

FTIP ID# *(required)* LAF3136

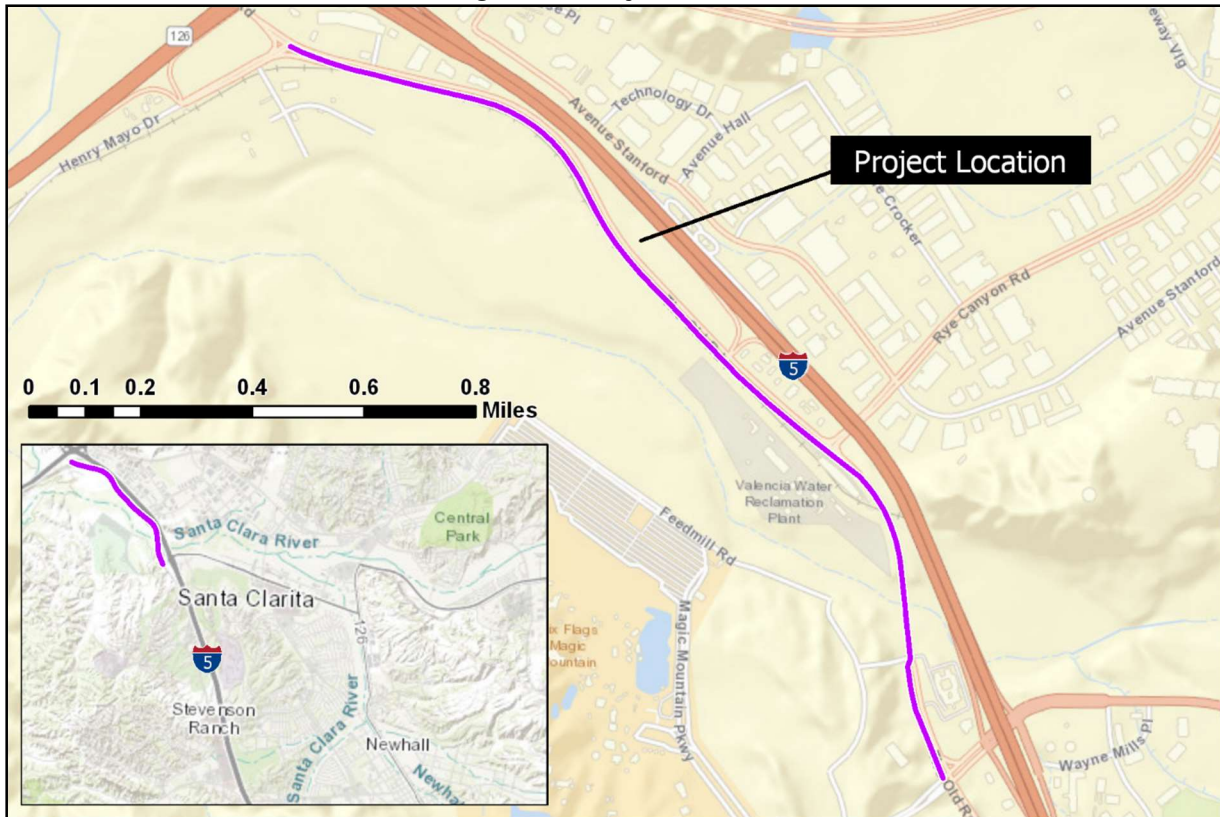
TCWG Consideration Date May 23, 2023

Project Description *(clearly describe project)*

Caltrans and the County of Los Angeles propose to reconstruct, realign, and widen The Old Road in unincorporated Stevenson Ranch area of Los Angeles County from Magic Mountain Parkway north to Henry Mayo Drive near the State Route 126 (SR 126)/Interstate 5 (I-5) interchange (proposed project). The proposed project would realign and widen the roadway from two lanes in each direction to three lanes in each direction and would install bike lanes, sidewalks, curbs and gutters, wheelchair ramps, and raised medians along the route. The proposed project would install fiber optic cable along The Old Road, relocate utilities as needed, reconstruct existing drainage facilities and catch basins, and construct new drainage facilities and catch basins. Retaining walls would be constructed as needed.

Improvements would also involve reconstruction of two bridge structures and intersection upgrades including lane reconfiguration and signal upgrades. In addition, the proposed project would reconstruct and widen Sky View Lane and Rye Canyon Road and would extend the County of Los Angeles Multi-Purpose Regional River Trail from its existing terminus just south of Rye Canyon Road to just northwest of the I-5 On- and Off-ramps. The total length of the corridor of improvements is 2.12 miles. The project location is shown on **Figure 1** and the project components are depicted on **Figure 2**.

