

**MOORPARK CITY COUNCIL
AGENDA REPORT**

TO: Honorable City Council

FROM: Yugal K. Lall, City Engineer/Public Works Director 
Prepared by: Dave Klotzle, Assistant City Engineer

DATE: August 22, 2008 (CC Meeting of 09/03/08)

SUBJECT: Consider Approval of Intersection Modifications for Dual Left-Turn Lanes from Southbound Spring Road to Eastbound Los Angeles Avenue (SR-118) – Project 8026

BACKGROUND

The City's current Capital Improvement Program adopted by City Council includes Project No. 8026 – Spring Road Widening. The overall project scope includes widening the east side of Spring Road between Los Angeles Avenue and Flinn Avenue, and related intersection improvements at Spring Road and Los Angeles Avenue. Construction of these widening improvements cannot occur until the related environmental document and right-of-way acquisitions for the Los Angeles Avenue widening improvements from Moorpark Avenue to Spring Road are completed. However, the existing width of Spring Road is sufficient to accommodate the intersection striping modifications to provide dual left-turn lanes from southbound Spring Road to eastbound Los Angeles Avenue prior to construction of the overall Spring Road widening improvements.

DISCUSSION

With the recent opening of Spring Road between Walnut Canyon Road and Charles Street, the volume of traffic turning left from southbound Spring Road onto eastbound Los Angeles Avenue has increased. It is estimated that sixty percent of traffic traveling southbound on Walnut Canyon Road (SR 23) turns left at the new signalized intersection onto Spring Road. The majority of this traffic continues south on Spring Road and then utilizes the single left-turn lane at Los Angeles Avenue to access the shopping and dining areas as well as the 23 and 118 Freeways.

The City's traffic engineering consultant, Hartzog and Crabill, Inc., was retained to perform a traffic analysis of the subject intersection. The analysis found that the volume of traffic warrants the addition of a second southbound left-turn lane. Vehicles using the single left-turn lane often stack up into the through lane causing increased congestion. Currently, approximately 8 to 18 vehicles can make the turn on one cycle of the protected left-turn signal during periods of peak traffic volumes, depending on the volume of traffic, vehicle size and driver response time. Modifying the intersection to include dual-left turns will roughly double the number of vehicles able to turn during one cycle of the left-turn signal.

Hartzog & Crabill, Inc. has prepared a construction plan for the dual left-turn lanes (Exhibit A). The modifications will not impact the shopping center driveway beyond the existing conditions. Staff submitted the plan and traffic analysis to Caltrans for an encroachment permit since the project is on State Route 118. Caltrans has approved the plans and issued an encroachment permit. A copy of the construction plan has been placed on top of the file cabinet in the City Council Conference Room.

This project is statutorily exempt from the California Environmental Quality Act (CEQA) under Public Resources Code, Division 13, Section 21080.19.

Upon approval of the project by City Council, staff will obtain informal bids and prepare an agreement for construction of the intersection modifications.

PROJECT APPROVAL – DESIGN IMMUNITY

City Council approval of the scope and design of the project is required for the purpose of establishing design immunity pursuant to Section 830.6 of the Government Code of the State of California.

FISCAL IMPACT

The proposed modifications are estimated to cost \$15,000. Funding for this project is from Fund 2501 – L.A. Avenue A.O.C., and is included as a portion of Project 8026 in the FY 2008/09 Capital Improvements Budget adopted by City Council.

STAFF RECOMMENDATION

Approve the subject project and authorize the City Manager to execute an agreement for construction.

Attachment
Exhibit A

