

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

*Prepared for the
LILBURN CORPORATION
1905 Business Center Drive
San Bernardino, CA 92408*

*Prepared by:
Fred Greve, P.E.
MESTRE GREVE ASSOCIATES
27812 El Lazo Road
Laguna Niguel, CA 92677*

February 16, 2009

ONE VALLEY ONE VISION NOISE ELEMENT TECHNICAL APPENDIX

Table of Contents

1.0 INTRODUCTION	2
2.0 BACKGROUND INFORMATION ON NOISE	3
2.1 Characteristics of Sound	3
2.2 Factors Influencing Human Response to Sound.....	6
2.3 Sound Rating Scales	7
3.0 HEALTH EFFECTS	11
4.0 Noise Measurements	16
4.1 Methodology	16
4.2 Results	16
4.3 Detailed Discussion of Noise Measurements	17
5.0 NOISE CONTOURS	23
5.1 Projected Noise Impacts	25
6.0 Noise Issues	29
6.1 High-Speed Rail Line	29
6.2 High Density Development Along Railroad.....	29
6.3 Mixed-Use Developments	30
6.4 Agua Dulce Airport	31
6.5 Magic Mountain.....	32
6.6 Special Events.....	32
6.7 Emergency Vehicles	32
7.0 Policy Recommendations	33
7.1 Expand Use of Santa Clarita Noise Element to Entire OVOV.....	33
7.2 Modifications to Compatibility Matrix.....	33
7.3 Indoor Noise Criteria	34
7.4 Outdoor Noise Criteria	34
7.5 Development of Sensitive Land Uses Along Interstate 5.....	35
7.6 Disclosure Statements for Special Areas.....	35

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.

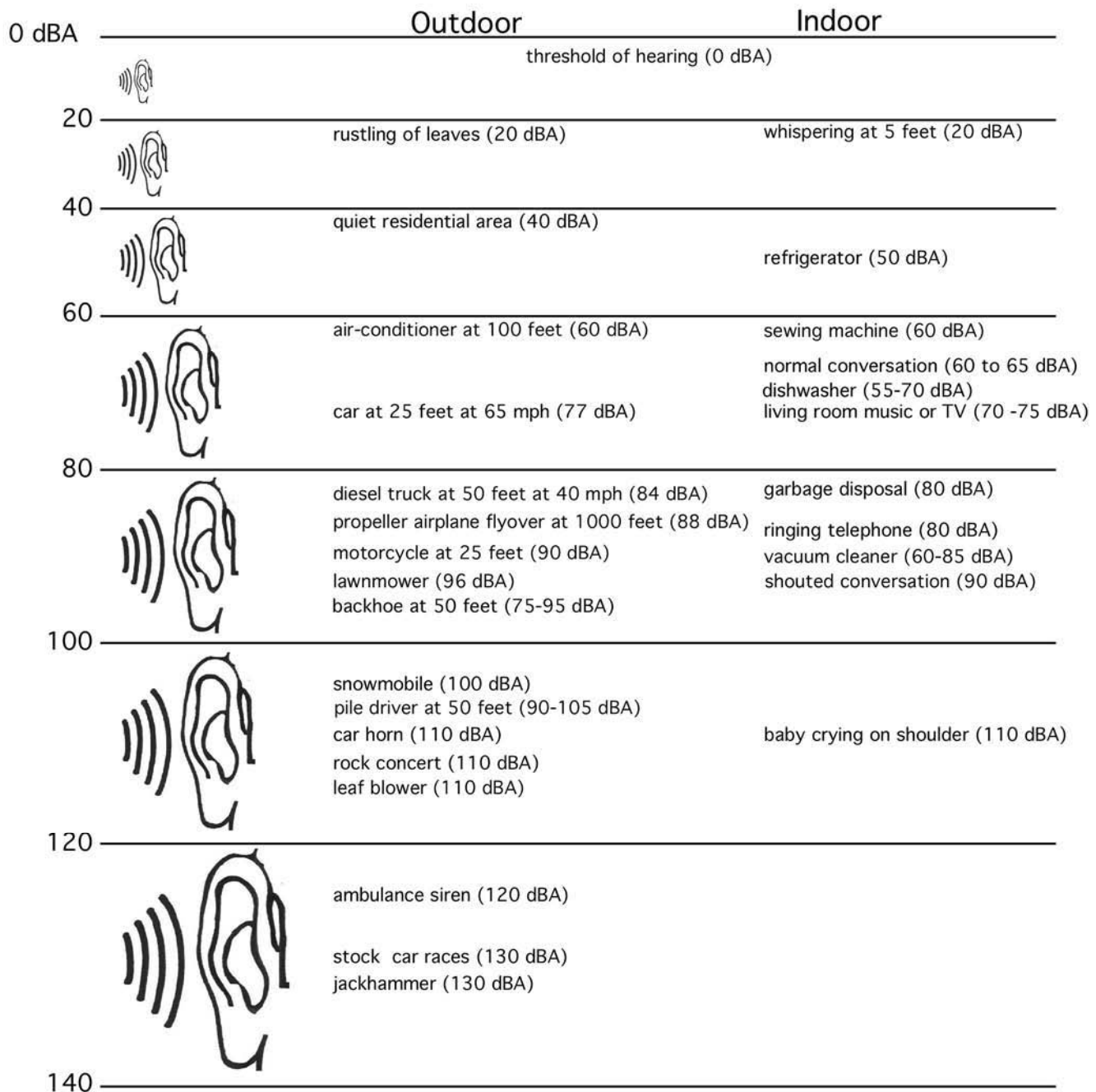
The range of sound pressures that occur in the environment is so large that it is convenient to express these pressures as sound pressure levels on a logarithmic scale which compresses the wide range of sound pressures to a more usable range of numbers. The standard unit of measurement of sound is the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

