



June 30, 2009

Mr. Marty Derus
LILBURN CORPORATION
1905 Business Center Drive
San Bernardino, CA 92408

**Subject: Liberty Quarry – Strategic Transportation Planning Overview
(REVISED)**

Dear Mr. Derus;

Urban Crossroads is pleased to provide you with our observations regarding transportation mitigation funding and coordination issues related to the proposed Liberty Quarry project.

The project is located in an unincorporated area of southwest Riverside County, between the City of Temecula and the San Diego County Border. The 414-acre site is adjacent to the west side of Interstate 15 and will rely upon Rainbow Valley Boulevard West for primary access. A small portion of the project site, including the access to Rainbow Valley Boulevard, is located in San Diego County. Of the 414-acre total project site, approximately 164+/- acres will be developed as a quarry and access road. The balance of the property will remain undeveloped. A separate Traffic Impact Analysis (TIA) has been prepared by Urban Crossroads, Inc. for the project and serves as the foundation for this letter report.

JURISDICTIONAL OVERSIGHT

The County of Riverside (County) has primary project approval for the proposed Liberty Quarry. The County prepared a Notice of Preparation (NOP) for the project Environmental Impact Report (EIR), and the City of Temecula and County

of San Diego each expressed interest in the proposed land use and related traffic impacts.

OFF-SITE TRANSPORTATION IMPACT FEE REQUIREMENTS

The project is subject to two major off-site roadway improvement fee requirements in order to mitigate project-related traffic impacts within Riverside County: the Western Riverside Transportation Uniform Mitigation Fee (TUMF) and the County's Development Impact Fee (DIF). In addition, in order to mitigate project-related traffic impacts within San Diego County, the project will be subject to roadway improvement fee requirements under the San Diego County Transportation Improvement Fee (TIF) program.¹

WESTERN RIVERSIDE TUMF PROGRAM

The TUMF is a regional program established and overseen by the Western Riverside Council of Governments (WRCOG)² in order to address cumulative growth impacts on regional system of highways and arterial roads in Western Riverside County (the "Regional System") through 2030. The Regional System is comprised of "backbone" facilities and "secondary" facilities. WRCOG is responsible for establishing and updating TUMF rates shown in Table 1. Participating WRCOG Member Agencies implement the TUMF program within by collecting the TUMF fees from new development projects and passing those fees to the WRCOG. The County implements the TUMF program through Riverside County Ordinance No. 824 (codified at Chapter 4.58 of the Riverside County Code).

¹ As discussed in the Traffic Impact Analysis prepared by Urban Crossroads, Inc., the proposed project will impact a number of freeway interchanges located in the City of Temecula. These interchanges are considered to be part of the Regional System of highways and arterials, and are therefore subject to improvement using TUMF fees. The project will not be subject to any additional traffic fees that may be imposed for projects that impact surface streets within the City of Temecula.

² WRCOG is a joint powers agency made up of the County of Riverside and the fourteen cities located in Western Riverside County, including the City of Temecula.

WRCOG distributes the TUMF fees in accordance with the TUMF Administrative Plan, most recently updated in February 2008. A small portion of TUMF fees (2.6%) are allocated to the Riverside Transit Agency for making regional transit improvements. The remaining fees are allocated for improvements to the Regional System. A portion (48.7% of the overall total) goes to improvements to arterials of regional significance. The remainder (48.7% of the total) is allocated to the five TUMF Zones for Regional System improvements on secondary facilities within each Zone. (WRCOG TUMF Administrative Plan, Section IV.)

The County may grant developers a TUMF fee credit or reimbursement for construction of arterial improvements or other improvements in the Regional System, as determined in consultation with the County and WRCOG. (Riverside County Ord. No. 824, Section 4.G.)

TUMF includes discrete fees for residential, commercial, office, and general industrial land uses. (Riverside County Ordinance No. 824, Section G.A.) The original Nexus study was updated in February 2006. The 2010 Update is currently underway. For non-residential projects, the fee is calculated based on the total square footage of the building or structure identified in the building permit. (Riverside County Ordinance No. 824, Section G.B.ii.)

