

Metro

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Metropolitan Transportation
Authority
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Los Angeles, CA

Board Report

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SAFE BOARD MEEETING JUNE 25, 2015

SUBJECT: CALL BOX SYSTEM RESTRUCTURING

ACTION: APPROVE THE RESTRUCTURING OF THE CALL BOX SYSTEM

RECOMMENDATION

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

ISSUE

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

DISCUSSION

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

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

1. Verification of the location and sign number data;

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

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

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

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

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

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

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

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

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

ALTERNATIVES CONSIDERED

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

NEXT STEPS

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

ATTACHMENTS

A. Call-Box Assessment Study

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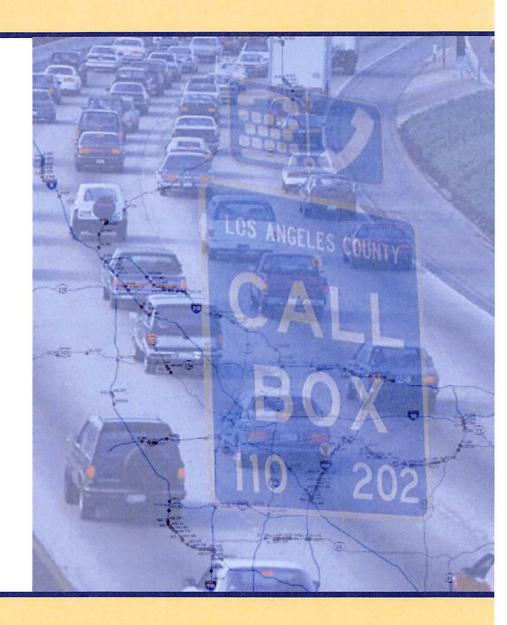
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Phillip A. Washington Chief Executive Officer



Call Box Assessment Study

May 27, 2014



J12-1798

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INTRODUCTION 1.0

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

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

1.1 BACKGROUND

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



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

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

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

FIGURE 1: PEW RESEARCH CENTER SURVEYS ON CELL PHONE OWNERSHIP

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

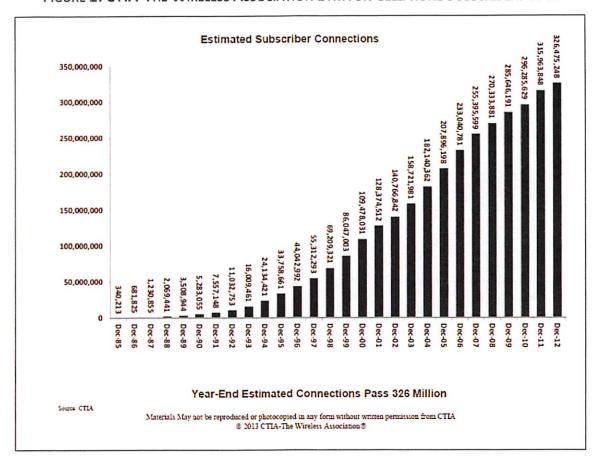
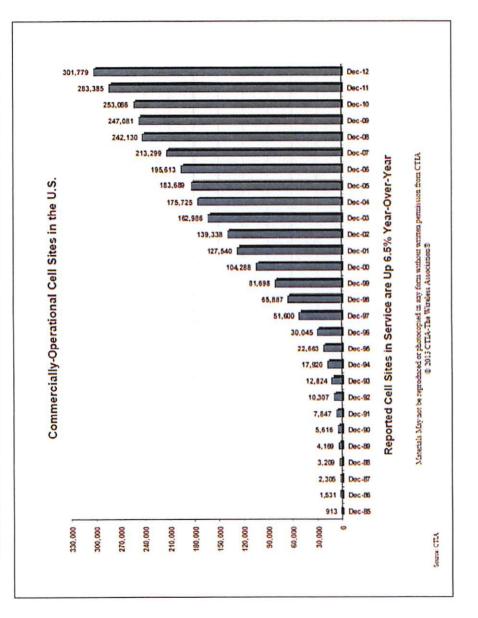


