

APPENDIX 3.18

Draft City of Santa Clarita General Plan Noise Element; February 2009

**ONE VALLEY ONE VISION (OVOV)
NOISE ELEMENT OF THE GENERAL PLAN
TECHNICAL APPENDIX**

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ONE VALLEY ONE VISION NOISE ELEMENT TECHNICAL APPENDIX

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1.0 INTRODUCTION

The Noise Element of a General Plan is a comprehensive program for including noise management in the planning process. It is a tool for local planners to use in achieving and maintaining land uses that are compatible with environmental noise levels. The Noise Element identifies noise sensitive land uses and noise sources, and defines areas of noise impact for the purpose of developing programs to ensure that residents in the One Valley One Vision (OVOV) area will be protected from excessive noise intrusion.

The OVOV planning area includes all of the City of Santa Clarita and portions of the County of Los Angeles. The current Noise Element of the General Plan for the City of Santa Clarita was last updated in May 2000. It identifies roadways as the most significant source of noise in the City. While traffic noise is still the major noise source in the City, other sources have become a concern. Additionally, the method for controlling noise and incorporating noise concerns into planning decisions has become more sophisticated over the years since the first Element was adopted. Thus, the decision was made by the City and the County to update the planning for the OVOV area to more effectively protect and plan for the residents of the area.

This document constitutes the Technical Appendix of the Noise Element and provides the technical background for the Noise Element. Topics covered in the Technical Appendix include background information on noise, health effects related to noise pollution, methodologies used to monitor and model noise levels throughout the study area, the results of the noise monitoring program, and the noise contours for the area. Additionally, the noise impacts of the OVOV plan are discussed, specific noise issues for the OVOV are addressed, and policy recommendations are made.

The Noise Element, including the Technical Appendix, follows the revised State guidelines (“General Plan Guidelines,” Governors Office of Planning and Research, October 2003) and State Government Code Section 65302(f). The Element quantifies the community noise environment in terms of noise exposure contours for both near and long-term levels of growth

and traffic activity. The information will become a guideline for the development of land use policies to achieve compatible land uses and provide baseline levels and noise source identification for local noise ordinance enforcement.

2.0 BACKGROUND INFORMATION ON NOISE

This section presents background information on the characteristics of noise and summarizes the methodologies used to study the noise environment. This section will give the reader an understanding of the metrics and methodologies used to assess noise impacts. The section is divided as follows:

- *Properties of sound that are important for technically describing sound*
- *Acoustic factors influencing human subjective response to sound.*
- *Potential disturbances to humans and health effects due to sound.*
- *Sound rating scales used in this study*
- *Summary of noise assessment criteria*

2.1 Characteristics of Sound

Sound Level and Frequency. Sound can be technically described in terms of the sound pressure (amplitude) and frequency (similar to pitch). Sound pressure is a direct measure of the magnitude of a sound without consideration for other factors that may influence its perception.

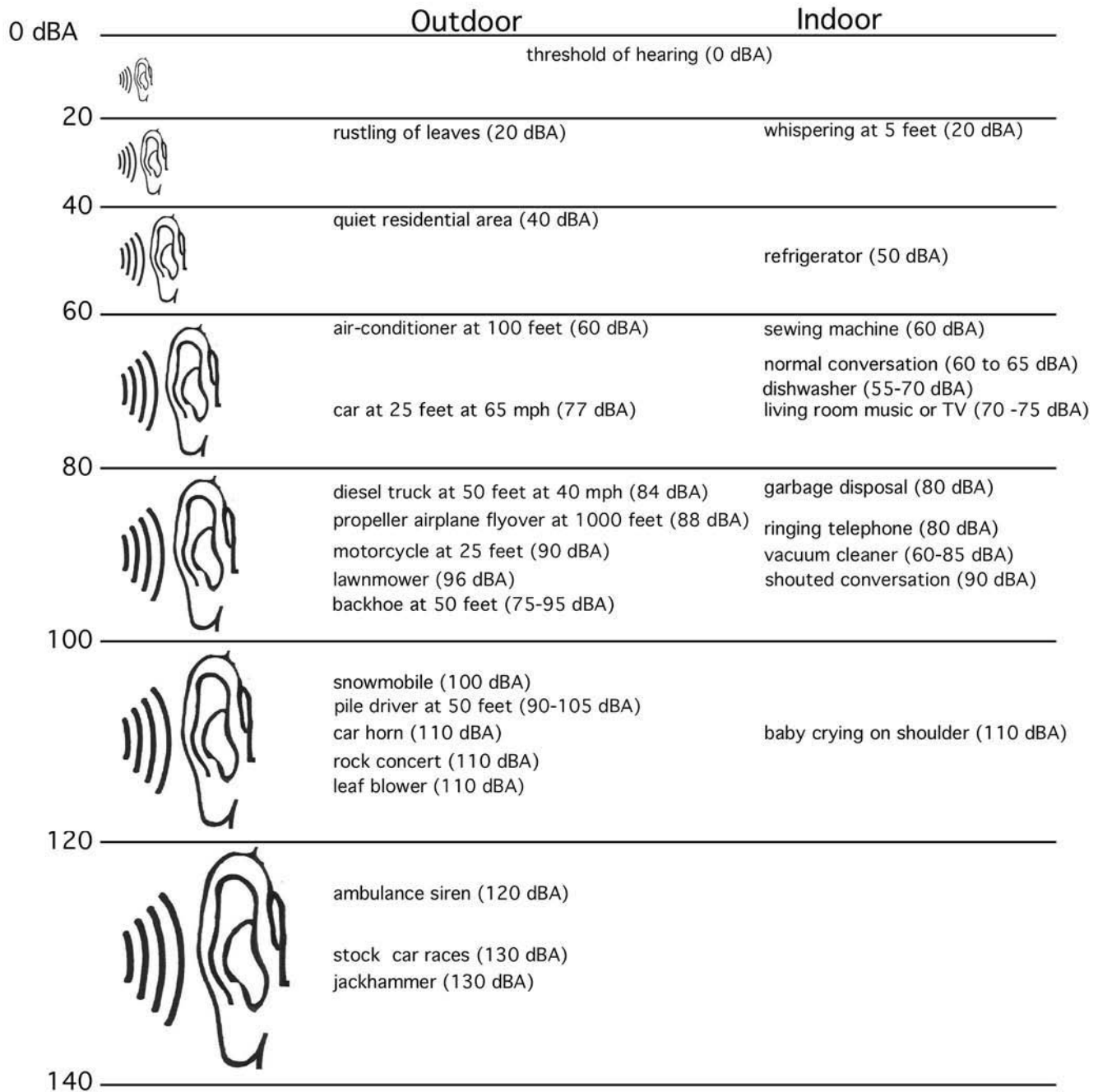
The range of sound pressures that occur in the environment is so large that it is convenient to express these pressures as sound pressure levels on a logarithmic scale which compresses the wide range of sound pressures to a more usable range of numbers. The standard unit of measurement of sound is the decibel (dB), which describes the pressure of a sound relative to a reference pressure.

The frequency (pitch) of a sound is expressed as Hertz (Hz) or cycles per second. The normal audible frequency for young adults is 20 Hz to 20,000 Hz. Community noise, including aircraft and motor vehicles, typically ranges between 50 Hz and 5,000 Hz. The human ear is

not equally sensitive to all frequencies, with some frequencies judged to be louder for a given signal than others. As a result of this, various methods of frequency weighting have been developed. The most common weighting is the A-weighted noise curve (dBA). The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear. In the A-weighted decibel, everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). Most community noise analyses are based upon the A-weighted decibel scale. Examples of various sound environments, expressed in dBA, are presented in Exhibit 1.

Propagation of Noise. Outdoor sound levels decrease as the distance from the source increases, and as a result of wave divergence, atmospheric absorption and ground attenuation. Sound radiating from a source in a homogeneous and undisturbed manner travels in spherical waves. As the sound wave travels away from the source, the sound energy is dispersed over a greater area decreasing the sound power of the wave. Spherical spreading of the sound wave reduces the noise level at a rate of 6 dB per doubling of the distance.

Atmospheric absorption also influences the levels received by the observer. The greater the distance traveled, the greater the influence of the atmosphere and the resultant fluctuations. Atmospheric absorption becomes important at distances of greater than 1,000 feet. The degree of absorption varies depending on the frequency of the sound as well as the humidity and temperature of the air. For example, atmospheric absorption is lowest (i.e., sound carries farther) at high humidity and high temperatures. A schematic diagram of how weather including temperature gradients and wind can affect sound propagation is shown in Exhibit 2. Turbulence and gradients of wind, temperature and humidity also play a significant role in determining the degree of attenuation. Certain conditions, such as inversions, can channel or focus the sound waves resulting in higher noise levels than would result from simple spherical spreading. Absorption effects in the atmosphere vary with frequency. The higher frequencies are more readily absorbed than the lower frequencies. Over large distances, the lower frequencies become the dominant sound as the higher frequencies are attenuated.



Sources: League For The Hard Of Hearing, www.lhh.org
 Handbook of Noise Control, McGraw Hill, Edited by Cyril Harris, 1979
 Measurements by Mestre Greve Associates

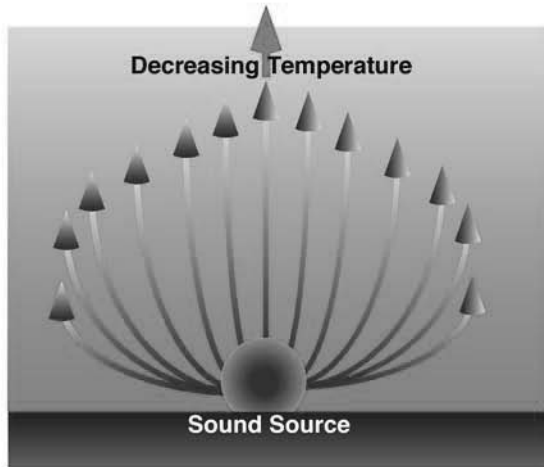
Exhibit 1

Typical Sounds Levels in A-Weighted Decibels (dBA)

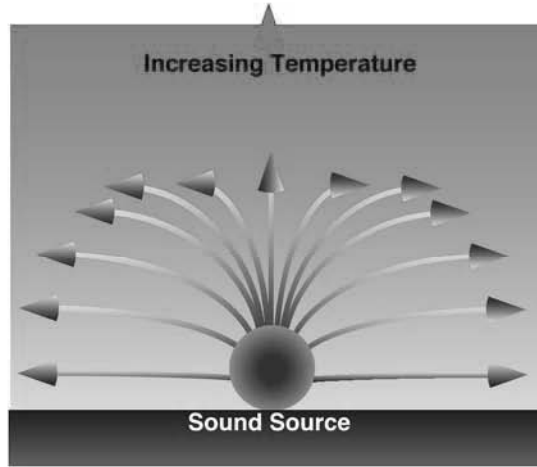
Exhibit 2

THE EFFECTS OF WEATHER ON SOUND PROPAGATION

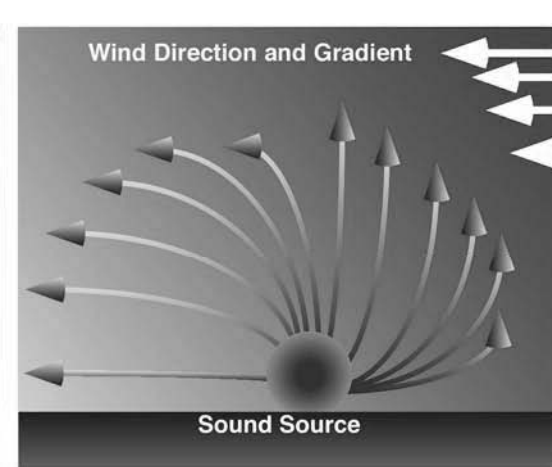
Refraction of sound in an atmosphere with a normal lapse rate. Sound rays are bent upwards.



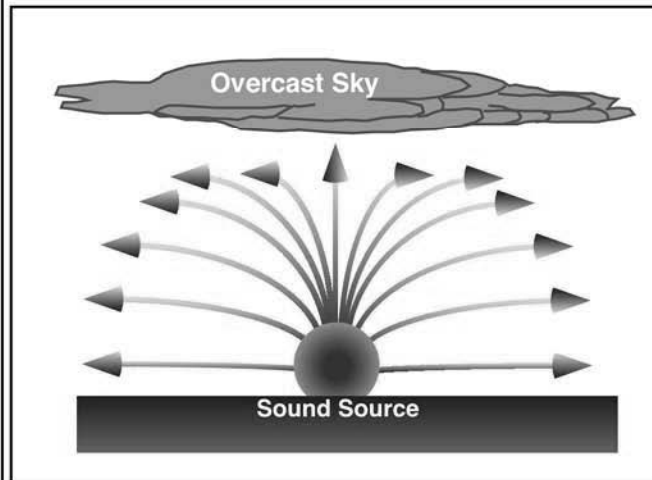
Refraction of sound in an atmosphere with an inverted lapse rate. Sound rays are bent downward.



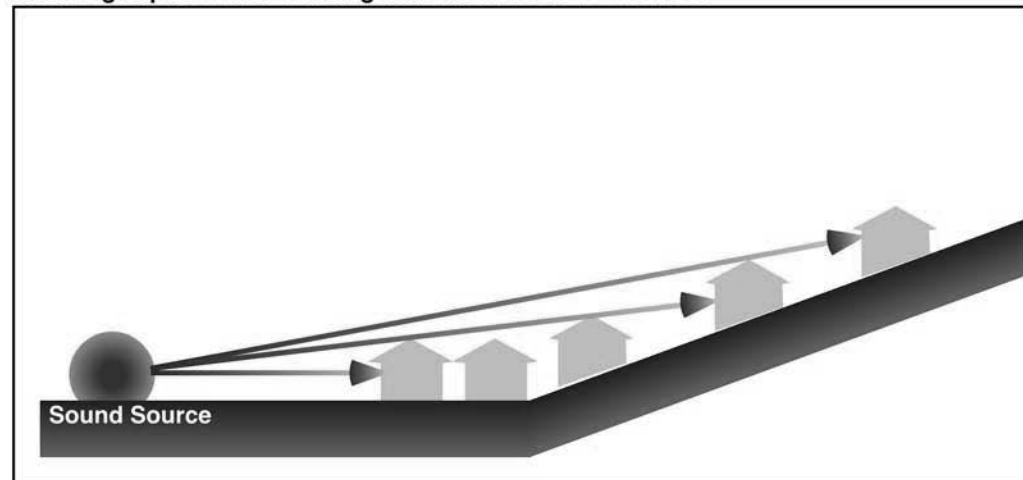
Refraction of sound in an atmosphere with a wind present. Sound rays are bent in the direction of the wind.



Refraction of sound in an atmosphere with overcast sky conditions. Sound rays are bent downward.



Propagation of sound over terrain. Ground absorption and shielding may be present for buildings at the same elevation as the source. No shielding is present for buildings which can 'see' the source.



Source: Adapted from Vancouver International Airport, Noise Management Report.

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Duration of Sound. Annoyance from a noise event increases with increased duration of the noise event, i.e., the longer the noise event, the more annoying it is. The "*effective duration*" of a sound is the time between when a sound rises above the background sound level until it drops back below the background level. Psycho-acoustic studies have determined the relationship between duration and annoyance and the amount a sound must be reduced to be judged equally annoying for increased duration. Duration is an important factor in describing sound in a community setting.

The relationship between duration and noise level is the basis of the equivalent energy principle of sound exposure. Reducing the acoustic energy of a sound by one half results in a 3 dB reduction. Doubling the duration of the sound increases the total energy of the event by 3 dB. This equivalent energy principle is based upon the premise that the potential for a noise to impact a person is dependent on the total acoustical energy content of the noise. Defined in subsequent sections of this study, noise metrics such as CNEL, DNL, LEQ and SENEL are all based upon the equal energy principle.

Change in Noise. The concept of change in ambient sound levels can be understood with an explanation of the hearing mechanism's reaction to sound. The human ear is a far better detector of relative differences in sound levels than absolute values of levels. Under controlled laboratory conditions, listening to a steady unwavering pure tone sound that can be changed to slightly different sound levels, a person can just barely detect a sound level change of approximately one decibel for sounds in the mid-frequency region. When ordinary noises are heard, a young healthy ear can detect changes of two to three decibels. A five decibel change is readily noticeable while a 10 decibel change is judged by most people as a doubling or a halving of the loudness of the sound. It is typical in environmental documents to consider a 3 dB change as potentially discernable.

Masking Effect. The ability of one sound to limit a listener from hearing another sound is known as the masking effect. The presence of one sound effectively raises the threshold of audibility for the hearing of a second sound. For a signal to be heard, it must exceed the

threshold of hearing for that particular individual and exceed the masking threshold for the background noise.

The masking characteristics of sound depend on many factors including the spectral (frequency) characteristics of the two sounds, the sound pressure levels, and the relative start time of the sounds. Masking effect is greatest when the frequencies of the two sounds are similar or when low frequency sounds mask higher frequency sounds. High frequency sounds do not easily mask low frequency sounds.

2.2 Factors Influencing Human Response to Sound

Many factors influence sound perception and annoyance. This includes not only physical characteristics of the sound but also secondary influences such as sociological and external factors. Molino, in the *Handbook of Noise Control* describes human response to sound in terms of both acoustic and non-acoustic factors. These factors are summarized in Table 1.

Sound rating scales are developed in reaction to the factors affecting human response to sound. Nearly all of these factors are relevant in describing how sounds are perceived in the community. Many non-acoustic parameters play a prominent role in affecting individual response to noise. Background sound, an additional acoustic factor not specifically listed, is also important in describing sound in rural settings. Researchers have identified the effects of personal and situational variables on noise annoyance, and have identified a clear association of reported annoyance and various other individual perceptions or beliefs.

Thus, it is important to recognize that non-acoustic factors as well as acoustic factors contribute to human response to noise.

Table 1
Factors that Affect Individual Annoyance to Noise

Primary Acoustic Factors

Sound Level
Frequency
Duration

Secondary Acoustic Factors

Spectral Complexity
Fluctuations in Sound Level
Fluctuations in Frequency
Rise-time of the Noise
Localization of Noise Source

Non-acoustic Factors

Physiology
Adaptation and Past Experience
How the Listener's Activity Affects Annoyance
Predictability of When a Noise will Occur
Is the Noise Necessary?
Individual Differences and Personality

Source: C. Harris, 1979

2.3 Sound Rating Scales

The description, analysis, and reporting of community sound levels is made difficult by the complexity of human response to sound and myriad sound-rating scales and metrics developed to describe acoustic effects. Various rating scales approximate the human subjective assessment to the "loudness" or "noisiness" of a sound. Noise metrics have been developed to account for additional parameters such as duration and cumulative effect of multiple events.

Noise metrics are categorized as single event metrics and cumulative metrics. Single event metrics describe the noise from individual events, such as one aircraft flyover. Cumulative metrics describe the noise in terms of the total noise exposure throughout the day. Noise

metrics used in this study are summarized below. First single event metrics are discussed followed by discussions of the cumulative metrics.

Single Event Metrics

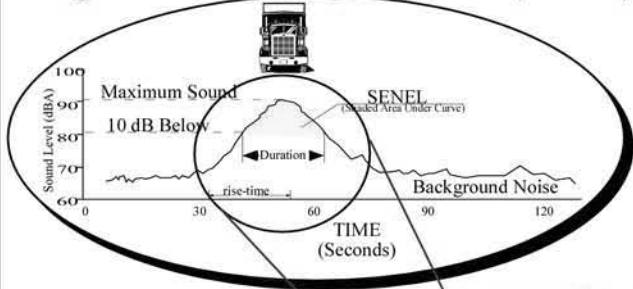
Frequency Weighted Metrics (dBA). In order to simplify the measurement and computation of sound loudness levels, frequency weighted networks have obtained wide acceptance. The A-weighting (dBA) scale has become the most prominent of these scales and is widely used in community noise analysis. Its advantages are that it has shown good correlation with community response and is easily measured. The metrics used in this study are all based upon the dBA scale.

Maximum Noise Level or Lmax is the highest noise level reached during a noise event. For example, as an aircraft approaches, the sound of the aircraft begins to rise above ambient noise levels. The closer the aircraft gets the louder it is until the aircraft is at its closest point directly overhead. Then as the aircraft passes, the noise level decreases until the sound level again settles to ambient levels. Such a history of a flyover is plotted at the top of Exhibit 3. It is this metric to which people generally instantaneously respond when an aircraft flyover or a loud vehicle like a truck or motorcycle passes by.

Single Event Noise Exposure Level (SENEL) or Sound Exposure Level (SEL) is computed from dBA sound levels, and is used to quantify the total noise associated with an event such as an aircraft overflight or a train pass-by. Referring again to the top of Exhibit 3, the shaded area, or the area within 10 dB of the maximum noise level, is the area from which the SENEL is computed. The SENEL value is the integration of all the acoustic energy contained within the event. Speech and sleep interference research can be assessed relative to Single Event Noise Exposure Level data.

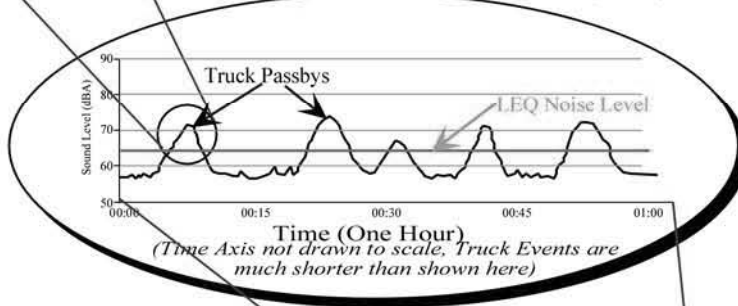
The SENEL metric takes into account the maximum noise level of the event and the duration of the event. Single event metrics are a convenient method for describing noise from individual aircraft events. This metric is useful in that airport noise models contain aircraft

Single Event Noise Exposure Level (SENEL)



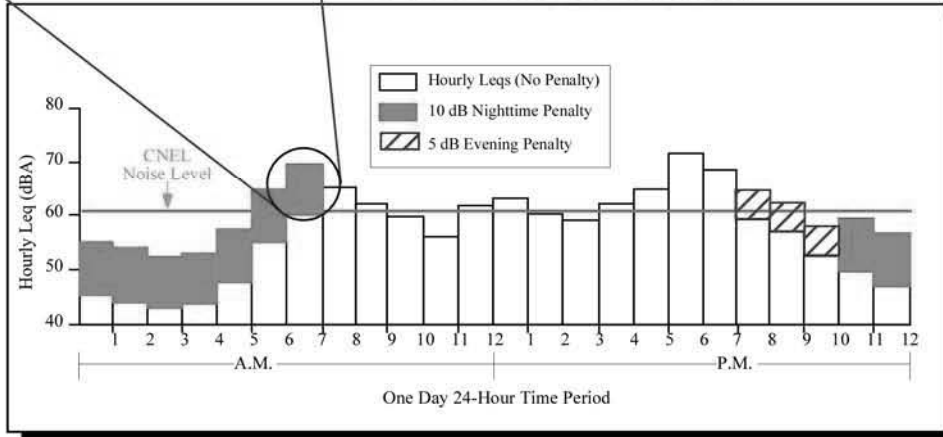
Single Event Noise

One Hour Equivalent Noise Level (LEQ)



Hourly Noise

24-Hour Noise Level (CNEL)



24 Hour Noise

Exhibit 3
Single and Cumulative Noise Metric Definitions

Source: Mestre Greve Associates 1998

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noise curve data based upon the SENEL metric. In addition, cumulative noise metrics such as LEQ, CNEL and DNL can be computed from SENEL data.

Cumulative Metrics

Cumulative noise metrics assess community response to noise by including the loudness of the noise, the duration of the noise, the total number of noise events and the time of day these events occur into one single number rating scale.

Equivalent Noise Level (Leq) is the sound level corresponding to a steady-state A-weighted sound level containing the same total energy as several SEL events during a given sample period. Leq is the "energy" average noise level during the time period of the sample. It is based on the observation that the potential for noise annoyance is dependent on the total acoustical energy content of the noise. This is graphically illustrated in the middle graph of Exhibit 3. Leq can be measured for any time period, but is typically measured for 15 minutes, 1 hour or 24-hours. Leq for a one hour period is used by the Federal Highway Administration for assessing highway noise impacts. Leq for one hour is called Hourly Noise Level (HNL) in the California Airport Noise Regulations and is used to develop Community Noise Equivalent Level (CNEL) values for aircraft operations.

Community Noise Equivalent Level, or CNEL is a 24-hour, time-weighted energy average noise level based on the A-weighted decibel. It is a measure of the overall noise experienced during an entire day. The term "time-weighted" refers to the penalties attached to noise events occurring during certain sensitive time periods. In the CNEL scale, noise occurring between the hours of 7 p.m. and 10 p.m. is penalized by approximately 5 dB. This penalty accounts for the greater potential for noise to cause communication interference during these hours, as well as typically lower ambient noise levels during these hours. Noise that takes place during the night (10 p.m. to 7 a.m.) is penalized by 10 dB. This penalty was selected to attempt to account for the higher sensitivity to noise in the nighttime and the expected further decrease in background noise levels that typically occur in the nighttime.

CNEL is graphically illustrated in the bottom of Exhibit 3. Examples of various noise environments in terms of CNEL are presented in Exhibit 4. CNEL is specified for use in California by local planning agencies in their General Plan Noise Element for land use compatibility planning.

The DNL index is very similar to CNEL, but does not include the evening (7 p.m. to 10 p.m.) penalty that is included in CNEL. It does include the nighttime (10 p.m. to 7 a.m.) penalty. Typically, DNL is about 1 dB lower than CNEL, although the difference may be greater if there is an abnormal concentration of noise events in the 7 to 10 p.m. time period. DNL is specified for use in all States except California.

L(%), *Lmax* and *Lmin* are statistical methods of describing noise which accounts for variance in noise levels throughout a given measurement period. *L(%)* is a way of expressing the noise level exceeded for a percentage of time in a given measurement period. For example since 5 minutes is 25% of 20 minutes, *L(25)* is the noise level that is equal to or exceeded for five minutes in a twenty minute measurement period. It is *L(%)* that is used for most Noise Ordinance standards. *Lmax* represents the loudest noise level that is measured. The *Lmax* only occurs for a fraction of a second with all the other noise less than the *Lmax* level. *Lmin* represents the quietest noise level during a noise measurement. All other noise during the measurement period is louder than the *Lmin*.

CNEL Typical Outdoor Location

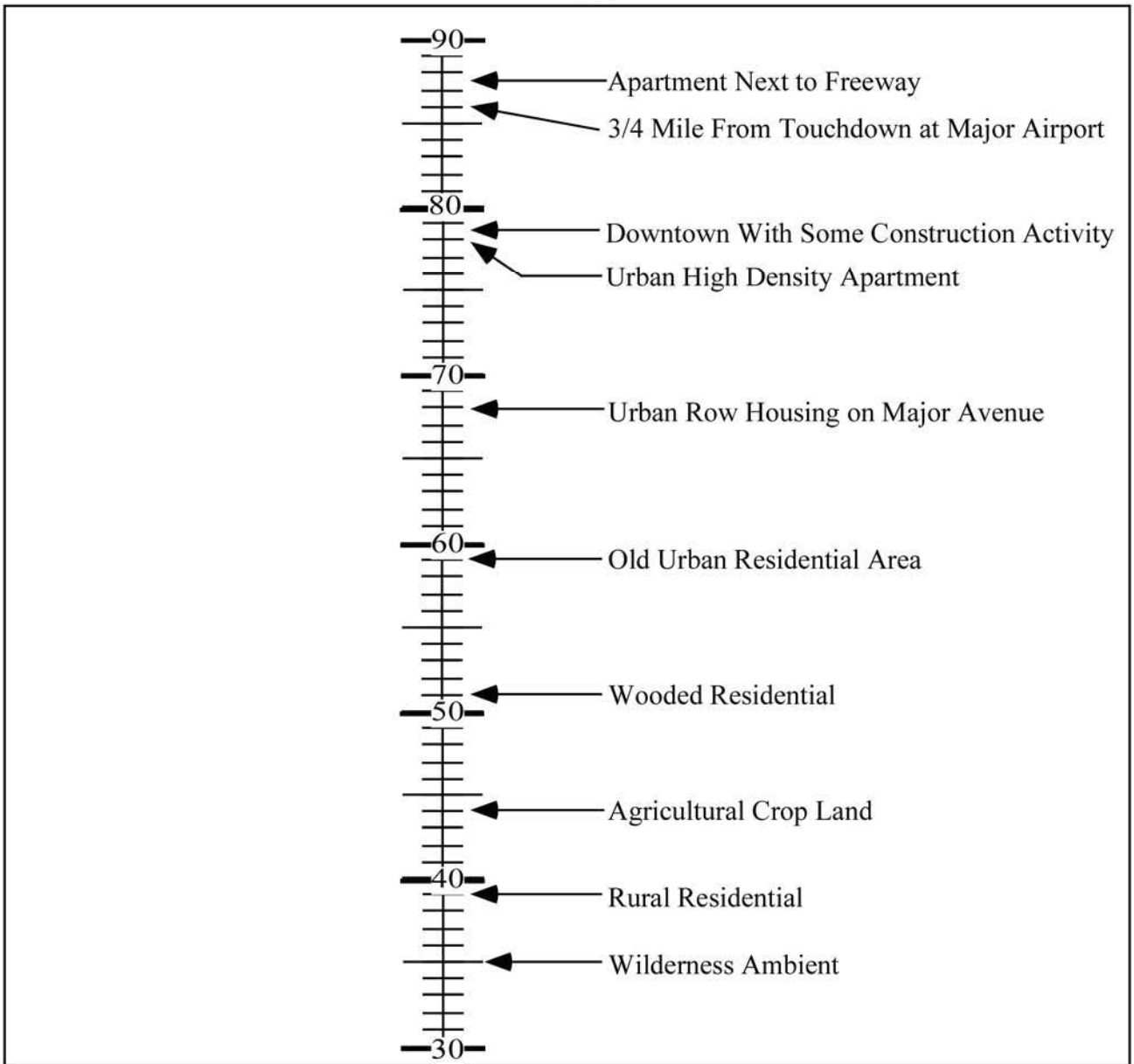


Exhibit 4

Examples of Typical Outdoor CNEL Levels

Source: Adapted from "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare With an Adequate Margin of Safety", EPA, 1974

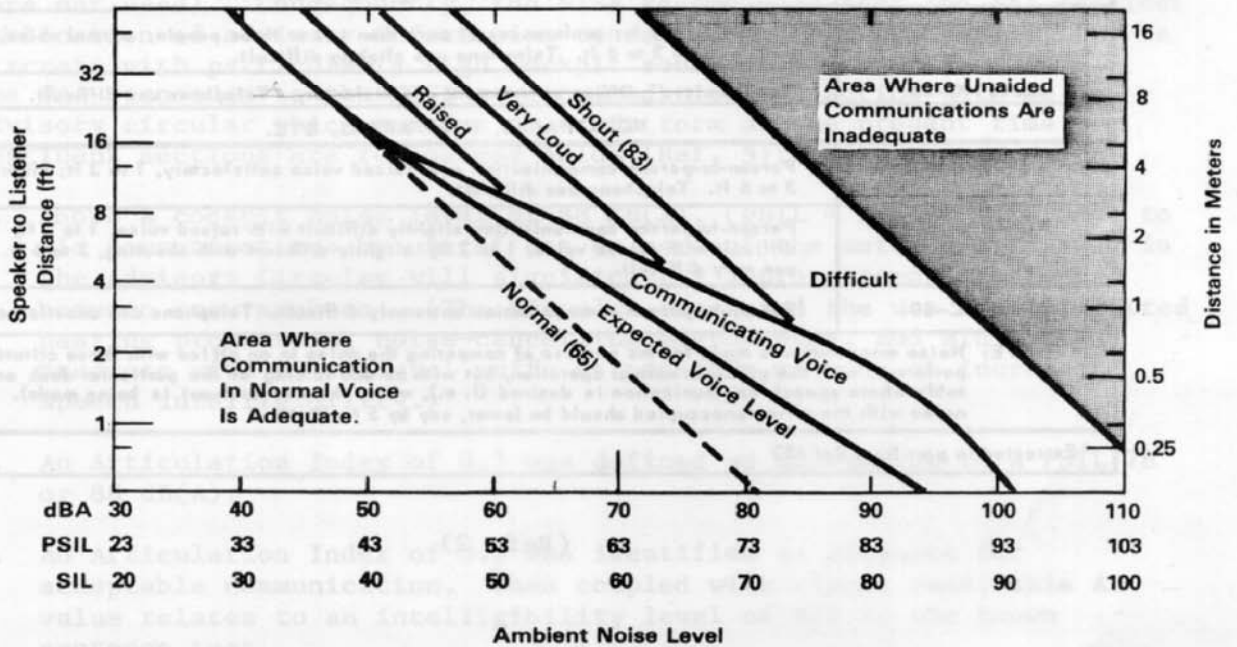
3.0 HEALTH EFFECTS

Noise, often described as unwanted sound, is known to have several adverse effects on humans. From these known adverse effects of noise, criteria have been established to help protect the public health and safety and prevent disruption of certain human activities. These criteria are based on effects of noise on people such as hearing loss (not a factor with typical community noise), communication interference, sleep interference, physiological responses, and annoyance. Each of these potential noise impacts on people are briefly discussed in the following narrative:

Hearing Loss is generally not a concern in community noise problems, even very near a major airport or a major freeway. The potential for noise induced hearing loss is more commonly associated with occupational noise exposures in heavy industry, very noisy work environments with long term exposure, or certain very loud recreational activities such as target shooting, motorcycle or car racing, etc. The Occupational Safety and Health Administration (OSHA) identifies a noise exposure limit of 90 dBA for 8 hours per day to protect from hearing loss (higher limits are allowed for shorter duration exposures). Noise levels in neighborhoods, even in very noisy neighborhoods, are not sufficiently loud to cause hearing loss.

Communication Interference is one of the primary concerns in environmental noise problems. Communication interference includes speech interference and interference with activities such as watching television. Normal conversational speech is in the range of 60 to 65 dBA and any noise in this range or louder may interfere with speech. There are specific methods of describing speech interference as a function of distance between speaker and listener and voice level. Exhibit 5 shows the relation of quality of speech communication with respect to various noise levels.

Sleep Interference is a major noise concern in noise assessment and, of course, is most critical during nighttime hours. Sleep disturbance is one of the major causes of annoyance due to community noise. Noise can make it difficult to fall asleep, create momentary disturbances



Permissible Distance Between a Speaker and Listeners for Specified Voice Levels and Ambient Noise Levels

(The Levels in Parantheses Refer to Voice Levels Measured One Meter From the Mouth.)

of natural sleep patterns by causing shifts from deep to lighter stages and cause awakening. Noise may even cause awakening that a person may or may not be able to recall.

Extensive research has been conducted on the effect of noise on sleep disturbance with varying results. Recommended values for desired sound levels in residential bedroom space range from 25 to 45 dBA with 35 to 40 dBA being the norm. In 1981, the National Association of Noise Control Officials published data on the probability of sleep disturbance with various single event noise levels. Based on laboratory experiments conducted in the 1970's, this data indicated noise exposure, at 75 dBA interior noise level event will cause noise induced awakening in 30 percent of the cases. Recent research from England, however showed that the probability for sleep disturbance is less than what had been earlier reported. Field studies conducted during the 1990's, using new sophisticated techniques, indicated that awakenings can be expected at a much lower rate than had been expected based on earlier laboratory studies. This research showed that once a person was asleep, it is much more unlikely that they will be awakened by a noise. The significant difference in the recent English study is the use of actual in-home sleep disturbance patterns as opposed to laboratory data that had been the historic basis for predicting sleep disturbance. Some of this research has been criticized because it was conducted in areas where subjects had become habituated to aircraft noise. On the other hand, some of the earlier laboratory sleep studies had been criticized because of the extremely small sample sizes of most laboratory studies, and because the laboratory was not necessarily a representative sleep environment. The 1994 British sleep study compared the various causes of sleep disturbance using in home sleep studies. This field study assessed the effects of nighttime aircraft noise on sleep in 400 people (211 women and 189 men; 20-70 years of age; one per household) habitually living at eight sites adjacent to four U.K. airports, with different levels of night flying. The main finding was that only a minority of aircraft noise events affected sleep, and, for most subjects, that domestic and other non-aircraft factors had much greater effects. As shown in the Exhibit 6, aircraft noise was a minor contributor among a host of other factors that lead to awakening response.

