <b>\$2,450,598.00</b> |
| Preliminary Project Development (Actual Expenditure)         |       |  |          |      |              | \$173,145.00          |
| Design Engineering/Administration (Actual Expenditure)       |       |  |          |      |              | \$385,550.00          |
| Right of Way Administration (Actual Expenditure)             |       |  |          |      |              | \$510.89              |
| Construction Engineering/Administration (Actual Expenditure) |       |  |          |      |              | \$183,796.33          |
| Construction Contingency (20% of Construction Subtotal)      |       |  |          |      |              |                       |
| <b>Actual Project Cost</b>                                   |       |  |          |      |              | <b>\$3,193,600</b>    |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
ACTUAL PROJECT COST**

**LOCATION:** #223 - CULVER DRIVE AT I-5 SOUTHBOUND RAMPS  
**MITIGATION:** IMPROVE EB APPROACH TO PROVIDE 3 LEFT-TURN LANES AND 2 RIGHT-TURN LANES

10/9/2013

Revised by: City

| Item No.                        | Item No. | Item Description                                     | Unit of Measure | Unit Cost | Estimated Quantity | Item Cost        |
|---------------------------------|----------|--|-----------------|-----------|--------------------|------------------|
| 37                              | 153153   | Cold Plane Asphalt Concrete Pavement (45 mm Maximum) | m <sup>2</sup>  | \$11      | 993.28             | \$10,926         |
| 38                              | 153214   | Remove Concrete Curb                                 | m               | \$200     | 4.096              | \$819            |
| 39                              | 153218   | Remove Concrete Sidewalk                             | m <sup>3</sup>  | \$200     | 12.288             | \$2,458          |
| 42                              | 190101   | Roadway Excavation                                   | m <sup>3</sup>  | \$35      | 1751.04            | \$61,286         |
| 46                              | 198001   | Import Borrow  | m <sup>3</sup>  | \$15      | 919.04             | \$13,786         |
| 47                              | 198050   | Embankment   | m <sup>3</sup>  | \$50      | 222.72             | \$11,136         |
| 56                              | 208910A  | Extend Irrigation Crossover                          | LS              | \$2,500   | Lump Sum           | \$640            |
| 57                              | 260201   | Class 2 Aggregate Base                               | m <sup>3</sup>  | \$50      | 84.48              | \$4,224          |
| 58                              | 280000   | Lean Concrete Base                                   | m <sup>3</sup>  | \$200     | 220.9              | \$44,180         |
| 59                              | 390102   | Asphalt Concrete (Type A)                            | tonne           | \$90      | 320                | \$28,800         |
| 60                              | 390126   | Rubberized Asphalt Concrete (Type G)                 | tonne           | \$125     | 192                | \$24,000         |
| 62                              | 401066   | Concrete Pavement (Ramp Termini)                     | m <sup>3</sup>  | \$300     | 56.4               | \$16,920         |
| 64                              | 510512A  | 1980 x 760 mm Precast Concrete Box Culvert           | m               | \$1,485   | 4.76               | \$7,069          |
| 65 (F)                          | 560218   | Furnish Sign Structure (Truss)                       | kg              | \$7.00    | 2464               | \$17,248         |
| 66 (S-F)                        | 560219   | Install Sign Structure (Truss)                       | kg              | \$1.00    | 2464               | \$2,464          |
| 82                              | 731656   | Curb Ramp Detectable Warning Surface                 | m <sup>2</sup>  | \$500     | 0.4                | \$179            |
| 89 (S)                          | 840515   | Thermoplastic Pavement Marking                       | m <sup>2</sup>  | \$40.00   | 17                 | \$666            |
| 90 (S)                          | 840561   | 100 mm Thermoplastic Traffic Stripe                  | m               | \$2.50    | 645                | \$1,613          |
| 91                              | 840563   | 200 mm Thermoplastic Traffic Stripe                  | m               | \$3.00    | 207                | \$622            |
| 92                              | 840656   | Paint Traffic Stripe (2-Coat)                        | m               | \$2.00    | 376                | \$753            |
| 93                              | 850101   | Pavement Marker (Non-Reflective)                     | EA              | \$2.50    | 79                 | \$198            |
| 94                              | 850111   | Pavement Marker (Retroreflective)                    | EA              | \$2.50    | 197                | \$493            |
| 98                              | 999990   | Mobilization   | LS              | \$250,000 | Lump Sum           | \$64,000         |
| 99                              | 66070    | Maintain Traffic                                     | LS              | \$10,000  | Lump Sum           | \$2,560          |
| 103                             | 66610    | Partnering   | LS              | \$5,000   | Lump Sum           | \$1,280          |
| 104                             | 66861    | Maintain Existing and Temporary Electrical System    | LS              | \$10,000  | Lump Sum           | \$2,560          |
| SUBTOTAL ITEMS                  |          |  |                 |           |                    | <b>\$320,878</b> |
| <b>Actual Construction Cost</b> |          |  |                 |           |                    | <b>\$322,690</b> |
|                                 |          | Preliminary Engineering (Actual Expenditure)         |                 |           |                    | \$36,480         |
|                                 |          | Final Design (Actual Expenditure)                    |                 |           |                    | \$16,343         |
|                                 |          | Construction Engineering (Actual Expenditure)        |                 |           |                    | \$41,862         |
|                                 |          | <b>Actual Project Cost</b>                           |                 |           |                    | <b>\$417,374</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

**Location:** #224. Culver Drive & Walnut Ave  
**Mitigation:** + Apply ATMS

**Date:** 10/9/2013  
**Estimated by:** PM  
**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE | QUANTITY           | COST             |
|--|------------|--------------------|------------------|
| Construction   |            |                    | \$65,000         |
| California Highway Price Index Increase  | 74.1%      | CCI 2003 --> 2008  | \$48,165         |
| <b>2008 CONSTRUCTION SUBTOTAL</b>  |            |                    | <b>\$113,165</b> |
| California Highway Price Index   | +3.6%      | CCI 2008 --> 2009  | \$4,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$117,165</b> |
| California Highway Price Index   | (7.7%)     | CCI 2009 --> 2010  | -\$9,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$108,165</b> |
| California Highway Price Index   | (6.5%)     | CCI 2010 --> 2010* | -\$7,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$101,165</b> |
| California Highway Price Index   | (2.9%)     | CCI 2010* --> 2011 | -\$3,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$98,165</b>  |
| California Highway Price Index   | +8.8%      | CCI 2011 --> 2012  | \$9,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$107,165</b> |
| California Highway Price Index   | (2.7%)     | CCI 2012 --> 2013  | -\$3,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$104,165</b> |
| Preliminary Project Development (10% of total Construction cost)               |            |                    | \$10,000         |
| Design Engineering/Administration Costs (15% of total Construction cost)       |            |                    | \$16,000         |
| Construction Engineering Costs/Administration (15% of total Construction cost) |            |                    | \$16,000         |
| Contingency (20% of total Construction cost)                                   |            |                    | \$21,000         |
| <b>TOTAL PROJECT COSTS</b>   |            |                    | <b>\$167,165</b> |



**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Location: #235. Culver Dr at University Dr

Date: 10/9/2013

Mitigation: + Convert NB de-Facto RT lane to dual RT lanes

Originally Estimated by: RBF, PBS&J

+ Add EB de-Facto RT lane, SB de-Facto RT lane and 2nd NB & SB LT lanes

Revised by:

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$270,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.36               | \$4,000            |
| 3 Earthwork  | \$46.00 / CY         | 4,530              | \$208,000          |
| 4 Remove Striping  | \$13.00 / LF         | 5,500              | \$72,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 2,800              | \$101,000          |
| 6 Remove Median Curb   | \$37.00 / LF         | 2,150              | \$80,000           |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 12,000             | \$60,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 12,950             | \$65,000           |
| 9 Remove Channel   | \$19.00 / LF         | 40                 | \$1,000            |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 300                | \$9,000            |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 86                 | \$112,000          |
| 13 Sawcut  | \$1.25 / LF          | 4,850              | \$6,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 8                  | \$46,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 1.00               | \$225,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 10                 | \$2,000            |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 2                  | \$20,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 3                  | \$15,000           |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 3                  | \$4,000            |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 35                 | \$31,000           |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 2                  | \$20,000           |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 14                 | \$21,000           |
| 29 Adjust Water Meter  | \$610.00 / EA        | 8                  | \$5,000            |
| 30 Adjust Water Valve  | \$610.00 / EA        | 7                  | \$4,000            |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 10                 | \$6,000            |
| 32 Modify Driveway   | \$6,100.00 / LS      | 3                  | \$18,000           |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 22,300             | \$134,000          |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 110,000            | \$44,000           |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 5,500              | \$11,000           |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 2,800              | \$53,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 2,150              | \$67,000           |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 2,800              | \$36,000           |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 12,000             | \$109,000          |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 4                  | \$21,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 4,000              | \$456,000          |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 100                | \$55,000           |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$170,000          |
| 54 SWPPP Plan and Implementation   | 0.06                 | 1                  | \$137,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,698,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$97,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,795,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$215,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,580,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$168,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,412,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$70,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,342,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$206,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,548,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$69,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,479,000</b> |
| Right-of-Way   | \$51.06 / SF         | 5,400              | \$276,000          |
| Right-of-Way Management  | 5%                   |                    | \$14,000           |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$290,000</b>   |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$2,769,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$248,000          |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$372,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$372,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$496,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$4,257,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Location: #249, Yale Ave and Irvine Blvd  
Mitigation: + Add 2nd SB LT lane

Date: 10/9/2013  
Originally Estimated by: RBF  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$212,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.4                | \$5,000            |
| 3 Earthwork  | \$46.00 / CY         | 7,556              | \$348,000          |
| 4 Remove Striping  | \$13.00 / LF         | 4,500              | \$59,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 2,070              | \$75,000           |
| 6 Remove Median Curb   | \$37.00 / LF         | 925                | \$34,000           |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 10,350             | \$52,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0                |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 21                 | \$27,000           |
| 13 Sawcut  | \$1.25 / LF          | 1,950              | \$2,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 2                  | \$11,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.75               | \$169,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 1                  | \$1,000            |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 5                  | \$1,000            |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0                |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 4                  | \$20,000           |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 1                  | \$1,000            |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 1                  | \$6,000            |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 10                 | \$9,000            |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 5                  | \$8,000            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 1                  | \$1,000            |
| 30 Adjust Water Valve  | \$610.00 / EA        | 1                  | \$1,000            |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 9                  | \$5,000            |
| 32 Modify Driveway   | \$6,100.00 / LS      | 2                  | \$12,000           |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 18,400             | \$110,000          |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 52,000             | \$21,000           |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 6,520              | \$13,000           |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 2,070              | \$39,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 1,050              | \$33,000           |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 10,350             | \$94,000           |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 4                  | \$21,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 4,250              | \$485,000          |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$133,000          |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$108,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,116,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$76,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,192,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$169,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,023,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$131,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,892,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$55,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,837,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$162,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,999,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$54,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,945,000</b> |
| Right-of-Way   | \$82.95 / SF         | 18,400             | \$1,526,000        |
| Right-of-Way Management  | 5%                   |                    | \$76,000           |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$1,602,000</b> |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$3,547,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$195,000          |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$292,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$292,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$389,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$4,715,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

**Location:** 288. Jeffrey Rd & Walnut Avenue/I-5 SB Ramps  
**Mitigation:** Add EB shared 2nd T lane/2nd RT lane

**Date:** 10/9/2013  
**Originally Estimated by:** RBF  
**Revised by:** City

| DESCRIPTION OF WORK                         | COST               |        |                    |
|---|--------------------|--------|--------------------|
| 1 Mobilization                              | \$40,490           |        |                    |
| 2 Demolition and Removal Work               | \$23,495           |        |                    |
| 3 Roadway Surfacing                         | \$13,350           |        |                    |
| 4 Roadway Items                             | \$28,540           |        |                    |
| 5 Traffic Signals                           | \$297,400          |        |                    |
| 6 Traffic Signing and Striping              | \$4,781            |        |                    |
| 7 Utilities                                 | \$7,700            |        |                    |
| 8 Landscaping                               | \$7,600            |        |                    |
| 9 Miscellaneous                             | \$22,000           |        |                    |
| 10 Construction Cost                        | \$445,400          |        |                    |
| Contingency (25%)                           | \$111,400          |        |                    |
| Total Construction Cost                     | \$556,800          |        |                    |
| 11 Right-of-Way                             | \$281,550          |        |                    |
| 12 Design                                   | \$83,500           |        |                    |
| 13 Construction Management (15%)            | \$83,500           |        |                    |
| 14 Project Cost                             | \$1,005,350        |        |                    |
| 15 Preliminary Project Development (actual) | \$126,029          |        |                    |
| <b>TOTAL PROJECT COSTS</b>                  | <b>\$1,131,379</b> |        |                    |
| California Highway Price Index              | \$36,000           | +3.6%  | CCI 2008 --> 2009  |
| <b>TOTAL PROJECT COSTS</b>                  | <b>\$1,167,379</b> |        |                    |
| California Highway Price Index              | -\$87,000          | (7.7%) | CCI 2009 --> 2010  |
| <b>TOTAL PROJECT COSTS</b>                  | <b>\$1,080,379</b> |        |                    |
| California Highway Price Index              | -\$76,000          | (6.5%) | CCI 2010 --> 2010* |
| <b>TOTAL PROJECT COSTS</b>                  | <b>\$1,004,379</b> |        |                    |
| California Highway Price Index              | -\$29,000          | (2.9%) | CCI 2010* --> 2011 |
| <b>TOTAL PROJECT COSTS</b>                  | <b>\$975,379</b>   |        |                    |
| California Highway Price Index              | \$86,000           | +8.8%  | CCI 2011 --> 2012  |
| <b>TOTAL PROJECT COSTS</b>                  | <b>\$1,061,379</b> |        |                    |
| California Highway Price Index              | -\$29,000          | (2.7%) | CCI 2012 --> 2013  |
| <b>TOTAL PROJECT COSTS</b>                  | <b>\$1,032,379</b> |        |                    |

For detailed cost estimates for each items listed under Description of Costs, refer to cost estimates provided by DMJM Harris/AECOM

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Location: 289. Jeffrey Rd & Irvine Center Dr

Date: 10/9/2013

Mitigation: Add 4th WB lane (2030); and NB through lanes and 3rd SB left-turn lane and convert SB right turn lane to 4th through lane.

Originally Estimated by: RBF  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST                |
|--|----------------------|--------------------|---------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$342,000           |
| 2 Clear & Grub   | \$12200 / AC         | 1.5                | \$19,000            |
| 3 Earthwork  | \$46.00 / CY         | 5,900.0            | \$271,000           |
| 4 Remove Striping  | \$13.00 / LF         | 6,134.0            | \$80,000            |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 6,200.0            | \$223,000           |
| 6 Remove Median Curb   | \$37.00 / LF         | 2,000.0            | \$74,000            |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 27,856.0           | \$139,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 0.0                | \$0                 |
| 9 Remove Channel   | \$19.00 / LF         | 0.0                | \$0                 |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 680                | \$21,000            |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 0                  | \$0                 |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 61                 | \$79,000            |
| 13 Sawcut  | \$1.25 / LF          | 6,200              | \$8,000             |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 14                 | \$80,000            |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 1.00               | \$225,000           |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 1                  | \$1,000             |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 6                  | \$1,000             |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                 |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                 |
| 20 Relocate Power Pole   | \$25,000 / EA        | 2                  | \$50,000            |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 6                  | \$59,000            |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 4                  | \$20,000            |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                 |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 4                  | \$24,000            |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 26                 | \$23,000            |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 2                  | \$24,000            |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 1                  | \$10,000            |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 8                  | \$12,000            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 2                  | \$1,000             |
| 30 Adjust Water Valve  | \$610.00 / EA        | 21                 | \$13,000            |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 6                  | \$4,000             |
| 32 Modify Driveway   | \$6,100.00 / LS      | 4                  | \$24,000            |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                 |
| 34 Construct AC Pavement   | \$6.00 / SF          | 67,164             | \$403,000           |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                 |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 240,500            | \$96,000            |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 10,964             | \$22,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                 |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 6,200              | \$118,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                 |
| 41 Construct Median Curb   | \$31.00 / LF         | 2,900              | \$90,000            |
| 42 Construct Median Concrete   | \$7.9 / SF           | 10,200             | \$81,000            |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 2,760              | \$36,000            |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 27,056             | \$245,000           |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 8                  | \$42,000            |
| 46 Construct Retaining Wall  | \$114 / SF           | 300                | \$34,000            |
| 46.1 Remove Retaining Wall   | \$74.00/SF           | 0                  | \$0                 |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                 |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                 |
| 49(03) Construct Channel (Earthen)   | \$12.2 / LF          | 750                | \$9,000             |
| 50(03) Construct Portable Delineator   | \$36.60 / EA         | 22                 | \$1,000             |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 1,315              | \$25,000            |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                 |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                 |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                 |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$215,000           |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$174,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,418,000</b>  |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$123,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,541,000</b>  |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$273,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,268,000</b>  |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$212,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,056,000</b>  |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$89,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,967,000</b>  |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$261,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,228,000</b>  |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$87,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,141,000</b>  |
| Right-of-Way   | \$82.95 / SF         | 78,400             | \$6,503,000         |
| Right-of-Way Management  | 5%                   |                    | \$325,000           |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$6,828,000</b>  |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$9,969,000</b>  |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$314,000           |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$471,000           |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$471,000           |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$628,000           |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$11,853,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Location: #291. Jeffrey Rd at Alton Pkwy

Date: 10/9/2013

Mitigation: + Add 3rd EB T lane, Convert NB free RT lane to standard RT lane  
+ Add SB defacto RT lane

Originally Estimated by: RBF  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$63,000           |
| 2 Clear & Grub   | \$12200 / AC         | 0.2                | \$2,000            |
| 3 Earthwork  | \$46.00 / CY         | 1,800              | \$83,000           |
| 4 Remove Striping  | \$13.00 / LF         | 3,500              | \$46,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 1,200              | \$43,000           |
| 6 Remove Median Curb   | \$37.00 / LF         | 200                | \$7,000            |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 4,000              | \$20,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0                |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 13                 | \$17,000           |
| 13 Sawcut  | \$1.25 / LF          | 1,200              | \$2,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0                |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.50               | \$113,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 3                  | \$1,000            |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 1                  | \$10,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 1                  | \$5,000            |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 1                  | \$1,000            |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 1                  | \$2,000            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 3                  | \$2,000            |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0                |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 6,300              | \$38,000           |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 18,800             | \$8,000            |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 4,300              | \$9,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 1,200              | \$23,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 2,400              | \$31,000           |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 3,000              | \$27,000           |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 1                  | \$5,000            |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0                |
| 46.1 Remove Retaining Wall   | \$74.00 / SF         | 0                  | \$0                |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$40,000           |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$32,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$630,000</b>   |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$23,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$653,000</b>   |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$50,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$603,000</b>   |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$39,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$564,000</b>   |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$16,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$548,000</b>   |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$48,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$596,000</b>   |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$16,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$580,000</b>   |
| Right-of-Way   | \$82.95 / SF         | 4,000              | \$332,000          |
| Right-of-Way Management  | 5%                   |                    | \$17,000           |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$349,000</b>   |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$929,000</b>   |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$58,000           |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$87,000           |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$87,000           |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$116,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$1,277,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
ACTUAL PROJECT COST**

LOCATION: #302, SAND CANYON AVE. AT TRABUCO RD.  
MITIGATION: CONVERT EB RT LANE TO FREE RT LANE.

DATE: 9/17/2010  
ESTIMATED BY: PM

| Sully Miller Item No. | Sukut Item No. | DESCRIPTION OF WORK  | ESTIMATED QUANTITY | UNIT | UNIT PRICE   | TOTAL               |
|-----------------------|----------------|--|--------------------|------|--------------|---------------------|
| 1                     |                | MOBILIZATION (2% OF CONST. COST)   | 1                  | LS   | \$6,024.00   | \$6,024.00          |
| 2                     |                | PAYMENT AND PERFORMANCE BONDS (1.5% OF CONST. COST)                            | 1                  | LS   | \$4,518.00   | \$4,518.00          |
| 3                     |                | DEVELOP CONSTRUCTION WATER (PRO-RATED 20% OF CONST. COST)                      | 1                  | LS   | \$10,000.00  | \$10,000.00         |
| 4 & CO #2             |                | TRAFFIC CONTROL (PRO-RATED 11% OF CONST. COST)                                 | 1                  | LS   | \$20,000.00  | \$20,000.00         |
| 6                     |                | CLEAR & GRUB (PRO-RATED 40% OF CONST. COST)                                    | 1                  | LS   | \$8,000.00   | \$8,000.00          |
|                       | 11             | UNCLASSIFIED EXCAVATION  | 5,300              | CY   | \$4.50       | \$23,850.00         |
|                       | 13             | UNSUITABLE MATERIAL EXCAVATION AND RECOMPACTION                                | 5,300              | CY   | \$2.05       | \$10,865.00         |
| 13                    |                | PARKWAY AND SLOPE FINISH (+/- 0.2 FT.)   | 42,200             | SF   | \$0.16       | \$6,752.00          |
| 14 to 16              |                | SWPPP PLAN AND IMPLEMENTATION (PRO-RATED 7% OF CONST.)                         | 1                  | LS   | \$14,887.82  | \$14,887.82         |
| 17                    |                | PREPARE STREET SUBGRADE  | 23,900             | SF   | \$0.25       | \$5,975.00          |
| 20A                   |                | CONSTRUCT AGGREGATE BASE   | 23,900             | SF   | \$0.90       | \$21,510.00         |
| 23A                   |                | CONSTRUCT AC PAVEMENT  | 23,900             | SF   | \$1.50       | \$35,850.00         |
| 29                    |                | CONSTRUCT MEDIAN CURB  | 235                | LF   | \$11.00      | \$2,585.00          |
| 30                    |                | CONSTRUCT CURB & GUTTER  | 1,205              | LF   | \$13.00      | \$15,665.00         |
| 35                    |                | CONSTRUCT WHEELCHAIR RAMP  | 4                  | EA   | \$550.00     | \$2,200.00          |
| 36                    |                | CONSTRUCT DETECTABLE WARNING SURFACE FOR ACCESS RAMP                           | 4                  | EA   | \$600.00     | \$2,400.00          |
| 40                    |                | CONSTRUCT SUB TURNOUT  | 960                | SF   | \$10.28      | \$9,868.80          |
| 51                    |                | REMOVE EXISTING PAVEMENT & SAWCUT  | 1,050              | SF   | \$0.50       | \$525.00            |
| 59                    |                | REMOVE CURB & GUTTER   | 130                | LF   | \$1.80       | \$234.00            |
| 65                    |                | REMOVE EXISTING A.C. RAMP & PAVEMENT   | 1                  | EA   | \$350.00     | \$350.00            |
| 69 & 70               |                | CONSTRUCT STRIPING & MARKING (PRO-RATED 6.5% OF CONST. COST)                   | 1                  | LS   | \$3,917.55   | \$3,917.55          |
| 79                    |                | CONSTRUCT MEDIAN CONCRETE  | 2,075              | SF   | \$5.60       | \$11,620.00         |
| 79                    |                | CONSTRUCT PCC SIDEWALK   | 5,300              | SF   | \$5.60       | \$29,680.00         |
| 84                    |                | RELOCATE TRAFFIC SIGNAL SYSTEM   | 0.25               | EA   | \$243,600.00 | \$60,900.00         |
| 147 New CO #3         |                | RELOCATE FIRE HYDRANT  | 1                  | EA   | \$3,565.00   | \$3,565.00          |
|                       |                | <b>TOTAL CONSTRUCTION COST</b>   |                    |      |              | <b>\$311,742.18</b> |
| CCI 2008 --> 2009     |                | California Highway Price Index   | +3.6%              |      |              | \$11,000.00         |
|                       |                | <b>CONSTRUCTION SUBTOTAL</b>   |                    |      |              | <b>\$322,742.18</b> |
| CCI 2009 --> 2010     |                | California Highway Price Index   | (7.7%)             |      |              | -\$25,000.00        |
|                       |                | <b>CONSTRUCTION SUBTOTAL</b>   |                    |      |              | <b>\$297,742.18</b> |
|                       |                | Preliminary Project Development (10% of total Construction Cost)               |                    |      |              | \$29,774.22         |
|                       |                | Design Engineering/Administration Costs (15% of total Construction Cost)       |                    |      |              | \$44,661.33         |
|                       |                | Construction Engineering Costs/Administration (15% of total Construction Cost) |                    |      |              | \$44,661.33         |
|                       |                | <b>TOTAL PROJECT COSTS</b>   |                    |      |              | <b>\$416,839.05</b> |

**Location No. 302, Sand Canyon Ave. at Trabuco Road.**

The basis of project limit and cost items are based on preliminary cost estimate and design prepared by RBF Consulting, dated 2/13/2003. Portion of the Trabuco Road Improvements (west of the Sand Canyon intersection) are constructed as part of the AD # 03-19 (CIP # 31, 3140) offsite infrastructure work by Sukut Construction (Contract No. 1036600). Portion of the Sand Canyon improvements including the traffic signal relocation are constructed as part of the AD #03-19 (CIP #314,900) offsite infrastructure work by Sully-Miller Contracting (Contract No. 1043500)

- 1) Approximately 515 linear foot (street station 156+15 to station 161+30) of right turn lane as part of Trabuco Road improvements, west of Sand Canyon intersection are within the NITM fee credit limits.
- 2) Approximately 770 linear foot (street station 45+00 to station 52+70) of free right turn lane transition lane as part of Sand Canyon improvements, south of Trabuco Road intersection are within the NITM fee credit limits. Sand Canyon Avenue improvements included the free right turn median island and traffic signal modification work.
- 3) Construction items, quantities, and unit prices are based on actual costs from Sukut Construction and Sully Miller contracts. Pro-rated items are items that are lump sum items in the contracts, for this NITM fee credit estimate purposes, the items are prorated based on % of construction cost.
- 4) Preliminary Project Development, Design Engineering and Construction Engineering / Administration Costs are based on same % used on the preliminary cost estimate by RBF consulting.

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

**Location:** #303. Sand Canyon Ave at I-5 NB ramps/Marine Wy  
**Mitigation:** + Add 3rd NB & SB T lanes, improve EB approach to provide 2 LT lanes

**Date:** 10/9/2013

**Originally Estimated by:** RBF  
**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$206,000          |
| 2 Clear & Grub   | \$12200 / AC         | 1.0                | \$12,000           |
| 3 Earthwork  | \$46.00 / CY         | 5,300              | \$244,000          |
| 4 Remove Striping  | \$13.00 / LF         | 2,100              | \$27,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0                |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 0                  | \$0                |
| 8 Remove Pavement  | \$5.00 / SF          | 2,900              | \$15,000           |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 6                  | \$8,000            |
| 13 Sawcut  | \$1.25 / LF          | 2,900              | \$4,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 1                  | \$6,000            |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 1.50               | \$338,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 2                  | \$1,000            |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 1                  | \$0                |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 1                  | \$25,000           |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 2                  | \$20,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 1                  | \$5,000            |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 10                 | \$9,000            |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 1                  | \$12,000           |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 2                  | \$3,000            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 2                  | \$1,000            |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 7                  | \$4,000            |
| 32 Modify Driveway   | \$6,100.00 / LS      | 1                  | \$6,000            |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 62,120             | \$373,000          |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 60,500             | \$24,000           |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 4,650              | \$9,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 2,210              | \$42,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 150                | \$5,000            |
| 42 Construct Median Concrete   | \$7.9 / SF           | 1,250              | \$10,000           |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 12,400             | \$112,000          |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 6                  | \$31,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 2,300              | \$262,000          |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 400                | \$8,000            |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$129,000          |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$105,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,056,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$74,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,130,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$164,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,966,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$128,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,838,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$53,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,785,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$157,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,942,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$52,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,890,000</b> |
| Right-of-Way   | \$82.95 / SF         | 1,600              | \$133,000          |
| Right-of-Way Management  | 5%                   |                    | \$7,000            |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$140,000</b>   |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$2,030,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$189,000          |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$284,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$284,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$378,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$3,165,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Location: #305. Sand Canyon Ave at I-5 SB ramps  
Mitigation: + Add 3rd NB & SB T lanes

Date: 10/9/2013  
Originally Estimated by: RBF  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$111,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.3                | \$4,000            |
| 3 Earthwork  | \$46.00 / CY         | 1,020              | \$47,000           |
| 4 Remove Striping  | \$13.00 / LF         | 2,480              | \$32,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 1,140              | \$41,000           |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 10,900             | \$55,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 1,140              | \$6,000            |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 130                | \$4,000            |
| 11 Reconstruct Metal Bean Guard Rail   | \$86.00/ LF          | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0                |
| 13 Sawcut  | \$1.25 / LF          | 1,140              | \$1,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0                |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 1.00               | \$225,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 8                  | \$6,000            |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 1                  | \$0                |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 5                  | \$49,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 1                  | \$6,000            |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 21                 | \$19,000           |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 5                  | \$8,000            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 5                  | \$3,000            |
| 32 Modify Driveway   | \$6,100.00 / LS      | 1                  | \$6,000            |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 250                | \$2,000            |
| 34 Construct AC Pavement   | \$6.00 / SF          | 21,000             | \$126,000          |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 31,500             | \$13,000           |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 2,390              | \$5,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 1,140              | \$22,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 4,000              | \$52,000           |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 10,500             | \$95,000           |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 8                  | \$42,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0                |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$70,000           |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$56,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,106,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$40,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,146,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$88,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,058,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$69,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$989,000</b>   |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$29,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$960,000</b>   |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$84,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,044,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$28,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,016,000</b> |
| Right-of-Way   | \$82.95 / SF         | 3,000              | \$249,000          |
| Right-of-Way Management  | 5%                   |                    | \$12,000           |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$261,000</b>   |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$1,277,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$102,000          |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$153,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$153,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$204,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$1,889,000</b> |



**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

**Location:** 306. Sand Canyon Ave & Oak Canyon/Laguna Canyon Rd  
**Mitigation:** Part 1 - Add WB approach lane to provide 2 left-turn lanes  
1.5 through lanes and 1.5 right-turn lanes

**Date:** 10/9/2013  
**Originally Estimated by:** RBF  
**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST             |
|--|----------------------|--------------------|------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 0                  | \$64,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.3                | \$3,000          |
| 3 Earthwork  | \$46.00 / CY         | 0                  | \$0              |
| 4 Remove Striping  | \$13.00 / LF         | 440                | \$6,000          |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 1,570              | \$57,000         |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0              |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 12,560             | \$63,000         |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0              |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0              |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0              |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 0                  | \$0              |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 22                 | \$29,000         |
| 13 Sawcut  | \$1.25 / LF          | 0                  | \$0              |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 6                  | \$34,000         |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.50               | \$113,000        |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0              |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 1                  | \$0              |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0              |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0              |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0              |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0              |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 4                  | \$20,000         |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0              |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 1                  | \$6,000          |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 7                  | \$6,000          |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 1                  | \$12,000         |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0              |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 2                  | \$3,000          |
| 29 Adjust Water Meter  | \$610.00 / EA        | 1                  | \$1,000          |
| 30 Adjust Water Valve  | \$610.00 / EA        | 16                 | \$10,000         |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0              |
| 32 Modify Driveway   | \$6,100.00 / LS      | 1                  | \$6,000          |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0              |
| 34 Construct AC Pavement   | \$6.00 / SF          | 8,140              | \$49,000         |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0              |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0              |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 1,172              | \$2,000          |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0              |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 1,570              | \$30,000         |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0              |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0              |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0              |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0              |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 12,560             | \$114,000        |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 2                  | \$10,000         |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0              |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0              |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0              |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0              |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0              |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0              |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0              |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 0                  | \$2,000          |
| 54 SWPPP Plan and Implementation   | 6%                   | 0                  | \$0              |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$640,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$23,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$663,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$51,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$612,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$40,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$572,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$17,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$555,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$49,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$604,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$16,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$588,000</b> |
| Right-of-Way   | \$82.95 / SF         | 0                  | \$0              |
| Right-of-Way Management  | 5%                   | 0                  | \$0              |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>       |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$588,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$59,000         |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$89,000         |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$89,000         |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$118,000        |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$943,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Location: #310. Sand Canyon Ave at Alton Pkwy  
Mitigation: + Add 2nd NB RT lane

Date: 10/9/2013  
Originally Estimated by: RBF  
Revised by: City

|    | DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST             |
|----|--|----------------------|--------------------|------------------|
| 1  | Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$21,000         |
| 2  | Clear & Grub   | \$12200 / AC         | 0.0                | \$0              |
| 3  | Earthwork  | \$46.00 / CY         | 50                 | \$2,000          |
| 4  | Remove Striping  | \$13.00 / LF         | 200                | \$3,000          |
| 5  | Remove Curb & Gutter   | \$36.00 / LF         | 200                | \$7,000          |
| 6  | Remove Median Curb   | \$37.00 / LF         | 0                  | \$0              |
| 7  | Remove PCC Sidewalk  | \$5.00/ SF           | 1,300              | \$7,000          |
| 8  | Remove Pavement  | \$5.00 / SF          | 0                  | \$0              |
| 9  | Remove Channel   | \$19.00 / LF         | 0                  | \$0              |
| 10 | Remove/Replace Chain Link Fence  | \$31.00 / LF         | 0                  | \$0              |
| 11 | Reconstruct Metal Beam Guard Rail  | \$86.00/ LF          | 0                  | \$0              |
| 12 | Remove & Relocate Tree   | \$1,300.00 / EA      | 2                  | \$3,000          |
| 13 | Sawcut   | \$1.25 / LF          | 200                | \$0              |
| 14 | Relocate Street Light  | \$5,700.00 / EA      | 1                  | \$6,000          |
| 15 | Relocate Traffic Signal System   | \$225,000.00 / EA    | 0.50               | \$113,000        |
| 16 | Relocate Freeway Sign (2 post)   | \$700.00 / EA        | 0                  | \$0              |
| 17 | Relocate Sign (1 post)   | \$220.00 / EA        | 0                  | \$0              |
| 18 | Reconstruct Overhead Sign  | \$240,000.00 / EA    | 0                  | \$0              |
| 19 | Relocate Call Box  | \$2,051.00/EA        | 0                  | \$0              |
| 20 | Relocate Power Pole  | \$25,000 / EA        | 0                  | \$0              |
| 21 | Relocate Catch Basin   | \$9,760.00 / EA      | 0                  | \$0              |
| 22 | Relocate Fire Hydrant  | \$5,000.00 / EA      | 0                  | \$0              |
| 23 | Relocate Bus Bench   | \$1,458.00/ EA       | 0                  | \$0              |
| 24 | Relocate Monument Wall   | \$6,100.00 / EA      | 0                  | \$0              |
| 25 | Relocate Utility Boxes   | \$895.00 / EA        | 0                  | \$0              |
| 26 | Relocate Main Water Valve  | \$12,200.00 / EA     | 0                  | \$0              |
| 27 | Relocate Utility Vault   | \$10,000 / EA        | 0                  | \$0              |
| 28 | Adjust Manhole to Grade  | \$1,500.00 / EA      | 0                  | \$0              |
| 29 | Adjust Water Meter   | \$610.00 / EA        | 0                  | \$0              |
| 30 | Adjust Water Valve   | \$610.00 / EA        | 0                  | \$0              |
| 31 | Adjust Minor Above Ground Utilities  | \$610.00 / EA        | 0                  | \$0              |
| 32 | Modify Driveway  | \$6,100.00 / LS      | 0                  | \$0              |
| 33 | Construct PCC Pavement   | \$7.50 / SF          | 0                  | \$0              |
| 34 | Construct AC Pavement  | \$6.00 / SF          | 400                | \$2,000          |
| 35 | Construct AC Overlay   | \$2.50 / SF          | 0                  | \$0              |
| 36 | Construct Slurry Seal  | \$0.4 / SF           | 0                  | \$0              |
| 37 | Construct Striping & Marking   | \$2.00 / LF          | 400                | \$1,000          |
| 38 | Construct AC Dike  | \$4.00 / LF          | 0                  | \$0              |
| 39 | Construct Curb & Gutter  | \$19.00 / LF         | 200                | \$4,000          |
| 40 | Construct Concrete Barrier   | \$295.00 / LF        | 0                  | \$0              |
| 41 | Construct Median Curb  | \$31.00 / LF         | 0                  | \$0              |
| 42 | Construct Median Concrete  | \$7.9 / SF           | 0                  | \$0              |
| 43 | Construct Median/Parkway Landscaping   | \$13.00 / SF         | 0                  | \$0              |
| 44 | Construct PCC Sidewalk   | \$9.05 / SF          | 1,300              | \$12,000         |
| 45 | Construct Wheelchair Ramp  | \$5,200.00 / EA      | 1                  | \$5,000          |
| 46 | Construct Retaining Wall   | \$114 / SF           | 0                  | \$0              |
| 47 | Construct Storm Drain Main   | \$122.00 / LF        | 0                  | \$0              |
| 48 | Construct RCB  | \$549.00 / CY        | 0                  | \$0              |
| 49 | Construct Concrete V-Ditch   | \$19.00/ LF          | 0                  | \$0              |
| 50 | Construct Bridge Widening  | \$500.00 / SF        | 0                  | \$0              |
| 51 | Install Ramp Metering System   | \$80,000.00 / EA     | 0                  | \$0              |
| 52 | Apply ATMS   | \$113,165.00 / LS    | 0                  | \$0              |
| 53 | Traffic Control  | 8% (\$2,000 Min)     | 1                  | \$13,000         |
| 54 | SWPPP Plan and Implementation  | 6%                   | 1                  | \$11,000         |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$210,000</b> |
|    | California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$8,000          |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$218,000</b> |
|    | California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$17,000        |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$201,000</b> |
|    | California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$13,000        |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$188,000</b> |
|    | California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$5,000         |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$183,000</b> |
|    | California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$16,000         |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$199,000</b> |
|    | California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$5,000         |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$194,000</b> |
|    | Right-of-Way   | \$82.95 / SF         | 350                | \$29,000         |
|    | Right-of-Way Management  | 5%                   |                    | \$1,000          |
|    | <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$30,000</b>  |
|    | <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$224,000</b> |
|    | Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$20,000         |
|    | Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$30,000         |
|    | Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$30,000         |
|    | Contingency (20% of total Construction Cost)                                   |                      |                    | \$39,000         |
|    | <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$343,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

**Location:** #311. Sand Canyon Ave at I-405 NB ramps  
**Mitigation:** + Improve WB approach to provide a LT lane, a RT lane,  
and a free RT lane

**Date:** 10/9/2013  
**Originally Estimated by:** RBF  
**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$67,000           |
| 2 Clear & Grub   | \$12200 / AC         | 0.4                | \$5,000            |
| 3 Earthwork  | \$46.00 / CY         | 2,050              | \$94,000           |
| 4 Remove Striping  | \$13.00 / LF         | 300                | \$4,000            |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 400                | \$14,000           |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 2,400              | \$12,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0                |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 350                | \$11,000           |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0                |
| 13 Sawcut  | \$1.25 / LF          | 700                | \$1,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 1                  | \$6,000            |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.33               | \$74,000           |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 4                  | \$3,000            |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 4                  | \$1,000            |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 1                  | \$10,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 3                  | \$3,000            |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 2                  | \$3,000            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 1                  | \$1,000            |
| 32 Relocate Drainage Inlet   | \$1,830.00 / EA      | 1                  | \$2,000            |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 14,000             | \$84,000           |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0                |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 700                | \$1,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 400                | \$8,000            |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 185                | \$6,000            |
| 42 Construct Median Concrete   | \$7.9 / SF           | 2,500              | \$20,000           |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 2,400              | \$22,000           |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 3                  | \$16,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 920                | \$105,000          |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 100                | \$12,000           |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 380                | \$7,000            |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$42,000           |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$34,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$668,000</b>   |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$24,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$692,000</b>   |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$53,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$639,000</b>   |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$42,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$597,000</b>   |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$17,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$580,000</b>   |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$51,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$631,000</b>   |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$17,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$614,000</b>   |
| Right-of-Way   | \$82.95 / SF         | 2,550              | \$212,000          |
| Right-of-Way Management  | 5%                   |                    | \$11,000           |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$223,000</b>   |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$837,000</b>   |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$62,000           |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$93,000           |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$93,000           |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$123,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$1,208,000</b> |

Item differs from other cost estimate sheets

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2010 COST ESTIMATES**

Date: 10/9/2013

Location: #321. Laguna Canyon Rd at Old Laguna Canyon Rd  
Mitigation: + Add 3rd NB LT lane, 3rd NB T lane, and 3rd SB T lane

Originally Estimated by: RBF  
Revised by: PM

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY          | COST               |
|--|----------------------|-------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                 | \$131,000          |
| 2 Clear & Grub   | \$12200 / AC         | 1.0               | \$12,000           |
| 3 Earthwork  | \$46.00 / CY         | 4,000             | \$184,000          |
| 4 Remove Striping  | \$13.00 / LF         | 5,000             | \$65,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 2,350             | \$85,000           |
| 6 Remove Median Curb   | \$37.00 / LF         | 1,200             | \$44,000           |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 2,100             | \$11,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 6,500             | \$33,000           |
| 9 Remove Channel   | \$19.00 / LF         | 0                 | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                 | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 0                 | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                 | \$0                |
| 13 Sawcut  | \$1.25 / LF          | 2,150             | \$3,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                 | \$0                |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.75              | \$169,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                 | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 5                 | \$1,000            |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                 | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                 | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                 | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 17                | \$166,000          |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                 | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                 | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                 | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                 | \$0                |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                 | \$0                |
| 27 Relocate Utility Vault  | \$1,000.00 / EA      | 0                 | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                 | \$0                |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                 | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                 | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                 | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                 | \$0                |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                 | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 19,200            | \$115,000          |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                 | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                 | \$0                |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 5,850             | \$12,000           |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                 | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 2,400             | \$46,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                 | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 1,400             | \$43,000           |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                 | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                 | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 2,100             | \$19,000           |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 4                 | \$21,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                 | \$0                |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                 | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                 | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 0                 | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                 | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                 | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                 | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                 | \$82,000           |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                 | \$67,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                   | <b>\$1,309,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009 | \$47,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                   | <b>\$1,356,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010 | -\$104,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                   | <b>\$1,252,000</b> |
| Right-of-Way   | \$71.66 / SF         | 0                 | \$0                |
| Right-of-Way Management  | 5%                   |                   | \$0                |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                   | <b>\$0</b>         |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                   | <b>\$1,252,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                   | \$126,000          |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                   | \$188,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                   | \$188,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                   | \$251,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                   | <b>\$2,005,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Location: #338, Alton Pkwy at Irvine Blvd (LOS E)

Date: 10/9/2013

Mitigation: + Stripe EB approach to provide 2.5 LT lanes, 2.5 T lanes  
and 1 RT lane

Originally Estimated by: RBF

Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST            |
|--|----------------------|--------------------|-----------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$2,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.0                | \$0             |
| 3 Earthwork  | \$46.00 / CY         | 0                  | \$0             |
| 4 Remove Striping  | \$13.00 / LF         | 400                | \$5,000         |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0             |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0             |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 0                  | \$0             |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0             |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0             |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0             |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 0                  | \$0             |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0             |
| 13 Sawcut  | \$1.25 / LF          | 0                  | \$0             |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0             |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.00               | \$0             |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0             |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 1                  | \$220           |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0             |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0             |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0             |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0             |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0             |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0             |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0             |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0             |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0             |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0             |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0             |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0             |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0             |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0             |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0             |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0             |
| 34 Construct AC Pavement   | \$6.00 / SF          | 0                  | \$0             |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0             |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0             |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 800                | \$2,000         |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0             |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0             |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0             |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0             |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0             |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0             |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0             |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0             |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0             |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0             |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0             |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0             |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0             |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0             |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0             |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$2,000         |
| 54 SWPPP Plan and Implementation   | 6%                   | 0                  | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$11,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$396           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$11,396</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$1,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$10,396</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$1,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$9,396</b>  |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$9,396</b>  |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$1,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$10,396</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$10,396</b> |
| Right-of-Way   | \$82.95 / SF         | 0                  | \$0             |
| Right-of-Way Management  | 5%                   |                    | \$0             |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>      |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$10,396</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$2,000         |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$2,000         |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$2,000         |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$3,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$19,396</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Date: 10/9/2013

Location: #338. Alton Pkwy at Irvine Blvd (LOS D)

Originally Estimated by: RBF

Revised by: City

Mitigation: + Add 4th WB T lane and 3rd EB LT lane

|  | DESCRIPTION OF WORK                  | UNIT PRICE           | QUANTITY           | COST               |
|--|--------------------------------------|----------------------|--------------------|--------------------|
| 1  | Mobilization                         | 10.00% (\$2,000 Min) | 1                  | \$278,000          |
| 2  | Clear & Grub                         | \$12200 / AC         | 5                  | \$61,000           |
| 3  | Earthwork                            | \$46.00 / CY         | 9,000              | \$414,000          |
| 4  | Remove Striping                      | \$13.00 / LF         | 6,200              | \$81,000           |
| 5  | Remove Curb & Gutter                 | \$36.00 / LF         | 2,900              | \$104,000          |
| 6  | Remove Median Curb                   | \$37.00 / LF         | 400                | \$15,000           |
| 7  | Remove PCC Sidewalk                  | \$5.00 / SF          | 23,300             | \$117,000          |
| 8  | Remove Pavement                      | \$5.00 / SF          | 3,900              | \$20,000           |
| 9  | Remove Channel                       | \$19.00 / LF         | 0                  | \$0                |
| 10   | Remove/Replace Chain Link Fence      | \$31.00 / LF         | 0                  | \$0                |
| 11   | Reconstruct Metal Beam Guard Rail    | \$86.00 / LF         | 0                  | \$0                |
| 12   | Remove & Relocate Tree               | \$1,300.00 / EA      | 0                  | \$0                |
| 13   | Sawcut                               | \$1.25 / LF          | 6,200              | \$8,000            |
| 14   | Relocate Street Light                | \$5,700.00 / EA      | 10                 | \$57,000           |
| 15   | Relocate Traffic Signal System       | \$225,000.00 / EA    | 1                  | \$225,000          |
| 16   | Relocate Freeway Sign (2 post)       | \$700.00 / EA        | 0                  | \$0                |
| 17   | Relocate Sign (1 post)               | \$220.00 / EA        | 1                  | \$0                |
| 18   | Reconstruct Overhead Sign            | \$240,000.00 / EA    | 0                  | \$0                |
| 19   | Relocate Call Box                    | \$2,051.00/EA        | 0                  | \$0                |
| 20   | Relocate Power Pole                  | \$25,000 / EA        | 0                  | \$0                |
| 21   | Relocate Catch Basin                 | \$9,760.00 / EA      | 0                  | \$0                |
| 22   | Relocate Fire Hydrant                | \$5,000.00 / EA      | 0                  | \$0                |
| 23   | Relocate Bus Bench                   | \$1,458.00/EA        | 0                  | \$0                |
| 24   | Relocate Monument Wall               | \$6,100.00 / EA      | 0                  | \$0                |
| 25   | Relocate Utility Boxes               | \$895.00 / EA        | 0                  | \$0                |
| 26   | Relocate Main Water Valve            | \$12,200.00 / EA     | 0                  | \$0                |
| 27   | Relocate Utility Vault               | \$10,000 / EA        | 0                  | \$0                |
| 28   | Adjust Manhole to Grade              | \$1,500.00 / EA      | 0                  | \$0                |
| 29   | Adjust Water Meter                   | \$610.00 / EA        | 0                  | \$0                |
| 30   | Adjust Water Valve                   | \$610.00 / EA        | 0                  | \$0                |
| 31   | Adjust Minor Above Ground Utilities  | \$610.00 / EA        | 0                  | \$0                |
| 32   | Modify Driveway                      | \$6,100.00 / LS      | 3                  | \$18,000           |
| 33   | Construct PCC Pavement               | \$7.50 / SF          | 0                  | \$0                |
| 34   | Construct AC Pavement                | \$6.00 / SF          | 103,400            | \$620,000          |
| 35   | Construct AC Overlay                 | \$2.50 / SF          | 0                  | \$0                |
| 36   | Construct Slurry Seal                | \$0.4 / SF           | 0                  | \$0                |
| 37   | Construct Striping & Marking         | \$2.00 / LF          | 6,200              | \$12,000           |
| 38   | Construct AC Dike                    | \$4.00 / LF          | 0                  | \$0                |
| 39   | Construct Curb & Gutter              | \$19.00 / LF         | 2,900              | \$55,000           |
| 40   | Construct Concrete Barrier           | \$295.00 / LF        | 0                  | \$0                |
| 41   | Construct Median Curb                | \$31.00 / LF         | 0                  | \$0                |
| 42   | Construct Median Concrete            | \$7.9 / SF           | 3,600              | \$28,000           |
| 43   | Construct Median/Parkway Landscaping | \$13.00 / SF         | 11,600             | \$151,000          |
| 44   | Construct PCC Sidewalk               | \$9.05 / SF          | 14,500             | \$131,000          |
| 45   | Construct Wheelchair Ramp            | \$5,200.00 / EA      | 4                  | \$21,000           |
| 46   | Construct Retaining Wall             | \$114 / SF           | 0                  | \$0                |
| 47   | Construct Storm Drain Main           | \$122.00 / LF        | 0                  | \$0                |
| 48   | Construct RCB                        | \$549.00 / CY        | 0                  | \$50,000           |
| 49   | Construct Concrete V-Ditch           | \$19.00 / LF         | 0                  | \$0                |
| 50   | Construct Bridge Widening            | \$500.00 / SF        | 0                  | \$0                |
| 51   | Install Ramp Metering System         | \$80,000.00 / EA     | 0                  | \$0                |
| 52   | Apply ATMS                           | \$113,165.00 / LS    | 0                  | \$0                |
| 53   | Traffic Control                      | 8% (\$2,000 Min)     | 1                  | \$175,000          |
| 54   | SWPPP Plan and Implementation        | 6%                   | 1                  | \$142,000          |
| <b>CONSTRUCTION SUBTOTAL</b>                   |                                      |                      |                    | <b>\$2,783,000</b> |
| <b>CONSTRUCTION SUBTOTAL (TMSOS ALLOWANCE)</b> |                                      |                      |                    | <b>\$2,783,000</b> |
|  | California Highway Price Index       | +3.6%                | CCI 2008 --> 2009  | \$100,000          |
| <b>CONSTRUCTION SUBTOTAL</b>                   |                                      |                      |                    | <b>\$2,883,000</b> |
|  | California Highway Price Index       | (7.7%)               | CCI 2009 --> 2010  | -\$222,000         |
| <b>CONSTRUCTION SUBTOTAL</b>                   |                                      |                      |                    | <b>\$2,661,000</b> |
|  | California Highway Price Index       | (6.5%)               | CCI 2010 --> 2010* | -\$173,000         |
| <b>CONSTRUCTION SUBTOTAL</b>                   |                                      |                      |                    | <b>\$2,488,000</b> |
|  | California Highway Price Index       | (2.9%)               | CCI 2010* --> 2011 | -\$72,000          |
| <b>CONSTRUCTION SUBTOTAL</b>                   |                                      |                      |                    | <b>\$2,416,000</b> |
|  | California Highway Price Index       | +8.8%                | CCI 2011 --> 2012  | \$213,000          |
| <b>CONSTRUCTION SUBTOTAL</b>                   |                                      |                      |                    | <b>\$2,629,000</b> |
|  | California Highway Price Index       | (2.7%)               | CCI 2012 --> 2013  | -\$71,000          |
| <b>CONSTRUCTION SUBTOTAL</b>                   |                                      |                      |                    | <b>\$2,558,000</b> |

Item differs from other cost estimate sheets

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Location: #345. Alton Pkwy at I-5 NB ramps

Date: 10/9/2013

Mitigation: + Restripe WB approach to provide 2.5 LT lanes and 0.5 RT lanes

Originally Estimated by: RBF

Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST            |
|--|----------------------|--------------------|-----------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$2,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.0                | \$0             |
| 3 Earthwork  | \$46.00 / CY         | 0                  | \$0             |
| 4 Remove Striping  | \$13.00 / LF         | 350                | \$5,000         |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0             |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0             |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 0                  | \$0             |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0             |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0             |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0             |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 0                  | \$0             |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0             |
| 13 Sawcut  | \$1.25 / LF          | 0                  | \$0             |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0             |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0             |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0             |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0             |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0             |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0             |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0             |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0             |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0             |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0             |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0             |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0             |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0             |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0             |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0             |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0             |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0             |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0             |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0             |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0             |
| 34 Construct AC Pavement   | \$6.00 / SF          | 0                  | \$0             |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0             |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 16,800             | \$7,000         |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 350                | \$1,000         |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0             |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0             |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0             |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0             |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0             |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0             |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0             |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0             |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0             |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0             |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0             |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0             |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0             |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0             |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0             |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$2,000         |
| 54 SWPPP Plan and Implementation   | 6%                   | 0                  | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$17,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$1,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$18,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$1,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$17,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$1,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$16,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$16,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$1,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$17,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$17,000</b> |
| Right-of-Way   | \$82.95 / SF         | 0                  | \$0             |
| Right-of-Way Management  | 5%                   |                    | \$0             |
| <b>2008 RIGHT-OF-WAY SUBTOTAL</b>  |                      |                    | <b>\$0</b>      |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$17,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$2,000         |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$3,000         |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$3,000         |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$4,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$29,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

**Location:** #362. Bake Pkwy at Irvine Blvd (Alt2)

**Date:** 10/9/2013

**Mitigation:** + Convert WB RT lane to shared 4th T/RT lane. Add 2nd NB LT lanes  
+ Restripe EB to provide 2 LT lanes, 2.5 T lanes and 1.5 RT lanes

**Originally Estimated by:** RBF, PBS&J  
**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$160,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.2                | \$2,000            |
| 3 Earthwork  | \$46.00 / CY         | 4,000              | \$184,000          |
| 4 Remove Striping  | \$13.00 / LF         | 1,600              | \$21,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 750                | \$27,000           |
| 6 Remove Median Curb   | \$37.00 / LF         | 500                | \$19,000           |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 11,500             | \$58,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 7,000              | \$35,000           |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 35                 | \$46,000           |
| 13 Sawcut  | \$1.25 / LF          | 2,000              | \$3,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 5                  | \$29,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 1.00               | \$225,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 9                  | \$2,000            |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 5                  | \$125,000          |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 2                  | \$20,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 2                  | \$10,000           |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 1                  | \$1,000            |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 48                 | \$43,000           |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 3                  | \$30,000           |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 5                  | \$8,000            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 12                 | \$7,000            |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 10                 | \$6,000            |
| 32 Modify Driveway   | \$6,100.00 / LS      | 1                  | \$6,000            |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 10,800             | \$65,000           |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0                |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 1,600              | \$3,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 800                | \$15,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 550                | \$17,000           |
| 42 Construct Median Concrete   | \$7.9 / SF           | 1,100              | \$9,000            |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 400                | \$5,000            |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 12,900             | \$117,000          |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 4                  | \$21,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 840                | \$96,000           |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$100,000          |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$81,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,596,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$57,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,653,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$127,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,526,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$99,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,427,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$41,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,386,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$122,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,508,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$41,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,467,000</b> |
| Right-of-Way   | \$82.95 / SF         | 8,100              | \$672,000          |
| Right-of-Way Management  | 5%                   |                    | \$34,000           |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$706,000</b>   |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$2,173,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$147,000          |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$221,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$221,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$294,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$3,056,000</b> |



**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

**Location:** #362. Bake Pkwy at Irvine Blvd

**Date:** 10/9/2013

**Mitigation:** + Convert WB RT lane to shared 4th T/RT lane. Add 2nd NB LT lane  
+ Restripe EB to provide 2 LT lanes, 2.5 T lanes and 1.5 RT lanes  
+ Add 4th SB T lane and convert SB RT lane to free RT lane

**Originally Estimated by:** RBF  
**Revised by:** City

|    | DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|----|--|----------------------|--------------------|--------------------|
| 1  | Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$348,000          |
| 2  | Clear & Grub   | \$12200 / AC         | 0.2                | \$2,000            |
| 3  | Earthwork  | \$46.00 / CY         | 9,700              | \$446,000          |
| 4  | Remove Striping  | \$13.00 / LF         | 1,900              | \$25,000           |
| 5  | Remove Curb & Gutter   | \$36.00 / LF         | 2,800              | \$101,000          |
| 6  | Remove Median Curb   | \$37.00 / LF         | 850                | \$31,000           |
| 7  | Remove PCC Sidewalk  | \$5.00 / SF          | 22,400             | \$112,000          |
| 8  | Remove Pavement  | \$5.00 / SF          | 40,000             | \$200,000          |
| 9  | Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 | Remove/Replace Chain Link Fence  | \$31.00 / LF         | 0                  | \$0                |
| 11 | Reconstruct Metal Beam Guard Rail  | \$86.00 / LF         | 0                  | \$0                |
| 12 | Remove & Relocate Tree   | \$1,300.00 / EA      | 35                 | \$46,000           |
| 13 | Sawcut   | \$1.25 / LF          | 2,350              | \$3,000            |
| 14 | Relocate Street Light  | \$5,700.00 / EA      | 5                  | \$29,000           |
| 15 | Relocate Traffic Signal System   | \$225,000.00 / EA    | 1.00               | \$225,000          |
| 16 | Relocate Freeway Sign (2 post)   | \$700.00 / EA        | 0                  | \$0                |
| 17 | Relocate Sign (1 post)   | \$220.00 / EA        | 9                  | \$2,000            |
| 18 | Reconstruct Overhead Sign  | \$240,000.00 / EA    | 0                  | \$0                |
| 19 | Relocate Call Box  | \$2,051.00/EA        | 0                  | \$0                |
| 20 | Relocate Power Pole  | \$25,000 / EA        | 5                  | \$125,000          |
| 21 | Relocate Catch Basin   | \$9,760.00 / EA      | 2                  | \$20,000           |
| 22 | Relocate Fire Hydrant  | \$5,000.00 / EA      | 2                  | \$10,000           |
| 23 | Relocate Bus Bench   | \$1,458.00/ EA       | 1                  | \$1,000            |
| 24 | Relocate Monument Wall   | \$6,100.00 / EA      | 0                  | \$0                |
| 25 | Relocate Utility Boxes   | \$895.00 / EA        | 48                 | \$43,000           |
| 26 | Relocate Main Water Valve  | \$12,200.00 / EA     | 0                  | \$0                |
| 27 | Relocate Utility Vault   | \$10,000 / EA        | 3                  | \$30,000           |
| 28 | Adjust Manhole to Grade  | \$1,500.00 / EA      | 5                  | \$8,000            |
| 29 | Adjust Water Meter   | \$610.00 / EA        | 0                  | \$0                |
| 30 | Adjust Water Valve   | \$610.00 / EA        | 12                 | \$7,000            |
| 31 | Adjust Minor Above Ground Utilities  | \$610.00 / EA        | 10                 | \$6,000            |
| 32 | Modify Driveway  | \$6,100.00 / LS      | 1                  | \$6,000            |
| 33 | Construct PCC Pavement   | \$7.50 / SF          | 0                  | \$0                |
| 34 | Construct AC Pavement  | \$6.00 / SF          | 67,700             | \$406,000          |
| 35 | Construct AC Overlay   | \$2.50 / SF          | 0                  | \$0                |
| 36 | Construct Slurry Seal  | \$0.4 / SF           | 0                  | \$0                |
| 37 | Construct Striping & Marking   | \$2.00 / LF          | 6,000              | \$12,000           |
| 38 | Construct AC Dike  | \$4.00 / LF          | 0                  | \$0                |
| 39 | Construct Curb & Gutter  | \$19.00 / LF         | 2,800              | \$53,000           |
| 40 | Construct Concrete Barrier   | \$295.00 / LF        | 0                  | \$0                |
| 41 | Construct Median Curb  | \$31.00 / LF         | 1,100              | \$34,000           |
| 42 | Construct Median Concrete  | \$7.9 / SF           | 3,900              | \$31,000           |
| 43 | Construct Median/Parkway Landscaping   | \$13.00 / SF         | 400                | \$5,000            |
| 44 | Construct PCC Sidewalk   | \$9.05 / SF          | 22,400             | \$203,000          |
| 45 | Construct Wheelchair Ramp  | \$5,200.00 / EA      | 5                  | \$26,000           |
| 46 | Construct Retaining Wall   | \$114 / SF           | 4,300              | \$490,000          |
| 47 | Construct Storm Drain Main   | \$122.00 / LF        | 0                  | \$0                |
| 48 | Construct RCB  | \$549.00 / CY        | 0                  | \$0                |
| 49 | Construct Concrete V-Ditch   | \$19.00 / LF         | 0                  | \$0                |
| 50 | Construct Bridge Widening  | \$500.00 / SF        | 0                  | \$0                |
| 51 | Install Ramp Metering System   | \$80,000.00 / EA     | 0                  | \$0                |
| 52 | Apply ATMS   | \$113,165.00 / LS    | 0                  | \$0                |
| 53 | Traffic Control  | 8% (\$2,000 Min)     | 1                  | \$219,000          |
| 54 | SWPPP Plan and Implementation  | 6%                   | 1                  | \$177,000          |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,482,000</b> |
|    | California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$125,000          |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,607,000</b> |
|    | California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$278,000         |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,329,000</b> |
|    | California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$216,000         |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,113,000</b> |
|    | California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$90,000          |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,023,000</b> |
|    | California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$266,000          |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,289,000</b> |
|    | California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$89,000          |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,200,000</b> |
|    | Right of Way   | \$82.95 / SF         | 25,000             | \$2,074,000        |
|    | Right-of-Way Management  | 5%                   |                    | \$104,000          |
|    | <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$2,178,000</b> |
|    | <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$5,378,000</b> |
|    | Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$320,000          |
|    | Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$480,000          |
|    | Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$480,000          |
|    | Contingency (20% of total Construction Cost)                                   |                      |                    | \$640,000          |
|    | <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$7,298,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Location: #364. Bake Pkwy at Jeronimo Dr

Date: 10/9/2013

Mitigation: + Add 2nd NB LT lane, Convert SB defacto RT lane to 4th T lane  
+ Add 3rd WB T lane

Originally Estimated by: RBF, PBS&J  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$235,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.4                | \$5,000            |
| 3 Earthwork  | \$46.00 / CY         | 2,910              | \$134,000          |
| 4 Remove Striping  | \$13.00 / LF         | 2,400              | \$31,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 3,590              | \$129,000          |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 17,950             | \$90,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 3,590              | \$18,000           |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 68                 | \$88,000           |
| 13 Sawcut  | \$1.25 / LF          | 3,590              | \$4,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 7                  | \$40,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 1.00               | \$225,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 6                  | \$1,000            |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 7                  | \$175,000          |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 2                  | \$20,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 1                  | \$5,000            |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 1                  | \$1,000            |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 1                  | \$6,000            |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 29                 | \$26,000           |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 1                  | \$10,000           |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 3                  | \$5,000            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 1                  | \$1,000            |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 8                  | \$5,000            |
| 32 Modify Driveway   | \$6,100.00 / LS      | 3                  | \$18,000           |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 20,010             | \$120,000          |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 89,100             | \$36,000           |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 2,400              | \$5,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 3,590              | \$68,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 16,650             | \$216,000          |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 17,950             | \$162,000          |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 4                  | \$21,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 1,600              | \$182,000          |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 0                  | \$0                |
| 50 Relocate Mail Box   | \$500.00 / SF        | 1                  | \$1,000            |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$148,000          |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$120,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,351,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$85,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,436,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$188,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,248,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$146,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,102,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$61,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,041,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$180,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,221,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$60,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,161,000</b> |
| Right-of-Way   | \$82.95/ SF          | 16,650             | \$1,380,000        |
| Right-of-Way Management  | 5%                   |                    | \$69,000           |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$1,449,000</b> |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$3,610,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$217,000          |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$325,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$325,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$433,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$4,910,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Location: #368. Bake Pkwy at I-5 SB ramps  
Mitigation: + Add 4th NB T lane

Date: 10/9/2013  
Originally Estimated by: RBF  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$157,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.2                | \$2,000            |
| 3 Earthwork  | \$46.00 / CY         | 3,820              | \$176,000          |
| 4 Remove Striping  | \$13.00 / LF         | 8,750              | \$114,000          |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 1,380              | \$50,000           |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 6,490              | \$32,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 800                | \$4,000            |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 30                 | \$1,000            |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 110                | \$9,000            |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 11                 | \$14,000           |
| 13 Sawcut  | \$1.25 / LF          | 1,420              | \$2,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 3                  | \$17,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.50               | \$113,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 1                  | \$1,000            |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 12                 | \$3,000            |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 1                  | \$10,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 15                 | \$13,000           |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 1                  | \$12,000           |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 4                  | \$40,000           |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 2                  | \$3,000            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 1                  | \$1,000            |
| 30 Adjust Water Valve  | \$610.00 / EA        | 7                  | \$4,000            |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 4                  | \$2,000            |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0                |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 800                | \$6,000            |
| 34 Construct AC Pavement   | \$6.00 / SF          | 7,380              | \$44,000           |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0                |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 9,720              | \$19,000           |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 1,420              | \$27,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 6,690              | \$61,000           |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 2                  | \$10,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 3,820              | \$435,000          |
| 46.1 Remove Retaining Wall   | \$74.00 / SF         | 180                | \$13,000           |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$99,000           |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$80,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,574,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$57,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,631,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$126,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,505,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$98,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,407,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$41,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,366,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$120,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,486,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$40,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,446,000</b> |
| Right-of-Way   | \$82.95 / SF         | 6,660              | \$552,000          |
| Right-of-Way Management  | 5%                   |                    | \$28,000           |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$580,000</b>   |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$2,026,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$145,000          |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$217,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$217,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$290,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$2,895,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2012 COST ESTIMATES**

**Location:** #379. Lake Forest Dr to Muirlands Blvd  
**Mitigation:** + Convert NB RT lane to 4th T lane  
(Remove 2 Type IV(R) arrows (26sf))

**Date:** 10/9/2013  
**Originally Estimated by:** RBF  
**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST            |
|--|----------------------|--------------------|-----------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$2,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.0                | \$0             |
| 3 Earthwork  | \$46.00 / CY         | 0                  | \$0             |
| 4 Remove Striping  | \$13.00 / LF         | 300                | \$4,000         |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0             |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0             |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 0                  | \$0             |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0             |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0             |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0             |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0             |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0             |
| 13 Sawcut  | \$1.25 / LF          | 0                  | \$0             |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0             |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.00               | \$0             |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0             |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0             |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0             |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0             |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0             |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0             |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0             |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0             |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0             |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0             |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0             |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0             |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0             |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0             |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0             |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0             |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0             |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0             |
| 34 Construct AC Pavement   | \$6.00 / SF          | 0                  | \$0             |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0             |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0             |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 300                | \$1,000         |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0             |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0             |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0             |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0             |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0             |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0             |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0             |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0             |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0             |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0             |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0             |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 0                  | \$0             |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0             |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0             |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0             |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$2,000         |
| 54 SWPPP Plan and Implementation   | 6%                   | 0                  | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$9,000</b>  |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$324           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$9,324</b>  |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$1,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$8,324</b>  |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$1,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$7,324</b>  |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$7,324</b>  |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$1,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$8,324</b>  |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$8,324</b>  |
| Right-of-Way   | \$82.95 / SF         | 0                  | \$0             |
| Right-of-Way Management  | 5%                   |                    | \$0             |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>      |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$8,324</b>  |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$1,000         |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$2,000         |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$2,000         |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$2,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$15,324</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

**Location:** #383. Lake Forest Dr at Avenida De La Carlota/I-5 SB ramps

**Date:** 10/9/2013

**Mitigation:** + Restripe EB approach to provide 3 LT lanes, 0.5 T lanes, and 1.5 RT lanes      **Originally Estimated by:** RBF, PBS&J  
+ Add 2nd WB LT lane, provide WB RT overlap with SB LT      **Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$48,000           |
| 2 Clear & Grub   | \$12200 / AC         | 0.1                | \$1,000            |
| 3 Earthwork  | \$46.00 / CY         | 160                | \$7,000            |
| 4 Remove Striping  | \$13.00 / LF         | 500                | \$7,000            |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 200                | \$7,000            |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 1,400              | \$7,000            |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0                |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0                |
| 13 Sawcut  | \$1.25 / LF          | 200                | \$0                |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 2                  | \$11,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.25               | \$56,000           |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 3                  | \$1,000            |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0                |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 2                  | \$10,000           |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 6                  | \$5,000            |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 1                  | \$10,000           |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0                |
| 29 Adjust Water Meter  | \$610.00 / EA        | 3                  | \$2,000            |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 2                  | \$1,000            |
| 32 Modify Driveway   | \$6,100.00 / LS      | 1                  | \$6,000            |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 3,220              | \$19,000           |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 15,000             | \$6,000            |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 700                | \$1,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 200                | \$4,000            |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 1,400              | \$13,000           |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 1                  | \$5,000            |
| 46 Construct Retaining Wall  | \$114 / SF           | 760                | \$87,000           |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 2                  | \$1,000            |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 2                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 1                  | \$113,000          |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$30,000           |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$25,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$483,000</b>   |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$17,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$500,000</b>   |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$39,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$461,000</b>   |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$30,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$431,000</b>   |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$12,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$419,000</b>   |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$37,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$456,000</b>   |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$12,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$444,000</b>   |
| Right-of-Way   | \$82.95 / SF         | 2,300              | \$191,000          |
| Right-of-Way Management  | 5%                   |                    | \$10,000           |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$201,000</b>   |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$645,000</b>   |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$45,000           |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$67,000           |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$67,000           |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$89,000           |
| <b>TMSOS Allowance</b>   |                      |                    | <b>\$272,000</b>   |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$1,185,000</b> |

Item differs from other cost estimate sheets

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
2010 COST ESTIMATES**

Location: #406, Laguna Canyon Rd at Lake Forest Drive (Future)

Date: 10/9/2013

Mitigation: + Add 3rd SB LT lane

Originally Estimated by: RBF

Revised by: PM

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY                      | COST               |
|--|----------------------|-------------------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                             | \$206,000          |
| 2 Clear & Grub   | \$12200 / AC         | 2.2                           | \$27,000           |
| 3 Earthwork  | \$46.00 / CY         | 27,300                        | \$1,256,000        |
| 4 Remove Striping  | \$13.00 / LF         | 1,250                         | \$16,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 900                           | \$32,000           |
| 6 Remove Median Curb   | \$37.00 / LF         | 500                           | \$19,000           |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 8,100                         | \$41,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 0                             | \$0                |
| 9 Remove Channel   | \$19.00 / LF         | 0                             | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                             | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                             | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                             | \$0                |
| 13 Sawcut  | \$1.25 / LF          | 1,400                         | \$2,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                             | \$0                |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.00                          | \$0                |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                             | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                             | \$0                |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                             | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                             | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                             | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                             | \$0                |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                             | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                             | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                             | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                             | \$0                |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                             | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                             | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                             | \$0                |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                             | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                             | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                             | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                             | \$0                |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                             | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 9,440                         | \$57,000           |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                             | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                             | \$0                |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 1,550                         | \$3,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                             | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 900                           | \$17,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                             | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 500                           | \$16,000           |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                             | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 5,400                         | \$70,000           |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 7,200                         | \$65,000           |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                             | \$0                |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                             | \$0                |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                             | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                             | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                             | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                             | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                             | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                             | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                             | \$130,000          |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                             | \$105,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                               | <b>\$2,062,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009             | \$74,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                               | <b>\$2,136,000</b> |
| California Highway Price Index   |                      |                               |                    |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      | 2012 Actual Cost <sup>1</sup> | <b>\$155,366</b>   |
| Right-of-Way   | \$35.18 / SF         | 5,800                         | \$204,044          |
| Right-of-Way Management  | 5%                   |                               | \$10,202           |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                               | <b>\$214,246</b>   |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                               | <b>\$369,612</b>   |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                               |                    |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                               |                    |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                               |                    |
| Contingency (20% of total Construction Cost)                                   |                      |                               |                    |
| <b>TOTAL PROJECT COSTS (ACTUAL COST<sup>1</sup>)</b>                           |                      |                               | <b>\$369,612</b>   |

1 = Per Fee Credit Email (Revised 6/25/2013)

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
2010 COST ESTIMATES**

**Location:** #406. Laguna Canyon Rd at Lake Forest Drive  
**Mitigation:** + Restrip to Add 3rd SB LT lane

**Date:** 10/9/2013  
**Originally Estimated by:** H&A  
**Revised by:**

|  | DESCRIPTION OF WORK                  | UNIT PRICE           | QUANTITY          | COST            |
|--|--------------------------------------|----------------------|-------------------|-----------------|
| 1  | Mobilization                         | 10.00% (\$2,000 Min) | 0                 | \$2,000         |
| 2  | Clear & Grub                         | \$12200 / AC         | 0                 | \$0             |
| 3  | Earthwork                            | \$46.00 / CY         | 0                 | \$0             |
| 4  | Remove Striping                      | \$13.00 / LF         | 1,090             | \$14,000        |
| 5  | Remove Curb & Gutter                 | \$36.00 / LF         | 0                 | \$0             |
| 6  | Remove Median Curb                   | \$37.00 / LF         | 0                 | \$0             |
| 7  | Remove PCC Sidewalk                  | \$5.00/ SF           | 0                 | \$0             |
| 8  | Remove Pavement                      | \$5.00 / SF          | 0                 | \$0             |
| 9  | Remove Channel                       | \$19.00 / LF         | 0                 | \$0             |
| 10   | Remove/Replace Chain Link Fence      | \$31.00 / LF         | 0                 | \$0             |
| 11   | Reconstruct Metal Beam Guard Rail    | \$86.00/ LF          | 0                 | \$0             |
| 12   | Remove & Relocate Tree               | \$1,300.00 / EA      | 0                 | \$0             |
| 13   | Sawcut                               | \$1.25 / LF          | 0                 | \$0             |
| 14   | Relocate Street Light                | \$5,700.00 / EA      | 0                 | \$0             |
| 15   | Relocate Traffic Signal System       | \$225,000.00 / EA    | 0                 | \$0             |
| 16   | Relocate Freeway Sign (2 post)       | \$700.00 / EA        | 0                 | \$0             |
| 17   | Relocate Sign (1 post)               | \$220.00 / EA        | 0                 | \$0             |
| 18   | Reconstruct Overhead Sign            | \$240,000.00 / EA    | 0                 | \$0             |
| 19   | Relocate Call Box                    | \$2,051.00/EA        | 0                 | \$0             |
| 20   | Relocate Power Pole                  | \$25,000 / EA        | 0                 | \$0             |
| 21   | Relocate Catch Basin                 | \$9,760.00 / EA      | 0                 | \$0             |
| 22   | Relocate Fire Hydrant                | \$5,000.00 / EA      | 0                 | \$0             |
| 23   | Relocate Bus Bench                   | \$1,458.00/ EA       | 0                 | \$0             |
| 24   | Relocate Monument Wall               | \$6,100.00 / EA      | 0                 | \$0             |
| 25   | Relocate Utility Boxes               | \$895.00 / EA        | 0                 | \$0             |
| 26   | Relocate Main Water Valve            | \$12,200.00 / EA     | 0                 | \$0             |
| 27   | Relocate Utility Vault               | \$10,000 / EA        | 0                 | \$0             |
| 28   | Adjust Manhole to Grade              | \$1,500.00 / EA      | 0                 | \$0             |
| 29   | Adjust Water Meter                   | \$610.00 / EA        | 0                 | \$0             |
| 30   | Adjust Water Valve                   | \$610.00 / EA        | 0                 | \$0             |
| 31   | Adjust Minor Above Ground Utilities  | \$610.00 / EA        | 0                 | \$0             |
| 32   | Modify Driveway                      | \$6,100.00 / LS      | 0                 | \$0             |
| 33   | Construct PCC Pavement               | \$7.50 / SF          | 0                 | \$0             |
| 34   | Construct AC Pavement                | \$6.00 / SF          | 0                 | \$0             |
| 35   | Construct AC Overlay                 | \$2.50 / SF          | 0                 | \$0             |
| 36   | Construct Slurry Seal                | \$0.4 / SF           | 0                 | \$0             |
| 37   | Construct Striping & Marking         | \$2.00 / LF          | 1,310             | \$3,000         |
| 38   | Construct AC Dike                    | \$4.00 / LF          | 0                 | \$0             |
| 39   | Construct Curb & Gutter              | \$19.00 / LF         | 0                 | \$0             |
| 40   | Construct Concrete Barrier           | \$295.00 / LF        | 0                 | \$0             |
| 41   | Construct Median Curb                | \$31.00 / LF         | 0                 | \$0             |
| 42   | Construct Median Concrete            | \$7.9 / SF           | 0                 | \$0             |
| 43   | Construct Median/Parkway Landscaping | \$13.00 / SF         | 0                 | \$0             |
| 44   | Construct PCC Sidewalk               | \$9.05 / SF          | 0                 | \$0             |
| 45   | Construct Wheelchair Ramp            | \$5,200.00 / EA      | 0                 | \$0             |
| 46   | Construct Retaining Wall             | \$114 / SF           | 0                 | \$0             |
| 47   | Construct Storm Drain Main           | \$122.00 / LF        | 0                 | \$0             |
| 48   | Construct RCB                        | \$549.00 / CY        | 0                 | \$0             |
| 49   | Construct Concrete V-Ditch           | \$19.00/ LF          | 0                 | \$0             |
| 50   | Construct Bridge Widening            | \$500.00 / SF        | 0                 | \$0             |
| 51   | Install Ramp Metering System         | \$80,000.00 / EA     | 0                 | \$0             |
| 52   | Apply ATMS                           | \$113,165.00 / LS    | 0                 | \$0             |
| 53   | Traffic Control                      | 8% (\$2,000 Min)     | 0                 | \$2,000         |
| 54   | SWPPP Plan and Implementation        | 6%                   | 0                 | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                                      |                      |                   | <b>\$21,000</b> |
|  | California Highway Price Index       | (2.7%)               | CCI 2012 --> 2013 | -\$1,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                                      |                      |                   | <b>\$20,000</b> |
|  | Right-of-Way                         | \$35.18 / SF         | 0                 | \$0             |
|  | Right-of-Way Management              | 5%                   |                   | \$0             |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                                      |                      |                   | <b>\$0</b>      |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                                      |                      |                   | <b>\$20,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                                      |                      |                   | \$2,000         |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                                      |                      |                   | \$3,000         |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                                      |                      |                   | \$3,000         |
| Contingency (20% of total Construction Cost)                                   |                                      |                      |                   | \$4,000         |
| <b>TOTAL PROJECT COSTS</b>   |                                      |                      |                   | <b>\$32,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

**Location:** #228. Culver Dr at Barranca Pkwy  
**Mitigation:** + Convert WB defacto RT lane to 3rd T lane

**Date:** 10/9/2013  
**Originally Estimated by:** RBF  
**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST             |
|--|----------------------|--------------------|------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$43,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.2                | \$2,000          |
| 3 Earthwork  | \$46.00 / CY         | 780                | \$36,000         |
| 4 Remove Striping  | \$13.00 / LF         | 800                | \$10,000         |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 600                | \$22,000         |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0              |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 3,000              | \$15,000         |
| 8 Remove Pavement  | \$5.00 / SF          | 600                | \$3,000          |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0              |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0              |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0              |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 15                 | \$20,000         |
| 13 Sawcut  | \$1.25 / LF          | 600                | \$1,000          |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0              |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.50               | \$113,000        |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0              |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0              |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0              |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0              |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0              |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 1                  | \$10,000         |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0              |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0              |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0              |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 1                  | \$1,000          |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0              |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0              |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 1                  | \$2,000          |
| 29 Adjust Water Meter  | \$610.00 / EA        | 7                  | \$4,000          |
| 30 Adjust Water Valve  | \$610.00 / EA        | 2                  | \$1,000          |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0              |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0              |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0              |
| 34 Construct AC Pavement   | \$6.00 / SF          | 6,270              | \$38,000         |
| 35 Construct AC Overlay  | \$2.50 / SF          | 1,200              | \$3,000          |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 18,400             | \$7,000          |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 1,000              | \$2,000          |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0              |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 500                | \$10,000         |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0              |
| 41 Construct Median Curb   | \$31.00 / LF         | 70                 | \$2,000          |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0              |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0              |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 3000               | \$27,000         |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 2                  | \$10,000         |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0              |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0              |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0              |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0              |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0              |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0              |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0              |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$27,000         |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$22,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$431,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$16,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$447,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$34,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$413,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$27,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$386,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$11,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$375,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$33,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$408,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$11,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$397,000</b> |
| Right-of-Way   | \$40.74 / SF         | 3,270              | \$133,000        |
| Right-of-Way Management  | 5%                   |                    | \$7,000          |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$140,000</b> |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$537,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$40,000         |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$60,000         |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$60,000         |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$80,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$777,000</b> |



