

# Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

# **Board Report**

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SAFE BOARD MEEETING JUNE 25, 2015

SUBJECT: CALL BOX SYSTEM RESTRUCTURING

**ACTION: APPROVE THE RESTRUCTURING OF THE CALL BOX SYSTEM** 

# **RECOMMENDATION**

AUTHORIZE the **restructuring of the Los Angeles County Kenneth Hahn Call Box System** as outlined, based upon the findings and recommendations of the recently concluded Call Box Assessment Study (Attachment A).

#### **ISSUE**

As part of the overall management of the Call Box System, an assessment Study was completed in 2014. The Study recommends that LA SAFE proceed with a four phase restructuring of the call box system resulting in the removal of approximately 412 call boxes in phase 1 from service or a 23% reduction. This recommendation is being brought to the Board for approval prior to implementation.

#### DISCUSSION

The Call Box system was established to provide a motorist aid service to the public. In 2007, the Board authorized an initial restructuring that transitioned the call box system from a primary motorist aid resource to a secondary safety net. This resulted in a decrease of approximately 2,500 call box sites from the initial base of 4,500 call boxes. At the time the usage of the call box system had decreased from an average of 20,000 calls per month in the year 2000 to approximately 5,000 calls per month in 2007. Current call box system usage averages approximately 1,700 calls per month spread over an installed base of approximately 1,800 call boxes.

Due to the decrease in usage and the continued proliferation of cell phones, as well as the implementation of new motorist aid services, the call box system was further evaluated to identify call boxes that are no longer useful in meeting program goals, as well as those that present a safety risk due to their location. A field site assessment of all existing locations (1,786 sites at the time of the assessment) was conducted. The field assessments were conducted during the months of May 2013, June 2013, and March 2014 and consisted of the following tasks:

1. Verification of the location and sign number data;

- 2. Verification of the call box site type;
- 3. Assessment of the availability of cell phone coverage to determine if sufficient service is available to support personal cell phone usage;
- 4. Confirmation of the width of the shoulder;
- Identification of any unusual conditions such as poor sight distance, steep grade, vegetation covering the site, etc. that can pose a safety hazard to call box users and/or the motoring public;

In addition to the field assessment, a review of the maintenance history and usage data for each call box was also conducted. Utilizing the results of the field assessment, maintenance history and usage data, three main criteria were used to evaluate each call box location and determine if the box should be removed:

- Site Type Due to safety concerns, Caltrans has recommended the phased removal of Type B and C call boxes where they are no longer effectively used. These call box types were cut into an existing hillside (Type B) or built over an existing down slope (Type C). As such, an assessment of Type B and C call boxes with low utilization was conducted and locations identified.
- 2. Knockdowns Call boxes with a history of multiple knockdowns in a year indicate a potential problematic location or site and as such were identified for removal.
- 3. Program Goals The Call Box program goals are to provide motorist aid service to the public. For various reasons, primarily the proliferation of the usage of cellular telephones and other alternative emergency services available to the motorists, there are call boxes with a pattern of little or no usage.

As a result of the evaluation, a total of 412 type B and C call box sites have been recommended for removal within Phase I.

In addition to the recommendation to remove the 412 identified type B and C call box sites, the assessment also provides a working roadmap to continue identifying call box sites that are candidates for removal and/or relocation under the above criteria.

#### **DETERMINATION OF SAFETY IMPACT**

Removal of the identified call boxes is not anticipated to present any negative safety impacts. The recommendations have been reviewed by our partner agencies, Caltrans and CHP, for safety implications and both agencies concur with the findings.

# FINANCIAL IMPACT

Funding of \$500,000 for implementation of the restructuring has been included in the FY16 budget

request under Cost Center 3351, Project 300209 for LA SAFE.

Since this is a multi-year project, the cost center manager and Executive Officer will be accountable for budgeting the cost in future years, including any options exercised.

#### **ALTERNATIVES CONSIDERED**

The Board could elect not to approve the restructuring. Staff is not recommending this alternative, since the restructuring will ensure a more efficient, effective and safe system for the motoring public.

#### **NEXT STEPS**

Upon approval, staff will begin steps to restructure the call box system. Additionally staff will continue monitoring the system and move forward with additional call box removals as warranted and report to the Board annually of any implemented changes.

#### **ATTACHMENTS**

A. Call-Box Assessment Study

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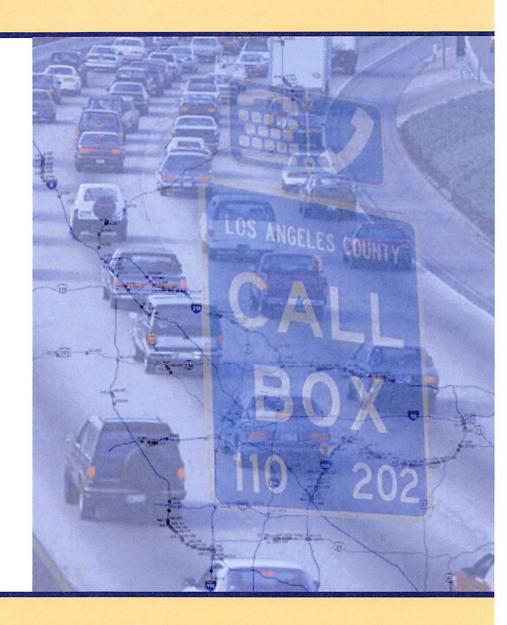
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Phillip A. Washington Chief Executive Officer



# Call Box Assessment Study

May 27, 2014



J12-1798

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#### INTRODUCTION 1.0

The Los Angeles County Service Authority for Freeway Emergencies (LA SAFE) is responsible for call boxes that are located within Los Angeles County's freeway and highway system. The goal of this project is to evaluate the status and provide recommendations on the current deployment of the Los Angeles County Kenneth Hahn Call Box System, with an emphasis on ensuring that the call box system will continue to provide a safe, efficient, and effective service to the motoring public. One of the main objectives is to develop and establish a methodology/guideline to determine the optimal placement of call box sites given present conditions and needs, and the reduction of those call box sites that do not meet the established guidelines.

Based on the data presented in this report, it will become clear that the Call Box program, including its associated guidelines, has become inconsistent with its original intentions and that the physical boxes on the side of the road may be nearing obsolescence. This assessment study will lay out a plan for the immediate removal of call boxes that, for various reasons, no longer serve the purpose of the program. The plan will also address the future removal of boxes, potential alternative uses for sites where call boxes have been removed, and the next steps towards developing guidelines for how the program could more efficiently utilize the funding available to best serve the public with motorist aid.

#### 1.1 BACKGROUND

The Call Box program in the State of California was created in 1986 and is governed by individual regions and/or counties through local SAFE agencies. The program is currently funded through a \$1.00 per vehicle annual registration fee and maintenance for the program is privately contracted. The annual \$1.00 fee also supports other motorist aid programs within the individual counties/regions.



At its inception, the Call Box program was established for the purposes of providing motorist aid, improving safety, and incident detection. Call boxes were placed as close as one-quarter mile apart on highways in many urban areas. The call box site was intended to give the stranded motorist a feeling of security, suggesting that help would soon be on the way. Like phone booths, the call boxes were intended to provide communications access in order for stranded motorist to request for help when assistance is needed, thereby reducing exposure time and impact of the vehicle on the roadway and potentially reducing related traffic congestion. This was at a time when many other options to get assistance were not available to the general motoring public. The mobile cellular telephones or invehicle communications systems were just coming on the market and were not available to most people. In addition, the Metro Freeway Service Patrol (FSP), as well as the Caltrans and California Highway Patrol (CHP) Transportation Management Center (TMC) 24-hour 7-day incident management programs, did not get implemented until the 1990s.

Conditions have changed in recent years such that the need for an extensive call box system and program has been called to question. Today, there are many more options available to a stranded motorist to get expedited assistance. The Los Angeles urban freeway corridors are now extensively instrumented and equipped with sensors and cameras for active incident management systems and are monitored by Caltrans and the CHP from Transportation Management Centers (TMC) 24 hours a day, seven days a week. The corridors are also monitored by the Metro FSP during busy traffic hours, on weekdays as well as weekends. The development of the Metro 511 program allows for other motorists to call in and notify the 511 call center of a stranded vehicle or a motorist in need of assistance. At the same time, the conventional highways are now more developed with commercial businesses, such as gas stations, mini-marts, shopping centers, and restaurants, which allow a stranded motorist to seek help. The most compelling change, however, is the advancement of technology and the widespread (almost universal) use of mobile cellular telephones by the motoring public. Where portable or mobile cellular telephones were just being invented in the 1980s and introduced for the few in the 1990s, they are now widely used by the masses, basically as a necessity of life. According to a 2013 Pew Research Center survey, approximately 91% of adults in the United States currently own cell phones, up from 88% in 2012 and 83% in 2011. Figures 1 through 3 below present survey data showing the growth of cell phone ownership and usage over the years. In addition, the survey showed that 56% of all cell phone owners currently own a smartphone, up from 46% in 2012 and 35% in 2011. These percentages are likely to be much higher in Southern California; where the median income is relatively higher and where cellular network coverage is superior to most other regions in the nation, and owning a cell phone is often regarded as a necessary personal accessory such as watches, hand bags, or wallets.

Cell phone Ownership Over Time % of Americans who own a cell phone 100% 91% 90% 80% 65% 70% 60% 50% 40% 30% 20% 10% 0% 2009 2010 2011 2012 2013 2005 2006 2007 2008 2004 Source: www.pewresearch.org

FIGURE 1: PEW RESEARCH CENTER SURVEYS ON CELL PHONE OWNERSHIP

FIGURE 2: CTIA-THE WIRELESS ASSOCIATION DATA ON CELLPHONE SUBSCRIBERS IN US

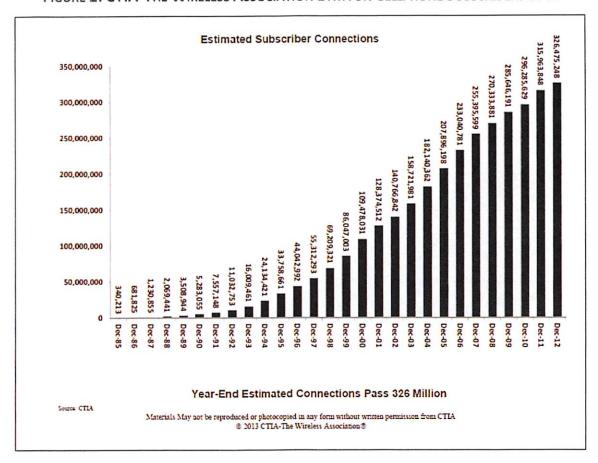
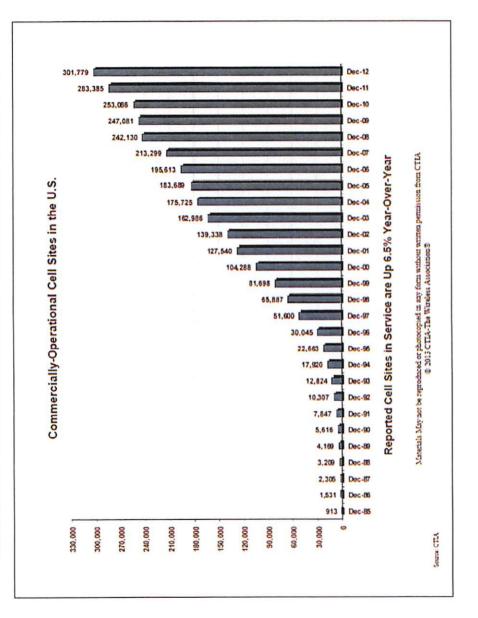


FIGURE 3: CTIA-THE WIRELESS ASSOCIATION DATA ON REPORTED CELL SITES IN US



As expected, with the increase in cell phone ownership call box usage has significantly declined during the recent years. Figure 4 shows the general trend of total calls received on the Los Angeles County Call Box System during the past nine years. As shown in the figure, from 2004 to 2012, calls made on the system dropped from approximately 97,000 to 30,000, at an average of 13% per year.

Call Box Usage 120,000 100,000 80,000 **Total Calls** 60,000 40,000 20,000 0 2011 2006 2007 2008 2009 2010 2004 2005

FIGURE 4: CALL BOX CALL USAGE FROM 2004 TO 2012

Source: LA SAFE

The Call Box system receives calls of different types. Table 1 summarizes the total number of calls per call type in 2012.

TABLE 1: 2012 CALL TYPES

TOTAL	27,911
Subtotal	20,917
Incidental Calls	7,347
No Help Calls	1,402
Inappropriate Calls	111
Duplicate Calls	1,513
Call Box Check	10,544
Non-Aid Related Incidental Calls	
Subtotal	6,994
Non-Emergency Request for Aid Calls	6,104
Emergency Calls	890

As indicated in **Table 1** above, out of the 27,911 composite call data for 2012, only 6,994 calls (approximately 25%) were for emergency related calls or calls requesting motorist aid. Emergency calls include calls related to accidents, ambulance requests, crime, fire, first responder, medical, road blocked, roadway hazard, or other special circumstances. Non-emergency request for motorist aid calls

include Auto Club, company dispatch, friends and family, Freeway Service Patrol, tow request, roadway hazard, and other special circumstances. Incidental calls include ghost calls, maintenance test, system runaway, training test, special circumstances, and unknown. As indicated above only about 25 percent of all call box usage data is related to actual motorist aid calls. Given the total number of 1,786 operating call boxes in Los Angeles County, on average for the entire 2012, this translates to less than 4 calls per call box.

The call box system was initiated and developed before the proliferation of the cellular telephones as a means to motorist aid. With the recent trend of ownership of cellular telephone, the widespread coverage of the cellular service with the growth of cell sites, and the provisions of other motorist aid services such as FSP, Metro go511 program, and Caltrans/CHP incident management, the call boxes are now nearing obsolescence much like the pay phones and phone booths. As such, the call box system should continuously be reevaluated and usage data analyzed to consider slowly phasing out the sites that are no longer being used or effective, and save the cost and valuable resources to operate and maintain them.

#### 1.2 PROGRAM GOALS

As described in the CHP/Caltrans Call Box and Motorist Aid Guidelines, the California Legislature passed Senate Bill 1190 in 1985 to enable counties to generate revenue for the purpose of purchasing, installing, operating and maintaining an emergency motorist aid system. As stipulated in the Streets and Highway Code Chapter 14, Section 2550, "the Legislature declares that its intent in enacting this chapter is to encourage the placement of call boxes along the California Freeway and Expressway System to enable motorists in need of aid to obtain assistance. However, it is not intended that a motorist aid system of call boxes be considered an emergency telephone system." As such, it is acknowledged that the purpose and goal of the call box system is to provide motorist aid.

#### 2.0 CURRENT CALL BOX SYSTEM ENVIRONMENT

In order to meet the project goals and develop a methodology for evaluating the current system, it is first necessary to discuss the current system. The Los Angeles County SAFE is the largest and most active motorist aid call box system in California. The program currently consists of 1,786 operating call boxes. The general locations of these call boxes are shown on Figure 5. Since the inception of the call box program, transportation system conditions and technology environment have changed over time, most significantly in recent years, and thus an evaluation of the overall call box system is necessary to ensure the program continues to stay relevant and meets its goals while operating in the most efficient manner possible.

In the years since the previous assessment study was conducted, various motorist aid options other than call boxes have emerged that have had a profound effect on the usage of the call box system and will affect how the overall call box program would operate in the coming years.



Current Call Box System Figure 5

#### 2.1 MOTORIST AID ALTERNATIVE TO CALL BOXES

- Cellular Phone Usage Cell phone usage has likely had the largest impact on the usage of the overall call box system. Within the past five years, the advent of "smart phone" ownership has allowed motorists to not only use their phones as a means to call or text for aid, but also as a GPS (Global Positioning System) device to identify and/or transmit their location. Accompanying cellular telephone service features include the ability to make 911 emergency calls to the CHP or other law enforcement and the 511 calls to the Metro call center. Many motorists also have roadside emergency service call centers offered by the Auto Club, insurance carriers, vehicle manufacturers, and credit card companies.
- Freeway Service Patrol (FSP) -Metro, in partnership with the California Department of Transportation (Caltrans) and the California Highway Patrol (CHP) manages the largest fleet of tow and service trucks in the country, known as the Los Angeles County Metro Freeway Service Patrol (FSP). This elite team of tow truck drivers spots incidents, disabled vehicles and motorists who are in need of assistance during their "patrols" and



provides help to stranded motorists and removes vehicles involved in and debris from traffic accidents to keep traffic moving. This free service also greatly reduces the chances of further incidents caused by onlookers and impatient drivers. FSP trucks operate on over 400 miles of LA County freeways based on specially designed "beats". Service levels (number of trucks) vary by day of week/time of day.

- Advanced Freeway Service Technologies Advanced communication systems such as the General Motor's "On Star" service, generally regarded as the nation's leading in-vehicle safety, security, and communication service, have also played a role in the reduced usage of call boxes. Other advanced technology is continuously evolving including smart phone and tablet applications. For many luxury vehicles, the vehicle computer system diagnoses problems and sends trouble notices to a call center even before the vehicle driver is aware, often including GPS coordinates.
- Incident Management Caltrans and the CHP monitor the Los Angeles County freeway system 24 hours a day, 7 days a week from their joint Transportation Management Center (TMC). Most of the urban freeway corridors are instrumented with vehicle detection sensors, closed-circuit television cameras, and electronic message signs, to detect, locate and verify incidents and disabled vehicles. In many cases, CHP dispatch sends a patrol officer to a disabled vehicle even before a call for help is completed.

Commercial Development along Highways — Since the late 1980s when the call boxes were
introduced, commercial businesses have developed significantly along State highways. There
are many more shops and businesses available now to get help rather than taking the longer
walk to find the next call box along the highway.

#### 2.2 STATEWIDE CALL BOX GUIDELINES

A set of motorist aid guidelines were originally developed by the California Highway Patrol (CHP) and Caltrans to guide statewide consistency of the call box systems, which are developed and operated on a county-by-county basis. The latest guidelines developed by CHP, Caltrans, and various SAFE agencies in California can be found in CHP/Caltrans Call Box and Motorist Aid Guidelines (November 2007).

The guidelines outline the roles and responsibilities of the various agencies involved in providing motorist aid services in California. The guidelines also provide guidance on the physical aspects of the call box system, such as spacing of boxes and design of the call box sites. The following paragraphs summarize some key information contained in the "Design and Construction" section of the guidelines, as they pertain to this study:

#### **Call Box Site Requirements**

 Within spacing requirements, call box locations will be selected to have minimal impact on highway operation. A call box will not be located where there is less than an eight foot shoulder. Any exceptions shall be reviewed and approved by the local district at Caltrans.

Where the highway shoulders are narrow, it is recognized that the liability is greater for a motorist to walk along the freeway to find the closest call box to use. This factor is more relevant today where there are many more options to call boxes for motorist aid. Motorists in need of assistance are more likely to use their cellular telephone, in vehicle communication system, wait for a passerby to call in to the 511 or 911 Call Centers, or wait for the FSP/CHP in the safety and comfort of their vehicle rather than get out to walk to a roadside call box. Even if the motorist does not have a cell phone, most motorists passing by will have a cell phone to call in for help, particularly if the vehicle is blocking a lane or is in a hazardous/emergency condition.

#### **Call Box Spacing**

- Within the guidelines, call box spacing should ensure motorist safety by providing the closest feasible spacing to reduce pedestrian and vehicle exposure time. Closer spacing also contributes to congestion relief by providing faster notification and clearing of disabled vehicles from the roadway.
- Variation in terrain, available revenue, urban/rural characteristics, and proximity for roadside services are factors in the decision of spacing between call boxes. For existing systems in place for two or more years, call box usage may also be considered when determining spacing. In order to allow flexibility and still maintain consistency in these installations, the county SAFEs should adhere to the following suggested spacing guidelines:

- o A reasonable spacing on rural highways with low ADTs may be based on geometric and economic needs. Other factors may include the cellular coverage area and isolation. Spacing does not constitute a system of call boxes but rather a service. These call boxes should only be placed in an area where adequate safe clearance from the roadway is available.
- o On Caltrans toll bridges, call boxes should be spaced between 600 to 1,200 feet, depending on whether or not adequate shoulders are provided. Special situations and deviations from this should be discussed with the district traffic liaison.

Considering the alternative motorist aid options available, call box spacing may no longer be appropriate or relevant. Where the guidelines suggest closer spacing in urban areas with higher traffic volumes, it is likely that the cellular coverage is also highest and alternatives are most abundant, including FSP service and incident management and monitoring. Where there is higher traffic volume, there are also more motorists passing by that can call for help on their cell phone, if the stranded motorist does not have one. There is less need or urgency for a motorist to walk along the freeway of a quarter mile to get to a call box today.

#### Call Box Removal, Relocation, and Repairs

- There may be factors, including, but not limited to, significant decreases in annual call volume, administrative issues, and operational issues, that warrant the need to remove call boxes on a systemwide basis. The SAFE will develop a systemwide call box removal plan that shall include a list of recommended call box sites to be removed, the resulting spacing between remaining adjacent sites, and justification for removal. If call boxes are being removed as a result of low call box usage, call box usage data for each call box shall also be provided. However, it should be noted that a call box may be removed due to systemwide decreases in call volume. The SAFE shall submit the call box removal plan to the CHP and Caltrans for a 60-day review and approval. With the exception of removal for construction, a removal that is planned or in existence for more than six months is considered a permanent removal and requires an approved removal plan.
- A SAFE does not need to submit a removal plan to the CHP and Caltrans for the removal of individual call boxes. However, removal of greater than 10 percent of the number of installed call boxes on any one corridor does require a removal plan.
- Where a call box has been removed, the site shall be restored to its original pre-installation conditions. All call box materials (e.g., pedestrian pads, asphalt paths, retaining walls, handrails, etc.) shall be removed from the site. The surface area where the call box was installed shall be graded flush with the surrounding soil.
- Along freeways, expressways, and divided conventional highways, call boxes shall be removed from both sides of the roadway to maintain call box pairing.

Presently, phone booths and pay phones are generally considered obsolete. The cost to operate and maintain them can no longer be offset by the benefit of the service provided with their very low usage.

Similarly, removal of call boxes should be considered now for locations where low usage cannot offset the cost to operate and maintain them, not to mention the cost of potential liability.

# 3.0 FIELD SITE ASSESSMENT

The first step was to conduct a field site assessment of all 1,786 locations listed in the database by physically visiting each location and conducting a site survey. The site assessments were conducted by a combination of Iteris and Wilter staff during the months of May 2013, June 2013, and March 2014.

All field site surveys were conducted by two staff members, a driver and a passenger. At each call box location, the field staff members performed the following tasks:

- 1. Verified if the box existed with the sign number matching the previous database;
- 2. Verified the call box site type;
- Checked the cell phone coverage in the area to determine if an adequate alternative was available;
- 4. Measured the width of the shoulder;
- Noted any unusual conditions such as poor sight distance, steep grade, vegetation covering the site, etc.;

In addition, digital pictures were taken at each call box site visited for database update and future verification purposes. For those locations with construction activities along some of the freeway routes, field staff could only conduct the survey passing by the site in their vehicle and were not able to stop and measure at those locations. At some locations, field staff were able to locate and stop at the call box site, but no call box was found at the site or the box was disabled, even though the sign was present (as shown in the pictures to the right). Some



of the surveyed boxes were located on transition roads where the field staff could not stop and measure. The following is a summary of the field surveys:

- 1,786 boxes were surveyed
- Of the 1,786 boxes surveyed, 1,287 boxes were verified, documented and evaluated
- 82 boxes initially listed in the database as a Type B or C were identified in the field as having a non Type B or C site type.
- 25 boxes initially listed in the database as a non Type B or C were identified in the field as being a Type B or C site type
- As a result of the adjusted site types per the field survey, it was confirmed that 229 Type B Call Boxes and 183 Type C Call Boxes currently exist.

The results of the field surveys showed that approximately 28 percent of the boxes identified in the original database did not exist in the field or could not be found by the field survey staff.

#### SYSTEM EVALUATION METHODOLOGY 4.0

In light of Section 1 and 2, and the results obtained from Section 3, the overall Los Angeles County Kenneth Hahn Call Box System was evaluated comprehensively. The purpose of the evaluation was to assess the call box program for effectiveness and develop a plan for efficiency moving forward into the future, considering the changes in today's climate in regards to highway motorist aid. Those locations that are still effective and needed were identified and those that are not as effective and may no longer be needed were also identified. Recommendations are then made for removal of those locations that no longer serve their purpose where the costs and potential liability far outweigh any potential benefits.

Rather than evaluating the system parameters (such as type, number, or spacing requirements), a more appropriate approach would be to re-evaluate the system as a whole in a systematic approach to consider eliminating call boxes that are no longer useful or meeting program goals and/or present an unnecessary potential liability risk, and then evaluate the system parameters as needed. The call box system right-sizing process starts by identifying and moving potentially unnecessary call boxes into a category called "call box candidate for removal" (CFR) using a systematic process. Once all of the CFR boxes have been identified, an additional "filtering"/screening process would take place to make a final determination and recommendation on which call boxes to keep and which ones to consider removing.

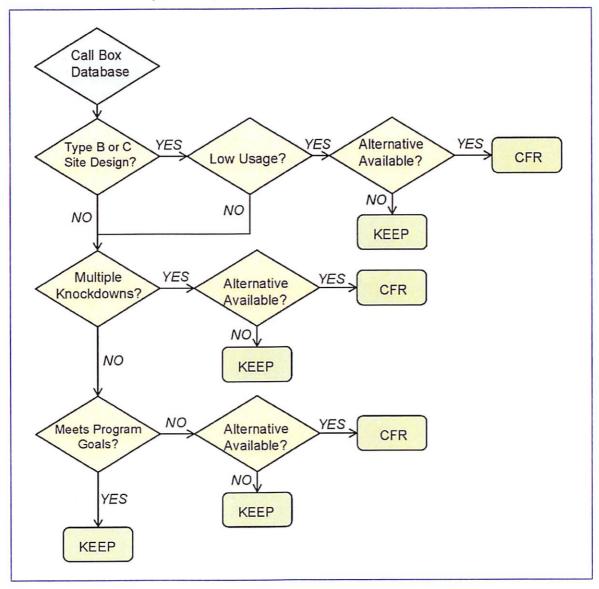
Three main criteria were used to place the existing call boxes verified into the CFR category. These criteria, based on the site type, knockdown history, and recent past usage of the call boxes, include the following:

- 1. Site Type Caltrans has recommended phased removal of all Type B and C call boxes where they are no longer effectively used. As such, an assessment of Type B and C call boxes was made where low utilization sites were identified as CFR.
- 2. Knockdowns Call boxes with a history of multiple knockdowns in a year indicate a potential problematic location or site, posing a liability risk for traffic safety, and were identified for removal.
- 3. Program Goals The Call Box program goals are to provide motorist aid service to the public. For various reasons such as the proliferation of cell phone usage and other alternative help avenues, there are call boxes with a pattern of little or no usage. If these boxes are not being used, then they do not meet program goals any longer and were identified for removal.

As part of the CFR determination process, each call box was subject to a final check at each of the three criteria levels. This check consisted of an evaluation of other motorist aid alternatives that would be available to a stranded motorist if the box was removed. These alternatives include FSP coverage, strong cellular phone coverage, incident management instrumentation and monitoring coverage, and/or

nearby commercial uses at which to seek help in the absence of the other alternatives. While it is rare that none of these alternatives would be available within Los Angeles County, some boxes located in relatively less urban and/or rural areas such as on State Routes 2, 27, and 38 were identified in the initial stage and were kept off the CFR list.

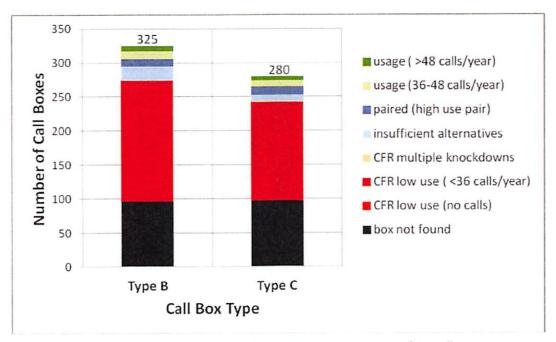
The flow chart presented below illustrates the process used for developing the CFR list, including whether to remove or keep a call box, and is described in further detail in this section.



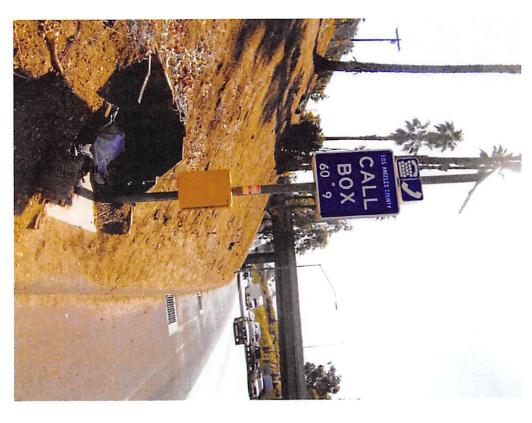
A total of 669 existing field-verified boxes were identified for initial removal considerations as part of this initial evaluation. The following subsections provide a detailed summary of the methodology used to derive the 669 boxes.

## 4.1 SITE TYPE

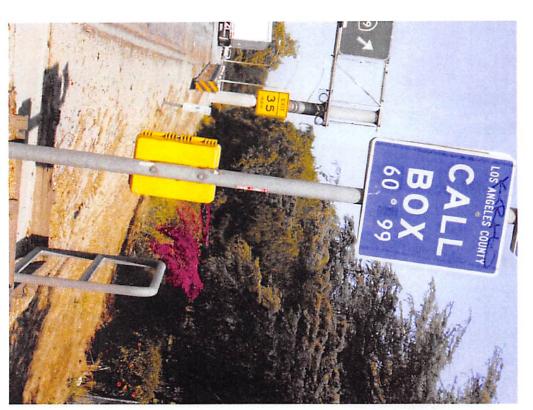
The first criterion was to evaluate Type B and C Call Boxes with low usage which had sufficient alternatives (other motorist aid methods) available. Type B and C call boxes were identified where the average number of calls was less than 36 per year, or on the average less than three calls per month. Based on review of the call statistics for the last two years, the number of calls that pertain to actual motorist aid calls was less than half of the total calls on the system, as shown in Table 1. In addition, a filter was applied to those identified for potential removal by conducting a call box alternative analysis. For each of these locations, the availability of Metro Freeway Service Patrol (FSP) service along the corridor covering the call box location was investigated. In addition, the analysis evaluated each location's cellular telephone service coverage and incident management capabilities (with intelligent transportation systems) coverage and monitoring by Caltrans and CHP. If the site was on a highway arterial, then proximity to commercial businesses was considered. Out of the identified 412 Type B and C call box locations verified in the field, 376 were identified to have less than 36 calls per year on average within the last three year's call records. Of these 376 locations, it was concluded that 31 locations did not have sufficient alternative motorist aid options available to the call boxes, if they were removed. Therefore, only the remaining 345 identified locations were recommended for removal. The chart below illustrates the results of the above analysis, indicating the number of Type B and C call boxes and their recent annual call usage records. Examples of Type B and Type C Call Box Sites are shown on Figure 6. The general locations of the Type B and Type C Call Box Sites are shown on Figure 7.