The current TUMF fee for industrial projects is \$1.84/sq. ft. This fee will increase to \$2.09/sq. ft. on July 1, 2010, and then to a fully-approved rate of \$2.35/sq. ft. on July 1, 2011. For any particular project, the applicable TUMF fee is determined based on the rate in effect on the date a certificate of occupancy is issued, or upon final inspection, whichever comes first, unless payment is tendered earlier. (Riverside County Ordinance No. 824, Section 6.B.i.) Because it is unclear when the Liberty Quarry TUMF fees may be due, this report calculates the TUMF fee using all three potential rates.

Due to the unique nature of surface mining (i.e., development spread over a broad area with relatively little area taken up by traditional buildings), a standard fee per square foot of building area may be inaccurate for traffic mitigation purposes. In fact, applying the standard fee per square foot over the entire 164+/- acre developed quarry area would disproportionately over-burden the project. WRCOG has developed fee calculation methodologies for various land uses for which the standard fee calculation method does not work. These methodologies are set forth in the WRCOG TUMF Fee Calculation Handbook, most recently updated in 2006.

As described in the TUMF Fee Calculation Handbook, Section 2.2:

“Non-residential TUMF obligation[s] are calculated by multiplying the net increase in the gross floor area of the buildings or structures associated with a new development by the appropriate non-residential land use category fee rate using Worksheet A.2.1. The gross floor area of non-residential developments is defined as the sum, measured in square feet, of the area of each floor level, including cellars, basements, mezzanines, penthouses, corridors, lobbies, stores, and offices, that are included within the principal outside faces of the exterior wall of the building or structure, not including architectural setbacks or projections. Included are all stories or areas that have floor surfaces with clear standing head room (at least 6 feet, 6 inches) regardless of their use. Where a ground level area, or part thereof, within the principal outside faces of the exterior walls of the building or structure is left un-roofed, the gross floor area of the un-roofed portion will be added to the overall square footage of the building for the purpose of the non-residential fee calculation unless the unroofed area is solely provided for architectural or aesthetic purposes.”

The TUMF Fee Calculation Handbook describes additional calculation methodologies for certain defined uses.³ These defined uses do not include mining uses, and the Fee Calculation Handbook simply treats mining as an “industrial” use. (TUMF Fee Calculation Handbook, Table 2.1.) The TUMF fees are calculated using square footage of the buildings and structures described

³ The defined uses include mobile home parks, fuel filling stations, vehicle dealerships, group quarters, congregate care facilities and nursing homes, mini-warehouses and rental storage, golf courses, wholesale nurseries, retail nurseries (garden centers), and high-cube warehouse/distribution centers. (TUMF Fee Calculation Handbook, Table 3.1.)

above, as applied to the formulae set forth in Worksheet A.2.1 of the Fee Calculation Handbook.

The Liberty Quarry project includes various industrial buildings and structures, including administrative offices, labs, batch plants, scales, crushers, asphalt plant, pump house, etc. As shown in Table 2 and Figure A,⁴ the total gross floor area of quarry-related industrial buildings and structures is 148,828 square feet, or approximately 3.42 acres. The project will not include any retail or service buildings, as those terms are used in the TUMF Fee Calculation Handbook. The square footage results in a TUMF of \$273,844 based upon the current fee schedule as shown on Table 1.

RIVERSIDE COUNTY DIF PROGRAM

The DIF program was established by the County to collect fees from new development in order to fund various public facilities, habitat and open space preserves, and regional parkland and trails, in order to address the direct and cumulative environmental effects of development projects. (Riverside County Ordinance No. 659.7, Section 4.) Portions of the DIF fees are used for improvements to roads and bridges, and to install traffic signals where needed. (Riverside County Ordinance No. 659.7, Section 7.) However, DIF fees must be used for separate improvements than those funded by the TUMF program. (Riverside County Ordinance No. 824, Section 4.G.)

DIF fees are intended to be used for construction and acquisition of projects identified on the Riverside County Public Facilities Needs List. (Riverside County Ordinance No. 659.7, Section 2.h.). The County may grant developers a DIF fee

⁴ Figure A was derived from Figure 10 of the April, 2007, Project Description for Liberty Quarry, prepared by Lilburn Corporation. As discussed in the Project Description, although the processing facilities will relocate between Phases 2 and 3 of the project, the overall area of these facilities will not change.

credit or reimbursement for construction of transportation improvements identified in the Public Facilities Needs List. (Riverside County Ord. No. 659.7, Section 17.c.)