FIGURE 3: CTIA-THE WIRELESS ASSOCIATION DATA ON REPORTED CELL SITES IN US



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

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

FIGURE 4: CALL BOX CALL USAGE FROM 2004 TO 2012

Source: LA SAFE

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

TABLE 1: 2012 CALL TYPES

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

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

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

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

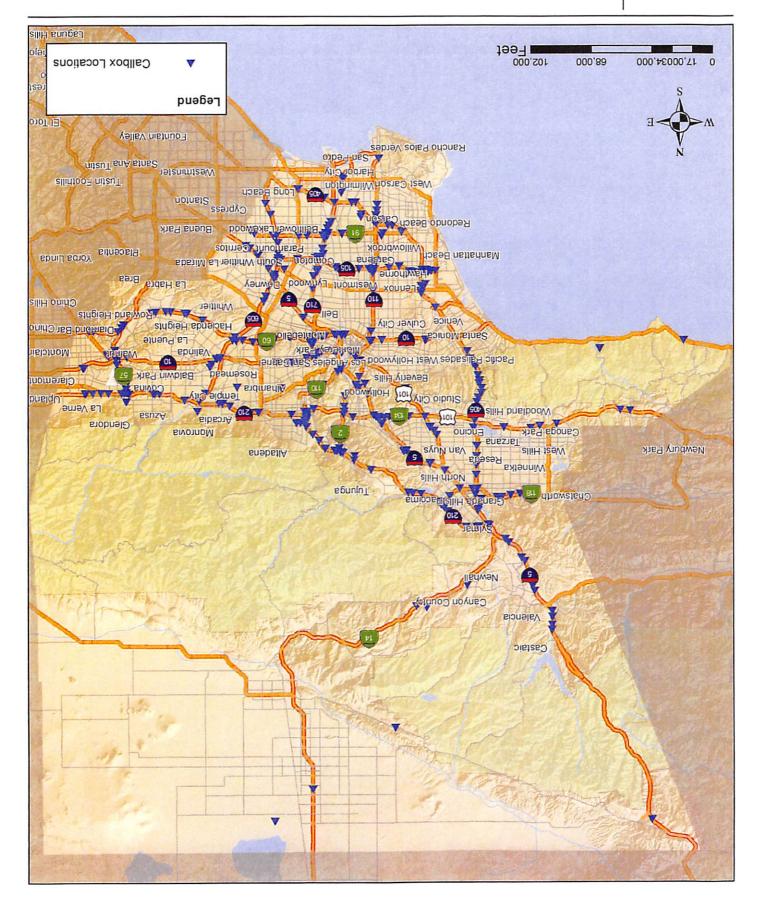
1.2 PROGRAM GOALS

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

2.0 CURRENT CALL BOX SYSTEM ENVIRONMENT

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

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



Current Call Box System Figure 5

2.1 MOTORIST AID ALTERNATIVE TO CALL BOXES

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



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

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

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

2.2 STATEWIDE CALL BOX GUIDELINES

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

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

Call Box Site Requirements

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

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

Call Box Spacing

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

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

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

Call Box Removal, Relocation, and Repairs

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

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

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

3.0 FIELD SITE ASSESSMENT

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

