Metro

Los Angeles County Service Authority for Freeway Emergencies
Motorist Aid
One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Conference Room



Agenda - Final

Thursday, June 25, 2015

9:00 AM

One Gateway Plaza, Los Angeles, CA 90012, 3rd Floor, Metro Board Room

LA SAFE

Eric Garcetti, Chair
Mark Ridley-Thomas, 1st Vice Chair
John Fasana, 2nd Vice Chair
Michael Antonovich
Mike Bonin
James Butts
Diane DuBois
Jacquelyn Dupont-Walker
Don Knabe
Paul Krekorian
Sheila Kuehl
Ara Najarian
Hilda Solis
Carrie Bowen, non-voting member

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A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board should be submitted in person at the meeting to the Board Secretary. Individuals requesting to speak on more than three (3) agenda items will be allowed to speak up to a maximum of three (3) minutes per meeting. For individuals requiring translation service, time allowed will be doubled.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for up to three (3) minutes per meeting and may speak no more than once during the Public Comment period. Speakers will be called according to the order in which the speaker request forms are received. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

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- Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course
 of said meeting.
- A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

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The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER

ROLL CALL

1. APPROVE Minutes of the Regular Board Meeting on May 22, 2014. 2015-0962

<u>Attachments:</u> L.A. Safe Board Meeting Minutes on May 22, 2014

2. CONSIDER: 2015-0442

- A. authorizing the Chief Executive Officer to execute Modification No. 36 to Contract No. 06SAFE035 Motorist Aid Travelers Information System (MATIS) with the IBI Group Inc. (IBI) to extend the period of performance by 24 months from July 1, 2015 to June 30, 2017, and increase the contract value by \$7,795,919, from \$36,111,432 to \$43,907,351; and
- B. approving an increase to Contract Modification Authority (CMA) for Contract No. 06SAFE035, MATIS with IBI to support the system improvements in the amount of \$779,592; thereby, increasing the total CMA from \$5,656,106 to \$6,435,698.

Attachments: Attachment A - PROCUREMENT SUMMARY

Attachment B- CONTRACT MODIFICATION /CHANGE ORDER LOG

3. ADOPT the **Fiscal Year 2015-2016 (FY16) budget** in the amount of \$12,309,099 for the operation and administration of the Los Angeles County Service Authority for Freeway Emergencies (SAFE). This budget amount includes the annual funding allocations to:

2015-0444

- A. the agreement with the Public Transportation Services Corporation (PTSC) for direct labor and administrative support services in the amount of \$2,176,099; and
- B. the agreement with the Los Angeles County Metropolitan Transportation Authority (MTA) for Freeway Service Patrol (FSP) in the amount of \$2,000,000.

<u>Attachments:</u> ATTACHMENT A-Proposed Fiscal Year 2015-2016 Budget Summary

ATTACHMENT B - FREEWAY EMERGENCIES
Freeway Emergencies Notes and Assumption

4. 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).

<u>2015-0445</u>

Attachments: Attachment A-Call Box Assessment Study

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

Adjournment



Metro

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

Board Report

File #: 2015-0962, File Type: Informational Report

Agenda Number: 1.

SAFE BOARD MEETING JUNE 25, 2015

SUBJECT: LA SAFE BOARD MEETING MINUTES HELD MAY 22, 2014.

APPROVE Minutes of the LA Safe Board Meeting on May 22, 2014.

ATTACHMENTS

Attachment A - Regular Board Meeting Minutes on May 22, 2014

Los Angeles County Service Authority for Freeway Emergencies



Motorist Aid
One Gateway Plaza
Los Angeles, California 90012-2952
213.922.5652 | tasafe.net

MINUTES

LOS ANGELES COUNTY
SERVICE AUTHORITY FOR FREEWAY EMERGENCIES
(SAFE)
REGULAR BOARD MEETING
BOARD OF DIRECTORS
Metro Headquarters
3rd Floor - Board Room
One Gateway Plaza
Los Angeles

Thursday, May 22, 2014 - 9:30 a.m.

Called to order at 9:50 a.m.

Directors Present:

Diane Dubois, Chair Eric Garcetti, 1st Vice Chair Mark Ridley-Thomas, 2nd Vice Chair Mike Bonin John Fasana Don Knabe Paul Krekorian Ara J. Najarian Carrie Bowen, non-voting member

Chief Executive Officer – Arthur T. Leahy
Board Secretary - Michele Jackson
Acting Ethics Officer - Karen Gorman
Inspector General – Karen Gorman
General Counsel - County Counsel

1. APPROVED Minutes of Regular Board Meeting held February 27, 2014.

JF	PK	MA	PO	ZY	EG	DD	DK	MRT	AN	GM	JDW	MB
Υ	Y	Α	Α	Α	Υ	Υ	Υ	Υ	Υ	Α	Α	Υ

2. AUTHORIZED the Chief Executive Officer to award a 6-year base with two, 2-year options, firm fixed price Contract No. PS14SAFE005 to Case Systems, Inc. to provide maintenance services to the Kenneth Hahn Call Box System in an amount not-to-exceed \$10,219,598.

Ī	JF	PK	MA	РО	ZY	EG	DD	DK	MRT	AN	GM	JDW	MB
	Υ	Υ	Α	Α	Α	Υ	Υ	Υ	Υ	Υ	Α	Α	Υ

- 3. ADOPTED the Fiscal Year 2014 2015 (FY15) budget in the amount of \$16,609,503 for the operation and administration of the Los Angeles County Service Authority for Freeway Emergencies (SAFE). This budget amount includes the annual funding allocations to
 - A. the agreement with the Public Transportation Services Corporation (PTSC) for direct labor support in the amount of \$2,427,903; and
 - B. the agreement with the Los Angeles County Metropolitan Transportation Authority (MTA) for Freeway Service Patrol (FSP) in the amount of \$5,000,000.

JF	PK	MA	РО	ZY	EG	DD	DK	MRT	AN	GM	JDW	MB
Υ	Υ	Α	Α	Α	Υ	Υ	Y	Υ	Υ	Α	Α	Υ

4. Public Comment – none.

ADJOURNED at 9:54 a.m.

JF = J. Fasana	ZY = Z. Yaroslavsky	MRT = M. Ridley-Thomas	PK = P. Krekorian
MB = M. Bonin	EG = E. Garcetti	AN = A. Najarian	
MA = M. Antonovich	DD = D. DuBois	GM = G. Molina	
PO = P. O'Connor	DK = D. Knabe	JDW = J. Dupont-Walker	

Prepared by: Collette Langston, Board Specialist

Michele Jackson, Board Secretary



Metro

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

Board Report

File #: 2015-0442, File Type: Contract Agenda Number: 2.

SAFE BOARD MEETING JUNE 25, 2015

SUBJECT: CONTRACT NO. 06SAFE035 MOTORIST AID TRAVELER INFORMATION SYSTEM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. authorizing the Chief Executive Officer to execute Modification No. 36 to Contract No. 06SAFE035 Motorist Aid Travelers Information System (MATIS) with the IBI Group Inc. (IBI) to extend the period of performance by 24 months from July 1, 2015 to June 30, 2017, and increase the contract value by \$7,795,919, from \$36,111,432 to \$43,907,351; and
- B. approving an increase to Contract Modification Authority (CMA) for Contract No. 06SAFE035, MATIS with IBI to support the system improvements in the amount of \$779,592; thereby, increasing the total CMA from \$5,656,106 to \$6,435,698.

ISSUE

Southern California 511, a component of the MATIS Program, is an operational system that provides real-time traveler information and motorist aid services. The current vendor operates the system. Since program implementation, technology has progressed to a point where the current system is outdated and becoming more difficult to maintain. While staff is focused on procurement, development, integration and deployment of a new 511 system; in the interim, the requested modification is necessary to address the following:

- ➤ The current contract is set to expire on June 30, 2015, requiring a 24 month extension to provide sufficient time to retain a new contractor and to seamlessly transition the service. The time extension will allow for concurrent operation of the two systems to ensure a smooth migration from the existing to the new system.
- Since 511 is an operational system, there are a number of unforeseen issues that arise requiring additional funding. Examples of these are:
 - Transit Partners Joining

- Application Program Interface update
- Telephone System updates
- Real-time arrivals predictions from transit providers
- Interactive Voice Recognition Call Flow Improvements
- Support of the TAP program
- Mobile Application Improvements
- ExpressLanes, ExpressPark, Veterans Transportation and Community Living Initiative and Motorist Aid Support

All proposed updates subject to negotiation prior to implementation to ensure fiscal responsibility by LA SAFE.

Additionally if the selected contractor completes the development, integration, and deployment of the new 511 system prior to the conclusion of this extension, the extension will be terminated resulting in a cost savings.

DISCUSSION

Background

On February 28, 2008, the Los Angeles Service Authority for Freeway Emergencies (LA SAFE) Board awarded a 10-year, Fixed Price, indefinite quantity contract to IBI Group, Inc. for the development, deployment, operation, and maintenance of MATIS in an amount not-to exceed \$34,000,000, inclusive of two, two-year options, and a 10% CMA. MATIS evolved to become the Southern California 511 Program, an operational system that provides real-time traveler information and motorist aid services to approximately 400,000 users per month. Southern California 511 was designed and developed by LA SAFE in partnership with Los Angeles County Metropolitan Transportation Authority (Metro), Orange County Transportation Authority, Ventura County Transportation Commission, California Highway Patrol and the California Department of Transportation. In accordance with the mandates of § 5306 of the 2005 Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the regional 511 system ensures that the Los Angeles County region meets the requirement regarding deployment of a national, inter-operable 511 Traveler Information system. Over the past years through board approved modifications, the contract amount has been increased to \$36,111,432.

Existing Technology

Technology has progressed to a point where the current system is outdated and is becoming difficult to maintain. The requested modification is necessary to allow staff to extend the contract to June 30, 2017, to allow for the development, procuring and implementation of a new state-of-the-art 511 system.

As a result of user feedback, requests from partner agencies, and technological changes to improve the reliability/accuracy of data, the original design and development of Southern California 511 has undergone changes. Additional funding is required to support pending and unforeseen operational needs, maintenance requirements, and system improvements due to the addition of new transit partners and traffic data sources.

As an on-going operation and technology based service, it was anticipated that there will be a continuing need to improve services and provide additional features. The improvements to date have resulted in the provision of more reliable information to the public enabling Southern California 511 to support major events such as:

- Amber Alerts
- 405 Bridge Bash
- 60 Summer Slam
- 405 Construction closure updates
- Carmageddon I&II
- Caltrans reoccurring maintenance closures
- Unanticipated major incidents

Currently, there are a number of additional improvements slated for 2015 that will further enhance the types of information and quality of service provided by Southern California 511. The following are improvements either pending or under consideration for which the new CMA is requested:

- Integration of Torrance Transit-Bus Arrival Information System;
- Integration of Montebello Transit-Bus Arrival Information System;
- Integration of Antelope Valley Transit-Bus Arrival Information System;
- Integration of Real-time traffic data from Nokia for the 5 County Area
- Integration of Veterans' transportation information (VetsGo511);
- Improvements of the web-site;

Next Generation 511

It is anticipated that by June 2017, the next generation Southern California 511 system will be fully implemented and operational. The updated system will utilize current and expandable technologies and be scalable to accommodate the anticipated rapid growth in partners. Lessons learned from the initial deployment will be incorporated into the work plan for the next generation 511 as staff strives to make the new system more agile, responsive, user-friendly and easier to maintain.

DETERMINATION OF SAFETY IMPACT

A critical role of effectively managing freeway incidents is the prompt and accurate dissemination of information to the public. This action will enable MATIS to improve its operations to provide enhanced and more actionable information to the public thereby reducing congestion and possible safety impacts.

FINANCIAL IMPACT

LA SAFE budgeted \$3,600,000 in the FY 16 proposed budget for this effort in cost center 3351, LA

File #: 2015-0442, File Type: Contract

Agenda Number: 2.

SAFE, 300209, Traveler Information Services - Contract Services.

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

ALTERNATIVES CONSIDERED

The SAFE Board may elect not to approve these recommendations. This option is not recommended as SAFE will no longer be able to provide this service on which approximately 300 thousand monthly users and many partner agencies rely.

NEXT STEPS

Upon Board approval, staff will execute the Modification.

ATTACHMENTS

A. Procurement Summary

B. Contract Modification/Change Order Log

Prepared by: Iain Fairweather, Sr. Program Manager LA SAFE, (213) 922-5650

Ken Coleman, Deputy Executive Officer LA SAFE, (213) 922-2951

Reviewed by: Shahrzad Amiri, Executive Officer LA SAFE, (213) 922-3061

Ivan Page, Executive Director (Interim), Vendor/Contract Management (213) 922

-6383

Phillip A. Washington Chief Executive Officer

PROCUREMENT SUMMARY

MOTORIST AID TRAVELER INFORMATION SYSTEM/ CONTRACT NO. 06SAFE035

1.	Contract Number: 06	SAFE035				
2.	Contractor: IBI Group	Contractor: IBI Group, Inc.				
3.	Motorist Aid Traveler a	Mod. Work Description : Continued operations from 7/1/15 to 6/30/17 and expansion of Motorist Aid Traveler and Information System (MATIS).				
4.	Contract Work Descri MATIS	iption: Developn	nent, deployment, operation a	nd maintenance of		
5.	The following data is	current as of: 4	/24/15			
6.	Contract Completion	Status	Financial Status			
	Contract Awarded:	3/1/08	Contract Award Amount:	\$30,880,680		
	Notice to Proceed (NTP):	3/1/08	Total of Modifications Approved:	\$5,230,752		
	Original Complete Date:	2/28/14	Pending Modifications (including this action):	\$7,795,919		
	Current Est. Complete Date:	6/30/17	Current Contract Value (with this action):	\$43,907,351		
7.	Contract Administrator:		Telephone Number:			
	Victor Zepeda		(213) 922-1458			
8.	Program Manager: lain Fairweather		Telephone Number : (213) 922-5650			

A. Procurement Background

This Board Action is to approve Modification No. 36 to continue operations of MATIS from July 1, 2015 to June 30, 2017. Further, staff recommends additional Contract Modification Authority (CMA) for expansion of the program by adding additional transportation partners and maintaining or upgrading current transportation information features.

This contract modification and future modifications will be processed in accordance with LA SAFE's Acquisition Policy and the contract type is a Firm Fixed Price.

On February 28, 2008, the LA SAFE Board awarded a six-year base Contract No. 06SAFE035 to IBI Group, Inc. for the development, deployment, operation and maintenance of MATIS for \$30,880,680 with two, two-year options.

Attachment B shows that 35 modifications have been issued to date.

B. Cost/Price Analysis

The recommended price is determined to be fair and reasonable based upon a current independent cost estimate, cost analysis, technical evaluation, clarifications, and fact finding. IBI has agreed to continue the service for the two-year extension at no increase to their rates.

Proposed Amount	Metro ICE	Negotiated Amount
\$7,795,919	\$7,822,935	\$7,795,919

Additionally, LA SAFE and IBI Group Inc. negotiated and agreed to end the contract early with a 30 day written notice, if the selected contractor develops, implements, and deploys the new 511 system prior to the 24 month period of performance.

C. Small Business Participation

IBI Group, Inc., made a 5.10% Small Business Enterprise (SBE) commitment. The current SBE participation is 6.33%. IBI is exceeding their SBE goal commitment.

SMALL BUSINESS	5.10% SBE	SMALL BUSINESS	6.33% SBE
COMMITMENT		PARTICIPATION	

	SBE Subcontractors	% Committed	Current Participation ¹
1.	InterBase Corporation	5.10%	2.93%
2.	AAMCOM (added)	0.00%	3.40%
	Tot	al 5.10%	6.33%

 $^{^1}$ Current Participation = Total Actual Amount Paid-to-Date to DBE firms \div Total Actual Amount Paid-to-date to Prime.

D. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy has not been adopted by LA SAFE; therefore, the policy will not apply to this modification.

CONTRACT MODIFICATION/CHANGE ORDER LOG

MOTORIST AID TRAVELER INFORMATION SYSTEM/ CONTRACT NO. 06SAFE035

Mod. No.	Description	Date	Mod. Amount
1.	Revised Contractor Key Personnel	3-1-08	\$0
	Revised Pricing Schedule		
	 Extended Phase I - Baseline Start-up 		
2.	Schedule	3-13-08	\$0
	Extended Period of Performance -		
	Base Contract		
	 Extended Period of Performance – 		
	Phase I MATIS Development and		
	Deployment		
	Reallocated level of efforts: Re-scoped		
	Phase I Design and Development and		
3.	De-scoped Phase II Call Center O&M	3-6-09	\$0
	 Revised Statement of Work to add a 		
	Point-to-Point Data Link between		
	Caltrans District 8 TMC and the MATIS		
	Hosting Facility		
4.	Increased Contract Pricing Schedule	7-22-09	\$16,159
	Extended Period of Performance -		
	Base Contract		
	Extended Period of Performance –		
	Phase I Project Management		
	Reallocated level of efforts: Re-scoped		
	Phase I Design and Development and		
5.	De-scoped Phase II Call Center O&M	6-1-09	\$0
	Expanded the Southern California 511		
	Interactive Voice Response (IVR)		
	Automated Trip Transit Planner service to		
	include Orange County per March 25,		
6.	2010 Board Approval	6-26-09	\$704,114
7.	Revised Contractor Key Personnel	9-8-09	\$0
	Revised Statement of Work to include		
	transfer of toll free numbers to LA SAFE at		
8.	Contract completion	9-14-09	\$0
	Revised Statement of Work for added IVR	40.00.00	100 000
9.	Report Requirements	10-22-09	\$20,000
	Revised Statement of Work to include		
	the Traveler Information Center (TIC)		
10.	development and O&M.	1-15-10	

	Reallocated funds from Phase II for		
	TIC development; and from Year 10 for		
	TIC 0&M		\$927,603
11.	Extended TIC O&M Performance period	10-21-10	\$210,383
11.	Expanded IVR and Web to include Bus	10-21-10	Ψ210,303
	Arrival Information System (BAIS) Design		
12.	and Development	3-23-11	\$107,321
13.	Extended TIC O&M Performance period	6-21-11	\$414,845
14.	Extended TIC O&M Performance period	12-27-11	\$276,563
	Incorporated Design, Development, and		42.0,000
	Deployment of Application Programming		
	Interface (API) in support of a 511 mobile		
15.	application	4-17-12	\$125,000
	Incorporated Design, Development, and		
16.	Deployment of CHP CAD Interface	4-5-12	\$34,731
17.	Extended TIC O&M Performance period	6-20-12	\$276,563
18.	Advanced Change Order Rates (FY 12/13)	8-1-12	\$0
19.	Revised Contractor Key Personnel	8-5-12	\$0
20.	Extended TIC O&M Performance period	12-20-12	\$138,282
21.	Extended TIC O&M Performance period	4-29-13	\$270,000
	Incorporate the Design, Development, and		
22.	Deployment of Access Services	12-2-13	\$163,924
	Incorporate the development of:		
	Metro Express Lanes; Phases1, 2 and		
	3		
	Los Angeles Department of Transportation		
	Transportation Express Park		
	//200		
	#399 mobile call box/motorist aid services		
23.	Call Center Agent Training	1-17-14	\$352,792
24.	Extended TIC O&M Performance period	2-5-14	\$76,832
25.	Revised Contractor Key Personnel	3-26-14	\$0
26.	Extended TIC O&M Performance period	4-11-14	\$48,531
27.	Extended TIC O&M Performance period	5-8-14	\$72,799
	Change order to include:		Ţ: <u></u>
	O&M services for:		
	Express Lanes		
	Access Services – IVR only		
	Polylines for Web application		
	Stale data		
	ERS Snapping		
	Thind results about a sale		
	, ,		
00	Call center call volume Decima Paradague and and	0.05.44	4000 004
28.	Design, Development, and	6-25-14	\$399,631

	Implementation of Pasadena ARTS, Glendale Beeline and Nextrip		
29.	De-scope of Fleet Monitoring Services	6-25-14	-\$161,501
30.	Advanced Change Order Rates (FY 14/15)	7-18-14	\$0
31.	Extended TIC O&M Performance period	8-18-14	\$439,769
32.	Revised Statement of Work to include Express Lanes Main Menu & Transfer option	8-28-14	\$11,859
33.	Revised Statement of Work to include Local Project Manager services	12-9-14	\$304,552
34.	 Incorporate: Near Term Enhancements Descope (-\$765,661.90) Re-scope Extension of Services to June 30, 2015 (reallocate \$488,033.46) Re-scope Web Enhancements (reallocate \$230,687.53) Re-scope Access Services IVR O&M (reallocate \$26,142.22) 	In-process (5-16-15)	\$0
35.	Advanced Change Order Rates (FY 15/16)	In-process (5-16-15)	\$0
36	Extend MATIS Operations (Pending Board Approval)		\$7,795,919
	Total Modifications and Pending:		\$13,026,671
	Prior CMA Authorized by Board		\$5,656,106
	Increased CMA for this Recommended Action		\$779,592
	Remaining CMA for Future Changes		\$1,911,481



Metro

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

Board Report

File #: 2015-0444, File Type: Budget Agenda Number: 3.

SAFE BOARD MEETING JUNE 25, 2015

SUBJECT: FISCAL YEAR BUDGET

ACTION: ADOPT THE FISCAL YEAR 2015 - 2016 BUDGET

RECOMMENDATION

ADOPT the **Fiscal Year 2015-2016 (FY16) budget** in the amount of \$12,309,099 for the operation and administration of the Los Angeles County Service Authority for Freeway Emergencies (SAFE). This budget amount includes the annual funding allocations to:

- A. the agreement with the Public Transportation Services Corporation (PTSC) for direct labor and administrative support services in the amount of \$2,176,099; and
- B. the agreement with the Los Angeles County Metropolitan Transportation Authority (MTA) for Freeway Service Patrol (FSP) in the amount of \$2,000,000.

ISSUE

SAFE was created in 1988, pursuant to California Streets and Highway Code Section 2550 et.seq. and is responsible for providing motorist aid services in Los Angeles County. In order to fulfill its mission SAFE needs an annual budget and requires administrative support services, which is provided via a Memorandum of Understanding (MOU), from the PTSC. A summary of the proposed FY16 budget is provided as Attachment A.

DISCUSSION

During FY15, SAFE continued to fund, develop, implement and operate a variety of motorist aid services, programs and activities. These programs, services and activities included:

- Operation of the Kenneth Hahn Call Box System
- Operation and continued development of Southern California 511 new services/enhancements introduced include real-time transit information for Pasadena Arts and Glendale Beeline as well as the incorporation of improved Metro Rail information.
- Funding for the Metro FSP program
- Partnering with MTA to develop and implement the One Call-One Click Veterans

Transportation and Community Living Initiative (VTCLI)

 Continued coordination with MTA, Caltrans and CHP on a variety of motorist service programs including Metro FSP, the Regional Integration of Intelligent Transportation Systems (RIITS) and other regional projects that focus on improving mobility throughout Los Angeles County.