The DIF Ordinance divides the County into several Area Plans. The Liberty Quarry project is located in the Southwest Area Plan (SWAP). The current DIF fee for new surface mining projects in the SWAP is \$4,360 per acre for transportation. Of this amount, \$4,293 goes to traffic signal projects and \$67 goes to other traffic improvements as shown on Table 1. Additional DIF is collected by the County for other public facilities, regional parks, and multipurpose trails. (Riverside County Ordinance No. 659.7, Section 7.a.)

The County of Riverside periodically reviews and adjusts the DIF to implement updates and refinements to the program. The program was last updated in April 2006 to remove any overlap with TUMF and to enable inflationary adjustments. A comprehensive update is underway and will extend the program horizon year from 2010 to at least 2020. According to County Transportation Department staff, the current SWAP road component fee is extremely low because the SWAP “needs list” includes no capacity improvements. An update of the program will likely identify needed improvements in the area and result in an increase in the fee, although the scope of any increase has not been determined. Other Area Plans have a fee for this component ranging from \$0 to \$3,704 per Intensive Use Area (IUA) acre compared to the current fee of \$67 per IUA acre.

The DIF fees for surface mining projects are not assessed based on the overall size of the proposed project. Instead, the DIF fees are calculated based on the size of the quarry’s Intensive Use Area, which includes “roadways, parking areas, building areas, recycling operations, materials stock pile areas (area of calculation of fee for stock piles not to exceed 2 acres), maintenance and

refueling buildings, scales and scale house, block plant buildings and material testing buildings.” (Riverside County Ordinance No. 659, Section 6.o.)

As shown in Figure B⁵, the Intensive Use Area for Liberty Quarry is estimated to be 23.7 acres. Thus, the total DIF fee related to transportation would be \$103,332 (\$4,360/acre). Of this amount, \$101,744 would be designated for traffic signal projects (\$4,293/acre) and \$1,588 would be designated for other road improvements (\$67/acre) as shown on Table 1.

SAN DIEGO COUNTY TIF PROGRAM

A small portion of the project site is located within San Diego County, and all project-related traffic will access the site via Rainbow Valley Boulevard in San Diego County. In addition, the Traffic Impact Analysis prepared by Urban Crossroads, Inc., describes project-related impacts to various other intersections and roadway segments located within San Diego County. Finally, the project may require one or more discretionary permits from the County of San Diego in order to improve the access road across the San Diego County portion of the project site. Therefore, the project would be required to mitigate impacts to roadways within San Diego County through facility improvements, financial contributions or a combination of these approaches under the San Diego County Transportation Impact Fee (TIF) program.⁶

The San Diego County TIF program was established to assess and collect fees from new development in order to defray the actual or estimated costs of

⁵ Figure B was derived from Figure 10 of the April, 2007, Project Description for Liberty Quarry, prepared by Lilburn Corporation. As discussed in the Project Description, although the processing facilities will relocate between Phases 2 and 3 of the project, the overall area of these facilities will not change.

⁶ Even if the project did not require discretionary improvements from the County of San Diego, it is likely that the County of Riverside would condition the project on payment of an impact fee to San Diego County given the close proximity and impacts within San Diego County. Such an impact fee would likely be based on the applicable San Diego County TIF.

constructing planned transportation facilities necessary to accommodate increased traffic generated by future development. (San Diego County Code, § 77.202.) TIF fees are used to fund identified transportation facilities, or portions thereof, in order to provide increased road capacity required to address cumulative impacts of development. (San Diego County Code, § 77.202.) The County maintains a list of transportation facilities (TIF Facilities) to be funded through the TIF program. (San Diego County Code, § 77.202.)

Unlike the Riverside County programs, the San Diego County TIF program currently imposes a “per trip” fee on new development. (San Diego County Code, § 77.208.) The per trip calculation is based on the expected number of average daily trips. (Id.) Project applicants may receive credit for improvements to a TIF Facility, including planning, environmental, design, and any construction of or improvement to a TIF facility. (Id.)

The San Diego County portion of the project is located within the Rainbow Community Planning Area. The current TIF fee for new development in the Rainbow Community Planning area is \$528 per trip. (San Diego County Code, § 77.208.2) This rate includes a \$3 per trip component for freeway ramps, a \$149 per trip component for regional impacts, and a \$379 per trip component for local impacts. These rates became effective January 1, 2009, in consideration of the annual construction cost index adjustment integrated into the program.