The Federal Interagency Committee on Noise (FICON) in 1992 in a document entitled *Federal Interagency Review of Selected Airport Noise Analysis Issues* recommended an interim dose-

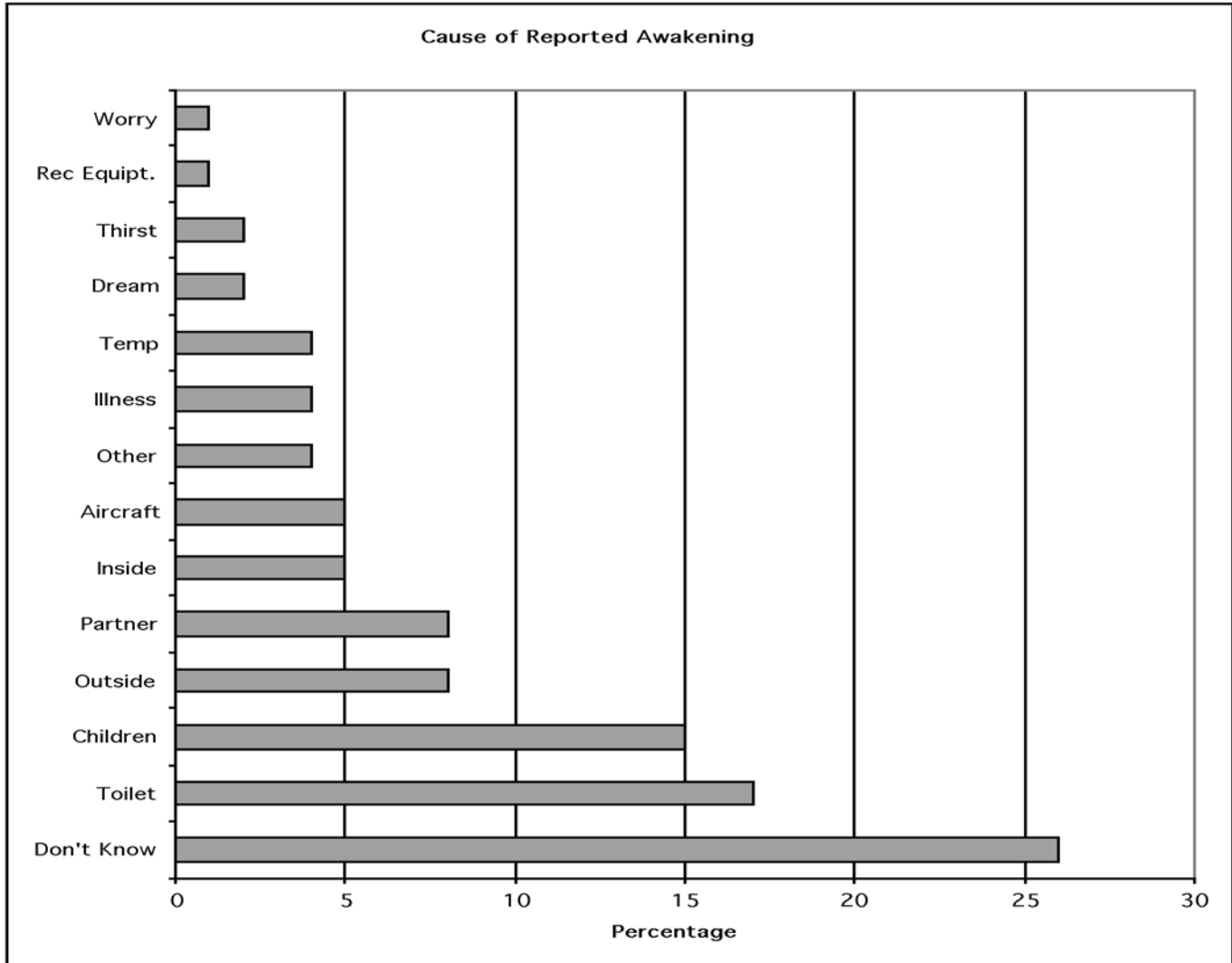


Exhibit 6
Causes and Prevalence of All Awakenings

response curve for sleep disturbance based on laboratory studies of sleep disturbance. In June of 1997, the Federal Interagency Committee on Aviation Noise (FICAN) updated the FICON recommendation with an updated curve based on the more recent in-home sleep disturbance studies which show lower rates of awakening compared to the laboratory studies. FICAN recommended a curve based on the upper limit of the data presented and therefore considers the curve to represent the “maximum percent of the exposed population expected to be behaviorally awakened,” or the “maximum awakened.” The FICAN recommendation is shown on Exhibit 7. This is a very conservative approach. A more common statistical curve for the data points reflected in Exhibit 7, for example, would indicate a 10% awakening rate at a level of approximately 100 dB SENEL, while the “maximum awakened” curve reflected in Exhibit 7 shows the 10% awakening rate being reached at 80 dB SENEL. (The full FICAN report can be found on the internet at www.fican.org.)

Physiological Responses are those measurable effects of noise on people that are realized as changes in pulse rate, blood pressure, etc. While such effects can be induced and observed, the extent is not known to which these physiological responses cause harm or are a sign of harm. Generally, physiological responses are a reaction to a loud short term noise such as a rifle shot or a very loud jet over flight.

Health effects from noise have been studied around the world for nearly thirty years. Scientists have attempted to determine whether high noise levels can adversely affect human health-apart from auditory damage-which is amply understood. These research efforts have covered a broad range of potential impacts from cardiovascular response to fetal weight and mortality. While a relationship between noise and health effects seems plausible, it has yet to be convincingly demonstrated--that is, shown in a manner that can be repeated by other researchers while yielding similar results.

While annoyance and sleep/speech interference have been acknowledged, health effects, if they exist, are associated with a wide variety of other environmental stressors. Isolating the effects of aircraft noise alone as a source of long term physiological change has proved to be almost impossible. In a review of 30 studies conducted worldwide between 1993 and 1998, a team of

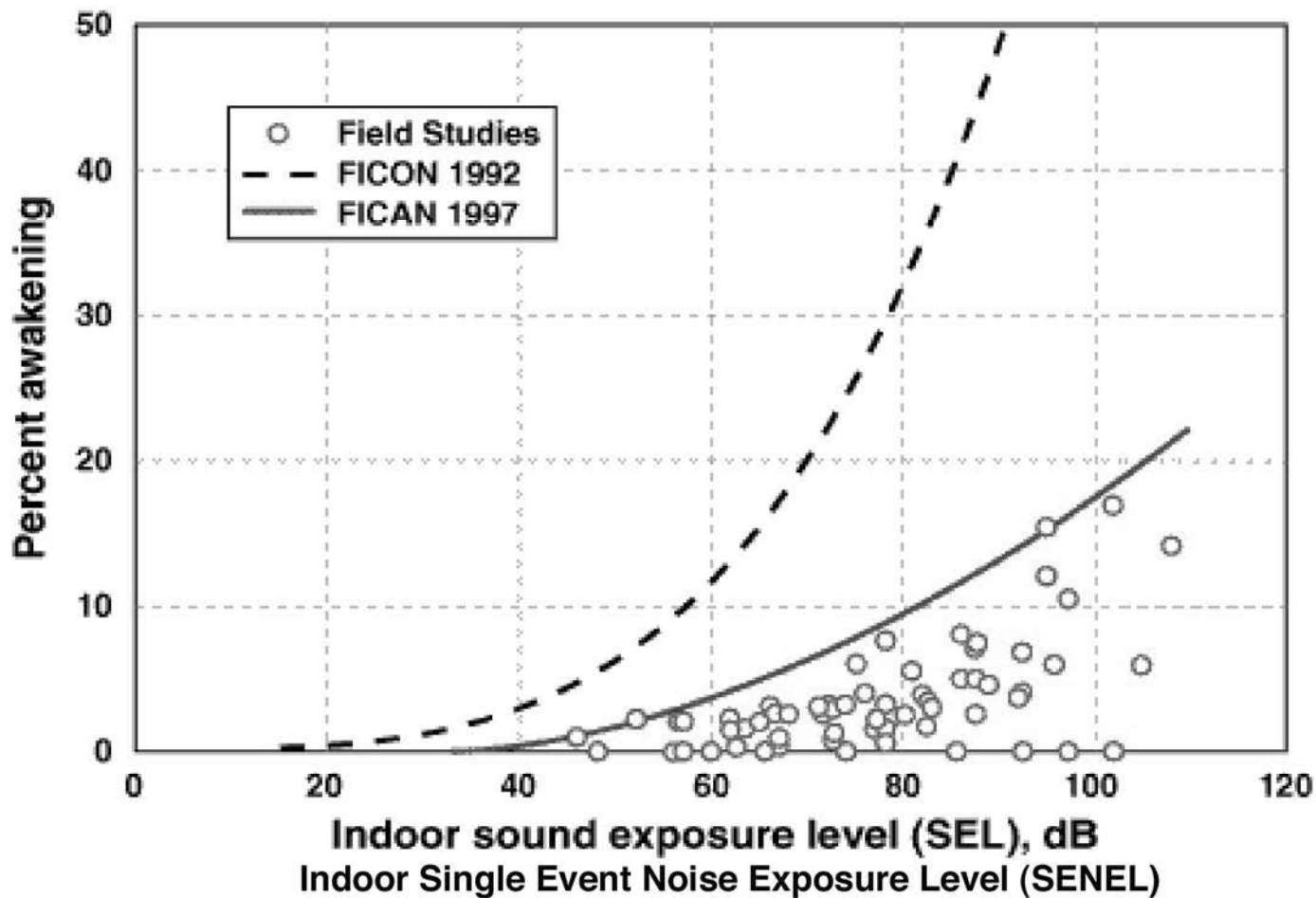


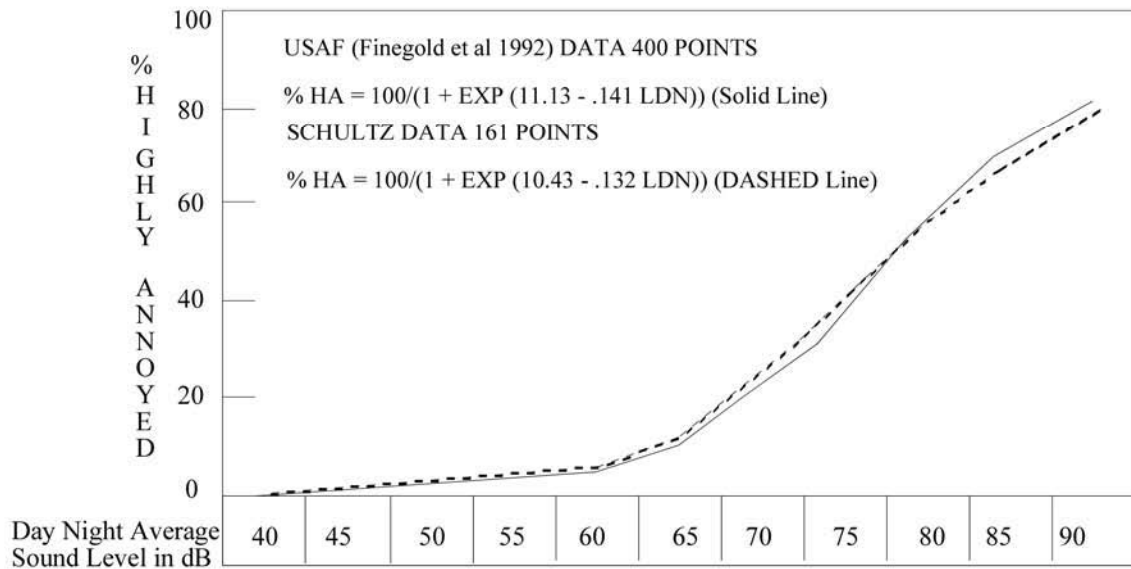
Exhibit 7
Sleep Interference and Noise Level

international researchers concluded that, while some findings suggest that noise can affect health, improved research concepts and methods are needed to verify or discredit such a relationship. They called for more study of the numerous environmental and behavioral factors than can confound, mediate or moderate survey findings. Until science refines the research process, a direct link between aircraft noise exposure and non-auditory health effects remains to be demonstrated.

Annoyance is the most difficult of all noise responses to describe. Annoyance is a very individual characteristic and can vary widely from person to person. What one person considers tolerable can be quite unbearable to another of equal hearing capability. The level of annoyance, of course, depends on the characteristics of the noise (i.e.; loudness, frequency, time, and duration), and how much activity interference (e.g. speech interference and sleep interference) results from the noise. However, the level of annoyance is also a function of the attitude of the receiver. Personal sensitivity to noise varies widely. It has been estimated that 2 to 10 percent of the population is highly susceptible to annoyance from any noise not of their own making, while approximately 20 percent are unaffected by noise. Attitudes are affected by the relationship between the person and the noise source (Is it our dog barking or the neighbor's dog?). Whether we believe that someone is trying to abate the noise will also affect our level of annoyance.

Annoyance levels have been correlated to CNEL levels. Exhibit 8 relates DNL noise levels to community response from two of these surveys. One of the survey curves presented in Exhibit 8 is the well-known Schultz curve, developed by Theodore Schultz. It displays the percent of a populace that can be expected to be annoyed by various DNL (CNEL in California) values for residential land use with outdoor activity areas. At 65 dB DNL the Schultz curve predicts approximately 14% of the exposed population reporting themselves to be “highly annoyed.” At 60 dB DNL this decreases to approximately 8% of the population.

However, the Schultz curve and recent updates include data having a very wide range of scatter with communities reporting much higher percentages of population highly annoyed at these noise exposure levels. For example, under contract to the FAA, Bolt Beranek & Newman



| | | | | | | | | | | | | |
|------------------------|---------|-------|-------|------|------|------|-------|-------|-------|-------|-------|-------|
| Calculated % HA Points | USAF | 0.41 | 0.831 | 1.66 | 3.31 | 6.48 | 12.29 | 22.1 | 36.47 | 53.74 | 70.16 | 82.64 |
| | SCHULTZ | 0.576 | 1.11 | 2.12 | 4.03 | 7.52 | 13.59 | 23.32 | 37.05 | 53.25 | 68.78 | 81.0 |

Exhibit 8

Comparison of logistic fits to original 161 data points of Schultz (1978) and USAF analysis with 400 points (data provided by USAF Armstrong Laboratory).

Source: Ficon 1992

conducted community attitude surveys in the residential areas south of John Wayne Airport in Orange County in 1981 as part of a study of possible “power cutback” departure procedures. That study concluded that the surveyed population (principally in Santa Ana Heights and various Newport Beach neighborhoods) had more highly annoyed individuals at various CNEL levels than would be predicted by the Schultz curve. When plotted similar to the Schultz curve, this survey indicated the populations in Santa Ana Heights and Newport Beach were approximately 5 dB CNEL more sensitive to noise than the average population predicted by the Schultz curve. While the precise reasons for this increased noise sensitivity were not identified, it is possible that non-acoustic factors, including political or the socio-economic status of the surveyed population may have played an important role in increasing the sensitivity of this community during the period of the survey. Annoyance levels have never been correlated statistically to single event noise exposure levels in airport related studies.

School Room Effects. Interference with classroom activities and learning from aircraft noise is an important consideration and the subject of much recent research. Studies from around the world indicate that vehicle traffic, railroad and aircraft noise can have adverse effects on reading ability, concentration, motivation, and long term learning retention. A complicating factor in this research is the extent of background noise from within the classroom itself. The studies indicating the most adverse effects examine cumulative noise levels equivalent to 65 CNEL or higher and single event maximum noise levels ranging from 85 to 95 dBA. In other studies the level of noise is unstated or ambiguous. According to these studies, a variety of adverse school room effects can be expected from *interior* noise levels equal to or exceeding 65 CNEL and or 85 dBA SEL.

Some interference with classroom activities can be expected with noise events that interfere with speech. As discussed in other sections of this report, speech interference begins at 65 dBA that is the level of normal conversation. Typical construction attenuates outdoor noise by 20 dBA with windows closed and 12 dBA with windows open. Thus some interference of classroom activities can be expected at outdoor levels of 77 to 85 dBA.

4.0 Noise Measurements

4.1 Methodology

Twenty (20) sites were selected for measurement of the noise environment in the OVOV planning area. A review of noise complaints, discussions with City staff and identification of major noise sources in the community provided the initial base for development of the community noise survey. The measurement locations were selected on the basis of proximity to major noise sources and noise sensitivity of the land use. The measurement locations are depicted in Exhibit 9.

Noise measurements were made of the short term Leq values. These measurements provide a short ‘snapshot’ view of the noise environment. The noise measurements were made at a normal receptor height of about 5 feet above the ground. Measurements were made on August 7 and 8, 2007. The measurements were made with a Bruel & Kjaer Type 2236 Sound Level Meter, and calibrated every few hours. These noise measurement systems meet the American National Standards Institute “Type 1” specifications, which is the most accurate for community noise measurements. The meter and calibrator have current certification traceable to the National Institute of Standards and Technology (NIST).

4.2 Results

The results of the noise measurements are shown in Exhibit 10. These figures also depict the date and time of the measurement. The cause of the loudest event is identified and the most predominant noise source(s) are identified. The quantities measured were the Equivalent Noise Level (Leq), the maximum noise level (Lmax) and the minimum noise levels (Lmin).

When examining the noise data shown in Exhibit 10 it is important to note that these data are intended to identify noise levels over a broad range of the study area and are not an assessment of impacts at these sites. In almost all cases the major sources of noise are motor vehicles. The noise levels measured cover a wide range of noise exposure throughout the OVOV area. The quietest environment was in a residential area in the back hills, where noise levels were often below 50 dBA. The loudest events were buses and trucks and these events would push the noise levels into the mid 80 dBA range. In general, aircraft noise, industrial noise, and commercial noise sources did not appear to contribute significantly to the noise levels measured. A discussion of the noise measurements is presented below on a site by site basis.

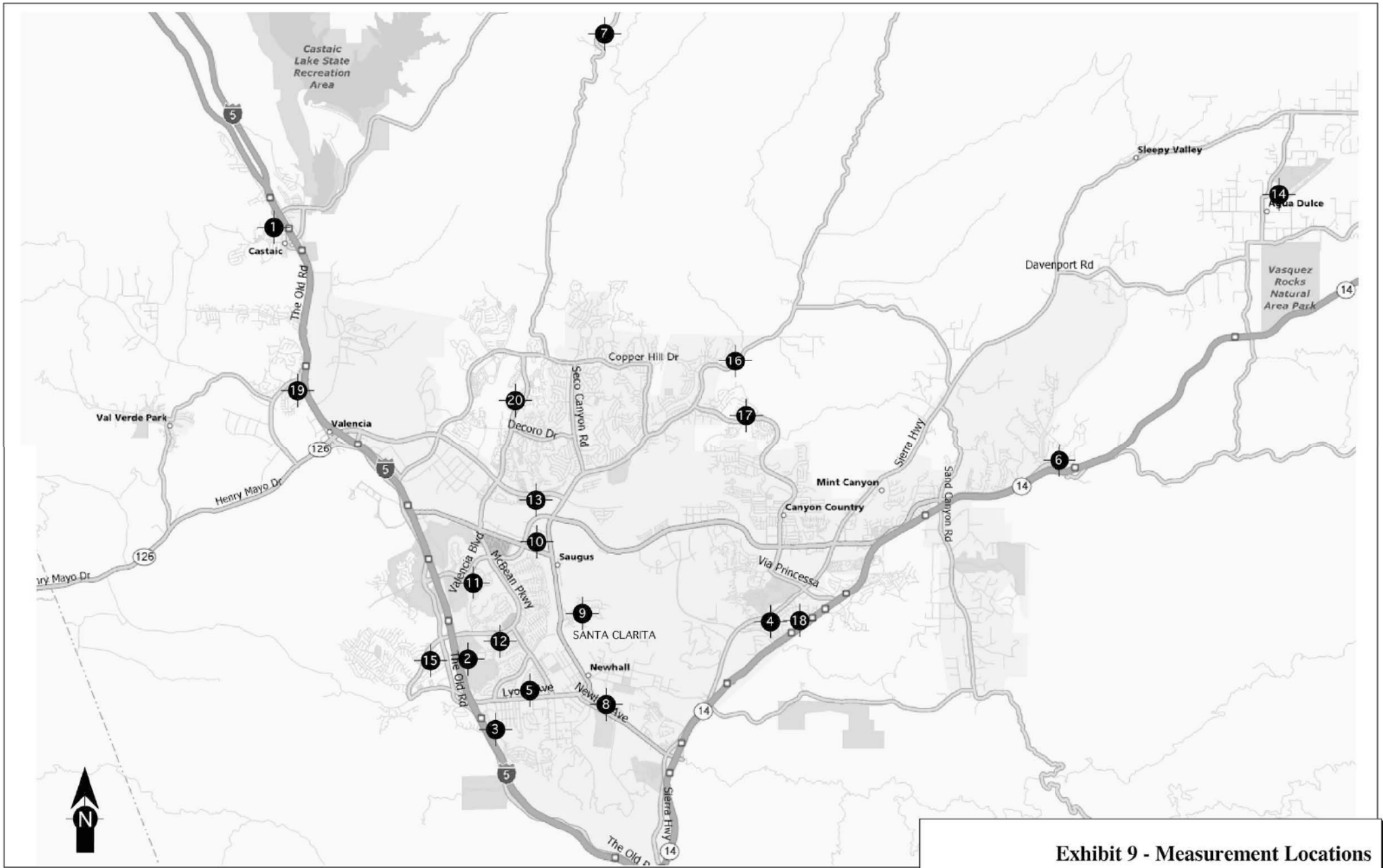
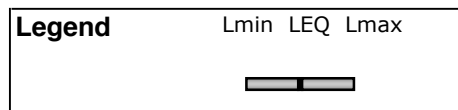


Exhibit 9 - Measurement Locations

Exhibit 10
Graphic Summary of Short-Term Ambient Noise Measurement Results

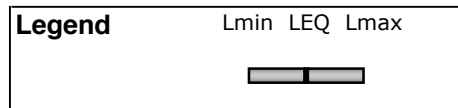
| Site | Location | Date | Time | Land Use | Sound Level (dBA) | Noise Sources |
|------|--------------------------------------|------|------------|---------------------------|-------------------|---|
| 1 | End of Hunter Ln | 8/8 | 9:45 a.m. | single family residential | | traffic |
| 2 | End of Golfview Dr | 8/7 | 1:44 p.m. | multi-family residential | | traffic, trucks on fwy |
| 3 | Corner of Wabuska St and Hawkbyn Ave | 8/7 | 12:20 p.m. | single family residential | | traffic, cars on local streets |
| 4 | Playground next to Sierra Hwy | 8/8 | 1:32 p.m. | single family residential | | pickup trucks were loudest; other traffic |
| 5 | Park next to Lyons Ave | 8/7 | 11:50 a.m. | Park and Playground | | bus was loudest; other traffic |
| 6 | End of Fuji St | 8/8 | 3:22 p.m. | single family residential | | heavy truck on fwy was loudest; other traffic |
| 7 | End of Stator Ln | 8/8 | 9:18 a.m. | single family residential | | Neighbors, planes |
| 8 | Corner of 4th and Pine St | 8/8 | 12:39 p.m. | single family residential | | pickup truck was loudest; other traffic |



30 40 50 60 70 80

Exhibit 10 (cont'd)
Graphic Summary of Short-Term Ambient Noise Measurement Results

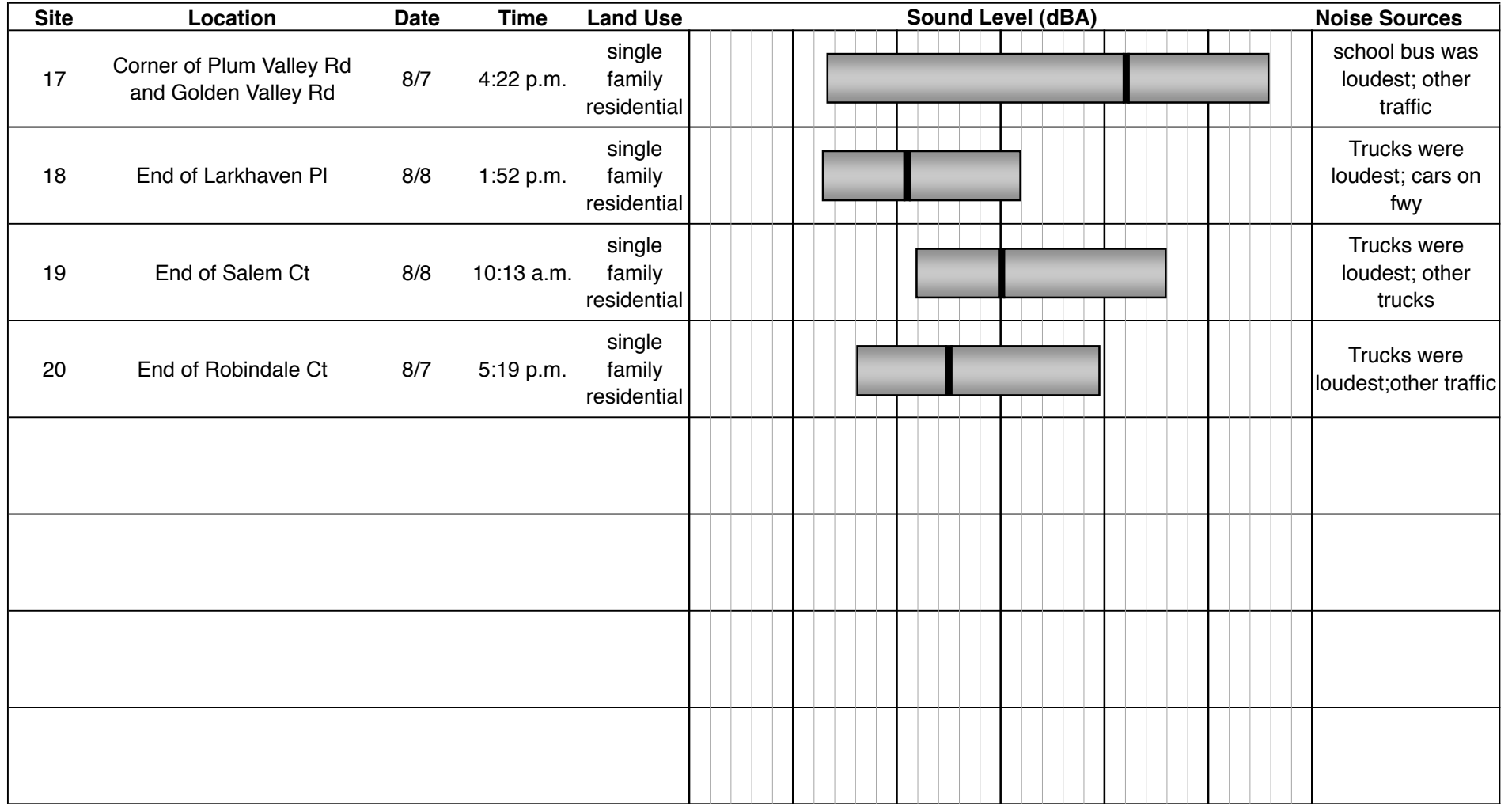
| Site | Location | Date | Time | Land Use | Sound Level (dBA) | Noise Sources |
|------|--|------|------------|---------------------------------------|-------------------|---|
| 9 | Corner of Via Princesa and Sheffield Ln | 8/7 | 12:50 p.m. | single family residential | | traffic |
| 10 | Condo site off of Magic Mountain Pkwy | 8/7 | 2:49 p.m. | multi-family residential | | traffic |
| 11 | End of Mistletoe Ct | 8/7 | 2:27 p.m. | single family residential | | traffic |
| 12 | End of Quilla Rd | 8/7 | 1:21 p.m. | single family residential | | trucks on Mcbean were loudest, other traffic |
| 13 | Park on Newhall Ranch Rd | 8/7 | 3:29 p.m. | Park next to multi-family residential | | bus and motorcycles were loudest; other traffic |
| 14 | Cul-de-sac next to Sweetheart Ranch | 8/8 | 2:34 p.m. | single family ranches | | Trucks were loudest, other traffic |
| 15 | Condo Site next to Stevenson Ranch Pkwy | 8/8 | 11:17 a.m. | multi-family residential | | traffic |
| 16 | Corner of Shadow Valley Rd and Bouquet Canyon Rd | 8/7 | 4:44 p.m. | single family residential | | pickup truck was loudest; other traffic |



30 40 50 60 70 80 90

OVOV Noise Element
Mestre Greve Associates

Exhibit 10 (cont'd)
Graphic Summary of Short-Term Ambient Noise Measurement Results



30 40 50 60 70 80 90

4.3 Detailed Discussion of Noise Measurements

Twenty (20) sites were monitored as part of the measurement program. Each site is discussed below. Exhibit 10, previously presented, includes the time of day, exact location, general land use around the site, and more detail on the measurement results. It may be useful for the reader to refer back to this exhibit during the following discussions.

Site 1- This site was at the edge of an old residential area, at the end of a cul-de-sac. The nearby houses were small and distanced from each other. The next neighborhood south is new, with many homes placed into a small space. The houses receive traffic noise from the 5 freeway and the frontage road. The frontage road, called the Old Road, receives truck traffic as well as normal passenger traffic. According to a neighbor the noise from the freeway is the worst at six o'clock AM, when the road receives the most noise from passenger traffic, no doubt workers entering the city. The traffic is also bad at 4:00 PM, when dozens of trucks pass by. In the middle of the night the neighbors also receive noise from the trucks, which use their brakes on the steep hill. The measurements were taken at 10:00 in the morning, which is a time of minimum traffic. The other noise the sound meter may have received includes the sound of a passing mail truck, as well as the neighbors entering and exiting their homes. The average sound level (Leq) was 65.5 dBA. The levels fluctuated between 55.0 dBA, which was the minimum, and 72.6 dBA, which was the maximum. The maximum was caused by passing trucks. While the average sound level is acceptable, the chain link fences between the neighbors and the traffic may not be enough blockage, especially during peak hours.

Site 2- This site was in a residential district with a golf course that borders it. Past the golf course is the 5 freeway. There was a little noise coming from a light breeze in the trees, as well as some noise from neighbors entering and exiting their homes. There was also a little noise from a lawnmower in the distance, and the golfers on the golf course. However, the main source of noise was from large trucks on the freeway. The maximum, caused by one of these large trucks, registered 70.0 dBA. The average was 64.2, caused by the noise from the freeway.

Site 3- This site is on the corner of two streets which intersect right behind a sound wall, in a residential area. Across the street from the houses by which the sound meter was placed, there was a preschool. There were several exiting vehicles from the school's parking lot during the time of the measurement. There was also a car sitting with its engine on about a half a block away. There was also a significant amount of passenger vehicles that drove by, in the neighborhood itself. However, the main source of sound was from the 5 freeway. The average sound level was 66.4 dBA, which implies that the sound barrier is effective in shielding the noise of the freeway. The loudest sound reached 72.2 dBA, which was caused by a large truck passing by on the freeway.

Site 4- This site was at the end of a cul-de-sac, within the bounds of a playground. The street ends, and then a small path winds around to a tiny playground about ten feet away. There is a metal fence which borders the playground from the road. The area receives noise from Sierra Highway, which borders it, as well as the 14 freeway, which is just slightly off in the distance. There was also a small amount of noise coming from the neighbors in the house next door, who were outside washing their car. The playground was not in use at the time of the measurements. The Leq was 61.0 dBA, while the maximum was 74.2 dBA. This maximum was caused by a pickup truck that drove by on Sierra Highway.

Site 5- This site is located in Old Orchard Park, on a sidewalk next to a grassy area, between a baseball field and a playground. The park borders Lyons Avenue. At the time there was construction being done on an area right next to playground, within the realm of the park. However, during most of the measurements the noise effecting the meter coming from this source was barely audible. The park was active, with several families playing with their small children. The measurements were conducted in order see how loud the traffic from Lyons Ave was. The Average (Leq) noise level for the park was 63.4, while the noise levels ranged from 49.0 dBA to 75.1 dBA. The loudest measurements were taken from passing trucks.

Site 6- This site was at the end of a street which overlooked Freeway 14. The neighbors had a small wall (about three feet) surrounding the property, which may have helped to block sound. The freeway was quite a bit far below. Besides the sound of the freeway, the street also receives noise from Soledad Canyon Road, as well as Sequoia Rd, which is at the end of the street, in the opposite direction. In addition, there is a large construction area across the 14, and the neighbors on the left side of the meter were building on the outside, though they were on a break at the time of the measurements, and several planes flew overhead. The noise levels were fairly regular, with little variation. The average (Leq) level was 62.4 dBA, while the maximum and minimum were 69.5 dBA and 57.4 dBA, respectively. These levels are fairly low in comparison to the amount of traffic nearby, and thus this area is well shielded.

Site 7- This location was near the end of Stator Road, back in the hills of the Los Angeles National Forest. It is in a very small residential district. Practically the only sounds reaching to the microphone were those from the residents. There were a few cars passing on San Francisquito Canyon Road, about one every five or ten minutes. Even the noise emanating from these cars barely reached the microphone. The loudest noises were from two planes, a neighbor's air conditioning, someone moving boxes inside of their home. The maximum sound level was 50.8 dBA, and the average (Leq) was 38.5 dBA. This is very low for a residential area.

Site 8 – This site was on the corner 4th and Pine Street. It was on the edge of a residential area, right next to Pine Street. Beyond Pine Street is the railroad tracks, which is separated by a chain link fence and a few feet of ground. About a half a block from the railroad is San Fernando Road. The neighborhood receives sound from all three of these sources, as well as the sound coming from the streets within the neighborhood itself, which are rather busy, and the traffic from a nearby school. Besides these sources, the measurements include a dog barking, neighbors getting in and out of their vehicles, and two planes. The loudest measurement was 76.6 dBA, which was caused by the sound of a truck passing by on San Fernando Road. The measurements did not include the sound of a train passing by, or else no doubt the noise levels would have been much higher. The average noise level (Leq) was 56.8, which is actually rather low considering how many sound sources there are in the area.

Site 9- Site 9 was on the edge of a residential district, next to Via Princessa. There was a considerable amount of traffic on both Via Princessa and within the neighborhood. There was a helicopter that flew overhead, as well as several planes. There were also carpenters working in the distance. The largest sound levels were caused by trucks turning the corner, which measured at 83.1 dBA, because they were right next to the meter. The average measurement was 62.7 dBA.

Site 10- This site was on the corner of the entrance to a residential area, adjacent to Magic Mountain Parkway. Across the street from the area is a car dealership, which has cars constantly entering and leaving. There is also a considerable amount of traffic entering and exiting the residential area, as well as the sound of golf carts driving around the community. The highest sound levels came from the motorcycles and large trucks that accelerate going up the road. These measured a maximum of 84.0 dBA. When there was a break between cars the sound levels were rather low, with a minimum of 48.8 dBA. However, these spaces were rare. The average sound level was 70.6 dBA, which is from the large amount of traffic on Magic Mountain Parkway.

Site 11- This site was at the end of a cul-de-sac which ends right before Valencia Boulevard. There was noise from neighbors, cars on the local neighborhood streets, and a barking dog as well. The traffic was not exceedingly heavy on Valencia Boulevard, with mainly passenger vehicles. The average sound level (Leq) was 56.2 dBA. The maximum sound level was 67.1 dBA, which was caused by a large truck on Valencia.

Site 12- This site was at the edge of residential district bordering McBean Parkway. It was at the end of cul-de-sac, with a small sound wall around the area. The main noise besides the traffic on McBean was the barking dog, and the wind in the trees, as well as neighbors entering and exiting their homes. The loudest noise was a truck on McBean, measuring 71.1 dBA. The average sound level was 61.7 dBA, which is relatively low for a residential area.