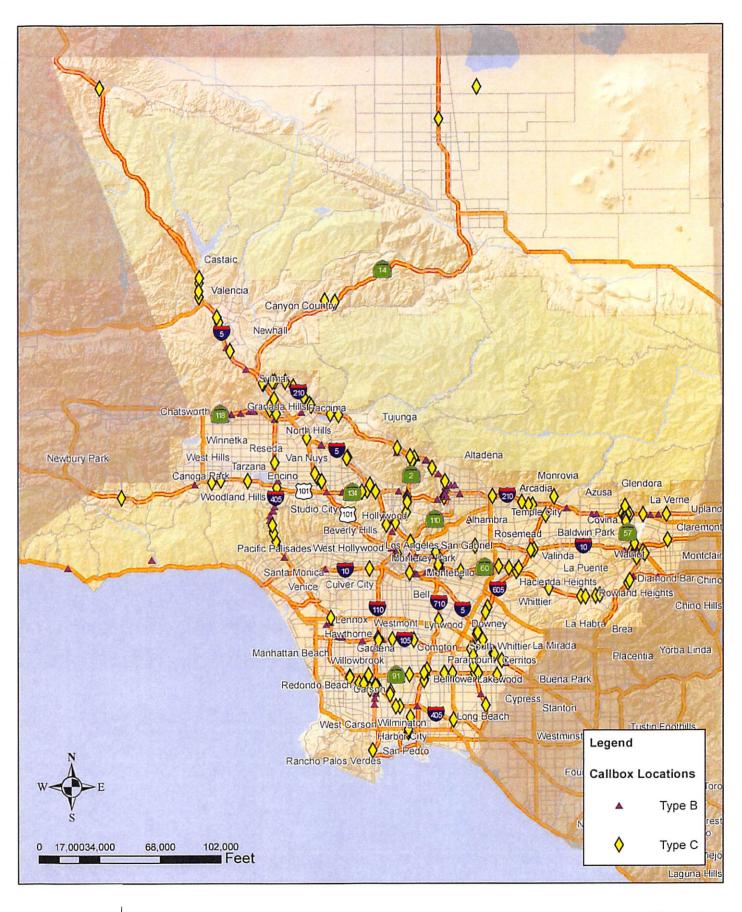
It should be noted from the above chart, call boxes receiving in excess of 24 calls per year on average are less than 20 percent of the total system. Trends indicate that calls are progressively decreasing each year.



Site Type B (Cut slope)



Site Type C (Fill slope)

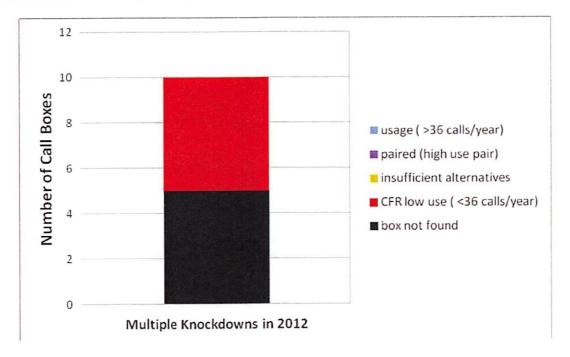


Los Angeles County SAFE Call Box Assessment Study

Figure 7 Location of Type B and Type B Call Boxes

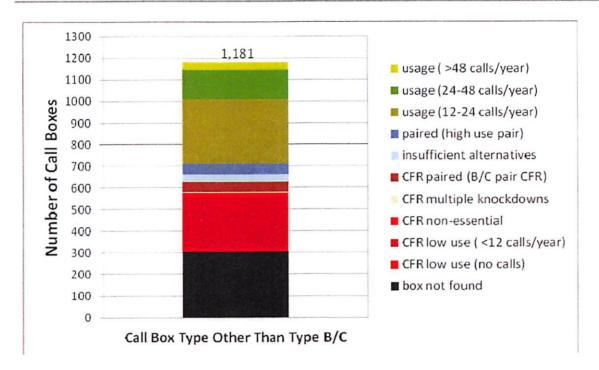
#### 4.2 Knockdowns

The second criterion was to identify those call boxes that have a history of repeated knockdowns. Analysis of the maintenance records indicated that there were 136 locations with a knockdown record in 2012. Of those, 10 locations had repeated knockdowns. This indicates a potential problem at this location for various reasons such as roadway geometrics, visibility, etc. Of the 10 locations, five were verified in the field and five were not found. Of the five that were verified in the field, one was a Type C location and four were other non-Type B/C. For any location that has a history of multiple knockdowns, their removal is recommended. It was concluded that two locations had sufficient alternatives available and recommended for removal, while three locations need to be considered for relocation. Below is a chart illustrating the results of the above analysis, indicating the number of knockdown locations and their recent annual call usage records.



#### 4.3 **PROGRAM GOALS**

The third criterion was to identify call boxes that do not meet Program Goals. This was defined as call boxes which had no calls recorded during the last 3 years. The initial analysis identified 156 locations with zero calls during the last three years, with 142 of these being boxes that did not exist per the field survey and 14 that did exist. These are the non-Type B and C call boxes, as the Type B and C with low usage have already been assessed in the first step. Once the 14 locations were identified, a filtering process was used to identify whether these locations had sufficient alternatives for motorist aid. Out of the 14 locations, it was concluded that all 14 locations did have sufficient alternatives available. Therefore, it is recommended to consider removing the 14 locations with no calls during the last 3 years. Below is a chart illustrating the analysis results, indicating the 14 call box locations with no calls in the last three years, shown in red, as well as the other usage results.



It should be noted from the above chart that, as with the Type B and C call boxes, call boxes receiving in excess of 24 calls per year on average are less than 20 percent of the total. Trends indicate that the number of calls is decreasing each year.

#### 4.4 Approaches to System Evaluation of Other SAFEs

Other California SAFE Agencies have developed guidelines and/or undertaken call box system evaluation and/or re-sizing efforts since the last call box system study. To gather information on the approach and methodology of other agencies within the last few years, Iteris staff contacted several major SAFEs and collected and reviewed pertinent reports and documents. **Table 3** summarizes this research. As shown, other California SAFE agencies have also identified call box locations for removal within the last several years.

TABLE 2: SUMMARY OF CALL BOX REMOVAL PROGRAM
BY SELECTED CALIFORNIA SAFE AGENCIES

_		Removed/	Average Call Box Spacing		
Agency	Total	Identified for Removal	From	То	
Bay Area MTC	2,086	500	1 box/mile	1 box/2 miles	
SANBAG	1,700	450	Varies	No change	
Riverside County Transportation Commission (RCTC)	594	36	2 boxes/mile (urban) 1 box/2 miles	1 box/mile (urban) No change (rural)	
San Diego	1,770	None	1 box/mile	No change	
ОСТА	633	12	1 box/mile	No change	
VCTC	564	None	2 boxes/mile	No change	

# 5.0 RECOMMENDATIONS

From the Metro database list of current existing call boxes and their supposed locations, the whereabouts of the 499 physically missing call boxes or boxes that could not be found in the field visits is unknown. Regardless, we recommend including these locations for removal, if not physically then from the Metro's database, since they meet the criteria for removal. Construction activities and other freeway/highway work can, at times, remove call boxes without informing Metro and Metro staff will need to use the call backs to verify active responses and identify those without responses as potential broken or removed call boxes. A plan for periodic reassessment is described later in Section 5.2, and would include new visual inventory surveys.

For the 1,287 boxes that were found in the field, 669 were initially recommended for removal ("CFR" category) and 618 were initially recommended to be kept ("Keep" category). Consistent with the guidelines, if a call box is to be considered for removal, then its pair box in the opposite direction should also be considered for removal, and the same criteria assessment be made for the paired location. The following additional filter was used to make the final call box removal recommendations using the pair box criteria from the guidelines:

- For a Type B/C box listed in the CFR category, a check into the status and previous usage of its working pair was conducted:
  - o If the working pair existed in the field and was listed in the "Keep" category, it was recommended for removal only if it received less than 72 calls over the three year period.
  - o If the working pair had received more than 72 calls over the three year period, it remained in the "Keep" category and the Type B/C CFR was moved into the "Keep" category and flagged for potential retrofit.
- For a non Type B/C box listed in the CFR category, a check into the status and previous usage of its working pair was also conducted.
  - o If the working pair existed in the field and was listed in the "Keep" category, it was recommended for removal if it received less than 36 calls over the three year period.
  - o If the working pair had received more than 36 calls over the three year period, it remained in the "Keep" category and the CFR was moved into the "Keep" category.

This refinement resulted in 70 boxes added to the "Keep" category from the "CFR" category and 45 boxes being moved to the "CFR" category from the "Keep" category. As a result, a total of 646 boxes are recommended for removal. The final database of call boxes recommended for removal that were found and verified in the field is provided in Appendix A. A total of 641 boxes are recommended to be kept, 88 of which are Type B/C boxes. It is recommended that a mitigation measure plan be developed to address the retaining wall heights and removal of handrails for the remaining 88 Type B/C site locations. Appendix B provides a list of the 88 Type B/C boxes to remain and Appendix C provides a list of the non Type B/C boxes to remain.

Table 3 summarizes the number of boxes recommended for removal by freeway route.

**TABLE 3: SUMMARY OF RECOMMENDATIONS FOR REMOVAL** 

Route	Total Existing Boxes Before Removal	Recommended for Removal	% To be removed
SR-1	17	1	6%
I-10	66	38	58%
US-101	89	32	36%
SR-103	4	4	100%
I-105	55	34	62%
I-110	87	32	37%
SR-118	35	21	60%
SR-134	6	0	0%
SR-14	30	21	70%
SR-170	11	0	0%
SR-2	94	39	41%
SR-210	12	12	100%
SR-22	4	0	0%
SR-23	36	20	56%
SR-27	162	99	61%
1-405	0	0	0%
SR-47	6	0	0%
I-5	2	0	0%
SR-57	103	51	50%
SR-60	7	7	100%
1-605	150	45	30%
SR-71	28	25	89%
I-710	54	37	69%
SR-90	74	44	59%
SR-91	7	5	71%
Cornell Wy (CN)	40	26	65%
Elizabeth Lake Rd (EL)	9	9	100%
Encinal Cyn Rd (EN)	42	18	43%
La Cienega Blvd (LC)	1	0	0%

Lake Hughes Rd (LH)	1	0	0%
Mulholland Hwy (MU)	0	0	0%
Angeles Forest Hwy (N3)	4	4	100%
Kanan Dume Rd (N9)	5	0	0%
Park n' Ride (PR)	8	0	0%
San Francisquito Canyon Rd (SF)	9	0	0%
Stocker St (STK)	6	0	0%
Total	1,287	646	50%

As shown in Table 3, the percentages of call boxes to be removed per individual corridor are all above ten percent, with the exception of SR-14. The final database of call boxes recommended for removal that were found and verified in the field is provided in **Appendix A**.

#### 5.1 FUTURE ADDITIONAL PHASED REDUCTION

Moving forward, a phased approach is recommended to reevaluate the overall call box program and make necessary adjustments as conditions change over the next ten years. A total of 646 call boxes are recommended for removal now as part of Phase I, to be implemented as quickly as possible. As part of subsequent phases, Phase II, III, and IV, it is recommended that a similar evaluation and analysis be conducted every few years or more frequently as needed to determine if any of the 641 remaining sites meet the criteria described in Section 3 and considered no longer effective or useful. It is anticipated that continuous advancement in cellular telephone, in-vehicle communications, and incident management technology would eventually render all call boxes obsolete and no longer needed. The funds saved could be better utilized in support of the new technology alternatives in providing motorist aid rather than to continuously operate and maintain call boxes that are no longer useful.

With the continued increase in cell phone ownership and widespread usage it is expected that call box usage would continue to decline rapidly to insignificant numbers. At the current rate of decline, shown in Figure 8, it is projected that the system usage could dwindle to less than 10,000 yearly by 2016 and less than 2,000 yearly by 2023.

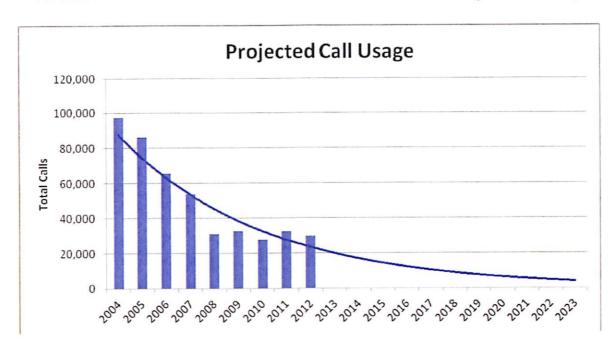
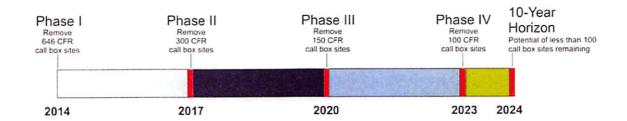


FIGURE 8: LOS ANGELES COUNTY PAST AND PROJECTED CALL BOX USAGE (2004 TO 2023)

Based on the trend of total calls made per year over the last decade, the number of boxes that could fall in the candidate for removal (CFR) criteria in subsequent phases is projected. The total number of calls could drop 60% by 2017 from 2012, 75% by 2020, and 90% by 2024. Applying the same criteria described in Section 3.0 to the projected usage, the following are estimated:

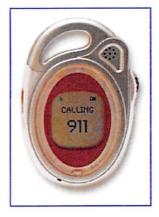
- At 2016 Approximately 300 boxes.
- At 2019 Approximately 150 boxes.
- At 2022 Approximately 100 boxes.

By the ten-year horizon of 2024, less than 100 call boxes could remain, if all of the additional projected CFR locations are removed. Again, the projections are based on the trend of the total calls made over the last decade. The projected calls over the next ten years, however, could actually be much lower as the cell phone, in-vehicle communications, and motorist aid technology is advancing very quickly. It is not too unreasonable to expect call boxes to be used for motorist-aid very little or none at all in the next few years, essentially rending them completely obsolete.



Currently, the operations and maintenance cost of the call box system is approximately \$400,000 annually, as according to recent LASAFE records. Implementation of Phase I could potentially reduce this cost by nearly 50 percent.

There are other call box programs in the nation that have eliminated all physical call boxes and replaced them with other services including information service, providing emergency phones (as shown on the right), and cellular call services. Where call boxes were initiated in the 1980's before the introduction of cellular phones or mobile phones, technology is advancing very quickly, particularly with the motorist aid services. We now have smart phones with motorist aid applications, the go511 Program, On Star vehicle call service, and other GPS motorist aid services, where these services are getting better and better each year. It is likely that there is a horizon in the near future for the physical call boxes where they will no longer be useful. However, as long as vehicles are driven, motorist aid will still be needed. The call box program could be replaced with other advanced services that are more useful or convenient, in line with the current technology, for motorists



in the future. In the meantime, a phased evaluation process over the next several years is recommended to ensure that the call box system stays relevant, effective, and efficient.

#### 5.2 NEXT STEPS

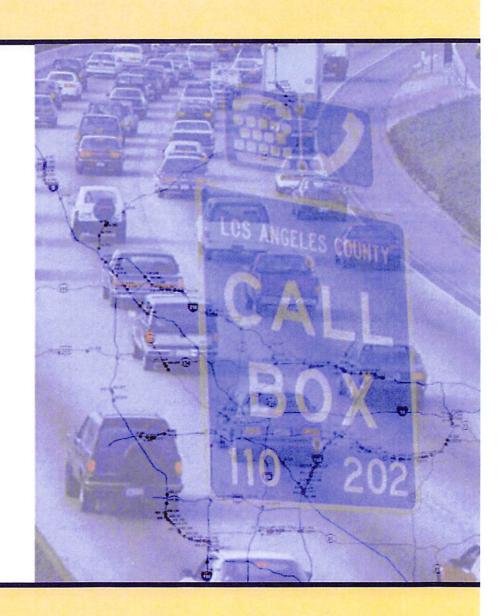
Based on the results of this study and the rapidly declining usage in recent years, the statewide guidelines may need to be reviewed to reassess regulations and/or legislature, policy and directives, program goals and objectives, and overall effectiveness of the call box program for motorist-aid. Modifications to the statewide guidelines may be necessary to adjust to the changes in conditions, usage, and technology that have taken place since the inception of the program. The modifications should take into account impact and program changes experienced by other regions in California.

With any removal of call boxes, the dollars saved from future operations and maintenance costs could be applied to other essential motorist aid-related services and should be addressed. In addition, the call box sites with removed call boxes also have the potential for other uses. The sites could still be utilized for signage for 511 call center or for other motorist aid uses. For example, technology application could be implemented at the sites, such as Bluetooth vehicle detection, to improve communication as well as collect and transfer data for motorist aid programs.



# Call Box Assessment Study

# **APPENDIX**



J12-1798

# APPENDIX A: RECOMMENDATIONS FOR REMOVAL

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8			SE STILE ISO AVEKUE M, 1/4 MI ACC AVEKUE M	14-645	Þľ
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8			WB STATE TWO SB KOS, **15P 33** ACC SEPULVEDA BLVD	118-095	118
8			EB SR118 IEO BALBOA BLVD, **FS9 33** ACC BALBOA BLVD	118-084	911
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8			EB LTDS LD 28 ROOS CON, ACC SELL'LOWER ELVD	1021-501	501
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8		2122772	29 kag 10 se 110 cok, «159 19« acc westrande av 19 kag 10 se 1110 cok, «159 19« acc westrande av	TEE-209	503
8	-118.28512	EATZELEE ZTDZELEE	628 HOS ISI OF 18 POST 199° ACC NORMANDE AV	TET-SOP	502
9	8282.811-	EVESO EE	SA MOS IND AVALDU GLAD, **PES 19** ACC MAIN ST	511-509	507
H i			NO MOD CHESSAN AN CHIP, STO 18 PCC SPERMS ST	1310-201	507
8			29 MOS VI CKENSKA VA' 0,6125 7900 VCC OBYNCE VA	\$90-509	203
8			IND MOS AT IN DELLECOWER BLYD, ** 155 19** ACE WOODRLIFF AV	920-S09	\$0> Z
8			NS SR2 TO BE IZED CON, ACC MOUNTAIN ST KS SR2 TO WE IZED CON, ACC MOUNTAIN ST	2-228TC 2-226TB	
8	₹52 <u>5,811</u> -	LOISTVE	SB SRZ TO WB SRLIA CON, *** FROM STATE AND THE SRZ TO WOUNTAIN ST	A1261-S	7
8			SS SES INC COLORADO BLVD, **259 35** 7/10 MI ACC COLORADO BLVD	3-11-8	Z
8			SB SBS ISO AERDIGO KD' LES 32 VOC AERDIGO KD	%1 <b>€</b>	_ Z
8			SB SR2 ISO SB IS, ** F29 35** ACC SAN FERNANDO RD	3-149	
- 8	70225.811.	TTEEO.AE	28 283 IMO GETEKEVET BEAD" KED 320. VCC 20 IZ	5-142 310-212	2 2
8	ļ <u>.</u>		TS TILES OW, OLS: 83 CM SKELVE AW, OLS: 8W	876-015	STO
8	<del> </del>		T2 TIUFA 031 021 021 03	2370-468	210
8	ATTT. TII-	\$611.9E	IM P/E XDR9YA, T2 TILBR OWN DISH B3	510-464	370
8	EE167.711.	34.11.99	IM I XDR99A, T2 TILIFH OWI OLDI ES	310-462	370
8			EB 070 10 28 282) COM 125 28	210-44710	310 310
8	/CCDC****	34.12062	EB ISTO TEO S CITRUIS AV, *** 1529 28** ACC CIRNUS AV  WAS ISTO TEO S CITRUIS AV, *** 1529 28** ACC CIRNUS AV	310-408 310-408	210
8	76288.TII-	CHUCK PE	WB ISTO, WO'S CITRUS AV, **** 28** ACC CITRUS AV	370-402	210
8	<del></del>		EB ISTO IMO S CITRULS AV, ""FEP 28"" ACC AZUSA AV	370-404	στζ
8			WB IRID IEO S AZUSA AV. °° FES 28°° ACC OTRUS AV	210-399	STO
8			EB ISTO VED AERKON VA	310-328	370
8			MAB (STO TROWN DATE AN' -0-ES SB VICE VERNION AN	210-385	210
8	<b></b>		SI REPORTED TO COMMENDED IN A STATE OF	210-384	310
8	81051.811-	70521.AE	WE IS ID AND HINKE AV. ** TI** ACC HILL AV	210-265	210
H ii	SOEL.SII-	\$6231.PE	EB IZLO JEON N LAKE AV, ** FEP TI** ACC MARENGO ST	310-3ea	270
8	STALBII-	34.165	EB ISTO IMO IVKE VAE" LES IJ VCC (THOOTH VA	70-2547	370
8	852L8II-	TZTA1.AE	WB ISTO TO SETTLE CON. ** 159 11 ** ACC LARE AV	STEEST-OTS	330
8	EEGST'BTT-	34.15205	NA 2170 TO WB 1210 COM, ** 15721 1 ** ACC CALF GRALA AV  WB 1210 DWD FAIRDARS, AV, ** 15921 1 ** ACC CARE BV	310-323 310-343	310
1 8	5852LBII-	EE191.AE	EB 1210 TO WE SALAK COM, **15P 11** ACC MOUNTAIN AV	310-348IC	210
8 -	ST021.811-	34.16255	TE DISO TO WE STAN CON. "159 11" ACC KOUTTAN AV	AT845-015	310
-	88221.811-	SEPRIAE	WE RELOTOR HE RELOTOR, ACC LAKE AV	765-015	otz
9			WB 1210, INVO ANGELES CREST HWY, ACC ANGELES CREST HWY	561-012	510
8	SOIS.BII-	S2705.AE	AAB ISTO LO 28 265 CON' VCC VINCEEEZ CKELI NAAA	T20-195T	510
8			EB IZEO CO SB SEG CON, ACC. LA CRESCENTA AV	730-015	210
8	ESTON.BII-	E2685.4E	WB (21.0 KO HUEGARD 51, ACE MACAY 57  WB (21.0 MO SHILK, **0529 52*** ACE PARTON 57	310-012	310
		SELLEAS	WE IZED (WO HUBBARD ST, ACC HUBBARD ST	\$10-039	310
g	CCEARIT.				
eqyr B	ebutigned estit	spragger east	Physicallocation	radmuMngl2	Broute

3			NOD E BN OIL 2 BN OIL 5 BN -0 125 920 - 0 125 920 - 0 125 920 NA 2 125 BN	3-120	2
-2			ES COS COS SACT THE COS COS CONTESTS OF COST	370-448 370-448	270
1		0/077:56	EB DIO 160 S LOKE MIL AV, ** 1529 35** ACC SUNPLOWER AV	210-444	310
<del>  3  </del>	9858.TII-	870S1.₽€	EB 1210 160 5 SUHFLOWER AV, **PSF 38** ACC SUKFLOWER AV	210-434	210
<del>  3  </del>	EEETB.TII-	ESELLINE	EB ISTO 1EO H GBYKD YA' L26 58 YCC GBYKD YA	310-018	210
3_			EB 13TD WAD (SANIKOVIE AV, °°FSP 28°° ACC NB 16CS	ATE-OIS	210
٦	89226.711·	STAS.AE	WE ISTO AT MOUNT OLU'S GR. **579 28** ACC IRWINDALE AV	ATTOE-OIS	370
-3-			WA EASO ISO W HUNTINGTON DR. "159 28" ACC GUERA VISTA \$1 WA EASO AND GUERA VISTA 51, "179 28" ACC GUERA VISTA 51	310-3¢8	370 370
<del>  2  </del>	ESPIO.BII-	34.13942	ES ISTO ISO N SANTA ANTIA AV, "1729 28" ACC SANTA ANTIA ANTIA AV	\$10-356	310
3			EB ICED IND IN SANTA AKITA AKI *** **** ***** *******************	210-318	210
<del>  5</del>			WE ISTO IEO MADREST, "FESP 31" ACC MACHILINDA AV	\$6Z-01Z	270
5			wa is to ind in seesay mydre bead" Las 17. • acc seeray madre blad	210-285	210
- 3	-118,15823	SEITI.AE	ES 1210 IED LINCOLIA NV, ACC LINCOLIA AV	210-234	210
	BZBIT.BII-	34.20315	WH IZED TO 58 \$102 CON, ACC ANGELES CREST HWY	DISET-OTZ	STO
	SPOTE BIT-	₹20727	ESI ILTO TAD VINGETE CREET HAN', YOC PAREITE CREET HAN	510-183 510-188	370
3	-118-24656	34.2218	WD 1210, WO LOWELL AV, ACC PENNSYLVAKIA AV	551-012	OTZ
<del>  5  </del>	-118.34538	SPT/Z"VE	WHE ISLO WARFATAND AV. ACC SURLAND GLVD	510-038	510
<del>-3-</del>	SEESE BIT-	EDSTTS.AE	GVA GVALKAN AV CC SUKLAND BLVD	510-032	370
3	-11835485	SESTE.AE	T2 STO AT WHEATLAND AV, ACC OSBORNE ST	\$10-034	SIO
Э			EB ISTO INVO WHIEATLAND AV, ACC OSBORNE ST	210-088	370
)	IOTEBII-	EDETS.AE	EB IZIO TWO WHEETIAND AV, ACC OSEORRE 57	570-084	Otz
			WB RI OF TO WE STALE CON, ACC CASORINE ST EB 1210 ISO GEGRINE ST, ACC PANTON ST	710-015 870-015	570 570
13	INCTIONS.		WB ISED IND MACLAY ST, ACC CB SR 1215	210-049	370
3	<b>5352A811</b> -	BYESE.AE EEEOE.AE	WB R210 IEO KOXFORD ST, ACC POLK ST	570-012	210
3	SANZABII-	TAESE AE	TE CATO TOOK OR ON OTHER ET	510-036	310
1 3	5037A811-	34.32288	ED ISTO IEO AVIMEIT 21º VOC AVENEIT 31.	210-002	310
3			KB SRIJO INO MAKEKOLIA ELVO, "" FSP 77" ACC MAGNOLIA ELVO	95T-0LT	מעז
3			28 SUTO ISO WAENINE E' WCC WAENINE E	517-91	DT.
3			AB SRIFE IND AVENUE CLACK OF CO.	14-714	10
			NB SRIA IND AVEKUE I, ACC AVEKUE I 18 SRIA IND AVEKUE G, ACC AVEKUE F	169-01	- PT
			WI ZHIO 1014 SW REC LOTHS TO WAS A TO SHOW OF A POSSESS	819-91	77
3			NB SR14 IND SANTIMEO RD, 1/3 MJ ACC SANTIMEO RD** 19**	24-514	91
<del>- 3 -  </del>			kib sasa ko cromn valley ed. 1/2 ali acc ward bo° f5p al.*	841-11	10
			29 28TH IND OVER 25ETING CYNLON KD' LZSSA VOC 20TEDYD CYNLON KD	59E-91	DΪ
3	856ST'811-	STLDE SE	VA JANAR GROVE BLVD, ** FLP 71 ** ACC SAN RAFAEL AV	134-135	DET
3	16922'811-	ITAL.AE	TRE SELL ** ESPER **	680-1EI	134
0	TSTSS.811-	LL971.AE	EB SHIPM IEO HARAKA DB' LED 32 ACC CIENDALE AV	134-088	755
3			ES SKERA AT SAN FERKANDO RD. •• FS 23 •• ACC FOREST LAWN OR	134-028	JET TEC
1 3	-118.28638	8421.4E	EB SALAA (EO FOREST LAWH DR.* 159 23** ACC FOREST LAWH DR.*	J30-PET	PEL
3	BEITE BIT- 8710E.BIT-	EOSST.AE	WE SALZA IWO FOREST LAWN DR. ** F29 22** ACC FOREST LAWN DR	134-039	PET
- 5	EEESABII-	\$2375.AE	eb srijb imo glekoms blvd, ••F5P 33•• acc san fernando rd	821-811	BII
3			we salle to kie is con, "" fep 93" and ternando rd	Te11-811	118
3			Wib selts to se kice com 159 33.0 voc lyurel canyon blud	ATE01-811	911
2	-118,26003	8959.EE	KB ITTO 10 EB ITO2 CON VCC ET REGINDO ETAD	ATSEL-OII	770
)	-118.296	STIZEGE	•• EP-EN •• NOO SON EN OT OTITI EN	1080-011	110
3	-118.2902	SATZT.EE	HB ILLO IND CHANKEL ST, ACC GAFTEY 50000 ACC INCERIAL HWY	1581-201	SOI
<u> </u>	1118.1044	TOZIE.EE	WHI IN THE BEACH BLYD, "4274" ACC LONG BEACH GLVD	1611-201	SOT
3	ZIIBTII-	TZEBO. ME	EB ILIO TO 58 SIST CON, **152° 12** ACC VIA VERIDE AV	ATSSA-01	01
<del>- 3 -</del>	3110 C11	235070	WE ITD IEO HOLT AV, ** F2P 18** ACC VIA VERDE	10-335	01
3			EB IID IEO N AZUSA AV. •• FEP 12°• ACC AZUSA AV	10-368	OI
3			WB ITO SWO W WEST COVIEW PICHT, ** FSP 12** ACC WEST COVIEM PICHT	10-339	70
<u> </u>			EB TO THE WIE AV • FED 12 • • ACC PUENTE AV	TO-334	10
3		4000 1100	EB 281 OKR 70 28 SMY, ACC SEAVEY AV	10-501 TS.E-01	EOI
<del>  →</del>	7118,2247	21937.EE	KB SR103 AT W PACHEC COAST HWY, ACC ANAHEIM ST	103-013	103
2	68271.811- 5055.811-	70530.A€ 71887.EE	WB 120 TO BE WAY TO A YOUR STANDARD WAY A COLOR OF THE PROPERTY OF THE PROPERT	10-213T	10
3	78171.811-	ET90'9E	EB ITO IEO N EVZTEIN AV. •• FSP 8•• ACC EASTEIN AV	10-515	Ot
3	ETATI.BII-	34.06025	WB ITO JWO H EASTERN AV, ** F5P 2** ADC TREMOUT AV	TO-209	10
3			MB ITO IEO KO ITTO 125 3 POC 102 PROSIEZ 21	691-01	10
3	99952'811	299€0.N€	eb ito on 2 kobwakoke va obe e26 73 voc meziera va	10-1341	10
3			EB RZYDI YEO WINTHOITWO DE LED 50 VCC AVITEL CINCTE ETAD	101-369	101
	SESTE BILL	TRITINE	WD US 201 JWO RESERVA BLY " 1529 29" ACC DE 50TO AV	TOT-532	TOT
	<del></del>	<b> </b>	83 US TOT IND GREEDA ELVD, "TO GREED A STORM TO STORM TO STORM TO STORM OWN TO STOR	761-101 101-162	101
1-3-	383A8II-	34.16063	WB USION TO SE MOS CONG. PERSONS - ACC VAN KUYS BLVD	ATST1-101	tot
			nd natot ind 28 24110° L25 05 VCC endvdmya	810-101	TOT
3	TESAS.BII-	87620.AE	58 USIGA KO NA IATO, ** FSP 020* ACC GLENDALE BLVD	510-101	TOT
3	-118.24607	1090'bE	KB N2101 ISO NB 25110, ** FSP 02** ACC MAIN ST	101-014	TOT
5	22301/811-	₹86£0.A€	eb itd ied overland av, °°F59 17°° act overland av	70-068	Ot
8		ļ	STOCKERS TIMO S FAIRTAX MY, EB. ACC LA CIENEGA BLVD	200-XIT2	XLS
8	~~~	C000000	ES 3891 IND CARANDITA RD, **55 15**  ES 3891 IND CARANDITA RD, **55 15**	TC-002	27 16
e -	\$5001.811- ED20.811-	883.EE	CV Sept 100 NG 1710 CON, **** FEET 120*** ACE LONG GEACH BLVD	01911-16	16
8	CERDI ALL.	, FLLB EE	WB SRB1 JEO S WELMINGTON AV. ** 15P 26* ** ACC ACACIA AV	\$60-16	16
8	<del>                                     </del>	<u> </u>	EB 5891 AND 5 WILMINGTON AV, "FEP 26" ACC CENTRAL AV	820-16	16
8			CV20 RAM 130 DOA, ACC OLL MAR 61/00 EX	710-3267C	710
6			CV.B RAM, ACC DEL MAR BLVD	ATBSE-017	OIL
8	£0691,811.	SESPO.AE	KB ITAD INO CESAR CHAVEZ AV, ** FSP23 ** ACC 3RD ST	710-252	OIL
POAL	ebutignos este	abustral ssi2	nobesolieskydd	Stenkumber	Boute
Revised Site	l				