Based upon a discussion with Granite Construction representatives, it is our understanding that the County of San Diego transportation department has agreed to assess the total DIF based upon trips destined for San Diego County.

The Urban Crossroads TIA assumes that 70% of the 3,738 truck trips and 10% of the 466 employee and visitor trips will utilize the regional network within San Diego County under the 5.0 MT/Y plan. (Urban Crossroads, 2009) The

remaining trips will utilize Riverside County roadways. The San Diego County “per trip” approach would yield an estimated 2,664 trips with a total fee of approximately \$1,406,592 for 5.0 MT/Y facility, as shown on Table 1. (San Diego County Code, § 77.208.2)

TRAFFIC IMPROVEMENTS AND FAIR SHARE COST ASSIGNMENT

The Urban Crossroads TIA evaluated impacts based upon a scope of work as well as intersection locations prescribed by transportation staff at the County of Riverside and County of San Diego, respectively. Intersection locations in Riverside County included Winchester Road (SR-79) at I-15 on/off ramps, Rancho California at I-15 on/off ramps, and SR-79 at I-15 on/off ramps. (Urban Crossroads, 2007) Intersection locations in San Diego County included the project access road at Rainbow Valley Boulevard West, Rainbow Valley Boulevard at I-15 on/off ramps, Old Highway 395 at Rainbow Valley Boulevard, Mission Road (Old Hwy 395) at I-15 on/off ramps, and Pala Road (SR-76) at I-15 on/off ramps (Urban Crossroads, 2007).

The TIA includes detailed information regarding recommended improvements with and without the proposed project. In addition, project-specific traffic at each improvement location is identified. Fair share cost assignments are typically used where the percentage of project-related vehicle trips are minor compared to traffic generated through normal growth and other projects. Fair share percentage is the project’s share of future traffic volume after deducted existing traffic.⁷ Freeway interchange impacts are measured at each ramp location for both AM and PM peak hour. In consultation with the County of Riverside Transportation Department, it was determined that fair share assignments should

⁷ For instance, if total future traffic volume at a specific location is projected to be 1,000 vehicles per day and the current volume is 250 vehicles per day, cumulative growth is estimated to be 750 vehicles per day. If the project represents 375 trips per day of the future total, the resulting fair share of cumulative growth is 50%.

be based upon the average fair share percentage for AM and PM peak hour for each ramp to determine the overall average fair share impact for each interchange.

Cost estimates for each interchange location are not available due to the complex planning, design and construction process. Instead, conservative estimates were provided for ultimate General Plan configurations which exceed the project-specific improvement needs. For purposes of this fair share cost assignment exercise, the City of Temecula provided a total improvement estimate of \$140 million for the I-15/Winchester Road interchange and \$36 million for the I-15/SR-79 South Interchange. Improvements at the I-15/Rancho California interchange are assumed to be comparable to the I-15/SR-79 South Interchange. As a result, \$36 million is used as the proposed budget at this location.

As shown in Table 3, Riverside County improvements recommended for 5.0 MT/Y EAP total \$212 million with fair share responsibility calculated as \$1,755,600.

Each of the Riverside County locations shown in Table 3 is included in TUMF for Regional System arterial and highway improvements. As noted above, any direct improvements made at these locations may be eligible for fee credit or reimbursement against the project's TUMF obligation as shown on Table 1.

Fair share calculations for intersection locations within San Diego County are included on Table 4. This table represents the project's fair share as a percentage of new traffic as well as a ROM estimate of cost. The ROM costs are a conservative estimate of the costs required to reconstruct the entire intersection as provided by Granite Construction. As shown in Table 4, San Diego County improvements recommended for 5.0 MT/Y total \$4,401,381 with

fair share responsibility calculated as \$580,439. The projected San Diego County TIF obligation of \$1,409,592 is more than double the ROM fair share costs assumptions for ECP 5.0 MT/Y improvements.

POTENTIALLY SIGNIFICANT TRANSPORTATION ISSUES

Improvements performed within Caltrans right of way require State approval. For simple improvements with a total cost of less than \$2 million, an encroachment permit may be all that is required. Complex improvements or those with a projected cost in excess of \$2 million may require detailed analysis, a project Study Report (PSR), Project Report (PR) and environmental review.