For FY16, SAFE is recommending the funding, implementation and/or operation of the following projects and activities:

- Implement the approved restructuring plan for the Kenneth Hahn Call Box System;
- Continue operation of the restructured call box system;
- Manage, improve, operate and maintain Southern California 511;
- Develop and implement new services under Southern California 511 (includes improvements to the existing system as well as funding for the development of the next generation 511 system.);
- Continue funding for the Metro Freeway Service Patrol program;
- Work with MTA and Caltrans to continue developing the new regional data environment, includes updating RIITS, integrating the Archived Data Management System (ADMS), monitoring and supporting the Waze agreement and developing other data sources;
- Work with our regional partners to identify and implement improvements to existing programs and develop new services that will improve mobility within the region - including Intelligent Transportation Systems (ITS), Connected Vehicle, and corridor management projects;

The FY16 budget of \$12.3 million represents a decrease of approximately \$4.3 million or 26% compared to the adopted FY15 budget. Specifically, the FY16 budget variances for each major budget category are as follows:

Category	<u>Increase/ (Decrease)</u>
Administration	(\$ 69,100)
Direct Labor	(\$ 251,804)
Programs & Services	(\$4,015,000)

The decrease in Administration is due to a reduction in budgets for computer equipment and travel. Additionally, in FY15 there was a budget allocation for the replacement of a non-revenue service vehicle that is not being budgeted this fiscal year. The remaining Administration budget provides funding for insurance and office supplies.

The decrease in Direct Labor is a due to lower overhead, fringe and non-work costs allocated to SAFE by PTSC. These costs are allocated annually by PTSC based upon their formulas and are not controlled by SAFE. Despite this decrease, the Direct Labor budget includes a request for one new FTE in FY16 to support the management and upgrade of the Regional Integration of Intelligent Transportation Systems (RIITS) program. With the implementation of Southern California 511 and the growing impact of technology in transportation, SAFE's reliance on RIITS to gather, compile, manage and provide a vast array of transportation related data has increased. This additional FTE to support RIITS will assist in the modernization of RIITS and enable RIITS to more efficiently integrate new data sources, such as real-time transit data from municipal bus agencies. This data can then be

compiled and provided to Southern California 511 for distribution to the public.

The decrease for Programs & Services is due to reductions in the Call Box budget, the Traveler Information budget and the annual funding allocation to MTA in support of Metro FSP operations. The Call Box operations budget is proposed to decrease due to lower anticipated maintenance cost as a result of implementing the planned system restructuring. The decrease to the Traveler Information budget is attributable to lower advertising and new service development costs. During this fiscal year, staff will be focused on maintaining the current system while securing a new contractor to support the development and implementation of the new 511 system. While there will be continued improvements to the 511 system, the scope of the improvements are not anticipated to be as large due to the need to transition to a new system.

Finally, the largest decrease is associated with a lower allocation of SAFE funds to Metro for FSP operations. In FY15, SAFE provided, at Metro's request, \$5 million in support of FSP operations. This year, Metro requested additional funding above the historical \$1 million provided by SAFE and it was agreed that staff would recommend allocating \$2 million in FY16 to support Metro FSP operations. This additional funding will enable MTA to continue improving the outdated communications systems while continuing to fully fund and improve current FSP operations. As this is an annual allocation, LA SAFE and MTA will continue to meet and discuss the funding needs for FSP and the availability of LA SAFE funds and present the recommended allocation to the Board for approval each year.

A more detailed summary of each project/service as well as a breakdown of the FTE allocation is provided as part of the Five-Year Financial Forecast (Attachment B).

DETERMINATION OF SAFETY IMPACT

None

FINANCIAL IMPACT

Funding in the amount of \$12,309,099 million has been included in the FY16 proposed budget in project 300209 and allocated to cost center 3351 (SAFE), 7140 (Marketing) and 0921 (Non-Departmental ITS). The Five-Year Financial Forecast demonstrates the financial capacity of SAFE to use its existing fund balance and projected revenue to fully fund the proposed FY16 budget.

<u>ALTERNATIVES CONSIDERED</u>

The Board has two alternatives. It can (a) decide to not adopt the proposed budget or (b) make a modification, either a decrease or an increase, to the proposed budget. Neither of these options is recommended.

To ensure the continued operation of SAFE and its programs an annual budget is required. Without the budget, SAFE will be unable to administer its programs and fulfill its statutory motorist aid mission. Modification of the proposed budget is also not recommended. The proposed budget was

File #: 2015-0444, File Type: Budget Agenda Number: 3.

developed to ensure that SAFE is sufficiently funded for FY16 and has a certain amount of flexibility to adapt to situations and opportunities as they arise. The proposed budget ensures SAFE's ability to properly fulfill its mission and comply with all existing legal and statutory requirements.

NEXT STEPS

Upon approval of the proposed FY16 budget, staff will begin implementing the projects and work for FY16. Staff will monitor the budget and projects to ensure SAFE meets all its requirements in a fiscally responsible manner.

ATTACHMENTS

A. Proposed Fiscal Year 2015 - 2016 Budget Summary

B. Five Year Financial Forecast

Prepared by: Kenneth Coleman, DEO Congestion Reduction Programs (213) 922-2951

Reviewed by: Shahrzad Amiri, Executive Officer Congestion Reduction, (213) 922-3061

Phillip A. Washington Chief Executive Officer

ATTACHMENT A

Proposed Fiscal Year 2015-2016 Budget Summary Total Expenditure Categories

CATEGORY		FY16 PROPOSED BUDGET	PERCENTAGE
Administration		147,500	1%
Direct Labor		2,176,099	18%
Programs & Services		9,985,500	81%
	Call Box Operations	1,235,000	12%
	Traveler Information System	6,250,500	63%
	Metro Freeway Service Patrol	2,000,000	20%
	Motorist Services Improvements	500,000	5%
Total		12,309,099	

Proposed Fiscal Year 2015-2016 Budget Summary Comparison FY15 Budget vs. FY16 Budget

CATEGORY		FY15 BUDGET	FY16 PROPOSED BUDGET	VARIANCE
Administration		216,600	147,500	(69,100)
Direct Labor		2,427,903	2,176,099	(251,804)
Programs & Services		13,965,000	9,985,500	(3,979,500)
	Call Box Operations	1,790,000	1,235,000	(555,000)
	Traveler Information System	6,675,000	6,250,500	(424,500)
	Metro Freeway Service Patrol	5,000,000	2,000,000	(3,000,000)
	Motorist Services Improvements	500,000	500,000	0
Total		16,609,503	12,309,099	(4,300,404)

ATTACHMENT B

LOS ANGELES COUNTY SERVICE AUTHORITY FOR FREEWAY EMERGENCIES FINANCIAL FORECAST (\$000) FISCAL YEAR 2015-2016

	PROJECTE D YEAR- END 2014/2015	PROPOSED BUDGET 2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
SAFE FUNDS							
Projected Registration Surcharge	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500
Projected SAFE Fund Balance	\$29,723	\$24,405	\$19,852	\$15,819	\$12,528	\$9,231	\$5,879
Projected Interest	\$307	\$257	\$215	\$178	\$146	\$112	\$79
FUNDS AVAILABLE	\$37,530	\$32,162	\$27,567	\$23,497	\$20,173	\$16,844	\$13,458
EXPENSES/OBLIGATIONS							
Administration	\$175	\$148	\$150	\$150	\$150	\$150	\$150
Direct Labor	\$2,000	\$2,176	\$2,198	\$2,220	\$2,242	\$2,264	\$2,287
Programs & Services	\$10,950	\$9,986	\$9,400	\$8,600	\$8,550	\$8,550	\$8,550
Call Box Program	\$1,000	\$1,235	\$1,200	\$1,200	\$1,200	\$1,200	\$1,200
Traveler Information	\$4,825	\$6,251	\$6,700	\$5,900	\$5,850	\$5,850	\$5,850
Metro Freeway Service Patrol	\$5,000	\$2,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000
Motorist Services Improvements	\$125	\$500	\$500	\$500	\$500	\$500	\$500
TOTAL EXPENSE/OBLIGATIONS	\$13,125	\$12,310	\$11,748	\$10,970	\$10,942	\$10,964	\$10,987
PROJECTED YEAR END BALANCE	\$24,405	\$19,852	\$15,819	\$12,528	\$9,231	\$5,879	\$2,471

Los Angeles County Service Authority for Freeway Emergencies Five-Year Financial Forecast Fiscal Year 2015 – 2016

Notes and Assumptions

The FY16 Five-Year Financial Forecast has been developed to provide a snapshot of SAFE's current financial situation and project the impact of the proposed FY16 budget to the overall financial condition of SAFE. The forecast is based upon the assumptions and notes listed herein.

The use of SAFE funds is strictly limited per California Streets and Highways Code Section 2550 et.seq. which requires SAFE to first use its dedicated funds to support the call box system and then enables the use of funds to support other motorist aid services.

The forecast demonstrates that SAFE currently has sufficient financial capacity to fully fund the call box system as well as other motorist aid services as proposed in the FY16 budget. SAFE has the current financial capability to absorb the impact of the FY16 budget for the next five years. However, the forecast also shows a decrease in available SAFE funds for each successive fiscal year. Staff will closely monitor the financial status of SAFE and identify and implement solutions to alleviate any potential negative financial situation in a timely manner.

This forecast includes the projected costs of operating the call box system, operating and enhancing Southern California 511, funding for Metro Freeway Service Patrol operations and funding improvements to motorist services programs. All financial figures will be refined as better information is obtained and more accurate projections can be made.

SAFE FUNDS

This section provides a summary of the projected funds available to SAFE.

Projected Registration Surcharge

This refers to the projected annual revenue generated by the \$1.00 vehicle registration surcharge. The forecast is based upon historical figures. The forecast is a conservative forecast based upon long-term historical actuals. Overall, the registration surcharge is projected to remain relatively constant for the next five years.

Projected SAFE Fund Balance

The SAFE fund balance shows the available funds from the end of the previous fiscal year.

Projected Interest

This references the projected interest income for SAFE, based upon a conservative 1.0% rate of return on the investment base. The investment base is defined as the total funds available less 50% of the projected fiscal year expenditures. The total funds available are defined as the "Projected Registration Surcharge" + "Projected SAFE Fund Balance".

EXPENSES/OBLIGATIONS

Administration

These are funds programmed for general administrative support services and equipment costs. Items such as travel, training, office supplies, computer equipment, insurance, legal, and other general services required for the administration of SAFE are included in this category. The cost for administration is projected to remain relatively constant at an allocation of \$150,000 for the purposes of this forecast. The forecast presumes the current general operating parameters for SAFE will remain constant with the potential variable being equipment replacement and insurance costs. However, as SAFE recently replaced one of its vehicles during FY15 and as insurance costs have remained relatively stable for SAFE the cost for these items are not projected to increase during the period of the forecast. As this is an annual forecast the impact of the variable cost items will be updated each year as new information is received.

The FY16 budget for administrative services is proposed to decrease by \$69,100 compared to the adopted FY15 budget. This decrease is due to the elimination of the cost of procuring a replacement non-revenue service vehicle as well as reductions to the computer equipment and travel budgets. There are no anticipated negative impacts as a result of this budget decrease.

Direct Labor

These funds are programmed to cover the projected costs associated with SAFE's staffing resource needs. This includes overhead, salary, fringe benefits and asneeded labor costs. During FY16, SAFE will continue to fund the program management staffing needs for both SAFE and Motorist Services Unit (includes FSP, RIITS and other related motorist services projects). The FY16 budget for this category is \$251,804 less than FY15 primarily due to changes in the overhead and related labor costs allocated to SAFE by PTSC. All of the staff provided under this category will be obtained from the Public Transportation Services Corporation (PTSC) via the existing MOU.

The FY16 FTE allocation is comprised of the following positions:

Position	FY16	FY15	Existing - New
	Request	Authorized	
DEO – Hwy Ops	1	1	Existing
Sr. Hwy Ops PM	1	1	Existing
Motorist Services PM	1	1	Existing
Hwy Ops PM	1	1	Existing
Trans. Planning Mgr. III	2	2	Existing
Motorist Services Tech	1	1	Existing
Administrator			
Sr. Hwy Ops Program	1	1	Existing
Administrator			
Administrative Aide	1	1	Existing
Trans. Planning Mgr. V	1	0	New
Total	10	9	

For FY16, SAFE is requesting one new FTE, a Transportation Project Manager V, to support the on-going improvement, development and operation of the Regional Integration of Intelligent Transportation Systems program (RIITS). RIITS currently has one FTE allocated to manage the program and this additional FTE is needed to ensure that RIITS is able to manage its existing operations as well as updating its aging system. RIITS is a regional transportation program that obtains, manages and distributes a variety of transportation data to and from multiple regional partners. RIITS is a primary source of transportation data for Southern California 511 and the upgrade and continued improvement of RIITS operations and data is critical to the future success of 511. This position will ensure that RIITS has additional resources to make the needed improvements to its aging system and provide an expanded level of services and data to 511 and other regional partners.

Costs for outlying years are projected to slightly increase over the forecast period. The forecast predicts a 1% annual increase in Direct Labor costs for the duration of the forecast period.

Programs & Services

Funds programmed in direct support of the programs, projects and services operated by or to be funded by SAFE. The programs and services SAFE proposes to support during FY16 include the Kenneth Hahn Call Box System, Southern California 511 traveler information system, Metro FSP operations and Motorist Services Improvements.

The FY16 budget for this category has decreased by \$4,015,000 compared to the adopted FY15 budget. This decrease is attributable to reductions in the budget allocation for Call Box Operations, Traveler Information System and the annual allocation to the Metro Freeway Service Patrol. Funding for Programs & Services is projected to decrease slightly over the next five year forecasted period. It is anticipated that the major cost associated with the operation of the traveler information system will initially increase due to the development and transition to the

next generation 511 system and then decrease in FY18 as the development activity is concluded. As funds become available and/or as new motorist aid projects are identified, SAFE will evaluate the ability to fund and/or operate new projects and incorporate the projects into the forecast as the Board authorizes them. The following is a breakdown of each program and service to be funded and/or operated by SAFE during FY16:

Call Box Program

Funds programmed to cover the costs to operate, maintain and improve the Kenneth Hahn Call Box System. The FY16 funding for the Call Box Program is proposed to decrease by \$555,000 compared to the adopted FY15 budget. This decrease is attributable to the anticipated impact of the planned system restructuring. The restructuring is anticipated to result in the removal of 412 call boxes which will result in an overall decrease in the operational cost for the system.

Operational cost to fund the call box system include all day-to-day requirements to operate and maintain the call box system and is based on contractual and supplier costs to supply the services and parts to operate and maintain the system. Items include call answering services, cellular service and maintenance operations. Funding for call box operations is projected to remain stable during the course of this forecast. Should additional system restructuring occur during this period the operational cost of the system will be adjusted accordingly.

<u>Traveler Information System – Southern California 511</u>

Funds programmed to support the operation of the current Southern California 511 and the development of the next generation 511 system. Southern California 511 is a regional traveler information system operated in partnership with MTA, the Orange County Transportation Authority, the Ventura County Transportation Commission, CHP and Caltrans. The system provides individuals with the ability to obtain traffic, transit, commuter services and other general traveler information via their phone or the Internet. The system was deployed in June 2010 and since the launch, Southern California 511 has been used by over 11 million users. This system is represents the first iteration and steps are being taken to evaluate and determine the best path forward for the next generation of Southern California 511. Items currently under consideration include:

- o improve the quality of the 511 phone system;
- o improve the performance of the website;
- o expand the capability of the real-time transit information (Nextrip);
- o improve the quality and amount of data and information available;
- o develop a general emergency platform for 511 to support in emergency situations;
- o improve the alert and announcement information;
- o identify how to better integrate with MTA and their enhanced customer focused initiatives;
- o and a variety of other items

The FY16 allocation for this system is proposed to decrease by \$460,000 compared to the FY15 allocation; however, this decrease will not negatively impact the ability of the program to operate or improve. The FY16 request includes funds for the continued development, deployment and operation of the system. The decrease is primarily due to a reduction in the funds allocated to support the marketing and advertising of Southern California 511 as well as a slight reduction in the budget for development efforts in support of the current 511 system. Allocations for FY17 shows an increase to account for the development cost of the next generation 511 system and while in FY18 the allocation is forecasted to decrease due to the completion of the initial next generation development and transition. While the operating costs are projected to remain stable from FY18 and beyond it is anticipated that there will be efficiencies realized that will lead to lower operating costs. Staff will closely monitor 511 operations to ensure that the highest quality service is provided to the public and to ensure that the system adapts to meet the needs of the region.

Metro Freeway Service Patrol Operations

Funds programmed to assist MTA with the operation of the Metro Freeway Service Patrol (FSP). Funding of the FSP program from SAFE funds is authorized as FSP is a motorist aid service. Based on discussions with MTA, staff is recommending a decrease in the allocation compared to FY15. The funding allocation is considered on an annual basis and is determined by a combination of MTA's request and available funding. For FY16, MTA requested an increase to the allocation as compared against the historical average of \$1.0 million and after discussion it was agreed that staff would proceed with a recommendation to provide \$2 million. The allocation for FY17 and beyond have been reduced to the \$1.0 million but may be modified as MTA and SAFE meet annually to review the needs of FSP and the ability of SAFE to provide funds.

Motorist Services Improvements

Funds programmed to enable SAFE to support improvements to existing motorist services programs and/or develop new services. In the past these funds have been used to develop the Southern California 511 mobile app as well as support MTA's Veteran's Transportation grant. For FY16, these funds may be used to develop and deploy new non-planned improvements to Southern California 511; support the development of new ITS related projects which will reduce congestion and improve mobility; and develop a strategic roadmap to support current and future SAFE activities. The funding for service improvements will be allocated on an annual basis depending upon available funds, identified needs or the ability to secure new third party/grant funds.



Metro

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

Board Report

File #: 2015-0445, File Type: Contract Agenda Number: 4.

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

Prepared by: Iain Fairweather, Sr. Program Manager LASAFE, (213) 922-5650 Ken Coleman, Deputy Executive Officer LASAFE, (213) 922-2951

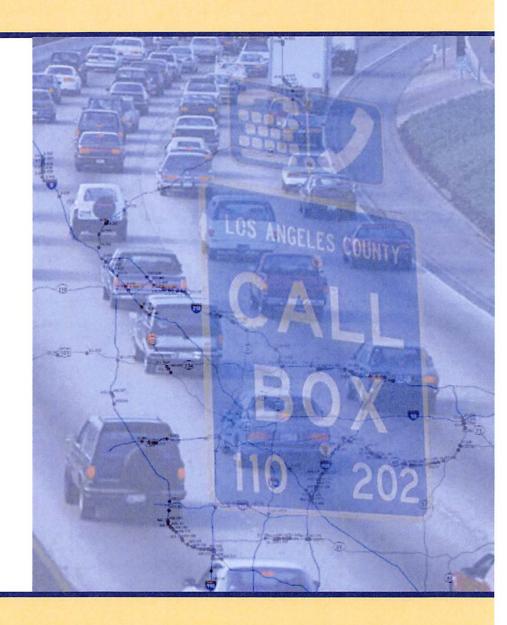
Reviewed by: Shahrzad Amiri, Executive Officer LA SAFE, (213) 922-3061

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

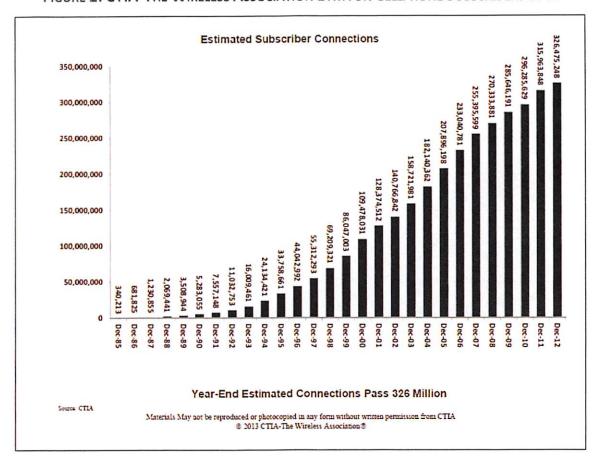
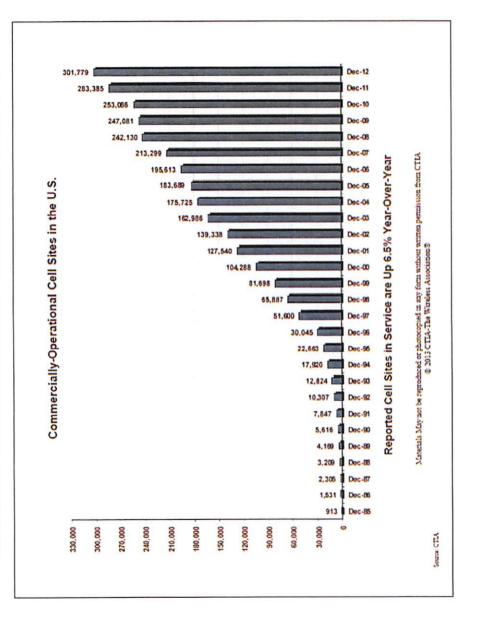


FIGURE 3: CTIA-THE WIRELESS ASSOCIATION DATA ON REPORTED CELL SITES IN US



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.

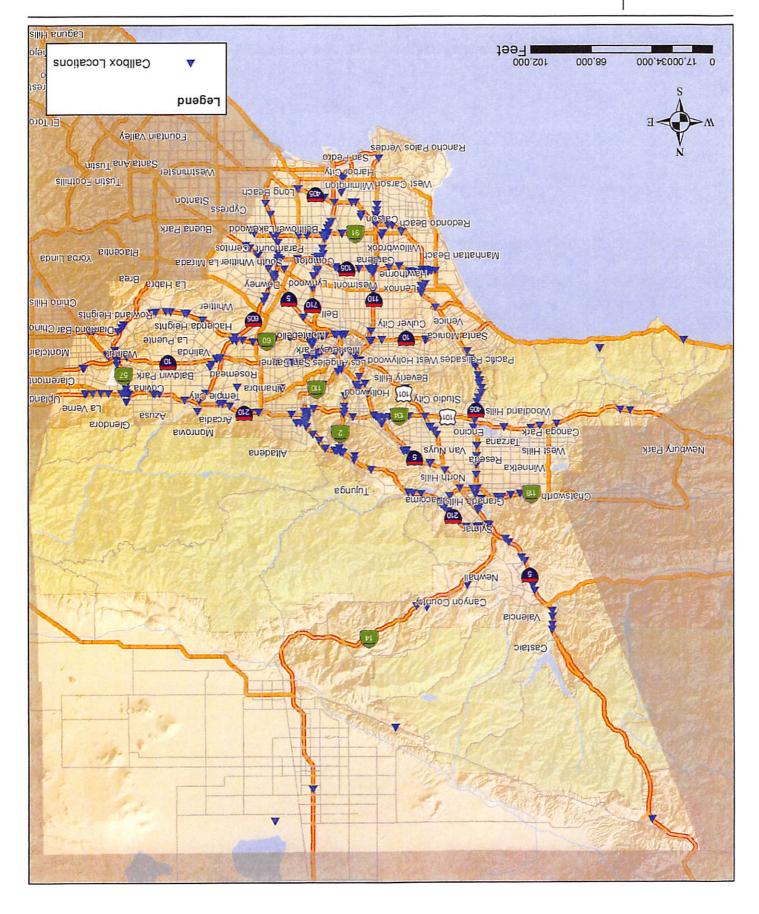
1.2 PROGRAM GOALS

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.