<b>V</b>			(ATELENA TA OCI DRE BE), VA ATELEN ATA OCI DRE BE)	661-041	OLT
<del>V</del>	*******	- 6011874	SO SKI TO VIOLACIONA BLAD, *** TA** **** ACC SHERMAN WAY	\$21-021	0£1
<u>~</u>	TIEGE BII-	EDITLAE	rs satjo ind busbank blud, ••FEP 27•• acc burbank blud Ins satjo ind busbank blud, ••FEP 27•• acc burbank blud	7791-071	0 <u>2</u> t
<b>₩</b>			I 3 THE BY AND AVENUE H. AND AVENUE H. THE BY AVENUE HIS BY AVENUE H. THE	14-658	PI
<del>                                     </del>			I BUNGAVA DOA AV BUNGAVA TA AFRIZ 62	699-01	bī
<del></del>	_		EB CHIZM IED ONVINCE CHOAE BYAD'	134-134	PET
→			NAS SALLO TO SB USI 2004, ** FSPOT ** ACC 2ND ST	ATDES-011	OTT
<del>- v</del>		-	HE UTO NO M REBRIAED STAD VICE SPICING COVER HAM	110-024	ott
A			EB (TO LO 28 2H2) COM " o-\$25 TB.o. VOC AIV AEHDE	10-4221D	QΣ
A			AM ITO IMO MEEL CONINY DKMA	SEE-OI	Ot
V			SB SRIGS IND E ANANEIN ST, ACC PACIFIC COAST HWY	\$00-EDT	103
٧	£027.811.	34.14292	EB NRTOJ 1EO CHEZEBRO RD, ACC KANAN RO	101-339	101
٧			MB DAJIO IMO BEKKMEN CVIEBEZEZ 12550. VCC BEKKMEN CVIEBEZEZ	101-394	101
A			WB USLO1 AT WOODLAKE AV, ** FSP29 ** ACC TOPAIGA CANYON BLVD	101-368	tot
A			NB UST OF EATH ST, ** FSP 2** ACC 7TH ST	101-0088	1018
			AMB 2861 TAND CVERWEIKLEV ED' LES 17.0. VCC AVITEA ALEM VA	91-302	16
,	TEALBLE-	ATTB.EE	NB CYKEMOOD BEAD ONK 10 MB 280T L25 T2	1201-16	16
<del></del>	₹1321.811-	1770.EE	AND 2807 YEO VALVANILIC AN', 6129 See, VCC CREBBLAN	91-105 91-105	16
	********	1751000	wb sest ind a alante e av. ofer seg act long beach blud  wb sest at a santa e av. ofer seg act long beach blud	660-16	16
	-118.2229	TIPTS.EE	EB 5/80 THU S CENTINELA NV. ACC CULVER BLAD	910-06	06
3	CACOTION .	BEZDO.DE	SE ITAD WESKED COM, ** FSP23 ** ACC IDD	TE25-017	014
	£7691.811-		28 I310 ID MR 21600 COM ** 12533 ** VCC ITO	T625-017	OTZ
3	26691.811-	EBEZE.EE TOGEO.AE	28 IJ TO ON EB HATELONE EIVED OHE . • 12973 • • ACC FLORENCE AV	1781-017	012
	20031.811-	\$8839.EE	KB ILTO ON MB LIBERZOKE BIND OLD LEASO WCC INFRENT HAN	7101-017	014
	SAIRT, SAIR	E6530.0E	AS SATI AT W VALLY BLVD, ACT VALLEY BLVD	210-14	TL
- 3	**********		82 WOUTHW W OUT GITTI BE	580-014	017
1 3	55908.711-	EESTO.AE	SO IZED TO SO SERVE COM, ACCUMA VERDE	\$00-12	t/
3			NE ISOS INO LOWER AZUSA RD, ** FS297 ** ACC LOWER AZUSA RD	<b>605-224</b>	\$09
3			28 ROOS IMO AVITEA BTAD" LEBEL VICC EB ITO DE MAB ITO	66t-\$09	\$09
3			na isos ind valley blud. Offeren accepting	861-509	509
3			28 IROS IROS ANTIEXBLUD, "F15P 37" ACC VALLEY BLVD	S81-509	509
3	SELSO.BIT-	\$8£0.A£	ns rege ino me surgi Leasl Vec me ereo du es ereo	821-509	\$09
			es isos de seso com « Leasa » voc aptiel etad	ATTT - 203	509
<b>)</b>			CENTRO WES SERGE FERREY ACC PECKED	921-509	509
<b>)</b>			SO 1505 AT ROSE HILLS RD, ** FEY37 ** ACC PECK RD	202-122	509
3			nd ros to bose kitts bo' . Bebal Voc Berenta etad	\$02-T24	509
			SE ISOSE AT ROSECONNIS AV, ** ISPIA ** ACC FIRESTONE BLVD	\$10-203	509
	2020LBIT-	ESEDELEE	KD IEGG TEO DICHERINI HWY, ** FEFTA ** ACC ALONDRA BLVD	890-509	509
	56601,811-	7688.EE	SE ISOS ISO BIOSECISMIS AN ESPLA ACC BIOSECISMIS AV	650-509	509
			28 ISOS ISO VIGINOJEV BEAD? VECEVICINOJEV BEAD	\$\$0-\$09	S09 S09
			HIS EGG IND WE STOLL OF TEPTA OF ACC SOUTH ST	81340-509 (605-046TB	509
<del></del>	-118.10208	\$8978.EE	ind foot to mb stat of "6 fsp14" o" resp14" o" acc south st	990-S09	509
3	£8560.811-	282E8.8E	28 (202 )KO E CYRCON 21' VEDIA VCC DET PRO ELVD	610-509	509
3	ERCOO RII.	28 63283	KB ROZ TAO E CARSON 21	810-509	509
<del>- 3 -</del>	SS180.611-	82758.EE	28 1605 120 E CVISCON 21' 12510 VCC C/1820H 21	\$10-509	509
<del>- 5 -</del>	SECORIT-	34.045	WB SREO IEO NB IEOS, ** FSP 13 ** ACC CROSSROADS	611-09	09
- 5	ENGEO.BI.L.	S87E0.AE	MB 2890 IMO SECK ED' LES T3 VCC KB 1802 OB CROZZED VD2 SKMA	601-09	09
5	27025 277		ET SEGO IED SANTA ANITA AV, * • ES 93 * • ACC ROSEMEAD BLVD	901-09	09
3	£6950.811-	34.04122	WA SREG IEO BROSEMEAD BLVD, ** 15P 13 ** ACC SANTA ANTINA AN	660-09	09
3			AMB 2620 IMO 2 MITMLIE EFAD" EE 13 VEC MITMLE EFAD	590-09	.09
3			TE ABBMALA DOM ** 629 "FAD " HED OFF" ** 1820 OF 82 OT DEME 83	AT300-03	09
3	75458.711-	34,11287	**SE 421 - JOG SHITHE DAL THE GE	ETT-25	45
-	<b>72618.711-</b>	38.211.AE	EB 1310 IEO S LONE HILL AV, ** F79 28** ACC LONE HILL AV	ATS11-72	45
5			85 585 7 TO EB ITO LEB 38 YOC AIV AEROE	LLO-LS	LS
כ			SO SISTS AND SURVET CROSSWAG FOD, ** FEB 21** ACC SURVET CROSSWAG FOD	690-25	LS
3			MB SUGL TO DRYMOND BYK BYAD" 125 ST YOC BKEY CYNADN KD	910-12	45
3	26213.811-	TSETAAE	kið iz ind hvætea cymlon bd'etcvde viævelzd 43 viða 7 1/4 kii vcc hvætea cymlon	872-2	<u> </u>
2	81722.811-	TE.AE	28 IZ DIO CVTŒBOAE GTAD'125 45 YBBEUX 7\3 WI POC FACHZ PA	\$65-5	5
2	ļ		HB IS AT KOS, "FEP 34" ACC SAU FERIKANDO MISSION GLVD	917-5	<u> </u>
<u> </u>			28 IZ TAKO SEKADOZE 21' IZS 34' VECC LITAKOSID 21	SPE-S	5
<u> </u>	<del></del>		TS AT SEA FERNANDO BLOD, "159 31" ACC BLENA VISTA ST	5-305	<u> </u>
	ļ		28 IZ 120 KOZEMEVD BIAD <sup>1</sup> 125JE VCC 28 IRO2	870-2	5
<del>  3 -</del>	CENERIOTY:	CERCUICE	KB IS DO NO SECRETARE OF STATE ** ACT LANEWOOD BLVD	1170-2	5
<del>  </del>	5080.811- 66360.811-	28196.EE	KB R JD 88 ROZ COK! RSDE YCC HONEEN BEAD	81630-2	5
3	77025.811-	EE208.EE	KB SRIOS SO E SEPILIVEDA BLVD, ACC PACIFIC COAST HWY	620-74	40
<del>  3 -</del>	TIPEC.811-	\$3097.EE	SB SB ZGB IND W PACIFIC COAST HWY, ACC SIBULYEDA GLVD	630-74	40
- 3	ESSSA.SII.	34,26058	SE LOCE THO REPAILED FOR REVENUE TO THE PROPERTY OF THE PROPER	627-507	507
	£383A 811-	34.26052	KB MOS JINO RIJAALDI ST, ACC DEVONSHIJSE ST	872-202	507
1 3	BASTABLI.	84.19948	KO KOS AT SHERAKAN WYY, ** FEP 10** ACC VICTORY BLVD	929-509	507
<del>- 3 -</del>	<del> </del>		MB MOS INO E ET SEGNNDO BYAD' LES 03 YCC ET SEGNNDO BYAD	¢02-50¢	\$0>
3	i		28 kas 150 crekshaw blvd, °°159 09° acc crekshaw blvd	\$51-50>	507
3	ET285.811.	1888.66	NS MASS AT NB ILLIO, "PSSP 129" ACC NB ILLO	<b>402-130</b>	\$0>
3	1		KE HOS TO SE ILLIO COM, ""FSP 19"" ACC AVALON BLUD	T851-203	405
<del>- 3 -</del>	21282.811-	SP228.EE	NOS TOS NO ILLO CON, ""FEST 19"" ACC AVALON ELVD	1921-50>	402
1 3	1		SB MOS 150 E DEL AMO BLVD, **F59* L9** ACC MAINS T	¢02-113	402
3	7997E8II-	33.82602	nd hos ino weimington av, °° f5p 19°° acc weimington av	860-50>	S07
3			TE AZIMALA UOTS VA WATAKINGTON VA, VA KOT MITAKINGTA SON EX	\$60-S0\$	402
	-118,22852	882ET'VE	28 5R2 KO COLORADO BLVD, °°159 35°° ACC MOUNTREN 57	2-185	Z
3			KS 2KS V1 COFO!YOO ETAD' LZS 22 VCL AGKK ETAD	3-184	~
	EITEC.BIT-	826ET.AE	This sales will see a se		
3		SSECT. NE	SB SR2 ISO YORK BLYD, **P59 35** ACC COLORADO ST	2-175	Z
2 2 2	EITEC.BII-				
) )	-118.22.811-	SSELL, AE	SB SR2 ISO YORK BLYD, **P59 35** ACC COLORADO ST	7221-S 271-S	Z

1970   1970						
1979   1979	0				105-0017	501
1916   1916	0	EB2AT.TII-	76030.AE			10
107.259   40.0 File	O	885ALB11-	EB170.AE			OI
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ŧ			EB 1810 IED GEULD AV, ACC ANGELES CREST HWY	310-308	210
đ			EB ELIO TO 58 SH2 COM, ACC LA CRESCENTA AV	87521-015	210
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3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SSBT0.811-	86779.55	29 RGG LO MB 2K118 CON' ACC ZVN LEKNANDO MIZZION BIAD  MB 1RG2 HOD E IE REGRINDO BIAD' «LES DOB» WCC ET REGRINDO BIAD  MB 2KB3 HOD E IE REGRINDO BIAD' «LES DOB» WCC ET REGRINDO BIAD  MB 2KB3 LO BE SEAL COM «LES DOB» ELS TE REGRINDO BIAD  MB 2KB3 LO BE SEAL COM «LES DOB» ELS TE REGRINDO BIAD  MB 2KB3 LO BE SEAL COM «LES DOB» ELS TE REGRINDO BIAD  MB 2KB3 LO BE SEAL COM «LES DOB» ELS TE REGRINDO BIAD  MB 2KB3 LO BE SEAL COM «LES DOB» ELS TE REGRINDO BIAD  MB 2KB3 LO BE SEAL COM «LES DOB» ELS TE REGRINDO BIAD  MB 2KB3 LO BE SEAL COM «LES DOB» ELS TE REGRINDO BIAD  BE REGRINDO MENTALE BIAD GLES "LES DE VEC ELICIENTE BIAD  BE REGRINDO MENTALE BIAD GLES "LES DE VEC ELICIENTE BIAD  BE REGRINDO MENTALE BIAD «LES DE VEC ELICIENTE BIAD  BE REGRINDO MENTALE BIAD «LES DE VEC ELICIENTE BIAD  BE REGRINDO MENTALE BIAD «LES DE VEC ELICIENTE BIAD  BE REGRINDO MENTALE BIAD «LES DE VEC ELICIENTE BIAD  BE REGRINDO MENTALE SIAD «LES DE VEC ELICIENTE BIAD  BE REGRINDO MENTALE BIAD «LES DE VEC ELICIENTE BIAD  BE REGRINDO MENTALE BIAD «LES DE VEC ELICIENTE BIAD  BE REGRINDO MENTALE SIAD «LES DE VEC ELICIENTE BIAD  BE REGRINDO MENTALE SIAD «LES DE VEC ELICIENTE BIAD  BE REGRINDO MENTALE BIAD GLE «LES BILLE BIAD  BE REGRINDO BIAD «LES BIAD «LES DE VEC ELICIENTE BIAD  BE REGRINDO MENTALE BIAD GLE «LES BILLE BIAD  BE REGRINDO BIAD «LES BIAD «LES BIAD «LES BILLE BIAD  BE REGRINDO BIAD «LES BIAD » LES BILLE BIAD  BE REGRINDO BIAD «LES BILLE BIAD  BE REGRINDO BIAD «LES BILLE BIAD  BE REGRINDO BIAD «LES BILLE BIAD » LES BILLE BIAD  BE REGRINDO BIAD «LES BILLE BIAD » LES BILLE BIAD  BE REGRINDO BIAD «LES BILLE BIAD » LES BILLE BIAD  BE REGRINDO BIAD «LES BILLE BIAD » LES BILLE BIAD BIAD BIAD BIAD BIAD BIAD BIAD BIAD	101-0028 10-0231 102-0331 102-0331 102-0331 102-0331 102-0331 102-1331 102-1331 102-1331 102-1331 102-1331 102-0331 102-0331 102-0331 102-0331 102-0331 102-0331 102-0331 102-0331 102-0331 103-	8101 01 507 509 501 16 66 012 012 509 509 509 509 509 509 509 509 509 509
3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SSBT0.811-	86779.55	29 MC22 LO MAS 28218 COM' NCC ZVM LEKNANDO MIZZION BIAD  MAD INCE UND E 12 EZEMINDO GRAD, 16, 16, 16, 10, 10, 10, 10, 10, 10, 10, 10, 10, 10	101-0028 102-0021 102-0031 102-00	8101 01 509 500 16 014 014 509 509 509 509 509 509 509 509 509 509
3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SSBT0.811-	86779.55	29 RGG LO MB 2K118 CON' ACC ZVN LEKNANDO MIZZION BIAD  MB 1RG2 HOD E IE REGRINDO BIAD' «LES DOB» WCC ET REGRINDO BIAD  MB 2KB3 HOD E IE REGRINDO BIAD' «LES DOB» WCC ET REGRINDO BIAD  MB 2KB3 LO BE SEAL COM «LES DOB» ELS TE REGRINDO BIAD  MB 2KB3 LO BE SEAL COM «LES DOB» ELS TE REGRINDO BIAD  MB 2KB3 LO BE SEAL COM «LES DOB» ELS TE REGRINDO BIAD  MB 2KB3 LO BE SEAL COM «LES DOB» ELS TE REGRINDO BIAD  MB 2KB3 LO BE SEAL COM «LES DOB» ELS TE REGRINDO BIAD  MB 2KB3 LO BE SEAL COM «LES DOB» ELS TE REGRINDO BIAD  MB 2KB3 LO BE SEAL COM «LES DOB» ELS TE REGRINDO BIAD  BE REGRINDO MENTALE BIAD GLES "LES DE VEC ELICIENTE BIAD  BE REGRINDO MENTALE BIAD GLES "LES DE VEC ELICIENTE BIAD  BE REGRINDO MENTALE BIAD «LES DE VEC ELICIENTE BIAD  BE REGRINDO MENTALE BIAD «LES DE VEC ELICIENTE BIAD  BE REGRINDO MENTALE BIAD «LES DE VEC ELICIENTE BIAD  BE REGRINDO MENTALE BIAD «LES DE VEC ELICIENTE BIAD  BE REGRINDO MENTALE SIAD «LES DE VEC ELICIENTE BIAD  BE REGRINDO MENTALE BIAD «LES DE VEC ELICIENTE BIAD  BE REGRINDO MENTALE BIAD «LES DE VEC ELICIENTE BIAD  BE REGRINDO MENTALE SIAD «LES DE VEC ELICIENTE BIAD  BE REGRINDO MENTALE SIAD «LES DE VEC ELICIENTE BIAD  BE REGRINDO MENTALE BIAD GLE «LES BILLE BIAD  BE REGRINDO BIAD «LES BIAD «LES DE VEC ELICIENTE BIAD  BE REGRINDO MENTALE BIAD GLE «LES BILLE BIAD  BE REGRINDO BIAD «LES BIAD «LES BIAD «LES BILLE BIAD  BE REGRINDO BIAD «LES BIAD » LES BILLE BIAD  BE REGRINDO BIAD «LES BILLE BIAD  BE REGRINDO BIAD «LES BILLE BIAD  BE REGRINDO BIAD «LES BILLE BIAD » LES BILLE BIAD  BE REGRINDO BIAD «LES BILLE BIAD » LES BILLE BIAD  BE REGRINDO BIAD «LES BILLE BIAD » LES BILLE BIAD  BE REGRINDO BIAD «LES BILLE BIAD » LES BILLE BIAD BIAD BIAD BIAD BIAD BIAD BIAD BIAD	101-0028 10-0231 102-0331 102-0331 102-0331 102-0331 102-0331 102-1331 102-1331 102-1331 102-1331 102-1331 102-0331 102-0331 102-0331 102-0331 102-0331 102-0331 102-0331 102-0331 102-0331 103-	8101 01 507 509 501 16 66 012 012 509 509 509 509 509 509 509 509 509 509
3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SSBT0.811-	86779.55	29 MC22 LO MAS 28218 COM' NCC ZVM LEKNANDO MIZZION BIAD  MAD INCE UND E 12 EZEMINDO GRAD, 16, 16, 16, 10, 10, 10, 10, 10, 10, 10, 10, 10, 10	101-0028 102-0021 102-0031 102-00	8101 01 509 500 16 014 014 509 509 509 509 509 509 509 509 509 509
3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	28401,811- 25810,811-	75100.EE	ARE SEED TO WE SERVENDO GRAD, SEED SEED ON ACCESSOR GRAD  29 MOS TO SEEMER BLOOK, SEED SEED SEED SEED SEED SEED SEED SEE	100-038 100-038 100-039 100-03	8101 01 505 505 507 506 012 012 012 013 509 509 509 509 509 509 509 509
3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SSBT0.811-	86779.55	29 RG2 LO MB 2817B CON' NCC ZVN LEKNANDO MIZZION BYAD  AB 102 RON E TE ZERINDO BYAD' - 1824 DOB-, WCC ET ZERINDO BYAD  MB 102 RON E TE ZERINDO BYAD' - 1824 DOB-, WCC ET ZERINDO BYAD  MB 2830 VAND Z CERLINER OF AND - 1825 TOB-, WCC DOWNER VAN  MB 2830 VAND Z CERLINER OF AND - 1825 TOB-, WCC DOWNER VAN  MB 2830 VAND Z CERLINER OW - 1825 TOB-, WCC DOWNER VAN  MB 2830 VAND Z CERLINER OW - 1825 TOB-, WCC DOWNER VAN  MB 2830 VAN DE ROWNER OW - 1825 TOB-, WCC DOWNER VAN  MB 2830 CON LETEROYAH BD DIES' - 1825 TOB-, WCC DIVISER VAN  ZO BROW ZO ON LETEROYAH BD DIES' - 1825 TOB-, WCC DIVISER VAN  ZO BROW ZO ON LETEROYAH BD DIES' - 1825 TOB-, WCC DIVISER VAN  WE ROW ZO ON LETEROYAH BD DIES' - 1825 TOB-, WCC DIVISER VAN  WE ROW ZO ON LETEROYAH BD DIES' - 1825 TOB-, WCC DIVISER VAN  WE ROW ZO ON LETEROYAH BD DIES' - 1825 TOB-, WCC DIVISER VAN  WE ROW ZO ON HER KENDON - 1825 TOB-, WCC DIVISER VAN  WE ROW ZO ON HER KENDON - 1825 TOB-, WCC DIVISER VAN  WE ROW ZO ON HER KENDON - 1825 TOB-, WCC DIVISER VAN  WE ROW ZO WE HERKENDON - 1825 TOB-, WCC DIVISER VAN  WE ROW ZO WE HERKENDON - 1825 TOB-, WCC DIVISER VAN  WE ROW ZO WE HERKENDON - 1825 TOB-, WCC DIVISER VAN  WE ROW ZO WE HERKENDON - 1825 TOB-, WCC REVENUE AND  WE ROW ZO WE HERKENDON - 1825 TOB-, WCC REVENUE AND  WE ROW ZO WE HERKENDON - 1825 TOB-, WCC REVENUE AND  WE ROW ZO WE HERKENDON - 1825 TOB-, WCC REVENUE AND  WE ROW ZO WE HERKENDON - 1825 TOB-, WCC REVENUE AND  WE ROW ZO WE HERKENDON - 1825 TOB-, WCC REVENUE AND  WE ROW ZO WE HERKENDON - 1825 TOB-, WCC REVENUE AND  WE ROW ZO WE HERKENDON - 1825 TOB-, WCC REVENUE AND  WE ROW ZO WE HERKENDON - 1825 TOB-, WCC REVENUE AND  WE ROW ZO WE HERKENDON - 1825 TOB-, WCC REVENUE AND  WE ROW ZO WE HERKENDON - 1825 TOB-, WCC REVENUE AND  WE ROW ZO WE HERKENDON - 1825 TOB-, WCC REVENUE AND  WE ROW ZO WE HERKENDON - 1825 TOB-, WCC REVENUE AND  WE ROW ZO WE HERKENDON - 1825 TOB-, WCC REVENUE AND  WE ROW ZO WE HERKENDON - 1825 TOB-, WCC REVENUE AND  WE ROW ZO WE HERKENDON - 1825 TOB-, WCC REVENUE AND  WE ROW ZO WE HERKENDON - 1825 TOB-,	1050-0038 1050-0	8101 01 509 500 501 16 06 012 012 509 509 509 509 509 509 509 509