The TIA evaluated and recommended improvements at five separate freeway interchanges and their on/off ramps. The ROM cost presented in the fair share calculations are presented for illustrative purposes only and are accepted at the discretion of the approving authority. Highly congested locations such as the interchanges in Riverside County may cost more.

The City of Temecula currently has \$1.165 million in TUMF funding allocated for project approval and environmental documentation (PA&ED) and \$2.913 million for engineering in FY2008/09 of improvements to the Winchester/I-15 interchange. In addition, \$12.8 million has been allocated through the TIP process for construction of future improvements in FY2010/11. It is unknown if the improvements identified in the Urban Crossroads TIA are included in the City's current planning effort. Coordination with Caltrans, WRCOG, the County, and the City of Temecula, at the earliest stages could ensure future needs are met without additional costly planning, design and capital improvement expenses.

Improvements proposed at Rainbow Valley Boulevard/I-15 and at the primary project entrance do not appear to meet Caltrans' minimum intersection spacing requirements. Although Caltrans staff has provided positive feedback to the project applicant regarding proposed improvements, design exception approval and a project study effort may be necessary. These are long lead time issues that could take 6-18 months to resolve. The intersection spacing issue is further complicated by proximity to the CHP facility and weigh station. Although local Caltrans officials may be supportive, it is likely that Federal Highway Administration (FHWA) will need to review and approve the proposed improvements.

The Riverside County Integrated Plan (RCIP) and TUMF show a potential new interchange on I-15 south of SR-79 as part of the SR-79 Eastern Bypass. The program proposes a new four lane facility from SR-79 (Constance) to I-15 and a \$47 million interchange construction budget. The total budget in TUMF for this segment including construction, planning, engineering and right of way acquisition is in excess of \$132 million. Although these improvements are identified in the program, no jurisdiction is currently pursuing them. In addition, there are environmental, jurisdictional and operational issues that would need to be addressed before implementation.

CONCLUSIONS

The project TIA provides detailed traffic projections, trip distribution and mitigation recommendations for the Liberty Quarry project. Based upon that effort, a fair share cost assignment using rough order of magnitude costs have been prepared for this letter report.


Given the project's relatively low impact at each analysis location recommended for improvement (on a fair share percentage basis) and the long term planning

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efforts for ultimate improvements at these freeway interchange locations that should be undertaken by governmental agencies, a fair share contribution rather than quick fix capital improvements should be pursued to minimize construction related disruption of the facilities and ensure proper coordination.

Please feel free to contact me at 951/682-8420 if you have any questions regarding the information contained in this report.

Respectfully submitted,
Urban Crossroads, Inc.

A handwritten signature in black ink, appearing to read 'Paul Rodriguez', with a stylized flourish at the end.