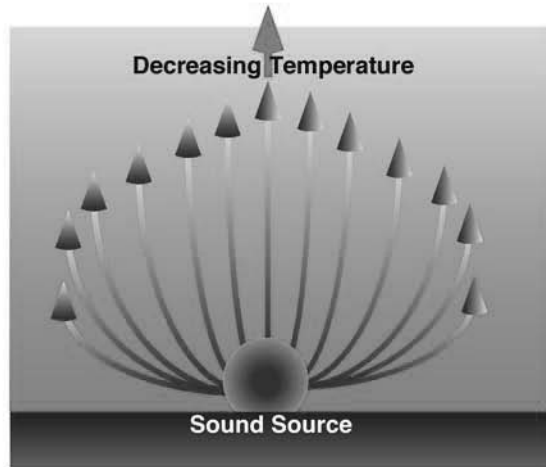
Exhibit 1

Typical Sounds Levels in A-Weighted Decibels (dBA)

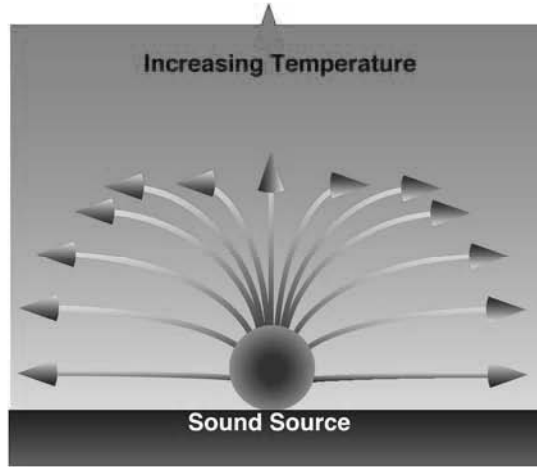
Exhibit 2

THE EFFECTS OF WEATHER ON SOUND PROPAGATION

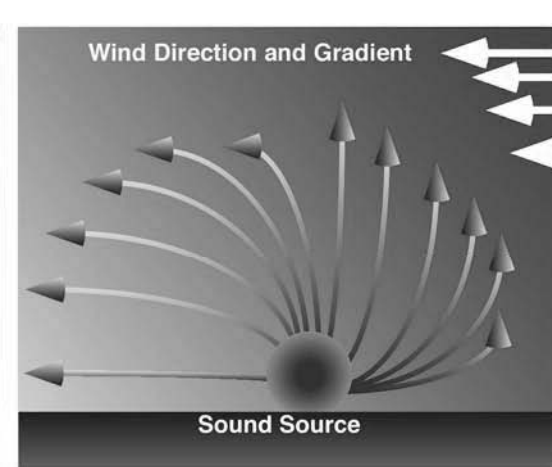
Refraction of sound in an atmosphere with a normal lapse rate. Sound rays are bent upwards.



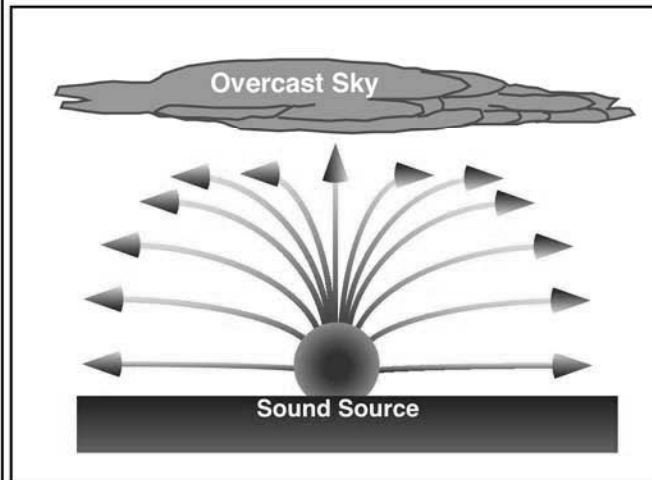
Refraction of sound in an atmosphere with an inverted lapse rate. Sound rays are bent downward.