3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	28401,811- 25810,811-	75100.EE	29 RICE 2 IO ME 2817B CON' ACC ZVIN LENNINDO MIZZION BIAD  MAD INCE UND E 12 EREMINDO GRAD, 200, WICE ET REGINDO GRAD  MAD REGO NA S RYMMINDERE GRAD DISP', 20, 200, 200, 200, 200, 200, 200, 200	101-0028 102-0038 102-0031 102-0031 102-0031 102-0031 102-0031 103-00	8101 01 507 507 507 16 012 012 012 509 509 509 509 509 509 509 509
3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	28401,811- 25810,811-	75100.EE	29 RG2 LO MB 28/18 CON' YCC ZYN LEKNYDO MIZZION BYDD  AND HCC HON E TE ZERHINDO BYD' - 12-25 OB-, YCC ET ZERHINDO BYD  MB HCC HON E TE ZERHINDO BYD' - 12-25 OB-, YCC ET ZERHINDO BYD  MB HCC HON E CERLINGHE BYD OLS' - 12-25 OB-, YCC COMMEN  MB ZHOO IND A CERLINGHE BYD OLS' - 12-25 OB-, YCC COMMEN  MB ZHOO IND A CERLINGHE BYD OLS' - 12-25 OB-, YCC COMMEN  MB HCC BYD ON A CERLINGHE BYD OLS' - 12-25 OB-, YCC COMMEN  MB HCC BYD ON A CERLINGHE BYD OLS' - 12-25 OB-, YCC COMMEN  MB HCC BYD ON A CERLINGHE BYD OLS' - 12-25 OB-, YCC COMMEN  MB HCC BYD ON A CERLINGHE BYD OLS' - 12-25 OB-, YCC COMMEN  MB HCC BYD ON A CERLINGHE BYD OLS' - 12-25 OB-, YCC COMMEN  MB HCC BYD ON A CERLINGHE BYD OLS' - 12-25 OB-, YCC COMMEN  MB HCC BYD ON A CERLINGHE BYD OLS' - 12-25 OB-, YCC COMMEN  MB HCC BYD ON A CERLINGHE BYD OLS' - 12-25 OB-, YCC COMMEN  MB HCC BYD ON A CERLINGHE BYD OLS' - 12-25 OB-, YCC COMMEN  MB HCC BYD ON A CERLINGHE BYD OLS' - 12-25 OB-, YCC COMMEN  MB HCC BYD ON A CERLINGHE BYD OLS' - 12-25 OB-, YCC COMMEN  MB HCC BYD ON A CERLINGHE BYD OLS' - 12-25 OB-, YCC COMMEN  MB HCC BYD ON A CERLINGHE BYD OLS' - 12-25 OB-, YCC COMMEN  MB HCC BYD ON A CERLINGHE BYD OLS' - 12-25 OB-, YCC COMMEN  MB HCC BYD ON A CERLINGHE BYD OLS' - 12-25 OB-, YCC COMMEN  MB HCC BYD ON A CERLINGHE BYD OLS' - 12-25 OB-, YCC COMMEN  MB HCC BYD ON A CERLINGHE BYD OLS' - 12-25 OB-, YCC COMMEN  MB HCC BYD ON A CERLINGHE BYD ON A CERLINGHE  BYD ON A CERLINGHE BYD ON A DOWN A CERLINGHE  BYD ON A CERLINGHE BYD ON A DOWN A CERLINGHE  BYD ON A CERLINGHE BYD ON A DOWN A CERLINGHE  BYD ON A CERLINGHE BYD ON A DOWN A CERLINGHE  BYD ON A CERLINGHE BYD ON A DOWN A CERLINGHE  BYD ON A CERLINGHE BYD ON A DOWN A CERLINGHE  BYD ON A CERLINGHE BYD ON A DOWN A CERLINGHE BYD  BYD ON A CERLINGHE BYD ON A DOWN A CERLINGHE BYD  BYD ON A CERLINGHE BYD ON A DOWN A CERLINGHE BYD  BYD ON A CERLINGHE BYD ON A DOWN A CERLINGHE BYD  BYD ON A CERLINGHE BYD ON A DOWN A CERLINGHE BYD  BYD ON A CERLINGHE BYD ON A DOWN A CERLINGHE BYD  BYD ON A CERLINGHE BYD ON A DOWN A CERLINGHE BYD	100-238 100-23	8101 01 500 500 500 500 66 612 601 601 601 601 601 601 601 601
3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	28401,811- 25810,811-	75100.EE	29 RGS 10 MS 2813 CON' ACC ZVN LERNANDO MIZSION BIAD  MAD 120 RIVON E RE SERRINDO BIAD' - 1825 03- VCC ENDRERNY HAN  MAD 120 RIVON E RESIDENCE OF 1825 03- VCC ENDRERNY HAN  MAD 283 CHAN LERNAND CON - 1825 03- VCC CONTROL VA  MAD 283 CHAN LERNAND CON - 1825 03- VCC CONTROL VA  MAD 283 CHAN DE CONTROL BIAD' - 1825 13- VCC CONTROL VA  MAD 283 CHAN DE CONTROL BIAD' - 1825 13- VCC CONTROL VA  MAD 283 CHAN DE CONTROL BIAD' - 1825 13- VCC CONTROL VA  MAD 283 CHAN LERNAND CONTROL BIAD' - 1825 13- VCC CONTROL VA  MAD 283 CHAN LERNAND CONTROL VA  MAD 283 CHAN CONTROL VA  MAD 283 CHAN CONTROL VA  MAD 283 CHAN LERNAND CONTROL VA  MAD 283 CHAN CONTROL VA  MAD 283	101-0028 10-0211 102-0231 102-	8101 01 509 509 501 16 06 012 012 509 509 509 509 509 509 509 509
3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	79218.711- 23901.811- 23901.811-	8200.EE	29 MC22 LO MA 28/18 COM' NCC ZVM LEKNANDO MIZZION BIAD  MAD HIZE MOD E IS ZERMIND GRAFO, 18-28 COB, 19-00 CE TERMINDO GRAFO  MAD HIZE MOD E IS ZERMIND GRAFO, 18-28 COB, 19-00 CE TERMINDO GRAFO  MAD SHOP IND CE CERLURETA PAY VOC CERLURETA VA  ARE 280D IND E CERLURETA PAY VOC CERLURETA VA  ME 280D IND E SERVICON 18-18-20 S. 19-00 CE TERMINDO GRAFO  ME 180D IND CERLURETA BOO BLE S. 18-28 S. 19-00 CE TERMINDO GRAFO  ARE 180D IND CERLURETA BOO BLE S. 18-28 S. 19-00 CE TERMINDO GRAFO  ARE 180D IND CERLURETA BOO BLE S. 18-28 S. 19-00 CE TERMINDO GRAFO  ARE 180D IND CERLURETA BOO BLE S. 18-28 S. 19-00 CE TERMINDO GRAFO  ARE 180D IND CERLURETA WAS LEBERGING IN SERVICE  ARE 180D IND CERLURETA BOO BLE S. 18-00 CE TERMINDO GRAFO  ARE 180D IND CERLURETA S. 18-00 CE TERMINDO GRAFO  ARE 280D IN CHILDREN BOO BLE S. 18-00 CE TERMINDO GRAFO  ARE 280D IND CHILDREN BOO BLE S. 18-00 CE TERMINDO GRAFO  ARE 280D IND CHILDREN BOO BLE S. 18-00 CE TERMINDO GRAFO  ARE 280D IND CHILDREN BOO BLE S. 18-00 CE TERMINDO GRAFO  ARE 280D IND ORDER S. 18-18-00 CE TE	21-013 21-013 21-013 210-028 21-029 21-02	8101 01 507 507 507 507 507 60 60 60 60 60 60 60 60 60 60
3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	28401,811- 25810,811-	75100.EE	29 HOZE 10 MB 2821B COM' ACC ZWI LENNYDO MIZZION BIAD  AND HOZE HOD E E ZERHINDO BIAD" - 1824 DOB-  MAD HOZ HOD E E ZERHINDO BIAD" - 1824 DOB-  MAD SHOULD LOE BEAD OF SHOULD BIAD" - 1824 DOB-  MAD SHOULD LOE BEAD OF SHOULD BIAD" - 1824 DOB-  MAD SHOULD LOE BEAD OF SHOULD BIAD" - 1824 DOB-  MAD SHOULD LOE BEAD OF SHOULD BIAD" - 1824 DOB-  MAD SHOULD LOE BEAD OF SHOULD BIAD" - 1824 DOB-  MAD SHOULD LOE BEAD OF SHOULD BIAD" - 1824 DOB-  MAD SHOULD LOE BEAD OF SHOULD BIAD - 1824 DOB-  MAD SHOULD BE SHOULD BIAD - 1824 DOB-  MAD SHOULD BIAD OF SHOULD BIAD - 1824 DOB-  MAD SHOULD BIAD OF SHOULD BIAD - 1824 DOB-  MAD SHOULD BIAD ON SHOULD	100-038 100-03	8101 01 509 509 509 509 509 509 509 509
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1 1 1 1 1 1	208.711- 2255.711- 5255.711-	24,090,AE TEM11,AE	KP3 282 J. D. MB ISTO COM  KP3 282 J. D. FM ISTO COM « « 25 5 5 5 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	VIZEO-09  BLZTI-75  BLZTI-75  BC1-75  BC0-75  BC0-75  BC0-75  BC0-75  BLGZ2-5  BLGZ2	15 15 15 15 15 15 15 15 15 15 15 15 15 1
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3 3 3 4 3 4 4 4 3 3 4 4 4 3 4 4 4 4 4 4	2008,711- 2008,711- 2008,711- 2008,711-	34.06038 34.06038	KE 3823 LO MA BISTO COM .  KE 3823 LO MA PERDA MAN S.E. 25 25 YOC YESSOM MAN.  KE 3823 LO GAY ARROS E	### 100	25 25 25 25 25 25 25 25 5 5 5 5 5 5 5 5
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	28556.811- 72908.711- 72908.711- 22558.711- 22558.711-	TITTREE  TITTREE  TITTREE	KP 2H21 IO MAI ISTO COM «LES 3E» VCC VERSOM KMA.  KP 2H21 NO AN VERDOM «LES 5E» VCC VERSOM KMA.  KP 2H21 NO AN A REDOK W." «LES 5E» VCC AN A REDOK  RP 2H21 NO AN A REDOK W." «LES 5E» VCC AN A REDOK  RP 2H22 NO AN A REDOK W." «LES 5E» VCC AN A REDOK  RP 2H22 NO AN A REDOK W." «LES 5E» VCC AN A REDOK  RP 2H22 NO ON A REDOK W." «LES 5E» VCC AN A REDOK  RP 2H22 NO RED ITO" «LES 5E» VCC ALINATE VA  RP 2H2 NO REDOK W." «LES 5E» « VCC ALINATE VA  RP 2H2 NO REDOK W. «LES 5E» « VCC ALINATE VA  RP 2H2 NO REDOK W. «LES 5E» « VCC ALINATE VA  RP 2H2 NO REDOK W. «LES 5E» « VCC ALINATE VA  RP 2H2 NO REDOK W. «LES 5E» « VCC ALINATE VA  RP 2H2 NO REDOK W. «LES 5E» « VCC ALINATE VA  RP 2H2 NO REDOK W. «LES 5E» « VCC ALINATE VA  RP 2H2 NO REDOK W. «LES 5E» « VCC ALINATE VA  RP 2H2 NO REDOK W. «LES 5E» « VCC ALINATE VA  RP 2H2 NO REDOK W. «LES 5E» « VCC ALINATE VA  RP 2H2 NO REDOK W. «LES 5E» « VCC ALINATE VA  RP 2H2 NO REDOK W. «LES 5E» « VCC ALINATE VA  RP 2H2 NO REDOK W. «LES 5E» « VCC ALINATE VA  RP 2H2 NO REDOK W. «LES 5E» « VCC ALINATE VA  RP 2H2 NO REDOK W. «LES 5E» « VCC ALINATE VA  RP 2H3 NO REDOK W. «LES 5E» « VCC ALINATE VA  RP 2H3 NO REDOK W. «LES 5E» « VCC ALINATE VA  RP 2H3 NO REDOK W. «LES 5E» « VCC ALINATE VA  RP 2H3 NO REDOK W. «LES 5E» « VCC ALINATE VA  RP 2H3 NO REDOK W. «LES 5E» « VCC ALINATE VA  RP 2H3 NO REDOK W. «LES 5E» « VCC ALINATE VA  RP 2H3 NO REDOK W. «LES 5E» « VCC ALINATE VA  RP 2H3 NO REDOK W. «LES 5E» « VCC ALINATE VA  RP 2H3 NO REDOK W. «LES 5E» « VCC ALINATE VA  RP 2H3 NO REDOK W. «LES 5E» « VCC ALINATE VA  RP 2H3 NO REDOK W. «LES 5E» « VCC ALINATE VA  RP 2H3 NO REDOK W. «LES 5E» « VCC ALINATE VA  RP 2H3 NO REDOK W. «LES 5E» « VCC ALINATE VA  RP 2H3 NO REDOK W. «LES 5E» « VCC ALINATE VA  RP 2H3 NO REDOK W. «LES 5E» « VCC ALINATE VA  RP 2H3 NO REDOK W. «LES 5E» « VCC ALINATE VA  RP 2H3 NO REDOK W. «LES 5E» « VCC ALINATE VA  RP 2H3 NO REDOK W. « LES 5E» « VCC ALINATE VA  RP 2H3 NO REDOK W. VW. « VCC SENDOK VA  RP 2H3 NO REDOK W. VW. « VCC SENDOK VA  RP 2H3 NO REDOK W. VW. « VCC SENDOK VA  RP 2H3 NO	V1260-09  BLZTI-45  LTT1-45  BUT1-45  B	25 25 25 25 25 25 25 25 5 5 5 5 5 6 6 7 7 7 7 7 7 7 7 7 7 7 7
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1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	28556.811- 72908.711- 72908.711- 22558.711- 22558.711-	TITTREE  TITTREE  TITTREE	KP 2H23. IO MAI ISTO COM  KP 2H23. IO FAIR TOO COM «LESS 36» OFC YESSOM KAM.  KP 2H23. IO FAIR TOO KIN «LESS 18» OFC YESSOM KAM.  KP 2H23. YOU ANY ARROR VAN «LESS 18» OFC ANY ARROR  KP 2H23. YOU ANY ARROR VAN «LESS 18» OFC ANY ARROR  KP 2H23. YOU ANY ARROR VAN «LESS 18» OFC LIRVAIT VAN  KP 2H23. YOU ANY ARROR "AN «LESS 18» OFC LIRVAIT VAN  KP 2H23. YOU ANY ARROR "AN «LESS 18» OFC LIRVAIT VAN  KP 2H23. YOU OF BITTO «LESS 28» OFC LIRVAIT VAN  KP 2H23. YOU OF BITTO «LESS 28» OFC LIRVAIT VAN  KP 2H23. YOU ON «LESS 29» OFC LIRVAIT VAN  KP 2H 2HO ON 2H25 COM «LESS 21» OFC CENTRINY MAN  BE ALD ON 2H25 COM «LESS 21» OFC CENTRINY MAN  BE ALD ON 2H25 COM «LESS 21» OFC CENTRINY MAN  BE ALD ON 2H25 COM «LESS 21» OFC CENTRINY MAN  BE ALD ON 2H25 COM «LESS 21» OFC CENTRINY MAN  BE ALD ON 2H25 COM «LESS 20» OFC CENTRINY MAN  BE ALD ON 3H ON COM «LESSOR «VC CENTRINY MAN  BE ALD ON 3H ON COM «LESSOR «VC CENTRINY MAN  BE ALD ON 3H ON COM «LESSOR «VC CENTRINY MAN  BE ALD ON 3H ON COM «LESSOR «VC CENTRINY MAN  BE ALD ON 3H ON COM SON «LESSOR «VC CENTRINY MAN  BE ALD ON 3H ON COMBON ON SON SON SON OFC CONTRINY COMBON ON SON ON	V1260-09  812TT-45  12TT-45  1	25 25 25 25 25 25 25 25 5 5 5 5 5 5 5 5
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1	TSTTABLE.	SSESE AE	MB ISTO IMO AVSKEIT 21° VCE EXXLOSIO 21	210-009	310
1			KIB SETA ISO AVEKUE M, 1/4 MI ACC AVEKUE KI	14-644	Ħ
K			AND ISTO 450-5 PCE 451-0 P	LEI-811	118
9			EB 26/20 IEO 2 PALYMLIC BEAD? 125 T3 VCC KB 1370	1110-09	.09
9			KRI MOZ ROD E ET ZECHMOD ETAD" ««EZ GO.» VCC BOZECKYNZ VA	861-50>	\$07
9			KR MDR 1ND WAYTON BYAD" LZB T8 VCC CVB2ON 21	403-114	\$0>
_ <del>1</del>			KR 1605 ISO ALONDRA ELVD, •• FSP14 •• ACC EB SR31 OR WB SR31	P20-203	509
3			KR IEGE END DET AND ELVE, ** FEP2A ** ACC DEL AND GLVD	NEO-209	509
3			EXE IS IND PERRODS ST, ** F59 34* ** ACC SUMIAND BLVD	99E-5	<u> </u>
3			NB IS AT PASADERA AV, ** FSPOA ** AAC MAIN ST	851-5	S
3			28 Mer ind e el zegindo biad" «Ltd 03., vcc inderit haa	505-205	\$017
1			MB ISZO IMO IBMINDATE AN' 628 SB PCC IBMINDATE AN	SZE-OTZ	210
3			ED 1510 (MO IN BOZEMEYD BYAD' LED 17 YCC WYDUE 21	210-294	210
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1	-118.24258	81321.PE	MB BRITSY YMO IN CIENDVIE YA' 126 32 YCC CIENDVIE YA	670-4E1	DET
3			WB SR134 IWO SAN FERNANDO RD, * FESP 22* * ACC PACIFIC RD	650-DE1	DEI
- 3	#SZØZII-	£8530.₽£	EB LTO IMÓ KETTORO DE ««LES» TR«» VOC ALY AERDE	10-01	01
			We listot at galega blud, ** acc balega blud	101-194	tot
4			SS NATOL TO SB SRITO COM, **FSP Q2** ACC GLENDALE GLVD	610-101	tot
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3	TETSS.BII-	34.1236	KB 283 TO ADEK GTAD' 1215 32 VOC EVITE BOCK BTAD	2-174	ž
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- a			EB DIO KO H RESEA WYDES GRAD" LED TI YOC WITEN YA	310-384	310
0	-118.15672	SOLTI.AE	TE 0315 TA WARKENGTON ELVD, ACC 5100 5T	210-235	310
<u> </u>			WB ISTO IND WHEATLAND BY, ACC WHEATLAND BY	510-089	310
<u> </u>			WE SALLE IND HAVENHURST AV, **F59 33** ACC WOODLEY AV	118-085	118
<del></del>			MB 2831 WO N TONG BEVEH BYOD 00125 \$100 VCC TONG BEVCH BYOD	601-16	16
¥			WB 5R91 JWO 5 WILMINGTON AV, ** 159 26** ACC ACACA AV	690-16	16
¥	8978£711-	34,0952	SS IEGG ON LOWER AZUSA FID DTP, ** FEGET WE CAK AV	SZZ-509	509
→	40240244		KE ISOS INFERIAL HWY, ** FSP14**	PZO-509	509
<del>                                     </del>		-	WB SRED IED SANTA AKITA AV, ** FSP 23 ** ACC PECK RD	501-09	09
₩		-	KR SRST TRO EB SRSG •• F25 21 •• ACC GRAND AV	890-45	45
<del>- v</del> −	-		SES SEST VINCO GREAC CANTYON RD, ""FEP 21"" ACC DIAMOND BAR BLVD	510-45	<b>L</b> S
⊢ <del>v</del> ⊢			28 IZ IZO TYKEMOCD ETAD' LEDTE VCC DVBVWORM ETAD	640-5	-5
<del>  v</del>			EB IZIO IMO IN LOMASE AV	270-488	310
<del>- v</del> -			EB 1210 JWO LOWELL AV, ACC LA TURA CAMON RD	510-124	SIO
<del>V</del>			NO SELTO IND VICTORY BLVD, **159 27** ACC VICTORY BLVD	PZ1-0Z1	OLT
<b>₩</b>	TZTEE.BII-	24.1833	NA SALTO EN DECORPORADO, "PESO 270" ACC CONFACED ST	891-041	0/1
V	CHEDE DIE	200. 40	SESRICE K. 1/4 MI ACC AVERUE K	14-665	10
<del>  v</del>			29 SHIR IND WAKED RD, ACC CROWN VALLEY RD ** FSP 686AT 41 **	14-469	77
<del>- v</del> -			EB SALIA NAO RESEDA GLVD, ««1529 33° « ACC TAMPA AV	118-024	118
A	\$606Z*BTT-	87327.25	SB ILLD ING CHANKELST, ACC CST	510-011	OIT
<b>₩</b>	SOURCE BILL	ALFIL EE	WA NO US O M AZUSA AV. ** 1929 - 2.2** ACC CITRUS TO	10-369	OT
<del></del>			FIGURE ON ANY OWNER OF THE PROPERTY OF THE PRO	511-25	<u> </u>
<del>- ∀</del> -	CECE-OTT-	SZ LVE VE	KB & ISO CALGROVE GLVD	7/7-5	5
_	CEES'811.	YZSZ6'SE	EB TICE JAYO LONG EEACH ELVD, **F59 40** ACC WILMINGTON AV	727 3	SOI
2 A	-116.20272	6637.AE	18 IS IND SIRIER, APPROX 1/3 MI ACC GORIMAN	520-5	<u>s</u>
		\$011.0E	NB SA2 INO GLENDALE SLUD, **FSP 35** ACC GLENDALE SLVD	3-144	ᅻ
8	-118.255GJ	CULLYE	ES TROUGUEUD AV. ** ESP GS ** ATC SALVIN ESP ESP	800-09	<del>- 6</del> -
1	20020017	COCOTTAC	SO TANGEN WE GLASSING ST, **129 28** ACC AUTO CONTRE! DA	601.72	<u> </u>
adAL	50558.711-	34.10888			
estic bestvess ecrif	abutanol etit	obustial ssi2	Physicaliocation	esdam/kayl2	Route