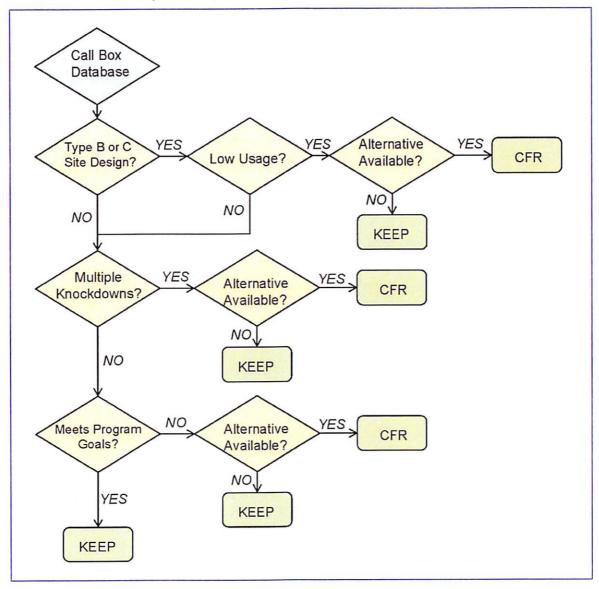
Three main criteria were used to place the existing call boxes verified into the CFR category. These criteria, based on the site type, knockdown history, and recent past usage of the call boxes, include the following:

- 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.

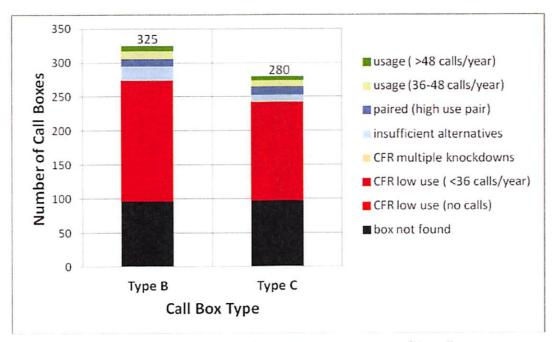
The flow chart presented below illustrates the process used for developing the CFR list, including whether to remove or keep a call box, and is described in further detail in this section.



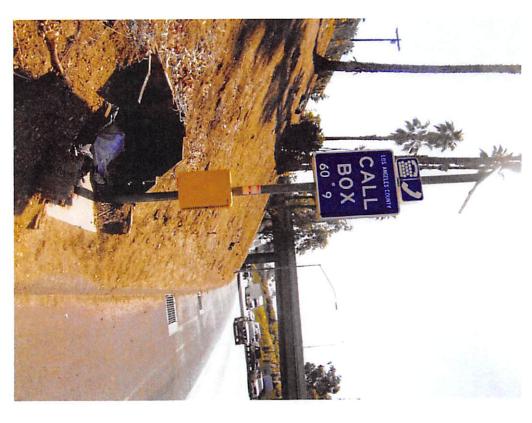
A total of 669 existing field-verified boxes were identified for initial removal considerations as part of this initial evaluation. The following subsections provide a detailed summary of the methodology used to derive the 669 boxes.

4.1 SITE TYPE

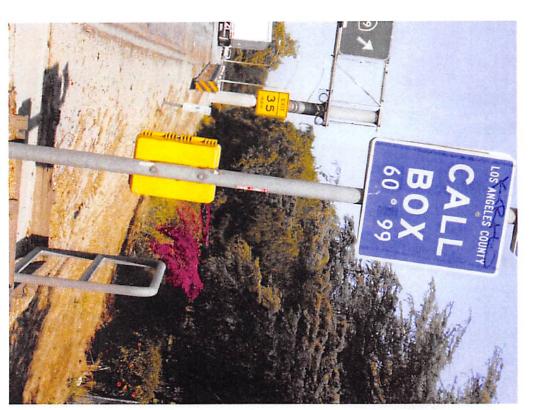
The first criterion was to evaluate Type B and C Call Boxes with low usage which had sufficient alternatives (other motorist aid methods) available. Type B and C call boxes were identified where the average number of calls was less than 36 per year, or on the average less than three calls per month. 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.



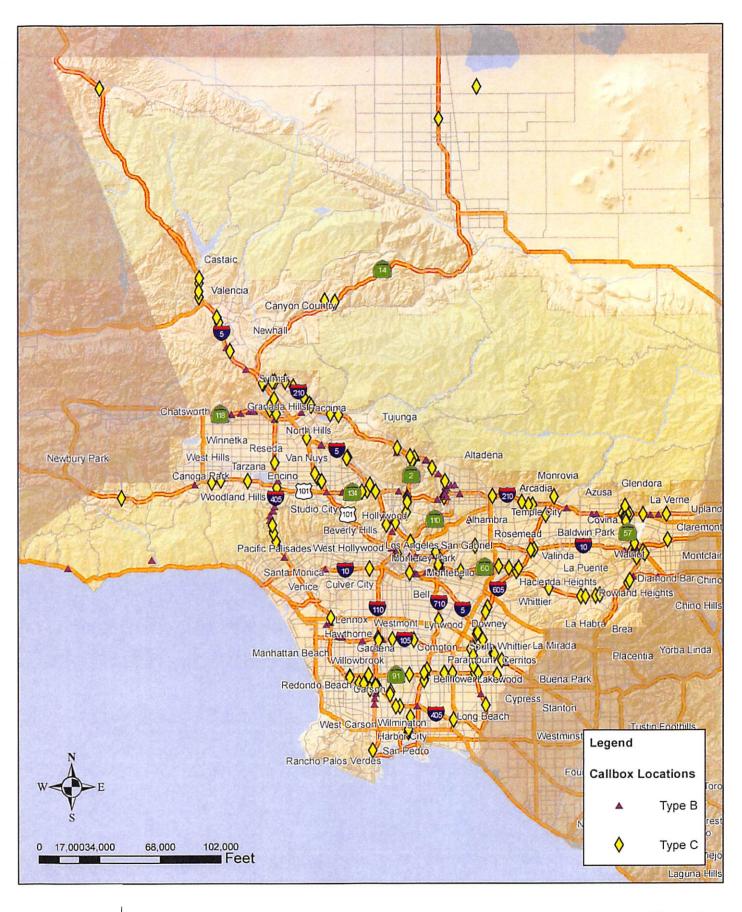
It should be noted from the above chart, call boxes receiving in excess of 24 calls per year on average are less than 20 percent of the total system. Trends indicate that calls are progressively decreasing each year.



Site Type B (Cut slope)



Site Type C (Fill slope)

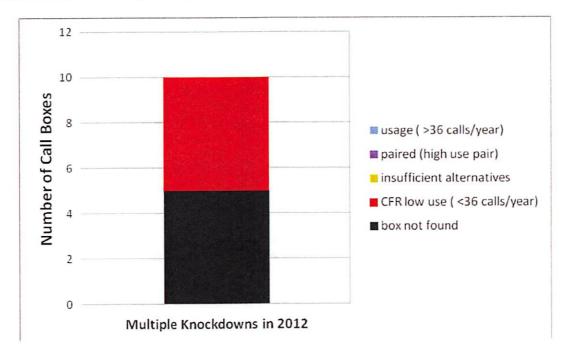


Los Angeles County SAFE Call Box Assessment Study

Figure 7 Location of Type B and Type B Call Boxes

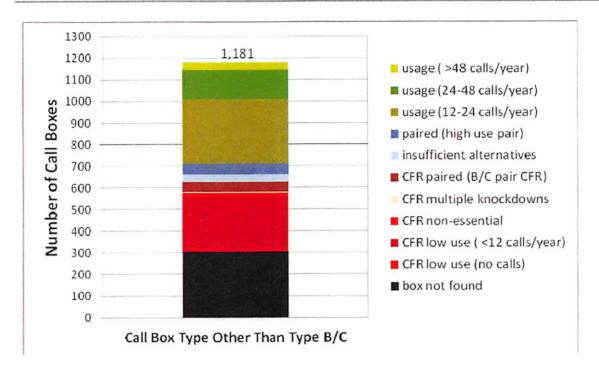
4.2 Knockdowns

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/	· ·			
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.

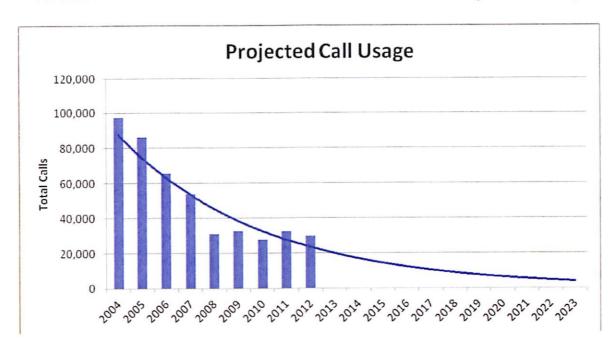
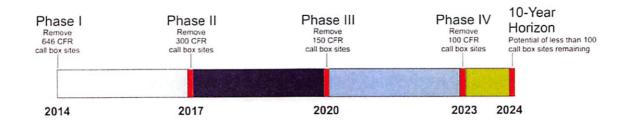


FIGURE 8: LOS ANGELES COUNTY PAST AND PROJECTED CALL BOX USAGE (2004 TO 2023)

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:

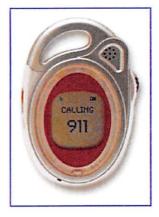
- At 2016 Approximately 300 boxes.
- At 2019 Approximately 150 boxes.
- At 2022 Approximately 100 boxes.

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

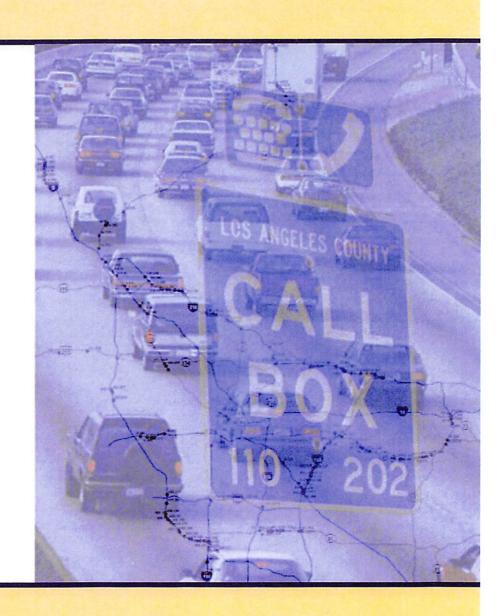
Based on the results of this study and the rapidly declining usage in recent years, the statewide guidelines may need to be reviewed to reassess regulations and/or legislature, policy and directives, program goals and objectives, and overall effectiveness of the call box program for motorist-aid. Modifications 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

8	TIEER.BII.	34,31112	EB DZO TWO HUBBARD ST, ACC POLIX ST	310-028	510
<u> </u>	21667 010	2111270	WE IZIO IWO ELEDSOE ST, ACC POLK ST	570-032	370
H i			ED 1210 INVO GLEDSOE 5T, ACC ROXFORD 5T	370-038	510
8			er cetts ind energyan ana' eed 53 acc 60200e blad	\$81-0 L T	OLT
8			SA SALA SO AVERUSE H, ACC AVERUSE H	14-699	ÞΪ
8			KB SH14 AT AVEKUE K, ACC AVEKUE K	14-668	pt
8			HARRIA AT AVENUE I, ACC AVENUE L	14-658	ÞΪ
. 8			28 2BT4 120 PAEKRE F 1/4 MI PCC PAEKRE F	14-655	34
8			28 SUITA THO PAEKISE W' 31/4 MI) POC PAEKISE I	699-91	74
8			SE STILE ISO AVEKUE M, 1/4 MI ACC AVEKUE M	14-645	
8			N SUNTA ISO AVERUE M, 3/4 MI ACE AVERUE N	14-629	Jt
<u> </u>			SB SR14 AT VISTA POINT, ACC AVENUE 5° F59 41°°	74-569	34
9			HB SRIA AT ANGELES FOREST HWY, *** FP 41** ACC SHERA HWY SO SRIA AT ANGELES FOREST HWY, *** FP 41** ACC AVENUE \$	34-54S	je je
1			NB SRICE IND WARDERD, ACC WARD ROVERS AND TO SEE AND TO	74-544 74-468	34
-			HB SRIA ISO SAND CANYON RD, ***FSP 24*** L/2 MI ACC VIA PRINCESSA	14-328	DĽ
8			HB 2834 ON SERRY HAN GLB	14-3067	14
8			KB SR14 IND PLACENTA CANYDIN RD, ** FSP 24** ACC PLACERTA CANYDIN RD	14-284	14
			mb sutse (mo mb extoes) it VCC eve dais av	SET-PET	DET
			EB 28134 JMO DBYINGE DBOAE BIAD' L26 32 VOC 2YN BYLYET YA	134-138	PET
8	82E95.811-	34,15592	EB ZBJER TAND IN CITENDALE AN, "FESP ES" ANC ERAND BLVD	BTO-AEI	13¢
9			EB 28/134 IEO M OTIAE YA' 128 33 YCC HOITAMOOD MYA	134-026	DET
8	88211.8111-	34,294	EB 28178 LO EB 1310 CDM 628 33 VCC CTEMOVIC BTAD	861-811	118
8			eb sattb ind icto, •• esp 33•• acc geerdats gead	118-136	811
8			eb selte ieo crekovic ctad 33.0 vcc drekdviz etad	118-134	118
8			mb sustr umo 28 mos' elsa 33 vcc selutaedy btad	118-095	118
8			ed salib ieo balboa blud, ""F59 33"" acc balboa blud	118-084	ett
8	ITEZBII-	34.2751	we salib at resera blud, "Feb 33" act baldor blud	650-811	BII
9			wb srisb ied tampa av, °°759 33°° acc reseda glyd	118-022	118
9	87E22.811-	34.272.62	wb srlia at tampa av. * • Fep 33* • Acc releda blvd	118-049	BII
8	8122.811-	34.2721	VA OTOZ 30 300 - DES 929 - VA ARMAT TA BILRZ B3	118-048	110
8			we selts ied faco vecd colinty line, "" Fac Topanga Canyon Sivo	118-002	118
8	****		EB 28118 160 FVCD ACCO COMMLA FINE* LED 31 VCC MOCKA DEVIK ND	118-004	118
	ECSAC.SII-	34.06355	20 SELTO LO SE RETUI COM' LEDOT VECC ELEPTINA MAY	110-143TE	OII
8			SO ILLO TO WO ILCS COO. ** FOR 6T 43 ** ACC MANCHESTER AV		110
8			SENTIOLO MENTOS COM LEN CE	TEPI-OII	770
	4200T-07Y-	ioozee	20 IT10 LO MB (TO2 CON ° 0-120 F3 ° 0 KB IT10 LO MB (TO2 CON ° 0-120 F3 ° 0	1961-011	OTT
8	71085.811-	TOSCO.EE	NO LITO TO ES GIOS CON. "" FIS 43" ACC EL SEGUINDO GLAD	31261-011	310
8	COMPOST.	7407000	HEITING ED HOE SEE SECHNOOGEAD	110-135	OTT
-	E7585.811-	29.92042 29.91492	INSTITUTION WELSEGUINDO GLVD, **F5943** ACC EL SEGUINDO GLVD	110-128	OTT
8	-118.28605	COALDEE	SB 1110 AD EL SEGUNDO BLVD, "FESP 410" ACC EL SEGUNDO BLVD	\$21-011	110
8	-118.29583	83/8.66	WESTER TO NOTITIO CON, **** SET 26 *** ACC 1907NST	1850-011	011
-	50305 811.	6346 66	HE ITTO INO ME 258T 158 EL 43 VOC TRULH 21	110-038	TTO
8	-118.28552	SEZAS.EE	SO W TORRINCE BLVD, ACC 18 MOS	640-011	310
8	118.2851	SEZN8.EE	KB ITTO THO M. LOSBYHCE ETAD' VCC CVIRON 21	820-011	770
8	81782.811-	7858.EE	HB ITTO ISO W CARGON ST, ACC CANSON ST	110-068	OTT
8			18 0 11 to W 22310 51, ACC 22310 51	110-065	OIT
8			KB ITTO IMO M ZEBNINEDV BYAD' VCC ZEBNINEDV BYAD	110-064	110
8	£2501.811.	8110.66	EB ITOS 2D 88 0202 CDN"\$25 4°0 VOC SETITLIOMEN ETAD	3155.174TC	300
8			EB STOR SECONT SES FO VOC SETTLED MES ETAD	1021-501	201
8			WB ITOS YMO BETFLEOMER BYAD" KZB CO YOC 29 ICOZ	591-501	702
8			eb licz ymo geitlicmen etad" "Lizd 40 vcc ivxemood btad	191-501	SOT
8			EB BIOG 180 GWENEED PAY SEE 40 PEC 28 LLID	102-144	102
8			WB ITOS TO HE ITLO COM, ** FSP 40 ** ACC LANGWOOD BLVD	ATE01-201	SOT
0			GV-39 FDA-3-30 FDA-3-3-2-2-3-3-3-3-3-3-3-3-3-3-3-3-3-3-3-	ATAS.1-201	501
9			WB ILOS AT WILMINGTON AV, "FSP 40" ACE LONG BEACH BLVD	660-501	501
8			EB TICE TEO MENWENCHON AN' (25 CO. CEALING AN	102-038	SOT SOT
8			ED ITOS VEO MB ITTO «-025 33» « VCC CENLLYNT VA MB ITOS VEO MB ITTO «-025 33» « VCC CENLLYNT VA	\$20-50T	SOI
₽			WB 11G5 1WG S VERMONT AV. **159 39** ACC CENTRAL AV		
9			WB ITOS OF SOUTH ON 19559 399° ACC CENTRAL AV	31990-501	301
8	<u> </u>		EB 1702 10 28 1710 CDW LEASE 360.0 VCC CHRIPCHVM 61/AD	102-001	
H B			EB LITE 1MO S VERMONT AN. •• 159 39 •• ACC CREMENAN BLVD	990-S01	501
8		-	WA THOMES AND SUBLOKE AV, ** FED 39 ** ACT VERNONT AV	290-501	SOT
8	TSTAE.BII-	SEE.EE	mb it do on leavest an off feb 39.0 acc cremenan blud	ATEE0-201	SOT
8			MA 1702 LD HS KOZ CDH" (25 33., VCC INDESTVI HMA	DIEZO-SOI	SOT
8			ma itor 10 nb kas con, ° 15d 39° .	TEXO-201	SOT
9			VA COOW3LEND O31, 2011 83	ZZ0-501	SOT
8			WE THE TREE BE UT OF THE WAS TAKEN THE TREE BE UT OF THE WAS	8Tess-01	ot
8	SPSZB.711-	EA30.AE	ma ito ieo aiv aeide"e25 18 vec kettocc ob	511-01	OI
8			wb ito fro w west covina prwy, " F5P 12" (3/4 mi w of covina parimam) (weito imo west covina prwy)	10-32 4	
8			EB USION IEO WHITE OAK AV, ° 150 G21 ° 160 WHITE OAK AV	661-101	TOT
8			wb ild two arlington av, °°F19 17°° acc western av	611-01	ot
8			EB ITO IEO IY BREV YN, "15P 37" ACC CRENSHAW GLVD	10-11¢	OY
			29 N2TOT TKO N BEHLON MA LED 05 VCC SITAERTVKE GFAD	SEO-TOT	101
8	70325.811·	EBSTO.AE	SD LISTOL ISO CILINDALE GLVD, **559 C2** ACC CILINDALE GLVD	570-101	TOT
	-118-25682	TEBBO.AE	ND RZIOJ IZO GEEKDYTE GFAD" 12803 VOC 1370 OB 28730	101-034	TOT
8	62505.811-	S1630.AE	KB USIGI TO NE SKITO COM. • FSP 02*• ACC BROADWAY	8TA10-101	tot
	51305.811-	\$0030.A£	WB RZECZ LOS NB ZRITO CON', «LEZO CES», VCC BROVDAVA	ATAIG-101	101
8	TTSSSS277	€8980.4€	KB GSTOT IND E TSL SL'-0-F50 CO ACC TSL SL	101-0138 T0-0004	1018
8	B387E.811.	E23E0.4E	EB ITO UNO 2 FO CIERCEN GRAD, ""FEST 17" ACC FROM NATIONAL GLVD	20-01 4980-01	70 70
8		-	EB IID IED LINCOLIN ELVD, ACC 47H 57 WB IID IED LINCOLIN ELVD, ACC 507H 57	10-054	01
8 8					
esi2 besivesi ecut	ebuttanol sti2	obustial eff2	Phylicaltocation	Sknikumber -	Stuck
			Manuar to a name introduction of Annual Annu		