Figure 1 – Project Location



Caltrans is the lead agency under the National Environmental Policy Act (NEPA) and the County of Los Angeles is the lead agency under the California Environmental Quality Act (CEQA).

Figure 2 – Project Components



PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Type of Project (use Table 1 on instruction sheet) Change to existing regionally significant street.				
County Los Angeles	Narrative Location/Route & Postmiles The Old Road from Magic Mountain Parkway north to Henry Mayo Drive. Caltrans Projects – EA# Federal Assistance ID: BRLS-5953(601), STPL-5953(682)			
Lead Agency: County of Los Angeles				
Contact Person Andrew Yoon	Phone# (231) 266-6892	Fax# (213) 897-0683	Email andrew.yoon@dot.ca.gov	
Hot Spot Pollutant of Concern (check one or both) PM2.5 <input checked="" type="checkbox"/> PM10 <input checked="" type="checkbox"/>				
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)				
Categorical Exclusion (NEPA)	<input checked="" type="checkbox"/> EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: 2023				
NEPA Assignment – Project Type (check appropriate box)				
Exempt	Section 326 –Categorical Exemption		<input checked="" type="checkbox"/> Section 327 – Non-Categorical Exemption	
Current Programming Dates (as appropriate)				
	PE/Environmental	ENG	ROW	CON
Start	2020	2021	2023	2024
End	2023	2023	2024	2028
Project Purpose and Need (Summary): (attach additional sheets as necessary) The fundamental purpose of the proposed project is to increase regional capacity on the route, reduce congestion on I-5, and accommodate projected traffic growth in the area. The specific objectives of the proposed project include the following: <ul style="list-style-type: none">• To alleviate congestion on roadways in the project area.• To reduce forecasted traffic congestion on adjacent streets and accommodate projected traffic growth in the surrounding area.• Improve multi-modal travel facilities (i.e., trails, bike lanes, etc.) within the project area.• To be consistent with the Los Angeles County Mobility Element, which identifies The Old Road as a 6-lane major highway.• To increase design speed from less than 40 miles per hour to 60 miles per hour.• To increase regional roadway capacity and enhance safety on adjacent roadways and the I-5 through the provision of emergency overflow.				

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The land use composition surrounding The Old Road study area primarily consists of commercial business districts to the north and east and single-family tract home developments to the south across Magic Mountain Parkway. The largest traffic generator in the vicinity of The Old Road project footprint is the Six Flags Magic Mountain amusement park; however, a vast majority of the vehicle trips accessing the park facilities are light-duty passenger vehicles associated with park patrons. The Old Road runs essentially parallel to the I-5 alignment throughout the entirety of the corridor. Heavy-duty trucks do not typically use The Old Road for local access due to the proximity of I-5 and SR 126 freight corridors, as demonstrated by the low proportion of the heavy-duty trucks (2 percent) during collected traffic counts.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The tables below present the traffic forecast data for the No Build and Build Alternatives for the opening year of 2028. Maximum AADT along the studied roadway segments in the No-Build scenario would be approximately 34,108 vehicles on The Old Road between Rye Canyon Road and Sky View Lane. Vehicle counts collected along The Old Road between I-5 SB Ramps and Rye Canyon Road determined that the proportion of the project area fleet mix comprised of heavy-duty trucks is only two percent (2%).

2028 No Build

Location	AADT	LOS	Truck AADT	Truck %
The Old Road B/w SR 126 & Henry Mayo Drive	12,851	A	300	2%
The Old Road B/w Gateway Drive & I-5 SB Ramps	17,535	A	400	2%
The Old Road B/w I-5 SB Ramps & Rye Canyon Road	33,148	A	700	2%
The Old Road B/w Rye Canyon Road & Sky View Lane	34,108	E	700	2%

Note: Truck ADT volumes were rounded up to the nearest multiple of 100; Truck percentages were derived from the classification counts conducted at one location - The Old Rd between I-5 SB Ramps and Rye Canyon Rd.

Source: AECOM, The Old Road Over Santa Clara River and SPT Co. Bridge Report Final Transportation Assessment Report, March 24, 2023.