Paul Rodriguez
Principal

JN: 05430-10
Attachments

EXHIBIT A LIBERTY QUARRY INDUSTRIAL FACILITIES

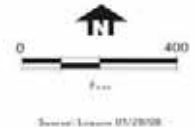
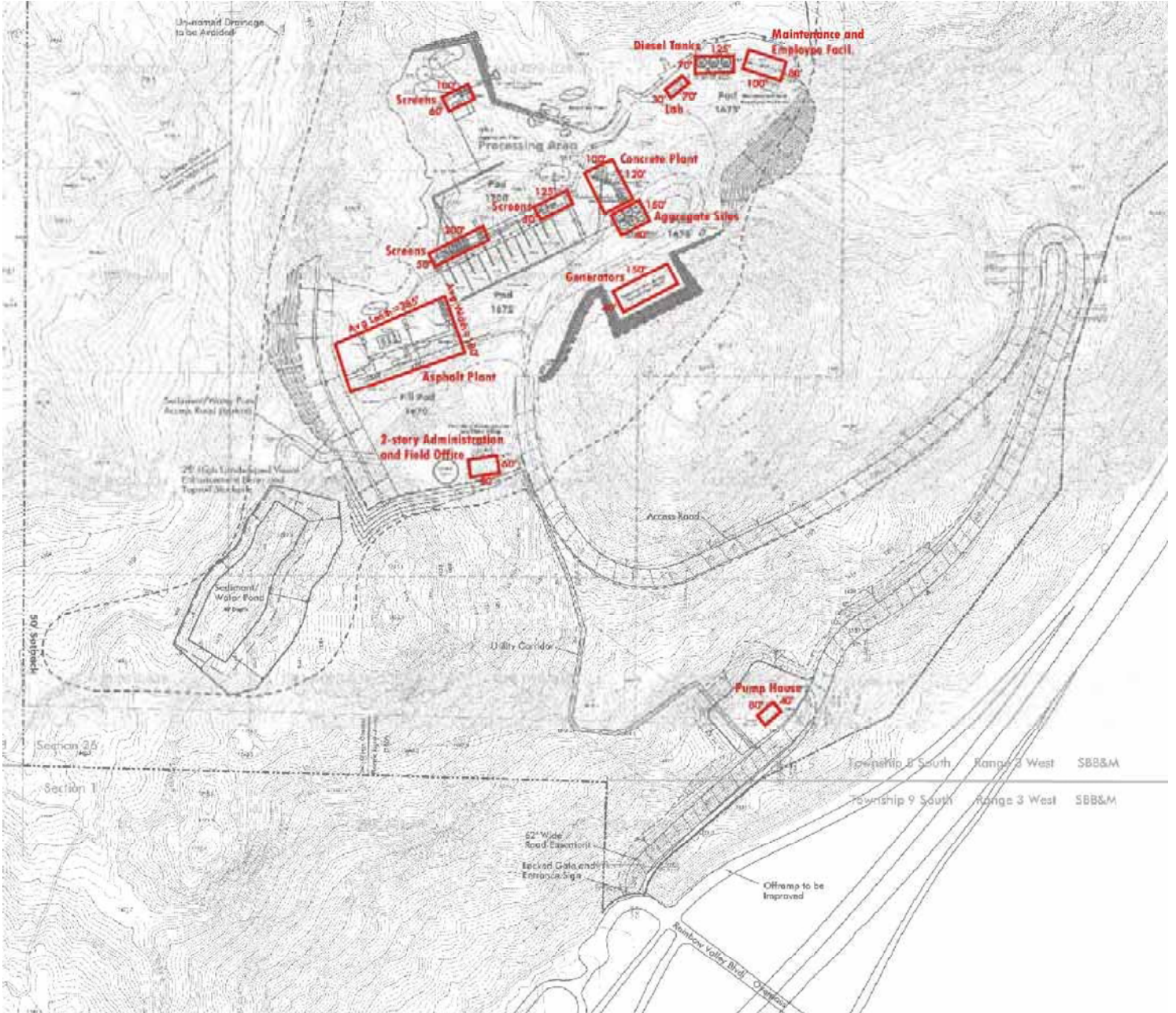
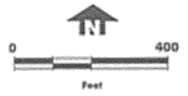


EXHIBIT B
**LIBERTY QUARRY
 INTENSIVE USE AREA MAP**



Source: Liburn 02/15/08

TABLE 1

**LIBERTY QUARRY - LILBURN CORPORATION (05430)
ESTIMATED FEE OBLIGATION**

FEE REFERENCE	SURFACE MINING
County of Riverside DIF - Roads ¹	\$67/Acre
County of Riverside DIF - Signals ¹	\$4,293/Acre
County of San Diego TIF ² - Rainbow Area Plan (Regional Facilities)	\$528/trip
Transportation Uniform Mitigation Fee (TUMF) ²	\$1.84/Sq.Ft.*

¹ County of Riverside DIF for Surface Mining is based upon Intensive Use Area (IUA) acreage

² Commercial Rate shown as of July 1, 2007

* Non-residential fees based on square footage of building area

TUMF

Category	Current	After 7/1/2010	After 7/1/2011
Industrial	\$1.84	\$2.09	\$2.35
Retail (Comm)	\$9.99	\$11.46	\$12.94
Service (Office)	\$5.71	\$6.14	\$6.56

Fee Calculation - Estimated (5.0 MT/Y)

Program	Category	Unit Cost	Cost Basis	Units	Total Cost
Riverside County DIF - Roads ³	Surface Mining	\$67.00	23.7	acres	\$1,588
Riverside County DIF - Signals	Surface Mining	\$4,293.00	23.7	acres	\$101,744
San Diego County TIF ⁴	Select Industrial	\$528.00	2,664	trips (ADT)	\$1,406,592
TUMF	Industrial	\$1.84	148,828	square feet	\$273,844
Totals					\$1,783,768

³ Intensive Use Area (IUA) as shown on Figure B

⁴ Trips based upon 70% of 3,378 truck trip ends and 10% of 196 employee trip ends assumed in TIA.