## **APPENDIX B: REMAINING TYPE B/C SITES**

<b>3</b>			58 IS NO SMOKEY BEAR RD, APPROX 1/2 MI ACC SMOKEY BEAR RD	STT-2	S
			CR YALLEY RD	5.675	5
<u> </u>			KB IS IND LANE KUGHES RD, APPROX 1.1/3 NO ACC LAKE KUGHES RD	809-5	5
<u> </u>			WB MOD TO E CYBROH 21° 0-122 TO0. FINITE THE TO ME TO	907-509 310-128	405 210
2			We icto imoertie effortends accommended	550-012	310
<del></del>	-11843802	E651E'0E	TZ GRABBUH 30A,TZ MUCH GIR, GIR GW	210-012	310
	5555		MB ISTO IMO DEEKOVIZ BEAD' VCC INDXLOED 21.	510-012	310
			KB 28174 RO CHOMIN AVITEL KD' 3 MI VCC MYKD KD+128-43++	974-41	) id
)			nb iz 1d ed 58178 com ezeja vcc ozbokke 21	1110-11181	118
<b>3</b>			TZ DISTO AN HIGHLIAND AV. * FESP 27** ACC WINE ST	101-094	TOI
8			ANGELES FOREST HAY AT ALSO CANYOU SO	N3-033 902-548	EN 909
<u> </u>			KB BCB IND REGOWN HAY, ** EB337 ** ACC TEMPLIN HWY	992-309	\$09
8			SE IS ISO VETA DEL LACO (ED. ACC VETA DEL LAC	SZZ-S	5
<u>e</u>		-	ND IS INO CKERNY CANYON, APPROX 5 1/2 MI ACC TEMPLIN HWY	814-5	5
<u> </u>			KA G INO TEMPLIN HWY, APPROX 2 1/3 MI ACCTEMPLIN HWY	2-684	ç
8			NA IS INO TEMPLIN HAVY, APPROX 3/4 MI ACC TEMPLIN HAVY	899-\$	S
8			NB CS ISO WELDON CANYON RD, APPROX 1/2 NG ACC NB SR14	197-5	S
			TEIGLANIS 20A **AE 919* JOS 21 EN OT 2034 EN	1914-2	<u> </u>
8			SB IS IND GERFRIN PANK DR. •• FSP 31•• ACC COLDIANDO ST	692-5	<u> </u>
8			ANGELES CREST HAY IND EAY TREE ROLAM 27.20	3-333	2
8			PACIFIC COAST HWY SCO BERGAN BEACH RD, LY2 MI WB 1210 TO 58 G COM, ACC YARMELL ST	1-582 210-005TB	310
8			SS SRIA IND ANGELES FOREST HINY, "FISH 41" ACC AVENUES  AN OFFICE COAST HAW NO REDAD BEACH 80 1/2 MI	672-11	34
8			NB SRIFA ISO AGUA DULICE CANYON RO, "1529 24" ACC SOLEDAD CYN AT 2000"	84E-ÞT	74
			28 SKI A 150 SPIEWG CANTON RD, "F5P74" 1/3 MI ACT AGUA DULCE CANTON RD	598-41	Þī
l i			28 2KTV IKO COIDEN AVITEA KD' LZ5554 VOC AIV MUNCEZZV	14-299	bī
8			SB 1110 KD EB 1105, **** \$100 KD EB 1105, **** ACC INDERNA NWY	SET-OLL	110
9	SESTE BIT-	<b>76356.88</b>	eb 1705 Tano Tong Bench Blud, •• F15 40•• Acc weimington av	801-501	SOI
8			wb ilos awo wilmington av, °°fsp 40°° acc wilmington av	\$60-501	SOT
<u> </u>			SE IS ISO SALISA, APPROX 1/6 MI ACC QUALL LAKE RD OR WB SALISB	608-5	<u>s</u>
			29 F2 F2C 28178' VALUE X 1 1/3 WO VCC MB 28138	664-5	<u> </u>
ا ج			SB ES INO SMOKEY BEEAR RD, APPROX 1 1/10 MI ACC WB SR138	564-5	5
3		_	ANGELES CREST HWY KIN 74.54, IND WINCON GUICH GIVIDE RD APPOX 2/10 MI	5-629 659-5	2
3		_	DECKER ND IND PACIFIC COAST HWY, 1 MILE NO CARLISLE	Z3-087	<u> </u>
- 3			DECKER ND 120 MUSHOSTVIND HANA	33-048	73
<del></del>			DECKER RD IND PACIFIC COAST HWY	23-039	23
3			ESPR TA DR2	23-00¢	EZ
3	SP2B.BLI.	872E0.AE	GR ATMUSTA IRR	5/5-1	ī
9			AKGELES FOREST HWY ISO ALISO CANYON RD, Q.7 MILES ISO ALISO CYN	620-EN	EN
8			ANGELES FOREST HAVY ISO INT EMINA FID, 2.0 MILLES ISO INT EMINA	690-EN	EN
8			GR ANIME THE TAY WHY TELEST ESSESS 25130WA	810-EN	EN
8			AMM3 TIN TEAG 23 IM ZE, GRI AMM3 TIN GKI, YWY TZ3RO1 23136WA	ZTO-EN	EN
1 8 1				600 C	
			28 IS INCO SULTRY VALUE TO A WILL VCC COLUMNIA	\$88-S	5
8			SS IS INO SREES, APPROX 2/3 MI ACC GORMAN	628-2	S
8			KE ISO VISTA DEL LAGO EG), ACC TEMPLIN HAVY SO IS INO SREES, APPRICE 27 ACC GORDARM	628-5 8-728	\$ \$
8			SS IS INO SREES, APPROX 2/3 MI ACC GORMAN	628-2	S
9 8 8			NA IN 150 VISTA DEL IAGO RÒ, AGC TEMPLIN NAVY RA IS 150 VISTA DEL IAGO RÒ, ACC TEMPLIN NAVY SA IS INO SREES, APPROX 2/3 MI ACC GGRAANI	97.1-S 97.1-S	\$ \$ \$
8 8 8			NG E TO TEMPLIN HWY APPROX 2 JY MI ACC LAIZ FIJGHES RD  KD E INO VERTA DEL LAGO ED, ACC TEMPLIN HWY  KD E INO VERTA DEL LAGO ED, ACC TEMPLIN HWY  KD E INO VERTA DEL LAGO ED, ACC TEMPLIN HWY  FOUND CHERNY CANYON, APPROX 2 JY MI ACC VESTA GEL LAGO RD  KD E INO SREES, AD PROX 2 JY MI ACC GORNAM  FOUND CHERNY CANYON, APPROX 2 JY MI ACC GORNAM  FOUND CHERNY CHERNY APPROX 2 JY MI ACC GORNAM  FOUND CHERNY CHERNY APPROX 2 JY MI ACC GORNAM  FOUND CHERNY CHERNY APPROX 2 JY MI ACC GORNAM  FOUND CHERNY CHERNY APPROX 2 JY MI ACC GORNAM  FOUND CHERNY CHERNY APPROX 2 JY MI ACC GORNAM  FOUND CHERNY CHERNY APPROX 2 JY MI ACC GORNAM  FOUND CHERNY CHERNY APPROX 2 JY MI ACC GORNAM  FOUND CHERNY CHERNY APPROX 2 JY MI ACC GORNAM  FOUND CHERNY CHERNY CHERNY APPROX 2 JY MI ACC GORNAM  FOUND CHERNY CHERNY CHERNY APPROX 2 JY MI ACC GORNAM  FOUND CHERNY CHERNY CHERNY APPROX 2 JY MI ACC GORNAM  FOUND CHERNY CHERNY CHERNY APPROX 2 JY MI ACC GORNAM  FOUND CHERNY CHERNY CHERNY APPROX 2 JY MI ACC GORNAM  FOUND CHERNY CHERNY CHERNY APPROX 2 JY MI ACC GORNAM  FOUND CHERNY CHERNY CHERNY APPROX 2 JY MI ACC GORNAM  FOUND CHERNY CHERNY CHERNY APPROX 2 JY MI ACC GORNAM  FOUND CHERNY CHERNY CHERNY CHERNY APPROX 2 JY MI ACC GORNAM  FOUND CHERNY CHE	628-2 827-2 827-2	\$ \$ \$ \$
8 8 8 8			29 IS TOO CHP RD, APPROX 2 AM ACC TEMPLIN HWY HIS IS SOUTH DELLAND RD, ACC TEMPLIN HWY HIS IS SUO VIETA DELLAND RD, ACC TEMPLIN HWY HIS IS SUO STALAN CAN HAVE APPROX 2 2/3 HA ACC TEMPLIN HWY HIS IS SUO STALAN CAN HAVE APPROX 2 2/3 HA ACC TEMPLIN HWY HIS IS SUO STALAN AN HAVE APPROX 2 2/3 HA ACC TEMPLIN HWY HIS INO STALAS, APPROX 2/3 HAI ACC TEMPLIN HWY HIS IS INO STALAS, APPROX 2 2/3 HA ACC TEMPLIN HWY HIS IS INO STALAS, APPROX 2 2 2/3 HA ACC TEMPLIN HWY HIS IS INO STALAS, APPROX 2 2 2/3 HA ACC TEMPLIN HWY HIS IS INO STALAS, APPROX 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	628-5 822-5 922-5 922-5 612-5 929-5 629-5	\$ \$ \$ \$
8 8 8 9			SO IS IND LAKE HUGHES GO, APPROX 2 1/3 NO ACC TEMPLIA HWY?  SO IS IND LAKE HUGHES GO, APPROX 2 1/3 NO ACC TEMPLIA HWY?  SO IS IND CHEENY CARTON, APPROX 2 1/2 NO ACC HEST HUGHES GO  HOS IS IND CHEENY CARTON, APPROX 2 1/2 NO ACC HEST HUGHES GO  SO IS IND CHEENY CARTON, APPROX 2 1/2 NO ACC HEST HUGHES GO  SO IS IND SEALS, AND ACC TEMPLIA HWY  SO IN A SEALS HAVE THE HEAD ACC TEMPLIA HWY  SO IN A SEALS HAVE THE HOUR THE HOUR THE HAVE THE HOUR THE HOUR THE HOUR THE HOUR THE HAVE THE HOUR THE	628-5 822-5 922-5 612-5 929-5 959-5 629-5 619-5	\$ \$ \$ \$ \$
8 8 8 8 8 8			20 IS IND CHIEF YORKEN 3 THE HIM HAN 18 GO ISHOUND AND THE HIM HAN. 20 IS IND CHIEF YORKEN OF YOU LEWEITH HAN. 20 IS IND CHEEN CHALLE OF YOU LEWEITH HAN. 20 IS IND CHEEN CHALLE OF YOU LEWEITH HAN. 20 IS IND CHEEN CHALLE OF YOU LEWEITH HAN. 20 IS IND STATE HINDCH OF YOU LEWEITH HAN. 20 IS IND STATE HINDCH OF YOU LEWEITH HAN. 20 IS IND STATE HINDCH OF YOU LEWEITH HAN. 20 IS IND STATE HAN YOURD ST 3 TO HIN COLLENGIN HAN. 20 IS IND STATE HOURTE OF YOU LEWEITH HAN. 20 IS IND STATE HOURTE OF YOUR HAN HAN. 20 IS IND STATE OF YOUR HAN HAN. 20 IND STATE OF YOUR HAN	628-5 822-5 922-5 612-5 929-5 959-5 629-5 619-5	2 2 2 2 3 3
9 9 9 9 9 9			20 IZ IMO ZEETS' PABECE S', SHI WE CE COERVEN HE PE CO ARLY DEF I (PEO ED) YOC LEBERTH HAA. HE PE CO ARLY DEF I (PEO ED) YOC LEBERTH HAA. HE PE CO LEBERTH HAA' YABBECE ST S',S HI VECC ARLY DEF I (YOC) US HE PE CO LEBERTH HAA' YABBECE ST S',S HI VECC ARLY DEF I (YOC) US HE PE CO LEBERTH HAA' YABBECE ST S',S HI VECC ARLY HAA. HE PE CO LEBERTH HAA' YABBECE ST S',S HI VECC ARLY HAA. BE PE CO CHE DE' YABBECE ST S',S HI VECC ARLY HAA. BE PE CO LEBERTH HAA' YABBECE ST S',S HI VECC ARLY HAA. DECIGER US YEL HORIET SUS YABECE ST S',S HOW VECC ARLY HAA. DECIGER US YEL HORIET SUS YABECE ST S',S HOW VECC ARLY HAA.  DECIGER US YEL WITHOUT FAND HAA.	628-5 822-5 822-5 622-5 929-5 629-5 619-6 282-7 482-7 990-62	\$ \$ \$ \$ \$ \$ \$ \$
8 8 9 9 9			SOES IND SKEEP, POPRIOR SYLD IN IN ACC CONSIDER IN SKEEP, STOCK SKEEP, STOCK SKEEP, STOCK SKEEP, SKE	628-5 924-5 924-5 614-5 929-5 629-5 619-6 484-2 990-62 990-63	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$
8 8 9 9 9 9			SATE ICO SRIES, SATE ICO SEISO ST E ** R-PRICO ST/IO MI **.  SATE ICO SRIES, SATE ICO SEISO ST E ** R-PRICO ST/IO MI **.  SATE ICO SEISE AND POLIC ACC TEMPILIE HAY  NO EL INO CHARL MAY APPROX 1 AND ACC TEMPILIE HAY  NO EL INO CHARL MAY APPROX 2 AND ACC TEMPILIE HAY  NO EL INO CHARL MAY APPROX 2 AND ACC TEMPILIE HAY  NO EL INO CHARL MAY APPROX 2 AND ACC TEMPILIE HAY  SO IS NO VERI ACC AND A PACT TEMPILIE HAY  SO IS NO VERI ACC PROPER A SATE AND ACC TEMPILIE HOW  SO IS NO SRIES, AND ACC TEMPILIE HAY  SO IS NO SRIES, AND AC	628-5 922-5 922-5 922-5 912-5 959-5 629-5 619-6 282-5 990-62 990-62 990-81	S S S S S S S S S S S S S S S S S S S
8 8 8 9 9 9 9 9			SOES IND SKEEP, POPRIOR SYLD IN IN ACC CONSIDER IN SKEEP, STOCK SKEEP, STOCK SKEEP, STOCK SKEEP, SKE	628-5 924-5 924-5 614-5 929-5 629-5 619-6 484-2 990-62 990-63	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$
8 8 9 9 9 9			20 IS 100 Setiff 240 for 340 mi 20 IS 100 Setiff 240 for 340 mi 20 IS 100 Setiff 240 for 340 mi 20 IS 100 CHAP WAY DELEVER HAVE 20 IS 100 CHAP WAY DELEVER HAVE	628-5 924-5 924-5 614-5 92-5 92-5 619-5 484-7 990-62 990-62 990-62 900-62	2 2 3 5 5 5 5 5 7 7 81
9 9 9 9 9 9 9 9 9 9 9			SO IS THO CREATE, CANNON RD, 4/10 MG SOLE THO CREATE, CANNON RD, 4/10 MG SOLE THO CREATE, CANNON RD, 4/10 MG SOLE THO CREATE, CANNON RD, ACC TEMPILM HAVY NO ELEMPLY HAVE APPROXED AS AS ALL ACC VETT BELL LAND SOLE THO CHEEN CANNON, APPROXED A 1/2 MG ACC TEMPILM HAVY NO ELEMPLY HAVE APPROXED A 1/2 MG ACC TEMPILM HAVY SOLE THO CHEEN CANNON APPROXED A 1/2 MG ACC TEMPILM HAVY SOLE THO THE HOUSE AND A 1/2 MG ACC TEMPILM HAVY SOLE THO STATES, SALE IEO STATES AT 1/2 MG ACC TEMPILM HAVY SOLE THO STATES, AS ALL ACC TEMPILM HAVY SOLE THO STATES, AS ALL ACC TEMPILM HAVY SOLE THO THE HOUSE AND A 1/10 MG AND SOLE THO STATES, AS ALL ACC TEMPILM HAVY SOLE THO THE HOUSE AND A 1/10 MG SOLE THO STATES, AS ALL ACC TEMPILM HAVY SOLE THO THOSE AND A 1/10 MG SOLE THO THOSE AND A 1/10 MG SOLE THOSE AND A 1/10 M	2825 24245 24245 6125 6125 2929 6195 6195 6195 6196	S S S S S S S S S S S S S S S S S S S
9 9 9 9 9 9 9 9 9 9 9 9	EESSE SIT-	ELLEE	20 IS INO SETES' AND SET AND SECRETARIAN HANGE BY THE SECRETARIAN HANGE BY THE CHERN SECRETARIAN HANGE BY THE SECRETARIAN	2-829 92.45 92.45 612-5 612-5 92-62 629-5 62	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$
8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9	EESST'SIT-	KETA.CE	20 IZ UNO ZETES' ENDERGY S\S WI VCC GOENWIN  20 IZ UNO ZETES' ENDERGY S\S WI VCC GOENWIN  WE BE TO ALEV DET I YOU DE YCC LEWEIN HAM.  WE BE TO CHERNA CYMLON YOU ENDERHAM HAM.  WE RE TO LEWEIN HAM, YOU ENDERHAM HAM.  BE TO LEWEIN HAM. YOU ENDERHAM HAM.  ZETE TO LEWEIN HAM. YOU ENDERHAM HAM.  ZETE TO LEWEIN HAM. YOU ENDERHAM HAM.  ZETE TO LEWEIN HAM.  ZETE TO LEWEIN HAM.  ZETE TO SETEM YOU HAM.  ZETEM HOU SHIP TO SETEM ZET I WE WARREN.  ZETEM HOU SHIP TO SETEM ZET I WE WARREN.  ZETEM HOU SHIP TO SETEM ZET I WE WARREN.  ZETEM HOU SHIP TO SETEM ZET I WE WARREN.  ZETEM HOU SHIP TO SETEM ZET I WE WARREN.  ZETEM HOU SHIP TO SETEM ZET I WE WARREN.  ZETEM HOU SHIP TO SETEM ZET I WE WARREN.  ZETEM HOU SHIP TO SETEM ZET I WE WARREN.  ZETEM HOU SHIP TO SETEM ZET I WE WARREN.  ZETEM HOU SHIP TO SETEM ZET I WE WARREN.  ZETEM HOU SHIP TO SETEM ZET I WE WARREN.  ZETEM HOU SHIP TO SETEM ZET I WE WARREN.  ZETEM HOU SHIP TO SETEM ZET I WE WARREN.  ZET HOU SHIP TO SETEM ZET I WE WARREN.  ZET HOU SHIP TO SETEM ZET I WE WARREN.  ZET HOU SHIP TO SETEM ZET I WE WARREN.  ZET HOU SHIP TO SETEM ZET I WE WARREN.  ZET HOU SHIP TO SETEM ZET I WE WARREN.  ZET HOU SHIP TO SETEM ZET I WE WARREN.  ZET HOU SHIP TO SETEM ZET I WE WARREN.  ZET HOU SHIP TO SETEM ZET I WE WARREN.  ZET HOU SHIP TO SETEM ZET I WE WARREN.  ZET HOU SHIP TO SETEM ZET I WE WARREN.  ZET HOU SHIP TO SETEM ZET I WE WARREN.  ZET HOU SHIP TO SETEM ZET I WE WARREN.  ZET HOU SHIP TO SETEM ZET I WE CE LEWEIN THE WARREN.  ZET HOU SHIP TO SETEM ZET I WE WARREN.  ZET HOU SHIP TO SETEM ZET I WE WARREN.  ZET HOU SHIP TO SETEM ZET I WE WARREN.  ZET HOU SHIP TO SETEM ZET I WE WARREN.  ZET HOU SHIP TO SETEM ZET I WE WARREN.  ZET HOU SHIP TO SETEM ZET I WE WARREN.  ZET HOU SHIP TO SETEM ZET I WE WARREN.  ZET HOU SHIP TO SETEM ZET I WE WARREN.  ZET HOU SHIP TO SETEM ZET I WE WARREN.  ZET HOU SHIP TO SETEM ZET I WE WARREN.  ZET HOU SETEM ZET TO SETEM ZET I WE WARREN.  ZET HOU SETEM	628-5 827-5 827-5 827-5 827-5 827-5 829-5 62	2
8 8 8 8 8 8 8 8 8 8 8 8 8			EB STO IEO WARETANO NY, ACC WARETAND DAY  SO IS THO CREAT LAND HELL LEADS 2 1940 ACC WARETAND DAY  SO IS THO CREAT LAND AND ACC WAR ACC WAR BE ACC WAR WAR BE ACC WAR WAR BE ACC WAR	2-829 5-124 5-127 5-127 1-207 1-	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$
8 8 8 9 9 9 9 8 8 8 8 8 8 8	EEGELSII-	SSIE VE	EB 1210 ISO POLK ST, ACC ROXRORD ST.  SO IS THO SERIES, WARE THAN DE ACC TEMPILM HAY  WE BE SO VETEN DELL LAGO RED, ACC TEMPILM HAY  WE BE SO VETEN DELL LAGO RED, ACC TEMPILM HAY  WE BE SO OTHER WAS APPROXED ST, AS ALL ACC WESTER RED.  SOLE IND CHERENY CANYON, APPROXED ST, AS ALL ACC WESTER RED.  SOLE IND CHERENY CANYON, APPROXED ST, AS ALL ACC TEMPILM HAY  SALE IS OCHERENY CANYON AS ALL AND ACC TEMPILM HAY  SALE IS OCHERENY CANYON AS ALL AND AS ALL AND ACC TEMPILM HAY  SALE IS OCHERENY CANYON AS ALL AND AS ALL AND ACC TEMPILM HAY  SALE IS OCHERENY CANYON AS ALL AND AS ALL AND ACC TEMPILM HAY  SALE IS OCHERENY CANYON AS ALL AND AS AND AS ALL AND AS AND	2-839 2-138 2-130 2-249 2-259 2-	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
8 8 8 9 9 9 8 8 8 8 8 8 9 0 0 0 0 0 0 0			20 IZ UNO 28733° PABRICK S \$\ \) WI VCC GORNWIN  RO R TOO ARLY DET I POOL DO YCC LEWISIN HAM.  RO R TOO LARLY DET I POOL DO YCC LEWISIN HAM.  RO R TOO LEWISIN HAW. VANDOM Y AND YCC LEWISIN HAM.  RO R TOO LEWISIN HAW. VANDOM Y AND YCC LEWISIN HAM.  RO R TOO LEWISIN HAW. VANDOM Y AND YCC LEWISIN HAM.  RO R TOO LEWISIN HAW. VANDOM Y AND YCC LEWISIN HAM.  RO R TOO LEWISIN HAW. VANDOM Y AND YCC LEWISIN HAM.  RO R TOO LEWISIN HAW. YAD YOU HAW.  RO R TOO LEWISIN HAW.  RO RO R TOO SHIP S ON YOU HAW.  RO R TOO SHIP S ON YOU CAN RELEVELY TOO SHIP S ON YOU HAW.  RO R TOO SHIP S ON YOU CAN RELEVELY TOO SHIP S O	2829 8245 8245 6145 6145 929 929 909 909 1109	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
8 8 8 8 8 8 8 8 8 8 8 8 8 9 7 7 7 7			20 IZ INO ZETES' AND DET NOW AND THE TOTAL TOTAL TOTAL TOTAL TO THE TOTAL TOTA	2-829 2-129	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
8 8 8 9 9 9 8 8 8 8 8 8 9 0 0 0 0 0 0 0			20 IZ UNO 28733° PABRICK S \$\ \) WI VCC GORNWIN  RO R TOO ARLY DET I POOL DO YCC LEWISIN HAM.  RO R TOO LARLY DET I POOL DO YCC LEWISIN HAM.  RO R TOO LEWISIN HAW. VANDOM Y AND YCC LEWISIN HAM.  RO R TOO LEWISIN HAW. VANDOM Y AND YCC LEWISIN HAM.  RO R TOO LEWISIN HAW. VANDOM Y AND YCC LEWISIN HAM.  RO R TOO LEWISIN HAW. VANDOM Y AND YCC LEWISIN HAM.  RO R TOO LEWISIN HAW. VANDOM Y AND YCC LEWISIN HAM.  RO R TOO LEWISIN HAW. YAD YOU HAW.  RO R TOO LEWISIN HAW.  RO RO R TOO SHIP S ON YOU HAW.  RO R TOO SHIP S ON YOU CAN RELEVELY TOO SHIP S ON YOU HAW.  RO R TOO SHIP S ON YOU CAN RELEVELY TOO SHIP S O	2829 8245 8245 6145 6145 929 929 909 909 1109	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
8 8 8 8 8 8 8 8 8 8 8 9 0 7 7 7 7 7			29 IS THO SEATS, WANTELL ACC PREMELLED IN MAY, "** FESTION OF LIGHTEN DAY, "** FESTION OF LIGHTEN DAY, OF SEALS AND	2-829 2-138 2-137 2-137 2-249 2-258 2-258 2-258 2-258 18-039	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
8 8 8 9 9 9 8 8 8 8 8 8 9 0 0 0 0 0 0 0			20 IZ UNO 28739" RABBOX \$7,9 WI VCC GOGINFOR  20 IZ UNO CHERNA CRIVED BY VCC LEWISHIN HANA  20 IZ INO CHERNA CRIVED BY VCC LEWISHIN HANA  20 IZ INO CHERNA CRIVED BY VCC LEWISHIN HANA  20 IZ INO CHERNA CRIVED BY VCC LEWISHIN HANA  20 IZ INO CHERNA CRIVED BY VCC LEWISHIN HANA  20 IZ INO CHERNA CRIVED BY VCC LEWISHIN HANA  20 IZ INO CHERNA CRIVED BY VCC LEWISHIN HANA  20 IZ INO CHERNA CRIVED BY VABROX 73, WI VCC LEWISHIN HANA  20 IZ INO CHERNA CRIVED BY VABROX 73, WI VCC LEWISHIN HANA  20 IZ INO CHERNA CRIVED BY VABROX 73, WI VCC LEWISHIN HANA  20 IZ INO CHERNA CRIVED BY VABROX 73, WI VCC LEWISHIN HANA  20 IZ INO CHERNA CRIVED BY VALUED BY VALUED  20 IZ INO CHERNA CRIVED BY VALUED  20 IZ INO CHERNA CRIVED BY VALUED  20 IZ INO CHERNA CRIVED BY VALUED  21 IZ INO CHERNA CRIVED BY VALUED  22 IZ INO CHERNA CRIVED BY VALUED  23 IZ INO CHERNA CRIVED BY VALUED  24 IZ INO CHERNA CRIVED BY VALUED  25 IZ INO CHERNA CRIVED  26 IZ INO CHERNA CRIVED  27 IZ INO CHERNA CRIVED  28 IZ INO CHERNA CRIVED  29 IZ INO CHERNA CRIVED  20 IZ INO CHERNA CRIVED  21 IZ INO CHERNA CRIVED  22 IZ INO CHERNA CRIVED  24 IZ INO CHERNA CRIVED  25 IZ INO CHERNA CRIVED  26 IZ INO CHERNA CRIVED  27 IZ INO CHERNA CRIVED  28 IZ INO CHERNA CRIVED  28 IZ INO CHERNA CRIVED  29 IZ INO CHERNA CRIVED  20 IZ IN CRIVED  20 I	2-829 2-128 2-247 2-247 2-257 2-258 2-	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
8 8 8 8 8 8 8 8 8 8 8 9 7 7 7 7 7 7 7			20 IZ UNO ZETES' ENDERGY S\S WIN YCC GOGNWIN  RE BE TOO AREA OR LEVOLED YCC LEWISIN HAM.  RE BE TOO RELY DET IYOU DE YCC LEWISIN HAM.  RE BE TOO CHEENIA CHAN'S PABEOX S TA'S HID YCC FARE HERE  RE BE TOO CHEENIA CHAN'S PABEOX S TA'S HID YCC FARE HERE  RE BE TOO LEW BEN'S HAW WOULD HAM YOU CHAN'S HAM.  RE BE TOO LEW BEN'S HAW WOULD HAM YOU CHAN'S HAM.  RE BE TOO LEW BEN'S HAW WOULD HAM YOU CHAN'S HAW.  RETE TOO CHEENIA CHAN'S HAW TOO CHAN'S HAW.  RETE TOO CHAN'S HERE HERE SON'S HAW YOU CHAN'S HAW.  RETE TOO CHAN'S HERE HERE SON'S HAW YOU CHAN'S HAW.  RETE TOO CHAN'S HERE HERE HERE HERE HERE HERE HERE HER	2-829 2-128 2-129 2-227 2-229 2-	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
8 8 8 8 8 8 8 8 8 8 8 9 0 0 0 0 0 0 0 0			20 IZ UNO ZETES' ENDERGY S\S WIN YCC GOESWEN  RO RE TO ALEV DEE I PROE DE YCC LEWEIN HAM.  RO RE TO ALEV DEE I PROE DE YCC LEWEIN HAM.  RO RE TO ALEV DEE I PROE DE YCC LEWEIN HAM.  RO RE TO LEWEIN HAM. YABROX T AT AN OCC LEWEIN HAM.  RO RE TO LEWEIN HAM. YABROX T AT AN OCC LEWEIN HAM.  RO RE TO LEWEIN HAM. YABROX T AT AN OCC LEWEIN HAM.  RO RE TO LEWEIN HAM. YABROX T AT AN OCC LEWEIN HAM.  RO RE TO LEWEIN HAM. YABROX T AT AN OCC LEWEIN HAM.  RO RE TO COURT HAM AND HAM.  RO RE TO COURT HAM AND HAM.  RO RO PART HAM AND HAM.  RO LEWEIN HAM.  RO LEWEIN HAM.  RO LEWEIN HAM.  RO R	2-829 822-5 824-5 824-5 824-5 824-5 824-5 825-6	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
8 8 8 8 8 8 8 8 8 8 8 7 7 7 7 7 7 7 7 7			20 IZ UNO ZETES' ENDERGY S\( \) WIN YCC QUENTEM  RE PERO ARLY DET PROP ED YCC LEWENTH HANA  RE PERO ARLY DEST PROP ED YCC LEWENTH HANA  RE PERO ARLY DEST PROP ED YCC LEWENTH HANA  RE PERO CHERNA CAPALON YOU BE AND RET PROP ED  RE PRO LEWENTH HAN' YOU SERVERY HANA  RE PERO CHERNA CAPALON YOU BE AND RET STAND HANA  RE PERO LEWENTH HAN' YOU SERVERY TA'TO HE WEN'S PERO  REPORT OF AN ARLY HAND ARLY HAND ARLY LEWENTH HANA  REPORT OF AN ARLY HAN TO BERCHAPER HAN TO BE AND RET PROP HAND RET PROP HAND REPORT CHANDON NOT ALTO HELD  REPORT OF HELD REPORT CHANDON NOT ALTO HELD  RE PERO BE HOUR OF HAN TO BERCHAPER YOU WE HAND ARLY HOW ARREST RET PROP HAND PROP HAND ARLY HAND	2-829 2-129	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
8 8 8 8 8 8 8 8 8 8 8 9 0 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7			SO IS THO STATES, AND ALL STATES AND THE STATES AND TOWNER BAY.  SO IS THO STATES, AND ALL STATES AND THE STATES AND TOWNER BAY.  SO IS THO CHEENAL CANTON AND ALL STATES AND ALL STATES AND ALL STATES.  SO IS THO CHEENAL CANTON AND ALL STATES AND ALL STATES AND ALL STATES AND ALL STATES.  SO IS THO CHEENAL CANTON AND ALL STATES AND ALL STATES AND ALL STATES AND ALL STATES.  SO IS THO CHEENAL CANTON AND ALL STATES AND ALL STATES AND ALL STATES AND ALL STATES.  SO IS THO CHEENAL CANTON AND ALL STATES AND ALL STATES AND ALL STATES.  SO IS THO CHEENAL STATES AND ALL STATES AND ALL STATES.  SO IS THO CHEENAL STATES AND ALL STATES.  SO IS THO ALL STATES AND ALL STATES.  SO IS THO ALL STATES AND ALL STATES AND ALL STATES.  SO IS THO ALL STATES AND ALL STATES.  SO IS THO CHEENAL STATES AND ALL STATES.  SO IS THO ALL	2-829 2-129	2
8 8 8 8 8 8 8 8 8 8 8 8 7 7 7 7 7 7 7 7			20 IZ UNO ZETES' ENDERGY S\S WIN YCC GOGRAFIA  RE RE TON ALEV DE I PYOC DE YCC LEWENTH HAM.  RE RE TON ALEV DE I PYOC DE YCC LEWENTH HAM.  RE RE TON CALEY DE I PYOC DE YCC LEWENTH HAM.  RE RE TO LEWENTH HAM, YADROX T, YA WIN YCC LEWENTH HAM.  RE RE TO LEWENTH HAM, YADROX T, YA WIN YCC LEWENTH HAM.  RE RE TO LEWENTH HAM, YADROX T, YA WIN YCC LEWENTH HAM.  RE RE TO LEWENTH HAM, YADROX T, YA WIN YCC LEWENTH HAM.  RE RE TO CHE DO'N SERVENT HAM.  RE TO THE HAM THE HAM THE LEWENTH HAM.  RE TO THE HAM THE HAM THE LEWENTH HAM.  RE TO THE HAM THE HAM THE LEWENTH HAM THE LEWENTH HAM.  RE TO THE LEWENTH HAM THE LEWENTH HAM THE LEWENTH HAM.  RE TO THE LEWENTH HAM THE LEWENTH HAM THE LEWENTH HAM.  RE TO THE LEWENTH HAM THE TOWN THE WIN THE LEWENTH HAM.  RE TO THE LEWENTH HAM THE TOWN THE WIN THE LEWENTH HAM THE LEWE	2-829 2-128 2-128 2-129	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8			20 IZ UNO ZETES' ENDERGY ST, WILVEC GOESNEYS  20 IZ UNO ZETES' ENDERGY ST, WILVEC GOESNEYS  20 IZ UNO CHERNA CHARLY PARENT ST, ST, WILVEC LEWRING HAM.  20 IZ UNO CHERNA CHARLY PARENT ST, ST, WILVEC LEWRING HAM.  20 IZ UNO CHERNA CHARLY PARENT ST, ST, WILVEC LEWRING HAM.  20 IZ UNO LEWRING HAM, VARROUT ST, ST, WILVEC LEWRING HAM.  20 IZ UNO LEWRING HAM, VARROUT ST, ST, WILVEC LEWRING HAM.  20 IZ UNO CHARLY PARENT ST, ST, WILVEC LEWRING HAM.  20 IZ UNO CHERNA CHARLY ST, ST, WILVEC LEWRING HAM.  20 IZ UNO CHERNA CHARLY ST, ST, WILVEC LEWRING HAM.  20 IZ UNO CHERNA CHARLY ST, ST, WILVEC LEWRING HAM.  20 IZ UNO CHERNA CHARLY ST,	2-829	2
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8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8			20 IZ UNO ZETES' PASSEX S, S WI VCC DOGRAPH  RE DE TOO AREA DE TROO EN' PCC LEMPATH HAM.  RE DE TOO AREA DE TROO EN' PCC LEMPATH HAM.  RE DE TOO CHERIAL CANLON' PASSEX S, 13 NO WCC KREAD SET TWO DO.  RE DE TOO LEMPATH HAM, YASSEX S, 13 NO WCC KREAD SET TWO DO.  RE DE TOO LEMPATH HAM, YASSEX S, TS, WI WCC LEMPATH HAM.  RE DE TOO LEMPATH HAM, YASSEX S, TS, WI WCC LEMPATH HAM.  RE DE TO LEMPATH HAM, YASSEX S, TS, WI WCC LEMPATH HAM.  RE DE TO CHE DO'S WASSEX S T WCC LEMPATH HAM.  RE DE TO CHE DO'S WASSEX S T S, WI WCC LEMPATH HAM.  RE DE TO WASSEX S T WILLHOUT WAS SET TO WAS SET TWO DECREES DE UT WILLHOUT WAS WAS SET TO DECREES DE UT WILLHOUT WAS WAS SET TO DECREES DE UT WILLHOUT WAS WAS SET TO WAS	2-829 82/1-8 82/	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8			29 IZ INO SETES' EN PORIENT STANDAY OF THE PROPERTY OF THE PRO	2-829 2-128 2-129	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
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8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8			29 IZ INO ZETES PASSEX \$\ \) WIN YEC GOSWAN  29 IZ INO CHERNA CARLON BO' WE LEWSTIN HAN  20 IZ INO CHERNA CARLON "ASSESS YEL STEENERS HANA  20 IZ INO CHERNA CARLON "ASSESS YEL STEENERS HANA  20 IZ INO CHERNA CARLON "ASSESS YEL STEENERS HANA  20 IZ INO LAWATIN HAN', YASSESS YEL STEENERS HANA  20 IZ INO LAWATIN HAN', YASSESS YEL STEENERS HANA  20 IZ INO LAWATIN HAN', YASSESS YEL STEENERS HANA  20 IZ INO LAWATIN HAN', YASSESS YEL STEENERS HANA  20 IZ INO LAWATIN HAN', YASSESS YEL STEENERS HANA  20 IZ INO CHERNA CARLON "ASSESS YEL STEENERS HANA  20 IZ INO CHERNA CARLON "ASSESS YEL STEENERS HANA  20 IZ INO CHERNA CARLON "ASSESS YEL STEENERS HANA  20 IZ INO LAWATIN HAN' STEENERS HAN HANA  20 IZ INO CHERNA CARLON "ASSESS YEL STEENERS HANA  20 IZ INO CHERNA CARLON "ASSESS YEL STEENERS HANA  20 IZ INO CHERNA CARLON "ASSESS YEL STEENERS HANA  20 IZ INO CHERNA CARLON "ASSESS YEL STEENERS HANA  20 IZ INO CHERNA CARLON "ASSESS YEL STEENERS HANA  20 IZ INO CHERNA CARLON "ASSESS YEL STEENERS HANA  20 IZ INO CHERNA CARLON "ASSESS YEL STEENERS HANA  21 INO CHERNA CARLON "ASSESS YEL STEENERS HANA  22 IZ INO CHERNA CARLON "ASSESS YEL STEENERS HANA  23 IZ INO CHERNA CARLON "ASSESS "ASSESS"  24 INO CHERNA CARLON "ASSESS "ASSESS"  25 IZ INO CHERNA CARLON "ASSESS "ASSESS"  26 IZ INO CHERNA CARLON "ASSESS "ASSESS"  27 INO CHERNA CARLON "ASSESS "ASSESS"  28 IZ INO CHERNA CARLON "ASSESS "ASSESS"  29 IZ INO CHERNA CARLON "ASSESS "ASSESS"  20 IZ INO CHERNA CARLON "ASSESS "A	2-829	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
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8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8			20 IZ UNO ZETES' PARSENS X, WI NCC GOGNAM  RE RE TOO AREA DE IT POOL BY TOC LEMPAIN HAM.  RE RE TOO AREA DE IT POOL BY TOC LEMPAIN HAM.  RE RE TO AREA DE IT POOL BY TOC LEMPAIN HAM.  RE RE TO LEMPAIN HAM, YADERDX 7, MY HOC LEMPAIN HAM.  RE RE TO LEMPAIN HAM, YADERDX 7, MY HOC LEMPAIN HAM.  RE RE TO LEMPAIN HAM, YADERDX 7, MY HOC LEMPAIN HAM.  RE RE TO CHE BY YADERDX 7, MY HOC LEMPAIN HAM.  RE RE TO CHE BY YADERDX 7, MY HOC LEMPAIN HAM.  RE RE TO CHE BY YADERDX 7, MY HOC LEMPAIN HAM.  RE TO THE BY THORE BY YADERDX 7, MY HOC LEMPAIN HAM.  RE TO THE BY THORE BY YADERDX 7, MY HOC LEMPAIN HAM.  RE TO SETE SETE SETE SETE SETE SETE SETE	2-829 2-128 2-128 2-129	2

Route	Sign#tumber	Physicationation	Site Latitude	Site Longitude	Revised Site Type
5	5-798	MB IS ISO SR138, APPROX 1 1/3 MI ACC HUNGRY VALLEY RD			C
605	605-189	SB 1605 ISO VALLEY BLVD, ** FSP37 ** ACC VALLEY BLVD			С
605	505-249	58 1605 150 EB 1210, ** F5P37 ** ACC EB 1210 OR WB 1210			C
710	710-084	NB ITSO INO W Willow St			C