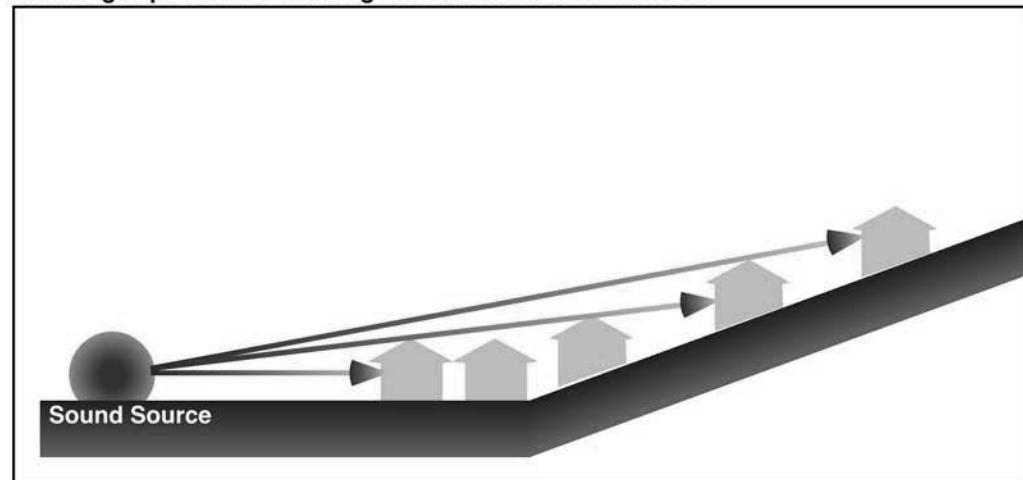
Refraction of sound in an atmosphere with a wind present. Sound rays are bent in the direction of the wind.



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.

OVOV General Plan Noise Element

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

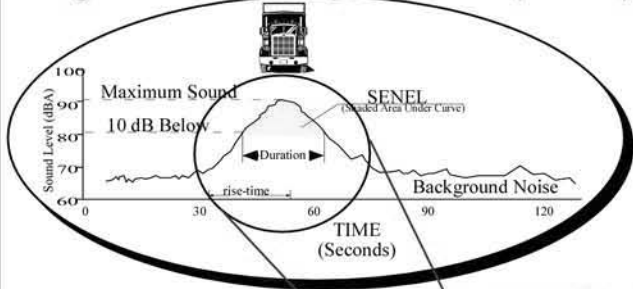
Frequency Weighted Metrics (dBA). In order to simplify the measurement and computation of sound loudness levels, frequency weighted networks have obtained wide acceptance. The A-weighting (dBA) scale has become the most prominent of these scales and is widely used in community noise analysis. Its advantages 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.

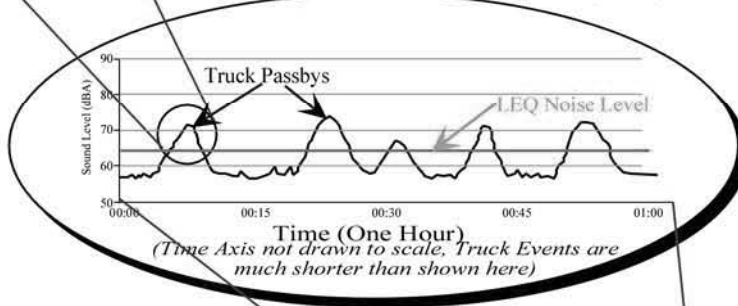
The SENEL metric takes into account the maximum noise level of the event and the duration of the event. Single event metrics are a convenient method for describing noise from individual aircraft events. This metric is useful in that airport noise models contain aircraft

Single Event Noise Exposure Level (SENEL)