8	85691.811-	34,03225	NB 1710 EO E 370 ST, ** 15923 ** ACC OLYMPIC BLVD	710-244	710
<u> </u>			(MR ILTO 10 ER 2020 COM" LEASS VEC OFLWENC EFAD [MR ILTO YO 2 HINWENTERS YA" LEASS VEC OFLWENC EFAD	710-242	014
8			SO ITIO ON EO FLORENCE AV OFF. ** FSP23 ** ACC ATLANTIC BLVD	T70.1977	OTZ
8			data dan eb ltonence va ceh ezasa ezasa vcc enezzone etad	1961-017	OtZ
8	SSPOS LTT-	₹3990.₽£	Ke 2811 lo me ito cox Lebes Vcc avitel biad	AT300-17	14
9	ESEGE TII-	34,09022	SEIEGE ISO LIVE OAK AV, ** 1593) ** ACC LIVE OAK AV	612-509	\$09 \$09
8			SB EGGS ISO LOWER AZUSA RD, ** FSP2A ** ACC EGAMONA ELVD	\$12-509 SE0-509	509
9	COLCOURT	00550755	HB IEGG IGO DET WIND ETAD' 15914 ACC CAISCON ST	820-509	SOS
8	58808.711- 58160.611-	89450.AE 80218.EE	CATE SEED DIVENDING SAR SEUD, ** 659 21 ** ACC DIAMOND BAR SEUD	997-09	09
8		5333555	ard sizo two san gabilet blad, • • FSP 13 • • acc san gabilet blad	580-09	09
8			EB 2890 IEO NB 1370' 125 73 VCC DOMNEA ED	9£0-09	09
8			We shed tho he isto, •• esp 13 •• acc atlantic elud	60-032	09
8	470001077	6676846	MB 5860 IMO 18 DLTG' 0.628 T30. PCC 28 DIO 08 PIEMBIC BLVD	520-05	09
8	\$2981.811-	SETECTOE	EB 5850 IMO 5 DOWNER BD. ** F59 03 ** ACC IXONANCA ST	920-09	09
8	20101.611-	72160.AE	TZ ANAUM 20. •• F29 03 •• F20 429 •• TZ ANAUM 2031 02:92 83	810-09	09
8	-118.2095	34,02868	WB SREO TWO 5 LORERA ST, ** FSP Q3 ** ACC LORERA ST	600-09	- 60
8			WB SREG TO WEI IED COM, ** FTS CO ** ACC LORENA ST	900-09	09
8			EXECUTION WE ILLO CON, ** PEP 38 ** ACC TENSUE AV	8T350-52	<u>LS</u>
8			SO IS INCO MCBECAN PROVINCES OF A POPTION THE MILE AVERAGE BLVD	615-5	5
8	SZZ6YBII-	EESTE DE	NS IS AT IR 10, ACC WEIG 10 OR ROXFORD ST	999-S	5
8	20007 011	*****	(kb ie ind lankerskom blud, ** oct orkkerskom 5lvd	955-5	S
8	-11838642	34.22633	28 iz izo iyndekzhin etad'ezb in ycc iynkebzhin etad	698-5	S
8			KO E THO STRITYND BEAD' 0-128 34 0- VCC NOTTANDOD MA	855-5	5
8			28 R RO 20 20 2017 O CES DO VOC 21 VOXIM MA (28 R RO 170)	2-1891A	<u> </u>
9			SE IS 150 MISSION RD, ** FSP04 ** ACC IAMIN ST NB IS TO NB SRALD CON, ** FSP04 ** ACC IAMIN ST	ATR21-2	5
8			VA WANTED CON, ** 15500 ** ACC ONTINAN ST	1661-2	
9	E8889 ABII-	39171.45	58 MCS ISO BURBANK BLVD, ** F59 10** ACC VICTORY BLVD	¢02-¢02	\$07
Ë	2299A.811-	Taiti.ne	KB MOS ISO BURBANK BLVD, ** FSP 10** ACC EB US101	405-404	507
8			ND MOS IND IA THERA BLVD, "159 05" ACC MANCHESTER BLVD	405-244	702
8	-11836967	EO2392.EE	68 MOS SEO S LO CIENTEDA BLVD, "159 06" ADOL DA TRIERA BLVD	TESS-203/	405
8	-119.36885	SAZEE	58 Hode at w century elvd, • F5906 • • On COL acc manchester blyd 58 Hode at w arbor vitre 51, COL • • F5906 • • On COL acc manchester blyd	405-227TB	509
8	7835.811-	71436.EE 8839.EE	28 MOS ON W CHILDIN STAD OFF " COM WANCHESTER STAD	ATTSS-202	\$0>
8	2825.811	21030 66	NS MCS AT ARBORVITAE ST, "FESP 06" ACC CENTURY	402-336	\$02
- -			SB MOS AT W CENTURY GLVD, **15P O6** ACC LA CIENEDA BLVD	£55-203	50%
8			2B MOS 180 E ET ZECTINDO BYAD' LZB 03 VCC ET ZECTINDO BYAD	661-509	50 2
8			MB MOZE TEO CRETAZHAYM 67AD" 125 03 YOC MEZLEYN YA	951-509	509
8	-118.28512	ST328.EE	SB MCS ISO NG 1110, °°159 19°° ACC NORMANDE AV	TEI-209	402 402
8	8282.811-	89788.EE	SE MOS DINO AVELORI BZVO, "CESTO" (CESTO"). CESTO SINO AVELORI BZVO SINO AVELORI BZD	511-509	507
8			TE DAMPRE TOA "FEL 421" . FILD VA YARRIND EN KID 2004 EN	1340-204	507
è			ES MOS AT CHERRY AV, **FES 19** ACC ORANGE AV	\$90-507	505
8			NO MOS AT IN BELLFLOWER BLVD, ** FSP 19** ACC WOODRUIF AV	9Z0-S03	505
8			TO WE IZED COM, ACC IMOUNTAIN ST	2-228TC	<u>z</u>
8			AB SKS LID EB ISTO CON' YCC WCONLYNN 21 28 SKS LID MB SKT34 CON' ACC WCONLYNN 21	2-195TA 8T35C-S	7
8	₹6955.811-	LOISTVE	58 SR2 IGO COLOSADO BLVD, **F59 25** 7/10 MI ACC COLORADO BLVD	641-5	Ž
1			SB SB2 ISO VERDUGO RD, **FEP 35** ACC VERDUGO RD	3-169	Z
- i -			SB SR2 ISO 58 IS, ** F2P 35 ** ACC SAN FERNAKDO RD	5-148	7
8	70225.811-	TTEEO.AE	28 285 IMO GIEKDATI BIAD' 128 32 VCC 28 IZ	3-142	2
8			WE IZED AND BASELINE RD	515-012	270
8	<u> </u>		T2 TRURA O31 Q15 83 T2 TRURA OW Q15 83	876-458	310 310
8 -	PLLL'LTT-	\$611.4E	IM PAE XDARGEA, TZ TILISH OWN OLSS 83	310-484	370
8 -	SELET. TIL.	94.11.95	IN I XIONNA TRUIT IN THE CONTROL OF	270-462	370
8			69 ISTO 10 28 2823 COM 00128 3900	210-44TC	\$10
- 8			MAR ISTO YEO 2 CILKIT? VA" 1255 38 VCC CHVND VA	510-403	570
6	76288.TII-	34.12062	EB ISTO IEO S CILETIS AN' FSD 53 ACC CITELIS AN	\$10-cos	210
8			TB IZTO IMO S CITRUS AV, **•FEP 28** ACC CITRUS AV ***********************************	370-402 370-404	210
8 -		<u> </u>	We izid ito s azusa av. •• es des de cotte av	210-399	210
1 8			ED 1210 120 VERKON AV	310-338	São
- 8	 		ARB ISTO 'IMO IN AEISMON A'A' e-620 39ee acc aeismon aa	210-389	orz
8			MD ISTO IEO IMMINDYTE YN' EZS 30 YCC AEKKON YA	285-015	310
8			VA 3LADOUND GEN	210-384	310
-	81051.811-	TOSSE.AE	EB IZLO IEO N LAKE AV, °°1529 12°° ACC MAZENGO ST WB IZLO IVO N LAKE AV, °°1529 12°° ACC MAZENGO ST	310-365 310-364	210 210
8	5701.811- 8051.811-	201.PE EE231.PE	EB IZIO JWO LAKE AV. ""FFS 11" ACC LINCOLIA AV	210-254T	310
9	8>ST811-	TZTALAE	WE RIG TO SE STREET STATE OF STATE AND STATE OF	STEESS-OSS	210
8	EEGST'BTT-	34.15205	WE IZID IWO FAIRDANS AV, ** 129 11 ** ACC LAKE AV	570-253	330
8	EBARLBIT-	EET91.AE	nb selto lo mb isto com" izbii vcc cviliobkin va	570-548	210
8	-118,16032	34.14755	EB ISTO 10 MO 26174 COM LZb 77 VCC WORMLYIN VA	210-248TC	210
8	87321.811.	EBEST.NE	EB ISTO 10 WB SBLEM CON. "159 11" ACC 18CO 57	AT895-015	310
8	88221.811-	S2021.0E	WB 010 TAO ANG ELS CREST HWY, ACC ANG ELS CREST HWY	210-242 210-199	310
8	S012.811-	SZYOZ. DE	WB (210 TO 58 582 CON, ACE ANGELES CREST HWY	1561-012	310
		CHURCHE	EB IZEO TO 58 5422 COM, ACC LA CRESCENTA AV	1981-012	210
			I WATER CO.		
8	EBT03,811-	34.28953	WAR IZED OWN CREETES 3300 ACC PAXTON ST	570-028	310
8	E8703.811-		MAR ISTO KO KITERVRO 21' VCC MVCTVA 21 MAR ISTO KO KITERVRO 21' VCC MVCTVA 21	310-028 310-042	310
8 8	SSENSII- EBTOASII-	2211E.AE E2095.AE	WB ISTO IND SHITE FSP 33 ACC PAXION ST	570-022	
8 8			MAR ISTO KO KITERVRO 21' VCC MVCTVA 21 MAR ISTO KO KITERVRO 21' VCC MVCTVA 21	310-028 310-042	310

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
			ES COS COS SACT THE COS COS CONTECTOR 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
3 1	9858.TII-	870S1.₽€	EB 1210 160 5 SUHFLOWER AV, **PSF 38** ACC SUKFLOWER AV	210-434	210
 5 	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	PYE-OIS	210
_ 2	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
<u> </u>	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
 5 			WE ISTO IEO MADREST, "FESP 31" ACC MACHILINDA AV	\$6Z-01Z	270
1 5 1			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
3	BZBIT.BII-	34.20315	WH IZED TO 58 \$102 CON, ACC ANGELES CREST HWY	DISET-OTZ	STO
-	SPOTE BIT-	₹20727	IMB ISTO YAO YNGETE CHEEL HAA' YCC YACETE CHELL HAA	510-183 510-188	370
3	-118.24658	34.2218	WD 1210, WO LOWELL AV, ACC PENNSYLVAKIA AV	551-012	OTZ
 5 	-118.34538	SPT/Z"VE	WHE ISLO WARFATAND AV. ACC SURLAND GLVD	510-038	510
 3 	SEESE BIT-	EDSTTS.AE	GVA GVALKAN AV CC SUKLAND BLVD	510-032	370
3	2852E.811-	SESTE.AE	EB 1210 AT WHEATLAND AV, ACE OSBORNE ST	\$10-034	310
2			EB ISTO INVO WHIEATLAND AV, ACC OSBORNE ST	210-088	370
3	toreatt-	EDETS.AE	TS 3X50 DOW WHENTAND AV, ACC 0580RKE 5T	510-084	Otz
3			WB RI OF TO WE STALE CON, ACC CASORINE ST EB 1210 ISO GEGRINE ST, ACC PANTON ST	710-015 870-015	570 570
<u> </u>	INCTIONS.		WB ISED IND MACLAY ST, ACC CB SR 1215	210-049	370
 3 	5352A811 -	BYESE.AE EEEOE.AE	WB R210 IEO ROXFORD 51, ACC POLK 51	570-072	210
1 3 1	SANZABII-	TAESE AE	TE CATO TOOK OR ON OTHER ET	510-036	310
 5 	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.
<u> </u>			AB SRIFE IND AVENUE CLACK OF CO.	14-714	10
اب ا			NB SRIA IND AVENUE I, ACC AVENUE I 18 SRIA IND AVENUE G, ACC AVENUE F	169-01	- PT
			WI ZHIO 1014 SW REC LOTHS TO WAS A TO SHOW OF A SHOW OF	819-91	77
3			NB SR14 IND SANTIMEO RD, 1/3 MJ ACC SANTIMEO RD** 19**	24-514	91
- 3 - 			kib sasa ko cromn valley ed. 1/2 ali acc ward bo° f5p al.*	841-41	10
3			29 28TH INO OVER 25ETING CYNLON KD' LZSSA VOC 20TEDYD CYNLON KD	59E-91	DΪ
3	956ST'811-	STLDE SE	VA JANAR GROVE BLVD, ** FLP 71 ** ACC SAN RAFAEL AV	134-135	DET
2	16922'811-	ITAL.AE	TRE SELL ** ESPER **	680-1EI	TEL
	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	13t
1 3	-118.28638	8421.4E	EB SALAA (EO FOREST LAWH DR.* 159 23** ACC FOREST LAWH DR.*	J30-PET	PET
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	33307 333		wb skilb to ke is com, •• FSP 33•• acc san fernando kd	Tet1-et1	118
3			we skilb to se hos con 159 33 acc laurel canyon blud	ATE01-811	118
)	-118,26003	8959.EE	KB ITTO LO EB LICE CON VCC ET SEGNIDO ETAD	ATSEL-OII	770
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<u> </u>	-118.2902	SATZT.EE	HB ILLO IND CHANKEL ST, ACC GAFTEY 50000 ACC INCERIAL HWY	1681-201	SOI
3	118.1044	TOZIE.EE	WB NIOS AT LONG ERACH BLVD, "9727-40" ACC LONG ERACH GLVD	1611-201	SOT
1 3	ZIIBTII-	TZEBO. ME	EB CT/SS SES CON, "PSS ACC VIA VERDE AV	ATSSA-01	OT
- 5 - 	2110 211		WB ITO IEO HOLT AV, ** FSP 18** ACC VIA VETOE	10-335	OI
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
		4000 1100	EB 281 OKR 70 28 SMY, ACC SEAVEY AV	10-501 TS.E-01	EOI
1	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 STAND TO A WAY THE WAY A COLOR OF THE WAY TO A YOUR STAND TO A YOUR	10-213T	10
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3_			MB ITO IEO KO ITTO 125 3 POC 102 PROSIEZ 21	691-01	10
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1 3	383A8II-	34.16063	WB USION TO SE MOS CONG. PERSONS - ACC VAN KUYS BLVD	ATST1-101	tot
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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
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8	CERDI ALL.	, FLLB EE	WB SRB1 JEO S WELMINGTON AV. ** 15P 26* ** ACC ACACIA AV	\$60-16	16
8	 	<u> </u>	EB 5891 TWO 5 WITHINGTON AV, "FEP 26" ACC CENTRAL AV	820-16	16
8			CV20 RAM 130 DOA, ACC OLL MAR 61/00 EX	710-3267C	710
			CV.B RAM, ACC DEL MAR BLVD	ATBSE-017	OIL
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٧	£027.811.	34.14292	EB NRTOJ 1EO CHEZEBYO 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
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			AMB 2861 TAND CVERWEIKLEV ED' LES 17.0. VCC AVITEA ALEM VA	91-302	16
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3	CACOTION .	BEZPO.AE	SE ITAD WESKED COM, ** FSP23 ** ACC IDD	TE25-017	014
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3			NE ISOS INO LOWER AZUSA RD, ** FS297 ** ACC LOWER AZUSA RD	605-224	\$09
3			28 ROOS IMO AVITEA BTAD" LEBEL VICC EB ITO DE MAB ITO	66t-\$09	\$09
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3			28 IROS IROS ANTIEXBLUD, "F15P 37" ACC VALLEY BLVD	S81-509	509
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3			nd ros to bose kitts bo' . Bebal Voc Berenta etad	\$02-T24	509
			SB 1505E AT ROSECONNIS AV, ** 15P1A ** ACC FIRESTONE BLVD	\$10-203	509
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3	£8560.811-	39.63.65	28 (202)KO E CYRCON 21' VEDIA VCC DET VKO ELVD	610-509	509
3	ERCOO RII.	28 63283	KB ROZ TAO E CARSON 21	810-509	509
- 3 -	SS180.611-	82758.EE	28 1602 120 E CVISCON 21' 12510 VCC C/1820H 21	\$10-509	509
- 5 -	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 JOA ** 629 US 11 ** JACO 21 US LA COT LE SAGO TO COMP. 83	AT300-03	09
3	75458.TII-	34,11287	**SE 421 - JOG SHITHE DAL THE GE	ETT-25	45
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5			85 585 750 EB ITO IZB 38 YOC AIV AEROE	LLO-LS	LS
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3			MB SUGL TO DRYMOND BYK BYAD" 125 ST YOC BKEY CYNADN KD	910-12	45
3	26213.811-	TSETAAE	kið iz ind hvætea cyallon bid "Getcyde pury". "Glæn". Pþól 7 t/4 pui pcc hvætea cyallon	872-2	<u> </u>
2	81722.811-	TE.AE	28 IZ DIO CVTŒBOAE GTAD' •• 125 45.• YBBEUX 7\3 WI POC FACHR PA	\$65-5	5
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 3 -	CENERIOTY:	CERCETE	KB IS DO NO SECRETARE OF STATE ** ACC LANEWOOD BLVD	1170-2	5
 	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 SRIOB SEO E SEPILIVEDA BLVD, ACC PACIFIC COAST HWY	620-74	40
 3 -	TIPEC.811-	\$3097.EE	SB SB ZGB IND W PACIFIC COAST HWY, ACC SIBULYEDA GLVD	630-74	40
- 3	ESBBABLL.	34,26058	SE LOCE THO REPAILED FOR REVENUE TO THE PROPERTY OF SEVERAL PROPER	627-507	507
	£383A 811-	34.28052	KB MOS JINO RIJAALDI ST, ACC DEVONSHIJSE ST	872-202	507
1 3	BASTABII.	84.19948	KO KOS AT SHERAKAN WYY, ** FEP 10** ACC VICTORY BLVD	929-509	507
- 3 -	 		MB MOS INO E ET SEGNNDO BYAD' LES 03 YCC ET SEGNNDO BYAD	¢02-50¢	\$0>
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1 3	1		SB MOS 150 E DEL AMO BLVD, **F59* L9** ACC MAINS T	¢02-113	402
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đ			EB DIO ISO N SIESSY WYDEE EIAD	510-588	210
đ			83 R10 TO 58 SR719 COM, ACC SECD \$7	210-2467	210
4	70081.811-	SEIGI.PE	WB 1310 IEO BERIZHIRE N., ACC WINDSOR AV	512-012	210
ŧ			EB 1310 IED GEULD AV, ACC ANGELES CREST HWY	310-308	210
đ			EB ELIO TO 58 SH2 COM, ACC LA CRESCENTA AV	87521-015	210
ź			MB ISTO LO MP SETTE CON VCC ORBORNE 21	TE30-015	210
- 1	TTACABIL.	82385.₽€	WB 1210 IEO PAXTON ST, ACC OSGORNE ST	370-063	310
3	5260A811-	₹068£.0€	EB 1210 TO WB SRIES COM, **159 BT 33** ACE MACLAY ST	A1620-015	OTZ
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3	SELLE BIL.	9951.AE	EB SERIA INVO FOREST LAWN DR. ** FOR BUENA VISTA ST	734-038	734
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4			EB USTOT IEO TAMINA EV, "0529 290" ACC WINKETINA EV		
T.			28 USZOT 150 E 4TH ST, • 159 OZ • • ACC 4TH ST	101-225	tot
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3 3 0 0 0 0 0 0 0 0	SSBT0.811-	86779.55	29 RGG 210 MB 1210 CON' ACC ZVM LEKNANDO MIZZION BIAD AND RGG IND E IE ZERINDO BIAD" «125 DG». WCC ET ZERINDO BIAD MB RGG IND E GE ZERINBER DAN" «125 DG». WCC ET ZERINDO BIAD MB RGG IND BE CORLING BIAD O 155" «125 DG». WCC DANGERY HWA MB RGG IND BE CORLING STAD («125 DG». WCC DANGERY HWA MB RGG IND BE CORLING STAD «125 DG». WCC DANGERY HWA BE RGG IND BE CORLING STAD «125 DG». WCC DANGERY HWA BE RGG IND BE RGG IND STAD «125 DG». WCC DANGERY HWA BE RGG IND BE RGG IND STAD «125 DG». WCC DANGERY HWA BE RGG IND BE RGG IND «125 DG». WCC DANGERY HWA BE RGG IND BE RGG IND STAD «125 DG». WCC DANGERY HWA BE RGG IND BE RGG IND STAD «125 DG». WCC DANGERY HWA BE RGG IND BE RGG IND STAD «125 DG». WCC DANGERY HWA BE RGG IND BE RGG IND STAD «125 DG». WCC DANGERY HWA BE RGG IND BE RGG IND STAD «125 DG». WCC DANGERY HWA BE RGG IND BE RGG IND STAD «125 DG». WCC WARRINGLON BIAD BE RGG IND STAD WORLD WOR	101-0038 101-0038 101-0038 101-003 101	8101 01 500 500 500 500 16 06 012 012 012 500 500 500 500 500 500 500 500 500 50
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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 28 VCC VESCOM MAN. KE 3823 LO GAV AREDE K.V S.E. 25 28 VCC VESCOM MAN. KE 3823 LO GAV AREDE K.V S.E. 25 28 VCC AND AREDE FOR 2823 LO GAV AREDE K.V S.E. 25 28 VCC LIEVATE VA KE 3823 LO GAV AREDE K.V S.E. 25 28 VCC LIEVATE VA KE 3823 LO GAV AREDE K.V S.E. 25 28 VCC LIEVATE VA KE 3823 LO GAV AREDE K.V S.E. 25 28 VCC LIEVATE VA KE 3823 LO GAV AREDE K.V S.E. 25 28 VCC LIEVATE VA KE 3823 LO GAV AREDE K.V S.E. 25 28 VCC LIEVATE VA KE 3823 LO GAV AREDE K.V S.E. 25 28 VCC LIEVATE VA KE 3823 LO GAV AREDE K.V S.E. 25 28 VCC LIEVATE VA KE 3824 LO GAV SE SUTTO . S.E. 25 28 VCC LIEVATE VA KE 3824 LO GAV SE SUTTO . S.E. 25 28 VCC LIEVATE VA BE 1100 ON GAV SE SUTTO . S.E. 25 28 VCC LIEVATE VA BE 1210 ON GAV SE SUTTO . S.E. 25 28 VCC LIEVATE VA BE 1210 COM GAV SE SUTTO . S.E. 25 28 VCC LIEVATE VA BE 1210 COM GAV SE SUTTO . S.E. 25 28 VCC LIEVATE VA BE 1210 COM GAV SE SUTTO . S.E. 25 28 VCC LIEVATE VA BE 1210 COM GAV SE SUTTO . S.E. 25 28 VCC LIEVATE VA BE 1210 COM GAV SE SUTTO . S.E. 25 28 VCC LIEVATE VA BE 1210 COM GAV SECON . S.E. 25 28 VCC LIEVATE VA BE 1210 COM GAV SECON . S.E. 25 28 VCC LIEVATE VA BE 1210 COM GAV SECON . S.E. 25 28 VCC LIEVATE VA BE 1210 COM GAV SECON . S.E. 25 28 VCC LIEVATE VA BE 1210 COM GAV SECON . S.E. 25 28 VCC LIEVATE VA BE 1210 COM GAV SECON . S.E. 25 28 VCC LIEVATE VA BE 1210 COM GAV SECON . S.E. 25 28 VCC LIEVATE VA BE 1210 COM GAV SECON . S.E. 25 28 VCC LIEVATE VA BE 1210 COM GAV SECON . S.E. 25 28 VCC LIEVATE VA BE 1210 COM GAV SECON . S.E. 25 28 VCC LIEVATE VA BE 1210 COM GAV SECON . S.E. 25 28 VCC LIEVATE VA BE 1210 COM GAV SECON . S.E. 25 28 VCC LIEVATE VA BE 1210 COM GAV SECON . S.E. 25 28 VCC LIEVATE VA BE 1210 COM GAV SECON . S.E. 25 28 VCC LIEVATE VA BE 1210 COM GAV SECON . S.E. 25 28 VCC LIEVATE VA BE 1210 COM GAV SECON . S.E. 25 28 VCC LIEVATE VA BE 1210	### 100	25 25 25 25 25 25 25 25 25 5 5 5 5 5 5
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7	SEST.SEF.	85978.88	EB EB3 1 IEO RALMITIC AV, ** 529 26 ** ACC RALMITIC AV	91-134	16
1	TSTTABLE.	SSESE AE	WB ISTO IND YARKELL ST, ACE ROXFORD ST	210-009	310
1			KIB 2874 KO PAEKINE W. 1/4 MI PCC PAEKINE M	14-644	Ħ
K			WE SELTS OWN REAL STORM OF THE SELTER STORM OF	LEI-811	118
9			EB 2KEO IEO 2 PALVALLIC BEAD? 125 T3 VCC NB 1370	1110-09	.09
9			KIÐ HODE TRO E ET SECHTIKODO BITAD" ««EZA Gл« VOCK BOÐECSEVNIR VA	861-50>	\$07
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_ 1			KE REOS TRO WIDNESW ETAD" ESETA VOC EB SEST OH AND SUST	P20-203	509
3			HE REGE IND DEF WIND ETAD" EZESTA VCC DEF WIND GTAD	NEO-209	509
3			EXP IS DOD PERKODES 21,00 ACC SURINARD BLVD	99E-5	<u> </u>
3			as is a pasabera an, " - 1904 - 10027 - 10027 - 10027 - 10027 - 10027 - 10027 - 10027 - 10027 - 10027 - 10027	851-5	S
3			28 Hor ino e el segundo biad" o lejo 0300 voc indebay haa	505-205	\$017
1			MB ISTO IMO IBMINDATE AV 629 SB ACC IBMINDATE AV.	SZE-OTZ	210
3			EB 1310 (MO IN BOZEMEYD BYAD' 6256 77 YCC MYDUE 21	210-294	210
3			28 28710 Tad wychofty etad`•• Led 31•• Ycc erbsyna etad	SST-041	QLT
1	-118.24258	81321.PE	MB 28134 YMO N CIENDVIE VA` 126 32 VCC CIENDVIE VA	670-4E1	DET
3			wb skled ind san fernando rd. • Fep 22• • Acc Pacific rd	650-DE1	DEI
- 3	#SZØZII-	£650.₽£	ED LTO LIMÓ LICTORE DE ««LES» TR«» VEC ANY ALBOR	10-01	01
			We leted at galeca blud, * 129 ot * acc baleda blud	101-194	tot
4			29 N2TOJ 10 28 28J10 COM "4-12b DS44 VSC GIENDVIE GIAD	610-101	tot
<u> </u>	-118.2216	E630.AE	BS USING E 1ST 51,° 459 02°° ACC ALMEDA ST	101-0138	TOTH
3	TETSS.BII-	34.1236	hb 285 to adek etad` 125 32 voc evete bock etad	2-174	ž
3			28 ITTO VL EB 283T acateb B1 43ccc VCC BEDGNDO BEVCH	110-039	OTT
0			MB 21520 150 NB 1510° 12613 VCC PLIVILLE BT	ZE0-09	09
- a			EB DIO ED H REESW WYDSE GEAD" LED FILM VA	310-384	310
0	-118.15672	SOITI.AE	WB ISTO AT W WASKEGION BLVD, ACC 5ECD 5T	210-235	310
<u> </u>			WB ISTO MYD WHEATLAND AV, ACC WHEATLAND AV	510-089	310
<u> </u>			WE STATE AND HAVVENHLIST AV, ""FSP 33"" ACC WOODLEY AV	118-085	118
			MB 2631 WO N FORG BEVEH BYAD LED ST VCE FORG BEVCH BYAD	601-16	16
¥			MB 2037 3HD 2 MITMINGLICH YN` 0 125 500 YCC YCYCIY YN	690-16	16
¥	8978£711-	34.0952	58 IEGG ON LOWER AZUSA FO OFF, ** FEGS ** FEG LIVE OAK AV	SZZ-509	509
→	40240244		NE ISOS 150 IMPERAL HWY, ** FSP14**	PZO-509	509
 		-	WB 5/850 IEO SANTA AKITA AV, ** 55P 23 ** ACC PECK RD	501-09	09
₩			KR SEST INO EB SERT VCC CEVIND VA	890-45	45
- v −			28 SUST IND BREA CANYON RD, ** FSP 21*** ACC DIAMOND BAR BLVD	510-45	<u> </u>
⊢ v ⊢			28 R 120 Tyremood etad' Lebte VCC bysyworinl etad	640-5	-5
 v			EB IZIO IMO IN TOWILE AV	270-488	310
- v -			EB IR10 IWO LOWELL AV, ACC LA TURA CANTON RD	510-124	310
-			NA SRITO IND VICTORY BLVD, ** 152 27* * ACC VICTORY BLVD	P41-041	OLT
 	TZTEE.BII-	34.1833	NA SRI JO KO VICTORY GLVD, ** 159 27 ** ACC OXLARRO ST	891-041	041
V	CHEDE DIT.	cear ac	SESTILA ISO AVENUE K. 1/4 MI ACC AVENUE K	14-665	10
 v			58 SHIFE IND WARD RD, ACC CROWN VALLEY RD ** 15P REAT 41 **	14-469	77
- ÿ			EB SHILLS AND RESERVA GLVD, **1529 33** ACC TAMPA AV	118-024	118
- v	5606Z*BTT-	87327.25	SB 111D IND CHANKEL ST, ACC CST	510-011	OTT
 ₩	3000.011	2537.65	WB 110 IEO N AZUSA AV, ° 1559 12°° ACC CITRUS 5T	698-01	OT
			RG 387M30 GTUA OM 728282	511-45	45
A .	EEES'811-	SZ LVE VE	KB R RO CALGROYE BLYD	7/7-5	5
₩	84115.811-	YZSZG SE	EB 1705 IAND IONG BIRCH BIAD' FES 400° ACC WILMINGTON AV	211-501	SOT
- *	-118.80272	6637.AE	18 IS IND SHEEM, APPROX 1/3 MILACC GORIMANN	520-5	<u> </u>
8	E3225.811-	\$4.1102 9937 AF	GVIB BIADALE GLVD, **FSP 35** DA GLENDALE GLVD	3-144	ᅻ
	FARREST.	CULL DE	EB 58:0 M/O EUCLID AV, ** ESP QB ** ATK GLEVANE BIYO	800-09	- 6 -
1	20020017	COCATAC	28 2527 DRO W GLADSTONE ST, **129 28** ACC AUTO CORTRE DR	601.72	<u> </u>
adAL	50558.711-	34.10888			
estic bestvess ecrif	abutanol etit	oburthal srik	Physiciloction	edan/kayl2	Route