**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Date: 10/9/2013

Location: #290. Jeffrey Rd at Barranca Pkwy

Originally Estimated by: RBF

Mitigation: + Add NB & SB defacto RT lanes

Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST             |
|--|----------------------|--------------------|------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$32,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.04               | \$1,000          |
| 3 Earthwork  | \$46.00 / CY         | 250                | \$12,000         |
| 4 Remove Striping  | \$13.00 / LF         | 0                  | \$0              |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 950                | \$34,000         |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0              |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 1625               | \$8,000          |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0              |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0              |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0              |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 0                  | \$0              |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 15                 | \$20,000         |
| 13 Sawcut  | \$1.25 / LF          | 900                | \$1,000          |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 1                  | \$6,000          |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.50               | \$113,000        |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0              |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0              |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0              |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0              |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0              |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0              |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0              |
| 23 Relocate Bus Bench  | \$1,458.00/EA        | 0                  | \$0              |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0              |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 4                  | \$4,000          |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0              |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 1                  | \$10,000         |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 1                  | \$2,000          |
| 29 Adjust Water Meter  | \$610.00 / EA        | 3                  | \$2,000          |
| 30 Adjust Water Valve  | \$610.00 / EA        | 1                  | \$1,000          |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 3                  | \$2,000          |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0              |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0              |
| 34 Construct AC Pavement   | \$6.00 / SF          | 1,660              | \$10,000         |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0              |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0              |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 0                  | \$0              |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0              |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 950                | \$18,000         |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0              |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0              |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0              |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0              |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0              |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 2                  | \$10,000         |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0              |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0              |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0              |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0              |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0              |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0              |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0              |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$20,000         |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$16,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$322,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$12,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$334,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$26,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$308,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$20,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$288,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$8,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$280,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$25,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$305,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$8,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$297,000</b> |
| Right-of-Way   | \$82.95 / SF         | 0                  | \$0              |
| Right-of-Way Management  | 5%                   |                    | \$0              |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>       |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$297,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$30,000         |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$45,000         |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$45,000         |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$60,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$477,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

**Location:** #293. Jeffrey Rd at I-405 NB ramps  
**Mitigation:** + Add 3rd WB LT lane

**Date:** 10/9/2013  
**Originally Estimated by:** RBF  
**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST             |
|--|----------------------|--------------------|------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$61,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.3                | \$4,000          |
| 3 Earthwork  | \$46.00 / CY         | 1,510              | \$69,000         |
| 4 Remove Striping  | \$13.00 / LF         | 440                | \$6,000          |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 200                | \$7,000          |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0              |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 930                | \$5,000          |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0              |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0              |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0              |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 0                  | \$0              |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0              |
| 13 Sawcut  | \$1.25 / LF          | 500                | \$1,000          |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0              |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.50               | \$113,000        |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 2                  | \$1,000          |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 4                  | \$1,000          |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0              |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0              |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0              |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0              |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0              |
| 23 Relocate Bus Bench  | \$1,458.00/EA        | 0                  | \$0              |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0              |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0              |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0              |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0              |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0              |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0              |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0              |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0              |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0              |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0              |
| 34 Construct AC Pavement   | \$6.00 / SF          | 5,350              | \$32,000         |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0              |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0              |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 880                | \$2,000          |
| 38 Construct AC Dike   | \$4.00 / LF          | 300                | \$1,000          |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 200                | \$4,000          |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0              |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0              |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0              |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0              |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 910                | \$8,000          |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 1                  | \$5,000          |
| 46 Construct Retaining Wall  | \$114 / SF           | 1,600              | \$182,000        |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0              |
| 48 Construct RCB   | \$36,600.00 / LS     | 1                  | \$37,000         |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0              |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0              |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0              |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0              |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$38,000         |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$31,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$608,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$22,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$630,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$49,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$581,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$38,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$543,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$16,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$527,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$46,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$573,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$15,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$558,000</b> |
| Right-of-Way   | \$82.95 / SF         | 0                  | \$0              |
| Right-of-Way Management  | 5%                   |                    | \$0              |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>       |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$558,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$56,000         |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$84,000         |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$84,000         |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$112,000        |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$894,000</b> |

Item differ from other cost estimate sheets

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

**Location:** #327. Barranca Pkwy at Technology Dr

**Date:** 10/9/2013

**Mitigation:** + Add 2nd SB LT lane and restripe EB approach to provide 1 LT lane,  
1.5 T lanes and 1.5 RT lanes

**Originally Estimated by:** RBF

**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST             |
|--|----------------------|--------------------|------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$41,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.1                | \$1,000          |
| 3 Earthwork  | \$46.00 / CY         | 450                | \$21,000         |
| 4 Remove Striping  | \$13.00 / LF         | 1,350              | \$18,000         |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 400                | \$14,000         |
| 6 Remove Median Curb   | \$37.00 / LF         | 360                | \$13,000         |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 2,200              | \$11,000         |
| 8 Remove Pavement  | \$5.00 / SF          | 370                | \$2,000          |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0              |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0              |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0              |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 13                 | \$17,000         |
| 13 Sawcut  | \$1.25 / LF          | 730                | \$1,000          |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 1                  | \$6,000          |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.25               | \$56,000         |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0              |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 1                  | \$0              |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0              |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0              |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0              |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 1                  | \$10,000         |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 1                  | \$5,000          |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0              |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0              |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 2                  | \$2,000          |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0              |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0              |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0              |
| 29 Adjust Water Meter  | \$610.00 / EA        | 4                  | \$2,000          |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0              |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 2                  | \$1,000          |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0              |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0              |
| 34 Construct AC Pavement   | \$6.00 / SF          | 6,700              | \$40,000         |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0              |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 13,400             | \$5,000          |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 1,610              | \$3,000          |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0              |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 400                | \$8,000          |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0              |
| 41 Construct Median Curb   | \$31.00 / LF         | 360                | \$11,000         |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0              |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 4,000              | \$52,000         |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 2,400              | \$22,000         |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 1                  | \$5,000          |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0              |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0              |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0              |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0              |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0              |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0              |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0              |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$26,000         |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$21,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$414,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$15,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$429,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$33,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$396,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$26,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$370,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$11,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$359,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$32,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$391,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$11,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$380,000</b> |
| Right-of-Way   | \$82.95 / SF         | 1,800              | \$149,000        |
| Right-of-Way Management  | 5%                   |                    | \$7,000          |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$156,000</b> |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$536,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$38,000         |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$57,000         |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$57,000         |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$76,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$764,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Date: 10/9/2013

Location: #344. Alton Pkwy at Technology Dr

Mitigation: + Restripe WB approach to provide 2.5 LT lanes, 1.5 T lanes, and no RT lane Originally Estimated by: RBF

+ Restripe EB approach to provide 1.5 LT lanes, 1.5 T lanes, and 2 RT lane Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST            |
|--|----------------------|--------------------|-----------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$2,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.0                | \$0             |
| 3 Earthwork  | \$46.00 / CY         | 0                  | \$0             |
| 4 Remove Striping  | \$13.00 / LF         | 400                | \$5,000         |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0             |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0             |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 0                  | \$0             |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0             |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0             |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0             |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 0                  | \$0             |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0             |
| 13 Sawcut  | \$1.25 / LF          | 0                  | \$0             |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0             |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.00               | \$0             |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0             |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0             |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0             |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0             |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0             |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0             |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0             |
| 23 Relocate Bus Bench  | \$1,458.00/EA        | 0                  | \$0             |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0             |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0             |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0             |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0             |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0             |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0             |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0             |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0             |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0             |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0             |
| 34 Construct AC Pavement   | \$6.00 / SF          | 0                  | \$0             |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0             |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0             |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 400                | \$1,000         |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0             |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0             |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0             |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0             |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0             |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0             |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0             |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0             |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0             |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0             |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0             |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0             |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0             |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0             |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0             |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$2,000         |
| 54 SWPPP Plan and Implementation   | 6%                   | 0                  | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$10,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$360           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$10,360</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$1,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$9,360</b>  |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$1,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$8,360</b>  |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$8,360</b>  |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$1,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$9,360</b>  |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$9,360</b>  |
| Right-of-Way   | \$82.95 / SF         | 0                  | \$0             |
| Right-of-Way Management  | 5%                   |                    | \$0             |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>      |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$9,360</b>  |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$1,000         |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$2,000         |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$2,000         |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$2,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$16,360</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

**Location:** #348. Alton Pkwy at Irvine Center Drive (Alt. 1)

**Date:** 10/9/2013

**Mitigation:** Convert NB RT lane to free RT lane. Add 4th NB T lane

**Originally Estimated by:** RBF

Restripe WB approach to provide 2 LT lane, 2.5 T lanes and 1.5 RT lanes

**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$121,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.9                | \$11,000           |
| 3 Earthwork  | \$46.00 / CY         | 4,500              | \$207,000          |
| 4 Remove Striping  | \$13.00 / LF         | 1,400              | \$18,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 1,250              | \$45,000           |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 5,400              | \$27,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 300                | \$2,000            |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 30                 | \$39,000           |
| 13 Sawcut  | \$1.25 / LF          | 1,250              | \$2,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 3                  | \$17,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.75               | \$169,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 4                  | \$1,000            |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 3                  | \$29,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 5                  | \$25,000           |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 2                  | \$3,000            |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 5                  | \$4,000            |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 5                  | \$50,000           |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 5                  | \$8,000            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 1                  | \$1,000            |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 3                  | \$2,000            |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0                |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 14,500             | \$87,000           |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0                |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 1,400              | \$3,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 1,250              | \$24,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 200                | \$6,000            |
| 42 Construct Median Concrete   | \$7.9 / SF           | 1,500              | \$12,000           |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 6,250              | \$81,000           |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 5,400              | \$49,000           |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 5                  | \$26,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0                |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$76,000           |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$61,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,206,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$43,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,249,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$96,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,153,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$75,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,078,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$31,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,047,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$92,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,139,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$31,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,108,000</b> |
| Right-of-Way (2007)  | \$82.95 / SF         | 9,700              | \$805,000          |
| Right-of-Way Management  | 5%                   |                    | \$40,000           |
| <b>2007 RIGHT-OF-WAY SUBTOTAL</b>  |                      |                    | <b>\$845,000</b>   |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$1,953,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$111,000          |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$167,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$167,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$222,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$2,620,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

**Location:** #358, Irvine Center Dr at Enterprise Dr  
**Mitigation:** + Add 3rd NB T lane

**Date:** 10/9/2013  
**Originally Estimated by:** RBF  
**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST            |
|--|----------------------|--------------------|-----------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$2,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.0                | \$0             |
| 3 Earthwork  | \$46.00 / CY         | 0                  | \$0             |
| 4 Remove Striping  | \$13.00 / LF         | 500                | \$7,000         |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0             |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0             |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 0                  | \$0             |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0             |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0             |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0             |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0             |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0             |
| 13 Sawcut  | \$1.25 / LF          | 0                  | \$0             |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0             |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.00               | \$0             |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0             |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0             |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0             |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0             |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0             |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0             |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0             |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0             |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0             |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0             |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0             |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0             |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0             |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0             |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0             |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0             |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0             |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0             |
| 34 Construct AC Pavement   | \$6.00 / SF          | 0                  | \$0             |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0             |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 19,500             | \$8,000         |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 500                | \$1,000         |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0             |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0             |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0             |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0             |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0             |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0             |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0             |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0             |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0             |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0             |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0             |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 0                  | \$0             |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0             |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0             |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0             |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$2,000         |
| 54 SWPPP Plan and Implementation   | 6%                   | 0                  | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$20,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$1,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$21,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$2,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$19,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$1,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$18,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$1,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$17,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$1,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$18,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$18,000</b> |
| Right-of-Way   | \$82.95 / SF         | 0                  | \$0             |
| Right-of-Way Management  | 5%                   |                    | \$0             |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>      |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$18,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$2,000         |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$3,000         |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$3,000         |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$4,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$30,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

**Location:** #359. Irvine Center Dr at I-405 SB Ramps  
**Mitigation:** + Add 3rd SB T lane and 3rd EB LT lane

**Date:** 10/9/2013  
**Originally Estimated by:** RBF  
**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST             |
|--|----------------------|--------------------|------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$58,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.1                | \$1,000          |
| 3 Earthwork  | \$46.00 / CY         | 600                | \$28,000         |
| 4 Remove Striping  | \$13.00 / LF         | 2,500              | \$33,000         |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 600                | \$22,000         |
| 6 Remove Median Curb   | \$37.00 / LF         | 150                | \$6,000          |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 600                | \$3,000          |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0              |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0              |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0              |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0              |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0              |
| 13 Sawcut  | \$1.25 / LF          | 600                | \$1,000          |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 1                  | \$6,000          |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 1.00               | \$225,000        |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0              |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0              |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0              |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0              |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0              |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0              |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0              |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0              |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0              |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0              |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0              |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 5                  | \$50,000         |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0              |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0              |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0              |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0              |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0              |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0              |
| 34 Construct AC Pavement   | \$6.00 / SF          | 3,600              | \$22,000         |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0              |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 25,000             | \$10,000         |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 2,850              | \$6,000          |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0              |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 600                | \$11,000         |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0              |
| 41 Construct Median Curb   | \$31.00 / LF         | 100                | \$3,000          |
| 42 Construct Median Concrete   | \$7.9 / SF           | 650                | \$5,000          |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0              |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 500                | \$5,000          |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 4                  | \$21,000         |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0              |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0              |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0              |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 0                  | \$0              |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0              |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0              |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0              |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$37,000         |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$30,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$583,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$21,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$604,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$47,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$557,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$36,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$521,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$15,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$506,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$45,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$551,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$15,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$536,000</b> |
| Right-of-Way (2007)  | \$82.95 / SF         | 0                  | \$0              |
| Right-of-Way Management  | 5%                   |                    | \$0              |
| <b>2007 RIGHT-OF-WAY SUBTOTAL</b>  |                      |                    | <b>\$0</b>       |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$536,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$54,000         |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$81,000         |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$81,000         |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$108,000        |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$860,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Location: #378. Lake Forest Dr at Jeronimo Rd

Date: 10/9/2013

Mitigation: + Add 2nd SB LT lane and separate EB & WB RT lanes

Originally Estimated by: RBF

Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$121,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.2                | \$2,000            |
| 3 Earthwork  | \$46.00 / CY         | 1,080              | \$50,000           |
| 4 Remove Striping  | \$13.00 / LF         | 1,900              | \$25,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 1,420              | \$51,000           |
| 6 Remove Median Curb   | \$37.00 / LF         | 560                | \$21,000           |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 11,360             | \$57,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 1,380              | \$7,000            |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 21                 | \$27,000           |
| 13 Sawcut  | \$1.25 / LF          | 1,420              | \$2,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 1                  | \$6,000            |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 1.00               | \$225,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0                |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 1                  | \$10,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 2                  | \$2,000            |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 1                  | \$2,000            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 5                  | \$3,000            |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 3                  | \$2,000            |
| 32 Modify Driveway   | \$6,100.00 / LS      | 1                  | \$6,000            |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 11,710             | \$70,000           |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 69,760             | \$28,000           |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 1,900              | \$4,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 1,420              | \$27,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 560                | \$17,000           |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 1,680              | \$22,000           |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 10,900             | \$99,000           |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 4                  | \$21,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 1,480              | \$169,000          |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$76,000           |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$62,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,214,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$44,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,258,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$97,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,161,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$75,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,086,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$31,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,055,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$93,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,148,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$31,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,117,000</b> |
| Right-of-Way   | \$82.95 / SF         | 7,850              | \$651,000          |
| Right-of-Way Management  | 5%                   |                    | \$33,000           |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$684,000</b>   |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$1,801,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$112,000          |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$168,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$168,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$224,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$2,473,000</b> |

\* Notes:

A. Cost estimate was based on aerial photos and 2003 layout. 2003 layout does not show all mitigations.



**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

**Location:** #380. Lake Forest Dr to Rockfield Blvd

**Date:** 10/9/2013

**Mitigation:** + Restripe WB approach to provide 3 LT lanes,  
2 T lanes, and no RT lane

**Originally Estimated by:** RBF

**Revised by:** City

(Remove 2 Type IV ( R) arrows and restripe lane lines)

|    | DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST            |
|----|--|----------------------|--------------------|-----------------|
| 1  | Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$2,000         |
| 2  | Clear & Grub   | \$12200 / AC         | 0.0                | \$0             |
| 3  | Earthwork  | \$46.00 / CY         | 0                  | \$0             |
| 4  | Remove Striping  | \$13.00 / LF         | 850                | \$11,000        |
| 5  | Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0             |
| 6  | Remove Median Curb   | \$37.00 / LF         | 0                  | \$0             |
| 7  | Remove PCC Sidewalk  | \$5.00/ SF           | 0                  | \$0             |
| 8  | Remove Pavement  | \$5.00 / SF          | 0                  | \$0             |
| 9  | Remove Channel   | \$19.00 / LF         | 0                  | \$0             |
| 10 | Remove/Replace Chain Link Fence  | \$31.00 / LF         | 0                  | \$0             |
| 11 | Reconstruct Metal Beam Guard Rail  | \$86.00/ LF          | 0                  | \$0             |
| 12 | Remove & Relocate Tree   | \$1,300.00 / EA      | 0                  | \$0             |
| 13 | Sawcut   | \$1.25 / LF          | 0                  | \$0             |
| 14 | Relocate Street Light  | \$5,700.00 / EA      | 0                  | \$0             |
| 15 | Relocate Traffic Signal System   | \$225,000.00 / EA    | 0.00               | \$0             |
| 16 | Relocate Freeway Sign (2 post)   | \$700.00 / EA        | 0                  | \$0             |
| 17 | Relocate Sign (1 post)   | \$220.00 / EA        | 0                  | \$0             |
| 18 | Reconstruct Overhead Sign  | \$240,000.00 / EA    | 0                  | \$0             |
| 19 | Relocate Call Box  | \$2,051.00/EA        | 0                  | \$0             |
| 20 | Relocate Power Pole  | \$25,000 / EA        | 0                  | \$0             |
| 21 | Relocate Catch Basin   | \$9,760.00 / EA      | 0                  | \$0             |
| 22 | Relocate Fire Hydrant  | \$5,000.00 / EA      | 0                  | \$0             |
| 23 | Relocate Bus Bench   | \$1,458.00/ EA       | 0                  | \$0             |
| 24 | Relocate Monument Wall   | \$6,100.00 / EA      | 0                  | \$0             |
| 25 | Relocate Utility Boxes   | \$895.00 / EA        | 0                  | \$0             |
| 26 | Relocate Main Water Valve  | \$12,200.00 / EA     | 0                  | \$0             |
| 27 | Relocate Utility Vault   | \$10,000 / EA        | 0                  | \$0             |
| 28 | Adjust Manhole to Grade  | \$1,500.00 / EA      | 0                  | \$0             |
| 29 | Adjust Water Meter   | \$610.00 / EA        | 0                  | \$0             |
| 30 | Adjust Water Valve   | \$610.00 / EA        | 0                  | \$0             |
| 31 | Adjust Minor Above Ground Utilities  | \$610.00 / EA        | 0                  | \$0             |
| 32 | Modify Driveway  | \$6,100.00 / LS      | 0                  | \$0             |
| 33 | Construct PCC Pavement   | \$7.50 / SF          | 0                  | \$0             |
| 34 | Construct AC Pavement  | \$6.00 / SF          | 0                  | \$0             |
| 35 | Construct AC Overlay   | \$2.50 / SF          | 0                  | \$0             |
| 36 | Construct Slurry Seal  | \$0.4 / SF           | 0                  | \$0             |
| 37 | Construct Striping & Marking   | \$2.00 / LF          | 850                | \$2,000         |
| 38 | Construct AC Dike  | \$4.00 / LF          | 0                  | \$0             |
| 39 | Construct Curb & Gutter  | \$19.00 / LF         | 0                  | \$0             |
| 40 | Construct Concrete Barrier   | \$295.00 / LF        | 0                  | \$0             |
| 41 | Construct Median Curb  | \$31.00 / LF         | 0                  | \$0             |
| 42 | Construct Median Concrete  | \$7.9 / SF           | 0                  | \$0             |
| 43 | Construct Median/Parkway Landscaping   | \$13.00 / SF         | 0                  | \$0             |
| 44 | Construct PCC Sidewalk   | \$9.05 / SF          | 0                  | \$0             |
| 45 | Construct Wheelchair Ramp  | \$5,200.00 / EA      | 0                  | \$0             |
| 46 | Construct Retaining Wall   | \$114 / SF           | 0                  | \$0             |
| 47 | Construct Storm Drain Main   | \$122.00 / LF        | 0                  | \$0             |
| 48 | Construct RCB  | \$549.00 / CY        | 0                  | \$0             |
| 49 | Construct Concrete V-Ditch   | \$19.00/ LF          | 0                  | \$0             |
| 50 | Construct Bridge Widening  | \$500.00 / SF        | 0                  | \$0             |
| 51 | Install Ramp Metering System   | \$80,000.00 / EA     | 0                  | \$0             |
| 52 | Apply ATMS   | \$113,165.00 / LS    | 0                  | \$0             |
| 53 | Traffic Control  | 8% (\$2,000 Min)     | 1                  | \$2,000         |
| 54 | SWPPP Plan and Implementation  | 6%                   | 1                  | \$1,000         |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$18,000</b> |
|    | California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$1,000         |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$19,000</b> |
|    | California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$1,000        |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$18,000</b> |
|    | California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$1,000        |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$17,000</b> |
|    | California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | \$0             |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$17,000</b> |
|    | California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$1,000         |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$18,000</b> |
|    | California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | \$0             |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$18,000</b> |
|    | Right-of-Way   | \$82.95 / SF         | 0                  | \$0             |
|    | Right-of-Way Management  | 5%                   |                    | \$0             |
|    | <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>      |
|    | <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$18,000</b> |
|    | Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$2,000         |
|    | Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$3,000         |
|    | Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$3,000         |
|    | Contingency (20% of total Construction Cost)                                   |                      |                    | \$4,000         |
|    | <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$30,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

**Location:** #387, Ridge Route Dr at Rockfield Blvd

**Date:** 10/9/2013

**Mitigation:** + Improve SB approach to provide 1.5 LT lanes, 1.5 T lanes,  
+ and 1 defacto RT lane. Restripe NB approach to provide 1.5 LT lanes,  
1.5 T lanes, and a defacto RT lane

**Originally Estimated by:** RBF

**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST             |
|--|----------------------|--------------------|------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$12,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.2                | \$2,000          |
| 3 Earthwork  | \$46.00 / CY         | 0                  | \$0              |
| 4 Remove Striping  | \$13.00 / LF         | 400                | \$5,000          |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0              |
| 6 Remove Median Curb   | \$37.00 / LF         | 900                | \$33,000         |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 0                  | \$0              |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0              |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0              |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0              |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 0                  | \$0              |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0              |
| 13 Sawcut  | \$1.25 / LF          | 0                  | \$0              |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 2                  | \$11,000         |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.00               | \$0              |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0              |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0              |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0              |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0              |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0              |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0              |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0              |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0              |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0              |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0              |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0              |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0              |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0              |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0              |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0              |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0              |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0              |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0              |
| 34 Construct AC Pavement   | \$6.00 / SF          | 7,800              | \$47,000         |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0              |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0              |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 400                | \$1,000          |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0              |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0              |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0              |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0              |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0              |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0              |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0              |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0              |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0              |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0              |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0              |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0              |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0              |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0              |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0              |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$8,000          |
| 54 SWPPP Plan and Implementation   | 6%                   | 0                  | \$0              |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$119,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$4,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$123,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$9,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$114,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$7,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$107,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$3,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$104,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$9,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$113,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$3,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$110,000</b> |
| Right-of-Way   | \$82.95 / SF         | 0                  | \$0              |
| Right-of-Way Management  | 5%                   |                    | \$0              |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>       |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$110,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$11,000         |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$17,000         |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$17,000         |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$22,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$177,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

**Location:** #390. Paseo de Valencia at Avenida De La Carlota

**Date:** 10/9/2013

**Mitigation:** + Restripe SB approach to provide 2.5 LT lanes, 1.5 T lanes, no RT lane

**Originally Estimated by:** RBF

+ Construct 3rd EB receiving lane for 3rd SB LT lane

**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST             |
|--|----------------------|--------------------|------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$27,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.1                | \$1,000          |
| 3 Earthwork  | \$46.00 / CY         | 400                | \$18,000         |
| 4 Remove Striping  | \$13.00 / LF         | 700                | \$9,000          |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 450                | \$16,000         |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0              |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 3,600              | \$18,000         |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0              |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0              |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0              |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0              |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0              |
| 13 Sawcut  | \$1.25 / LF          | 450                | \$500            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0              |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.25               | \$56,000         |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 2                  | \$1,000          |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 4                  | \$1,000          |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0              |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0              |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0              |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0              |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 1                  | \$5,000          |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0              |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0              |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 3                  | \$3,000          |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 1                  | \$12,000         |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0              |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0              |
| 29 Adjust Water Meter  | \$610.00 / EA        | 2                  | \$1,000          |
| 30 Adjust Water Valve  | \$610.00 / EA        | 5                  | \$3,000          |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 1                  | \$1,000          |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0              |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0              |
| 34 Construct AC Pavement   | \$6.00 / SF          | 3,800              | \$23,000         |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0              |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 15,100             | \$6,000          |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 700                | \$1,000          |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0              |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 450                | \$9,000          |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0              |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0              |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0              |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0              |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 2,250              | \$20,000         |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 1                  | \$5,000          |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0              |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0              |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0              |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0              |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0              |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0              |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0              |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$17,000         |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$14,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$268,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$10,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$278,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$21,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$257,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$17,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$240,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$7,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$233,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$21,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$254,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$7,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$247,000</b> |
| Right-of-Way   | \$82.95 / SF         | 3,800              | \$315,000        |
| Right-of-Way Management  | 5%                   |                    | \$16,000         |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$331,000</b> |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$578,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$25,000         |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$38,000         |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$38,000         |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$50,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$729,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

**Location:** #396, El Toro Rd at Avenida De La Carlota

**Date:** 10/9/2013

**Mitigation:** + Restripe EB approach to provide 2 LT lanes, 2 T lanes, and no RT lanes      **Originally Estimated by:** RBF, PBS&J

+ Restripe WB approach to provide 0.5 LT lane, 1.5 T lanes, and 2 RT lanes      **Revised by:** City

(Remove 10 Type VII, and 4 Type IV arrows. Install 2 Type VII, and 4 Type IV arrows)

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST            |
|--|----------------------|--------------------|-----------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$2,000         |
| 2 Clear & Grub   | \$12200 / AC         |                    | \$0             |
| 3 Earthwork  | \$46.00 / CY         |                    | \$0             |
| 4 Remove Striping  | \$13.00 / LF         | 200                | \$3,000         |
| 5 Remove Curb & Gutter   | \$36.00 / LF         |                    | \$0             |
| 6 Remove Median Curb   | \$37.00 / LF         |                    | \$0             |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           |                    | \$0             |
| 8 Remove Pavement  | \$5.00 / SF          |                    | \$0             |
| 9 Remove Channel   | \$19.00 / LF         |                    | \$0             |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         |                    | \$0             |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          |                    | \$0             |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      |                    | \$0             |
| 13 Sawcut  | \$1.25 / LF          |                    | \$0             |
| 14 Relocate Street Light   | \$5,700.00 / EA      |                    | \$0             |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    |                    | \$0             |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        |                    | \$0             |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        |                    | \$0             |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    |                    | \$0             |
| 19 Relocate Call Box   | \$2,051.00/EA        |                    | \$0             |
| 20 Relocate Power Pole   | \$25,000 / EA        |                    | \$0             |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      |                    | \$0             |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      |                    | \$0             |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       |                    | \$0             |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      |                    | \$0             |
| 25 Relocate Utility Boxes  | \$895.00 / EA        |                    | \$0             |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     |                    | \$0             |
| 27 Relocate Utility Vault  | \$10,000 / EA        |                    | \$0             |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      |                    | \$0             |
| 29 Adjust Water Meter  | \$610.00 / EA        |                    | \$0             |
| 30 Adjust Water Valve  | \$610.00 / EA        |                    | \$0             |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        |                    | \$0             |
| 32 Modify Driveway   | \$6,100.00 / LS      |                    | \$0             |
| 33 Construct PCC Pavement  | \$7.50 / SF          |                    | \$0             |
| 34 Construct AC Pavement   | \$6.00 / SF          |                    | \$0             |
| 35 Construct AC Overlay  | \$2.50 / SF          |                    | \$0             |
| 36 Construct Slurry Seal   | \$0.4 / SF           |                    | \$0             |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 100                | \$0             |
| 38 Construct AC Dike   | \$4.00 / LF          |                    | \$0             |
| 39 Construct Curb & Gutter   | \$19.00 / LF         |                    | \$0             |
| 40 Construct Concrete Barrier  | \$295.00 / LF        |                    | \$0             |
| 41 Construct Median Curb   | \$31.00 / LF         |                    | \$0             |
| 42 Construct Median Concrete   | \$7.9 / SF           |                    | \$0             |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         |                    | \$0             |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          |                    | \$0             |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      |                    | \$0             |
| 46 Construct Retaining Wall  | \$114 / SF           |                    | \$0             |
| 47 Construct Storm Drain Main  | \$122.00 / LF        |                    | \$0             |
| 48 Construct RCB   | \$549.00 / CY        |                    | \$0             |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          |                    | \$0             |
| 50 Construct Bridge Widening   | \$500.00 / SF        |                    | \$0             |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     |                    | \$0             |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0             |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$2,000         |
| 54 SWPPP Plan and Implementation   | 6%                   | 0                  | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$7,000</b>  |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$252           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$7,252</b>  |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$558          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$6,694</b>  |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$435          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$6,259</b>  |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$182          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$6,077</b>  |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$535           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$6,612</b>  |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$179          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$6,433</b>  |
| Right-of-Way   | \$82.95 / SF         | 0                  | \$0             |
| Right-of-Way Management  | 5%                   |                    | \$0             |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>      |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$6,433</b>  |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$1,000         |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$1,000         |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$1,000         |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$2,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$11,433</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Location: #420. El Toro Rd at Jeronimo Rd

Date: 10/9/2013

Mitigation: + Add 2nd SB LT lane, convert NB RT lane into 4th T lane  
+ Convert SB defacto lane to 4th T lane, and add EB RT lane

Originally Estimated by: RBF, PBS&J  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$300,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.1                | \$1,000            |
| 3 Earthwork  | \$46.00 / CY         | 1,200              | \$55,000           |
| 4 Remove Striping  | \$13.00 / LF         | 10,600             | \$138,000          |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 2,300              | \$83,000           |
| 6 Remove Median Curb   | \$37.00 / LF         | 55                 | \$2,000            |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 17,800             | \$89,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0                |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 20                 | \$26,000           |
| 13 Sawcut  | \$1.25 / LF          | 2,300              | \$3,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 3                  | \$17,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 1.25               | \$281,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 11                 | \$2,000            |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 9                  | \$225,000          |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 2                  | \$20,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 1                  | \$5,000            |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 2                  | \$3,000            |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 1                  | \$6,000            |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 11                 | \$10,000           |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 3                  | \$30,000           |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 6                  | \$9,000            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 10                 | \$6,000            |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 8                  | \$5,000            |
| 32 Modify Driveway   | \$6,100.00 / LS      | 2                  | \$12,000           |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 10,200             | \$61,000           |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 165,000            | \$66,000           |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 10,800             | \$22,000           |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 2,300              | \$44,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 13,500             | \$122,000          |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 4                  | \$21,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 5,300              | \$604,000          |
| 46.1 Remove Retaining Wall   | \$74.00/SF           | 5,300              | \$392,000          |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$189,000          |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$153,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,002,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$108,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,110,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$239,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,871,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$187,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,684,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$78,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,606,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$229,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,835,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$77,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,758,000</b> |
| Right-of-Way   | \$82.95 / SF         | 11,100             | \$921,000          |
| Right-of-Way Management  | 5%                   |                    | \$46,000           |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$967,000</b>   |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$3,725,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$276,000          |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$414,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$414,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$552,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$5,381,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

**Location:** #422. Los Alisos Blvd at Jeronimo Rd  
**Mitigation:** + Add 2nd EB and WB LT lanes

**Date:** 10/9/2013  
**Originally Estimated by:** RBF  
**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$103,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.2                | \$2,000            |
| 3 Earthwork  | \$46.00 / CY         | 800                | \$37,000           |
| 4 Remove Striping  | \$13.00 / LF         | 3,000              | \$39,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 1,300              | \$47,000           |
| 6 Remove Median Curb   | \$37.00 / LF         | 700                | \$26,000           |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 6,400              | \$32,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0                |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 5                  | \$7,000            |
| 13 Sawcut  | \$1.25 / LF          | 1,600              | \$2,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 1                  | \$6,000            |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.50               | \$113,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 8                  | \$2,000            |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0                |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 1                  | \$5,000            |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 1                  | \$1,000            |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 1                  | \$6,000            |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 1                  | \$1,000            |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 3                  | \$30,000           |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 4                  | \$6,000            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 4                  | \$2,000            |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS      | 1                  | \$6,000            |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 7,500              | \$45,000           |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 67,500             | \$27,000           |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 3,400              | \$7,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 1,300              | \$25,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 700                | \$22,000           |
| 42 Construct Median Concrete   | \$7.9 / SF           | 7,000              | \$55,000           |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 6,400              | \$58,000           |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 2                  | \$10,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 1,700              | \$194,000          |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$65,000           |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$53,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,034,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$37,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,071,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$82,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$989,000</b>   |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$64,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$925,000</b>   |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$27,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$898,000</b>   |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$79,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$977,000</b>   |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$26,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$951,000</b>   |
| Right-of-Way   | \$82.95 / SF         | 6,000              | \$498,000          |
| Right-of-Way Management  | 5%                   |                    | \$25,000           |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$523,000</b>   |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$1,474,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$96,000           |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$143,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$143,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$191,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$2,047,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2010 COST ESTIMATES**

**Location:** #423. Muirlands Blvd at Los Alisos Blvd  
**Mitigation:** + Add 2nd NB, SB, EB and WB LT lanes  
+ Add EB RT lane

**Date:** 11/22/2013  
**Originally Estimated by:** RBF, PBS&J  
**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$258,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.6                | \$7,000            |
| 3 Earthwork  | \$46.00 / CY         | 2,800              | \$129,000          |
| 4 Remove Striping  | \$13.00 / LF         | 10,800             | \$140,000          |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 3,000              | \$108,000          |
| 6 Remove Median Curb   | \$37.00 / LF         | 1,400              | \$52,000           |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 19,200             | \$96,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0                |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 1,000              | \$31,000           |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 55                 | \$72,000           |
| 13 Sawcut  | \$1.25 / LF          | 3,000              | \$4,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0                |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 1.00               | \$225,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 8                  | \$2,000            |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 1                  | \$10,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 1                  | \$5,000            |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 4                  | \$4,000            |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 2                  | \$20,000           |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 1                  | \$2,000            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 4                  | \$2,000            |
| 30 Adjust Water Valve  | \$610.00 / EA        | 3                  | \$2,000            |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS      | 3                  | \$18,000           |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 24,900             | \$149,000          |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 265,600            | \$106,000          |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 10,800             | \$22,000           |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 3,000              | \$57,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 1,400              | \$43,000           |
| 42 Construct Median Concrete   | \$7.9 / SF           | 7,700              | \$61,000           |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 19,200             | \$174,000          |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 3                  | \$16,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 1,500              | \$171,000          |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 600                | \$300,000          |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$162,000          |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$131,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,579,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$93,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,672,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$206,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,466,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$160,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,306,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$67,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,239,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$197,032          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,436,032</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$65,773          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,370,259</b> |
| Right-of-Way   | \$71.66 / SF         | 24,900             | \$1,784,000        |
| Right-of-Way Management  | 5%                   |                    | \$89,000           |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$1,873,000</b> |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$4,243,259</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$238,000          |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$356,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$356,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$475,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$5,668,259</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

**Location:** #424. Los Alisos Blvd at Rockfield Blvd/Fordview St  
**Mitigation:** + Add 2nd NB LT lane and SB RT lane

**Date:** 10/9/2013  
**Originally Estimated by:** RBF, PBS&J  
**Revised by:** City

|    | DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|----|--|----------------------|--------------------|--------------------|
| 1  | Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$136,000          |
| 2  | Clear & Grub   | \$12200 / AC         | 0.1                | \$1,000            |
| 3  | Earthwork  | \$46.00 / CY         | 150                | \$7,000            |
| 4  | Remove Striping  | \$13.00 / LF         | 3,250              | \$42,000           |
| 5  | Remove Curb & Gutter   | \$36.00 / LF         | 1,000              | \$36,000           |
| 6  | Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7  | Remove PCC Sidewalk  | \$5.00/ SF           | 8,000              | \$40,000           |
| 8  | Remove Pavement  | \$5.00 / SF          | 0                  | \$0                |
| 9  | Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 | Remove/Replace Chain Link Fence  | \$31.00 / LF         | 0                  | \$0                |
| 11 | Reconstruct Metal Beam Guard Rail  | \$86.00/ LF          | 0                  | \$0                |
| 12 | Remove & Relocate Tree   | \$1,300.00 / EA      | 5                  | \$7,000            |
| 13 | Sawcut   | \$1.25 / LF          | 1,000              | \$1,000            |
| 14 | Relocate Street Light  | \$5,700.00 / EA      | 0                  | \$0                |
| 15 | Relocate Traffic Signal System   | \$225,000.00 / EA    | 1.00               | \$225,000          |
| 16 | Relocate Freeway Sign (2 post)   | \$700.00 / EA        | 0                  | \$0                |
| 17 | Relocate Sign (1 post)   | \$220.00 / EA        | 5                  | \$1,000            |
| 18 | Reconstruct Overhead Sign  | \$240,000.00 / EA    | 0                  | \$0                |
| 19 | Relocate Call Box  | \$2,051.00/EA        | 0                  | \$0                |
| 20 | Relocate Power Pole  | \$25,000 / EA        | 9                  | \$225,000          |
| 21 | Relocate Catch Basin   | \$9,760.00 / EA      | 1                  | \$10,000           |
| 22 | Relocate Fire Hydrant  | \$5,000.00 / EA      | 0                  | \$0                |
| 23 | Relocate Bus Bench   | \$1,458.00/ EA       | 0                  | \$0                |
| 24 | Relocate Monument Wall   | \$6,100.00 / EA      | 0                  | \$0                |
| 25 | Relocate Utility Boxes   | \$895.00 / EA        | 7                  | \$6,000            |
| 26 | Relocate Main Water Valve  | \$12,200.00 / EA     | 0                  | \$0                |
| 27 | Relocate Utility Vault   | \$10,000 / EA        | 0                  | \$0                |
| 28 | Adjust Manhole to Grade  | \$1,500.00 / EA      | 2                  | \$3,000            |
| 29 | Adjust Water Meter   | \$610.00 / EA        | 0                  | \$0                |
| 30 | Adjust Water Valve   | \$610.00 / EA        | 1                  | \$1,000            |
| 31 | Adjust Minor Above Ground Utilities  | \$610.00 / EA        | 3                  | \$2,000            |
| 32 | Modify Driveway  | \$6,100.00 / LS      | 0                  | \$0                |
| 33 | Construct PCC Pavement   | \$7.50 / SF          | 0                  | \$0                |
| 34 | Construct AC Pavement  | \$6.00 / SF          | 3,100              | \$19,000           |
| 35 | Construct AC Overlay   | \$2.50 / SF          | 0                  | \$0                |
| 36 | Construct Slurry Seal  | \$0.4 / SF           | 61,200             | \$24,000           |
| 37 | Construct Striping & Marking   | \$2.00 / LF          | 2,800              | \$6,000            |
| 38 | Construct AC Dike  | \$4.00 / LF          | 0                  | \$0                |
| 39 | Construct Curb & Gutter  | \$19.00 / LF         | 1,000              | \$19,000           |
| 40 | Construct Concrete Barrier   | \$295.00 / LF        | 0                  | \$0                |
| 41 | Construct Median Curb  | \$31.00 / LF         | 0                  | \$0                |
| 42 | Construct Median Concrete  | \$7.9 / SF           | 0                  | \$0                |
| 43 | Construct Median/Parkway Landscaping   | \$13.00 / SF         | 0                  | \$0                |
| 44 | Construct PCC Sidewalk   | \$9.05 / SF          | 6,000              | \$54,000           |
| 45 | Construct Wheelchair Ramp  | \$5,200.00 / EA      | 4                  | \$21,000           |
| 46 | Construct Retaining Wall   | \$114 / SF           | 2,250              | \$257,000          |
| 47 | Construct Storm Drain Main   | \$122.00 / LF        | 0                  | \$0                |
| 48 | Construct RCB  | \$549.00 / CY        | 0                  | \$0                |
| 49 | Construct Concrete V-Ditch   | \$19.00/ LF          | 0                  | \$0                |
| 50 | Construct Bridge Widening  | \$500.00 / SF        | 0                  | \$0                |
| 51 | Remove Structure   | \$61,000.00 / EA     | 1                  | \$61,000           |
| 52 | Install Ramp Metering System   | \$80,000.00 / EA     | 0                  | \$0                |
| 53 | Apply ATMS   | \$113,165.00 / LS    | 0                  | \$0                |
| 54 | Traffic Control  | 8% (\$2,000 Min)     | 1                  | \$85,000           |
| 55 | SWPPP Plan and Implementation  | 6%                   | 1                  | \$69,000           |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,358,000</b> |
|    | California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$49,000           |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,407,000</b> |
|    | California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$108,000         |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,299,000</b> |
|    | California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$84,000          |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,215,000</b> |
|    | California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$35,000          |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,180,000</b> |
|    | California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$104,000          |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,284,000</b> |
|    | California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$35,000          |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,249,000</b> |
|    | Right-of-Way   | \$82.95 / SF         | 1,400              | \$116,000          |
|    | Right-of-Way Management  | 5%                   |                    | \$6,000            |
|    | <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$122,000</b>   |
|    | <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$1,371,000</b> |
|    | Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$125,000          |
|    | Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$188,000          |
|    | Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$188,000          |
|    | Contingency (20% of total Construction Cost)                                   |                      |                    | \$250,000          |
|    | <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$2,122,000</b> |



**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2010 COST ESTIMATES**

Location: #432. Alicia Pkwy at Muirlands Blvd

Date: 11/22/2013

Mitigation: + Add 2nd EB, WB & SB LT lane & convert SB RT lane to 4th T lane

Originally Estimated by: RBF, PBS&J

Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$340,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.5                | \$6,000            |
| 3 Earthwork  | \$46.00 / CY         | 3,700              | \$170,000          |
| 4 Remove Striping  | \$13.00 / LF         | 9,100              | \$118,000          |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 3,000              | \$108,000          |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 20,100             | \$101,000          |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0                |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 62                 | \$81,000           |
| 13 Sawcut  | \$1.25 / LF          | 3,000              | \$4,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 4                  | \$23,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 1                  | \$225,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 7                  | \$2,000            |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 4                  | \$39,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 2                  | \$10,000           |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 13                 | \$12,000           |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 3                  | \$30,000           |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 3                  | \$5,000            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 4                  | \$2,000            |
| 30 Adjust Water Valve  | \$610.00 / EA        | 3                  | \$2,000            |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 2                  | \$1,000            |
| 32 Modify Driveway   | \$6,100.00 / LS      | 2                  | \$12,000           |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 20,000             | \$120,000          |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 99,600             | \$40,000           |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 9,100              | \$18,000           |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 3,000              | \$57,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 20,000             | \$181,000          |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 3                  | \$16,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 11,300             | \$1,288,000        |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$214,000          |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$173,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,398,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$122,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,520,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$271,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,249,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$211,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,038,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$88,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,950,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$259,600          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,209,600</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$86,659          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,122,941</b> |
| Right-of-Way   | \$71.66 / SF         | 20,000             | \$1,433,000        |
| Right-of-Way Management  | 5%                   |                    | \$72,000           |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$1,505,000</b> |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$4,627,941</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$313,000          |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$469,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$469,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$625,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$6,503,941</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Location: #557. Ridge Valley at Irvine Blvd (Now #558)  
Mitigation: + Add 2nd EB LT lane

Date: 10/9/2013

Originally Estimated by: RBF  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST             |
|--|----------------------|--------------------|------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$11,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.1                | \$1,000          |
| 3 Earthwork  | \$46.00 / CY         | 388                | \$18,000         |
| 4 Remove Striping  | \$13.00 / LF         | 0                  | \$0              |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0              |
| 6 Remove Median Curb   | \$37.00 / LF         | 480                | \$18,000         |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 0                  | \$0              |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0              |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0              |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0              |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0              |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0              |
| 13 Sawcut  | \$1.25 / LF          | 480                | \$1,000          |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0              |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0              |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0              |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0              |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0              |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0              |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0              |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0              |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0              |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0              |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0              |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0              |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0              |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0              |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0              |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0              |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0              |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0              |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0              |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0              |
| 34 Construct AC Pavement   | \$6.00 / SF          | 4,330              | \$26,000         |
| 35 Construct AC Overlay  | \$2.50 / SF          | 1,650              | \$4,000          |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 5,980              | \$2,000          |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 330                | \$1,000          |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0              |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0              |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0              |
| 41 Construct Median Curb   | \$31.00 / LF         | 477                | \$15,000         |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0              |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0              |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0              |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0              |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0              |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0              |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0              |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 0                  | \$0              |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0              |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0              |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0              |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$7,000          |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$6,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$110,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$4,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$114,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$9,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$105,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$7,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$98,000</b>  |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$3,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$95,000</b>  |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$8,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$103,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$3,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$100,000</b> |
| Right-of-Way   | \$82.95 / SF         | 0                  | \$0              |
| Right-of-Way Management  | 5%                   |                    | \$0              |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>       |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$100,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$10,000         |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$15,000         |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$15,000         |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$20,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$160,000</b> |

\* Notes:

A. This intersection has not been constructed. Cost estimate was based on 2003 layout.

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

**Location:** Segment 2: Jamboree Rd (Portola Pkwy to Irvine City Limits north of Tustin Ranch Rd)

**Date:** 10/9/2013

**Originally Estimated by:** RBF

**Mitigation:** + Improve to 6 lanes (unfunded planned improvements)

**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$255,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.2                | \$2,000            |
| 3 Earthwork  | \$329,400.00 / LS    | 1                  | \$329,000          |
| 4 Remove Striping  | \$51,972.00 / LS     | 0.5                | \$26,000           |
| 5 Remove Curb & Gutter   | \$86,620.00 / LS     | 1                  | \$87,000           |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 0                  | \$0                |
| 8 Remove Pavement  | \$103,944.00 / LS    | 1                  | \$104,000          |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Bean Guard Rail   | \$86.00/ LF          | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 21                 | \$27,000           |
| 13 Sawcut  | \$34,648.00 / LS     | 1                  | \$35,000           |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0                |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 1                  | \$225,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0                |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0                |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0                |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0                |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS      | 1                  | \$6,000            |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$866,566.00 / LS    | 1                  | \$867,000          |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0                |
| 37 Construct Striping & Marking  | \$51,972.00 / LS     | 0.5                | \$26,000           |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$259,982.00 / LS    | 1                  | \$260,000          |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$103,944.00 / LS    | 1                  | \$104,000          |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0                |
| 45 Construct Wheelchair Ramp   | \$1,830.00 / EA      | 0                  | \$0                |
| 46 Construct Retaining Wall  | \$51,972.00 / LS     | 1                  | \$26,000           |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$42,000           |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$130,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,551,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$92,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,643,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$204,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,439,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$159,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,280,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$66,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,214,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$195,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,409,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$65,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,344,000</b> |
| Right-of-Way   | \$82.95 / SF         | 0                  | \$0                |
| Right-of-Way Management  | 5%                   |                    | \$0                |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>         |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$2,344,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$235,000          |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$352,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$352,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$469,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$3,752,000</b> |

Unit cost for Retaining Wall different but consistent with 2003 Cost Estimates

\* Notes:

A. This project includes Location #123, improvement of Jamboree Rd to six lanes at Tustin Ranch Rd.

B. Refer to the Location #123 cost estimate for restriping costs at that intersection.

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

**Location:** Segment 3: Jeffrey Rd (Future extension from Portola Pkwy to SR-241)

**Date:** 10/9/2013

**Mitigation:** + Construct as 4-lane primary arterial  
(unfunded planned improvements)

**Originally Estimated by:** RBF

**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST                |
|--|----------------------|--------------------|---------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$1,624,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.0                | \$0                 |
| 3 Earthwork  | \$2,977,898.00 / LS  | 1                  | \$2,978,000         |
| 4 Remove Striping  | \$13.00 / LF         | 0                  | \$0                 |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0                 |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                 |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 0                  | \$0                 |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0                 |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                 |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                 |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 0                  | \$0                 |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0                 |
| 13 Sawcut  | \$1.25 / LF          | 0                  | \$0                 |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 66                 | \$376,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0                 |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                 |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0                 |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                 |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                 |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                 |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0                 |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                 |
| 23 Relocate Bus Bench  | \$1,458.00/EA        | 0                  | \$0                 |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                 |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0                 |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                 |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                 |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0                 |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                 |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                 |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                 |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0                 |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                 |
| 34 Construct AC Pavement   | \$6.00 / SF          | 840,000            | \$5,040,000         |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                 |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0                 |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 49,000             | \$98,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                 |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 20,000             | \$380,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                 |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                 |
| 42 Construct Drainage System   | \$1,708,000.00 / SF  | 1                  | \$1,708,000         |
| 43 Construct Slope Landscaping   | \$80 / SF            | 915,200            | \$732,000           |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 160,000            | \$1,448,000         |
| 45 Construct Erosion Control   | \$1,220.00 / AC      | 21                 | \$26,000            |
| 46 Santiago Aqueduct Encasement Protection                                     | \$610,000.00 / LS    | 1                  | \$610,000           |
| 47 Utility Protection Allowance  | \$122,000.00 / LS    | 1                  | \$122,000           |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                 |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0                 |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                 |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                 |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                 |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$270,000           |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$827,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$16,239,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$585,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$16,824,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$1,295,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$15,529,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$1,009,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$14,520,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$421,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$14,099,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$1,241,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$15,340,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$414,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$14,926,000</b> |
| Right-of-Way   | \$82.95 / SF         | 0                  | \$0                 |
| Right-of-Way Management  | 5%                   |                    | \$0                 |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>          |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$14,926,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$1,493,000         |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$2,239,000         |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$2,239,000         |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$2,986,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$23,883,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
2010 COST ESTIMATES**

**Location:** Segment 4: SR-133 (I-405 to Lake Forest)  
**Mitigation:** + Improve to 6 lanes

**Date:** 10/9/2013  
**Originally Estimated by:** RBF(2003,2006)  
**Revised by:** PM

|  | DESCRIPTION OF WORK                     | UNIT PRICE           | QUANTITY          | COST               |
|--|---|----------------------|-------------------|--------------------|
| 1  | Mobilization                            | 10.00% (\$2,000 Min) | 1                 | \$180,000          |
| 2  | Clear & Grub                            | \$1,000 / CY         | 2.0               | \$2,000            |
| 3  | Earthwork                               | \$10.00 / CY         | 4,300             | \$43,000           |
| 4  | Remove Striping                         | \$3.00 / LF          | 0                 | \$0                |
| 5  | Remove Curb & Gutter                    | \$3.00 / LF          | 0                 | \$0                |
| 6  | Remove Median Curb                      | \$3.00 / LF          | 0                 | \$0                |
| 7  | Remove PCC Sidewalk                     | \$2.00 / SF          | 0                 | \$0                |
| 8  | Remove Pavement                         | \$1.50 / SF          | 46,600            | \$70,000           |
| 9  | Remove Channel                          | \$15.00 / LF         | 0                 | \$0                |
| 10   | Remove/Replace Chain Link Fence         | \$10.00 / LF         | 0                 | \$0                |
| 11   | Reconstruct Metal Beam Guard Rail       | \$55.00 / LF         | 0                 | \$0                |
| 12   | Remove & Relocate Tree                  | \$500/ EA            | 0                 | \$0                |
| 13   | Sawcut                                  | \$1.00 / LF          | 9,450             | \$9,000            |
| 14   | Relocate Street Light                   | \$3,000 / EA         | 0                 | \$0                |
| 15   | Relocate Traffic Signal System          | \$140,000 / EA       | 1                 | \$140,000          |
| 16   | Relocate Freeway Sign (2 post)          | \$1,000 / EA         | 0                 | \$0                |
| 17   | Relocate Sign (1 post)                  | \$200 / EA           | 0                 | \$0                |
| 18   | Reconstruct Overhead Sign               | \$35,000 / EA        | 0                 | \$0                |
| 19   | Relocate Call Box                       | \$1,000 / EA         | 0                 | \$0                |
| 20   | Relocate Power Pole                     | \$15,000 / EA        | 0                 | \$0                |
| 21   | Relocate Catch Basin                    | \$5,000 / EA         | 10                | \$50,000           |
| 22   | Relocate Fire Hydrant                   | \$1,000 / EA         | 0                 | \$0                |
| 23   | Relocate Bus Bench                      | \$600 / EA           | 0                 | \$0                |
| 24   | Relocate Monument Wall                  | \$5,000 / EA         | 0                 | \$0                |
| 25   | Relocate Utility Boxes                  | \$500 / EA           | 0                 | \$0                |
| 26   | Relocate Main Water Valve               | \$10,000 / EA        | 0                 | \$0                |
| 27   | Relocate Utility Vault                  | \$600 / EA           | 0                 | \$0                |
| 28   | Adjust Manhole to Grade                 | \$1,500.00 / EA      | 0                 | \$0                |
| 29   | Adjust Water Meter                      | \$500 / EA           | 0                 | \$0                |
| 30   | Adjust Water Valve                      | \$500 / EA           | 0                 | \$0                |
| 31   | Adjust Minor Above Ground Utilities     | \$500 / EA           | 0                 | \$0                |
| 32   | Modify Driveway                         | \$5,000 / LS         | 0                 | \$0                |
| 33   | Construct PCC Pavement                  | \$6.00 / SF          | 0                 | \$0                |
| 34   | Construct AC Pavement                   | \$4.50 / SF          | 135,000           | \$608,000          |
| 35   | Construct AC Overlay                    | \$1.50 / SF          | 0                 | \$0                |
| 36   | Construct Slurry Seal                   | 0.25 / SF            | 0                 | \$0                |
| 37   | Construct Striping & Marking            | \$4.00 / SF          | 8,930             | \$36,000           |
| 38   | Construct AC Dike                       | \$2.00 / LF          | 0                 | \$0                |
| 39   | Construct Curb & Gutter                 | \$15.00 / LF         | 0                 | \$0                |
| 40   | Construct Concrete Barrier              | \$50.00 / LF         | 0                 | \$0                |
| 41   | Construct Median Curb                   | \$11.00 / LF         | 0                 | \$0                |
| 42   | Construct Median Concrete               | \$6.00 / SF          | 0                 | \$0                |
| 43   | Construct Median/Parkway Landscaping    | \$10.00 / SF         | 0                 | \$0                |
| 44   | Construct PCC Sidewalk                  | \$3.00 / SF          | 0                 | \$0                |
| 45   | Construct Wheelchair Ramp               | \$1,500 / SF         | 0                 | \$0                |
| 46   | Construct Retaining Wall                | \$40.00 / SF         | 0                 | \$0                |
| 47   | Construct Storm Drain Main              | \$100.00 / LF        | 0                 | \$0                |
| 48   | Construct RCB                           | \$70.00 / SF         | 52                | \$4,000            |
| 49   | Construct Concrete V-Ditch              | \$15.00 / SF         | 0                 | \$0                |
| 50   | Construct Bridge Widening               | \$175.00 / SF        | 0                 | \$0                |
| 51   | Utilities                               | \$540,000 / SF       | 1                 | \$540,000          |
| 52   | Apply ATMS                              | \$65,000 / LS        | 0                 | \$0                |
| 53   | Traffic Control                         | 2% (\$2,000 Min)     | 1                 | \$30,000           |
| 54   | SWPPP Plan and Implementation           | 6%                   | 1                 | \$92,000           |
| 56   | Additional Caltrans Requirement         | 600,000 / LS         | 1                 | \$600,000          |
| <b>CONSTRUCTION SUBTOTAL</b>                                 |   |                      |                   | <b>\$2,404,000</b> |
|  | California Highway Price Index Increase | 134.2%               | CCI 2003 --> 2007 | \$3,226,000        |
| <b>CONSTRUCTION SUBTOTAL</b>                                 |   |                      |                   | <b>\$5,630,000</b> |
|  | California Highway Price Index          | +3.6%                | CCI 2008 --> 2009 | \$203,000          |
| <b>CONSTRUCTION SUBTOTAL</b>                                 |   |                      |                   | <b>\$5,833,000</b> |
|  | California Highway Price Index          |                      |                   |                    |
| <b>ACTUAL CONSTRUCTION COST</b>                              |   |                      | 2010              | <b>\$4,953,105</b> |
|  | Right-of-Way                            | \$71.66 / SF         | 0                 | \$0                |
|  | Right-of-Way Management                 | 5%                   |                   | \$0                |
| <b>RIGHT-OF-WAY SUBTOTAL</b>                                 |   |                      |                   | <b>\$0</b>         |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>            |   |                      |                   |                    |
| Preliminary Project Development (Actual Expenditure)         |   |                      |                   |                    |
| Design Engineering/Administration Costs (Actual Expenditure) |   |                      |                   |                    |
| Construction Engineering Costs/Administration                |   |                      |                   |                    |
| Contingency  |   |                      |                   |                    |
| <b>TOTAL PROJECT COSTS (ACTUAL COSTS)</b>                    |   |                      |                   | <b>\$4,953,105</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

**Location:** #1. I-5 (Sand Canyon Ave to Jeffrey Rd) **Date:** 10/9/2013  
**Mitigation:** + Add 6th NB (2012) and SB mixed-flow lanes and add 2nd drop lane **Originally Estimated by:** RBF  
 from I-5 to the SB off ramp at Sand Canyon Ave **Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST                |
|--|----------------------|--------------------|---------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$723,000           |
| 2 Clear & Grub   | \$12200 / AC         | 2.0                | \$24,000            |
| 3 Earthwork  | \$46.00 / CY         | 18,133             | \$834,000           |
| 4 Remove Striping  | \$13.00 / LF         | 13,600             | \$177,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0                 |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                 |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 0                  | \$0                 |
| 8 Roadway Excavation (2 ft thick)  | \$32.00 / CY         | 5,037              | \$161,000           |
| 9 Remove Channel   | \$55.00 / LF         | 600                | \$33,000            |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 100                | \$3,000             |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 2,400              | \$206,000           |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 3                  | \$4,000             |
| 13 Sawcut  | \$1.25 / LF          | 8,000              | \$10,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 14                 | \$80,000            |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.00               | \$0                 |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 7                  | \$5,000             |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0                 |
| 18A Overhead Sign (2 posts)  | \$240,000.00 / EA    | 2                  | \$480,000           |
| 18 B Overhead Sign (1 post)  | \$140,000.00/ EA     | 1                  | \$140,000           |
| 19 Relocate Call Box   | \$2,051.00/EA        | 2                  | \$4,000             |
| 20 Relocate Power Pole   | \$25,000 / EA        | 2                  | \$50,000            |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 11                 | \$107,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                 |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                 |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                 |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0                 |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                 |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                 |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0                 |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                 |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                 |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                 |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0                 |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                 |
| 34 Construct AC Pavement   | \$6.00 / SF          | 149,600            | \$898,000           |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                 |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 75,600             | \$30,000            |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 20,400             | \$41,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 2,800              | \$11,000            |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0                 |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 400                | \$118,000           |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                 |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                 |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                 |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0                 |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0                 |
| 46 Construct Retaining Wall  | \$114 / SF           | 1,600              | \$182,000           |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 1,600              | \$195,000           |
| 48 Construct RCB   | \$549.00 / CY        | 600                | \$329,000           |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0                 |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                 |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                 |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                 |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$330,000           |
| 54 Remove Pavement Marker  | \$20,000.00 / LS     | 1                  | \$20,000            |
| 55 Remove MBGR   | \$10.00 / LF         | 2,400              | \$24,000            |
| 56 Drainage Mobilization   | \$48,800.00 / LS     | 1                  | \$49,000            |
| 57 Asphalt Concrete Base (8 in.)   | \$90.00/ TON         | 5,881              | \$529,000           |
| 58 Class 2 Aggregate Base (20 In.)   | \$60.00/ CY          | 9,234              | \$554,000           |
| 59 Pavement Marker   | \$20,000.00 / LS     | 1                  | \$20,000            |
| 60 Temporary Pavement Marker   | \$15,000.00 / LS     | 1                  | \$15,000            |
| 61 Temporary Striping  | \$20,000.00 / LS     | 1                  | \$20,000            |
| 62 Temporary K-rail  | \$19.00 / LF         | 2,800              | \$53,000            |
| 63 Temporary Crash Cushion   | \$325.00 / EA        | 10                 | \$3,000             |
| 64 Overhead CMS  | \$140,000.00/ EA     | 1                  | \$140,000           |
| 65 Remove Overhead Signs   | \$6,000.00/ EA       | 7                  | \$42,000            |
| 66 Lead Investigation  | \$30,000.00/ LS      | 1                  | \$30,000            |
| 67 RE Office   | \$6,000.00/ MO       | 12                 | \$72,000            |
| 68 Construction Area Sign  | \$40,000.00/ LS      | 1                  | \$40,000            |
| 69 Portable CMS  | \$50,000.00/ LS      | 1                  | \$50,000            |
| 70 CHP/COZEEP  | \$50,000.00/ LS      | 1                  | \$50,000            |
| 71 Traffic Management Plan   | \$70,000.00/ LS      | 1                  | \$70,000            |
| 72 Public Awareness Campaign   | \$10,000.00/ LS      | 1                  | \$10,000            |
| 73 SWPPP Plan and Implementation   | 6%                   | 1                  | \$267,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$7,233,000</b>  |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$260,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$7,493,000</b>  |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$577,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$6,916,000</b>  |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$450,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$6,466,000</b>  |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$188,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$6,278,000</b>  |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$552,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$6,830,000</b>  |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$184,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$6,646,000</b>  |
| Right-of-Way   | \$82.95 / SF         | 0                  | \$0                 |
| Right-of-Way Management  | 5%                   |                    | \$0                 |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>          |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$6,646,000</b>  |
| Preliminary Project Development (15% of total construction cost)               |                      |                    | \$997,000           |
| Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$997,000           |
| Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$997,000           |
| Contingency (20% of total construction cost)                                   |                      |                    | \$1,329,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$10,966,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Location: #2, I-405 (Sand Canyon Ave to Jeffrey Rd)  
Mitigation: + Add 5th NB and SB mixed-flow (general purpose) lanes

Date: 10/9/2013  
Originally Estimated by: RBF, PBS&J  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST             |
|--|----------------------|--------------------|------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$33,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.0                | \$0              |
| 3 Earthwork  | \$46.00 / CY         | 0                  | \$0              |
| 4 Remove Striping  | \$13.00 / LF         | 5,800              | \$75,000         |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0              |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0              |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 0                  | \$0              |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0              |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0              |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0              |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 0                  | \$0              |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0              |
| 13 Sawcut  | \$1.25 / LF          | 0                  | \$0              |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0              |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0              |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0              |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0              |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0              |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0              |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0              |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0              |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0              |
| 23 Relocate Bus Bench  | \$1,458.00/EA        | 0                  | \$0              |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0              |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0              |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0              |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0              |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0              |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0              |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0              |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0              |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0              |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0              |
| 34 Construct AC Pavement   | \$6.00 / SF          | 0                  | \$0              |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0              |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0              |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 5,800              | \$12,000         |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0              |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0              |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0              |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0              |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0              |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0              |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0              |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0              |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0              |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0              |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0              |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0              |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0              |
| 51 Install Ramp Metering System  | \$80,000.00 / LS     | 0                  | \$0              |
| 52 Apply ATMS  | \$113,165.00 / EA    | 0                  | \$0              |
| 53 Traffic Control Systems   | \$30,000.00/ LS      | 1                  | \$30,000         |
| 54 Remove Pavement Marker  | \$20,000.00/ LS      | 1                  | \$20,000         |
| 55 Pavement Marker   | \$20,000.00/ LS      | 1                  | \$20,000         |
| 56 Temporary Pavement Marker   | \$10,000.00/ LS      | 1                  | \$10,000         |
| 57 Temporary Striping  | \$10,000.00/ LS      | 1                  | \$10,000         |
| 58 Temporary K-rail  | \$19.00 / LF         | 2,900              | \$55,000         |
| 59 Temporary Crash Cushion   | \$325.00/ EA         | 5                  | \$2,000          |
| 60 Lead Investigation  | \$10,000.00/ LS      | 1                  | \$10,000         |
| 61 RE Office   | \$6,000.00/ Mon      | 1                  | \$6,000          |
| 62 Construction Area Sign  | \$10,000.00/ LS      | 1                  | \$10,000         |
| 63 CHP/COZEPP  | \$5,000.00/ LS       | 1                  | \$5,000          |
| 64 Traffic Management Plan   | \$5,000.00/ LS       | 1                  | \$5,000          |
| 65 Portable CMS  | \$10,000.00/ LS      | 1                  | \$10,000         |
| 66 SWPPP Plan and Implementation   | \$20,000.00/ LS      | 1                  | \$20,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$333,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$12,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$345,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$27,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$318,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$21,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$297,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$9,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$288,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$25,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$313,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$8,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$305,000</b> |
| Right-of-Way   | \$82.95 / SF         | 0                  | \$0              |
| Right-of-Way Management  | 5%                   |                    | \$0              |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>       |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$305,000</b> |
| Preliminary Project Development (15% of total construction cost)               |                      |                    | \$46,000         |
| Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$46,000         |
| Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$46,000         |
| Contingency (20% of total construction cost)                                   |                      |                    | \$61,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$504,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Location: #3. I-5 at Alton Pkwy (SB off ramp)  
Mitigation: + Add 2nd auxiliary lane from I-5 to the off ramp

Date: 10/9/2013  
Originally Estimated by: RBF, PBS&J  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$293,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.6                | \$7,000            |
| 3 Earthwork  | \$46.00 / CY         | 7,900              | \$363,000          |
| 4 Remove Striping  | \$3.8 / LF           | 2,100              | \$6,000            |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0                |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 0                  | \$0                |
| 8 Remove Pavement (2 ft thick)   | \$5.00 / SF          | 2,014              | \$10,000           |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$65.00 / LF         | 450                | \$29,000           |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0                |
| 13 Sawcut  | \$1.25 / LF          | 2,700              | \$3,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 7                  | \$40,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0                |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 2                  | \$1,000            |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0                |
| 18A Overhead Sign (2 posts)  | \$240,000.00 / EA    | 2                  | \$480,000          |
| 18B Overhead Sign (1 post)   | \$140,000.00 / EA    | 1                  | \$140,000          |
| 19 Relocate Call Box   | \$2,051.00/EA        | 1                  | \$2,000            |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 7                  | \$68,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0                |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0                |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0                |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement (7 in.)   | \$100.00 / TON       | 1,989              | \$199,000          |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0                |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 6,000              | \$12,000           |
| 38 Construct AC Dike   | \$4.00 / LF          | 2,100              | \$8,000            |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0                |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0                |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0                |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0                |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 1,900              | \$232,000          |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control Systems   | \$102,000.00/ LS     | 1                  | \$102,000          |
| 54 Traffic Management Plan   | \$35,000.00/ LS      | 1                  | \$35,000           |
| 55 Remove Pavement Marker  | \$5,000.00/ LS       | 1                  | \$5,000            |
| 56 Remove MBGR   | \$15.00 / LF         | 450                | \$7,000            |
| 57 Asphalt Concrete Base (8 in.)   | \$100.00 / TON       | 2,272              | \$227,000          |
| 58 Class 2 Aggregate Base (20 In.)   | \$65.00 / CY         | 3,512              | \$228,000          |
| 59 Drainage Mobilization   | \$57,950.00/ LS      | 1                  | \$58,000           |
| 60 Pavement Marker   | \$7,000.00/ LS       | 1                  | \$7,000            |
| 61 Temporary Pavement Marker   | \$7,000.00/ LS       | 1                  | \$7,000            |
| 62 Temporary Striping  | \$9,000.00/ LS       | 1                  | \$9,000            |
| 63 Temporary K-rail  | \$19.00 / LS         | 2,100              | \$40,000           |
| 64 Temporary Crash Cushion   | \$250.00/ EA         | 10                 | \$3,000            |
| 65 Remove Overhead Signs   | \$6,000.00/ EA       | 2                  | \$12,000           |
| 66 Lead Investigation  | \$30,000.00/ LS      | 1                  | \$30,000           |
| 67 RE Office   | \$6,000.00/ MON      | 10                 | \$60,000           |
| 68 Construction Area Sign  | \$30,000.00/ LS      | 1                  | \$30,000           |
| 69 Portable CMS  | \$35,000.00/ LS      | 1                  | \$35,000           |
| 70 CHP/COZEEP  | \$30,000.00/ LS      | 1                  | \$30,000           |
| 71 Public Awareness Campaign   | \$10,000.00/ LS      | 1                  | \$10,000           |
| 72 SWPPP Plan and Implementation   | \$100,000.00/ LS     | 1                  | \$100,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,928,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$105,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,033,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$234,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,799,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$182,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,617,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$76,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,541,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$224,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,765,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$75,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,690,000</b> |
| Right-of-Way   | \$82.95 / SF         | 0                  | \$0                |
| Right-of-Way Management  | 5%                   |                    | \$0                |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>         |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$2,690,000</b> |
| Preliminary Project Development (15% of total construction cost)               |                      |                    | \$404,000          |
| Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$404,000          |
| Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$404,000          |
| Contingency (20% of total construction cost)                                   |                      |                    | \$538,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$4,440,000</b> |



**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Location: #4, I-5 at Bake Pkwy (SB off ramp)

Date: 10/9/2013

Mitigation: Widen Connector ramps between I-5 and I-405 from 1 to 2 lanes

Originally Estimated by: RBF, PBS&J

Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$216,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.2                | \$2,000            |
| 3 Earthwork  | \$30.00 / CY         | 900                | \$27,000           |
| 4 Remove Striping  | \$13.00 / LF         | 800                | \$10,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0                |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 0                  | \$0                |
| 8 Remove Excavation (2 ft thick)   | \$35.00 / CY         | 2,000              | \$70,000           |
| 9 Remove Channel   | \$55.00 / LF         | 300                | \$17,000           |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 300                | \$9,000            |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 80                 | \$7,000            |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0                |
| 13 Sawcut  | \$1.25 / LF          | 1,600              | \$2,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 2                  | \$11,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0                |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0                |
| 18A Overhead Sign (2 posts)  | \$240,000.00 / EA    | 2                  | \$480,000          |
| 18B Overhead Sign (1 post)   | \$140,000.00 / EA    | 1                  | \$140,000          |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0                |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0                |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0                |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0                |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement (7 in.)   | \$100.00/ SF         | 1,442              | \$144,000          |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0                |
| 37 Construct Striping & Marking  | \$3.00 / LF          | 3,500              | \$11,000           |
| 38 Construct AC Dike   | \$4.00 / LF          | 1,100              | \$4,000            |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0                |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0                |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0                |
| 46 Construct Retaining Wall  | \$114 / SF           | 2,000              | \$228,000          |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$500.00 / CY        | 47                 | \$24,000           |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | \$120,000.00/ LS     | 1                  | \$120,000          |
| 54 Construction Area Sign  | \$25,000.00/ LS      | 1                  | \$25,000           |
| 55 Portable CMS  | \$30,000.00/ LS      | 1                  | \$30,000           |
| 56 Remove Pavement Marker  | \$2,500.00/ LS       | 1                  | \$3,000            |
| 57 Remove MBGR   | \$20.00/ LF          | 80                 | \$2,000            |
| 58 Asphalt Concrete Base (8 in.)   | \$100.00/ TON        | 1,442              | \$144,000          |
| 59 Class 2 Aggregate Base (20 in.)   | \$65.00/ CY          | 2,228              | \$145,000          |
| 60 Drainage Mobilization   | \$5,875.00/ LS       | 1                  | \$6,000            |
| 61 Pavement Marker   | \$5,000.00/ LS       | 1                  | \$5,000            |
| 62 Temporary Pavement Marker   | \$3,000.00/ LS       | 1                  | \$3,000            |
| 63 Temporary Striping  | \$3,000.0000/ LS     | 1                  | \$3,000            |
| 64 Temporary K-rail  | \$19.00 / LF         | 2,000              | \$38,000           |
| 65 Temporary Crash Cushion   | \$325.00/ EA         | 5                  | \$2,000            |
| 66 Remove Overhead Signs   | \$6,000.00/ EA       | 2                  | \$12,000           |
| 67 Lead Investigation  | \$25,000.00/ LS      | 1                  | \$25,000           |
| 68 RE Office   | \$6,000.00/ MON      | 6                  | \$36,000           |
| 69 CHP/COZEPP  | \$25,000.00/ LS      | 1                  | \$25,000           |
| 70 Traffic Management Plan   | \$30,000.00/ LS      | 1                  | \$30,000           |
| 71 Public Awareness Campaign   | \$10,000.00/ LS      | 1                  | \$10,000           |
| 72 SWPPP Plan and Implementation   | \$90,000.00/ LS      | 1                  | \$90,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,156,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$78,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,234,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$172,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,062,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$134,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,928,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$56,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,872,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$165,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,037,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$55,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,982,000</b> |
| Right-of-Way   | \$82.95 / SF         | 0                  | \$0                |
| Right-of-Way Management  | 5%                   |                    | \$0                |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>         |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$1,982,000</b> |
| Preliminary Project Development (15% of total construction cost)               |                      |                    | \$297,000          |
| Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$297,000          |
| Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$297,000          |
| Contingency (20% of total construction cost)                                   |                      |                    | \$396,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$3,269,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Location: #5. I-5 at Culver Dr (SB off ramp)  
Mitigation: + Add 2nd auxiliary lane from I-5 to the off ramp

Date: 10/9/2013  
Originally Estimated by: RBF  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$388,000          |
| 2 Clear & Grub   | \$12200 / AC         | 1.0                | \$12,000           |
| 3 Earthwork  | \$46.00 / CY         | 4,000              | \$184,000          |
| 4 Remove Striping  | \$13.00 / LF         | 2,400              | \$31,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0                |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 0                  | \$0                |
| 8 Roadway Excavation (2 ft thick)  | \$35.00 / CY         | 2,622              | \$92,000           |
| 9 Remove Channel   | \$50.00 / LF         | 1,800              | \$90,000           |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 225                | \$19,000           |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0                |
| 13 Sawcut  | \$1.25 / LF          | 3,600              | \$5,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 5                  | \$29,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0                |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 2                  | \$1,000            |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0                |
| 18A Overhead Sign (2 posts)  | \$240,000.00 / EA    | 0                  | \$0                |
| 18B Overhead Sign (1 post)   | \$140,000.00 / EA    | 2                  | \$280,000          |
| 19 Relocate Call Box   | \$2,051.00/EA        | 2                  | \$4,000            |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 4                  | \$39,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0                |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0                |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0                |
| 33 Construct PCC Pavement  | \$240.00 / CY        | 2,424              | \$582,000          |
| 34 Construct AC Pavement   | \$6.00 / SF          | 0                  | \$0                |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0                |
| 37 Construct Striping & Marking  | \$2.50 / LF          | 7,200              | \$18,000           |
| 38 Construct AC Dike   | \$4.00 / LF          | 650                | \$3,000            |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0                |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0                |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0                |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0                |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 600                | \$73,000           |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$450.00 / CY        | 283                | \$127,000          |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 2,000              | \$1,000,000        |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Remove Pavement Marker  | \$5,000.00/ LS       | 1                  | \$5,000            |
| 54 Remove MBGR   | \$15.00/ LF          | 225                | \$3,000            |
| 55 Class 2 Aggregate Base ( 4 in)  | \$60.00/ CY          | 950                | \$57,000           |
| 56 Cement Treated Permeable Base (4 in)  | \$100.00/ CY         | 950                | \$95,000           |
| 57 Drainage Mobilization   | \$50,138.00/ LS      | 1                  | \$50,000           |
| 58 Pavement Marker   | \$10,000.00/ LS      | 1                  | \$10,000           |
| 59 Temporary Pavement Marker   | \$8,000.00/ LS       | 1                  | \$8,000            |
| 60 Temporary Striping  | \$10,000.00/ LS      | 1                  | \$10,000           |
| 61 Temporary K-rail  | \$22.00/ LF          | 1,000              | \$22,000           |
| 62 Remove Overhead Signs   | \$6,000.00/ EA       | 2                  | \$12,000           |
| 63 Lead Investigation  | \$25,000.00/ LS      | 1                  | \$25,000           |
| 64 RE Office   | \$6,000.00/ MON      | 12                 | \$72,000           |
| 65 Portable CMS  | \$35,000.00/ LS      | 1                  | \$35,000           |
| 66 Construction Area Sign  | \$30,000.00/ LS      | 1                  | \$30,000           |
| 67 Traffic Control   | \$200,000.00/ LS     | 1                  | \$200,000          |
| 68 CHP/COZEOP  | \$30,000.00/ LS      | 1                  | \$30,000           |
| 69 Traffic Management Plan   | \$40,000.00/ LS      | 1                  | \$40,000           |
| 70 Public Awareness Campaign   | \$10,000.00/ LS      | 1                  | \$10,000           |
| 71 SWPPP Plan and Implementation   | \$140,000.00/ IS     | 1                  | \$193,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,884,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$140,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$4,024,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$310,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,714,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$241,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,473,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$101,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,372,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$297,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,669,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$99,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,570,000</b> |
| Right-of-Way   | \$82.95 / SF         | 0                  | \$0                |
| Right-of-Way Management  | 5%                   |                    | \$0                |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>         |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$3,570,000</b> |
| Preliminary Project Development (15% of total construction cost)               |                      |                    | \$536,000          |
| Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$536,000          |
| Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$536,000          |
| Contingency (20% of total construction cost)                                   |                      |                    | \$714,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$5,892,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Location: #6. I-5 at El Toro Rd (NB loop on ramp)

Date: 10/9/2013

Mitigation: + Convert HOV preferential lane to a 2nd metered mixed flow lane

Originally Estimated by: RBF  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST             |
|--|----------------------|--------------------|------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$16,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.0                | \$0              |
| 3 Earthwork  | \$46.00 / CY         | 0                  | \$0              |
| 4 Remove Striping  | \$13.00 / LF         | 600                | \$8,000          |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0              |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0              |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 0                  | \$0              |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0              |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0              |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0              |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 0                  | \$0              |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0              |
| 13 Sawcut  | \$1.25 / LF          | 0                  | \$0              |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0              |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0              |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0              |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0              |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0              |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0              |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0              |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0              |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0              |
| 23 Relocate Bus Bench  | \$1,458.00/EA        | 0                  | \$0              |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0              |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0              |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0              |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0              |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0              |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0              |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0              |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0              |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0              |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0              |
| 34 Construct AC Pavement   | \$6.00 / SF          | 0                  | \$0              |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0              |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 20,200             | \$8,000          |
| 37 Construct Striping & Marking  | \$8.00 / LF          | 600                | \$5,000          |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0              |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0              |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0              |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0              |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0              |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0              |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0              |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0              |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0              |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0              |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0              |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0              |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0              |
| 51 Install Ramp Metering System  | \$80,000.00 / LS     | 0                  | \$0              |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0              |
| 53 Traffic Control Systems   | \$30,000.00/ LS      | 1                  | \$30,000         |
| 54 Remove Pavement Marker  | \$4,000.00/ LS       | 1                  | \$4,000          |
| 55 Pavement Marker   | \$4,000.00/ LS       | 1                  | \$4,000          |
| 56 Temporary Pavement Marker   | \$4,000.00/ LS       | 1                  | \$4,000          |
| 57 Temporary Striping  | \$4,000.00/ LS       | 1                  | \$4,000          |
| 58 Temporary K-rail  | \$20.00/ LF          | 600                | \$12,000         |
| 59 Temporary Crash Cushion   | \$325.00/ EA         | 5                  | \$2,000          |
| 60 Lead Investigation  | \$10,000.00/ LS      | 1                  | \$10,000         |
| 61 RE Office   | \$6,000.00/ MON      | 1                  | \$6,000          |
| 62 Construction Area Sign  | \$10,000.00/ LS      | 1                  | \$10,000         |
| 63 Portable CMS  | \$10,000.00/ LS      | 1                  | \$10,000         |
| 64 CHP/COZEEP  | \$5,000.00/ LS       | 1                  | \$5,000          |
| 65 Traffic Management Plan   | \$5,000.00/ LS       | 1                  | \$5,000          |
| 66 SWPPP Plan and Implementation   | \$20,000.00/ LS      | 1                  | \$20,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$163,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$6,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$169,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$13,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$156,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$10,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$146,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$4,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$142,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$12,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$154,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$4,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$150,000</b> |
| Right-of-Way   | \$82.95 / SF         | 0                  | \$0              |
| Right-of-Way Management  | 5%                   |                    | \$0              |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>       |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$150,000</b> |
| Preliminary Project Development (15% of total construction cost)               |                      |                    | \$23,000         |
| Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$23,000         |
| Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$23,000         |
| Contingency (20% of total construction cost)                                   |                      |                    | \$30,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$249,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Location: #7. I-5 at El Toro Rd (SB off ramp)

Date: 10/9/2013

Mitigation: + Add 2nd auxiliary lane from I-5 to the off ramp by restriping mainline

