

IBC Project Prioritization Ranking

Intersection	Jurisdiction	Mitigation (as identified in 2019 Study)	Mitigation Cost	Constructability	Impact / Warrant Year	Location	Cost Benefit	Score
Jamboree Road at Michelson Drive Pedestrian Bridge	Irvine	Pedestrian bridge to improve signal operations	\$ 8,237,000	3	2	3	4	12
Culver Drive at I-405 NB Ramps	Irvine	Re-stripe to provide one left-turn lane, one shared lane, and one right-turn lane	\$ 269,000	3	2	1	6	12
Dyer Road Roadway Widening	Santa Ana	Widen roadway from six to eight lanes	\$ 18,047,000	2	2	2	5	11
Von Karman Avenue - From Alton Highway to Barranca Parkway (Option A)	Irvine / Tustin	Add third northbound through-lane, add northbound right-turn lane and westbound right at Barranca Parkway only	\$ 10,001,000	1	3	3	3	10
Harvard Avenue at Michelson Drive	Irvine	Improve southbound leg to provide two left-turn, two through, and one right-turn lane	\$ 3,438,000	3	2	2	3	10
Alton Parkway Overcrossing (50% shared with Santa Ana)*	Santa Ana	Construct new roadway overcrossing over SR-55	\$ 30,592,500	2	2	2	4	10
California Avenue at University Drive	Irvine	Add eastbound free right-turn lane and southbound third receiving lane	\$ 2,770,000	3	1	1	5	10
SR-55 Frontage Road at Baker Street (5% to CM)**	Costa Mesa	Improve southbound leg to provide two left turns, one shared through and right, and one right turn lane	\$ 1,017,000	1	2	1	5	9
Jamboree Road at Barranca Parkway	Irvine / Tustin	Add a fifth northbound through-lane (convert free to standard right-turn lane) and re-stripe eastbound approach	\$ 6,570,000	2	3	3	1	9
Von Karman Avenue - From Alton Highway to Barranca Highway (Option B)	Irvine / Tustin	Add third northbound through-lane, add northbound right-turn lane, and convert to free westbound-right at Barranca Parkway	\$ 11,082,000	1	3	3	1	8
Red Hill Avenue (between Main and MacArthur)***	Irvine	Widen from four to six lanes	\$ 24,054,000	2	2	3	1	8

Scoring Definitions and Terms

Constructability - ease of implementation, ranked from 1 for difficult, to 3 for those more easily constructed. Considered right-of-way, cost, coordination, etc.

Impact Year - 3 points if impacted in interim year, 2 points in build-out year, 1 point if cumulative build-out year

Location - points to improve the "core" IBC area - 3 points for intersections within the IBC, 2 points for those adjacent to IBC, and 1 point for those non-adjacent

Cost Benefit - from "Cost Analysis" report by WSP, 1 point for 0-0.5, 2 points for 0.5-1, 3 points for 1.0-1.5, 4 points for 1.5-2, 5 points for 2-10, 6 points for 10+

* Cost Analysis for Alton Parkway Overcrossing based only on the 50% Irvine contribution, not the entire project cost

** Cost Analysis for SR-55 Frontage Road intersection based on entire cost and entire benefit, as proportional benefits and costs are expected to Irvine

*** Removal of the Red Hill Avenue widening will result in the addition of two alternate improvements in the City of Santa Ana