APPENDIX B: REMAINING TYPE B/C SITES

3			58 IS JSO SANDKEY BEAR RD, APPROX 1/2 MI ACC SANDKEY BEAR RD	STT-2	S
			SE IS ASO HUNGRIY VALLEY RD	5.675	5
_	<u> </u>		NB IS IND LAKE KUGHES GD, APPROX 1 1/8 MA ACC LAKE NUGHES RD	809-5	5
			MB MOS TOD E CYRGOH 21" 0-125 TOO. BEHIRVAND VA. MB ISTO VI TOMEIT VA' VI CILA TIMILE VICC BEHIRVANIV VA.	907-509 310-128	402 310
- 3 -			WB ISTO IMOSBIEG • • FED 33• • ACC PAXTON ST	550-012	310
	-11843802	E651E.PE	WE IS TO ACC HURBAND ST.	210-012	310
			MB ISTO IMO GEEKOVIZ EFAD' VCC INDXI-CHIO 21	510-012	310
			KB SHJA KO CHOMMANIEL KD, 1 MI ACC WARD RO*F5# A1**	974-41) it
)			KB I2 LD EB 28778 COM" I2634 VCC 02808KE 21	1110-11181	118
<u> </u>			KB NZIOJ VI HOCHTVAD VA'. • 620 51. • VCC ADIE 21	101-094	TOI
-			KB BGS IND ARBOW HWY, ** 15937 ** ACC ARBOW HWY ANGELES FOREST HWY AT ALLSO CANYON ND	N3-033 902-548	EN 909
8	ļ	-	KB EAT VISTA DEL LAGO RD. ACC TEMPILIN HWY	992-5	5
H e	—		SE IS NO VISTA DEL LAGO RD, ACC VISTA DEL LAGO RD	257-2	5
8			kid iz ino ckenska cyalom' pomock z 1/z mi pcc lembita kaa	817-2	5
8			KÐ G INO TEMPLIN HWY, APPROX 2 1/3 MI ACCTEMPLIN HWY	2-684	ç
8			WH HIP TEMPIN MAY, APPROX 3/4 IM AVE TEMPIN HAVY	899-5	S
8			NB IS ISO WILLDON CANYON RD, APPROX 1/2 NG ACC NB SA14	197-5	S
<u>e</u>			58 IS IND GESTITH PARK DR. **559 31** ACC COLDIAND 57 NG MGS TO NG IS CON, **559 34** ACC RINALDIST	1914-2	<u>s</u>
8			ANGELES CREST HWY IND BAY TREE RILAM 27.20	272.5	ž
8			WEIGHT TO SEE GOM, ACC YARKELL ST	81200-015	310
8			PACIFIC COAST HWY 150 BROAD BEACH ED, 1/2 MI	1-582	ľ
8			58 SRIA IND ANGELES FOREST KWY, ** FSP 41 ** ACC AVENUE S	605-11	υį
8			KB SRIA ISO AGUA DULCE CANYON RD, **15P 34** ACC SOLEDAD CYN AT 2000"	14-378	74
8			28 SHIFA ISO SHIRMO CYALON ED) LEBSTA 1/3 PKI PCI. POITE CYALON ED	14-365	bi
8			SB SELA IND GOLDEN VALLEY (D), **15124** ACC VIA PRINCESSA	14-299	bī
8	*******	1000000	28 II 10 IZO EB II IZE 000 ECCUL OCERT, ATA 40 MCC ONDERFOR MAA	SET-OII	110 102
8 -	SERIE BIL.	76316.EE	WB 1105 IWO WILMINGTON AV, *** FSP 40** ACC WILMINGTON AV VA WILMINGTON AV, *** FSP 40** ACC WILMINGTON AV VA WILMINGTON AV, *** FSP 40** ACC WILMINGTON AV	801-501 560-501	SOI
9			SE IS SO SRIJE, ROPECK I/A MI NOCT CLUMI, LAKE RO OR WB SRIJE.	608-5	S .
3			28 IS 150 SUITS VENEROX I 1/3 NO VCC MIR SUITS	661-2	5
3			58 IS INO SNOXEY BEAR RD, APPROX 1 1/10 MI ACC WB SR138	564-5	5
3			SO IS TEMPLIN HWY, ACC TEMPLIN HWY	659-5	S
			ANGELES CREST HAYY MAN 74.54, TWO YINCENT GULCH GIYIDE RD APPROX 2/10 MI	727.5	7
,			DECKER RD IND PACIFIC COAST HWY, 1 MRIE ISO CARLISLE	Z3-087	23
			DECKER ND 120 MITHOLIVIND KMA	23-04S	- EZ
3			DECRETA RD. LIND PARTITIC COAST HWWY	33-039 23-00¢	. 33 . 33
3	2058.B11.	872E0.AE	ds atmus ta see	5/5-1	T
6	3730 011	823W FE	ANGELES FOREST HAVE SEO ALEGO CANYON ED, 0.7 MELES ISO ALEGO C'IN	640-EN	EN
8			ANGELIS FOREST HAVY ISO INT EMIMA RD, 2.0 MILLES ISO INT EMIMA	690-EN	EN
8			ANGELES FOREST HWY AT WIT EMMA RD	840-EN	EN
8			ANGELES FORZES HOWY KNO WIT EMINA RD, 3.5 MULES PAST MIT EMINA	****	EN
				VIO-EN	EIV
8			59 is jko srjer approk 1 1/4 mi acc cordana	SE8-S	5
8			SO IS TINO SKEES AND REAL AND ACC COORDANN	SE8-S 628-S	\$ \$
8			ke is 150 yest del Lago ed, acc templin kwy 26 is 180 yestels, apprent 27 an acc goeraan 26 is 180 srles, apprent 27 an acc goeraan	824-5 2-838 2-138	\$ \$ \$
9 8 8			as is dio seleja pado es l'englishem As is dio seleja pado es l'en l'englishem So is dio seleja pado es l'englishem So is dio seleja pado es l'englishem	\$27-2 \$27-2 \$27-2	\$ \$ \$
8 8 8			20 IS INO CHENIA CYMUN' YDŁEDN Z 174 MI YCC CRUSYFYN KB IE ZOO AELIY DEI FWEG ED YCC LEMBATH WAA. KB IE ZOO AELIY DEI FWEG ED YCC LEMBATH WAA. 20 IS INO CHENIA CYMUN' YDŁEDN Z 174 MI YCC AREJY DEI FWEG UD	588-5 628-5 924-5 924-5 674-5	\$ \$ \$ \$
8 8 8 8			as is dio seleja pado es l'englishem As is dio seleja pado es l'en l'englishem So is dio seleja pado es l'englishem So is dio seleja pado es l'englishem	\$27-2 \$27-2 \$27-2	\$ \$ \$
8 8 8			nd is, ind templin han', approx 1 2/5 an acc templin hwy 25 is, ind cherny canton, approx 5 1/2 an acc veta del lago rd 125 is co veta del lago rd. Acc templin hwy 125 is co veta de lago rd. Acc gorman 25 is co seller, approx 2/7 an acc gorman 25 is co seller, approx 2 1/4 an acc gorman	588-5 628-5 824-5 924-5 614-5 949-5	\$ \$ \$ \$
8 8 8 9			20 IS DIG 28755' NAMEGY 1 TVE WILL COUNTYN 20 IS DIG 28755' NAMEGY 1 TVE WILL COUNTYN 20 IS DIG 28755' NAMEGY ST.	500-5 600-5 822-5 972-5 612-5 9729-5 959-5 609-5	\$ \$ \$ \$ \$
8 8 8 8 8 8			SAS TWO CRINE, APPROX 1 2/10 MI MA 76.6M SAS TWO CRINE, APPROX 2 2/20 MI MAN 76.6M SAS INO CHEMPLY HAVE APPROX 2 2/2 MI ACC TEMPLY HAVE NO 56 IS TWO SHIZE, APPROX 2 2/2 MI ACC TEMPLY HAVE NO 56 IS TWO SHIZE, APPROX 2 2/2 MI ACC TEMPLY HAVE NO 56 IS TWO CHEMPLY HAVE APPROX 2 2/2 MI ACC TEMPLY HAVE SAS IS TWO CHEMPLY OF A 2/2 MI ACC TEMPLY HAVE NO 56 IS TWO SHIZE, APPROX 2 2/2 MI ACC TEMPLY HAVE SAS IS TWO CHEMPLY HAVE APPROX 2 2/2 MI ACC TEMPLY HAVE SAS IS TWO CHEMPLY HAVE APPROX 2 2/2 MI ACC TEMPLY HAVE SAS IS TWO CHEMPLY APPROX 2 2/2 MI ACC TEMPLY HAVE SAS IS TWO CHEMPLY APPROX 2 2/2 MI ACC TEMPLY HAVE SAS IS TWO CHEMPLY APPROX 2 2/2 MI ACC TEMPLY HAVE SAS IS TWO TEMPLY APPROX 2 2/2 MI	500-5 600-5 822-5 922-5 922-5 912-5 912-5 912-5 912-5 912-5 912-5 912-5 912-5	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$
9 9 9 9 9 9			29 IS DIG SETSE NABEGER 1 TAY ON HIM M 20'RE 29 IS DIG SETSE NABEGER 1 TAY ON HIM M 20'RE 29 IS DIG SETSE NABEGER 1 TAY ON HIM M 20'RE 29 IS TOO CHE HEVE DE YATON HIM M 20'RE HER HEVE 29 IS TOO CHE HEY PASSED X 1 TAY ON HIM TOC LEINGTHEN HAM. 29 IS TOO CHE HEY PASSED X 1 TAY ON HIM TOC LEINGTHEN HAM. 29 IS TOO CHE HEY PASSED X 1 TAY ON HIM TOC LEINGTHEN HAM. 29 IS TOO CHE HEY PASSED X 1 TAY ON HIM TOC LEINGTHEN HAM. 20 IS TOO THE HEY PASSED X 1 TAY ON HIM TOC LEINGTHEN HAM. 20 IS TOO THE HEY PASSED X 1 TAY ON HIM TOC LEINGTHEN HAM. 20 IS TOO THE HEY PASSED X 1 TAY ON HIM TOC LEINGTHEN HAM. 20 IS TOO THE HEY PASSED X 1 TAY ON HIM TOC LEINGTHEN HAM. 20 IS TOO THE HEY PASSED X 1 TAY ON HIM TOC LEINGTHEN HAM. 20 IS TOO THE HEY PASSED X 1 TAY ON HIM TOC LEINGTHEN HAM. 20 IS TOO THE HEY PASSED X 1 TAY ON HIM TOC LEINGTHEN HAM. 20 IS TOO THE HEY PASSED X 1 TAY ON HIM TOC LEINGTHEN HAM. 20 IS TOO THE HEY PASSED X 1 TAY ON HIM TOC LEINGTHEN HAM. 20 IS TOO THE HEY PASSED X 1 TAY ON HIM TOC LEINGTHEN HAM. 20 IS TOO THE HEY PASSED X 1 TAY ON HIM TOC LEINGTHEN HAM. 20 IS TOO THE HEY PASSED X 1 TAY ON HIM TOC LEINGTHEN HAM. 20 IS TOO THE HEY PASSED X 1 TAY ON HIM TOC LEINGTHEN HAM. 20 IS TOO THE HEY PASSED X 1 TAY ON HIM TOC LEINGTHEN HAM. 20 IS TOO THE HEY PASSED X 1 TAY ON HIM TOC LEINGTHEN HAM. 20 IS TOO THE HEY PASSED X 1 TAY ON HIM TOC LEINGTHEN HAM.	2-832 2-138 2-139 2-137 2-137 2-137 2-138 2-139	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$
8 8 9 9 9 8 8			SHE ISO SKEETS PARKEN 3 TAY WHI ACC COURSEN. SHE ISO CREET OF THE TAY OF THE THE THE THEORY AND THE THE THEORY AND THE THEORY AND THE THEORY AND THE THEORY AND THE THE THE THEORY AND THE THEORY AND THE THEORY AND THE THEORY AND THE	2-832 2-138 2-138 2-130 2-130 2-230	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$
8 8 9 9 8 8 8 8			SEI SING SETER 'CHERTO THE DE TE C. » PARKOT T/TO MI SEI SING SETER' CHERTO DE TOC LEMENTH HANA SEI SING CHERT DE TI FLOG SET YOC LEMENTH HANA SEI SING CHERTY CANADH, PARKOT T J'S HI PACC TEMENTH HANA SEI SING CHERTY CANADH, PARKOT T J'S HI PACC TEMENTH HANA SEI SING CHERTY CHANDH, PARKOT T J'S HI PACC TEMENTH HANA SEI SING CHERTY CHANDH, PARKOT T J'S HI PACC TEMENTH HANA SEI SING CHERTY CHANDH, PARKOT T J'S HI PACC TEMENTH HANA SEI SING CHERTY CHANDH, PARKOT T J'S HI PACC TEMENTH HANA SEI SING CHERTY CHANDH THE SEI PARKOT T J'S HI PACC TEMENTH HANA SEI SING LEMENTH HANA SEI SING SETER HUGHET SEI PARKOT T J'S HI PACC TEMENTH HANA SEI SING SETER HUGHET SEI PARKOT T J'S HI PACC TEMENTH HANA SEI SING SETER HUGHET SEI PARKOT T J'S HI PACC TEMENTH HANA SEI SING SETER HUGHET SEI PARKOT T J'S HI PACC TEMENTH HANA SEI SING SETER HUGHET SEI PARKOT T J'S HI PACC TEMENTH HANA SEI SING SETER HUGHET SEI PARKOT T J'S HI PACC TEMENTH HANA SEI SING SETER HUGHET SEI PARKOT T J'S HI PACC TEMENTH HANA SEI SING SEI SEI PARKOT T J'S HI PACC TEMENTH HANA SEI SEI SING SETER HUGHET SEI PARKOT T J'S HI PACC TEMENTH HANA SEI SING SEI SEI PACC T SEI	\$285 \$245 \$245 \$245 \$125 \$125 \$125 \$295 \$125	2 2 2 3 3 5 5 5 5 5 5 7 7 7
8 8 8 9 9 9 9			SHE ISO SKEETS PARKEN 3 TAY WHI ACC COURSEN. SHE ISO CREET OF THE TAY OF THE THE THE THEORY AND THE THE THEORY AND THE THEORY AND THE THEORY AND THE THEORY AND THE THE THE THEORY AND THE THEORY AND THE THEORY AND THE THEORY AND THE	2-832 2-138 2-138 2-130 2-130 2-230	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$
8 8 9 9 8 8 8 8			29 IS DIAG 28735' NABROX 3 TAY WILL DOCUMENT WAS BE TO ARRED THEO DE THE COLUMNIA WAS BE TO ARRED SET OF THE COLUMNIA WAS BE TO ARRED OF THEO DE THEO DE THE COLUMNIA WAS BE TO ARRED OF THEO DE THEO DE THE COLUMNIA WAS BE TO ARRED OF THEO DE THEO DE THEO DE THEO DE WAS BE TO LIBRATION HAN'S ARRED AS TA'S HIN WOCK ARRED DE THEO DE WAS BE TO LIBRATION HAN'S ARRED AS TA'S HIN WOCK LIBRATION HANA WAS BE TO LIBRATION HAN'S ARRED AS TA'S HIN WOCK LIBRATION HANA WAS BE TO LIBRATION HAN'S ARRED AS TA'S HIN WOCK LIBRATION HANA WAS BE TO LIBRATION HAN'S ARRED AS TA'S HIN WOCK LIBRATION HANA DECIGER BUT ALFORMED AS TA'D BUT WAS ARRED WAS ARRED AS ARRED AS TA'D BUT WAS ARRED WAS ARRED AS ARRED AS TA'D BUT WAS ARRED WAS ARRED AS ARRED AS TA'D BUT WAS ARRED WAS ARRED AS ARRED AS TA'D BUT WAS ARRED WAS ARRED AS ARRED AS TA'D BUT WAS ARRED WAS ARRED AS AR	\$245 \$215 \$215 \$215 \$215 \$215 \$215 \$255 \$295	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$
8 8 8 8 8 8 8 8 8			SO IS DIG SETSE "ADBECTS I STAY MI POE COCKEND NO" I TO SETSE "ADBECTS I STAY MI POE COCKEND NO" I TO SETSE" ADBECTS I STAY MI POE COCKEND NO SETSE "ADBECTS I STAY MI POE COCKEND NO SETSE "ADBECTS I STAY MI POE COCKEND NO SETSE "ADBECTS I STAY DE I POED SETS "ADBECTS I POED S	\$28-5 628-5 824-5 924-5 614-5 925-5 629-5 619-5 484-7 990-62 50-81 60-81 60-81 60-81 60-81 60-81 60-81 60-81	2 2 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3
8 8 8 9 9 8 8 8 8	EESSE STI-	retree	SO IS DIAG SHEET WARM AT	2-822 2-139 2-130 2-140 2-140 2-140 2-140 2-140 3-	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$
8 8 8 9 9 9 9 8 8 8 8 8 8	EE852,811-	(ctace	28 IS DIAG SETSEY PARROLES TO ALL ENGINEMENT OF SETS TO ALL ENGINEMENT OF SETS TO ALL ENGINEMENT OF SETS TO ALL ENGINE CONTROL ENGINE SETS TO ALL	2-822 2-159 2-16 2-17 2-17 2-17 2-18	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			29 IS DIO SETTE" NAMESUR SA HAND BY ACC ANNERTHMEN BY ACC STRUCTOR BY ACC SHARM STRUCTOR	2-832 2-138 2-139 2-130 2-130 2-230 2-230 2-230 2-230 2-230 2-230 2-230 1-200 18-030 1	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$
8 8 8 9 9 9 8 8 8 8 8 8 7 7	EEEELSII-	STE AE	29 IS DIAG 2875F NAMEDIA 1 TAY WILL DOCUMENT WIR DE TAY OR 2875F NAMED STATES AND STATE	2-922	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$
8 8 8 9 9 9 8 8 8 8 9 9 0 0 0 0 0 0 0 0			29 IS DIO SETSE 'ADBROX 1 TAY WILL DOCUMENT WIS B' TO ALERD DEF I FOR DEC. TO CE EMPRISH HANA WIS B' TO ALERD DEF I FOR DEC. TO CE EMPRISH HANA WIS B' TO ALERD DEF I FOR DEC. TO CE EMPRISH HANA WIS B' TO CHERNIA HANA YADBOX 7 TAY WILL REFERRED HANA WIS B' TO CHERNIA HANA YADBOX 7 TAY WILL REFERRED HANA B' B' TO CHERNIA HANA YADBOX 7 TAY WILL REFERRED HANA B' B' TO CHERNIA HANA YADBOX 7 TAY HAN YOU CEPRASH HANA B' B' TO ONE HO' TO SEE TO THE HOUR THE HOO HANA B' B' TO ONE HO' TO SEE TO THE HOUR THE HOUR HANA B' TO CHERNIA TO CHERNIA TO THE HOUR T	2-822 2-139 2-139 2-130 2-130 2-130 2-130 2-130 2-130 1-203 1-	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$
8 8 8 9 9 9 8 8 8 8 8 8 7 7			29 IS DIAG 2875F NAMEDIA 1 TAY WILL DOCUMENT WIR DE TAY OR 2875F NAMED STATES AND STATE	2-922	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$
8 8 8 8 8 8 8 8 8 8 8 8 8 7 7 7			NO STREET TO STREET AND STREET STATE OF CHEMINE 1. SE IS IN OUR STREET, APPEREN 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2.	2-822 2-139 2-139 2-130 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 7 7 7 7 7			29 IS DIO SUSTS' NABECKY I TYO WILL YOU COUNTYN WER END CARLY DET IVEO DE YOU CLIMBAIN WAA WER END CHEWAL CHANDON' NABECKY IS MY WECK ERRORE SE IR DIO CHEWAL CHANDON' NABECKY IS MY WECK ERRORE WE IR DIO CHEWAL CHANDON' NABECKY IS AN WECK ERRORE WE IR DIO CHEWAL CHANDON' NABECKY IS AN WECK ERRORE BE IR DIO CHAN HAN "VABECKY IS AN WILL REAR HORAL BE BE IR DIO CHAN HAN "VABECKY IS AN WILL REAR HORAL BE BE IR DIO CHAN HOW "VABECKY IS AND WHICH HANA BE IR DIO CHAN HOW "VABECKY IS AND WHICH HANA BE IR DIO CHAN HOW "VABECKY IS AND WHICH HANA BE IR DIO CHAN HOW "VABECKY IS AND WHICH HANA BE IR DIO CHAN HOW "VABECKY IS AND WHICH HANA BE IR DIO CHAN HOW "VABECKY IS AND WHICH HANA BE IR DIO CHAN HOW "VABECKY "V	2-822 2-139 2-139 2-130 2-	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$
8 8 8 9 9 9 8 8 8 8 8 9 0 0 0 0 0 0 0 0			29 IS DIAG 28735" NAMESCE STAY BY VEC BOURDAYN MED ROAD AREA OF THE ORD STAY OF COURSAND MED ROAD AREA OF THE ORD STAY OF COURSAND MED ROAD AREA OF THE ORD STAY OF COURSAND MED ROAD AREA OF THE ORD STAY OF COURSAND MED ROAD AREA OF THE ORD STAY OF COURSAND MED ROAD OF THE ORD STAY OF COURSAND MED ROAD OF THE ORD STAY OF COURSAND DECIDES OF THE ORD STAY OF THE ORD STAY OF COURSAND ROAD OF THE ORD STAY OF THE ORD STAY OF COURSAND DECIDES OF THE ORD STAY OF THE ORD STAY OF COURSAND DECIDES OF THE ORD STAY OF THE ORD STAY OF THE ORD STAY AND STAY OF THE ORD ST	2-922 5-12-9 5-1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
8 8 8 9 9 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			29 IS DIO SUSTSY NAMESON 31 TAY WILL DO COMPANY WERE TO ARRED FOR DEVELOP THE COMPANY WERE TO ARRED FOR DEVELOP THE COMPANY WERE TO ARRED FOR DEVELOP THE COMPANY WERE TO ARRED FOR THE COMPANY WERE TO CHEMPTON HAN' DARROUX 73 THE MIT WECK REALY BEST INFO CHEMPTON HAN' WERE TO CHEMPTON HAN' DARROUX 73 THE MIT WECK REALY BEST INFO CHEMPTON HAN' WERE TO CHEMPTON HAN' DARROUX 73 THE MIT WECK REALY BEST INFO CHEMPTON HAN' WERE TO CHEMPTON HAN' DARROUX 73 THE MIT WECK REALY BEST INFO CHEMPTON HAN' WERE TO CHEMPTON HAN' DARROUX 73 THE MIT WECK REALY BEST INFO CHEMPTON HAN' WERE TO CHEMPTON HAN' DARROUX 74 TO MIT WERE TO CHEMPTON HAN' DEVELOPED TO MIT WERE TO CHEMPTON HAN' DEVELOPED TO MIT WERE TO CHEMPTON HAN' DEVELOPED TO MIT WERE TO CHEMPTON HAN' TO CHEMPTON HOW THE MIT WERE TO CHEMPTON HAN' DEVELOPED TO MIT TO MIT WERE TO CHEMPTON HAN' DEVELOPED TO MIT TO MIT WERE TO CHEMPTON HAN' DEVELOPED TO MIT TO MIT WERE TO CHEMPTON HAN' DEVELOPED TO MIT TO MIT WERE TO CHEMPTON HAN' DEVELOPED TO MIT TO MIT TO MIT TO CHEMPTON HAN' DEVELOPED TO CHEMPTON HAN' DEVELO	2-922 512-5 612-5 922-5 612-5 922-5 932-5 619-5 619-5 932-5 932-6 932-6 932-6 932-6 932-6 932-6 932-6 932-7 93	\$ 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 7			29 IS DIO 281315 ADRICK 1 TAY WILL DECEMBER 1 SO IS DIO 281315 ADRICK 1 TAY WILL DECEMBER 1 WE BE TO AREA DET FOR DECEMBER 1 WE BE TO AREA DET FOR DECEMBER 1 WE BE TO AREA DET FOR DECEMBER 1 WE BE TO LARE HAWN AND AND AREA DECEMBER 1 WE BE TO LARE HAWN AND AND AREA THE SET THE SE	2-822 2-139 2-139 2-130 2-130 2-130 2-130 2-130 3-	\$ 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 9 7 7 7 7 7 7 7 7 7			29 IS DIAG 281375 NAMESCR 3 TAY WILL COURSE AND	2-822 2-139 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 9 0 2 2 2 2 2 2 2 3 3 3 4 8 8 8 8 8 8 8 8 9 9 9 9 9 9 9 9 9 9 9			29 IS DIO SUSTST PARROUS I TAY WILL DES COURTEN WERE TO ARRELY DEF I PROD DY YOUR EMPIRATION HAND WERE TO ARRELY DEF I PROD DY YOUR EMPIRATION HAND WE IS TO ARRELY DEF I PROD DY YOUR EMPIRATION HAND WE IS TO CHE WILL DEF I PROD DY YOUR EMPIRATION HAND WE IS TO CHE WILL DEF I PROD DY YOUR EMPIRATION HAND WE IS TO CHE WILL DEF I PROD DY YOUR EMPIRATION HAND WE IS TO CHE WILL DEF I PROD DY YOUR EMPIRATION HAND DECIDES OF THE YOUR EMPIRATION HAND DECIDES OF THE YOUR HAND HAND HAND DECIDES OF THE YOUR HAND HAND HAND HAND DECIDES OF THE YOUR HAND HAND HAND DECIDES OF THE YOUR HAND HAND HAND DECIDES OF THE YOUR HAND HAND HAND HAND HAND DECIDES OF THE YOUR HAND HAND HAND HAND HAND DECIDES OF THE YOUR HAND HAND HAND HAND HAND HAND DECIDES OF THE YOUR HAND HAND HAND	2-922 2-159	\$ 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 7 2 2 2 2 2 3 3 4 4 8 8 8 8 8 8 8 8 8 9 9 9 9 9 9 9 9 9			29 IS DING 2813F YA DEKEN 1 TAY BUT ON CHENDRY WER DE NO AREA FOR CHENDRY AND	2-932 2-139	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 9 7 7 7 7 7 7 7 7 7			29 IS DIO 28735" ADBECT I TAY WILL DEC COSMYNN KIND RY OLE DE FILE OF COSMYNN KIND RY OLE OLE OLE OLE OLE OLE ONE ONE ONE ONE ONE ONE ONE ONE ONE ON	2-822 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 7 7 7 7 7 7 7 7			29 IS DING 2813F YA DEKEN 1 TAY BUT ON CHENDRY WER DE NO AREA FOR CHENDRY AND	2-932 2-139	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 9 0 0 0 0 0 0 0 0 0			29 IS DIO SUSTRE VANDERS Y 1 THE WILLIAM CONTROL OF THE STORY OF THE S	2-932 2-139	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 9 0 0 0 0 0 0 0 0			29 IS DIAG SETSEY BABERS 1 TAY WHI ACC CORRESS OF MARKE SETS OF CORRESS OF MARKET SETS OF	2-932 5-25-5 612-5	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 IS THO SURTAY VANDOUR STATE OF COURAGE AND ASSESSIVE OF COURAGE AND	2-932 2-159	\$ 2 2 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8			29 IS DIAG SETSEY BABERS 1 TAY WHI ACC CORRESS OF MARKE SETS OF CORRESS OF MARKET SETS OF	2005 612-5 612-5 612-5 612-5 612-5 612-5 629-5 619	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 IS THO SURTAY VANDOUR STATE OF COURAGE AND ASSESSIVE OF COURAGE AND	2-932 2-159	\$ 2 2 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5

