

**MOORPARK CITY COUNCIL  
AGENDA REPORT**

**TO:** Honorable City Council

**FROM:** Yugal K. Lall, City Engineer/Public Works Director 

**DATE:** May 9, 2008 (CC Meeting of 05/21/08)

**SUBJECT:** Consider Alignment Study for Proposed Northerly Extension of State Route 23 (SR 23) (Project 8045)

**DISCUSSION**

A. Background

In December of 2005 the Parsons Group was selected to prepare a feasibility/alignment study for the proposed realignment of State Route 23. The project scope is described below.

B. Alignment Study Maps

A set of maps and charts for this project has been distributed to the City Council by separate Memo.

C. Proposed Highway Alignment

The proposed realignment of SR 23 (Attachment 1) would extend Broadway to the east, turn south, and proceed in a southerly direction along the east side of Moorpark Highlands (Pardee), and then connect to the freeway in the vicinity of the existing Princeton interchange.

D. Design Alternatives

1. **Alternative 1:** This is a "no build" alternative.
2. **Alternative 2:** This "preferred alternative includes construction of bridge connections to the freeway for northbound 23 and eastbound 23 to 118. An "at grade" on ramp would serve southbound 23. The North Hills Parkway would be

extended easterly to intersect Princeton Avenue just north of the freeway. Northbound traffic from the 118 to 23, would exit the freeway at Princeton and proceed westerly along North Hills Parkway to a four-way intersection with the new SR 23 just north of the freeway. The map attached as Attachment 1 shows these proposed traffic patterns.

3. **Alternative 3:** This option shows the new SR 23 extending south to Princeton Avenue through Crawford Canyon. Southbound 23 traffic would access the freeway via an on-ramp from eastbound North Hills Parkway. All other traffic would be required to use Princeton Avenue and the Princeton Avenue freeway ramps.
4. **Alternative 4:** This option is similar to Alternative 3. The only difference is the addition of a "flyover" bridge on-ramp from the new SR 23.

## **GENERAL PLAN**

The Circulation Element of the General Plan calls for an east extension of the SR 23 from the SR 118/SR 23 Freeway to Broadway, along the east side of the Moorpark Highlands Specific Plan area. The proposed alignment of the SR 23 extension in this study is consistent with this plan.

## **ENVIRONMENTAL DETERMINATION**

The Planning Director has determined that the action of the City Council to find the conceptual design/alignment to be consistent with the Circulation Element of the General Plan is exempt from the provisions of the California Environmental Quality Act, in that this action is not an approval of a project.

## **FISCAL IMPACT**

1. **Estimated Project Cost Summary:** An estimate of total project costs is as follows:

<b>Project 8045: SR 23 Realignment</b>	<b>Estimated</b>
<b>Description</b>	<b>Cost (\$)</b>
Environmental	1,500,000
Design	4,730,000
Right-of-Way	11,065,000
Construction	60,445,000
Inspection	7,000,000
Total	84,740,000

2. **Project Design Cost Summary:** An estimate of total project costs is as follows:

Description	Total Est. Cost (\$)	Approved to Date (\$)	Future Costs (\$)
Conceptual Design	132,264	132,264	0
Preliminary Design	2,730,000	0	2,730,000
Environmental	1,500,000	0	1,500,000
Final PS&E	2,000,000	0	2,000,000
Total	6,362,264	132,264	6,230,000

3. **Feasibility Study Costs Summary:** A summary of feasibility design costs incurred to date, is as follows:

Description	Contract Amount (\$)	Expense to Date (\$)	Unexpended (\$)
Alignment Study	132,264	84,413	47,851

4. **FY 07/08 Budget:** A re-cap of the FY 2007/08 Budget for this project is as follows:

**Project 8045: SR 23 Realignment**

Description	Prior Years Expenses (\$)	Current FY 07/08 Budget (\$)	Total Appropriations (\$)
Design	71,919	78,081	150,000
Relocation	0	0	0
Right-of-Way	0	0	0
Construction	0	0	0
Inspection	0	0	0
Total	71,919	78,081	150,000

5. **Current Funding Source:** Project 8045 is funded by Fund 2002: Traffic Mitigation Fund.

6. **Proposed Future Project Funding:** It is anticipated that future project funding will require participation from the private sector with possible assistance from State and Federal highway improvement grants.

**E. Next Steps**

Parsons' study listed possible "Next Steps" as follows:

1. Meet with Caltrans for informational discussions.
2. Discuss with Caltrans appropriate project initiation documents.
3. Develop Project Study Report (PSR). Seek conceptual approval.
4. Conduct environmental review.
5. Design.
6. Construction.

A major prerequisite to proceeding with the project would be securing a project funding source.

### **STAFF RECOMMENDATIONS**

1. Find SR 23 North alignment as that described in Alternate 2 of the staff report to be consistent with the Circulation Element of the General Plan.
2. Direct staff to work with the developers of properties within and outside the boundaries of the City on efforts to fund, design, and construct future projects to implement the subject proposed highway realignment.
3. Direct that any street design shall incorporate trails consistent with the Circulation Element and maintain existing trail connections.
4. Further direct staff as deemed appropriate.

Attachment:

1. Location Map and Traffic Patterns



# City of Moorpark Feasibility Study North Extension of SR-23



April, 2008