Site 13- This site was in a park, along Newhall Ranch Road. The park was adjacent to a residential area, with a iron fence separating the two. There is, however, a sound wall that separates the residential area from Newhall Ranch Road. The measurements were taken when the park was not active. There were several soccer players off in the distance, but other than that the field was not being used. The loudest noises were the cars passing by, with several small trucks and a motorcycle. The small trucks were the largest source of noise, causing the maximum to be 76.2 dBA. When there were few cars the sound levels were low, with at minimum at 45.5 dBA. The average sound level (Leq) was 66.2 dBA, which is not high for a park setting.

Site 14- This site was off of Agua Dulce Road, right next to Sweetheart Ranch. This area is off of Sierra Highway, far back in the hills. There was very little noise in this area at all. The only few audible noises were due to wind chimes, the breeze in nearby bushes, and the occasional plane which passed by. The area received no traffic noise from Sierra Canyon Road. The average noise level (Leq) was 42.2. The maximum noise level was 51.3, which was caused by a car passing by on Agua Dulce Road.

Site 15- This site was at the end of a cul-de-sac, within a gated area with several apartment complexes. The main sources of noise were both from the 5 freeway and from Steinbeck Road. There was also a small amount of noise from planes, birds, and children playing nearby. The loudest event, measured at 72.4 dBA, was a pickup truck on Steinbeck Road. The average noise level (Leq) was 62.0, dBA, which is low for an area that includes both roads, most likely because few cars pass by on Steinbeck.

Site 16- This site was on the corner of Shadow Valley Road and Bouquet Canyon Road. The measurements were taken in order to test the amount of traffic traveling on the main road. We found that there were few cars that passed by, though there were several large trucks and several very loud motorcycles. There were also several planes that passed overhead. The loudest noise, at 79.7 dBA, was a pickup truck that turned the corner onto Shadow Valley Road. The average noise level (Leq) was 66.4 dBA, which reaches the residential area directly behind the noise measuring site.

Site 17- This site was on the corner of Santa Catarina Road and Plum Canyon Road. The site was chosen in order to test the amount of sound the residential district adjacent to Plum Canyon road receives. The main noise was from the cars on the road. Although there were mainly passenger vehicles, because Plum Canyon is a very open road there is an excess of speeding. The acceleration often occurs right next to the neighborhood. Because site only received noise from passing vehicles, there was a large range of noise, from a maximum sound level of 85.8 dBA, to a minimum sound level of 43.3 dBA. The highest noise levels were caused by a school bus, a motorcycle, a garbage truck, and several cars accelerating up the hill. The average noise level was 72.1 dBA, which is too high for a residential area. However, there is a sound wall built around the residential area, but it does not reach around to the corner, where the measurements were taken.

Site 18- This site was at the end of a cul-de-sac. Measurements were taken in order to test the sound levels caused by the nearby road, freeway 14. There were a few birds, as well as two planes, but besides these the only sound was that of the freeway. The average noise level was 51.0 dBA. The maximum was 61.9 dBA, which was caused by several passing trucks. Although the freeway is nearby, it is elevated from the neighborhood and distanced enough to have a fairly low sound impact.

Site 19- These measurements were taken in a residential neighborhood, on the bend right before a cul-de-sac. The cul-de-sac ends next to the Old Road, which is a frontage road next to the 5 freeway. The meter received the most noise from the 5 freeway, though there is considerable traffic on the Old Road. The measurements were taken to consider both noise sources. Also effecting the noise levels was a siren that passed on the 5 freeway, as well as a dog barking in the neighborhood, and a moving van that stopped at the beginning of the street, and then made a U-turn. The loudest noise, at 75.9 dBA, was from a large truck passing by on the Old Road. The average noise level (Leq) was 60.1 dBA, which is moderate for a neighborhood next to a freeway.

Site 20- This site is in a residential area with a main road, McBean Parkway, running adjacent to it. There was a considerable amount of traffic along McBean, mainly passenger vehicles. In addition, the neighborhood was fairly active, with sprinklers going off in two different yards, as well as several neighbors entering and exiting their homes. There was also a plane that flew overhead. The loudest event was a large truck that drove by. The maximum sound level was 69.5 dBA, and the average was 55.0 dBA. This is quite low for a residential area, thanks to a sound wall that borders it.

5.0 NOISE CONTOURS

The noise environment in Santa Clarita is attributable primarily to roadways, which include both surface roadways and freeways. The Southern Pacific Railroad is also a significant noise source, which runs from the southern portion of the City to the center of the City and then directly to the east. Sporadic airplane or helicopter operations occur across the OVOV study area that are not loud enough and consistent enough to be significant. The Agua Dulce Airport is located in the study area.

The noise contours for the City of Santa Clarita are presented in Exhibit 11 for existing conditions. Exhibits 12 and 13 are for buildout conditions for the Current General Plan and the OVOV Plan, respectively. The existing contours are based on the existing conditions of traffic volumes and other sources of noise in the community. The future contours represent a year 2030 scenario. (The traffic noise contours, including the average daily traffic, are also presented in a tabular form as an appendix to this report.)

The noise contours were generated using a mathematical model developed by the Federal Highway Administration ("Traffic Noise Model," Version 2.5, April 14, 2004). The Traffic Noise Model (TNM) model uses traffic volume, vehicle mix, average vehicle speed, roadway geometry, and sound propagation path characteristics to predict hourly A-weighted Leq values adjacent to a road. Vehicle mix is reported in terms of the number of automobiles, medium trucks, and heavy trucks. The truck categories are defined in the TNM model by number of axles and weight. In order to compute a CNEL value for roadways the hourly data for a 24

EXHIBIT 11

EXISTING NOISE CONTOURS

(BEING PREPARED BY CITY)

EXHIBIT 12

CURRENT GENERAL PLAN NOISE CONTOURS

(BEING PREPARED BY CITY)

EXHIBIT 13

OVOV NOISE CONTOURS

(BEING PREPARED BY CITY)

hour period are used according to the CNEL formula. Vehicle distribution over the 24 hour day must be known, i.e., the percent of vehicles in the daytime period (7 a.m. to 7 p.m.), evening period (7 p.m. to 10 p.m.) and night period (10 p.m. to 7 a.m.). The mix of automobiles, medium trucks and heavy trucks has an effect on noise levels. The assumption used to model noise is based on known traffic mix data. For arterial roadways the vehicle mix data are obtained from mix data collected by the County of Orange during extensive surveys of 53 intersections within the County. This survey is the most comprehensive conducted in Southern California and is considered representative for the vast majority of arterial highways throughout Southern California. Caltrans conducts periodic traffic counts on freeways and publishes them on the internet (www.dot.ca.gov/hq/traffops/saferesr/trafdata/). The various truck percentages reported by Caltrans were used for the projections. The arterial roadway mix data are provided in Table 2. Freeway mix data are provided in Tables 3 and 4.

Table 2
Arterial Roadway Vehicle Mix Data
 (Traffic distribution per time of day in percent of Average Daily Traffic – ADT)

| VEHICLE TYPE | DAY (7 a.m. to 7 p.m.) | EVENING (7 p.m. to 10 p.m.) | NIGHT (10 p.m. to 7 a.m.) | TOTAL |
|--------------|---------------------------|--------------------------------|------------------------------|-------|
| Automobile | 75.51 | 12.57 | 9.34 | 97.42 |
| Medium Truck | 1.56 | 0.09 | 0.19 | 1.84 |
| Heavy Truck | 0.64 | 0.02 | 0.08 | 0.74 |

Table 3
Interstate 5 Vehicle Mix Data
 (Traffic distribution per time of day in percent of Average Daily Traffic – ADT)

| VEHICLE TYPE | DAY (7 a.m. to 7 p.m.) | EVENING (7 p.m. to 10 p.m.) | NIGHT (10 p.m. to 7 a.m.) | TOTAL |
|--------------|---------------------------|--------------------------------|------------------------------|-------|
| Automobile | 57.72 | 9.48 | 18.95 | 86.15 |
| Medium Truck | 1.96 | 0.32 | 0.64 | 2.92 |
| Heavy Truck | 7.32 | 1.20 | 2.40 | 10.93 |

Table 4
State Route 14 Vehicle Mix Data

(Traffic distribution per time of day in percent of Average Daily Traffic – ADT)

| VEHICLE TYPE | DAY (7 a.m. to 7 p.m.) | EVENING (7 p.m. to 10 p.m.) | NIGHT (10 p.m. to 7 a.m.) | TOTAL |
|--------------|---------------------------|--------------------------------|------------------------------|-------|
| Automobile | 63.05 | 10.51 | 21.97 | 95.53 |
| Medium Truck | 1.04 | 0.17 | 0.36 | 1.57 |
| Heavy Truck | 1.91 | 0.32 | 0.67 | 2.90 |

The Southern Pacific Railroad line handles two types of train in the Santa Clarita area; Metrolink, and freight. In terms of noise freight is the dominant noise source. Published train schedules were consulted and it was determined that 24 Metrolink trains run through Santa Clarita each day. No precise numbers of daily freight train operations could be provided, however, we estimated that 12 freight trains pass through each day. The number of freight trains is not expected to increase dramatically. By the year 2030 Metrolink trains are anticipated to double each day. Freight train usage was increased to 15 trains per day. These data were used to generate the train noise contours included in Exhibits 11 through 13.

Noise contours represent lines of equal noise exposure, just as the contour lines on a topographic map are lines of equal elevation. The contours shown on the map are the 60, 65 and 70 dB CNEL noise level. The noise contours presented can be used as a guide for land use planning. The 60 CNEL contour defines the Noise Referral Zone. This is the noise level for which noise considerations should be included when making land use policy decisions.

The contours presented in this report are a graphic representation of the noise environment. These distances to contour values are also shown in tabulated format in the appendix. Topography and intervening buildings or barriers have a very complex effect on the propagation of noise. To present a worst case estimate, the topographic affect is not included in these contours to present a worst case projection.

5.1 Projected Noise Impacts

The traffic levels will change throughout the study area in future years, and the noise levels will also undergo a corresponding change. Many comparisons can be made, but the

comparisons of most interest are between the existing noise levels and future noise levels with the OVOV plan (i.e., cumulative noise increase), and the comparison of noise levels between what would occur with the current General Plan and the proposed OVOV plan (i.e., increase due to project). The traffic study divided up the roadway network into 318 roadway links. Table 5 shows the expected incremental traffic noise level increases on the most important roadways. A significance threshold of 5 dB is often used for a change in environmental noise that occurs slowly over a long period of time. Therefore, all roadway links that show a change in noise level between the existing and future buildout of the OVOV of 5 dB or more are shown in Table 5. Additionally, any roadway links that will experience an increase of 1 dB with the OVOV compared to the Current General Plan is also included in the table. The roadway segment number corresponds to the segment number identified by the traffic engineer.

**Table 5
CNEL Noise Increases (dB)**

| Segment No. | Roadway Link | Cumulative Increase | Increase Due to Project | Land Use |
|-------------|------------------------------------|---------------------|-------------------------|--------------------|
| 2 | Agua Dulce n/o Davenport | 6.4 | 0.0 | Sparse Residential |
| 3 | Agua Dulce n/o SR-14 | 6.7 | 0.0 | Open Space |
| 4 | Agua Dulce s/o SR-14 | 4.8 | 1.8 | Open Space |
| 8 | Ave Stanford s/o Vanderbilt | 5.3 | 0.8 | Commercial |
| 29 | Chiquito Cyn (Long Cyn) n/o SR-126 | 11.0 | -0.3 | Open Space |
| 41 | Copper Hill e/o Haskell | 5.3 | -0.2 | Residential |
| 43 | Davenport e/o Sierra Hwy | 4.8 | 1.8 | Commercial |
| 53 | Dockweiler w/o Sierra Hwy | 6.8 | -0.2 | Sparse Residential |
| 55 | Franklin e/o Wolcott Way | 9.0 | 0.0 | Open Space |
| 57 | Golden Valley s/o Plum Cyn | 7.8 | 0.0 | Residential |
| 59 | Golden Valley n/o Soledad | 5.0 | 0.0 | Comercial/Indust. |
| 68 | Hasley Cyn w/o Del Valle | 6.4 | 0.7 | Open Space |
| 77 | Lake Hughes e/o Castaic | 6.1 | -0.7 | Mixed |
| 78 | Lake Hughes e/o Ridge Route | 5.4 | -2.3 | Commercial |
| 87 | Lost Cyn s/o Via Princessa | 7.4 | -0.4 | Residential |
| 98 | Magic Mtn w/o The Old Road | 7.3 | 0.1 | Open Space |
| 99 | Magic Mtn e/o The Old Road | 5.0 | 0.2 | Office |
| 105 | Magic Mtn e/o Valencia | 5.3 | 0.2 | Mixed |
| 128 | Newhall Ranch e/o Bouquet Cyn | 8.2 | 0.2 | Mixed |
| 143 | Pico Cyn w/o Stevenson Ranch | 9.9 | 0.0 | Residential |
| 161 | Ridge Route n/o Lake Hughes | 8.5 | -0.1 | Mixed |
| 162 | Ridge Route n/o Castaic | 2.0 | 3.0 | Commercial |
| 172 | San Martinez Grande Cyn n/o SR-126 | 7.0 | -1.5 | Open Space |
| 233 | Stevenson Ranch n/o Poe | -0.7 | 1.4 | Open Space |
| 238 | The Old Road n/o Hillcrest | 6.4 | -0.3 | Mixed |
| 254 | Tibbitts s/o Newhall Ranch | 5.8 | 0.0 | Commercial |
| 262 | Valencia w/o The Old Road | 5.8 | 0.1 | Residential |
| 276 | Via Princessa e/o Oak Ridge | 5.7 | 0.0 | Residential |
| 279 | Via Princessa w/o Rainbow Glen | 11.3 | 0.7 | Residential |
| 280 | Via Princessa e/o Rainbow Glen | 7.6 | 0.5 | Residential |
| 283 | Via Princessa n/o Lost Cyn | 6.8 | 0.2 | Residential |
| 290 | Wiley Cyn e/o Orchard Village | 5.8 | 0.4 | Residential |
| 295 | Wolcott n/o SR-126 | 7.8 | 0.0 | Open Space |

n/a – existing traffic volumes were not available.

Table 5 shows that 29 roadway segments will experience a cumulative noise increase of 5 dB or greater. The land uses as observed from aerials and on-site visits are shown in the table. (Land use listed may not be the same as the zoning designation.) The OVOV will experience substantial population growth in upcoming years and as a result noise levels will increase significantly along many roadways. Some of the roadway links that will experience much of the noise increase and are bordered by residential uses include portions of Wiley Canyon, Via

Princessa, and Lost Canyon Road. There will be a significant cumulative noise impact along many roads in the OVOV.

With the proposed OVOV plan the noise levels will go down on more roadways than will go up in comparison to the current General Plan. There are only 7 roadway links out of the 318 links that make up the entire roadway network where the noise levels with the OVOV plan increase by 1 dB or more in comparison to the current General Plan. For environmental noise, a difference of 3 dB is barely discernable. Only one roadway link, specifically Ridge Route north of Castaic, will experience a noise increase of 3 dB in comparison to the current General Plan. This area is primarily commercial uses which are very insensitive to noise and therefore, no project specific impacts are projected for the OVOV plan. Even for the residential areas where the noise levels are projected to increase by more than 1 dB, our review of the sites indicate that the residences are currently protected by an existing soundwall or are setback far enough from the roadway so that future noise levels with the OVOV plan will be acceptable. Therefore, although the OVOV will experience substantial increases in traffic over existing levels and corresponding increases in traffic noise, the proposed OVOV plan will result in slightly lower noise levels for more streets than with the current General Plan and will not result in any significant noise increases in comparison to the current General Plan.

Noise levels were projected for the railroad line that pass through the OVOV study area. Both Metrolink and freight trains utilize the railroad line. In future years both the operations of freight and Metrolink are expected to increase. A moderate increase in the CNEL noise level of 2.4 dB is projected to occur between existing levels and buildout. This level of noise increase is expected to occur with both the current General Plan and the proposed OVOV plan. The 2.4 dB increase is not considered to be a significant noise increase.

6.0 Noise Issues

A number of noise issues have arisen during the development of the OVOV plan. Some of the issues have a direct effect on the planning for the OVOV, while other issues are more for informational purposes only.

6.1 High-Speed Rail Line

A high speed rail line is being planned by the California High-Speed Rail Authority. The first route would likely be from Sacramento to Los Angeles, and would likely run through the OVOV area. A separate environmental study will be done as the plans for the high-speed rail are developed. At this time the potential route or routes through the OVOV area are not known, and the type of train and corresponding noise levels are not known. Therefore, no substantive planning in regards to noise can be done at this time.

6.2 High Density Development Along Railroad

High density residential development and mixed-use commercial district, which may contain residential uses, is being planned along portions of the railroad. Most notably this will occur in the areas where the railroad parallels San Fernando Road, and to a lesser extent where the railroad is adjacent to Soledad Canyon Road. Developing residential along railroads presents special challenges. First, constructing soundwalls along railroads is often not feasible. Soundwalls that are constructed may provide some protection for lower residential floors, but provide little or no protection for the upper floors. Secondly, although the CNEL noise scale is the best scale for use for environmental noise it does have a weakness when dealing with train events (and to a similar extent aircraft noise). Specifically, train noise is what is referred to as single event noise. A train event will occur and generate loud levels of noise and then there will be no railroad noise for an extended period of time. The CNEL scale accounts for the number of trains, the time of day that they occur, and how loud the trains are; but some argue that the annoyance and activity disruption that is generated by the single event of a train is not fully accounted for. For example, if a train passes by and awakens you, your main focus is on that one train and not on the other factors that go into the CNEL scale calculation. The use of CNEL (or the similar Ldn scale) for noise/land use planning is required by State code. And in

fact the use of the CNEL scale provides the best correlation with how people view the noise environment. However, some people express annoyance due to the loudness of the single events, and an extra margin of satisfaction with the noise environment can be achieved through the use of a buyer/renter notification program. Basically the notification provides information on the location and type of noise source in the area and the fact that there may loud events generated by these sources.

For high density residential uses (and mixed-use) there are no outside private areas where quiet is anticipated. Generally, these uses might have a small balcony but there is little expectation that the noise levels for these balcony areas will be low. This is especially true when one considers that a balcony noise barrier, often made of glass, is about the only way to provide noise protection for a small balcony area. Balcony barriers are often disliked by the residents because they close-in the balcony too much. For a high density residential use the expectation is that there will be a place in the complex where peace and quiet can be found. It may be communal courtyards or a pool area to lay around and relax. It is important to provide noise protection for these areas. These areas can often be protected through site design, such as locating buildings or parking structures between the noise source and the area to be protected. Recommendations for noise standards and buyer notification are provided in Section 7.0 – Policy Recommendations.

6.3 Mixed-Use Developments

As part of the development of the downtown area mixed-use projects may be constructed. The commercial/residential interface presents special problems. The primary concern is that the commercial uses may operate through the evening hours and into the nighttime hours. Clubs, late-night restaurants, and banquet facilities are some examples of commercial uses that could locate in the mixed-use area and generate noise into nighttime hours. Another characteristic of the commercial areas is that the tenants in a building may change over time. For example, a bookstore that did not operate at night could be replaced by a popular restaurant where operations could extend through the evening and into nighttime hours. Simply stated, the noise levels that are present today will change and noise environment will change accordingly. For

these reasons it is very difficult to properly soundproof residences that are constructed in a mixed-use development.

It would be desirable to take some additional action in mixed-use developments so that residents would view the noise environment as favorable. Putting time limits on the commercial uses might be viable in some cases, but it may also deter some of the specific commercial uses that the City is trying to attract from locating in or near a mixed-use development. The State requires that buildings be designed to meet a 45 CNEL indoor noise standard for multi-family residences. Therefore, it would not be possible to set an indoor noise standard more restrictive than the State standard because the State law has precedence.

Buyer and renter notification is often the only recourse in trying to improve the noise acceptability for residents in mixed-use projects. The notification should inform the potential residents that commercial uses are located nearby, the their hours of operation may change from time to time, and that the use within the commercial area along with the noise generation potential may also change over time. Specific recommendations are made in Section 7.0 – Policy Recommendations.

6.4 Agua Dulce Airport

The Agua Dulce Airport is located in the northeast quadrant of the OVOV study area. The airport is located in a sparsely populated area of the County. The airport is privately owned but open to the public. The airport has a single 4,600 foot long runway and serves general aviation aircraft only. There are many noise restrictions in place for flight operations. No night operations are allowed at the airport. Aircraft are not allowed to fly within 1,000 feet of the school which is located 1 mile southwest of the airport. If aircraft depart to the north on Runway 4, they are to avoid flying over the home 2,000 feet northeast of the end of the runway. Finally, touch and go practices are not allowed at the airport. A 65 CNEL noise contour has been generated for the airport and was provided by the County of Los Angeles. The noise contour barely extends past the ends of the runway and does not impact any residences (Exhibit 14).

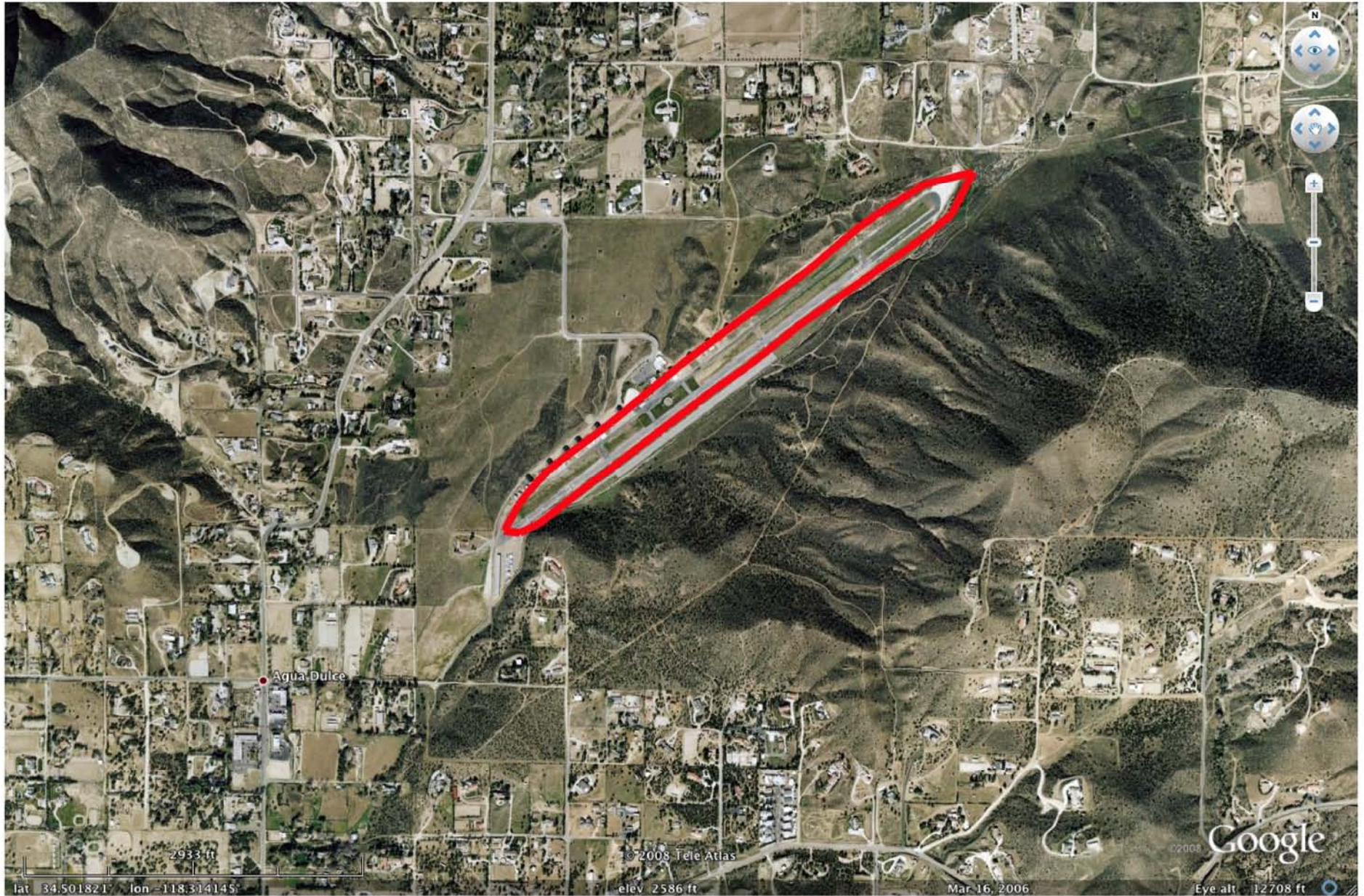


Exhibit 14
Agua Dulce Airport 65 CNEL Contour

6.5 Magic Mountain

Six Flags Magic Mountain is an amusement park located in the southwest quadrant of the study area. The park has a large number of thrill rides including 17 roller coasters, has live entertainment, and periodically has firework displays. The noise levels and hours of operation around the park vary considerably depending on the time of day, the day of the week, the presence of holidays, and the season of the year. The noise levels generated by park activities can be heard for a considerable distance around the park at certain times. People buying or renting in the area may be surprised later when they can hear park activities. A buyer/renter notification program may be appropriate for new developments that locate in the area. See Section 7.0 – Policy Recommendations.

6.6 Special Events

Special events, such as outdoor concerts, may be held in the study area on an irregular or regular basis. The noise levels as they impact surrounding parcels would be limited per the Los Angeles County Noise Ordinance and the Santa Clarita Noise Ordinance. The noise ordinances apply to any events that are held on private property. The Santa Clarita Noise Ordinance consists of Chapter 11.44 of municipal code. The limits contained in the ordinance would apply to any special event with only “lawfully conducted parades” and “emergency work” exempted from the ordinance. The Los Angeles County noise ordinance is contained in Chapter 12.08 of the county code. Similar to the Santa Clarita ordinance, the Los Angeles County ordinance contains specific noise limits that can not be exceeded at the property boundary. The limits vary depending on the time of day and land uses involved. Finally, it should be noted that the noise ordinances are contained in the city or county code, and are not part of the Noise Element of the General Plan. Control of noise sources on private property is usually regulated through the imposition of a city or county regulation and is not usually part of the General Plan.

6.7 Emergency Vehicles

Noise generated by emergency vehicles is not under the control of the City or County. Both the City and County noise ordinances exempt emergency operations from regulation. The State has preempted local jurisdictions from controlling noise generated by emergency equipment. The use of sirens on police vehicles, ambulances, and fire trucks can not be

controlled by the City or County. Similarly, emergency flights of helicopters and airplanes can not be controlled by the City or County.

7.0 Policy Recommendations

The Santa Clarita Noise Element of the General Plan was updated in May 2000. The Goals and Policies section of the document is excellent. Suggested modifications to the Goals and Policies are made below. In some cases, the change suggested simply provides a clarification to existing policies. Other suggested changes reflect the need to address noise issues that concern higher density developments that will occur as the area develops further.

7.1 Expand Use of Santa Clarita Noise Element to Entire OVOV

The use of the Santa Clarita Noise Element should be expanded to cover the entire OVOV area. Specifically, the Noise and Land Use Compatibility Guidelines (contained in the Element as Exhibit N-2) with the recommended changes suggested below and the Goals and Policies contained in the Noise Element should be applicable to all of OVOV. The Goals and Policies contained in the Noise Element are very appropriate for a developing area and are needed for the OVOV.

7.2 Modifications to Compatibility Matrix

A land use compatibility matrix is presented in the Noise Element as Exhibit N-2. The exhibit identifies the level of acceptability for land use and noise exposure combinations. For example, a land planner may consult the matrix for a residential project that is being considered where the noise exposure is 72 CNEL. The matrix would inform the planner that the compatibility is “normally unacceptable,” but if the project does proceed a detail acoustical analysis will be needed as well as noise insulation features in the design. One concern with the matrix is that many categories overlap. For example, if the planner consulted the chart for a residential project in a 57 CNEL noise zone, it would be discovered that the project would fall into two categories; “normally acceptable” and “conditionally acceptable.” This ambiguity is makes the matrix less useful.

A revised matrix is shown in Exhibit 15. The overlapping categories have been removed. Additionally, clarifying language has been added to language below the matrix and to the description of the normally unacceptable category.

7.3 Indoor Noise Criteria

Policy 3.1 of the Noise Element identifies the need to protect indoor noise levels. However, it provides a threshold level based on daytime and nighttime noise levels. Normally these levels are not readily available, however, the CNEL noise levels as presented in the noise contour exhibits for the area are easily accessed. Therefore, we are recommending that the threshold level cited should be changed to an equivalent CNEL level. Additionally, a specific indoor criterion should be cited rather than a vague phrase such as “provide mitigation measures.” The recommended language for Policy 3.1 is as follows:

Require that developers of new single-family and multi-family residential neighborhoods in areas where the projected noise levels exceeds 60 CNEL to provide mitigation measures for new residences to reduce indoor noise levels to 45 CNEL based on future traffic and railroad noise levels.

7.4 Outdoor Noise Criteria

The Noise Element does not contain any specific standards in regards to outdoor areas for new residential developments. It is important to protect certain outdoor areas for the benefit of the residents. In fact, the City generally imposes an outdoor noise standard as a condition of approval on new residential developments. However, this standard should be included in the Noise Element so that the planning for new developments will clearly addresses the need to protect certain outdoor areas. A new Policy 3.5 is recommend and would read as follows:

Require that developers of new single-family and multi-family residential neighborhoods in areas where the projected noise levels exceeds 65 CNEL to provide mitigation measures (e.g., noise barriers, setbacks, site design) for new residences to reduce outdoor noise levels to 65 CNEL based on future traffic conditions. This criteria would apply to rear yard areas for single family

developments and private patio areas and community recreation facilities (e.g., parks and swimming pools) for multi-family developments.

7.5 Development of Sensitive Land Uses Along Interstate 5

The noise levels along Interstate 5 are projected to increase with either the Current General Plan or the proposed OVOV Plan. Traffic levels are projected to increase and the percent of nighttime traffic will also continue to increase. Residential development very close to the freeway results in very high soundwalls, or in some cases, wall height requirements that are infeasible. (Generally soundwall heights greater than 16 feet are considered infeasible.) Very high soundwalls are also not consistent with the area's character that is suburban or even rural in some locations. Additionally, the California Air Resources Board has recommended that residences be located 500 feet from the edge of the freeway due to potential air toxic impacts unless detailed air studies are done. Therefore, a new Policy 3.6 is recommended below which prohibits residential buildings within 150 feet of the Interstate 5 centerline. The purpose of the policy is to avoid placing residential uses in an area that can not adequately be noise mitigated, and to reduce the use of high soundwalls along the I-5. It should be noted that the centerline was utilized as a reference instead of the right of way, because the right of way width varies greatly as the freeway passes through the study area. The proposed Policy 3.6 reads as follows:

New residential buildings shall not be located within 150 feet of the Interstate 5 centerline.

7.6 Disclosure Statements for Special Areas

Three land use situations were identified above where buyer/renter notification programs would be beneficial. A new Policy 3.7 is recommended and would read as follows:

A buyer and renter notification program should be developed for new residential developments to educate and inform potential buyers and renters of the sources of noise in the area or new sources that may occur. Potential buyers and renters within 1 mile of Magic Mountain or within 1,000 feet of the railroad should receive notice that these sources occasionally generate high levels of noise and

that the frequency and loudness of these noise events may change over time. Potential buyers and renters in or within 200 feet of high-density mixed use developments should be noticed that the commercial uses within the mixed use developments may generate noise in excess of levels typically found in residential areas, and that the commercial uses may change over time and the associated noise levels and frequency of noise events may also change along with the use.