2028 Build

Location	AADT	LOS	Truck AADT	Truck %
The Old Road B/w SR 126 & Henry Mayo Drive.	12,876	A	300	2%
The Old Road B/w Gateway Drive & I-5 SB Ramps	17,570	A	400	2%
The Old Road B/w I-5 SB Ramps & Rye Canyon Road	33,214	A	700	2%
The Old Road B/w Rye Canyon Road & Sky View Lane	34,177	B	700	2%

Note: Truck ADT volumes were rounded up to the nearest multiple of 100; Truck percentages were derived from the classification counts conducted at one location - The Old Rd between I-5 SB Ramps and Rye Canyon Rd.

Source: AECOM, The Old Road Over Santa Clara River and SPT Co. Bridge Report Final Transportation Assessment Report, March 24, 2023.

As shown above, maximum AADT along the studied roadway segments for the Build scenario would be approximately 34,177 vehicles on The Old Road between Rye Canyon Road and Sky View Lane. Vehicle counts collected along The Old Road between I-5 SB Ramps and Rye Canyon Road determined that the proportion of the project area fleet mix comprised of heavy-duty trucks is only two percent (2%) under existing traffic conditions. The Build Alternative would not increase the fraction of the fleet mix comprised

of heavy-duty trucks relative to the No Build Alternative, and there are no known future plans to develop land uses generating substantial diesel truck traffic along The Old Road corridor.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

This PM Hot-Spot Form requires the Horizon/Design Year to match the RTP Horizon/Design Year, which is 2045. The Project’s Transportation Assessment Report includes a 2048 Horizon/Design Year. The data shown below is a reasonable representation of 2045 conditions as it is not expected that three-years of ambient growth would significantly change the traffic metrics.

2045 No Build (Represented by 2048 Horizon/Design Year Conditions based on the Project’s Transportation Assessment Report)

Location	AADT	LOS	Truck AADT	Truck %
The Old Road B/w SR 126 & Henry Mayo Drive	17,152	A	400	2%
The Old Road B/w Gateway Drive & I-5 SB Ramps	23,404	B	500	2%
The Old Road B/w I-5 SB Ramps & Rye Canyon Road	44,243	E	900	2%
The Old Road B/w Rye Canyon Road & Sky View Lane	45,525	F	1,000	2%

Source: AECOM, *The Old Road Over Santa Clara River and SPT Co. Bridge Report Final Transportation Assessment Report, March 24, 2023.*

As shown above, maximum AADT along the studied roadway segments for the 2045 No Build scenario would be approximately 45,525 vehicles on The Old Road between Rye Canyon Road and Sky View Lane. Vehicle counts collected along The Old Road between I-5 SB Ramps and Rye Canyon Road determined that the proportion of the project area fleet mix comprised of heavy-duty trucks is only two percent (2%). Given the surrounding land use composition, it is not anticipated that the fraction of the fleet mix comprised of heavy-duty trucks would increase in the future under the No Build Alternative.

2045 Build (Represented by 2048 Horizon/Design Year Conditions based on the Project’s Transportation Assessment Report)

Location	AADT	LOS	Truck AADT	Truck %
The Old Road B/w SR 126 & Henry Mayo Drive	17,216	A	400	2%
The Old Road B/w Gateway Drive & I-5 SB Ramps	23,490	A	500	2%
The Old Road B/w I-5 SB Ramps & Rye Canyon Road	44,406	B	900	2%
The Old Road B/w Rye Canyon Road & Sky View Lane	45,694	D	1,000	2%

Source: AECOM, *The Old Road Over Santa Clara River and SPT Co. Bridge Report Final Transportation Assessment Report, March 24, 2023.*

As shown above, maximum AADT along the studied roadway segments for the 2045 Build scenario would be approximately 45,694 vehicles on The Old Road between Rye Canyon Road and Sky View Lane. Vehicle counts collected along The Old Road between I-5 SB Ramps and Rye Canyon Road determined that the proportion of the project area fleet mix comprised of heavy-duty trucks is only two percent (2%) under existing traffic conditions. The Build Alternative would not increase the fraction of the fleet mix comprised of heavy-duty trucks relative to the No Build Alternative, and there are no known future plans to develop land uses generating substantial diesel truck traffic along The Old Road corridor.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

The proposed facility is not an interchange or intersection.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

The proposed facility is not an interchange or intersection.