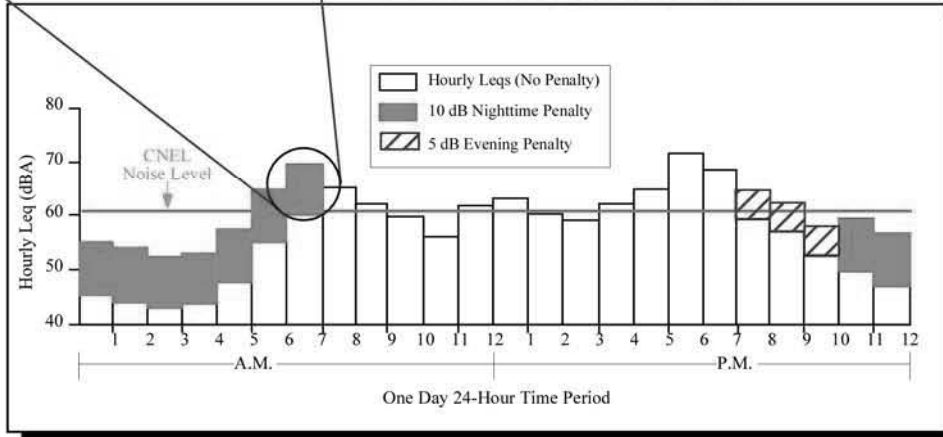
Single Event Noise

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

OVOV General Plan Noise Element

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

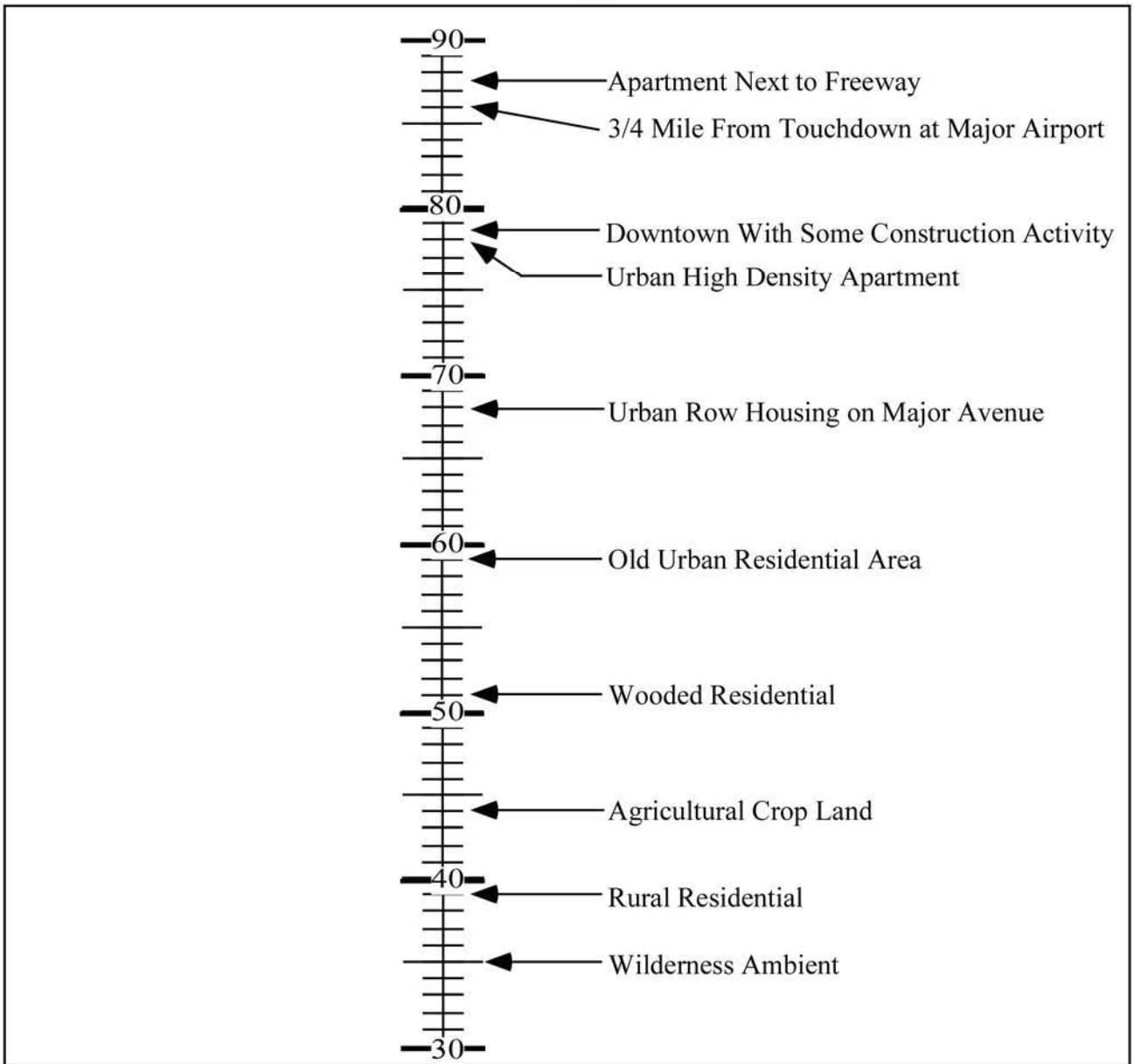


Exhibit 4