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

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

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



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

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

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

SYSTEM EVALUATION METHODOLOGY 4.0

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

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

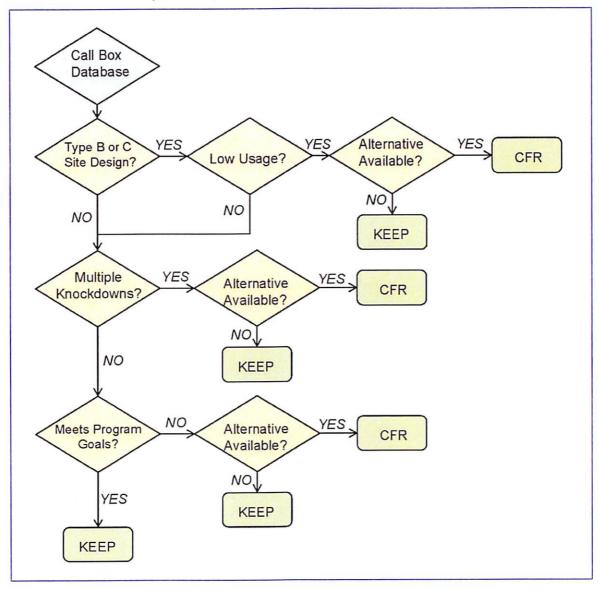
Three main criteria were used to place the existing call boxes verified into the CFR category. These criteria, based on the site type, knockdown history, and recent past usage of the call boxes, include the following:

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

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

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

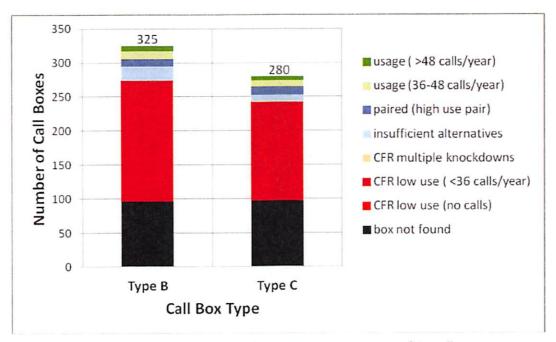
The flow chart presented below illustrates the process used for developing the CFR list, including whether to remove or keep a call box, and is described in further detail in this section.



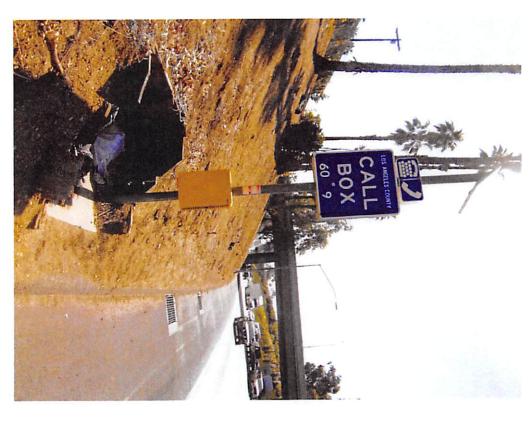
A total of 669 existing field-verified boxes were identified for initial removal considerations as part of this initial evaluation. The following subsections provide a detailed summary of the methodology used to derive the 669 boxes.

4.1 SITE TYPE

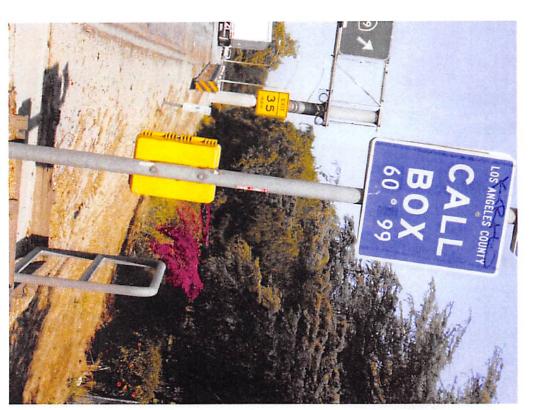
The first criterion was to evaluate Type B and C Call Boxes with low usage which had sufficient alternatives (other motorist aid methods) available. Type B and C call boxes were identified where the average number of calls was less than 36 per year, or on the average less than three calls per month.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



