

= California State Route 14 =

State Route 14 (SR 14) is a north ? south state highway in the U.S. state of California , largely in the Mojave Desert . The southern portion of the highway is signed as the Antelope Valley Freeway . The route connects Interstate 5 , or Golden State Freeway , on the border of the city of Santa Clarita to the north and the Los Angeles neighborhoods of Granada Hills and Sylmar to the south , with U.S. Route 395 near Inyokern . Legislatively , the route extends south of I @-@ 5 to State Route 1 in the Pacific Palisades area of Los Angeles , however the portion south of the junction with I @-@ 5 has not been constructed . The southern part of the constructed route is a busy commuter freeway serving and connecting the cities of Santa Clarita , Palmdale , and Lancaster with the rest of the Greater Los Angeles area . The northern portion , from Vincent (south of Palmdale) to Route 395 , is legislatively named the Aerospace Highway , as the highway serves Edwards Air Force Base , once one of the primary landing strips for NASA 's Space Shuttle . This section is rural , following the line between the hot Mojave desert and the forming Sierra Nevada mountain range . Most of Route 14 is loosely paralleled by a main line of the Southern Pacific Railroad , used for the Antelope Valley Line of the Metrolink commuter rail system as well as a connection between Los Angeles and the Central Valley via Tehachapi Pass .

Linked with US 395 , this road connects Los Angeles with such places as Mammoth Mountain , Mono Lake , Yosemite National Park and Reno , Nevada . Route 14 was part of U.S. Route 6 prior to truncation in 1964 , when U.S. 6 was a coast @-@ to @-@ coast route from Long Beach to Provincetown , Massachusetts . The non @-@ freeway segment of SR 14 from Silver Queen Road north of Rosamond to Mojave is known as Sierra Highway , as is the old routing between Interstate 5 and Silver Queen Road where SR 14 has been moved to a newer freeway alignment . Portions of Route 14 remain signed with names associated with US 6 , including Midland Trail , Theodore Roosevelt Highway and Grand Army of the Republic Highway . This route is part of the California Freeway and Expressway System .

= = Route description = =

= = = Antelope Valley Freeway = = =

The southern portion of the freeway , from Interstate 5 to the Avenue D exit near Lancaster , has been designated the Antelope Valley Freeway by the state legislature . The Antelope Valley Freeway begins in the Santa Susana Mountains at the Newhall Pass interchange by splitting from the Golden State Freeway (Interstate 5) . This is the busiest portion of the route with an annual average daily traffic (AADT) count of 169 @, @ 000 vehicles per day . The freeway forms the eastern boundary of Santa Clarita along its route . Past Santa Clarita , the road continues to the northeast and crosses the Sierra Pelona Mountains and western San Gabriel Mountains via the canyon of the seasonal Santa Clara River . The ascent is mostly rugged and rural terrain , with only two small towns along the ascent , first Agua Dulce and later Acton . Between the two towns the freeway forms the southern boundary of Vasquez Rocks Park , a county park . Just past Acton , the highway crests the San Gabriel mountains via Soledad Pass , at an elevation of 3 @, @ 225 feet (983 m) . The route of the highway through the mountains loosely parallels that of the main line of the Southern Pacific Railroad , which is also used for the Metrolink Antelope Valley Line .

After cresting the pass , the highway descends into the Antelope Valley , a large valley within the Mojave Desert . The highway crosses Angeles Forest Highway and the California Aqueduct in the descent . Route 14 serves as the primary north ? south thoroughfare for the communities of Palmdale and Lancaster . Between Palmdale Boulevard (County Route N2) and Avenue D in Lancaster , SR 14 runs concurrently with SR 138 .

= = = Aerospace Highway = = =

From the Pearblossom Highway exit south of Palmdale to its northern terminus at Route 395 near Inyokern , SR 14 has been designated the Aerospace Highway . Between Pearblossom Highway and Avenue S , there is a vista point overlooking Lake Palmdale , which features a historic plaque that honors aviation accomplishments including the space shuttle , breaking the sound barrier and the speed record . The freeway passes the Los Angeles / Kern County line at Avenue A , and continues to run north through Rosamond and Mojave . In Rosamond , the highway passes close to Edwards Air Force Base , which was often used as one of the main landing strips for NASA 's Space Shuttle , and as the base for the X @-@ 15 and many other air and spacecraft .