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

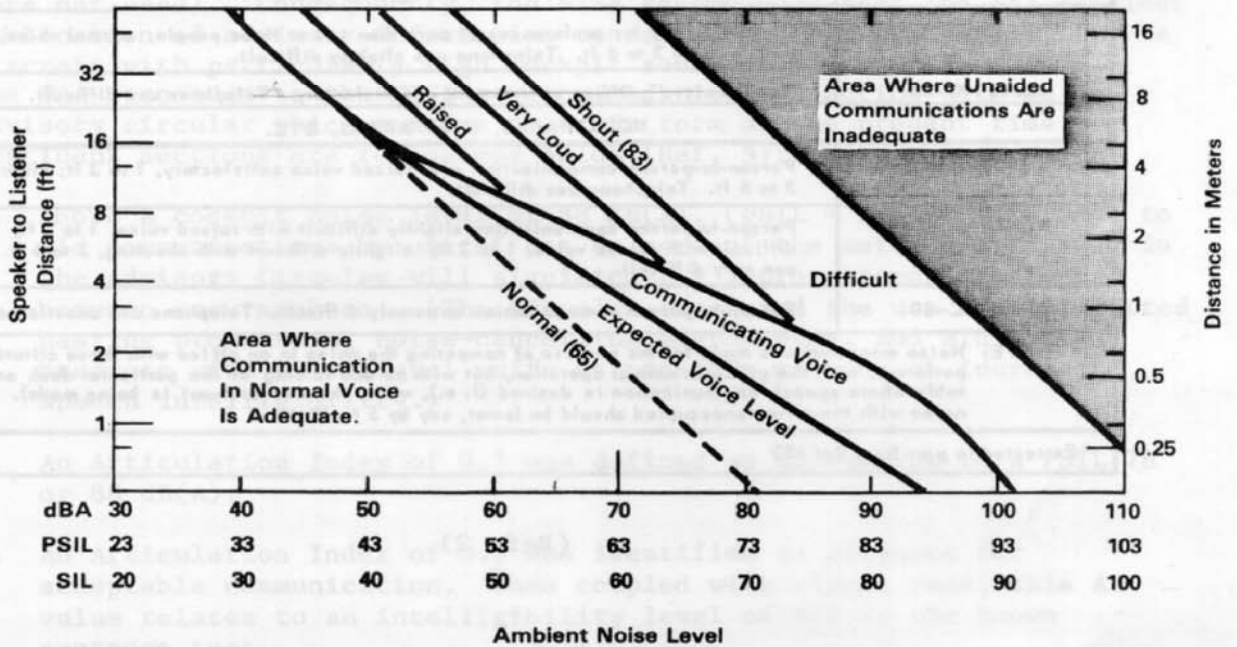
3.0 HEALTH EFFECTS

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-

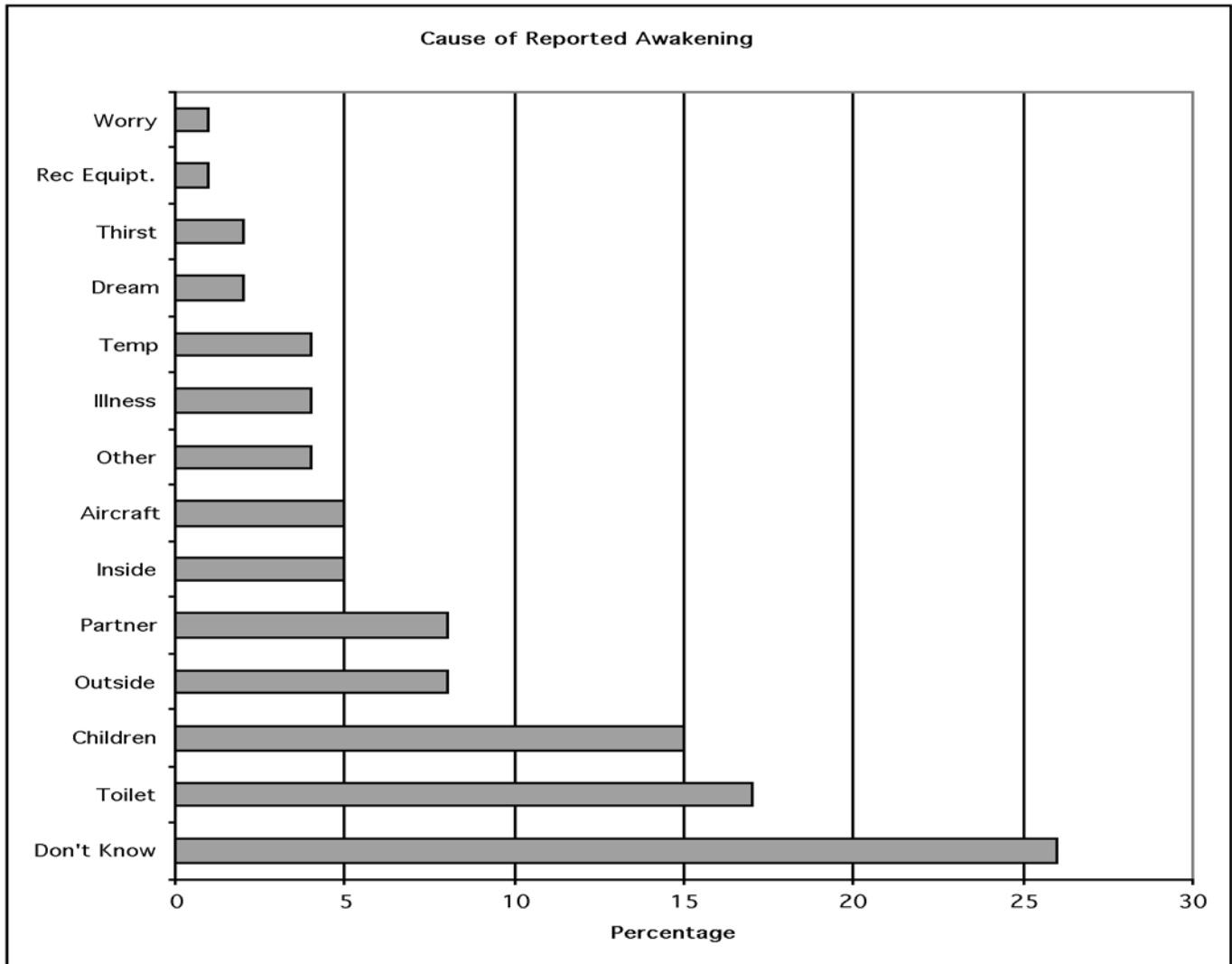


Exhibit 6
Causes and Prevalence of All Awakenings