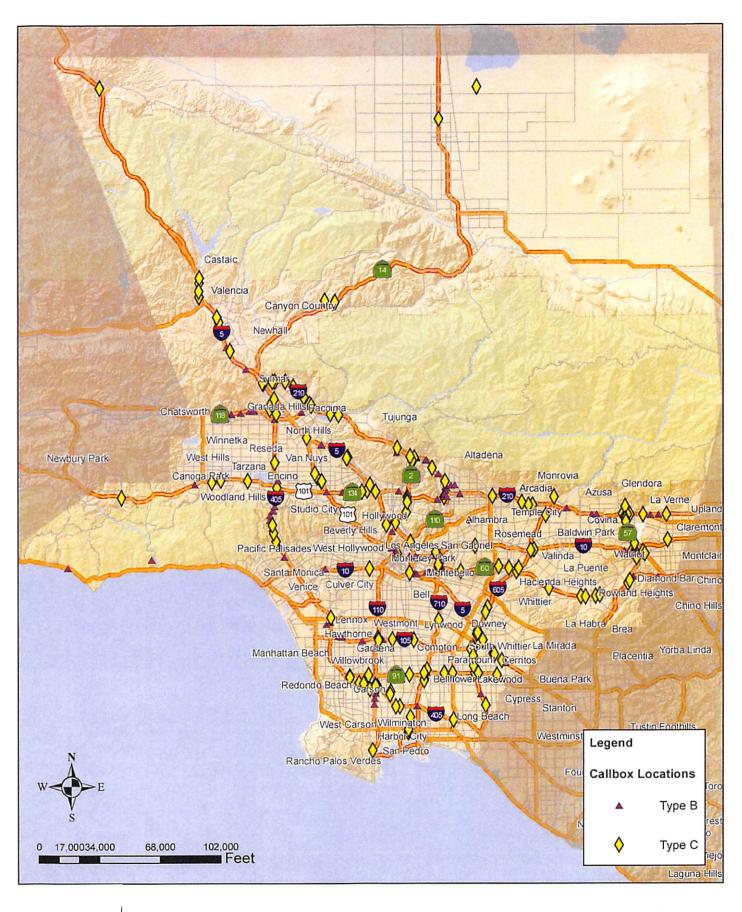
It should be noted from the above chart, call boxes receiving in excess of 24 calls per year on average are less than 20 percent of the total system. Trends indicate that calls are progressively decreasing each year.



Site Type B (Cut slope)



Site Type C (Fill slope)