APPENDIX
Traffic Noise Contours

Santa Clarita Noise Element / Existing Traffic Noise Contours (Arterial):

| ROAD | End 1 | End 2 | ADT | SPEED | CNEL 50' from CL | 70 | 65 | 60 |
|-------------------------|-------------------------|-------------------------|--------|-------|---------------------|----|-----|-----|
| LAKE HUGHES ROAD | North Section | North Section | 9,000 | 50 | 66.9 | 36 | 61 | 106 |
| SAN FRANCISQUITO CANYON | South of Dry Gulch Road | North of Dry Gulch Road | 0 | 45 | 0 | 0 | 0 | 0 |
| BOUQUET CANYON ROAD | North End | North End | 5,000 | 40 | 61.4 | 19 | 33 | 59 |
| SIERRA HIGHWAY | Aqua Dolce Canyon Road | E of Aqua Dolce Canyon | 2,000 | 40 | 57.4 | 12 | 21 | 37 |
| LAKE HUGHES ROAD | Mid-Section | North Section | 2,000 | 45 | 58.9 | 14 | 25 | 44 |
| SAN FRANCISQUITO CANYON | Mid-Section | South of Dry Gulch Road | 0 | 45 | 0 | 0 | 0 | 0 |
| RIDGE ROUTE ROAD | Lake Hughes Road | N of Lake Hughes Road | 5,000 | 50 | 64.3 | 27 | 46 | 80 |
| LAKE HUGHES ROAD | Castaic Road | Ridge Route Road | 9,000 | 45 | 65.5 | 30 | 53 | 92 |
| RIDGE ROUTE ROAD | Castaic Road | Lake Hughes Road | 5,000 | 50 | 64.3 | 27 | 46 | 80 |
| CASTAIC ROAD | Parker Road | Lake Hughs Road | 12,000 | 50 | 68.1 | 41 | 70 | 121 |
| THE OLD ROAD | Parker Road | Sloan Canyon Road | 2,000 | 50 | 60.4 | 17 | 30 | 52 |
| AGUA DULCE CANYON ROAD | Escondido Canyon Road | Sierra Highway | 4,000 | 45 | 61.9 | 20 | 35 | 62 |
| ESCONDIDO CANYON ROAD | Aqua Dolce Cyn Road | East End | 3,000 | 45 | 60.7 | 18 | 31 | 54 |
| AGUA DULCE ROAD | Davenport Road | Escondido Canyon Road | 3,000 | 55 | 63.5 | 25 | 43 | 72 |
| DAVENPORT ROAD | Tick Canyon Road | Aqua Dulce Road | 2,000 | 45 | 58.9 | 14 | 25 | 44 |
| DAVENPORT ROAD | Sierra Highway | Tick Canyon Road | 2,000 | 35 | 55.8 | 9 | 17 | 30 |
| SAN FRANCISQUITO CANYON | N of Copper Hill Drive | Mid-Section | 0 | 45 | 0 | 0 | 0 | 0 |
| MCBEAN PARKWAY | North of Copperhill | | 0 | 40 | 0 | 0 | 0 | 0 |
| SECO CANYON ROAD | Copper Hill Drive | N of Copper Hill Drive | 10,000 | 35 | 62.8 | 21 | 38 | 69 |
| COPPER HILL DRIVE | Sycamore | High Ridge | 5,000 | 55 | 65.7 | 32 | 54 | 91 |
| COPPER HILL DRIVE | Haskell Canyon Road | Sycamore | 5,000 | 45 | 62.9 | 23 | 40 | 69 |
| COPPER HILL DRIVE | Seco Canyon Road | Haskell Canyon Road | 20,000 | 55 | 71.7 | 60 | 102 | 173 |
| BOUQUET CANYON ROAD | David Way | Vasquez Canyon Road | 11,000 | 50 | 67.8 | 39 | 68 | 116 |
| HASLEY CANYON ROAD | Del Valle Road | Sloan Canyon Road | 3,000 | 40 | 59.2 | 14 | 26 | 46 |
| SIERRA HIGHWAY | Vasquez Canyon Road | Davenport Road | 11,000 | 40 | 64.8 | 28 | 49 | 87 |
| HASLEY CANYON ROAD | The Old Road | Commerce Center Drive | 17,000 | 40 | 66.7 | 34 | 61 | 108 |
| SIERRA HIGHWAY | Sand Canyon Road | Vasquez Canyon Road | 11,000 | 35 | 63.2 | 22 | 40 | 73 |
| SIERRA HIGHWAY | S of Vasquez Canyon Rd | Vasquez Canyon Road | 11,000 | 45 | 66.3 | 33 | 58 | 102 |

| | | | | | | | | |
|-----------------------|---------------------------|---------------------------|--------|----|------|----|-----|-----|
| COPPER HILL DRIVE | Decoro Drive | McBean Parkway | 26,500 | 45 | 70.2 | 51 | 89 | 156 |
| PLUM CANYON ROAD | West of Golden Valley | West of Golden Valley | 24,000 | 45 | 69.7 | 48 | 85 | 149 |
| COPPER HILL DRIVE | Alta Vista Way | Decoro Drive | 33,000 | 60 | 73.9 | 76 | 128 | 218 |
| DECORO DRIVE | Rye Canyon | Dickason Drive | 12,000 | 35 | 63.6 | 23 | 42 | 76 |
| DECORO DRIVE | Dickason Drive | McBean Parkway | 14,000 | 55 | 70.2 | 51 | 86 | 147 |
| PLUM CANYON ROAD | West of Golden Valley | South of Skyline Ranch Rd | 24,000 | 45 | 69.7 | 48 | 85 | 149 |
| THE OLD ROAD | Newhall Ranch Road | N of Newhall Ranch Road | 10,000 | 45 | 65.9 | 32 | 55 | 97 |
| THE OLD ROAD | Henry Mayo Drive | Newhall Ranch Road | 15,000 | 55 | 70.5 | 53 | 89 | 152 |
| RYE CANYON ROAD | Avenue Scott | Newhall Ranch Road | 25,000 | 50 | 71.3 | 58 | 100 | 172 |
| WHITES CANYON ROAD | South of Skyline Ranch Rd | Skyline Ranch Road | 13,000 | 55 | 69.8 | 49 | 84 | 142 |
| AGUA DULCE ROAD | Soledad Canyon Road | Davenport Road | 3,000 | 55 | 63.5 | 25 | 43 | 72 |
| HENRY MAYO DRIVE | The Old Road | East of Commerce Ctr Dr | 5,000 | 45 | 62.9 | 23 | 40 | 69 |
| HENRY MAYO DRIVE | The Old Road | East of Commerce Ctr Dr | 5,000 | 40 | 61.4 | 19 | 33 | 59 |
| DICKASON DRIVE | Newhall Ranch Road | Decoro Drive | 13,000 | 50 | 68.5 | 42 | 73 | 126 |
| NEWHALL RANCH ROAD | Dickenson Drive | Rye Canyon Road | 21,000 | 50 | 70.6 | 53 | 92 | 158 |
| SOLEDAD CANYON ROAD | Aqua Dolce Road | East of Aqua Dolce Rd | 8,000 | 55 | 67.7 | 39 | 67 | 114 |
| HENRY MAYO DRIVE | East of Commerce Ctr Dr | Commerce Center Drive | 5,000 | 45 | 62.9 | 23 | 40 | 69 |
| AVE TIBBITTS | Avenue Scott | Newhall Ranch Road | 9,000 | 35 | 62.3 | 20 | 36 | 66 |
| THE OLD ROAD | Rye Canyon Road | Henry Mayo Drive | 33,000 | 50 | 72.5 | 66 | 114 | 196 |
| AVE SCOTT | Avenue Tibbitts | Rockefeller Avenue | 10,000 | 35 | 62.8 | 21 | 38 | 69 |
| AVE TIBBITTS | Avenue Scott | Hopkins | 0 | 35 | 0 | 0 | 0 | 0 |
| NEWHALL RANCH ROAD | Bouquet Canyon Road | E of Bouquet Canyon Rd | 7,000 | 50 | 65.8 | 32 | 55 | 94 |
| NEWHALL RANCH ROAD | West of Golden Valley | | 0 | 45 | 0 | 0 | 0 | 0 |
| SANTA CLARITA PARKWAY | Newhall Ranch Road | Bouquet Canyon Road | 0 | 45 | 0 | 0 | 0 | 0 |
| AVE TIBBITTS | Hopkins | Magic Mountain Parkway | 0 | 55 | 0 | 0 | 0 | 0 |
| BOUQUET CANYON ROAD | Soledad Canyon / Valencia | Newhall Ranch Road | 63,000 | 45 | 73.9 | 77 | 136 | 237 |
| THE OLD ROAD | Magic Mountain Parkway | Rye Canyon Road | 31,000 | 35 | 67.7 | 38 | 69 | 125 |
| HENRY MAYO DRIVE | Commerce Center Drive | Chiquito Canyon Road | 5,000 | 40 | 61.4 | 19 | 33 | 59 |

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|-------------------------|--------------------------|---------------------------|--------|----|------|----|-----|-----|
| MAGIC MOUNTAIN PARKWAY | The Old Road | Magic Mountain Theme Park | 16,000 | 55 | 70.7 | 54 | 92 | 156 |
| LOST CANYON ROAD | Sand Canyon Road | East of Sand Canyon Rd | 0 | 45 | 0 | 0 | 0 | 0 |
| MAGIC MOUNTAIN PARKWAY | | East of Commerce Ctr Dr | 0 | 50 | 0 | 0 | 0 | 0 |
| SAND CANYON ROAD | South of Jakes Way | Jakes Way | 9,000 | 45 | 65.5 | 30 | 53 | 92 |
| MAGIC MOUNTAIN PARKWAY | Bouquet Canyon Road | Valencia Blvd | 21,000 | 50 | 70.6 | 53 | 92 | 158 |
| HENRY MAYO DRIVE | West of Chiquito Cyn Rd | West of Chiquito Cyn Rd | 5,000 | 45 | 62.9 | 23 | 40 | 69 |
| WHITES CANYON ROAD | Via Princessa | Soledad Canyon Road | 25,000 | 50 | 71.3 | 58 | 100 | 172 |
| THE OLD ROAD | North of Valencia Blvd | Magic Mountain Parkway | 15,000 | 55 | 70.5 | 53 | 89 | 152 |
| TOURNEY ROAD | Valencia Boulevard | Magic Mountain Parkway | 6,000 | 35 | 60.5 | 16 | 29 | 53 |
| VALENCIA BOULEVARD | Tourney Road | Rockwell Canyon Road | 43,000 | 45 | 72.3 | 64 | 113 | 197 |
| VALENCIA BOULEVARD | Interstate 5 | Tourney Road | 44,000 | 45 | 72.4 | 65 | 114 | 199 |
| THE OLD ROAD | Valencia Blvd | North of Valencia Blvd | 15,000 | 40 | 66.2 | 32 | 57 | 102 |
| VALENCIA BOULEVARD | The Old Road | Interstate 5 | 21,000 | 45 | 69.1 | 45 | 80 | 139 |
| HENRY MAYO DRIVE | Wes of Chiquito Cyn Rd | to West End | 5,000 | 40 | 61.4 | 19 | 33 | 59 |
| VIA PRINCESSA | North of Lost Canyon | Sierra Highway | 24,000 | 35 | 66.6 | 33 | 60 | 109 |
| VIA PRINCESSA | Lost Canyon Road | North of Lost Canyon | 5,000 | 35 | 59.7 | 15 | 27 | 49 |
| MAGIC MOUNTAIN PARKWAY | Commerce Center Drive | Valencia Blvd | 0 | 45 | 0 | 0 | 0 | 0 |
| VIA PRINCESSA | East of Golden Valley Rd | | 0 | 35 | 0 | 0 | 0 | 0 |
| VIA PRINCESSA | Santa Clarita Pkwy | Golden Valley Road | 0 | 40 | 0 | 0 | 0 | 0 |
| GOLDEN VALLEY ROAD | Sierra Highway | Via Princessa | 20,000 | 60 | 71.7 | 60 | 102 | 173 |
| ROCKWELL CANYON ROAD | McBean Parkway | Valencia Blvd | 15,000 | 50 | 69.1 | 45 | 78 | 135 |
| VIA PRINCESSA | Railroad Avenue | West of Railroad Canyon | 2,000 | 40 | 57.4 | 12 | 21 | 37 |
| RAILROAD AVENUE | Via Princessa | South of Via Princessa | 36,000 | 40 | 70.0 | 50 | 89 | 158 |
| 16TH STREET | Newhall Avenue | Orchard Village Road | 9,000 | 35 | 62.3 | 20 | 36 | 66 |
| STEVENSON RANCH PARKWAY | The Old Road | North of Pico Canyon Road | 28,000 | 50 | 71.8 | 61 | 105 | 181 |
| LYONS AVENUE EXTENSION | Railroad Canyon | Walnut | 20,000 | 55 | 71.7 | 60 | 102 | 173 |
| THE OLD ROAD | Pico Canyon Road | Stevensons Ranch Parkway | 25,000 | 40 | 68.4 | 42 | 74 | 132 |
| SAND CANYON ROAD | Placerita Canyon Road | South of Jakes Way | 9,000 | 45 | 65.5 | 30 | 53 | 92 |

| | | | | | | | | |
|-------------------------|-------------------------|---------------------------|--------|----|------|----|-----|-----|
| LYONS AVENUE | Newhall Avenue | Walnut | 38,000 | 45 | 71.7 | 61 | 106 | 186 |
| NEWHALL AVENUE | Lyons Avenue | 16th Street | 1,000 | 45 | 55.9 | 10 | 18 | 32 |
| PICO CANYON ROAD | The Old Road | Stevenson Ranch Parkway | 16,000 | 55 | 70.7 | 54 | 92 | 156 |
| STEVENSON RANCH PARKWAY | Pico Canyon Road | North of Pico Canyon Road | 8,000 | 50 | 66.4 | 34 | 58 | 100 |
| WILEY CANYON ROAD | Lyons Avenue | Tournament Canyon Road | 18,000 | 40 | 67.0 | 35 | 63 | 112 |
| LYONS AVENUE EXTENSION | | East of Railroad Canyon | 0 | 55 | 0 | 0 | 0 | 0 |
| NEWHALL AVENUE | Market Street | Lyons Avenue | 22,000 | 45 | 69.3 | 46 | 81 | 142 |
| SIERRA HIGHWAY | Intersection Dockweiler | Intersection Dockweiler | 16,000 | 45 | 68.0 | 40 | 70 | 122 |
| SIERRA HIGHWAY | Newhall Avenue | Dockweiler Drive | 16,000 | 45 | 68.0 | 40 | 70 | 122 |
| NEWHALL AVENUE | Sierra Highway | East of Sierra Highway | 39,000 | 45 | 71.8 | 61 | 107 | 188 |
| CALGROVE BOULEVARD | Wiley Canyon | East End | 600 | 55 | 56.5 | 12 | 20 | 34 |
| CALGROVE BOULEVARD | The Old Road | Wiley Canyon | 11,000 | 55 | 69.1 | 46 | 77 | 132 |
| THE OLD ROAD | Calgrove Boulevard | North of Calgrove Blvd | 5,000 | 45 | 62.9 | 23 | 40 | 69 |
| THE OLD ROAD | North of Calgrove Blvd | Pico Canyon Road | 5,000 | 35 | 59.7 | 15 | 27 | 49 |
| THE OLD ROAD | Sierra Highway | Calgrove Boulevard | 7,000 | 45 | 64.4 | 27 | 47 | 82 |
| SAN FERNANDO RD (LA) | Sierra Highway | S of Sierra Highway | 0 | 45 | 0 | 0 | 0 | 0 |
| CHIQUITO CANYON ROAD | Lower Mid Point | North End | 2,000 | 45 | 58.9 | 14 | 25 | 44 |
| CHIQUITO CANYON ROAD | South End | Lower Mid-Point | 17,000 | 45 | 68.2 | 41 | 72 | 126 |
| HILLCREST PARKWAY | The Old Road | Sloan Canyon Road | 15,000 | 45 | 67.7 | 39 | 68 | 118 |
| SAND CANYON ROAD | S of Placerita Canyon | Little Tujunga Canyon Rd | 9,000 | 45 | 65.5 | 30 | 53 | 92 |
| PLACERITA CANYON ROAD | W of Sand Canyon Road | W of Sand Canyon Road | 4,000 | 40 | 60.4 | 17 | 30 | 53 |
| PLACERITA CANYON ROAD | Mid-Section | Mid-Section | 4,000 | 55 | 64.7 | 29 | 49 | 83 |
| PLACERITA CANYON ROAD | East of Sierra Highway | East of Sierra Highway | 4,000 | 55 | 64.7 | 29 | 49 | 83 |
| PLACERITA CANYON ROAD | Sierra Highway | East of Sierra Highway | 4,000 | 55 | 64.7 | 29 | 49 | 83 |
| PLACERITA CANYON ROAD | East of Sierra Highway | Mid-Section | 4,000 | 55 | 64.7 | 29 | 49 | 83 |
| PLACERITA CANYON ROAD | East of Sierra Highway | East of Sierra Highway | 4,000 | 45 | 61.9 | 20 | 35 | 62 |
| SOLEDAD CANYON ROAD | Shadow Pines Blvd | Aqua Dolce Road | 8,000 | 55 | 67.7 | 39 | 67 | 114 |
| SIERRA HIGHWAY | Davenport Road | North of Davenport Rd | 2,000 | 45 | 58.9 | 14 | 25 | 44 |
| SIERRA HIGHWAY | North of Davenport Rd | Aqua Dolce Canyon Road | 2,000 | 45 | 58.9 | 14 | 25 | 44 |
| BOUQUET CANYON ROAD | Vasquez Canyon Road | Mid Section | 5,000 | 50 | 64.3 | 27 | 46 | 80 |
| BOUQUET CANYON ROAD | Mid Section | North End | 5,000 | 50 | 64.3 | 27 | 46 | 80 |

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|---------------------|--------------------------|--------------------------|--------|----|------|----|-----|-----|
| VASQUEZ CANYON ROAD | Sierra Highway | North of Sierra Highway | 8,000 | 45 | 65.0 | 28 | 50 | 87 |
| VASQUEZ CANYON ROAD | North of Sierra Highway | East of Bouquet Canyon | 8,000 | 40 | 63.5 | 24 | 42 | 74 |
| SOLEDAD CANYON ROAD | W of Shadow Pines Blvd | W of Shadow Pines Blvd | 12,000 | 50 | 68.1 | 41 | 70 | 121 |
| SOLEDAD CANYON ROAD | W of Shadow Pines Blvd | Shadow Pines Blvd | 12,000 | 35 | 63.6 | 23 | 42 | 76 |
| SOLEDAD CANYON ROAD | West of Sand Canyon | Sand Canyon Road | 26,000 | 40 | 68.6 | 42 | 75 | 134 |
| SOLEDAD CANYON ROAD | East of Sand Cayon | Sand Canyon Road | 33,000 | 50 | 72.5 | 66 | 114 | 196 |
| SOLEDAD CANYON ROAD | East of Sand Cayon | East of Sand Cayon | 33,000 | 50 | 72.5 | 66 | 114 | 196 |
| SAND CANYON ROAD | Jakes Way | South of Soledad Canyon | 28,000 | 45 | 70.4 | 52 | 91 | 160 |
| SAND CANYON ROAD | South of Soledad Canyon | Soledad Canyon Road | 28,000 | 50 | 71.8 | 61 | 105 | 181 |
| SOLEDAD CANYON ROAD | West of Sand Canyon | West of Sand Canyon | 26,000 | 50 | 71.5 | 59 | 101 | 175 |
| SOLEDAD CANYON ROAD | East of Sierra Highway | Sierra Highway | 35,000 | 50 | 72.8 | 68 | 117 | 201 |
| SOLEDAD CANYON ROAD | East of Sierra Highway | West of Sand Canyon | 35,000 | 45 | 71.4 | 58 | 102 | 178 |
| SOLEDAD CANYON ROAD | East of Sierra Highway | East of Sierra Highway | 35,000 | 45 | 71.4 | 58 | 102 | 178 |
| SOLEDAD CANYON ROAD | East of Whites Canyon | Whites Canyon Road | 46,000 | 40 | 71.0 | 56 | 100 | 178 |
| SOLEDAD CANYON ROAD | East of Whites Canyon | East of Whites Canyon | 46,000 | 45 | 72.5 | 67 | 116 | 204 |
| SOLEDAD CANYON ROAD | West of Sierra Highway | Sierra Highway | 46,000 | 45 | 72.5 | 67 | 116 | 204 |
| SOLEDAD CANYON ROAD | West of Sierra Highway | East of Whites Canyon | 46,000 | 45 | 72.5 | 67 | 116 | 204 |
| SOLEDAD CANYON ROAD | West of Whites Canyon | Whites Canyon | 46,000 | 45 | 72.5 | 67 | 116 | 204 |
| WHITES CANYON ROAD | Soledad Canyon Road | N of Soledad Canyon Road | 41,000 | 40 | 70.5 | 53 | 95 | 168 |
| WHITES CANYON ROAD | N of Soledad Canyon Road | N of Soledad Canyon Road | 41,000 | 50 | 73.5 | 73 | 126 | 217 |
| WHITES CANYON ROAD | N of Soledad Canyon Road | N of Soledad Canyon Road | 41,000 | 40 | 70.5 | 53 | 95 | 168 |
| WHITES CANYON ROAD | N of Soledad Canyon Road | N of Soledad Canyon Road | 41,000 | 30 | 67.1 | 35 | 65 | 121 |
| WHITES CANYON ROAD | N of Soledad Canyon Road | N of Soledad Canyon Road | 41,000 | 55 | 74.8 | 83 | 142 | 241 |
| WHITES CANYON ROAD | N of Soledad Canyon Road | N of Soledad Canyon Road | 41,000 | 35 | 68.9 | 44 | 80 | 144 |
| WHITES CANYON ROAD | N of Soledad Canyon Road | South of Plum Canyon | 41,000 | 45 | 72.0 | 63 | 110 | 193 |
| WHITES CANYON ROAD | South of Plum Canyon | Plum Canyon Road | 41,000 | 35 | 68.9 | 44 | 80 | 144 |

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|---------------------|-------------------------|-------------------------|--------|----|------|----|-----|-----|
| PLUM CANYON ROAD | West of Golden Valley | East of Bouquet Canyon | 24,000 | 40 | 68.2 | 41 | 72 | 129 |
| PLUM CANYON ROAD | Bouquet Canyon Road | East of Bouquet Canyon | 24,000 | 40 | 68.2 | 41 | 72 | 129 |
| BOUQUET CANYON ROAD | David Way | Susan | 11,000 | 45 | 66.3 | 33 | 58 | 102 |
| BOUQUET CANYON ROAD | Plum Canyon | Susan | 10,000 | 45 | 65.9 | 32 | 55 | 97 |
| COPPER HILL DRIVE | High Ridge | Benz Road | 5,000 | 60 | 65.7 | 32 | 54 | 91 |
| HASKELL CANYON ROAD | Jeffers Lane | Copper Hill Drive | 12,000 | 45 | 66.7 | 35 | 61 | 106 |
| HASKELL CANYON ROAD | Bouquet Canyon Road | Ridgegrove Drive | 12,000 | 35 | 63.6 | 23 | 42 | 76 |
| HASKELL CANYON ROAD | Jeffers Lane | Ridgegrove Drive | 12,000 | 45 | 66.7 | 35 | 61 | 106 |
| BOUQUET CANYON ROAD | Urbandale Avenue | Plum Canyon | 30,000 | 45 | 70.7 | 54 | 95 | 166 |
| BOUQUET CANYON ROAD | Haskell Canyon Road | Urbandale Avenue | 30,000 | 45 | 70.7 | 54 | 95 | 166 |
| BOUQUET CANYON ROAD | Alamogordo Road | Centurion Way | 52,000 | 45 | 73.1 | 71 | 124 | 216 |
| BOUQUET CANYON ROAD | Centurion Way | Haskell Canyon Road | 38,000 | 45 | 71.7 | 61 | 106 | 186 |
| BOUQUET CANYON ROAD | Seco Canyon Road | Santa Clarita Parkway | 42,000 | 50 | 73.6 | 74 | 127 | 219 |
| BOUQUET CANYON ROAD | Santa Clarita Parkway | Urbandale Avenue | 30,000 | 40 | 69.2 | 46 | 81 | 144 |
| SECO CANYON ROAD | Bouquet Canyon Road | N of Bouquet Canyon Rd | 23,000 | 40 | 68.0 | 40 | 71 | 126 |
| SECO CANYON ROAD | N of Bouquet Canyon Rd | Decoro Drive | 23,000 | 35 | 66.4 | 32 | 59 | 107 |
| SECO CANYON ROAD | Decoro Drive | North of Decoro Drive | 23,000 | 35 | 66.4 | 32 | 59 | 107 |
| SECO CANYON ROAD | North of Decoro Drive | S of Copper Hill Drive | 19,000 | 35 | 65.5 | 29 | 53 | 97 |
| SECO CANYON ROAD | S of Copper Hill Drive | Copper Hill Drive | 19,000 | 35 | 65.5 | 29 | 53 | 97 |
| COPPER HILL DRIVE | San Francisquito Canyon | Seco Canyon Road | 35,000 | 35 | 68.2 | 40 | 73 | 133 |
| COPPER HILL DRIVE | McBean Parkway | San Francisquito Canyon | 35,000 | 50 | 72.8 | 68 | 117 | 201 |
| MCBEAN PARKWAY | Sunset Hills Drive | Copper Hill Drive | 22,000 | 40 | 67.8 | 39 | 69 | 123 |
| MCBEAN PARKWAY | South of Sunset Hills | Sunset Hills Drive | 22,000 | 40 | 67.8 | 39 | 69 | 123 |
| MCBEAN PARKWAY | Decoro Drive | North of Decoro Drive | 27,000 | 40 | 68.7 | 43 | 77 | 137 |
| MCBEAN PARKWAY | South of Sunset Hills | North of Decoro Drive | 27,000 | 40 | 68.7 | 43 | 77 | 137 |
| MCBEAN PARKWAY | North of Decoro Drive | North of Decoro Drive | 27,000 | 40 | 68.7 | 43 | 77 | 137 |
| DECORO DRIVE | McBean Parkway | Grandview | 19,000 | 45 | 68.7 | 43 | 76 | 133 |
| DECORO DRIVE | Grandview | Hillsborough | 14,000 | 45 | 67.4 | 37 | 65 | 114 |
| DECORO DRIVE | Hillsborough | Bidwell Lane | 17,000 | 45 | 68.2 | 41 | 72 | 126 |
| DECORO DRIVE | Bidwell Lane | Delgado Drive | 11,000 | 55 | 69.1 | 46 | 77 | 132 |
| DECORO DRIVE | Delgado Drive | Seco Canyon Road | 11,000 | 60 | 69.1 | 46 | 77 | 132 |
| MCBEAN PARKWAY | Newhall Ranch Road | Fairveiw Drive | 32,000 | 40 | 69.5 | 47 | 84 | 149 |
| MCBEAN PARKWAY | Fairveiw Drive | Decoro Drive | 32,000 | 40 | 69.5 | 47 | 84 | 149 |

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|-------------------------|------------------------|------------------------|--------|----|------|----|-----|-----|
| COPPER HILL DRIVE | Alta Vista Way | Smyth Drive | 35,000 | 55 | 74.1 | 78 | 132 | 224 |
| COPPER HILL DRIVE | Newhall Ranch Road | Smyth Drive | 35,000 | 60 | 74.1 | 78 | 132 | 224 |
| AVE SCOTT | Avenue Tibbitts | Stanford Avenue | 14,000 | 45 | 67.4 | 37 | 65 | 114 |
| AVE SCOTT | Stanford Avenue | Rye Canyon | 10,000 | 40 | 64.4 | 26 | 47 | 83 |
| NEWHALL RANCH ROAD | Rye Canyon Road | Interstate 5 ramp | 25,000 | 45 | 69.9 | 49 | 87 | 151 |
| BOUQUET CANYON ROAD | Newhall Ranch Road | Espuella Avenue | 52,000 | 55 | 75.9 | 93 | 158 | 269 |
| BOUQUET CANYON ROAD | Espuella Avenue | Seco Canyon Road | 52,000 | 45 | 73.1 | 71 | 124 | 216 |
| NEWHALL RANCH ROAD | Bouquet Canyon Road | Hillsborough | 37,000 | 45 | 71.6 | 60 | 105 | 183 |
| NEWHALL RANCH ROAD | Hillsborough | West of Hillsborough | 37,000 | 45 | 71.6 | 60 | 105 | 183 |
| NEWHALL RANCH ROAD | E of Bouquet Canyon Rd | E of Bouquet Canyon Rd | 7,000 | 45 | 64.4 | 27 | 47 | 82 |
| NEWHALL RANCH ROAD | E of Bouquet Canyon Rd | E of Bouquet Canyon Rd | 7,000 | 50 | 65.8 | 32 | 55 | 94 |
| NEWHALL RANCH ROAD | W of Hillsborough | East of McBean Pkwy | 37,000 | 50 | 73.0 | 70 | 120 | 207 |
| NEWHALL RANCH ROAD | East of McBean Pkwy | McBean Parkway | 37,000 | 50 | 73.0 | 70 | 120 | 207 |
| MCBEAN PARKWAY | Avenue Scott | Newhall Ranch Road | 47,000 | 45 | 72.6 | 67 | 118 | 206 |
| AVE SCOTT | Rockefeller Avenue | McBean Parkway | 14,000 | 35 | 64.2 | 25 | 46 | 83 |
| NEWHALL RANCH ROAD | Interstate 5 ramp | Interstate 5 ramp | 28,000 | 50 | 71.8 | 61 | 105 | 181 |
| NEWHALL RANCH ROAD | E of Interstate 5 ramp | E of Interstate 5 ramp | 28,000 | 45 | 70.4 | 52 | 91 | 160 |
| COMMERCE CENTER DRIVE | Magic Mountain Parkway | Henry Mayo Drive | 0 | 55 | 0 | 0 | 0 | 0 |
| COMMERCE CENTER DRIVE | Henry Mayo Drive | Hasley Canyon Road | 17,000 | 55 | 71.0 | 56 | 95 | 161 |
| THE OLD ROAD | South of Hasley Canyon | Hasley Canyon Road | 9,000 | 40 | 64.0 | 25 | 44 | 79 |
| RIDGE ROUTE ROAD | N of Lake Hughes Road | Templin Parkway | 5,000 | 50 | 64.3 | 27 | 46 | 80 |
| THE OLD ROAD | Sloan Canyon Road | N of Sloan Canyon Road | 9,000 | 40 | 64.0 | 25 | 44 | 79 |
| THE OLD ROAD | Hasley Canyon Road | S of Hillcrest Parkway | 16,000 | 40 | 66.5 | 33 | 59 | 105 |
| THE OLD ROAD | S of Hillcrest Parkway | Hillcrest Parkway | 16,000 | 50 | 69.4 | 47 | 81 | 139 |
| LONG CANYON ROAD | Henry Mayo Drive | Potrero Canyon | 0 | 45 | 0 | 0 | 0 | 0 |
| STEVENSON RANCH PARKWAY | The Old Road | East of the Old Road | 13,000 | 50 | 68.5 | 42 | 73 | 126 |
| MCBEAN PARKWAY | Rockwell Canyon Road | Interstate 5 ramp | 47,000 | 45 | 72.6 | 67 | 118 | 206 |
| MCBEAN PARKWAY | Interstate 5 ramp | Interstate 5 ramp | 47,000 | 45 | 72.6 | 67 | 118 | 206 |
| PICO CANYON ROAD | The Old Road | Interstate 5 ramp | 40,000 | 55 | 74.7 | 83 | 140 | 239 |
| LYONS AVENUE | Interstate 5 ramp | Interstate 5 | 38,000 | 50 | 73.1 | 70 | 121 | 209 |
| PICO CANYON ROAD | Interstate 5 ramp | West of Wiley Canyon | 40,000 | 40 | 70.4 | 53 | 94 | 166 |
| LYONS AVENUE | Wiley Canyon Road | Interstate 5 ramp | 38,000 | 50 | 73.1 | 70 | 121 | 209 |
| LYONS AVENUE | Interstate 5 ramp | Interstate 5 | 44,000 | 50 | 73.8 | 75 | 130 | 224 |
| RYE CANYON ROAD | The Old Road | NE of The Old Road | 35,000 | 50 | 72.8 | 68 | 117 | 201 |

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|------------------------|---------------------------|---------------------------|--------|----|------|----|-----|-----|
| RYE CANYON ROAD | South of Avenue Scott | Avenue Scott | 23,000 | 45 | 69.5 | 47 | 83 | 145 |
| RYE CANYON ROAD | NE of The Old Road | South of Avenue Scott | 35,000 | 45 | 71.4 | 58 | 102 | 178 |
| MAGIC MOUNTAIN PARKWAY | The Old Road | Interstate 5 | 26,000 | 50 | 71.5 | 59 | 101 | 175 |
| MAGIC MOUNTAIN PARKWAY | Interstate 5 | Tourney Road | 30,000 | 50 | 72.1 | 63 | 109 | 187 |
| MAGIC MOUNTAIN PARKWAY | Interstate 5 | Interstate 5 | 26,000 | 45 | 70.1 | 50 | 88 | 154 |
| MAGIC MOUNTAIN PARKWAY | Int of Mag Mt. & Tibbitts | Int of Mag Mt. & Tibbitts | 30,000 | 45 | 70.7 | 54 | 95 | 166 |
| MAGIC MOUNTAIN PARKWAY | Tourney Road | West of McBean Parkway | 21,000 | 45 | 69.1 | 45 | 80 | 139 |
| MAGIC MOUNTAIN PARKWAY | McBean Parkway | West of McBean Parkway | 21,000 | 45 | 69.1 | 45 | 80 | 139 |
| MAGIC MOUNTAIN PARKWAY | West of McBean Parkway | West of McBean Parkway | 21,000 | 50 | 70.6 | 53 | 92 | 158 |
| MCBEAN PARKWAY | Magic Mountain Parkway | Creekside | 51,000 | 45 | 73.0 | 70 | 122 | 214 |
| MCBEAN PARKWAY | Creekside | Avenue Scott | 58,000 | 45 | 73.6 | 74 | 130 | 228 |
| MAGIC MOUNTAIN PARKWAY | McBean Parkway | East of McBean Parkway | 16,000 | 45 | 68.0 | 40 | 70 | 122 |
| MAGIC MOUNTAIN PARKWAY | East of McBean Parkway | East of McBean Parkway | 21,000 | 40 | 67.6 | 38 | 68 | 121 |
| MAGIC MOUNTAIN PARKWAY | Valencia Blvd | West of Valencia Blvd | 21,000 | 40 | 67.6 | 38 | 68 | 121 |
| MAGIC MOUNTAIN PARKWAY | West of Valencia Blvd | West of Valencia Blvd | 21,000 | 40 | 67.6 | 38 | 68 | 121 |
| MCBEAN PARKWAY | South of Magic Mountain | Magic Mountain Parkway | 43,000 | 40 | 70.8 | 55 | 97 | 172 |
| MCBEAN PARKWAY | Valencia Blvd | North of Valencia Blvd | 43,000 | 45 | 72.3 | 64 | 113 | 197 |
| MCBEAN PARKWAY | North of Valencia Blvd | South of Magic Mountain | 43,000 | 45 | 72.3 | 64 | 113 | 197 |
| VALENCIA BOULEVARD | McBean Parkway | East of McBean Parkway | 48,000 | 45 | 72.7 | 68 | 119 | 208 |
| VALENCIA BOULEVARD | East of McBean Parkway | SW of Magic Mountain Pkwy | 48,000 | 45 | 72.7 | 68 | 119 | 208 |
| VALENCIA BOULEVARD | SW of Magic Mountain Pkwy | East of McBean Parkway | 48,000 | 45 | 72.7 | 68 | 119 | 208 |
| VALENCIA BOULEVARD | McBean Parkway | West of McBean Parkway | 51,000 | 50 | 74.4 | 81 | 140 | 241 |
| VALENCIA BOULEVARD | West of McBean Parkway | Rockwell Canyon Road | 51,000 | 40 | 71.5 | 59 | 106 | 188 |
| MCBEAN PARKWAY | Del Monte Drive | Valencia Blvd | 35,000 | 45 | 71.4 | 58 | 102 | 178 |
| MCBEAN PARKWAY | Arroyo Park Drive | Del Monte Drive | 35,000 | 45 | 71.4 | 58 | 102 | 178 |
| MCBEAN PARKWAY | South of Arroyo Park Dr | Arroyo Park Drive | 35,000 | 45 | 71.4 | 58 | 102 | 178 |

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| MCBEAN PARKWAY | Orchard Village Road | North of Orchard Village | 38,000 | 45 | 71.7 | 61 | 106 | 186 |
| MCBEAN PARKWAY | North of Orchard Village | South of Arroya Park Dr | 38,000 | 45 | 71.7 | 61 | 106 | 186 |
| MCBEAN PARKWAY | Rockwell Canyon Road | Singing Hills Drive | 30,000 | 45 | 70.7 | 54 | 95 | 166 |
| MCBEAN PARKWAY | East of Singing Hills Dr | Orchard Village Road | 30,000 | 45 | 70.7 | 54 | 95 | 166 |
| MCBEAN PARKWAY | Singing Hills Drive | East of Singing Hills Dr | 30,000 | 45 | 70.7 | 54 | 95 | 166 |
| TOURNAMENT ROAD | Wiley Canyon Road | Mid-Section | 6,000 | 40 | 62.2 | 20 | 36 | 64 |
| TOURNAMENT ROAD | Mid-Section | South of McBean Parkway | 6,000 | 55 | 66.5 | 34 | 59 | 99 |
| WILEY CANYON ROAD | Lyons Avenue | South of Lyons Avenue | 7,000 | 35 | 61.2 | 18 | 32 | 58 |
| WILEY CANYON ROAD | Calgrove Boulevard | North of Calgrove Blvd | 9,000 | 35 | 62.3 | 20 | 36 | 66 |
| WILEY CANYON ROAD | North of Calgrove Blvd | South of Lyons Avenue | 9,000 | 40 | 64.0 | 25 | 44 | 79 |
| VALLEY STREET | Lyons Avenue | South of Lyons Avenue | 9,000 | 45 | 65.5 | 30 | 53 | 92 |
| LYONS AVENUE | Apple Street | Orchard Village Road | 37,000 | 50 | 73.0 | 70 | 120 | 207 |
| LYONS AVENUE | Apple Street | Rotella | 37,000 | 50 | 73.0 | 70 | 120 | 207 |
| LYONS AVENUE | Wiley Canyon | Everette Drive | 38,000 | 50 | 73.1 | 70 | 121 | 209 |
| LYONS AVENUE | Newhall Avenue | Arcadia Street | 38,000 | 50 | 73.1 | 70 | 121 | 209 |
| LYONS AVENUE | Arcadia Street | Valley Street | 38,000 | 55 | 74.5 | 81 | 137 | 233 |
| RAILROAD AVENUE | Lyons Avenue | North of Lyons Avenue | 35,000 | 40 | 69.9 | 49 | 88 | 156 |
| RAILROAD AVENUE | North of Lyons Avenue | South of Via Princessa | 35,000 | 45 | 71.4 | 58 | 102 | 178 |
| RAILROAD AVENUE | South of Via Princessa | South of Via Princessa | 35,000 | 45 | 71.4 | 58 | 102 | 178 |
| WILEY CANYON ROAD | East of Tournament | Orchard Village Road | 13,000 | 45 | 67.1 | 36 | 63 | 110 |
| WILEY CANYON ROAD | Tournament | East of Tournament | 13,000 | 40 | 65.6 | 30 | 53 | 95 |
| ORCHARD VILLAGE ROAD | Wiley Canyon Road | Mill Valley | 29,000 | 45 | 70.5 | 53 | 93 | 163 |
| ORCHARD VILLAGE ROAD | Mill Valley | McBean Parkway | 29,000 | 50 | 72.0 | 62 | 107 | 184 |
| ORCHARD VILLAGE ROAD | Lyons Avenue | Dalbey Drive | 21,000 | 50 | 70.6 | 53 | 92 | 158 |
| ORCHARD VILLAGE ROAD | Dalbey Drive | 16th Street | 21,000 | 35 | 66.0 | 31 | 56 | 102 |
| RAILROAD AVENUE | Via Princessa | North of Via Princessa | 36,000 | 45 | 71.5 | 59 | 103 | 181 |
| RAILROAD AVENUE | North of Via Princessa | South of Magic Mountain | 36,000 | 50 | 72.9 | 69 | 118 | 204 |
| RAILROAD AVENUE | South of Magic Mountain | Magic Mountain Parkway | 38,000 | 50 | 73.1 | 70 | 121 | 209 |
| MAGIC MOUNTAIN PARKWAY | Via Princessa | Bouquet Canyon Road | 0 | 40 | 0 | 0 | 0 | 0 |
| VALENCIA BOULEVARD | Magic Mountain Parkway | N of Magic Mountain Pkwy | 52,000 | 45 | 73.1 | 71 | 124 | 216 |