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

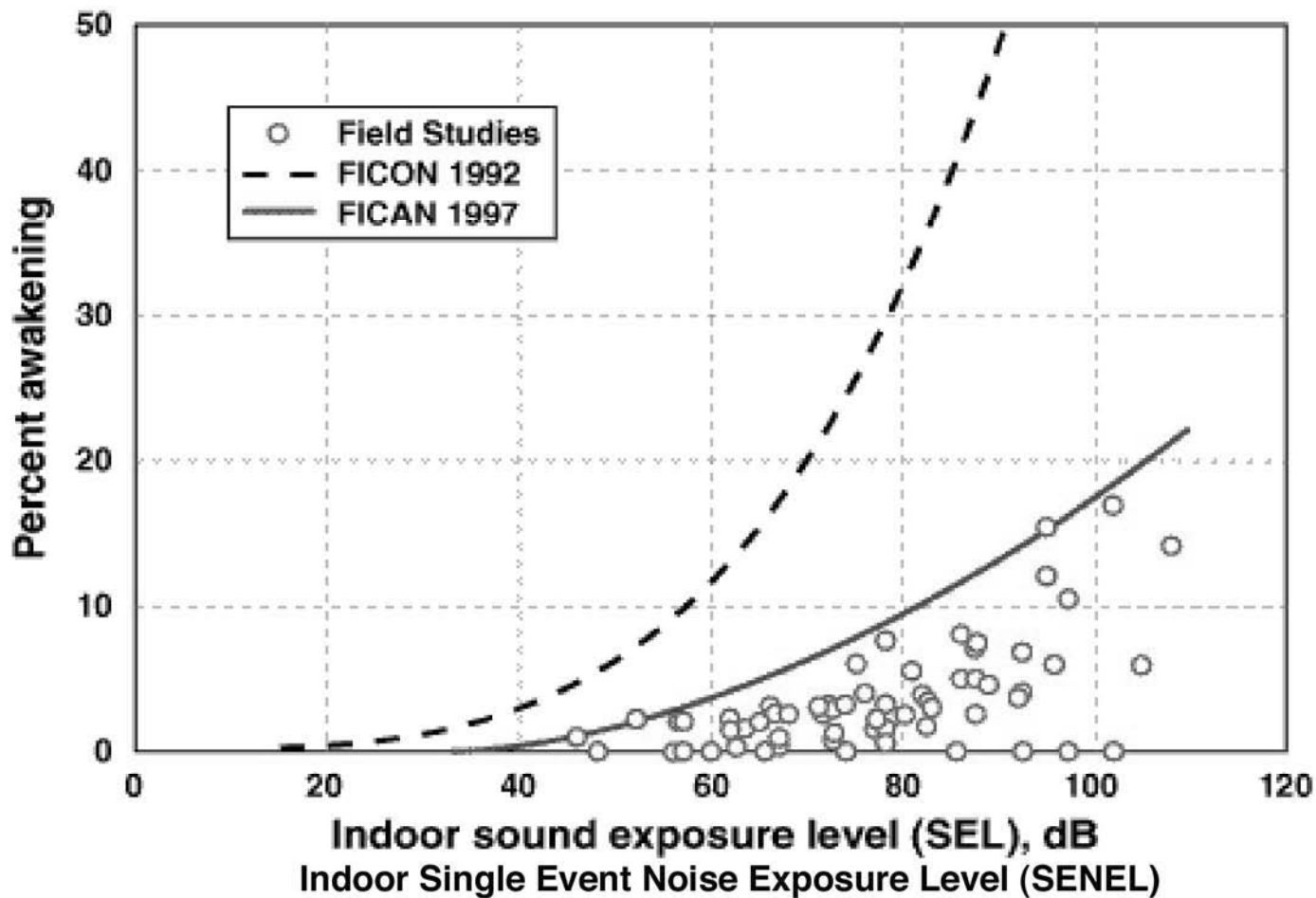


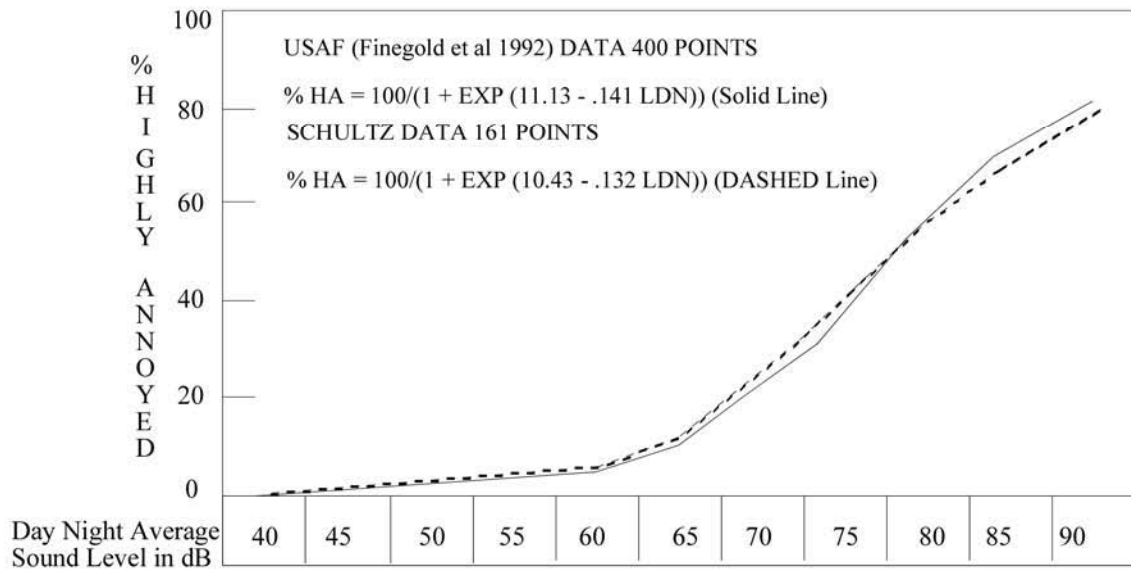
Exhibit 7
Sleep Interference and Noise Level

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.