Originally Estimated by: RBF

Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$141,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.0                | \$0                |
| 3 Earthwork  | \$46.00 / CY         | 0                  | \$0                |
| 4 Remove Striping  | \$7.00/ LF           | 56,500             | \$396,000          |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0                |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 0                  | \$0                |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0                |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0                |
| 13 Sawcut  | \$1.25 / LF          | 0                  | \$0                |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0                |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0                |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0                |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0                |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/EA        | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0                |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0                |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0                |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 0                  | \$0                |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0                |
| 37 Construct Striping & Marking  | \$2.50/ LF           | 56,500             | \$141,000          |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0                |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0                |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0                |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0                |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / LS     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | \$100,000.00/ LS     | 1                  | \$100,000          |
| 54 Remove Pavement Marker  | \$100,000.00/ LS     | 1                  | \$100,000          |
| 55 Temporary Pavement Marker   | \$100,000.00/ LS     | 1                  | \$100,000          |
| 56 Temporary Striping  | \$120,000.00/ LS     | 1                  | \$120,000          |
| 57 Temporary K-rail  | \$17.00/ LF          | 5,800              | \$99,000           |
| 58 Temporary Crash Cushion   | \$325.00/ EA         | 10                 | \$3,000            |
| 59 Lead Investigation  | \$30,000.00/ LS      | 1                  | \$30,000           |
| 60 RE Office   | \$6,000.00/ MON      | 3                  | \$18,000           |
| 61 Construction Area Sign  | \$30,000.00/ LS      | 1                  | \$30,000           |
| 62 Portable CMS  | \$30,000.00/ LS      | 1                  | \$30,000           |
| 63 CHP/COZEPP  | \$25,000.00/ LS      | 1                  | \$25,000           |
| 64 Traffic Management Plan   | \$25,000.00/ LS      | 1                  | \$25,000           |
| 65 Public Awareness Campaign   | \$10,000.00/ LS      | 1                  | \$10,000           |
| 66 SWPPP Plan and Implementation   | \$40,000.00/ LS      | 1                  | \$40,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,408,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$51,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,459,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$112,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,347,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$88,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,259,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$37,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,222,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$108,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,330,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$36,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,294,000</b> |
| Right-of-Way   | \$82.95 / SF         | 0                  | \$0                |
| Right-of-Way Management  | 5%                   |                    | \$0                |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>         |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$1,294,000</b> |
| Preliminary Project Development (15% of total construction cost)               |                      |                    | \$194,000          |
| Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$194,000          |
| Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$194,000          |
| Contingency (20% of total construction cost)                                   |                      |                    | \$259,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$2,135,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Location: #8. I-5 at Jamboree Rd (NB off ramp)  
Mitigation: + Add 2nd auxiliary lane from I-5 to the off ramp

Date: 10/9/2013  
Originally Estimated by: RBF, PBS&J  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE<br>(\$2,000 Min) | QUANTITY           | COST               |
|--|-----------------------------|--------------------|--------------------|
| 1 Mobilization   |                             | 1                  | \$343,000          |
| 2 Clear & Grub   | \$12200 / AC                | 0.5                | \$6,000            |
| 3 Earthwork  | \$46.00 / CY                | 2,100              | \$97,000           |
| 4 Remove Striping  | \$13.00 / LF                | 1,500              | \$20,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF                | 0                  | \$0                |
| 6 Remove Median Curb   | \$37.00 / LF                | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00 / SF                 | 0                  | \$0                |
| 8 Remove Excavation (2 ft thick)   | \$30.00 / CY                | 4,885              | \$147,000          |
| 9 Remove Channel   | \$50.00 / LF                | 1,500              | \$75,000           |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF                | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF                | 150                | \$13,000           |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA             | 0                  | \$0                |
| 13 Sawcut  | \$1.25 / LF                 | 1,700              | \$2,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA             | 6                  | \$34,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA           | 0                  | \$0                |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA               | 4                  | \$3,000            |
| 17 Relocate Sign (1 post)  | \$220.00 / EA               | 0                  | \$0                |
| 18A Reconstruct Overhead Sign  | \$240,000.00 / EA           | 0                  | \$0                |
| 18B Overhead Sign (2 posts)  | \$160,000.00/ EA            | 2                  | \$320,000          |
| 19 Relocate Call Box   | \$2,051.00/EA               | 2                  | \$4,000            |
| 20 Relocate Power Pole   | \$25,000 / EA               | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA             | 4                  | \$39,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA             | 0                  | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA              | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA             | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA               | 0                  | \$0                |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA            | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA               | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA             | 0                  | \$0                |
| 29 Adjust Water Meter  | \$610.00 / EA               | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA               | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA               | 0                  | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS             | 0                  | \$0                |
| 33 Construct PCC Pavement  | \$430.00 / CY               | 93                 | \$40,000           |
| 34 Construct AC Pavement   | \$6.00 / SF                 | 37,600             | \$226,000          |
| 35 Construct AC Overlay  | \$2.50 / SF                 | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF                  | 0                  | \$0                |
| 37 Construct Striping & Marking  | \$3.80/ LF                  | 4,200              | \$16,000           |
| 38 Construct AC Dike   | \$4.00 / LF                 | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF                | 0                  | \$0                |
| 40 Construct Concrete Barrier  | \$295.00 / LF               | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF                | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF                  | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF                | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF                 | 0                  | \$0                |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA             | 0                  | \$0                |
| 46 Construct Retaining Wall  | \$114 / SF                  | 0                  | \$0                |
| 47 Construct Storm Drain Main  | \$122.00 / LF               | 400                | \$49,000           |
| 48 Construct RCB   | \$549.00 / CY               | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$500.00/CY                 | 63                 | \$32,000           |
| 50 Construct Bridge Widening   | \$500.00 / SF               | 2,000              | \$1,000,000        |
| 51 Install Ramp Metering System  | \$80,000.00 / EA            | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS           | 0                  | \$0                |
| 53 Traffic Control Systems   | \$200,000.00/ LS            | 1                  | \$200,000          |
| 54 Remove Pavement Marker  | \$4,000.00/ LS              | 1                  | \$4,000            |
| 55 Remove MBGR   | \$17.00 / LF                | 150                | \$3,000            |
| 56 Asphalt Concrete Base (8")  | \$90.00/ TON                | 1,504              | \$135,000          |
| 57 Class 2 Aggregate Base (20")  | \$65.00/ CY                 | 2,320              | \$151,000          |
| 58 Class 2 Aggregate Base (4")   | \$65.00/ CY                 | 37                 | \$2,000            |
| 59 Cement Treated Permeable Base (4")  | \$140.00/ CY                | 37                 | \$5,000            |
| 60 Drainage Mobilization   | \$29,835.00/ LS             | 1                  | \$30,000           |
| 61 Pavement Marker   | \$3,000.00/ LS              | 1                  | \$3,000            |
| 62 Temporary Pavement Marker   | \$3,000.00/ LS              | 1                  | \$3,000            |
| 63 Temporary Striping  | \$4,000.00/ LS              | 1                  | \$4,000            |
| 64 Temporary K-rail  | \$19.00 / LF                | 1,700              | \$32,000           |
| 65 Temporary Crash Cushion   | \$325.00/ EA                | 5                  | \$2,000            |
| 66 Remove Overhead Signs   | \$6,000.00/ EA              | 2                  | \$12,000           |
| 67 Lead Investigation  | \$30,000.00/ LS             | 1                  | \$30,000           |
| 68 Construction Area Sign  | \$30,000.00/ LS             | 1                  | \$30,000           |
| 69 Portable CMS  | \$35,000.00/ LS             | 1                  | \$35,000           |
| 70 CHP/COZEOP  | \$30,000.00/ LS             | 1                  | \$30,000           |
| 71 Traffic Management Plan   | \$40,000.00/ LS             | 1                  | \$40,000           |
| 72 Public Awareness Campaign   | \$10,000.00/ LS             | 1                  | \$10,000           |
| 73 RE Office   | \$6,000.00/ MON             | 10                 | \$60,000           |
| 74 SWPPP Plan and Implementation   | \$140,000.00/ LS            | 1                  | \$140,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                             |                    | <b>\$3,427,000</b> |
| California Highway Price Index   | +3.6%                       | CCI 2008 --> 2009  | \$123,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                             |                    | <b>\$3,550,000</b> |
| California Highway Price Index   | (7.7%)                      | CCI 2009 --> 2010  | -\$273,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                             |                    | <b>\$3,277,000</b> |
| California Highway Price Index   | (6.5%)                      | CCI 2010 --> 2010* | -\$213,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                             |                    | <b>\$3,064,000</b> |
| California Highway Price Index   | (2.9%)                      | CCI 2010* --> 2011 | -\$89,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                             |                    | <b>\$2,975,000</b> |
| California Highway Price Index   | +8.8%                       | CCI 2011 --> 2012  | \$262,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                             |                    | <b>\$3,237,000</b> |
| California Highway Price Index   | (2.7%)                      | CCI 2012 --> 2013  | -\$87,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                             |                    | <b>\$3,150,000</b> |
| Right-of-Way   | \$82.95 / SF                | 0                  | \$0                |
| Right-of-Way Management  | 5%                          |                    | \$0                |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                             |                    | <b>\$0</b>         |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                             |                    | <b>\$3,150,000</b> |
| Preliminary Project Development (15% of total construction cost)               |                             |                    | \$473,000          |
| Design Engineering/Administration Costs (15% of total construction cost)       |                             |                    | \$473,000          |
| Construction Engineering Costs/Administration (15% of total construction cost) |                             |                    | \$473,000          |
| Contingency (20% of total construction cost)                                   |                             |                    | \$630,000          |
| <b>TOTAL PROJECT COSTS</b>   |                             |                    | <b>\$5,199,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Location: #9. I-5 at Jamboree Rd (SB off ramp)  
Mitigation: + Add 2nd auxiliary lane from I-5 to the off ramp

Date: 10/9/2013  
Originally Estimated by: RBF, PBS&J  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$228,000          |
| 2 Clear & Grub   | \$12200 / AC         | 1.0                | \$12,000           |
| 3 Earthwork  | \$46.00 / CY         | 3,600              | \$166,000          |
| 4 Remove Striping  | \$13.00 / LF         | 3,500              | \$46,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0                |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 0                  | \$0                |
| 8 Remove Excavation (2 ft thick)   | \$35.00 / CY         | 2,585              | \$90,000           |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 370                | \$32,000           |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0                |
| 13 Sawcut  | \$1.25 / LF          | 3,500              | \$4,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 5                  | \$29,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0                |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 4                  | \$3,000            |
| 17 Relocate Sign (1 post)  | \$500.00 / EA        | 3                  | \$2,000            |
| 18A Reconstruct Overhead Sign  | \$240,000.00 / EA    | 0                  | \$0                |
| 18B Overhead Sign (1 post)   | \$160,000.00 / EA    | 2                  | \$320,000          |
| 19 Relocate Call Box   | \$2,051.00/EA        | 1                  | \$2,000            |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0                |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0                |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0                |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0                |
| 33 Construct PCC Pavement (10 in)  | \$380.00 / CY        | 190                | \$72,000           |
| 34 Construct AC Pavement (7 in)  | \$85.00 / TON        | 2,265              | \$193,000          |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 19,600             | \$8,000            |
| 37 Construct Striping & Marking  | \$3.80 / LF          | 7,000              | \$27,000           |
| 38 Construct AC Dike   | \$4.00 / LF          | 575                | \$2,000            |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0                |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0                |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0                |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0                |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Drainage  | \$50,000.00 / LS     | 1                  | \$50,000           |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | \$145,000.00 / LS    | 1                  | \$145,000          |
| 54 Remove Pavement Marker  | \$7,000.00 / LS      | 1                  | \$7,000            |
| 55 Remove MBGR   | \$15.00 / LF         | 370                | \$6,000            |
| 56 Asphalt Concrete Base (8 in)  | \$85.00 / TON        | 2,588              | \$220,000          |
| 57 Class 2 Aggregate Base (20 in)  | \$60.00 / CY         | 3,994              | \$240,000          |
| 58 Class 2 Aggregate Base (4 in)   | \$60.00 / CY         | 74                 | \$4,000            |
| 59 Cement Treated Permeable Base (4 in)  | \$100.00 / CY        | 74                 | \$7,000            |
| 60 Pavement Marker   | \$20,000.00 / LS     | 1                  | \$20,000           |
| 61 Temporary Pavement Marker   | \$13,000.00 / LS     | 1                  | \$13,000           |
| 62 Temporary Striping  | \$20,000.00 / LS     | 1                  | \$20,000           |
| 63 Temporary K-rail  | \$20.00/LF           | 700                | \$14,000           |
| 64 Temporary Crash Cushion   | \$325.00 / EA        | 5                  | \$2,000            |
| 65 Remove Overhead Signs   | \$6,000.00 / EA      | 2                  | \$12,000           |
| 66 Lead Investigation  | \$25,000.00 / LS     | 1                  | \$25,000           |
| 67 Construction Area Sign  | \$28,000.00 / LS     | 1                  | \$28,000           |
| 68 Portable CMS  | \$32,000.00 / LS     | 1                  | \$32,000           |
| 69 CHP/COZEPP  | \$25,000.00 / LS     | 1                  | \$25,000           |
| 70 Traffic Management Plan   | \$30,000.00 / LS     | 1                  | \$30,000           |
| 71 Public Awareness Campaign   | \$10,000.00 / LS     | 1                  | \$10,000           |
| 72 RE Office   | \$6,000.00 / MON     | 10                 | \$60,000           |
| 73 SWPPP Plan and Implementation   | \$90,000.00 / LS     | 1                  | \$72,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,278,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$82,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,360,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$182,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,178,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$142,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,036,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$59,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,977,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$174,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,151,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$58,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,093,000</b> |
| Right-of-Way   | \$82.95 / SF         | 0                  | \$0                |
| Right-of-Way Management  | 5%                   |                    | \$0                |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>         |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$2,093,000</b> |
| Preliminary Project Development (15% of total construction cost)               |                      |                    | \$314,000          |
| Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$314,000          |
| Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$314,000          |
| Contingency (20% of total construction cost)                                   |                      |                    | \$419,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$3,454,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Location: #10. I-5 at Jeffrey Rd (SB on ramp)

Date: 10/9/2013

Mitigation: + Convert HOV preferential lane to a 2nd metered mixed flow lane

Originally Estimated by: RBF

Revised by: City

|   | DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST             |
|---|--|----------------------|--------------------|------------------|
| 1   | Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$11,000         |
| 2   | Clear & Grub   | \$12200 / AC         | 0.0                | \$0              |
| 3   | Earthwork  | \$46.00 / CY         | 0                  | \$0              |
| 4   | Remove Striping  | \$13.00 / LF         | 300                | \$4,000          |
| 5   | Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0              |
| 6   | Remove Median Curb   | \$37.00 / LF         | 0                  | \$0              |
| 7   | Remove PCC Sidewalk  | \$5.00/ SF           | 0                  | \$0              |
| 8   | Remove Pavement  | \$5.00 / SF          | 0                  | \$0              |
| 9   | Remove Channel   | \$19.00 / LF         | 0                  | \$0              |
| 10  | Remove/Replace Chain Link Fence  | \$31.00 / LF         | 0                  | \$0              |
| 11  | Reconstruct Metal Beam Guard Rail  | \$86.00 / LF         | 0                  | \$0              |
| 12  | Remove & Relocate Tree   | \$1,300.00 / EA      | 0                  | \$0              |
| 13  | Sawcut   | \$1.25 / LF          | 0                  | \$0              |
| 14  | Relocate Street Light  | \$5,700.00 / EA      | 0                  | \$0              |
| 15  | Relocate Traffic Signal System   | \$225,000.00 / EA    | 0                  | \$0              |
| 16  | Relocate Freeway Sign (2 post)   | \$700.00 / EA        | 0                  | \$0              |
| 17  | Relocate Sign (1 post)   | \$220.00 / EA        | 0                  | \$0              |
| 18  | Reconstruct Overhead Sign  | \$240,000.00 / EA    | 0                  | \$0              |
| 19  | Relocate Call Box  | \$2,051.00/EA        | 0                  | \$0              |
| 20  | Relocate Power Pole  | \$25,000 / EA        | 0                  | \$0              |
| 21  | Relocate Catch Basin   | \$9,760.00 / EA      | 0                  | \$0              |
| 22  | Relocate Fire Hydrant  | \$5,000.00 / EA      | 0                  | \$0              |
| 23  | Relocate Bus Bench   | \$1,458.00/EA        | 0                  | \$0              |
| 24  | Relocate Monument Wall   | \$6,100.00 / EA      | 0                  | \$0              |
| 25  | Relocate Utility Boxes   | \$895.00 / EA        | 0                  | \$0              |
| 26  | Relocate Main Water Valve  | \$12,200.00 / EA     | 0                  | \$0              |
| 27  | Relocate Utility Vault   | \$10,000 / EA        | 0                  | \$0              |
| 28  | Adjust Manhole to Grade  | \$1,500.00 / EA      | 0                  | \$0              |
| 29  | Adjust Water Meter   | \$610.00 / EA        | 0                  | \$0              |
| 30  | Adjust Water Valve   | \$610.00 / EA        | 0                  | \$0              |
| 31  | Adjust Minor Above Ground Utilities  | \$610.00 / EA        | 0                  | \$0              |
| 32  | Modify Driveway  | \$6,100.00 / LS      | 0                  | \$0              |
| 33  | Construct PCC Pavement   | \$7.50 / SF          | 0                  | \$0              |
| 34  | Construct AC Pavement  | \$6.00 / SF          | 0                  | \$0              |
| 35  | Construct AC Overlay   | \$2.50 / SF          | 0                  | \$0              |
| 36  | Construct Slurry Seal  | \$0.4 / SF           | 10,800             | \$4,000          |
| 37  | Construct Striping & Marking   | \$9.00 / LF          | 300                | \$3,000          |
| 38  | Construct AC Dike  | \$4.00 / LF          | 0                  | \$0              |
| 39  | Construct Curb & Gutter  | \$19.00 / LF         | 0                  | \$0              |
| 40  | Construct Concrete Barrier   | \$295.00 / LF        | 0                  | \$0              |
| 41  | Construct Median Curb  | \$31.00 / LF         | 0                  | \$0              |
| 42  | Construct Median Concrete  | \$7.9 / SF           | 0                  | \$0              |
| 43  | Construct Median/Parkway Landscaping   | \$13.00 / SF         | 0                  | \$0              |
| 44  | Construct PCC Sidewalk   | \$9.05 / SF          | 0                  | \$0              |
| 45  | Construct Wheelchair Ramp  | \$5,200.00 / EA      | 0                  | \$0              |
| 46  | Construct Retaining Wall   | \$114 / SF           | 0                  | \$0              |
| 47  | Construct Storm Drain Main   | \$122.00 / LF        | 0                  | \$0              |
| 48  | Construct RCB  | \$549.00 / CY        | 0                  | \$0              |
| 49  | Construct Concrete V-Ditch   | \$19.00 / LF         | 0                  | \$0              |
| 50  | Construct Bridge Widening  | \$500.00 / SF        | 0                  | \$0              |
| 51  | Install Ramp Metering System   | \$80,000.00 / LS     | 0                  | \$0              |
| 52  | Apply ATMS   | \$113,165.00 / LS    | 0                  | \$0              |
| 53  | Traffic Control Systems  | \$25,000.00/ LS      | 1                  | \$25,000         |
| 54  | Remove Pavement Marker   | \$2,000.00/ LS       | 1                  | \$2,000          |
| 55  | Pavement Marker  | \$2,000.00/ LS       | 1                  | \$2,000          |
| 56  | Temporary Pavement Marker  | \$2,000.00/ LS       | 1                  | \$2,000          |
| 57  | Temporary Striping   | \$2,000.00/ LS       | 1                  | \$2,000          |
| 58  | Temporary K-rail   | \$20.00/ LF          | 400                | \$8,000          |
| 59  | Temporary Crash Cushion  | \$325.00/ EA         | 5                  | \$2,000          |
| 60  | Lead Investigation   | \$10,000.00/ LS      | 1                  | \$10,000         |
| 61  | Construction Area Sign   | \$10,000.00/ LS      | 1                  | \$10,000         |
| 62  | Portable CMS   | \$10,000.00/ LS      | 1                  | \$10,000         |
| 63  | CHP/COZEEP   | \$5,000.00/ LS       | 1                  | \$5,000          |
| 64  | Traffic Management Plan  | \$5,000.00/ LS       | 1                  | \$5,000          |
| 65  | RE Office  | \$6,000.00/ MON      | 1                  | \$6,000          |
| 66  | SWPPP Plan and Implementation  | \$15,000.00/ LS      | 1                  | \$2,000          |
| <b>CONSTRUCTION SUBTOTAL</b>                      |  |                      |                    | <b>\$113,000</b> |
|   | California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$4,000          |
| <b>CONSTRUCTION SUBTOTAL</b>                      |  |                      |                    | <b>\$117,000</b> |
|   | California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$9,000         |
| <b>CONSTRUCTION SUBTOTAL</b>                      |  |                      |                    | <b>\$108,000</b> |
|   | California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$7,000         |
| <b>CONSTRUCTION SUBTOTAL</b>                      |  |                      |                    | <b>\$101,000</b> |
|   | California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$3,000         |
| <b>CONSTRUCTION SUBTOTAL</b>                      |  |                      |                    | <b>\$98,000</b>  |
|   | California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$9,000          |
| <b>CONSTRUCTION SUBTOTAL</b>                      |  |                      |                    | <b>\$107,000</b> |
|   | California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$3,000         |
| <b>CONSTRUCTION SUBTOTAL</b>                      |  |                      |                    | <b>\$104,000</b> |
|   | Right-of-Way   | \$82.95 / SF         | 0                  | \$0              |
|   | Right-of-Way Management  | 5%                   |                    | \$0              |
| <b>RIGHT-OF-WAY SUBTOTAL</b>                      |  |                      |                    | <b>\$0</b>       |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b> |  |                      |                    | <b>\$104,000</b> |
|   | Preliminary Project Development (15% of total construction cost)               |                      |                    | \$16,000         |
|   | Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$16,000         |
|   | Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$16,000         |
|   | Contingency (20% of total construction cost)                                   |                      |                    | \$21,000         |
| <b>TOTAL PROJECT COSTS</b>                        |  |                      |                    | <b>\$173,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Location: #11. I-5 at Sand Canyon Ave (NB on ramp)

Date: 10/9/2013

Mitigation: + Convert HOV preferential lane to a 2nd metered mixed flow lane

Originally Estimated by: RBF

Revised by: City

|   | DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST             |
|---|--|----------------------|--------------------|------------------|
| 1   | Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$38,000         |
| 2   | Clear & Grub   | \$12200 / AC         | 0.0                | \$0              |
| 3   | Earthwork  | \$46.00 / CY         | 0                  | \$0              |
| 4   | Remove Striping  | \$13.00 / LF         | 700                | \$9,000          |
| 5   | Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0              |
| 6   | Remove Median Curb   | \$37.00 / LF         | 0                  | \$0              |
| 7   | Remove PCC Sidewalk  | \$5.00/ SF           | 0                  | \$0              |
| 8   | Remove Pavement  | \$5.00 / SF          | 0                  | \$0              |
| 9   | Remove Channel   | \$19.00 / LF         | 0                  | \$0              |
| 10  | Remove/Replace Chain Link Fence  | \$31.00 / LF         | 0                  | \$0              |
| 11  | Reconstruct Metal Beam Guard Rail  | \$86.00 / LF         | 0                  | \$0              |
| 12  | Remove & Relocate Tree   | \$1,300.00 / EA      | 0                  | \$0              |
| 13  | Sawcut   | \$1.25 / LF          | 0                  | \$0              |
| 14  | Relocate Street Light  | \$5,700.00 / EA      | 0                  | \$0              |
| 15  | Relocate Traffic Signal System   | \$225,000.00 / EA    | 0                  | \$0              |
| 16  | Relocate Freeway Sign (2 post)   | \$700.00 / EA        | 0                  | \$0              |
| 17  | Relocate Sign (1 post)   | \$220.00 / EA        | 0                  | \$0              |
| 18  | Reconstruct Overhead Sign  | \$240,000.00 / EA    | 0                  | \$0              |
| 19  | Relocate Call Box  | \$2,051.00/EA        | 0                  | \$0              |
| 20  | Relocate Power Pole  | \$25,000 / EA        | 0                  | \$0              |
| 21  | Relocate Catch Basin   | \$9,760.00 / EA      | 0                  | \$0              |
| 22  | Relocate Fire Hydrant  | \$5,000.00 / EA      | 0                  | \$0              |
| 23  | Relocate Bus Bench   | \$1,458.00/EA        | 0                  | \$0              |
| 24  | Relocate Monument Wall   | \$6,100.00 / EA      | 0                  | \$0              |
| 25  | Relocate Utility Boxes   | \$895.00 / EA        | 0                  | \$0              |
| 26  | Relocate Main Water Valve  | \$12,200.00 / EA     | 0                  | \$0              |
| 27  | Relocate Utility Vault   | \$10,000 / EA        | 0                  | \$0              |
| 28  | Adjust Manhole to Grade  | \$1,500.00 / EA      | 0                  | \$0              |
| 29  | Adjust Water Meter   | \$610.00 / EA        | 0                  | \$0              |
| 30  | Adjust Water Valve   | \$610.00 / EA        | 0                  | \$0              |
| 31  | Adjust Minor Above Ground Utilities  | \$610.00 / EA        | 0                  | \$0              |
| 32  | Modify Driveway  | \$6,100.00 / LS      | 0                  | \$0              |
| 33  | Construct PCC Pavement   | \$7.50 / SF          | 0                  | \$0              |
| 34  | Construct AC Pavement  | \$6.00 / SF          | 0                  | \$0              |
| 35  | Construct AC Overlay   | \$2.50 / SF          | 0                  | \$0              |
| 36  | Construct Slurry Seal  | \$0.4 / SF           | 23,400             | \$9,000          |
| 37  | Construct Striping & Marking   | \$8.00 / LF          | 700                | \$6,000          |
| 38  | Construct AC Dike  | \$4.00 / LF          | 0                  | \$0              |
| 39  | Construct Curb & Gutter  | \$19.00 / LF         | 0                  | \$0              |
| 40  | Construct Concrete Barrier   | \$295.00 / LF        | 0                  | \$0              |
| 41  | Construct Median Curb  | \$31.00 / LF         | 0                  | \$0              |
| 42  | Construct Median Concrete  | \$7.9 / SF           | 0                  | \$0              |
| 43  | Construct Median/Parkway Landscaping   | \$13.00 / SF         | 0                  | \$0              |
| 44  | Construct PCC Sidewalk   | \$9.05 / SF          | 0                  | \$0              |
| 45  | Construct Wheelchair Ramp  | \$5,200.00 / EA      | 0                  | \$0              |
| 46  | Construct Retaining Wall   | \$114 / SF           | 0                  | \$0              |
| 47  | Construct Storm Drain Main   | \$122.00 / LF        | 0                  | \$0              |
| 48  | Construct RCB  | \$549.00 / CY        | 0                  | \$0              |
| 49  | Construct Concrete V-Ditch   | \$19.00 / LF         | 0                  | \$0              |
| 50  | Construct Bridge Widening  | \$500.00 / SF        | 0                  | \$0              |
| 51  | Install Ramp Metering System   | \$120,000.00/ LS     | 1                  | \$120,000        |
| 52  | Apply ATMS   | \$113,165.00 / LS    | 0                  | \$0              |
| 53  | Traffic Control Systems  | \$35,000.00/ LS      | 1                  | \$35,000         |
| 54  | Remove Pavement Marker   | \$3,500.00/ LS       | 1                  | \$4,000          |
| 55  | Pavement Marker  | \$3,500.00/ LS       | 1                  | \$4,000          |
| 56  | Temporary Pavement Marker  | \$3,000.00/ LS       | 1                  | \$3,000          |
| 57  | Temporary Striping   | \$3,500.00/ LS       | 1                  | \$4,000          |
| 58  | Temporary K-rail   | \$20.00 / LF         | 1,000              | \$20,000         |
| 59  | Temporary Crash Cushion  | \$325.00/ EA         | 5                  | \$2,000          |
| 60  | Lead Investigation   | \$10,000.00/ LS      | 1                  | \$10,000         |
| 61  | Construction Area Sign   | \$20,000.00/ LS      | 1                  | \$20,000         |
| 62  | Portable CMS   | \$20,000.00/ LS      | 1                  | \$20,000         |
| 63  | CHP/COZEEP   | \$20,000.00/ LS      | 1                  | \$20,000         |
| 64  | Traffic Management Plan  | \$25,000.00/ LS      | 1                  | \$25,000         |
| 65  | Public Awareness Campaign  | \$10,000.00/ LS      | 1                  | \$10,000         |
| 66  | RE Office  | \$6,000.00/ MON      | 2                  | \$12,000         |
| 67  | SWPPP Plan and Implementation  | \$15,000.00/ LS      | 1                  | \$11,000         |
| <b>CONSTRUCTION SUBTOTAL</b>                      |  |                      |                    | <b>\$382,000</b> |
|   | California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$14,000         |
| <b>CONSTRUCTION SUBTOTAL</b>                      |  |                      |                    | <b>\$396,000</b> |
|   | California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$30,000        |
| <b>CONSTRUCTION SUBTOTAL</b>                      |  |                      |                    | <b>\$366,000</b> |
|   | California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$24,000        |
| <b>CONSTRUCTION SUBTOTAL</b>                      |  |                      |                    | <b>\$342,000</b> |
|   | California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$10,000        |
| <b>CONSTRUCTION SUBTOTAL</b>                      |  |                      |                    | <b>\$332,000</b> |
|   | California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$29,000         |
| <b>CONSTRUCTION SUBTOTAL</b>                      |  |                      |                    | <b>\$361,000</b> |
|   | California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$10,000        |
| <b>CONSTRUCTION SUBTOTAL</b>                      |  |                      |                    | <b>\$351,000</b> |
|   | Right-of-Way   | \$82.95 / SF         | 0                  | \$0              |
|   | Right-of-Way Management  | 5%                   |                    | \$0              |
| <b>RIGHT-OF-WAY SUBTOTAL</b>                      |  |                      |                    | <b>\$0</b>       |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b> |  |                      |                    | <b>\$351,000</b> |
|   | Preliminary Project Development (15% of total construction cost)               |                      |                    | \$53,000         |
|   | Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$53,000         |
|   | Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$53,000         |
|   | Contingency (20% of total construction cost)                                   |                      |                    | \$70,000         |
| <b>TOTAL PROJECT COSTS</b>                        |  |                      |                    | <b>\$580,000</b> |



**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Location: #13. I-405 at Irvine Center Dr (SB off ramp)  
Mitigation: + Add 2nd auxiliary lane from I-405 to the off ramp

Date: 10/9/2013  
Originally Estimated by: RBF, PBS&J  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$424,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.9                | \$11,000           |
| 3 Earthwork  | \$46.00 / CY         | 13,000             | \$598,000          |
| 4 Remove Striping  | \$13.00 / LF         | 2,000              | \$26,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0                |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 0                  | \$0                |
| 8 Remove Pavement  | \$5.00 / SF          | 22,700             | \$114,000          |
| 9 Remove Channel   | \$55.00 / LF         | 415                | \$23,000           |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 100                | \$9,000            |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 4                  | \$5,000            |
| 13 Sawcut  | \$1.25 / LF          | 3,300              | \$4,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 8                  | \$46,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0                |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 1                  | \$1,000            |
| 17 Relocate Sign (1 post)  | \$500.00 / EA        | 8                  | \$4,000            |
| 18A Overhead Sign  | \$240,000.00 / EA    | 0                  | \$0                |
| 18B Overhead Sign (1 post)   | \$140,000.00 / EA    | 2                  | \$280,000          |
| 19 Relocate Call Box   | \$2,051.00/EA        | 2                  | \$4,000            |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0                |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0                |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0                |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0                |
| 33 Construct PCC Pavement (10 in)  | \$500.00/ CY         | 80                 | \$40,000           |
| 34 Construct AC Pavement   | \$100.00/ TON        | 3,010              | \$301,000          |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0                |
| 37 Construct Striping & Marking  | \$3.00 / LF          | 11,000             | \$33,000           |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0                |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0                |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0                |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0                |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$450.00/ CY         | 250                | \$113,000          |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 1,600              | \$800,000          |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control System  | \$240,000.00/ LS     | 1                  | \$240,000          |
| 54 Asphalt Concrete Base (8 in)  | \$100.00/ TON        | 3,440              | \$344,000          |
| 55 Class 2 Aggregate Base (20 in)  | \$65.00/ CY          | 4,250              | \$276,000          |
| 56 Class 2 Aggregate Base (4 in)   | \$65.00/ CY          | 30                 | \$2,000            |
| 57 Cement Treated Permeable Base (4 in)  | \$140.00/ CY         | 30                 | \$4,000            |
| 58 Drainage Mobilization   | \$28,125.00/ LS      | 1                  | \$28,000           |
| 59 Remove Pavement Marker  | \$5,000.00/ LS       | 1                  | \$5,000            |
| 60 Remove MBGR   | \$20.00 / LF         | 100                | \$2,000            |
| 61 Pavement Marker   | \$20,000.00/ LS      | 1                  | \$20,000           |
| 62 Temporary Pavement Marker   | \$16,000.00/ LS      | 1                  | \$16,000           |
| 63 Temporary Striping  | \$20,000.00/ LS      | 1                  | \$20,000           |
| 64 Temporary K-rail  | \$20,000.00/ LS      | 1                  | \$20,000           |
| 65 Temporary Crash Cushion   | \$325.00/ EA         | 10                 | \$3,000            |
| 66 Remove Overhead Signs   | \$6,000.00/ EA       | 1                  | \$6,000            |
| 67 Lead Investigation  | \$25,000.00/ EA      | 1                  | \$25,000           |
| 68 RE Office   | \$6,000.00/ MON      | 12                 | \$72,000           |
| 69 Construction Area Sign  | \$50,000.00/ LS      | 1                  | \$50,000           |
| 70 Portable CMS  | \$35,000.00/ LS      | 1                  | \$35,000           |
| 71 CHP/COZEPP  | \$30,000.00/ LS      | 1                  | \$30,000           |
| 72 Traffic Management Plan   | \$40,000.00/ LS      | 1                  | \$40,000           |
| 73 Public Awareness Campaign   | \$10,000.00/ LS      | 1                  | \$10,000           |
| 74 SWPPP Plan & Implementation   | \$160,000.00/ LS     | 1                  | \$159,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$4,243,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$153,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$4,396,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$338,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$4,058,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$264,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,794,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$110,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,684,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$324,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$4,008,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$108,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,900,000</b> |
| Right-of-Way   | \$82.95 / SF         | 0                  | \$0                |
| Right-of-Way Management  | 5%                   |                    | \$0                |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>         |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$3,900,000</b> |
| Preliminary Project Development (15% of total construction cost)               |                      |                    | \$585,000          |
| Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$585,000          |
| Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$585,000          |
| Contingency (20% of total construction cost)                                   |                      |                    | \$780,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$6,435,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Location: #14, I-405 at Jeffrey Rd (NB off ramp)

Date: 10/9/2013

Mitigation: + Add 2nd auxiliary lane from I-405 to the off ramp

Originally Estimated by: RBF

Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$378,000          |
| 2 Clear & Grub   | \$12200 / AC         | 1.0                | \$12,000           |
| 3 Earthwork  | \$46.00 / CY         | 8,100              | \$373,000          |
| 4 Remove Striping  | \$13.00 / LF         | 6,350              | \$83,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0                |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 0                  | \$0                |
| 8 Remove Pavement  | \$5.00 / SF          | 46,800             | \$234,000          |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 80                 | \$7,000            |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0                |
| 13 Sawcut  | \$1.25 / LF          | 4,700              | \$6,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 7                  | \$40,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0                |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 4                  | \$3,000            |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0                |
| 18A Reconstruct Overhead Sign  | \$240,000.00 / EA    | 0                  | \$0                |
| 18B Overhead Sign (1 post)   | \$140,000.00 / EA    | 1                  | \$140,000          |
| 19 Relocate Call Box   | \$2,051.00/EA        | 2                  | \$4,000            |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 1                  | \$10,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0                |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0                |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0                |
| 33 Construct PCC Pavement (10 in)  | \$400.00 / CY        | 3,180              | \$1,272,000        |
| 34 Construct AC Pavement   | \$6.00 / SF          | 0                  | \$0                |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0                |
| 37 Construct Striping & Marking  | \$3.50 / LF          | 10,600             | \$37,000           |
| 38 Construct AC Dike   | \$4.00 / LF          | 900                | \$4,000            |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0                |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0                |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0                |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0                |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 300                | \$37,000           |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control Systems   | \$200,000.00/ LS     | 1                  | \$200,000          |
| 54 Class 2 Aggregate Base (4 in)   | \$75.00 / CY         | 1,270              | \$95,000           |
| 55 Cement Treated Permeable Base (4 in)  | \$120.00 / CY        | 1,270              | \$152,000          |
| 56 Drainage Mobilization   | \$11,650.00 / LS     | 1                  | \$12,000           |
| 57 Remove Pavement Marker  | \$14,000.00 / LS     | 1                  | \$14,000           |
| 58 Remove MBGR   | \$22.00 / LF         | 80                 | \$2,000            |
| 59 Pavement Marker   | \$22,000.00 / LS     | 1                  | \$22,000           |
| 60 Temporary Pavement Marker   | \$19,000.00 / LS     | 1                  | \$19,000           |
| 61 Temporary Striping  | \$22,000.00 / LS     | 1                  | \$22,000           |
| 62 Temporary K-rail  | \$19.00 / LF         | 11,000             | \$209,000          |
| 63 Temporary Crash Cushion   | \$325.00 / EA        | 10                 | \$3,000            |
| 64 Remove Overhead Signs   | \$6,000.00 / EA      | 1                  | \$6,000            |
| 65 Lead Investigation  | \$25,000.00 / LS     | 1                  | \$25,000           |
| 66 RE Office   | \$6,000.00 / MON     | 10                 | \$60,000           |
| 67 Construction Area Sign  | \$35,000.00 / LS     | 1                  | \$35,000           |
| 68 Portable CMS  | \$35,000.00 / LS     | 1                  | \$35,000           |
| 69 CHP/COZEPP  | \$30,000.00 / LS     | 1                  | \$30,000           |
| 70 Traffic Management Plan   | \$40,000.00 / LS     | 1                  | \$40,000           |
| 71 Public Awareness Campaign   | \$10,000.00 / LS     | 1                  | \$10,000           |
| 72 SWPPP Plan and Implementation   | \$150,000.00 / LS    | 1                  | \$148,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,779,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$136,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,915,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$301,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,614,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$235,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,379,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$98,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,281,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$289,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,570,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$96,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,474,000</b> |
| Right-of-Way   | \$82.95 / SF         | 0                  | \$0                |
| Right-of-Way Management  | 5%                   |                    | \$0                |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>         |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$3,474,000</b> |
| Preliminary Project Development (15% of total construction cost)               |                      |                    | \$521,000          |
| Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$521,000          |
| Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$521,000          |
| Contingency (20% of total construction cost)                                   |                      |                    | \$695,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$5,732,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Location: #15. I-405 at Sand Canyon Ave (NB on ramp)

Date: 10/9/2013

Mitigation: + Convert HOV preferential lane to a 2nd metered mixed flow lane

Originally Estimated by: RBF

Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST             |
|--|----------------------|--------------------|------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$39,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.0                | \$0              |
| 3 Earthwork  | \$46.00 / CY         | 0                  | \$0              |
| 4 Remove Striping  | \$13.00 / LF         | 950                | \$12,000         |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0              |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0              |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 0                  | \$0              |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0              |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0              |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0              |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 0                  | \$0              |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0              |
| 13 Sawcut  | \$1.25 / LF          | 0                  | \$0              |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0              |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0              |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0              |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0              |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0              |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0              |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0              |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0              |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0              |
| 23 Relocate Bus Bench  | \$1,458.00/EA        | 0                  | \$0              |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0              |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0              |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0              |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0              |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0              |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0              |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0              |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0              |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0              |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0              |
| 34 Construct AC Pavement   | \$6.00 / SF          | 0                  | \$0              |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0              |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 34,200             | \$14,000         |
| 37 Construct Striping & Marking  | \$8.00 / LF          | 950                | \$8,000          |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0              |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0              |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0              |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0              |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0              |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0              |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0              |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0              |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0              |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0              |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0              |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0              |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0              |
| 51 Install Ramp Metering System  | \$120,000.00/ EA     | 1                  | \$120,000        |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0              |
| 53 Traffic Control Systems   | \$35,000.00/ LS      | 1                  | \$35,000         |
| 54 Remove Pavement Marker  | \$4,500.00/ LS       | 1                  | \$5,000          |
| 55 Pavement Marker   | \$4,500.00/ LS       | 1                  | \$5,000          |
| 56 Temporary Pavement Marker   | \$4,000.00/ LS       |                    | \$0              |
| 57 Temporary Striping  | \$4,000.00/ LS       |                    | \$0              |
| 58 Temporary K-rail  | \$20.00/ LF          | 1,000              | \$20,000         |
| 59 Temporary Crash Cushion   | \$325.00/ EA         | 5                  | \$2,000          |
| 60 Lead Investigation  | \$10,000.00/ EA      | 1                  | \$10,000         |
| 61 RE Office   | \$6,000.00/ MON      | 2                  | \$12,000         |
| 62 Construction Area Sign  | \$20,000.00/ LS      | 1                  | \$20,000         |
| 63 Portable CMS  | \$20,000.00/ LS      | 1                  | \$20,000         |
| 64 CHP/COZEEP  | \$20,000.00/ LS      | 1                  | \$20,000         |
| 65 Traffic Management Plan   | \$25,000.00/ LS      | 1                  | \$25,000         |
| 66 Public Awareness Campaign   | \$10,000.00/ LS      | 1                  | \$10,000         |
| 67 SWPPP Plan and Implementation   | \$15,000.00/ LS      | 1                  | \$15,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$392,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$14,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$406,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$31,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$375,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$24,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$351,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$10,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$341,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$30,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$371,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$10,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$361,000</b> |
| Right-of-Way   | \$82.95 / SF         | 0                  | \$0              |
| Right-of-Way Management  | 5%                   |                    | \$0              |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>       |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$361,000</b> |
| Preliminary Project Development (15% of total construction cost)               |                      |                    | \$54,000         |
| Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$54,000         |
| Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$54,000         |
| Contingency (20% of total construction cost)                                   |                      |                    | \$72,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$595,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Location: #16, I-405 at Sand Canyon Ave (SB off ramp)  
Mitigation: + Add 2nd auxiliary lane from I-405 to the off ramp

Date: 10/9/2013  
Originally Estimated by: RBF  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$347,000          |
| 2 Clear & Grub   | \$12200 / AC         | 1.2                | \$15,000           |
| 3 Earthwork  | \$46.00 / CY         | 4,900              | \$225,000          |
| 4 Remove Striping  | \$13.00 / LF         | 5,600              | \$73,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0                |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 0                  | \$0                |
| 8 Remove Pavement  | \$5.00 / SF          | 49,500             | \$248,000          |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 165                | \$14,000           |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0                |
| 13 Sawcut  | \$1.25 / LF          | 5,000              | \$6,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 7                  | \$40,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0                |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 5                  | \$4,000            |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0                |
| 18A Overhead Sign (2 posts)  | \$240,000.00 / EA    | 0                  | \$0                |
| 18B Overhead Sign (1 post)   | \$140,000.00 / EA    | 1                  | \$140,000          |
| 19 Relocate Call Box   | \$2,051.00/EA        | 2                  | \$4,000            |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 1                  | \$10,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0                |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0                |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0                |
| 33 Construct PCC Pavement  | \$400.00 / CY        | 3,160              | \$1,264,000        |
| 34 Construct AC Pavement   | \$6.00 / SF          | 0                  | \$0                |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0                |
| 37 Construct Striping & Marking  | \$3.50 / LF          | 9,350              | \$33,000           |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0                |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0                |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0                |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0                |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control Systems   | \$170,000.00/ LS     | 1                  | \$170,000          |
| 54 Class 2 Aggregate Base (4 in)   | \$75.00 / CY         | 1,265              | \$95,000           |
| 55 Cement Treated Permeable Base (4 in)  | \$120.00 / CY        | 1,265              | \$152,000          |
| 56 Drainage Mobilization   | \$2,500.00/ LS       | 1                  | \$3,000            |
| 57 Remove Pavement Marker  | \$12,000.00/ LS      | 1                  | \$12,000           |
| 58 Remove MBGR   | \$20.00 / LF         | 165                | \$3,000            |
| 59 Pavement Marker   | \$20,000.00/ LS      | 1                  | \$20,000           |
| 60 Temporary Pavement Marker   | \$16,000.00/ LS      | 1                  | \$16,000           |
| 61 Temporary Striping  | \$20,000.00/ LS      | 1                  | \$20,000           |
| 62 Temporary K-rail  | \$19.00 / LF         | 10,000             | \$190,000          |
| 63 Temporary Crash Cushion   | \$325.00 / EA        | 10                 | \$3,000            |
| 64 Lead Investigation  | \$25,000.00/ LS      | 1                  | \$25,000           |
| 65 RE Office   | \$6,000.00/ MON      | 10                 | \$60,000           |
| 66 Construction Area Sign  | \$35,000.00/ LS      | 1                  | \$35,000           |
| 67 Portable CMS  | \$30,000.00/ LS      | 1                  | \$30,000           |
| 68 CHP/COZEOP  | \$30,000.00/ LS      | 1                  | \$30,000           |
| 69 Traffic Management Plan   | \$35,000.00/ LS      | 1                  | \$35,000           |
| 70 Public Awareness Campaign   | \$10,000.00/ LS      | 1                  | \$10,000           |
| 71 SWPPP Plan and Implementation   | \$120,000.00/ LS     | 1                  | \$135,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,467,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$125,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,592,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$277,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,315,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$215,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,100,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$90,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,010,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$265,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,275,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$88,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,187,000</b> |
| Right-of-Way   | \$82.95 / SF         | 0                  | \$0                |
| Right-of-Way Management  | 5%                   |                    | \$0                |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>         |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$3,187,000</b> |
| Preliminary Project Development (15% of total construction cost)               |                      |                    | \$478,000          |
| Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$478,000          |
| Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$478,000          |
| Contingency (20% of total construction cost)                                   |                      |                    | \$637,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$5,258,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Location: #17, SR-133 at Barranca Pkwy (SB on ramp)

Date: 10/9/2013

Mitigation: + Convert HOV preferential lane to a 2nd metered mixed flow lane

Originally Estimated by: RBF

Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST             |
|--|----------------------|--------------------|------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$23,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.0                | \$0              |
| 3 Earthwork  | \$46.00 / CY         | 0                  | \$0              |
| 4 Remove Striping  | \$13.00 / LF         | 900                | \$12,000         |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0              |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0              |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 0                  | \$0              |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0              |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0              |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0              |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 0                  | \$0              |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0              |
| 13 Sawcut  | \$1.25 / LF          | 0                  | \$0              |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0              |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0              |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0              |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0              |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0              |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0              |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0              |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0              |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0              |
| 23 Relocate Bus Bench  | \$1,458.00/EA        | 0                  | \$0              |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0              |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0              |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0              |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0              |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0              |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0              |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0              |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0              |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0              |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0              |
| 34 Construct AC Pavement   | \$6.00 / SF          | 0                  | \$0              |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0              |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 32,400             | \$13,000         |
| 37 Construct Striping & Marking  | \$8.00 / LF          | 900                | \$7,000          |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0              |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0              |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0              |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0              |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0              |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0              |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0              |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0              |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0              |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0              |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0              |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0              |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0              |
| 51 Install Ramp Metering System  | \$80,000.00 / LS     | 0                  | \$0              |
| 52 Apply ATMS  | \$113,165.00 / EA    | 0                  | \$0              |
| 53 Traffic Control Systems   | \$25,000.00/ LS      | 1                  | \$25,000         |
| 54 Remove Pavement Marker  | \$4,000.00/ LS       | 1                  | \$4,000          |
| 55 Temporary Striping  | \$5,000.00/ LS       | 1                  | \$5,000          |
| 56 Temporary Pavement Marker   | \$50,000.00/ LS      | 1                  | \$50,000         |
| 57 Temporary K-rail  | \$20.00/ LF          | 900                | \$18,000         |
| 58 Temporary Crash Cushion   | \$325.00/ EA         | 5                  | \$2,000          |
| 59 RE Office   | \$6,000.00/ MON      | 1                  | \$6,000          |
| 60 Construction Area Sign  | \$4,000.00/ LS       | 1                  | \$4,000          |
| 61 Portable CMS  | \$25,000.00/ LS      | 1                  | \$25,000         |
| 62 CHP/COZEPP  | \$5,000.00/ LS       | 1                  | \$5,000          |
| 63 Traffic Management Plan   | \$10,000.00/ LS      | 1                  | \$10,000         |
| 64 Public Awareness Campaign   | \$10,000.00/ LS      | 1                  | \$10,000         |
| 65 SWPPP Plan and Implementation   | \$15,000.00/ LS      | 1                  | \$15,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$234,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$8,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$242,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$19,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$223,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$14,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$209,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$6,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$203,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$18,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$221,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$6,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$215,000</b> |
| Right-of-Way   | \$82.95 / SF         | 0                  | \$0              |
| Right-of-Way Management  | 5%                   |                    | \$0              |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>       |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$215,000</b> |
| Preliminary Project Development (15% of total construction cost)               |                      |                    | \$32,000         |
| Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$32,000         |
| Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$32,000         |
| Contingency (20% of total construction cost)                                   |                      |                    | \$43,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$354,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
2013 COST ESTIMATES**

**Location:** #19. SR-133/Trabuco Road Interchange  
**Mitigation:** + Construct Interchange

**Date:** 11/14/13  
**Originally Estimated by:** RBF  
**Revised by:** City

| DESCRIPTION OF WORK   | COST                 |
|---|----------------------|
| Roadway Items   | \$36,046,842         |
| Structure Items   | \$14,764,308         |
| Utilities   | \$351,663            |
| Subtotal Construction <sup>1</sup>  | \$51,162,813         |
| CCI 2010 --> 2010*  | \$47,837,230         |
| CCI 2010* --> 2011  | \$46,449,950         |
| CCI 2011 --> 2012   | \$50,537,546         |
| CCI 2012 --> 2013   | \$49,173,032         |
| Right of Way (2013 Value) <sup>2</sup>  | \$42,814,219         |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                               | <b>\$91,987,252</b>  |
| Project Development (PSR,PR,ED) 2%  | \$856,284            |
| Design Engineering 10% (Roadway, Structures and Utilities)                      | \$4,917,303          |
| Construction Engineering/Administration 15% (Roadway, Structures and Utilities) | \$7,375,955          |
| <b>PROJECT COSTS (interchange)</b>  | <b>\$105,136,794</b> |
| <b>PROJECT COSTS (PARTIAL - based on actual cost)<sup>3</sup></b>               | <b>\$413,218</b>     |
| <b>TOTAL PROJECT COSTS</b>  | <b>\$105,550,012</b> |

1 - Subtotal of Construction costs decreased by 7.7% from 2009.

2 - Right-of-way area reduced from 1,135,645 square feet to 1,118,980 square feet as a result of Trabuco Road right-of-way dedication required by development entitlement and right-of-way dedication maps dated 1/24/11 for the PA 40 Caltrans R/W NITM Agreement. See breakdown of right-of-way costs in separate exhibit.

3 - No change to actual cost.

Trabuco / ETC Right of Way Costs

| <u>Segment</u>                 | <u>2010 Area</u>    | <u>2010 Value (2)</u>  | <u>2011 Value (3)</u>  | <u>2012 Value (4)</u>  | <u>2013 Value (5)</u>  |
|--------------------------------|---------------------|------------------------|------------------------|------------------------|------------------------|
| PA 40 W(actual)                | 448,755.12          | \$15,939,781.86        | \$15,939,781.86        | \$15,939,781.86        | \$15,939,781.86        |
| PA 40 E (estimate)             | 536,624.00          | \$19,060,885.00        | \$20,016,075.20        | \$21,014,195.84        | 22,065,978.88          |
| PA 9(actual)                   | 122,360.04          | \$4,346,228.62         | \$4,346,228.62         | \$4,346,228.62         | \$4,346,228.62         |
| Caltrans Parcel (1) (estimate) | 11,241.00           | \$399,280.32           | \$419,289.30           | \$440,197.56           | 462,229.92             |
| <b>Total</b>                   | <b>1,118,980.16</b> | <b>\$39,746,175.80</b> | <b>\$40,721,374.98</b> | <b>\$41,740,403.88</b> | <b>\$42,814,219.28</b> |

- (1) Right of way reserved in land sale
- (2) \$35.52/s.f.
- (3) \$37.30/s.f. for PA 40E/Caltrans
- (4) \$39.16/s.f. for PA 40E/Caltrans
- (5) \$41.12/s.f. for PA 40E/Caltrans

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
FINAL COST ESTIMATE (BASED ON ACTUAL COSTS)**

LOCATION: #19, SR-133/TRABUCO RD INTERCHANGE  
MITIGATION: SR-133 SB RAMP

DATE: 6/19/07  
ESTIMATED BY: MN, STANTEC

| Sukut Item No. | DESCRIPTION  | ESTIMATED QUANTITY | UNIT | UNIT PRICE  | TOTAL               |
|----------------|--|--------------------|------|-------------|---------------------|
| 1              | MOBILIZATION (2% OF CONST. COST)   | 1                  | LS   | \$6,287.32  | \$6,287.32          |
| 2              | PAYMENT & PERFORMANCE BONDS (1.5% OF CONST. COST)                        | 1                  | LS   | \$4,715.49  | \$4,715.49          |
| 3a             | DEVELOP CONSTRUCTION WATER (PRO-RATED 6% OF TRABUCO, PA 9A CONTRACT)     | 1                  | LS   | \$20,250.00 | \$20,250.00         |
| 5a             | CONSTRUCT TRAFFIC CONTROL (PRO-RATED 25% OF TRABUCO, PA 9A CONTRACT)     | 1                  | LS   | \$20,085.41 | \$20,085.41         |
| 6              | SITE CLEARING AND GRUBBING (PRO-RATED 10% OF CONST. COST)                | 1                  | LS   | \$8,000.00  | \$8,000.00          |
| 11             | UNCLASSIFIED EXCAVATION  | 17,600             | CY   | \$4.50      | \$79,200.00         |
| 13             | UNSUITABLE MATERIAL EXCAVATION AND RECOMPACTION                          | 8,900              | CY   | \$2.05      | \$18,245.00         |
| 14             | PARKWAY AND SLOPE FINISH (+/-0.2FT)                                      | 32,600             | SF   | \$0.05      | \$1,630.00          |
| 15 to 17       | STORM WATER POLLUTION PREVENTION PLAN (PRO-RATED 18% OF CONST. COST)     | 1                  | LS   | \$8,103.78  | \$8,103.78          |
| 18             | CONSTRUCT .75' AC OVER .73' AB   | 39,120             | SF   | \$2.75      | \$107,580.00        |
| 19             | PREPARE STREET SUBGRADE  | 39,120             | SF   | \$0.20      | \$7,824.00          |
| 21             | CONSTRUCT CURB & GUTTER  | 832                | LF   | \$7.00      | \$5,824.00          |
| 23             | CONSTRUCT CONCRETE SIDEWALK  | 275                | SF   | \$2.00      | \$550.00            |
| 29             | CONSTRUCT 14' LOCAL DEPRESSIONS  | 1                  | EA   | \$1,500.00  | \$1,500.00          |
| 30             | CONSTRUCT 21' LOCAL DEPRESSIONS  | 1                  | EA   | \$2,200.00  | \$2,200.00          |
| 34             | SAWCUT & REMOVE EXISTING PAVEMENT & BASE                                 | 22,162             | SF   | \$0.27      | \$5,983.74          |
| 55             | SIGNING & STRIPING (PRO-RATED 16% OF CONST. COST)                        | 1                  | LS   | \$4,000.00  | \$4,000.00          |
| 63             | CONSTRUCT 18" RCP 2000D  | 124                | LF   | \$70.00     | \$8,680.00          |
| 66             | CONSTRUCT 24" RCP 2000D  | 90                 | LF   | \$54.00     | \$4,860.00          |
| 87             | CONSTRUCT 14' CATCH BASIN  | 1                  | EA   | \$2,800.00  | \$2,800.00          |
| 88             | CONSTRUCT 21' CATCH BASIN  | 1                  | EA   | \$4,600.00  | \$4,600.00          |
| 89             | CONSTRUCT JUNCTION STRUCTURE TYPE 1                                      | 1                  | EA   | \$2,450.00  | \$2,450.00          |
|                | <b>TOTAL CONSTRUCTION TOTAL</b>  |                    |      |             | <b>\$325,368.74</b> |
|                | Project Development (2% of Total Const. Cost)                            |                    |      |             | \$6,507.37          |
|                | Design Engineering (10% of Total Const. Cost)                            |                    |      |             | \$32,536.87         |
|                | Construction Engineering Costs/Administration (15% of Total Const. Cost) |                    |      |             | \$48,805.31         |
|                | <b>TOTAL PROJECT COSTS</b>   |                    |      |             | <b>\$413,218.30</b> |

**Location No. 19 - SR133 / Trabuco Road Interchange**

The basis of project limit and cost items are based on preliminary cost estimate and design prepared by RBF Consulting. Portion of the Trabuco Road improvements (west of the SR133) are constructed as part of the AD # 03-19 (CIP # 313140) offsite infrastructure work by Sukut Construction ( CONTRACT NO. 1036600).

- 1) Approximately 416 linear foot (street station 168+29 to station 172+45) of Trabuco Road improvements, west of SR133 bridge are within the NITM fee credit limits.
- 2) Construction items, quantities, and unit prices are based on actual costs from Sukut Construction contract (Contract No.1036600). Pro-rated items are items that are lump sum items in the contract, for this NITM fee credit estimate purposes, the items are pro-rated based on % of construction cost.
- 3) Project Development, Design Engineering and Construction Engineering / Administration Costs are based on same % used on the preliminary cost estimate by RBF Consulting.



**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Location: #20, SR-241 at Jeffrey Rd

Date: 10/9/2013

Mitigation: + Construct Interchange (Haul Rd Interchange-Diamond concept)

Originally Estimated by: RBF  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST                |
|--|----------------------|--------------------|---------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$1,269,000         |
| 2 Clear & Grub   | \$12200 / AC         | 1.4                | \$17,000            |
| 3 Earthwork  | \$46.00 / CY         | 0                  | \$0                 |
| 4 Remove Striping  | \$13.00 / LF         | 0                  | \$0                 |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0                 |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                 |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 0                  | \$0                 |
| 8 Remove Pavement (2 ft thick)   | \$40.00/ SF          | 2,393              | \$96,000            |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                 |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                 |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 0                  | \$0                 |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0                 |
| 13 Sawcut  | \$1.25 / LF          | 3,230              | \$4,000             |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 12                 | \$68,000            |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 2                  | \$450,000           |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                 |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0                 |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                 |
| 19 Relocate Call Box   | \$4,000.00/ EA       | 1                  | \$4,000             |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                 |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 2                  | \$20,000            |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                 |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                 |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                 |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0                 |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                 |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                 |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0                 |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                 |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                 |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                 |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0                 |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                 |
| 34 Construct AC Pavement (7 in)  | \$90.00/ TON         | 11,088             | \$998,000           |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                 |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0                 |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 26,400             | \$53,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 8,800              | \$35,000            |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0                 |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                 |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                 |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                 |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                 |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0                 |
| 45 Construct Wheelchair Ramp   | \$5,200.00/ EA       | 0                  | \$0                 |
| 46 Construct Retaining Wall  | \$114 / SF           | 12,000             | \$1,368,000         |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 600                | \$73,000            |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                 |
| 49 Construct Toll Plaza Facility   | \$2,000,000.00/ EA   | 2                  | \$4,000,000         |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                 |
| 51 Install Ramp Metering System  | \$120,000.00/ EA     | 1                  | \$120,000           |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                 |
| 53 Traffic Control   | \$900,000.00/ LS     | 1                  | \$900,000           |
| 54 Remove Pavement Marker  | \$20,000.00/ LS      | 1                  | \$20,000            |
| 55 Asphalt Concrete Base (8 in)  | \$90.00/ TON         | 12,672             | \$1,140,000         |
| 56 Class 2 Aggregate Base (20 in)  | \$45.00/ CY          | 19,555             | \$880,000           |
| 57 Drainage Mobilization   | \$18,300.00/ LS      | 1                  | \$18,000            |
| 58 Temporary K-rail  | \$17.00/ LF          | 12,000             | \$204,000           |
| 59 Temporary Crash Cushion   | \$325.00/ EA         | 20                 | \$7,000             |
| 60 Temporary Striping  | \$40,000.00/ LS      | 1                  | \$40,000            |
| 61 Temporary Pavement Marker   | \$35,000.00/ LS      | 1                  | \$35,000            |
| 62 Lead Investigation  | \$40,000.00/ LS      | 1                  | \$40,000            |
| 63 Construction Area Sign  | \$70,000.00/ LS      | 1                  | \$70,000            |
| 64 Portable CMS  | \$50,000.00/ LS      | 2                  | \$100,000           |
| 65 CHP/COZEPP  | \$70,000.00/ LS      | 1                  | \$70,000            |
| 66 Traffic Management Plan   | \$100,000.00/ LS     | 1                  | \$100,000           |
| 67 Public Awareness Campaign   | \$25,000.00/ LS      |                    | \$0                 |
| 68 RE Office   | \$6,000.00/ MON      | 18                 |                     |
| 69 SWPPP Plan and Implementation   | \$700,000.00/ LS     | 1                  | \$492,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$12,691,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$457,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$13,148,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$1,012,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$12,136,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$789,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$11,347,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$329,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$11,018,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$970,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$11,988,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$324,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$11,664,000</b> |
| Right-of-Way   | \$82.95 / SF         | 0                  | \$0                 |
| Right-of-Way Management  | 5%                   |                    | \$0                 |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>          |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$11,664,000</b> |
| Preliminary Project Development (15% of total construction cost)               |                      |                    | \$1,750,000         |
| Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$1,750,000         |
| Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$1,750,000         |
| Contingency (20% of total construction cost)                                   |                      |                    | \$2,333,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$19,247,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

**Location:** #34. Red Hill Ave at Irvine Blvd  
**Mitigation:** + Apply ATMS

**Date:** 10/9/2013  
**Estimated by:** City  
**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE | QUANTITY           | COST             |
|--|------------|--------------------|------------------|
| Construction (2003)  |            |                    | \$65,000         |
| California Highway Price Index   | 74.1%      | CCI 2003 --> 2008  | \$48,165         |
| <b>2008 CONSTRUCTION SUBTOTAL</b>  |            |                    | <b>\$113,165</b> |
| California Highway Price Index   | +3.6%      | CCI 2008 --> 2009  | \$4,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$117,165</b> |
| California Highway Price Index   | (7.7%)     | CCI 2009 --> 2010  | -\$9,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$108,165</b> |
| California Highway Price Index   | (6.5%)     | CCI 2010 --> 2010* | -\$7,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$101,165</b> |
| California Highway Price Index   | (2.9%)     | CCI 2010* --> 2011 | -\$3,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$98,165</b>  |
| California Highway Price Index   | +8.8%      | CCI 2011 --> 2012  | \$9,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$107,165</b> |
| California Highway Price Index   | (2.7%)     | CCI 2012 --> 2013  | -\$3,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$104,165</b> |
| California Highway Price Index   | +20%       | CCI 2013 --> 2014  | \$21,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$125,165</b> |
| Preliminary Project Development (10% of total Construction cost)               |            |                    | \$13,000         |
| Design Engineering/Administration Costs (15% of total Construction cost)       |            |                    | \$19,000         |
| Construction Engineering Costs/Administration (15% of total Construction cost) |            |                    | \$19,000         |
| Contingency (20% of total Construction cost)                                   |            |                    | \$25,000         |
| <b>TOTAL PROJECT COSTS</b>   |            |                    | <b>\$201,165</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

**Location:** #91. Tusting Ranch Rd & Irvine Blvd  
**Mitigation:** + Apply ATMS

**Date:** 10/9/2013

**Estimated by:** City  
**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE | QUANTITY           | COST             |
|--|------------|--------------------|------------------|
| Construction (2003)  |            |                    | \$65,000         |
| California Highway Price Index Increase  | 74.1%      | CCI 2003 --> 2008  | \$48,165         |
| <b>2008 CONSTRUCTION SUBTOTAL</b>  |            |                    | <b>\$113,165</b> |
| California Highway Price Index   | +3.6%      | CCI 2008 --> 2009  | \$4,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$117,165</b> |
| California Highway Price Index   | (7.7%)     | CCI 2009 --> 2010  | -\$9,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$108,165</b> |
| California Highway Price Index   | (6.5%)     | CCI 2010 --> 2010* | -\$7,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$101,165</b> |
| California Highway Price Index   | (2.9%)     | CCI 2010* --> 2011 | -\$3,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$98,165</b>  |
| California Highway Price Index   | +8.8%      | CCI 2011 --> 2012  | \$9,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$107,165</b> |
| California Highway Price Index   | (2.7%)     | CCI 2012 --> 2013  | -\$3,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$104,165</b> |
| California Highway Price Index   | +20%       | CCI 2013 --> 2014  | \$21,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$125,165</b> |
| Preliminary Project Development (10% of total Construction cost)               |            |                    | \$13,000         |
| Design Engineering/Administration Costs (15% of total Construction cost)       |            |                    | \$19,000         |
| Construction Engineering Costs/Administration (15% of total Construction cost) |            |                    | \$19,000         |
| Contingency (20% of total Construction cost)                                   |            |                    | \$25,000         |
| <b>TOTAL PROJECT COSTS</b>   |            |                    | <b>\$201,165</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

**Location:** #125. Jamboree Rd at Irvine Blvd  
**Mitigation:** + Convert SB Free RT lane to 4th T lane

**Date:** 10/9/2013  
**Originally Estimated by:** RBF, PBS&J  
**Revised by:** City

|    | DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|----|--|----------------------|--------------------|--------------------|
| 1  | Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$67,000           |
| 2  | Clear & Grub   | \$12200 / AC         | 0.2                | \$2,000            |
| 3  | Earthwork  | \$46.00 / CY         | 325                | \$15,000           |
| 4  | Remove Striping  | \$13.00 / LF         | 300                | \$4,000            |
| 5  | Remove Curb & Gutter   | \$36.00 / LF         | 650                | \$23,000           |
| 6  | Remove Median Curb   | \$37.00 / LF         | 100                | \$4,000            |
| 7  | Remove PCC Sidewalk  | \$5.00/ SF           | 4,100              | \$21,000           |
| 8  | Remove Pavement  | \$5.00 / SF          | 600                | \$3,000            |
| 9  | Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 | Remove/Replace Chain Link Fence  | \$31.00 / LF         | 0                  | \$0                |
| 11 | Reconstruct Metal Beam Guard Rail  | \$86.00/ LF          | 0                  | \$0                |
| 12 | Remove & Relocate Tree   | \$1,300.00 / EA      | 2                  | \$3,000            |
| 13 | Sawcut   | \$1.25 / LF          | 400                | \$1,000            |
| 14 | Relocate Street Light  | \$5,700.00 / EA      | 2                  | \$11,000           |
| 15 | Relocate Traffic Signal System   | \$225,000.00 / EA    | 0.50               | \$113,000          |
| 16 | Relocate Freeway Sign (2 post)   | \$700.00 / EA        | 0                  | \$0                |
| 17 | Relocate Sign (1 post)   | \$220.00 / EA        | 2                  | \$0                |
| 18 | Reconstruct Overhead Sign  | \$240,000.00 / EA    | 0                  | \$0                |
| 19 | Relocate Call Box  | \$2,051.00/EA        | 0                  | \$0                |
| 20 | Relocate Power Pole  | \$25,000 / EA        | 0                  | \$0                |
| 21 | Relocate Catch Basin   | \$9,760.00 / EA      | 2                  | \$20,000           |
| 22 | Relocate Fire Hydrant  | \$5,000.00 / EA      | 2                  | \$10,000           |
| 23 | Relocate Bus Bench   | \$1,458.00/ EA       | 1                  | \$1,000            |
| 24 | Relocate Monument Wall   | \$6,100.00 / EA      | 1                  | \$6,000            |
| 25 | Relocate Utility Boxes   | \$895.00 / EA        | 2                  | \$2,000            |
| 26 | Relocate Main Water Valve  | \$12,200.00 / EA     | 0                  | \$0                |
| 27 | Relocate Utility Vault   | \$10,000 / EA        | 2                  | \$20,000           |
| 28 | Adjust Manhole to Grade  | \$1,500.00 / EA      | 2                  | \$3,000            |
| 29 | Adjust Water Meter   | \$610.00 / EA        | 0                  | \$0                |
| 30 | Adjust Water Valve   | \$610.00 / EA        | 2                  | \$1,000            |
| 31 | Adjust Minor Above Ground Utilities  | \$610.00 / EA        | 2                  | \$1,000            |
| 32 | Modify Driveway  | \$6,100.00 / LS      | 2                  | \$12,000           |
| 33 | Construct PCC Pavement   | \$7.50 / SF          | 2,640              | \$20,000           |
| 34 | Construct AC Pavement  | \$6.00 / SF          | 3,780              | \$23,000           |
| 35 | Construct AC Overlay   | \$2.50 / SF          | 0                  | \$0                |
| 36 | Construct Slurry Seal  | \$0.4 / SF           | 0                  | \$0                |
| 37 | Construct Striping & Marking   | \$2.00 / LF          | 1,000              | \$2,000            |
| 38 | Construct AC Dike  | \$4.00 / LF          | 0                  | \$0                |
| 39 | Construct Curb & Gutter  | \$19.00 / LF         | 650                | \$12,000           |
| 40 | Construct Concrete Barrier   | \$295.00 / LF        | 0                  | \$0                |
| 41 | Construct Median Curb  | \$31.00 / LF         | 0                  | \$0                |
| 42 | Construct Median Concrete  | \$7.9 / SF           | 0                  | \$0                |
| 43 | Construct Median/Parkway Landscaping   | \$13.00 / SF         | 2,000              | \$26,000           |
| 44 | Construct PCC Sidewalk   | \$9.05 / SF          | 4,000              | \$36,000           |
| 45 | Construct Wheelchair Ramp  | \$5,200.00 / EA      | 6                  | \$31,000           |
| 46 | Construct Retaining Wall   | \$114 / SF           | 900                | \$103,000          |
| 47 | Construct Storm Drain Main   | \$122.00 / LF        | 0                  | \$0                |
| 48 | Construct RCB  | \$549.00 / CY        | 0                  | \$0                |
| 49 | Construct Concrete V-Ditch   | \$19.00/ LF          | 0                  | \$0                |
| 50 | Construct Bridge Widening  | \$500.00 / SF        | 0                  | \$0                |
| 51 | Install Ramp Metering System   | \$80,000.00 / EA     | 0                  | \$0                |
| 52 | Apply ATMS   | \$113,165.00 / LS    | 0                  | \$0                |
| 53 | Traffic Control  | 8% (\$2,000 Min)     | 1                  | \$42,000           |
| 54 | SWPPP Plan and Implementation  | 6%                   | 1                  | \$34,000           |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$672,000</b>   |
|    | California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$24,000           |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$696,000</b>   |
|    | California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$54,000          |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$642,000</b>   |
|    | California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$42,000          |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$600,000</b>   |
|    | California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$17,000          |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$583,000</b>   |
|    | California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$51,000           |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$634,000</b>   |
|    | California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$17,000          |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$617,000</b>   |
|    | California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$123,000          |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$740,000</b>   |
|    | Right-of-Way   | \$42.78 / SF         | 1,360              | \$58,000           |
|    | Right-of-Way Management  | 5%                   |                    | \$3,000            |
|    | <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$61,000</b>    |
|    | <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$801,000</b>   |
|    | Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$74,000           |
|    | Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$111,000          |
|    | Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$111,000          |
|    | Contingency (20% of total Construction Cost)                                   |                      |                    | \$148,000          |
|    | <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$1,245,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
ACTUAL PROJECT COST**

Updated 10/9/2013

Location: 222. Culver Drive/Trabuco Road

Mitigation: Add 3rd NBT, add WB lane to convert WB approach to dual left and right

| Item No.   |       | Item Description   | QUANTITY | UNIT | Unit Price   | Cost                  |
|--|-------|--|----------|------|--------------|-----------------------|
| 1  | (S)   | Traffic Control System   | 1        | LS   | \$100,000.00 | \$100,000.00          |
| 2  | (S)   | Construction Area Signs  | 1        | LS   | \$15,000.00  | \$15,000.00           |
| 3  |       | Construction Site Management   | 1        | LS   | \$5,000.00   | \$5,000.00            |
| 4  |       | Prepare Water Pollution Control Plan   | 1        | LS   | \$1,300.00   | \$1,300.00            |
| 5  |       | Temporary Fence (Type ESA)   | 270      | LF   | \$8.00       | \$2,160.00            |
| 6  |       | Temporary Erosion Control Blanket  | 470      | SQYD | \$8.00       | \$3,760.00            |
| 7  |       | Temporary Drainage Inlet Protection  | 5        | EA   | \$400.00     | \$2,000.00            |
| 8  |       | Street Sweeping  | 1        | LS   | \$28,000.00  | \$28,000.00           |
| 9  |       | Temporary Concrete Washout (Portable)  | 1        | LS   | \$3,200.00   | \$3,200.00            |
| 10   |       | Develop Water Supply   | 1        | LS   | \$7,000.00   | \$7,000.00            |
| 11   |       | Lead Compliance Plan   | 1        | LS   | \$1,700.00   | \$1,700.00            |
| 12   |       | Clearing and Grubbing  | 1        | LS   | \$21,000.00  | \$21,000.00           |
| 13   |       | Roadway Excavation   | 7800     | CY   | \$25.00      | \$195,000.00          |
| 14   |       | Roadway Excavation (Type Z-2) (ADL)  | 320      | CY   | \$200.00     | \$64,000.00           |
| 15   |       | Imported Borrow  | 2700     | CY   | \$13.00      | \$35,100.00           |
| 16   |       | Asphalt Concrete (Type A)  | 720      | TON  | \$100.00     | \$72,000.00           |
| 17   |       | Aggregate Base (Class 2)   | 560      | CY   | \$90.00      | \$50,400.00           |
| 18   |       | Slurry Seal Type II  | 79000    | SF   | \$0.40       | \$31,600.00           |
| 19   |       | Remove Concrete Curb & Gutter  | 1630     | LF   | \$7.00       | \$11,410.00           |
| 20   |       | Remove Concrete Sidewalk and Island  | 12600    | SF   | \$1.00       | \$12,600.00           |
| 21   |       | Minor Concrete (Curbs, Gutters, Sidewalks, Curb Ramps, Islands, & Local Depressions) | 280      | CY   | \$300.00     | \$84,000.00           |
| 22   |       | Reset Survey Monument  | 1        | EA   | \$1,800.00   | \$1,800.00            |
| 23   |       | Remove Drainage Facility   | 1        | LS   | \$4,500.00   | \$4,500.00            |
| 24   | (F)   | Concrete Structures (Drainage)   | 30       | CY   | \$600.00     | \$18,000.00           |
| 25   |       | Slurry Cement Backfill   | 2        | CY   | \$300.00     | \$600.00              |
| 26   |       | 12" Reinforced Concrete Pipe   | 35       | LF   | \$140.00     | \$4,900.00            |
| 27   |       | 18" Reinforced Concrete Pipe   | 20       | LF   | \$140.00     | \$2,800.00            |
| 28   |       | 24" Reinforced Concrete Pipe   | 10       | LF   | \$270.00     | \$2,700.00            |
| 29   |       | 24" Corrugated Steel Pipe  | 5        | LF   | \$460.00     | \$2,300.00            |
| 30   |       | Adjust Manhole to Grade  | 1        | EA   | \$540.00     | \$540.00              |
| 31   |       | Drainage Inlet Marker  | 4        | EA   | \$300.00     | \$1,200.00            |
| 32   |       | Remove Roadside Sign   | 8        | EA   | \$50.00      | \$400.00              |
| 33   |       | Install Sign (Strap and Saddle Bracket Method)                                       | 5        | EA   | \$60.00      | \$300.00              |
| 34   |       | Roadside Sign (1 post)   | 8        | EA   | \$170.00     | \$1,360.00            |
| 35   |       | Roadside Sign (2 post)   | 3        | EA   | \$300.00     | \$900.00              |
| 36   |       | Furnish Sign   | 400      | SF   | \$30.00      | \$12,000.00           |
| 37   | (S)   | Remove Striping  | 1        | LS   | \$7,000.00   | \$7,000.00            |
| 38   | (S)   | Traffic Striping and Pavement Marking  | 1        | LS   | \$7,200.00   | \$7,200.00            |
| 39   |       | Object Marker (Type Q)   | 5        | EA   | \$60.00      | \$300.00              |
| 40   |       | Object Marker (Type K-1)   | 1        | EA   | \$60.00      | \$60.00               |
| 41   | (S)   | Traffic Signal Modification  | 1        | LS   | \$80,000.00  | \$80,000.00           |
| 42   | (S)   | Ramp Metering Conduit Installation   | 1        | LS   | \$42,000.00  | \$42,000.00           |
| 43   | (S)   | Signal Interconnect Conduit Installation (City)                                      | 1        | LS   | \$240,000.00 | \$240,000.00          |
| 44   | (S-F) | Shotcrete  | 170      | CY   | \$600.00     | \$102,000.00          |
| 45   |       | Remove Slope Paving  | 1        | LS   | \$13,000.00  | \$13,000.00           |
| 46   |       | Structure Excavation (Tieback Wall)  | 330      | CY   | \$60.00      | \$19,800.00           |
| 47   |       | Structure Backfill (Tieback Wall)  | 20       | CY   | \$600.00     | \$12,000.00           |
| 48   | (S)   | Tieback Anchors  | 180      | EA   | \$2,500.00   | \$450,000.00          |
| 49   | (F)   | Structural Concrete, Retaining Wall  | 130      | CY   | \$1,300.00   | \$169,000.00          |
| 50   | (F)   | Architectural Treatment (Fractured Fin)  | 3450     | SF   | \$11.00      | \$37,950.00           |
| 51   | (S-F) | Bar Reinforcing Steel (Retaining Wall)   | 41400    | LB   | \$1.50       | \$62,100.00           |
| 52   | (F)   | Furnish Sign Structure (Bridge Mounted without Walkway)                              | 550      | LB   | \$30.00      | \$16,500.00           |
| 53   | (F)   | Install Sign Structure (Bridge Mounted without Walkway)                              | 1        | LS   | \$12,000.00  | \$12,000.00           |
| 54   |       | Slope Paving (Concrete)  | 40       | CY   | \$600.00     | \$24,000.00           |
| 55   |       | Minor Concrete (Wall Gutter)   | 20       | CY   | \$400.00     | \$8,000.00            |
| 56   | (S)   | Cable Railing  | 440      | LF   | \$18.00      | \$7,920.00            |
| 57   |       | Geocomposite Drain   | 950      | SF   | \$12.00      | \$11,400.00           |
| 58   | (S)   | Highway Planting   | 1        | LS   | \$47,000.00  | \$47,000.00           |
| 59   | (S)   | Irrigation System  | 1        | LS   | \$67,000.00  | \$67,000.00           |
| 60   | (S)   | Plant Establishment Work   | 1        | LS   | \$12,000.00  | \$12,000.00           |
| 61   |       | Mobilization   | 1        | LS   | \$45,240.00  | \$45,240.00           |
| Subtotal   |       |  |          |      |              | \$2,294,000.00        |
| <b>Actual Construction</b>                                   |       |  |          |      |              | <b>\$2,450,598.00</b> |
| Preliminary Project Development (Actual Expenditure)         |       |  |          |      |              | \$173,145.00          |
| Design Engineering/Administration (Actual Expenditure)       |       |  |          |      |              | \$385,550.00          |
| Right of Way Administration (Actual Expenditure)             |       |  |          |      |              | \$510.89              |
| Construction Engineering/Administration (Actual Expenditure) |       |  |          |      |              | \$183,796.33          |
| Construction Contingency (20% of Construction Subtotal)      |       |  |          |      |              |                       |
| <b>Actual Project Cost</b>                                   |       |  |          |      |              | <b>\$3,193,600</b>    |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
ACTUAL PROJECT COST**

**LOCATION:** #223 - CULVER DRIVE AT I-5 SOUTHBOUND RAMPS  
**MITIGATION:** IMPROVE EB APPROACH TO PROVIDE 3 LEFT-TURN LANES AND 2 RIGHT-TURN LANES