## APPENDIX C: REMAINING NON TYPE B/C SITES

	1		EB ITO ON KB S IN ESKAN AT US OFFER WASHINGTON BLVD	AD01-01	OT
V			we ito and 5 robertson blud, •• 619 17•• acc robertson blud (we ito and robertson blud)	10-065	OT
<b>V</b>			ND HOSS EARN COM TO WAS 130	8T£20-01	TO
3			LAKE HIJCHES RD ING TAYLOR CANYON MITHY	681-HI	HI .
			LAKE HUGHES RD THO TAYLOR CANTON MITWY	<u>//</u> [-	<u> </u>
			ELZAGETH LAZE RD JEO SAN FRANCEGUITO CANYOH RD, 1 M.E.E.	EF-140	<u>13</u>
_ =			SE IS JUD LAKE HUGHES RD, APPROX 2 3/4 ND ACC TEMPLIN HWY	529-S	<u> </u>
<u> </u>			LOSPINGS CYNLON THO ENLINEDO DIS	£80-75	- 42
1			NS SAS TO EB IZEO COM, ACC MICHINISM ST	AT2SS-S	ž
-	-		MENSIA WAYND DRIED WOLCOTT WY	152-045	921
<del></del>			NEKKIA WYAO DI IMO MERCOLL MA	159-033	326
<del></del>	_		KERYA WAAD DH IEO CHRONK DO CANAON ND' EB YABKOX 4\TO WI 1MO	756-022	921
- 3			KEKYA WAYO DA IMO ZWA MANJITIKEZ GRANDE CAN KD' APPROX 4/10 MI	156-013	156
- 1			HENSA WYAO DS TEO ZYN MYSLINES CENYDE CAN ED	156-012	9ZT
V			KYNYN CHWE ED 720 NEMLDN CYNAGN EU T'S PRITE?	ZOT-GN	6N
V			EVILVED DE IND ISO DATIOD CANNON FO, A MILES	980-6N	6N
<u> </u>			KANAN ED ISO CASTIE VIEW DR. 9 WELES	LED-EN	6N 6N
<u> </u>			Angeles forest hwy bo sieran hwy, 28 miles do Sieran hwy	6ZO-EN	EN
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \			MILITADITYKO KANA 150 COFD CYNADN 50	NU-254	UM
<del>  v</del>			INCLINIOLIZAND HAVY LEO KANANA DULME RD, 2.5 MILLES	MU-144	กพ
<b>₩</b>			TAKE HUGHES IND DOO DOO DOO OFFICE HO	651-H1	н
<del>Ŭ</del>			COSINEELL WY IEO KUMANN RD, .G MILLES ISO KAUAN	LOO-NO	NO.
V			VHOEFEZ CHEZL HANA MAN 3.740° MAO ANKCEML GRITCH DIAIDE BD NOABOX S 4/10 MI	2.713	ζ
Ÿ			SR2 INVO DANAGON SADOLE, APPROX 2/10 NO MIN 69.81.	7-638	3
V			WESTLAKE BLYD ISO CARLISLE RD, (13 MG)	770-65	EZ
V			SUT TOO CRAFF BY TO INDICABLIA EMD	1-497	
٧			SR18 SR18, CR18, APPROX 1 MO	138-713	738
V			"NY SOT PINN TAY OF A PARTY AND THE PARTY AN	138-702	138 001
V			SALES FED AVERAGE W, APPROX 2/10 M3	689-8ET	138 138
<u> </u>			ESTAR IED 175TH ST E, APPROX LYZ MAI	299-8ET	138
<b>├</b>	<b></b>		M E\1 X0990A 312 HTST1 031 SEISZ	738-643	338
<b>├</b>	<del></del>		3 T2 HT3E COL 8E192	738-262	138
<b>├</b>			NEKRY MAYO OR AT LACO VECO COUNTY LIKE	136-002	136
1	872.8II-	STEILARE	29 iz iko aytekciy etad°126 45 Yebecx 3/3 ini yac myek wormlyik bama	6ZS-S	S
1 3	57961.811-	7£831.4£	EB ISTO IMO N TVKE VA" LZG 77 VCC WVSENCO Z1	210-258	OTZ
<del>                                     </del>			** 178 G23 ** , 72 HTVE W O21 YOU G111 63	1109-195	1105
9			28 ilio kosecians av. «• isp 30«• acc mik	651-014	OTZ
9			95 HOSD DING ENGLEWOOD VA. • • FSP 09• • ACC ROSE/SAMS AV	581-509	507
9			nd mas at Hawithdrike elvd, "Fisp 09" acc redondo beach elvd	\$40-50¥	50>
Ð			29 ITTO TOO EB 2007" USb 47 YOC REDOKNO BEYCH BYAD	110-032	770
3			EB SEST AT INICAMOD BLVD, "FISP 15" ACC DOWNER AV	57-16t	16
			WESTER THUS SHALLST " "SEG 25" - ACC AVAIDA BLYD	91-067 710-234	014
			RE TATA IND W VALLEY ELVD, NCC SE 1210 OR EB 110  NE TATA IND IN C CARLING ELVD, NC FASTER OR EB 110	600-14	14
	CYCOCTATA	8£599.EE	CONDUSTRIAL OF CONTRACTOR OF C	\$61-09	09
3 3	\$6506.711-	SSLEDE	SB IS 150 PICO CANTON RD, ** PSP 42** ACC LYDAS AV	661-5	<u> </u>
1	(0033811	3326 76	NB SBT4 TRO AVENUE LACC AVENUE K	849-91	I¢
1 3			NB SR120 INO STADKUM WY, ** F5901 ** ACC SUNSET GLVD	110-500	OTT
1			KB ITID ISO M PARKEM 21, ACC C 21	110-034	OII
3			EB REZELD GAST SEEEDA GLAD, ••159 29•• ACC VAN ALIBEN AV	512-101	TOT
4	etezzatt.	TEOTI.AE	VA NACE CAN AND WHITE CAN AV	101-205	tor
3			2B RETOT AT VINE 5T, ** FED 27** ACC HIGHLAND AV	\$20-101	TOT
4			WA THOMASTY DOS - 0-TS 9270 - VA SEQUE SEA DESCRIPTION ON SUCCESSION OF	890-TOT	TOI
	<u> </u>		nb n2701 ind ziklentwie biad'. 0.626 d3-0 vcc zikrentwie gfad Eb 110 120 nb m02' 0.626 13.0 vcc m02	\$50-tot	OT
-			REITO GO CST, ACC CST	170-034	ott
1 0			EB SWAT VANO 28 IEGE* VCC BEITHFOMER BIAD	191-16	16
1 0	EOTEL.BIL.	SIETBEE	EB 2691 TO 50 IT10 COM, **F59 26** ACC LONG ELACH BIVO	91-114	t6
4			NB 1665 1340 ALCKDRA BLVD, ** F5914 ** ACCALONDRA BLVD	190-509	\$09
0			HB IS ISO E 4TH ST, ** F5P04 ** ACC CALZONA ST	<b>9/1-5</b>	S
4	·		28 MCG 12O VILLESN BLVD. **159 03** ACC HAWTHORNE BLVD	\$91-509	507
ď	SAZIEBII-	EET98'EE	79 MOS IMO MERLEYI YA' 1236 03 YEC CEEKRHYM EFAD	691-509	507
a			SE MOS ISO PALO VERDE AV, **FSP 19** ACC WOODRUIT AV	600-507	507
0			MR ISTO TWO LOOTHAT BLVD, ** 129 38** ACC FOOTHALL BLVD	651-012	310
0			28 LTTO TKO W EXCRECEARIES AV. ** FED 43** ACC EL SEGUINDO BLVO	611-011	101
<u>a</u>	7058.811-	34.16523	EB 2831 16D NOBWATK BLVD, *** FCC PROKEER BLVD  18 2831 16D VORWALK BLVD, **** FCC PROKEER BLVD	101-365 31-188	16
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V		<del> </del>	EB SRSO DWD PRILLIPS RANCH RD, *** SE929 *** CECH RICH RD CWL SCREEN RD	8/2-09	09
<b> </b> <del>∨</del>	-	<del></del>	ES SESO IEO NEI IGOS, *** TSS** 13*** ACC PECK ED OR NEI IGOS	921-09	09
<b>₩</b>	+	<del></del>	NB IS AT S ATMANTIC ELVD, ** 55°04 ** ACC ATLANTIC ELVD	821-5	S
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¥			we isto at in bridwin av. °°15p 21°° acc santa anta av	510-308	STO
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170   110-018   38 HID TON CHANKIE 21, VICE CEL   170   110-018   120   110	A A A A A	SELLE-BILL-	STIX.AE	EB 28178 WAD EVTECV EIAD" 0-1250 320- VCC ESZEDV CIAD 78 28170 NCD AC LIVELIN AN. "0-1250 7-0-VCC ESZEDV CIAD 78 28 170 NCD AC LIVELIN FILLES HINC 18 28AD" -0-VCC ALUNON ANA 78 28 170 NCD AC LIVELIN FILLES HINC 18 28AD" -0-1250 43-0-VCC AEUNON VA 78 1170 NCD ES 1807 -0-125 43-0-VCC TOLLS 78 1170 NCD ES 2807 -0-125 43-0-VCC TOLLS 78 1170 NCD TOLLS 78 1170 NCD ES 2807 -0-125 43-0-VCC TOLLS 78 1170 NCD ES 28	811-811 660-811 940-811 592-011 822-011 961-011 661-011 950-011	118 110 110 110 110
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102   102-050	A A A A A A A A A	SELISBIT-	9LLEVE	EB SAITS WAD EVISOV BIAD" 6-125 33 VCC ESSEDV CIAD  RE JULY WAD EVISOV BAY. 6-125 33 VCC ESSEDV CIAD  RE JULY WAD BAY COLLEGUE OF WATER OF WATE	118-030 118-030 110-03	118 110 110 110 110 110 110 110 110 110
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10   10-326   Red Ito Iron Armen and Stall' o-1250 Tato and Carlo and Carl	A A A A A A A A A A A	SDATEST!-	48426-EE	EB ILGG RICO HEAWTHDRHE BLUD, "** FEATS O" ACC ENVERTION BLVO  EB ILGG RICO SUSCERISMAN, "** FEATS O" ACC ENTERSHAN BLVO  EB ILGG RICO SUSTERIAN, "** FEATS O" ACC LOING BEACH  WHE ILGG FILL OF SEATS OF SEATS OF SEATS OF SEATS  WHE ILGG FILL OF SEATS OF SEATS OF SEATS OF SEATS  WHE ILGG FILL OF SEATS OF SEATS OF SEATS OF SEATS  WHE ILGG FILL OF SEATS OF SEATS OF SEATS OF SEATS  WHE ILGG FILL OF SEATS OF SE	119-118 118-030 119-129 110-129 110-129 110-120 110-030 110-030 110-030 110-030 110-030 110-030 110-030 110-030 110-030 110-030 110-030 110-030 110-030 110-030 110-030 110-030	811 011 011 011 011 011 011 011
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10   10-363	A A A A A A A A A A A A A A A A A A A	SDATEST!-	48426-EE	EB 110. ED 55 STATA, **********************************	119-119 118-030 118-030 110-530 110-530 110-530 110-530 110-630 110-630 110-630 110-630 110-630 110-630 110-630 110-630 110-630 110-630 110-630 110-630	811 811 011 011 011 011 011 011
10   10-365	A A A A A A A A A A A A A A A A A A A	SDATEST!-	48426-EE	EB 28178 WAD EVIEOV EIAD" LEXD 3 VCC ISESEDY EIAD  KE HID YEO AN ELHRI'S LEXD 3 VCC ISESEDY EIAD  KE HID YEO AN ELHRI'S LEXD 3 VCC ELHRI  KE HID YEO AN ELHRI'S LEXD 3 VCC ELHRI  BE HID YE EB HOZ" LEXD 43  BE HID YE EB HOZ" LEXD 43  BE HID YEO AN ELHRI'S ELHRI'S VCC FOLHRI  WE HID YEO AN ELHRI'S ELY VCC ESENIAEDY EIAD  WE HID ING AN ELHRI'S ELY VCC ESENIAEDY EIAD  WE HID ING AN ELY LEXD CONTAINET 21  BE HID YEO CONTAINET 21. VCC CHANKET 21  BE HID YEO OS HID " LEXD 40 VCC INFERNOUD EIAD  WE HID YEO OS HID " LEXD 40 VCC INFERNOUD EIAD  EB HID YEO OS HID " LEXD 40 VCC INFERNOUD EIAD  EB HID YEO OS HID " LEXD 40 VCC INFERNOUD EIAD  EB HID YEO OS HID " LEXD 40 VCC INFERNOUD EIAD  EB HID YEO SHIP " LEXD 40 VCC INFERNOUD EIAD  EB HID YEO OS HID " LEXD 40 VCC INFERNOUD EIAD  EB HID YEO OS HID " LEXD 40 VCC INFERNOUD EIAD  EB HID YEO OS HID " LEXD 40 VCC INFERNOUD EIAD  EB HID YEO OS HID " LEXD 40 VCC INFERNOUD EIAD  EB HID YEO OS HID " LEXD 40 VCC INFERNOUD EIAD  EB HID YEO OS HID " LEXD 40 VCC INFERNOUD EIAD  EB HID YEO OS HID " LEXD 40 VCC INFERNOUD EIAD  EB HID YEO OS HID " LEXD 40 VCC INFERNOUD EIAD  EB HID YEO OS HID " LEXD 40 VCC INFERNOUD EIAD  EB HID YEO OS HID " LEXD 40 VCC INFERNOUD EIAD  EB HID YEO OS HID " LEXD 40 VCC INFERNOUD EIAD  EB HID YEO OS HID " LEXD 40 VCC INFERNOUD EIAD  EB HID YEO OS HID " LEXD 40 VCC INFERNOUD EIAD  EB HID YEO OS HID " LEXD 40 VCC INFERNOUD EIAD  EB HID YEO OS HID " LEXD 40 VCC INFERNOUD EIAD  EB HID YEO OS HID " LEXD 40 VCC INFERNOUD EIAD	119-118 118-030 110-13	811 811 011 011 011 011 011 011
10   10-340   Mp   10 WO M 2 (MREEL W. ) = 625 h 15.0 WCC ANKERU VA   W   W   W   W   W   W   W   W   W	A A A A A A A A A A A A A A A A A A A	SDATEST!-	48426-EE	EB 28178 WAD EVISOV BYAY. • 1829 7. • VCC VEYSED VA  BE 28178 WAD EVISOV BYAY. • 1829 7. • VCC SEREDE STAD  WAS IND AND AS AREALESMAN. • 1829 7. • VCC SEREDE STAD  SO INTO AND AS AREALESMAN. • 1829 7. • VCC SEREDE STAD  SO INTO AND AS AREALESMAN. • 1829 7. • VCC SEREDE STAD  WAS IND AN ED OR SERED. • 1829 7. • VCC SEREDE STAD  WAS IND AN OR WAS AREALESMAN. • 1829 7. • VCC SEREDE STAD  WAS IND AN OR WAS AREALESMAN. • 1829 7. • VCC SEREDE STAD  BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD  WAS IND AN OR WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD  BO IND WAS STAD. • 1829 7. • VCC CONNO SEVEN STAD  BO IND WAS STAD. • 1829 7. • VCC CONNO SEVEN STAD  BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD  BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD  BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD  BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD  BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD  BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN  BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN  BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN  BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN  BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN  BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN  BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN  BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN  BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN  BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN  BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN  BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN  BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN  BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN  BO IND WAS AREALESMAN. • 1820 7.	119-118 118-030 110-130 110-130 110-130 110-130 110-030 110-030 110-030 110-030 110-030 110-030 110-030 110-030 110-030 110-030 110-030 110-030 110-030 110-030 110-030 110-030 110-030	811 811 011 011 011 011 011 011
10   10-3681   [EB 170 160 BODERNEYO BIAD" o-1825 8-0   10   10   10-3031   MABER OF LAND FOR CHAPE 3-0-4825 8-0   10   10   10   10   10   10   10   1	A A A A A A A A A A A A A A A A A A A	SDATEST!-	48426-EE	WE ILD ERO MATRICENT AN, "** FEP 12" ** ACC RAISEA AN WE ILD ERO MATRICENT AN, "** FEP 12" ** ACC RAISEA BE ELD BE ILD ERO ME SEGS, "** FEP 18" ** ACC STATEM WAY WE ILD ERO SEGS, "** FEP 18" ** ACC STATEM WAY WE ILD ERO CHANNEL STATE OF "** FEP 18" ** ACC STATEM WAY WE ILD ERO CHANNEL STATE OF "** FEP 18" ** ACC STATEM WAY WE ILD ERO CHANNEL STATE OF "** FEP 18" ** ACC STATEM WAY WE ILD ERO CHANNEL STATE OF "** ACC STATEM WAY WE ILD ERO CHANNEL STATE OF "** ACC STATEM WAY WE ILD ERO CHANNEL STATE OF "** ACC STATEM WAY WE ILD ERO CHANNEL STATE OF "** ACC CHANNEL STATE BE ILD IND CHANNEL STATE OF "** ACC CHANNEL STATE BE ILD IND CHANNEL STATE OF "** ACC CHANNEL STATE BE ILD IND CHANNEL STATE OF "** ACC CHANNEL STATE BE ILD IND CHANNEL STATE OF "** ACC CHANNEL STATE BE ILD IND CHANNEL STA	118-039 118-039 118-039 110-139 110-139 110-139 110-039	811 811 011 011 011 011 011 011 011 011
TO   TO-2031	A A A A A A A A A A A A A A A A A A A	SDATEST!-	48426-EE	EB SAITS WAD EVIEOV EIAD" .e. 1240 2.e. VCC EKEEDN EIAD  KER HITO VAN MEHRIT .e. 1250 2.e. VCC ELELEDN EIAD  KER HITO VAN MEHRIT .e. 1250 2.e. VCC ELELEDN  KER HITO VAN MEHRIT .e. 1250 2.e. VCC ELELEDN  BE HITO VAN EI EB SEDFT. e. 1250 4.9  BE HITO VAN EI KEEL .e. VCC FOOLH 2.E.  BE HITO VAN EI KEEL .e. VCC FOOLH 2.E.  BE HITO VAN EI KEEL .e. VCC FOOLH 2.E.  BE HITO VAN EI KEEL .e. VCC FOOLH 2.E.  BE HITO VAN EI KEEL .e. VCC FOOLH 2.E.  BE HITO VAN EI VCC ELE .e. VCC FOOLH 2.E.  BE HITO VAN EI VCC ELE .e. VCC FOOLH 2.E.  BE HITO VAN EI VCC ELE .e. VCC FOOLH 2.E.  BE HITO VAN EI VCC ELE .e. VCC CENNERE F.Z.  BE HITO VAN EI VCC ELE .e. VCC CENNERE F.Z.  BE HITO VAN EI VCC ELE .e. VCC CENNERE VAN EI VCC ELE .e. VCC ENNERE VAN EI VCC ELE .e. VCC ENNERE VAN EI VCC ELE .e. VCC ENNERE VAN EI VCC ELE VCC ELE .e. VCC ENNERE VAN EI VCC ELE .e. VCC ENNERE VAN EI VCC ELE .e. VCC ENNERE VAN EI VC	118-030 110-542 110-542 110-542 110-63	118 110 110 110 110 110 110 110 110 110
10   10   10   10   10   10   10   10	A A A A A A A A A A A A A A A A A A A	SDATEST!-	48426-EE	EB 28178 WAD EVISION BAY, e. 1820 3 e. WCC STREED FIRD  WE TIO YED ON PLAYER AND EVISOR SHADOWS AND THE WEST ON TH	119-118 150-030 150-15	811 811 011 011 011 011 011 011 011 011
101   101-314   MB R2101 IMO FVZ AIRGERIZ ED", LED 130, VCC FVZ AIRGERIZ ED   VC   VC   VC   VC   VC   VC   VC   V	A A A A A A A A A A A A A A A A A A A	SDATEST!-	48426-EE	EB SATIS WAD EVIEOV EYAD". «• 1250 31.» CCC EXERTEN EYAD  WHITO THO ME HAIL". «• 1250 31.» CCC EXERTEN EYAD  WHITO THO ME HAIL". «• 1250 31.» CCC EXERTEN EYAD  WHITO THO WE HAVE SHADOW EYAD. «• 1250 31.» CCC EXERTEN EYAD  WHITO THO WE HAVE SHADOW EYAD. «• 1250 31.» CCC EXERTEN EYAD  WHITO THO WE HAVE SHADOW EYAD. «• 1250 31.» CCC EXERTEN EYAD  WHITO THO WE HAVE SHADOW EYAD EYAD  BE HAVE SHADOW EYAD EYAD. SHADOW EYAD  WHITO THO WE HAVE SHADOW EYAD  WHITO THO WE HAVE SHADOW EYAD  BE HAVE SHADOW EYAD EYAD. «• 1250 51.» CCC EXPRINENTE 21  BE HAVE SHOW EYAD EYAD EYAD. «• 1250 51.» CCC EXPRINENT EYAD  BE HAVE SHOW EYAD EYAD EYAD. «• 1250 51.» CCC EXPRINENT EYAD  BE HAVE SHADOW EYAD EYAD EYAD EYAD  BE HAVE SHADOW EYAD EYAD EYAD  WHITO HAVE SHADOW EYAD EYAD EYAD  BE HAVE SHADOW EYAD EYAD EYAD  WHITO HAVE SHADOW EYAD EYAD EYAD EYAD EYAD  WHITO HAVE SHADOW EYAD EYAD EYAD  WHITO HAVE SHADOW EYAD EYAD EYAD  WHITO HAVE SHADOW EYAD EYAD  WHITO HAVE SHADOW EYAD EYAD EYAD  WHITO HAVE SHADOW EYAD  WHITO HAVE SHADOW EYAD  WHITO HAVE SHADOW EYAD EYAD  WHITO HAVE SHADOW EYAD  WHIT	118-030 110-138 110-138 110-138 110-138 110-138 110-138 110-038	811 811 011 011 011 011 011 011 011 011
101-733	A A A A A A A A A A A A A A A A A A A	SDATEST!-	48426-EE	TO TO TO REASERIAND AND "**SP 2"* ACC ITID  BILLO FOR ONE WORKERS IN, "**SP 2"* ACC ITID  BILLO FOR ONE WORKERS IN, "**SP 2"* ACC WORKERS IN  BILLO FOR ONE WORKERS IN, "**SP 2"* ACC WORKERS IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKERS IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKERS IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN, "**SP 2"* ACC WORKER IN  BILLO FOR ONE WORKER IN  BILLO FOR ONE WORKER IN  BIL	118-039 110-178 110-208 110-208 110-03	811 811 011 011 011 011 011 011 011 011
101-1331C   MR FRIEI 10 28 MR2 COM*_e825 03.e. VCC XFM MRA2 8FAD   V	A A A A A A A A A A A A A A A A A A A	SDATEST!-	48426-EE	EB SAITS WAD EVISOV EIND. • 1250 3.• VCC ISSEED EIAD  KER LIO YKO ME PLATI. • 1250 3.• VCC ISSEED EIAD  KER LIO YKO ME PLATI. • 1250 3.• VCC EIASED  KER LIO YKO ME PLATI. • 1250 43.•  BE RITO YK IS BERG. • 1250 43.•  BERGE SED VILLE BERG. • 1250 53.•  BERGE SED VILLE • 1250 53.•  BERGE SED VILLE BERG. • 1250 53.•  BERGE SED VILLE BERGE SED VILLE BERGE SED VILLE BERG. • 1250 53.•  BERGE SED VILLE BERGE SED VILLE BERGE SED VILLE BERG. • 1250 53.•  BERGE SED VILLE BERGE SED VILLE SED VILLE BERG. • 1250 53.•  BERGE SED VILLE BERGE SED VILLE BERGE SED VILLE SED VILLE BERG. • 1250 53.•  BERGE SED VILLE BERGE SED VILLE SED VI	119-118 110-238 110-139 110-13	811 811 011 011 011 011 011 011 011 011
101-126	A A A A A A A A A A A A A A A A A A A	SDATEST!-	48426-EE	EB SATIS WAD EVISEDY EFAD" 125-23 VCC ESEEDY EFAD  WHEN TO YOU ME CHILL 125-20 VCC ESEEDY EFAD  WHEN TO YOU ME CHILL 125-20 VCC ESEEDY EFAD  WHEN TO YOU ME CHILL 125-20 VCC ESEEDY EFAD  WHEN TO YOU BE SERF 125-20 VCC ESEEDY EFAD  BE ILTO YOU BE SERF 125-20 VCC ESEEDY EFAD  BE ILTO YOU BE SERF 125-20 VCC ESEEDY EFAD  BE ILTO YOU BE SERF 125-20 VCC ESEEDY EFAD  WHEN TO YOU MEN SERF VCC ESED CHOO ESEVEH EFAD  BE ILTO YOU GO WANKET ELY VCC CHWARET EL  BE ILTO YOU GO WANKET ELY VCC CHWARET EL  BE ILTO YOU GO WANKET ELY VCC CHWARET EL  BE ILTO YOU GO WANKET ELY VCC CHWARET EL  BE ILTO YOU GO WANKET ELY VCC CHWARET EL  BE ILTO YOU GO WANKET ELY VCC CHWARET EL  BE ILTO YOU GO WANKET ELY VCC CHWARET EL  BE ILTO YOU GO WANKET ELY VCC CHWARET EL  BE ILTO YOU WANKET WANKET ELY VCC CHWARET EL  BE ILTO YOU BE YOU WANKET WANKET YCC ANY REIDE  BE ILTO YOU BE WANKET YOU WANKET YCC ANY REIDE  BE ILTO YOU BE YOU WANKET YOU WANKET YCC ANY REIDE  BE ILTO YOU BE YOU WANKET YN 0-125-3 TI VCC ANY CHERE YN  WHE ILTO YOU BE YOU WANKET YN 0-125-3 TI VCC ANY CHERE YN  WHE ILTO YOU BE YOU WANKET YN 0-125-3 TI VCC ANY CHERE YN  WHE ILTO YOU BE YOU WANKET YN 0-125-3 TI VCC ANY CHERE YN  WHE ILTO YOU BE YOU WANKET YN 0-125-3 TI VCC ANY CHERE YN  WHE ILTO YOU BE YOU WANKET YN 0-125-3 TI VCC ANY CHERE YN  WHE ILTO YOU BE YOU WANKET YN 0-125-3 TI VCC ANY CHERE YN  WHE ILTO YOU BE YOU WANKET YN 0-125-3 TI VCC ANY CHERE YN  WHEN ILTO YOU BE YOU WANKET YN 0-125-3 TI VCC ANY CHERE YN  WHEN ILTO YN OUR 0-125-3 TI VCC ANY CHERE YN  WHEN ILTO YN OUR 0-125-3 TI VCC ANY CHERE YN  WHEN ILTO YN OUR 0-125-3 TI VCC ANY CHERE YN  WHEN ILTO YN OUR 0-125-3 TI VCC ANY CHERE YN  WHEN ILTO YN OUR 0-125-3 TI VCC ANY CHERE YN  WHEN ILTO YN OUR 0-125-3 TI VCC ANY CHERE YN  WHEN ILTO YN OUR 0-125-3 TI VCC ANY CHERE YN  WHEN ILTO YN OUR 0-125-3 TI VCC ANY CHERE YN  WHEN ILTO YN OUR 0-125-3 TI VCC ANY CHERE YN  WHEN ILTO YN OU	119-118 110-238 110-139	811 811 011 011 011 011 011 011 011 011
10   10-1134   CUERRINN ETAD ONE 107 (-0-125) 11.0 -VCC CHERNINN ETAD   Y   Y	A A A A A A A A A A A A A A A A A A A	SDATEST!-	48426-EE	EB SATIS WAD EAVED BLAD OF "** 1550 3" ** ACC LAS WIGHERE BD  WHE ILD AT IN EXTERN MY, "** 1550 3" ** ACC LAS WIGHERE BD  WHE ILD AT IN EXTERN MY, "** 1550 3" ** ACC LAS WIGHERE BD  WHE ILD AT IN EXTERN MY, "** 1550 3" ** ACC STATEM MY  WHE ILD AT IN EXTERN MY, "** 1550 3" ** ACC STATEM MY  WHE ILD AT IN EXTERN MY, "** 1550 3" ** ACC STATEM MY  WHE ILD AT IN EXTERN MY, "** 1550 3" ** ACC STATEM MY  WHE ILD AT IN EXTERN MY, "** 1550 3" ** ACC STATEM MY  WHE ILD AT IN EXTERN MY, "** 1550 3" ** ACC STATEM MY  WHE ILD AT IN EXTERN MY, "** 1550 3" ** ACC STATEM MY  WHE ILD AT IN EXTERN MY, "** 1550 3" ** ACC CHARLEN BD  END STATEM MY, "** 1550 3" ** ACC CHARLEN B	110-118 110-242	811 811 011 011 011 011 011 011 011 011
10   10-1134   CERTRIVAM ETAD ON'S LO MS LTC"	A A A A A A A A A A A A A A A A A A A	SDATEST!-	48426-EE	EB SATIS WAD EAVED BLAD OF "** 1550 3" ** ACC LAS WIGHERE BD  WHE ILD AT IN EXTERN MY, "** 1550 3" ** ACC LAS WIGHERE BD  WHE ILD AT IN EXTERN MY, "** 1550 3" ** ACC LAS WIGHERE BD  WHE ILD AT IN EXTERN MY, "** 1550 3" ** ACC STATEM MY  WHE ILD AT IN EXTERN MY, "** 1550 3" ** ACC STATEM MY  WHE ILD AT IN EXTERN MY, "** 1550 3" ** ACC STATEM MY  WHE ILD AT IN EXTERN MY, "** 1550 3" ** ACC STATEM MY  WHE ILD AT IN EXTERN MY, "** 1550 3" ** ACC STATEM MY  WHE ILD AT IN EXTERN MY, "** 1550 3" ** ACC STATEM MY  WHE ILD AT IN EXTERN MY, "** 1550 3" ** ACC STATEM MY  WHE ILD AT IN EXTERN MY, "** 1550 3" ** ACC CHARLEN BD  END STATEM MY, "** 1550 3" ** ACC CHARLEN B	119-119 118-030 119-119 110-542 110-542 110-542 110-542 110-030	118 119 110 110 110 111 110 111 110 111 110 111 110 11
101   101-030   20 PZ 101 TIND TRANSERYT CERLLER DS" VEX 13 VEC FYRICEDERIUM GFAD   V   V   V   V   V   V   V   V   V	A A A A A A A A A A A A A A A A A A A	SDATEST!-	48426-EE	EB SATTR WAD EVIROV EIND, *** LEGAD **** CACE CHECKED EIND  WHAT TO THO MO RELIT! **** LEGAD **** CACE CHECKED EIND  WHAT TO TO MO RELIT! **** LEGAD **** CACE CHECKED EIND  WHAT TO THE WAS THE THOUGH BY A SHORT **** CACE CHECKED EIND  BE HITO WHAT EIN FELLE EIND **** CACE EIND EIND  WHAT TO EIND EIND **** CACE EIND EIND  WHAT TO EIND EIND ***** CACE EIND EIND  BE HITO WHO MAY SEAT EIND  WHAT TO EIND ************************************	119-119 118-030 119-119 110-542 110-542 110-542 110-542 110-030	811 811 011 011 011 011 011 011 011 011
101 101-032 29 P3701 WO BYRAW BYAD 125 31 VCC PYRKEBRUW BYAD V C.	A A A A A A A A A A A A A A A A A A A	SDATEST!-	48426-EE	ER SATTR VAND EVTROV PETAD' 0-1250 30- VCC ELECEDR CEAD  KER LITO YAD AN PETAL 1: 0-1250 31-0- VCC ELECEDR CEAD  KER LITO YAD AN PETAL 1: 0-1250 31-0- VCC ELECEDR CEAD  KER LITO YAD AN PETAL 1: 0-1250 31-0- VCC ELECEDR CEAD  RE RETO YAD AN PETAL 1: 0-1250 31-0- VCC ELECEDR CEAD  RE RETO YAD AN PETAL 1: 0-1250 31-0- VCC ELECEDR CEAD  RE RETO YAD AN PETAL 1: 0-1250 31-0- VCC ELECEDR CEAD  RE RETO YAD AN PETAL 1: 0-1250 31-0- VCC ELECEDR CEAD  RE RETO YAD AN PETAL 1: 0-1250 31-0- VCC ELECEDR CEAD  RE RETO YAD AN PETAL 1: 0-1250 31-0- VCC ELECEDR CEAD  RE RETO YAD CHANNER ELECTR 1: 0-1250 31-0- VCC CEARS CEAD  RE RETO YAD CHANNER CEAD 31-0- VCC CEARS CEAD  RE RETO YAD CHANNER CEAD 31-0- VCC CEARS CEAD  RE RETO YAD CHANNER CEAD 31-0- VCC CEARS CEAD  RE RETO YAD CHANNER CEAD 31-0- VCC CEARS CEAD  RE RETO YAD CHANNER CEAD 31-0- VCC CEARS CEAD  RE RETO YAD CHANNER CEAD 31-0- VCC CEARS CEAD  RE RETO YAD CHANNER CEAD 31-0- VCC CEARS CEAD  RE RETO YAD CHANNER CEAD 31-0- VCC CEARS CEAD  RE RETO YAD CHANNER CEAD 31-0- VCC CEARS CEAD  RE RETO YAD CHANNER CEAD 31-0- VCC CEARS CEAD  RE RETO YAD CHANNER CEAD 31-0- VCC CEARS CEAD  RE RETO YAD CHANNER CEAD 31-0- VCC CEARS CEAD  RE RETO YAD CHANNER CEAD 31-0- VCC CEARS CEAD  RE RETO YAD CHANNER WAS CEAD 31-0- VCC CEARS CEAD  RE RETO YAD CHANNER WAS CEAD 31-0- VCC CEARS CEAD  RE RETO YAD CHANNER WAS CEAD 31-0- VCC CEARS CEAD  RE RETO YAD CHANNER WAS CEAD 31-0- VCC CEARS CEAD  RE RETO YAD CHANNER WAS CEAD 31-0- VCC CEARS CEAD  RE RETO YAD CHANNER WAS CEAD 31-0- VCC CEARS CEAD  RE RETO YAD CHANNER WAS CEAD 31-0- VCC CEARS CEAD  RETO YAD CHANNER WAS CEAD 31-0- VCC CEARS CEAD  RETO YAD CHANNER WAS CEAD 31-0- VCC CEARS CEAD  RETO YAD CHANNER WAS CEAD 31-0- VCC CEARS CEAD  RETO YAD CHANNER WAS CEAD 31-0- VCC CEARS CEAD  RETO YAD CHANNER WAS CEAD 31-0- VCC CEARS CEAD  RETO YAD CHANNER WAS CEAD 31-0- VCC CEARS CEAD  RETO YAD CHANNER WAS CEAD 31-0- VCC CEARS CEAD  RETO YAD CEAD 31-0- VCC CEAS CEAC CEAD  RETO YAD CEAD 31-0- VCC CEAD CEAD  RETO YAD CEAD 31-0- VCC CEAS CEAC CEAD  RETO YAD CEAD	119-119 118-030 110-130 110-130 110-130 110-130 110-130 110-130 110-030	178 178 178 178 178 178 178 178 178 178
one generation with the control of t	A A A A A A A A A A A A A A A A A A A	SDATEST!-	48426-EE	EB SATIS WAD EVERON WAY, 6, 1829 3 VEC CESTANN BLAD  BE RATIO TO A VENERAL WAY, 6, 1829 3 VEC CESTANN BLAD  WAS RATIOT TO SERVEN BLAD WAY, 6, 1829 3 VEC SERVEN BLAD  WAS RATIOT TO SERVEN BLAD WAY, 6, 1829 3 VEC SERVEN BLAD  WAS RATIOT TO SERVEN BLAD WAY, 6, 1829 3 VEC SERVEN BLAD  BE RED BLOO WAS RED WAY, 6, 1829 3 VEC SERVEN BLAD  BE RED BLOO WAS RED WAY, 6, 1829 3 VEC SERVEN BLAD  BE RED BLOO WAY RED WAY, 6, 1829 3 VEC SE	119-118 110-528 110-549 110-549 110-549 110-549 110-649	811 811 011 011 011 011 011 011 011 011
	A A A A A A A A A A A A A A A A A A A	SDATEST!-	48426-EE	EB SATIS WAD EVERON RAY, 6, 1829 3 WCC SENERAL RAY  WHEN TO NOW WELLEY, 6, 1829 3 WCC SENE	118-039 110-13	811 811 011 011 011 011 011 011 011 011
CUS DOUANA	A A A A A A A A A A A A A A A A A A A	SADATABLE.	£8£26 EE	EB SATIS WAD EVERON BIAD. *** SEND **** ACC CHARRESHING BIAD.  ***BELLO FOR SURVEY BIAD. ***** SEND ************************************	118-039 119-119 110-130 110-13	811 811 011 011 011 011 011 011 011 011