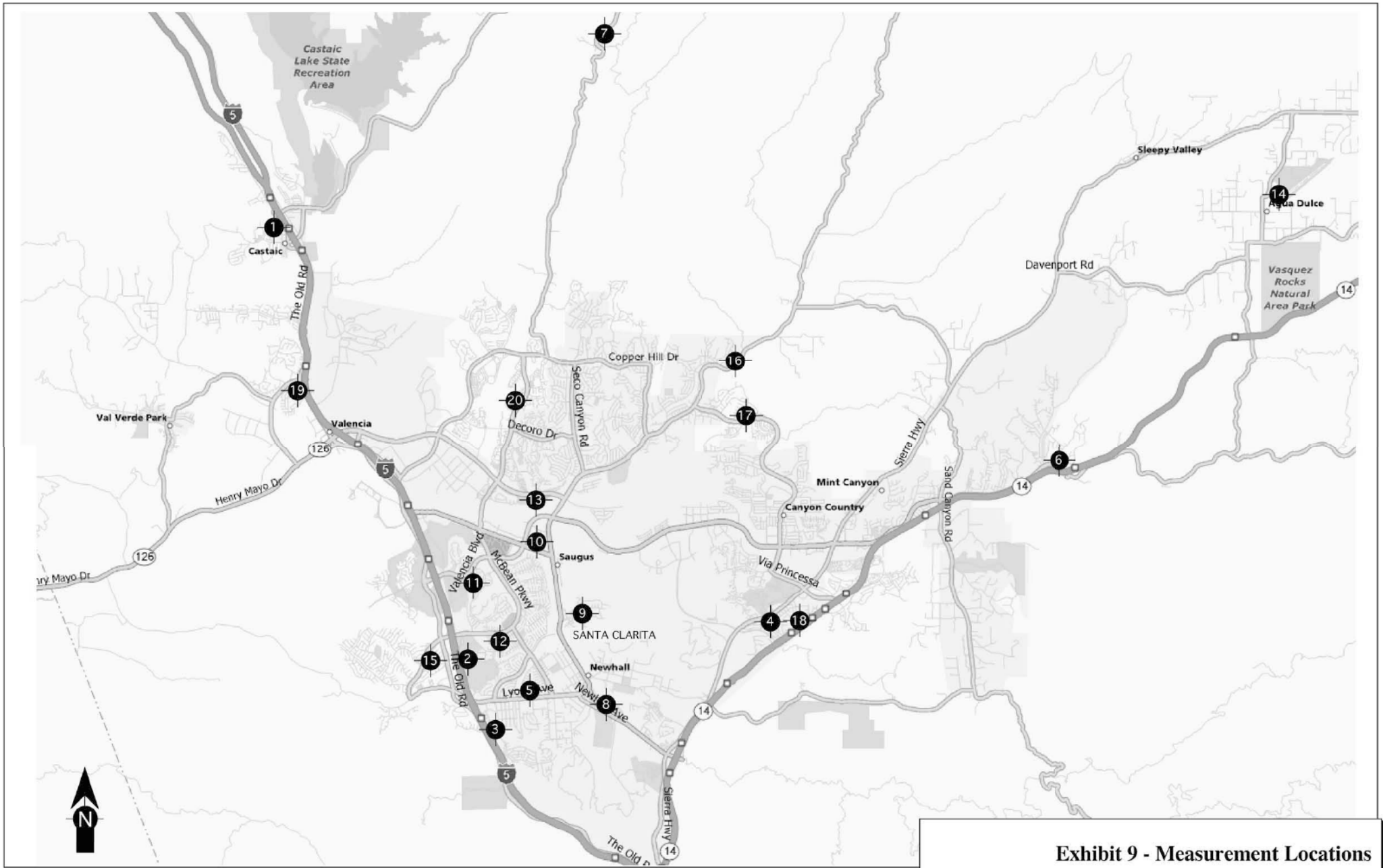
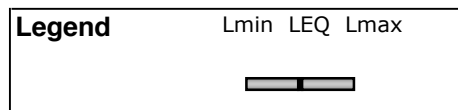


Exhibit 9 - Measurement Locations

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

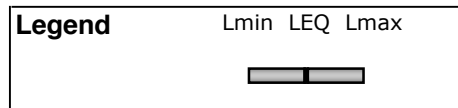
Site	Location	Date	Time	Land Use	Sound Level (dBA)	Noise Sources
1	End of Hunter Ln	8/8	9:45 a.m.	single family residential		traffic
2	End of Golfview Dr	8/7	1:44 p.m.	multi-family residential		traffic, trucks on fwy
3	Corner of Wabuska St and Hawkbyn Ave	8/7	12:20 p.m.	single family residential		traffic, 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