Route	SignNumber	PhysicalLocation	Site Latitude	Site Longitude	Revised Site Type
5	5-798	NB IS ISO SR138, APPROX 1 1/3 MI ACC HUNGRY VALLEY RD			C
605	605-189	SB 1603 ISO VALLEY BLVD, ** FSP37 ** ACC VALLEY BLVD			С
605	505-249	18 1605 ISO EB 1210, ** FSP37 ** ACC EB 1210 OR WB 1210			C
710	710-084	NB I710 IRO W Willow St			C

APPENDIX C: REMAINING NON TYPE B/C SITES

			EB ITO ON KB S IN ESKAN AT S OFFICE WASHINGTON BLVD	AD01-01	OT
V			(WB 110 INFO 5 ROBERTISON BLVD, **15P 17** ACC ROBERTISON BLVD (WB 110 INFO ROBERTISON BLVD)	10-065	OT
V			ND HOSS EARN CON TO WAS 10	BT120-01	OT
3			LAKE HIJUKES RD JAKO TAYLOR CANYON MITWY	[H-189	H)
			LAKE HUGHES RD TRY DAY ON TAYLOR CANTON MITWY	<u>//</u> [+H1]	- HI
			ELZAGETH LAZE RD JEO SAN FRANCSCUITO CANYOH RD, 1 MILE	997-13	-EE
_ =			SE IS JUD LAKE HUGHES RD, APPROX 2 3/4 ND ACC TEMPLIN HWYY 198 IS JUD LAKE HUGHES RD, APPROX 2 3/4 ND ACC TEMPLIN HWYY	529-S	<u> </u>
<u> </u>			LOSPINGS CYNLON THO ENLINEDO DIS	£80-75	- 12
1			NS SAS TO ES IZEO COM, ACC MICHINISM ST	ATBSS-S	Ž
-	_		NEKNY MAND DR JED WOLCOTT WY	750-045	156
			NEKKIA WYAO DI IMO MERCOLL MA	1756-033	156
-			KEREA WAND DR IEO CHRONI DO CANTON RD, EB APPROX 4/10 MS IWO	756-022	326
-			HERYA WYAO DU WA JULIKE CHEKIDE CAN KD' YABERIX A'LIO WI	156-013	156
1			HENSA WYAO DS 1EO ZYN WYSLINEZ CEVYDE CAN ED	156-012	921
V			KANAN DITME ID 120 NEWLDIN CANADA RALLES	ZOT-GN	6N
٧			EANAN DUME ND 150 LATIGO CANYON NO. 4 MILES	980-6N	6N
A			CHALLOUGH BUNG BY AT MULHOLLAND HWY, 1905T 1900 MULHOLLAND	770-EM	6N
			Angeles forest hay bo sirra kiny. 2.8 miles so siera hwy Kanan ro bo castie view dr. 9 miles	CEO-EN	6N EN
<u>v</u>			MICHORITAND HAN IGO COID CYNLON UD	PSZ-UM)	UM
├			MULHOLIAND HWY IEO KANAN DUNE RD, 2,5 MRIES	991-UM	UM
V V			TAKE HITEKEE BID IND DIJA QITICH BID	651-111	н
- V	 		COSINEIL WY 160 KANAN RD, S HRIES ISO KANAN	£00-ND	ND CM
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٧			TATES CELE, REPROX 1 MI	£17-8£1	BET
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V			CM 03/2 MANOX 5/10 MD	689-8ET	138
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¥	0/50774	87EIA.RE	28 IS IND VALENCIA GLUD, "1529 42" - APPROX 1/3 MI ACC MAGEL MOUNTIALS PROVY	6ZS-S	S
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- -			28 13TO DOD ECCEPTER VA" 12D 30.0 VCC WITK	651-014	OIL
9			28 MOS INO INGITEMDOD VA' LES 03 VCC BOSECSANS VA	581-509	507
5			ing mas at hawitedrike blud, "• Fed 09** act redondo berach blud	921-509	507
Đ			28 ITTO TOO ER 2631" LZB 47 VCC REDOKDO EEVCH BFAD	\$60-011	OTT
3			eb 5391 at lakewood blvd, **15p 15 ** acc downer av	91-16	16
3			ENS EIGH LAND S WANN ET, ** 1545 EG** ACE AVALON ELVD	<u> </u>	16
3			NB 1710 IGO E OFFMEDE BLVD, *** FSP23 *** ACC WASHINGTON BLVD	710-234	017
3			CEI SELVE WALLEY BLVD, ACC 58 1210 GR EB 110	600-14	1/2
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<u> </u>			NB SRAIO STADKIM WY, ** FEOR ** ACC SUNKET GLVD	110-500	OTT
1-1-			K9 ITTD TOD AN VANKEDW 21, VCC C 21	110-034	OII
1 3			EB USJOJ, IMO REJEDA GLVD, **FSP 29** ACC VAN ALDEN AV	101-512	TOT
1	ETESSBIT-	TEOTI.AE	VA XAO 3TDFW OW, SOLZU G3	101-205	TOT
1	1		2B US 101 AT VINE 5T, ** FS 27** ACC HIGHLAND AV	540-101	TOT
3			NB USZOZI ISO MELROSE AV, "FSP 27" ACC VERMONT AV	101-048	TOT
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1			EB ITO TEO NB MOS' (25 13 VOC MOS	190-01	01
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1 0	EOTEL.BIL.	SIETBEE	NB 1605 IND ALCHDRA BLVD, ** FE9TA ** ACC ALCHDRAR BLVD 183 SR91 TD 58 ITD CON, **FS7 S6** ACC LONG & SEATH BLVD	971-16	\$09
0	 		MB IC TO E GLM 21' 12 HOW PCC VITO WAY HAD	\$21.5	<u> </u>
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٧			END HEADS LINCO WASHINGTON GLVD, ** TSF27 ** ACC TELEGIANPH RD	202-155	\$09
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101-030 29 (12101 INO INIA) REPORTED V	A A A A A A A A A A A A A A A A A A A	Staff.811-	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 ************************************	118-069 118-069 118-069 110-517 110-518 110-51	811 011 011 011 011 011 011 011 011 011
V CATE THO EXPLANT BLAD's, LED SUGAR BAD's, LED SUGAR BAD's, LED SUGAR BAD's, LED SUGAR BAD's, LED SUGAR BAD SUGAR B	A A A A A A A A A A A A A A A A A A A	Staff.811-	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 ON ANCERTA WAS 1-12-0- VCC CHANNER CEAD RE RETO YAD ON ANCERTA WAS 1-12-0- VCC CHANNER CEAD RE RETO YAD ON ANCERTA WAS 1-12-0- VCC CHANNER CEAD RE RETO YAD ON ANCERTA WAS 1-12-0- VCC CHANNER CEAD RE RETO YAD ON ANCERTA WAS 1-12-0- VCC CHANNER CEAD RE RETO YAD ON ANCERTA WAS 1-12-0- VCC CHANNER CEAD RE RETO YAD ON ANCERTA WAS 1-12-0- VCC CHANNER CEAD RE RETO YAD ON ANCERTA WAS 1-12-0- VCC CHANNER CEAD RE RETO YAD ON ANCERTA WAS 1-12-0- VCC CHANNER CEAD RE RETO YAD ON ANCERTA WAS 1-12-0- VCC CHANNER CEAD RE RETO YAD ON ANCERTA WAS 1-12-0- VCC CHANNER CEAD RE RETO YAD ON ANCERTA WAS 1-12-0- VCC CHANNER CEAD RE RETO YAD ON ANCERTA WAS 1-12-0- VCC CHANNER CEAD RE RETO YAD ON ANCERTA WAS 1-12-0- VCC CHANNER CEAD RE RETO YAD ON ANCERTA WAS 1-12-0- VCC CHANNER CEAD RE RETO YAD ON ANCERTA WAS 1-12-0- VCC CHANNER CEAD RE RETO YAD ON ANCERTA WAS 1-12-0- VCC CHANNER CEAD RETO YAD ON ANCERTA WAS 1-12-0- VCC CHANNER CEAD RETO YAD ON ANCERTA WAS 1-12-0- VCC CHANNER CEAD RETO YAD ON ANCERTA WAS 1-12-0- VCC CHANNER CEAD RETO YAD ON ANCERTA WAS 1-12-0- VCC CHANNER CEAD RETO YAD ON YAD 1-12-0- VCC YEAR CEAD RETO YAD ON YAD 1-12-0- VCC YEAR CEAD RETO YAD ON YAD 1-12-0- VCC YEAR CEAD RETO YAD YAD YAD YAD 1-12-	118-083 110-130 110-130 110-130 110-130 110-130 110-03	911 011 011 011 011 011 011 011 011 011
Separation and superior and sup	A A A A A A A A A A A A A A A A A A A	Staff.811-	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	118-083 110-134 110-135 110-136 110-136 110-03	911 011 011 011 011 011 011 011 011 011
	A A A A A A A A A A A A A A A A A A A	Staff.811-	48426-EE	EB SATIS WAD EVERON RAY, 6, 1829 3 WCC SENERAL RAY WHEN TO NOW WE HAIL "6, 1820 3 WCC SENERAL RAY WHEN TO NOW WE HAIL RAY "6, 1820 3 WCC SENERAL RAY WHEN TO NOW WE HAIL RAY "6, 1820 3 WCC SENERAL RAY WHEN TO NOW WE HAIL RAY "6, 1820 3 WCC SENERAL RAY WHEN TO NOW WE HAIL RAY "6, 1820 3 WCC SENERAL RAY WHEN TO NOW WE HAIL RAY "6, 1820 3 WCC SENERAL RAY WHEN TO NOW WE HAIL RAY "6, 1820 3 WCC SENERAL RAY WHEN TO NOW WE HAIL RAY "6, 1820 3 WCC SENERAL RAY WHEN TO NOW WE HAIL RAY "6, 1820 3 WCC SENERAL RAY WHEN TO NOW WE HAIL RAY "6, 1820 3 WCC SENERAL RAY WHEN TO NOW WE HAIL RAY "6, 1820 3 WCC SENERAL RAY WHEN TO NOW WE HAIL RAY "6, 1820 3 WCC WE RAY WE HAIL RAY WHEN TO NOW WE HAIL RAY "6, 1820 3 WCC WE RAY WE HAIL RAY WHEN TO NOW WE HAIL RAY "6, 1820 3 WCC WE RAY WE HAIL RAY WE HAIL TO NOW WE HAIL RAY "6, 1820 3 WCC WE RAY WE HAIL RAY WE HAIL TO NOW WE HAIL RAY "6, 1820 3 WCC WE RAY WE HAIL RAY WE HAIL TO NOW WE HAIL RAY "6, 1820 3 WCC WE RAY WE	118-089 110-718	811 011 011 011 011 011 011 011 011 011
offe booken aluminated aluminated	A A A A A A A A A A A A A A A A A A A	SPATE SIT-	£8££6€E	EB SATIS WAD EVERON BIAD. *** SEND **** ACC CHARRESHING BIAD. ***BELLO FOR SURVEY BIAD. **** SEND ***** ACC CHARRESHING BIAD. ***BELLO FOR SURVEY BIAD. ************************************	118-089 110-718	811 011 011 011 011 011 011 011 011 011