Describe potential traffic redistribution effects of congestion relief (impact on other facilities)

The proposed improvements would accommodate additional capacity along the 2.12-mile corridor of The Old Road that would reduce congestion. The proposed widening and intersection improvements would generally serve local traffic and the presence of traffic signals discourages any shifts or increases associated with regional freeway traffic, therefore minor traffic shift is anticipated. The tables below present the level-of-service (LOS) analysis contained within the Transportation Impact Analysis Report for the project.

Opening Year (2028)

Intersection	AM Peak Hour LOS		PM Peak Hour LOS	
	No Build	Build	No Build	Build
The Old Road & Turnberry Lane	B	B	B	B
The Old Road & Henry Mayo Drive	A	A	A	A
The Old Road & Gateway Drive	B	B	B	B
The Old Road & I-5 SB Ramps	D	B	F	B
The Old Road & Rye Canyon Road	C	C	D	C
Rye Canyon Road Avenue Stanford	D	D	E	E
The Old Road & Sky View Lane	F	A	F	B
The Old Road & Magic Mountain Parkway	B	C	B	C

Source: AECOM, The Old Road Over Santa Clara River and SPT Co. Bridge Report Final Transportation Assessment Report, March 24, 2023.

Design/Horizon Year (2048)

Intersection	AM Peak Hour LOS		PM Peak Hour LOS	
	No Build	Build	No Build	Build
The Old Road & Turnberry Lane	B	B	C	C
The Old Road & Henry Mayo Drive	A	A	A	A
The Old Road & Gateway Drive	B	B	B	B
The Old Road & I-5 SB Ramps	F	B	F	C
The Old Road & Rye Canyon Road	D	C	F	D
Rye Canyon Road Avenue Stanford	F	D	F	E
The Old Road & Sky View Lane	F	B	F	C
The Old Road & Magic Mountain Parkway	B	C	B	C

Source: AECOM, The Old Road Over Santa Clara River and SPT Co. Bridge Report Final Transportation Assessment Report, March 24, 2023.

Based on the results of the LOS analysis contained within the Transportation Impact Analysis Report, the proposed widening and associated improvements would improve intersection traffic operations within the

study area. Intersections that would improve in LOS conditions from the No Build Alternative to the Build Alternative in the design and horizon years are highlighted in the tables above. Only one intersection—The Old Road and Magic Mountain Parkway—would experience a degradation in LOS; however, this intersection would still operate at LOS C in both the opening and design years. In addition, the roadway capacity analysis indicated that the traffic demand on The Old Road justifies a six-lane facility in order to operate more efficiently. Since the proposed improvements would enhance the existing project intersection LOS and roadway segment capacity, implementation of the proposed project would not result in adverse traffic redistribution effects.

Comments/Explanation/Details *(attach additional sheets as necessary)*

Under 40 Code of Federal Regulations 93.123(b)—PM₁₀ and PM_{2.5} Hot Spots—the following criteria are used to determine the potential for a proposed project to qualify as a Project of Air Quality Concern:

- (i) New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;*

The Old Road project does not include the construction of a new highway or the expansion of an existing highway that would accommodate a significant number of diesel vehicles. Therefore, The Old Road project would not be considered a Project of Air Quality Concern under this criterion.

- (ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*

Implementation of The Old Road project would alleviate congestion along the corridor and would not introduce new diesel truck trips to the surrounding area. As shown above, traffic forecasting analysis conducted to support the project determined that the heavy duty truck fraction of the fleet mix traversing the study area would not increase in future years, and that LOS would improve or remain unchanged at all but one study area intersection (which would only degrade from B to C). The local roadways adjacent to the alignment do not have significant diesel traffic comparable to a highway or intersection near a truck terminal. Therefore, the Project would not be considered a Project of Air Quality Concern under this criterion.

- (iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*

The project does not involve a new bus or rail terminal or transfer point, or any other facilities or features that would result in diesel trucks congregating and idling at a certain location. Therefore, the Project would not be considered a Project of Air Quality Concern under this criterion.

- (iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and,*

The Old Road project does not involve any expanded bus or rail terminals or transfer points that could significantly increase the number of diesel vehicles congregating in a single location. Implementation of The Old Road project would not affect bus and rail terminals or transfer stations. Therefore, the Project would not be considered a Project of Air Quality Concern under this criterion.

- (v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

The project is not located in an area identified within the South Coast Air Quality Management District Air Quality Management Plan as being subject to PM₁₀ or PM_{2.5} air quality violations. The project would not introduce new diesel truck trips to the surrounding area. Therefore, the project would not be considered a Project of Air Quality Concern under this criterion.