10/9/2013

Revised by: City

| Item No.                        | Item No. | Item Description                                     | Unit of Measure | Unit Cost | Estimated Quantity | Item Cost        |
|---------------------------------|----------|--|-----------------|-----------|--------------------|------------------|
| 37                              | 153153   | Cold Plane Asphalt Concrete Pavement (45 mm Maximum) | m <sup>2</sup>  | \$11      | 993.28             | \$10,926         |
| 38                              | 153214   | Remove Concrete Curb                                 | m               | \$200     | 4.096              | \$819            |
| 39                              | 153218   | Remove Concrete Sidewalk                             | m <sup>3</sup>  | \$200     | 12.288             | \$2,458          |
| 42                              | 190101   | Roadway Excavation                                   | m <sup>3</sup>  | \$35      | 1751.04            | \$61,286         |
| 46                              | 198001   | Import Borrow  | m <sup>3</sup>  | \$15      | 919.04             | \$13,786         |
| 47                              | 198050   | Embankment   | m <sup>3</sup>  | \$50      | 222.72             | \$11,136         |
| 56                              | 208910A  | Extend Irrigation Crossover                          | LS              | \$2,500   | Lump Sum           | \$640            |
| 57                              | 260201   | Class 2 Aggregate Base                               | m <sup>3</sup>  | \$50      | 84.48              | \$4,224          |
| 58                              | 280000   | Lean Concrete Base                                   | m <sup>3</sup>  | \$200     | 220.9              | \$44,180         |
| 59                              | 390102   | Asphalt Concrete (Type A)                            | tonne           | \$90      | 320                | \$28,800         |
| 60                              | 390126   | Rubberized Asphalt Concrete (Type G)                 | tonne           | \$125     | 192                | \$24,000         |
| 62                              | 401066   | Concrete Pavement (Ramp Termini)                     | m <sup>3</sup>  | \$300     | 56.4               | \$16,920         |
| 64                              | 510512A  | 1980 x 760 mm Precast Concrete Box Culvert           | m               | \$1,485   | 4.76               | \$7,069          |
| 65 (F)                          | 560218   | Furnish Sign Structure (Truss)                       | kg              | \$7.00    | 2464               | \$17,248         |
| 66 (S-F)                        | 560219   | Install Sign Structure (Truss)                       | kg              | \$1.00    | 2464               | \$2,464          |
| 82                              | 731656   | Curb Ramp Detectable Warning Surface                 | m <sup>2</sup>  | \$500     | 0.4                | \$179            |
| 89 (S)                          | 840515   | Thermoplastic Pavement Marking                       | m <sup>2</sup>  | \$40.00   | 17                 | \$666            |
| 90 (S)                          | 840561   | 100 mm Thermoplastic Traffic Stripe                  | m               | \$2.50    | 645                | \$1,613          |
| 91                              | 840563   | 200 mm Thermoplastic Traffic Stripe                  | m               | \$3.00    | 207                | \$622            |
| 92                              | 840656   | Paint Traffic Stripe (2-Coat)                        | m               | \$2.00    | 376                | \$753            |
| 93                              | 850101   | Pavement Marker (Non-Reflective)                     | EA              | \$2.50    | 79                 | \$198            |
| 94                              | 850111   | Pavement Marker (Retroreflective)                    | EA              | \$2.50    | 197                | \$493            |
| 98                              | 999990   | Mobilization   | LS              | \$250,000 | Lump Sum           | \$64,000         |
| 99                              | 66070    | Maintain Traffic                                     | LS              | \$10,000  | Lump Sum           | \$2,560          |
| 103                             | 66610    | Partnering   | LS              | \$5,000   | Lump Sum           | \$1,280          |
| 104                             | 66861    | Maintain Existing and Temporary Electrical System    | LS              | \$10,000  | Lump Sum           | \$2,560          |
| SUBTOTAL ITEMS                  |          |  |                 |           |                    | <b>\$320,878</b> |
| <b>Actual Construction Cost</b> |          |  |                 |           |                    | <b>\$322,690</b> |
|                                 |          | Preliminary Engineering (Actual Expenditure)         |                 |           |                    | \$36,480         |
|                                 |          | Final Design (Actual Expenditure)                    |                 |           |                    | \$16,343         |
|                                 |          | Construction Engineering (Actual Expenditure)        |                 |           |                    | \$41,862         |
|                                 |          | <b>Actual Project Cost</b>                           |                 |           |                    | <b>\$417,374</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

**Location:** #224. Culver Drive & Walnut Ave  
**Mitigation:** + Apply ATMS

**Date:** 10/9/2013  
**Estimated by:** PM  
**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE | QUANTITY           | COST             |
|--|------------|--------------------|------------------|
| Construction   |            |                    | \$65,000         |
| California Highway Price Index Increase  | 74.1%      | CCI 2003 --> 2008  | \$48,165         |
| <b>2008 CONSTRUCTION SUBTOTAL</b>  |            |                    | <b>\$113,165</b> |
| California Highway Price Index   | +3.6%      | CCI 2008 --> 2009  | \$4,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$117,165</b> |
| California Highway Price Index   | (7.7%)     | CCI 2009 --> 2010  | -\$9,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$108,165</b> |
| California Highway Price Index   | (6.5%)     | CCI 2010 --> 2010* | -\$7,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$101,165</b> |
| California Highway Price Index   | (2.9%)     | CCI 2010* --> 2011 | -\$3,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$98,165</b>  |
| California Highway Price Index   | +8.8%      | CCI 2011 --> 2012  | \$9,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$107,165</b> |
| California Highway Price Index   | (2.7%)     | CCI 2012 --> 2013  | -\$3,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$104,165</b> |
| California Highway Price Index   | +20%       | CCI 2013 --> 2014  | \$21,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |            |                    | <b>\$125,165</b> |
| Preliminary Project Development (10% of total Construction cost)               |            |                    | \$13,000         |
| Design Engineering/Administration Costs (15% of total Construction cost)       |            |                    | \$19,000         |
| Construction Engineering Costs/Administration (15% of total Construction cost) |            |                    | \$19,000         |
| Contingency (20% of total Construction cost)                                   |            |                    | \$25,000         |
| <b>TOTAL PROJECT COSTS</b>   |            |                    | <b>\$201,165</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #235. Culver Dr at University Dr

Date: 10/9/2013

Mitigation: + Convert NB de-Facto RT lane to dual RT lanes

Originally Estimated by: RBF, PBS&J

+ Add EB de-Facto RT lane, SB de-Facto RT lane and 2nd NB & SB LT lanes

Revised by:

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$270,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.36               | \$4,000            |
| 3 Earthwork  | \$46.00 / CY         | 4,530              | \$208,000          |
| 4 Remove Striping  | \$13.00 / LF         | 5,500              | \$72,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 2,800              | \$101,000          |
| 6 Remove Median Curb   | \$37.00 / LF         | 2,150              | \$80,000           |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 12,000             | \$60,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 12,950             | \$65,000           |
| 9 Remove Channel   | \$19.00 / LF         | 40                 | \$1,000            |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 300                | \$9,000            |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 86                 | \$112,000          |
| 13 Sawcut  | \$1.25 / LF          | 4,850              | \$6,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 8                  | \$46,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 1.00               | \$225,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 10                 | \$2,000            |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 2                  | \$20,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 3                  | \$15,000           |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 3                  | \$4,000            |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 35                 | \$31,000           |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 2                  | \$20,000           |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 14                 | \$21,000           |
| 29 Adjust Water Meter  | \$610.00 / EA        | 8                  | \$5,000            |
| 30 Adjust Water Valve  | \$610.00 / EA        | 7                  | \$4,000            |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 10                 | \$6,000            |
| 32 Modify Driveway   | \$6,100.00 / LS      | 3                  | \$18,000           |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 22,300             | \$134,000          |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 110,000            | \$44,000           |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 5,500              | \$11,000           |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 2,800              | \$53,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 2,150              | \$67,000           |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 2,800              | \$36,000           |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 12,000             | \$109,000          |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 4                  | \$21,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 4,000              | \$456,000          |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 100                | \$55,000           |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$170,000          |
| 54 SWPPP Plan and Implementation   | 0.06                 | 1                  | \$137,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,698,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$97,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,795,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$215,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,580,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$168,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,412,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$70,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,342,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$206,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,548,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$69,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,479,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$496,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,975,000</b> |
| Right-of-Way   | \$53.61 / SF         | 5,400              | \$289,000          |
| Right-of-Way Management  | 5%                   |                    | \$14,000           |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$303,000</b>   |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$3,278,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$298,000          |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$447,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$447,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$595,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$5,065,000</b> |



**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #249, Yale Ave and Irvine Blvd  
Mitigation: + Add 2nd SB LT lane

Date: 10/9/2013  
Originally Estimated by: RBF  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$212,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.4                | \$5,000            |
| 3 Earthwork  | \$46.00 / CY         | 7,556              | \$348,000          |
| 4 Remove Striping  | \$13.00 / LF         | 4,500              | \$59,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 2,070              | \$75,000           |
| 6 Remove Median Curb   | \$37.00 / LF         | 925                | \$34,000           |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 10,350             | \$52,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0                |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 21                 | \$27,000           |
| 13 Sawcut  | \$1.25 / LF          | 1,950              | \$2,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 2                  | \$11,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.75               | \$169,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 1                  | \$1,000            |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 5                  | \$1,000            |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0                |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 4                  | \$20,000           |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 1                  | \$1,000            |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 1                  | \$6,000            |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 10                 | \$9,000            |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 5                  | \$8,000            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 1                  | \$1,000            |
| 30 Adjust Water Valve  | \$610.00 / EA        | 1                  | \$1,000            |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 9                  | \$5,000            |
| 32 Modify Driveway   | \$6,100.00 / LS      | 2                  | \$12,000           |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 18,400             | \$110,000          |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 52,000             | \$21,000           |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 6,520              | \$13,000           |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 2,070              | \$39,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 1,050              | \$33,000           |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 10,350             | \$94,000           |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 4                  | \$21,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 4,250              | \$485,000          |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$133,000          |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$108,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,116,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$76,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,192,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$169,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,023,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$131,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,892,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$55,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,837,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$162,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,999,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$54,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,945,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$389,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,334,000</b> |
| Right-of-Way   | \$87.10 / SF         | 18,400             | \$1,603,000        |
| Right-of-Way Management  | 5%                   |                    | \$80,000           |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$1,683,000</b> |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$4,017,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$234,000          |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$351,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$351,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$467,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$5,420,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

**Location:** 288. Jeffrey Rd & Walnut Avenue/I-5 SB Ramps  
**Mitigation:** Add EB shared 2nd T lane/2nd RT lane

**Date:** 10/9/2013  
**Originally Estimated by:** RBF  
**Revised by:** City

| DESCRIPTION OF WORK                         | COST               |        |                    |
|---|--------------------|--------|--------------------|
| 1 Mobilization                              | \$40,490           |        |                    |
| 2 Demolition and Removal Work               | \$23,495           |        |                    |
| 3 Roadway Surfacing                         | \$13,350           |        |                    |
| 4 Roadway Items                             | \$28,540           |        |                    |
| 5 Traffic Signals                           | \$297,400          |        |                    |
| 6 Traffic Signing and Striping              | \$4,781            |        |                    |
| 7 Utilities                                 | \$7,700            |        |                    |
| 8 Landscaping                               | \$7,600            |        |                    |
| 9 Miscellaneous                             | \$22,000           |        |                    |
| 10 Construction Cost                        | \$445,400          |        |                    |
| Contingency (25%)                           | \$111,400          |        |                    |
| Total Construction Cost                     | \$556,800          |        |                    |
| 11 Right-of-Way                             | \$281,550          |        |                    |
| 12 Design                                   | \$83,500           |        |                    |
| 13 Construction Management (15%)            | \$83,500           |        |                    |
| 14 Project Cost                             | \$1,005,350        |        |                    |
| 15 Preliminary Project Development (actual) | \$126,029          |        |                    |
| <b>TOTAL PROJECT COSTS</b>                  | <b>\$1,131,379</b> |        |                    |
| California Highway Price Index              | \$36,000           | +3.6%  | CCI 2008 --> 2009  |
| <b>TOTAL PROJECT COSTS</b>                  | <b>\$1,167,379</b> |        |                    |
| California Highway Price Index              | -\$87,000          | (7.7%) | CCI 2009 --> 2010  |
| <b>TOTAL PROJECT COSTS</b>                  | <b>\$1,080,379</b> |        |                    |
| California Highway Price Index              | -\$76,000          | (6.5%) | CCI 2010 --> 2010* |
| <b>TOTAL PROJECT COSTS</b>                  | <b>\$1,004,379</b> |        |                    |
| California Highway Price Index              | -\$29,000          | (2.9%) | CCI 2010* --> 2011 |
| <b>TOTAL PROJECT COSTS</b>                  | <b>\$975,379</b>   |        |                    |
| California Highway Price Index              | \$86,000           | +8.8%  | CCI 2011 --> 2012  |
| <b>TOTAL PROJECT COSTS</b>                  | <b>\$1,061,379</b> |        |                    |
| California Highway Price Index              | -\$29,000          | (2.7%) | CCI 2012 --> 2013  |
| <b>TOTAL PROJECT COSTS</b>                  | <b>\$1,032,379</b> |        |                    |
| California Highway Price Index              | \$206,000          | +20%   | CCI 2013 --> 2014  |
| <b>TOTAL PROJECT COSTS</b>                  | <b>\$1,238,379</b> |        |                    |

For detailed cost estimates for each items listed under Description of Costs, refer to cost estimates provided by DMJM Harris/AECOM

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

**Location:** 289. JeffereY Rd & Irvine Center Dr

**Date:** 10/9/2013

**Mitigation:** Add 4th WB lane (2030); and NB through lanes and 3rd SB left-turn lane and convert SB right turn lane to 4th through lane.

**Originally Estimated by:** RBF

**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST                |
|--|----------------------|--------------------|---------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$342,000           |
| 2 Clear & Grub   | \$12200 / AC         | 1.5                | \$19,000            |
| 3 Earthwork  | \$46.00 / CY         | 5,900.0            | \$271,000           |
| 4 Remove Striping  | \$13.00 / LF         | 6,134.0            | \$80,000            |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 6,200.0            | \$223,000           |
| 6 Remove Median Curb   | \$37.00 / LF         | 2,000.0            | \$74,000            |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 27,856.0           | \$139,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 0.0                | \$0                 |
| 9 Remove Channel   | \$19.00 / LF         | 0.0                | \$0                 |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 680                | \$21,000            |
| 11 Reconstruct Metal Bean Guard Rail   | \$86.00 / LF         | 0                  | \$0                 |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 61                 | \$79,000            |
| 13 Sawcut  | \$1.25 / LF          | 6,200              | \$8,000             |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 14                 | \$80,000            |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 1.00               | \$225,000           |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 1                  | \$1,000             |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 6                  | \$1,000             |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                 |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                 |
| 20 Relocate Power Pole   | \$25,000 / EA        | 2                  | \$50,000            |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 6                  | \$59,000            |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 4                  | \$20,000            |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                 |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 4                  | \$24,000            |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 26                 | \$23,000            |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 2                  | \$24,000            |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 1                  | \$10,000            |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 8                  | \$12,000            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 2                  | \$1,000             |
| 30 Adjust Water Valve  | \$610.00 / EA        | 21                 | \$13,000            |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 6                  | \$4,000             |
| 32 Modify Driveway   | \$6,100.00 / LS      | 4                  | \$24,000            |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                 |
| 34 Construct AC Pavement   | \$6.00 / SF          | 67,164             | \$403,000           |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                 |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 240,500            | \$96,000            |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 10,964             | \$22,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                 |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 6,200              | \$118,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                 |
| 41 Construct Median Curb   | \$31.00 / LF         | 2,900              | \$90,000            |
| 42 Construct Median Concrete   | \$7.9 / SF           | 10,200             | \$81,000            |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 2,760              | \$36,000            |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 27,056             | \$245,000           |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 8                  | \$42,000            |
| 46 Construct Retaining Wall  | \$114 / SF           | 300                | \$34,000            |
| 46.1 Remove Retaining Wall   | \$74.00/SF           | 0                  | \$0                 |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                 |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                 |
| 49(03) Construct Channel (Earthen)   | \$12.2 / LF          | 750                | \$9,000             |
| 50(03) Construct Portable Delineator   | \$36.60 / EA         | 22                 | \$1,000             |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 1,315              | \$25,000            |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                 |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                 |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                 |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$215,000           |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$174,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,418,000</b>  |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$123,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,541,000</b>  |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$273,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,268,000</b>  |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$212,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,056,000</b>  |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$89,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,967,000</b>  |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$261,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,228,000</b>  |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$87,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,141,000</b>  |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$628,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,769,000</b>  |
| Right-of-Way   | \$87.10 / SF         | 78,400             | \$6,829,000         |
| Right-of-Way Management  | 5%                   |                    | \$341,000           |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$7,170,000</b>  |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$10,939,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$377,000           |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$565,000           |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$565,000           |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$754,000           |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$13,200,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #291. Jeffrey Rd at Alton Pkwy

Date: 10/9/2013

Mitigation: + Add 3rd EB T lane, Convert NB free RT lane to standard RT lane  
+ Add SB defacto RT lane

Originally Estimated by: RBF  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$63,000           |
| 2 Clear & Grub   | \$12200 / AC         | 0.2                | \$2,000            |
| 3 Earthwork  | \$46.00 / CY         | 1,800              | \$83,000           |
| 4 Remove Striping  | \$13.00 / LF         | 3,500              | \$46,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 1,200              | \$43,000           |
| 6 Remove Median Curb   | \$37.00 / LF         | 200                | \$7,000            |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 4,000              | \$20,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0                |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 13                 | \$17,000           |
| 13 Sawcut  | \$1.25 / LF          | 1,200              | \$2,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0                |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.50               | \$113,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 3                  | \$1,000            |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 1                  | \$10,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 1                  | \$5,000            |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 1                  | \$1,000            |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 1                  | \$2,000            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 3                  | \$2,000            |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0                |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 6,300              | \$38,000           |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 18,800             | \$8,000            |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 4,300              | \$9,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 1,200              | \$23,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 2,400              | \$31,000           |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 3,000              | \$27,000           |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 1                  | \$5,000            |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0                |
| 46.1 Remove Retaining Wall   | \$74.00 / SF         | 0                  | \$0                |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$40,000           |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$32,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$630,000</b>   |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$23,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$653,000</b>   |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$50,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$603,000</b>   |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$39,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$564,000</b>   |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$16,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$548,000</b>   |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$48,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$596,000</b>   |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$16,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$580,000</b>   |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$116,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$696,000</b>   |
| Right-of-Way   | \$87.10 / SF         | 4,000              | \$348,000          |
| Right-of-Way Management  | 5%                   |                    | \$17,000           |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$365,000</b>   |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$1,061,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$70,000           |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$105,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$105,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$140,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$1,481,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
ACTUAL PROJECT COST**

LOCATION: #302, SAND CANYON AVE. AT TRABUCO RD.  
MITIGATION: CONVERT EB RT LANE TO FREE RT LANE.

DATE: 9/17/2010  
ESTIMATED BY: PM

| Sully Miller Item No. | Sukut Item No. | DESCRIPTION OF WORK  | ESTIMATED QUANTITY | UNIT | UNIT PRICE   | TOTAL               |
|-----------------------|----------------|--|--------------------|------|--------------|---------------------|
| 1                     |                | MOBILIZATION (2% OF CONST. COST)   | 1                  | LS   | \$6,024.00   | \$6,024.00          |
| 2                     |                | PAYMENT AND PERFORMANCE BONDS (1.5% OF CONST. COST)                            | 1                  | LS   | \$4,518.00   | \$4,518.00          |
| 3                     |                | DEVELOP CONSTRUCTION WATER (PRO-RATED 20% OF CONST. COST)                      | 1                  | LS   | \$10,000.00  | \$10,000.00         |
| 4 & CO #2             |                | TRAFFIC CONTROL (PRO-RATED 11% OF CONST. COST)                                 | 1                  | LS   | \$20,000.00  | \$20,000.00         |
| 6                     |                | CLEAR & GRUB (PRO-RATED 40% OF CONST. COST)                                    | 1                  | LS   | \$8,000.00   | \$8,000.00          |
|                       | 11             | UNCLASSIFIED EXCAVATION  | 5,300              | CY   | \$4.50       | \$23,850.00         |
|                       | 13             | UNSUITABLE MATERIAL EXCAVATION AND RECOMPACTION                                | 5,300              | CY   | \$2.05       | \$10,865.00         |
| 13                    |                | PARKWAY AND SLOPE FINISH (+/- 0.2 FT.)   | 42,200             | SF   | \$0.16       | \$6,752.00          |
| 14 to 16              |                | SWPPP PLAN AND IMPLEMENTATION (PRO-RATED 7% OF CONST.)                         | 1                  | LS   | \$14,887.82  | \$14,887.82         |
| 17                    |                | PREPARE STREET SUBGRADE  | 23,900             | SF   | \$0.25       | \$5,975.00          |
| 20A                   |                | CONSTRUCT AGGREGATE BASE   | 23,900             | SF   | \$0.90       | \$21,510.00         |
| 23A                   |                | CONSTRUCT AC PAVEMENT  | 23,900             | SF   | \$1.50       | \$35,850.00         |
| 29                    |                | CONSTRUCT MEDIAN CURB  | 235                | LF   | \$11.00      | \$2,585.00          |
| 30                    |                | CONSTRUCT CURB & GUTTER  | 1,205              | LF   | \$13.00      | \$15,665.00         |
| 35                    |                | CONSTRUCT WHEELCHAIR RAMP  | 4                  | EA   | \$550.00     | \$2,200.00          |
| 36                    |                | CONSTRUCT DETECTABLE WARNING SURFACE FOR ACCESS RAMP                           | 4                  | EA   | \$600.00     | \$2,400.00          |
| 40                    |                | CONSTRUCT SUB TURNOUT  | 960                | SF   | \$10.28      | \$9,868.80          |
| 51                    |                | REMOVE EXISTING PAVEMENT & SAWCUT  | 1,050              | SF   | \$0.50       | \$525.00            |
| 59                    |                | REMOVE CURB & GUTTER   | 130                | LF   | \$1.80       | \$234.00            |
| 65                    |                | REMOVE EXISTING A.C. RAMP & PAVEMENT   | 1                  | EA   | \$350.00     | \$350.00            |
| 69 & 70               |                | CONSTRUCT STRIPING & MARKING (PRO-RATED 6.5% OF CONST. COST)                   | 1                  | LS   | \$3,917.55   | \$3,917.55          |
| 79                    |                | CONSTRUCT MEDIAN CONCRETE  | 2,075              | SF   | \$5.60       | \$11,620.00         |
| 79                    |                | CONSTRUCT PCC SIDEWALK   | 5,300              | SF   | \$5.60       | \$29,680.00         |
| 84                    |                | RELOCATE TRAFFIC SIGNAL SYSTEM   | 0.25               | EA   | \$243,600.00 | \$60,900.00         |
| 147 New CO #3         |                | RELOCATE FIRE HYDRANT  | 1                  | EA   | \$3,565.00   | \$3,565.00          |
|                       |                | <b>TOTAL CONSTRUCTION COST</b>   |                    |      |              | <b>\$311,742.18</b> |
| CCI 2008 --> 2009     |                | California Highway Price Index   | +3.6%              |      |              | \$11,000.00         |
|                       |                | <b>CONSTRUCTION SUBTOTAL</b>   |                    |      |              | <b>\$322,742.18</b> |
| CCI 2009 --> 2010     |                | California Highway Price Index   | (7.7%)             |      |              | -\$25,000.00        |
|                       |                | <b>CONSTRUCTION SUBTOTAL</b>   |                    |      |              | <b>\$297,742.18</b> |
|                       |                | Preliminary Project Development (10% of total Construction Cost)               |                    |      |              | \$29,774.22         |
|                       |                | Design Engineering/Administration Costs (15% of total Construction Cost)       |                    |      |              | \$44,661.33         |
|                       |                | Construction Engineering Costs/Administration (15% of total Construction Cost) |                    |      |              | \$44,661.33         |
|                       |                | <b>TOTAL PROJECT COSTS</b>   |                    |      |              | <b>\$416,839.05</b> |

**Location No. 302, Sand Canyon Ave. at Trabuco Road.**

The basis of project limit and cost items are based on preliminary cost estimate and design prepared by RBF Consulting, dated 2/13/2003. Portion of the Trabuco Road Improvements (west of the Sand Canyon intersection) are constructed as part of the AD # 03-19 (CIP # 31, 3140) offsite infrastructure work by Sukut Construction (Contract No. 1036600). Portion of the Sand Canyon improvements including the traffic signal relocation are constructed as part of the AD #03-19 (CIP #314,900) offsite infrastructure work by Sully-Miller Contracting (Contract No. 1043500)

- 1) Approximately 515 linear foot (street station 156+15 to station 161+30) of right turn lane as part of Trabuco Road improvements, west of Sand Canyon intersection are within the NITM fee credit limits.
- 2) Approximately 770 linear foot (street station 45+00 to station 52+70) of free right turn lane transition lane as part of Sand Canyon improvements, south of Trabuco Road intersection are within the NITM fee credit limits. Sand Canyon Avenue improvements included the free right turn median island and traffic signal modification work.
- 3) Construction items, quantities, and unit prices are based on actual costs from Sukut Construction and Sully Miller contracts. Pro-rated items are items that are lump sum items in the contracts, for this NITM fee credit estimate purposes, the items are prorated based on % of construction cost.
- 4) Preliminary Project Development, Design Engineering and Construction Engineering / Administration Costs are based on same % used on the preliminary cost estimate by RBF consulting.

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

**Location:** #303. Sand Canyon Ave at I-5 NB ramps/Marine Wy  
**Mitigation:** + Add 3rd NB & SB T lanes, improve EB approach to provide 2 LT lanes

**Date:** 10/9/2013

**Originally Estimated by:** RBF  
**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$206,000          |
| 2 Clear & Grub   | \$12200 / AC         | 1.0                | \$12,000           |
| 3 Earthwork  | \$46.00 / CY         | 5,300              | \$244,000          |
| 4 Remove Striping  | \$13.00 / LF         | 2,100              | \$27,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0                |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 0                  | \$0                |
| 8 Remove Pavement  | \$5.00 / SF          | 2,900              | \$15,000           |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 6                  | \$8,000            |
| 13 Sawcut  | \$1.25 / LF          | 2,900              | \$4,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 1                  | \$6,000            |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 1.50               | \$338,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 2                  | \$1,000            |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 1                  | \$0                |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 1                  | \$25,000           |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 2                  | \$20,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 1                  | \$5,000            |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 10                 | \$9,000            |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 1                  | \$12,000           |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 2                  | \$3,000            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 2                  | \$1,000            |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 7                  | \$4,000            |
| 32 Modify Driveway   | \$6,100.00 / LS      | 1                  | \$6,000            |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 62,120             | \$373,000          |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 60,500             | \$24,000           |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 4,650              | \$9,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 2,210              | \$42,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 150                | \$5,000            |
| 42 Construct Median Concrete   | \$7.9 / SF           | 1,250              | \$10,000           |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 12,400             | \$112,000          |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 6                  | \$31,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 2,300              | \$262,000          |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 400                | \$8,000            |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$129,000          |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$105,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,056,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$74,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,130,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$164,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,966,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$128,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,838,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$53,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,785,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$157,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,942,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$52,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,890,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$378,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,268,000</b> |
| Right-of-Way   | \$87.10 / SF         | 1,600              | \$139,000          |
| Right-of-Way Management  | 5%                   |                    | \$7,000            |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$146,000</b>   |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$2,414,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$227,000          |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$341,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$341,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$454,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$3,777,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #305. Sand Canyon Ave at I-5 SB ramps  
Mitigation: + Add 3rd NB & SB T lanes

Date: 10/9/2013

Originally Estimated by: RBF  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$111,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.3                | \$4,000            |
| 3 Earthwork  | \$46.00 / CY         | 1,020              | \$47,000           |
| 4 Remove Striping  | \$13.00 / LF         | 2,480              | \$32,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 1,140              | \$41,000           |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 10,900             | \$55,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 1,140              | \$6,000            |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 130                | \$4,000            |
| 11 Reconstruct Metal Bean Guard Rail   | \$86.00/ LF          | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0                |
| 13 Sawcut  | \$1.25 / LF          | 1,140              | \$1,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0                |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 1.00               | \$225,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 8                  | \$6,000            |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 1                  | \$0                |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 5                  | \$49,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 1                  | \$6,000            |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 21                 | \$19,000           |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 5                  | \$8,000            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 5                  | \$3,000            |
| 32 Modify Driveway   | \$6,100.00 / LS      | 1                  | \$6,000            |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 250                | \$2,000            |
| 34 Construct AC Pavement   | \$6.00 / SF          | 21,000             | \$126,000          |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 31,500             | \$13,000           |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 2,390              | \$5,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 1,140              | \$22,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 4,000              | \$52,000           |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 10,500             | \$95,000           |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 8                  | \$42,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0                |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$70,000           |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$56,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,106,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$40,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,146,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$88,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,058,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$69,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$989,000</b>   |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$29,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$960,000</b>   |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$84,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,044,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$28,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,016,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$203,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,219,000</b> |
| Right-of-Way   | \$87.10 / SF         | 3,000              | \$261,000          |
| Right-of-Way Management  | 5%                   |                    | \$13,000           |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$274,000</b>   |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$1,493,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$122,000          |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$183,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$183,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$244,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$2,225,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

**Location:** 306. Sand Canyon Ave & Oak Canyon/Laguna Canyon Rd  
**Mitigation:** Part 1 - Add WB approach lane to provide 2 left-turn lanes  
1.5 through lanes and 1.5 right-turn lanes

**Date:** 10/9/2013  
**Originally Estimated by:** RBF  
**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 0                  | \$64,000           |
| 2 Clear & Grub   | \$12200 / AC         | 0.3                | \$3,000            |
| 3 Earthwork  | \$46.00 / CY         | 0                  | \$0                |
| 4 Remove Striping  | \$13.00 / LF         | 440                | \$6,000            |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 1,570              | \$57,000           |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 12,560             | \$63,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0                |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 22                 | \$29,000           |
| 13 Sawcut  | \$1.25 / LF          | 0                  | \$0                |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 6                  | \$34,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.50               | \$113,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 1                  | \$0                |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0                |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 4                  | \$20,000           |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 1                  | \$6,000            |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 7                  | \$6,000            |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 1                  | \$12,000           |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 2                  | \$3,000            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 1                  | \$1,000            |
| 30 Adjust Water Valve  | \$610.00 / EA        | 16                 | \$10,000           |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS      | 1                  | \$6,000            |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 8,140              | \$49,000           |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0                |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 1,172              | \$2,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 1,570              | \$30,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 12,560             | \$114,000          |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 2                  | \$10,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0                |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 0                  | \$2,000            |
| 54 SWPPP Plan and Implementation   | 6%                   | 0                  | \$0                |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$640,000</b>   |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$23,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$663,000</b>   |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$51,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$612,000</b>   |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$40,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$572,000</b>   |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$17,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$555,000</b>   |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$49,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$604,000</b>   |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$16,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$588,000</b>   |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$118,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$706,000</b>   |
| Right-of-Way   | \$87.10 / SF         | 0                  | \$0                |
| Right-of-Way Management  | 5%                   | 0                  | \$0                |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>         |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$706,000</b>   |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$71,000           |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$106,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$106,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$142,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$1,131,000</b> |



**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #310. Sand Canyon Ave at Alton Pkwy  
Mitigation: + Add 2nd NB RT lane

Date: 10/9/2013  
Originally Estimated by: RBF  
Revised by: City

|    | DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST             |
|----|--|----------------------|--------------------|------------------|
| 1  | Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$21,000         |
| 2  | Clear & Grub   | \$12200 / AC         | 0.0                | \$0              |
| 3  | Earthwork  | \$46.00 / CY         | 50                 | \$2,000          |
| 4  | Remove Striping  | \$13.00 / LF         | 200                | \$3,000          |
| 5  | Remove Curb & Gutter   | \$36.00 / LF         | 200                | \$7,000          |
| 6  | Remove Median Curb   | \$37.00 / LF         | 0                  | \$0              |
| 7  | Remove PCC Sidewalk  | \$5.00/ SF           | 1,300              | \$7,000          |
| 8  | Remove Pavement  | \$5.00 / SF          | 0                  | \$0              |
| 9  | Remove Channel   | \$19.00 / LF         | 0                  | \$0              |
| 10 | Remove/Replace Chain Link Fence  | \$31.00 / LF         | 0                  | \$0              |
| 11 | Reconstruct Metal Beam Guard Rail  | \$86.00/ LF          | 0                  | \$0              |
| 12 | Remove & Relocate Tree   | \$1,300.00 / EA      | 2                  | \$3,000          |
| 13 | Sawcut   | \$1.25 / LF          | 200                | \$0              |
| 14 | Relocate Street Light  | \$5,700.00 / EA      | 1                  | \$6,000          |
| 15 | Relocate Traffic Signal System   | \$225,000.00 / EA    | 0.50               | \$113,000        |
| 16 | Relocate Freeway Sign (2 post)   | \$700.00 / EA        | 0                  | \$0              |
| 17 | Relocate Sign (1 post)   | \$220.00 / EA        | 0                  | \$0              |
| 18 | Reconstruct Overhead Sign  | \$240,000.00 / EA    | 0                  | \$0              |
| 19 | Relocate Call Box  | \$2,051.00/EA        | 0                  | \$0              |
| 20 | Relocate Power Pole  | \$25,000 / EA        | 0                  | \$0              |
| 21 | Relocate Catch Basin   | \$9,760.00 / EA      | 0                  | \$0              |
| 22 | Relocate Fire Hydrant  | \$5,000.00 / EA      | 0                  | \$0              |
| 23 | Relocate Bus Bench   | \$1,458.00/ EA       | 0                  | \$0              |
| 24 | Relocate Monument Wall   | \$6,100.00 / EA      | 0                  | \$0              |
| 25 | Relocate Utility Boxes   | \$895.00 / EA        | 0                  | \$0              |
| 26 | Relocate Main Water Valve  | \$12,200.00 / EA     | 0                  | \$0              |
| 27 | Relocate Utility Vault   | \$10,000 / EA        | 0                  | \$0              |
| 28 | Adjust Manhole to Grade  | \$1,500.00 / EA      | 0                  | \$0              |
| 29 | Adjust Water Meter   | \$610.00 / EA        | 0                  | \$0              |
| 30 | Adjust Water Valve   | \$610.00 / EA        | 0                  | \$0              |
| 31 | Adjust Minor Above Ground Utilities  | \$610.00 / EA        | 0                  | \$0              |
| 32 | Modify Driveway  | \$6,100.00 / LS      | 0                  | \$0              |
| 33 | Construct PCC Pavement   | \$7.50 / SF          | 0                  | \$0              |
| 34 | Construct AC Pavement  | \$6.00 / SF          | 400                | \$2,000          |
| 35 | Construct AC Overlay   | \$2.50 / SF          | 0                  | \$0              |
| 36 | Construct Slurry Seal  | \$0.4 / SF           | 0                  | \$0              |
| 37 | Construct Striping & Marking   | \$2.00 / LF          | 400                | \$1,000          |
| 38 | Construct AC Dike  | \$4.00 / LF          | 0                  | \$0              |
| 39 | Construct Curb & Gutter  | \$19.00 / LF         | 200                | \$4,000          |
| 40 | Construct Concrete Barrier   | \$295.00 / LF        | 0                  | \$0              |
| 41 | Construct Median Curb  | \$31.00 / LF         | 0                  | \$0              |
| 42 | Construct Median Concrete  | \$7.9 / SF           | 0                  | \$0              |
| 43 | Construct Median/Parkway Landscaping   | \$13.00 / SF         | 0                  | \$0              |
| 44 | Construct PCC Sidewalk   | \$9.05 / SF          | 1,300              | \$12,000         |
| 45 | Construct Wheelchair Ramp  | \$5,200.00 / EA      | 1                  | \$5,000          |
| 46 | Construct Retaining Wall   | \$114 / SF           | 0                  | \$0              |
| 47 | Construct Storm Drain Main   | \$122.00 / LF        | 0                  | \$0              |
| 48 | Construct RCB  | \$549.00 / CY        | 0                  | \$0              |
| 49 | Construct Concrete V-Ditch   | \$19.00/ LF          | 0                  | \$0              |
| 50 | Construct Bridge Widening  | \$500.00 / SF        | 0                  | \$0              |
| 51 | Install Ramp Metering System   | \$80,000.00 / EA     | 0                  | \$0              |
| 52 | Apply ATMS   | \$113,165.00 / LS    | 0                  | \$0              |
| 53 | Traffic Control  | 8% (\$2,000 Min)     | 1                  | \$13,000         |
| 54 | SWPPP Plan and Implementation  | 6%                   | 1                  | \$11,000         |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$210,000</b> |
|    | California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$8,000          |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$218,000</b> |
|    | California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$17,000        |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$201,000</b> |
|    | California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$13,000        |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$188,000</b> |
|    | California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$5,000         |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$183,000</b> |
|    | California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$16,000         |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$199,000</b> |
|    | California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$5,000         |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$194,000</b> |
|    | California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$39,000         |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$233,000</b> |
|    | Right-of-Way   | \$87.10 / SF         | 350                | \$30,000         |
|    | Right-of-Way Management  | 5%                   |                    | \$2,000          |
|    | <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$32,000</b>  |
|    | <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$265,000</b> |
|    | Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$24,000         |
|    | Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$35,000         |
|    | Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$35,000         |
|    | Contingency (20% of total Construction Cost)                                   |                      |                    | \$47,000         |
|    | <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$406,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

**Location:** #311. Sand Canyon Ave at I-405 NB ramps  
**Mitigation:** + Improve WB approach to provide a LT lane, a RT lane,  
and a free RT lane

**Date:** 10/9/2013  
**Originally Estimated by:** RBF  
**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$67,000           |
| 2 Clear & Grub   | \$12200 / AC         | 0.4                | \$5,000            |
| 3 Earthwork  | \$46.00 / CY         | 2,050              | \$94,000           |
| 4 Remove Striping  | \$13.00 / LF         | 300                | \$4,000            |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 400                | \$14,000           |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 2,400              | \$12,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0                |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 350                | \$11,000           |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0                |
| 13 Sawcut  | \$1.25 / LF          | 700                | \$1,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 1                  | \$6,000            |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.33               | \$74,000           |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 4                  | \$3,000            |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 4                  | \$1,000            |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 1                  | \$10,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 3                  | \$3,000            |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 2                  | \$3,000            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 1                  | \$1,000            |
| 32 Relocate Drainage Inlet   | \$1,830.00 / EA      | 1                  | \$2,000            |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 14,000             | \$84,000           |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0                |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 700                | \$1,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 400                | \$8,000            |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 185                | \$6,000            |
| 42 Construct Median Concrete   | \$7.9 / SF           | 2,500              | \$20,000           |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 2,400              | \$22,000           |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 3                  | \$16,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 920                | \$105,000          |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 100                | \$12,000           |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 380                | \$7,000            |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$42,000           |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$34,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$668,000</b>   |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$24,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$692,000</b>   |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$53,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$639,000</b>   |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$42,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$597,000</b>   |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$17,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$580,000</b>   |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$51,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$631,000</b>   |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$17,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$614,000</b>   |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$123,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$737,000</b>   |
| Right-of-Way   | \$87.10 / SF         | 2,550              | \$222,000          |
| Right-of-Way Management  | 5%                   |                    | \$11,000           |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$233,000</b>   |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$970,000</b>   |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$74,000           |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$111,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$111,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$148,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$1,414,000</b> |

Item differs from other cost estimate sheets

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2010 COST ESTIMATES**

Date: 10/9/2013

Location: #321. Laguna Canyon Rd at Old Laguna Canyon Rd  
Mitigation: + Add 3rd NB LT lane, 3rd NB T lane, and 3rd SB T lane

Originally Estimated by: RBF

Revised by: PM

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY          | COST               |
|--|----------------------|-------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                 | \$131,000          |
| 2 Clear & Grub   | \$12200 / AC         | 1.0               | \$12,000           |
| 3 Earthwork  | \$46.00 / CY         | 4,000             | \$184,000          |
| 4 Remove Striping  | \$13.00 / LF         | 5,000             | \$65,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 2,350             | \$85,000           |
| 6 Remove Median Curb   | \$37.00 / LF         | 1,200             | \$44,000           |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 2,100             | \$11,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 6,500             | \$33,000           |
| 9 Remove Channel   | \$19.00 / LF         | 0                 | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                 | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 0                 | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                 | \$0                |
| 13 Sawcut  | \$1.25 / LF          | 2,150             | \$3,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                 | \$0                |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.75              | \$169,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                 | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 5                 | \$1,000            |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                 | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                 | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                 | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 17                | \$166,000          |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                 | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                 | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                 | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                 | \$0                |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                 | \$0                |
| 27 Relocate Utility Vault  | \$1,000.00 / EA      | 0                 | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                 | \$0                |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                 | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                 | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                 | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                 | \$0                |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                 | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 19,200            | \$115,000          |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                 | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                 | \$0                |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 5,850             | \$12,000           |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                 | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 2,400             | \$46,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                 | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 1,400             | \$43,000           |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                 | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                 | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 2,100             | \$19,000           |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 4                 | \$21,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                 | \$0                |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                 | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                 | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 0                 | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                 | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                 | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                 | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                 | \$82,000           |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                 | \$67,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                   | <b>\$1,309,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009 | \$47,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                   | <b>\$1,356,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010 | -\$104,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                   | <b>\$1,252,000</b> |
| Right-of-Way   | \$71.66 / SF         | 0                 | \$0                |
| Right-of-Way Management  | 5%                   |                   | \$0                |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                   | <b>\$0</b>         |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                   | <b>\$1,252,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                   | \$126,000          |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                   | \$188,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                   | \$188,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                   | \$251,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                   | <b>\$2,005,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #338, Alton Pkwy at Irvine Blvd (LOS E)

Date: 10/9/2013

Mitigation: + Stripe EB approach to provide 2.5 LT lanes, 2.5 T lanes  
and 1 RT lane

Originally Estimated by: RBF

Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST            |
|--|----------------------|--------------------|-----------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$2,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.0                | \$0             |
| 3 Earthwork  | \$46.00 / CY         | 0                  | \$0             |
| 4 Remove Striping  | \$13.00 / LF         | 400                | \$5,000         |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0             |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0             |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 0                  | \$0             |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0             |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0             |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0             |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 0                  | \$0             |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0             |
| 13 Sawcut  | \$1.25 / LF          | 0                  | \$0             |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0             |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.00               | \$0             |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0             |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 1                  | \$0             |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0             |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0             |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0             |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0             |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0             |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0             |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0             |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0             |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0             |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0             |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0             |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0             |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0             |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0             |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0             |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0             |
| 34 Construct AC Pavement   | \$6.00 / SF          | 0                  | \$0             |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0             |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0             |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 800                | \$2,000         |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0             |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0             |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0             |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0             |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0             |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0             |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0             |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0             |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0             |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0             |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0             |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0             |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0             |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0             |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0             |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$2,000         |
| 54 SWPPP Plan and Implementation   | 6%                   | 0                  | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$11,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$396           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$11,396</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$1,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$10,396</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$1,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$9,396</b>  |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$9,396</b>  |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$1,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$10,396</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$10,396</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$2,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$12,396</b> |
| Right-of-Way   | \$87.10 / SF         | 0                  | \$0             |
| Right-of-Way Management  | 5%                   |                    | \$0             |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>      |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$12,396</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$2,000         |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$2,000         |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$2,000         |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$3,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$21,396</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Date: 10/9/2013

Location: #338. Alton Pkwy at Irvine Blvd (LOS D)

Originally Estimated by: RBF

Revised by: City

Mitigation: + Add 4th WB T lane and 3rd EB LT lane

|  | DESCRIPTION OF WORK                  | UNIT PRICE           | QUANTITY           | COST               |
|--|--------------------------------------|----------------------|--------------------|--------------------|
| 1  | Mobilization                         | 10.00% (\$2,000 Min) | 1                  | \$278,000          |
| 2  | Clear & Grub                         | \$12200 / AC         | 5                  | \$61,000           |
| 3  | Earthwork                            | \$46.00 / CY         | 9,000              | \$414,000          |
| 4  | Remove Striping                      | \$13.00 / LF         | 6,200              | \$81,000           |
| 5  | Remove Curb & Gutter                 | \$36.00 / LF         | 2,900              | \$104,000          |
| 6  | Remove Median Curb                   | \$37.00 / LF         | 400                | \$15,000           |
| 7  | Remove PCC Sidewalk                  | \$5.00 / SF          | 23,300             | \$117,000          |
| 8  | Remove Pavement                      | \$5.00 / SF          | 3,900              | \$20,000           |
| 9  | Remove Channel                       | \$19.00 / LF         | 0                  | \$0                |
| 10   | Remove/Replace Chain Link Fence      | \$31.00 / LF         | 0                  | \$0                |
| 11   | Reconstruct Metal Beam Guard Rail    | \$86.00 / LF         | 0                  | \$0                |
| 12   | Remove & Relocate Tree               | \$1,300.00 / EA      | 0                  | \$0                |
| 13   | Sawcut                               | \$1.25 / LF          | 6,200              | \$8,000            |
| 14   | Relocate Street Light                | \$5,700.00 / EA      | 10                 | \$57,000           |
| 15   | Relocate Traffic Signal System       | \$225,000.00 / EA    | 1                  | \$225,000          |
| 16   | Relocate Freeway Sign (2 post)       | \$700.00 / EA        | 0                  | \$0                |
| 17   | Relocate Sign (1 post)               | \$220.00 / EA        | 1                  | \$0                |
| 18   | Reconstruct Overhead Sign            | \$240,000.00 / EA    | 0                  | \$0                |
| 19   | Relocate Call Box                    | \$2,051.00/EA        | 0                  | \$0                |
| 20   | Relocate Power Pole                  | \$25,000 / EA        | 0                  | \$0                |
| 21   | Relocate Catch Basin                 | \$9,760.00 / EA      | 0                  | \$0                |
| 22   | Relocate Fire Hydrant                | \$5,000.00 / EA      | 0                  | \$0                |
| 23   | Relocate Bus Bench                   | \$1,458.00/EA        | 0                  | \$0                |
| 24   | Relocate Monument Wall               | \$6,100.00 / EA      | 0                  | \$0                |
| 25   | Relocate Utility Boxes               | \$895.00 / EA        | 0                  | \$0                |
| 26   | Relocate Main Water Valve            | \$12,200.00 / EA     | 0                  | \$0                |
| 27   | Relocate Utility Vault               | \$10,000 / EA        | 0                  | \$0                |
| 28   | Adjust Manhole to Grade              | \$1,500.00 / EA      | 0                  | \$0                |
| 29   | Adjust Water Meter                   | \$610.00 / EA        | 0                  | \$0                |
| 30   | Adjust Water Valve                   | \$610.00 / EA        | 0                  | \$0                |
| 31   | Adjust Minor Above Ground Utilities  | \$610.00 / EA        | 0                  | \$0                |
| 32   | Modify Driveway                      | \$6,100.00 / LS      | 3                  | \$18,000           |
| 33   | Construct PCC Pavement               | \$7.50 / SF          | 0                  | \$0                |
| 34   | Construct AC Pavement                | \$6.00 / SF          | 103,400            | \$620,000          |
| 35   | Construct AC Overlay                 | \$2.50 / SF          | 0                  | \$0                |
| 36   | Construct Slurry Seal                | \$0.4 / SF           | 0                  | \$0                |
| 37   | Construct Striping & Marking         | \$2.00 / LF          | 6,200              | \$12,000           |
| 38   | Construct AC Dike                    | \$4.00 / LF          | 0                  | \$0                |
| 39   | Construct Curb & Gutter              | \$19.00 / LF         | 2,900              | \$55,000           |
| 40   | Construct Concrete Barrier           | \$295.00 / LF        | 0                  | \$0                |
| 41   | Construct Median Curb                | \$31.00 / LF         | 0                  | \$0                |
| 42   | Construct Median Concrete            | \$7.9 / SF           | 3,600              | \$28,000           |
| 43   | Construct Median/Parkway Landscaping | \$13.00 / SF         | 11,600             | \$151,000          |
| 44   | Construct PCC Sidewalk               | \$9.05 / SF          | 14,500             | \$131,000          |
| 45   | Construct Wheelchair Ramp            | \$5,200.00 / EA      | 4                  | \$21,000           |
| 46   | Construct Retaining Wall             | \$114 / SF           | 0                  | \$0                |
| 47   | Construct Storm Drain Main           | \$122.00 / LF        | 0                  | \$0                |
| 48   | Construct RCB                        | \$549.00 / CY        | 0                  | \$50,000           |
| 49   | Construct Concrete V-Ditch           | \$19.00 / LF         | 0                  | \$0                |
| 50   | Construct Bridge Widening            | \$500.00 / SF        | 0                  | \$0                |
| 51   | Install Ramp Metering System         | \$80,000.00 / EA     | 0                  | \$0                |
| 52   | Apply ATMS                           | \$113,165.00 / LS    | 0                  | \$0                |
| 53   | Traffic Control                      | 8% (\$2,000 Min)     | 1                  | \$175,000          |
| 54   | SWPPP Plan and Implementation        | 6%                   | 1                  | \$142,000          |
| <b>CONSTRUCTION SUBTOTAL</b>                   |                                      |                      |                    | <b>\$2,783,000</b> |
| <b>CONSTRUCTION SUBTOTAL (TMSOS ALLOWANCE)</b> |                                      |                      |                    | <b>\$2,783,000</b> |
|  | California Highway Price Index       | +3.6%                | CCI 2008 --> 2009  | \$100,000          |
| <b>CONSTRUCTION SUBTOTAL</b>                   |                                      |                      |                    | <b>\$2,883,000</b> |
|  | California Highway Price Index       | (7.7%)               | CCI 2009 --> 2010  | -\$222,000         |
| <b>CONSTRUCTION SUBTOTAL</b>                   |                                      |                      |                    | <b>\$2,661,000</b> |
|  | California Highway Price Index       | (6.5%)               | CCI 2010 --> 2010* | -\$173,000         |
| <b>CONSTRUCTION SUBTOTAL</b>                   |                                      |                      |                    | <b>\$2,488,000</b> |
|  | California Highway Price Index       | (2.9%)               | CCI 2010* --> 2011 | -\$72,000          |
| <b>CONSTRUCTION SUBTOTAL</b>                   |                                      |                      |                    | <b>\$2,416,000</b> |
|  | California Highway Price Index       | +8.8%                | CCI 2011 --> 2012  | \$213,000          |
| <b>CONSTRUCTION SUBTOTAL</b>                   |                                      |                      |                    | <b>\$2,629,000</b> |
|  | California Highway Price Index       | (2.7%)               | CCI 2012 --> 2013  | -\$71,000          |
| <b>CONSTRUCTION SUBTOTAL</b>                   |                                      |                      |                    | <b>\$2,558,000</b> |
|  | California Highway Price Index       | +20%                 | CCI 2013 --> 2014  | \$512,000          |
| <b>CONSTRUCTION SUBTOTAL</b>                   |                                      |                      |                    | <b>\$3,070,000</b> |

Item differs from other cost estimate sheets

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #345. Alton Pkwy at I-5 NB ramps

Date: 10/9/2013

Mitigation: + Restripe WB approach to provide 2.5 LT lanes and 0.5 RT lanes

Originally Estimated by: RBF

Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST            |
|--|----------------------|--------------------|-----------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$2,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.0                | \$0             |
| 3 Earthwork  | \$46.00 / CY         | 0                  | \$0             |
| 4 Remove Striping  | \$13.00 / LF         | 350                | \$5,000         |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0             |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0             |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 0                  | \$0             |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0             |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0             |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0             |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0             |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0             |
| 13 Sawcut  | \$1.25 / LF          | 0                  | \$0             |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0             |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0             |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0             |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0             |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0             |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0             |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0             |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0             |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0             |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0             |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0             |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0             |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0             |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0             |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0             |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0             |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0             |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0             |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0             |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0             |
| 34 Construct AC Pavement   | \$6.00 / SF          | 0                  | \$0             |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0             |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 16,800             | \$7,000         |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 350                | \$1,000         |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0             |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0             |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0             |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0             |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0             |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0             |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0             |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0             |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0             |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0             |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0             |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 0                  | \$0             |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0             |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0             |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0             |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$2,000         |
| 54 SWPPP Plan and Implementation   | 6%                   | 0                  | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$17,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$1,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$18,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$1,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$17,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$1,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$16,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$16,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$1,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$17,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$17,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$3,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$20,000</b> |
| Right-of-Way   | \$87.10 / SF         | 0                  | \$0             |
| Right-of-Way Management  | 5%                   |                    | \$0             |
| <b>2008 RIGHT-OF-WAY SUBTOTAL</b>  |                      |                    | <b>\$0</b>      |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$20,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$2,000         |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$3,000         |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$3,000         |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$4,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$32,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #362. Bake Pkwy at Irvine Blvd (Alt2)

Date: 10/9/2013

Mitigation: + Convert WB RT lane to shared 4th T/RT lane. Add 2nd NB LT lanes  
+ Restripe EB to provide 2 LT lanes, 2.5 T lanes and 1.5 RT lanes

Originally Estimated by: RBF, PBS&J  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$160,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.2                | \$2,000            |
| 3 Earthwork  | \$46.00 / CY         | 4,000              | \$184,000          |
| 4 Remove Striping  | \$13.00 / LF         | 1,600              | \$21,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 750                | \$27,000           |
| 6 Remove Median Curb   | \$37.00 / LF         | 500                | \$19,000           |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 11,500             | \$58,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 7,000              | \$35,000           |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 35                 | \$46,000           |
| 13 Sawcut  | \$1.25 / LF          | 2,000              | \$3,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 5                  | \$29,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 1.00               | \$225,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 9                  | \$2,000            |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 5                  | \$125,000          |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 2                  | \$20,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 2                  | \$10,000           |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 1                  | \$1,000            |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 48                 | \$43,000           |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 3                  | \$30,000           |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 5                  | \$8,000            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 12                 | \$7,000            |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 10                 | \$6,000            |
| 32 Modify Driveway   | \$6,100.00 / LS      | 1                  | \$6,000            |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 10,800             | \$65,000           |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0                |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 1,600              | \$3,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 800                | \$15,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 550                | \$17,000           |
| 42 Construct Median Concrete   | \$7.9 / SF           | 1,100              | \$9,000            |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 400                | \$5,000            |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 12,900             | \$117,000          |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 4                  | \$21,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 840                | \$96,000           |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$100,000          |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$81,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,596,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$57,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,653,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$127,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,526,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$99,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,427,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$41,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,386,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$122,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,508,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$41,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,467,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$293,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,760,000</b> |
| Right-of-Way   | \$87.10 / SF         | 8,100              | \$706,000          |
| Right-of-Way Management  | 5%                   |                    | \$35,000           |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$741,000</b>   |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$2,501,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$176,000          |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$264,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$264,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$352,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$3,557,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

**Location:** #362. Bake Pkwy at Irvine Blvd

**Date:** 10/9/2013

**Mitigation:** + Convert WB RT lane to shared 4th T/RT lane. Add 2nd NB LT lane  
+ Restripe EB to provide 2 LT lanes, 2.5 T lanes and 1.5 RT lanes  
+ Add 4th SB T lane and convert SB RT lane to free RT lane

**Originally Estimated by:** RBF  
**Revised by:** City

|    | DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|----|--|----------------------|--------------------|--------------------|
| 1  | Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$348,000          |
| 2  | Clear & Grub   | \$12200 / AC         | 0.2                | \$2,000            |
| 3  | Earthwork  | \$46.00 / CY         | 9,700              | \$446,000          |
| 4  | Remove Striping  | \$13.00 / LF         | 1,900              | \$25,000           |
| 5  | Remove Curb & Gutter   | \$36.00 / LF         | 2,800              | \$101,000          |
| 6  | Remove Median Curb   | \$37.00 / LF         | 850                | \$31,000           |
| 7  | Remove PCC Sidewalk  | \$5.00/ SF           | 22,400             | \$112,000          |
| 8  | Remove Pavement  | \$5.00 / SF          | 40,000             | \$200,000          |
| 9  | Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 | Remove/Replace Chain Link Fence  | \$31.00 / LF         | 0                  | \$0                |
| 11 | Reconstruct Metal Beam Guard Rail  | \$86.00/ LF          | 0                  | \$0                |
| 12 | Remove & Relocate Tree   | \$1,300.00 / EA      | 35                 | \$46,000           |
| 13 | Sawcut   | \$1.25 / LF          | 2,350              | \$3,000            |
| 14 | Relocate Street Light  | \$5,700.00 / EA      | 5                  | \$29,000           |
| 15 | Relocate Traffic Signal System   | \$225,000.00 / EA    | 1.00               | \$225,000          |
| 16 | Relocate Freeway Sign (2 post)   | \$700.00 / EA        | 0                  | \$0                |
| 17 | Relocate Sign (1 post)   | \$220.00 / EA        | 9                  | \$2,000            |
| 18 | Reconstruct Overhead Sign  | \$240,000.00 / EA    | 0                  | \$0                |
| 19 | Relocate Call Box  | \$2,051.00/EA        | 0                  | \$0                |
| 20 | Relocate Power Pole  | \$25,000 / EA        | 5                  | \$125,000          |
| 21 | Relocate Catch Basin   | \$9,760.00 / EA      | 2                  | \$20,000           |
| 22 | Relocate Fire Hydrant  | \$5,000.00 / EA      | 2                  | \$10,000           |
| 23 | Relocate Bus Bench   | \$1,458.00/ EA       | 1                  | \$1,000            |
| 24 | Relocate Monument Wall   | \$6,100.00 / EA      | 0                  | \$0                |
| 25 | Relocate Utility Boxes   | \$895.00 / EA        | 48                 | \$43,000           |
| 26 | Relocate Main Water Valve  | \$12,200.00 / EA     | 0                  | \$0                |
| 27 | Relocate Utility Vault   | \$10,000 / EA        | 3                  | \$30,000           |
| 28 | Adjust Manhole to Grade  | \$1,500.00 / EA      | 5                  | \$8,000            |
| 29 | Adjust Water Meter   | \$610.00 / EA        | 0                  | \$0                |
| 30 | Adjust Water Valve   | \$610.00 / EA        | 12                 | \$7,000            |
| 31 | Adjust Minor Above Ground Utilities  | \$610.00 / EA        | 10                 | \$6,000            |
| 32 | Modify Driveway  | \$6,100.00 / LS      | 1                  | \$6,000            |
| 33 | Construct PCC Pavement   | \$7.50 / SF          | 0                  | \$0                |
| 34 | Construct AC Pavement  | \$6.00 / SF          | 67,700             | \$406,000          |
| 35 | Construct AC Overlay   | \$2.50 / SF          | 0                  | \$0                |
| 36 | Construct Slurry Seal  | \$0.4 / SF           | 0                  | \$0                |
| 37 | Construct Striping & Marking   | \$2.00 / LF          | 6,000              | \$12,000           |
| 38 | Construct AC Dike  | \$4.00 / LF          | 0                  | \$0                |
| 39 | Construct Curb & Gutter  | \$19.00 / LF         | 2,800              | \$53,000           |
| 40 | Construct Concrete Barrier   | \$295.00 / LF        | 0                  | \$0                |
| 41 | Construct Median Curb  | \$31.00 / LF         | 1,100              | \$34,000           |
| 42 | Construct Median Concrete  | \$7.9 / SF           | 3,900              | \$31,000           |
| 43 | Construct Median/Parkway Landscaping   | \$13.00 / SF         | 400                | \$5,000            |
| 44 | Construct PCC Sidewalk   | \$9.05 / SF          | 22,400             | \$203,000          |
| 45 | Construct Wheelchair Ramp  | \$5,200.00 / EA      | 5                  | \$26,000           |
| 46 | Construct Retaining Wall   | \$114 / SF           | 4,300              | \$490,000          |
| 47 | Construct Storm Drain Main   | \$122.00 / LF        | 0                  | \$0                |
| 48 | Construct RCB  | \$549.00 / CY        | 0                  | \$0                |
| 49 | Construct Concrete V-Ditch   | \$19.00/ LF          | 0                  | \$0                |
| 50 | Construct Bridge Widening  | \$500.00 / SF        | 0                  | \$0                |
| 51 | Install Ramp Metering System   | \$80,000.00 / EA     | 0                  | \$0                |
| 52 | Apply ATMS   | \$113,165.00 / LS    | 0                  | \$0                |
| 53 | Traffic Control  | 8% (\$2,000 Min)     | 1                  | \$219,000          |
| 54 | SWPPP Plan and Implementation  | 6%                   | 1                  | \$177,000          |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,482,000</b> |
|    | California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$125,000          |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,607,000</b> |
|    | California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$278,000         |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,329,000</b> |
|    | California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$216,000         |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,113,000</b> |
|    | California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$90,000          |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,023,000</b> |
|    | California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$266,000          |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,289,000</b> |
|    | California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$89,000          |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,200,000</b> |
|    | California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$640,000          |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,840,000</b> |
|    | Right of Way   | \$87.10 / SF         | 25,000             | \$2,178,000        |
|    | Right-of-Way Management  | 5%                   |                    | \$109,000          |
|    | <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$2,287,000</b> |
|    | <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$6,127,000</b> |
|    | Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$384,000          |
|    | Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$576,000          |
|    | Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$576,000          |
|    | Contingency (20% of total Construction Cost)                                   |                      |                    | \$768,000          |
|    | <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$8,431,000</b> |



**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #364. Bake Pkwy at Jeronimo Dr

Date: 10/9/2013

Mitigation: + Add 2nd NB LT lane, Convert SB defacto RT lane to 4th T lane  
+ Add 3rd WB T lane

Originally Estimated by: RBF, PBS&J  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$235,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.4                | \$5,000            |
| 3 Earthwork  | \$46.00 / CY         | 2,910              | \$134,000          |
| 4 Remove Striping  | \$13.00 / LF         | 2,400              | \$31,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 3,590              | \$129,000          |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 17,950             | \$90,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 3,590              | \$18,000           |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 68                 | \$88,000           |
| 13 Sawcut  | \$1.25 / LF          | 3,590              | \$4,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 7                  | \$40,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 1.00               | \$225,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 6                  | \$1,000            |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 7                  | \$175,000          |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 2                  | \$20,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 1                  | \$5,000            |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 1                  | \$1,000            |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 1                  | \$6,000            |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 29                 | \$26,000           |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 1                  | \$10,000           |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 3                  | \$5,000            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 1                  | \$1,000            |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 8                  | \$5,000            |
| 32 Modify Driveway   | \$6,100.00 / LS      | 3                  | \$18,000           |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 20,010             | \$120,000          |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 89,100             | \$36,000           |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 2,400              | \$5,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 3,590              | \$68,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 16,650             | \$216,000          |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 17,950             | \$162,000          |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 4                  | \$21,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 1,600              | \$182,000          |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0                |
| 50 Relocate Mail Box   | \$500.00 / SF        | 1                  | \$1,000            |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$148,000          |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$120,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,351,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$85,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,436,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$188,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,248,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$146,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,102,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$61,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,041,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$180,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,221,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$60,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,161,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$432,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,593,000</b> |
| Right-of-Way   | \$87.10 / SF         | 16,650             | \$1,450,000        |
| Right-of-Way Management  | 5%                   |                    | \$73,000           |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$1,523,000</b> |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$4,116,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$260,000          |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$389,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$389,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$519,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$5,673,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #368. Bake Pkwy at I-5 SB ramps  
Mitigation: + Add 4th NB T lane

Date: 10/9/2013  
Originally Estimated by: RBF  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$157,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.2                | \$2,000            |
| 3 Earthwork  | \$46.00 / CY         | 3,820              | \$176,000          |
| 4 Remove Striping  | \$13.00 / LF         | 8,750              | \$114,000          |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 1,380              | \$50,000           |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 6,490              | \$32,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 800                | \$4,000            |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 30                 | \$1,000            |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 110                | \$9,000            |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 11                 | \$14,000           |
| 13 Sawcut  | \$1.25 / LF          | 1,420              | \$2,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 3                  | \$17,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.50               | \$113,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 1                  | \$1,000            |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 12                 | \$3,000            |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 1                  | \$10,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 15                 | \$13,000           |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 1                  | \$12,000           |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 4                  | \$40,000           |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 2                  | \$3,000            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 1                  | \$1,000            |
| 30 Adjust Water Valve  | \$610.00 / EA        | 7                  | \$4,000            |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 4                  | \$2,000            |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0                |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 800                | \$6,000            |
| 34 Construct AC Pavement   | \$6.00 / SF          | 7,380              | \$44,000           |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0                |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 9,720              | \$19,000           |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 1,420              | \$27,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 6,690              | \$61,000           |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 2                  | \$10,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 3,820              | \$435,000          |
| 46.1 Remove Retaining Wall   | \$74.00 / SF         | 180                | \$13,000           |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$99,000           |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$80,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,574,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$57,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,631,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$126,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,505,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$98,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,407,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$41,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,366,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$120,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,486,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$40,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,446,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$289,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,735,000</b> |
| Right-of-Way   | \$87.10 / SF         | 6,660              | \$580,000          |
| Right-of-Way Management  | 5%                   |                    | \$29,000           |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$609,000</b>   |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$2,344,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$174,000          |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$261,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$261,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$347,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$3,387,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

**Location:** #379. Lake Forest Dr to Muirlands Blvd  
**Mitigation:** + Convert NB RT lane to 4th T lane  
(Remove 2 Type IV(R) arrows (26sf))

**Date:** 10/9/2013  
**Originally Estimated by:** RBF  
**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST            |
|--|----------------------|--------------------|-----------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$2,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.0                | \$0             |
| 3 Earthwork  | \$46.00 / CY         | 0                  | \$0             |
| 4 Remove Striping  | \$13.00 / LF         | 300                | \$4,000         |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0             |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0             |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 0                  | \$0             |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0             |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0             |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0             |
| 11 Reconstruct Metal Bean Guard Rail   | \$86.00/ LF          | 0                  | \$0             |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0             |
| 13 Sawcut  | \$1.25 / LF          | 0                  | \$0             |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0             |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.00               | \$0             |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0             |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0             |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0             |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0             |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0             |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0             |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0             |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0             |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0             |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0             |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0             |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0             |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0             |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0             |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0             |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0             |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0             |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0             |
| 34 Construct AC Pavement   | \$6.00 / SF          | 0                  | \$0             |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0             |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0             |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 300                | \$1,000         |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0             |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0             |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0             |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0             |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0             |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0             |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0             |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0             |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0             |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0             |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0             |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 0                  | \$0             |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0             |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0             |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0             |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$2,000         |
| 54 SWPPP Plan and Implementation   | 6%                   | 0                  | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$9,000</b>  |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$324           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$9,324</b>  |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$1,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$8,324</b>  |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$1,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$7,324</b>  |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$7,324</b>  |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$1,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$8,324</b>  |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$8,324</b>  |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$2,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$10,324</b> |
| Right-of-Way   | \$87.10 / SF         | 0                  | \$0             |
| Right-of-Way Management  | 5%                   |                    | \$0             |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>      |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$10,324</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$2,000         |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$2,000         |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$2,000         |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$3,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$19,324</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #383. Lake Forest Dr at Avenida De La Carlota/I-5 SB ramps

Date: 10/9/2013

Mitigation: + Restripe EB approach to provide 3 LT lanes, 0.5 T lanes, and 1.5 RT lanes Originally Estimated by: RBF, PBS&J  
+ Add 2nd WB LT lane, provide WB RT overlap with SB LT Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$48,000           |
| 2 Clear & Grub   | \$12200 / AC         | 0.1                | \$1,000            |
| 3 Earthwork  | \$46.00 / CY         | 160                | \$7,000            |
| 4 Remove Striping  | \$13.00 / LF         | 500                | \$7,000            |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 200                | \$7,000            |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 1,400              | \$7,000            |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0                |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0                |
| 13 Sawcut  | \$1.25 / LF          | 200                | \$0                |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 2                  | \$11,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.25               | \$56,000           |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 3                  | \$1,000            |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0                |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 2                  | \$10,000           |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 6                  | \$5,000            |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 1                  | \$10,000           |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0                |
| 29 Adjust Water Meter  | \$610.00 / EA        | 3                  | \$2,000            |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 2                  | \$1,000            |
| 32 Modify Driveway   | \$6,100.00 / LS      | 1                  | \$6,000            |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 3,220              | \$19,000           |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 15,000             | \$6,000            |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 700                | \$1,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 200                | \$4,000            |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 1,400              | \$13,000           |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 1                  | \$5,000            |
| 46 Construct Retaining Wall  | \$114 / SF           | 760                | \$87,000           |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 2                  | \$1,000            |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 2                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 1                  | \$113,000          |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$30,000           |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$25,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$483,000</b>   |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$17,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$500,000</b>   |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$39,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$461,000</b>   |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$30,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$431,000</b>   |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$12,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$419,000</b>   |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$37,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$456,000</b>   |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$12,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$444,000</b>   |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$89,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$533,000</b>   |
| Right-of-Way   | \$87.10 / SF         | 2,300              | \$200,000          |
| Right-of-Way Management  | 5%                   |                    | \$10,000           |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$210,000</b>   |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$743,000</b>   |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$54,000           |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$80,000           |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$80,000           |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$107,000          |
| TMSOS Allowance  |                      |                    | \$272,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$1,336,000</b> |

Item differs from other cost estimate sheets

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
2010 COST ESTIMATES**

**Location:** #406, Laguna Canyon Rd at Lake Forest Drive (Future)  
**Mitigation:** + Add 3rd SB LT lane

**Date:** 10/9/2013  
**Originally Estimated by:** RBF  
**Revised by:** PM

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY                      | COST               |
|--|----------------------|-------------------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                             | \$206,000          |
| 2 Clear & Grub   | \$12200 / AC         | 2.2                           | \$27,000           |
| 3 Earthwork  | \$46.00 / CY         | 27,300                        | \$1,256,000        |
| 4 Remove Striping  | \$13.00 / LF         | 1,250                         | \$16,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 900                           | \$32,000           |
| 6 Remove Median Curb   | \$37.00 / LF         | 500                           | \$19,000           |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 8,100                         | \$41,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 0                             | \$0                |
| 9 Remove Channel   | \$19.00 / LF         | 0                             | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                             | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                             | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                             | \$0                |
| 13 Sawcut  | \$1.25 / LF          | 1,400                         | \$2,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                             | \$0                |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.00                          | \$0                |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                             | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                             | \$0                |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                             | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                             | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                             | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                             | \$0                |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                             | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                             | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                             | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                             | \$0                |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                             | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                             | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                             | \$0                |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                             | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                             | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                             | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                             | \$0                |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                             | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 9,440                         | \$57,000           |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                             | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                             | \$0                |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 1,550                         | \$3,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                             | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 900                           | \$17,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                             | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 500                           | \$16,000           |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                             | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 5,400                         | \$70,000           |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 7,200                         | \$65,000           |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                             | \$0                |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                             | \$0                |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                             | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                             | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                             | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                             | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                             | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                             | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                             | \$130,000          |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                             | \$105,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                               | <b>\$2,062,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009             | \$74,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                               | <b>\$2,136,000</b> |
| California Highway Price Index   |                      |                               |                    |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      | 2012 Actual Cost <sup>1</sup> | <b>\$155,366</b>   |
| Right-of-Way   | \$35.18 / SF         | 5,800                         | \$204,044          |
| Right-of-Way Management  | 5%                   |                               | \$10,202           |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                               | <b>\$214,246</b>   |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                               | <b>\$369,612</b>   |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                               |                    |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                               |                    |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                               |                    |
| Contingency (20% of total Construction Cost)                                   |                      |                               |                    |
| <b>TOTAL PROJECT COSTS (ACTUAL COST<sup>1</sup>)</b>                           |                      |                               | <b>\$369,612</b>   |

1 = Per Fee Credit Email (Revised 6/25/2013)

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
2014 COST ESTIMATES**

**Location:** #406, Laguna Canyon Rd at Lake Forest Drive  
**Mitigation:** + Restrip to Add 3rd SB LT lane

**Date:** 10/9/2013  
**Originally Estimated by:** H&A  
**Revised by:**

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY          | COST            |
|--|----------------------|-------------------|-----------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 0                 | \$2,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0                 | \$0             |
| 3 Earthwork  | \$46.00 / CY         | 0                 | \$0             |
| 4 Remove Striping  | \$13.00 / LF         | 1,090             | \$14,000        |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                 | \$0             |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                 | \$0             |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 0                 | \$0             |
| 8 Remove Pavement  | \$5.00 / SF          | 0                 | \$0             |
| 9 Remove Channel   | \$19.00 / LF         | 0                 | \$0             |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                 | \$0             |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                 | \$0             |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                 | \$0             |
| 13 Sawcut  | \$1.25 / LF          | 0                 | \$0             |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                 | \$0             |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                 | \$0             |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                 | \$0             |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                 | \$0             |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                 | \$0             |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                 | \$0             |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                 | \$0             |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                 | \$0             |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                 | \$0             |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                 | \$0             |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                 | \$0             |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                 | \$0             |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                 | \$0             |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                 | \$0             |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                 | \$0             |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                 | \$0             |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                 | \$0             |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                 | \$0             |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                 | \$0             |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                 | \$0             |
| 34 Construct AC Pavement   | \$6.00 / SF          | 0                 | \$0             |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                 | \$0             |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                 | \$0             |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 1,310             | \$3,000         |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                 | \$0             |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                 | \$0             |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                 | \$0             |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                 | \$0             |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                 | \$0             |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                 | \$0             |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                 | \$0             |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                 | \$0             |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                 | \$0             |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                 | \$0             |
| 48 Construct RCB   | \$549.00 / CY        | 0                 | \$0             |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 0                 | \$0             |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                 | \$0             |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                 | \$0             |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                 | \$0             |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 0                 | \$2,000         |
| 54 SWPPP Plan and Implementation   | 6%                   | 0                 | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                   | <b>\$21,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013 | -\$1,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                   | <b>\$20,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014 | \$4,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                   | <b>\$24,000</b> |
| Right-of-Way   | \$42.78 / SF         | 0                 | \$0             |
| Right-of-Way Management  | 5%                   |                   | \$0             |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                   | <b>\$0</b>      |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                   | <b>\$24,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                   | \$3,000         |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                   | \$4,000         |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                   | \$4,000         |
| Contingency (20% of total Construction Cost)                                   |                      |                   | \$5,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                   | <b>\$40,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

**Location:** #123. Jamboree Rd at Tustin Ranch Rd  
**Mitigation:** + Add 3rd NB and SB T lanes

**Date:** 10/9/2013  
**Originally Estimated by:** RBF  
**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST           |
|--|----------------------|--------------------|----------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$2,000        |
| 2 Clear & Grub   | \$12200 / AC         | 0.0                | \$0            |
| 3 Earthwork  | \$46.00 / CY         | 0                  | \$0            |
| 4 Remove Striping  | \$13.00 / LF         | 0.5                | \$0            |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0            |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0            |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 0                  | \$0            |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0            |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0            |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0            |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0            |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0            |
| 13 Sawcut  | \$1.25 / LF          | 0                  | \$0            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0            |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0            |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0            |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0            |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0            |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0            |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0            |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0            |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0            |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0            |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0            |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0            |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0            |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0            |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0            |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0            |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0            |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0            |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0            |
| 34 Construct AC Pavement   | \$6.00 / SF          | 0                  | \$0            |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0            |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0            |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 0.5                | \$0            |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0            |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0            |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0            |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0            |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0            |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0            |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0            |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0            |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0            |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0            |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0            |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0            |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0            |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0            |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0            |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$2,000        |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$0            |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$4,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$144          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$4,144</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$319         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,825</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$249         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,576</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$104         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,472</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$306          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,778</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$102         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,676</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$735          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$4,411</b> |
| Right-of-Way   | \$87.10 / SF         | 0                  | \$0            |
| Right-of-Way Management  | 5%                   |                    | \$0            |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>     |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$4,411</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$1,000        |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$1,000        |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$1,000        |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$1,000        |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$8,411</b> |

\* Notes:

- A. This intersection is a portion of a Segment 2, improvement of Jamboree Rd to six lanes from Portola Pkwy to north of Tustin Ranch Rd.  
B. Only restriping costs are included here. For the remainder of the construction costs, refer to the Segment 2 cost estimate.