a			KB ITTO IND W ROSECRANS AV. ** 159 43 ** ACC ROSECRANS AV	811-011	110
			SB ITTO INO MB SWAF LED 43 VCC HM REDONDO BEVCH BEAD	110-102	110
0			(NB 1170 TRO REDOUDD FEVOR BYAD* LEG 43 VCC EB 280.1	110-104	110
			ESTITUTO NO RESEAT CON LES BLI 451	TED1-011	Ott
			28 ITTO IND EB 2887" L26 43 VCC KEDOKDO BEVCH BIAD	110-103	110
-			KB ITTO RO REDOKDO PEVCH BIAD* LED YOU EP 87	110-103	110
1 9 1			HB ILLO SAO PACINE COAST HWY, ACC SEPULVEBA 61VD	170-038	011
1-8-4			28 11 10 TO C21, ACC C21	110-032	011
				//T-501	501
			ES PEOR LO MAI UTO? COIN LES 19 VCC 28 PEOR NO PEOR LO MAI WAX LES 40 VCC CENLINT VA	101-S01	301 302
	-118.22538	33,9294	AND LICE TO HELL LICE CON, "1525 ASS." ACC CENTRAL AV	21770-201	SOT
0			MB ITEE WID HAITS 123330. VCC CENTRAL AV	690-501	302
-			GD 103 FOR 103 FOR CHERSHAM ELV.	41990-S01	SOI
0	_		EB ILD IEO WALKUT GROVE AV, **PES 8** ACC WALKUT GROVE AV	10-264	01
0			S NORMANDIE AV DNA TO ""FEP 177" "FEP 177" ACC HORMANDIE AV	TEEL-OI	οῖ
1 0			WE USIGN IND RESEDA BLVD, ** FEST AND AREA BLVD BLVD	101-218	TOT
9			WB USIOS (WO RESERV BLVC) - F57 29** ACC WHITE OAK AV	101-214	101
a			EB LES LES TAY VENERAL TAY " " TO GET " " VA TENERAL TA LOLED EBY	101-182	101
1 0			EB USIO1 INO HASIELL AV, ** FSP 07 ** ACC HAVVENGURST AV	621-101	IOI
-			EB USICI AT SEPULVEDA BLVD, °°FG 97°° ACC SEPULVEDA BLVD	101-165	TOT
1 0			WE USIGE AT KESTER AV. ** 55P 07 ** ACC VAH HUYS BLVD	101-101	TOI
			WE USIGI AT VAN KUTS BLVD, • 159 07• • ACC WOODJAKA AV	851-101	tot
0	 		EB RETOT VE TWINEE CYMLON BEALT'S 1220 030 . VCC EVENUE CYMLON BEAD	521-101	TOI
0			WA US LOS LOS LALUREL CANYON ELVE), "FESP 07" ACC TURBURA AV	101-130	TOT
6			WA ASSISTED GOOD OF ONE OFFICE ON TOTAL OWN	811-101	tot
0			SE USICIA IND W SUNSET ELVD, "FEST 27" ACC HOLLYWOOD BLVD	\$90-101	tot
			GVENORA MANICA ELVD, **FS 97** ACC SANTA MONICA ELVD.	\$50-101	TOI
			(B) ILD IEO S FAIRISAN AV, "1529 27" - DAG LA CIENEGA BLVD	10-038	Ot
9			EB NID AT S EXDERTISON BLVD, ""FSP 179" ACC NATIONAL BLVD	840-01	70
0			MB 170 TAC EDITERTOR SIND TIME 1311 VC. NY JOHN BIND	10-039	TO
0			EB ILD IWO S CENTIMEIA AV, ACC CLOVERTIELD BLVD	10-038	ot To
9			CRI AMMA TIM OKI, IM 25. QRI AMMA TIM OKI YAN T TSROL SALISDINA	BEO-EN	EN
A			WH ARREST TA WAT TEERON 2015 IN 27 OF 1914 THE COLUMN T	ECO-EN	EN
	<u> </u>		KILIKOLLAKD KWY IWO LAS VIKGERES RO, 75 MR1ES	80Z-NW	UM
A .			MICHOLITAND HAVE VANDERGERED 12 MICHE	801-034	UM
¥			LAKE HUGHES ED ISO N CASTALE RESERVORS ED	741-147	н
			ENCINAL CANYON RD IED GRACE RD, 23 MILES	EN-030	N3
₩			We spel at norwalk elve. "Fep 15" - acc elocakteld av	681-16	16
A			CATE COORTING STATE OF THE STAT	971-16	16
<u> </u>			WES SEGST TO NOW "" PS SEG CHERRY AV	31-12EC	16
V			EB SEST AT S CENTRAL AV. "15% 26" ACC AVALON GLVD	980-16	16
<u> </u>			EB SPS1, INVO FIGUREADA ST, PPS19 260° ACC VERMONT ST	190-16	16
A	-118.28216	EZSTREE	28 IJ TO 10 MB ITOS COM F2830 VCC (WARRAN HAA	1201-017	014
A			(30) ONLOCK (BA) 19 0 ** OCE WAS 91 00% (BA BA) (WA) (MA) (MA) (MA) (MA) (MA) (MA) (MA) (M	2351-012	017
A			59 IT 10 ISO ES ITOS, **155 20** ACCESS E CARPERAL HWY	SST-014	014
<u> </u>			NA KGOS INO RAMONA ELVO, ** FSF37 ** ACC RAMIONA ELVO	9TZ-509	509
<u>~</u>			SP BOS DE MANONA BLVD. ** FEFFF ** ACC MANONA BLVD	602-509	509
A			NO ROS TRO ED LITO VECE AVITEA SIAD	802-509	509
<u> </u>			NA MOS ISO VALLEY BLVD, ** FSP37 ** ACC EB SRSO OR W/3 SRSO	961-509	\$09
A			SO INCO ED SIRRO LEGALL PCC AVITELEIAD	97175	509
<u> </u>			ESS SEC CON FESS MOD ORNS ES OL SONI EN	ATA11-203	509
A		-	SE 1605 INCO WASHINGTON GLUD, ** FEGS ** ACC WASHINGTON GLUD	EX1-209	509
			NB ROS TAD E CARSON ST, ** FSPLA ** ACC CARSON ST	9Z0-S09	509
			NA MOS IND E SPRING ST, ** 15P 14** ACC NATELLA AV	100-509	509
A			WAS SEED UND PHILLIPS RANCH RD, "" FOR PHILLIPS RANCH RD	675-03	09
\ \ \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\			E3 SASO 1ED DIAMOND BAR BLVD, "FESP 21" ACC CUAMOND BAR BLVD	92-09	09
₩			WE SEED OWN DISMOND BAR BLVD, ** FSP 21** ACC DISMOND BAR BLVD	552-09	09
₩			WB 5860 IEO CROSZROVIDE PRINYS, ** 65P 13 ** ACC CROSZROADS PRINY	621-09	09
V			EB SRBO JED CROSSROADS PRINY S, "FISP 20" ACC NB 1605 OR PECK RD	60-128	09
V			MD 2820 TEO KB 1902' LZb 73 VCC CKOZRKOVOZ LKMA	SZ1-09	09
V			WB SRSO TO SB 1605 CON, ** FEP 13** ACC CROSSROADS PINWY	67e11-03	09
→			NO IS IND SELES, APPROX 1 1/4 MI ADC WE SELES	2-834	S
l v			KA SAST TO EB 110 COM, ** FSP 38 ** ACC TEMPLE AV	ATATO-TZ	_ZS
¥			28 R TRO DARKER RD. • FECARE AREA • • • 629 43• • ACC LAKE HUICHES RD	685-5	S
i v			mb is at pasker ed. "Escape abea" " "Fig az" acc habley canton ad	885-5	S
V			SPERS LIKE OID KID' KEMINYIT CHO OLLICE	DESS-5	5
- v			MB IZ UND CYFCBOAR BFAD" •• 125 43••	881-5	S
Ŭ v	·		28 IS NO ISTO, ACC 58 SALA OR CALGROVE BLVD	6E7-S	S
₩ ¥		_	NO IS DESCRIPTION OF THE PROPERTY AND THE PROPERTY OF THE PROP	866-8	S
- v		·	28 IS 15/0 YOC 28 2 BTM ON CYTCHONO.	SEP-S	S
l ¥	-118/4603	89585.AE	ha is onde, "" fri acc san fernando mission glad	807-5	S
 v			NB IS TO EB SRIZE CON, "FEST 32" ACC COLORADO ST	1792-5	5
 √	 		SO IS AT GLENDALE GLUD, •• ISP 31•• ACC WB LOS FELLS GLVD	6EZ-S	5
 	-		29 IR THIS LIFELICHER DEF LED 3.7 VCC GEERDVIE GFAD	SEZ-S	S
 			KB IS TOO NB SHS" LESS 31 YOC 21 YOUTHW ALA	922-5	S
 	i		SE IZ NO SE 265° NO SIENDALE BLVD	£22-5	S
₩		-	88 BS TO 58 SRALD GON, ** 55704 ** ACC STADUUM WY	ATELS-2	S
 ∀		· · · · · · · · · · · ·	OLTS SE CALENTICELVD, ** FSPOR ** ACC 58 DE CALENTIA ET A 21 SE	621-5	S
 v −	 	-	NB IS IND NB IEOZ E2516 ACC PRONZER BLVD	0/0-5	5
 	 		28 IS 100 28 1808, ** FEP16 ** ACC LAREWOOD ELVD	590-5	5
₩			NB IS IND FLORENCE AV, ** FSP16 ACC PIONEER BLVD	190-5	S
	 		SE KOS AT EB SALIA, ACC SAN FERNANDO MISSION BLYD	691-501	507
- A			28 MOD THO M CENTURY BEAD, ""159 OF" ACC IN CIENCER BEAD	622-505	507
٧			MB MOZ PLI M WYMCHEZIEB BTAD 28 MOZ PLO M CENLINB BTAD PCS. IV CIEKEGY BTAD	405-229 405-229	S07 S07
A			NB MOS AT W MANCHESTER BLVD	405-3387	\$07
٧	ebutigned stil	ebuttial est?			\$07

			GR EENER SAJ 335 ** 65 427 ** CE 1275 437 ENER SAJ 631, LO1 20 201 A	101-333	tot
<u>.</u>			ed retat ind dyriman catabary. Fed 58. acc ing areginer ed	101-295	101
<u> </u>	27053.811-	34.16552	SB (R2TO) 18D WRITHOTIVND DW 0-12b 50.0 VCC AVITEA CIVCIE BIAD MB (R2TO) 1MO SHOLL YA' 0-12b 50.0 VCC LOUWRIN CIVALON BIAD	101-326	TOT
3	32009811	C3331 VE	EB LISTOR AT CANDER AV. ** FSP29 ** ACC TOPANGA CANYON BLVD	101-549	TOT
3		-	MB RETOT VI CYKOGY YA' 125 53 YOC 08 2010 YA	101-348	TOT
3			wd uslot iwo wikhetika av, •• FSP 29 ••	101-238	TOT
ď			eb lestot innd reseeda blyd,••fsp 29•• acc van alden av	101-219	TOT
- 1			ED LISTOL AT HESTON ELYD, "FED 07" ACC VAN ALDEN AV	101-309	TOT
	46535.00	PA11.PE	EB USIDI AT REJERANK BLVD, (SE USIDI SO EURAAKK ELVD) WB USIDI AT REJEDA BLVD, "159 07" ACC WHITE GAK AV	101-508	TOT
3	76152.811-	PSTI.DE	WB USION AT BALEGA BLVD, **15P D7** ACE MASKELL AV	881-101	TOT
	 		wb uslot ieo hayvenhurst av.°°75p 07°° acc makell av	101-184	101
3			wb usto1 at coldwater canyon av, • 179 ot • * acc laurel canyon blyd	101-134	tot
j			eb listot at laurel canyon blud, •• Fep ot •• Acc coldwater canyon av	101-159	tot
3			mb nato1 ied inneet cyrlich bead'e25 cd VCC littings ya	101-138	tot
	TIZEEBII-	TEDIL.PE	28 USJOJ RO HICHIVNO YA'. 1525 53 PCC HICHIVNO DO STAD	101-019 640-101	101
<u> </u>			SO USIGI INO MEUROSE AV, 0-152 270° ACC ACHITAMODO RAD	690-101	tot
1	-		28 natol 120 m rermunit av, ° 15902° acc vermunit av	101-039	TOT
3			29 rejaj ko e 4lm 21°0-129 as VCC wkznon Kd	101-00SR	ATOT
- 1			eb lto at ballona creek **150 17** acc robertson glvd	10-034	OT
			WB ITO AT 5 ROBERTSON BLVD, **15P 27** ACC LA CIENTEA BLVD	10-03	70
3	67742-	CCCT	EB SKED IND S RESERVORS ST. *** SO *******************************	862-09	99
	SISTABLI-	34.21533	SO KKOS KSO WARKHEZHER BELVD, ""FED EIO" EACE SHERMAN WAY	465-204 465-217T	507
3	 		RE PROFITO M. CENTURY BLAD, O. E2504.	402-313	405
3			OTEL SW ORL FREE DESCRIPTION	3-309	Z
3			GVIE AGIVIUM 22. DA " " E Q21 "	btt-8tt	118
3			es ilds at w capealal hwy, •• fer 23 •• acc avartion blud	105-035	501
3			WB ITGE TO 58 IA66 CON, ** F57 39**	HTESO-201	702
0			MD 1651 IMO CHERRA VA' et as 20 VOC CHERRA VAE	621-16	16
0	00/67*077	8ET8.EE	ed 2801 imd Cherka an', 025 29.0 voc Vilyalic an Me 2801 ied ii fong eevch etad', 025 29.0 voc Vilyalic an	921-16 511-16	16
0	88791.811-	22 5722	MA 1991 10 NO 1110 CON 125 29 YCC YAYTON GTAD	81780-19	15
			28 ROOS ISO MHILLIEB GLAD, ** FEVER ** ACC WHILLIEB GLAD	SET-509	509
à			CAS HRAN TELEGRAPH RD, ** FEP27 ** ACC TELEGRAPH RD	101-509	509
a			62 ISOS EZITETAN PER . " GT HEARD TELEGRAPH RO	P02-103	909
0			SB ROS RO LTOKENCE VA' LZBJV VCC LTOKENCE VA	£60-\$09	509
8			NO 1606 TO WE LIDE COM, ** FSP14** ACC ALONDRA BLVD	AT330-203	509
G	ļ		eb sego ied diamond bar bly, "" f5p14 "" acc rosectand an ber blud Bes sego ied rosectang av, "" f5p14 "" acc rosectand av	\$90-\$09 852-09	99
0	-118.56295	2527E.AE	22 GRAD ILO DIAMAND BEB (BIAD) 0-01CC CATESDAR ELVD	867-5	5
-	20003 000		NB IS INO LOS FELIZ GLYD, "F29 31" ACC LOS FELIZ GLYD	872-5	S
0			he is so is 572. "Fer 31." acc stadium wy	2733	S
0			HE IS IND STADIUM WY, ** 55931 ** ACC NB SA110	5-220	5
0			50 IS TOO CEEAR CHAVEZ AV. "• 121004 • • ACC CEASAR CHAVEZ AV	6/1-5	<u> </u>
0			NO IS NO CERAL CHANKEZ AN, ** PSPOAL *** ACC 4TH ST	84T-S	5
0	-		AS IS ISO E 4TH ST, ** FSPO4 ** ACC GITHAN AV	871-5	5
1 0	 		KE IS DITIMAN AV, "" ESPOA"" A ACC ATLANTIC ELVD	99T-S	5
ò	28170,811-	3860206	NE MOS IND NORDHOFF ST, ** 129* 10** ACC MORDHOFF ST	\$5\$-S0\$	402
0	7617A811-	34,22903	NO HOLD INDIRIDITY ST, ** FESP 10* * ACC ROSCOE GLVD	994-209	\$05
0			nb kod ino sherman wa, °°FSP 10°° acc sherman way	405-428	<05
0			KB MCB TRO INGTEMOOD PA" LED 03 VCC HVALHORINE GTAD	8/1-509	405
0	—		nd acce iso rateely e ⁰ f59 03°° acc circlemod av 58 acce at he hawthcrie elud, °0 f59 03°° acc circlewod av	5/1-509 991-509	507 507
0	SSSIE.BII-	83.288.EE	NB MOSTERN AV, ** 529° * ACC WISTERN AV	897-509	507
0	55316 011-	03130 66	NB IN BELLICOWER BLUD ONR TO NE MOS. ** ISP19 **	T050-20A	507
ō			29 MOS ISO MOODBINIE VA' 0-120 7300 VOC MOODBINIE VA	STO-S07	\$0 >
0			na mas aso palo verde av. • Pep 199° - Acc studebaner rd	800-507	405
0			SO KOSS ISO E STEAMUS ST, ** 159* 19** ACC STEARUS ST TO 796E4		507
-	 		TS NTT NO. OF THE NEW WORLD SEE THE PARTY OF THE NEW WORLD SEE THE	\$10-68¢	402 310
0			IN A NE NORMAN, TR TILUM CRIL CES EST	210-484 210-462T	210
-	 		EB 1210 IED M SAN DINAS AV, °° 1519 280° ACC SAN DINAS AV	370-628	310
1		-	and is to card drived an " eeled er accept dinner an (mb ersto card exaddrives an)	744-015	STO
0			EB G210 INCO BUENA VISTA 71, °°655 92°° ACC MOUNTAIN AV	15E-012	310
g			wb iz 10 ied 5 myrte av, "F15p 28" - acc mountain av	210-342	210
<u> </u>			WB RZ.O. WO ATZEATA DR. ** 12 ** ADZ ATZEATA DW. 0250 BW	510-515	310
0	ļ		EB (210 TWO ALTAZEIKA OR, **) F2 12 ** ACC ALLEN AV	310-328 310-369	210
0	 		WB ISTO TWO DENDRIVANDE AV, ACC PERIODIAVANDE AV	310-369	310
<u>- ۵</u>	 		WB SRL18 NO SB R. ** 652 33** ACC SAN FERVANDO RD	601-811	811
0			ED SUTTE VAO SO R' 62% 33 VOC SENTIAEDV BRAD	891-811	811
0			EB SR118 OD 50 HOS CON, ** F19 33 ** ACC HAYVENHINST AV	118-03ET	911
0			29 IJ10 190 W FLORERCE AV, ••FSP 43•• ACC DAGE AV	691-011	110
0			NB ILLO NO W FLORENCE AV, ** FSP 43 ** ACC MANCHESTER AV	110-168	770
0			28 ITTO INO INVINCKIZLER VA` LZD 43	591-011	011
0			kij itto ino mynchezleb yn` ezdig vcc mynchezleb yn 28 itto ino cenjina etad' ezdig 43	110-124 110-122	OTT
-			NA 1110 ISO MANCHESTER AV. *** FS # 43***	170-124	110
1			28 ITTO 'RO M CENTILY READ' LED 43 VCC WANCHETLEB VA		310
<u> </u>			nb ijio imo mb ito?' •• Les 43•• voi et 2equindo biad	110-144	OLI
0			Se illo ino w imperial hwy, "- FSP 43" - acc manchester av	110-143	110
edAl	ebutignod stil	क्राग्यामा क्याड	Myladosidon	Stenkumber	stucA
Berised Site					