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| VALENCIA BOULEVARD | N of Magic Mountain Pkwy | W of Bouquet Canyon | 52,000 | 35 | 69.9 | 50 | 90 | 163 |
| VALENCIA BOULEVARD | West of Bouquet Canyon | Bouquet Canyon Road | 48,000 | 50 | 74.2 | 79 | 136 | 234 |
| VALENCIA BOULEVARD | West of Bouquet Canyon | West of Bouquet Canyon | 48,000 | 50 | 74.2 | 79 | 136 | 234 |
| BOUQUET CANYON ROAD | Magic Mountain Parkway | Cenema Drive | 38,000 | 45 | 71.7 | 61 | 106 | 186 |
| BOUQUET CANYON ROAD | Cenema Drive | Valencia Blvd | 38,000 | 45 | 71.7 | 61 | 106 | 186 |
| VIA PRINCESSA | Railroad Avenue | East of Railroad Canyon | 2,000 | 35 | 55.8 | 9 | 17 | 30 |
| VIA PRINCESSA | East of Railroad Canyon | East of Railroad Canyon | 2,000 | 35 | 55.8 | 9 | 17 | 30 |
| VIA PRINCESSA | East of Railroad Canyon | East of Railroad Canyon | 2,000 | 55 | 61.7 | 21 | 35 | 60 |
| VIA PRINCESSA | West of Magic Mountain | | 0 | 55 | 0 | 0 | 0 | 0 |
| VIA PRINCESSA | West of Magic Mountain | | 0 | 50 | 0 | 0 | 0 | 0 |
| VIA PRINCESSA | East of Magic Mountain | | 0 | 40 | 0 | 0 | 0 | 0 |
| VIA PRINCESSA | West of Santa Clarita Pkwy | | 0 | 50 | 0 | 0 | 0 | 0 |
| SANTA CLARITA PARKWAY | Via Princessa | South of Via Princessa | 0 | 45 | 0 | 0 | 0 | 0 |
| SANTA CLARITA PARKWAY | South of Via Princessa | South of Via Princessa | 0 | 45 | 0 | 0 | 0 | 0 |
| SANTA CLARITA PARKWAY | Sierra Highway | West of Sierra Highway | 0 | 45 | 0 | 0 | 0 | 0 |
| SANTA CLARITA PARKWAY | Soledad Canyon Road | South of Soledad Canyon | 0 | 45 | 0 | 0 | 0 | 0 |
| SANTA CLARITA PARKWAY | Via Princessa | North of Via Princessa | 0 | 45 | 0 | 0 | 0 | 0 |
| DOCKWEILER DRIVE | Mid-Section | Mid-Section | 5,000 | 25 | 56.3 | 9 | 16 | 31 |
| NEWHALL AVENUE | Sierra Highway | Valle Del Oro | 45,000 | 45 | 72.5 | 66 | 115 | 202 |
| NEWHALL AVENUE | NW of Valle Del Oro | NW of Valle Del Oro | 48,000 | 50 | 74.2 | 79 | 136 | 234 |
| SIERRA HIGHWAY | The Old Road | North of The Old Road | 13,000 | 45 | 67.1 | 36 | 63 | 110 |
| SIERRA HIGHWAY | North of The Old Road | Newhall Avenue | 13,000 | 45 | 67.1 | 36 | 63 | 110 |
| SIERRA HIGHWAY | Dockweiler Drive | North of Dockweiler | 16,000 | 45 | 68.0 | 40 | 70 | 122 |
| SIERRA HIGHWAY | North of Dockweiler | Placerita Canyon Road | 16,000 | 50 | 69.4 | 47 | 81 | 139 |
| GOLDEN VALLEY ROAD | Sierra Highway | SR-14 | 14,000 | 50 | 68.8 | 44 | 76 | 130 |
| GOLDEN VALLEY ROAD | SR-14 | East of SR-14 | 0 | 55 | 0 | 0 | 0 | 0 |
| GOLDEN VALLEY ROAD | S of SR-14 | Via Princessa | 0 | 40 | 0 | 0 | 0 | 0 |
| GOLDEN VALLEY ROAD | East of SR-14 | East End | 0 | 50 | 0 | 0 | 0 | 0 |

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| SIERRA HIGHWAY | Golden Valley Road | North of Golden Valley Rd | 33,000 | 50 | 72.5 | 66 | 114 | 196 |
| SIERRA HIGHWAY | North of Golden Valley Rd | North of Golden Valley Rd | 33,000 | 50 | 72.5 | 66 | 114 | 196 |
| SIERRA HIGHWAY | North of Golden Valley Rd | South of Via Princessa | 33,000 | 45 | 71.1 | 57 | 99 | 173 |
| SIERRA HIGHWAY | South of Via Princessa | Via Princessa | 33,000 | 45 | 71.1 | 57 | 99 | 173 |
| SIERRA HIGHWAY | Via Princessa | North of Via Princessa | 38,000 | 45 | 71.7 | 61 | 106 | 186 |
| SIERRA HIGHWAY | North of Via Princessa | Jakes Way | 38,000 | 45 | 71.7 | 61 | 106 | 186 |
| JAKES WAY/CANYON PARK BL | Sierra Highway | Lost Canyon | 7,000 | 25 | 57.8 | 10 | 20 | 37 |
| VIA PRINCESSA | Whites Canyon | West of Whites Canyon | 2,000 | 40 | 57.4 | 12 | 21 | 37 |
| VIA PRINCESSA | West of Whites Canyon | West of Whites Canyon | 2,000 | 40 | 57.4 | 12 | 21 | 37 |
| VIA PRINCESSA | West of Whites Canyon | West of Whites Canyon | 2,000 | 60 | 61.7 | 21 | 35 | 60 |
| VIA PRINCESSA | SE of Whites Canyon | NW of Sierra Highway | 32,000 | 50 | 72.4 | 65 | 112 | 193 |
| SOLEDAD CANYON ROAD | West of Whites Canyon | West of Whites Canyon | 46,000 | 45 | 72.5 | 67 | 116 | 204 |
| SOLEDAD CANYON ROAD | West of Whites Canyon | East of Golden Valley Rd | 46,000 | 45 | 72.5 | 67 | 116 | 204 |
| SOLEDAD CANYON ROAD | East of Golden Valley Rd | East of Golden Valley Rd | 57,000 | 45 | 73.5 | 74 | 129 | 226 |
| SOLEDAD CANYON ROAD | Golden Valley Road | East of Golden Valley Rd | 57,000 | 40 | 72.0 | 63 | 112 | 199 |
| SOLEDAD CANYON ROAD | West of Golden Valley | E of Santa Clarita Pkwy | 62,000 | 45 | 73.8 | 77 | 135 | 236 |
| SOLEDAD CANYON ROAD | Golden Valley Road | West of Golden Valley | 62,000 | 45 | 73.8 | 77 | 135 | 236 |
| SOLEDAD CANYON ROAD | West of Golden Valley | West of Golden Valley | 62,000 | 45 | 73.8 | 77 | 135 | 236 |
| SOLEDAD CANYON ROAD | E of Santa Clarita Pkwy | W of Santa Clarita Pkwy | 57,000 | 50 | 74.9 | 85 | 147 | 254 |
| SOLEDAD CANYON ROAD | W of Santa Clarita Pkwy | Bouquet Canyon Road | 64,000 | 50 | 75.4 | 90 | 155 | 268 |
| SANTA CLARITA PARKWAY | Soledad Canyon Road | Newhall Ranch Road | 0 | 45 | 0 | 0 | 0 | 0 |
| GOLDEN VALLEY ROAD | Soledad Canyon Road | Nth of Soledad Cyn Road | 14,000 | 50 | 68.8 | 44 | 76 | 130 |
| NEWHALL AVENUE | Railroad Avenue | Market Street | 22,000 | 50 | 70.8 | 54 | 94 | 162 |
| NEWHALL AVENUE | SE of Railroad Avenue | Railroad Avenue | 22,000 | 50 | 70.8 | 54 | 94 | 162 |
| TICK CANYON ROAD | Shadow Pines Blvd | South of Davenport Road | 0 | 45 | 0 | 0 | 0 | 0 |
| LYONS AVENUE | Rotella | Peachland Avenue | 37,000 | 55 | 74.4 | 80 | 135 | 230 |

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|------------------------|---------------------------|---------------------------|--------|----|------|----|-----|-----|
| LYONS AVENUE | Peachland Avenue | Everette Drive | 37,000 | 55 | 74.4 | 80 | 135 | 230 |
| ORCHARD VILLAGE ROAD | 16th Street | North of 16th Street | 29,000 | 35 | 67.4 | 37 | 66 | 121 |
| ORCHARD VILLAGE ROAD | North of 16th Street | Wiley Canyon Road | 29,000 | 50 | 72.0 | 62 | 107 | 184 |
| TOURNAMENT ROAD | South of McBean Parkway | McBean Parkway | 6,000 | 55 | 66.5 | 34 | 59 | 99 |
| NEWHALL AVENUE | Valle Del Oro | NW of Valle Del Oro | 48,000 | 55 | 75.5 | 90 | 153 | 259 |
| NEWHALL AVENUE | NW of Valle Del Oro | SE of Railroad Avenue | 48,000 | 50 | 74.2 | 79 | 136 | 234 |
| SOLEDAD CANYON ROAD | East of Sand Canyon | East of Sand Canyon | 33,000 | 50 | 72.5 | 66 | 114 | 196 |
| SOLEDAD CANYON ROAD | East of Sand Canyon | East of Sand Canyon | 33,000 | 50 | 72.5 | 66 | 114 | 196 |
| SIERRA HIGHWAY | Placerita Canyon Road | Golden Valley Road | 27,000 | 45 | 70.2 | 51 | 90 | 157 |
| SIERRA HIGHWAY | Golden Valley Road | N of Golden Valley Rd | 33,000 | 45 | 71.1 | 57 | 99 | 173 |
| DOCKWEILER DRIVE | Sierra Highway | Mid-Section | 5,000 | 35 | 59.7 | 15 | 27 | 49 |
| HASLEY CANYON ROAD | Commerce Center Drive | Del Valle Road | 7,000 | 50 | 65.8 | 32 | 55 | 94 |
| WILEY CANYON ROAD | Orchard Village Road | E of Orchard Village Rd | 13,000 | 40 | 65.6 | 30 | 53 | 95 |
| THE OLD ROAD | Hillcrest Parkway | South of Parker Road | 3,000 | 50 | 62.1 | 21 | 36 | 63 |
| THE OLD ROAD | South of Parker Road | Parker Road | 3,000 | 45 | 60.7 | 18 | 31 | 54 |
| LAKE HUGHES ROAD | The Old Road | Castaic Road | 9,000 | 35 | 62.3 | 20 | 36 | 66 |
| THE OLD ROAD | Stevensons Ranch Parkway | Valencia Boulevard | 17,000 | 45 | 68.2 | 41 | 72 | 126 |
| NEWHALL RANCH ROAD | McBean Parkway | Avenue Tibbitts | 36,000 | 45 | 71.5 | 59 | 103 | 181 |
| GOLDEN VALLEY ROAD | Plum Canyon Road | South of Plum Cyn Rd | 2,000 | 55 | 61.7 | 21 | 35 | 60 |
| GOLDEN VALLEY ROAD | North of Newhall Ranch | | 0 | 50 | 0 | 0 | 0 | 0 |
| SIERRA HIGHWAY | South of Sand Canyon | South of Sand Canyon | 10,000 | 45 | 65.9 | 32 | 55 | 97 |
| SIERRA HIGHWAY | North of Skyline Ranch Rd | South of Sand Canyon | 10,000 | 40 | 64.4 | 26 | 47 | 83 |
| SIERRA HIGHWAY | North of Skyline Ranch Rd | North of Skyline Ranch Rd | 15,000 | 40 | 66.2 | 32 | 57 | 102 |
| SIERRA HIGHWAY | South of Skyline Ranch Rd | North of Skyline Ranch Rd | 15,000 | 40 | 66.2 | 32 | 57 | 102 |
| SIERRA HIGHWAY | Soledad Canyon Road | South of Skyline Ranch Rd | 26,000 | 40 | 68.6 | 42 | 75 | 134 |
| SAND CANYON ROAD | Soledad Canyon Road | N of Soledad Canyon Road | 8,000 | 50 | 66.4 | 34 | 58 | 100 |
| SAND CANYON ROAD | | | 7,000 | 45 | 64.4 | 27 | 47 | 82 |
| SHADOW PINES BOULEVARD | North of Soledad Canyon | South of Davenport Road | 6,000 | 40 | 62.2 | 20 | 36 | 64 |
| LOST CANYON ROAD | East of Lost Canyon | | 0 | 45 | 0 | 0 | 0 | 0 |
| LOST CANYON ROAD | South of Jakes Way | | 0 | 45 | 0 | 0 | 0 | 0 |

| | | | | | | | | |
|------------------------|---------------------------|---------------------------|--------|----|------|----|-----|-----|
| LOST CANYON ROAD | Jakes Way | North-East of Jakes Way | 0 | 55 | 0 | 0 | 0 | 0 |
| VIA PRINCESSA | Sierra Highway | NW of Sierra Highway | 32,000 | 40 | 69.5 | 47 | 84 | 149 |
| VIA PRINCESSA | West of Whites Canyon | West of Whites Canyon | 2,000 | 40 | 57.4 | 12 | 21 | 37 |
| SIERRA HIGHWAY | Jakes Way | Soledad Canyon Road | 38,000 | 45 | 71.7 | 61 | 106 | 186 |
| HASLEY CANYON ROAD | The Old Road | North of The Old Road | 17,000 | 40 | 66.7 | 34 | 61 | 108 |
| PARKER ROAD | The Old Road | Sloan Canyon Drive | 1,000 | 50 | 57.3 | 13 | 22 | 37 |
| PARKER ROAD | The Old Road | Interstate 5 | 6,000 | 50 | 65.1 | 29 | 51 | 87 |
| PARKER ROAD | Interstate 5 | Castaic Road | 6,000 | 45 | 63.7 | 25 | 43 | 76 |
| LAKE HUGHES ROAD | Ridge Route Road | North-East of Ridge Route | 2,000 | 35 | 55.8 | 9 | 17 | 30 |
| LAKE HUGHES ROAD | North-East of Ridge Route | Mid-Section | 2,000 | 50 | 60.4 | 17 | 30 | 52 |
| LAKE HUGHES ROAD | North-East of Ridge Route | North-East of Ridge Route | 2,000 | 50 | 60.4 | 17 | 30 | 52 |
| SHADOW PINES BOULEVARD | North of Soledad Canyon | North of Soledad Canyon | 6,000 | 40 | 62.2 | 20 | 36 | 64 |
| SHADOW PINES BOULEVARD | Soledad Canyon Road | North of Soledad Canyon | 6,000 | 40 | 62.2 | 20 | 36 | 64 |
| VIA PRINCESSA | Lost Canyon Road | Golden Valley Road | 0 | 35 | 0.2 | 0 | 0 | 0 |
| LOST CANYON ROAD | Via Princessa | Jakes Way | 10,000 | 50 | 67.3 | 37 | 65 | 111 |
| VASQUEZ CANYON ROAD | East of Bouquet Canyon | East of Bouquet Canyon | 7,000 | 35 | 61.2 | 18 | 32 | 58 |
| VASQUEZ CANYON ROAD | East of Bouquet Canyon | Bouquet Canyon Road | 7,000 | 35 | 61.2 | 18 | 32 | 58 |
| GOLDEN VALLEY ROAD | Via Princessa | Soledad Canyon Road | 14,000 | 60 | 70.2 | 51 | 86 | 147 |
| COPPER HILL DRIVE | Benz Road | David Way | 5,000 | 45 | 62.9 | 23 | 40 | 69 |
| DRY GULCH RD | | | 0 | 45 | 0 | 0 | 0 | 0 |
| TEMPLIN PK | Interstate 5 | Ridge Route Road | 0 | 50 | 0 | 0 | 0 | 0 |
| | Templin Highway | North of Templin Highway | 0 | 40 | 0 | 0 | 0 | 0 |
| HENRY MAYO DRIVE | East of Commerce Ctr Dr | Commerce Center Drive | 5,000 | 40 | 61.4 | 19 | 33 | 59 |
| SLOAN CANYON RD | Hasley Canyon Road | Hillcrest Parkway | 0 | 40 | 0 | 0 | 0 | 0 |
| SLOAN CANYON RD | Parker Road | The Old Road | 1,000 | 40 | 54.4 | 8 | 15 | 26 |
| SLOAN CANYON RD | Parker Road | West of Parker Road | 1,000 | 40 | 54.4 | 8 | 15 | 26 |
| POTRERO CANYON RD | Henry Mayo Drive | Valencia Blvd | 0 | 40 | 0 | 0 | 0 | 0 |
| VALENCIA BLVD | Magic Mountain Parkway | West of Magic Mountain | 0 | 45 | 0 | 0 | 0 | 0 |

| | | | | | | | | |
|--------------------------|-------------------------|-------------------------|--------|----|------|----|-----|-----|
| VALENCIA BLVD | West of Pico Canyon | South of Magic Mountain | 0 | 55 | 0 | 0 | 0 | 0 |
| VALENCIA BLVD | Pico Canyon Road | East of Pico Cyn Road | 0 | 50 | 0 | 0 | 0 | 0 |
| VALENCIA BLVD | The Old Road | West of The Old Road | 16,000 | 45 | 68.0 | 40 | 70 | 122 |
| PICO CANYON ROAD | South of Valencia | | 0 | 45 | 0 | 0 | 0 | 0 |
| PICO CANYON ROAD | Stevenson Ranch Parkway | W of Stevenson Ranch | 3,000 | 55 | 63.5 | 25 | 43 | 72 |
| SKYLINE RANCH RD | Whites Canyon | Sierra Highway | 0 | 45 | 0 | 0 | 0 | 0 |
| LOST CANYON ROAD | Sand Canyon Road | West of Sand Canyon Rd | 0 | 40 | 0 | 0 | 0 | 0 |
| NEWHALL RANCH ROAD | Interstate 5 ramp | The Old Road | 28,000 | 55 | 73.2 | 70 | 119 | 202 |
| COPPER HILL DRIVE | David Way | Bouquet Canyon Road | 0 | 55 | 0 | 0 | 0 | 0 |
| JAKES WAY | Jakes Way | Lost Canyon | 7,000 | 40 | 62.9 | 22 | 39 | 70 |
| NEWHALL RANCH ROAD | Santa Clarita Pkwy | E of Santa Clarita Pkwy | 7,000 | 45 | 64.4 | 27 | 47 | 82 |
| LITTLE TUJUNGA CANYON RO | Sand Canyon Road | South | 0 | 40 | 0 | 0 | 0 | 0 |
| RAILROAD AVENUE | Newhall Avenue | Lyons Avenue | 26,000 | 50 | 71.5 | 59 | 101 | 175 |

Existing Freeway Noise Contour Distances for Freeways

| STREET | ADT | FREEWAY | CNEL @50' | Distance to CNEL Contour (ft.) | | |
|-------------------------|---------|---------|-----------|--------------------------------|-----|------|
| | | | | 70 | 65 | 60 |
| I-5 n/o Lake Hughes | 78,000 | I5 | 84.1 | 251 | 445 | 789 |
| I-5 s/o Lake Hughes | 84,000 | I5 | 84.4 | 261 | 462 | 818 |
| I-5 s/o Parker | 102,000 | I5 | 85.3 | 287 | 509 | 901 |
| I-5 s/o Hasley Cyn | 114,000 | I5 | 85.8 | 303 | 537 | 952 |
| I-5 s/o SR-126 | 124,000 | I5 | 86.1 | 316 | 560 | 993 |
| I-5 s/o Rye Cyn | 133,000 | I5 | 86.4 | 328 | 580 | 1028 |
| I-5 s/o Magic Mtn | 155,000 | I5 | 87.1 | 353 | 626 | 1109 |
| I-5 s/o Valencia | 178,000 | I5 | 87.7 | 379 | 671 | 1188 |
| I-5 s/o McBean | 188,000 | I5 | 87.9 | 389 | 689 | 1221 |
| I-5 s/o Lyons | 197,000 | I5 | 88.1 | 398 | 705 | 1250 |
| I-5 s/o Calgrove | 198,000 | I5 | 88.2 | 399 | 707 | 1253 |
| SR-14 n/o Aqua Dulce | 103,000 | SR14 | 83.8 | 216 | 366 | 622 |
| SR-14 s/o Aqua Dulce | 105,000 | SR14 | 83.9 | 217 | 369 | 628 |
| SR-14 s/o Soledad Cyn | 107,000 | SR14 | 84.0 | 219 | 373 | 633 |
| SR-14 s/o Sand Cyn | 118,000 | SR14 | 84.4 | 229 | 390 | 662 |
| SR-14 s/o Via Princessa | 148,000 | SR14 | 85.4 | 255 | 433 | 735 |
| SR-14 s/o Sierra Hwy | 148,000 | SR14 | 85.4 | 255 | 433 | 735 |
| SR-14 s/o Golden Valley | 151,000 | SR14 | 85.4 | 257 | 437 | 742 |
| SR-14 s/o Placerita Cyn | 160,000 | SR14 | 85.7 | 264 | 448 | 762 |
| SR-14 n/o I-5 | 173,000 | SR14 | 86.0 | 274 | 465 | 790 |

Santa Clarita Noise Element / Current General Plan Traffic Noise Contours (Arterial):

| ROAD | End 1 | End 2 | ADT | SPEED | CNEL 50' from CL | 70 | 65 | 60 |
|-------------------------|----------------------------|----------------------------|--------|-------|---------------------|----|-----|-----|
| LAKE HUGHES ROAD | North Section | North Section | 12,000 | 50 | 68.1 | 41 | 70 | 121 |
| SAN FRANCISQUITO CANYON | South of Dry Gulch Road | North of Dry Gulch Road | 7,000 | 45 | 64.4 | 27 | 47 | 82 |
| BOUQUET CANYON ROAD | North End | North End | 6,000 | 40 | 62.2 | 20 | 36 | 64 |
| SIERRA HIGHWAY | Aqua Dolce Canyon Road | E of Aqua Dolce Canyon | 2,000 | 40 | 57.4 | 12 | 21 | 37 |
| LAKE HUGHES ROAD | Mid-Section | North Section | 12,000 | 45 | 66.7 | 35 | 61 | 106 |
| SAN FRANCISQUITO CANYON | Mid-Section | South of Dry Gulch Road | 7,000 | 45 | 64.4 | 27 | 47 | 82 |
| RIDGE ROUTE ROAD | Lake Hughes Road | N of Lake Hughes Road | 36,000 | 50 | 72.9 | 69 | 118 | 204 |
| LAKE HUGHES ROAD | Castaic Road | Ridge Route Road | 43,000 | 45 | 72.3 | 64 | 113 | 197 |
| RIDGE ROUTE ROAD | Castaic Road | Lake Hughes Road | 4,000 | 50 | 63.4 | 24 | 42 | 72 |
| CASTAIC ROAD | Parker Road | Lake Hughes Road | 25,000 | 50 | 71.3 | 58 | 100 | 172 |
| THE OLD ROAD | Parker Road | Sloan Canyon Road | 4,000 | 50 | 63.4 | 24 | 42 | 72 |
| AGUA DULCE CANYON ROAD | Escondido Canyon Road | Sierra Highway | 8,000 | 45 | 65.0 | 28 | 50 | 87 |
| ESCONDIDO CANYON ROAD | Aqua Dolce Cyn Road | East End | 5,000 | 45 | 62.9 | 23 | 40 | 69 |
| AGUA DULCE ROAD | Davenport Road | Escondido Canyon Road | 13,000 | 55 | 69.8 | 49 | 84 | 142 |
| DAVENPORT ROAD | Tick Canyon Road | Aqua Dulce Road | 3,000 | 45 | 60.7 | 18 | 31 | 54 |
| DAVENPORT ROAD | Sierra Highway | Tick Canyon Road | 4,000 | 35 | 58.8 | 13 | 24 | 43 |
| SAN FRANCISQUITO CANYON | N of Copper Hill Drive | Mid-Section | 7,000 | 45 | 64.4 | 27 | 47 | 82 |
| MCBEAN PARKWAY | | | 9,000 | 40 | 64.0 | 25 | 44 | 79 |
| SECO CANYON ROAD | Copper Hill Drive | N of Copper Hill Drive | 10,000 | 35 | 62.8 | 21 | 38 | 69 |
| COPPER HILL DRIVE | Sycamore | High Ridge | 18,000 | 55 | 71.3 | 57 | 97 | 165 |
| COPPER HILL DRIVE | Haskell Canyon Road | Sycamore | 18,000 | 45 | 68.5 | 42 | 74 | 129 |
| COPPER HILL DRIVE | Seco Canyon Road | Haskell Canyon Road | 29,000 | 55 | 73.3 | 71 | 121 | 206 |
| BOUQUET CANYON ROAD | David Way | Vasquez Canyon Road | 20,000 | 50 | 70.4 | 52 | 90 | 154 |
| HASLEY CANYON ROAD | Del Valle Road | Sloan Canyon Road | 11,000 | 40 | 64.8 | 28 | 49 | 87 |
| SIERRA HIGHWAY | Vasquez Canyon Road | Davenport Road | 15,000 | 40 | 66.2 | 32 | 57 | 102 |
| HASLEY CANYON ROAD | The Old Road | Commerce Center Drive | 40,000 | 40 | 70.4 | 53 | 94 | 166 |
| SIERRA HIGHWAY | Sand Canyon Road | Vasquez Canyon Road | 15,000 | 35 | 64.5 | 26 | 47 | 86 |
| SIERRA HIGHWAY | S of Vasquez Canyon Rd | Vasquez Canyon Road | 15,000 | 45 | 67.7 | 39 | 68 | 118 |

| | | | | | | | | |
|-----------------------|------------------------------|------------------------------|--------|----|------|----|-----|-----|
| COPPER HILL DRIVE | Decoro Drive | McBean Parkway | 47,500 | 45 | 72.7 | 68 | 118 | 207 |
| PLUM CANYON ROAD | West of Golden Valley | West of Golden Valley | 13,000 | 45 | 67.1 | 36 | 63 | 110 |
| COPPER HILL DRIVE | Alta Vista Way | Decoro Drive | 54,000 | 60 | 76.0 | 95 | 161 | 274 |
| DECORO DRIVE | Rye Canyon | Dickason Drive | 9,000 | 35 | 62.3 | 20 | 36 | 66 |
| DECORO DRIVE | Dickason Drive | McBean Parkway | 14,000 | 55 | 70.2 | 51 | 86 | 147 |
| PLUM CANYON ROAD | West of Golden Valley | South of Skyline Ranch Rd | 13,000 | 45 | 67.1 | 36 | 63 | 110 |
| THE OLD ROAD | Newhall Ranch Road | N of Newhall Ranch Road | 23,000 | 45 | 69.5 | 47 | 83 | 145 |
| THE OLD ROAD | Henry Mayo Drive | Newhall Ranch Road | 19,000 | 55 | 71.5 | 59 | 100 | 169 |
| RYE CANYON ROAD | Avenue Scott | Newhall Ranch Road | 46,000 | 50 | 74.0 | 77 | 133 | 229 |
| WHITES CANYON ROAD | South of Skyline Ranch Rd | Skyline Ranch Road | 19,000 | 55 | 71.5 | 59 | 100 | 169 |
| AGUA DULCE ROAD | Soledad Canyon Road | Davenport Road | 14,000 | 55 | 70.2 | 51 | 86 | 147 |
| HENRY MAYO DRIVE | The Old Road | East of Commerce Ctr Dr | 10,000 | 45 | 65.9 | 32 | 55 | 97 |
| HENRY MAYO DRIVE | The Old Road | East of Commerce Ctr Dr | 10,000 | 40 | 64.4 | 26 | 47 | 83 |
| DICKASON DRIVE | Newhall Ranch Road | Decoro Drive | 21,000 | 50 | 70.6 | 53 | 92 | 158 |
| NEWHALL RANCH ROAD | Dickenson Drive | Rye Canyon Road | 48,000 | 50 | 74.2 | 79 | 136 | 234 |
| SOLEDAD CANYON ROAD | Aqua Dolce Road | East of Aqua Dolce Rd | 22,000 | 55 | 72.1 | 63 | 107 | 181 |
| HENRY MAYO DRIVE | East of Commerce Ctr Dr | Commerce Center Drive | 17,000 | 45 | 68.2 | 41 | 72 | 126 |
| AVE TIBBITTS | Avenue Scott | Newhall Ranch Road | 34,000 | 35 | 68.1 | 40 | 72 | 131 |
| THE OLD ROAD | Rye Canyon Road | Henry Mayo Drive | 49,000 | 50 | 74.2 | 79 | 137 | 236 |
| AVE SCOTT | Avenue Tibbitts | Rockefeller Avenue | 23,000 | 35 | 66.4 | 32 | 59 | 107 |
| AVE TIBBITTS | Avenue Scott | Hopkins | 32,000 | 35 | 67.8 | 39 | 70 | 127 |
| NEWHALL RANCH ROAD | Bouquet Canyon Road | E of Bouquet Canyon Rd | 44,000 | 50 | 73.8 | 75 | 130 | 224 |
| NEWHALL RANCH ROAD | | | 49,000 | 45 | 72.8 | 69 | 120 | 210 |
| SANTA CLARITA PARKWAY | Newhall Ranch Road | Bouquet Canyon Road | 38,000 | 45 | 71.7 | 61 | 106 | 186 |
| AVE TIBBITTS | Hopkins | Magic Mountain Parkway | 32,000 | 55 | 73.8 | 74 | 127 | 215 |
| BOUQUET CANYON ROAD | Soledad Canyon / Valencia | Newhall Ranch Road | 75,000 | 45 | 74.7 | 84 | 148 | 258 |
| THE OLD ROAD | Magic Mountain Parkway | Rye Canyon Road | 54,000 | 35 | 70.1 | 51 | 92 | 167 |
| HENRY MAYO DRIVE | Commerce Center Drive | Chiquito Canyon Road | 10,000 | 40 | 64.4 | 26 | 47 | 83 |

| | | | | | | | | |
|-------------------------|-------------------------|---------------------------|--------|----|------|-----|-----|-----|
| MAGIC MOUNTAIN PARKWAY | The Old Road | Magic Mountain Theme Park | 83,000 | 55 | 77.9 | 116 | 196 | 334 |
| LOST CANYON ROAD | Sand Canyon Road | East of Sand Canyon Rd | 14,000 | 45 | 67.4 | 37 | 65 | 114 |
| MAGIC MOUNTAIN PARKWAY | | | 60,000 | 50 | 75.1 | 87 | 151 | 260 |
| SAND CANYON ROAD | South of Jakes Way | Jakes Way | 14,000 | 45 | 67.4 | 37 | 65 | 114 |
| MAGIC MOUNTAIN PARKWAY | Bouquet Canyon Road | Valencia Blvd | 48,000 | 50 | 74.2 | 79 | 136 | 234 |
| HENRY MAYO DRIVE | West of Chiquito Cyn Rd | West of Chiquito Cyn Rd | 10,000 | 45 | 65.9 | 32 | 55 | 97 |
| WHITES CANYON ROAD | Via Princessa | Soledad Canyon Road | 50,000 | 50 | 74.3 | 80 | 138 | 238 |
| THE OLD ROAD | North of Valencia Blvd | Magic Mountain Parkway | 33,000 | 55 | 73.9 | 76 | 128 | 218 |
| TOURNEY ROAD | Valencia Boulevard | Magic Mountain Parkway | 15,000 | 35 | 64.5 | 26 | 47 | 86 |
| VALENCIA BOULEVARD | Tourney Road | Rockwell Canyon Road | 57,000 | 45 | 73.5 | 74 | 129 | 226 |
| VALENCIA BOULEVARD | Interstate 5 | Tourney Road | 66,000 | 45 | 74.1 | 79 | 139 | 243 |
| THE OLD ROAD | Valencia Blvd | North of Valencia Blvd | 33,000 | 40 | 69.6 | 48 | 85 | 151 |
| VALENCIA BOULEVARD | The Old Road | Interstate 5 | 59,000 | 45 | 73.6 | 75 | 131 | 230 |
| HENRY MAYO DRIVE | Wes of Chiquito Cyn Rd | to West End | 10,000 | 40 | 64.4 | 26 | 47 | 83 |
| VIA PRINCESSA | North of Lost Canyon | Sierra Highway | 44,000 | 35 | 69.2 | 45 | 82 | 150 |
| VIA PRINCESSA | Lost Canyon Road | North of Lost Canyon | 23,000 | 35 | 66.4 | 32 | 59 | 107 |
| MAGIC MOUNTAIN PARKWAY | | | 45,000 | 45 | 72.5 | 66 | 115 | 202 |
| VIA PRINCESSA | | | 50,000 | 35 | 69.7 | 49 | 88 | 160 |
| VIA PRINCESSA | | | 50,000 | 40 | 71.4 | 59 | 105 | 186 |
| GOLDEN VALLEY ROAD | Sierra Highway | Via Princessa | 57,000 | 60 | 76.3 | 97 | 165 | 281 |
| ROCKWELL CANYON ROAD | McBean Parkway | Valencia Blvd | 26,000 | 50 | 71.5 | 59 | 101 | 175 |
| VIA PRINCESSA | Railroad Avenue | West of Railroad Canyon | 23,000 | 40 | 68.0 | 40 | 71 | 126 |
| RAILROAD AVENUE | Via Princessa | South of Via Princessa | 41,000 | 40 | 70.5 | 53 | 95 | 168 |
| 16TH STREET | Newhall Avenue | Orchard Village Road | 9,000 | 35 | 62.3 | 20 | 36 | 66 |
| STEVENSON RANCH PARKWAY | The Old Road | North of Pico Canyon Road | 30,000 | 50 | 72.1 | 63 | 109 | 187 |
| LYONS AVENUE EXTENSION | Railroad Canyon | Walnut | 49,000 | 55 | 75.6 | 91 | 154 | 262 |
| THE OLD ROAD | Pico Canyon Road | Stevensons Ranch Parkway | 41,000 | 40 | 70.5 | 53 | 95 | 168 |
| SAND CANYON ROAD | Placerita Canyon Road | South of Jakes Way | 14,000 | 45 | 67.4 | 37 | 65 | 114 |
| LYONS AVENUE | Newhall Avenue | Walnut | 49,000 | 45 | 72.8 | 69 | 120 | 210 |
| NEWHALL AVENUE | Lyons Avenue | 16th Street | 2,000 | 45 | 58.9 | 14 | 25 | 44 |