a			KB ITTO IND W ROSECRAIS AV. ** 159 43 ** ACC ROSECRAIS AV	811-011	110
			SB ITTO INO MB SEBT" 125 43 VCC HW REDONDO BEVCH BIAD	110-102	110
0			(NB 1110 IZO XEDONDO FEVOR BIAD' IZO 43 VCC EB 2801	110-104	110
-			183 ITTO LO MB 1851 COX' Ltb 61 43	1EDI-011	Ott
9			28 ITTO IND EB 2193T 125 43 VCC KEDONDO BEVCH ETAD	ent-ort	110
-			KB ITTO RO REDOKDO PEVCH BYAD* LED YB VOC EB 81	110-103	110
			HB ITTO FRO ENCINC COREZ HWY, VCC SEPULVEDA 614D	110-038	011
			28 11 10 TO C21, ACC C21	520-011	011
				<u> </u>	501
0			ES PEOR LO MAI UTO? COIN' LES YOU. YOU CE CENTIME AV BY STOR TEO WILLIAM STOR ON, FES YOU FOR CENTIME AV	#01-501	301 302
	85222.811.	33.9294	AND LICE TO HELL LICE CON, ""FEET AND ACC CENTRAL AV	21770-201	SOT
0			MB HOW ON HE HIT 123330. VCC CENTRAL AV	690-501	302
-			EB 1025 OD 15 OCON, ** PER 93** ACC CREMENAM ELVD	102-066TA	501
9	_		ES ILO IEO WALKUT GROVE AV, ** PES 8** ACC WALKUT GROVE AV	10-264	01
0			S NORMANDIE AV DNR TD. ""FEP 177" ACE NORMANDIE AV	TEEL-OI	οῖ
-			WE USION IND RESERVA BLVD, ** FEST PARTY BLVD	101-218	TOT
-			WB USIOS (WO RESERV BLVD, ** * * * * * * * * * * * * * * * * *	101-214	101
a a			EB LES LES OF THE WAYNER AV. " STORES OF THE CONTROL OF THE CONTRO	591-101	101
-			EB (1810) INO HASIELL AV, "FSP 07" ACC HAVVERNIUST AV	641-101	IOI
1			EB LISTOR AT SERVLIVEDA BLVD, **FSP 07** ACC SERVLIVEDA BLVD	101-102	TOT
			WE USIGE AT KESTER AV. ** 15P OT ** ACC VAH HUYS BLVD	101-101	TOI
0			WA US LOS LOS AT VAN HUTS ELVD, ** FOR WOODD MAN AV	101-128	tot
			EB 12101 YT IAUREL CANTON BLYL 155 07" ACC LAUREL CANTON BLYD	521-101	TOI
G			WA US LOS LOS LALUREL CANYON ELVE). ** FSP 07** ACC TURUMDANY	101-130	TOT
			WAS USTON THOS SE SKIND, "FEED OFF" ACC MOORPARK AV	811-101	TOI
0	<u> </u>		SE USIDI JNO W SUNSET BLVD, "FOR 270" ACC HOLLYWOOD BLVD	\$90-101	tot
			BE US LO SAMTA MONICA BLVD, "TE 921" ACC SANTA MONICA BLVD	\$50-101	TOI
	<b></b>		(B) ILD IED 5 FRIRTAX NV, "15SP 17" ACC LA CIENEGA BLVD	10-038	Ot
- 0			EB NID AT S EXDERTISON BLVD, ""FEST 17" ACC NATIONAL BLVD	870-01	70
			MB 170 IMO 2 CENTINEIA AV	10-039	TO
0			ED ILD IWOS CENTINEIA AV, ACC CLOVERITELD BLVD	10-038	70
A			AMGELES FOREST THWY IND INT EMILIAS F.QS. AS MI IND INT EMILIAS P.D.	BEO-EN	EN
<del>∨</del>			ANGELES FOREST HAY A STREET HAY	EOD-EN	EN
<b>₩</b>			KILIKOLLAKD KWY NWO LAS VIKGERES RD, .75 MR1ES	MU-208	UM
<b>₩</b>			MULHOLLAND FWY TWO ENCINAL CANTON FOR, I MILLE	BOI-UM	UM
<b>₩</b>			LAKE HUGHES RD ISO N CASTARE RESERVORN RD	<b>LPI-HI</b>	Hi
<b>₩</b>			ENCINAL CANYON RD 150 GRACE RD, 2 MILLS	EM-030	N3
<b>₩</b>			Me 2691 at norwalk elve, 15° acc elocmheld av	681-16	16
<b>→</b>			OVER COOMERAL OF LEAR ET	971-16	16
			WE 5591 TO WE INTO CON, ** FEP 26 ** ACC CHIERRY AV	JTEST-19	16
<u> </u>			EB SHOT AT 5 CENTRAL AV, "FSP 26" ACC AVALON GLVD	1/80-16	16
<u> </u>	OTTOTOTT.	cerimee	EB SHOT, INDURENCE ST, ** 129 26** ACC VERMONT ST	190-16	16
A	SISBS.BIL-	EZSTREE	28 IATO 10 MB ITOS COM" 12830 VCC (INSERINT HMA	T251-017	014
- <del>V</del>			(2011 ONLO ET 1979 1929 10 - * ACC WE 91 OF EB 91 OF 10 BO OF 10 BO OF 10 BO	851-014	710
A			50 1710 ISO EB 1105, **152 50** ACCESS E CINPERIAL HWY	551-014	014
¥ -			NA IEGS INO EAMONA ELVD, ** F5F37 ** ACC NAMIONA ELVD	91Z-509	509
<del>                                     </del>			28 ROS 120 BYWORY BIAD' LEBBL VCC BYWORY BIAD	602-909	509
<b>₩</b>			NA ROS INO ER LITO' ESBAD VICE AVITEA RIAD	802-509	509
<b>₩</b>			OSHS EM NO OSHS 3.0 • CEASA 0.0 CEASA 0.0 VICE EB 28°CO ON MA 28°CO	961-509	\$09
<del> </del>			28 1002 120 EB 2007 - LEDS L - VCC AVITEARIAD	571-209	509
<b>₩</b>			CH XCGA COPY LEASE WCC OFFIS BIX	ATATE-203	509
<del> </del>		-	SS 1605 IND MYTHINGLON BIAD" LEFEL ACC WASHINGTON BLVD	ECT-509	509
l v			NB REOF THO E CYBRON 21° LEDITA VCC CYBRON 21	t/Z0-S09	509
1 🔻	_		NB MGG 1900 E SPRING ST, *** STOC NATTELLA AV	100-509	509
<b>₩</b>	<del>                                     </del>		WAS SESSO TWO PHILLIPS BANCH RD, ** 159 21 ** ACC PHILLIPS BANCH RD	672-09	09
<del>  v</del>	<del>                                     </del>		ES SRAG IED DIAMOND BAR ELVD, ""FEY 21"" ACC DIAMOND BAR ELVD	t9Z-09	09
¥			WE SHED DIAMOND BAR BLVD, ** FEP 21** ACC DIAMOND BAR BLVD	\$52-09	09
Ÿ			MR 28/20 IEO CRO22/BOYD2 bK/MA 2" E2b 33 YCC CRO22/BOYD2 bK/MA	671-09	09
Ÿ			EB SRIO IED CROSSKOAIG PRIMY S, ** 159 20** ACC NB 1665 GB PECK RD	60-128	09
V			MD 2850 IEO KB 1802' E25 T3 VCC CEO2280VD2 SKMA	SZI-09	09
V			WIB SHED ID 28 HEDS COM 125 T3 VCC CHOZSEDVIDS BLWA		09
٧				8TE111-03	
			ND IS THE STATES, APPROX 2 1/4 MI ACC WE SRIZED	2-834	S
V			K9 EV IND 28175' PADHOX 3 7/6 MI POC MB 28178 K9 2823 L0 EB 170 COM' •• E25 29 •• POC LENDIE VA	ATATO-TZ AE8-Z	S LS
A			KS ES IND DARKER RD. •• ESCAPE AREA•• •• 659 42•• ACC LAKE HUICHES RD  KS 5837 TO EB 110 COM, •• F59 28 •• ACC TEKPIE AV  KS 5837 TO EB 110 COM, •• F59 28 •• ACC TEKPIE AV	682-2 ATATO-T2 AE8-2	\$ 
			MD E VAD 28175E PARMOX 3 7/4 WI VOC AND 281759 WE BE VAD DWIESE WO ESCHE VER	882-2 682-2 ATDTO-T2 AE8-2	\$ 
٧			ND 12 IND 28173' WEMION 3 1/4 WI VOIC MIS 281739 IN 3 282 1.0 EB 110 COM* c. 123-28 c. * VOIC LEINENE VA 28 ES IND EVERSES BUT 6:25CYDE VEKEY 6:125 d. 50.0 VOIC HAVIES BUT 28 ES IND EVERSES BUT 6:25CYDE VEKEY 6:125 d. 50.0 VOIC HAVIES BUT 28 ES ES IND EST KEMINATI CHO CHEUE	882-2 882-2 882-3 ATDTO-TZ AE8-2	\$ 
A			nd ir iko zsitzi ydakon 7 1/4 ni voc am zsitzi kr zsol 10 eb 110 com ( etd. 20 voc lenke va 22 ez iko dakee ku ezcavbe ykeva elda 45 voc ipke ikinihez bd 23 ez iko dakee bu ezcavbe ykeva elda 45 voc ipke ikinihez bd 250 ez iko caideko ekanati cho cilice Kr iko caideko ekan ( elda 45	5-888 5-836 5-888 5-888 5-888 5-888	\$
A A			MP BY NO SHITES "NAMICK I 7,7% MI VOC AND SHITES  WE REAL LIG ED HID COM" o. 125 25 0. WCC LEWATE NA  WE RE YAND NAMESH BUTEECVENE FASS	885-2 882-2 982-2 47070-72	\$
A A A			MD IP IND RUILONG TO BOXLOND 21.  MD IP IND RUILONG TO BOX OF THE TO BOXLOND	889-5 889-5 889-5 889-5 889-5 889-5	\$
A A A			MP BY NO SHITES "NAMICK I 7,7% MI VOC AND SHITES  WE REAL LIG ED HID COM" o. 125 25 0. WCC LEWATE NA  WE RE YAND NAMESH BUTEECVENE FASS	850-5 \$20-5 \$20-5 \$20-5 \$20-5 \$20-5 \$20-5 \$20-5 \$20-5 \$20-5	\$ 45 \$ 5 \$ 5 \$ 5 \$ 5
A A A A	ED9V8II-	89285.45	MD IP IND RUILONG TO BOXLOND 21.  MD IP IND RUILONG TO BOX OF THE TO BOXLOND	968-5 91040-45 685-5 885-5 585-5 889-5 669-5 869-5 869-5	\$ 45 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5
A A A A A A	£09k,811-	89285.AE	KP BY NO DETER "NAKKOK I TYNEWI VOC AND BELTED  KF SER IND DETER "NAKKOK I TYNEWI VOC AND BELTED  KF SER IND DAYERER BUT ESCRIPE KEY VCC INVER HICHERE BUT  KF SER ING DAYERER BUT ESCRIPE KEY VCC INVER LICHERE BUT  KF SER ING DID BUT MEANAUT CHO. DELINCE  KF SER ING USTO VCC 20 2814 DE COVINCE ON BUT  KF SER ING USTO VCC 20 2814 DE COVINCE ON BUT  FOR ING USTO VCC 20 2814 DE COVINCE ON BUT  FOR ING USTO VCC 20 2814 DE COVINCE ON BUT  FOR ING USTO VCC 20 2814 DESCRIPTION BUT  KF SER ING USTO VCC 2814 DESCRIPTION BUT  KF	958-5 919/20-25 958-5 968-5 968-5 968-5 969-5 969-5 1996-5	\$ 25 5 5 5 5 5 5 5 5 5 5 5 5
A A A A A	E091/811-	89585.AE	M.D. P. NO. 28175, APPROX. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2.	5-239 5-289 5-289 5-289 5-289 5-289 5-29 5-2	\$ 25 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
A A A A A A	£034,811-	89585.AE	KP BY NO DETER "NAKKOK I TYNEWI VOC AND BELTED  KF SER IND DETER "NAKKOK I TYNEWI VOC AND BELTED  KF SER IND DAYERER BUT ESCRIPE KEY VCC INVER HICHERE BUT  KF SER ING DAYERER BUT ESCRIPE KEY VCC INVER LICHERE BUT  KF SER ING DID BUT MEANAUT CHO. DELINCE  KF SER ING USTO VCC 20 2814 DE COVINCE ON BUT  KF SER ING USTO VCC 20 2814 DE COVINCE ON BUT  FOR ING USTO VCC 20 2814 DE COVINCE ON BUT  FOR ING USTO VCC 20 2814 DE COVINCE ON BUT  FOR ING USTO VCC 20 2814 DESCRIPTION BUT  KF SER ING USTO VCC 2814 DESCRIPTION BUT  KF	2-839 22-02/01/V 2-289 2-289 2-289 2-289 2-039 2-039 2-039 2-139 2-109 2	\$ 45 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$
A A A A A A A	5091/811-	89285.AE	M. P. P. NO SHITE "NAKKX I 7,4 WI VOC LIEVENE VA  WE PE NO SHITE "NAKKX I 7,4 WI VOC LIEVENE VA  WE PE NO DWINESE NO GEZONE VEREY COC LIEVE HICHELE SD  WE PE NO DWINESE NO GEZONE VEREY COLLEGE  SERVE ING OFD NO GERNANT CHO. COLLEGE  SERVE ING OFD NO GERNANT CHO. COLLEGE  SER PE COLTO NO GERNANT CHO COLLEGE  SER PE COLTO NO GERNANT CHO COLLEGE  SER PE COLTO NO GERNAND STAND  SERVE NO GERNAND STAND VCC. COLTONOR OR STAND  WE PE COLTONOR STAND "COLTONOR STAND  WE PE NO GERNAND "COLTONOR STAND  SERVE NO GERNAND STAND VCC. COLTONOR STAND  SERVE NO GERNAND "COLTONOR STAND  SERVE NO GERNAND "COLTONOR STAND  WE PE NO GERNAND "COLTONOR STAND  WE PE NO GERNAND "COLTONOR STAND  SERVE NO GERNAND "COLTONOR STAND  WE PEON WE SENT-"COLTONOR STAND  WE PEON WE SENT-"COLTONOR WE SENT-  WE PEON WE SENT-"COLTONOR WE SENT-"CO	2-834 2-20041V 2-288 2-288 2-288 2-288 2-438 2-438 2-438 2-438 2-508 2-509 2-509 2-509 2-509 2-509 2-509	\$ 48 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
A A A A A A A	509F.81.1-	89585.PE	M.D. E. MO. 28178, APPROX. 2.2, 2.4 M.S. ACC TERME AV.  M.D. E. MO. 28178, APPROX. 2.2, 2.4 M.S. ACC TERME AV.  M.D. E. MO. 28178, APPROX. 2.2, 2.4 M.S. ACC TERME AV.  M.D. E. MO. PRESERRE BO. "SECAPPE REES" " " " " " " " " " " " " " " " " " "	958-5 957-07-10-10-10-10-10-10-10-10-10-10-10-10-10-	\$ 45 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
A A A A A A A	E09N811-	89285,AE	M. DE IND 2817SE PORMON 5: \$2500 00. CCC LENDER IN M. DE IND 2817SE PORMON 5: \$2500 0. CCC LENDER IN M. DE IND 2817SE PORMON 5: \$2500 0. CCC LENDER IN M. DE IND 2817SE PORMON 5: \$2500 0. CCC LENDER IN M. DE IND 2817SE PORMON 5: \$2500 0. CCC LENDER INDERED M. DE IND 2817SE PORMON 5: \$2500 0. CCC LENDER INDERED M. DE IND 2817SE PORMON 5: \$2500 0. CCC LENDER INDERED M. DE IND 2817SE PORMON 5: \$2500 0. CCC LENDER INDERED M. DE IND 2817SE PORMON 5: \$2500 0. CCC LENDER INDERED M. DE IND 2817SE PORMON 5: \$2500 0. CCC LENDER INDERED M. DE IND 2817SE PORMON 5: \$2500 0. CCC LENDER INDERED M. DE IND 2817SE PORMON 5: \$2500 0. CCC LENDER INDERED M. DE IND 2817SE PORMON 5: \$2500 0. CCC LENDER INDERED M. DE IND 2817SE PORMON 5: \$2500 0. CCC LENDER INDERED M. DE IND 2817SE PORMON 5: \$2500 0. CCC LENDER INDERED M. DE IND 2817SE PORMON 5: \$2500 0. CCC LENDER INDERED M. DE IND 2817SE PORMON 5: \$2500 0. CCC LENDER INDERED M. DE IND 2817SE PORMON 5: \$2500 0. CCC LENDER INDERED M. DE IND 2817SE PORMON 5: \$2500 0. CCC LENDER INDERED M. DE IND 2817SE PORMON 5: \$2500 0. CCC LENDER INDERED M. DE INDERED	5-836 5-7070 F-888 5-888 5-888 5-888 5-888 5-888 5-888 5-895 5-896	\$ 45 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$
A A A A A A A A A A A A A A A A A A A	E098811-	89585.AE	MORE NO SHITES "MANIXAI 37,4 WILYOCA MERITES"  WE SHELD LOS HIS OWN "EXE SE 9" WCCLERNER NA  WE SHE THO DAYMER BY SHE	2-839 2-03/01/0 2-230 2-230 2-230 2-030 2-	\$ 25 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
A A A A A A A A A	£091/811-	89285.AE	M. P. R. NO SHITS' NAMOX I 7/4 WI VOC AM SHITS'  M. P. R. NO SHITS' NAMOX I 7/4 WI VOC AM SHITS'  M. P. R. R. NO SHITS' NAMOX I 7/4 WI VOC LIKHNE WA  M. P. R. R. NO SHILS WO. A.C. R. R. R. S. G. W. CCC LIKHNE WA  M. P. R.	0005 0005	\$ 45 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
A A A A A A A A A A A	2091/811-	89285.AE	WE B TAD 28178, APPROX 2 1, AND CHESTELD  SEE SEE SEE SEE SEE SEE SEE SEE SEE SE	\$21-5 \$2100.055	\$ 45 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$
A A A A A A A A A A A A A	£09V811-	89285,AE	M. DE IND STATES, APPRICA X 1.4 MAI ACCE TRANSE BLUE  M. DE IND STATES, APPRICA X 1.4 MAI ACCE TRANSE MAI  M. DE IND STATES, APPRICA X 1.4 MAI ACCE TRANSE MAI  M. DE IND STATES, APPRICA X 1.4 MAI ACCE TRANSE MAI  M. DE IND STATES, APPRICA X 1.4 MAI ACCE TRANSE MAI  M. DE IND STATES, APPRICA X 1.4 MAI ACCE TRANSE MAI  M. DE IND STATES, APPRICA X 1.4 MAI ACCE TRANSE MAI  M. DE IND ROTHORNEE MAI CHARLES AND ACCE TRANSE MAI  M. DE IND ROTHORNEE MAI CHARLES AND ACCE TRANSE MAI  M. DE IND ROTHORNEE MAI CHARLES AND  M. DE IND ROTHORNEE MAI CHARLES AND ACCESS THAN  M. DE IND ROTHORNEE MAI CHARLES AND ACCESS THAN  M. DE IND ROTHORNEE MAI CHARLES AND ACCESS THAN  M. DE IND ROTHORNEE MAI CHARLES AND ACCESS THAN  M. DE IND ROTHORNEE MAI CHARLES AND ACCESS THAN  M. DE IND ROTHORNEE MAI CHARLES AND ACCESS THAN  M. DE IND ROTHORNEE MAI CHARLES AND ACCESS THAN  M. DE IND ROTHORNEE MAI CHARLES AND ACCESS THAN  M. DE IND ROTHORNEE MAI CHARLES AND ACCESS THAN  M. DE IND ROTHORNEE MAI CHARLES AND ACCESS THAN  M. DE IND ROTHORNEE MAI CHARLES AND ACCESS THAN  M. DE IND ROTHORNEE MAI CHARLES AND ACCESS THAN  M. DE IND ROTHORNEE MAI CHARLES AND ACCESS THAN  M. DE IND ROTHORNEE MAI CHARLES AND ACCESS THAN A	2-839 2-2014IV 2-839 2-839 2-839 2-839 2-839 2-139	\$ 45 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
A A A A A A A A A A	E094,811-	89585.AE	MY BE YAO SHITS' YANKOX I TAY WILVEC AND SHITS'  WE BE YAO DAYING BUT COM' EXD BE 9 YOCK LINKE HIGHER BD  WE BE YAO DAYING BUT COM' EXD BE 9 YOCK LINKE HIGHER BD  WE BE YAO CHIRDNON BUT COM EXD BE 9 YOCK LINKE HIGHER BD  WE BE YAO CHIRDNON BUT COM EXD BE 9 YOCK LINKE HIGHER BD  WE BE YAO CHIRDNON BUT COM EXD BE 9 YOCK LINKE BUT COM. YOU  WE BE YAO CHIRDNON BUT COM EXD BUT COM YOCK LINKE BUT COM YOUR COM COM YOCK LINKE BUT COM YOCK LINKE BUT COM YOUR COM COM YOUR COM COM YOUR COM COM YOUR COM	958-5 917/10-75 988-5	\$ 25 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$
A A A A A A A A A A A A A A A A A A A	£091/8/103	89582.PE	M. DE PAU CRITER "NAMICA I 3 7/4 MI VOC AND SATES"  ME PAU CRITER" NAMICA I 3 7/4 MI VOC AND SATES  ME PAU CRITER" NAMICA I 3 7/4 MI VOC AND SATES  ME PAU CRITER" NAMICA I 3 7/4 MI VOC AND SATES  ME PAU CRITER" NAMICA I 3 7/4 MI VOC AND SATES  ME PAU CRITER "NAMICA I 3 7/4 MI VOC AND SATES  ME PAU CRITER" NAMICA I 3 7/4 MI VOC AND SATES  ME PAU CRITER "NAMICA I 3 7/4 MI VOC BOXINDO BE IND  ME PAU CRITER "NAMICA I 3 7/4 MI VOC BOXINDO BE IND  ME PAU CRITER "NAMICA I 3 7/4 MI VOC BOXINDO BE IND  ME PAU CRITER "NAMICA I 3 7/4 MI VOC BOXINDO BE IND  ME PAU CRITER "NAMICA I 3 7/4 MI VOC BOXINDO BE IND  ME PAU CRITER "NAMICA I 3 7/4 MI VOC BOXINDO BE IND  ME PAU CRITER "NAMICA I 3 7/4 MI VOC BOXINDO BE IND  ME PAU CRITER "NAMICA I 3 7/4 MI VOC CRITER "NAMICA I 3 7/4 MI MA  ME PAU CRITER "NAMICA I 3 7/4 MI MI MA  ME PAU CRITER "NAMICA I 3 7/4 MI MI MA  ME PAU CRITER "NAMICA I 3 7/4 MI MI MA  ME PAU CRITER "NAMICA I 3 7/4 MI MI MA  ME PAU CRITER "NAMICA I 3 7/4 MI MI MA  ME PAU CRITER "NAMICA I 3 7/4 MI MI MA  ME PAU CRITER "NAMICA I 3 7/4 MI MI MI MA  ME PAU CRITER "NAMICA I 3 7/4 MI MI MI MI MA  ME PAU CRITER "NAMICA I 3 7/4 MI MI MI MA  ME PAU CRITER "NAMICA I 3 7/4 MI	### 1970/1018  ### 19	\$ 45 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$
A A A A A A A A A A A A A A A A A A A	2091/8II-	88285.AE	MY BE YAO SHITS' YANKOX I TAY WILVEC AND SHITS'  WE BE YAO DAYING BUT COM' EXD BE 9 YOCK LINKE HIGHER BD  WE BE YAO DAYING BUT COM' EXD BE 9 YOCK LINKE HIGHER BD  WE BE YAO CHIRDNON BUT COM EXD BE 9 YOCK LINKE HIGHER BD  WE BE YAO CHIRDNON BUT COM EXD BE 9 YOCK LINKE HIGHER BD  WE BE YAO CHIRDNON BUT COM EXD BE 9 YOCK LINKE BUT COM. YOU  WE BE YAO CHIRDNON BUT COM EXD BUT COM YOCK LINKE BUT COM YOUR COM COM YOCK LINKE BUT COM YOCK LINKE BUT COM YOUR COM COM YOUR COM COM YOUR COM COM YOUR COM	958-5 917/10-75 988-5	\$ 25 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$
A A A A A A A A A A A A A A A A A A A	ebuilgrood edite	SS285,AE	M. DE PAU CRITER "NAMICA I 3 7/4 MI VOC AND SATES"  ME PAU CRITER" NAMICA I 3 7/4 MI VOC AND SATES  ME PAU CRITER" NAMICA I 3 7/4 MI VOC AND SATES  ME PAU CRITER" NAMICA I 3 7/4 MI VOC AND SATES  ME PAU CRITER" NAMICA I 3 7/4 MI VOC AND SATES  ME PAU CRITER "NAMICA I 3 7/4 MI VOC AND SATES  ME PAU CRITER" NAMICA I 3 7/4 MI VOC AND SATES  ME PAU CRITER "NAMICA I 3 7/4 MI VOC BOXINDO BE IND  ME PAU CRITER "NAMICA I 3 7/4 MI VOC BOXINDO BE IND  ME PAU CRITER "NAMICA I 3 7/4 MI VOC BOXINDO BE IND  ME PAU CRITER "NAMICA I 3 7/4 MI VOC BOXINDO BE IND  ME PAU CRITER "NAMICA I 3 7/4 MI VOC BOXINDO BE IND  ME PAU CRITER "NAMICA I 3 7/4 MI VOC BOXINDO BE IND  ME PAU CRITER "NAMICA I 3 7/4 MI VOC BOXINDO BE IND  ME PAU CRITER "NAMICA I 3 7/4 MI VOC CRITER "NAMICA I 3 7/4 MI MA  ME PAU CRITER "NAMICA I 3 7/4 MI MI MA  ME PAU CRITER "NAMICA I 3 7/4 MI MI MA  ME PAU CRITER "NAMICA I 3 7/4 MI MI MA  ME PAU CRITER "NAMICA I 3 7/4 MI MI MA  ME PAU CRITER "NAMICA I 3 7/4 MI MI MA  ME PAU CRITER "NAMICA I 3 7/4 MI MI MA  ME PAU CRITER "NAMICA I 3 7/4 MI MI MI MA  ME PAU CRITER "NAMICA I 3 7/4 MI MI MI MI MA  ME PAU CRITER "NAMICA I 3 7/4 MI MI MI MA  ME PAU CRITER "NAMICA I 3 7/4 MI	### 1970/1018  ### 19	\$ 45 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$