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

**Location:** #228. Culver Dr at Barranca Pkwy  
**Mitigation:** + Convert WB defacto RT lane to 3rd T lane

**Date:** 10/9/2013  
**Originally Estimated by:** RBF  
**Revised by:** City

|  | DESCRIPTION OF WORK                  | UNIT PRICE           | QUANTITY           | COST             |
|--|--------------------------------------|----------------------|--------------------|------------------|
| 1  | Mobilization                         | 10.00% (\$2,000 Min) | 1                  | \$43,000         |
| 2  | Clear & Grub                         | \$12200 / AC         | 0.2                | \$2,000          |
| 3  | Earthwork                            | \$46.00 / CY         | 780                | \$36,000         |
| 4  | Remove Striping                      | \$13.00 / LF         | 800                | \$10,000         |
| 5  | Remove Curb & Gutter                 | \$36.00 / LF         | 600                | \$22,000         |
| 6  | Remove Median Curb                   | \$37.00 / LF         | 0                  | \$0              |
| 7  | Remove PCC Sidewalk                  | \$5.00/ SF           | 3,000              | \$15,000         |
| 8  | Remove Pavement                      | \$5.00 / SF          | 600                | \$3,000          |
| 9  | Remove Channel                       | \$19.00 / LF         | 0                  | \$0              |
| 10   | Remove/Replace Chain Link Fence      | \$31.00 / LF         | 0                  | \$0              |
| 11   | Reconstruct Metal Beam Guard Rail    | \$86.00/ LF          | 0                  | \$0              |
| 12   | Remove & Relocate Tree               | \$1,300.00 / EA      | 15                 | \$20,000         |
| 13   | Sawcut                               | \$1.25 / LF          | 600                | \$1,000          |
| 14   | Relocate Street Light                | \$5,700.00 / EA      | 0                  | \$0              |
| 15   | Relocate Traffic Signal System       | \$225,000.00 / EA    | 0.50               | \$113,000        |
| 16   | Relocate Freeway Sign (2 post)       | \$700.00 / EA        | 0                  | \$0              |
| 17   | Relocate Sign (1 post)               | \$220.00 / EA        | 0                  | \$0              |
| 18   | Reconstruct Overhead Sign            | \$240,000.00 / EA    | 0                  | \$0              |
| 19   | Relocate Call Box                    | \$2,051.00/EA        | 0                  | \$0              |
| 20   | Relocate Power Pole                  | \$25,000 / EA        | 0                  | \$0              |
| 21   | Relocate Catch Basin                 | \$9,760.00 / EA      | 1                  | \$10,000         |
| 22   | Relocate Fire Hydrant                | \$5,000.00 / EA      | 0                  | \$0              |
| 23   | Relocate Bus Bench                   | \$1,458.00/ EA       | 0                  | \$0              |
| 24   | Relocate Monument Wall               | \$6,100.00 / EA      | 0                  | \$0              |
| 25   | Relocate Utility Boxes               | \$895.00 / EA        | 1                  | \$1,000          |
| 26   | Relocate Main Water Valve            | \$12,200.00 / EA     | 0                  | \$0              |
| 27   | Relocate Utility Vault               | \$10,000 / EA        | 0                  | \$0              |
| 28   | Adjust Manhole to Grade              | \$1,500.00 / EA      | 1                  | \$2,000          |
| 29   | Adjust Water Meter                   | \$610.00 / EA        | 7                  | \$4,000          |
| 30   | Adjust Water Valve                   | \$610.00 / EA        | 2                  | \$1,000          |
| 31   | Adjust Minor Above Ground Utilities  | \$610.00 / EA        | 0                  | \$0              |
| 32   | Modify Driveway                      | \$6,100.00 / LS      | 0                  | \$0              |
| 33   | Construct PCC Pavement               | \$7.50 / SF          | 0                  | \$0              |
| 34   | Construct AC Pavement                | \$6.00 / SF          | 6,270              | \$38,000         |
| 35   | Construct AC Overlay                 | \$2.50 / SF          | 1,200              | \$3,000          |
| 36   | Construct Slurry Seal                | \$0.4 / SF           | 18,400             | \$7,000          |
| 37   | Construct Striping & Marking         | \$2.00 / LF          | 1,000              | \$2,000          |
| 38   | Construct AC Dike                    | \$4.00 / LF          | 0                  | \$0              |
| 39   | Construct Curb & Gutter              | \$19.00 / LF         | 500                | \$10,000         |
| 40   | Construct Concrete Barrier           | \$295.00 / LF        | 0                  | \$0              |
| 41   | Construct Median Curb                | \$31.00 / LF         | 70                 | \$2,000          |
| 42   | Construct Median Concrete            | \$7.9 / SF           | 0                  | \$0              |
| 43   | Construct Median/Parkway Landscaping | \$13.00 / SF         | 0                  | \$0              |
| 44   | Construct PCC Sidewalk               | \$9.05 / SF          | 3000               | \$27,000         |
| 45   | Construct Wheelchair Ramp            | \$5,200.00 / EA      | 2                  | \$10,000         |
| 46   | Construct Retaining Wall             | \$114 / SF           | 0                  | \$0              |
| 47   | Construct Storm Drain Main           | \$122.00 / LF        | 0                  | \$0              |
| 48   | Construct RCB                        | \$549.00 / CY        | 0                  | \$0              |
| 49   | Construct Concrete V-Ditch           | \$19.00 / LF         | 0                  | \$0              |
| 50   | Construct Bridge Widening            | \$500.00 / SF        | 0                  | \$0              |
| 51   | Install Ramp Metering System         | \$80,000.00 / EA     | 0                  | \$0              |
| 52   | Apply ATMS                           | \$113,165.00 / LS    | 0                  | \$0              |
| 53   | Traffic Control                      | 8% (\$2,000 Min)     | 1                  | \$27,000         |
| 54   | SWPPP Plan and Implementation        | 6%                   | 1                  | \$22,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                                      |                      |                    | <b>\$431,000</b> |
| California Highway Price Index   |                                      | +3.6%                | CCI 2008 --> 2009  | \$16,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                                      |                      |                    | <b>\$447,000</b> |
| California Highway Price Index   |                                      | (7.7%)               | CCI 2009 --> 2010  | -\$34,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                                      |                      |                    | <b>\$413,000</b> |
| California Highway Price Index   |                                      | (6.5%)               | CCI 2010 --> 2010* | -\$27,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                                      |                      |                    | <b>\$386,000</b> |
| California Highway Price Index   |                                      | (2.9%)               | CCI 2010* --> 2011 | -\$11,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                                      |                      |                    | <b>\$375,000</b> |
| California Highway Price Index   |                                      | +8.8%                | CCI 2011 --> 2012  | \$33,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                                      |                      |                    | <b>\$408,000</b> |
| California Highway Price Index   |                                      | (2.7%)               | CCI 2012 --> 2013  | -\$11,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                                      |                      |                    | <b>\$397,000</b> |
| California Highway Price Index   |                                      | +20%                 | CCI 2013 --> 2014  | \$79,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                                      |                      |                    | <b>\$476,000</b> |
|  | Right-of-Way                         | \$42.78 / SF         | 3,270              | \$140,000        |
|  | Right-of-Way Management              | 5%                   |                    | \$7,000          |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                                      |                      |                    | <b>\$147,000</b> |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                                      |                      |                    | <b>\$623,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                                      |                      |                    | \$48,000         |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                                      |                      |                    | \$72,000         |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                                      |                      |                    | \$72,000         |
| Contingency (20% of total Construction Cost)                                   |                                      |                      |                    | \$96,000         |
| <b>TOTAL PROJECT COSTS</b>   |                                      |                      |                    | <b>\$911,000</b> |



**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Date: 10/9/2013

Location: #290. Jeffrey Rd at Barranca Pkwy

Originally Estimated by: RBF

Revised by: City

Mitigation: + Add NB & SB defacto RT lanes

|  | DESCRIPTION OF WORK                  | UNIT PRICE           | QUANTITY           | COST             |
|--|--------------------------------------|----------------------|--------------------|------------------|
| 1  | Mobilization                         | 10.00% (\$2,000 Min) | 1                  | \$32,000         |
| 2  | Clear & Grub                         | \$12200 / AC         | 0.04               | \$1,000          |
| 3  | Earthwork                            | \$46.00 / CY         | 250                | \$12,000         |
| 4  | Remove Striping                      | \$13.00 / LF         | 0                  | \$0              |
| 5  | Remove Curb & Gutter                 | \$36.00 / LF         | 950                | \$34,000         |
| 6  | Remove Median Curb                   | \$37.00 / LF         | 0                  | \$0              |
| 7  | Remove PCC Sidewalk                  | \$5.00/ SF           | 1625               | \$8,000          |
| 8  | Remove Pavement                      | \$5.00 / SF          | 0                  | \$0              |
| 9  | Remove Channel                       | \$19.00 / LF         | 0                  | \$0              |
| 10   | Remove/Replace Chain Link Fence      | \$31.00 / LF         | 0                  | \$0              |
| 11   | Reconstruct Metal Beam Guard Rail    | \$86.00/ LF          | 0                  | \$0              |
| 12   | Remove & Relocate Tree               | \$1,300.00 / EA      | 15                 | \$20,000         |
| 13   | Sawcut                               | \$1.25 / LF          | 900                | \$1,000          |
| 14   | Relocate Street Light                | \$5,700.00 / EA      | 1                  | \$6,000          |
| 15   | Relocate Traffic Signal System       | \$225,000.00 / EA    | 0.50               | \$113,000        |
| 16   | Relocate Freeway Sign (2 post)       | \$700.00 / EA        | 0                  | \$0              |
| 17   | Relocate Sign (1 post)               | \$220.00 / EA        | 0                  | \$0              |
| 18   | Reconstruct Overhead Sign            | \$240,000.00 / EA    | 0                  | \$0              |
| 19   | Relocate Call Box                    | \$2,051.00/EA        | 0                  | \$0              |
| 20   | Relocate Power Pole                  | \$25,000 / EA        | 0                  | \$0              |
| 21   | Relocate Catch Basin                 | \$9,760.00 / EA      | 0                  | \$0              |
| 22   | Relocate Fire Hydrant                | \$5,000.00 / EA      | 0                  | \$0              |
| 23   | Relocate Bus Bench                   | \$1,458.00/ EA       | 0                  | \$0              |
| 24   | Relocate Monument Wall               | \$6,100.00 / EA      | 0                  | \$0              |
| 25   | Relocate Utility Boxes               | \$895.00 / EA        | 4                  | \$4,000          |
| 26   | Relocate Main Water Valve            | \$12,200.00 / EA     | 0                  | \$0              |
| 27   | Relocate Utility Vault               | \$10,000 / EA        | 1                  | \$10,000         |
| 28   | Adjust Manhole to Grade              | \$1,500.00 / EA      | 1                  | \$2,000          |
| 29   | Adjust Water Meter                   | \$610.00 / EA        | 3                  | \$2,000          |
| 30   | Adjust Water Valve                   | \$610.00 / EA        | 1                  | \$1,000          |
| 31   | Adjust Minor Above Ground Utilities  | \$610.00 / EA        | 3                  | \$2,000          |
| 32   | Modify Driveway                      | \$6,100.00 / LS      | 0                  | \$0              |
| 33   | Construct PCC Pavement               | \$7.50 / SF          | 0                  | \$0              |
| 34   | Construct AC Pavement                | \$6.00 / SF          | 1,660              | \$10,000         |
| 35   | Construct AC Overlay                 | \$2.50 / SF          | 0                  | \$0              |
| 36   | Construct Slurry Seal                | \$0.4 / SF           | 0                  | \$0              |
| 37   | Construct Striping & Marking         | \$2.00 / LF          | 0                  | \$0              |
| 38   | Construct AC Dike                    | \$4.00 / LF          | 0                  | \$0              |
| 39   | Construct Curb & Gutter              | \$19.00 / LF         | 950                | \$18,000         |
| 40   | Construct Concrete Barrier           | \$295.00 / LF        | 0                  | \$0              |
| 41   | Construct Median Curb                | \$31.00 / LF         | 0                  | \$0              |
| 42   | Construct Median Concrete            | \$7.9 / SF           | 0                  | \$0              |
| 43   | Construct Median/Parkway Landscaping | \$13.00 / SF         | 0                  | \$0              |
| 44   | Construct PCC Sidewalk               | \$9.05 / SF          | 0                  | \$0              |
| 45   | Construct Wheelchair Ramp            | \$5,200.00 / EA      | 2                  | \$10,000         |
| 46   | Construct Retaining Wall             | \$114 / SF           | 0                  | \$0              |
| 47   | Construct Storm Drain Main           | \$122.00 / LF        | 0                  | \$0              |
| 48   | Construct RCB                        | \$549.00 / CY        | 0                  | \$0              |
| 49   | Construct Concrete V-Ditch           | \$19.00/ LF          | 0                  | \$0              |
| 50   | Construct Bridge Widening            | \$500.00 / SF        | 0                  | \$0              |
| 51   | Install Ramp Metering System         | \$80,000.00 / EA     | 0                  | \$0              |
| 52   | Apply ATMS                           | \$113,165.00 / LS    | 0                  | \$0              |
| 53   | Traffic Control                      | 8% (\$2,000 Min)     | 1                  | \$20,000         |
| 54   | SWPPP Plan and Implementation        | 6%                   | 1                  | \$16,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                                      |                      |                    | <b>\$322,000</b> |
|  | California Highway Price Index       | +3.6%                | CCI 2008 --> 2009  | \$12,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                                      |                      |                    | <b>\$334,000</b> |
|  | California Highway Price Index       | (7.7%)               | CCI 2009 --> 2010  | -\$26,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                                      |                      |                    | <b>\$308,000</b> |
|  | California Highway Price Index       | (6.5%)               | CCI 2010 --> 2010* | -\$20,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                                      |                      |                    | <b>\$288,000</b> |
|  | California Highway Price Index       | (2.9%)               | CCI 2010* --> 2011 | -\$8,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                                      |                      |                    | <b>\$280,000</b> |
|  | California Highway Price Index       | +8.8%                | CCI 2011 --> 2012  | \$25,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                                      |                      |                    | <b>\$305,000</b> |
|  | California Highway Price Index       | (2.7%)               | CCI 2012 --> 2013  | -\$8,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                                      |                      |                    | <b>\$297,000</b> |
|  | California Highway Price Index       | +20%                 | CCI 2013 --> 2014  | \$59,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                                      |                      |                    | <b>\$356,000</b> |
|  | Right-of-Way                         | \$87.10 / SF         | 0                  | \$0              |
|  | Right-of-Way Management              | 5%                   |                    | \$0              |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                                      |                      |                    | <b>\$0</b>       |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                                      |                      |                    | <b>\$356,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                                      |                      |                    | \$36,000         |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                                      |                      |                    | \$54,000         |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                                      |                      |                    | \$54,000         |
| Contingency (20% of total Construction Cost)                                   |                                      |                      |                    | \$72,000         |
| <b>TOTAL PROJECT COSTS</b>   |                                      |                      |                    | <b>\$572,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

**Location:** #293. Jeffrey Rd at I-405 NB ramps  
**Mitigation:** + Add 3rd WB LT lane

**Date:** 10/9/2013  
**Originally Estimated by:** RBF  
**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$61,000           |
| 2 Clear & Grub   | \$12200 / AC         | 0.3                | \$4,000            |
| 3 Earthwork  | \$46.00 / CY         | 1,510              | \$69,000           |
| 4 Remove Striping  | \$13.00 / LF         | 440                | \$6,000            |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 200                | \$7,000            |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 930                | \$5,000            |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0                |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0                |
| 13 Sawcut  | \$1.25 / LF          | 500                | \$1,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0                |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.50               | \$113,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 2                  | \$1,000            |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 4                  | \$1,000            |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0                |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/EA        | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0                |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0                |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0                |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 5,350              | \$32,000           |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0                |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 880                | \$2,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 300                | \$1,000            |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 200                | \$4,000            |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 910                | \$8,000            |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 1                  | \$5,000            |
| 46 Construct Retaining Wall  | \$114 / SF           | 1,600              | \$182,000          |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$36,600.00 / LS     | 1                  | \$37,000           |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$38,000           |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$31,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$608,000</b>   |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$22,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$630,000</b>   |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$49,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$581,000</b>   |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$38,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$543,000</b>   |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$16,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$527,000</b>   |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$46,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$573,000</b>   |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$15,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$558,000</b>   |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$112,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$670,000</b>   |
| Right-of-Way   | \$87.10 / SF         | 0                  | \$0                |
| Right-of-Way Management  | 5%                   |                    | \$0                |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>         |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$670,000</b>   |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$67,000           |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$101,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$101,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$134,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$1,073,000</b> |

Item differ from other cost estimate sheets

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

**Location:** #327. Barranca Pkwy at Technology Dr

**Date:** 10/9/2013

**Mitigation:** + Add 2nd SB LT lane and restripe EB approach to provide 1 LT lane,  
1.5 T lanes and 1.5 RT lanes

**Originally Estimated by:** RBF

**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST             |
|--|----------------------|--------------------|------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$41,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.1                | \$1,000          |
| 3 Earthwork  | \$46.00 / CY         | 450                | \$21,000         |
| 4 Remove Striping  | \$13.00 / LF         | 1,350              | \$18,000         |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 400                | \$14,000         |
| 6 Remove Median Curb   | \$37.00 / LF         | 360                | \$13,000         |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 2,200              | \$11,000         |
| 8 Remove Pavement  | \$5.00 / SF          | 370                | \$2,000          |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0              |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0              |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0              |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 13                 | \$17,000         |
| 13 Sawcut  | \$1.25 / LF          | 730                | \$1,000          |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 1                  | \$6,000          |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.25               | \$56,000         |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0              |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 1                  | \$0              |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0              |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0              |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0              |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 1                  | \$10,000         |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 1                  | \$5,000          |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0              |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0              |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 2                  | \$2,000          |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0              |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0              |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0              |
| 29 Adjust Water Meter  | \$610.00 / EA        | 4                  | \$2,000          |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0              |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 2                  | \$1,000          |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0              |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0              |
| 34 Construct AC Pavement   | \$6.00 / SF          | 6,700              | \$40,000         |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0              |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 13,400             | \$5,000          |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 1,610              | \$3,000          |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0              |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 400                | \$8,000          |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0              |
| 41 Construct Median Curb   | \$31.00 / LF         | 360                | \$11,000         |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0              |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 4,000              | \$52,000         |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 2,400              | \$22,000         |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 1                  | \$5,000          |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0              |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0              |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0              |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0              |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0              |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0              |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0              |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$26,000         |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$21,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$414,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$15,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$429,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$33,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$396,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$26,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$370,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$11,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$359,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$32,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$391,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$11,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$380,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$76,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$456,000</b> |
| Right-of-Way   | \$87.10 / SF         | 1,800              | \$157,000        |
| Right-of-Way Management  | 5%                   |                    | \$8,000          |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$165,000</b> |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$621,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$46,000         |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$69,000         |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$69,000         |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$92,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$897,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #344. Alton Pkwy at Technology Dr

Date: 10/9/2013

Mitigation: + Restripe WB approach to provide 2.5 LT lanes, 1.5 T lanes, and no RT lane Originally Estimated by: RBF

+ Restripe EB approach to provide 1.5 LT lanes, 1.5 T lanes, and 2 RT lane Revised by: City

|  | DESCRIPTION OF WORK                  | UNIT PRICE           | QUANTITY           | COST            |
|--|--------------------------------------|----------------------|--------------------|-----------------|
| 1  | Mobilization                         | 10.00% (\$2,000 Min) | 1                  | \$2,000         |
| 2  | Clear & Grub                         | \$12200 / AC         | 0.0                | \$0             |
| 3  | Earthwork                            | \$46.00 / CY         | 0                  | \$0             |
| 4  | Remove Striping                      | \$13.00 / LF         | 400                | \$5,000         |
| 5  | Remove Curb & Gutter                 | \$36.00 / LF         | 0                  | \$0             |
| 6  | Remove Median Curb                   | \$37.00 / LF         | 0                  | \$0             |
| 7  | Remove PCC Sidewalk                  | \$5.00 / SF          | 0                  | \$0             |
| 8  | Remove Pavement                      | \$5.00 / SF          | 0                  | \$0             |
| 9  | Remove Channel                       | \$19.00 / LF         | 0                  | \$0             |
| 10   | Remove/Replace Chain Link Fence      | \$31.00 / LF         | 0                  | \$0             |
| 11   | Reconstruct Metal Beam Guard Rail    | \$86.00 / LF         | 0                  | \$0             |
| 12   | Remove & Relocate Tree               | \$1,300.00 / EA      | 0                  | \$0             |
| 13   | Sawcut                               | \$1.25 / LF          | 0                  | \$0             |
| 14   | Relocate Street Light                | \$5,700.00 / EA      | 0                  | \$0             |
| 15   | Relocate Traffic Signal System       | \$225,000.00 / EA    | 0.00               | \$0             |
| 16   | Relocate Freeway Sign (2 post)       | \$700.00 / EA        | 0                  | \$0             |
| 17   | Relocate Sign (1 post)               | \$220.00 / EA        | 0                  | \$0             |
| 18   | Reconstruct Overhead Sign            | \$240,000.00 / EA    | 0                  | \$0             |
| 19   | Relocate Call Box                    | \$2,051.00/EA        | 0                  | \$0             |
| 20   | Relocate Power Pole                  | \$25,000 / EA        | 0                  | \$0             |
| 21   | Relocate Catch Basin                 | \$9,760.00 / EA      | 0                  | \$0             |
| 22   | Relocate Fire Hydrant                | \$5,000.00 / EA      | 0                  | \$0             |
| 23   | Relocate Bus Bench                   | \$1,458.00/EA        | 0                  | \$0             |
| 24   | Relocate Monument Wall               | \$6,100.00 / EA      | 0                  | \$0             |
| 25   | Relocate Utility Boxes               | \$895.00 / EA        | 0                  | \$0             |
| 26   | Relocate Main Water Valve            | \$12,200.00 / EA     | 0                  | \$0             |
| 27   | Relocate Utility Vault               | \$10,000 / EA        | 0                  | \$0             |
| 28   | Adjust Manhole to Grade              | \$1,500.00 / EA      | 0                  | \$0             |
| 29   | Adjust Water Meter                   | \$610.00 / EA        | 0                  | \$0             |
| 30   | Adjust Water Valve                   | \$610.00 / EA        | 0                  | \$0             |
| 31   | Adjust Minor Above Ground Utilities  | \$610.00 / EA        | 0                  | \$0             |
| 32   | Modify Driveway                      | \$6,100.00 / LS      | 0                  | \$0             |
| 33   | Construct PCC Pavement               | \$7.50 / SF          | 0                  | \$0             |
| 34   | Construct AC Pavement                | \$6.00 / SF          | 0                  | \$0             |
| 35   | Construct AC Overlay                 | \$2.50 / SF          | 0                  | \$0             |
| 36   | Construct Slurry Seal                | \$0.4 / SF           | 0                  | \$0             |
| 37   | Construct Striping & Marking         | \$2.00 / LF          | 400                | \$1,000         |
| 38   | Construct AC Dike                    | \$4.00 / LF          | 0                  | \$0             |
| 39   | Construct Curb & Gutter              | \$19.00 / LF         | 0                  | \$0             |
| 40   | Construct Concrete Barrier           | \$295.00 / LF        | 0                  | \$0             |
| 41   | Construct Median Curb                | \$31.00 / LF         | 0                  | \$0             |
| 42   | Construct Median Concrete            | \$7.9 / SF           | 0                  | \$0             |
| 43   | Construct Median/Parkway Landscaping | \$13.00 / SF         | 0                  | \$0             |
| 44   | Construct PCC Sidewalk               | \$9.05 / SF          | 0                  | \$0             |
| 45   | Construct Wheelchair Ramp            | \$5,200.00 / EA      | 0                  | \$0             |
| 46   | Construct Retaining Wall             | \$114 / SF           | 0                  | \$0             |
| 47   | Construct Storm Drain Main           | \$122.00 / LF        | 0                  | \$0             |
| 48   | Construct RCB                        | \$549.00 / CY        | 0                  | \$0             |
| 49   | Construct Concrete V-Ditch           | \$19.00 / LF         | 0                  | \$0             |
| 50   | Construct Bridge Widening            | \$500.00 / SF        | 0                  | \$0             |
| 51   | Install Ramp Metering System         | \$80,000.00 / EA     | 0                  | \$0             |
| 52   | Apply ATMS                           | \$113,165.00 / LS    | 0                  | \$0             |
| 53   | Traffic Control                      | 8% (\$2,000 Min)     | 1                  | \$2,000         |
| 54   | SWPPP Plan and Implementation        | 6%                   | 0                  | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                                      |                      |                    | <b>\$10,000</b> |
|  | California Highway Price Index       | +3.6%                | CCI 2008 --> 2009  | \$360           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                                      |                      |                    | <b>\$10,360</b> |
|  | California Highway Price Index       | (7.7%)               | CCI 2009 --> 2010  | -\$1,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                                      |                      |                    | <b>\$9,360</b>  |
|  | California Highway Price Index       | (6.5%)               | CCI 2010 --> 2010* | -\$1,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                                      |                      |                    | <b>\$8,360</b>  |
|  | California Highway Price Index       | (2.9%)               | CCI 2010* --> 2011 | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                                      |                      |                    | <b>\$8,360</b>  |
|  | California Highway Price Index       | +8.8%                | CCI 2011 --> 2012  | \$1,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                                      |                      |                    | <b>\$9,360</b>  |
|  | California Highway Price Index       | (2.7%)               | CCI 2012 --> 2013  | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                                      |                      |                    | <b>\$9,360</b>  |
|  | California Highway Price Index       | +20%                 | CCI 2013 --> 2014  | \$2,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                                      |                      |                    | <b>\$11,360</b> |
|  | Right-of-Way                         | \$87.10 / SF         | 0                  | \$0             |
|  | Right-of-Way Management              | 5%                   |                    | \$0             |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                                      |                      |                    | <b>\$0</b>      |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                                      |                      |                    | <b>\$11,360</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                                      |                      |                    | \$2,000         |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                                      |                      |                    | \$2,000         |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                                      |                      |                    | \$2,000         |
| Contingency (20% of total Construction Cost)                                   |                                      |                      |                    | \$3,000         |
| <b>TOTAL PROJECT COSTS</b>   |                                      |                      |                    | <b>\$20,360</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

**Location:** #348. Alton Pkwy at Irvine Center Drive (Alt. 1)

**Date:** 10/9/2013

**Mitigation:** Convert NB RT lane to free RT lane. Add 4th NB T lane  
Restripe WB approach to provide 2 LT lane, 2.5 T lanes and 1.5 RT lanes

**Originally Estimated by:** RBF

**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$121,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.9                | \$11,000           |
| 3 Earthwork  | \$46.00 / CY         | 4,500              | \$207,000          |
| 4 Remove Striping  | \$13.00 / LF         | 1,400              | \$18,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 1,250              | \$45,000           |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 5,400              | \$27,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 300                | \$2,000            |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 30                 | \$39,000           |
| 13 Sawcut  | \$1.25 / LF          | 1,250              | \$2,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 3                  | \$17,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.75               | \$169,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 4                  | \$1,000            |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 3                  | \$29,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 5                  | \$25,000           |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 2                  | \$3,000            |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 5                  | \$4,000            |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 5                  | \$50,000           |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 5                  | \$8,000            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 1                  | \$1,000            |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 3                  | \$2,000            |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0                |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 14,500             | \$87,000           |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0                |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 1,400              | \$3,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 1,250              | \$24,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 200                | \$6,000            |
| 42 Construct Median Concrete   | \$7.9 / SF           | 1,500              | \$12,000           |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 6,250              | \$81,000           |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 5,400              | \$49,000           |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 5                  | \$26,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0                |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$76,000           |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$61,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,206,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$43,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,249,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$96,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,153,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$75,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,078,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$31,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,047,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$92,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,139,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$31,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,108,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$222,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,330,000</b> |
| Right-of-Way (2007)  | \$87.10 / SF         | 9,700              | \$845,000          |
| Right-of-Way Management  | 5%                   |                    | \$42,000           |
| <b>2007 RIGHT-OF-WAY SUBTOTAL</b>  |                      |                    | <b>\$887,000</b>   |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$2,217,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$133,000          |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$200,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$200,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$266,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$3,016,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

**Location:** #358, Irvine Center Dr at Enterprise Dr  
**Mitigation:** + Add 3rd NB T lane

**Date:** 10/9/2013  
**Originally Estimated by:** RBF  
**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST            |
|--|----------------------|--------------------|-----------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$2,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.0                | \$0             |
| 3 Earthwork  | \$46.00 / CY         | 0                  | \$0             |
| 4 Remove Striping  | \$13.00 / LF         | 500                | \$7,000         |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0             |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0             |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 0                  | \$0             |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0             |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0             |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0             |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0             |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0             |
| 13 Sawcut  | \$1.25 / LF          | 0                  | \$0             |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0             |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.00               | \$0             |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0             |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0             |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0             |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0             |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0             |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0             |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0             |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0             |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0             |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0             |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0             |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0             |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0             |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0             |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0             |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0             |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0             |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0             |
| 34 Construct AC Pavement   | \$6.00 / SF          | 0                  | \$0             |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0             |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 19,500             | \$8,000         |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 500                | \$1,000         |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0             |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0             |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0             |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0             |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0             |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0             |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0             |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0             |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0             |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0             |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0             |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0             |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0             |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0             |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0             |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$2,000         |
| 54 SWPPP Plan and Implementation   | 6%                   | 0                  | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$20,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$1,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$21,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$2,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$19,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$1,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$18,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$1,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$17,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$1,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$18,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$18,000</b> |
| California Highway Price Index   | +20%                 | CCI 2012 --> 2013  | \$4,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$22,000</b> |
| Right-of-Way   | \$87.10 / SF         | 0                  | \$0             |
| Right-of-Way Management  | 5%                   |                    | \$0             |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>      |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$22,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$3,000         |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$4,000         |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$4,000         |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$5,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$38,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

**Location:** #359. Irvine Center Dr at I-405 SB Ramps  
**Mitigation:** + Add 3rd SB T lane and 3rd EB LT lane

**Date:** 10/9/2013  
**Originally Estimated by:** RBF  
**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$58,000           |
| 2 Clear & Grub   | \$12200 / AC         | 0.1                | \$1,000            |
| 3 Earthwork  | \$46.00 / CY         | 600                | \$28,000           |
| 4 Remove Striping  | \$13.00 / LF         | 2,500              | \$33,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 600                | \$22,000           |
| 6 Remove Median Curb   | \$37.00 / LF         | 150                | \$6,000            |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 600                | \$3,000            |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0                |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0                |
| 13 Sawcut  | \$1.25 / LF          | 600                | \$1,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 1                  | \$6,000            |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 1.00               | \$225,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0                |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0                |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0                |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 5                  | \$50,000           |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0                |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0                |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 3,600              | \$22,000           |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 25,000             | \$10,000           |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 2,850              | \$6,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 600                | \$11,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 100                | \$3,000            |
| 42 Construct Median Concrete   | \$7.9 / SF           | 650                | \$5,000            |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 500                | \$5,000            |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 4                  | \$21,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0                |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$37,000           |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$30,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$583,000</b>   |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$21,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$604,000</b>   |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$47,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$557,000</b>   |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$36,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$521,000</b>   |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$15,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$506,000</b>   |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$45,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$551,000</b>   |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$15,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$536,000</b>   |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$107,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$643,000</b>   |
| Right-of-Way (2007)  | \$87.10 / SF         | 0                  | \$0                |
| Right-of-Way Management  | 5%                   |                    | \$0                |
| <b>2007 RIGHT-OF-WAY SUBTOTAL</b>  |                      |                    | <b>\$0</b>         |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$643,000</b>   |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$65,000           |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$97,000           |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$97,000           |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$129,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$1,031,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #378. Lake Forest Dr at Jeronimo Rd

Date: 10/9/2013

Mitigation: + Add 2nd SB LT lane and separate EB & WB RT lanes

Originally Estimated by: RBF

Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$121,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.2                | \$2,000            |
| 3 Earthwork  | \$46.00 / CY         | 1,080              | \$50,000           |
| 4 Remove Striping  | \$13.00 / LF         | 1,900              | \$25,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 1,420              | \$51,000           |
| 6 Remove Median Curb   | \$37.00 / LF         | 560                | \$21,000           |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 11,360             | \$57,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 1,380              | \$7,000            |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 21                 | \$27,000           |
| 13 Sawcut  | \$1.25 / LF          | 1,420              | \$2,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 1                  | \$6,000            |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 1.00               | \$225,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0                |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 1                  | \$10,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 2                  | \$2,000            |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 1                  | \$2,000            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 5                  | \$3,000            |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 3                  | \$2,000            |
| 32 Modify Driveway   | \$6,100.00 / LS      | 1                  | \$6,000            |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 11,710             | \$70,000           |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 69,760             | \$28,000           |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 1,900              | \$4,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 1,420              | \$27,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 560                | \$17,000           |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 1,680              | \$22,000           |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 10,900             | \$99,000           |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 4                  | \$21,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 1,480              | \$169,000          |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$76,000           |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$62,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,214,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$44,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,258,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$97,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,161,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$75,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,086,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$31,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,055,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$93,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,148,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$31,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,117,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$223,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,340,000</b> |
| Right-of-Way   | \$87.10 / SF         | 7,850              | \$684,000          |
| Right-of-Way Management  | 5%                   |                    | \$34,000           |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$718,000</b>   |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$2,058,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$134,000          |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$201,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$201,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$268,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$2,862,000</b> |

\* Notes:

A. Cost estimate was based on aerial photos and 2003 layout. 2003 layout does not show all mitigations.



**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

**Location:** #380. Lake Forest Dr to Rockfield Blvd

**Date:** 10/9/2013

**Mitigation:** + Restripe WB approach to provide 3 LT lanes,  
2 T lanes, and no RT lane

**Originally Estimated by:** RBF

**Revised by:** City

(Remove 2 Type IV ( R) arrows and restripe lane lines)

|    | DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST            |
|----|--|----------------------|--------------------|-----------------|
| 1  | Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$2,000         |
| 2  | Clear & Grub   | \$12200 / AC         | 0.0                | \$0             |
| 3  | Earthwork  | \$46.00 / CY         | 0                  | \$0             |
| 4  | Remove Striping  | \$13.00 / LF         | 850                | \$11,000        |
| 5  | Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0             |
| 6  | Remove Median Curb   | \$37.00 / LF         | 0                  | \$0             |
| 7  | Remove PCC Sidewalk  | \$5.00/ SF           | 0                  | \$0             |
| 8  | Remove Pavement  | \$5.00 / SF          | 0                  | \$0             |
| 9  | Remove Channel   | \$19.00 / LF         | 0                  | \$0             |
| 10 | Remove/Replace Chain Link Fence  | \$31.00 / LF         | 0                  | \$0             |
| 11 | Reconstruct Metal Beam Guard Rail  | \$86.00/ LF          | 0                  | \$0             |
| 12 | Remove & Relocate Tree   | \$1,300.00 / EA      | 0                  | \$0             |
| 13 | Sawcut   | \$1.25 / LF          | 0                  | \$0             |
| 14 | Relocate Street Light  | \$5,700.00 / EA      | 0                  | \$0             |
| 15 | Relocate Traffic Signal System   | \$225,000.00 / EA    | 0.00               | \$0             |
| 16 | Relocate Freeway Sign (2 post)   | \$700.00 / EA        | 0                  | \$0             |
| 17 | Relocate Sign (1 post)   | \$220.00 / EA        | 0                  | \$0             |
| 18 | Reconstruct Overhead Sign  | \$240,000.00 / EA    | 0                  | \$0             |
| 19 | Relocate Call Box  | \$2,051.00/EA        | 0                  | \$0             |
| 20 | Relocate Power Pole  | \$25,000 / EA        | 0                  | \$0             |
| 21 | Relocate Catch Basin   | \$9,760.00 / EA      | 0                  | \$0             |
| 22 | Relocate Fire Hydrant  | \$5,000.00 / EA      | 0                  | \$0             |
| 23 | Relocate Bus Bench   | \$1,458.00/ EA       | 0                  | \$0             |
| 24 | Relocate Monument Wall   | \$6,100.00 / EA      | 0                  | \$0             |
| 25 | Relocate Utility Boxes   | \$895.00 / EA        | 0                  | \$0             |
| 26 | Relocate Main Water Valve  | \$12,200.00 / EA     | 0                  | \$0             |
| 27 | Relocate Utility Vault   | \$10,000 / EA        | 0                  | \$0             |
| 28 | Adjust Manhole to Grade  | \$1,500.00 / EA      | 0                  | \$0             |
| 29 | Adjust Water Meter   | \$610.00 / EA        | 0                  | \$0             |
| 30 | Adjust Water Valve   | \$610.00 / EA        | 0                  | \$0             |
| 31 | Adjust Minor Above Ground Utilities  | \$610.00 / EA        | 0                  | \$0             |
| 32 | Modify Driveway  | \$6,100.00 / LS      | 0                  | \$0             |
| 33 | Construct PCC Pavement   | \$7.50 / SF          | 0                  | \$0             |
| 34 | Construct AC Pavement  | \$6.00 / SF          | 0                  | \$0             |
| 35 | Construct AC Overlay   | \$2.50 / SF          | 0                  | \$0             |
| 36 | Construct Slurry Seal  | \$0.4 / SF           | 0                  | \$0             |
| 37 | Construct Striping & Marking   | \$2.00 / LF          | 850                | \$2,000         |
| 38 | Construct AC Dike  | \$4.00 / LF          | 0                  | \$0             |
| 39 | Construct Curb & Gutter  | \$19.00 / LF         | 0                  | \$0             |
| 40 | Construct Concrete Barrier   | \$295.00 / LF        | 0                  | \$0             |
| 41 | Construct Median Curb  | \$31.00 / LF         | 0                  | \$0             |
| 42 | Construct Median Concrete  | \$7.9 / SF           | 0                  | \$0             |
| 43 | Construct Median/Parkway Landscaping   | \$13.00 / SF         | 0                  | \$0             |
| 44 | Construct PCC Sidewalk   | \$9.05 / SF          | 0                  | \$0             |
| 45 | Construct Wheelchair Ramp  | \$5,200.00 / EA      | 0                  | \$0             |
| 46 | Construct Retaining Wall   | \$114 / SF           | 0                  | \$0             |
| 47 | Construct Storm Drain Main   | \$122.00 / LF        | 0                  | \$0             |
| 48 | Construct RCB  | \$549.00 / CY        | 0                  | \$0             |
| 49 | Construct Concrete V-Ditch   | \$19.00/ LF          | 0                  | \$0             |
| 50 | Construct Bridge Widening  | \$500.00 / SF        | 0                  | \$0             |
| 51 | Install Ramp Metering System   | \$80,000.00 / EA     | 0                  | \$0             |
| 52 | Apply ATMS   | \$113,165.00 / LS    | 0                  | \$0             |
| 53 | Traffic Control  | 8% (\$2,000 Min)     | 1                  | \$2,000         |
| 54 | SWPPP Plan and Implementation  | 6%                   | 1                  | \$1,000         |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$18,000</b> |
|    | California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$1,000         |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$19,000</b> |
|    | California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$1,000        |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$18,000</b> |
|    | California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$1,000        |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$17,000</b> |
|    | California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | \$0             |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$17,000</b> |
|    | California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$1,000         |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$18,000</b> |
|    | California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | \$0             |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$18,000</b> |
|    | California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$4,000         |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$22,000</b> |
|    | Right-of-Way   | \$87.10 / SF         | 0                  | \$0             |
|    | Right-of-Way Management  | 5%                   |                    | \$0             |
|    | <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>      |
|    | <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$22,000</b> |
|    | Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$3,000         |
|    | Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$4,000         |
|    | Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$4,000         |
|    | Contingency (20% of total Construction Cost)                                   |                      |                    | \$5,000         |
|    | <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$38,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

**Location:** #387, Ridge Route Dr at Rockfield Blvd

**Date:** 10/9/2013

**Mitigation:** + Improve SB approach to provide 1.5 LT lanes, 1.5 T lanes,  
+ and 1 defacto RT lane. Restripe NB approach to provide 1.5 LT lanes,  
1.5 T lanes, and a defacto RT lane

**Originally Estimated by:** RBF

**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST             |
|--|----------------------|--------------------|------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$12,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.2                | \$2,000          |
| 3 Earthwork  | \$46.00 / CY         | 0                  | \$0              |
| 4 Remove Striping  | \$13.00 / LF         | 400                | \$5,000          |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0              |
| 6 Remove Median Curb   | \$37.00 / LF         | 900                | \$33,000         |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 0                  | \$0              |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0              |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0              |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0              |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 0                  | \$0              |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0              |
| 13 Sawcut  | \$1.25 / LF          | 0                  | \$0              |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 2                  | \$11,000         |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.00               | \$0              |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0              |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0              |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0              |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0              |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0              |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0              |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0              |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0              |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0              |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0              |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0              |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0              |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0              |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0              |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0              |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0              |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0              |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0              |
| 34 Construct AC Pavement   | \$6.00 / SF          | 7,800              | \$47,000         |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0              |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0              |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 400                | \$1,000          |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0              |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0              |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0              |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0              |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0              |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0              |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0              |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0              |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0              |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0              |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0              |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0              |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0              |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0              |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0              |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$8,000          |
| 54 SWPPP Plan and Implementation   | 6%                   | 0                  | \$0              |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$119,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$4,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$123,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$9,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$114,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$7,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$107,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$3,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$104,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$9,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$113,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$3,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$110,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$22,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$132,000</b> |
| Right-of-Way   | \$87.10 / SF         | 0                  | \$0              |
| Right-of-Way Management  | 5%                   |                    | \$0              |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>       |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$132,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$14,000         |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$20,000         |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$20,000         |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$27,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$213,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #390. Paseo de Valencia at Avenida De La Carlota

Date: 10/9/2013

Mitigation: + Restripe SB approach to provide 2.5 LT lanes, 1.5 T lanes, no RT lane

Originally Estimated by: RBF

+ Construct 3rd EB receiving lane for 3rd SB LT lane

Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST             |
|--|----------------------|--------------------|------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$27,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.1                | \$1,000          |
| 3 Earthwork  | \$46.00 / CY         | 400                | \$18,000         |
| 4 Remove Striping  | \$13.00 / LF         | 700                | \$9,000          |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 450                | \$16,000         |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0              |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 3,600              | \$18,000         |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0              |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0              |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0              |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0              |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0              |
| 13 Sawcut  | \$1.25 / LF          | 450                | \$500            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0              |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.25               | \$56,000         |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 2                  | \$1,000          |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 4                  | \$1,000          |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0              |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0              |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0              |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0              |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 1                  | \$5,000          |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0              |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0              |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 3                  | \$3,000          |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 1                  | \$12,000         |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0              |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0              |
| 29 Adjust Water Meter  | \$610.00 / EA        | 2                  | \$1,000          |
| 30 Adjust Water Valve  | \$610.00 / EA        | 5                  | \$3,000          |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 1                  | \$1,000          |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0              |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0              |
| 34 Construct AC Pavement   | \$6.00 / SF          | 3,800              | \$23,000         |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0              |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 15,100             | \$6,000          |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 700                | \$1,000          |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0              |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 450                | \$9,000          |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0              |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0              |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0              |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0              |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 2,250              | \$20,000         |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 1                  | \$5,000          |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0              |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0              |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0              |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0              |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0              |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0              |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0              |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$17,000         |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$14,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$268,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$10,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$278,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$21,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$257,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$17,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$240,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$7,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$233,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$21,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$254,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$7,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$247,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$49,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$296,000</b> |
| Right-of-Way   | \$87.10 / SF         | 3,800              | \$331,000        |
| Right-of-Way Management  | 5%                   |                    | \$17,000         |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$348,000</b> |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$644,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$30,000         |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$45,000         |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$45,000         |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$60,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$824,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Date: 10/9/2013

Location: #396, El Toro Rd at Avenida De La Carlota

Mitigation: + Restripe EB approach to provide 2 LT lanes, 2 T lanes, and no RT lanes      Originally Estimated by: RBF, PBS&J

+ Restripe WB approach to provide 0.5 LT lane, 1.5 T lanes, and 2 RT lanes      Revised by: City

(Remove 10 Type VII, and 4 Type IV arrows. Install 2 Type VII, and 4 Type IV arrows)

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST            |
|--|----------------------|--------------------|-----------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$2,000         |
| 2 Clear & Grub   | \$12200 / AC         |                    | \$0             |
| 3 Earthwork  | \$46.00 / CY         |                    | \$0             |
| 4 Remove Striping  | \$13.00 / LF         | 200                | \$3,000         |
| 5 Remove Curb & Gutter   | \$36.00 / LF         |                    | \$0             |
| 6 Remove Median Curb   | \$37.00 / LF         |                    | \$0             |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          |                    | \$0             |
| 8 Remove Pavement  | \$5.00 / SF          |                    | \$0             |
| 9 Remove Channel   | \$19.00 / LF         |                    | \$0             |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         |                    | \$0             |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         |                    | \$0             |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      |                    | \$0             |
| 13 Sawcut  | \$1.25 / LF          |                    | \$0             |
| 14 Relocate Street Light   | \$5,700.00 / EA      |                    | \$0             |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    |                    | \$0             |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        |                    | \$0             |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        |                    | \$0             |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    |                    | \$0             |
| 19 Relocate Call Box   | \$2,051.00/EA        |                    | \$0             |
| 20 Relocate Power Pole   | \$25,000 / EA        |                    | \$0             |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      |                    | \$0             |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      |                    | \$0             |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       |                    | \$0             |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      |                    | \$0             |
| 25 Relocate Utility Boxes  | \$895.00 / EA        |                    | \$0             |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     |                    | \$0             |
| 27 Relocate Utility Vault  | \$10,000 / EA        |                    | \$0             |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      |                    | \$0             |
| 29 Adjust Water Meter  | \$610.00 / EA        |                    | \$0             |
| 30 Adjust Water Valve  | \$610.00 / EA        |                    | \$0             |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        |                    | \$0             |
| 32 Modify Driveway   | \$6,100.00 / LS      |                    | \$0             |
| 33 Construct PCC Pavement  | \$7.50 / SF          |                    | \$0             |
| 34 Construct AC Pavement   | \$6.00 / SF          |                    | \$0             |
| 35 Construct AC Overlay  | \$2.50 / SF          |                    | \$0             |
| 36 Construct Slurry Seal   | \$0.4 / SF           |                    | \$0             |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 100                | \$0             |
| 38 Construct AC Dike   | \$4.00 / LF          |                    | \$0             |
| 39 Construct Curb & Gutter   | \$19.00 / LF         |                    | \$0             |
| 40 Construct Concrete Barrier  | \$295.00 / LF        |                    | \$0             |
| 41 Construct Median Curb   | \$31.00 / LF         |                    | \$0             |
| 42 Construct Median Concrete   | \$7.9 / SF           |                    | \$0             |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         |                    | \$0             |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          |                    | \$0             |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      |                    | \$0             |
| 46 Construct Retaining Wall  | \$114 / SF           |                    | \$0             |
| 47 Construct Storm Drain Main  | \$122.00 / LF        |                    | \$0             |
| 48 Construct RCB   | \$549.00 / CY        |                    | \$0             |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         |                    | \$0             |
| 50 Construct Bridge Widening   | \$500.00 / SF        |                    | \$0             |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     |                    | \$0             |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0             |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$2,000         |
| 54 SWPPP Plan and Implementation   | 6%                   | 0                  | \$0             |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$7,000</b>  |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$252           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$7,252</b>  |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$558          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$6,694</b>  |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$435          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$6,259</b>  |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$182          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$6,077</b>  |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$535           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$6,612</b>  |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$179          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$6,433</b>  |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$1,287         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$7,720</b>  |
| Right-of-Way   | \$87.10 / SF         | 0                  | \$0             |
| Right-of-Way Management  | 5%                   |                    | \$0             |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>      |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$7,720</b>  |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$1,000         |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$2,000         |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$2,000         |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$2,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$14,720</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #420. El Toro Rd at Jeronimo Rd

Date: 10/9/2013

Mitigation: + Add 2nd SB LT lane, convert NB RT lane into 4th T lane  
+ Convert SB defacto lane to 4th T lane, and add EB RT lane

Originally Estimated by: RBF, PBS&J  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$300,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.1                | \$1,000            |
| 3 Earthwork  | \$46.00 / CY         | 1,200              | \$55,000           |
| 4 Remove Striping  | \$13.00 / LF         | 10,600             | \$138,000          |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 2,300              | \$83,000           |
| 6 Remove Median Curb   | \$37.00 / LF         | 55                 | \$2,000            |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 17,800             | \$89,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0                |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 20                 | \$26,000           |
| 13 Sawcut  | \$1.25 / LF          | 2,300              | \$3,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 3                  | \$17,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 1.25               | \$281,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 11                 | \$2,000            |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 9                  | \$225,000          |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 2                  | \$20,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 1                  | \$5,000            |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 2                  | \$3,000            |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 1                  | \$6,000            |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 11                 | \$10,000           |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 3                  | \$30,000           |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 6                  | \$9,000            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 10                 | \$6,000            |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 8                  | \$5,000            |
| 32 Modify Driveway   | \$6,100.00 / LS      | 2                  | \$12,000           |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 10,200             | \$61,000           |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 165,000            | \$66,000           |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 10,800             | \$22,000           |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 2,300              | \$44,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 13,500             | \$122,000          |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 4                  | \$21,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 5,300              | \$604,000          |
| 46.1 Remove Retaining Wall   | \$74.00/SF           | 5,300              | \$392,000          |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$189,000          |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$153,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,002,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$108,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,110,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$239,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,871,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$187,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,684,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$78,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,606,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$229,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,835,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$77,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,758,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$552,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,310,000</b> |
| Right-of-Way   | \$87.10 / SF         | 11,100             | \$967,000          |
| Right-of-Way Management  | 5%                   |                    | \$48,000           |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$1,015,000</b> |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$4,325,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$331,000          |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$497,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$497,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$662,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$6,312,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

**Location:** #422. Los Alisos Blvd at Jeronimo Rd  
**Mitigation:** + Add 2nd EB and WB LT lanes

**Date:** 10/9/2013  
**Originally Estimated by:** RBF  
**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$103,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.2                | \$2,000            |
| 3 Earthwork  | \$46.00 / CY         | 800                | \$37,000           |
| 4 Remove Striping  | \$13.00 / LF         | 3,000              | \$39,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 1,300              | \$47,000           |
| 6 Remove Median Curb   | \$37.00 / LF         | 700                | \$26,000           |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 6,400              | \$32,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0                |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 5                  | \$7,000            |
| 13 Sawcut  | \$1.25 / LF          | 1,600              | \$2,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 1                  | \$6,000            |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.50               | \$113,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 8                  | \$2,000            |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0                |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 1                  | \$5,000            |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 1                  | \$1,000            |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 1                  | \$6,000            |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 1                  | \$1,000            |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 3                  | \$30,000           |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 4                  | \$6,000            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 4                  | \$2,000            |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS      | 1                  | \$6,000            |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 7,500              | \$45,000           |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 67,500             | \$27,000           |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 3,400              | \$7,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 1,300              | \$25,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 700                | \$22,000           |
| 42 Construct Median Concrete   | \$7.9 / SF           | 7,000              | \$55,000           |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 6,400              | \$58,000           |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 2                  | \$10,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 1,700              | \$194,000          |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$65,000           |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$53,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,034,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$37,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,071,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$82,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$989,000</b>   |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$64,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$925,000</b>   |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$27,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$898,000</b>   |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$79,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$977,000</b>   |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$26,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$951,000</b>   |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$190,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,141,000</b> |
| Right-of-Way   | \$87.10 / SF         | 6,000              | \$523,000          |
| Right-of-Way Management  | 5%                   |                    | \$26,000           |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$549,000</b>   |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$1,690,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$115,000          |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$172,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$172,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$229,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$2,378,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

**Location:** #423. Muirlands Blvd at Los Alisos Blvd  
**Mitigation:** + Add 2nd NB, SB, EB and WB LT lanes  
+ Add EB RT lane

**Date:** 11/22/2013  
**Originally Estimated by:** RBF, PBS&J  
**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$258,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.6                | \$7,000            |
| 3 Earthwork  | \$46.00 / CY         | 2,800              | \$129,000          |
| 4 Remove Striping  | \$13.00 / LF         | 10,800             | \$140,000          |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 3,000              | \$108,000          |
| 6 Remove Median Curb   | \$37.00 / LF         | 1,400              | \$52,000           |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 19,200             | \$96,000           |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0                |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 1,000              | \$31,000           |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 55                 | \$72,000           |
| 13 Sawcut  | \$1.25 / LF          | 3,000              | \$4,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0                |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 1.00               | \$225,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 8                  | \$2,000            |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 1                  | \$10,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 1                  | \$5,000            |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 4                  | \$4,000            |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 2                  | \$20,000           |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 1                  | \$2,000            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 4                  | \$2,000            |
| 30 Adjust Water Valve  | \$610.00 / EA        | 3                  | \$2,000            |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS      | 3                  | \$18,000           |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 24,900             | \$149,000          |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 265,600            | \$106,000          |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 10,800             | \$22,000           |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 3,000              | \$57,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 1,400              | \$43,000           |
| 42 Construct Median Concrete   | \$7.9 / SF           | 7,700              | \$61,000           |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 19,200             | \$174,000          |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 3                  | \$16,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 1,500              | \$171,000          |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 600                | \$300,000          |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$162,000          |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$131,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,579,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$93,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,672,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$206,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,466,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$160,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,306,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$67,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,239,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$197,032          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,436,032</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$65,773          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,370,259</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$474,052          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,844,311</b> |
| Right-of-Way   | \$87.10 / SF         | 24,900             | \$2,169,000        |
| Right-of-Way Management  | 5%                   |                    | \$108,000          |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$2,277,000</b> |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$5,121,311</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$285,000          |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$427,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$427,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$569,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$6,829,311</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

**Location:** #424. Los Alisos Blvd at Rockfield Blvd/Fordview St  
**Mitigation:** + Add 2nd NB LT lane and SB RT lane

**Date:** 10/9/2013  
**Originally Estimated by:** RBF, PBS&J  
**Revised by:** City

|    | DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|----|--|----------------------|--------------------|--------------------|
| 1  | Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$136,000          |
| 2  | Clear & Grub   | \$12200 / AC         | 0.1                | \$1,000            |
| 3  | Earthwork  | \$46.00 / CY         | 150                | \$7,000            |
| 4  | Remove Striping  | \$13.00 / LF         | 3,250              | \$42,000           |
| 5  | Remove Curb & Gutter   | \$36.00 / LF         | 1,000              | \$36,000           |
| 6  | Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7  | Remove PCC Sidewalk  | \$5.00/ SF           | 8,000              | \$40,000           |
| 8  | Remove Pavement  | \$5.00 / SF          | 0                  | \$0                |
| 9  | Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 | Remove/Replace Chain Link Fence  | \$31.00 / LF         | 0                  | \$0                |
| 11 | Reconstruct Metal Beam Guard Rail  | \$86.00/ LF          | 0                  | \$0                |
| 12 | Remove & Relocate Tree   | \$1,300.00 / EA      | 5                  | \$7,000            |
| 13 | Sawcut   | \$1.25 / LF          | 1,000              | \$1,000            |
| 14 | Relocate Street Light  | \$5,700.00 / EA      | 0                  | \$0                |
| 15 | Relocate Traffic Signal System   | \$225,000.00 / EA    | 1.00               | \$225,000          |
| 16 | Relocate Freeway Sign (2 post)   | \$700.00 / EA        | 0                  | \$0                |
| 17 | Relocate Sign (1 post)   | \$220.00 / EA        | 5                  | \$1,000            |
| 18 | Reconstruct Overhead Sign  | \$240,000.00 / EA    | 0                  | \$0                |
| 19 | Relocate Call Box  | \$2,051.00/EA        | 0                  | \$0                |
| 20 | Relocate Power Pole  | \$25,000 / EA        | 9                  | \$225,000          |
| 21 | Relocate Catch Basin   | \$9,760.00 / EA      | 1                  | \$10,000           |
| 22 | Relocate Fire Hydrant  | \$5,000.00 / EA      | 0                  | \$0                |
| 23 | Relocate Bus Bench   | \$1,458.00/ EA       | 0                  | \$0                |
| 24 | Relocate Monument Wall   | \$6,100.00 / EA      | 0                  | \$0                |
| 25 | Relocate Utility Boxes   | \$895.00 / EA        | 7                  | \$6,000            |
| 26 | Relocate Main Water Valve  | \$12,200.00 / EA     | 0                  | \$0                |
| 27 | Relocate Utility Vault   | \$10,000 / EA        | 0                  | \$0                |
| 28 | Adjust Manhole to Grade  | \$1,500.00 / EA      | 2                  | \$3,000            |
| 29 | Adjust Water Meter   | \$610.00 / EA        | 0                  | \$0                |
| 30 | Adjust Water Valve   | \$610.00 / EA        | 1                  | \$1,000            |
| 31 | Adjust Minor Above Ground Utilities  | \$610.00 / EA        | 3                  | \$2,000            |
| 32 | Modify Driveway  | \$6,100.00 / LS      | 0                  | \$0                |
| 33 | Construct PCC Pavement   | \$7.50 / SF          | 0                  | \$0                |
| 34 | Construct AC Pavement  | \$6.00 / SF          | 3,100              | \$19,000           |
| 35 | Construct AC Overlay   | \$2.50 / SF          | 0                  | \$0                |
| 36 | Construct Slurry Seal  | \$0.4 / SF           | 61,200             | \$24,000           |
| 37 | Construct Striping & Marking   | \$2.00 / LF          | 2,800              | \$6,000            |
| 38 | Construct AC Dike  | \$4.00 / LF          | 0                  | \$0                |
| 39 | Construct Curb & Gutter  | \$19.00 / LF         | 1,000              | \$19,000           |
| 40 | Construct Concrete Barrier   | \$295.00 / LF        | 0                  | \$0                |
| 41 | Construct Median Curb  | \$31.00 / LF         | 0                  | \$0                |
| 42 | Construct Median Concrete  | \$7.9 / SF           | 0                  | \$0                |
| 43 | Construct Median/Parkway Landscaping   | \$13.00 / SF         | 0                  | \$0                |
| 44 | Construct PCC Sidewalk   | \$9.05 / SF          | 6,000              | \$54,000           |
| 45 | Construct Wheelchair Ramp  | \$5,200.00 / EA      | 4                  | \$21,000           |
| 46 | Construct Retaining Wall   | \$114 / SF           | 2,250              | \$257,000          |
| 47 | Construct Storm Drain Main   | \$122.00 / LF        | 0                  | \$0                |
| 48 | Construct RCB  | \$549.00 / CY        | 0                  | \$0                |
| 49 | Construct Concrete V-Ditch   | \$19.00/ LF          | 0                  | \$0                |
| 50 | Construct Bridge Widening  | \$500.00 / SF        | 0                  | \$0                |
| 51 | Remove Structure   | \$61,000.00 / EA     | 1                  | \$61,000           |
| 52 | Install Ramp Metering System   | \$80,000.00 / EA     | 0                  | \$0                |
| 53 | Apply ATMS   | \$113,165.00 / LS    | 0                  | \$0                |
| 54 | Traffic Control  | 8% (\$2,000 Min)     | 1                  | \$85,000           |
| 55 | SWPPP Plan and Implementation  | 6%                   | 1                  | \$69,000           |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,358,000</b> |
|    | California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$49,000           |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,407,000</b> |
|    | California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$108,000         |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,299,000</b> |
|    | California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$84,000          |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,215,000</b> |
|    | California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$35,000          |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,180,000</b> |
|    | California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$104,000          |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,284,000</b> |
|    | California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$35,000          |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,249,000</b> |
|    | California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$250,000          |
|    | <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,499,000</b> |
|    | Right-of-Way   | \$87.10 / SF         | 1,400              | \$122,000          |
|    | Right-of-Way Management  | 5%                   |                    | \$6,000            |
|    | <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$128,000</b>   |
|    | <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$1,627,000</b> |
|    | Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$150,000          |
|    | Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$225,000          |
|    | Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$225,000          |
|    | Contingency (20% of total Construction Cost)                                   |                      |                    | \$300,000          |
|    | <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$2,527,000</b> |



**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #432. Alicia Pkwy at Muirlands Blvd

Date: 11/22/2013

Mitigation: + Add 2nd EB, WB & SB LT lane & convert SB RT lane to 4th T lane

Originally Estimated by: RBF, PBS&J

Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$340,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.5                | \$6,000            |
| 3 Earthwork  | \$46.00 / CY         | 3,700              | \$170,000          |
| 4 Remove Striping  | \$13.00 / LF         | 9,100              | \$118,000          |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 3,000              | \$108,000          |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 20,100             | \$101,000          |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0                |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 62                 | \$81,000           |
| 13 Sawcut  | \$1.25 / LF          | 3,000              | \$4,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 4                  | \$23,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 1                  | \$225,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 7                  | \$2,000            |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 4                  | \$39,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 2                  | \$10,000           |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 13                 | \$12,000           |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 3                  | \$30,000           |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 3                  | \$5,000            |
| 29 Adjust Water Meter  | \$610.00 / EA        | 4                  | \$2,000            |
| 30 Adjust Water Valve  | \$610.00 / EA        | 3                  | \$2,000            |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 2                  | \$1,000            |
| 32 Modify Driveway   | \$6,100.00 / LS      | 2                  | \$12,000           |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 20,000             | \$120,000          |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 99,600             | \$40,000           |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 9,100              | \$18,000           |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 3,000              | \$57,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 20,000             | \$181,000          |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 3                  | \$16,000           |
| 46 Construct Retaining Wall  | \$114 / SF           | 11,300             | \$1,288,000        |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$214,000          |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$173,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,398,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$122,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,520,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$271,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,249,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$211,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,038,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$88,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,950,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$259,600          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,209,600</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$86,659          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,122,941</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$624,588          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,747,529</b> |
| Right-of-Way   | \$87.10 / SF         | 20,000             | \$1,742,000        |
| Right-of-Way Management  | 5%                   |                    | \$87,000           |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$1,829,000</b> |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$5,576,529</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$375,000          |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$563,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$563,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$750,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$7,827,529</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #557. Ridge Valley at Irvine Blvd (Now #558)  
Mitigation: + Add 2nd EB LT lane

Date: 10/9/2013

Originally Estimated by: RBF  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST             |
|--|----------------------|--------------------|------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$11,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.1                | \$1,000          |
| 3 Earthwork  | \$46.00 / CY         | 388                | \$18,000         |
| 4 Remove Striping  | \$13.00 / LF         | 0                  | \$0              |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0              |
| 6 Remove Median Curb   | \$37.00 / LF         | 480                | \$18,000         |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 0                  | \$0              |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0              |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0              |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0              |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00/ LF          | 0                  | \$0              |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0              |
| 13 Sawcut  | \$1.25 / LF          | 480                | \$1,000          |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0              |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0              |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0              |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0              |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0              |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0              |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0              |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0              |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0              |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0              |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0              |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0              |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0              |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0              |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0              |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0              |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0              |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0              |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0              |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0              |
| 34 Construct AC Pavement   | \$6.00 / SF          | 4,330              | \$26,000         |
| 35 Construct AC Overlay  | \$2.50 / SF          | 1,650              | \$4,000          |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 5,980              | \$2,000          |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 330                | \$1,000          |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0              |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0              |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0              |
| 41 Construct Median Curb   | \$31.00 / LF         | 477                | \$15,000         |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0              |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0              |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0              |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0              |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0              |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0              |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0              |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 0                  | \$0              |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0              |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0              |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0              |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$7,000          |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$6,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$110,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$4,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$114,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$9,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$105,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$7,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$98,000</b>  |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$3,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$95,000</b>  |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$8,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$103,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$3,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$100,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$20,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$120,000</b> |
| Right-of-Way   | \$87.10 / SF         | 0                  | \$0              |
| Right-of-Way Management  | 5%                   |                    | \$0              |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>       |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$120,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$12,000         |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$18,000         |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$18,000         |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$24,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$192,000</b> |

\* Notes:

A. This intersection has not been constructed. Cost estimate was based on 2003 layout.

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

**Location:** Segment 2: Jamboree Rd (Portola Pkwy to Irvine City Limits north of Tustin Ranch Rd)

**Date:** 10/9/2013

**Originally Estimated by:** RBF

**Mitigation:** + Improve to 6 lanes (unfunded planned improvements)

**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$255,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.2                | \$2,000            |
| 3 Earthwork  | \$329,400.00 / LS    | 1                  | \$329,000          |
| 4 Remove Striping  | \$51,972.00 / LS     | 0.5                | \$26,000           |
| 5 Remove Curb & Gutter   | \$86,620.00 / LS     | 1                  | \$87,000           |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 0                  | \$0                |
| 8 Remove Pavement  | \$103,944.00 / LS    | 1                  | \$104,000          |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Bean Guard Rail   | \$86.00/ LF          | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 21                 | \$27,000           |
| 13 Sawcut  | \$34,648.00 / LS     | 1                  | \$35,000           |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0                |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 1                  | \$225,000          |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0                |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0                |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0                |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0                |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS      | 1                  | \$6,000            |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$866,566.00 / LS    | 1                  | \$867,000          |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0                |
| 37 Construct Striping & Marking  | \$51,972.00 / LS     | 0.5                | \$26,000           |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$259,982.00 / LS    | 1                  | \$260,000          |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$103,944.00 / LS    | 1                  | \$104,000          |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0                |
| 45 Construct Wheelchair Ramp   | \$1,830.00 / EA      | 0                  | \$0                |
| 46 Construct Retaining Wall  | \$51,972.00 / LS     | 1                  | \$26,000           |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$42,000           |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$130,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,551,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$92,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,643,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$204,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,439,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$159,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,280,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$66,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,214,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$195,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,409,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$65,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,344,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$469,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,813,000</b> |
| Right-of-Way   | \$87.10 / SF         | 0                  | \$0                |
| Right-of-Way Management  | 5%                   |                    | \$0                |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>         |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$2,813,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$282,000          |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$422,000          |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$422,000          |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$563,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$4,502,000</b> |

Unit cost for Retaining Wall different but consistent with 2003 Cost Estimates

\* Notes:

A. This project includes Location #123, improvement of Jamboree Rd to six lanes at Tustin Ranch Rd.

B. Refer to the Location #123 cost estimate for restriping costs at that intersection.

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

**Location:** Segment 3: Jeffrey Rd (Future extension from Portola Pkwy to SR-241)

**Date:** 10/9/2013

**Mitigation:** + Construct as 4-lane primary arterial  
(unfunded planned improvements)

**Originally Estimated by:** RBF

**Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST                |
|--|----------------------|--------------------|---------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$1,624,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.0                | \$0                 |
| 3 Earthwork  | \$2,977,898.00 / LS  | 1                  | \$2,978,000         |
| 4 Remove Striping  | \$13.00 / LF         | 0                  | \$0                 |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0                 |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                 |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 0                  | \$0                 |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0                 |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                 |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                 |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 0                  | \$0                 |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0                 |
| 13 Sawcut  | \$1.25 / LF          | 0                  | \$0                 |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 66                 | \$376,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0                 |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                 |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0                 |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                 |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                 |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                 |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0                 |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                 |
| 23 Relocate Bus Bench  | \$1,458.00/EA        | 0                  | \$0                 |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                 |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0                 |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                 |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                 |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0                 |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                 |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                 |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                 |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0                 |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                 |
| 34 Construct AC Pavement   | \$6.00 / SF          | 840,000            | \$5,040,000         |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                 |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0                 |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 49,000             | \$98,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                 |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 20,000             | \$380,000           |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                 |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                 |
| 42 Construct Drainage System   | \$1,708,000.00 / SF  | 1                  | \$1,708,000         |
| 43 Construct Slope Landscaping   | \$80 / SF            | 915,200            | \$732,000           |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 160,000            | \$1,448,000         |
| 45 Construct Erosion Control   | \$1,220.00 / AC      | 21                 | \$26,000            |
| 46 Santiago Aqueduct Encasement Protection                                     | \$610,000.00 / LS    | 1                  | \$610,000           |
| 47 Utility Protection Allowance  | \$122,000.00 / LS    | 1                  | \$122,000           |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                 |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0                 |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                 |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                 |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                 |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$270,000           |
| 54 SWPPP Plan and Implementation   | 6%                   | 1                  | \$827,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$16,239,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$585,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$16,824,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$1,295,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$15,529,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$1,009,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$14,520,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$421,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$14,099,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$1,241,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$15,340,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$414,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$14,926,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$2,985,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$17,911,000</b> |
| Right-of-Way   | \$87.10 / SF         | 0                  | \$0                 |
| Right-of-Way Management  | 5%                   |                    | \$0                 |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>          |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$17,911,000</b> |
| Preliminary Project Development (10% of total Construction Cost)               |                      |                    | \$1,792,000         |
| Design Engineering/Administration Costs (15% of total Construction Cost)       |                      |                    | \$2,687,000         |
| Construction Engineering Costs/Administration (15% of total Construction Cost) |                      |                    | \$2,687,000         |
| Contingency (20% of total Construction Cost)                                   |                      |                    | \$3,583,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$28,660,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
2010 COST ESTIMATES**

**Location:** Segment 4: SR-133 (I-405 to Lake Forest)  
**Mitigation:** + Improve to 6 lanes

**Date:** 10/9/2013  
**Originally Estimated by:** RBF(2003,2006)  
**Revised by:** PM

|  | DESCRIPTION OF WORK                     | UNIT PRICE           | QUANTITY          | COST               |
|--|---|----------------------|-------------------|--------------------|
| 1  | Mobilization                            | 10.00% (\$2,000 Min) | 1                 | \$180,000          |
| 2  | Clear & Grub                            | \$1,000 / CY         | 2.0               | \$2,000            |
| 3  | Earthwork                               | \$10.00 / CY         | 4,300             | \$43,000           |
| 4  | Remove Striping                         | \$3.00 / LF          | 0                 | \$0                |
| 5  | Remove Curb & Gutter                    | \$3.00 / LF          | 0                 | \$0                |
| 6  | Remove Median Curb                      | \$3.00 / LF          | 0                 | \$0                |
| 7  | Remove PCC Sidewalk                     | \$2.00 / SF          | 0                 | \$0                |
| 8  | Remove Pavement                         | \$1.50 / SF          | 46,600            | \$70,000           |
| 9  | Remove Channel                          | \$15.00 / LF         | 0                 | \$0                |
| 10   | Remove/Replace Chain Link Fence         | \$10.00 / LF         | 0                 | \$0                |
| 11   | Reconstruct Metal Beam Guard Rail       | \$55.00 / LF         | 0                 | \$0                |
| 12   | Remove & Relocate Tree                  | \$500/ EA            | 0                 | \$0                |
| 13   | Sawcut                                  | \$1.00 / LF          | 9,450             | \$9,000            |
| 14   | Relocate Street Light                   | \$3,000 / EA         | 0                 | \$0                |
| 15   | Relocate Traffic Signal System          | \$140,000 / EA       | 1                 | \$140,000          |
| 16   | Relocate Freeway Sign (2 post)          | \$1,000 / EA         | 0                 | \$0                |
| 17   | Relocate Sign (1 post)                  | \$200 / EA           | 0                 | \$0                |
| 18   | Reconstruct Overhead Sign               | \$35,000 / EA        | 0                 | \$0                |
| 19   | Relocate Call Box                       | \$1,000 / EA         | 0                 | \$0                |
| 20   | Relocate Power Pole                     | \$15,000 / EA        | 0                 | \$0                |
| 21   | Relocate Catch Basin                    | \$5,000 / EA         | 10                | \$50,000           |
| 22   | Relocate Fire Hydrant                   | \$1,000 / EA         | 0                 | \$0                |
| 23   | Relocate Bus Bench                      | \$600 / EA           | 0                 | \$0                |
| 24   | Relocate Monument Wall                  | \$5,000 / EA         | 0                 | \$0                |
| 25   | Relocate Utility Boxes                  | \$500 / EA           | 0                 | \$0                |
| 26   | Relocate Main Water Valve               | \$10,000 / EA        | 0                 | \$0                |
| 27   | Relocate Utility Vault                  | \$600 / EA           | 0                 | \$0                |
| 28   | Adjust Manhole to Grade                 | \$1,500.00 / EA      | 0                 | \$0                |
| 29   | Adjust Water Meter                      | \$500 / EA           | 0                 | \$0                |
| 30   | Adjust Water Valve                      | \$500 / EA           | 0                 | \$0                |
| 31   | Adjust Minor Above Ground Utilities     | \$500 / EA           | 0                 | \$0                |
| 32   | Modify Driveway                         | \$5,000 / LS         | 0                 | \$0                |
| 33   | Construct PCC Pavement                  | \$6.00 / SF          | 0                 | \$0                |
| 34   | Construct AC Pavement                   | \$4.50 / SF          | 135,000           | \$608,000          |
| 35   | Construct AC Overlay                    | \$1.50 / SF          | 0                 | \$0                |
| 36   | Construct Slurry Seal                   | 0.25 / SF            | 0                 | \$0                |
| 37   | Construct Striping & Marking            | \$4.00 / SF          | 8,930             | \$36,000           |
| 38   | Construct AC Dike                       | \$2.00 / LF          | 0                 | \$0                |
| 39   | Construct Curb & Gutter                 | \$15.00 / LF         | 0                 | \$0                |
| 40   | Construct Concrete Barrier              | \$50.00 / LF         | 0                 | \$0                |
| 41   | Construct Median Curb                   | \$11.00 / LF         | 0                 | \$0                |
| 42   | Construct Median Concrete               | \$6.00 / SF          | 0                 | \$0                |
| 43   | Construct Median/Parkway Landscaping    | \$10.00 / SF         | 0                 | \$0                |
| 44   | Construct PCC Sidewalk                  | \$3.00 / SF          | 0                 | \$0                |
| 45   | Construct Wheelchair Ramp               | \$1,500 / SF         | 0                 | \$0                |
| 46   | Construct Retaining Wall                | \$40.00 / SF         | 0                 | \$0                |
| 47   | Construct Storm Drain Main              | \$100.00 / LF        | 0                 | \$0                |
| 48   | Construct RCB                           | \$70.00 / SF         | 52                | \$4,000            |
| 49   | Construct Concrete V-Ditch              | \$15.00 / SF         | 0                 | \$0                |
| 50   | Construct Bridge Widening               | \$175.00 / SF        | 0                 | \$0                |
| 51   | Utilities                               | \$540,000 / SF       | 1                 | \$540,000          |
| 52   | Apply ATMS                              | \$65,000 / LS        | 0                 | \$0                |
| 53   | Traffic Control                         | 2% (\$2,000 Min)     | 1                 | \$30,000           |
| 54   | SWPPP Plan and Implementation           | 6%                   | 1                 | \$92,000           |
| 56   | Additional Caltrans Requirement         | 600,000 / LS         | 1                 | \$600,000          |
| <b>CONSTRUCTION SUBTOTAL</b>                                 |   |                      |                   | <b>\$2,404,000</b> |
|  | California Highway Price Index Increase | 134.2%               | CCI 2003 --> 2007 | \$3,226,000        |
| <b>CONSTRUCTION SUBTOTAL</b>                                 |   |                      |                   | <b>\$5,630,000</b> |
|  | California Highway Price Index          | +3.6%                | CCI 2008 --> 2009 | \$203,000          |
| <b>CONSTRUCTION SUBTOTAL</b>                                 |   |                      |                   | <b>\$5,833,000</b> |
|  | California Highway Price Index          |                      |                   |                    |
| <b>ACTUAL CONSTRUCTION COST</b>                              |   |                      | 2010              | <b>\$4,953,105</b> |
|  | Right-of-Way                            | \$71.66 / SF         | 0                 | \$0                |
|  | Right-of-Way Management                 | 5%                   |                   | \$0                |
| <b>RIGHT-OF-WAY SUBTOTAL</b>                                 |   |                      |                   | <b>\$0</b>         |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>            |   |                      |                   |                    |
| Preliminary Project Development (Actual Expenditure)         |   |                      |                   |                    |
| Design Engineering/Administration Costs (Actual Expenditure) |   |                      |                   |                    |
| Construction Engineering Costs/Administration                |   |                      |                   |                    |
| Contingency  |   |                      |                   |                    |
| <b>TOTAL PROJECT COSTS (ACTUAL COSTS)</b>                    |   |                      |                   | <b>\$4,953,105</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

**Location:** #1, I-5 (Sand Canyon Ave to Jeffrey Rd) **Date:** 10/9/2013  
**Mitigation:** + Add 6th NB (2012) and SB mixed-flow lanes and add 2nd drop lane **Originally Estimated by:** RBF  
 from I-5 to the SB off ramp at Sand Canyon Ave **Revised by:** City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST                |
|--|----------------------|--------------------|---------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$723,000           |
| 2 Clear & Grub   | \$12200 / AC         | 2.0                | \$24,000            |
| 3 Earthwork  | \$46.00 / CY         | 18,133             | \$834,000           |
| 4 Remove Striping  | \$13.00 / LF         | 13,600             | \$177,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0                 |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                 |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 0                  | \$0                 |
| 8 Roadway Excavation (2 ft thick)  | \$32.00 / CY         | 5,037              | \$161,000           |
| 9 Remove Channel   | \$55.00 / LF         | 600                | \$33,000            |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 100                | \$3,000             |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 2,400              | \$206,000           |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 3                  | \$4,000             |
| 13 Sawcut  | \$1.25 / LF          | 8,000              | \$10,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 14                 | \$80,000            |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0.00               | \$0                 |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 7                  | \$5,000             |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0                 |
| 18A Overhead Sign (2 posts)  | \$240,000.00 / EA    | 2                  | \$480,000           |
| 18 B Overhead Sign (1 post)  | \$140,000.00/ EA     | 1                  | \$140,000           |
| 19 Relocate Call Box   | \$2,051.00/EA        | 2                  | \$4,000             |
| 20 Relocate Power Pole   | \$25,000 / EA        | 2                  | \$50,000            |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 11                 | \$107,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                 |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                 |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                 |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0                 |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                 |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                 |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0                 |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                 |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                 |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                 |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0                 |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                 |
| 34 Construct AC Pavement   | \$6.00 / SF          | 149,600            | \$898,000           |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                 |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 75,600             | \$30,000            |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 20,400             | \$41,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 2,800              | \$11,000            |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0                 |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 400                | \$118,000           |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                 |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                 |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                 |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0                 |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0                 |
| 46 Construct Retaining Wall  | \$114 / SF           | 1,600              | \$182,000           |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 1,600              | \$195,000           |
| 48 Construct RCB   | \$549.00 / CY        | 600                | \$329,000           |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0                 |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                 |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                 |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                 |
| 53 Traffic Control   | 8% (\$2,000 Min)     | 1                  | \$330,000           |
| 54 Remove Pavement Marker  | \$20,000.00 / LS     | 1                  | \$20,000            |
| 55 Remove MBGR   | \$10.00 / LF         | 2,400              | \$24,000            |
| 56 Drainage Mobilization   | \$48,800.00/ LS      | 1                  | \$49,000            |
| 57 Asphalt Concrete Base (8 in.)   | \$90.00/ TON         | 5,881              | \$529,000           |
| 58 Class 2 Aggregate Base (20 In.)   | \$60.00/ CY          | 9,234              | \$554,000           |
| 59 Pavement Marker   | \$20,000.00/ LS      | 1                  | \$20,000            |
| 60 Temporary Pavement Marker   | \$15,000.00/ LS      | 1                  | \$15,000            |
| 61 Temporary Striping  | \$20,000.00/ LS      | 1                  | \$20,000            |
| 62 Temporary K-rail  | \$19.00/ LF          | 2,800              | \$53,000            |
| 63 Temporary Crash Cushion   | \$325.00/ EA         | 10                 | \$3,000             |
| 64 Overhead CMS  | \$140,000.00/ EA     | 1                  | \$140,000           |
| 65 Remove Overhead Signs   | \$6,000.00/ EA       | 7                  | \$42,000            |
| 66 Lead Investigation  | \$30,000.00/ LS      | 1                  | \$30,000            |
| 67 RE Office   | \$6,000.00/ MO       | 12                 | \$72,000            |
| 68 Construction Area Sign  | \$40,000.00/ LS      | 1                  | \$40,000            |
| 69 Portable CMS  | \$50,000.00/ LS      | 1                  | \$50,000            |
| 70 CHP/COZEOP  | \$50,000.00/ LS      | 1                  | \$50,000            |
| 71 Traffic Management Plan   | \$70,000.00/ LS      | 1                  | \$70,000            |
| 72 Public Awareness Campaign   | \$10,000.00/ LS      | 1                  | \$10,000            |
| 73 SWPPP Plan and Implementation   | 6%                   | 1                  | \$267,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$7,233,000</b>  |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$260,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$7,493,000</b>  |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$577,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$6,916,000</b>  |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$450,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$6,466,000</b>  |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$188,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$6,278,000</b>  |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$552,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$6,830,000</b>  |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$184,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$6,646,000</b>  |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$1,329,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$7,975,000</b>  |
| Right-of-Way   | \$87.10 / SF         | 0                  | \$0                 |
| Right-of-Way Management  | 5%                   |                    | \$0                 |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>          |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$7,975,000</b>  |
| Preliminary Project Development (15% of total construction cost)               |                      |                    | \$1,196,000         |
| Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$1,196,000         |
| Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$1,196,000         |
| Contingency (20% of total construction cost)                                   |                      |                    | \$1,595,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$13,158,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #2, I-405 (Sand Canyon Ave to Jeffrey Rd)  
Mitigation: + Add 5th NB and SB mixed-flow (general purpose) lanes

Date: 10/9/2013  
Originally Estimated by: RBF, PBS&J  
Revised by: City

|   | DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST             |
|---|--|----------------------|--------------------|------------------|
| 1   | Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$33,000         |
| 2   | Clear & Grub   | \$12200 / AC         | 0.0                | \$0              |
| 3   | Earthwork  | \$46.00 / CY         | 0                  | \$0              |
| 4   | Remove Striping  | \$13.00 / LF         | 5,800              | \$75,000         |
| 5   | Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0              |
| 6   | Remove Median Curb   | \$37.00 / LF         | 0                  | \$0              |
| 7   | Remove PCC Sidewalk  | \$5.00/ SF           | 0                  | \$0              |
| 8   | Remove Pavement  | \$5.00 / SF          | 0                  | \$0              |
| 9   | Remove Channel   | \$19.00 / LF         | 0                  | \$0              |
| 10  | Remove/Replace Chain Link Fence  | \$31.00 / LF         | 0                  | \$0              |
| 11  | Reconstruct Metal Beam Guard Rail  | \$86.00 / LF         | 0                  | \$0              |
| 12  | Remove & Relocate Tree   | \$1,300.00 / EA      | 0                  | \$0              |
| 13  | Sawcut   | \$1.25 / LF          | 0                  | \$0              |
| 14  | Relocate Street Light  | \$5,700.00 / EA      | 0                  | \$0              |
| 15  | Relocate Traffic Signal System   | \$225,000.00 / EA    | 0                  | \$0              |
| 16  | Relocate Freeway Sign (2 post)   | \$700.00 / EA        | 0                  | \$0              |
| 17  | Relocate Sign (1 post)   | \$220.00 / EA        | 0                  | \$0              |
| 18  | Reconstruct Overhead Sign  | \$240,000.00 / EA    | 0                  | \$0              |
| 19  | Relocate Call Box  | \$2,051.00/EA        | 0                  | \$0              |
| 20  | Relocate Power Pole  | \$25,000 / EA        | 0                  | \$0              |
| 21  | Relocate Catch Basin   | \$9,760.00 / EA      | 0                  | \$0              |
| 22  | Relocate Fire Hydrant  | \$5,000.00 / EA      | 0                  | \$0              |
| 23  | Relocate Bus Bench   | \$1,458.00/EA        | 0                  | \$0              |
| 24  | Relocate Monument Wall   | \$6,100.00 / EA      | 0                  | \$0              |
| 25  | Relocate Utility Boxes   | \$895.00 / EA        | 0                  | \$0              |
| 26  | Relocate Main Water Valve  | \$12,200.00 / EA     | 0                  | \$0              |
| 27  | Relocate Utility Vault   | \$10,000 / EA        | 0                  | \$0              |
| 28  | Adjust Manhole to Grade  | \$1,500.00 / EA      | 0                  | \$0              |
| 29  | Adjust Water Meter   | \$610.00 / EA        | 0                  | \$0              |
| 30  | Adjust Water Valve   | \$610.00 / EA        | 0                  | \$0              |
| 31  | Adjust Minor Above Ground Utilities  | \$610.00 / EA        | 0                  | \$0              |
| 32  | Modify Driveway  | \$6,100.00 / LS      | 0                  | \$0              |
| 33  | Construct PCC Pavement   | \$7.50 / SF          | 0                  | \$0              |
| 34  | Construct AC Pavement  | \$6.00 / SF          | 0                  | \$0              |
| 35  | Construct AC Overlay   | \$2.50 / SF          | 0                  | \$0              |
| 36  | Construct Slurry Seal  | \$0.4 / SF           | 0                  | \$0              |
| 37  | Construct Striping & Marking   | \$2.00 / LF          | 5,800              | \$12,000         |
| 38  | Construct AC Dike  | \$4.00 / LF          | 0                  | \$0              |
| 39  | Construct Curb & Gutter  | \$19.00 / LF         | 0                  | \$0              |
| 40  | Construct Concrete Barrier   | \$295.00 / LF        | 0                  | \$0              |
| 41  | Construct Median Curb  | \$31.00 / LF         | 0                  | \$0              |
| 42  | Construct Median Concrete  | \$7.9 / SF           | 0                  | \$0              |
| 43  | Construct Median/Parkway Landscaping   | \$13.00 / SF         | 0                  | \$0              |
| 44  | Construct PCC Sidewalk   | \$9.05 / SF          | 0                  | \$0              |
| 45  | Construct Wheelchair Ramp  | \$5,200.00 / EA      | 0                  | \$0              |
| 46  | Construct Retaining Wall   | \$114 / SF           | 0                  | \$0              |
| 47  | Construct Storm Drain Main   | \$122.00 / LF        | 0                  | \$0              |
| 48  | Construct RCB  | \$549.00 / CY        | 0                  | \$0              |
| 49  | Construct Concrete V-Ditch   | \$19.00 / LF         | 0                  | \$0              |
| 50  | Construct Bridge Widening  | \$500.00 / SF        | 0                  | \$0              |
| 51  | Install Ramp Metering System   | \$80,000.00 / LS     | 0                  | \$0              |
| 52  | Apply ATMS   | \$113,165.00 / EA    | 0                  | \$0              |
| 53  | Traffic Control Systems  | \$30,000.00/ LS      | 1                  | \$30,000         |
| 54  | Remove Pavement Marker   | \$20,000.00/ LS      | 1                  | \$20,000         |
| 55  | Pavement Marker  | \$20,000.00/ LS      | 1                  | \$20,000         |
| 56  | Temporary Pavement Marker  | \$10,000.00/ LS      | 1                  | \$10,000         |
| 57  | Temporary Striping   | \$10,000.00/ LS      | 1                  | \$10,000         |
| 58  | Temporary K-rail   | \$19.00/ LF          | 2,900              | \$55,000         |
| 59  | Temporary Crash Cushion  | \$325.00/ EA         | 5                  | \$2,000          |
| 60  | Lead Investigation   | \$10,000.00/ LS      | 1                  | \$10,000         |
| 61  | RE Office  | \$6,000.00/ Mon      | 1                  | \$6,000          |
| 62  | Construction Area Sign   | \$10,000.00/ LS      | 1                  | \$10,000         |
| 63  | CHP/COZEEP   | \$5,000.00/ LS       | 1                  | \$5,000          |
| 64  | Traffic Management Plan  | \$5,000.00/ LS       | 1                  | \$5,000          |
| 65  | Portable CMS   | \$10,000.00/ LS      | 1                  | \$10,000         |
| 66  | SWPPP Plan and Implementation  | \$20,000.00/ LS      | 1                  | \$20,000         |
| <b>CONSTRUCTION SUBTOTAL</b>                      |  |                      |                    | <b>\$333,000</b> |
|   | California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$12,000         |
| <b>CONSTRUCTION SUBTOTAL</b>                      |  |                      |                    | <b>\$345,000</b> |
|   | California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$27,000        |
| <b>CONSTRUCTION SUBTOTAL</b>                      |  |                      |                    | <b>\$318,000</b> |
|   | California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$21,000        |
| <b>CONSTRUCTION SUBTOTAL</b>                      |  |                      |                    | <b>\$297,000</b> |
|   | California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$9,000         |
| <b>CONSTRUCTION SUBTOTAL</b>                      |  |                      |                    | <b>\$288,000</b> |
|   | California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$25,000         |
| <b>CONSTRUCTION SUBTOTAL</b>                      |  |                      |                    | <b>\$313,000</b> |
|   | California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$8,000         |
| <b>CONSTRUCTION SUBTOTAL</b>                      |  |                      |                    | <b>\$305,000</b> |
|   | California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$61,000         |
| <b>CONSTRUCTION SUBTOTAL</b>                      |  |                      |                    | <b>\$366,000</b> |
|   | Right-of-Way   | \$87.10 / SF         | 0                  | \$0              |
|   | Right-of-Way Management  | 5%                   |                    | \$0              |
| <b>RIGHT-OF-WAY SUBTOTAL</b>                      |  |                      |                    | <b>\$0</b>       |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b> |  |                      |                    | <b>\$366,000</b> |
|   | Preliminary Project Development (15% of total construction cost)               |                      |                    | \$55,000         |
|   | Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$55,000         |
|   | Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$55,000         |
|   | Contingency (20% of total construction cost)                                   |                      |                    | \$73,000         |
| <b>TOTAL PROJECT COSTS</b>                        |  |                      |                    | <b>\$604,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #3. I-5 at Alton Pkwy (SB off ramp)  
Mitigation: + Add 2nd auxiliary lane from I-5 to the off ramp