The freeway portion terminates just south of Mojave , where SR 14 serves as the main street and runs through the downtown area . To the east of the route is Mojave Air & Space Port , home to the National Test Pilot School and SpaceShipOne , the first privately funded human spaceflight , as well as a vast airplane graveyard ; all are visible from Route 14 .

State Route 58 was formerly routed concurrent with SR 14 through Mojave , before it was rerouted onto a bypass running north and east of the town .

The character of the highway changes as it leaves Mojave . The road , now a divided highway with at @-@ grade intersections , departs the corridor of the main Southern Pacific Line , to follow the crest of the forming Sierra Nevada mountains . The route continues to follow a branch line of the Southern Pacific used as a connector for the Trona Railway . The main line of the railroad proceeds towards the Central Valley via Tehachapi Pass . Though Route 14 heads away from the pass , the highway has views of the mountains and the Tehachapi Pass Wind Farm . The scenery also changes , as the highway departs the Mojave Desert and crosses Red Rock Canyon State Park . Traffic counts drop dramatically as the highway becomes more rural , with an AADT of 3200 vehicles at the northern terminus . SR 14 continues north toward U.S. Route 395 in Inyokern , much of its routing as an expressway . Towards its northern terminus , SR 14 runs briefly concurrent with State Route 178 . At its northern terminus , SR 14 merges with US 395 as it turns into an expressway heading north to Bishop . As US 395 the route continues to follow the crest of the Sierra Nevada , serving Owens Valley , Mammoth Mountain , Yosemite National Park and Mono Lake .

= = History = =

= = = Trails = = =

The first road to use the general alignment of modern Route 14 was called the El Camino Sierra , or Sierra Highway , which extended from Los Angeles to Lake Tahoe . A dirt road was completed in the 1910s from what had been a pack trail . The Los Angeles Times declared El Camino Sierra complete in 1931 , when the portion from Mojave to the Owens Valley , along modern US 395 , was paved .

During the late 19th century , the corridor of modern Route 14 was also in use by the Southern Pacific Railroad for two lines . The first is a line to connect Los Angeles with the Central Valley , via Tehachapi Pass . While significantly longer than the more direct Ridge Route (east of modern Interstate 5) , Tehachapi Pass is lower than Tejon Pass along the Ridge Route , with a longer , less steep grade on the descent into the Central Valley . This rail line remains the primary rail line to connect southern and northern California in use today , now owned and operated by the Union Pacific Railroad . The second resulted when the Southern Pacific acquired the un @-@ finished Carson and Colorado Railroad in 1900 . The Southern Pacific built a standard gauge connector to the narrow gauge Carson and Colorado line from their main at Mojave . Although plans were to eventually convert this acquired line to standard gauge , most of the line was abandoned before the conversion was complete . However , the southern portion of this line is still active and used for connections to the Trona Railway .

The Midland Trail was one of the first organized coast @-@ to @-@ coast trails in the United States . In the trail 's infancy , its routing changed numerous times . By 1925 , the Midland Trail was established along what is modern State Route 168 , joining El Camino Sierra in Big Pine . Other

named trails that would eventually follow this route included the Theodore Roosevelt highway , and Grand Army of the Republic Highway . Parts of modern Route 14 continue to be signed with these names , and north of Los Angeles County is still officially designated " El Camino Sierra / Midland Trail " as well as the aforementioned " Aerospace Highway " .

== U.S. Route 6 ==

U.S. Route 6 was extended from Greeley , Colorado to Long Beach , California on June 21 , 1937 . Most of this extension used the Midland Trail , although the route entered California from Nevada slightly north of the previous route of the Midland Trail , instead passing through Bishop . While being designated US 6 , parts of modern Route 14 began to be upgraded to freeway standards .