3			KE HOS TO WESTERO COM, ** 659 06* ACC LA TUERA BLVD	405-255 405-255	S07 S07
-	10000000	*******	28 MCB V1.7650/ICAEU BIAD".0120 00.0 VCC (ELLERGON BIAD) 29 MCB V1.M WAVICHEZLER BIAD".0120 00.0 VCC IV CIENEGY BIAD	402-232	507
<u> </u>	₹899£.8ff-	88196.EE	NS MOS ON W MANDGESER BLYD CYCE OF THE CENTURY BLYD	1ZEZ-507	507
			KIS HOSE ISO W CENTURY BLVD. *** ********************************	1222-509	507
3 4			SO MOS TO EB RLOS COM, "159 6" ON COLLECTIOR RD	1512-50>	507
 	_		इड लक्ट १४० हव मध्य'-१४१%	£12-50»	SOP
 			NB MOS 1D EB 1702 COSF 12b 80.	81891-202	509
			28 kgg 120 mb 1110' 12b 13 VCC kgrwakdie aa	405-137	50%
-	ELIGLBIT-	TABIBLEE	[28 PROZ TIKO N TOMO BEVECH BYAD" \$25-130 VCC FOXG BEVECH BYAD	990-907	405
3			MB PROS THO M EVICEMOND READ" LEES TO YOU EVICEMOND READ	850-209	507
1			ke noz timi ki evkemdod dead'ezb tə voc eviemdod bead	950-50>	505
			KB INDS IND PALD VERDE AV, ""FSP 1,9" ACC PALD VERDE AV	\$10-S0\$	405
4			SWEZE EXCERNING THIS ONE ZENE	7£0-12	LZ
al .			18 262 ICO AERDINGO BIAD' 6256 32 VCC AERDINGO BIAD	7.227	<u> </u>
			59 SR2 ICO VERDINGO BLVD, ** FSP 35** ACC VERDINGO BLVD	2-225	Ž.
			NA SAZ ISO VERDUGO BLVD, ** FSP 35** ACC MOUNTAIN ST	3-554	
4			(EB ISTO 1EO 2 SINKIOMER AN' ««EZO 3E»» VCC GRIND VA (EB ISTO 1EO 2 SINKIOMER AN' ««EZO 3E»» VCC GRIND VA	\$10-438 \$10-454	310
			AND 1310 TO 28 EGGS COM HIS SR YCC ISANIMOVIE WA	81736-015	210
			WE ISTO TWO S MYRTHE AN, **15P 28** ACC HYRTHE AV	210-335	210
			EB IZID IEO N MICHILINDA AV, 6-659 11-6-ACC MICHILINDA AV	210-304	210
			WE IZED TWO HEIVE AV, ** 52P ZE** ACC LARE AV	510-259	210
3	 		EB 1310 AND PRINKEYLVANIA AV, ACC LOWELL AV	210-164	370
3			EB 1310 NAO 17 JUNY CANTON NO, ACC SURILAND BLVD	210-138	210
			WE 1219 IWO LA TUNA CANYON RD, ACC LA TUNA CANYON RD	510-132	310
3			EB 1210 FWO AA TURK CANTON RD, ACC SURLAND BLVD	\$10-13¢	210
3			EB IZ 10 TWO AT TURK CANTON RD, ACC SUNIAND BLYD	210-128	310
3	·		WB 1210 IED WHEATLAND AV, ACC SUNLAND BLVD	210-102	SIO
4			WIG IZIO TO SE IS COIN, ACC YARNELL ST	7200-01S	STO
3			EB 1210 IEO IE, ACC H3 IS	310-004	210
ď			PACIFIC COAST HAVE IND DECIRER RD, 6/19 AN	S09-T	
4			SA SRIA KO AVENUE L ACC AVENUE H	14-689	14
1			28 SUTA ISO VARRILE T VCC VARRILE I	629-91	14
1			28 28TH TOD KANCHO ARLIA BLAD' 1/2 MI ACC AVENUE PO-P55P 41**	74-909	310
± ±			28 SATA ISO AVEKUE S, 1 G/8 NA ACC AVEKUE S** FSP 41**	14-265	14
<u>1</u>			nd but a tho priceles forest kma, "" Fisp al" " has dec peablossom kma"	14-558	ÞΪ
			28 SHI'R IND ANGETES FOREST HWY, **FSP 41** 1/2 MI ACC AVENUE 5	14-555	14
			NB SRIA IND ANGELES FOREST HWY, **15P AI** 1/2 MI ACC PEARBLOSSOM HWY	14-518	10
3			END SEATTING SANTING POP. 1 MI ACE SANTINGO RD	812-01	91
			78 7814 RO CROMN ANTIL KO' T 1/4 MI PCC CROMN ANTIL KD KB 41 28 7814 RO MAKD KO' LE. 40C MAKD KD	35771	pī
-			SB SRIFE ISO WARD ISO, 3/4 MI ACC WARD ISO** FIL**	10-429	PT
-			58 SRIA ISO WARD RD, ACC WARD RD AT SURVANTI** 1550 A1**	14-422	Ιđ
			KS 2814 IND ESCORCIDO CANADA ED 7 1/2 MI PCC ESCORCIDO CANADA ED 1529 EL 41	14-448	bī
=======================================			KR SHI'N TO ESCONDIDO CYNNON ND' ('2 MI TRO ESCONDIDO) LEB 4T	14-454	bï
3			NO SRIAR IND AGUL CULCE CANYON RD, 2 1/3 MI ACC AGUL DULCE CANYON RD **F5M1**	14-414	ÞE
<u>├</u>	-		ZB ZBITG THO PERTY DRIFCE CYMNON BD'. 1226 61.0 3/G PRI VCC EZCONOIDO CYMNON BD	14-409	ÞĪ
1 3			KR 2814 IND VERY DRICE CVALON ED' NE 14 IND VERY DRICE 125 41	10-08	ÞΪ
1 3			28 2814 RO EZCOKRIDO CYNAON KD' 125 47	505-61	Þĩ
3			NO SRIA INCO AGUA DULCE CANYON RD, "FFS 41", 75 AKTES INCO AGUA DULCE	10-01	34
3	53E.811-	304.05	28 SUTY THO SUBTING CYNLON BD* o.625 54.0 YCC YGINY DITICS CYNLON BDTSO 5000.	STE-D1	11
3			(M3 26174 'INO 268TING CYNLON ED' 0.0226540.0 3/4 NA PCC 201EDYD CYNLON ED' LEWLBEWDAYT	14-368	βĬ
3			KB 2814 INO SVIND CVINADIN 60' E25 54 YOC 2VIND 60D	14-338	
3			RESERA PERMIT CANYON RD, **PES 24** ACC VID PRINCESEA	14-334	11
			NB SELA IND VIA PRINCESSA ** PES 24** AT SANTA CLARA RIVER	14-378	10
			KIS SRIA EGO VIA PRINCESSA, *** FSP 24** ACC GOLDEN VALLEY RD	74-208	bī
4	ļ	ļ	STEAS HAVE CHEE TO SE SELVE, 1979 24 *** THE SELVE HAVE CHEE TO SELVE THE SE	14-3071	bī
	 	 	KE SELFE IND SAN FERNANDO RD, *** FSP 24 *** ACC SAN FERNANDO RD	74-52 0	DI
<u> </u>			25 srla ieo kuuerda st, ** 1993 ** Acckiuurda st 55 srla iso kuuerda st, ** 1993 ** Acc san Fernando rd	134-118	DEL
 			TO ANSWERSON OF ARREST OF ARRESTING OF ARRESTING OF ARREST OF ARRE	134-104	134
1 1	 	-	63 SALDA (AO 549 SEQ. ** 1529 SEG. ** 1520 PER 1529 SEG. ** 1529 SEG. ** 1520 PER 1529 SEG. ** 1520 PER 1520 PE	734-028	PET
1		 	80 SALIAT TO SO IS CON, ***59: 21.** ACC FORBET LAWN OR	134-0507	DET
3	SDSZ-BII.	EDSSI.AE	ES SALSA MON NB IE, "159 723" ACC FOREST LAWN DR	950-PET	PEL
	3000 044		EB 28118 10 WB IS10 CDW . • 120 33 • VCC GLENOMIS BLVD	18E1-811	118
1	 		MO 28573 TEO HB IZ' LZS 33 VCC ZYN LESHYNDO ND	611-811	911
 	 	 	AMB 281/TB 10 28 KG2 CDN" 6525 33 PCC IVINEE CYMUDN BIAD	118-103T	811
-	Sezts.att-	£880.₽€	SE SALLO IND NB E, ** FEROT ** ACC AVENUE 43	592-011	770
1	1	1	KB ITTO INO W 121 51, ** 65901 ** ACC 3120 57	110-234	710
-			TS HITCE COA "FEA GIVED AR GLUD, ""FEA 43"" ACC 311 O ISO MARTIN LUTHER MINED AS "EN 42" ACC 311 GE	710-132	OTT
- 3	1		***ES TACE TO THE	7E1-011	OTT
3			KB ITTO INO ET SEGUNDO ETAD" 0-125 4200 VCC ET SEGUNDO ETAD	921-011	OTT
3			SE ITTO ISO EB SIGIT VCC UEDONDO BEVCH BIAD	Z50-011	OTT
3			KB 1110 ASO E8 5691, *** 675 81 43*** ACC 1907H 57	110-011	OTT
3			EB 1205 TO WE ISOS COM, "PFS 400" AZOC BELLFLOWER BLVD	1105-1747F	SOT
3			we itos ino 38 ito, ** Feb ado and add	SET-SOT	501
4			ER LIDE VALO HE LLTD' LESS FOI VOC FOME REVCH BIAD	102-134	501
4			GVASI NEARAS CAMBLE ASSECT SALVES OF PROPERTIES OF PROPERT	T051-201	SOI
_ ±	ļ		WE ILDS AT CREASHAW BLVD, ** FSP 39 ** ACC VERHONT AV	102-043	\$01
_ =	<u> </u>		WEILD IND SHOOKER ST, "159 3"" ACC LOS ANGELES ST WB ILD IND HODDRENDH COLLECTOR	TEA1-01	TO TO
3	ļ		S VERMONT AV OKR TO ED ILD ** FED ** ACC FROM VERMONT AV	49ET-01	TO
- 3	<u> </u>		AND RETOR TEO FLEETING CANADA NO. ACC LOST KILLS RD	101-334	TOI
	 	 	EÐ USTOT 1EO LAS KRAGEKES KO, «FCE PARKVAN KD EÐ USTOT 1EO LAS KRAGEKES KO, «FCE PARKVAN KD	101-208	tot
3	1				
sale bestvesi eqyT	sbuttanos est?	ebuthal en2	Mysterborden	**************************************	estucia
		<u> </u>			

9			25 MASS ASO N LALEWOOD BLVD, ** F29 19** ACC SPRING 57	SE0-S09	402
9			NA MOS THO IN LAKENGOD BLVD. ** 150* 150* ACC BELLILOWER BLVD	1402-034 15-134	Z 702
9			IND RES IND MOTEL DE "6-125 2400 PCC POTTE DE NO RESTEA DE NO	14-306	Þī
-			EB SETSH TEO FORKERSHIN ETAD LEDSZ	134-008	PET
			(MB 28TTB VMD 28 1802° LEB 33 VCC 2EMTIAEDV EIAD	760-811	118
5			KB NTO THO ED 1702' 125-43 VCC EF 2500KDO 07AD	110-145	110
-5			SB 1110 GO W ANANGOM ST, ACC ANANGOM ST	250-011	OTT
5			WE ITO IND IN CITRUS ST, "159 12" ACC EASTANCA ST	SZE-01	Οī
5			NA USION SHO W SUNSET BLVD, *** SES 27** ACC FOUNTAIN AV	101-064	TOT
3			XVAVA DITME BD 120 NEMLON CYMLON BD' 5'4 WHEEZ	N9-130	_ 6N
3			XANAN DUME 6D 150 NEWTON CANYON RD, A MILE	860-6N	6N
크			MOUTHOUTAND HAY IED LAS VIRGENES RD, APPROX 1.1 MILES AT VIEWSITE	WU-232	UN
-			MULKOLLAND HWY 150 WASHN DUWE 820, 3 MILES MULKOLLAND HWY 150 KANAN DUWE 820, 5 MILES	WIN-134	UM.
			LUKE HUGHES RO AGO TAYLOR CANYON MTWY, 1 MILE S/O	861-11	H)
			WAS SAN I SON SEI IECOS, O'FISP 150° ACC PRONTER BLVD	691-16	16
3 -			EB 5891 TO 50 KGG CON, "FSP 15" ACC GELLPLOWER BLVD	D1891-16	τ5
			EB 2837 LO NB RCC COM LO NC PETITE TOWER BY ND	ATB31-16	16
3			MB 2831 IMD 2VN Gybiele Waek -0.126 F200 FEB 87AD	591-16	16
- 1			Ma 2493 150 Ividimood etado eta 520. eta estato etado	741-16	t6
			Me 2601 1MD Eviemdod etad'. • 626 t2. • VCC Eviemdod etad	571-16	16
Ŀ			WE STOR TO HE ITTO COM LED SE POC MANTON BEAD	ATT30-16	16
4			EB STAT DAY S WAIN AT "OF SEP 23" ACC FEQUENCA ST	990-16	76 014
			AND DATE OF STARTS OF STAR	21795-017	012
			58 DTO 50 E DAYERAL HWY, ** 159 30** ACE DAYERAL	201-017	012
			SS 1710 IND ECCECALME AV. **** 50*** ACC ECCECALS	T221-017	014
3			KE ITO AT EB ALOS, ** FLSP 30**	95T-014	OIL
1 3 -	 	-	WA CHARGE COM, ** FESTER ** ACC ROSECEALISE	710-1527	OTŁ
			KB 2831 WO M AVITEL BIAD' VCC AVITEL BIAD	17-008	17
-	-		EB ISTO TO 59 ISOS COM, ** F5P 28 ** ACC MOLUNTALN AV	555-509	509
-			NOO OLSI 63 OT 2021 EN	ATh2S-200	509
d			(RESTANCE AS AND	PET-509	909
			Se lege slaugom av, "* 1593" ** Accelalison av	511-\$09	\$09
	EX880.811.	TABREE	28 PEOS TRO STVITZOM VN. ** 125-31 ** ACC STALLICOM AV	601-509	509
			SOURCE CONTROL OF CONT	901-909 640-909	509 509
4			78 PEOR TRO DEVASEUM HAN' 0, 12517 0,0 VCC HURZLOME GTAD KB 1902 LO EB 2807 CON' 0,0 12517 0,0 VCC 2011H 21	AT310-203	509
			We seen to work statement at the statement of the stateme	662-09	09
4	S9596'ZTT-	86800.₽£	ES SREO IND S HACIENDA BLVD, ** 159 20 ** ACC 71H AV	60-158	09
3	26230 711.	86300 78	WB 5R60 IWO S6 IEOS, ** FSP 13 ** ACC CROSSROADS PRWY	411-09	09
1			ES SECO INVO PARAMOCINT GLVD, ** FS 92 ** ACC GARITELD AV	890-09	09
			SO 15 ISO SALERA APPROX 1/5 NO ACC QUALL LAXE RD	St8-S	S
- 3		-	28 is iso mingra antea (d) yedsida 1 mi	691-5	S
1			KIS IS ISO SMOKEY GEAR RD, APPROX 1 MI ACC VISTA DEL LAGO RD	891-5	S
4			29 IZ TIKO ARZEV DEF TVEO IED' VCC HITMEIA KVITEA IED	677-5	5
3			NA IS IND VISTA DEL LAGO RD, ACC VISTA DEL LAGO RD	874-5	<u> </u>
<u> </u>			NA IS ISO VISTA DOL LAGO RD, ACC TEMPLIN HIVY	557-2	S
			29 I2 100 Chebya Cymadn y bascx 4 4/2 mi nao ycc arely dei fyco 20 Mb i2 100 lewbth han' y bascx 4 4/2 mi ycc lewbth haa	604-S	- 3
!	007007/77	ACCORNC.	NA SIGN FRO TEMPLE AV. * • FSP 38 * • ACT TEMPLE AV	530-72	LS
 	E3502.711-	₹E20.₽€	INB IS THO OSILIO CYNLOW, YBERDIX G 1/3 MI WCT LEWINTH HAAL	904-5	5
-			SE IS IND TEMPLIA HAY, APPROX 3 4/5 MI ACC VISTA DEL LAGO KD	669-5	S
1			KB IS TRO THE ESLANDS, APPROX 3 4/5 MI ACC TEMPLIN HWY	SE33-2	5
3			NS IS JNO TEMPLIN HYYY, APPROX 3 4/10 MI ACC TEMPLIN HWY	969-5	S
1			58 IS IND TEMPLIN HWY, APPRIOX 2 4/5 MI ACC YISTA DEL LAGO RD	689-5	5
3			28 IZ TO KINIGHA AVITEA ND	289-2	S
_ ;			28 R. NEO KRINGHA AVITEA NO	649-5	5
	ļ		ND IS IND TEMPLIN HWY, APPROX 1 9/10 MI ACC VETA DEL LAGO RD ND IS IND TEMPLIN HWY, APPROX 1 9/10 MI ACC TEMPLIN HWY	873-2	<u> </u>
-	<u> </u>		OS ODA I DEL XOSTO A VAN KUSANST CAL 28 EZ OS ODA I DEL XOSTO A VAN KUSANST CAL 28 EZ	679-S	2
1			IND IS, EGO TENENUN HWY, APPROX 2 MI MOC LAKE HUGHES RD	899-5	5
1 3			HE IS INO CHO FO, APPROX 1/2 MI ACC LAKE HUGHES RD	119-5	S
1-3-			SE IS AT CIP RD, ACC TEMPLIN KWY TG X	6E9-S	S
1			28 IZ TEO CHE IED' WEBBOX T/S MI WOC LEMENTH HAMA	253-2	S
3			NB IS ISO CHP RD, APPROX 1/2 MI ACE LAME HUGHES RD	163-2	S
3			(AB IS 250 CKP RD, APPROX 3 MJ ACC LAIG HUGHES RD	5-628	5
4			SB 15 INCO LAKE HUIGHES RD, APPROX 3 3/4 NO ACC TEMPUN HWY	\$19-5	5
4			KB IS IND LAKE KUGKES KD, APPROX 1 3/4 MI ACC LAKE KUGKES RD	719-S	<u> </u>
3			SEIS IND LAKE HUGHES FOR APPROX 1 MI ACC TEMPLIA HAVY	\$09-S	S
	 		k9 iz 1900 krziej. Cymlon kd' «-eecybe ruek» «-12d 43». Addx 3/4 km acc haziej. Camlon 28 iz 1900 krziej. Cymlon kd' «-eecybe ruek». «-12d 43». Addx 3/4 km acc haziej. Camlon	580-S	- 5
- -	-		NB IS SO CALGROVE BLYD, APPROX 1 MI ACT NB SR14	897-5	- 5
1	-		SO ES TO ES IZED CON, ** TRU ** ACC SESENTA	BT2A6-2	5
1 3	 		NOO CESS ES OF 8 ES	AT2AD-2	5
3	 		(KOD 015 63 OT 28 84) MOD 015 63 OT 28 84)	T35A-2	S
	· · · · · ·		S BS CT ZMATT ZMJ ST E BZ GV18 ADBIAG DN1. 21 BS	81611 - S	S
1			28 iz 1ko mb zutał "•lzb at", vcc mizlien va	£92-5	S
3			KB IS GO IS 6-159 31 VCC COPULYVO 21.	2-564	S
			SB IS IND FOR LEELE BLVD, ** FES 31 ** ACC COLDRADO ST	575-5	5
			KE IS OF CHANDAL BLAD, "FEB 31" ACC FLETCHER DR	\$-234 	5
3			SE IS AT MISSION RQ. ** FSPOR ** ACC BROADWAY	691-S	S
-			SO ES IND GARRIELD AV, ** 15904 ** ACC WASHINGTON ELVD KR3 ES AT IN MALIN ST, ** 15904 ** ACC MISSION ED	601-5	5
adA ₂					
soft bathrasi	stuttmod stit	oburbal sri2	motionistiff.	volumente	extrosi

X		7	ANGELES FOREST HWY AT MIT EMMA RD	690-EN	EN
×			ANH CHYTICHTICH OTS THE	919-1	1
M	EELER TII.	SECET DE	MB ISTO IMO ISMINDYTE YA' 125 S8 YCC ASSICON YA	510-379	370
1	ESZCB'BIT-	EBOTT. AE	MR IS IND SALES, RAPRIOL THAN EAL WAS AN IN EAL WAS AN IN EAL WAS AN IN EACH ONLY IN EACH AND AN IN EACH AND	5-82¢	S
1			28 iz izo byekeb bid ezevde vaev elzd 43 vdbbox 3/4 wi vcc dyekeb bid	282-2	5
n n			HE IS ISO WAGIC MOUNTAIN PROVY. • 15P 420 • APPROX 1/3 IMI ACC VALENCIA BLVD	875-5	5
1			WB 1210 160 PARTON ST, ACC 0360 RKE ST	510-029	310
1			DA OZIVE, GUR AREM WESTA TRAIL BY ZO DA A	874-1	T
ı			EB (R2TOT 1EO FVE AIXCENER KD' LEZO 53 VCC 2B FVE AIXCENER KD	101-308	101
1			EB RETUT IMO AVITEL CHETE ETAD". LED 53.0 PCC LIVERMAN CVIVEREZ	642-101	TOT
1			VA 05102 30 304 v.05 929°° 427° y. 427 051 181 081 181 081 181 081 181 181 081 181 1	101-339	101
7			WB USIDI IND HASKEIT AV. • 159 07 • ACC HASKEIT AV	821-101	TOT
K			WA ARUKA TOO, ** 625 OF 97	161-09	09
Ж			WB 1210 150 N BALDWEN AV, *** FEP 31*** ACC SANTA ANTR AV	210-315	370
K			WB IZEO SEO TERRAN BELLA ST, ACC COSGORNE ST	210-015	570
K			NB 1770 AT MARTIN LUTHER KING IR BLYD, "15P 43" NB 1110 CN CAUPOCL O/PASS	1109-194	4011
K			ES ITTO AT W 42ND 51, ° F5P02 ° 58 ITTO ON CARPOOL O/PASS	1105-183	antt
K			KB ITEO AT WY VERMON AV, ** F5P 43 ** KB ITEO ON CARPOOL OVERPASS	1105-135	1106
K			28 II TO VI. M AEISKON VA LED VI 28 II TO ON CVESOOF OAEBAY22	ब्हा-कारा	1105
K			(nr 1718 izo exdorilion bead) (28-43-6. nr 1770 on Cyrhode oaels/yzz	1709-188	1106
K			28 ITTO INO M RIVINGUM VA 00125 4300 28 ITTO OM CVIDOOF OAELBYZZ	TBI-9011	1105
X			nd 1110 ino m skauson av. «• F5p 43« • nb 1110 on cardoll overpags	381-9011	1106
K			52 (110 (NO W SIAUSON AV, °° 152 61° 58 (110 ON CARDOOL OVERPASS	281-9011	1105
×			Ke itto ind m stynzom va' 129 v3 Ne itto om cyrsoof daersayz	181-4011	1705
K			[ks ilio ind w slauson av, "Fep as" ns 110 cm cropool oversass	1109-182	1105
K	-118.27492	STASO.AE	END 1110 AT 1EFFERSON GLVD, ** FSFOL * ACC EXPOSITION GLVD	110-504	TTO
ຄ			GA SAN 30YO A DE LEGNA DAYDE TAR A	£00-35	35
9			AG BLOMINGS TA YWN GYALIONUM	WN-122	UM
9			CASE AT UDEBAKER RD, ** FSP 15 ** ACC BELLFLOWER BLVD	971-19	16
9			28 IJTO IKO MB ITO 12653 VCC AVITEA ETAD	710-267	710
9			KB ILTO INO MB ILTO 62653 VCC EFOSVI DB	710-266	710
ຄ			28 NGG PED BEVERLY BLVD, ** FSP97 ** ACC BEVERLY BLVD	\$91-509	509
9			SE SECTIO DEMANDED BAR BLVD, "155P 21" ACC DIAMOND BAR BLVD	610-25	<u> </u>
9	L		NA IS IND E BUSBAKK BLVD, •• FSP 31•• ACC BURBAKK BLVD	852-5	5
9			ES IS ISO MESIESH VA	2-365	5
9			29 MOZ IZO M WYMCHEZLEH BYAD* LZB OR VOC IV CIENEGV BYAD	EEZ-507	507
9			KB KOS AT W MANKHESTER BLVD, "159 06" ACC CENTURY BLVD	405-232	507
a			645 MON WANNONESTER BLVD, *0159 06**	405-228	
9			28 MG TCO MB ITO? IZO Pe-	512-509	\$0¢
9			KE MOS IND M INSERTY HAN' - 613 C.	402-S74	
9			KIS MOS IND W KOSECIANS AV. ** 159 03** ACC ROSECIANS AV	96T-509	507
9			NO MOS INCI INSTEMBLOOD AV. 0-150 03-0 VCC HAWTHORNE BLVD	402-184 000-184	507 507
9			iab moe teo ab uto'led 13 Val Vaaton etad 28 moe too ab uto'led 13 Val Canedon 21	402-138 402-102	507
9dAL			SAMM KO F CLEVAN 57 00FG 1000 ACT CLEVAN 67		307
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