Date: 10/9/2013  
Originally Estimated by: RBF, PBS&J  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$293,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.6                | \$7,000            |
| 3 Earthwork  | \$46.00 / CY         | 7,900              | \$363,000          |
| 4 Remove Striping  | \$3.8 / LF           | 2,100              | \$6,000            |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0                |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 0                  | \$0                |
| 8 Remove Pavement (2 ft thick)   | \$5.00 / SF          | 2,014              | \$10,000           |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$65.00 / LF         | 450                | \$29,000           |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0                |
| 13 Sawcut  | \$1.25 / LF          | 2,700              | \$3,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 7                  | \$40,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0                |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 2                  | \$1,000            |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0                |
| 18A Overhead Sign (2 posts)  | \$240,000.00 / EA    | 2                  | \$480,000          |
| 18B Overhead Sign (1 post)   | \$140,000.00 / EA    | 1                  | \$140,000          |
| 19 Relocate Call Box   | \$2,051.00/EA        | 1                  | \$2,000            |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 7                  | \$68,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0                |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0                |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0                |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement (7 in.)   | \$100.00/ TON        | 1,989              | \$199,000          |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0                |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 6,000              | \$12,000           |
| 38 Construct AC Dike   | \$4.00 / LF          | 2,100              | \$8,000            |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0                |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0                |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0                |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0                |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 1,900              | \$232,000          |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control Systems   | \$102,000.00/ LS     | 1                  | \$102,000          |
| 54 Traffic Management Plan   | \$35,000.00/ LS      | 1                  | \$35,000           |
| 55 Remove Pavement Marker  | \$5,000.00/ LS       | 1                  | \$5,000            |
| 56 Remove MBGR   | \$15.00 / LF         | 450                | \$7,000            |
| 57 Asphalt Concrete Base (8 in.)   | \$100.00/ TON        | 2,272              | \$227,000          |
| 58 Class 2 Aggregate Base (20 In.)   | \$65.00/ CY          | 3,512              | \$228,000          |
| 59 Drainage Mobilization   | \$57,950.00/ LS      | 1                  | \$58,000           |
| 60 Pavement Marker   | \$7,000.00/ LS       | 1                  | \$7,000            |
| 61 Temporary Pavement Marker   | \$7,000.00/ LS       | 1                  | \$7,000            |
| 62 Temporary Striping  | \$9,000.00/ LS       | 1                  | \$9,000            |
| 63 Temporary K-rail  | \$19.00/ LS          | 2,100              | \$40,000           |
| 64 Temporary Crash Cushion   | \$250.00/ EA         | 10                 | \$3,000            |
| 65 Remove Overhead Signs   | \$6,000.00/ EA       | 2                  | \$12,000           |
| 66 Lead Investigation  | \$30,000.00/ LS      | 1                  | \$30,000           |
| 67 RE Office   | \$6,000.00/ MON      | 10                 | \$60,000           |
| 68 Construction Area Sign  | \$30,000.00/ LS      | 1                  | \$30,000           |
| 69 Portable CMS  | \$35,000.00/ LS      | 1                  | \$35,000           |
| 70 CHP/COZEEP  | \$30,000.00/ LS      | 1                  | \$30,000           |
| 71 Public Awareness Campaign   | \$10,000.00/ LS      | 1                  | \$10,000           |
| 72 SWPPP Plan and Implementation   | \$100,000.00/ LS     | 1                  | \$100,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,928,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$105,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,033,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$234,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,799,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$182,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,617,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$76,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,541,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$224,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,765,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$75,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,690,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$538,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,228,000</b> |
| Right-of-Way   | \$87.10 / SF         | 0                  | \$0                |
| Right-of-Way Management  | 5%                   |                    | \$0                |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>         |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$3,228,000</b> |
| Preliminary Project Development (15% of total construction cost)               |                      |                    | \$484,000          |
| Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$484,000          |
| Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$484,000          |
| Contingency (20% of total construction cost)                                   |                      |                    | \$646,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$5,326,000</b> |



**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #4, I-5 at Bake Pkwy (SB off ramp)

Date: 10/9/2013

Mitigation: Widen Connector ramps between I-5 and I-405 from 1 to 2 lanes

Originally Estimated by: RBF, PBS&J

Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$216,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.2                | \$2,000            |
| 3 Earthwork  | \$30.00 / CY         | 900                | \$27,000           |
| 4 Remove Striping  | \$13.00 / LF         | 800                | \$10,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0                |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 0                  | \$0                |
| 8 Remove Excavation (2 ft thick)   | \$35.00 / CY         | 2,000              | \$70,000           |
| 9 Remove Channel   | \$55.00 / LF         | 300                | \$17,000           |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 300                | \$9,000            |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 80                 | \$7,000            |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0                |
| 13 Sawcut  | \$1.25 / LF          | 1,600              | \$2,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 2                  | \$11,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0                |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0                |
| 18A Overhead Sign (2 posts)  | \$240,000.00 / EA    | 2                  | \$480,000          |
| 18B Overhead Sign (1 post)   | \$140,000.00 / EA    | 1                  | \$140,000          |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0                |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0                |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0                |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0                |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement (7 in.)   | \$100.00/ SF         | 1,442              | \$144,000          |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0                |
| 37 Construct Striping & Marking  | \$3.00 / LF          | 3,500              | \$11,000           |
| 38 Construct AC Dike   | \$4.00 / LF          | 1,100              | \$4,000            |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0                |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0                |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0                |
| 46 Construct Retaining Wall  | \$114 / SF           | 2,000              | \$228,000          |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$500.00 / CY        | 47                 | \$24,000           |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | \$120,000.00/ LS     | 1                  | \$120,000          |
| 54 Construction Area Sign  | \$25,000.00/ LS      | 1                  | \$25,000           |
| 55 Portable CMS  | \$30,000.00/ LS      | 1                  | \$30,000           |
| 56 Remove Pavement Marker  | \$2,500.00/ LS       | 1                  | \$3,000            |
| 57 Remove MBGR   | \$20.00/ LF          | 80                 | \$2,000            |
| 58 Asphalt Concrete Base (8 in.)   | \$100.00/ TON        | 1,442              | \$144,000          |
| 59 Class 2 Aggregate Base (20 in.)   | \$65.00/ CY          | 2,228              | \$145,000          |
| 60 Drainage Mobilization   | \$5,875.00/ LS       | 1                  | \$6,000            |
| 61 Pavement Marker   | \$5,000.00/ LS       | 1                  | \$5,000            |
| 62 Temporary Pavement Marker   | \$3,000.00/ LS       | 1                  | \$3,000            |
| 63 Temporary Striping  | \$3,000.0000/ LS     | 1                  | \$3,000            |
| 64 Temporary K-rail  | \$19.00 / LF         | 2,000              | \$38,000           |
| 65 Temporary Crash Cushion   | \$325.00/ EA         | 5                  | \$2,000            |
| 66 Remove Overhead Signs   | \$6,000.00/ EA       | 2                  | \$12,000           |
| 67 Lead Investigation  | \$25,000.00/ LS      | 1                  | \$25,000           |
| 68 RE Office   | \$6,000.00/ MON      | 6                  | \$36,000           |
| 69 CHP/COZEPP  | \$25,000.00/ LS      | 1                  | \$25,000           |
| 70 Traffic Management Plan   | \$30,000.00/ LS      | 1                  | \$30,000           |
| 71 Public Awareness Campaign   | \$10,000.00/ LS      | 1                  | \$10,000           |
| 72 SWPPP Plan and Implementation   | \$90,000.00/ LS      | 1                  | \$90,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,156,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$78,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,234,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$172,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,062,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$134,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,928,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$56,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,872,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$165,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,037,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$55,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,982,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$396,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,378,000</b> |
| Right-of-Way   | \$87.10 / SF         | 0                  | \$0                |
| Right-of-Way Management  | 5%                   |                    | \$0                |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>         |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$2,378,000</b> |
| Preliminary Project Development (15% of total construction cost)               |                      |                    | \$357,000          |
| Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$357,000          |
| Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$357,000          |
| Contingency (20% of total construction cost)                                   |                      |                    | \$476,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$3,925,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #5. I-5 at Culver Dr (SB off ramp)  
Mitigation: + Add 2nd auxiliary lane from I-5 to the off ramp

Date: 10/9/2013  
Originally Estimated by: RBF  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$388,000          |
| 2 Clear & Grub   | \$12200 / AC         | 1.0                | \$12,000           |
| 3 Earthwork  | \$46.00 / CY         | 4,000              | \$184,000          |
| 4 Remove Striping  | \$13.00 / LF         | 2,400              | \$31,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0                |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 0                  | \$0                |
| 8 Roadway Excavation (2 ft thick)  | \$35.00 / CY         | 2,622              | \$92,000           |
| 9 Remove Channel   | \$50.00 / LF         | 1,800              | \$90,000           |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 225                | \$19,000           |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0                |
| 13 Sawcut  | \$1.25 / LF          | 3,600              | \$5,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 5                  | \$29,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0                |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 2                  | \$1,000            |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0                |
| 18A Overhead Sign (2 posts)  | \$240,000.00 / EA    | 0                  | \$0                |
| 18B Overhead Sign (1 post)   | \$140,000.00 / EA    | 2                  | \$280,000          |
| 19 Relocate Call Box   | \$2,051.00/EA        | 2                  | \$4,000            |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 4                  | \$39,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0                |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0                |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0                |
| 33 Construct PCC Pavement  | \$240.00 / CY        | 2,424              | \$582,000          |
| 34 Construct AC Pavement   | \$6.00 / SF          | 0                  | \$0                |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0                |
| 37 Construct Striping & Marking  | \$2.50 / LF          | 7,200              | \$18,000           |
| 38 Construct AC Dike   | \$4.00 / LF          | 650                | \$3,000            |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0                |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0                |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0                |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0                |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 600                | \$73,000           |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$450.00 / CY        | 283                | \$127,000          |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 2,000              | \$1,000,000        |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Remove Pavement Marker  | \$5,000.00/ LS       | 1                  | \$5,000            |
| 54 Remove MBGR   | \$15.00 / LF         | 225                | \$3,000            |
| 55 Class 2 Aggregate Base ( 4 in)  | \$60.00 / CY         | 950                | \$57,000           |
| 56 Cement Treated Permeable Base (4 in)  | \$100.00 / CY        | 950                | \$95,000           |
| 57 Drainage Mobilization   | \$50,138.00/ LS      | 1                  | \$50,000           |
| 58 Pavement Marker   | \$10,000.00/ LS      | 1                  | \$10,000           |
| 59 Temporary Pavement Marker   | \$8,000.00/ LS       | 1                  | \$8,000            |
| 60 Temporary Striping  | \$10,000.00/ LS      | 1                  | \$10,000           |
| 61 Temporary K-rail  | \$22.00 / LF         | 1,000              | \$22,000           |
| 62 Remove Overhead Signs   | \$6,000.00/ EA       | 2                  | \$12,000           |
| 63 Lead Investigation  | \$25,000.00/ LS      | 1                  | \$25,000           |
| 64 RE Office   | \$6,000.00/ MON      | 12                 | \$72,000           |
| 65 Portable CMS  | \$35,000.00/ LS      | 1                  | \$35,000           |
| 66 Construction Area Sign  | \$30,000.00/ LS      | 1                  | \$30,000           |
| 67 Traffic Control   | \$200,000.00/ LS     | 1                  | \$200,000          |
| 68 CHP/COZEOP  | \$30,000.00/ LS      | 1                  | \$30,000           |
| 69 Traffic Management Plan   | \$40,000.00/ LS      | 1                  | \$40,000           |
| 70 Public Awareness Campaign   | \$10,000.00/ LS      | 1                  | \$10,000           |
| 71 SWPPP Plan and Implementation   | \$140,000.00/ IS     | 1                  | \$193,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,884,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$140,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$4,024,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$310,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,714,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$241,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,473,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$101,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,372,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$297,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,669,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$99,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,570,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$714,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$4,284,000</b> |
| Right-of-Way   | \$87.10 / SF         | 0                  | \$0                |
| Right-of-Way Management  | 5%                   |                    | \$0                |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>         |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$4,284,000</b> |
| Preliminary Project Development (15% of total construction cost)               |                      |                    | \$643,000          |
| Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$643,000          |
| Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$643,000          |
| Contingency (20% of total construction cost)                                   |                      |                    | \$857,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$7,070,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #6. I-5 at El Toro Rd (NB loop on ramp)

Date: 10/9/2013

Mitigation: + Convert HOV preferential lane to a 2nd metered mixed flow lane

Originally Estimated by: RBF

Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST             |
|--|----------------------|--------------------|------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$16,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.0                | \$0              |
| 3 Earthwork  | \$46.00 / CY         | 0                  | \$0              |
| 4 Remove Striping  | \$13.00 / LF         | 600                | \$8,000          |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0              |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0              |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 0                  | \$0              |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0              |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0              |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0              |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 0                  | \$0              |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0              |
| 13 Sawcut  | \$1.25 / LF          | 0                  | \$0              |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0              |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0              |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0              |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0              |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0              |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0              |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0              |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0              |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0              |
| 23 Relocate Bus Bench  | \$1,458.00/EA        | 0                  | \$0              |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0              |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0              |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0              |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0              |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0              |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0              |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0              |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0              |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0              |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0              |
| 34 Construct AC Pavement   | \$6.00 / SF          | 0                  | \$0              |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0              |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 20,200             | \$8,000          |
| 37 Construct Striping & Marking  | \$8.00 / LF          | 600                | \$5,000          |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0              |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0              |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0              |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0              |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0              |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0              |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0              |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0              |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0              |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0              |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0              |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0              |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0              |
| 51 Install Ramp Metering System  | \$80,000.00 / LS     | 0                  | \$0              |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0              |
| 53 Traffic Control Systems   | \$30,000.00/ LS      | 1                  | \$30,000         |
| 54 Remove Pavement Marker  | \$4,000.00/ LS       | 1                  | \$4,000          |
| 55 Pavement Marker   | \$4,000.00/ LS       | 1                  | \$4,000          |
| 56 Temporary Pavement Marker   | \$4,000.00/ LS       | 1                  | \$4,000          |
| 57 Temporary Striping  | \$4,000.00/ LS       | 1                  | \$4,000          |
| 58 Temporary K-rail  | \$20.00/ LF          | 600                | \$12,000         |
| 59 Temporary Crash Cushion   | \$325.00/ EA         | 5                  | \$2,000          |
| 60 Lead Investigation  | \$10,000.00/ LS      | 1                  | \$10,000         |
| 61 RE Office   | \$6,000.00/ MON      | 1                  | \$6,000          |
| 62 Construction Area Sign  | \$10,000.00/ LS      | 1                  | \$10,000         |
| 63 Portable CMS  | \$10,000.00/ LS      | 1                  | \$10,000         |
| 64 CHP/COZEEP  | \$5,000.00/ LS       | 1                  | \$5,000          |
| 65 Traffic Management Plan   | \$5,000.00/ LS       | 1                  | \$5,000          |
| 66 SWPPP Plan and Implementation   | \$20,000.00/ LS      | 1                  | \$20,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$163,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$6,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$169,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$13,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$156,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$10,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$146,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$4,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$142,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$12,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$154,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$4,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$150,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$30,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$180,000</b> |
| Right-of-Way   | \$87.10 / SF         | 0                  | \$0              |
| Right-of-Way Management  | 5%                   |                    | \$0              |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>       |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$180,000</b> |
| Preliminary Project Development (15% of total construction cost)               |                      |                    | \$27,000         |
| Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$27,000         |
| Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$27,000         |
| Contingency (20% of total construction cost)                                   |                      |                    | \$36,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$297,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #7. I-5 at El Toro Rd (SB off ramp)

Date: 10/9/2013

Mitigation: + Add 2nd auxiliary lane from I-5 to the off ramp by restriping mainline

Originally Estimated by: RBF

Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$141,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.0                | \$0                |
| 3 Earthwork  | \$46.00 / CY         | 0                  | \$0                |
| 4 Remove Striping  | \$7.00/ LF           | 56,500             | \$396,000          |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0                |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 0                  | \$0                |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0                |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 0                  | \$0                |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0                |
| 13 Sawcut  | \$1.25 / LF          | 0                  | \$0                |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0                |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0                |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0                |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0                |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0                |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0                |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0                |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0                |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                |
| 34 Construct AC Pavement   | \$6.00 / SF          | 0                  | \$0                |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0                |
| 37 Construct Striping & Marking  | \$2.50/ LF           | 56,500             | \$141,000          |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0                |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0                |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0                |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0                |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00/ LF          | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / LS     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / EA    | 0                  | \$0                |
| 53 Traffic Control   | \$100,000.00/ LS     | 1                  | \$100,000          |
| 54 Remove Pavement Marker  | \$100,000.00/ LS     | 1                  | \$100,000          |
| 55 Temporary Pavement Marker   | \$100,000.00/ LS     | 1                  | \$100,000          |
| 56 Temporary Striping  | \$120,000.00/ LS     | 1                  | \$120,000          |
| 57 Temporary K-rail  | \$17.00/ LF          | 5,800              | \$99,000           |
| 58 Temporary Crash Cushion   | \$325.00/ EA         | 10                 | \$3,000            |
| 59 Lead Investigation  | \$30,000.00/ LS      | 1                  | \$30,000           |
| 60 RE Office   | \$6,000.00/ MON      | 3                  | \$18,000           |
| 61 Construction Area Sign  | \$30,000.00/ LS      | 1                  | \$30,000           |
| 62 Portable CMS  | \$30,000.00/ LS      | 1                  | \$30,000           |
| 63 CHP/COZEEP  | \$25,000.00/ LS      | 1                  | \$25,000           |
| 64 Traffic Management Plan   | \$25,000.00/ LS      | 1                  | \$25,000           |
| 65 Public Awareness Campaign   | \$10,000.00/ LS      | 1                  | \$10,000           |
| 66 SWPPP Plan and Implementation   | \$40,000.00/ LS      | 1                  | \$40,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,408,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$51,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,459,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$112,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,347,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$88,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,259,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$37,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,222,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$108,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,330,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$36,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,294,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$259,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,553,000</b> |
| Right-of-Way   | \$87.10 / SF         | 0                  | \$0                |
| Right-of-Way Management  | 5%                   |                    | \$0                |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>         |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$1,553,000</b> |
| Preliminary Project Development (15% of total construction cost)               |                      |                    | \$233,000          |
| Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$233,000          |
| Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$233,000          |
| Contingency (20% of total construction cost)                                   |                      |                    | \$311,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$2,563,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #8. I-5 at Jamboree Rd (NB off ramp)  
Mitigation: + Add 2nd auxiliary lane from I-5 to the off ramp

Date: 10/9/2013  
Originally Estimated by: RBF, PBS&J  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$343,000          |
| 2 Clear & Grub   | \$12200 / AC         | 0.5                | \$6,000            |
| 3 Earthwork  | \$46.00 / CY         | 2,100              | \$97,000           |
| 4 Remove Striping  | \$13.00 / LF         | 1,500              | \$20,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0                |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 0                  | \$0                |
| 8 Remove Excavation (2 ft thick)   | \$30.00 / CY         | 4,885              | \$147,000          |
| 9 Remove Channel   | \$50.00 / LF         | 1,500              | \$75,000           |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 150                | \$13,000           |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0                |
| 13 Sawcut  | \$1.25 / LF          | 1,700              | \$2,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 6                  | \$34,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0                |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 4                  | \$3,000            |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0                |
| 18A Reconstruct Overhead Sign  | \$240,000.00 / EA    | 0                  | \$0                |
| 18B Overhead Sign (2 posts)  | \$160,000.00 / EA    | 2                  | \$320,000          |
| 19 Relocate Call Box   | \$2,051.00/EA        | 2                  | \$4,000            |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 4                  | \$39,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0                |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0                |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0                |
| 33 Construct PCC Pavement  | \$430.00 / CY        | 93                 | \$40,000           |
| 34 Construct AC Pavement   | \$6.00 / SF          | 37,600             | \$226,000          |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0                |
| 37 Construct Striping & Marking  | \$3.80/ LF           | 4,200              | \$16,000           |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0                |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0                |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0                |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0                |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 400                | \$49,000           |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$500.00/CY          | 63                 | \$32,000           |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 2,000              | \$1,000,000        |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control Systems   | \$200,000.00/ LS     | 1                  | \$200,000          |
| 54 Remove Pavement Marker  | \$4,000.00/ LS       | 1                  | \$4,000            |
| 55 Remove MBGR   | \$17.00 / LF         | 150                | \$3,000            |
| 56 Asphalt Concrete Base (8")  | \$90.00/ TON         | 1,504              | \$135,000          |
| 57 Class 2 Aggregate Base (20")  | \$65.00/ CY          | 2,320              | \$151,000          |
| 58 Class 2 Aggregate Base (4")   | \$65.00/ CY          | 37                 | \$2,000            |
| 59 Cement Treated Permeable Base (4")  | \$140.00/ CY         | 37                 | \$5,000            |
| 60 Drainage Mobilization   | \$29,835.00/ LS      | 1                  | \$30,000           |
| 61 Pavement Marker   | \$3,000.00/ LS       | 1                  | \$3,000            |
| 62 Temporary Pavement Marker   | \$3,000.00/ LS       | 1                  | \$3,000            |
| 63 Temporary Striping  | \$4,000.00/ LS       | 1                  | \$4,000            |
| 64 Temporary K-rail  | \$19.00 / LF         | 1,700              | \$32,000           |
| 65 Temporary Crash Cushion   | \$325.00/ EA         | 5                  | \$2,000            |
| 66 Remove Overhead Signs   | \$6,000.00/ EA       | 2                  | \$12,000           |
| 67 Lead Investigation  | \$30,000.00/ LS      | 1                  | \$30,000           |
| 68 Construction Area Sign  | \$30,000.00/ LS      | 1                  | \$30,000           |
| 69 Portable CMS  | \$35,000.00/ LS      | 1                  | \$35,000           |
| 70 CHP/COZEOP  | \$30,000.00/ LS      | 1                  | \$30,000           |
| 71 Traffic Management Plan   | \$40,000.00/ LS      | 1                  | \$40,000           |
| 72 Public Awareness Campaign   | \$10,000.00/ LS      | 1                  | \$10,000           |
| 73 RE Office   | \$6,000.00/ MON      | 10                 | \$60,000           |
| 74 SWPPP Plan and Implementation   | \$140,000.00/ LS     | 1                  | \$140,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,427,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$123,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,550,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$273,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,277,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$213,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,064,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$89,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,975,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$262,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,237,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$87,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,150,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$630,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,780,000</b> |
| Right-of-Way   | \$87.10 / SF         | 0                  | \$0                |
| Right-of-Way Management  | 5%                   |                    | \$0                |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>         |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$3,780,000</b> |
| Preliminary Project Development (15% of total construction cost)               |                      |                    | \$567,000          |
| Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$567,000          |
| Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$567,000          |
| Contingency (20% of total construction cost)                                   |                      |                    | \$756,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$6,237,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #9. I-5 at Jamboree Rd (SB off ramp)  
Mitigation: + Add 2nd auxiliary lane from I-5 to the off ramp

Date: 10/9/2013  
Originally Estimated by: RBF, PBS&J  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$228,000          |
| 2 Clear & Grub   | \$12200 / AC         | 1.0                | \$12,000           |
| 3 Earthwork  | \$46.00 / CY         | 3,600              | \$166,000          |
| 4 Remove Striping  | \$13.00 / LF         | 3,500              | \$46,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0                |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 0                  | \$0                |
| 8 Remove Excavation (2 ft thick)   | \$35.00 / CY         | 2,585              | \$90,000           |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 370                | \$32,000           |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0                |
| 13 Sawcut  | \$1.25 / LF          | 3,500              | \$4,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 5                  | \$29,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0                |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 4                  | \$3,000            |
| 17 Relocate Sign (1 post)  | \$500.00 / EA        | 3                  | \$2,000            |
| 18A Reconstruct Overhead Sign  | \$240,000.00 / EA    | 0                  | \$0                |
| 18B Overhead Sign (1 post)   | \$160,000.00 / EA    | 2                  | \$320,000          |
| 19 Relocate Call Box   | \$2,051.00/EA        | 1                  | \$2,000            |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0                |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0                |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0                |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0                |
| 33 Construct PCC Pavement (10 in)  | \$380.00 / CY        | 190                | \$72,000           |
| 34 Construct AC Pavement (7 in)  | \$85.00/ TON         | 2,265              | \$193,000          |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 19,600             | \$8,000            |
| 37 Construct Striping & Marking  | \$3.80/ LF           | 7,000              | \$27,000           |
| 38 Construct AC Dike   | \$4.00 / LF          | 575                | \$2,000            |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0                |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0                |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0                |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0                |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Drainage  | \$50,000.00/ LS      | 1                  | \$50,000           |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control   | \$145,000.00/ LS     | 1                  | \$145,000          |
| 54 Remove Pavement Marker  | \$7,000.00/ LS       | 1                  | \$7,000            |
| 55 Remove MBGR   | \$15.00 / LF         | 370                | \$6,000            |
| 56 Asphalt Concrete Base (8 in)  | \$85.00/ TON         | 2,588              | \$220,000          |
| 57 Class 2 Aggregate Base (20 in)  | \$60.00/ CY          | 3,994              | \$240,000          |
| 58 Class 2 Aggregate Base (4 in)   | \$60.00/ CY          | 74                 | \$4,000            |
| 59 Cement Treated Permeable Base (4 in)  | \$100.00/ CY         | 74                 | \$7,000            |
| 60 Pavement Marker   | \$20,000.00/ LS      | 1                  | \$20,000           |
| 61 Temporary Pavement Marker   | \$13,000.00/ LS      | 1                  | \$13,000           |
| 62 Temporary Striping  | \$20,000.00/ LS      | 1                  | \$20,000           |
| 63 Temporary K-rail  | \$20.00/LF           | 700                | \$14,000           |
| 64 Temporary Crash Cushion   | \$325.00/ EA         | 5                  | \$2,000            |
| 65 Remove Overhead Signs   | \$6,000.00/ EA       | 2                  | \$12,000           |
| 66 Lead Investigation  | \$25,000.00/ LS      | 1                  | \$25,000           |
| 67 Construction Area Sign  | \$28,000.00/ LS      | 1                  | \$28,000           |
| 68 Portable CMS  | \$32,000.00/ LS      | 1                  | \$32,000           |
| 69 CHP/COZEPP  | \$25,000.00/ LS      | 1                  | \$25,000           |
| 70 Traffic Management Plan   | \$30,000.00/ LS      | 1                  | \$30,000           |
| 71 Public Awareness Campaign   | \$10,000.00/ LS      | 1                  | \$10,000           |
| 72 RE Office   | \$6,000.00/ MON      | 10                 | \$60,000           |
| 73 SWPPP Plan and Implementation   | \$90,000.00/ LS      | 1                  | \$72,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,278,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$82,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,360,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$182,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,178,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$142,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,036,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$59,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$1,977,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$174,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,151,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$58,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,093,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$419,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$2,512,000</b> |
| Right-of-Way   | \$87.10 / SF         | 0                  | \$0                |
| Right-of-Way Management  | 5%                   |                    | \$0                |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>         |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$2,512,000</b> |
| Preliminary Project Development (15% of total construction cost)               |                      |                    | \$377,000          |
| Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$377,000          |
| Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$377,000          |
| Contingency (20% of total construction cost)                                   |                      |                    | \$502,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$4,145,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #10. I-5 at Jeffrey Rd (SB on ramp)

Date: 10/9/2013

Mitigation: + Convert HOV preferential lane to a 2nd metered mixed flow lane

Originally Estimated by: RBF  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST             |
|--|----------------------|--------------------|------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$11,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.0                | \$0              |
| 3 Earthwork  | \$46.00 / CY         | 0                  | \$0              |
| 4 Remove Striping  | \$13.00 / LF         | 300                | \$4,000          |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0              |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0              |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 0                  | \$0              |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0              |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0              |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0              |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 0                  | \$0              |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0              |
| 13 Sawcut  | \$1.25 / LF          | 0                  | \$0              |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0              |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0              |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0              |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0              |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0              |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0              |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0              |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0              |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0              |
| 23 Relocate Bus Bench  | \$1,458.00/EA        | 0                  | \$0              |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0              |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0              |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0              |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0              |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0              |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0              |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0              |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0              |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0              |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0              |
| 34 Construct AC Pavement   | \$6.00 / SF          | 0                  | \$0              |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0              |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 10,800             | \$4,000          |
| 37 Construct Striping & Marking  | \$9.00 / LF          | 300                | \$3,000          |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0              |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0              |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0              |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0              |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0              |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0              |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0              |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0              |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0              |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0              |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0              |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0              |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0              |
| 51 Install Ramp Metering System  | \$80,000.00 / LS     | 0                  | \$0              |
| 52 Apply ATMS  | \$113,165.00 / EA    | 0                  | \$0              |
| 53 Traffic Control Systems   | \$25,000.00/ LS      | 1                  | \$25,000         |
| 54 Remove Pavement Marker  | \$2,000.00/ LS       | 1                  | \$2,000          |
| 55 Pavement Marker   | \$2,000.00/ LS       | 1                  | \$2,000          |
| 56 Temporary Pavement Marker   | \$2,000.00/ LS       | 1                  | \$2,000          |
| 57 Temporary Striping  | \$2,000.00/ LS       | 1                  | \$2,000          |
| 58 Temporary K-rail  | \$20.00/ LF          | 400                | \$8,000          |
| 59 Temporary Crash Cushion   | \$325.00/ EA         | 5                  | \$2,000          |
| 60 Lead Investigation  | \$10,000.00/ LS      | 1                  | \$10,000         |
| 61 Construction Area Sign  | \$10,000.00/ LS      | 1                  | \$10,000         |
| 62 Portable CMS  | \$10,000.00/ LS      | 1                  | \$10,000         |
| 63 CHP/COZEEP  | \$5,000.00/ LS       | 1                  | \$5,000          |
| 64 Traffic Management Plan   | \$5,000.00/ LS       | 1                  | \$5,000          |
| 65 RE Office   | \$6,000.00/ MON      | 1                  | \$6,000          |
| 66 SWPPP Plan and Implementation   | \$15,000.00/ LS      | 1                  | \$2,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$113,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$4,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$117,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$9,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$108,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$7,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$101,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$3,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$98,000</b>  |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$9,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$107,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$3,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$104,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$21,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$125,000</b> |
| Right-of-Way   | \$87.10 / SF         | 0                  | \$0              |
| Right-of-Way Management  | 5%                   |                    | \$0              |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>       |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$125,000</b> |
| Preliminary Project Development (15% of total construction cost)               |                      |                    | \$19,000         |
| Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$19,000         |
| Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$19,000         |
| Contingency (20% of total construction cost)                                   |                      |                    | \$25,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$207,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #11. I-5 at Sand Canyon Ave (NB on ramp)

Date: 10/9/2013

Mitigation: + Convert HOV preferential lane to a 2nd metered mixed flow lane

Originally Estimated by: RBF  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST             |
|--|----------------------|--------------------|------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$38,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.0                | \$0              |
| 3 Earthwork  | \$46.00 / CY         | 0                  | \$0              |
| 4 Remove Striping  | \$13.00 / LF         | 700                | \$9,000          |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0              |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0              |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 0                  | \$0              |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0              |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0              |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0              |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 0                  | \$0              |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0              |
| 13 Sawcut  | \$1.25 / LF          | 0                  | \$0              |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0              |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0              |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0              |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0              |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0              |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0              |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0              |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0              |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0              |
| 23 Relocate Bus Bench  | \$1,458.00/EA        | 0                  | \$0              |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0              |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0              |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0              |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0              |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0              |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0              |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0              |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0              |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0              |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0              |
| 34 Construct AC Pavement   | \$6.00 / SF          | 0                  | \$0              |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0              |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 23,400             | \$9,000          |
| 37 Construct Striping & Marking  | \$8.00 / LF          | 700                | \$6,000          |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0              |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0              |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0              |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0              |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0              |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0              |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0              |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0              |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0              |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0              |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0              |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0              |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0              |
| 51 Install Ramp Metering System  | \$120,000.00/ LS     | 1                  | \$120,000        |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0              |
| 53 Traffic Control Systems   | \$35,000.00/ LS      | 1                  | \$35,000         |
| 54 Remove Pavement Marker  | \$3,500.00/ LS       | 1                  | \$4,000          |
| 55 Pavement Marker   | \$3,500.00/ LS       | 1                  | \$4,000          |
| 56 Temporary Pavement Marker   | \$3,000.00/ LS       | 1                  | \$3,000          |
| 57 Temporary Striping  | \$3,500.00/ LS       | 1                  | \$4,000          |
| 58 Temporary K-rail  | \$20.00 / LF         | 1,000              | \$20,000         |
| 59 Temporary Crash Cushion   | \$325.00/ EA         | 5                  | \$2,000          |
| 60 Lead Investigation  | \$10,000.00/ LS      | 1                  | \$10,000         |
| 61 Construction Area Sign  | \$20,000.00/ LS      | 1                  | \$20,000         |
| 62 Portable CMS  | \$20,000.00/ LS      | 1                  | \$20,000         |
| 63 CHP/COZEEP  | \$20,000.00/ LS      | 1                  | \$20,000         |
| 64 Traffic Management Plan   | \$25,000.00/ LS      | 1                  | \$25,000         |
| 65 Public Awareness Campaign   | \$10,000.00/ LS      | 1                  | \$10,000         |
| 66 RE Office   | \$6,000.00/ MON      | 2                  | \$12,000         |
| 67 SWPPP Plan and Implementation   | \$15,000.00/ LS      | 1                  | \$11,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$382,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$14,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$396,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$30,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$366,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$24,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$342,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$10,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$332,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$29,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$361,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$10,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$351,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$70,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$421,000</b> |
| Right-of-Way   | \$87.10 / SF         | 0                  | \$0              |
| Right-of-Way Management  | 5%                   |                    | \$0              |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>       |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$421,000</b> |
| Preliminary Project Development (15% of total construction cost)               |                      |                    | \$63,000         |
| Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$63,000         |
| Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$63,000         |
| Contingency (20% of total construction cost)                                   |                      |                    | \$84,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$694,000</b> |



**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #13, I-405 at Irvine Center Dr (SB off ramp)

Date: 10/9/2013

Mitigation: + Add 2nd auxiliary lane from I-405 to the off ramp

Originally Estimated by: RBF, PBS&J

Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE<br>(\$2,000 Min) | QUANTITY           | COST               |
|--|-----------------------------|--------------------|--------------------|
| 1 Mobilization   |                             | 1                  | \$424,000          |
| 2 Clear & Grub   | \$12200 / AC                | 0.9                | \$11,000           |
| 3 Earthwork  | \$46.00 / CY                | 13,000             | \$598,000          |
| 4 Remove Striping  | \$13.00 / LF                | 2,000              | \$26,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF                | 0                  | \$0                |
| 6 Remove Median Curb   | \$37.00 / LF                | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00 / SF                 | 0                  | \$0                |
| 8 Remove Pavement  | \$5.00 / SF                 | 22,700             | \$114,000          |
| 9 Remove Channel   | \$55.00 / LF                | 415                | \$23,000           |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF                | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF                | 100                | \$9,000            |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA             | 4                  | \$5,000            |
| 13 Sawcut  | \$1.25 / LF                 | 3,300              | \$4,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA             | 8                  | \$46,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA           | 0                  | \$0                |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA               | 1                  | \$1,000            |
| 17 Relocate Sign (1 post)  | \$500.00 / EA               | 8                  | \$4,000            |
| 18A Overhead Sign  | \$240,000.00 / EA           | 0                  | \$0                |
| 18B Overhead Sign (1 post)   | \$140,000.00 / EA           | 2                  | \$280,000          |
| 19 Relocate Call Box   | \$2,051.00/EA               | 2                  | \$4,000            |
| 20 Relocate Power Pole   | \$25,000 / EA               | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA             | 0                  | \$0                |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA             | 0                  | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA              | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA             | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA               | 0                  | \$0                |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA            | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA               | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA             | 0                  | \$0                |
| 29 Adjust Water Meter  | \$610.00 / EA               | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA               | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA               | 0                  | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS             | 0                  | \$0                |
| 33 Construct PCC Pavement (10 in)  | \$500.00/ CY                | 80                 | \$40,000           |
| 34 Construct AC Pavement   | \$100.00/ TON               | 3,010              | \$301,000          |
| 35 Construct AC Overlay  | \$2.50 / SF                 | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF                  | 0                  | \$0                |
| 37 Construct Striping & Marking  | \$3.00 / LF                 | 11,000             | \$33,000           |
| 38 Construct AC Dike   | \$4.00 / LF                 | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF                | 0                  | \$0                |
| 40 Construct Concrete Barrier  | \$295.00 / LF               | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF                | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF                  | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF                | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF                 | 0                  | \$0                |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA             | 0                  | \$0                |
| 46 Construct Retaining Wall  | \$114 / SF                  | 0                  | \$0                |
| 47 Construct Storm Drain Main  | \$122.00 / LF               | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY               | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$450.00/ CY                | 250                | \$113,000          |
| 50 Construct Bridge Widening   | \$500.00 / SF               | 1,600              | \$800,000          |
| 51 Install Ramp Metering System  | \$80,000.00 / EA            | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS           | 0                  | \$0                |
| 53 Traffic Control System  | \$240,000.00/ LS            | 1                  | \$240,000          |
| 54 Asphalt Concrete Base (8 in)  | \$100.00/ TON               | 3,440              | \$344,000          |
| 55 Class 2 Aggregate Base (20 in)  | \$65.00/ CY                 | 4,250              | \$276,000          |
| 56 Class 2 Aggregate Base (4 in)   | \$65.00/ CY                 | 30                 | \$2,000            |
| 57 Cement Treated Permeable Base (4 in)  | \$140.00/ CY                | 30                 | \$4,000            |
| 58 Drainage Mobilization   | \$28,125.00/ LS             | 1                  | \$28,000           |
| 59 Remove Pavement Marker  | \$5,000.00/ LS              | 1                  | \$5,000            |
| 60 Remove MBGR   | \$20.00 / LF                | 100                | \$2,000            |
| 61 Pavement Marker   | \$20,000.00/ LS             | 1                  | \$20,000           |
| 62 Temporary Pavement Marker   | \$16,000.00/ LS             | 1                  | \$16,000           |
| 63 Temporary Striping  | \$20,000.00/ LS             | 1                  | \$20,000           |
| 64 Temporary K-rail  | \$20,000.00/ LS             | 1                  | \$20,000           |
| 65 Temporary Crash Cushion   | \$325.00/ EA                | 10                 | \$3,000            |
| 66 Remove Overhead Signs   | \$6,000.00/ EA              | 1                  | \$6,000            |
| 67 Lead Investigation  | \$25,000.00/ EA             | 1                  | \$25,000           |
| 68 RE Office   | \$6,000.00/ MON             | 12                 | \$72,000           |
| 69 Construction Area Sign  | \$50,000.00/ LS             | 1                  | \$50,000           |
| 70 Portable CMS  | \$35,000.00/ LS             | 1                  | \$35,000           |
| 71 CHP/COZEPP  | \$30,000.00/ LS             | 1                  | \$30,000           |
| 72 Traffic Management Plan   | \$40,000.00/ LS             | 1                  | \$40,000           |
| 73 Public Awareness Campaign   | \$10,000.00/ LS             | 1                  | \$10,000           |
| 74 SWPPP Plan & Implementation   | \$160,000.00/ LS            | 1                  | \$159,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                             |                    | <b>\$4,243,000</b> |
| California Highway Price Index   | +3.6%                       | CCI 2008 --> 2009  | \$153,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                             |                    | <b>\$4,396,000</b> |
| California Highway Price Index   | (7.7%)                      | CCI 2009 --> 2010  | -\$338,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                             |                    | <b>\$4,058,000</b> |
| California Highway Price Index   | (6.5%)                      | CCI 2010 --> 2010* | -\$264,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                             |                    | <b>\$3,794,000</b> |
| California Highway Price Index   | (2.9%)                      | CCI 2010* --> 2011 | -\$110,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                             |                    | <b>\$3,684,000</b> |
| California Highway Price Index   | +8.8%                       | CCI 2011 --> 2012  | \$324,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                             |                    | <b>\$4,008,000</b> |
| California Highway Price Index   | (2.7%)                      | CCI 2012 --> 2013  | -\$108,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                             |                    | <b>\$3,900,000</b> |
| California Highway Price Index   | +20%                        | CCI 2013 --> 2014  | \$780,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                             |                    | <b>\$4,680,000</b> |
| Right-of-Way   | \$87.10 / SF                | 0                  | \$0                |
| Right-of-Way Management  | 5%                          |                    | \$0                |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                             |                    | <b>\$0</b>         |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                             |                    | <b>\$4,680,000</b> |
| Preliminary Project Development cost   |                             |                    | \$702,000          |
| Design Engineering/Administration Costs (15% of total construction cost)       |                             |                    | \$702,000          |
| Construction Engineering Costs/Administration (15% of total construction cost) |                             |                    | \$702,000          |
| Contingency (20% of total construction cost)                                   |                             |                    | \$936,000          |
| <b>TOTAL PROJECT COSTS</b>   |                             |                    | <b>\$7,722,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #14, I-405 at Jeffrey Rd (NB off ramp)

Date: 10/9/2013

Mitigation: + Add 2nd auxiliary lane from I-405 to the off ramp

Originally Estimated by: RBF

Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$378,000          |
| 2 Clear & Grub   | \$12200 / AC         | 1.0                | \$12,000           |
| 3 Earthwork  | \$46.00 / CY         | 8,100              | \$373,000          |
| 4 Remove Striping  | \$13.00 / LF         | 6,350              | \$83,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0                |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 0                  | \$0                |
| 8 Remove Pavement  | \$5.00 / SF          | 46,800             | \$234,000          |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 80                 | \$7,000            |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0                |
| 13 Sawcut  | \$1.25 / LF          | 4,700              | \$6,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 7                  | \$40,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0                |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 4                  | \$3,000            |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0                |
| 18A Reconstruct Overhead Sign  | \$240,000.00 / EA    | 0                  | \$0                |
| 18B Overhead Sign (1 post)   | \$140,000.00 / EA    | 1                  | \$140,000          |
| 19 Relocate Call Box   | \$2,051.00/EA        | 2                  | \$4,000            |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 1                  | \$10,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0                |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0                |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0                |
| 33 Construct PCC Pavement (10 in)  | \$400.00 / CY        | 3,180              | \$1,272,000        |
| 34 Construct AC Pavement   | \$6.00 / SF          | 0                  | \$0                |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0                |
| 37 Construct Striping & Marking  | \$3.50 / LF          | 10,600             | \$37,000           |
| 38 Construct AC Dike   | \$4.00 / LF          | 900                | \$4,000            |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0                |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0                |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0                |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0                |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 300                | \$37,000           |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control Systems   | \$200,000.00 / LS    | 1                  | \$200,000          |
| 54 Class 2 Aggregate Base (4 in)   | \$75.00 / CY         | 1,270              | \$95,000           |
| 55 Cement Treated Permeable Base (4 in)  | \$120.00 / CY        | 1,270              | \$152,000          |
| 56 Drainage Mobilization   | \$11,650.00 / LS     | 1                  | \$12,000           |
| 57 Remove Pavement Marker  | \$14,000.00 / LS     | 1                  | \$14,000           |
| 58 Remove MBGR   | \$22.00 / LF         | 80                 | \$2,000            |
| 59 Pavement Marker   | \$22,000.00 / LS     | 1                  | \$22,000           |
| 60 Temporary Pavement Marker   | \$19,000.00 / LS     | 1                  | \$19,000           |
| 61 Temporary Striping  | \$22,000.00 / LS     | 1                  | \$22,000           |
| 62 Temporary K-rail  | \$19.00 / LF         | 11,000             | \$209,000          |
| 63 Temporary Crash Cushion   | \$325.00 / EA        | 10                 | \$3,000            |
| 64 Remove Overhead Signs   | \$6,000.00 / EA      | 1                  | \$6,000            |
| 65 Lead Investigation  | \$25,000.00 / LS     | 1                  | \$25,000           |
| 66 RE Office   | \$6,000.00 / MON     | 10                 | \$60,000           |
| 67 Construction Area Sign  | \$35,000.00 / LS     | 1                  | \$35,000           |
| 68 Portable CMS  | \$35,000.00 / LS     | 1                  | \$35,000           |
| 69 CHP/COZEPP  | \$30,000.00 / LS     | 1                  | \$30,000           |
| 70 Traffic Management Plan   | \$40,000.00 / LS     | 1                  | \$40,000           |
| 71 Public Awareness Campaign   | \$10,000.00 / LS     | 1                  | \$10,000           |
| 72 SWPPP Plan and Implementation   | \$150,000.00 / LS    | 1                  | \$148,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,779,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$136,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,915,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$301,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,614,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$235,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,379,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$98,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,281,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$289,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,570,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$96,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,474,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$695,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$4,169,000</b> |
| Right-of-Way   | \$87.10 / SF         | 0                  | \$0                |
| Right-of-Way Management  | 5%                   |                    | \$0                |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>         |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$4,169,000</b> |
| Preliminary Project Development (15% of total construction cost)               |                      |                    | \$625,000          |
| Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$625,000          |
| Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$625,000          |
| Contingency (20% of total construction cost)                                   |                      |                    | \$834,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$6,878,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #15. I-405 at Sand Canyon Ave (NB on ramp)

Date: 10/9/2013

Mitigation: + Convert HOV preferential lane to a 2nd metered mixed flow lane

Originally Estimated by: RBF

Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST             |
|--|----------------------|--------------------|------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$39,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.0                | \$0              |
| 3 Earthwork  | \$46.00 / CY         | 0                  | \$0              |
| 4 Remove Striping  | \$13.00 / LF         | 950                | \$12,000         |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0              |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0              |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 0                  | \$0              |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0              |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0              |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0              |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 0                  | \$0              |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0              |
| 13 Sawcut  | \$1.25 / LF          | 0                  | \$0              |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0              |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0              |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0              |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0              |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0              |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0              |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0              |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0              |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0              |
| 23 Relocate Bus Bench  | \$1,458.00/EA        | 0                  | \$0              |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0              |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0              |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0              |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0              |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0              |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0              |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0              |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0              |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0              |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0              |
| 34 Construct AC Pavement   | \$6.00 / SF          | 0                  | \$0              |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0              |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 34,200             | \$14,000         |
| 37 Construct Striping & Marking  | \$8.00 / LF          | 950                | \$8,000          |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0              |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0              |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0              |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0              |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0              |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0              |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0              |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0              |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0              |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0              |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0              |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0              |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0              |
| 51 Install Ramp Metering System  | \$120,000.00/ EA     | 1                  | \$120,000        |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0              |
| 53 Traffic Control Systems   | \$35,000.00/ LS      | 1                  | \$35,000         |
| 54 Remove Pavement Marker  | \$4,500.00/ LS       | 1                  | \$5,000          |
| 55 Pavement Marker   | \$4,500.00/ LS       | 1                  | \$5,000          |
| 56 Temporary Pavement Marker   | \$4,000.00/ LS       |                    | \$0              |
| 57 Temporary Striping  | \$4,000.00/ LS       |                    | \$0              |
| 58 Temporary K-rail  | \$20.00 / LF         | 1,000              | \$20,000         |
| 59 Temporary Crash Cushion   | \$325.00/ EA         | 5                  | \$2,000          |
| 60 Lead Investigation  | \$10,000.00/ EA      | 1                  | \$10,000         |
| 61 RE Office   | \$6,000.00/ MON      | 2                  | \$12,000         |
| 62 Construction Area Sign  | \$20,000.00/ LS      | 1                  | \$20,000         |
| 63 Portable CMS  | \$20,000.00/ LS      | 1                  | \$20,000         |
| 64 CHP/COZEEP  | \$20,000.00/ LS      | 1                  | \$20,000         |
| 65 Traffic Management Plan   | \$25,000.00/ LS      | 1                  | \$25,000         |
| 66 Public Awareness Campaign   | \$10,000.00/ LS      | 1                  | \$10,000         |
| 67 SWPPP Plan and Implementation   | \$15,000.00/ LS      | 1                  | \$15,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$392,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$14,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$406,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$31,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$375,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$24,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$351,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$10,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$341,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$30,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$371,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$10,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$361,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$72,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$433,000</b> |
| Right-of-Way   | \$87.10 / SF         | 0                  | \$0              |
| Right-of-Way Management  | 5%                   |                    | \$0              |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>       |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$433,000</b> |
| Preliminary Project Development (15% of total construction cost)               |                      |                    | \$65,000         |
| Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$65,000         |
| Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$65,000         |
| Contingency (20% of total construction cost)                                   |                      |                    | \$87,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$715,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #16, I-405 at Sand Canyon Ave (SB off ramp)  
Mitigation: + Add 2nd auxiliary lane from I-405 to the off ramp

Date: 10/9/2013  
Originally Estimated by: RBF  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST               |
|--|----------------------|--------------------|--------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$347,000          |
| 2 Clear & Grub   | \$12200 / AC         | 1.2                | \$15,000           |
| 3 Earthwork  | \$46.00 / CY         | 4,900              | \$225,000          |
| 4 Remove Striping  | \$13.00 / LF         | 5,600              | \$73,000           |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0                |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                |
| 7 Remove PCC Sidewalk  | \$5.00 / SF          | 0                  | \$0                |
| 8 Remove Pavement  | \$5.00 / SF          | 49,500             | \$248,000          |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 165                | \$14,000           |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0                |
| 13 Sawcut  | \$1.25 / LF          | 5,000              | \$6,000            |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 7                  | \$40,000           |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0                |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 5                  | \$4,000            |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0                |
| 18A Overhead Sign (2 posts)  | \$240,000.00 / EA    | 0                  | \$0                |
| 18B Overhead Sign (1 post)   | \$140,000.00 / EA    | 1                  | \$140,000          |
| 19 Relocate Call Box   | \$2,051.00/EA        | 2                  | \$4,000            |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 1                  | \$10,000           |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0                |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0                |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0                |
| 33 Construct PCC Pavement  | \$400.00/ CY         | 3,160              | \$1,264,000        |
| 34 Construct AC Pavement   | \$6.00 / SF          | 0                  | \$0                |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0                |
| 37 Construct Striping & Marking  | \$3.50/ LF           | 9,350              | \$33,000           |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0                |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0                |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0                |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0                |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0                |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0                |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0                |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                |
| 51 Install Ramp Metering System  | \$80,000.00 / EA     | 0                  | \$0                |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                |
| 53 Traffic Control Systems   | \$170,000.00/ LS     | 1                  | \$170,000          |
| 54 Class 2 Aggregate Base (4 in)   | \$75.00/ CY          | 1,265              | \$95,000           |
| 55 Cement Treated Permeable Base (4 in)  | \$120.00/ CY         | 1,265              | \$152,000          |
| 56 Drainage Mobilization   | \$2,500.00/ LS       | 1                  | \$3,000            |
| 57 Remove Pavement Marker  | \$12,000.00/ LS      | 1                  | \$12,000           |
| 58 Remove MBGR   | \$20.00/ LF          | 165                | \$3,000            |
| 59 Pavement Marker   | \$20,000.00/ LS      | 1                  | \$20,000           |
| 60 Temporary Pavement Marker   | \$16,000.00/ LS      | 1                  | \$16,000           |
| 61 Temporary Striping  | \$20,000.00/ LS      | 1                  | \$20,000           |
| 62 Temporary K-rail  | \$19.00/ LF          | 10,000             | \$190,000          |
| 63 Temporary Crash Cushion   | \$325.00/ EA         | 10                 | \$3,000            |
| 64 Lead Investigation  | \$25,000.00/ LS      | 1                  | \$25,000           |
| 65 RE Office   | \$6,000.00/ MON      | 10                 | \$60,000           |
| 66 Construction Area Sign  | \$35,000.00/ LS      | 1                  | \$35,000           |
| 67 Portable CMS  | \$30,000.00/ LS      | 1                  | \$30,000           |
| 68 CHP/COZEOP  | \$30,000.00/ LS      | 1                  | \$30,000           |
| 69 Traffic Management Plan   | \$35,000.00/ LS      | 1                  | \$35,000           |
| 70 Public Awareness Campaign   | \$10,000.00/ LS      | 1                  | \$10,000           |
| 71 SWPPP Plan and Implementation   | \$120,000.00/ LS     | 1                  | \$135,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,467,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$125,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,592,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$277,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,315,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$215,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,100,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$90,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,010,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$265,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,275,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$88,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,187,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$637,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$3,824,000</b> |
| Right-of-Way   | \$87.10 / SF         | 0                  | \$0                |
| Right-of-Way Management  | 5%                   |                    | \$0                |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>         |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$3,824,000</b> |
| Preliminary Project Development (15% of total construction cost)               |                      |                    | \$574,000          |
| Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$574,000          |
| Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$574,000          |
| Contingency (20% of total construction cost)                                   |                      |                    | \$765,000          |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$6,311,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2014 COST ESTIMATES**

Location: #17, SR-133 at Barranca Pkwy (SB on ramp)

Date: 10/9/2013

Mitigation: + Convert HOV preferential lane to a 2nd metered mixed flow lane

Originally Estimated by: RBF  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST             |
|--|----------------------|--------------------|------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$23,000         |
| 2 Clear & Grub   | \$12200 / AC         | 0.0                | \$0              |
| 3 Earthwork  | \$46.00 / CY         | 0                  | \$0              |
| 4 Remove Striping  | \$13.00 / LF         | 900                | \$12,000         |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0              |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0              |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 0                  | \$0              |
| 8 Remove Pavement  | \$5.00 / SF          | 0                  | \$0              |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0              |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0              |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 0                  | \$0              |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0              |
| 13 Sawcut  | \$1.25 / LF          | 0                  | \$0              |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 0                  | \$0              |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 0                  | \$0              |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0              |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0              |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0              |
| 19 Relocate Call Box   | \$2,051.00/EA        | 0                  | \$0              |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0              |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 0                  | \$0              |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0              |
| 23 Relocate Bus Bench  | \$1,458.00/EA        | 0                  | \$0              |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0              |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0              |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0              |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0              |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0              |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0              |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0              |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0              |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0              |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0              |
| 34 Construct AC Pavement   | \$6.00 / SF          | 0                  | \$0              |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0              |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 32,400             | \$13,000         |
| 37 Construct Striping & Marking  | \$8.00 / LF          | 900                | \$7,000          |
| 38 Construct AC Dike   | \$4.00 / LF          | 0                  | \$0              |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0              |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0              |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0              |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0              |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0              |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0              |
| 45 Construct Wheelchair Ramp   | \$5,200.00 / EA      | 0                  | \$0              |
| 46 Construct Retaining Wall  | \$114 / SF           | 0                  | \$0              |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 0                  | \$0              |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0              |
| 49 Construct Concrete V-Ditch  | \$19.00 / LF         | 0                  | \$0              |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0              |
| 51 Install Ramp Metering System  | \$80,000.00 / LS     | 0                  | \$0              |
| 52 Apply ATMS  | \$113,165.00 / EA    | 0                  | \$0              |
| 53 Traffic Control Systems   | \$25,000.00/ LS      | 1                  | \$25,000         |
| 54 Remove Pavement Marker  | \$4,000.00/ LS       | 1                  | \$4,000          |
| 55 Temporary Striping  | \$5,000.00/ LS       | 1                  | \$5,000          |
| 56 Temporary Pavement Marker   | \$50,000.00/ LS      | 1                  | \$50,000         |
| 57 Temporary K-rail  | \$20.00/ LF          | 900                | \$18,000         |
| 58 Temporary Crash Cushion   | \$325.00/ EA         | 5                  | \$2,000          |
| 59 RE Office   | \$6,000.00/ MON      | 1                  | \$6,000          |
| 60 Construction Area Sign  | \$4,000.00/ LS       | 1                  | \$4,000          |
| 61 Portable CMS  | \$25,000.00/ LS      | 1                  | \$25,000         |
| 62 CHP/COZEPP  | \$5,000.00/ LS       | 1                  | \$5,000          |
| 63 Traffic Management Plan   | \$10,000.00/ LS      | 1                  | \$10,000         |
| 64 Public Awareness Campaign   | \$10,000.00/ LS      | 1                  | \$10,000         |
| 65 SWPPP Plan and Implementation   | \$15,000.00/ LS      | 1                  | \$15,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$234,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$8,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$242,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$19,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$223,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$14,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$209,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$6,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$203,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$18,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$221,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$6,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$215,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$43,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$258,000</b> |
| Right-of-Way   | \$87.10 / SF         | 0                  | \$0              |
| Right-of-Way Management  | 5%                   |                    | \$0              |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>       |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$258,000</b> |
| Preliminary Project Development (15% of total construction cost)               |                      |                    | \$39,000         |
| Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$39,000         |
| Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$39,000         |
| Contingency (20% of total construction cost)                                   |                      |                    | \$52,000         |
| <b>TOTAL PROJECT COSTS</b>   |                      |                    | <b>\$427,000</b> |

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
2014 COST ESTIMATES**

**Location:** #19. SR-133/Trabuco Road Interchange  
**Mitigation:** + Construct Interchange

**Date:** 11/14/13  
**Originally Estimated by:** RBF  
**Revised by:** City

| DESCRIPTION OF WORK   | COST                 |
|---|----------------------|
| Roadway Items   | \$36,046,842         |
| Structure Items   | \$14,764,308         |
| Utilities   | \$351,663            |
| Subtotal Construction <sup>1</sup>  | \$51,162,813         |
| CCI 2010 --> 2010*  | \$47,837,230         |
| CCI 2010* --> 2011  | \$46,449,950         |
| CCI 2011 --> 2012   | \$50,537,546         |
| CCI 2012 --> 2013   | \$49,173,032         |
| CCI 2013 --> 2014   | \$59,007,639         |
| Right of Way (2014 Value) <sup>2</sup>  | \$43,942,821         |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                               | <b>\$102,950,460</b> |
| Project Development (PSR,PR,ED) 2%  | \$1,180,153          |
| Design Engineering 10% (Roadway, Structures and Utilities)                      | \$5,900,764          |
| Construction Engineering/Administration 15% (Roadway, Structures and Utilities) | \$8,851,146          |
| <b>PROJECT COSTS (interchange)</b>  | <b>\$118,882,523</b> |
| <b>PROJECT COSTS (PARTIAL - based on actual cost)<sup>3</sup></b>               | <b>\$413,218</b>     |
| <b>TOTAL PROJECT COSTS</b>  | <b>\$119,295,741</b> |

1 - Subtotal of Construction costs decreased by 7.7% from 2009.

2 - Right-of-way area reduced from 1,135,645 square feet to 1,118,980 square feet as a result of Trabuco Road right-of-way dedication required by development entitlement and right-of-way dedication maps dated 1/24/11 for the PA 40 Caltrans R/W NITM Agreement. See breakdown of right-of-way costs in separate exhibit.

3 - No change to actual cost.

Trabuco / ETC Right of Way Costs

| <u>Segment</u>                 | <u>2010 Area</u>    | <u>2010 Value (2)</u>  | <u>2011 Value (3)</u>  | <u>2012 Value (4)</u>  | <u>2013 Value (5)</u>  |
|--------------------------------|---------------------|------------------------|------------------------|------------------------|------------------------|
| PA 40 W(actual)                | 448,755.12          | \$15,939,781.86        | \$15,939,781.86        | \$15,939,781.86        | \$15,939,781.86        |
| PA 40 E (estimate)             | 536,624.00          | \$19,060,885.00        | \$20,016,075.20        | \$21,014,195.84        | 22,065,978.88          |
| PA 9(actual)                   | 122,360.04          | \$4,346,228.62         | \$4,346,228.62         | \$4,346,228.62         | \$4,346,228.62         |
| Caltrans Parcel (1) (estimate) | 11,241.00           | \$399,280.32           | \$419,289.30           | \$440,197.56           | 462,229.92             |
| <b>Total</b>                   | <b>1,118,980.16</b> | <b>\$39,746,175.80</b> | <b>\$40,721,374.98</b> | <b>\$41,740,403.88</b> | <b>\$42,814,219.28</b> |

(1) Right of way reserved in land sale

(2) \$35.52/s.f.

(3) \$37.30/s.f. for PA 40E/Caltrans

(4) \$39.16/s.f. for PA 40E/Caltrans

(5) \$41.12/s.f. for PA 40E/Caltrans

(6) \$43.18/s.f. for PA 40E/Caltrans

**2014 Value (6)**

\$15,939,781.86

23,171,424.32

\$4,346,228.62

485,386.38

**\$43,942,821.18**



**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
FINAL COST ESTIMATE (BASED ON ACTUAL COSTS)**

LOCATION: #19, SR-133/TRABUCO RD INTERCHANGE  
MITIGATION: SR-133 SB RAMP

DATE: 6/19/07  
ESTIMATED BY: MN, STANTEC

| Sukut Item No. | DESCRIPTION  | ESTIMATED QUANTITY | UNIT | UNIT PRICE  | TOTAL               |
|----------------|--|--------------------|------|-------------|---------------------|
| 1              | MOBILIZATION (2% OF CONST. COST)   | 1                  | LS   | \$6,287.32  | \$6,287.32          |
| 2              | PAYMENT & PERFORMANCE BONDS (1.5% OF CONST. COST)                        | 1                  | LS   | \$4,715.49  | \$4,715.49          |
| 3a             | DEVELOP CONSTRUCTION WATER (PRO-RATED 6% OF TRABUCO, PA 9A CONTRACT)     | 1                  | LS   | \$20,250.00 | \$20,250.00         |
| 5a             | CONSTRUCT TRAFFIC CONTROL (PRO-RATED 25% OF TRABUCO, PA 9A CONTRACT)     | 1                  | LS   | \$20,085.41 | \$20,085.41         |
| 6              | SITE CLEARING AND GRUBBING (PRO-RATED 10% OF CONST. COST)                | 1                  | LS   | \$8,000.00  | \$8,000.00          |
| 11             | UNCLASSIFIED EXCAVATION  | 17,600             | CY   | \$4.50      | \$79,200.00         |
| 13             | UNSUITABLE MATERIAL EXCAVATION AND RECOMPACTION                          | 8,900              | CY   | \$2.05      | \$18,245.00         |
| 14             | PARKWAY AND SLOPE FINISH (+/-0.2FT)                                      | 32,600             | SF   | \$0.05      | \$1,630.00          |
| 15 to 17       | STORM WATER POLLUTION PREVENTION PLAN (PRO-RATED 18% OF CONST. COST)     | 1                  | LS   | \$8,103.78  | \$8,103.78          |
| 18             | CONSTRUCT .75' AC OVER .73' AB   | 39,120             | SF   | \$2.75      | \$107,580.00        |
| 19             | PREPARE STREET SUBGRADE  | 39,120             | SF   | \$0.20      | \$7,824.00          |
| 21             | CONSTRUCT CURB & GUTTER  | 832                | LF   | \$7.00      | \$5,824.00          |
| 23             | CONSTRUCT CONCRETE SIDEWALK  | 275                | SF   | \$2.00      | \$550.00            |
| 29             | CONSTRUCT 14' LOCAL DEPRESSIONS  | 1                  | EA   | \$1,500.00  | \$1,500.00          |
| 30             | CONSTRUCT 21' LOCAL DEPRESSIONS  | 1                  | EA   | \$2,200.00  | \$2,200.00          |
| 34             | SAWCUT & REMOVE EXISTING PAVEMENT & BASE                                 | 22,162             | SF   | \$0.27      | \$5,983.74          |
| 55             | SIGNING & STRIPING (PRO-RATED 16% OF CONST. COST)                        | 1                  | LS   | \$4,000.00  | \$4,000.00          |
| 63             | CONSTRUCT 18" RCP 2000D  | 124                | LF   | \$70.00     | \$8,680.00          |
| 66             | CONSTRUCT 24" RCP 2000D  | 90                 | LF   | \$54.00     | \$4,860.00          |
| 87             | CONSTRUCT 14' CATCH BASIN  | 1                  | EA   | \$2,800.00  | \$2,800.00          |
| 88             | CONSTRUCT 21' CATCH BASIN  | 1                  | EA   | \$4,600.00  | \$4,600.00          |
| 89             | CONSTRUCT JUNCTION STRUCTURE TYPE 1                                      | 1                  | EA   | \$2,450.00  | \$2,450.00          |
|                | <b>TOTAL CONSTRUCTION TOTAL</b>  |                    |      |             | <b>\$325,368.74</b> |
|                | Project Development (2% of Total Const. Cost)                            |                    |      |             | \$6,507.37          |
|                | Design Engineering (10% of Total Const. Cost)                            |                    |      |             | \$32,536.87         |
|                | Construction Engineering Costs/Administration (15% of Total Const. Cost) |                    |      |             | \$48,805.31         |
|                | <b>TOTAL PROJECT COSTS</b>   |                    |      |             | <b>\$413,218.30</b> |

**Location No. 19 - SR133 / Trabuco Road Interchange**

The basis of project limit and cost items are based on preliminary cost estimate and design prepared by RBF Consulting. Portion of the Trabuco Road improvements (west of the SR133) are constructed as part of the AD # 03-19 (CIP # 313140) offsite infrastructure work by Sukut Construction ( CONTRACT NO. 1036600).

- 1) Approximately 416 linear foot (street station 168+29 to station 172+45) of Trabuco Road improvements, west of SR133 bridge are within the NITM fee credit limits.
- 2) Construction items, quantities, and unit prices are based on actual costs from Sukut Construction contract (Contract No.1036600). Pro-rated items are items that are lump sum items in the contract, for this NITM fee credit estimate purposes, the items are pro-rated based on % of construction cost.
- 3) Project Development, Design Engineering and Construction Engineering / Administration Costs are based on same % used on the preliminary cost estimate by RBF Consulting.

**NORTH IRVINE TRANSPORTATION MITIGATION (NITM) PROGRAM  
PRELIMINARY 2013 COST ESTIMATES**

Location: #20, SR-241 at Jeffrey Rd

Date: 10/9/2013

Mitigation: + Construct Interchange (Haul Rd Interchange-Diamond concept)

Originally Estimated by: RBF  
Revised by: City

| DESCRIPTION OF WORK  | UNIT PRICE           | QUANTITY           | COST                |
|--|----------------------|--------------------|---------------------|
| 1 Mobilization   | 10.00% (\$2,000 Min) | 1                  | \$1,269,000         |
| 2 Clear & Grub   | \$12200 / AC         | 1.4                | \$17,000            |
| 3 Earthwork  | \$46.00 / CY         | 0                  | \$0                 |
| 4 Remove Striping  | \$13.00 / LF         | 0                  | \$0                 |
| 5 Remove Curb & Gutter   | \$36.00 / LF         | 0                  | \$0                 |
| 6 Remove Median Curb   | \$37.00 / LF         | 0                  | \$0                 |
| 7 Remove PCC Sidewalk  | \$5.00/ SF           | 0                  | \$0                 |
| 8 Remove Pavement (2 ft thick)   | \$40.00/ SF          | 2,393              | \$96,000            |
| 9 Remove Channel   | \$19.00 / LF         | 0                  | \$0                 |
| 10 Remove/Replace Chain Link Fence   | \$31.00 / LF         | 0                  | \$0                 |
| 11 Reconstruct Metal Beam Guard Rail   | \$86.00 / LF         | 0                  | \$0                 |
| 12 Remove & Relocate Tree  | \$1,300.00 / EA      | 0                  | \$0                 |
| 13 Sawcut  | \$1.25 / LF          | 3,230              | \$4,000             |
| 14 Relocate Street Light   | \$5,700.00 / EA      | 12                 | \$68,000            |
| 15 Relocate Traffic Signal System  | \$225,000.00 / EA    | 2                  | \$450,000           |
| 16 Relocate Freeway Sign (2 post)  | \$700.00 / EA        | 0                  | \$0                 |
| 17 Relocate Sign (1 post)  | \$220.00 / EA        | 0                  | \$0                 |
| 18 Reconstruct Overhead Sign   | \$240,000.00 / EA    | 0                  | \$0                 |
| 19 Relocate Call Box   | \$4,000.00/ EA       | 1                  | \$4,000             |
| 20 Relocate Power Pole   | \$25,000 / EA        | 0                  | \$0                 |
| 21 Relocate Catch Basin  | \$9,760.00 / EA      | 2                  | \$20,000            |
| 22 Relocate Fire Hydrant   | \$5,000.00 / EA      | 0                  | \$0                 |
| 23 Relocate Bus Bench  | \$1,458.00/ EA       | 0                  | \$0                 |
| 24 Relocate Monument Wall  | \$6,100.00 / EA      | 0                  | \$0                 |
| 25 Relocate Utility Boxes  | \$895.00 / EA        | 0                  | \$0                 |
| 26 Relocate Main Water Valve   | \$12,200.00 / EA     | 0                  | \$0                 |
| 27 Relocate Utility Vault  | \$10,000 / EA        | 0                  | \$0                 |
| 28 Adjust Manhole to Grade   | \$1,500.00 / EA      | 0                  | \$0                 |
| 29 Adjust Water Meter  | \$610.00 / EA        | 0                  | \$0                 |
| 30 Adjust Water Valve  | \$610.00 / EA        | 0                  | \$0                 |
| 31 Adjust Minor Above Ground Utilities   | \$610.00 / EA        | 0                  | \$0                 |
| 32 Modify Driveway   | \$6,100.00 / LS      | 0                  | \$0                 |
| 33 Construct PCC Pavement  | \$7.50 / SF          | 0                  | \$0                 |
| 34 Construct AC Pavement (7 in)  | \$90.00/ TON         | 11,088             | \$998,000           |
| 35 Construct AC Overlay  | \$2.50 / SF          | 0                  | \$0                 |
| 36 Construct Slurry Seal   | \$0.4 / SF           | 0                  | \$0                 |
| 37 Construct Striping & Marking  | \$2.00 / LF          | 26,400             | \$53,000            |
| 38 Construct AC Dike   | \$4.00 / LF          | 8,800              | \$35,000            |
| 39 Construct Curb & Gutter   | \$19.00 / LF         | 0                  | \$0                 |
| 40 Construct Concrete Barrier  | \$295.00 / LF        | 0                  | \$0                 |
| 41 Construct Median Curb   | \$31.00 / LF         | 0                  | \$0                 |
| 42 Construct Median Concrete   | \$7.9 / SF           | 0                  | \$0                 |
| 43 Construct Median/Parkway Landscaping  | \$13.00 / SF         | 0                  | \$0                 |
| 44 Construct PCC Sidewalk  | \$9.05 / SF          | 0                  | \$0                 |
| 45 Construct Wheelchair Ramp   | \$5,200.00/ EA       | 0                  | \$0                 |
| 46 Construct Retaining Wall  | \$114 / SF           | 12,000             | \$1,368,000         |
| 47 Construct Storm Drain Main  | \$122.00 / LF        | 600                | \$73,000            |
| 48 Construct RCB   | \$549.00 / CY        | 0                  | \$0                 |
| 49 Construct Toll Plaza Facility   | \$2,000,000.00/ EA   | 2                  | \$4,000,000         |
| 50 Construct Bridge Widening   | \$500.00 / SF        | 0                  | \$0                 |
| 51 Install Ramp Metering System  | \$120,000.00/ EA     | 1                  | \$120,000           |
| 52 Apply ATMS  | \$113,165.00 / LS    | 0                  | \$0                 |
| 53 Traffic Control   | \$900,000.00/ LS     | 1                  | \$900,000           |
| 54 Remove Pavement Marker  | \$20,000.00/ LS      | 1                  | \$20,000            |
| 55 Asphalt Concrete Base (8 in)  | \$90.00/ TON         | 12,672             | \$1,140,000         |
| 56 Class 2 Aggregate Base (20 in)  | \$45.00/ CY          | 19,555             | \$880,000           |
| 57 Drainage Mobilization   | \$18,300.00/ LS      | 1                  | \$18,000            |
| 58 Temporary K-rail  | \$17.00/ LF          | 12,000             | \$204,000           |
| 59 Temporary Crash Cushion   | \$325.00/ EA         | 20                 | \$7,000             |
| 60 Temporary Striping  | \$40,000.00/ LS      | 1                  | \$40,000            |
| 61 Temporary Pavement Marker   | \$35,000.00/ LS      | 1                  | \$35,000            |
| 62 Lead Investigation  | \$40,000.00/ LS      | 1                  | \$40,000            |
| 63 Construction Area Sign  | \$70,000.00/ LS      | 1                  | \$70,000            |
| 64 Portable CMS  | \$50,000.00/ LS      | 2                  | \$100,000           |
| 65 CHP/COZEPP  | \$70,000.00/ LS      | 1                  | \$70,000            |
| 66 Traffic Management Plan   | \$100,000.00/ LS     | 1                  | \$100,000           |
| 67 Public Awareness Campaign   | \$25,000.00/ LS      |                    | \$0                 |
| 68 RE Office   | \$6,000.00/ MON      | 18                 |                     |
| 69 SWPPP Plan and Implementation   | \$700,000.00/ LS     | 1                  | \$492,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$12,691,000</b> |
| California Highway Price Index   | +3.6%                | CCI 2008 --> 2009  | \$457,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$13,148,000</b> |
| California Highway Price Index   | (7.7%)               | CCI 2009 --> 2010  | -\$1,012,000        |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$12,136,000</b> |
| California Highway Price Index   | (6.5%)               | CCI 2010 --> 2010* | -\$789,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$11,347,000</b> |
| California Highway Price Index   | (2.9%)               | CCI 2010* --> 2011 | -\$329,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$11,018,000</b> |
| California Highway Price Index   | +8.8%                | CCI 2011 --> 2012  | \$970,000           |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$11,988,000</b> |
| California Highway Price Index   | (2.7%)               | CCI 2012 --> 2013  | -\$324,000          |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$11,664,000</b> |
| California Highway Price Index   | +20%                 | CCI 2013 --> 2014  | \$2,333,000         |
| <b>CONSTRUCTION SUBTOTAL</b>   |                      |                    | <b>\$13,997,000</b> |
| Right-of-Way   | \$87.10 / SF         | 0                  | \$0                 |
| Right-of-Way Management  | 5%                   |                    | \$0                 |
| <b>RIGHT-OF-WAY SUBTOTAL</b>   |                      |                    | <b>\$0</b>          |
| <b>TOTAL CONSTRUCTION &amp; RIGHT-OF-WAY COST</b>                              |                      |                    | <b>\$13,997,000</b> |
| Preliminary Project Development (15% of total construction cost)               |                      |                    | \$2,100,000         |
| Design Engineering/Administration Costs (15% of total construction cost)       |                      |                    | \$2,100,000         |
| Construction Engineering Costs/Administration (15% of total construction cost) |                      |                    | \$2,100,000         |

|  |                     |
|--|---------------------|
| Contingency (20% of total construction cost) | \$2,799,000         |
| <b>TOTAL PROJECT COSTS</b>                   | <b>\$23,096,000</b> |

**APPENDIX D**

NITM Program Cost Allocation Summary Tables

Table 1 - Allocation of Costs For The List of NITM Improvements - Great Park Neighborhoods 2011 GPA/ZC - 2014 Costs