Site	Location	Date	Time	Land Use	Sound Level (dBA)	Noise Sources
17	Corner of Plum Valley Rd and Golden Valley Rd	8/7	4:22 p.m.	single family residential		school bus was loudest; other traffic
18	End of Larkhaven Pl	8/8	1:52 p.m.	single family residential		Trucks were loudest; cars on fwy
19	End of Salem Ct	8/8	10:13 a.m.	single family residential		Trucks were loudest; other trucks
20	End of Robindale Ct	8/7	5:19 p.m.	single family residential		Trucks were loudest; other traffic

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	Tibbits 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).

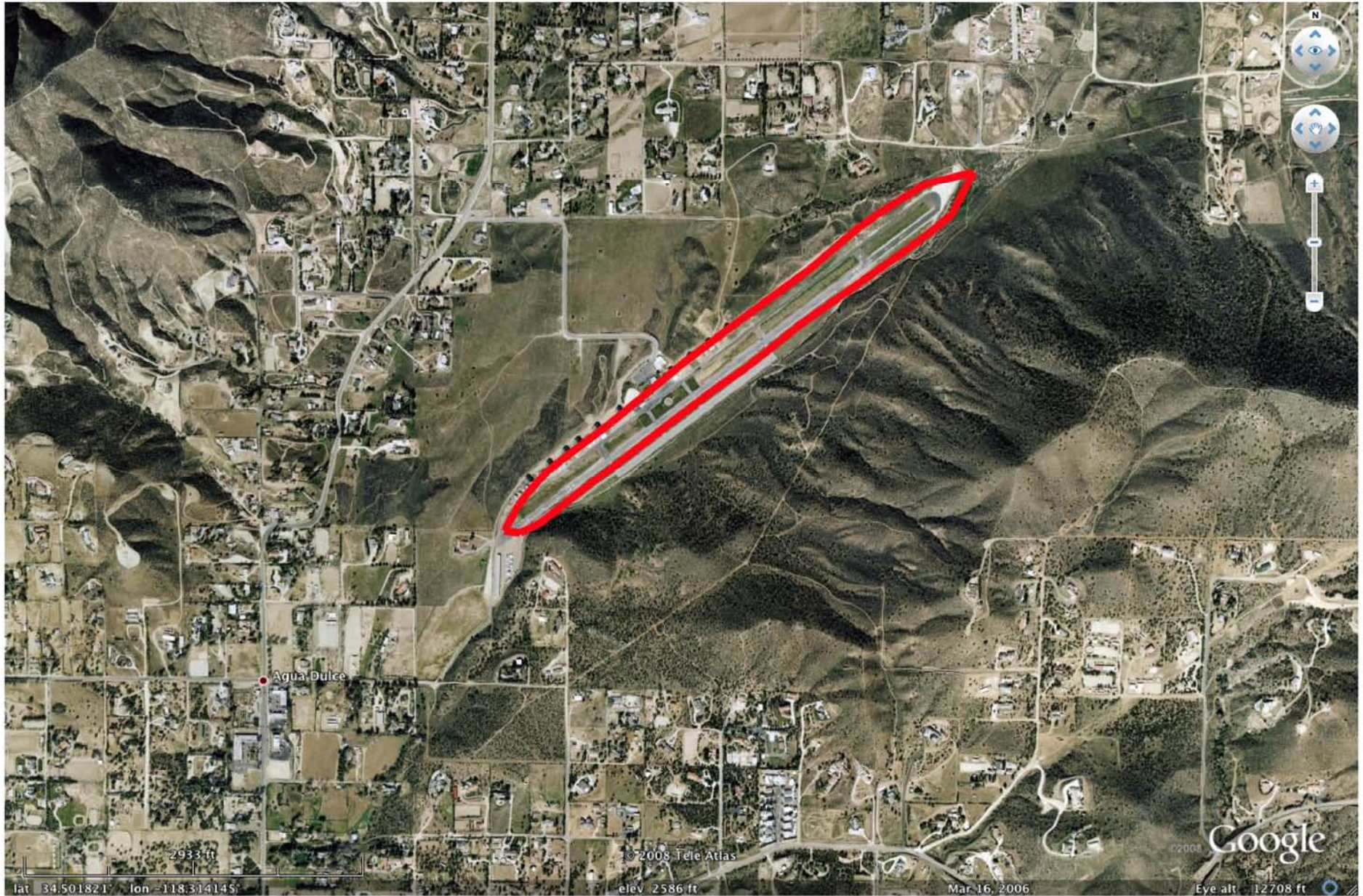


Exhibit 14
Agua Dulce Airport 65 CNEI Contour

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

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

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

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

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

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

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

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

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

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 Canyon	Sand Canyon Road	34,000	50	72.7	67	115	199
SOLEDAD CANYON ROAD	East of Sand Canyon	East of Sand Canyon	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

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

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

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

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

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

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

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

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

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

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

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

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

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

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