| | | | | | | | | |
|--------------------------|-------------------------|---------------------------|--------|----|------|----|-----|-----|
| PICO CANYON ROAD | The Old Road | Stevenson Ranch Parkway | 47,000 | 55 | 75.4 | 89 | 151 | 257 |
| STEVENS ON RANCH PARKWAY | Pico Canyon Road | North of Pico Canyon Road | 11,000 | 50 | 67.8 | 39 | 68 | 116 |
| WILEY CANYON ROAD | Lyons Avenue | Tournament Canyon Road | 31,000 | 40 | 69.3 | 46 | 82 | 146 |
| LYONS AVENUE EXTENSION | | | 30,000 | 55 | 73.5 | 72 | 123 | 209 |
| NEWHALL AVENUE | Market Street | Lyons Avenue | 27,000 | 45 | 70.2 | 51 | 90 | 157 |
| SIERRA HIGHWAY | Intersection Dockweiler | Intersection Dockweiler | 43,000 | 45 | 72.3 | 64 | 113 | 197 |
| SIERRA HIGHWAY | Newhall Avenue | Dockweiler Drive | 27,000 | 45 | 70.2 | 51 | 90 | 157 |
| NEWHALL AVENUE | Sierra Highway | East of Sierra Highway | 58,000 | 45 | 73.6 | 74 | 130 | 228 |
| CALGROVE BOULEVARD | Wiley Canyon | East End | 19,000 | 55 | 71.5 | 59 | 100 | 169 |
| CALGROVE BOULEVARD | The Old Road | Wiley Canyon | 30,000 | 55 | 73.5 | 72 | 123 | 209 |
| THE OLD ROAD | Calgrove Boulevard | North of Calgrove Blvd | 14,000 | 45 | 67.4 | 37 | 65 | 114 |
| THE OLD ROAD | North of Calgrove Blvd | Pico Canyon Road | 24,000 | 35 | 66.6 | 33 | 60 | 109 |
| THE OLD ROAD | Sierra Highway | Calgrove Boulevard | 24,000 | 45 | 69.7 | 48 | 85 | 149 |
| SAN FERNANDO RD (LA) | Sierra Highway | S of Sierra Highway | 20,000 | 45 | 68.9 | 44 | 78 | 136 |
| CHIQUITO CANYON ROAD | Lower Mid Point | North End | 27,000 | 45 | 70.2 | 51 | 90 | 157 |
| CHIQUITO CANYON ROAD | South End | Lower Mid-Point | 27,000 | 45 | 70.2 | 51 | 90 | 157 |
| HILLCREST PARKWAY | The Old Road | Sloan Canyon Road | 18,000 | 45 | 68.5 | 42 | 74 | 129 |
| SAND CANYON ROAD | S of Placerita Canyon | Little Tujunga Canyon Rd | 14,000 | 45 | 67.4 | 37 | 65 | 114 |
| PLACERITA CANYON ROAD | W of Sand Canyon Road | W of Sand Canyon Road | 8,000 | 40 | 63.5 | 24 | 42 | 74 |
| PLACERITA CANYON ROAD | Mid-Section | Mid-Section | 8,000 | 55 | 67.7 | 39 | 67 | 114 |
| PLACERITA CANYON ROAD | East of Sierra Highway | East of Sierra Highway | 8,000 | 55 | 67.7 | 39 | 67 | 114 |
| PLACERITA CANYON ROAD | Sierra Highway | East of Sierra Highway | 8,000 | 55 | 67.7 | 39 | 67 | 114 |
| PLACERITA CANYON ROAD | East of Sierra Highway | Mid-Section | 8,000 | 55 | 67.7 | 39 | 67 | 114 |
| PLACERITA CANYON ROAD | East of Sierra Highway | East of Sierra Highway | 8,000 | 45 | 65.0 | 28 | 50 | 87 |
| SOLEDAD CANYON ROAD | Shadow Pines Blvd | Aqua Dolce Road | 22,000 | 55 | 72.1 | 63 | 107 | 181 |
| SIERRA HIGHWAY | Davenport Road | North of Davenport Rd | 2,000 | 45 | 58.9 | 14 | 25 | 44 |
| SIERRA HIGHWAY | North of Davenport Rd | Aqua Dolce Canyon Road | 2,000 | 45 | 58.9 | 14 | 25 | 44 |
| BOUQUET CANYON ROAD | Vasquez Canyon Road | Mid Section | 20,000 | 50 | 70.4 | 52 | 90 | 154 |
| BOUQUET CANYON ROAD | Mid Section | North End | 20,000 | 50 | 70.4 | 52 | 90 | 154 |
| VASQUEZ CANYON ROAD | Sierra Highway | North of Sierra Highway | 11,000 | 45 | 66.3 | 33 | 58 | 102 |
| VASQUEZ CANYON ROAD | North of Sierra Highway | East of Bouquet Canyon | 11,000 | 40 | 64.8 | 28 | 49 | 87 |

| | | | | | | | | |
|---------------------|--------------------------|---------------------------|--------|----|------|----|-----|-----|
| SOLEDAD CANYON ROAD | W of Shadow Pines Blvd | W of Shadow Pines Blvd | 12,000 | 50 | 68.1 | 41 | 70 | 121 |
| SOLEDAD CANYON ROAD | W of Shadow Pines Blvd | Shadow Pines Blvd | 12,000 | 35 | 63.6 | 23 | 42 | 76 |
| SOLEDAD CANYON ROAD | West of Sand Canyon | Sand Canyon Road | 24,000 | 40 | 68.2 | 41 | 72 | 129 |
| SOLEDAD CANYON ROAD | East of Sand Cayon | Sand Canyon Road | 34,000 | 50 | 72.7 | 67 | 115 | 199 |
| SOLEDAD CANYON ROAD | East of Sand Cayon | East of Sand Cayon | 34,000 | 50 | 72.7 | 67 | 115 | 199 |
| SAND CANYON ROAD | Jakes Way | South of Soledad Canyon | 29,000 | 45 | 70.5 | 53 | 93 | 163 |
| SAND CANYON ROAD | South of Soledad Canyon | Soledad Canyon Road | 29,000 | 50 | 72.0 | 62 | 107 | 184 |
| SOLEDAD CANYON ROAD | West of Sand Canyon | West of Sand Canyon | 24,000 | 50 | 71.1 | 57 | 98 | 168 |
| SOLEDAD CANYON ROAD | East of Sierra Highway | Sierra Highway | 39,000 | 50 | 73.3 | 71 | 123 | 212 |
| SOLEDAD CANYON ROAD | East of Sierra Highway | West of Sand Canyon | 39,000 | 45 | 71.8 | 61 | 107 | 188 |
| SOLEDAD CANYON ROAD | East of Sierra Highway | East of Sierra Highway | 39,000 | 45 | 71.8 | 61 | 107 | 188 |
| SOLEDAD CANYON ROAD | East of Whites Canyon | Whites Canyon Road | 43,000 | 40 | 70.8 | 55 | 97 | 172 |
| SOLEDAD CANYON ROAD | East of Whites Canyon | East of Whites Canyon | 43,000 | 45 | 72.3 | 64 | 113 | 197 |
| SOLEDAD CANYON ROAD | West of Sierra Highway | Sierra Highway | 43,000 | 45 | 72.3 | 64 | 113 | 197 |
| SOLEDAD CANYON ROAD | West of Sierra Highway | East of Whites Canyon | 43,000 | 45 | 72.3 | 64 | 113 | 197 |
| SOLEDAD CANYON ROAD | West of Whites Canyon | Whites Canyon | 38,000 | 45 | 71.7 | 61 | 106 | 186 |
| WHITES CANYON ROAD | Soledad Canyon Road | N of Soledad Canyon Road | 43,000 | 40 | 70.8 | 55 | 97 | 172 |
| WHITES CANYON ROAD | N of Soledad Canyon Road | N of Soledad Canyon Road | 43,000 | 50 | 73.7 | 75 | 129 | 222 |
| WHITES CANYON ROAD | N of Soledad Canyon Road | N of Soledad Canyon Road | 43,000 | 40 | 70.8 | 55 | 97 | 172 |
| WHITES CANYON ROAD | N of Soledad Canyon Road | N of Soledad Canyon Road | 43,000 | 30 | 67.4 | 36 | 67 | 124 |
| WHITES CANYON ROAD | N of Soledad Canyon Road | N of Soledad Canyon Road | 43,000 | 55 | 75.0 | 85 | 145 | 247 |
| WHITES CANYON ROAD | N of Soledad Canyon Road | N of Soledad Canyon Road | 43,000 | 35 | 69.1 | 45 | 81 | 148 |
| WHITES CANYON ROAD | N of Soledad Canyon Road | South of Plum Canyon Road | 43,000 | 45 | 72.3 | 64 | 113 | 197 |
| WHITES CANYON ROAD | South of Plum Canyon | Plum Canyon Road | 43,000 | 35 | 69.1 | 45 | 81 | 148 |
| PLUM CANYON ROAD | West of Golden Valley | East of Bouquet Canyon | 13,000 | 40 | 65.6 | 30 | 53 | 95 |
| PLUM CANYON ROAD | Bouquet Canyon Road | East of Bouquet Canyon | 22,000 | 40 | 67.8 | 39 | 69 | 123 |

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|---------------------|-------------------------|-------------------------|--------|----|------|----|-----|-----|
| BOUQUET CANYON ROAD | David Way | Susan | 23,000 | 45 | 69.5 | 47 | 83 | 145 |
| BOUQUET CANYON ROAD | Plum Canyon | Susan | 23,000 | 45 | 69.5 | 47 | 83 | 145 |
| COPPER HILL DRIVE | High Ridge | Benz Road | 18,000 | 60 | 71.3 | 57 | 97 | 165 |
| HASKELL CANYON ROAD | Jeffers Lane | Copper Hill Drive | 12,000 | 45 | 66.7 | 35 | 61 | 106 |
| HASKELL CANYON ROAD | Bouquet Canyon Road | Ridgegrove Drive | 12,000 | 35 | 63.6 | 23 | 42 | 76 |
| HASKELL CANYON ROAD | Jeffers Lane | Ridgegrove Drive | 12,000 | 45 | 66.7 | 35 | 61 | 106 |
| BOUQUET CANYON ROAD | Urbandale Avenue | Plum Canyon | 23,000 | 45 | 69.5 | 47 | 83 | 145 |
| BOUQUET CANYON ROAD | Haskell Canyon Road | Urbandale Avenue | 33,000 | 45 | 71.1 | 57 | 99 | 173 |
| BOUQUET CANYON ROAD | Alamogordo Road | Centurion Way | 53,000 | 45 | 73.2 | 71 | 125 | 218 |
| BOUQUET CANYON ROAD | Centurion Way | Haskell Canyon Road | 53,000 | 45 | 73.2 | 71 | 125 | 218 |
| BOUQUET CANYON ROAD | Seco Canyon Road | Santa Clarita Parkway | 53,000 | 50 | 74.6 | 82 | 142 | 245 |
| BOUQUET CANYON ROAD | Santa Clarita Parkway | Urbandale Avenue | 33,000 | 40 | 69.6 | 48 | 85 | 151 |
| SECO CANYON ROAD | Bouquet Canyon Road | N of Bouquet Canyon Rd | 33,000 | 40 | 69.6 | 48 | 85 | 151 |
| SECO CANYON ROAD | N of Bouquet Canyon Rd | Decoro Drive | 33,000 | 35 | 67.9 | 39 | 71 | 129 |
| SECO CANYON ROAD | Decoro Drive | North of Decoro Drive | 33,000 | 35 | 67.9 | 39 | 71 | 129 |
| SECO CANYON ROAD | North of Decoro Drive | S of Copper Hill Drive | 19,000 | 35 | 65.5 | 29 | 53 | 97 |
| SECO CANYON ROAD | S of Copper Hill Drive | Copper Hill Drive | 19,000 | 35 | 65.5 | 29 | 53 | 97 |
| COPPER HILL DRIVE | San Francisquito Canyon | Seco Canyon Road | 40,000 | 35 | 68.8 | 43 | 78 | 143 |
| COPPER HILL DRIVE | McBean Parkway | San Francisquito Canyon | 40,000 | 50 | 73.4 | 72 | 124 | 214 |
| MCBEAN PARKWAY | Sunset Hills Drive | Copper Hill Drive | 27,000 | 40 | 68.7 | 43 | 77 | 137 |
| MCBEAN PARKWAY | South of Sunset Hills | Sunset Hills Drive | 27,000 | 40 | 68.7 | 43 | 77 | 137 |
| MCBEAN PARKWAY | Decoro Drive | North of Decoro Drive | 35,000 | 40 | 69.9 | 49 | 88 | 156 |
| MCBEAN PARKWAY | South of Sunset Hills | North of Decoro Drive | 35,000 | 40 | 69.9 | 49 | 88 | 156 |
| MCBEAN PARKWAY | North of Decoro Drive | North of Decoro Drive | 35,000 | 40 | 69.9 | 49 | 88 | 156 |
| DECORO DRIVE | McBean Parkway | Grandview | 19,000 | 45 | 68.7 | 43 | 76 | 133 |
| DECORO DRIVE | Grandview | Hillsborough | 14,000 | 45 | 67.4 | 37 | 65 | 114 |
| DECORO DRIVE | Hillsborough | Bidwell Lane | 17,000 | 45 | 68.2 | 41 | 72 | 126 |
| DECORO DRIVE | Bidwell Lane | Delgado Drive | 11,000 | 55 | 69.1 | 46 | 77 | 132 |
| DECORO DRIVE | Delgado Drive | Seco Canyon Road | 11,000 | 60 | 69.1 | 46 | 77 | 132 |
| MCBEAN PARKWAY | Newhall Ranch Road | Fairveiw Drive | 47,000 | 40 | 71.1 | 57 | 101 | 180 |
| MCBEAN PARKWAY | Fairveiw Drive | Decoro Drive | 47,000 | 40 | 71.1 | 57 | 101 | 180 |
| COPPER HILL DRIVE | Alta Vista Way | Smyth Drive | 55,000 | 55 | 76.1 | 96 | 162 | 276 |
| COPPER HILL DRIVE | Newhall Ranch Road | Smyth Drive | 55,000 | 60 | 76.1 | 96 | 162 | 276 |
| AVE SCOTT | Avenue Tibbitts | Stanford Avenue | 35,000 | 45 | 71.4 | 58 | 102 | 178 |

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|-------------------------|------------------------|------------------------|--------|----|------|----|-----|-----|
| AVE SCOTT | Stanford Avenue | Rye Canyon | 16,000 | 40 | 66.5 | 33 | 59 | 105 |
| NEWHALL RANCH ROAD | Rye Canyon Road | Interstate 5 ramp | 68,000 | 45 | 74.2 | 80 | 141 | 246 |
| BOUQUET CANYON ROAD | Newhall Ranch Road | Espuella Avenue | 48,000 | 55 | 75.5 | 90 | 153 | 259 |
| BOUQUET CANYON ROAD | Espuella Avenue | Seco Canyon Road | 48,000 | 45 | 72.7 | 68 | 119 | 208 |
| NEWHALL RANCH ROAD | Bouquet Canyon Road | Hillsborough | 67,000 | 45 | 74.2 | 80 | 140 | 245 |
| NEWHALL RANCH ROAD | Hillsborough | West of Hillsborough | 67,000 | 45 | 74.2 | 80 | 140 | 245 |
| NEWHALL RANCH ROAD | E of Bouquet Canyon Rd | E of Bouquet Canyon Rd | 44,000 | 45 | 72.4 | 65 | 114 | 199 |
| NEWHALL RANCH ROAD | E of Bouquet Canyon Rd | E of Bouquet Canyon Rd | 44,000 | 50 | 73.8 | 75 | 130 | 224 |
| NEWHALL RANCH ROAD | W of Hillsborough | East of McBean Pkwy | 65,000 | 50 | 75.5 | 91 | 156 | 270 |
| NEWHALL RANCH ROAD | East of McBean Pkwy | McBean Parkway | 65,000 | 50 | 75.5 | 91 | 156 | 270 |
| MCBEAN PARKWAY | Avenue Scott | Newhall Ranch Road | 55,000 | 45 | 73.3 | 73 | 127 | 222 |
| AVE SCOTT | Rockefeller Avenue | McBean Parkway | 23,000 | 35 | 66.4 | 32 | 59 | 107 |
| NEWHALL RANCH ROAD | Interstate 5 ramp | Interstate 5 ramp | 65,000 | 50 | 75.5 | 91 | 156 | 270 |
| NEWHALL RANCH ROAD | E of Interstate 5 ramp | E of Interstate 5 ramp | 65,000 | 45 | 74.0 | 79 | 138 | 241 |
| COMMERCE CENTER DRIVE | Magic Mountain Parkway | Henry Mayo Drive | 35,666 | 55 | 74.2 | 78 | 133 | 226 |
| COMMERCE CENTER DRIVE | Henry Mayo Drive | Hasley Canyon Road | 43,000 | 55 | 75.0 | 85 | 145 | 247 |
| THE OLD ROAD | South of Hasley Canyon | Hasley Canyon Road | 18,000 | 40 | 67.0 | 35 | 63 | 112 |
| RIDGE ROUTE ROAD | N of Lake Hughes Road | Templin Parkway | 36,000 | 50 | 72.9 | 69 | 118 | 204 |
| THE OLD ROAD | Sloan Canyon Road | N of Sloan Canyon Road | 24,000 | 40 | 68.2 | 41 | 72 | 129 |
| THE OLD ROAD | Hasley Canyon Road | S of Hillcrest Parkway | 24,000 | 40 | 68.2 | 41 | 72 | 129 |
| THE OLD ROAD | S of Hillcrest Parkway | Hillcrest Parkway | 24,000 | 50 | 71.1 | 57 | 98 | 168 |
| LONG CANYON ROAD | | | 33,000 | 45 | 71.1 | 57 | 99 | 173 |
| STEVENSON RANCH PARKWAY | The Old Road | East of the Old Road | 8,000 | 50 | 66.4 | 34 | 58 | 100 |
| MCBEAN PARKWAY | Rockwell Canyon Road | Interstate 5 ramp | 55,000 | 45 | 73.3 | 73 | 127 | 222 |
| MCBEAN PARKWAY | Interstate 5 ramp | Interstate 5 ramp | 55,000 | 45 | 73.3 | 73 | 127 | 222 |
| PICO CANYON ROAD | The Old Road | Interstate 5 ramp | 45,000 | 55 | 75.2 | 87 | 148 | 252 |
| LYONS AVENUE | Interstate 5 ramp | Interstate 5 | 39,000 | 50 | 73.3 | 71 | 123 | 212 |
| PICO CANYON ROAD | Interstate 5 ramp | West of Wiley Canyon | 45,000 | 40 | 71.0 | 56 | 99 | 176 |
| LYONS AVENUE | Wiley Canyon Road | Interstate 5 ramp | 39,000 | 50 | 73.3 | 71 | 123 | 212 |
| LYONS AVENUE | Interstate 5 ramp | Interstate 5 | 49,000 | 50 | 74.2 | 79 | 137 | 236 |
| RYE CANYON ROAD | The Old Road | NE of The Old Road | 57,000 | 50 | 74.9 | 85 | 147 | 254 |
| RYE CANYON ROAD | South of Avenue Scott | Avenue Scott | 47,000 | 45 | 72.6 | 67 | 118 | 206 |
| RYE CANYON ROAD | NE of The Old Road | South of Avenue Scott | 57,000 | 45 | 73.5 | 74 | 129 | 226 |

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| MAGIC MOUNTAIN PARKWAY | The Old Road | Interstate 5 | 80,000 | 50 | 76.4 | 100 | 173 | 298 |
| MAGIC MOUNTAIN PARKWAY | Interstate 5 | Tourney Road | 56,000 | 50 | 74.8 | 85 | 146 | 251 |
| MAGIC MOUNTAIN PARKWAY | Interstate 5 | Interstate 5 | 80,000 | 45 | 75.0 | 87 | 152 | 267 |
| MAGIC MOUNTAIN PARKWAY | Int of Mag Mt. & Tibbitts | Int of Mag Mt. & Tibbitts | 56,000 | 45 | 73.4 | 73 | 128 | 224 |
| MAGIC MOUNTAIN PARKWAY | Tourney Road | West of McBean Parkway | 58,000 | 45 | 73.6 | 74 | 130 | 228 |
| MAGIC MOUNTAIN PARKWAY | McBean Parkway | West of McBean Parkway | 58,000 | 45 | 73.6 | 74 | 130 | 228 |
| MAGIC MOUNTAIN PARKWAY | West of McBean Parkway | West of McBean Parkway | 58,000 | 50 | 75.0 | 86 | 148 | 256 |
| MCBEAN PARKWAY | Magic Mountain Parkway | Creekside | 67,000 | 45 | 74.2 | 80 | 140 | 245 |
| MCBEAN PARKWAY | Creekside | Avenue Scott | 73,000 | 45 | 74.6 | 83 | 146 | 255 |
| MAGIC MOUNTAIN PARKWAY | McBean Parkway | East of McBean Parkway | 52,000 | 45 | 73.1 | 71 | 124 | 216 |
| MAGIC MOUNTAIN PARKWAY | East of McBean Parkway | East of McBean Parkway | 52,000 | 40 | 71.6 | 60 | 107 | 190 |
| MAGIC MOUNTAIN PARKWAY | Valencia Blvd | West of Valencia Blvd | 48,000 | 40 | 71.2 | 58 | 102 | 182 |
| MAGIC MOUNTAIN PARKWAY | West of Valencia Blvd | West of Valencia Blvd | 48,000 | 40 | 71.2 | 58 | 102 | 182 |
| MCBEAN PARKWAY | South of Magic Mountain | Magic Mountain Parkway | 59,000 | 40 | 72.1 | 64 | 114 | 202 |
| MCBEAN PARKWAY | Valencia Blvd | North of Valencia Blvd | 59,000 | 45 | 73.6 | 75 | 131 | 230 |
| MCBEAN PARKWAY | North of Valencia Blvd | South of Magic Mountain | 59,000 | 45 | 73.6 | 75 | 131 | 230 |
| VALENCIA BOULEVARD | McBean Parkway | East of McBean Parkway | 47,000 | 45 | 72.6 | 67 | 118 | 206 |
| VALENCIA BOULEVARD | East of McBean Parkway | SW of Magic Mountain Pkwy | 47,000 | 45 | 72.6 | 67 | 118 | 206 |
| VALENCIA BOULEVARD | SW of Magic Mountain Pkwy | East of McBean Parkway | 47,000 | 45 | 72.6 | 67 | 118 | 206 |
| VALENCIA BOULEVARD | McBean Parkway | West of McBean Parkway | 60,000 | 50 | 75.1 | 87 | 151 | 260 |
| VALENCIA BOULEVARD | West of McBean Parkway | Rockwell Canyon Road | 60,000 | 40 | 72.2 | 64 | 115 | 204 |
| MCBEAN PARKWAY | Del Monte Drive | Valencia Blvd | 50,000 | 45 | 72.9 | 69 | 121 | 212 |
| MCBEAN PARKWAY | Arroyo Park Drive | Del Monte Drive | 50,000 | 45 | 72.9 | 69 | 121 | 212 |
| MCBEAN PARKWAY | South of Arroya Park Dr | Arroyo Park Drive | 50,000 | 45 | 72.9 | 69 | 121 | 212 |
| MCBEAN PARKWAY | Orchard Village Road | North of Orchard Village | 43,000 | 45 | 72.3 | 64 | 113 | 197 |

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| MCBEAN PARKWAY | North of Orchard Village | South of Arroya Park Dr | 43,000 | 45 | 72.3 | 64 | 113 | 197 |
| MCBEAN PARKWAY | Rockwell Canyon Road | Singing Hills Drive | 44,000 | 45 | 72.4 | 65 | 114 | 199 |
| MCBEAN PARKWAY | East of Singing Hills Dr | Orchard Village Road | 44,000 | 45 | 72.4 | 65 | 114 | 199 |
| MCBEAN PARKWAY | Singing Hills Drive | East of Singing Hills Dr | 44,000 | 45 | 72.4 | 65 | 114 | 199 |
| TOURNAMENT ROAD | Wiley Canyon Road | Mid-Section | 6,000 | 40 | 62.2 | 20 | 36 | 64 |
| TOURNAMENT ROAD | Mid-Section | South of McBean Parkway | 6,000 | 55 | 66.5 | 34 | 59 | 99 |
| WILEY CANYON ROAD | Lyons Avenue | South of Lyons Avenue | 17,000 | 35 | 65.1 | 28 | 50 | 91 |
| WILEY CANYON ROAD | Calgrove Boulevard | North of Calgrove Blvd | 19,000 | 35 | 65.5 | 29 | 53 | 97 |
| WILEY CANYON ROAD | North of Calgrove Blvd | South of Lyons Avenue | 19,000 | 40 | 67.2 | 36 | 64 | 115 |
| VALLEY STREET | Lyons Avenue | South of Lyons Avenue | 10,000 | 45 | 65.9 | 32 | 55 | 97 |
| LYONS AVENUE | Apple Street | Orchard Village Road | 39,000 | 50 | 73.3 | 71 | 123 | 212 |
| LYONS AVENUE | Apple Street | Rotella | 39,000 | 50 | 73.3 | 71 | 123 | 212 |
| LYONS AVENUE | Wiley Canyon | Everette Drive | 39,000 | 50 | 73.3 | 71 | 123 | 212 |
| LYONS AVENUE | Newhall Avenue | Arcadia Street | 49,000 | 50 | 74.2 | 79 | 137 | 236 |
| LYONS AVENUE | Arcadia Street | Valley Street | 49,000 | 55 | 75.6 | 91 | 154 | 262 |
| RAILROAD AVENUE | Lyons Avenue | North of Lyons Avenue | 39,000 | 40 | 70.3 | 52 | 92 | 164 |
| RAILROAD AVENUE | North of Lyons Avenue | South of Via Princessa | 39,000 | 45 | 71.8 | 61 | 107 | 188 |
| RAILROAD AVENUE | South of Via Princessa | South of Via Princessa | 39,000 | 45 | 71.8 | 61 | 107 | 188 |
| WILEY CANYON ROAD | East of Tournament | Orchard Village Road | 29,000 | 45 | 70.5 | 53 | 93 | 163 |
| WILEY CANYON ROAD | Tournament | East of Tournament | 29,000 | 40 | 69.0 | 45 | 80 | 142 |
| ORCHARD VILLAGE ROAD | Wiley Canyon Road | Mill Valley | 54,000 | 45 | 73.2 | 72 | 126 | 220 |
| ORCHARD VILLAGE ROAD | Mill Valley | McBean Parkway | 54,000 | 50 | 74.7 | 83 | 143 | 247 |
| ORCHARD VILLAGE ROAD | Lyons Avenue | Dalbey Drive | 32,000 | 50 | 72.4 | 65 | 112 | 193 |
| ORCHARD VILLAGE ROAD | Dalbey Drive | 16th Street | 32,000 | 35 | 67.8 | 39 | 70 | 127 |
| RAILROAD AVENUE | Via Princessa | North of Via Princessa | 41,000 | 45 | 72.0 | 63 | 110 | 193 |
| RAILROAD AVENUE | North of Via Princessa | South of Magic Mountain | 41,000 | 50 | 73.5 | 73 | 126 | 217 |
| RAILROAD AVENUE | South of Magic Mountain | Magic Mountain Parkway | 50,000 | 50 | 74.3 | 80 | 138 | 238 |
| MAGIC MOUNTAIN PARKWAY | | | 46,000 | 40 | 71.0 | 56 | 100 | 178 |
| VALENCIA BOULEVARD | Magic Mountain Parkway | N of Magic Mountain Pkwy | 61,000 | 45 | 73.8 | 76 | 134 | 234 |
| VALENCIA BOULEVARD | N of Magic Mountain Pkwy | W of Bouquet Canyon | 61,000 | 35 | 70.6 | 54 | 98 | 177 |

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| VALENCIA BOULEVARD | West of Bouquet Canyon | Bouquet Canyon Road | 51,000 | 50 | 74.4 | 81 | 140 | 241 |
| VALENCIA BOULEVARD | West of Bouquet Canyon | West of Bouquet Canyon | 51,000 | 50 | 74.4 | 81 | 140 | 241 |
| BOUQUET CANYON ROAD | Magic Mountain Parkway | Cenema Drive | 48,000 | 45 | 72.7 | 68 | 119 | 208 |
| BOUQUET CANYON ROAD | Cenema Drive | Valencia Blvd | 48,000 | 45 | 72.7 | 68 | 119 | 208 |
| VIA PRINCESSA | Railroad Avenue | East of Railroad Canyon | 23,000 | 35 | 66.4 | 32 | 59 | 107 |
| VIA PRINCESSA | East of Railroad Canyon | East of Railroad Canyon | 23,000 | 35 | 66.4 | 32 | 59 | 107 |
| VIA PRINCESSA | East of Railroad Canyon | East of Railroad Canyon | 23,000 | 55 | 72.3 | 64 | 109 | 185 |
| VIA PRINCESSA | | | 55,000 | 55 | 76.1 | 96 | 162 | 276 |
| VIA PRINCESSA | | | 55,000 | 50 | 74.7 | 84 | 145 | 249 |
| VIA PRINCESSA | | | 55,000 | 40 | 71.8 | 62 | 110 | 195 |
| VIA PRINCESSA | | | 55,000 | 50 | 74.7 | 84 | 145 | 249 |
| SANTA CLARITA PARKWAY | Via Princessa | South of Via Princessa | 38,000 | 45 | 71.7 | 61 | 106 | 186 |
| SANTA CLARITA PARKWAY | South of Via Princessa | South of Via Princessa | 38,000 | 45 | 71.7 | 61 | 106 | 186 |
| SANTA CLARITA PARKWAY | Sierra Highway | West of Sierra Highway | 48,000 | 45 | 72.7 | 68 | 119 | 208 |
| SANTA CLARITA PARKWAY | Soledad Canyon Road | South of Soledad Canyon | 31,000 | 45 | 70.8 | 55 | 96 | 168 |
| SANTA CLARITA PARKWAY | Via Princessa | North of Via Princessa | 39,000 | 45 | 71.8 | 61 | 107 | 188 |
| DOCKWEILER DRIVE | Mid-Section | Mid-Section | 22,000 | 25 | 62.7 | 20 | 37 | 71 |
| NEWHALL AVENUE | Sierra Highway | Valle Del Oro | 47,000 | 45 | 72.6 | 67 | 118 | 206 |
| NEWHALL AVENUE | NW of Valle Del Oro | NW of Valle Del Oro | 39,000 | 50 | 73.3 | 71 | 123 | 212 |
| SIERRA HIGHWAY | The Old Road | North of The Old Road | 37,000 | 45 | 71.6 | 60 | 105 | 183 |
| SIERRA HIGHWAY | North of The Old Road | Newhall Avenue | 42,000 | 45 | 72.2 | 64 | 111 | 195 |
| SIERRA HIGHWAY | Dockweiler Drive | North of Dockweiler | 43,000 | 45 | 72.3 | 64 | 113 | 197 |
| SIERRA HIGHWAY | North of Dockweiler | Placerita Canyon Road | 43,000 | 50 | 73.7 | 75 | 129 | 222 |
| GOLDEN VALLEY ROAD | Sierra Highway | SR-14 | 39,000 | 50 | 73.3 | 71 | 123 | 212 |
| GOLDEN VALLEY ROAD | SR-14 | East of SR-14 | 18,000 | 55 | 71.3 | 57 | 97 | 165 |
| GOLDEN VALLEY ROAD | | | 39,000 | 40 | 70.3 | 52 | 92 | 164 |
| GOLDEN VALLEY ROAD | East of SR-14 | East End | 18,000 | 50 | 69.9 | 49 | 85 | 147 |
| SIERRA HIGHWAY | Golden Valley Road | North of Golden Valley Rd | 32,000 | 50 | 72.4 | 65 | 112 | 193 |
| SIERRA HIGHWAY | North of Golden Valley Rd | North of Golden Valley Rd | 32,000 | 50 | 72.4 | 65 | 112 | 193 |

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| SIERRA HIGHWAY | North of Golden Valley Rd | South of Via Princessa | 32,000 | 45 | 71.0 | 56 | 98 | 171 |
| SIERRA HIGHWAY | South of Via Princessa | Via Princessa | 32,000 | 45 | 71.0 | 56 | 98 | 171 |
| SIERRA HIGHWAY | Via Princessa | North of Via Princessa | 37,000 | 45 | 71.6 | 60 | 105 | 183 |
| SIERRA HIGHWAY | North of Via Princessa | Jakes Way | 37,000 | 45 | 71.6 | 60 | 105 | 183 |
| JAKES WAY/CANYON PARK BL | Sierra Highway | Lost Canyon | 18,000 | 25 | 61.9 | 17 | 33 | 64 |
| VIA PRINCESSA | Whites Canyon | West of Whites Canyon | 23,000 | 40 | 68.0 | 40 | 71 | 126 |
| VIA PRINCESSA | West of Whites Canyon | West of Whites Canyon | 23,000 | 40 | 68.0 | 40 | 71 | 126 |
| VIA PRINCESSA | West of Whites Canyon | West of Whites Canyon | 23,000 | 60 | 72.3 | 64 | 109 | 185 |
| VIA PRINCESSA | SE of Whites Canyon | NW of Sierra Highway | 55,000 | 50 | 74.7 | 84 | 145 | 249 |
| SOLEDAD CANYON ROAD | West of Whites Canyon | West of Whites Canyon | 38,000 | 45 | 71.7 | 61 | 106 | 186 |
| SOLEDAD CANYON ROAD | West of Whites Canyon | East of Golden Valley Rd | 38,000 | 45 | 71.7 | 61 | 106 | 186 |
| SOLEDAD CANYON ROAD | East of Golden Valley Rd | East of Golden Valley Rd | 48,000 | 45 | 72.7 | 68 | 119 | 208 |
| SOLEDAD CANYON ROAD | Golden Valley Road | East of Golden Valley Rd | 48,000 | 40 | 71.2 | 58 | 102 | 182 |
| SOLEDAD CANYON ROAD | West of Golden Valley | E of Santa Clarita Pkwy | 38,000 | 45 | 71.7 | 61 | 106 | 186 |
| SOLEDAD CANYON ROAD | Golden Valley Road | West of Golden Valley | 38,000 | 45 | 71.7 | 61 | 106 | 186 |
| SOLEDAD CANYON ROAD | West of Golden Valley | West of Golden Valley | 38,000 | 45 | 71.7 | 61 | 106 | 186 |
| SOLEDAD CANYON ROAD | E of Santa Clarita Pkwy | W of Santa Clarita Pkwy | 48,000 | 50 | 74.2 | 79 | 136 | 234 |
| SOLEDAD CANYON ROAD | W of Santa Clarita Pkwy | Bouquet Canyon Road | 42,000 | 50 | 73.6 | 74 | 127 | 219 |
| SANTA CLARITA PARKWAY | Soledad Canyon Road | Newhall Ranch Road | 31,000 | 45 | 70.8 | 55 | 96 | 168 |
| GOLDEN VALLEY ROAD | Soledad Canyon Road | Nth of Soledad Cyn Road | 44,000 | 50 | 73.8 | 75 | 130 | 224 |
| NEWHALL AVENUE | Railroad Avenue | Market Street | 27,000 | 50 | 71.7 | 60 | 103 | 178 |
| NEWHALL AVENUE | SE of Railroad Avenue | Railroad Avenue | 27,000 | 50 | 71.7 | 60 | 103 | 178 |
| SHADOW PINES BOULEVARD | | South of Davenport Road | 12,000 | 45 | 66.7 | 35 | 61 | 106 |
| LYONS AVENUE | Rotella | Peachland Avenue | 39,000 | 55 | 74.6 | 82 | 139 | 236 |
| LYONS AVENUE | Peachland Avenue | Everette Drive | 39,000 | 55 | 74.6 | 82 | 139 | 236 |