Table D-4 from 2011 GPA/ZC Re-Allocation Study with costs updated to 2014

| Location                                      |             | Irvine Northern Sphere Future Development Areas |             |           |             |             |             |             | Orange County Great Park Future Development Areas |             |             |             |     |               |              | Total |  |  |
|---|-------------|---|-------------|-----------|-------------|-------------|-------------|-------------|---|-------------|-------------|-------------|-----|---------------|--------------|-------|--|--|
| FULLY FUNDED IMPROVEMENTS IN THE NITM PROGRAM |             | PA40  | PA5B        | PA6       | PA8A        | PA8B        | Sub-Total   | GP I        | GP II   | GP III      | GP IV       | Sub-Total   | PAL | Remainder (d) | Total        |       |  |  |
| Share   | 5.11%       | \$4,492   | \$4,492     | \$26,187  | \$1,646     | \$48,433    | \$24,441    | \$24,097    | \$22,097  | \$2,843     | \$2,843     | \$45,191    | \$0 | \$0           | \$100,000    |       |  |  |
| Share   | 3.84%       | \$20,430  | \$19,222    | \$19,222  | \$7,066     | \$4,700     | \$11,111    | \$76,230    | \$9,878   | \$19,958    | \$9,958     | \$19,958    | \$0 | \$0           | \$100,000    |       |  |  |
| Cost  | \$7,723     | \$41,082  | \$15,865    | \$22,342  | \$15,865    | \$1,533,300 | \$22,342    | \$19,865    | \$19,865  | \$19,982    | \$19,982    | \$10,142    | \$0 | \$0           | \$201,165    |       |  |  |
| Share   | 4.24%       | \$24,750  | \$10,722    | \$10,722  | \$25,066    | \$73,486    | \$1,855     | \$70,400    | \$9,500   | \$9,500     | \$22,620    | \$22,620    | \$0 | \$0           | \$100,000    |       |  |  |
| Cost  | \$52,778    | \$308,139                                       | \$133,442   | \$99,449  | \$312,057   | \$910,588   | \$147,501   | \$129,524   | \$23,969  | \$59,910    | \$281,635   | \$59,910    | \$0 | \$0           | \$1,245,000  |       |  |  |
| Share   | 16.82%      | \$14,499  | \$3,969     | \$14,499  | \$8,806     | \$68,888    | \$68,888    | \$6,999     | \$1,350   | \$1,350     | \$14,300    | \$14,300    | \$0 | \$0           | \$100,000    |       |  |  |
| Cost  | \$537,212   | \$462,773                                       | \$1,126,495 | \$25,507  | \$407,994   | \$1,177,494 | \$1,177,494 | \$223,318   | \$223,318   | \$89,935    | \$13,206    | \$456,526   | \$0 | \$0           | \$3,193,600  |       |  |  |
| Share   | 12.11%      | \$18,368  | \$7,627     | \$18,368  | \$9,888     | \$15,709    | \$35,259    | \$26,169    | \$1,866   | \$1,866     | \$1,324     | \$5,293     | \$0 | \$0           | \$100,000    |       |  |  |
| Cost  | \$50,541    | \$76,627  | \$20,583    | \$3,668   | \$65,520    | \$147,141   | \$31,354    | \$25,169    | \$7,744   | \$5,502     | \$53,293    | \$5,502     | \$0 | \$0           | \$417,374    |       |  |  |
| Share   | 12.01%      | \$18,339  | \$5,449     | \$18,339  | \$1,008     | \$4,833     | \$11,578    | \$4,433     | \$2,207   | \$2,207     | \$16,423    | \$16,423    | \$0 | \$0           | \$100,000    |       |  |  |
| Cost  | \$24,168    | \$36,872  | \$10,944    | \$2,019   | \$29,836    | \$64,297    | \$143,968   | \$17,003    | \$4,430   | \$1,889     | \$33,028    | \$0         | \$0 | \$0           | \$201,165    |       |  |  |
| Share   | 16.89%      | \$7,676   | \$11,609    | \$11,609  | \$1,168     | \$7,985     | \$48,739    | \$1,968     | \$9,175   | \$9,175     | \$4,350     | \$4,350     | \$0 | \$0           | \$100,000    |       |  |  |
| Cost  | \$85,487    | \$291,894                                       | \$587,459   | \$58,746  | \$620,904   | \$2,469,165 | \$605,817   | \$446,102   | \$464,460   | \$233,969   | \$1,740,348 | \$0         | \$0 | \$0           | \$5,065,000  |       |  |  |
| Share   | 4.02%       | \$0,939   | \$0,939     | \$0,939   | \$0,266     | \$2,322     | \$7,111     | \$9,226     | \$8,878   | \$0,669     | \$18,878    | \$18,878    | \$0 | \$0           | \$100,000    |       |  |  |
| Cost  | \$217,889   | \$1,676,320                                     | \$517,965   | \$13,857  | \$1,480,788 | \$480,729   | \$4,179,559 | \$499,808   | \$35,837  | \$10,990    | \$1,022,551 | \$0         | \$0 | \$0           | \$5,420,000  |       |  |  |
| Share   | 25.69%      | \$10,919  | \$8,339     | \$10,919  | \$3,913     | \$15,669    | \$6,249     | \$4,468     | \$1,077   | \$1,077     | \$9,269     | \$9,269     | \$0 | \$0           | \$100,000    |       |  |  |
| Cost  | \$318,180   | \$135,165                                       | \$103,103   | \$48,419  | \$193,919   | \$334,934   | \$805,540   | \$55,173    | \$36,701  | \$13,264    | \$9,521     | \$114,659   | \$0 | \$0           | \$1,238,379  |       |  |  |
| Share   | 23.80%      | \$9,511   | \$8,013     | \$9,511   | \$1,133     | \$5,588     | \$26,158    | \$3,388     | \$4,023   | \$2,878     | \$12,329    | \$12,329    | \$0 | \$0           | \$100,000    |       |  |  |
| Cost  | \$3,141,402 | \$1,255,543                                     | \$1,136,004 | \$410,368 | \$2,055,913 | \$3,451,979 | \$8,310,206 | \$378,801   | \$129,322   | \$1,748,392 | \$0         | \$0         | \$0 | \$0           | \$13,200,000 |       |  |  |
| Share   | 20.69%      | \$7,959   | \$9,029     | \$9,029   | \$6,009     | \$26,011    | \$61,406    | \$9,136     | \$4,999   | \$2,166     | \$17,913    | \$17,913    | \$0 | \$0           | \$100,000    |       |  |  |
| Cost  | \$306,450   | \$117,785                                       | \$133,594   | \$35,787  | \$236,960   | \$385,147   | \$909,273   | \$87,557    | \$73,833  | \$31,965    | \$265,277   | \$0         | \$0 | \$0           | \$1,481,000  |       |  |  |
| Share   | 18.89%      | \$1,249   | \$1,173     | \$1,173   | \$0,308     | \$1,668     | \$30,149    | \$10,899    | \$4,479   | \$4,684     | \$1,029     | \$21,029    | \$0 | \$0           | \$100,000    |       |  |  |
| Cost  | \$78,742    | \$5,164   | \$48,901    | \$1,255   | \$69,514    | \$125,654   | \$45,391    | \$18,621    | \$4,242   | \$87,607    | \$4,242     | \$5,966     | \$0 | \$0           | \$416,839    |       |  |  |
| Share   | 31.10%      | \$1,088   | \$7,188     | \$1,088   | \$0,222     | \$8,966     | \$2,948     | \$10,311    | \$7,866   | \$16,424    | \$1,378     | \$5,966     | \$0 | \$0           | \$100,000    |       |  |  |
| Cost  | \$1,174,550 | \$40,625  | \$271,078   | \$8,494   | \$338,417   | \$885,490   | \$1,244,104 | \$393,383   | \$297,054   | \$620,206   | \$1,358,346 | \$0         | \$0 | \$0           | \$3,777,000  |       |  |  |
| Share   | 29.92%      | \$1,249   | \$8,849     | \$1,249   | \$0,244     | \$9,696     | \$2,948     | \$11,999    | \$8,166   | \$11,766    | \$3,244     | \$3,244     | \$0 | \$0           | \$100,000    |       |  |  |
| Cost  | \$665,625   | \$27,489  | \$196,739   | \$5,371   | \$230,757   | \$381,681   | \$842,037   | \$265,882   | \$181,467   | \$267,721   | \$7,267     | \$717,388   | \$0 | \$0           | \$2,225,000  |       |  |  |
| Share   | 26.15%      | \$1,413   | \$10,513    | \$1,413   | \$0,288     | \$12,313    | \$4,849     | \$12,329    | \$9,849   | \$2,291     | \$31,013    | \$31,013    | \$0 | \$0           | \$100,000    |       |  |  |
| Cost  | \$295,770   | \$15,997  | \$118,868   | \$3,156   | \$139,341   | \$207,247   | \$484,509   | \$138,308   | \$97,849  | \$111,264   | \$3,300     | \$350,720   | \$0 | \$0           | \$1,131,000  |       |  |  |
| Share   | 21.00%      | \$1,199   | \$9,699     | \$1,199   | \$0,244     | \$8,299     | \$2,948     | \$11,399    | \$9,311   | \$9,839     | \$5,999     | \$6,066     | \$0 | \$0           | \$100,000    |       |  |  |
| Cost  | \$85,270    | \$4,845   | \$39,324    | \$9,699   | \$33,672    | \$54,909    | \$133,718   | \$46,026    | \$37,990  | \$80,506    | \$22,690    | \$187,012   | \$0 | \$0           | \$406,000    |       |  |  |
| Share   | 22.97%      | \$0,659   | \$11,889    | \$0,659   | \$0,144     | \$9,000     | \$4,628     | \$12,509    | \$9,900   | \$16,933    | \$4,744     | \$4,744     | \$0 | \$0           | \$100,000    |       |  |  |
| Cost  | \$24,773    | \$9,177   | \$167,972   | \$1,995   | \$177,276   | \$206,674   | \$513,094   | \$176,750   | \$239,391   | \$140,043   | \$576,133   | \$0         | \$0 | \$0           | \$1,414,000  |       |  |  |
| Share   | 15.90%      | \$4,099   | \$15,349    | \$4,099   | \$0,726     | \$9,349     | \$3,479     | \$4,388     | \$1,559   | \$1,833     | \$41,149    | \$41,149    | \$0 | \$0           | \$100,000    |       |  |  |
| Cost  | \$318,760   | \$82,081  | \$307,603   | \$14,344  | \$187,271   | \$270,149   | \$861,449   | \$689,318   | \$31,079  | \$36,657    | \$824,791   | \$0         | \$0 | \$0           | \$2,005,000  |       |  |  |
| Share   | 3.19%       | \$1,159   | \$18,499    | \$1,159   | \$0,179     | \$3,211     | \$4,479     | \$26,778    | \$34,456  | \$6,488     | \$1,600     | \$69,300    | \$0 | \$0           | \$100,000    |       |  |  |
| Cost  | \$98,712    | \$35,682  | \$571,729   | \$5,399   | \$99,298    | \$138,149   | \$850,257   | \$200,357   | \$140,552   | \$42,427    | \$50,936    | \$1,424,227 | \$0 | \$0           | \$3,091,396  |       |  |  |
| Share   | 3.88%       | \$1,513   | \$4,188     | \$1,513   | \$0,300     | \$2,516     | \$3,888     | \$6,988     | \$11,058  | \$40,988    | \$24,726    | \$83,736    | \$0 | \$0           | \$100,000    |       |  |  |
| Cost  | \$1,241     | \$483   | \$1,337     | \$96      | \$805       | \$3,965     | \$2,333     | \$5,536     | \$13,113  | \$7,911     | \$26,794    | \$0         | \$0 | \$0           | \$32,000     |       |  |  |
| Share   | 2.48%       | \$0,909   | \$17,749    | \$0,909   | \$0,108     | \$2,888     | \$2,399     | \$2,399     | \$4,481   | \$5,449     | \$69,594    | \$69,594    | \$0 | \$0           | \$100,000    |       |  |  |
| Cost  | \$1,817,749 | \$43,276  | \$1,042,428 | \$4,847   | \$1,149,994 | \$1,149,994 | \$1,341,204 | \$1,310,392 | \$230,574   | \$261,040   | \$3,316,047 | \$0         | \$0 | \$0           | \$4,796,000  |       |  |  |
| Share   | 0.90%       | \$0,509   | \$2,549     | \$0,509   | \$0,000     | \$1,999     | \$1,999     | \$18,606    | \$24,966  | \$18,806    | \$2,222     | \$2,222     | \$0 | \$0           | \$100,000    |       |  |  |
| Cost  | \$85,186    | \$28,135  | \$1,278,855 | \$0       | \$1,034,834 | \$56,270    | \$1,074,093 | \$63,850    | \$1,057,187                                       | \$1,416,119 | \$1,066,565 | \$4,153,720 | \$0 | \$0           | \$5,673,000  |       |  |  |
| Share   | 5.49%       | \$1,059   | \$6,406     | \$1,059   | \$0,272     | \$4,858     | \$4,678     | \$7,806     | \$2,259   | \$1,988     | \$9,167     | \$9,167     | \$0 | \$0           | \$100,000    |       |  |  |
| Cost  | \$185,861   | \$35,488  | \$218,943   | \$9,022   | \$81,201    | \$158,287   | \$265,859   | \$565,853   | \$763,293   | \$1,083,287 | \$2,698,992 | \$0         | \$0 | \$0           | \$3,887,000  |       |  |  |
| Share   | 4.81%       | \$0,149   | \$2,749     | \$0,149   | \$0,056     | \$1,996     | \$0,986     | \$4,729     | \$6,336   | \$20,988    | \$1,910     | \$1,910     | \$0 | \$0           | \$100,000    |       |  |  |
| Cost  | \$930       | \$28  | \$530       | \$46      | \$800       | \$1,739     | \$911       | \$10,890    | \$4,055   | \$17,594    | \$0         | \$0         | \$0 | \$0           | \$19,324     |       |  |  |

Table 1 - Allocation of Costs For The List of NITM Improvements - Great Park Neighborhoods 2011 GPA/ZC - 2014 Costs  
 Table D-4 from 2011 GPA/ZC Re-Allocation Study with costs updated to 2014

| Location   | Irvine Northern Sphere Future Development Areas |                    |                      |                    | Orange County Great Park Future Development Areas |                       |                        |                        |                        |                        |                      |                      | Sub-Total              | PAA          | Remainder (a) | Total                    |
|--|---|--------------------|----------------------|--------------------|---|-----------------------|------------------------|------------------------|------------------------|------------------------|----------------------|----------------------|------------------------|--------------|---------------|--------------------------|
|  | PA40  | PA5B               | PA6                  | PA8A               | PA8A  | PA8A                  | PA8B                   | Sub-Total              | GP I                   | GP II                  | GP III               | GP IV                |                        |              |               |                          |
| 383. Lake Forest Dr & Av Carotay / I-5<br>Southbound ramps (d) (e) | 6.50%<br>\$86,795                               | 1.46%<br>\$19,468  | 20.70%<br>\$276,610  | 0.36%<br>\$4,867   | 4.01%<br>\$53,537                                 | 6.80%<br>\$90,851     | 33.33%<br>\$445,333    | 15.06%<br>\$201,171    | 15.06%<br>\$201,171    | 22.10%<br>\$295,267    | 14.43%<br>\$193,059  | 8.56%<br>\$114,375   | 60.17%<br>\$803,871    | 0.00%<br>\$0 | 0.00%<br>\$0  | 100.00%<br>\$1,336,000   |
| 406. Laguna Canyon Rd & Lake Forest<br>Dr                          | 16.20%<br>\$66,342                              | 4.09%<br>\$56,753  | 15.21%<br>\$62,321   | 0.74%<br>\$3,016   | 9.45%<br>\$38,700                                 | 13.74%<br>\$56,290    | 43.23%<br>\$177,080    | 34.11%<br>\$139,720    | 34.11%<br>\$139,720    | 2.99%<br>\$12,230      | 1.60%<br>\$6,534     | 1.88%<br>\$7,706     | 40.57%<br>\$166,190    | 0.00%<br>\$0 | 0.00%<br>\$0  | 100.00%<br>\$409,612     |
| 407. Laguna Canyon Rd & Bake Pkwy<br>Share<br>Cost                 |   |                    |                      |                    |   |                       |                        |                        |                        |                        |                      |                      |                        |              |               |                          |
| <b>Interchanges</b>  |   |                    |                      |                    |   |                       |                        |                        |                        |                        |                      |                      |                        |              |               |                          |
| SR-133 at Trabuco Rd<br>Share<br>Cost                              | 19.87%<br>\$32,705,833                          | 0.16%<br>\$199,254 | 5.08%<br>\$6,055,384 | 0.10%<br>\$115,952 | 5.79%<br>\$6,705,612                              | 9.41%<br>\$11,238,062 | 20.54%<br>\$24,498,175 | 47.63%<br>\$56,823,140 | 47.63%<br>\$56,823,140 | 10.24%<br>\$12,220,099 | 1.56%<br>\$1,861,681 | 0.16%<br>\$1,868,812 | 59.59%<br>\$71,091,723 | 0.00%<br>\$0 | 0.00%<br>\$0  | 100.00%<br>\$119,395,741 |
| <b>Sub-Total Cost (Fully Funded Improvement<br/>Locations)</b>     | \$32,775,246                                    | \$5,005,043        | \$13,493,365         | \$789,792          | \$14,031,981                                      | \$20,843,073          | \$54,163,656           | \$64,332,723           | \$64,332,723           | \$13,456,081           | \$7,155,866          | \$3,395,017          | \$94,339,658           | \$0          | \$0           | \$181,276,760            |

U:\UcJobs\07100-07500\07100(07151)2013 NITM Fee Reallocation\Great Park NITM Draft Report Tables - 081314 - 2014 Costs.xlsx\Table 1

**Table D-1 - Allocation of Costs For the List of NITM Improvements - Great Park Neighborhoods 2012GPA/ZC - 2014 Costs**  
*Based on actual traffic shares, not adjusted per methodology*

| Location  | Irvine Northern Sphere Future Development Areas |             |             |             | Orange County Great Park Future Development Areas |             |             |             | P&A         | P&B         | Sub-Total   | GP I      | GP II       | GP III   | GP IV       | Sub-Total | PAI     | Remainder (a) | Total        |             |
|---|---|-------------|-------------|-------------|---|-------------|-------------|-------------|-------------|-------------|-------------|-----------|-------------|----------|-------------|-----------|---------|---------------|--------------|-------------|
|   | PA40  | PA5B        | P&A         | PA5B        | PA5A  | P&A         | PA5B        | Sub-Total   |             |             |             |           |             |          |             |           |         |               |              |             |
| <b>FULLY FUNDED IMPROVEMENTS IN THE NITM PROGRAM</b>  |   |             |             |             |   |             |             |             |             |             |             |           |             |          |             |           |         |               |              |             |
| <b>Intersections</b>                                  |   |             |             |             |   |             |             |             |             |             |             |           |             |          |             |           |         |               |              |             |
| 34. Red Hill Ave & Irvine Blvd (d)                    | Share   | 4.97%       | 22.64%      | 13.63%      | 0.80%   | 24.69%      | 12.43%      | 74.21%      | 9.74%       | 9.74%       | 20.82%      | 0.27%     | 1.52%       | 0.27%    | 20.82%      | 0.00%     | 100.00% | \$0           | \$2,011,165  |             |
|   | Cost  | \$9,593     | \$45,546    | \$27,468    | \$1,607   | \$49,664    | \$25,008    | \$149,292   | \$19,584    | \$18,680    | \$41,880    | \$552     | \$1,063     | \$552    | \$41,880    | \$0       | 100.00% | \$0           | \$2,011,165  |             |
| 91. Tustin Ranch Rd & Irvine Blvd (d)                 | Share   | 3.72%       | 20.63%      | 19.93%      | 0.76%   | 11.37%      | 11.37%      | 78.05%      | 8.31%       | 19.93%      | 18.23%      | 0.17%     | 1.03%       | 0.17%    | 18.23%      | 0.00%     | 100.00% | \$0           | \$2,011,165  |             |
|   | Cost  | \$7,484     | \$41,497    | \$40,125    | \$1,528   | \$50,977    | \$22,869    | \$187,007   | \$17,647    | \$16,715    | \$33,222    | \$333     | \$2,079     | \$333    | \$33,222    | \$0       | 100.00% | \$0           | \$2,011,165  |             |
| 125. Jamboree Rd & Irvine Blvd                        | Share   | 4.07%       | 25.23%      | 11.24%      | 0.77%   | 25.68%      | 12.13%      | 75.01%      | 9.24%       | 9.20%       | 20.92%      | 0.37%     | 2.10%       | 0.37%    | 20.92%      | 0.00%     | 100.00% | \$0           | \$1,245,000  |             |
|   | Cost  | \$50,640    | \$314,109   | \$139,552   | \$9,568   | \$319,709   | \$150,987   | \$933,925   | \$115,049   | \$114,582   | \$260,438   | \$4,667   | \$260,438   | \$0      | \$260,438   | \$0       | 100.00% | \$0           | \$1,245,000  |             |
| 222. Culver Dr & Trabuco Rd                           | Share   | 16.19%      | 14.57%      | 4.17%       | 0.81%   | 13.17%      | 37.54%      | 70.26%      | 6.49%       | 3.42%       | 3.04%       | 0.60%     | 3.04%       | 0.60%    | 13.55%      | 0.00%     | 100.00% | \$0           | \$3,193,600  |             |
|   | Cost  | \$516,961   | \$465,368   | \$133,110   | \$25,796  | \$420,482   | \$1,199,019 | \$2,143,775 | \$207,403   | \$109,377   | \$596,995   | \$19,089  | \$432,864   | \$0      | \$432,864   | \$0       | 100.00% | \$0           | \$3,193,600  |             |
| 223. Culver Dr & I-5 southbound ramps                 | Share   | 11.34%      | 18.28%      | 4.81%       | 0.92%   | 15.99%      | 36.40%      | 76.10%      | 5.26%       | 3.89%       | 0.58%       | 0.58%     | 2.22%       | 0.58%    | 12.26%      | 0.00%     | 100.00% | \$0           | \$1,417,374  |             |
|   | Cost  | \$47,339    | \$76,308    | \$20,086    | \$3,836   | \$66,719    | \$151,910   | \$318,860   | \$32,215    | \$16,251    | \$92,826    | \$2,422   | \$51,175    | \$0      | \$51,175    | \$0       | 100.00% | \$0           | \$1,417,374  |             |
| 224. Culver Dr & Walnut Ave (d)                       | Share   | 12.10%      | 18.15%      | 5.41%       | 1.00%   | 14.88%      | 32.37%      | 71.78%      | 8.27%       | 5.05%       | 2.32%       | 0.48%     | 2.32%       | 0.48%    | 16.12%      | 0.00%     | 100.00% | \$0           | \$2,111,331  |             |
|   | Cost  | \$24,337    | \$36,505    | \$10,874    | \$2,006   | \$29,903    | \$65,113    | \$144,401   | \$16,634    | \$10,162    | \$54,660    | \$971     | \$32,427    | \$0      | \$32,427    | \$0       | 100.00% | \$0           | \$2,111,331  |             |
| 235. Culver Dr & University Dr                        | Share   | 15.94%      | 5.90%       | 11.11%      | 1.09%   | 17.09%      | 46.45%      | 10.91%      | 13.33%      | 11.25%      | 2.11%       | 2.11%     | 11.25%      | 2.11%    | 37.61%      | 0.00%     | 100.00% | \$0           | \$5,065,000  |             |
|   | Cost  | \$807,164   | \$278,807   | \$562,778   | \$55,073  | \$550,314   | \$865,680   | \$2,352,652 | \$552,452   | \$676,366   | \$569,662   | \$106,704 | \$1,905,183 | \$0      | \$1,905,183 | \$0       | 100.00% | \$0           | \$5,065,000  |             |
| 249. Yale Ave & Irvine Blvd                           | Share   | 3.93%       | 31.32%      | 9.88%       | 0.26%   | 27.82%      | 9.24%       | 78.32%      | 8.44%       | 8.34%       | 17.55%      | 0.09%     | 0.88%       | 0.09%    | 17.55%      | 0.00%     | 100.00% | \$0           | \$5,420,000  |             |
|   | Cost  | \$215,047   | \$1,697,670 | \$535,250   | \$13,884  | \$1,506,082 | \$500,779   | \$4,255,665 | \$457,691   | \$451,946   | \$951,289   | \$4,788   | \$951,289   | \$0      | \$951,289   | \$0       | 100.00% | \$0           | \$5,420,000  |             |
| 288. Jeffrey Rd & Walnut Ave/I-5 southbound ramps     | Share   | 25.90%      | 10.90%      | 8.36%       | 3.88%   | 15.59%      | 26.37%      | 65.11%      | 4.40%       | 2.94%       | 0.34%       | 0.34%     | 1.30%       | 0.34%    | 8.99%       | 0.00%     | 100.00% | \$0           | \$1,238,379  |             |
|   | Cost  | \$320,744   | \$135,003   | \$103,575   | \$48,071  | \$193,093   | \$326,361   | \$806,304   | \$54,535    | \$36,437    | \$111,331   | \$4,201   | \$11,131    | \$0      | \$11,131    | \$0       | 100.00% | \$0           | \$1,238,379  |             |
| 289. Jeffrey Rd & Irvine Center Dr                    | Share   | 23.54%      | 9.43%       | 8.57%       | 3.07%   | 15.45%      | 26.04%      | 62.55%      | 5.21%       | 4.86%       | 3.34%       | 0.90%     | 3.34%       | 0.90%    | 13.91%      | 0.00%     | 100.00% | \$0           | \$13,200,000 |             |
|   | Cost  | \$3,106,821 | \$1,244,324 | \$1,130,659 | \$404,804   | \$2,039,973 | \$3,436,846 | \$8,256,605 | \$67,967    | \$642,103   | \$440,698   | \$65,806  | \$1,836,574 | \$0      | \$1,836,574 | \$0       | 100.00% | \$0           | \$13,200,000 |             |
| 291. Jeffrey Rd & Alton Pkwy                          | Share   | 20.01%      | 7.81%       | 1.70%       | 2.13%   | 15.57%      | 25.31%      | 59.75%      | 6.69%       | 6.73%       | 11.16%      | 0.67%     | 6.07%       | 0.67%    | 20.25%      | 0.00%     | 100.00% | \$0           | \$1,481,000  |             |
|   | Cost  | \$296,333   | \$115,602   | \$129,427   | \$34,481  | \$230,537   | \$374,789   | \$884,835   | \$84,286    | \$99,611    | \$17,157    | \$299,831 | \$0         | \$98,778 | \$17,157    | \$299,831 | \$0     | 100.00%       | \$0          | \$1,481,000 |
| 302. Sand Canyon Ave & Trabuco Rd                     | Share   | 18.94%      | 1.26%       | 11.91%      | 0.29%   | 16.89%      | 30.48%      | 60.20%      | 10.20%      | 4.69%       | 0.45%       | 0.45%     | 4.88%       | 0.45%    | 20.22%      | 0.00%     | 100.00% | \$0           | \$416,839    |             |
|   | Cost  | \$78,952    | \$5,271     | \$49,655    | \$1,218   | \$70,384    | \$127,662   | \$253,590   | \$42,527    | \$19,556    | \$84,297    | \$1,856   | \$84,297    | \$0      | \$84,297    | \$0       | 100.00% | \$0           | \$416,839    |             |
| 303. Sand Canyon Ave & I-5 northbound ramps/Marine Wy | Share   | 29.85%      | 1.03%       | 6.94%       | 0.11%   | 8.58%       | 14.72%      | 31.68%      | 10.26%      | 11.91%      | 15.91%      | 0.58%     | 15.91%      | 0.58%    | 38.67%      | 0.00%     | 100.00% | \$0           | \$21,992,000 |             |
|   | Cost  | \$1,127,512 | \$38,757    | \$262,262   | \$7,846   | \$324,083   | \$555,910   | \$1,188,857 | \$387,568   | \$449,983   | \$601,086   | \$21,994  | \$1,460,630 | \$0      | \$1,460,630 | \$0       | 100.00% | \$0           | \$21,992,000 |             |
| 305. Sand Canyon Ave & I-5 southbound ramps           | Share   | 28.73%      | 1.18%       | 8.56%       | 0.23%   | 10.03%      | 16.39%      | 36.39%      | 11.66%      | 11.88%      | 11.19%      | 0.15%     | 11.19%      | 0.15%    | 34.88%      | 0.00%     | 100.00% | \$0           | \$2,225,000  |             |
|   | Cost  | \$639,142   | \$26,323    | \$190,437   | \$5,062   | \$223,239   | \$364,674   | \$809,735   | \$259,484   | \$264,343   | \$248,955   | \$3,341   | \$776,123   | \$0      | \$776,123   | \$0       | 100.00% | \$0           | \$2,225,000  |             |
| 306. Sand Canyon Ave & Oak Canyon/Laguna Canyon Rd    | Share   | 25.20%      | 1.36%       | 10.21%      | 0.36%   | 11.86%      | 17.63%      | 41.31%      | 11.78%      | 11.59%      | 9.97%       | 0.15%     | 9.97%       | 0.15%    | 33.49%      | 0.00%     | 100.00% | \$0           | \$1,131,000  |             |
|   | Cost  | \$284,980   | \$15,352    | \$115,486   | \$2,974   | \$134,088   | \$199,369   | \$467,268   | \$133,258   | \$131,114   | \$112,720   | \$1,660   | \$378,752   | \$0      | \$378,752   | \$0       | 100.00% | \$0           | \$1,131,000  |             |
| 310. Sand Canyon Ave & Alton Pkwy                     | Share   | 19.61%      | 1.08%       | 9.12%       | 0.21%   | 7.98%       | 12.73%      | 31.11%      | 10.25%      | 13.87%      | 22.26%      | 2.89%     | 49.27%      | 2.89%    | 49.27%      | 0.00%     | 100.00% | \$0           | \$406,000    |             |
|   | Cost  | \$79,626    | \$4,390     | \$37,012    | \$833   | \$32,395    | \$51,696    | \$126,326   | \$41,629    | \$56,313    | \$200,048   | \$11,732  | \$200,048   | \$0      | \$200,048   | \$0       | 100.00% | \$0           | \$406,000    |             |
| 311. Sand Canyon Ave & I-405 northbound ramps         | Share   | 22.47%      | 0.64%       | 11.63%      | 0.11%   | 9.20%       | 14.43%      | 36.01%      | 11.61%      | 12.83%      | 16.40%      | 0.69%     | 16.40%      | 0.69%    | 41.52%      | 0.00%     | 100.00% | \$0           | \$1,414,000  |             |
|   | Cost  | \$317,660   | \$9,009     | \$164,510   | \$1,567   | \$130,041   | \$204,070   | \$509,197   | \$164,118   | \$181,352   | \$231,880   | \$9,792   | \$587,143   | \$0      | \$587,143   | \$0       | 100.00% | \$0           | \$1,414,000  |             |
| 321. Laguna Canyon Rd & Old Laguna Canyon Rd          | Share   | 16.15%      | 4.06%       | 15.71%      | 0.72%   | 9.56%       | 13.82%      | 43.87%      | 34.07%      | 3.66%       | 1.41%       | 0.84%     | 3.66%       | 1.41%    | 39.98%      | 0.00%     | 100.00% | \$0           | \$2,005,000  |             |
|   | Cost  | \$323,829   | \$81,360    | \$314,968   | \$14,500  | \$191,720   | \$277,107   | \$879,654   | \$683,102   | \$73,305    | \$28,194    | \$16,916  | \$801,517   | \$0      | \$801,517   | \$0       | 100.00% | \$0           | \$2,005,000  |             |
| 338. Alton Pkwy & Irvine Blvd (e)                     | Share   | 3.32%       | 1.13%       | 18.14%      | 0.17%   | 3.16%       | 4.34%       | 26.93%      | 26.15%      | 35.07%      | 7.96%       | 0.56%     | 7.96%       | 0.56%    | 69.74%      | 0.00%     | 100.00% | \$0           | \$3,091,396  |             |
|   | Cost  | \$102,482   | \$35,063    | \$560,885   | \$5,295   | \$97,540    | \$134,250   | \$833,032   | \$806,323   | \$1,084,118 | \$246,027   | \$17,414  | \$2,155,882 | \$0      | \$2,155,882 | \$0       | 100.00% | \$0           | \$3,091,396  |             |
| 345. Alton Pkwy & I-5 northbound                      | Share   | 3.28%       | 1.14%       | 3.68%       | 0.25%   | 2.14%       | 3.30%       | 16.91%      | 3.30%       | 5.88%       | 11.51%      | 0.92%     | 5.88%       | 0.92%    | 86.22%      | 0.00%     | 100.00% | \$0           | \$32,000     |             |
|   | Cost  | \$1,050     | \$365       | \$1,176     | \$79  | \$665       | \$1,056     | \$3,161     | \$1,880     | \$5,413     | \$3,685     | \$22,589  | \$0         | \$3,685  | \$22,589    | \$0       | 100.00% | \$0           | \$32,000     |             |
| 362. Bake Pkwy & Irvine Blvd (e)                      | Share   | 2.78%       | 0.90%       | 21.53%      | 0.11%   | 2.42%       | 2.76%       | 27.28%      | 26.96%      | 32.81%      | 7.19%       | 2.54%     | 32.81%      | 7.19%    | 69.51%      | 0.00%     | 100.00% | \$0           | \$4,796,000  |             |
|   | Cost  | \$135,212   | \$43,077    | \$1,032,756 | \$5,068   | \$115,837   | \$122,888   | \$1,293,226 | \$1,293,027 | \$1,573,569 | \$344,976   | \$121,990 | \$3,335,562 | \$0      | \$3,335,562 | \$0       | 100.00% | \$0           | \$4,796,000  |             |
| 364. Bake Pkwy & Jeronimo Rd                          | Share   | 0.51%       | 0.39%       | 17.87%      | 0.00%   | 1.60%       | 0.66%       | 20.95%      | 8.71%       | 36.70%      | 26.35%      | 7.24%     | 36.70%      | 7.24%    | 79.00%      | 0.00%     | 100.00% | \$0           | \$5,673,000  |             |
|   | Cost  | \$28,987    | \$21,917    | \$1,012,430 | \$0   | \$90,487    | \$37,471    | \$1,162,315 | \$494,196   | \$2,082,127 | \$1,484,606 | \$410,769 | \$4,481,698 | \$0      | \$4,481,698 | \$0       | 100.00% | \$0           | \$5,673,000  |             |
| 368. Bake Pkwy & I-5 southbound                       | Share   | 5.59%       | 1.00%       | 6.82%       | 0.26%   | 2.36%       | 4.85%       | 15.29%      | 6.88%       | 21.50%      | 32.79%      | 16.14%    | 32.79%      | 16.14%   | 79.12%      | 0.00%     | 100.00% | \$0           | \$3,387,000  |             |
|   | Cost  | \$189,268   | \$33,889    | \$230,830   | \$8,952   | \$79,927    | \$164,331   | \$511,670   | \$278,298   | \$1,110,670 | \$546,703   | \$267,803 | \$3,387,000 | \$0      | \$3,387,000 | \$0       | 100.00% | \$0           | \$3,387,000  |             |
| 379. Lake Forest Dr & Murlands Blvd                   | Share   | 3.33%       | 2.59%       | 0.04%       | 0.04%   | 0.11%       | 3.56%       | 8.84%       | 8.39%       | 20.23%      | 55.64%      | 8.84%     | 93.11%      | 8.84%    | 93.11%      | 0.00%     | 100.00% | \$0           | \$19,324     |             |
|   | Cost  | \$644       | \$22        | \$500       | \$7   | \$22        | \$118       | \$688       | \$1,622     | \$3,910     | \$10,752    | \$17,992  | \$0         | \$17,992 | \$0         | 100.00%   | \$0     | \$19,324      |              |             |

Table D-1 - Allocation of Costs For The List of NITM Improvements - Great Park Neighborhoods 2012GPA/ZC - 2014 Costs

Based on actual traffic shares, not adjusted per methodology

| Location   | Irvine Northern Sphere Future Development Areas |             |              |           | Orange County Great Park Future Development Areas |              |              |              |              |             |             |              | PA1   | Remainder (a) | Total |
|--|---|-------------|--------------|-----------|---|--------------|--------------|--------------|--------------|-------------|-------------|--------------|-------|---------------|-------|
|  | PA40  | PA5B        | PAG          | PA8A      | PA9A  | PASB         | Sub-Total    | GP1          | GP2          | GP3         | GP4         | Sub-Total    |       |               |       |
| 383. Lake Forest Dr. & Av. Carlisle / I-5                  | 5.60%   | 1.20%       | 16.89%       | 0.36%     | 3.40%   | 5.70%        | 27.46%       | 13.65%       | 31.59%       | 17.36%      | 4.34%       | 66.95%       | 0.00% | 100.00%       |       |
| Cost   | \$74,766  | \$16,071    | \$225,695    | \$3,494   | \$45,418  | \$76,163     | \$466,841    | \$182,272    | \$472,042    | \$731,983   | \$57,296    | \$894,333    | \$0   | \$1,336,000   |       |
| 406. Laguna Canyon Rd & Lake Forest Dr.                    | 16.52%  | 4.08%       | 45.38%       | 0.71%     | 9.57%   | 13.90%       | 43.82%       | 34.12%       | 32.53%       | 1.41%       | 0.87%       | 39.66%       | 0.00% | 100.00%       |       |
| Cost   | \$67,672  | \$16,705    | \$63,752     | \$2,898   | \$39,205  | \$56,933     | \$179,493    | \$139,776    | \$13,296     | \$7,796     | \$3,380     | \$162,447    | \$0   | \$409,612     |       |
| 407. Laguna Canyon Rd & Blake Pkwy                         |   |             |              |           |   |              |              |              |              |             |             |              |       |               |       |
| <b>Interchanges</b>  |   |             |              |           |   |              |              |              |              |             |             |              |       |               |       |
| SR-133 at Trabuco Rd                                       | 20.89%  | 0.20%       | 4.59%        | 0.10%     | 6.07%   | 9.84%        | 20.79%       | 46.24%       | 10.64%       | 1.38%       | 0.06%       | 58.32%       | 0.00% | 100.00%       |       |
| Cost   | \$24,919,853                                    | \$234,966   | \$5,478,071  | \$114,126 | \$7,236,962                                       | \$11,734,888 | \$24,799,013 | \$55,156,658 | \$12,694,893 | \$1,651,477 | \$73,847    | \$69,576,874 | \$0   | \$119,295,741 |       |
| <b>Sub-Total Cost (Fully Funded Improvement Locations)</b> |   |             |              |           |   |              |              |              |              |             |             |              |       |               |       |
|  | \$33,770,498                                    | \$5,033,275 | \$12,573,327 | \$774,582 | \$14,311,496                                      | \$21,237,166 | \$53,929,846 | \$62,320,036 | \$21,975,860 | \$7,790,846 | \$1,531,673 | \$93,578,415 | \$0   | \$181,278,760 |       |



Table D-2 - Final Allocation of Costs Based on the Modified GPN and PA 40 Fully Funded Cost Shares

| Location  | PA40        |             |             |             |           |           |             |             |             |           | Irvine Northern Sphere Future Development Areas |           |             |             |         |           |      |       |        |       | Orange County Great Park Future Development Areas |       |  |  |  |  |  |  |  |  |
|---|-------------|-------------|-------------|-------------|-----------|-----------|-------------|-------------|-------------|-----------|---|-----------|-------------|-------------|---------|-----------|------|-------|--------|-------|---|-------|--|--|--|--|--|--|--|--|
|   | PA40        |             |             |             |           |           |             |             |             |           | PA5B  | PA6       | PA8A        | PA9A        | PA9B    | Sub-Total | GP I | GP II | GP III | GP IV | Sub-Total   | Total |  |  |  |  |  |  |  |  |
|   | 2011 GPN/ZC | Prop. Share | Revised     | 18.87%      | 13.58%    | 0.69%     | 10.42%      | 19.87%      | 63.42%      | 14.11%    | 13.46%  | 2.21%     | 0.40%       | 30.17%      | 100.00% |           |      |       |        |       |   |       |  |  |  |  |  |  |  |  |
| 34. Red Hill Ave & Irvine Blvd (d)                    | 6.53%       | \$236       | \$12,903    | \$37,960    | \$27,318  | \$1,388   | \$20,962    | \$39,972    | \$127,579   | \$28,377  | \$4,438   | \$800     | \$60,683    | \$201,165   |         |           |      |       |        |       |   |       |  |  |  |  |  |  |  |  |
| 91. Tustin Ranch Rd & Irvine Blvd (d)                 | 5.70%       | \$206       | \$11,255    | \$36,009    | \$34,922  | \$1,328   | \$19,794    | \$42,908    | \$134,982   | \$26,281  | \$5,114   | \$498     | \$54,928    | \$201,165   |         |           |      |       |        |       |   |       |  |  |  |  |  |  |  |  |
| 125. Jamboree Rd & Irvine Blvd                        | 6.05%       | \$1,355     | \$73,935    | \$266,306   | \$147,408 | \$8,342   | \$129,356   | \$264,065   | \$815,600   | \$157,029 | \$35,674  | \$6,370   | \$355,466   | \$1,245,000 |         |           |      |       |        |       |   |       |  |  |  |  |  |  |  |  |
| 222. Culver Dr & Trabuco Rd                           | 28.89%      | \$16,606    | \$906,059   | \$372,693   | \$158,083 | \$21,397  | \$915,925   | \$323,192   | \$1,791,610 | \$237,622 | \$125,313                                       | \$21,871  | \$495,932   | \$3,193,600 |         |           |      |       |        |       |   |       |  |  |  |  |  |  |  |  |
| 223. Culver Dr & I-5 southbound ramps                 | 20.64%      | \$1,550     | \$84,581    | \$63,858    | \$28,256  | \$3,256   | \$120,746   | \$53,716    | \$269,832   | \$28,562  | \$19,994  | \$2,980   | \$62,961    | \$417,374   |         |           |      |       |        |       |   |       |  |  |  |  |  |  |  |  |
| 224. Culver Dr & Walnut Ave (d)                       | 20.21%      | \$732       | \$39,933    | \$32,026    | \$12,010  | \$1,751   | \$56,527    | \$25,488    | \$127,800   | \$17,449  | \$4,805   | \$1,001   | \$33,431    | \$201,165   |         |           |      |       |        |       |   |       |  |  |  |  |  |  |  |  |
| 235. Culver Dr & University Dr                        | 21.33%      | \$19,442    | \$1,060,788 | \$278,068   | \$557,657 | \$55,715  | \$841,297   | \$570,319   | \$2,303,056 | \$493,289 | \$603,933                                       | \$508,656 | \$95,277    | \$1,701,156 |         |           |      |       |        |       |   |       |  |  |  |  |  |  |  |  |
| 249. Yale Ave & Irvine Blvd                           | 5.44%       | \$5,304     | \$289,395   | \$146,652   | \$643,354 | \$12,466  | \$430,890   | \$1,287,250 | \$3,838,986 | \$621,433 | \$613,633                                       | \$50,053  | \$1,291,619 | \$5,420,000 |         |           |      |       |        |       |   |       |  |  |  |  |  |  |  |  |
| 288. Jeffrey Rd & Walnut Ave/I-5 southbound ramps     | 33.48%      | \$7,463     | \$407,207   | \$81,362    | \$117,893 | \$41,858  | \$262,784   | \$158,017   | \$661,913   | \$82,910  | \$55,396  | \$6,387   | \$169,258   | \$1,238,379 |         |           |      |       |        |       |   |       |  |  |  |  |  |  |  |  |
| 289. Jeffrey Rd & Irvine Center Dr                    | 29.49%      | \$70,066    | \$3,822,905 | \$1,173,480 | \$962,280 | \$381,480 | \$2,962,080 | \$1,788,600 | \$7,266,600 | \$790,576 | \$737,871                                       | \$506,427 | \$75,620    | \$3,200,000 |         |           |      |       |        |       |   |       |  |  |  |  |  |  |  |  |
| 291. Jeffrey Rd & Alton Pkwy                          | 26.39%      | \$7,034     | \$383,769   | \$108,854   | \$113,740 | \$32,730  | \$338,705   | \$207,637   | \$801,665   | \$83,087  | \$98,194  | \$16,913  | \$295,566   | \$1,481,000 |         |           |      |       |        |       |   |       |  |  |  |  |  |  |  |  |
| 302. Sand Canyon Ave & Trabuco Rd                     | 26.99%      | \$2,025     | \$110,475   | \$4,960     | \$40,475  | \$1,042   | \$107,003   | \$61,067    | \$214,589   | \$46,300  | \$21,291  | \$2,021   | \$91,775    | \$416,839   |         |           |      |       |        |       |   |       |  |  |  |  |  |  |  |  |
| 303. Sand Canyon Ave & I-5 northbound ramps/Marine Wy | 36.44%      | \$24,769    | \$1,351,450 | \$39,281    | \$247,016 | \$7,554   | \$590,345   | \$339,552   | \$1,223,748 | \$318,889 | \$370,244                                       | \$494,572 | \$18,096    | \$3,777,000 |         |           |      |       |        |       |   |       |  |  |  |  |  |  |  |  |
| 305. Sand Canyon Ave & I-5 southbound ramps           | 35.51%      | \$14,221    | \$775,936   | \$26,255    | \$178,668 | \$5,118   | \$386,260   | \$231,623   | \$828,145   | \$207,594 | \$211,482                                       | \$199,170 | \$620,919   | \$2,225,000 |         |           |      |       |        |       |   |       |  |  |  |  |  |  |  |  |
| 306. Sand Canyon Ave & Oak Canyon/Laguna Canyon Rd    | 29.40%      | \$5,985     | \$326,542   | \$15,834    | \$113,100 | \$3,167   | \$246,247   | \$143,863   | \$492,211   | \$109,854 | \$108,087                                       | \$92,923  | \$136,683   | \$1,131,000 |         |           |      |       |        |       |   |       |  |  |  |  |  |  |  |  |
| 310. Sand Canyon Ave & Alton Pkwy                     | 25.29%      | \$4,848     | \$249,842   | \$5,318     | \$36,296  | \$1,056   | \$64,185    | \$37,231    | \$141,086   | \$34,143  | \$46,186  | \$9,622   | \$164,072   | \$406,000   |         |           |      |       |        |       |   |       |  |  |  |  |  |  |  |  |
| 311. Sand Canyon Ave & I-405 northbound ramps         | 28.97%      | \$7,373     | \$402,289   | \$10,181    | \$149,178 | \$2,122   | \$222,423   | \$140,269   | \$524,028   | \$136,317 | \$150,632                                       | \$8,133   | \$487,683   | \$1,414,000 |         |           |      |       |        |       |   |       |  |  |  |  |  |  |  |  |
| 321. Laguna Canyon Rd & Old Laguna Canyon Rd          | 22.81%      | \$8,230     | \$457,296   | \$22,810    | \$106,770 | \$3,566   | \$112,600   | \$70,900    | \$340,100   | \$37,150  | \$39,900  | \$1,530   | \$43,590    | \$2,005,000 |         |           |      |       |        |       |   |       |  |  |  |  |  |  |  |  |
| 338. Alton Pkwy & Irvine Blvd (e)                     | 4.35%       | \$2,421     | \$132,104   | \$34,005    | \$701,128 | \$5,255   | \$130,457   | \$90,269    | \$961,424   | \$749,078 | \$1,004,658                                     | \$227,994 | \$1,997,868 | \$3,091,396 |         |           |      |       |        |       |   |       |  |  |  |  |  |  |  |  |

Table D-2 - Final Allocation of Costs Based on the Modified GPN and PA 40 Fully Funded Cost Shares

| Location  | Irvine Northern Sphere Future Development Areas |              |              |             |              |           |              |              |              |              | Orange County Great Park Future Development Areas |             |             |              |               | Total |
|---|---|--------------|--------------|-------------|--------------|-----------|--------------|--------------|--------------|--------------|---|-------------|-------------|--------------|---------------|-------|
|   | PA40  |              | PA5B         | PA6         | PA8A         | PA9A      | PA9B         | Sub-Total    | GP I         | GP II        | GP III  | GP IV       | Sub-Total   |              |               |       |
| 345. Allion Pkwy & I-5 northbound ramps                       | Share   | 7.27%        | 7.14%        | 1.62%       | 5.33%        | 0.36%     | 4.85%        | 2.83%        | 14.98%       | 5.31%        | 15.28%  | 46.90%      | 10.40%      | 77.88%       | 100.00%       |       |
|   | Cost  | \$2,326      | \$2,284      | \$519       | \$1,706      | \$115     | \$1,553      | \$906        | \$4,793      | \$1,699      | \$4,889   | \$15,006    | \$3,328     | \$24,923     | \$32,000      |       |
| 362. Bake Pkwy & Irvine Blvd (e)                              | Share   | 3.51%        | 3.45%        | 0.85%       | 25.65%       | 0.10%     | 2.57%        | 2.04%        | 31.20%       | 25.35%       | 30.85%  | 6.76%       | 2.39%       | 65.35%       | 100.00%       |       |
|   | Cost  | \$168,253    | \$165,225    | \$40,766    | \$1,230,174  | \$4,796   | \$123,257    | \$97,839     | \$1,496,352  | \$1,215,785  | \$1,479,568                                       | \$324,368   | \$114,703   | \$3,134,423  | \$4,796,000   |       |
| 364. Bake Pkwy & Jeronimo Rd                                  | Share   | 0.89%        | 0.87%        | 0.31%       | 21.51%       | 0.01%     | 0.54%        | 1.12%        | 23.50%       | 8.34%        | 35.14%  | 25.22%      | 6.93%       | 75.63%       | 100.00%       |       |
|   | Cost  | \$50,391     | \$49,485     | \$17,586    | \$1,220,262  | \$567     | \$30,634     | \$63,537     | \$1,333,155  | \$473,097    | \$1,993,234                                       | \$1,430,797 | \$393,232   | \$4,290,360  | \$5,673,000   |       |
| 368. Bake Pkwy & I-5 southbound ramps                         | Share   | 5.91%        | 5.81%        | 1.01%       | 7.07%        | 0.26%     | 4.42%        | 2.38%        | 15.14%       | 8.68%        | 21.48%  | 32.76%      | 16.13%      | 79.05%       | 100.00%       |       |
|   | Cost  | \$200,266    | \$196,662    | \$94,209    | \$239,461    | \$8,806   | \$149,705    | \$80,611     | \$512,792    | \$293,885    | \$727,684   | \$1,109,735 | \$546,242   | \$2,677,546  | \$3,387,000   |       |
| 379. Lake Forest Dr & Muirlands Blvd                          | Share   | 5.57%        | 5.47%        | 0.18%       | 2.53%        | 0.09%     | 1.01%        | 0.23%        | 4.05%        | 8.16%        | 19.66%  | 54.07%      | 8.59%       | 90.47%       | 100.00%       |       |
|   | Cost  | \$1,077      | \$1,058      | \$35        | \$489        | \$18      | \$195        | \$44         | \$783        | \$1,576      | \$3,799   | \$10,448    | \$1,660     | \$17,483     | \$19,324      |       |
| 383. Lake Forest Dr & Av Carlota/I-5 southbound ramps (d) (e) | Share   | 7.39%        | 7.26%        | 1.28%       | 20.37%       | 0.27%     | 5.69%        | 3.46%        | 31.06%       | 12.58%       | 29.11%  | 16.00%      | 4.00%       | 61.68%       | 100.00%       |       |
|   | Cost  | \$98,773     | \$96,996     | \$17,101    | \$272,143    | \$3,607   | \$76,018     | \$46,226     | \$414,962    | \$168,027    | \$388,845   | \$213,736   | \$53,434    | \$824,042    | \$1,336,000   |       |
| 406. Laguna Canyon Rd & Lake Forest Dr                        | Share   | 23.30%       | 22.88%       | 3.60%       | 10.51%       | 0.64%     | 11.69%       | 8.12%        | 34.56%       | 36.62%       | 3.48%   | 1.52%       | 0.94%       | 42.56%       | 100.00%       |       |
|   | Cost  | \$95,445     | \$93,727     | \$14,746    | \$43,050     | \$2,622   | \$47,884     | \$33,260     | \$141,562    | \$149,995    | \$14,268  | \$6,219     | \$3,841     | \$174,323    | \$409,612     |       |
| 407. Laguna Canyon Rd & Bake Pkwy                             |   |              |              |             |              |           |              |              |              |              |   |             |             |              |               |       |
| <b>Interchanges</b>   |   |              |              |             |              |           |              |              |              |              |   |             |             |              |               |       |
| SR-133 at Trabuco Rd  | Share   | 25.77%       | 25.30%       | 0.30%       | 2.95%        | 0.07%     | 7.52%        | 5.08%        | 15.92%       | 46.59%       | 10.72%  | 1.40%       | 0.06%       | 58.78%       | 100.00%       |       |
|   | Cost  | \$30,740,920 | \$30,187,642 | \$357,887   | \$3,519,224  | \$83,506  | \$8,971,040  | \$6,060,224  | \$18,991,882 | \$55,584,218 | \$12,793,300                                      | \$1,664,279 | \$74,419    | \$70,116,217 | \$119,295,741 |       |
| <b>Sub-Total Cost (Fully Funded Improvement Locations)</b>    |   | \$42,295,766 | \$41,534,524 | \$4,642,233 | \$10,972,693 | \$703,490 | \$17,439,034 | \$12,346,078 | \$46,103,036 | \$62,801,677 | \$24,871,410                                      | \$7,466,535 | \$1,504,578 | \$93,641,200 | \$181,278,760 |       |

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Table D-3 - Modified Allocation of Costs For The List of NITM Improvements - 2014 Costs

| Location  | PA40  |             |             |             |           | Irvine Northern Sphere Future Development Areas |             |             |             |             | Orange County Great Park Future Development Areas |             |             |       |              | Remainder (a) | Total |
|---|-------|-------------|-------------|-------------|-----------|---|-------------|-------------|-------------|-------------|---|-------------|-------------|-------|--------------|---------------|-------|
|   | PA5B  | PA6         | PA8A        | PA9A        | PA9B      | Sub-Total                                       | GP I        | GP II       | GP III      | GP IV       | Sub-Total   | PA I        |             |       |              |               |       |
|   |       |             |             |             |           |   |             |             |             |             |   |             | PA40        | PA41  | PA42         |               |       |
| 34. Red Hill Ave & Irvine Blvd (d)                    | Share | 6.41%       | 18.87%      | 13.58%      | 0.69%     | 10.42%  | 19.87%      | 63.42%      | 14.11%      | 13.46%      | 2.21%   | 0.40%       | 30.17%      | 0.00% | 0.00%        | 100.00%       |       |
|   | Cost  | \$12,903    | \$37,960    | \$27,318    | \$1,388   | \$20,962  | \$39,972    | \$127,579   | \$27,067    | \$4,438     | \$800   | \$800       | \$60,683    | \$0   | \$0          | \$201,165     |       |
| 91. Tustin Ranch Rd & Irvine Blvd (d)                 | Share | 5.99%       | 17.90%      | 17.36%      | 0.66%     | 9.84%   | 21.33%      | 67.10%      | 13.06%      | 12.45%      | 1.55%   | 0.25%       | 27.30%      | 0.00% | 0.00%        | 100.00%       |       |
|   | Cost  | \$11,255    | \$36,009    | \$34,922    | \$1,328   | \$19,794  | \$42,908    | \$134,982   | \$26,281    | \$25,035    | \$3,114   | \$498       | \$54,928    | \$0   | \$0          | \$201,165     |       |
| 125. Jamboree Rd & Irvine Blvd                        | Share | 5.94%       | 21.39%      | 11.84%      | 0.67%     | 10.39%  | 21.21%      | 65.51%      | 12.61%      | 12.56%      | 2.87%   | 0.51%       | 28.55%      | 0.00% | 0.00%        | 100.00%       |       |
|   | Cost  | \$73,935    | \$266,306   | \$147,408   | \$8,342   | \$129,356                                       | \$264,065   | \$815,600   | \$157,029   | \$156,392   | \$35,674  | \$6,370     | \$355,466   | \$0   | \$0          | \$1,245,000   |       |
| 222. Culver Dr & Trabuco Rd                           | Share | 28.37%      | 11.67%      | 4.95%       | 0.67%     | 28.68%  | 10.12%      | 56.10%      | 7.44%       | 3.92%       | 3.48%   | 0.68%       | 15.53%      | 0.00% | 0.00%        | 100.00%       |       |
|   | Cost  | \$906,059   | \$372,693   | \$158,083   | \$24,397  | \$915,925                                       | \$323,192   | \$1,791,610 | \$237,622   | \$125,313   | \$111,127   | \$24,871    | \$495,932   | \$0   | \$0          | \$3,193,600   |       |
| 223. Culver Dr & I-5 southbound ramps                 | Share | 20.26%      | 15.30%      | 6.77%       | 0.78%     | 28.93%  | 12.87%      | 64.65%      | 6.84%       | 4.79%       | 2.74%   | 0.71%       | 15.09%      | 0.00% | 0.00%        | 100.00%       |       |
|   | Cost  | \$84,581    | \$69,858    | \$28,256    | \$3,256   | \$120,746                                       | \$269,832   | \$28,562    | \$19,994    | \$11,425    | \$2,980   | \$62,961    | \$0         | \$0   | \$417,374    |               |       |
| 224. Culver Dr & Walnut Ave (d)                       | Share | 19.85%      | 15.92%      | 5.97%       | 0.87%     | 28.10%  | 12.67%      | 63.53%      | 8.53%       | 5.21%       | 2.39%   | 0.50%       | 16.62%      | 0.00% | 0.00%        | 100.00%       |       |
|   | Cost  | \$39,933    | \$32,026    | \$12,010    | \$1,751   | \$56,527  | \$25,488    | \$127,800   | \$17,149    | \$10,477    | \$4,805   | \$1,001     | \$33,431    | \$0   | \$0          | \$201,165     |       |
| 235. Culver Dr & University Dr                        | Share | 20.94%      | 5.49%       | 11.01%      | 1.10%     | 16.61%  | 11.26%      | 45.47%      | 9.74%       | 11.92%      | 10.04%  | 1.88%       | 33.59%      | 0.00% | 0.00%        | 100.00%       |       |
|   | Cost  | \$1,060,788 | \$278,068   | \$557,657   | \$84,297  | \$841,297                                       | \$570,319   | \$2,303,056 | \$493,289   | \$603,933   | \$508,656   | \$95,277    | \$1,701,156 | \$0   | \$0          | \$5,065,000   |       |
| 249. Yale Ave & Irvine Blvd                           | Share | 5.34%       | 27.03%      | 11.87%      | 0.23%     | 7.95%   | 23.75%      | 70.83%      | 11.47%      | 11.32%      | 0.92%   | 0.12%       | 23.83%      | 0.00% | 0.00%        | 100.00%       |       |
|   | Cost  | \$289,395   | \$1,465,026 | \$643,354   | \$12,466  | \$430,890                                       | \$1,287,250 | \$3,838,986 | \$621,433   | \$613,633   | \$50,053  | \$6,500     | \$1,291,619 | \$0   | \$0          | \$5,420,000   |       |
| 288. Jeffrey Rd & Walnut Ave/ I-5 southbound ramps    | Share | 32.88%      | 9.52%       | 6.57%       | 3.88%     | 12.76%  | 53.45%      | 6.70%       | 4.47%       | 1.98%       | 0.52%   | 13.67%      | 0.00%       | 0.00% | 100.00%      |               |       |
|   | Cost  | \$407,207   | \$117,893   | \$81,362    | \$41,858  | \$262,784                                       | \$158,017   | \$82,910    | \$55,396    | \$24,566    | \$6,387   | \$169,258   | \$0         | \$0   | \$1,238,379  |               |       |
| 289. Jeffrey Rd & Irvine Center Dr                    | Share | 28.96%      | 8.89%       | 7.29%       | 2.89%     | 22.44%  | 13.55%      | 55.05%      | 5.99%       | 5.99%       | 3.84%   | 0.57%       | 15.99%      | 0.00% | 0.00%        | 100.00%       |       |
|   | Cost  | \$3,822,905 | \$1,173,480 | \$962,280   | \$381,480 | \$2,962,080                                     | \$1,788,600 | \$790,576   | \$737,871   | \$506,427   | \$75,620  | \$2,110,495 | \$0         | \$0   | \$13,200,000 |               |       |
| 291. Jeffrey Rd & Alton Pkwy                          | Share | 25.91%      | 7.35%       | 7.68%       | 2.21%     | 22.87%  | 14.02%      | 54.13%      | 5.61%       | 6.63%       | 6.7%  | 1.14%       | 19.96%      | 0.00% | 0.00%        | 100.00%       |       |
|   | Cost  | \$383,769   | \$108,854   | \$113,740   | \$32,730  | \$338,705                                       | \$207,637   | \$801,665   | \$83,087    | \$98,194    | \$97,373  | \$16,913    | \$295,566   | \$0   | \$0          | \$1,481,000   |       |
| 302. Sand Canyon Ave & Trabuco Rd                     | Share | 26.50%      | 1.19%       | 9.71%       | 0.25%     | 25.67%  | 14.65%      | 51.48%      | 11.11%      | 5.11%       | 5.32%   | 0.48%       | 22.02%      | 0.00% | 0.00%        | 100.00%       |       |
|   | Cost  | \$110,475   | \$4,960     | \$40,475    | \$1,042   | \$107,003                                       | \$61,067    | \$214,589   | \$46,300    | \$24,291    | \$22,164  | \$2,021     | \$91,775    | \$0   | \$0          | \$416,839     |       |
| 303. Sand Canyon Ave & I-5 northbound ramps/Marine Wy | Share | 35.78%      | 1.04%       | 6.54%       | 0.20%     | 15.63%  | 8.99%       | 32.40%      | 8.44%       | 9.80%       | 13.09%  | 0.48%       | 31.82%      | 0.00% | 0.00%        | 100.00%       |       |
|   | Cost  | \$1,351,450 | \$39,281    | \$247,016   | \$7,554   | \$590,345                                       | \$339,552   | \$1,223,748 | \$318,889   | \$370,244   | \$494,572   | \$18,096    | \$1,201,802 | \$0   | \$0          | \$3,777,000   |       |
| 305. Sand Canyon Ave & I-5 southbound ramps           | Share | 34.87%      | 1.18%       | 8.03%       | 0.23%     | 17.36%  | 10.41%      | 37.22%      | 9.33%       | 8.95%       | 0.12%   | 27.91%      | 0.00%       | 0.00% | 100.00%      |               |       |
|   | Cost  | \$775,936   | \$26,255    | \$178,668   | \$5,118   | \$386,260                                       | \$231,623   | \$828,145   | \$207,594   | \$211,482   | \$199,170   | \$2,673     | \$620,919   | \$0   | \$0          | \$2,225,000   |       |
| 306. Sand Canyon Ave & Oak Canyon/Laguna Canyon Rd    | Share | 28.87%      | 1.40%       | 10.00%      | 0.28%     | 19.12%  | 12.72%      | 43.52%      | 9.71%       | 8.22%       | 0.12%   | 27.61%      | 0.00%       | 0.00% | 100.00%      |               |       |
|   | Cost  | \$326,557   | \$15,834    | \$113,100   | \$3,167   | \$216,247                                       | \$143,863   | \$492,211   | \$109,854   | \$108,087   | \$92,923  | \$1,368     | \$312,232   | \$0   | \$0          | \$1,131,000   |       |
| 310. Sand Canyon Ave & Alton Pkwy                     | Share | 24.84%      | 1.31%       | 8.94%       | 0.26%     | 15.07%  | 9.17%       | 34.75%      | 8.41%       | 11.38%      | 18.26%  | 2.37%       | 40.41%      | 0.00% | 0.00%        | 100.00%       |       |
|   | Cost  | \$100,842   | \$5,318     | \$36,296    | \$1,056   | \$37,231  | \$34,143    | \$141,086   | \$46,186    | \$74,121    | \$9,622   | \$164,072   | \$0         | \$0   | \$406,000    |               |       |
| 311. Sand Canyon Ave & I-405 northbound ramps         | Share | 28.45%      | 0.72%       | 10.55%      | 0.15%     | 15.73%  | 9.92%       | 37.06%      | 9.64%       | 10.65%      | 13.62%  | 0.58%       | 34.49%      | 0.00% | 0.00%        | 100.00%       |       |
|   | Cost  | \$402,289   | \$10,181    | \$149,178   | \$2,122   | \$222,423                                       | \$140,269   | \$524,028   | \$136,317   | \$150,632   | \$81,333  | \$487,683   | \$0         | \$0   | \$1,414,000  |               |       |
| 321. Laguna Canyon Rd & Old Laguna Canyon Rd          | Share | 22.40%      | 3.56%       | 10.67%      | 0.62%     | 11.26%  | 7.90%       | 34.01%      | 37.15%      | 3.99%       | 1.53%   | 0.92%       | 43.59%      | 0.00% | 0.00%        | 100.00%       |       |
|   | Cost  | \$449,066   | \$71,378    | \$213,934   | \$12,431  | \$225,763                                       | \$158,395   | \$681,901   | \$744,905   | \$79,937    | \$30,745  | \$18,447    | \$874,033   | \$0   | \$0          | \$2,005,000   |       |
| 338. Alton Pkwy & Irvine Blvd (e)                     | Share | 4.27%       | 1.10%       | 2.68%       | 0.17%     | 4.22%   | 2.92%       | 31.10%      | 24.23%      | 32.50%      | 7.38%   | 0.52%       | 64.63%      | 0.00% | 0.00%        | 100.00%       |       |
|   | Cost  | \$132,104   | \$34,005    | \$70,128    | \$5,255   | \$130,457                                       | \$90,269    | \$961,424   | \$749,078   | \$1,004,658 | \$27,994  | \$16,137    | \$1,997,868 | \$0   | \$0          | \$3,091,396   |       |
| 345. Alton Pkwy & I-5 northbound ramps                | Share | 7.14%       | 1.62%       | 5.33%       | 0.36%     | 4.85%   | 2.83%       | 14.98%      | 5.31%       | 15.28%      | 46.90%  | 10.40%      | 77.88%      | 0.00% | 0.00%        | 100.00%       |       |
|   | Cost  | \$2,284     | \$519       | \$1,706     | \$115     | \$1,553   | \$906       | \$4,793     | \$1,699     | \$4,889     | \$15,006  | \$3,328     | \$24,923    | \$0   | \$0          | \$32,000      |       |
| 362. Bake Pkwy & Irvine Blvd (e)                      | Share | 3.45%       | 0.85%       | 2.57%       | 0.10%     | 2.57%   | 2.04%       | 31.20%      | 25.35%      | 30.85%      | 6.76%   | 2.39%       | 65.35%      | 0.00% | 0.00%        | 100.00%       |       |
|   | Cost  | \$165,225   | \$40,766    | \$1,230,174 | \$4,796   | \$123,257                                       | \$97,839    | \$1,496,352 | \$1,215,785 | \$1,479,568 | \$324,368   | \$114,703   | \$3,134,423 | \$0   | \$0          | \$4,796,000   |       |

Table D-3 - Modified Allocation of Costs For The List of NITM Improvements - 2014 Costs

| Location   | PA40  | Irvine Northern Sphere Future Development Areas |              |           |              |              |              | Orange County Great Park Future Development Areas |              |             |             |              |       | Remainder (a) | Total         |
|--|-------|---|--------------|-----------|--------------|--------------|--------------|---|--------------|-------------|-------------|--------------|-------|---------------|---------------|
|  |       | PASB  | PAG          | PA8A      | PA9A         | PA9B         | Sub-Total    | GP I  | GP II        | GP III      | GP IV       | Sub-Total    | PAI   |               |               |
|  |       | %   | \$           | %         | \$           | %            | \$           | %   | \$           | %           | \$          | %            | \$    |               |               |
| 364. Bake Pkwy & Jeronimo Rd                                   | Share | 0.31%   | 21.51%       | 0.01%     | 0.54%        | 1.12%        | 23.50%       | 8.34%   | 35.14%       | 25.22%      | 6.93%       | 75.63%       | 0.00% | 0.00%         | 100.00%       |
|  | Cost  | \$17,586  | \$1,220,262  | \$567     | \$30,634     | \$63,537     | \$1,333,155  | \$473,097   | \$1,993,234  | \$1,430,797 | \$393,232   | \$4,290,360  | \$0   | \$0           | \$5,673,000   |
| 368. Bake Pkwy & I-5 southbound ramps                          | Share | 5.81%   | 7.07%        | 0.26%     | 4.42%        | 2.38%        | 15.14%       | 8.68%   | 21.48%       | 32.76%      | 16.13%      | 79.05%       | 0.00% | 0.00%         | 100.00%       |
|  | Cost  | \$196,662                                       | \$239,461    | \$8,806   | \$149,705    | \$80,611     | \$512,792    | \$293,885   | \$727,684    | \$1,109,735 | \$546,242   | \$2,677,546  | \$0   | \$0           | \$3,387,000   |
| 379. Lake Forest Dr & Muirlands Blvd                           | Share | 5.47%   | 2.53%        | 0.09%     | 1.01%        | 0.23%        | 4.05%        | 8.16%   | 19.66%       | 54.07%      | 8.59%       | 90.47%       | 0.00% | 0.00%         | 100.00%       |
|  | Cost  | \$1,058   | \$489        | \$18      | \$195        | \$44         | \$783        | \$1,576   | \$3,799      | \$10,448    | \$1,660     | \$17,483     | \$0   | \$0           | \$19,324      |
| 383. Lake Forest Dr & Av Carlota/ I-5 southbound ramps (d) (e) | Share | 7.26%   | 20.37%       | 0.27%     | 5.69%        | 3.46%        | 31.06%       | 12.58%  | 29.11%       | 16.00%      | 4.00%       | 61.68%       | 0.00% | 0.00%         | 100.00%       |
|  | Cost  | \$96,996  | \$272,143    | \$3,607   | \$76,018     | \$46,226     | \$414,962    | \$168,027   | \$388,845    | \$213,736   | \$53,434    | \$824,042    | \$0   | \$0           | \$1,336,000   |
| 406. Laguna Canyon Rd & Lake Forest Dr                         | Share | 22.88%  | 10.51%       | 0.64%     | 11.69%       | 8.12%        | 34.56%       | 36.62%  | 3.48%        | 1.52%       | 0.94%       | 42.56%       | 0.00% | 0.00%         | 100.00%       |
|  | Cost  | \$93,727  | \$43,050     | \$2,622   | \$47,884     | \$33,260     | \$141,562    | \$149,995   | \$14,268     | \$6,219     | \$3,841     | \$174,323    | \$0   | \$0           | \$409,612     |
| 407. Laguna Canyon Rd & Bake Pkwy                              |       |   |              |           |              |              |              |   |              |             |             |              |       |               |               |
| <b>Interchanges</b>  |       |   |              |           |              |              |              |   |              |             |             |              |       |               |               |
| SR-133 at Trabuco Rd   | Share | 25.30%  | 2.95%        | 0.07%     | 7.52%        | 5.08%        | 15.92%       | 46.59%  | 10.72%       | 1.40%       | 0.06%       | 58.78%       | 0.00% | 0.00%         | 100.00%       |
|  | Cost  | \$30,187,642                                    | \$3,519,224  | \$83,506  | \$8,971,040  | \$6,060,224  | \$18,991,882 | \$55,584,218                                      | \$12,793,300 | \$1,664,279 | \$74,419    | \$70,116,217 | \$0   | \$0           | \$119,295,741 |
| <b>Sub-Total Cost (Fully Funded Improvement Locations)</b>     |       | \$41,534,524                                    | \$10,972,693 | \$703,490 | \$17,439,034 | \$12,346,078 | \$46,103,036 | \$62,801,677                                      | \$21,871,410 | \$7,466,535 | \$1,501,578 | \$93,641,200 | \$0   | \$0           | \$181,278,760 |

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## **APPENDIX E**

### Socio-Economic Data by ITAM TAZ for NITM Fee Re-Allocation Fair Share Modeling

Table E-1

Socio-Economic Data by ITAM TAZ for NITM Fee Re-Allocation Fair Share Modeling, 2014 (Rev. 7/31/14)

| NITM Program model TAZ | Great Park Neighborhoods 2011 GPA/ZC Fee Reallocation Study |             |          |              |             |             |             |             |             |             | Great Park Neighborhoods 2012 GPA/ZC Fee Reallocation Study |             |          |              |              |            |             |              |             |            | Change      |          |              |             |             |              |             |             |              |       |     |
|------------------------|---|-------------|----------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|---|-------------|----------|--------------|--------------|------------|-------------|--------------|-------------|------------|-------------|----------|--------------|-------------|-------------|--------------|-------------|-------------|--------------|-------|-----|
|                        | 1   | 2           | 3        | 4            | 5           | 6           | 7           | 8           | 9           | 10          | 1   | 2           | 3        | 4            | 5            | 6          | 7           | 8            | 9           | 10         | 1           | 2        | 3            | 4           | 5           | 6            | 7           | 8           | 9            | 10    |     |
|                        | SF  | MF          | GQ       | POP          | RWORK       | RE          | SE          | OE          | STU         | UNIV        | SF  | MF          | GQ       | POP          | RWORK        | RE         | SE          | OE           | STU         | UNIV       | SF          | MF       | GQ           | POP         | RWORK       | RE           | SE          | OE          | STU          | UNIV  |     |
| 321                    | 0   | 0           | 0        | 0            | 0           | 0           | 354         | 589         | 0           | 0           | 0   | 0           | 0        | 0            | 0            | 0          | 869         | 1449         | 0           | 0          | 0           | 0        | 0            | 0           | 0           | 0            | 0           | 515         | 860          | 0     |     |
| 322                    | 0   | 0           | 0        | 0            | 0           | 0           | 453         | 755         | 0           | 0           | 0   | 0           | 0        | 0            | 0            | 0          | 241         | 402          | 0           | 0          | 0           | 0        | 0            | 0           | 0           | 0            | 0           | -212        | -353         | 0     |     |
| 323                    | 0   | 0           | 0        | 0            | 0           | 163         | 31          | 0           | 0           | 0           | 0   | 0           | 0        | 0            | 0            | 0          | 0           | 92           | 153         | 0          | 0           | 0        | 0            | 0           | 0           | 0            | 0           | 0           | 163          | 61    | 153 |
| 324                    | 484   | 242         | 0        | 2154         | 1210        | 0           | 58          | 34          | 0           | 1001        | 484   | 242         | 0        | 2154         | 1210         | 0          | 58          | 34           | 0           | 1001       | 0           | 0        | 0            | 0           | 0           | 0            | 0           | 0           | 0            | 0     |     |
| 586                    | 0   | 398         | 0        | 969          | 473         | 0           | 207         | 203         | 0           | 1001        | 0   | 348         | 0        | 829          | 393          | 2          | 203         | 371          | 0           | 0          | 0           | 0        | 0            | 0           | 0           | 0            | 0           | 0           | 0            | 0     |     |
| 587                    | 59  | 196         | 0        | 729          | 414         | 0           | 180         | 180         | 0           | 1504        | 0   | 196         | 0        | 549          | 314          | 7          | 268         | 757          | 0           | 0          | -59         | 0        | 0            | -180        | -100        | 7            | 88          | 577         | 0            | -1001 |     |
| 588                    | 210   | 271         | 0        | 1399         | 791         | 0           | 3           | 13          | 0           | 3           | 269   | 271         | 0        | 1579         | 891          | 0          | 3           | 13           | 0           | 3          | 59          | 0        | 0            | 180         | 100         | 0            | 0           | 0           | 0            | 0     |     |
| 589                    | 494   | 608         | 0        | 3209         | 1813        | 147         | 16          | 4           | 0           | 0           | 494   | 608         | 0        | 3209         | 1813         | 147        | 16          | 4            | 0           | 0          | 0           | 0        | 0            | 0           | 0           | 0            | 0           | 0           | 0            | 0     |     |
| 591                    | 0   | 0           | 0        | 0            | 0           | 0           | 0           | 49          | 0           | 0           | 0   | 0           | 0        | 0            | 0            | 0          | 0           | 49           | 0           | 0          | 0           | 0        | 0            | 0           | 0           | 0            | 0           | 0           | 0            | 0     |     |
| 593                    | 0   | 0           | 0        | 0            | 0           | 2           | 131         | 237         | 0           | 601         | 0   | 0           | 0        | 0            | 0            | 0          | 246         | 410          | 0           | 0          | 0           | 0        | 0            | 0           | 0           | 0            | -2          | 115         | 173          | 0     |     |
| 594                    | 840   | 0           | 0        | 2562         | 1428        | 0           | 4           | 0           | 0           | 0           | 692   | 148         | 0        | 2525         | 1413         | 0          | 4           | 0            | 0           | 0          | -148        | 148      | 0            | -37         | -15         | 0            | 0           | 0           | 0            | 0     |     |
| 596                    | 59  | 165         | 0        | 642          | 364         | 315         | 149         | 134         | 0           | 1055        | 59  | 423         | 0        | 1364         | 777          | 0          | 4           | 0            | 0           | 0          | 258         | 0        | 722          | 413         | -315        | -145         | -134        | 0           | 0            | -1055 |     |
| 597                    | 166   | 273         | 0        | 1271         | 719         | 0           | 5           | 107         | 1000        | 0           | 166   | 323         | 0        | 1411         | 799          | 0          | 5           | 107          | 1000        | 0          | 0           | 50       | 140          | 80          | 0           | 0            | 0           | 0           | 0            |       |     |
| 598                    | 0   | 0           | 0        | 0            | 0           | 0           | 0           | 20          | 0           | 0           | 0   | 0           | 0        | 0            | 0            | 0          | 0           | 20           | 0           | 0          | 0           | 0        | 0            | 0           | 0           | 0            | 0           | 0           | 0            | 0     |     |
| 600                    | 429   | 0           | 0        | 1308         | 729         | 0           | 6           | 0           | 0           | 0           | 171   | 0           | 479      | 274          | 320          | 224        | 569         | 0            | 0           | 0          | -429        | 171      | 0            | -829        | -455        | 320          | 218         | 569         | 0            | 0     |     |
| 602                    | 0   | 0           | 0        | 0            | 0           | 0           | 0           | 0           | 0           | 0           | 0   | 0           | 0        | 0            | 0            | 0          | 0           | 0            | 0           | 0          | 0           | 0        | 0            | 0           | 0           | 0            | 0           | 0           | 0            | 0     |     |
| 603                    | 0   | 0           | 0        | 0            | 0           | 144         | 766         | 170         | 0           | 0           | 0   | 0           | 0        | 0            | 144          | 766        | 170         | 0            | 0           | 0          | 0           | 0        | 0            | 0           | 0           | 0            | 0           | 0           | 0            | 0     |     |
| 609                    | 0   | 0           | 0        | 0            | 0           | 60          | 926         | 692         | 0           | 0           | 0   | 0           | 0        | 0            | 60           | 926        | 692         | 0            | 0           | 0          | 0           | 0        | 0            | 0           | 0           | 0            | 0           | 0           | 0            | 0     |     |
| 610                    | 0   | 0           | 0        | 0            | 0           | 82          | 1223        | 215         | 0           | 0           | 0   | 0           | 0        | 0            | 82           | 1223       | 215         | 0            | 0           | 0          | 0           | 0        | 0            | 0           | 0           | 0            | 0           | 0           | 0            | 0     |     |
| 611                    | 0   | 0           | 0        | 0            | 0           | 280         | 1787        | 170         | 1000        | 0           | 895   | 1245        | 0        | 6216         | 3514         | 0          | 12          | 402          | 3600        | 0          | 895         | 1245     | 0            | 6216        | -280        | -1775        | 232         | 2600        | 0            |       |     |
| 613                    | 0   | 0           | 0        | 0            | 0           | 45          | 557         | 14          | 0           | 0           | 299   | 445         | 0        | 2158         | 1220         | 0          | 4           | 2            | 0           | 0          | 299         | 445      | 0            | 2158        | 1220        | -45          | -553        | -12         | 0            | 0     |     |
| 614                    | 0   | 0           | 0        | 0            | 0           | 0           | 0           | 54          | 0           | 0           | 0   | 0           | 0        | 0            | 0            | 0          | 0           | 54           | 0           | 0          | 0           | 0        | 0            | 0           | 0           | 0            | 0           | 0           | 0            | 0     |     |
| 615                    | 0   | 0           | 0        | 0            | 0           | 0           | 337         | 337         | 0           | 2808        | 0   | 900         | 0        | 2520         | 1440         | 3          | 117         | 316          | 0           | 0          | 0           | 900      | 0            | 2520        | 1440        | 3            | -220        | -21         | 0            | -2808 |     |
| 917                    | 0   | 0           | 0        | 0            | 0           | 0           | 107         | 178         | 0           | 0           | 0   | 0           | 0        | 0            | 1            | 47         | 132         | 0            | 0           | 0          | 0           | 0        | 0            | 0           | 0           | 0            | 1           | -60         | -46          | 0     |     |
| 918                    | 0   | 0           | 0        | 0            | 0           | 0           | 93          | 93          | 0           | 772         | 0   | 0           | 0        | 0            | 2            | 64         | 181         | 0            | 0           | 0          | 0           | 0        | 0            | 0           | 0           | 2            | -29         | 88          | 0            | -772  |     |
| 919                    | 0   | 0           | 0        | 0            | 0           | 0           | 396         | 660         | 0           | 0           | 0   | 0           | 0        | 0            | 0            | 0          | 931         | 1551         | 0           | 0          | 0           | 0        | 0            | 0           | 0           | 0            | 0           | 535         | 891          | 0     |     |
| 920                    | 0   | 0           | 0        | 0            | 0           | 0           | 0           | 613         | 0           | 0           | 0   | 0           | 0        | 0            | 0            | 0          | 0           | 613          | 0           | 0          | 0           | 0        | 0            | 0           | 0           | 0            | 0           | 0           | 0            | 0     |     |
| 921                    | 0   | 0           | 0        | 0            | 0           | 0           | 76          | 126         | 0           | 0           | 0   | 0           | 0        | 0            | 0            | 0          | 81          | 135          | 0           | 0          | 0           | 0        | 0            | 0           | 0           | 0            | 0           | 5           | 9            | 0     |     |
| 922                    | 0   | 0           | 0        | 0            | 0           | 0           | 323         | 539         | 0           | 0           | 0   | 0           | 0        | 0            | 0            | 0          | 101         | 169          | 0           | 0          | 0           | 0        | 0            | 0           | 0           | 0            | 0           | -222        | -370         | 0     |     |
| 923                    | 0   | 0           | 0        | 0            | 0           | 0           | 432         | 721         | 0           | 0           | 0   | 0           | 0        | 0            | 0            | 0          | 224         | 374          | 0           | 0          | 0           | 0        | 0            | 0           | 0           | 0            | 0           | -208        | -347         | 0     |     |
| 924                    | 0   | 0           | 0        | 0            | 0           | 0           | 157         | 261         | 0           | 0           | 0   | 0           | 0        | 0            | 0            | 0          | 165         | 274          | 0           | 0          | 0           | 0        | 0            | 0           | 0           | 0            | 0           | 8           | 13           | 0     |     |
| <b>Total</b>           | <b>2741</b>   | <b>2153</b> | <b>0</b> | <b>14243</b> | <b>7941</b> | <b>1238</b> | <b>8777</b> | <b>1716</b> | <b>2000</b> | <b>7741</b> | <b>3358</b>   | <b>6142</b> | <b>0</b> | <b>27295</b> | <b>15373</b> | <b>768</b> | <b>6894</b> | <b>10263</b> | <b>4600</b> | <b>617</b> | <b>3989</b> | <b>0</b> | <b>13052</b> | <b>7432</b> | <b>-470</b> | <b>-1883</b> | <b>3087</b> | <b>2600</b> | <b>-7741</b> |       |     |

Note: 1. NITM TAZ 615 will retain 938 Home-Work Attractions; NITM TAZ 920 will retain 1687 Home-Work Attractions  
 Grey Zones are entirely non-HF (park/City/etc.) zones, and have therefore not been modified

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## **APPENDIX F**

Methodology for Adjusting the Fully-Funded Cost Shares of PA 40 and OCGP



### **Methodology for Adjusting the Fully-Funded Cost Shares of PA 40 and GP**

The 2011 GPN GPA/ZC Re-Allocation adjusted the PA 40 shares by calculating the delta between the GP fully funded shares in the previous NITM Re-Allocation (PA 40) with the fully funded shares for subject NITM Re-Allocation (2011 GPN GPA/ZC). That delta was then subtracted from the PA 40 fully funded obligations on a prorated basis. The reallocation for the Heritage Fields 2012 GPA/ZC will be calculated using the same methodology. The delta between the GP fully funded shares in the previous NITM Re-Allocation (2011 GPN GPA/ZC) and the GP fully funded shares for the subject NITM Re-Allocation (Heritage Fields 2012 GPA/ZC) is calculated and applied to the PA 40 fully funded share since the fully funded share of the subject GPA/ZC cannot go down without the removal of NITM improvements. Below is a summary of that calculation.