As part of the 1964 state highway renumbering , US 6 was truncated at Bishop . The portion of US 6 from Inyokern to Los Angeles was designated State Route 14 . Previously the Route 14 designation was used for Artesia Boulevard and Lincoln Avenue , in the Los Angeles area , a portion of modern State Route 91 .

Between 1963 and 1975 significant portions of US 6 / SR 14 were moved to a freeway alignment . The former routing south of Mojave (and the current routing to the north) is still known as Sierra Highway . The first freeway section , from just east of Solemint Junction to Red Rover Mine Road , was completed in 1963 . Further portions in the intercanion areas of Acton to Soledad Pass were completed by 1965 . By 1966 the freeway was complete as far north as Avenue P @-@ 8 in Palmdale . The freeway was completed to Mojave by 1972 .

== Incidents ==

The Newhall Pass interchange , where I @-@ 5 , Sierra Highway , Foothill Boulevard , San Fernando Road and the southern terminus of Route 14 meet , has been the site of a number of catastrophic incidents . The interchange has partially collapsed twice due to earthquakes ; the 1971 Sylmar earthquake and the 1994 Northridge earthquake . As a result of the 1994 collapse this intersection was renamed the " Clarence Wayne Dean Memorial Interchange " , honoring a Los Angeles Police Department motorcycle officer killed when he was unable to stop in time and drove off the collapsed flyover ramp from SR 14 south to I @-@ 5 south . After both earthquakes , the collapsed portions were rebuilt and surviving portions reinforced .

In 2007 , two tractor @-@ trailer trucks collided in a tunnel along the truck lanes for southbound I @-@ 5 at the interchange . A resulting fire started , soon encompassing the entire tunnel along with 30 other trucks and one passenger vehicle that were in the tunnel at the time . The truck tunnel was closed for several days for structural damage inspections and repairs .

== Cancelled plans ==

Route 14 is an unfinished route , as the definition in the California Streets and Highways Code states that the route begins at State Route 1 (Pacific Coast Highway) , near Sunset Blvd. in the Pacific Palisades area of Los Angeles . Between the constructed end and legislative end of Route 14 is the area of Los Angeles called Reseda and Topanga State Park . There is no paved road that directly connects these two points , with State Route 27 or Interstate 405 being the nearest through roads in this area .

The intersection of Route 14 with Via Princessa in Santa Clarita is an unusual design , with long flyover ramps for the connections . This is the result of a freeway revolt by the residents of Santa Clarita , that canceled plans for a freeway extension of Route 126 . While the Via Princessa alignment of Route 126 was canceled , a different alignment is being constructed with proposed connections to Route 14 .

== Future ==

Rapid exurban growth in Santa Clarita , Lancaster , and Palmdale has made the Antelope Valley Freeway one of the most congested in southern California , with average rush hour speeds well below 20 miles per hour (30 km / h) . Future predictions call for continued growth along the Route 14 corridor , including predictions of a tripling of the population of Palmdale by 2030 . In response , multiple government agencies have proposed adding more transportation arteries between Los Angeles and the Antelope Valley , as well expanding the capacity of the existing Route 14 and rail corridors .

Several proposals have been made to bypass the Antelope Valley Freeway by boring a tunnel under the San Gabriel Mountains and extending the Glendale Freeway through it to the Antelope Valley . In 2003 , Caltrans published a map showing potential improvements to the transportation infrastructure of southern California . The proposal showed both the unconstructed portion of Route 14 and new routes over or under the mountains to Antelope Valley . In 2005 , the idea was advanced as a combination toll tunnel and surface highway . Preliminary studies estimated costs around \$ 3 billion and suggested charging a varying toll , adjusted for the time of day , averaging around \$ 8 for one @-@ way passage .

= = Major intersections = =

Except where prefixed with a letter , postmiles were measured on the road as it was in 1964 , based on the alignment that existed at the time , and do not necessarily reflect current mileage . R reflects a realignment in the route since then , M indicates a second realignment , L refers an overlap due to a correction or change , and T indicates postmiles classified as temporary (for a full list of prefixes , see the list of postmile definitions) . Segments that remain unconstructed or have been relinquished to local control may be omitted . The numbers reset at county lines ; the start and end postmiles in each county are given in the county column .