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|------------------------|---------------------------|---------------------------|--------|----|------|----|-----|-----|
| ORCHARD VILLAGE ROAD | 16th Street | North of 16th Street | 43,000 | 35 | 69.1 | 45 | 81 | 148 |
| ORCHARD VILLAGE ROAD | North of 16th Street | Wiley Canyon Road | 43,000 | 50 | 73.7 | 75 | 129 | 222 |
| TOURNAMENT ROAD | South of McBean Parkway | McBean Parkway | 6,000 | 55 | 66.5 | 34 | 59 | 99 |
| NEWHALL AVENUE | Valle Del Oro | NW of Valle Del Oro | 39,000 | 55 | 74.6 | 82 | 139 | 236 |
| NEWHALL AVENUE | NW of Valle Del Oro | SE of Railroad Avenue | 39,000 | 50 | 73.3 | 71 | 123 | 212 |
| SOLEDAD CANYON ROAD | East of Sand Canyon | East of Sand Canyon | 33,000 | 50 | 72.5 | 66 | 114 | 196 |
| SOLEDAD CANYON ROAD | East of Sand Canyon | East of Sand Canyon | 33,000 | 50 | 72.5 | 66 | 114 | 196 |
| SIERRA HIGHWAY | Placerita Canyon Road | Golden Valley Road | 28,000 | 45 | 70.4 | 52 | 91 | 160 |
| SIERRA HIGHWAY | Golden Valley Road | N of Golden Valley Rd | 32,000 | 45 | 71.0 | 56 | 98 | 171 |
| DOCKWEILER DRIVE | Sierra Highway | Mid-Section | 25,000 | 35 | 66.7 | 34 | 62 | 112 |
| HASLEY CANYON ROAD | Commerce Center Drive | Del Valle Road | 17,000 | 50 | 69.6 | 48 | 83 | 143 |
| WILEY CANYON ROAD | Orchard Village Road | E of Orchard Village Rd | 38,000 | 40 | 70.2 | 51 | 91 | 162 |
| THE OLD ROAD | Hillcrest Parkway | South of Parker Road | 14,000 | 50 | 68.8 | 44 | 76 | 130 |
| THE OLD ROAD | South of Parker Road | Parker Road | 14,000 | 45 | 67.4 | 37 | 65 | 114 |
| LAKE HUGHES ROAD | The Old Road | Castaic Road | 43,000 | 35 | 69.1 | 45 | 81 | 148 |
| THE OLD ROAD | Stevensons Ranch Parkway | Valencia Boulevard | 47,000 | 45 | 72.6 | 67 | 118 | 206 |
| NEWHALL RANCH ROAD | McBean Parkway | Avenue Tibbitts | 69,000 | 45 | 74.3 | 81 | 142 | 248 |
| GOLDEN VALLEY ROAD | Plum Canyon Road | South of Plum Cyn Rd | 44,000 | 55 | 75.1 | 86 | 147 | 249 |
| GOLDEN VALLEY ROAD | | | 39,000 | 50 | 73.3 | 71 | 123 | 212 |
| SIERRA HIGHWAY | South of Sand Canyon | South of Sand Canyon | 19,000 | 45 | 68.7 | 43 | 76 | 133 |
| SIERRA HIGHWAY | North of Skyline Ranch Rd | South of Sand Canyon | 15,000 | 40 | 66.2 | 32 | 57 | 102 |
| SIERRA HIGHWAY | North of Skyline Ranch Rd | North of Skyline Ranch Rd | 36,000 | 40 | 70.0 | 50 | 89 | 158 |
| SIERRA HIGHWAY | South of Skyline Ranch Rd | North of Skyline Ranch Rd | 36,000 | 40 | 70.0 | 50 | 89 | 158 |
| SIERRA HIGHWAY | Soledad Canyon Road | South of Skyline Ranch Rd | 50,000 | 40 | 71.4 | 59 | 105 | 186 |
| SAND CANYON ROAD | Soledad Canyon Road | N of Soledad Canyon Road | 14,000 | 50 | 68.8 | 44 | 76 | 130 |
| SAND CANYON ROAD | | | 8,000 | 45 | 65.0 | 28 | 50 | 87 |
| SHADOW PINES BOULEVARD | North of Soledad Canyon | South of Davenport Road | 10,000 | 40 | 64.4 | 26 | 47 | 83 |
| LOST CANYON ROAD | | | 15,000 | 45 | 67.7 | 39 | 68 | 118 |
| LOST CANYON ROAD | | | 18,000 | 45 | 68.5 | 42 | 74 | 129 |

| | | | | | | | | |
|------------------------|---------------------------|---------------------------|--------|----|------|----|-----|-----|
| LOST CANYON ROAD | Jakes Way | North-East of Jakes Way | 14,000 | 55 | 70.2 | 51 | 86 | 147 |
| VIA PRINCESSA | Sierra Highway | NW of Sierra Highway | 55,000 | 40 | 71.8 | 62 | 110 | 195 |
| VIA PRINCESSA | West of Whites Canyon | West of Whites Canyon | 23,000 | 40 | 68.0 | 40 | 71 | 126 |
| SIERRA HIGHWAY | Jakes Way | Soledad Canyon Road | 37,000 | 45 | 71.6 | 60 | 105 | 183 |
| | The Old Road | North of The Old Road | 6,000 | 40 | 62.2 | 20 | 36 | 64 |
| PARKER ROAD | The Old Road | Sloan Canyon Drive | 1,000 | 50 | 57.3 | 13 | 22 | 37 |
| PARKER ROAD | The Old Road | Interstate 5 | 11,000 | 50 | 67.8 | 39 | 68 | 116 |
| PARKER ROAD | Interstate 5 | Castaic Road | 11,000 | 45 | 66.3 | 33 | 58 | 102 |
| LAKE HUGHES ROAD | Ridge Route Road | North-East of Ridge Route | 12,000 | 35 | 63.6 | 23 | 42 | 76 |
| LAKE HUGHES ROAD | North-East of Ridge Route | Mid-Section | 12,000 | 50 | 68.1 | 41 | 70 | 121 |
| LAKE HUGHES ROAD | North-East of Ridge Route | North-East of Ridge Route | 12,000 | 50 | 68.1 | 41 | 70 | 121 |
| SHADOW PINES BOULEVARD | North of Soledad Canyon | North of Soledad Canyon | 10,000 | 40 | 64.4 | 26 | 47 | 83 |
| SHADOW PINES BOULEVARD | Soledad Canyon Road | North of Soledad Canyon | 10,000 | 40 | 64.4 | 26 | 47 | 83 |
| VIA PRINCESSA | Lost Canyon Road | South of Lost Canyon | 4,000 | 35 | 58.8 | 13 | 24 | 43 |
| LOST CANYON ROAD | Via Princessa | Jakes Way | 20,000 | 50 | 70.4 | 52 | 90 | 154 |
| VASQUEZ CANYON ROAD | East of Bouquet Canyon | East of Bouquet Canyon | 6,000 | 35 | 60.5 | 16 | 29 | 53 |
| VASQUEZ CANYON ROAD | East of Bouquet Canyon | Bouquet Canyon Road | 6,000 | 35 | 60.5 | 16 | 29 | 53 |
| GOLDEN VALLEY ROAD | Via Princessa | Soledad Canyon Road | 30,000 | 60 | 73.5 | 72 | 123 | 209 |
| COPPER HILL DRIVE | Benz Road | David Way | 18,000 | 45 | 68.5 | 42 | 74 | 129 |
| DRY GULCH RD | | | 4,000 | 45 | 61.9 | 20 | 35 | 62 |
| TEMPLIN PK | At Interstate 5 | At Interstate 5 | 4,000 | 50 | 63.4 | 24 | 42 | 72 |
| | Templin Highway | North of Templin Highway | 6,000 | 40 | 62.2 | 20 | 36 | 64 |
| HENRY MAYO DRIVE | East of Commerce Ctr Dr | Commerce Center Drive | 10,000 | 40 | 64.4 | 26 | 47 | 83 |
| SLOAN CANYON RD | Hasley Canyon Road | Hillcrest Parkway | 4,000 | 40 | 60.4 | 17 | 30 | 53 |
| SLOAN CANYON RD | Parker Road | The Old Road | 2,000 | 40 | 57.4 | 12 | 21 | 37 |
| SLOAN CANYON RD | Parker Road | West of Parker Road | 2,000 | 40 | 57.4 | 12 | 21 | 37 |
| POTRERO CANYON RD | | | 11,000 | 40 | 64.8 | 28 | 49 | 87 |

| | | | | | | | | |
|--------------------------|-------------------------|-------------------------|--------|----|------|-----|-----|-----|
| VALENCIA BLVD | Magic Mountain Parkway | West of Magic Mountain | 29,000 | 45 | 70.5 | 53 | 93 | 163 |
| VALENCIA BLVD | Magic Mountain Parkway | South of Magic Mountain | 55,000 | 55 | 76.1 | 96 | 162 | 276 |
| VALENCIA BLVD | Pico Canyon Road | East of Pico Cyn Road | 31,000 | 50 | 72.3 | 64 | 110 | 190 |
| VALENCIA BLVD | The Old Road | West of The Old Road | 60,000 | 45 | 73.7 | 76 | 132 | 232 |
| PICO CANYON ROAD | | | 45,000 | 45 | 72.5 | 66 | 115 | 202 |
| PICO CANYON ROAD | Stevenson Ranch Parkway | W of Stevenson Ranch | 29,000 | 55 | 73.3 | 71 | 121 | 206 |
| SKYLINE RANCH RD | Whites Canyon | Sierra Highway | 16,500 | 45 | 68.1 | 40 | 71 | 124 |
| LOST CANYON ROAD | Sand Canyon Road | West of Sand Canyon Rd | 10,000 | 40 | 64.4 | 26 | 47 | 83 |
| NEWHALL RANCH ROAD | Interstate 5 ramp | The Old Road | 65,000 | 55 | 76.8 | 103 | 176 | 298 |
| COPPER HILL DRIVE | | | 47,500 | 55 | 75.5 | 89 | 152 | 258 |
| JAKES WAY | Jakes Way | Lost Canyon | 18,000 | 40 | 67.0 | 35 | 63 | 112 |
| NEWHALL RANCH ROAD | Santa Clarita Pkwy | E of Santa Clarita Pkwy | 44,000 | 45 | 72.4 | 65 | 114 | 199 |
| LITTLE TUJUNGA CANYON RO | Sand Canyon Road | South | 20,000 | 40 | 67.4 | 37 | 66 | 118 |
| RAILROAD AVENUE | Newhall Avenue | Lyons Avenue | 28,000 | 50 | 71.8 | 61 | 105 | 181 |

Current General Plan Freeway Noise Contour Distances for Freeways

| STREET | ADT | FREEWAY | CNEL @50' | Distance to CNEL Contour (ft.) | | |
|-------------------------|---------|---------|-----------|--------------------------------|-----|------|
| | | | | 70 | 65 | 60 |
| I-5 n/o Lake Hughes | 191,000 | I5 | 88.0 | 392 | 695 | 1230 |
| I-5 s/o Lake Hughes | 206,000 | I5 | 88.3 | 407 | 721 | 1278 |
| I-5 s/o Parker | 240,000 | I5 | 89.0 | 439 | 778 | 1378 |
| I-5 s/o Hasley Cyn | 249,000 | I5 | 89.2 | 447 | 792 | 1404 |
| I-5 s/o SR-126 | 225,000 | I5 | 88.7 | 425 | 753 | 1335 |
| I-5 s/o Rye Cyn | 247,000 | I5 | 89.1 | 445 | 789 | 1398 |
| I-5 s/o Magic Mtn | 257,000 | I5 | 89.3 | 454 | 805 | 1426 |
| I-5 s/o Valencia | 269,000 | I5 | 89.5 | 465 | 823 | 1459 |
| I-5 s/o McBean | 284,000 | I5 | 89.7 | 477 | 846 | 1499 |
| I-5 s/o Lyons | 299,000 | I5 | 90.0 | 490 | 868 | 1537 |
| I-5 s/o Calgrove | 308,000 | I5 | 90.1 | 497 | 881 | 1560 |
| SR-14 n/o Aqua Dulce | 195,000 | SR14 | 86.6 | 289 | 491 | 834 |
| SR-14 s/o Aqua Dulce | 200,000 | SR14 | 86.7 | 293 | 497 | 844 |
| SR-14 s/o Soledad Cyn | 228,000 | SR14 | 87.2 | 311 | 528 | 897 |
| SR-14 s/o Sand Cyn | 240,000 | SR14 | 87.5 | 318 | 540 | 918 |
| SR-14 s/o Via Princessa | 250,000 | SR14 | 87.6 | 324 | 551 | 936 |
| SR-14 s/o Sierra Hwy | 279,000 | SR14 | 88.1 | 341 | 579 | 984 |
| SR-14 s/o Golden Valley | 268,000 | SR14 | 87.9 | 335 | 569 | 966 |
| SR-14 s/o Placerita Cyn | 291,000 | SR14 | 88.3 | 348 | 591 | 1003 |
| SR-14 n/o I-5 | 316,000 | SR14 | 88.7 | 361 | 613 | 1042 |

Santa Clarita Noise Element / Proposed General Plan Traffic Noise Contours (Arterial):

| ROAD | End 1 | End 2 | ADT | SPEED | CNEL 50' From CL | 70 | 65 | 60 |
|-------------------------|-------------------------|-------------------------|--------|-------|---------------------|----|-----|-----|
| LAKE HUGHES ROAD | North Section | North Section | 7,000 | 50 | 65.8 | 32 | 55 | 94 |
| SAN FRANCISQUITO CANYON | South of Dry Gulch Road | North of Dry Gulch Road | 7,000 | 45 | 64.4 | 27 | 47 | 82 |
| BOUQUET CANYON ROAD | North End | North End | 6,000 | 40 | 62.2 | 20 | 36 | 64 |
| SIERRA HIGHWAY | Aqua Dolce Canyon Road | E of Aqua Dolce Canyon | 2,000 | 40 | 57.4 | 12 | 21 | 37 |
| LAKE HUGHES ROAD | Mid-Section | North Section | 7,000 | 45 | 64.4 | 27 | 47 | 82 |
| SAN FRANCISQUITO CANYON | Mid-Section | South of Dry Gulch Road | 7,000 | 45 | 64.4 | 27 | 47 | 82 |
| RIDGE ROUTE ROAD | Lake Hughes Road | N of Lake Hughes Road | 35,000 | 50 | 72.8 | 68 | 117 | 201 |
| LAKE HUGHES ROAD | Castaic Road | Ridge Route Road | 37,000 | 45 | 71.6 | 60 | 105 | 183 |
| RIDGE ROUTE ROAD | Castaic Road | Lake Hughes Road | 8,000 | 50 | 66.4 | 34 | 58 | 100 |
| CASTAIC ROAD | Parker Road | Lake Hughs Road | 24,000 | 50 | 71.1 | 57 | 98 | 168 |
| THE OLD ROAD | Parker Road | Sloan Canyon Road | 3,000 | 50 | 62.1 | 21 | 36 | 63 |
| AGUA DULCE CANYON ROAD | Escondido Canyon Road | Sierra Highway | 8,000 | 45 | 65.0 | 28 | 50 | 87 |
| ESCONDIDO CANYON ROAD | Aqua Dolce Cyn Road | East End | 5,000 | 45 | 62.9 | 23 | 40 | 69 |
| AGUA DULCE ROAD | Davenport Road | Escondido Canyon Road | 13,000 | 55 | 69.8 | 49 | 84 | 142 |
| DAVENPORT ROAD | Tick Canyon Road | Aqua Dulce Road | 3,000 | 45 | 60.7 | 18 | 31 | 54 |
| DAVENPORT ROAD | Sierra Highway | Tick Canyon Road | 6,000 | 35 | 60.5 | 16 | 29 | 53 |
| SAN FRANCISQUITO CANYON | N of Copper Hill Drive | Mid-Section | 7,000 | 45 | 64.4 | 27 | 47 | 82 |
| MCBEAN PARKWAY | | | 9,000 | 40 | 64.0 | 25 | 44 | 79 |
| SECO CANYON ROAD | Copper Hill Drive | N of Copper Hill Drive | 10,000 | 35 | 62.8 | 21 | 38 | 69 |
| COPPER HILL DRIVE | Sycamore | High Ridge | 17,000 | 55 | 71.0 | 56 | 95 | 161 |
| COPPER HILL DRIVE | Haskell Canyon Road | Sycamore | 17,000 | 45 | 68.2 | 41 | 72 | 126 |
| COPPER HILL DRIVE | Seco Canyon Road | Haskell Canyon Road | 30,000 | 55 | 73.5 | 72 | 123 | 209 |
| BOUQUET CANYON ROAD | David Way | Vasquez Canyon Road | 19,000 | 50 | 70.1 | 51 | 87 | 151 |
| HASLEY CANYON ROAD | Del Valle Road | Sloan Canyon Road | 13,000 | 40 | 65.6 | 30 | 53 | 95 |
| SIERRA HIGHWAY | Vasquez Canyon Road | Davenport Road | 16,000 | 40 | 66.5 | 33 | 59 | 105 |
| HASLEY CANYON ROAD | The Old Road | Commerce Center Drive | 38,000 | 40 | 70.2 | 51 | 91 | 162 |
| SIERRA HIGHWAY | Sand Canyon Road | Vasquez Canyon Road | 16,000 | 35 | 64.8 | 27 | 49 | 89 |
| SIERRA HIGHWAY | S of Vasquez Canyon Rd | Vasquez Canyon Road | 16,000 | 45 | 68.0 | 40 | 70 | 122 |
| COPPER HILL DRIVE | Decoro Drive | McBean Parkway | 45,500 | 45 | 72.5 | 66 | 116 | 203 |
| PLUM CANYON ROAD | West of Golden Valley | West of Golden Valley | 12,000 | 45 | 66.7 | 35 | 61 | 106 |
| COPPER HILL DRIVE | Alta Vista Way | Decoro Drive | 52,000 | 60 | 75.9 | 93 | 158 | 269 |
| DECORO DRIVE | Rye Canyon | Dickason Drive | 8,000 | 35 | 61.8 | 19 | 34 | 62 |
| DECORO DRIVE | Dickason Drive | McBean Parkway | 14,000 | 55 | 70.2 | 51 | 86 | 147 |

| | | | | | | | | |
|------------------------|---------------------------|---------------------------|--------|----|------|-----|-----|-----|
| PLUM CANYON ROAD | West of Golden Valley | South of Skyline Ranch Rd | 13,000 | 45 | 67.1 | 36 | 63 | 110 |
| THE OLD ROAD | Newhall Ranch Road | N of Newhall Ranch Road | 21,000 | 45 | 69.1 | 45 | 80 | 139 |
| THE OLD ROAD | Henry Mayo Drive | Newhall Ranch Road | 16,000 | 55 | 70.7 | 54 | 92 | 156 |
| RYE CANYON ROAD | Avenue Scott | Newhall Ranch Road | 48,000 | 50 | 74.2 | 79 | 136 | 234 |
| WHITES CANYON ROAD | South of Skyline Ranch Rd | Skyline Ranch Road | 19,000 | 55 | 71.5 | 59 | 100 | 169 |
| AGUA DULCE ROAD | Soledad Canyon Road | Davenport Road | 14,000 | 55 | 70.2 | 51 | 86 | 147 |
| HENRY MAYO DRIVE | The Old Road | East of Commerce Ctr Dr | 9,000 | 45 | 65.5 | 30 | 53 | 92 |
| HENRY MAYO DRIVE | The Old Road | East of Commerce Ctr Dr | 9,000 | 40 | 64.0 | 25 | 44 | 79 |
| DICKASON DRIVE | Newhall Ranch Road | Decoro Drive | 21,000 | 50 | 70.6 | 53 | 92 | 158 |
| NEWHALL RANCH ROAD | Dickenson Drive | Rye Canyon Road | 49,000 | 50 | 74.2 | 79 | 137 | 236 |
| SOLEDAD CANYON ROAD | Aqua Dolce Road | East of Aqua Dolce Rd | 17,000 | 55 | 71.0 | 56 | 95 | 161 |
| HENRY MAYO DRIVE | East of Commerce Ctr Dr | Commerce Center Drive | 16,000 | 45 | 68.0 | 40 | 70 | 122 |
| AVE TIBBITTS | Avenue Scott | Newhall Ranch Road | 34,000 | 35 | 68.1 | 40 | 72 | 131 |
| THE OLD ROAD | Rye Canyon Road | Henry Mayo Drive | 48,000 | 50 | 74.2 | 79 | 136 | 234 |
| AVE SCOTT | Avenue Tibbitts | Rockefeller Avenue | 25,000 | 35 | 66.7 | 34 | 62 | 112 |
| AVE TIBBITTS | Avenue Scott | Hopkins | 32,000 | 35 | 67.8 | 39 | 70 | 127 |
| NEWHALL RANCH ROAD | Bouquet Canyon Road | E of Bouquet Canyon Rd | 46,000 | 50 | 74.0 | 77 | 133 | 229 |
| NEWHALL RANCH ROAD | | | 49,000 | 45 | 72.8 | 69 | 120 | 210 |
| SANTA CLARITA PARKWAY | Newhall Ranch Road | Bouquet Canyon Road | 38,000 | 45 | 71.7 | 61 | 106 | 186 |
| AVE TIBBITTS | Hopkins | Magic Mountain Parkway | 32,000 | 55 | 73.8 | 74 | 127 | 215 |
| BOUQUET CANYON ROAD | Soledad Canyon / Valencia | Newhall Ranch Road | 77,000 | 45 | 74.8 | 85 | 150 | 262 |
| THE OLD ROAD | Magic Mountain Parkway | Rye Canyon Road | 52,000 | 35 | 69.9 | 50 | 90 | 163 |
| HENRY MAYO DRIVE | Commerce Center Drive | Chiquito Canyon Road | 9,000 | 40 | 64.0 | 25 | 44 | 79 |
| MAGIC MOUNTAIN PARKWAY | The Old Road | Magic Mountain Theme Park | 85,000 | 55 | 78.0 | 117 | 199 | 338 |
| LOST CANYON ROAD | Sand Canyon Road | East of Sand Canyon Rd | 16,000 | 45 | 68.0 | 40 | 70 | 122 |
| MAGIC MOUNTAIN PARKWAY | | | 60,000 | 50 | 75.1 | 87 | 151 | 260 |
| SAND CANYON ROAD | South of Jakes Way | Jakes Way | 14,000 | 45 | 67.4 | 37 | 65 | 114 |
| MAGIC MOUNTAIN PARKWAY | Bouquet Canyon Road | Valencia Blvd | 52,000 | 50 | 74.5 | 82 | 141 | 243 |

| | | | | | | | | |
|-------------------------|-------------------------|---------------------------|--------|----|------|----|-----|-----|
| HENRY MAYO DRIVE | West of Chiquito Cyn Rd | West of Chiquito Cyn Rd | 9,000 | 45 | 65.5 | 30 | 53 | 92 |
| WHITES CANYON ROAD | Via Princessa | Soledad Canyon Road | 48,000 | 50 | 74.2 | 79 | 136 | 234 |
| THE OLD ROAD | North of Valencia Blvd | Magic Mountain Parkway | 30,000 | 55 | 73.5 | 72 | 123 | 209 |
| TOURNEY ROAD | Valencia Boulevard | Magic Mountain Parkway | 14,000 | 35 | 64.2 | 25 | 46 | 83 |
| VALENCIA BOULEVARD | Tourney Road | Rockwell Canyon Road | 59,000 | 45 | 73.6 | 75 | 131 | 230 |
| VALENCIA BOULEVARD | Interstate 5 | Tourney Road | 68,000 | 45 | 74.2 | 80 | 141 | 246 |
| THE OLD ROAD | Valencia Blvd | North of Valencia Blvd | 30,000 | 40 | 69.2 | 46 | 81 | 144 |
| VALENCIA BOULEVARD | The Old Road | Interstate 5 | 61,000 | 45 | 73.8 | 76 | 134 | 234 |
| HENRY MAYO DRIVE | Wes of Chiquito Cyn Rd | to West End | 9,000 | 40 | 64.0 | 25 | 44 | 79 |
| VIA PRINCESSA | North of Lost Canyon | Sierra Highway | 41,000 | 35 | 68.9 | 44 | 80 | 144 |
| VIA PRINCESSA | Lost Canyon Road | North of Lost Canyon | 24,000 | 35 | 66.6 | 33 | 60 | 109 |
| MAGIC MOUNTAIN PARKWAY | | | 46,000 | 45 | 72.5 | 67 | 116 | 204 |
| VIA PRINCESSA | | | 52,000 | 35 | 69.9 | 50 | 90 | 163 |
| VIA PRINCESSA | | | 52,000 | 40 | 71.6 | 60 | 107 | 190 |
| GOLDEN VALLEY ROAD | Sierra Highway | Via Princessa | 51,000 | 60 | 75.8 | 92 | 157 | 267 |
| ROCKWELL CANYON ROAD | McBean Parkway | Valencia Blvd | 23,000 | 50 | 71.0 | 55 | 96 | 165 |
| VIA PRINCESSA | Railroad Avenue | West of Railroad Canyon | 27,000 | 40 | 68.7 | 43 | 77 | 137 |
| RAILROAD AVENUE | Via Princessa | South of Via Princessa | 40,000 | 40 | 70.4 | 53 | 94 | 166 |
| 16TH STREET | Newhall Avenue | Orchard Village Road | 9,000 | 35 | 62.3 | 20 | 36 | 66 |
| STEVENSON RANCH PARKWAY | The Old Road | North of Pico Canyon Road | 33,000 | 50 | 72.5 | 66 | 114 | 196 |
| LYONS AVENUE EXTENSION | Railroad Canyon | Walnut | 52,000 | 55 | 75.9 | 93 | 158 | 269 |
| THE OLD ROAD | Pico Canyon Road | Stevensons Ranch Parkway | 35,000 | 40 | 69.9 | 49 | 88 | 156 |
| SAND CANYON ROAD | Placerita Canyon Road | South of Jakes Way | 14,000 | 45 | 67.4 | 37 | 65 | 114 |
| LYONS AVENUE | Newhall Avenue | Walnut | 52,000 | 45 | 73.1 | 71 | 124 | 216 |
| NEWHALL AVENUE | Lyons Avenue | 16th Street | 1,000 | 45 | 55.9 | 10 | 18 | 32 |
| PICO CANYON ROAD | The Old Road | Stevenson Ranch Parkway | 41,000 | 55 | 74.8 | 83 | 142 | 241 |
| STEVENSON RANCH PARKWAY | Pico Canyon Road | North of Pico Canyon Road | 13,000 | 50 | 68.5 | 42 | 73 | 126 |
| WILEY CANYON ROAD | Lyons Avenue | Tournament Canyon Road | 34,000 | 40 | 69.7 | 48 | 86 | 153 |
| LYONS AVENUE EXTENSION | | | 30,000 | 55 | 73.5 | 72 | 123 | 209 |
| NEWHALL AVENUE | Market Street | Lyons Avenue | 27,000 | 45 | 70.2 | 51 | 90 | 157 |

| | | | | | | | | |
|-----------------------|-------------------------|--------------------------|--------|----|------|----|-----|-----|
| SIERRA HIGHWAY | Intersection Dockweiler | Intersection Dockweiler | 40,000 | 45 | 71.9 | 62 | 109 | 190 |
| SIERRA HIGHWAY | Newhall Avenue | Dockweiler Drive | 23,000 | 45 | 69.5 | 47 | 83 | 145 |
| NEWHALL AVENUE | Sierra Highway | East of Sierra Highway | 50,000 | 45 | 72.9 | 69 | 121 | 212 |
| CALGROVE BOULEVARD | Wiley Canyon | East End | 19,000 | 55 | 71.5 | 59 | 100 | 169 |
| CALGROVE BOULEVARD | The Old Road | Wiley Canyon | 18,000 | 55 | 71.3 | 57 | 97 | 165 |
| THE OLD ROAD | Calgrove Boulevard | North of Calgrove Blvd | 13,000 | 45 | 67.1 | 36 | 63 | 110 |
| THE OLD ROAD | North of Calgrove Blvd | Pico Canyon Road | 13,000 | 35 | 63.9 | 24 | 44 | 80 |
| THE OLD ROAD | Sierra Highway | Calgrove Boulevard | 20,000 | 45 | 68.9 | 44 | 78 | 136 |
| SAN FERNANDO RD (LA) | Sierra Highway | S of Sierra Highway | 20,000 | 45 | 68.9 | 44 | 78 | 136 |
| CHIQUITO CANYON ROAD | Lower Mid Point | North End | 25,000 | 45 | 69.9 | 49 | 87 | 151 |
| CHIQUITO CANYON ROAD | South End | Lower Mid-Point | 25,000 | 45 | 69.9 | 49 | 87 | 151 |
| HILLCREST PARKWAY | The Old Road | Sloan Canyon Road | 17,000 | 45 | 68.2 | 41 | 72 | 126 |
| SAND CANYON ROAD | S of Placerita Canyon | Little Tujunga Canyon Rd | 14,000 | 45 | 67.4 | 37 | 65 | 114 |
| PLACERITA CANYON ROAD | W of Sand Canyon Road | W of Sand Canyon Road | 4,000 | 40 | 60.4 | 17 | 30 | 53 |
| PLACERITA CANYON ROAD | Mid-Section | Mid-Section | 4,000 | 55 | 64.7 | 29 | 49 | 83 |
| PLACERITA CANYON ROAD | East of Sierra Highway | East of Sierra Highway | 4,000 | 55 | 64.7 | 29 | 49 | 83 |
| PLACERITA CANYON ROAD | Sierra Highway | East of Sierra Highway | 4,000 | 55 | 64.7 | 29 | 49 | 83 |
| PLACERITA CANYON ROAD | East of Sierra Highway | Mid-Section | 4,000 | 55 | 64.7 | 29 | 49 | 83 |
| PLACERITA CANYON ROAD | East of Sierra Highway | East of Sierra Highway | 4,000 | 45 | 61.9 | 20 | 35 | 62 |
| SOLEDAD CANYON ROAD | Shadow Pines Blvd | Aqua Dolce Road | 17,000 | 55 | 71.0 | 56 | 95 | 161 |
| SIERRA HIGHWAY | Davenport Road | North of Davenport Rd | 2,000 | 45 | 58.9 | 14 | 25 | 44 |
| SIERRA HIGHWAY | North of Davenport Rd | Aqua Dolce Canyon Road | 2,000 | 45 | 58.9 | 14 | 25 | 44 |
| BOUQUET CANYON ROAD | Vasquez Canyon Road | Mid Section | 19,000 | 50 | 70.1 | 51 | 87 | 151 |
| BOUQUET CANYON ROAD | Mid Section | North End | 19,000 | 50 | 70.1 | 51 | 87 | 151 |
| VASQUEZ CANYON ROAD | Sierra Highway | North of Sierra Highway | 10,000 | 45 | 65.9 | 32 | 55 | 97 |
| VASQUEZ CANYON ROAD | North of Sierra Highway | East of Bouquet Canyon | 10,000 | 40 | 64.4 | 26 | 47 | 83 |
| SOLEDAD CANYON ROAD | W of Shadow Pines Blvd | W of Shadow Pines Blvd | 10,000 | 50 | 67.3 | 37 | 65 | 111 |
| SOLEDAD CANYON ROAD | W of Shadow Pines Blvd | Shadow Pines Blvd | 10,000 | 35 | 62.8 | 21 | 38 | 69 |
| SOLEDAD CANYON ROAD | West of Sand Canyon | Sand Canyon Road | 22,000 | 40 | 67.8 | 39 | 69 | 123 |
| SOLEDAD CANYON ROAD | East of Sand Cayon | Sand Canyon Road | 31,000 | 50 | 72.3 | 64 | 110 | 190 |
| SOLEDAD CANYON ROAD | East of Sand Cayon | East of Sand Cayon | 31,000 | 50 | 72.3 | 64 | 110 | 190 |
| SAND CANYON ROAD | Jakes Way | South of Soledad Canyon | 25,000 | 45 | 69.9 | 49 | 87 | 151 |
| SAND CANYON ROAD | South of Soledad Canyon | Soledad Canyon Road | 25,000 | 50 | 71.3 | 58 | 100 | 172 |

| | | | | | | | | |
|---------------------|--------------------------|---------------------------|--------|----|------|----|-----|-----|
| SOLEDAD CANYON ROAD | West of Sand Canyon | West of Sand Canyon | 25,000 | 50 | 71.3 | 58 | 100 | 172 |
| SOLEDAD CANYON ROAD | East of Sierra Highway | Sierra Highway | 34,000 | 50 | 72.7 | 67 | 115 | 199 |
| SOLEDAD CANYON ROAD | East of Sierra Highway | West of Sand Canyon | 34,000 | 45 | 71.2 | 57 | 101 | 176 |
| SOLEDAD CANYON ROAD | East of Sierra Highway | East of Sierra Highway | 34,000 | 45 | 71.2 | 57 | 101 | 176 |
| SOLEDAD CANYON ROAD | East of Whites Canyon | Whites Canyon Road | 44,000 | 40 | 70.9 | 55 | 98 | 174 |
| SOLEDAD CANYON ROAD | East of Whites Canyon | East of Whites Canyon | 44,000 | 45 | 72.4 | 65 | 114 | 199 |
| SOLEDAD CANYON ROAD | West of Sierra Highway | Sierra Highway | 44,000 | 45 | 72.4 | 65 | 114 | 199 |
| SOLEDAD CANYON ROAD | West of Sierra Highway | East of Whites Canyon | 43,000 | 45 | 72.3 | 64 | 113 | 197 |
| SOLEDAD CANYON ROAD | West of Whites Canyon | Whites Canyon | 38,000 | 45 | 71.7 | 61 | 106 | 186 |
| WHITES CANYON ROAD | Soledad Canyon Road | N of Soledad Canyon Road | 41,000 | 40 | 70.5 | 53 | 95 | 168 |
| WHITES CANYON ROAD | N of Soledad Canyon Road | N of Soledad Canyon Road | 42,000 | 50 | 73.6 | 74 | 127 | 219 |
| WHITES CANYON ROAD | N of Soledad Canyon Road | N of Soledad Canyon Road | 42,000 | 40 | 70.7 | 54 | 96 | 170 |
| WHITES CANYON ROAD | N of Soledad Canyon Road | N of Soledad Canyon Road | 42,000 | 30 | 67.3 | 36 | 66 | 123 |
| WHITES CANYON ROAD | N of Soledad Canyon Road | N of Soledad Canyon Road | 42,000 | 55 | 74.9 | 84 | 144 | 244 |
| WHITES CANYON ROAD | N of Soledad Canyon Road | N of Soledad Canyon Road | 42,000 | 35 | 69.0 | 44 | 81 | 146 |
| WHITES CANYON ROAD | N of Soledad Canyon Road | South of Plum Canyon Road | 42,000 | 45 | 72.2 | 64 | 111 | 195 |
| WHITES CANYON ROAD | South of Plum Canyon | Plum Canyon Road | 42,000 | 35 | 69.0 | 44 | 81 | 146 |
| PLUM CANYON ROAD | West of Golden Valley | East of Bouquet Canyon | 13,000 | 40 | 65.6 | 30 | 53 | 95 |
| PLUM CANYON ROAD | Bouquet Canyon Road | East of Bouquet Canyon | 23,000 | 40 | 68.0 | 40 | 71 | 126 |
| BOUQUET CANYON ROAD | David Way | Susan | 23,000 | 45 | 69.5 | 47 | 83 | 145 |
| BOUQUET CANYON ROAD | Plum Canyon | Susan | 23,000 | 45 | 69.5 | 47 | 83 | 145 |
| COPPER HILL DRIVE | High Ridge | Benz Road | 17,000 | 60 | 71.0 | 56 | 95 | 161 |
| HASKELL CANYON ROAD | Jeffers Lane | Copper Hill Drive | 13,000 | 45 | 67.1 | 36 | 63 | 110 |
| HASKELL CANYON ROAD | Bouquet Canyon Road | Ridgegrove Drive | 13,000 | 35 | 63.9 | 24 | 44 | 80 |
| HASKELL CANYON ROAD | Jeffers Lane | Ridgegrove Drive | 13,000 | 45 | 67.1 | 36 | 63 | 110 |
| BOUQUET CANYON ROAD | Urbandale Avenue | Plum Canyon | 23,000 | 45 | 69.5 | 47 | 83 | 145 |
| BOUQUET CANYON ROAD | Haskell Canyon Road | Urbandale Avenue | 32,000 | 45 | 71.0 | 56 | 98 | 171 |
| BOUQUET CANYON ROAD | Alamogordo Road | Centurion Way | 54,000 | 45 | 73.2 | 72 | 126 | 220 |
| BOUQUET CANYON ROAD | Centurion Way | Haskell Canyon Road | 49,000 | 45 | 72.8 | 69 | 120 | 210 |
| BOUQUET CANYON ROAD | Seco Canyon Road | Santa Clarita Parkway | 54,000 | 50 | 74.7 | 83 | 143 | 247 |
| BOUQUET CANYON ROAD | Santa Clarita Parkway | Urbandale Avenue | 31,000 | 40 | 69.3 | 46 | 82 | 146 |