**Table 1 (same as D-4 in 2011 GPN Study):** Allocation of Costs based on the 2011 GPN GPA/ZC updated to 2014 costs

**Table D-1:** Allocation of Costs based on the Heritage Fields 2012 GPA/ZC

**Table D-2:** Adjusted Fully-Funded Shares for PA 40 and GP. The adjustments are made to the shares as they appeared in Table 4-2 of the 2011 GPN GPA/ZC.

**Table D-3:** Summary of Re-Allocated Fully-Funded costs.

Adjusted costs are calculated as follows:

1. Calculate the difference between the (1) 2011 GPN GPA/ZC total GP allocation for Fully-Funded improvements, and (2) the Heritage Fields 2012 GPA/ZC GP allocation (Table 1 total minus Table D-1 total). This value is the amount that the PA 40 obligation will be reduced as a result of the Heritage Fields 2012 GPA/ZC.
  - i.  $\$94,339,658(\text{D-4-2011}) - \$93,578,415(\text{D-1}) = \$761,243$
2. Calculate the proportionate share of this delta for each Improvement for PA 40. This represents the proportionate share decrease and is calculated for each fully-funded improvement.
  - i. For example: PA 40's 2011 GPA/ZC share of the cost of Intersection 34 is  $\$13,139(\text{D-2}) \cdot (\$13,139 / \$42,295,766(\text{D-4-2011})) \times \$761,243 = \$236$ .

3. Subtract that share from the 2011 GPN GPA/ZC allocation for each fully funded improvement. This becomes the new PA 40 obligation for each fully funded improvement location.
  - i. Continuing with intersection 34 as an example.  
 $\$13,139 - \$236 = \$12,903.$
4. Calculate the new PA 40 % Share allocation for each fully-funded improvement.
  - i. Total 2014 cost of Intersection 34 improvements is \$201,165.  
 $\$12,903 / \$201,165 = 6.41\%$
5. Freeze the Northern Sphere % Share allocation since these FDA's have not been the subject of a GPA/ZC that affects fees since the 5-Year Study was prepared.
  - i. The 2011 GPN GPA/ZC Northern Sphere share of Int 34 is 63.42%(D-2)
6. Subtract the revised PA 40 allocation and Northern Sphere allocation from the total allocation to calculate the revised total GP allocation
  - i.  $100\% - 63.42\% - 6.41\% = 30.17\%$
7. Distribute the revised GP allocation over GP I, GP II, GP II, and GP IV based on the share proportions calculated for the GPN 2012 PA 30 & 51 GPA/ZC (Table D-1).
  - i. For Int 34, from Table D-1, the GP allocations for GPI, GPII, GPIII, and GPIV are 9.74%, 9.29%, 1.52%, and 0.27%, respectively. The total GP share for Int 34 was 20.82%. Therefore, the portion attributed to GPI was 46.8%, GPII was 44.6%, GPIII was 7.3%, and GPIV was 1.3%
  - ii. Dividing 30.17% based on these proportions yields 14.12% for GPI, 13.46% for GPII, 2.20% for GPIII, and 0.39% for GPIV. These shares now become the new GP fully-funded shares.
8. Table D-3 summaries the new fully-funded shares for PA 40 and GP. The Northern Sphere fully-funded shares are unchanged.

**APPENDIX G**

Approved Scope of Work

**PLANNING AREA 51  
HERITAGE FIELDS PROJECT 2012 GPA/ZC (APPROVED DECEMBER 2013)  
NITM PROGRAM FEE REALLOCATION STUDY**

**Scope of Work  
3.04.2014**

The following is a scope of services proposed by Urban Crossroads, Inc. (UC) to prepare a North Irvine Transportation Mitigation (NITM) Program fee reallocation study based on the Heritage Fields Project 2012 General Plan Amendment/Zone Change (GPA/ZC) that was approved for the Great Park Neighborhoods in December 2013. The Fee Reallocation study outlined here is intended to satisfy the Great Park Neighborhoods GPA/ZC traffic study scope of work requirement that a NITM fee reallocation be performed in conjunction with the GPA/ZC project approval. The proposed scope of services for the NITM fee reallocation study is comprised of four work tasks, which are described below.

**Task 1: Review List of NITM Improvements**

In this work task, the List of NITM Improvements will be reviewed based on current traffic projections in the Irvine Transportation Analysis Model, version 12 (ITAM 12), which includes the Heritage Fields Project 2012 GPA/ZC Option 2 development plan.

For each horizon year (2017, 2035 and Post-2035), AM and PM peak hour levels of service without the NITM improvements will be calculated for each roadway, intersection, freeway/tollway ramp and freeway mainline improvement location included in the List of NITM Improvements that resulted from the recently completed GREAT PARK NEIGHBORHOODS 2011 GPA/ZC NITM PROGRAM Fee Reallocation Study. As required by the City's NITM Ordinance, the levels of service for the NITM improvement locations will be calculated using the same performance criteria that were applied in the 2003 NITM Program Nexus Study. The criteria include specifications for calculating average daily traffic (ADT) and peak hour volume/capacity (V/C) ratios for roadway segments, peak hour intersection capacity utilization (ICU) values for intersection locations, and peak hour V/C ratios for freeway/tollway ramps and mainline segments.

The purpose of this level of service (LOS) review will be to identify whether any NITM Program improvements in the NITM Program as updated through the GREAT PARK NEIGHBORHOODS 2011 GPA/ZC NITM Program Fee Reallocation study are no longer needed or alternate improvements are appropriate based on the current ITAM 12 traffic forecasts. In addition, the LOS

review will determine the implementation time frame of the needed NITM improvements and will update them accordingly. For consistency with previous studies, the same criteria will be used for determining whether improvements can be suggested for deletion from the NITM program as was used in the GREAT PARK NEIGHBORHOODS 2011 Fee Reallocation Study. Those criteria are as follows:

A given NITM improvement can be considered a candidate for removal from the List of NITM Improvements if the future peak hour levels of service are as follows:

- LOS C or better at fully funded NITM locations;
- LOS C or better for NITM locations within the City of Irvine;
- LOS D or better for fair share funded NITM improvements.

### **Task 2: Traffic Share Calculations**

In this work task, traffic shares for the circulation system improvement locations that are included in the updated List of NITM Improvements from Task 1 will be calculated and then used to recalculate NITM Fees for the NITM Future Development Areas. Per the requirements of the NITM Ordinance, the traffic shares for each NITM improvement location will be determined based on ITAM ADT select link analysis procedures using the same Post-2025 version of ITAM that was originally applied in the April 30, 2003 NITM Program Nexus Study, which has been subsequently updated for application in the GREAT PARK NEIGHBORHOODS 2011 NITM Program Fee Reallocation Study. For calculating the ADT select link-based traffic shares for this study, the only changes that will be made to the Post-2025 ITAM model that was applied for traffic shares in the GREAT PARK NEIGHBORHOODS 2011 GPA/ZC NITM Program Fee Reallocation Study will be to replace the Great Park Neighborhoods land use and on-site circulation system with the approved Heritage Fields Project 2012 GPA/ZC Option 2 development plan. All land use and circulation system assumptions outside of the NITM Future Development Areas will be unchanged from the April 20, 2003 NITM Program Nexus Study.

The resulting traffic shares will serve as the basis for allocating the proportional improvement costs for the NITM improvements to the NITM Future Development Areas, which in turn will provide the overall allocated costs that will be used to recalculate the NITM Fees for each of the NITM Future Development Areas.

### **Task 3: Reallocation of Improvement Costs**

In this study, NITM improvement costs will be updated for 2013 conditions based on the 2013 CCI and 2013 right-of-way costs according to the NITM Ordinance. The 2013 Improvement Costs will

then be allocated to the NITM Future Development Areas (FDAs) based on the Post-2025 ITAM traffic shares calculated in Task 2. Once those cost shares are calculated, the costs of all the FDAs will be evaluated. At that time, a methodology, similar to that defined in Appendix F of the GREAT PARK NEIGHBORHOODS 2011 GPA/ZC NITM Program Fee Reallocation study, will be used to calculate the actual fee reallocation. This methodology will be approved by the City. 2014 costs will be calculated, provided the 2014 CCI becomes available prior to the first submittal of the Reallocation Study, but they would not take effect until July 1st per Section 6-3-708 of the NITM Ordinance.

#### **Task 4: Prepare NITM Fee Reallocation Study Report**

This work task involves the preparation of a NITM Fee Reallocation technical report that summarizes the results of Tasks 1 to 3. A final screencheck draft version of the report will be provided for review by the NITM Advisory Committee, comments will be addressed, and then a final report will be prepared for approval by the Director of Public Works.

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**ITEM 4: HERITAGE FIELDS GP III FEE CREDIT  
AND NITM FEE ALLOCATION PLAN AGREEMENT**



## Heritage Fields GP III Fee Credit and NITM Fee Allocation Plan Agreement

THIS Heritage Fields GP III Fee Credit and NITM Fee Allocation Plan Agreement ("*Agreement*") is entered into as of \_\_\_\_\_, 2014 ("*Effective Date*"), by and between Heritage Fields El Toro, LLC, a Delaware limited liability company ("*Heritage Fields*"), and the CITY OF IRVINE, a California municipal corporation ("*City*"). City and Heritage Fields are sometimes referred to herein individually as a "*party*" and collectively as the "*parties*."

### RECITALS

- A. Heritage Fields is the developer of land located within Future Development Area GP III as described in the North Irvine Transportation Ordinance and Program, City Ordinance No. 03-20 adopted by City on May 27, 2003 (the "*NITM Ordinance*"). A depiction of the GP III is attached hereto as **Exhibit A.**
- B. The NITM Ordinance requires the payment of Fees ("*NITM Fees*") for transportation improvements installed in connection with Heritage Fields' development of land within the northern portion of the City of Irvine, including in connection with its development within GP III.
- C. On December 23, 2010, the City of Irvine ("City") approved the PA 30 and 51 Amended MSM/VTTM 17008 NITM Fee Allocation Plan, dated December 23, 2010 (the "*Original Plan*").
- D. On August 30, 2011, City adopted a General Plan Amendment pursuant to Resolution No. 11-98 ("*2011 General Plan Amendment*") and a Zone Change pursuant to Ordinance No. 11-12 ("*2011 Zone Change*") that modified the proposed land uses for PAs 30 and 51. Pursuant to Resolution 11-3109, City also adopted the Second Amendment to MSM/VTTM 17008 on September 13, 2011.
- E. On December 10, 2013 City adopted a General Plan Amendment pursuant to Resolution No. 13-133 ("*2012 General Plan Amendment*") and a Zone Change pursuant to Ordinance No. 13-07 ("*2012 Zone Change*") that modified the proposed land uses for PA 51 (Formerly PA 30 and 51). As required by the NITM Ordinance, on \_\_\_\_\_, 2014, the City approved an update to the Original Plan for GP III only, entitled GP III NITM Fee Allocation Plan, dated November 2014 (the "*GP III NITM Fee Allocation Plan*") and attached hereto as **Exhibit B.**
- F. On August 12, 2014, City adopted VTPM 2014-122 pursuant to Resolution No. 14-93. This map is subsequent to Second Amended MSM/VTTM 17008.
- G. To satisfy the requirements of the NITM Ordinance with respect to its development within GP III, Heritage Fields must submit to City a NITM Parcel Fee Schedule (the "Heritage Fields GP III NITM Parcel Fee Schedule") and enter into an agreement with the City to pay the Total TTM NITM fees in accordance with a per-unit payment schedule based upon the proposed development within the TTM to identify how Heritage Fields will satisfy its overall GP III NITM Fee obligations for the development of GP III (the "Total Future Development Area GP III NITM Fees").
- H. In accordance with the requirements of the NITM Ordinance, City previously completed its "Five-Year Review" of the NITM Program pursuant to the NITM 5 Year Update dated June 22, 2010 (the "*2010 NITM 5-Year Update*"), which establishes the Total Future Development Area GP III NITM Fees based on a development plan for GP III that assumed certain land uses. However, these land uses have been changed based on the 2012 General Plan Amendment and 2012 Zone Change.
- I. In accordance with the requirements of the NITM Ordinance, The Irvine Company completed its PA 40 GPA/ZC NITM Program Fee Re-Allocation Study dated March 2011, which establishes the Total Future Development Area GP III NITM Fees based on a development plan for

GP III that assumed certain land uses. However, these land uses have been changed based on the 2012 General Plan Amendment and 2012 Zone Change.

- J. In accordance with the requirements of the NITM Ordinance, The Heritage Fields completed its PA 30 and 51 GPA/ZC NITM Program Fee Re-Allocation Study dated April 2013, which establishes the Total Future Development Area GP III NITM Fees based on a development plan for GP III that assumed certain land uses. However, these land uses have been changed based on the 2012 General Plan Amendment and 2012 Zone Change.
- K. In view of the change in proposed land uses within Planning Area 51 pursuant to the 2012 General Plan Amendment and 2012 Zone Change, and in accordance with the requirements of the NITM Ordinance, Heritage Fields prepared and City approved a NITM Fee Re-Allocation Study for Planning Areas 30 and 51 dated October 2014 (the "*Great Park Neighborhoods 2012 GPA/ZC NITM Fee Re-Allocation Study*") to revise the Total Future Development Area GP III NITM Fees payable in connection with development of the PA 51.
- L. Among the transportation improvements contemplated to be constructed under the NITM Ordinance (which are described on the "List of NITM Improvements" as such term is defined in the NITM Ordinance and referred to in this Agreement in the same manner) is the future Trabuco Road/State Route 133 Interchange (the "Trabuco Interchange"), which is currently listed as a circulation improvement in the Circulation Element of City's General Plan. Subject to Caltrans approval, the final determination as to whether the Trabuco Interchange will be constructed will be made by City.
- M. The parties desire to enter into this Agreement to identify how Heritage Fields will satisfy its NITM obligation to GP III and to establish their respective obligations in the event City elects not to proceed with construction of the Trabuco Interchange, and with respect to other related matters.
- N. In accordance with the Scope of Work stated in City Council Resolution No. 03-61 for the NITM Future Development Area Fee Allocation Plan, the NITM fees are subject to annual inflation escalator.

## AGREEMENT

NOW, THEREFORE, in consideration of the above recitals and the mutual covenants set forth below, City and Heritage Fields agree as follows:

1. NITM Fees Payable for GP III Development. Pursuant to the approved *Great Park Neighborhoods 2012 GPA/ZC NITM Fee Re-Allocation Study*, the NITM Fees payable in connection with the development within GP III shall be as specified in the GP III NITM Fee Parcel Fee Schedule, attached hereto as *Exhibit C*.
2. Method of Payment. The Heritage Fields NITM fee obligation of GP III will be met by a combination of cash payments, potential NITM fee credits for NITM Intersection Ridge Valley Street and Irvine Blvd (#558, formerly #557), and/or potential credits for the Trabuco/SR-133 Interchange fee previously paid by Heritage Fields. For cash payments for the NITM fee obligations for GP III, NITM fees will be paid by Heritage Fields to the City at any time prior to issuance of building permits on a per-dwelling unit, per-square foot, or per-acre fee basis (as applicable).
3. Trabuco Interchange Fees. GP III NITM Fees have been separated into Trabuco Interchange Fees and Non-Trabuco Interchange Fees. The City shall maintain a separate accounting of the NITM fees received for the Trabuco Interchange for GP III.
4. Effect of Removal of the Trabuco Interchange from General Plan or List of NITM Improvements. If either of the following events occurs: (a) the City Council approves an amendment to its General Plan deleting the Trabuco

Interchange from the Circulation Element of its General Plan, or (b) City removes the Trabuco Interchange from the List of NITM Improvements, then the Trabuco Interchange Fees collected from Heritage Fields for GP III will be applied as credits to any NITM obligation within GP I, GP II, GP III, and/or GP IV not yet paid as elected by Heritage Fields. If alternative improvements are identified in accordance with NITM Ordinance Section 6-3-706.F and adopted as part of a NITM Study to remove the Trabuco Interchange, then those credits would first be applied toward the Heritage Fields fair share of those identified improvements. If such credits are no longer necessary to fulfill all of the outstanding Heritage Fields NITM Fee obligations, those NITM Fees can be applied by Heritage Fields and the City to mutually acceptable project specific transportation improvements.

5. Disputes. In the event of any dispute arising under this Agreement, the injured party shall notify the injuring party in writing of the injured party's contentions by submitting a claim to the other party by written notice sent in accordance with Section 10 below. The injured party shall continue performing its obligations hereunder so long as the injuring party commences to cure such default within thirty (30) days of service of such notice. Compliance with the provisions of this Section shall be a condition precedent to (a) termination of the Agreement for cause and (b) any legal action; provided, however, that such compliance shall not be a waiver of either party's right to take legal action in the event that the dispute is not cured.

6. Notice to Heritage Fields Regarding California Labor Code. Heritage Fields acknowledges and agrees that City is not by this Agreement affirmatively representing, and has not previously affirmatively represented, to Heritage Fields or any contractors retained by Heritage Fields in connection with its development of GP III, that any work to be undertaken in the implementation of the GP III development is *not* a "public work" as such term is defined in Section 1720 of the California Labor Code. Heritage Fields agrees that it shall comply with all applicable requirements of the California Labor Code in connection with its development of public works in GP III.

7. Waiver. No delay or omission in the exercise of any right or remedy of a non-defaulting party regarding any default by the other party shall impair such right or remedy or be construed as a waiver. A party's consent or approval of any act by the other party requiring consent or approval shall not be deemed to waive or render unnecessary said party's consent to or approval of any subsequent act of the other party. Any waiver by either party of any default must be in writing and shall not be a waiver of any other default concerning the same or any other provision of this Agreement.

8. Legal Action and Remedies. The sole and exclusive remedies available to either party under this Agreement are limited to: (a) cure or correct any default by the other party; (b) compel specific performance of this Agreement; or (c) obtain or declaratory injunctive relief. Consistent with the foregoing, each party covenants to the other, on behalf of itself and its successors and assigns, not to sue the other party, or its successors and assigns, for damages or monetary relief for any breach of this Agreement or arising out of or connected with any dispute, controversy or issue regarding the application, interpretation or effect of this Agreement.

9. Attorney's Fees. In any judicial proceeding between the City and Heritage Fields seeking enforcement of any of the terms and provisions of this Agreement (an "*Action*") the prevailing party in such Action shall recover all of its actual and reasonable costs and expenses (whether or not the same would be recoverable pursuant to Code of Civil Procedure Section 1033.5 or Civil Code Section 1717 in the absence of this Agreement), including expert witness fees and attorney's fees. The right to recover such costs and expenses shall accrue upon commencement of the Action, regardless of whether the action is prosecuted to final judgment or decision.

10. Notices. Any notice, demand, request, consent, approval or communication under this Agreement shall be in writing and either served personally or sent by prepaid, first-class mail to the address set forth below. Either party may change its address by notifying the other party of the change of address in writing. Notice shall be deemed given (a) upon personal delivery or (b) forty-eight (48) hours from deposit of such notice in the United States mail, postage prepaid.

To City:

City of Irvine  
P.O. Box 19575  
Irvine, CA 92623-9575  
Attention: Director of Public Works

To Heritage Fields:

Heritage Fields El Toro, LLC  
c/o Five Point Communities Management, Inc.  
25 Enterprise, Suite 400  
Aliso Viejo, CA 92656

11. Successors in Interest. This Agreement and the provisions contained herein shall be binding upon and inure to the benefit of City, Heritage Fields, and their respective successors and assigns.
12. Governing Law and Venue. This Agreement shall be governed by and construed and enforced in accordance with the laws of the State of California. Any action at law or in equity arising under this Agreement or brought by any party hereto for the purpose of enforcing, construing or determining the validity of any provision of this Agreement shall be filed and tried in the Superior Court of the County of Orange, State of California, and the parties hereto waive all provisions of law providing for the removal or change of venue to any other court.
13. Amendment. This Agreement may be amended at any time by the mutual consent of the parties by a written instrument signed by the Director of Public Works and Heritage Fields.
14. Authority. The persons executing this Agreement on behalf of the parties hereto warrant that they are duly authorized to execute this Agreement on behalf of said parties and that by so executing this Agreement, the parties hereto are formally bound to the provisions of this Agreement.
15. Severability. Each term, covenant, condition or provision of this Agreement is intended to be severable. If any term, covenant, condition or provision contained in this Agreement is held to be invalid, void or illegal by any court of competent jurisdiction, such provision shall be deemed severable from the remainder of this Agreement and shall in no way affect, impair or invalidate any other term, covenant, condition or provision contained in this Agreement. If such term, covenant, condition or provision shall be deemed invalid due to its scope or breadth, such covenant, condition or other provision shall be deemed valid to the extent of the scope or breadth permitted by law.
16. Interpretation. The paragraph headings of this Agreement are for reference and convenience only, are not made part of this Agreement and shall have no effect upon the construction or interpretation of any part hereof. The provisions of this Agreement shall be construed in a reasonable manner to implement the purposes of the parties and of this Agreement. This Agreement shall be construed as if drafted jointly by City and Heritage Fields.
17. Entire Agreement. This Agreement, together with Exhibits A-C and the NITM Ordinance referenced in the Recitals to this Agreement, represents the entire understanding of City and Heritage Fields as to the matters contained herein, and no prior oral or written understanding shall be of any force or effect with respect to the matters covered in this Agreement.

*[Signature Page Follows]*

*[Signature Page to Agreement]*

IN WITNESS WHEREOF, City and Heritage Fields have caused this Agreement to be executed by their respective duly authorized officers and representatives as of the date first set forth above.

**HERITAGE FIELDS EL TORO, LLC,**  
a Delaware limited liability company

By: Heritage Fields El Toro Sole Member LLC,  
a Delaware limited liability company  
Its: Sole Member

By: Heritage Fields LLC,  
a Delaware limited liability company  
Its: Sole Member

By: Lennar Heritage Fields, LLC,  
a California limited liability company  
Its: Administrative Member

By: Lennar Homes of California, Inc.,  
a California corporation  
Its: Sole Member

By: \_\_\_\_\_

Print Name: \_\_\_\_\_

Print Title: \_\_\_\_\_

**City of Irvine**  
a California municipal corporation

By: \_\_\_\_\_

Print Name: Manuel Gomez

Print Title: Director of Public Works

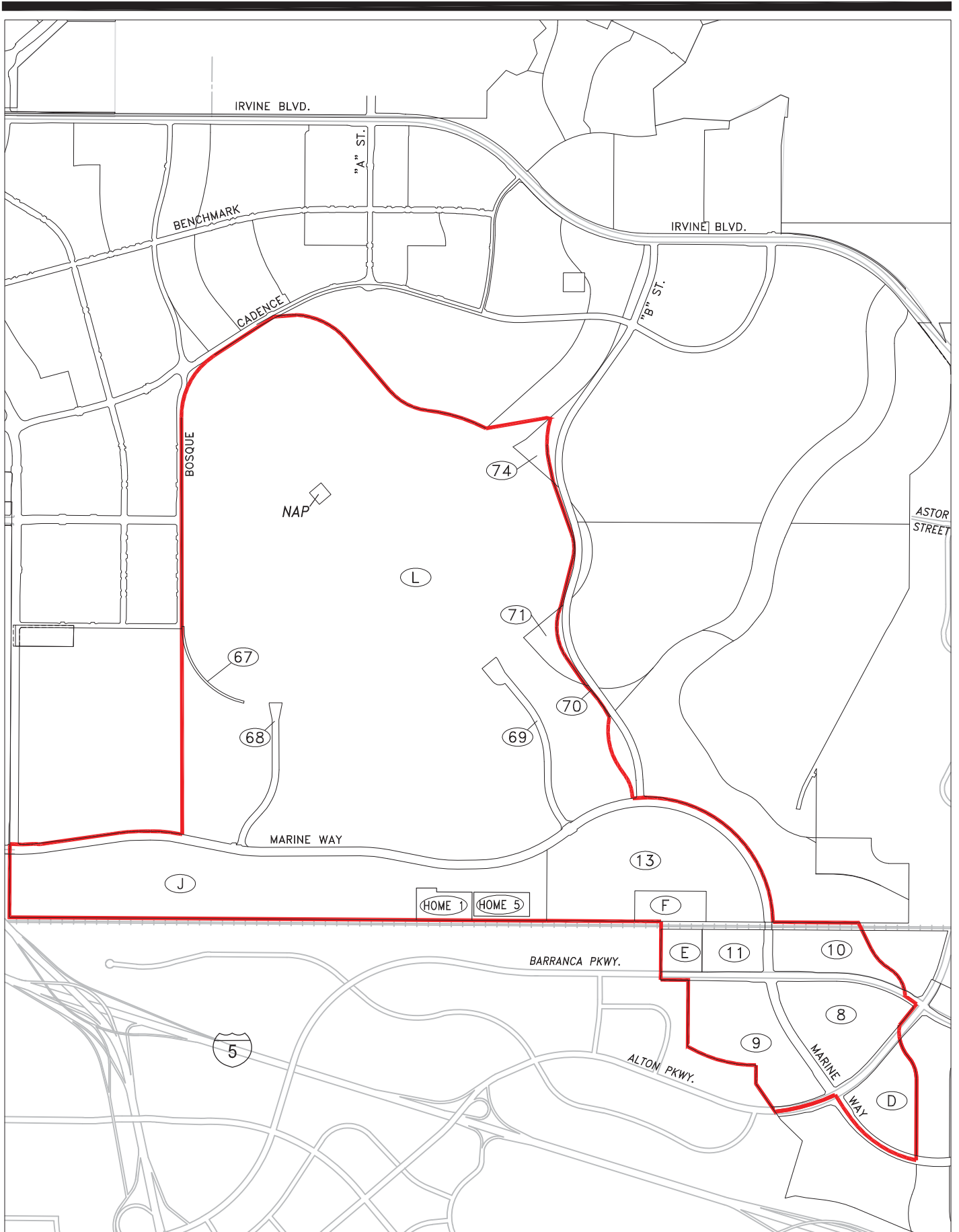
ATTEST:

\_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney

# EXHIBIT 'A' FUTURE DEVELOPMENT AREA GP III



**LEGEND:**

- FUTURE DEVELOPMENT AREA BOUNDARY
- 43 2ND AMENDED VTTM 17008 LOT NUMBER



## Exhibit "B" - GP III NITM FEE ALLOCATION PLAN

Future Development Area: GP III<sup>(4)</sup>

Future Development Area Fee: **\$8,649,886**

|                            |                       | Amended VTTM                                  |               |               | Trabuco/SR-133     | Non-Trabuco/SR-    | TOTAL              |             |
|----------------------------|-----------------------|---|---------------|---------------|--------------------|--------------------|--------------------|-------------|
|                            |                       | 17008 LOT #                                   | TAZ           | ADT           | Interchange        | 133 Interchange    |                    |             |
|                            |                       |   |               | %             | Imp. Fee           | Imp. Fee           |                    |             |
| HERITAGE FIELDS OBLIGATION |                       | 8   | 321           | 10,066        | 32.6%              | \$1,878,206        | \$447,471          | \$2,325,677 |
|                            |                       | 9   | 322           | 10,774        | 34.9%              | \$2,010,419        | \$478,970          | \$2,489,389 |
|                            |                       | 10  | 613           | 1,034         | 3.4%               | \$192,961          | \$45,972           | \$238,933   |
|                            |                       | 11  | 612           | 753           | 2.4%               | \$140,505          | \$33,475           | \$173,980   |
|                            |                       | 13  | 610, 611      | 8,238         | 26.7%              | \$1,537,245        | \$366,239          | \$1,903,484 |
|                            |                       | D   | 923           | 808           |                    | (2)                |                    |             |
|                            |                       | E   | 925           | 1,238         |                    | (2)                |                    |             |
|                            |                       | F   | 926           | 938           |                    | (2)                |                    |             |
|                            | Port. of L, 68-71, 74 | 599,927-929, 931, 977, 978, 993-995, 599, 849 | 10,294        |               | (2)                |                    |                    |             |
| Other(3)                   | J                     | 934, 935, 936                                 | 7,745         | -             | \$1,010,477        | \$240,740          | \$1,251,217        |             |
|                            | HOME 1                | 936   | 827           | -             | \$107,897          | \$25,706           | \$133,603          |             |
|                            | HOME 5                | 936   | 827           | -             | \$107,897          | \$25,706           | \$133,603          |             |
|                            |                       |   | <b>53,543</b> | <b>100.0%</b> | <b>\$6,985,607</b> | <b>\$1,664,279</b> | <b>\$8,649,886</b> |             |

**LEGEND:**

TAZ: *Traffic Analysis Zone (per the Great Park Neighborhoods 2012 GPA/ZC by Urban Crossroads dated June 26, 2012).*

ADT: *Average Daily Trips (Estimated consistent with assumed land use the Great Park Neighborhoods 2012 GPA/ZC by Urban Crossroads dated June 26, 2012).*

**NOTES:**

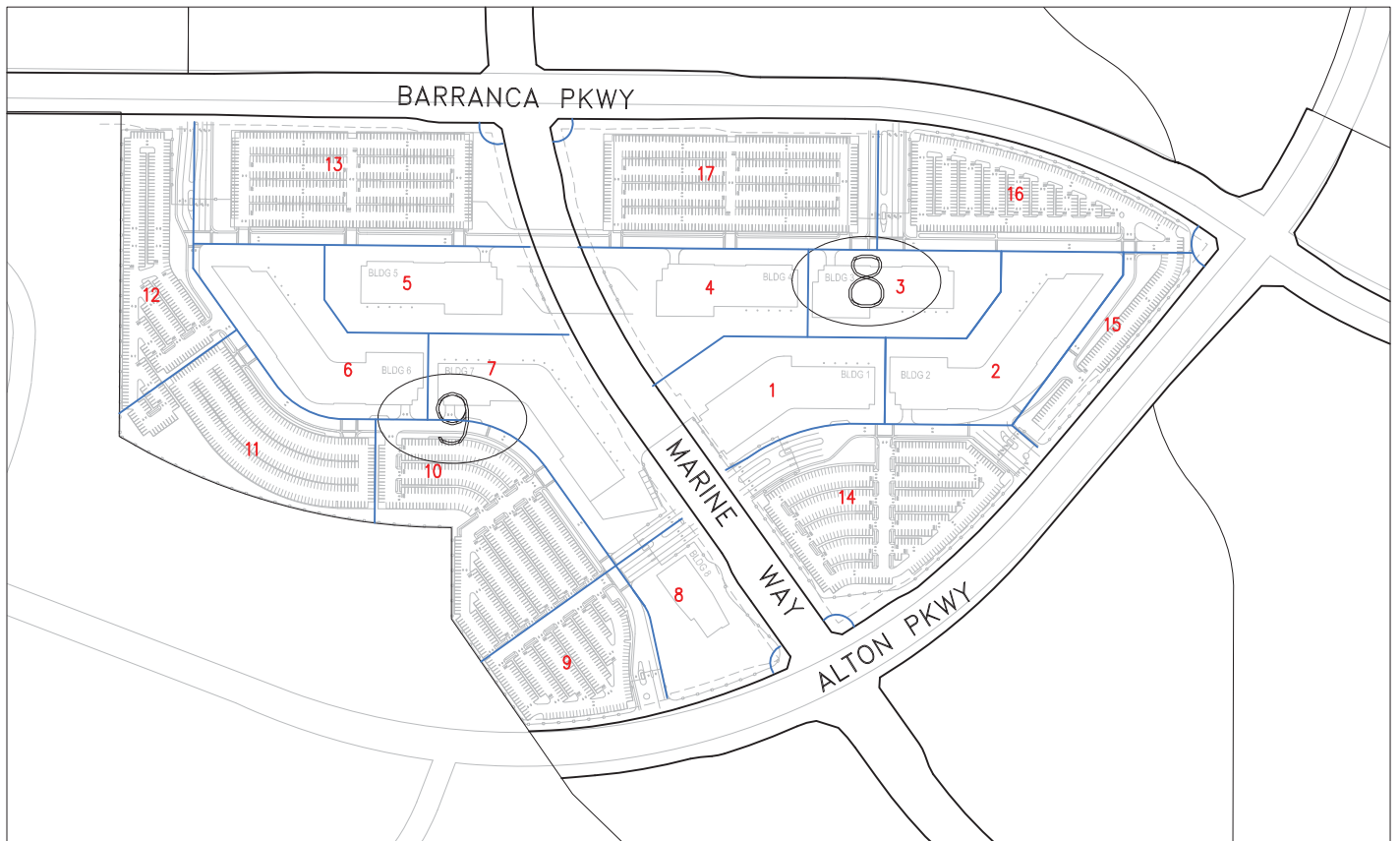
(1) *Total NITM Fees are based on the Great Park Neighborhoods Great Park Neighborhoods 2012 GPA/ZC NITM Fee Re-Allocation Study dated October 2014. Total NITM fee obligation reflected is subject to adjustment as noted in the NITM Ordinance.*

(2) *In accordance with the ARDA, no NITM fees are imposed upon (1) PIA 19, (ii) PIA 37, (iii) PIA 44, and (iv) the Great Park Property, excepting that portion of the Great Park Property that is the Police Site and the ARDA Transfer Site. The fees associated with these parcels conveyed to the City, excepting that portion of the Great Park Property that is the Police Site and the ARDA Transfer Site, have been allocated to the remaining Heritage Fields parcels within the respective Future Development Area.*





(3) *Fees for these parcels do not include any of the fees mentioned in Note (2) above.*

(4) *See Exhibit 'A' for Amended VTTM 17008 and Future Development Area GPIII Limits.*

EXHIBIT 'C'  
 FUTURE DEVELOPMENT AREA GP III - VTPM 2014-122



LEGEND:

-  FINAL MAP TRACT BOUNDARY
-  2ND AVTTM 17008 LOT LINE
-  2ND AVTTM 17008 LOT NUMBER
-  FINAL MAP LOT NUMBER



## Exhibit "C" - NITM Parcel Fee Schedule VTPM 2014-122

| Fee Allocation Plan  |                     | Parcel Fee Schedule                 |                       |                     |                       |  |  |
|----------------------|---------------------|-------------------------------------|-----------------------|---------------------|-----------------------|--|--|
| Lot (2nd VTTM 17008) | Lot (VTPM 2014-122) | Land Use                            | Trabuco               |                     | TOTAL                 |  |  |
|                      |                     |                                     | Interchange           | Non-Trabuco         |                       |  |  |
| 8                    | 1                   | Research & Development (308,000 sf) | \$ 598,848.15         | \$ 142,672.00       | \$ 741,520.15         |  |  |
|                      | 2                   | Research & Development (304,000 sf) | \$ 591,070.90         | \$ 140,819.11       | \$ 731,890.01         |  |  |
|                      | 3                   | Research & Development (177,000 sf) | \$ 344,143.26         | \$ 81,990.08        | \$ 426,133.33         |  |  |
|                      | 4                   | Research & Development (177,000 sf) | \$ 344,143.26         | \$ 81,990.08        | \$ 426,133.33         |  |  |
| <b>TOTAL</b>         |                     |                                     | <b>\$1,878,205.56</b> | <b>\$447,471.26</b> | <b>\$2,325,676.82</b> |  |  |

| Fee Allocation Plan  |                     | Parcel Fee Schedule                 |                       |                     |                       |  |  |
|----------------------|---------------------|-------------------------------------|-----------------------|---------------------|-----------------------|--|--|
| Lot (2nd VTTM 17008) | Lot (VTPM 2014-122) | Land Use                            | Trabuco               |                     | TOTAL                 |  |  |
|                      |                     |                                     | Interchange           | Non-Trabuco         |                       |  |  |
| 9                    | 5                   | Research & Development (177,000 sf) | \$ 344,143.26         | \$ 81,990.08        | \$ 426,133.33         |  |  |
|                      | 6                   | Research & Development (455,000 sf) | \$ 884,662.04         | \$ 210,765.45       | \$ 1,095,427.49       |  |  |
|                      | 7                   | Research & Development (368,000 sf) | \$ 715,506.88         | \$ 170,465.24       | \$ 885,972.12         |  |  |
|                      | 8                   | Research & Development (34,000 sf)  | \$ 66,106.61          | \$ 15,749.51        | \$ 81,856.12          |  |  |
| <b>TOTAL</b>         |                     |                                     | <b>\$2,010,418.79</b> | <b>\$478,970.27</b> | <b>\$2,489,389.06</b> |  |  |

**ITEM 5: AMENDMENT NO. 2 TO HERITAGE  
FIELDS GP I FEE CREDIT AND NITM FEE  
ALLOCATION PLAN AGREEMENT**

**AMENDMENT No. 2  
TO HERITAGE FIELDS GP I FEE CREDIT AND NITM FEE ALLOCATION PLAN  
AGREEMENT**

THIS AMENDMENT No. 2 TO HERITAGE FIELDS GP I FEE CREDIT AND NITM FEE ALLOCATION PLAN AGREEMENT (“**Amendment**”) is made and entered as of \_\_\_\_\_, 2014 by and between HERITAGE FIELDS EL TORO, LLC, a Delaware limited liability company (“**Heritage Fields**”) and the CITY OF IRVINE, a California municipal corporation (“**City**”), for the purpose of amending the “Heritage Fields GP I Fee Credit and NITM Fee Allocation Plan Agreement” entered into between Heritage Fields and City as of May 21, 2013 (“**Agreement**”) to be consistent with the Great Park Neighborhoods 2012 GPA/ZC NITM Fee Re-Allocation Study. Heritage Fields and City hereby agree to the following changes to the Agreement:

1. Exhibit B to the Agreement is replaced in its entirety by the “Exhibit B GP I FY 14-15 Fee Allocation Plan” attached hereto.
2. Exhibit C to the Agreement is replaced in its entirety by the “Revised Exhibit C” attached hereto.
3. Except as set forth in this Amendment, all terms, conditions and provisions of the Agreement are unchanged and remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have caused this Amendment to the Agreement to be executed by their respective duly authorized agents as of the date first set forth above.

**CITY OF IRVINE**  
a California municipal corporation

**HERITAGE FIELDS EL TORO, LLC**  
a Delaware limited liability company

By: \_\_\_\_\_  
Manuel Gomez  
Director of Public Works

By: Heritage Fields El Toro Sole Member LLC,  
a Delaware limited liability company  
Its: Sole Member

Attest:  
By: \_\_\_\_\_  
Marie Macias  
Interim City Clerk of the City of Irvine

By: Heritage Fields LLC,  
a Delaware limited liability company  
Its: Sole Member

APPROVED AS TO FORM:  
RUTAN & TUCKER

By: Lennar Heritage Fields, LLC,  
a California limited liability company  
Its: Administrative Member

\_\_\_\_\_  
Todd O. Litfin

By: Lennar Homes of California, Inc.,  
a California Corporation  
Its: Sole Member

By: \_\_\_\_\_

Print Name: \_\_\_\_\_  
Print Title: \_\_\_\_\_

**Exhibit "B" GP I FY 14-15 Fee Allocation Plan**

| District | Lot                           | ADT    | % of        |  | Trabuco Interchange | Non-Trabuco  | Total         |
|----------|-------------------------------|--------|-------------|--|---------------------|--------------|---------------|
|          |                               |        | Overall ADT |  |                     |              |               |
| 1S       | 42                            | 1,441  | 3.23%       |  | \$ 1,796,993        | \$ 291,422   | \$ 2,088,414  |
|          | 43                            | 11,194 | 25.12%      |  | \$ 13,960,103       | \$ 2,263,935 | \$ 16,224,037 |
| 1N       | 44                            | 2,174  | 4.88%       |  | \$ 2,710,766        | \$ 439,610   | \$ 3,150,376  |
|          | 46                            | 3,751  | 8.42%       |  | \$ 4,678,242        | \$ 758,679   | \$ 5,436,920  |
|          | 47 (Lots 532 and 533)         | 1,318  | 2.96%       |  | \$ 1,643,408        | \$ 266,514   | \$ 1,909,923  |
|          | 47 (Lots 534 Paid)            | 930    | 2.09%       |  | \$ 1,036,199        | \$ 196,836   | \$ 1,233,035  |
|          | 47 (Lot 535 Paid)             | 1,187  | 2.66%       |  | \$ 1,322,406        | \$ 251,204   | \$ 1,573,610  |
|          | 48 (Lots 536, 537 and 539)    | 4,608  | 10.34%      |  | \$ 5,747,096        | \$ 932,017   | \$ 6,679,113  |
|          | 48 (Lot 538 Paid)             | 1,401  | 3.14%       |  | \$ 1,561,380        | \$ 296,599   | \$ 1,857,979  |
|          | 49                            | 1,369  | 3.07%       |  | \$ 1,707,897        | \$ 276,973   | \$ 1,984,870  |
|          | 50                            | -      | 0.00%       |  | \$ -                | \$ -         | \$ -          |
| 1N       | 51                            | 1,389  | 3.12%       |  | \$ 1,732,042        | \$ 280,888   | \$ 2,012,930  |
|          | 52                            | -      | 0.00%       |  | \$ -                | \$ -         | \$ -          |
| 8 (Paid) | 53                            | 536    | 1.20%       |  | \$ 597,473          | \$ 113,495   | \$ 710,968    |
|          | 54                            | 949    | 2.13%       |  | \$ 1,057,702        | \$ 200,921   | \$ 1,258,623  |
|          | 55                            | 1,385  | 3.11%       |  | \$ 1,543,279        | \$ 293,161   | \$ 1,836,440  |
|          | 56                            | 1,330  | 2.98%       |  | \$ 1,481,376        | \$ 281,401   | \$ 1,762,777  |
|          | 57                            | 1,178  | 2.64%       |  | \$ 1,312,334        | \$ 249,291   | \$ 1,561,625  |
|          | 58                            | 607    | 1.36%       |  | \$ 675,754          | \$ 128,366   | \$ 804,120    |
|          | 59                            | 374    | 0.84%       |  | \$ 416,342          | \$ 79,089    | \$ 495,431    |
| 1N       | 61                            | 758    | 1.70%       |  | \$ 945,201          | \$ 153,285   | \$ 1,098,486  |
|          | 62 (Lots 505-507 and 522-523) | 1,258  | 2.82%       |  | \$ 1,569,391        | \$ 254,511   | \$ 1,823,902  |
|          | 62 (Lot 508 Paid)             | 806    | 1.81%       |  | \$ 898,020          | \$ 170,588   | \$ 1,068,607  |
|          | 63                            | 1,709  | 3.83%       |  | \$ 2,131,162        | \$ 345,614   | \$ 2,476,776  |
|          | 64                            | 1,722  | 3.86%       |  | \$ 2,147,536        | \$ 348,270   | \$ 2,495,806  |
|          | 65                            | 1,195  | 2.68%       |  | \$ 1,490,871        | \$ 241,777   | \$ 1,732,649  |
|          | 66                            | -      | 0           |  |                     |              |               |
|          | Port of L                     | 8,333  |             |  |                     |              |               |
|          | Marshburn                     | 5      |             |  |                     |              |               |
|          | 45                            | -      |             |  |                     |              |               |

Total 52,908

2014 GP I Total \$ 64,598,411  
 Trabuco Interchange \$ 55,584,218  
 Non-Trabuco \$ 9,014,192

**GP 1 Paid** \$ 14,163,214  
**GP 1 Remaining Fees** \$ 49,114,203  
 District 1N \$ 30,801,751.41  
 District 1S \$ 18,312,451.48

# EXHIBIT "C"

## PARCEL FEE SCHEDULE - DISTRICT 8



**LEGEND:**

- FINAL MAP TRACT BOUNDARY
- 2ND AVTTM 17008 LOT LINE
- 2ND AVTTM 17008 LOT NUMBER
- FINAL MAP LOT NUMBER
- BUILDER AREA



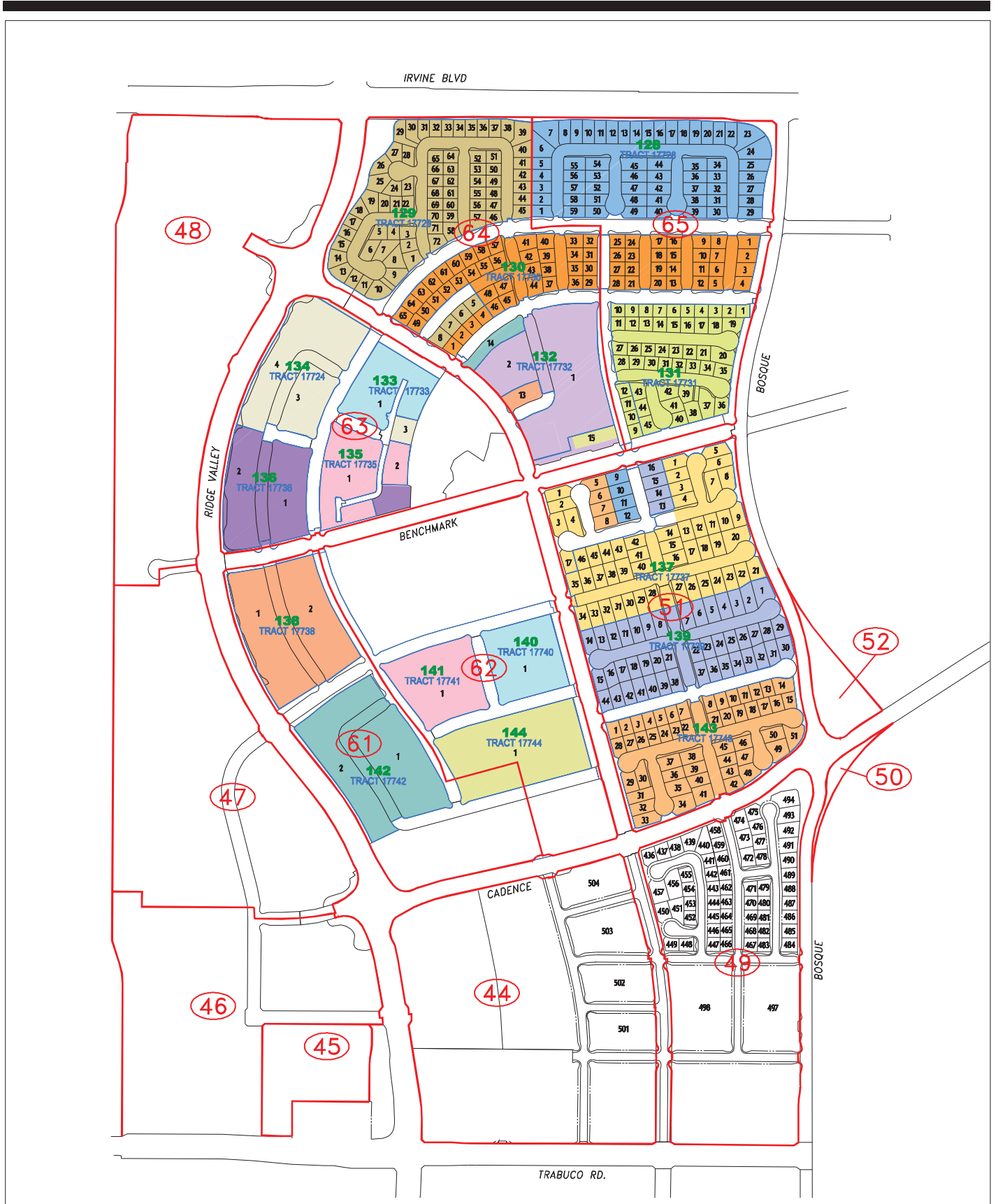
## Exhibit "C" - Parcel Fee Schedule District 8

| Fee Allocation Plan Lot (2nd VTTM 17008) Parcel Fee Schedule |              |              |                            |                            |                       |                       |                       |
|--|--------------|--------------|----------------------------|----------------------------|-----------------------|-----------------------|-----------------------|
| Builder Area   | Final Map    | Lots         | LAND USE                   | Trabuco                    |                       | TOTAL                 |                       |
|  |              |              |                            | Interchange                | Non-Trabuco           |                       |                       |
| 53-58  | 800          | 17364        | 1-48                       | SFD (48 DU)                | \$470,089.86          | \$89,298.08           | \$559,387.94          |
|  |              | 17467        | 16-19                      | Models (4 DU)              | \$39,174.15           | \$7,441.51            | \$46,615.66           |
|  |              | <b>Total</b> |                            |                            |                       | <b>\$509,264.01</b>   | <b>\$96,739.59</b>    |
|  | 801          | 17479        | 1-13                       | Multi Family Units (79 DU) | \$629,337.92          | \$119,548.78          | \$748,886.70          |
|  |              | 17467        | 5-8                        | Models (4 DU)              | \$39,174.15           | \$7,441.51            | \$46,615.66           |
|  |              | <b>Total</b> |                            |                            |                       | <b>\$668,512.08</b>   | <b>\$126,990.28</b>   |
|  | 802          | 17478        | 1-45                       | SFD (45 DU)                | \$440,709.24          | \$83,716.95           | \$524,426.19          |
|  |              | 17467        | 12-15                      | Models (4 DU)              | \$39,174.15           | \$7,441.51            | \$46,615.66           |
|  |              | <b>Total</b> |                            |                            |                       | <b>\$479,883.40</b>   | <b>\$91,158.46</b>    |
|  | 803          | 17477        | 1-64                       | SFD (64 DU)                | \$626,786.48          | \$119,064.10          | \$745,850.58          |
|  |              | 17467        | 9-11                       | Models (3 DU)              | \$29,380.62           | \$5,581.13            | \$34,961.75           |
|  |              | <b>Total</b> |                            |                            |                       | <b>\$656,167.09</b>   | <b>\$124,645.23</b>   |
|  | 804          | 17476        | 1-23                       | SFD (23 DU)                | \$225,251.39          | \$42,788.66           | \$268,040.05          |
|  |              | <b>Total</b> |                            |                            |                       | <b>\$225,251.39</b>   | <b>\$42,788.66</b>    |
|  | 805          | 17475        | 1-41                       | SFD (41 DU)                | \$401,535.09          | \$76,275.44           | \$477,810.53          |
|  |              | 17467        | 1-4                        | Models (4 DU)              | \$39,174.15           | \$7,441.51            | \$46,615.66           |
|  |              | <b>Total</b> |                            |                            |                       | <b>\$440,709.24</b>   | <b>\$83,716.95</b>    |
|  | 806          | 17473        | 1-83                       | SFD (83 DU)                | \$812,863.71          | \$154,411.26          | \$967,274.97          |
|  |              | <b>Total</b> |                            |                            |                       | <b>\$812,863.71</b>   | <b>\$154,411.26</b>   |
|  | 807          | 17472        | 1-61                       | SFD (61 DU)                | \$597,405.86          | \$113,482.97          | \$710,888.83          |
| <b>Total</b>   |              |              |                            | <b>\$597,405.86</b>        | <b>\$113,482.97</b>   | <b>\$710,888.83</b>   |                       |
| 808  | 17471        | 1-46         | SFD (46 DU)                | \$450,502.78               | \$85,577.33           | \$536,080.10          |                       |
|  | <b>Total</b> |              |                            |                            | <b>\$450,502.78</b>   | <b>\$85,577.33</b>    | <b>\$536,080.10</b>   |
| 809  | 17470        | 1-54         | SFD (54 DU)                | \$528,851.09               | \$100,460.34          | \$629,311.43          |                       |
|  | <b>Total</b> |              |                            |                            | <b>\$528,851.09</b>   | <b>\$100,460.34</b>   | <b>\$629,311.43</b>   |
| 810  | 17469        | 1-11         | Multi Family Units (75 DU) | \$597,472.71               | \$113,495.67          | \$710,968.38          |                       |
|  | <b>Total</b> |              |                            |                            | <b>\$597,472.71</b>   | <b>\$113,495.67</b>   | <b>\$710,969.38</b>   |
| 870  | 17474        | 1-2          | Multi Family Units (88 DU) | \$701,034.65               | \$133,168.26          | \$834,202.90          |                       |
|  | <b>Total</b> |              |                            |                            | <b>\$701,034.65</b>   | <b>\$133,168.26</b>   | <b>\$834,202.90</b>   |
| <b>TOTAL</b>   |              |              |                            |                            | <b>\$6,667,918.00</b> | <b>\$1,266,635.00</b> | <b>\$7,934,553.00</b> |

| Fee Allocation Plan Lot (2nd VTTM 17008) Parcel Fee Schedule |             |           |          |                                       |                     |                    |                     |
|--|-------------|-----------|----------|---------------------------------------|---------------------|--------------------|---------------------|
| Lot (VTTM 17364)   | Lot (Final) | Final Map | LAND USE | Trabuco                               |                     | TOTAL              |                     |
|  |             |           |          | Interchange                           | Non-Trabuco         |                    |                     |
| 59   | 512         | 22        | 17467    | 15 TSF Church and<br>6 TSF Child Care | \$416,342.00        | \$79,089.00        | \$495,431.00        |
|  | 513         | 23        | 17469    |                                       |                     |                    |                     |
| <b>TOTAL</b>   |             |           |          |                                       | <b>\$416,342.00</b> | <b>\$79,089.00</b> | <b>\$495,431.00</b> |

# EXHIBIT "C"

## PARCEL FEE SCHEDULE - DISTRICT 1 NORTH



**LEGEND:**

- FINAL MAP TRACT BOUNDARY
- 2ND AVTTM 17008 LOT LINE
- 44 2ND AVTTM 17008 LOT NUMBER
- 53 FINAL MAP LOT NUMBER
- 810 BUILDER AREA



## Exhibit "C" - Parcel Fee Schedule District 1 North

| Fee Allocation Plan Lot (2nd VTTM 17008) | Parcel Fee Schedule Lot (AVTTM 17283) | Land Use           | Trabuco               |                     | TOTAL                 |
|--|---------------------------------------|--------------------|-----------------------|---------------------|-----------------------|
|  |                                       |                    | Interchange           | Non-Trabuco         |                       |
| 44                                       | 500                                   | Multi Family (50)  | \$ 445,849.69         | \$ 72,304.25        | \$ 518,153.94         |
|  | 501                                   | Multi Family (24)  | \$ 214,007.85         | \$ 34,706.04        | \$ 248,713.89         |
|  | 502                                   | Multi Family (24)  | \$ 214,007.85         | \$ 34,706.04        | \$ 248,713.89         |
|  | 503                                   | Multi Family (24)  | \$ 214,007.85         | \$ 34,706.04        | \$ 248,713.89         |
|  | 504                                   | Multi Family (24)  | \$ 214,007.85         | \$ 34,706.04        | \$ 248,713.89         |
|  | 526                                   | Multi Family (108) | \$ 963,035.34         | \$ 156,177.17       | \$ 1,119,212.51       |
|  | 528                                   | Multi Family (50)  | \$ 445,849.69         | \$ 72,304.25        | \$ 518,153.94         |
| <b>TOTAL</b>                             |                                       |                    | <b>\$2,710,766.13</b> | <b>\$439,609.81</b> | <b>\$3,150,375.94</b> |

| Fee Allocation Plan Lot (2nd VTTM 17008) | Parcel Fee Schedule Lot (AVTTM 17283) | Land Use      | Trabuco         |                       | TOTAL               |
|--|---------------------------------------|---------------|-----------------|-----------------------|---------------------|
|  |                                       |               | Interchange     | Non-Trabuco           |                     |
| 46                                       | 530                                   | R&D (80 TSF)  | \$ 1,039,609.24 | \$ 168,595.30         | \$ 1,208,204.54     |
|  | 531                                   | R&D (280 TSF) | \$ 3,638,632.34 | \$ 590,083.53         | \$ 4,228,715.87     |
|  | <b>TOTAL</b>                          |               |                 | <b>\$4,678,241.58</b> | <b>\$758,678.83</b> |

| Fee Allocation Plan Lot (2nd VTTM 17008) | Parcel Fee Schedule Lot (AVTTM 17283) | Land Use                   | Trabuco         |                       | TOTAL               |
|--|---------------------------------------|----------------------------|-----------------|-----------------------|---------------------|
|  |                                       |                            | Interchange     | Non-Trabuco           |                     |
| 47                                       | 532                                   | Multi-Use (50.0 TSF)       | \$ 782,575.33   | \$ 126,911.65         | \$ 909,486.98       |
|  | 533                                   | Multi-Use (55.0 TSF)       | \$ 860,832.87   | \$ 139,602.81         | \$1,000,435.68      |
|  | 534                                   | Senior (182 DU) - Paid     | \$ 1,036,198.84 | \$ 196,835.73         | \$ 1,233,034.57     |
|  | 535                                   | Affordable (166 DU) - Paid | \$ 1,322,406.41 | \$ 251,203.54         | \$ 1,573,609.95     |
|  | <b>TOTAL</b>                          |                            |                 | <b>\$4,002,013.45</b> | <b>\$714,553.73</b> |

| Fee Allocation Plan Lot (2nd VTTM 17008) | Parcel Fee Schedule Lot (AVTTM 17283) | Land Use                 | Trabuco         |                       | TOTAL                 |
|--|---------------------------------------|--------------------------|-----------------|-----------------------|-----------------------|
|  |                                       |                          | Interchange     | Non-Trabuco           |                       |
| 48                                       | 536                                   | 10 TSF Church            | \$ 101,516.55   | \$ 16,463.12          | \$117,979.67          |
|  | 537                                   | 5 TSF Child Care         | \$ 261,461.23   | \$ 42,401.64          | \$303,862.86          |
|  | 538                                   | Affordable (196 DU) Paid | \$ 1,561,379.72 | \$ 296,598.90         | \$ 1,857,978.62       |
|  | 539                                   | Multi-Use (344.0 TSF)    | \$ 5,384,118.30 | \$ 873,152.12         | \$6,257,270.42        |
|  | <b>TOTAL</b>                          |                          |                 | <b>\$7,308,475.79</b> | <b>\$1,228,615.78</b> |



## Exhibit "C" - Parcel Fee Schedule District 1 North

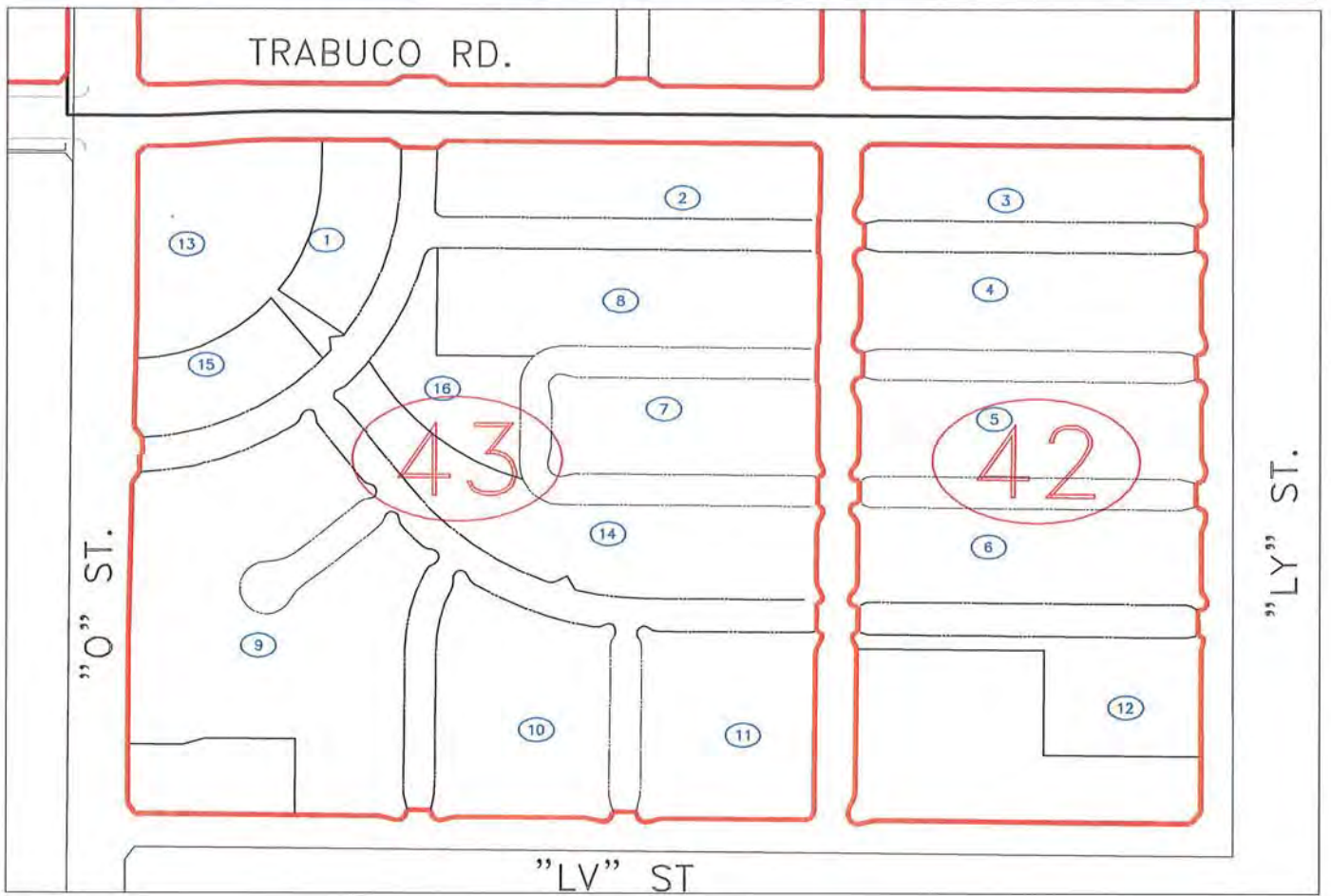
| Fee Allocation Plan Lot (2nd VTTM 17008) | Parcel Fee Schedule Lot (AVTTM 17283) | Land Use                   | Trabuco               |                     | TOTAL                 |
|--|---------------------------------------|----------------------------|-----------------------|---------------------|-----------------------|
|  |                                       |                            | Interchange           | Non-Trabuco         |                       |
|  |                                       |                            | 49                    | 436                 |                       |
|  | 437                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 438                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 439                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 440                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 441                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 442                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 443                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 444                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 445                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 446                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 447                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 448                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 449                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 450                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 451                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 452                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 453                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 454                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 455                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 456                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 457                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 458                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 459                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 460                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 461                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 462                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 463                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 464                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 465                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 466                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 467                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 468                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 469                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 470                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 471                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 472                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 473                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 474                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 475                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 476                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 477                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 478                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 479                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 480                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 481                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 482                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 483                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 484                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 485                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 486                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 487                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 488                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 489                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 490                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 491                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 492                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 493                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 494                                   | Single Family Detached     | \$ 10,962.29          | \$ 1,777.77         | \$ 12,740.06          |
|  | 497                                   | Multi Family Units (34 DU) | \$ 303,177.79         | \$ 49,166.89        | \$ 352,344.68         |
|  | 498                                   | Multi Family Units (35 DU) | \$ 312,094.79         | \$ 50,612.97        | \$ 362,707.76         |
|  | 499                                   | Multi Family Units (50 DU) | \$ 445,849.69         | \$ 72,304.25        | \$ 518,153.94         |
| <b>TOTAL</b>                             |                                       |                            | <b>\$1,707,897.40</b> | <b>\$276,972.79</b> | <b>\$1,984,870.19</b> |

| Fee Allocation Plan Lot (2nd VTTM 17008) | Parcel Fee Schedule Lot (AVTTM 17283) | Land Use | Trabuco             |                     | TOTAL                 |
|--|---------------------------------------|----------|---------------------|---------------------|-----------------------|
|  |                                       |          | Interchange         | Non-Trabuco         |                       |
|  |                                       |          | 62 (K-8 Only)       | 508                 |                       |
| <b>TOTAL</b>                             |                                       |          | <b>\$898,019.62</b> | <b>\$170,587.55</b> | <b>\$1,068,607.17</b> |




## Exhibit "C" - Parcel Fee Schedule District 1 North

| Fee Allocation Plan Lot (2nd VTTM 17008) | Parcel Fee Schedule |              |        |                            |                     |                        |                       |                        |
|--|---------------------|--------------|--------|----------------------------|---------------------|------------------------|-----------------------|------------------------|
|  | Builder Area        | Final Map    | Lots   | LAND USE                   | Trabuco             |                        | TOTAL                 |                        |
|  |                     |              |        |                            | Interchange         | Non-Trabuco            |                       |                        |
| 51, 61-65                                | 128                 | 17728        | 1-59   | SFD (59 DU)                | \$646,775.13        | \$104,888.68           | \$751,663.82          |                        |
|  |                     | 17726        | 9-12   | Models (4 DU)              | \$43,849.16         | \$7,111.10             | \$50,960.26           |                        |
|  |                     | <b>Total</b> |        |                            | <b>\$690,624.29</b> | <b>\$111,999.78</b>    | <b>\$802,624.07</b>   |                        |
|  | 129                 | 17729        | 1-72   | SFD (72 DU)                | \$789,284.91        | \$127,999.75           | \$917,284.66          |                        |
|  |                     | 17725        | 5-8    | Models (4 DU)              | \$43,849.16         | \$7,111.10             | \$50,960.26           |                        |
|  |                     | <b>Total</b> |        |                            | <b>\$833,134.07</b> | <b>\$135,110.85</b>    | <b>\$968,244.91</b>   |                        |
|  | 130                 | 17730        | 1-65   | SFD (65 DU)                | \$712,548.87        | \$115,555.33           | \$828,104.20          |                        |
|  |                     | 17725        | 1-4    | Models (4 DU)              | \$43,849.16         | \$7,111.10             | \$50,960.26           |                        |
|  |                     | <b>Total</b> |        |                            | <b>\$756,398.03</b> | <b>\$122,666.43</b>    | <b>\$879,064.46</b>   |                        |
|  | 131                 | 17731        | 1-45   | SFD (45 DU)                | \$493,303.07        | \$79,999.84            | \$573,302.91          |                        |
|  |                     | 17725        | 9-12   | Models (4 DU)              | \$43,849.16         | \$7,111.10             | \$50,960.26           |                        |
|  |                     | <b>Total</b> |        |                            | <b>\$537,152.23</b> | <b>\$87,110.94</b>     | <b>\$624,263.17</b>   |                        |
|  | 132                 | 17732        | 1-2    | Multi Family Units (84 DU) | \$749,027.48        | \$121,471.13           | \$870,498.62          |                        |
|  |                     | <b>Total</b> |        |                            | <b>\$749,027.48</b> | <b>\$121,471.13</b>    | <b>\$870,498.62</b>   |                        |
|  | 133                 | 17733        | 1      | Multi Family Units (52 DU) | \$463,683.68        | \$75,196.42            | \$538,880.10          |                        |
|  |                     | <b>Total</b> |        |                            | <b>\$463,683.68</b> | <b>\$75,196.42</b>     | <b>\$538,880.10</b>   |                        |
|  | 134                 | 17734        | 1-2    | Multi Family Units (72 DU) | \$642,023.56        | \$104,118.11           | \$746,141.67          |                        |
|  |                     | 17724        | 3      | Models (4 DU)              | \$35,667.98         | \$5,784.34             | \$41,452.32           |                        |
|  |                     | <b>Total</b> |        |                            | <b>\$677,691.53</b> | <b>\$109,902.45</b>    | <b>\$787,593.99</b>   |                        |
|  | 135                 | 17735        | 1-2    | Multi Family Units (51 DU) | \$454,766.69        | \$73,750.33            | \$528,517.02          |                        |
|  |                     | <b>Total</b> |        |                            | <b>\$454,766.69</b> | <b>\$73,750.33</b>     | <b>\$528,517.02</b>   |                        |
|  | 136                 | 17736        | 1-2    | Multi Family Units (54 DU) | \$481,517.67        | \$78,088.59            | \$559,606.25          |                        |
|  |                     | 17724        | 4      | Models (6 DU)              | \$53,501.96         | \$8,676.51             | \$62,178.47           |                        |
|  |                     | <b>Total</b> |        |                            | <b>\$535,019.63</b> | <b>\$86,765.09</b>     | <b>\$621,784.73</b>   |                        |
|  | 137                 | 17737        | 1-46   | SFD (46 DU)                | \$504,265.36        | \$81,777.62            | \$586,042.97          |                        |
|  |                     | 17726        | 1-4,17 | Models (5 DU)              | \$54,811.45         | \$8,888.87             | \$63,700.32           |                        |
|  |                     | <b>Total</b> |        |                            | <b>\$559,076.81</b> | <b>\$90,666.49</b>     | <b>\$649,743.30</b>   |                        |
|  | 138                 | 17738        | 1-2    | Multi Family Units (49 DU) | \$436,932.70        | \$70,858.16            | \$507,790.86          |                        |
|  |                     | 17725        | 13     | Models (4 DU)              | \$35,667.98         | \$5,784.34             | \$41,452.32           |                        |
|  |                     | <b>Total</b> |        |                            | <b>\$472,600.67</b> | <b>\$76,642.50</b>     | <b>\$549,243.17</b>   |                        |
|  | 139                 | 17739        | 1-44   | SFD (44 DU)                | \$482,340.78        | \$78,222.07            | \$560,562.85          |                        |
|  |                     | 17726        | 13-16  | Models (4 DU)              | \$43,849.16         | \$7,111.10             | \$50,960.26           |                        |
|  |                     | <b>Total</b> |        |                            | <b>\$526,189.94</b> | <b>\$85,333.17</b>     | <b>\$611,523.10</b>   |                        |
|  | 140                 | 17740        | 1      | Multi Family Units (55 DU) | \$490,434.66        | \$79,534.67            | \$569,969.33          |                        |
|  |                     | <b>Total</b> |        |                            | <b>\$490,434.66</b> | <b>\$79,534.67</b>     | <b>\$569,969.33</b>   |                        |
|  | 141                 | 17741        | 1      | Multi Family Units (54 DU) | \$481,517.67        | \$78,088.59            | \$559,606.25          |                        |
|  |                     | <b>Total</b> |        |                            | <b>\$481,517.67</b> | <b>\$78,088.59</b>     | <b>\$559,606.25</b>   |                        |
|  | 142                 | 17742        | 1-2    | Multi Family Units (57 DU) | \$508,268.65        | \$82,426.84            | \$590,695.49          |                        |
|  |                     | 17725        | 14     | Models (5 DU)              | \$44,584.97         | \$7,230.42             | \$51,815.39           |                        |
|  |                     | <b>Total</b> |        |                            | <b>\$44,584.97</b>  | <b>\$7,230.42</b>      | <b>\$51,815.39</b>    |                        |
|  | 143                 | 17743        | 1-51   | SFD (51 DU)                | \$559,076.81        | \$90,666.49            | \$649,743.30          |                        |
|  |                     | 17726        | 5-8    | Models (4 DU)              | \$43,849.16         | \$7,111.10             | \$50,960.26           |                        |
|  |                     | <b>Total</b> |        |                            | <b>\$602,925.97</b> | <b>\$97,777.59</b>     | <b>\$700,703.56</b>   |                        |
|  | 144                 | 17744        | 1      | Multi Family Units (67 DU) | \$597,438.59        | \$96,887.69            | \$694,326.28          |                        |
|  |                     | 17725        | 15     | Models (4 DU)              | \$35,667.98         | \$5,784.34             | \$41,452.32           |                        |
|  |                     | <b>Total</b> |        |                            | <b>\$633,106.56</b> | <b>\$102,672.03</b>    | <b>\$735,778.59</b>   |                        |
|  | <b>TOTAL</b>        |              |        |                            |                     | <b>\$10,016,203.54</b> | <b>\$1,624,345.72</b> | <b>\$11,640,549.26</b> |

EXHIBIT "C"  
PARCEL FEE SCHEDULE - DISTRICT 1 SOUTH



LEGEND:

-  2ND AVTTM 1700B LOT LINE
-  2ND AVTTM 1700B LOT NUMBER
-  AVTTM 17368 LOT NUMBER



## Exhibit "C" - GPI Parcel Fee Schedule District 1 South

| Fee<br>Allocation<br>Plan<br>Lot<br>(2nd VTTM<br>17008) | Parcel Fee<br>Schedule<br>Lot<br>(VTTM<br>17368) | LAND USE                   | Trabuco<br>Interchange | Non-Trabuco         | TOTAL                 |
|---|--|----------------------------|------------------------|---------------------|-----------------------|
| 42  |  | Multi-Use (100 TSF)        | \$1,565,150.67         | \$253,823.29        | \$1,818,973.96        |
|   |  | Multi Family Units (26 DU) | \$231,841.84           | \$37,598.21         | \$269,440.05          |
|   |  | <b>TOTAL</b>               | <b>\$1,796,992.51</b>  | <b>\$291,421.50</b> | <b>\$2,088,414.01</b> |

| Fee<br>Allocation<br>Plan<br>Lot<br>(2nd VTTM<br>17008) | Parcel Fee<br>Schedule<br>Lot<br>(VTTM<br>17368) | LAND USE                   | Trabuco<br>Interchange | Non-Trabuco           | TOTAL                  |
|---|--|----------------------------|------------------------|-----------------------|------------------------|
| 43  |  | Multi-Use (155.3 TSF)      | \$2,430,678.99         | \$394,187.57          | \$2,824,866.56         |
|   |  | Retail (150 TSF)           | \$10,236,459.50        | \$1,660,065.00        | \$11,896,524.50        |
|   |  | Multi Family Units (40 DU) | \$356,679.75           | \$57,843.40           | \$414,523.15           |
|   |  | Multi Family Units (87 DU) | \$775,778.46           | \$125,809.39          | \$901,587.85           |
|   |  | Multi Family Units (18 DU) | \$160,505.89           | \$26,029.53           | \$186,535.42           |
|   |  | <b>TOTAL</b>               | <b>\$13,960,102.59</b> | <b>\$2,263,934.88</b> | <b>\$16,224,037.47</b> |

**ITEM 6: AMENDMENT NO. 3 TO PA 40 NITM FEE  
CREDIT AND NITM FEE ALLOCATION PLAN  
AGREEMENT**

**AMENDMENT No. 3  
TO PA 40 NITM FEE CREDIT AND NITM FEE ALLOCATION PLAN AGREEMENT**

THIS AMENDMENT No. 3 TO PA 40 NITM FEE CREDIT AND NITM FEE ALLOCATION PLAN AGREEMENT ("**Amendment**") is made and entered as of \_\_\_\_\_, 2014 by and between IRVINE COMMUNITY DEVELOPMENT COMPANY LLC, a Delaware limited liability company ("**Company**") and the CITY OF IRVINE, a California municipal corporation ("**City**"), for the purpose of amending the "PA 40 NITM Fee Credit and NITM Fee Allocation Plan Agreement" entered into between Company and City as of March 28, 2011 ("**Agreement**") to be consistent with the Great Park Neighborhoods 2012 GPA/ZC NITM Program Fee Reallocation Study. Company and City hereby agree to the following changes to the Agreement:

1. Exhibit B to the Agreement is replaced in its entirety by the "PA 40 NITM Fee Allocation Plan (revision #4)" attached hereto.
2. Exhibit C to the Agreement is replaced in its entirety by the "Revised PA 40 NITM Fee Per GPN 2012 GPA/ZC" attached hereto.
3. Exhibit C-2 to the Agreement is removed in its entirety.
4. Except as set forth in this Amendment, all terms, conditions and provisions of the Agreement are unchanged and remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have caused this Amendment to the Agreement to be executed by their respective duly authorized agents as of the date first set forth above.

**CITY OF IRVINE**  
a California municipal corporation

**IRVINE COMMUNITY DEVELOPMENT  
COMPANY LLC,**  
a Delaware limited liability company

By: \_\_\_\_\_  
Manuel Gomez  
Director of Public Works

By: \_\_\_\_\_  
Daniel H. Young  
President

Attest:  
By: \_\_\_\_\_  
Molly McLaughlin  
City Clerk of the City of Irvine

By: \_\_\_\_\_  
Jamie Yoshida  
Assistant Secretary

APPROVED AS TO FORM:  
RUTAN & TUCKER

\_\_\_\_\_  
Todd O. Litfin

**EXHIBIT B**

**PA 40 NITM FEE ALLOCATION PLAN (revision #4)**

| <b><u>DEVELOPMENT AREA</u></b>   | <b><u>TRABUCO/SR133 INTERCHANGE (a)</u></b> | <b><u>NON-TRABUCO/SR133 IMPROVEMENTS (b)</u></b> | <b><u>TOTAL NITM OBLIGATION</u></b> |
|----------------------------------|---|--|-------------------------------------|
| <b>TTM 17277</b>                 |   |  |                                     |
| APARTMENTS (PAID)                | \$5,445,151                                 | \$2,617,487                                      | \$8,062,638                         |
| FOR-SALE/AFFORDABLE (PAID)       | \$9,998,106                                 | \$4,806,096                                      | \$14,804,202                        |
| RETAIL/MIXED USE (PAID)          | \$1,401,758                                 | \$666,129  | \$2,067,887                         |
| RETAIL/MIXED USE                 | \$5,068,136                                 | \$2,400,575                                      | \$7,468,711                         |
| <b>SUB-TOTAL</b>                 | <b>\$21,913,151</b>                         | <b>\$10,490,287</b>                              | <b>\$32,403,438</b>                 |
| <br>                             |   |  |                                     |
| PA 40 MIXED USE LAND (e/o SR133) | \$6,246,815                                 | \$2,958,869                                      | \$9,205,684                         |
| MARINE WAY PARCELS               | \$1,821,930                                 | \$862,976  | \$2,684,906                         |
| <b>TOTAL</b>                     | <b>\$29,981,896</b>                         | <b>\$14,312,132</b>                              | <b>\$44,294,028</b>                 |

(a) to be satisfied by Trabuco/SR 133 Right of Way Credit

(b) to be paid by cash, AD bond proceeds and existing/projected NITM fee credits

Revision #4 - updated based on GPN 2012 GPA/ZC

10/7/2014

**EXHIBIT C**  
**REVISED PA 40 NITM FEE PER GPN 2012 GPA/ZC**

| DEVELOPMENT AREA                     | Fee Basis    | ADT          | TRABUCO/SR-133       | Non-Interchange      | TOTAL                |
|--------------------------------------|--------------|--------------|----------------------|----------------------|----------------------|
| <b>TTM 17277</b>                     |              |              |                      |                      |                      |
| APARTMENTS (Actual Payment)          | \$44,612,810 | 11840        | \$ 5,445,151         | \$ 2,617,487         | \$ 8,062,638         |
| FOR-SALE/AFFORDABLE (Actual Payment) | \$44,612,810 | 21740        | \$ 9,998,106         | \$ 4,806,096         | \$ 14,804,202        |
| RETAIL/MIXED USE (Actual Payment)    | \$40,123,968 | 3424         | \$ 1,401,758         | \$ 666,129           | \$ 2,067,887         |
| RETAIL/MIXED USE                     | \$44,486,330 | 10999        | \$ 5,068,136         | \$ 2,400,575         | \$ 7,468,711         |
| <b>SUB-TOTAL</b>                     |              |              | <b>\$ 21,913,151</b> | <b>\$ 10,490,287</b> | <b>\$ 32,403,438</b> |
| PA 40 MIXED USE E/O SR-133           | \$44,486,330 | 13557        | \$ 6,246,815         | \$ 2,958,869         | \$ 9,205,684         |
| MARINE WAY PARCELS                   | \$44,486,330 | 3954         | \$ 1,821,930         | \$ 862,976           | \$ 2,684,906         |
|                                      |              | <b>65514</b> | <b>\$ 8,068,746</b>  | <b>\$ 3,821,845</b>  | <b>\$ 11,890,590</b> |
| <b>TOTAL UPDATED PA 40 FEES</b>      |              |              | <b>\$ 29,981,897</b> | <b>\$ 14,312,132</b> | <b>\$ 44,294,028</b> |
| <b>REMAINING FEES</b>                |              |              |                      |                      |                      |
| TTM 17277 Retail/Mixed Use           |              |              | \$ 5,068,136         | \$ 2,400,575         | \$ 7,468,711         |
| MIXED USE E/O SR-133                 |              |              | \$ 6,246,815         | \$ 2,958,869         | \$ 9,205,684         |
| MARINE WAY PARCELS                   |              |              | \$ 1,821,930         | \$ 862,976           | \$ 2,684,906         |
| <b>TOTAL REMAINING</b>               |              |              | <b>\$ 13,136,882</b> | <b>\$ 6,222,420</b>  | <b>\$ 19,359,301</b> |

PA 40 Trabuco Share per Table 4-2 \$ 30,187,642  
GPN 2012 GPA/ZC PA 40 Fees \$ 44,486,330

10/10/14



**ITEM 7: SEE ITEM 3**

**ITEM 8: SEE ITEM 4**