TABLE 2**LIBERTY QUARRY - LILBURN CORPORATION (05430)
PLANT FACILITY ESTIMATES**

Facility	Length (ft)	Width (ft)	Approx. Area (sq. feet)
Admin. Bldg (2-story)	80	60	9,600
Water Tank			-
Generator Bldg	150	40	6,000
Control Booth (2)	8	8	128
Maint/Employee Bldg	100	80	8,000
Fuel Island (Diesel Tanks)	125	70	8,750
Q/C Lab Bldg	70	30	2,100
Concrete Batch plant	120	100	12,000
RM water tank			-
Ag Loadout Silos/Scales	100	75	7,500
Recycling Plant (Portable)			-
Primary Crusher/Screens	100	60	6,000
Screens (Dry)	200	50	10,000
Screens (Wet -Wash Plant)	125	50	6,250
Asphalt Plant (total area)	385	180	69,300
Lower Road Pump House	80	40	3,200
Est. Total Sq. Feet			148,828

TABLE 3

COMPUTATION OF LIBERTY QUARRY FAIR SHARE FOR I-15 INTERCHANGE IMPROVEMENTS IN RIVERSIDE COUNTY

Intersection Location	Estimated Interchange Improvement Costs	Estimated Liberty Quarry Share Based Upon Cumulative Traffic Growth			
		Northbound Ramp (am/pm) Fair Share Percentage	Southbound (am/pm) Fair Share Percentage	Combined Interchange Fair Share Percentage (c)	Fair Share Amount (Estimated Interchange Costs x Fair Share Percentage)
I-15 Interchange at Winchester (a)	\$140,000,000	0.99%(am) / 0.94%(pm)	0.4% (am) / 0.3%(pm)	0.66%	\$924,000
I-15 Interchange at Rancho California Road (b)	\$36,000,000	1.02%(am) / 1.09%(pm)	0.79%(am) / 0.84%(pm)	0.94%	\$338,400
I-15 Interchange at SR-79 South (a)	\$36,000,000	1.39%(am) / 1.3%(pm)	1.35% (am) / 1.42% (pm)	1.37%	\$493,200
TOTAL	\$212,000,000				\$1,755,600

(a) Cost estimate from City of Temecula
(b) Cost estimate assumes improvements comparable to Interchange at I-15/SR-79 South.
(c) Liberty Quarry fair share based on an average of northbound (am/pm) and southbound (am/pm) fair share percentages. Liberty Quarry cumulative traffic is percentage of total traffic growth, excluding existing traffic. Traffic growth as presented in Liberty Quarry TIA. Liberty Quarry truck trips expressed in Passenger Car Equivalents (PCE).

TABLE 4

COMPUTATION OF LIBERTY QUARRY FAIR SHARE FOR I-15 INTERCHANGE IMPROVEMENTS IN SAN DIEGO COUNTY

Intersection Location	Estimated Interchange Improvement Costs (a)	Estimated Liberty Quarry Share Based Upon Cumulative Traffic Growth			Fair Share Amount (Estimated Interchange Costs x Fair Share Percentage)
		Northbound Ramp (am/pm) Fair Share Percentage	Southbound (am/pm) Fair Share Percentage	Combined Interchange Fair Share Percentage (b)	
I-15 Interchange at Mission Road/Old 395	\$1,273,013	11.21%(am) / 8.02%(pm)	14.58% (am) / 11.72%(pm)	11.38%	\$144,869
I-15 Interchange at Pala Road (SR-76)	\$2,470,300	6.90%(am) / 4.11%(pm)	7.17%(am) / 4.59%(pm)	5.69%	\$140,560
Old US 395 at Rainbow Valley Blvd.	\$478,069	n/a	6.90%(am) / 4.11%(pm)	5.51%	\$26,342
TOTAL	\$4,221,382				\$311,771

(a) Cost estimate provided by Granite Construction.
(b) Liberty Quarry fair share based on an average of northbound (am/pm) and southbound (am/pm) fair share percentages. Liberty Quarry cumulative traffic is percentage of total traffic growth, excluding existing traffic. Traffic growth as presented in Liberty Quarry TIA. Liberty Quarry truck trips expressed in Passenger Car Equivalents (PCE).