_ ا			EB USTOT IED LAS VIRGENES (CD. **15P 29** ACC LAS VIRGENES AD	101-299	tot
<u>.</u>	ļ		ER RRICH IND SVRIMVA CAPARATAS - LED 58 VCC IVS ARBEINER RD	101-295	101
<u>+</u>	270 <u>5</u> 3.811.	34.16552	EB (22701 IED WIGHORTWID DW 0-125 50.0 VCC AVITEA CINCIE BRAD  MB (22701 IMO 2HOLD YN' 0-125 50.0 VCC LODWIGY CYNLIGH BRAD	101-326	TOT
-	32009 811	C3331 VE	EE LELEIL AT CANGGA AV, ** F5729 ** ACC TOPANGA CANYON ELVO	101-549	TOT
3		-	WB U5101 AT CANOGA AV. ** 150 29** ACC 05 5070 AV	101-548	101
3			we uslot ind wikhetik av. •• FSP 29 ••	101-238	TOT
ď			EB LISTOT INVO RESEDA BLVD, ** FESP 29** ACC VAN ALDEN AV	101-319	TOT
- 1			VA NEGEN ELVED, **159 07** ACC VAN ALDEN AV	101-309	TOT
	tervener.	PA11.PE	EB USIO1 AT REJERANK BLVD, ISB USIO1 NO BURBANK BLVD) WB USIO1 AT REJEDA BLVD, "TSP 07" - ACC WHITE (JAK AV	101-208	101 101
3	76152.811-	PSTI.DE	WB USION AT BALEGA BLVD, **15P D7** ACC HASKELL AV	881-101	TOT
			wb usio1 ieo havvenkurst av.°°576 ot°° acc makell av	101-184	tot
3			wb usio1 at coldwater canyon av. • 400 ct• acc laurel canyon blyd	101-134	tot
			eb lestot at laurel canton givd, "Fesp 07" - acc coldwater canton av	101-159	tot
3			wa usioj ied laurel carkon blvd,••F59 07•• acc tuuinga av	101-138	tot
<u>.</u>	TIZEEBII-	TEGIL PE	28 02701 KO HICHIYAND YA' 00 KE SSOO YOC KICHIYAND YA	640-101 640-101	TOT
<u> </u>			SO USIGI IND MELICOSE AV. ** 152 27** ACC HOLLYWOOD GLYD MA USIGI AT NINE 31, ** 152 27** ACC HOLLYWOOD GLYD	690-101	tot
1 3	-		SE LISTOL ISO IN VERMONT AV, "PEPOZ"" ACC VERMONT AV	101-039	TOT
1			es netat 100 e 41M 51,° fest 02°° acc mission fid	101-00SR	RIOI
- 1			eb ito at ballona creek «150 170» acc robertson glad	10-034	OT
:			wb ito at 5 robertson blud, "" Fro act ia ciental blud	6£0-01	Oĭ
3			ES SREO INIO S RESERVORR ST, ** 15P 21** ACC 58 SR71	867-09	09
3	ZISTABII-	EESIS.AE	NA MUS ISO ROSCOS BLVD, ** PSP 10** ACC SHERMAN WAY	0E0-500	507
3			20 ko2 izo ma mayakizileh etadi «"Ezd q.« Ne koz izo ma cerlinih etadi «"Ezdo»	405-217	402
3	<del></del>		KB TOZ KO M CENTISA BIAD 00 EZEBOO 20 285 TZO M8 ISTO	2-509	3
3 3	<b></b>	-	ED SRITS AT 50 IS, "FTSP 23" ACC SEPTILVEDA BLVD	118-114	118
3			EB ITOS AT W CAPREILAL HWY, ** FEP 39 ** ACC AVIATION BLVD	105-032	501
3	l		WB ITOS TO 58 IAOS COM, ** 559 39**	HTESO-201	102
a			and shot Imo Chebba Va'eed 190. Voc Chebba Vae	621-16	16
0			ED 2HOT THIS CHEENIA VA" 0-125 Se. a VCC VII VHILIC VA	8ZT-16	16
0	88761.811-	8ET8.EE	WB 2021 IEO N LONG SEACH SLYD, ** 152 25** ACC ATLANTIC AV	311-118	16
a a			MB SRS1 10 MS IT ID COM, 00159 2000 ACC AVALON BLVD	81730-126 81730-126	75 909
0			KB BOOK NOW TELEGRAPH (D). ** F5937 ** AVE SETTING AND	\$01-509	509
- 6			58 KGS KO TELEGRAPH RD, ** ISPIE ** ACC TELEGRAPH RD	E01-509	909
			SB 1605 ISO FLORENCE AV, ** 1591A ** ACC FLORENCE AV	£60-\$09	509
G			HOS ISOS TO WE IZOS COM, ** PSPR** ACC ALONDRA BLVD	AT330-203	509
G			SB 1805 ISO ROSECRANS AV, •• F5P14 •• ACC ROSECRANS AV	590-509	509
O			E3 SREO IED DIAMOND BAR ELVD, °°FSP 21°° ACC DVAMOND BAR ELVD	852-09	09
0	-118.56295	25.27E.AE	HB R2 TEO FACHE VAN 125 GS VCC CVTENDAE BYAD	867-5	-5-
0			MB IS NO FOR LETTS EIND". LESS 31.0 - VOC FOR LETTS BYAD MB IS NO FOR LETTS EIND ". LESS 31.0 - VOC FOR LETTS BYAD	872-S	S
0		-	HE IS IND STADIUM WY, ** \$5931 ** ACC NO SPAILO	2-530	
<del>                                     </del>	_		SO IS ISO CESAR CHAVEZ AV, "" FSPOA"" ACC CEASAR CHAVEZ AV	6/1-5	5
1			NS IS JEG CEEVE CHANEZ AN, ** FSFO4 ** ACC 4TH ST	8LT-S	S
0			29 IS ISO E 4TH ST, ** FSPOA ** ACC 4TH ST	S-11-S	S
0			NA IS AT DITHALM AV, "" 5504 "" ACC DITHALM AV	8+1-5	S
0			NE IS AT DITINAN AV, " FSP04 " ACC ATLANTIC ELVD	##T-S	5
0	28170,811-	34.24385	NE NEGE SEO NOREWORF ST, "159 120" ACC BOSEOVE SLVD	\$55-50\$	<02 <02
0	7617A.811-	EDESS_AE	NB MGS IND SHERMAN WY, "FFSP 10" * ACC SKIRMAN WAY	8Zt-SOt	507
H			KE MCS TO INSITEMOOD AV, ** FSP 09** ACC HAWTHORNE BLVD	821-509	505
0			38 MOS AT HB HAWTHCRHE BLVD, **PS9 09** ACC (NGLEWDOD AV	5LT-509	50>
0			nb kos iso aritesia blvd, "•f5p 09•* acc crenshaw blvd	<b>402-164</b>	507
a	.118.31522	89138.EE	Na mastern av, "• Fep ge" • Acc Western av	402-148	507
0			nb in bellicower glvd onr to nb iccs, ** 15p19 **	1020-500	¥02
0			nb mos ego palo verde av, °°159 19°° acc knodrauf rav	\$10-\$07 800-\$07	\$0> \$02
0			SO MOS ISO E STEAMES ST, **159 19** ACC STEAMS ST TG 79664		507
-			TRINTA RO 2008 BZ 2324 ** EZ 7234 ** GER REALASTON EN TA 2004 BM	\$00-507	50>
-			ES 1210 ES 634 CT EXTE	310-484	STO
a			EM B/E XXXXP94A, TZ TILVTA G3L O.ESI B3	370-te31	370
0			EB 1210 IED M SAN DINAS AV, °°F59 38°° ACC SAN DINASS AV	510-428	370
0			wd irio iwo n san ddiasa av, "Ferd 34" acc san diimas av (wb srizio iwo sandonas av)	270-017	570
0			EBISTO IND BUENA VISTA ST. *** **** **** **** ***** **********	95E-012	570
9			WB 1210 INO ALTADENA DR. **1579 11** ACC MOUNTAIN AV	210-342	310
<u>a</u>	<del></del>		EB CLO INO ALTADEKA DR. "FES 914" ACC ALLEN AV	842-012	OTZ
- *			WEIZED AND IN HILL AV. ** F2* 12** ACC HILL AV	370-369	310
ā			wb ir 10 iwo peningalamia av, acc peningalamia av	310-165	570
q			mb shi tb imo sb r? 625 33 Yoc zyn libiayndo nd	601-811	BII
0			ES SUTTA WAS SO IS, "*152 33" * ACC SEPLIVEDA BLVD	801-811	811
0			EB SRIEB TO 58 MOS COM, "FESP 33" ACC MANVERNIEST AV	1380-811	811
0			SO ILLO SEO W FLORENCE AV. ** FEP 45 ** ACC DAGE AV	110-109	770
0	<b></b>		nb it to bo m epoberce na` evo 43 nc manchezleb na 20 it to iko imanckizleb na` evo hanchezleb na	110-168 110-165	770
0	<del></del>		KA RIJO INO MANCKESTERAY.*** F5743 *** CE MANCKESTER AV	110-166	110
<b> </b>			28 ITTO INCO CENTURY GLVD, ** FSP 81 43 **	551-011	OTT
ō			NB 1120 KG MANCHESTER AV, *** 555 BT 43***	170-124	110
a		L	28 itto 'eo m centinia etad' . • iz> 43. • vcc wvakchezleb va		330
9			kb ijto ind mb ito? ""Fed 49" acc. et 2egundo blad	110-144	110
0			SO 1110 IND W IMPERIAL HWY, **FSP 43** ALC MANCHESTER AV	110-143	170
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3			KE HOR TO ME SKROCOM" • 125 02 • VCC IV LINEW BIAD	405-255 ATB22-209	907 907
-	10000000	******	28 MCB V1.25D/17/EUV BTAD"-012b De. • VCC (ELEEBRON BTAD) 28 MCB V1.M WAVICHEZLEN BTAD" -012b De. • VCC IV CIENEUR STAD	402-232	507
<u> </u>	7838£.8££-	88196.66	NS MOS ON W MANDGESTER BLYD OFFE DEST ACC CENTURY BLYD	1255-202	SOF
		-	KE NOZ RO M CENLINU BYAD' LEWS LEW	1222-509	50>
3 4			SO MOS LO EB LTCS CON LSA e ON COTTECLOS ND	405-215T	507
<del>                                     </del>	_		28 MGC INO EB ITGC*-8256*	<b>405-213</b>	\$07
<del>                                     </del>		-	NB MO2 1D EB 1702 00% 125 80.0	61881-202	509
			28 1002 120 MB 1170" 125 13 PCC MOSINFRIDIS VA	405-127	509
	£1161.811-	TABIBLEE	[28 Feb? Ind in Iong Eerch etad" F13-13 VCC forg bever blad	990-907	405
3			MB 1402 1MD N FYREMOOD GFAD' 6-128 136-6 VCC FYREMOOD BFAD	850-203	507
1			KB WGZ TIND IS TYKEMOOD GTAD" 628 T8 YCC TYKEMOOD BTAD	920-50>	505
3			(NB 1405 JNO PALID VERDE AV, ** FSP 13** ACC PALID VERDE AV	\$10-S0\$	402
3			SR27 JNO SR1, APPROX 3 1/2 Mi	NEO-YS	LZ
al .			28 262 ICO AERDINGO BYAD' 625 32 VCC AERDINGO BYAD	2-227	
			59 SR2 ICO VERDIGO BLVD, •• FSP 35•• ACC VERDIGO BLVD	2-225	Ž
			NA SAZ JSO VERDUGO BLVD, "• (SP 35" ACC MOUNTAIN ST	3-554	310
4			(EB ISTO IEO S SINKIOMER AN, «•FER EB*• ACC SINKIOWER AN	210-438	310
	<b></b>		AND 1310 TO 28 EROS COM WIS 33 VCC EMMEMONTE VA	81736-015	210
			MB ISTO VAO 2 MAHUTE VA' 0.025 58.0 VCC WAHUTE VA	210-335	210
3			EB IZID IEO N MICHILINDA AV, ** FSP 11** ACC MICHILINDA AV	310-304	210
3 -			WE IZED TWO NELNEE AV, ** 0 FSP 121** ACC LARE AV	210-229	210
	<del></del>		EB 1219 JWO PERINSYLVARIA AV, ACC LOWELL AV	310-164	310
3 -	<del> </del>		EB ISTO MAO 17 JUNY CANYON RD, ACC SURILAND GLVD	210-138	510
			WE ISTO IND LA TURK CANYON RD, ACC LA TURK CHAYON RD	S10-132	310
1	····		EB 1310 IMO IV JUKV CVALION RD' VCC SUNITAND BLVD	210-134	210
3			EB ID DO IND ITY CANTON RD, ACC SURLAND BLYD	210-128	310
3			WIB 1310 IED WHEVITAND AV, ACC SUNIAND BLVD	210-105	270
4			WB 1210 TO SE IS COIN, ACC YARWELL ST	T200-015	210
3			EB 1310 IS, ACC N 33	510-00¢	210
ď			PACIFIC COAST HWY IND DECIER FD, 6/10 MI	T-605	- 1
			SA SATA ISO AVENUE L ADE AVENUE H	689-91	14
1			SE SUTY TO VARIANT T VCC VARIANT I	649-91	14
3			28 SHIF ISO BANKHO ARIJA BIYAY 1/2 MI ACCAVENUE P°155 A1°°	609-91	34
4			28 SUTO NO VAEKILE 2" T G/S INI VOC VAEKILE 20-626 UT 0-0	7¢-265	) id
			NB SUITE THE PROFESS LOSS AS 40.0 MI PCC. REVISEOGROW HAA.	14-228	
			28 SUTY IND VARGETS LOWEST MAA' LED 41 7\S WI VOC VARINE 2	14-224	pī
3		• •	ENS SAIA INO SANTIAGO RD, **15P 41** 1 MI ACC SANTIAGO RD RS SAIA INO ANGELES FOREST HWY, **15P 41** 1/3 NI ACC PEABELDSSOM HWY	812-51	21
			28 2814 ISO CROWN AVITLE BD 1 1/4 MI VCC CROWN AVITLE BD629-41	5477	91
<u> </u>	<del></del>		SESTING ECO WAND FILE OF THE WAY OF THE SESTION AND THE SESTION OF	30-70	ÞĪ
			28 SHI Y RO MYED BO' 3/4 MI YOC MYED BO LESS 410.	14-459	PT
3		-	SE SRIA ISO WAND RD, ACC WAND RD AT SUNDATIVE FEE	550-01	Id
1 3	<del></del>		KB SRIA INO ESCONDIDO CANYON RD, 1 1/2 MI ACC ESCONDIDO CANYON RD *** 557 67 41***	14-448	ÞĬ
			KB 381A KD ESCONDIDO CANYON RD, (S NO ISO ESCONDIDO) *** FSP 42 ***	14-454	bï
3	<del></del>		KR 28/FF INO VERTY CRITCE CYMLON BD 1 1/3 MI VCC VERTY DRIFCE CYMLON BD .0.126/FF	pīb-bī	ÞĪ
1			29 2814 TRO YEAR DATEE CYMLON BD'-0-126-410-3/4 PRI YEC EZCONOIDO CYMLON BD	14-409	14
3			KR 28TG IND VERY DRIFEE CYMLOH ED' HE TG THO VERY DRIFEE	14-408	34
3			28 2814 RO ESCOKIDO CYMADN KD' ace 125 47 ace	505-01	pt
3			AD SATA IND AGUA DULCE CANYON RD. "F59-43" . 75 MILES DIO AGUA OULCE	10-01	34
4	S3E811-	394.05	28 SUT & TAD SHEGKE CYALDA ED? LED 54 VCC VERY DRICE CYALDA EDIED 5000.	STE-P!	<u> </u>
	l .		INB SHIP INO SERING CRANDN ED' . • SEDST • • STON WILD FOR STONE OF LEWENERMONT	202 47	
<u> </u>				74-368	14
			KB2H14 IKO SYKID CYKLICH KD' ŁEŁ 54 YCC ZYKID CYKLION KD	14-338	Ι¢
			nd but ind epild conlider ut" -0.525 sq voc epild currider ut ind but of vard conlider ut" -0.525 sq voc at burgerey	14-336 14-338	DI DI
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			(M3 2114 UND EVALOR ED" -0-125 54-0 VCC EVALOR ED  183 2114 UND EVALOR ED" -0-125 54-0 VCC EVALOR ED  183 2114 UN AIV BAUECZEY -0-125 54-0 VCC ATV BIRKCEZY  183 2114 UN AIV BAUECZEY -0-125 54-0 VCC ED ENA ANTIEL ED  21EVEY HAAA OKE LD 23 2KIY * -0-125 54-0 •  21EVEY HAAA OKE LD 23 2KIY * -0-125 54-0 •	14-318 14-318 14-318	pi pi pi
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			(M3 2114 UND EVALOR ED" -0-125 54-0 VCC EVALOR ED  183 2114 UND EVALOR ED" -0-125 54-0 VCC EVALOR ED  183 2114 UN AIV BAUECZEY -0-125 54-0 VCC ATV BIRKCEZY  183 2114 UN AIV BAUECZEY -0-125 54-0 VCC ED ENA ANTIEL ED  21EVEY HAAA OKE LD 23 2KIY * -0-125 54-0 •  21EVEY HAAA OKE LD 23 2KIY * -0-125 54-0 •	1705-91 14-308 14-318 16-318 16-338	DI DI DI DI DI
4 4 4			HERRIT IND RYAD CHALDIN ED' -0:E35 \$74.0 FOC EYAD CHALDIN ED  HER SETA VERYAD CHALDIN ED' -0:E55 \$74.0 FOC EYAD CHALDIN ED  HER SETA VERYAD CHALDIN ED' -0:E55 \$74.0 FOC EYAD CHALDIN  HER SETA VERYAD ER SETE ER SETA SETA SETA SETA SETA SETA SETA SETA	14-328 14-324 14-328 14-328 14-328 14-328 14-328	pi pi pi pi pi
4 4 4			(M2 2UT UIO ZYNLO CYNLON ED' -0:E55 \$74. VCC ZYND CYNLON ED  1/8 2UT UI ZYND CYNLON ED' -0:E55 \$74. VCC ATV BIRNCEEZY  1/8 2UT UI ON CHINGEZY -0:E55 \$74. VCC ATV BIRNCEEZY  1/8 2UT UIO AN UINGEZY -0:E55 \$74. VCC COURLO CYBY BIRNE  1/8 2UT UIO ZYN EENYMOD ED' -0:E55 \$74. VCC COURLO ED  1/8 2UT UIO ZYN EENYMOD ED' -0:E55 \$74. VCC ZYN EENYMOD ED  1/8 2UT UIO ZYN EENYMOD ED' -0:E55 \$74. VCC ZYN EENYMOD ED  1/8 2UT UIO ZYN EENYMOD ED' -0:E55 \$74. VCC ZYN EENYMOD ED  1/8 2UT UIO ZYN EENYMOD ED' -0:E55 \$74. VCC ZYN EENYMOD ED  1/8 2UT UIO ZYN EENYMOD ED' -0:E55 \$74. VCC ZYN EENYMOD ED  1/8 2UT UIO ZYN EENYMOD ED' -0:E55 \$74. VCC ZYN EENYMOD ED  1/8 2UT UIO ZYN EENYMOD ED' -0:E55 \$74. VCC ZYN EENYMOD ED	14-328 14-328 14-328 14-328 14-563 14-563 14-563 14-563 14-563 14-563 14-563	DI D
4 4 4 5			TO SHIP IO SAND CHYCH HD, "0-559 24" ACC FORSET LAWN DR.  HAS SHIP AT SAND CHYCH HD, "0-559 24" ACC ALC SHE SHE HAS SHIP AT SHE CHYCH HD, "0-559 24" ACC ALC SHE SHE HAS SHIP AT SHE CHYCH HD, "0-559 24" ACC ACC SHE SHE SHE HAS SHIP AT SHE	16-338 16-338 16-338 16-338 16-339 16-339 16-369 16-369 134-068 134-068 134-068	PET PET PET PET PET
4 4 4 5	SOSCIETT	\$67551.45	(M2 SUTE UNO SYNLON CYNLON ED" -0:E55 374. VCC. ATA BURKEETSY  18 SUTE US AND CYNLON ED" -0:E55 374. VCC. ATA BURKEETSY  18 SUTE US AND BURKEETSY  18 SU	14-338 14-338 14-336 14-326 14-226 134-118 134-118 134-126 134-126 134-026 134-026 134-026	PEI PEI PEI PEI PEI PEI PEI
4 4 4 4 5 4 5	SOSCERT	E0251'vE	HE SHIFW IND SYNDONLOR ND' -0-125 340. VOC SYND CYNLOR ND  188 SHIF VILO SYND CYNLOR ND' -0-125 340. VOC AND REMOVED  188 SHIF VILO SHIP REMOVED STATE A STATE	16-338 16-32 16-32 16-32 16-32 16-32 16-32 16-32 130-106 130-106 130-061 130-062 130-062 130-062 130-062	pi pi pi pi pi pi pei pei pei pei
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1	Z6STZ:9TT-	1980'96	HERSELY BUG VANDO CONADON BOD "6455 374.0 VEC AND MERCEDY  HERSELY BUG VAN DEMOGRAPY "6455 374.0 VEC AND MERCEDY  MERCEDY BUG AND DEMOGRAPY "6455 374.0 VEC AND MERCEDY  MERCEDY BUG AND DEMOCRAPY "6455 374.0 VEC AND MERCEDY  MERCEDY BUG VAN DEMOCRAPY "6455 374.0 VEC AND MERCEDY  FREEDY BUG VAN DEMOCRAPY BUG VAN DEMOCRAPY BUG VAN DEMOCRAPY  FREEDY BUG VAN DEMOCRAPY BUG VAN DEMOCRAPY BUG VAN DEMOCRAPY  FREEDY BUG VAN DEMOCRAPY BUG VAN DEMOCRAPY  FREEDY BUG VAN DEMOCRAPY "6455 34.0 VEC AND MERCAPY BUG VAN DEMOCRAPY  FREEDY BUG VAN DEMOCRAPY "6455 34.0 VEC AND MERCAPY BUG VAN DEMOCRAPY  FREEDY BUG VAN DEMOCRAPY BUG VAN DEMOCRAPY  FREED	10-338 10-338 10-339 10-330	PI P
3 3 3 3 3 3 3 3 4 3 3 3 4 4 3 3 4 4 4 4		1980'96	HE SELTY US OFWED CHALDEN ED'. 19, 25, 25, 40. VOC ZYROUND ED  HE SELTY US AND CHALDEN ED'. 19, 25, 25, 34. VOC. ATA PARKEEZY  ME SELTY US AND VERSICEZY -1, 18, 25, 24. VOC CATA PARKEEZY  HE SELTY US AND VERSICEZY -1, 18, 25, 24. VOC COURSE AND ED  THE PARKEE HE SELTY -1, 18, 25, 24. VOC COURSE AND ED  THE SELTY US AND VERSICEZY -1, 18, 25, 24. VOC COURSE AND ED  THE SELTY US AND SYN LEERWAND BY -1, 25, 25, 24. VOC CATA PARKEEXY  THE SELTY US PROFESSOR SYN -1, 18, 25, 24. VOC CATA PARKEEXY  THE SELTY US PROFESSOR SYN -1, 18, 25, 24. VOC CATA PARKEEXY  THE SELTY US PROFESSOR SYN -1, 18, 25, 24. VOC CATA PARKEEXY  THE SELTY US PROFESSOR SYN -1, 18, 25, 24. VOC CATA PARKEEXY  THE SELTY US PROFESSOR SYN -1, 18, 25, 24. VOC CATA PARKEEXY  THE SELTY US PROFESSOR SYN -1, 18, 25, 24. VOC CATA PARKEEXY  THE SELTY US PROFESSOR SYN -1, 18, 25, 24. VOC CATA PARKEEXY  THE SELTY US PROFESSOR SYN -1, 18, 25, 24. VOC CATA PARKEEXY  THE SELTY US PROFESSOR SYN -1, 18, 25, 24. VOC CATA PARKEEXY  THE SELTY US PROFESSOR SYN -1, 18, 25, 24. VOC CATA PARKEEXY  THE SELTY OF THE SELTY -1, 18, 25, 24. VOC CATA PARKEEXY  THE SELTY OF THE SELTY -1, 18, 25, 24. VOC CATA PARKEEXY  THE SELTY OF THE SELTY -1, 18, 25, 24. VOC CATA PARKEEXY  THE SELTY OF THE SELTY -1, 18, 25, 24. VOC CATA PARKEEXY  THE SELTY OF THE SELTY -1, 18, 25, 24. VOC CATA PARKEEXY  THE SELTY OF THE SELTY -1, 18, 25, 24. VOC CATA PARKEEXY  THE SELTY OF THE SELTY -1, 18, 25, 24. VOC CATA PARKEEXY  THE SELTY OF THE SELTY -1, 18, 25, 24. VOC CATA PARKEEXY  THE SELTY OF THE SELTY -1, 18, 25, 24. VOC CATA PARKEEXY  THE SELTY OF THE SELTY -1, 18, 25, 24. VOC CATA PARKEEXY  THE SELTY OF THE SELTY OF THE SELTY -1, 18, 25, 24. VOC CATA PARKEEXY  THE SELTY OF THE SELTY OF THE SELTY -1, 18, 25, 24. VOC CATA PARKEEXY  THE SELTY OF THE SELTY	10-338 10-338 10-339 10-330	PI P

9			SE MICS ISO N LAIZWOOD BLVD, **FSP 19** ACC SPRING 57	SE0-S09	403
9			IND PAGE THO IN EXECUTION OF DAY, WITH THE PAGE BEAUTIONER BLVD	<b>402-034</b> 3-134	Z 702
9			IND SEES IND MOTER OF "6-829 240" ACC COLDEN VALLEY RD	14-306	Þī l
<u> </u>			EB 20134 TO DE CONCESSION STAD LEED 34% ACT COURSE AND	134-008	PET
			MB SHITH VAD SE MOS " LED 33.0. VCC SENTIAEDV EIAD	760-811	118
5			KB NTO WAD ED NOW LES 43 VCC EF 2500 MOD GFAD	110-105	110
-5			SB 11 10 GO W AKAREIM ST, ACC AVAREIM ST	250-011	110
9			WE ITO IND IN CITRUS ST, "159 12" ACC EASTANCA ST	\$2E-01	OI
9			NA NIATH WO W SUNSET BLVD, ""FIS 270" ACC FOUNTAIN VY	101-024	tot
3			XVAVA DUME BO 180 NEWLON CYMLON BD' 3'4 WHEEZ	N9-130	_ 6N
3			KANAM DUME RD ISO NEWTON CANYON RD, A MULE	860-6N	6N
ď			MULHOLLAND HWY 1ED LAS VIRGENES RD, APPROX 1.1 MILES AT VIEWSITE	WU-232	UM
- 1			MULKOLLAND HWY 150 WASHN DUWE 810, 3 MALES MULKOLLAND HWY 150 KANAN DUWE 820, 5 MALES	WN-134	מח
3			LAKE HUGHES FO NO TAYLOR CHATON, I MILE STO	861111	H)
٠			WAS STAN OSE IECS, 0979 150° ACC PROMER BLVD	691-16	16
<del></del>			CALE STOROGO CON, " SET 923 " SET 923", MCO COST 1692 83	21881-16	16
4		_	EB 2831 10 HB RCC CON LES 120. ACC SELLFLOWER BLVD	AT881-16	16
-			ar ind an care experience and the state of the property of the state o	591-162	16
- 1			mb 2831 110 fyig.mood etad: 25 170. Voc etitleomes etad	741-16	t6
3			MB 2831 1MD fyremdod etad' 126 12 VCC fyremdod etad	SD1-16	16
± ±			WB STOS TO HE ILLIO COM, ** 152 26** ACC AVALON BLVD	ATT30-£6	16
4			EB SEGT INCO S WAIN ST FSP ZE-• ACC FIGURIOA ST	990-16	T6
1			END TO WE WANT OF THE PARTY OF	710-2671C	01/
			58 D10 AT NB IS, *** F3923 ** ACC 380 ST	251-017	017
4			28 1710 ko boseckak av, "**159 20** acc koseckaks 18 1710 ko boseckak av, ***159 20** acc koseckaks	7221-017	012
			KA DITO AT ES ILLOS, 01/159 2000 ACT SIDELICANIS	1221-017	014
	<b> </b>		KA DILOS COR, ** FEFED ** ACE ROSECRANS AV	15221-017	017
			(NS SR73 AND WY VALLEY BLVD, ACC VALLEY BLVD.	800-14	T/
1 -	<del></del>		EB 1510 TO 50 180 COM 152 28 FOE MICHINIAN AV	525-209	509
-;			WOO OISTI 63 OT 2008 EW	ATA25-200	509
<del>                                     </del>		-	(METERW TA 2001 BM), (DVIB RESTEWN TA 2001 BM)	VET-509	909
1			NA NOZUALZON AV, ** TE927 ** TE927 ** TE927 **	511-509	\$09
1	E2880.811.	7682EE	28 HEDE TRO STVITEON WY LEB33 VCC STVITEON VA	601-509	909
- 1			VA NO2UAIS 700, 00 FEG27 00, GR HAARBALDT NOT 2021 62	902-102	509
4			SO RECE TEO DIVERSIAL HAW, ** FEBTA *** ACC FREETONE BLVD	610-209	909
3			KS 1505 TO EB 5691 COM, ** 1591.4 ** ACC 50UTH 5T	AT340-203	909
4			WE SECO INCO SESSENDIR ST, **FP 21** ACC RESERVOIR ST	(60-59)	
	20236.711-	56300.4E	WE SRED IND SE ROS, ** FSP 13 ** ACC CROZSRANDS PRIVE EB SRED IND SE ROS; ** FSP 13 ** ACC CROZSRANDS PRIVE EB SRED IND SE ROSTRINDA BLUD, ** FSP 13 ** ACC CROZSRANDS PRIVE	(40-178 (411-09)	09
	<u> </u>		63 SAED INNO PARAMOUNT DLVO, ** 159 13 ** ACC CARBITALD AV	890-09	09
<del></del>			SS IS ISO SALES, APPROX 1/5 MI ACC QUALL LAKE RD	\$t8-5	5
- 1			28 is teo hungra valtey ad, approx 1 mi	691-5	5
1	<b></b>		NO IS ISO SMOKEY BEAR RD, APPROX 1 MI ACC VISTA DRI LAGO RD	894-5	S
1	<del> </del>		29 IZ IMO AIZLY DEF TVEO ISD" VCC HITMEISA AVITEA ISD	674-5	5
			NE IS DRO VISTA DEL LAGO RD, ACC VISTA DEL LAGO RD	876-5	S
1			NB 12 ISO ARITA DEL LAGO RD, ACC TEMPLIN HIVY	857-2	S
3			28 IS INO CHERRY CANYON APPRICA 4 4/5 MI NÃO ACC VISTA DEL LAGO RO	604-5	<u> </u>
3			NB IS IND TEMPIN HWY, APPROX 4 4/5 MI ACC TEMPIN HWY	807-2	5
	E3508.711-	TE20.PE	VA JUMAT 2014 ** . • . 129 36 ** . VA JUMAT CON TERE ON	530-72	<u> </u>
			SE IS IND JEWPLIN HWY, APPRIXX & 1/3 MII ACC YIETA DEL LAGO RD INB IS IND OSTITO CANTON, APPRIXX & 1/3 MII ACC TEMPLIN HWY	90L-S	5
<u> </u>	<b></b>		KIS IS IND THE ISLANDS, APPROX 3 4/5 MI ACC TEMPLIN HWY	869-5	5
-			NA IS IND TEMPLIN HAVE, APPROX 3 4/10 NG MCC TEMPLIN HAVY	969-5	\$
1			58 IS IND TEMPLIN HWY, APPROX 2 4/5 MI ACC VISTA DEL LAGO RD	689-5	S
1 3	<del>                                     </del>		28 IZ TEO HINNOHA NYTTEA KO	289-2	S
<del>- ;</del>	<del>i</del> -		28 IZ IZO HINKIHA AWITEA KO	649-5	\$
			NB IS IND TEMPILIA HWY, APPROX 1 9/10 MI ACC TEMPILIA HWY	849-5	S
4			58 IS INO TEMPUN HWY, APPROX 3/4 INI ACC VISTA DEL LAGO RD	699-5	
3			29 IZ TZO LEWITIN KWA' YISHKOX 7 IKI YOC LEWITIN KAAA	619-5	S
			NB IS 150 TEMBRIN MAY APPROX 1 MI ACC LAKE HUGHES RD	899-5	5
- +			59 IS AT CHP RD, ADDRICH NAY TG X  INS IS JNO CHP RD, ADDRICH JA AL ACC LAKE RUGHES RD	689-S	<u> </u>
			SS IS ISO CHP RD, APPROX L/Z ALI ACC TRAPLIN HWYY	563-2	5
1 4			INS IS ISO CHP RD, APPROX 1/2 MI ACC LAME HUGHES RD	163-5	5
1 1	<del>                                     </del>		NB IS ASO CHP RD, APPROX 1 MU ACC LANS HUGHES RD	829-5	5
1 3			SS IS INCOLAKE HUGHES RD, APPROX 3 3/4 MI ACC TEARPIN HWY	\$19-S	5
	<del> </del>		KR IS IND LANE HUGHES RD, APPROX 3 3/4 MI ACC LANE HUGHES RD	719-5	S
1	<del>                                     </del>		28 IS THO TAKE HUGHES FD, APPROX 1 MI ACC TEMPLIN HWY	509-5	5
3			kb iz tno hyziel cynlon kd' "Geecybe vbev" "Glzb 45., vddx 3/4 mi voc hyziel cynlon	745.5	S
-			58 IS ISO CALGREDYE GLYD, ACC LYONS AV	284-2	5
3			KB IS 200 CALGROVE BLVD, APPROX 1 MI ACCRE SR14	897-5	5
- 1			60 E 121.0 COM •• TRU •• ACC 585/61.4	BISNO-S	5
3			99 E E E E E E E E E E E E E E E E E E	AT246-2	
3	ļ <u> </u>		KB R D GB R D COW ( KB R D D GB R D COW)	5-419TB	S
-	<b> </b>	ļ	58 EI JRO WB SRIEM, SB 5 TK LIKS TRANKI TO 58 S	755-2	
-	<del> </del>		TE COLARO COLO CARRO STORMAN S	#92-S	3-
<del>- :</del>	<del> </del>	<del></del>	48 E. INO. LOS FELIZ BLVD. **FSP 31** ACC COLORADO 57	552-5	-
1 1	<del> </del>		KS IS ISO GLEWDALE GLUD, ** 529 31 ** ACC FLETCHER DR	PET-S	5
3	<del> </del>	<del></del>	SE IS AT MISSION RD, ** 15704 ** ACC GROADWAY	681-5	
<del>  ;  </del>	<del>                                     </del>	<b>—</b>	CTI NORZEM ACC PAZZANON FED	2-188	S
<b>-</b>			SE IS IND GASSTELD AV, ** FSPOR ** ACC WASHINGTON BLVD	601-5	S
adAs	acondoros as-	00000551 Size	ြည်းကျားသေ	2 fürgampes	ROUTE
edyl bathesii edyl	ebutignos esti	oburbal sri2	റാലാവിലാന്ഗ്	Seriember	egnog

X		7	ANGELES FOREST KWY AT MIT EMMA RD	690-EN	EN
×			AAA CHYTIGHTIAN OIS TUS	919-1	7
M	EESEE TII.	SECET DE	MB ISTO IMO ISMINDYIE YA' IZO S8 YCC AEYKON YA	510-379	370
1	ESZOB'BIT-	EBOTT. AE	NE IS IND SRIZE, RARGON 1/3 MI ACC QUAR LAKE RD	5-82¢	S
1			28 is to dynke hd' eccyde yney is o y o o o o o o o o o o o o o o o o o	282-2	5
n n			NE IS ISO WAGIC INDUNTAIN PRIVY, *** *** *** *** *** *** *** *** *** *	875-5	5
1			WB RIG IEO PARTON ST, ACC 03502RKE ST	510-029	310
1			IM GIVE, GRA AREAN HEINTWY TA LIRE	874-1	<b>T</b>
ı			eb natol teo fva alixeentr lddezd 33 vcc 20 fva alixeentr led	101-308	TOT
1			EB RIZTOT VMO ANTIEL CUSCIE ETAD LED 53 PCC LIPEKMAN CHTEREVE	642-101	TOT
1			VA 05102 35 0**, VA 0102 35 1011 101101 83	107-539	TOT
7			WA USION IND HASHEIL AV. ** FOC HASHEIL AV	821-101	TÓT
K			ESS 150 FULLERTON FO, ** PEP 20 ** ACC ARLEA AV	161-09	09
Ж			WB ISTO IEO N GALDWIN AV. ** 652P 32** ACC SANTA ANTA AV	210-315	310
K			WB 1210 IEO TERRA BELLA ST, ACC OSGORNE ST	210-015	570
K			RE ILLO AT MARTIN LUTHER KING AR BLYD, "FISP 42" NB FLLD ON CASPOCL O/PASS	1109-194	ADTT
K			ES ITTO AT W 42ND 51,°° FSP02°° SB 1110 ON CARPOOL O/PASS	1105-183	ADTT
K			KB IIIO VI M AEKHON AN' LED 43 KB IIIO ON CVENOOF DAEKBAZZ	1105-135	4011
K			28 IITO VI M AEIRON NA` LED 43 28 IITO ON CVESOOF OAEBY22	<b>ब्हा-कारा</b>	1105
K			KB 1178 RO EXSORIUM BFAD" ««EZS-43»« KB 1170 CM CYENDOF CNEEN/22	1709-188	1105
K			28 II to ino m Sivicon an' 0.126 470° 28 II to dh cairdag o caeiraz	TBI-9011	1105
X			nd 1110 ind w strucor av. •• F5P 43•• nb 1110 cm carboll overpass	381-9011	1106
K			ES UTIONO W SERVICION AV. ** 1529 62** SE ITIO ON CARDOOL OVERVES	281-9011	1105
×			ke itto ind w siauson av, "Pep 43" ine itjo ch carpool overpals	1109-184	1705
K			KS 1110 IND W SIAUSON AV, "FEP 43" NB 110 CN 8000 OVERPASS	1109-182	1106
K	-118.27492	STASO.AE	Ha illo at ieffeison glvd, ** f5f01 * acc expesition blvd	110-504	TTO
ຄ			AND FRANCISCULTO CANYON RD AT LEGNA DIVIDE FIRE RD	£00-35	35
9			AG SLOWINGS TA YWN GYALLONLUM	WN-122	UM
9			GVJB RAVES RIQ, ** 629 ** 52 ** A23 ** 62 GELLFLOWER BLVD	971-19	16
9			28 LUTO INO MIS ITO" L2653 VCC AVITEL EFAD	710-267	710
9			KB LITO INO MB ITO' 12653 VCC LFOSVI DB	710-266	017
ຄ			28 NOS ISO BEVERLY BLVD, ** FSP37 ** ACC BEVERLY BLVD	\$91-509	509
9			CATE AND GRANDED BAR GLVD, "159 21" ACC DIAMOND BAR GLVD	610-25	LS C
9	L		NO IS IND E BUSBAKK BLVD, **FSP 31** ACC BURBANK BLVD	852-5	5
9			ES RE ROOMESLESS VA	2-365	5
9			29 MOS IRO M WYMONEZLEW BYAD" LZB OR WCC IV CIENEGY BYAD	EEZ-507	507
9			KB MOS AT W MANKKESTER BLVD, "159 05" ACC CENTURY BLVD	405-232	507
ဓ			KB MOS AT W MANUCKESTER BLVD, * 155 06**	405-228	
9			28 MCE RO WE LIDE, C-120 Co.	512-509	\$07 \$02
9			HA MOS IND M INSERTY HAN' - 123 C - 1	402-S74	
9			KIS MOZ IMO M KOZECKYKI VA 125 03 YCC KOZ KISKI VINOK VA	96T-509	S07
9	<del></del>		GVIS INC INCLEMENTAL TO SEE THE STATE OF SECUL AND SECUL OF SECURIOR SECURIOR SECUL OF SECUL OF SECUL OF SECURIOR SECURIOR SECURIOR SECURIOR SECURIOR SECUL OF SECUL OF SECURIOR SECURI	402-184 402-184	507
9			SB MOS KO RE CARSON ST, **159* 20** ACC CARSON ST HB MOS KO RE ARSON ST, **159* 20** ACC CARSON ST	402-138 402-102	\$07
9dAL			SA MAN KAN ELBERNA TZ ***********************************		307
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