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| SECO CANYON ROAD | Bouquet Canyon Road | N of Bouquet Canyon Rd | 34,000 | 40 | 69.7 | 48 | 86 | 153 |
| SECO CANYON ROAD | N of Bouquet Canyon Rd | Decoro Drive | 34,000 | 35 | 68.1 | 40 | 72 | 131 |
| SECO CANYON ROAD | Decoro Drive | North of Decoro Drive | 34,000 | 35 | 68.1 | 40 | 72 | 131 |
| SECO CANYON ROAD | North of Decoro Drive | S of Copper Hill Drive | 19,000 | 35 | 65.5 | 29 | 53 | 97 |
| SECO CANYON ROAD | S of Copper Hill Drive | Copper Hill Drive | 19,000 | 35 | 65.5 | 29 | 53 | 97 |
| COPPER HILL DRIVE | San Francisquito Canyon | Seco Canyon Road | 41,000 | 35 | 68.9 | 44 | 80 | 144 |
| COPPER HILL DRIVE | McBean Parkway | San Francisquito Canyon | 41,000 | 50 | 73.5 | 73 | 126 | 217 |
| MCBEAN PARKWAY | Sunset Hills Drive | Copper Hill Drive | 27,000 | 40 | 68.7 | 43 | 77 | 137 |
| MCBEAN PARKWAY | South of Sunset Hills | Sunset Hills Drive | 27,000 | 40 | 68.7 | 43 | 77 | 137 |
| MCBEAN PARKWAY | Decoro Drive | North of Decoro Drive | 35,000 | 40 | 69.9 | 49 | 88 | 156 |
| MCBEAN PARKWAY | South of Sunset Hills | North of Decoro Drive | 35,000 | 40 | 69.9 | 49 | 88 | 156 |
| MCBEAN PARKWAY | North of Decoro Drive | North of Decoro Drive | 35,000 | 40 | 69.9 | 49 | 88 | 156 |
| DECORO DRIVE | McBean Parkway | Grandview | 19,000 | 45 | 68.7 | 43 | 76 | 133 |
| DECORO DRIVE | Grandview | Hillsborough | 14,000 | 45 | 67.4 | 37 | 65 | 114 |
| DECORO DRIVE | Hillsborough | Bidwell Lane | 17,000 | 45 | 68.2 | 41 | 72 | 126 |
| DECORO DRIVE | Bidwell Lane | Delgado Drive | 11,000 | 55 | 69.1 | 46 | 77 | 132 |
| DECORO DRIVE | Delgado Drive | Seco Canyon Road | 11,000 | 60 | 69.1 | 46 | 77 | 132 |
| MCBEAN PARKWAY | Newhall Ranch Road | Fairveiw Drive | 48,000 | 40 | 71.2 | 58 | 102 | 182 |
| MCBEAN PARKWAY | Fairveiw Drive | Decoro Drive | 48,000 | 40 | 71.2 | 58 | 102 | 182 |
| COPPER HILL DRIVE | Alta Vista Way | Smyth Drive | 55,000 | 55 | 76.1 | 96 | 162 | 276 |
| COPPER HILL DRIVE | Newhall Ranch Road | Smyth Drive | 54,000 | 60 | 76.0 | 95 | 161 | 274 |
| AVE SCOTT | Avenue Tibbitts | Stanford Avenue | 37,000 | 45 | 71.6 | 60 | 105 | 183 |
| AVE SCOTT | Stanford Avenue | Rye Canyon | 10,000 | 40 | 64.4 | 26 | 47 | 83 |
| NEWHALL RANCH ROAD | Rye Canyon Road | Interstate 5 ramp | 72,000 | 45 | 74.5 | 83 | 145 | 253 |
| BOUQUET CANYON ROAD | Newhall Ranch Road | Espuella Avenue | 54,000 | 55 | 76.0 | 95 | 161 | 274 |
| BOUQUET CANYON ROAD | Espuella Avenue | Seco Canyon Road | 54,000 | 45 | 73.2 | 72 | 126 | 220 |
| NEWHALL RANCH ROAD | Bouquet Canyon Road | Hillsborough | 68,000 | 45 | 74.2 | 80 | 141 | 246 |
| NEWHALL RANCH ROAD | Hillsborough | West of Hillsborough | 68,000 | 45 | 74.2 | 80 | 141 | 246 |
| NEWHALL RANCH ROAD | E of Bouquet Canyon Rd | E of Bouquet Canyon Rd | 47,000 | 45 | 72.6 | 67 | 118 | 206 |
| NEWHALL RANCH ROAD | E of Bouquet Canyon Rd | E of Bouquet Canyon Rd | 47,000 | 50 | 74.1 | 78 | 134 | 231 |
| NEWHALL RANCH ROAD | W of Hillsborough | East of McBean Pkwy | 68,000 | 50 | 75.7 | 93 | 160 | 276 |
| NEWHALL RANCH ROAD | East of McBean Pkwy | McBean Parkway | 68,000 | 50 | 75.7 | 93 | 160 | 276 |
| MCBEAN PARKWAY | Avenue Scott | Newhall Ranch Road | 58,000 | 45 | 73.6 | 74 | 130 | 228 |
| AVE SCOTT | Rockefeller Avenue | McBean Parkway | 27,000 | 35 | 67.1 | 35 | 64 | 116 |
| NEWHALL RANCH ROAD | Interstate 5 ramp | Interstate 5 ramp | 66,000 | 50 | 75.5 | 91 | 158 | 272 |
| NEWHALL RANCH ROAD | E of Interstate 5 ramp | E of Interstate 5 ramp | 66,000 | 45 | 74.1 | 79 | 139 | 243 |

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| COMMERCE CENTER DRIVE | | | 35,666 | 55 | 74.2 | 78 | 133 | 226 |
| COMMERCE CENTER DRIVE | Henry Mayo Drive | Hasley Canyon Road | 43,000 | 55 | 75.0 | 85 | 145 | 247 |
| THE OLD ROAD | South of Hasley Canyon | Hasley Canyon Road | 16,000 | 40 | 66.5 | 33 | 59 | 105 |
| RIDGE ROUTE ROAD | N of Lake Hughes Road | Templin Parkway | 35,000 | 50 | 72.8 | 68 | 117 | 201 |
| THE OLD ROAD | Sloan Canyon Road | N of Sloan Canyon Road | 20,000 | 40 | 67.4 | 37 | 66 | 118 |
| THE OLD ROAD | Hasley Canyon Road | S of Hillcrest Parkway | 23,000 | 40 | 68.0 | 40 | 71 | 126 |
| THE OLD ROAD | S of Hillcrest Parkway | Hillcrest Parkway | 23,000 | 50 | 71.0 | 55 | 96 | 165 |
| LONG CANYON ROAD | | | 32,000 | 45 | 71.0 | 56 | 98 | 171 |
| STEVENSON RANCH PARKWAY | The Old Road | East of the Old Road | 11,000 | 50 | 67.8 | 39 | 68 | 116 |
| MCBEAN PARKWAY | Rockwell Canyon Road | Interstate 5 ramp | 53,000 | 45 | 73.2 | 71 | 125 | 218 |
| MCBEAN PARKWAY | Interstate 5 ramp | Interstate 5 ramp | 53,000 | 45 | 73.2 | 71 | 125 | 218 |
| PICO CANYON ROAD | The Old Road | Interstate 5 ramp | 44,000 | 55 | 75.1 | 86 | 147 | 249 |
| LYONS AVENUE | Interstate 5 ramp | Interstate 5 | 44,000 | 50 | 73.8 | 75 | 130 | 224 |
| PICO CANYON ROAD | Interstate 5 ramp | West of Wiley Canyon | 44,000 | 40 | 70.9 | 55 | 98 | 174 |
| LYONS AVENUE | Wiley Canyon Road | Interstate 5 ramp | 44,000 | 50 | 73.8 | 75 | 130 | 224 |
| LYONS AVENUE | Interstate 5 ramp | Interstate 5 | 52,000 | 50 | 74.5 | 82 | 141 | 243 |
| RYE CANYON ROAD | The Old Road | NE of The Old Road | 58,000 | 50 | 75.0 | 86 | 148 | 256 |
| RYE CANYON ROAD | South of Avenue Scott | Avenue Scott | 49,000 | 45 | 72.8 | 69 | 120 | 210 |
| RYE CANYON ROAD | NE of The Old Road | South of Avenue Scott | 58,000 | 45 | 73.6 | 74 | 130 | 228 |
| MAGIC MOUNTAIN PARKWAY | The Old Road | Interstate 5 | 82,000 | 50 | 76.5 | 101 | 175 | 301 |
| MAGIC MOUNTAIN PARKWAY | Interstate 5 | Tourney Road | 58,000 | 50 | 75.0 | 86 | 148 | 256 |
| MAGIC MOUNTAIN PARKWAY | Interstate 5 | Interstate 5 | 83,000 | 45 | 75.1 | 89 | 155 | 272 |
| MAGIC MOUNTAIN PARKWAY | Int of Mag Mt. & Tibbitts | Int of Mag Mt. & Tibbitts | 57,000 | 45 | 73.5 | 74 | 129 | 226 |
| MAGIC MOUNTAIN PARKWAY | Tourney Road | West of McBean Parkway | 60,000 | 45 | 73.7 | 76 | 132 | 232 |
| MAGIC MOUNTAIN PARKWAY | McBean Parkway | West of McBean Parkway | 60,000 | 45 | 73.7 | 76 | 132 | 232 |
| MAGIC MOUNTAIN PARKWAY | West of McBean Parkway | West of McBean Parkway | 59,000 | 50 | 75.0 | 87 | 149 | 258 |
| MCBEAN PARKWAY | Magic Mountain Parkway | Creekside | 72,000 | 45 | 74.5 | 83 | 145 | 253 |
| MCBEAN PARKWAY | Creekside | Avenue Scott | 77,000 | 45 | 74.8 | 85 | 150 | 262 |
| MAGIC MOUNTAIN PARKWAY | McBean Parkway | East of McBean Parkway | 54,000 | 45 | 73.2 | 72 | 126 | 220 |
| MAGIC MOUNTAIN PARKWAY | East of McBean Parkway | East of McBean Parkway | 54,000 | 40 | 71.7 | 61 | 109 | 193 |
| MAGIC MOUNTAIN PARKWAY | Valencia Blvd | West of Valencia Blvd | 51,000 | 40 | 71.5 | 59 | 106 | 188 |
| MAGIC MOUNTAIN PARKWAY | West of Valencia Blvd | West of Valencia Blvd | 51,000 | 40 | 71.5 | 59 | 106 | 188 |
| MCBEAN PARKWAY | South of Magic Mountain | Magic Mountain Parkway | 63,000 | 40 | 72.4 | 66 | 117 | 209 |

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| MCBEAN PARKWAY | Valencia Blvd | North of Valencia Blvd | 63,000 | 45 | 73.9 | 77 | 136 | 237 |
| MCBEAN PARKWAY | North of Valencia Blvd | South of Magic Mountain | 63,000 | 45 | 73.9 | 77 | 136 | 237 |
| VALENCIA BOULEVARD | McBean Parkway | East of McBean Parkway | 53,000 | 45 | 73.2 | 71 | 125 | 218 |
| VALENCIA BOULEVARD | East of McBean Parkway | SW of Magic Mountain Pkwy | 53,000 | 45 | 73.2 | 71 | 125 | 218 |
| VALENCIA BOULEVARD | SW of Magic Mountain Pkwy | East of McBean Parkway | 53,000 | 45 | 73.2 | 71 | 125 | 218 |
| VALENCIA BOULEVARD | McBean Parkway | West of McBean Parkway | 61,000 | 50 | 75.2 | 88 | 152 | 262 |
| VALENCIA BOULEVARD | West of McBean Parkway | Rockwell Canyon Road | 61,000 | 40 | 72.3 | 65 | 116 | 205 |
| MCBEAN PARKWAY | Del Monte Drive | Valencia Blvd | 54,000 | 45 | 73.2 | 72 | 126 | 220 |
| MCBEAN PARKWAY | Arroyo Park Drive | Del Monte Drive | 54,000 | 45 | 73.2 | 72 | 126 | 220 |
| MCBEAN PARKWAY | South of Arroyo Park Dr | Arroyo Park Drive | 54,000 | 45 | 73.2 | 72 | 126 | 220 |
| MCBEAN PARKWAY | Orchard Village Road | North of Orchard Village | 43,000 | 45 | 72.3 | 64 | 113 | 197 |
| MCBEAN PARKWAY | North of Orchard Village | South of Arroyo Park Dr | 43,000 | 45 | 72.3 | 64 | 113 | 197 |
| MCBEAN PARKWAY | Rockwell Canyon Road | Singing Hills Drive | 44,000 | 45 | 72.4 | 65 | 114 | 199 |
| MCBEAN PARKWAY | East of Singing Hills Dr | Orchard Village Road | 44,000 | 45 | 72.4 | 65 | 114 | 199 |
| MCBEAN PARKWAY | Singing Hills Drive | East of Singing Hills Dr | 44,000 | 45 | 72.4 | 65 | 114 | 199 |
| TOURNAMENT ROAD | Wiley Canyon Road | Mid-Section | 7,000 | 40 | 62.9 | 22 | 39 | 70 |
| TOURNAMENT ROAD | Mid-Section | South of McBean Parkway | 7,000 | 55 | 67.2 | 37 | 63 | 107 |
| WILEY CANYON ROAD | Lyons Avenue | South of Lyons Avenue | 20,000 | 35 | 65.8 | 30 | 55 | 100 |
| WILEY CANYON ROAD | Calgrove Boulevard | North of Calgrove Blvd | 20,000 | 35 | 65.8 | 30 | 55 | 100 |
| WILEY CANYON ROAD | North of Calgrove Blvd | South of Lyons Avenue | 19,000 | 40 | 67.2 | 36 | 64 | 115 |
| VALLEY STREET | Lyons Avenue | South of Lyons Avenue | 11,000 | 45 | 66.3 | 33 | 58 | 102 |
| LYONS AVENUE | Apple Street | Orchard Village Road | 42,000 | 50 | 73.6 | 74 | 127 | 219 |
| LYONS AVENUE | Apple Street | Rotella | 42,000 | 50 | 73.6 | 74 | 127 | 219 |
| LYONS AVENUE | Wiley Canyon | Everette Drive | 44,000 | 50 | 73.8 | 75 | 130 | 224 |
| LYONS AVENUE | Newhall Avenue | Arcadia Street | 52,000 | 50 | 74.5 | 82 | 141 | 243 |
| LYONS AVENUE | Arcadia Street | Valley Street | 52,000 | 55 | 75.9 | 93 | 158 | 269 |
| RAILROAD AVENUE | Lyons Avenue | North of Lyons Avenue | 36,000 | 40 | 70.0 | 50 | 89 | 158 |
| RAILROAD AVENUE | North of Lyons Avenue | South of Via Princesa | 36,000 | 45 | 71.5 | 59 | 103 | 181 |
| RAILROAD AVENUE | South of Via Princesa | South of Via Princesa | 36,000 | 45 | 71.5 | 59 | 103 | 181 |
| WILEY CANYON ROAD | East of Tournament | Orchard Village Road | 32,000 | 45 | 71.0 | 56 | 98 | 171 |
| WILEY CANYON ROAD | Tournament | East of Tournament | 32,000 | 40 | 69.5 | 47 | 84 | 149 |

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| ORCHARD VILLAGE ROAD | Wiley Canyon Road | Mill Valley | 54,000 | 45 | 73.2 | 72 | 126 | 220 |
| ORCHARD VILLAGE ROAD | | Mill Valley | 54,000 | 50 | 74.7 | 83 | 143 | 247 |
| ORCHARD VILLAGE ROAD | Lyons Avenue | Dalbey Drive | 34,000 | 50 | 72.7 | 67 | 115 | 199 |
| ORCHARD VILLAGE ROAD | | Dalbey Drive | 34,000 | 35 | 68.1 | 40 | 72 | 131 |
| RAILROAD AVENUE | Via Princessa | North of Via Princessa | 40,000 | 45 | 71.9 | 62 | 109 | 190 |
| RAILROAD AVENUE | North of Via Princessa | South of Magic Mountain | 40,000 | 50 | 73.4 | 72 | 124 | 214 |
| RAILROAD AVENUE | South of Magic Mountain | Magic Mountain Parkway | 54,000 | 50 | 74.7 | 83 | 143 | 247 |
| MAGIC MOUNTAIN PARKWAY | | | 45,000 | 40 | 71.0 | 56 | 99 | 176 |
| VALENCIA BOULEVARD | Magic Mountain Parkway | N of Magic Mountain Pkwy | 60,000 | 45 | 73.7 | 76 | 132 | 232 |
| VALENCIA BOULEVARD | N of Magic Mountain Pkwy | W of Bouquet Canyon | 60,000 | 35 | 70.5 | 53 | 97 | 176 |
| VALENCIA BOULEVARD | West of Bouquet Canyon | Bouquet Canyon Road | 50,000 | 50 | 74.3 | 80 | 138 | 238 |
| VALENCIA BOULEVARD | West of Bouquet Canyon | West of Bouquet Canyon | 50,000 | 50 | 74.3 | 80 | 138 | 238 |
| BOUQUET CANYON ROAD | Magic Mountain Parkway | Cenema Drive | 54,000 | 45 | 73.2 | 72 | 126 | 220 |
| BOUQUET CANYON ROAD | | Cenema Drive | 54,000 | 45 | 73.2 | 72 | 126 | 220 |
| VIA PRINCESSA | Railroad Avenue | East of Railroad Canyon | 27,000 | 35 | 67.1 | 35 | 64 | 116 |
| VIA PRINCESSA | East of Railroad Canyon | East of Railroad Canyon | 27,000 | 35 | 67.1 | 35 | 64 | 116 |
| VIA PRINCESSA | East of Railroad Canyon | East of Railroad Canyon | 27,000 | 55 | 73.0 | 69 | 117 | 199 |
| VIA PRINCESSA | | | 55,000 | 55 | 76.1 | 96 | 162 | 276 |
| VIA PRINCESSA | | | 55,000 | 50 | 74.7 | 84 | 145 | 249 |
| VIA PRINCESSA | | | 55,000 | 40 | 71.8 | 62 | 110 | 195 |
| VIA PRINCESSA | | | 55,000 | 50 | 74.7 | 84 | 145 | 249 |
| SANTA CLARITA PARKWAY | Via Princessa | South of Via Princessa | 38,000 | 45 | 71.7 | 61 | 106 | 186 |
| SANTA CLARITA PARKWAY | South of Via Princessa | South of Via Princessa | 38,000 | 45 | 71.7 | 61 | 106 | 186 |
| SANTA CLARITA PARKWAY | Sierra Highway | West of Sierra Highway | 39,000 | 45 | 71.8 | 61 | 107 | 188 |
| SANTA CLARITA PARKWAY | Soledad Canyon Road | South of Soledad Canyon | 30,000 | 45 | 70.7 | 54 | 95 | 166 |
| SANTA CLARITA PARKWAY | Via Princessa | North of Via Princessa | 34,000 | 45 | 71.2 | 57 | 101 | 176 |
| DOCKWEILER DRIVE | Mid-Section | Mid-Section | 18,000 | 25 | 61.9 | 17 | 33 | 64 |
| NEWHALL AVENUE | Sierra Highway | Valle Del Oro | 40,000 | 45 | 71.9 | 62 | 109 | 190 |
| NEWHALL AVENUE | NW of Valle Del Oro | NW of Valle Del Oro | 33,000 | 50 | 72.5 | 66 | 114 | 196 |
| SIERRA HIGHWAY | The Old Road | North of The Old Road | 30,000 | 45 | 70.7 | 54 | 95 | 166 |
| SIERRA HIGHWAY | North of The Old Road | Newhall Avenue | 33,000 | 45 | 71.1 | 57 | 99 | 173 |
| SIERRA HIGHWAY | Dockweiler Drive | North of Dockweiler | 39,000 | 45 | 71.8 | 61 | 107 | 188 |
| SIERRA HIGHWAY | North of Dockweiler | Placerita Canyon Road | 39,000 | 50 | 73.3 | 71 | 123 | 212 |

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| GOLDEN VALLEY ROAD | Sierra Highway | SR-14 | 36,000 | 50 | 72.9 | 69 | 118 | 204 |
| GOLDEN VALLEY ROAD | SR-14 | East of SR-14 | 15,000 | 55 | 70.5 | 53 | 89 | 152 |
| GOLDEN VALLEY ROAD | | | 37,000 | 40 | 70.1 | 51 | 90 | 160 |
| GOLDEN VALLEY ROAD | East of SR-14 | East End | 15,000 | 50 | 69.1 | 45 | 78 | 135 |
| SIERRA HIGHWAY | Golden Valley Road | North of Golden Valley Rd | 30,000 | 50 | 72.1 | 63 | 109 | 187 |
| SIERRA HIGHWAY | North of Golden Valley Rd | North of Golden Valley Rd | 30,000 | 50 | 72.1 | 63 | 109 | 187 |
| SIERRA HIGHWAY | North of Golden Valley Rd | South of Via Princessa Rd | 30,000 | 45 | 70.7 | 54 | 95 | 166 |
| SIERRA HIGHWAY | South of Via Princessa | Via Princessa | 30,000 | 45 | 70.7 | 54 | 95 | 166 |
| SIERRA HIGHWAY | Via Princessa | North of Via Princessa | 34,000 | 45 | 71.2 | 57 | 101 | 176 |
| SIERRA HIGHWAY | North of Via Princessa | Jakes Way | 34,000 | 45 | 71.2 | 57 | 101 | 176 |
| JAKES WAY/CANYON PARK BL | Sierra Highway | Lost Canyon | 12,000 | 25 | 60.1 | 14 | 27 | 51 |
| VIA PRINCESSA | Whites Canyon | West of Whites Canyon | 27,000 | 40 | 68.7 | 43 | 77 | 137 |
| VIA PRINCESSA | West of Whites Canyon | West of Whites Canyon | 27,000 | 40 | 68.7 | 43 | 77 | 137 |
| VIA PRINCESSA | West of Whites Canyon | West of Whites Canyon | 27,000 | 60 | 73.0 | 69 | 117 | 199 |
| VIA PRINCESSA | SE of Whites Canyon | NW of Sierra Highway | 52,000 | 50 | 74.5 | 82 | 141 | 243 |
| SOLEDAD CANYON ROAD | West of Whites Canyon | West of Whites Canyon | 38,000 | 45 | 71.7 | 61 | 106 | 186 |
| SOLEDAD CANYON ROAD | West of Whites Canyon | East of Golden Valley Rd | 38,000 | 45 | 71.7 | 61 | 106 | 186 |
| SOLEDAD CANYON ROAD | East of Golden Valley Rd | East of Golden Valley Rd | 50,000 | 45 | 72.9 | 69 | 121 | 212 |
| SOLEDAD CANYON ROAD | Golden Valley Road | East of Golden Valley Rd | 50,000 | 40 | 71.4 | 59 | 105 | 186 |
| SOLEDAD CANYON ROAD | West of Golden Valley | E of Santa Clarita Pkwy | 38,000 | 45 | 71.7 | 61 | 106 | 186 |
| SOLEDAD CANYON ROAD | Golden Valley Road | West of Golden Valley | 38,000 | 45 | 71.7 | 61 | 106 | 186 |
| SOLEDAD CANYON ROAD | West of Golden Valley | West of Golden Valley | 38,000 | 45 | 71.7 | 61 | 106 | 186 |
| SOLEDAD CANYON ROAD | E of Santa Clarita Pkwy | W of Santa Clarita Pkwy | 50,000 | 50 | 74.3 | 80 | 138 | 238 |
| SOLEDAD CANYON ROAD | W of Santa Clarita Pkwy | Bouquet Canyon Road | 45,000 | 50 | 73.9 | 76 | 131 | 227 |
| SANTA CLARITA PARKWAY | Soledad Canyon Road | Newhall Ranch Road | 30,000 | 45 | 70.7 | 54 | 95 | 166 |
| GOLDEN VALLEY ROAD | Soledad Canyon Road | Nth of Soledad Cyn Road | 44,000 | 50 | 73.8 | 75 | 130 | 224 |
| NEWHALL AVENUE | Railroad Avenue | Market Street | 27,000 | 50 | 71.7 | 60 | 103 | 178 |
| NEWHALL AVENUE | SE of Railroad Avenue | Railroad Avenue | 27,000 | 50 | 71.7 | 60 | 103 | 178 |
| SHADOW PINES BOULEVARD | | South of Davenport Road | 12,000 | 45 | 66.7 | 35 | 61 | 106 |
| LYONS AVENUE | Rotella | Peachland Avenue | 43,000 | 55 | 75.0 | 85 | 145 | 247 |
| LYONS AVENUE | Peachland Avenue | Everette Drive | 42,000 | 55 | 74.9 | 84 | 144 | 244 |
| ORCHARD VILLAGE ROAD | 16th Street | North of 16th Street | 44,000 | 35 | 69.2 | 45 | 82 | 150 |

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|------------------------|---------------------------|---------------------------|--------|----|------|----|-----|-----|
| ORCHARD VILLAGE ROAD | North of 16th Street | Wiley Canyon Road | 44,000 | 50 | 73.8 | 75 | 130 | 224 |
| TOURNAMENT ROAD | South of McBean Parkway | McBean Parkway | 7,000 | 55 | 67.2 | 37 | 63 | 107 |
| NEWHALL AVENUE | Valle Del Oro | NW of Valle Del Oro | 33,000 | 55 | 73.9 | 76 | 128 | 218 |
| NEWHALL AVENUE | NW of Valle Del Oro | SE of Railroad Avenue | 33,000 | 50 | 72.5 | 66 | 114 | 196 |
| SOLEDAD CANYON ROAD | East of Sand Canyon | East of Sand Canyon | 32,000 | 50 | 72.4 | 65 | 112 | 193 |
| SOLEDAD CANYON ROAD | East of Sand Canyon | East of Sand Canyon | 32,000 | 50 | 72.4 | 65 | 112 | 193 |
| SIERRA HIGHWAY | Placerita Canyon Road | Golden Valley Road | 25,000 | 45 | 69.9 | 49 | 87 | 151 |
| SIERRA HIGHWAY | Golden Valley Road | N of Golden Valley Rd | 30,000 | 45 | 70.7 | 54 | 95 | 166 |
| DOCKWEILER DRIVE | Sierra Highway | Mid-Section | 24,000 | 35 | 66.6 | 33 | 60 | 109 |
| HASLEY CANYON ROAD | Commerce Center Drive | Del Valle Road | 14,000 | 50 | 68.8 | 44 | 76 | 130 |
| WILEY CANYON ROAD | Orchard Village Road | E of Orchard Village Rd | 41,000 | 40 | 70.5 | 53 | 95 | 168 |
| THE OLD ROAD | Hillcrest Parkway | South of Parker Road | 13,000 | 50 | 68.5 | 42 | 73 | 126 |
| THE OLD ROAD | South of Parker Road | Parker Road | 13,000 | 45 | 67.1 | 36 | 63 | 110 |
| LAKE HUGHES ROAD | The Old Road | Castaic Road | 37,000 | 35 | 68.4 | 42 | 75 | 137 |
| THE OLD ROAD | Stevensons Ranch Parkway | Valencia Boulevard | 41,000 | 45 | 72.0 | 63 | 110 | 193 |
| NEWHALL RANCH ROAD | McBean Parkway | Avenue Tibbitts | 71,000 | 45 | 74.4 | 82 | 144 | 252 |
| GOLDEN VALLEY ROAD | Plum Canyon Road | South of Plum Cyn Rd | 44,000 | 55 | 75.1 | 86 | 147 | 249 |
| GOLDEN VALLEY ROAD | | | 39,000 | 50 | 73.3 | 71 | 123 | 212 |
| SIERRA HIGHWAY | South of Sand Canyon | South of Sand Canyon | 17,000 | 45 | 68.2 | 41 | 72 | 126 |
| SIERRA HIGHWAY | North of Skyline Ranch Rd | South of Sand Canyon | 17,000 | 40 | 66.7 | 34 | 61 | 108 |
| SIERRA HIGHWAY | North of Skyline Ranch Rd | North of Skyline Ranch Rd | 38,000 | 40 | 70.2 | 51 | 91 | 162 |
| SIERRA HIGHWAY | South of Skyline Ranch Rd | North of Skyline Ranch Rd | 38,000 | 40 | 70.2 | 51 | 91 | 162 |
| SIERRA HIGHWAY | Soledad Canyon Road | South of Skyline Ranch Rd | 52,000 | 40 | 71.6 | 60 | 107 | 190 |
| SAND CANYON ROAD | Soledad Canyon Road | N of Soledad Canyon Road | 14,000 | 50 | 68.8 | 44 | 76 | 130 |
| SAND CANYON ROAD | | | 8,000 | 45 | 65.0 | 28 | 50 | 87 |
| SHADOW PINES BOULEVARD | North of Soledad Canyon | South of Davenport Road | 9,000 | 40 | 64.0 | 25 | 44 | 79 |
| LOST CANYON ROAD | | | 15,000 | 45 | 67.7 | 39 | 68 | 118 |
| LOST CANYON ROAD | | | 16,000 | 45 | 68.0 | 40 | 70 | 122 |
| LOST CANYON ROAD | Jakes Way | North-East of Jakes Way | 16,000 | 55 | 70.7 | 54 | 92 | 156 |
| VIA PRINCESSA | Sierra Highway | NW of Sierra Highway | 52,000 | 40 | 71.6 | 60 | 107 | 190 |
| VIA PRINCESSA | West of Whites Canyon | West of Whites Canyon | 27,000 | 40 | 68.7 | 43 | 77 | 137 |

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| SIERRA HIGHWAY | Jakes Way | Soledad Canyon Road | 36,000 | 45 | 71.5 | 59 | 103 | 181 |
| | The Old Road | North of The Old Road | 6,000 | 40 | 62.2 | 20 | 36 | 64 |
| PARKER ROAD | The Old Road | Sloan Canyon Drive | 1,000 | 50 | 57.3 | 13 | 22 | 37 |
| PARKER ROAD | The Old Road | Interstate 5 | 10,000 | 50 | 67.3 | 37 | 65 | 111 |
| PARKER ROAD | Interstate 5 | Castaic Road | 10,000 | 45 | 65.9 | 32 | 55 | 97 |
| LAKE HUGHES ROAD | Ridge Route Road | North-East of Ridge Route | 7,000 | 35 | 61.2 | 18 | 32 | 58 |
| LAKE HUGHES ROAD | North-East of Ridge Route | Mid-Section | 7,000 | 50 | 65.8 | 32 | 55 | 94 |
| LAKE HUGHES ROAD | North-East of Ridge Route | North-East of Ridge Route | 7,000 | 50 | 65.8 | 32 | 55 | 94 |
| SHADOW PINES BOULEVARD | North of Soledad Canyon | North of Soledad Canyon | 9,000 | 40 | 64.0 | 25 | 44 | 79 |
| SHADOW PINES BOULEVARD | Soledad Canyon Road | North of Soledad Canyon | 9,000 | 40 | 64.0 | 25 | 44 | 79 |
| VIA PRINCESSA | Lost Canyon Road | South of Lost Canyon | 3,000 | 35 | 57.5 | 11 | 21 | 37 |
| LOST CANYON ROAD | Via Princessa | Jakes Way | 21,000 | 50 | 70.6 | 53 | 92 | 158 |
| VASQUEZ CANYON ROAD | East of Bouquet Canyon | East of Bouquet Canyon | 6,000 | 35 | 60.5 | 16 | 29 | 53 |
| VASQUEZ CANYON ROAD | East of Bouquet Canyon | Bouquet Canyon Road | 6,000 | 35 | 60.5 | 16 | 29 | 53 |
| GOLDEN VALLEY ROAD | Via Princessa | Soledad Canyon Road | 32,000 | 60 | 73.8 | 74 | 127 | 215 |
| COPPER HILL DRIVE | Benz Road | David Way | 17,000 | 45 | 68.2 | 41 | 72 | 126 |
| DRY GULCH RD | | | 4,000 | 45 | 61.9 | 20 | 35 | 62 |
| TEMPLIN PK | At Interstate 5 | At Interstate 5 | 8,000 | 50 | 66.4 | 34 | 58 | 100 |
| | Templin Highway | North of Templin Highway | 6,000 | 40 | 62.2 | 20 | 36 | 64 |
| HENRY MAYO DRIVE | East of Commerce Ctr Dr | Commerce Center Drive | 9,000 | 40 | 64.0 | 25 | 44 | 79 |
| SLOAN CANYON RD | Hasley Canyon Road | Hillcrest Parkway | 3,000 | 40 | 59.2 | 14 | 26 | 46 |
| SLOAN CANYON RD | Parker Road | The Old Road | 2,000 | 40 | 57.4 | 12 | 21 | 37 |
| SLOAN CANYON RD | Parker Road | West of Parker Road | 2,000 | 40 | 57.4 | 12 | 21 | 37 |
| POTRERO CANYON RD | | | 9,000 | 40 | 64.0 | 25 | 44 | 79 |
| VALENCIA BLVD | Magic Mountain Parkway | West of Magic Mountain | 30,000 | 45 | 70.7 | 54 | 95 | 166 |
| VALENCIA BLVD | Magic Mountain Parkway | South of Magic Mountain | 51,000 | 55 | 75.8 | 92 | 157 | 267 |
| VALENCIA BLVD | Pico Canyon Road | East of Pico Cyn Road | 33,000 | 50 | 72.5 | 66 | 114 | 196 |
| VALENCIA BLVD | The Old Road | West of The Old Road | 61,000 | 45 | 73.8 | 76 | 134 | 234 |
| PICO CANYON ROAD | | | 44,000 | 45 | 72.4 | 65 | 114 | 199 |

| | | | | | | | | |
|--------------------------|-------------------------|-------------------------|--------|----|------|-----|-----|-----|
| PICO CANYON ROAD | Stevenson Ranch Parkway | W of Stevenson Ranch | 29,000 | 55 | 73.3 | 71 | 121 | 206 |
| SKYLINE RANCH RD | Whites Canyon | Sierra Highway | 16,500 | 45 | 68.1 | 40 | 71 | 124 |
| LOST CANYON ROAD | Sand Canyon Road | West of Sand Canyon Rd | 12,000 | 40 | 65.2 | 29 | 51 | 91 |
| COPPER HILL DRIVE | | | 45,500 | 55 | 75.3 | 88 | 149 | 253 |
| NEWHALL RANCH ROAD | Interstate 5 ramp | The Old Road | 66,000 | 55 | 76.9 | 104 | 177 | 300 |
| JAKES WAY | Jakes Way | Lost Canyon | 12,000 | 40 | 65.2 | 29 | 51 | 91 |
| NEWHALL RANCH ROAD | Santa Clarita Pkwy | E of Santa Clarita Pkwy | 47,000 | 45 | 72.6 | 67 | 118 | 206 |
| LITTLE TUJUNGA CANYON RO | Sand Canyon Road | South | 20,000 | 40 | 67.4 | 37 | 66 | 118 |
| RAILROAD AVENUE | Newhall Avenue | Lyons Avenue | 26,000 | 50 | 71.5 | 59 | 101 | 175 |

Proposed General Plan Freeway Noise Contour Distances for Freeways

| STREET | ADT | FREEWAY | CNEL @50' | Distance to CNEL Contour (ft.) | | |
|-------------------------|---------|---------|-----------|--------------------------------|-----|------|
| | | | | 70 | 65 | 60 |
| I-5 n/o Lake Hughes | 193,000 | I-5 | 88.0 | 394 | 698 | 1237 |
| I-5 s/o Lake Hughes | 205,000 | I-5 | 88.3 | 406 | 719 | 1275 |
| I-5 s/o Parker | 239,000 | I-5 | 89.0 | 438 | 776 | 1375 |
| I-5 s/o Hasley Cyn | 245,000 | I-5 | 89.1 | 444 | 786 | 1393 |
| I-5 s/o SR-126 | 219,000 | I-5 | 88.6 | 420 | 743 | 1317 |
| I-5 s/o Rye Cyn | 239,000 | I-5 | 89.0 | 438 | 776 | 1375 |
| I-5 s/o Magic Mtn | 249,000 | I-5 | 89.2 | 447 | 792 | 1404 |
| I-5 s/o Valencia | 259,000 | I-5 | 89.3 | 456 | 808 | 1431 |
| I-5 s/o McBean | 264,000 | I-5 | 89.4 | 460 | 816 | 1445 |
| I-5 s/o Lyons | 271,000 | I-5 | 89.5 | 466 | 826 | 1464 |
| I-5 s/o Calgrove | 267,000 | I-5 | 89.5 | 463 | 820 | 1453 |
| SR-14 n/o Aqua Dulce | 154,000 | SR-14 | 85.5 | 259 | 441 | 749 |
| SR-14 s/o Aqua Dulce | 158,000 | SR-14 | 85.6 | 262 | 446 | 757 |
| SR-14 s/o Soledad Cyn | 177,000 | SR-14 | 86.1 | 277 | 470 | 798 |
| SR-14 s/o Sand Cyn | 185,000 | SR-14 | 86.3 | 282 | 479 | 814 |
| SR-14 s/o Via Princessa | 193,000 | SR-14 | 86.5 | 288 | 489 | 830 |
| SR-14 s/o Sierra Hwy | 217,000 | SR-14 | 87.0 | 304 | 516 | 877 |
| SR-14 s/o Golden Valley | 202,000 | SR-14 | 86.7 | 294 | 499 | 848 |
| SR-14 s/o Placerita Cyn | 216,000 | SR-14 | 87.0 | 303 | 515 | 875 |
| SR-14 n/o I-5 | 231,000 | SR-14 | 87.3 | 313 | 531 | 902 |