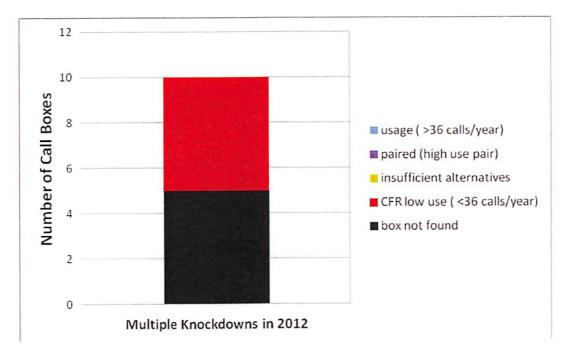


Los Angeles County SAFE Call Box Assessment Study

Figure 7 Location of Type B and Type B Call Boxes

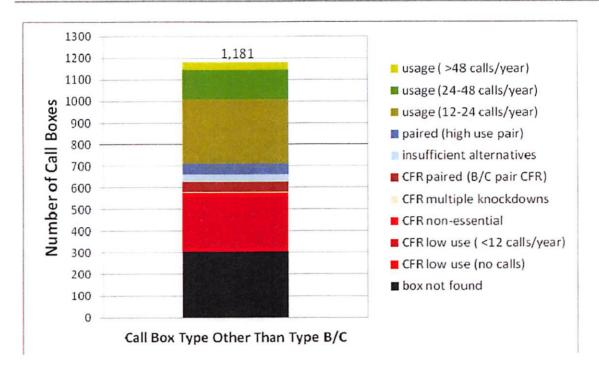
4.2 Knockdowns

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



4.3 **PROGRAM GOALS**

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



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

4.4 Approaches to System Evaluation of Other SAFEs

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

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

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

5.0 RECOMMENDATIONS

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

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

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

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

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

TABLE 3: SUMMARY OF RECOMMENDATIONS FOR REMOVAL

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

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

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

5.1 FUTURE ADDITIONAL PHASED REDUCTION

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

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

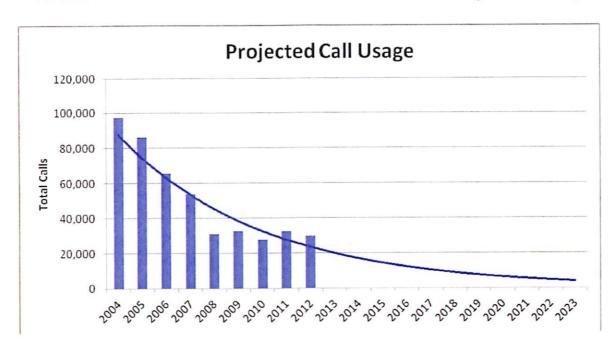
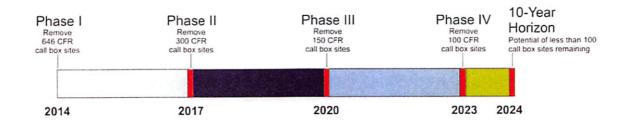


FIGURE 8: LOS ANGELES COUNTY PAST AND PROJECTED CALL BOX USAGE (2004 TO 2023)

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

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

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



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

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



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

5.2 NEXT STEPS

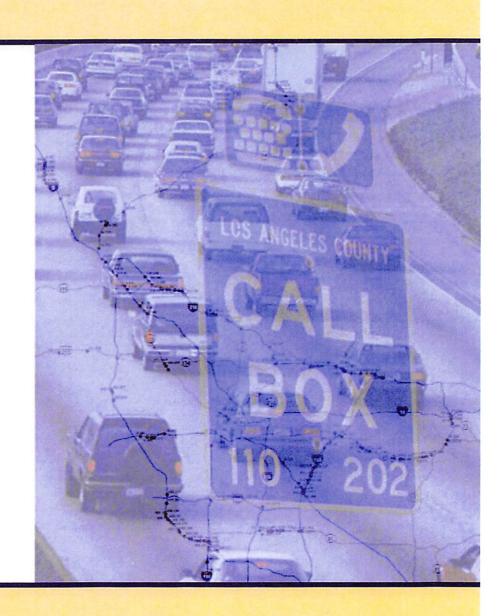
Based on the results of this study and the rapidly declining usage in recent years, the statewide guidelines may need to be reviewed to reassess regulations and/or legislature, policy and directives, program goals and objectives, and overall effectiveness of the call box program for motorist-aid. Modifications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

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



Call Box Assessment Study

APPENDIX



J12-1798

APPENDIX A: RECOMMENDATIONS FOR REMOVAL

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8			28 SUITA THO PAEKISE W' 31/4 MI) POC PAEKISE I	699-91	70
8			SE STILE ISO AVEKUE M, 1/4 MI ACC AVEKUE M	14-645	Þľ
8			N SUNTA ISO AVERUE M, 3/4 MI ACE AVERUE N	14-629	74
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8			HB SRIA AT ANGELES FOREST HWY, *** FP 41** ACC SHERA HWY SO SRIA AT ANGELES FOREST HWY, *** FP 41** ACC AVENUE \$	34-54S	34 34
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8			EB SHIJB IEO GEENGYIK GEAD' 125 33 YCC GEENDYK BEAD	118-134	118
8			WB STATE TWO SB KOS, **15P 33** ACC SEPULVEDA BLVD	118-095	118
8			EB SR118 IEO BALBOA BLVD, **FS9 33** ACC BALBOA BLVD	118-084	911
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8			EB LTDS LD 28 ROOS CON, ACC SELL'LOWER ELVD	1021-501	501
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8			EB TLOS TANO GELLICOWER BLVD, ** 129 40** ACC LAXEWOOD BLVD	191-501	102
8			(B) 1705 160 GARRELD AV, "** 1879 40" ACC 58 1710	102-144	SOT
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8			EB TLOS TEN WILLIAGTON AV. ** 6559 60** ACC CENTRAL AV	850-S01	501
8			EB ILGS ISO WEILIG ***579 30** ACC CERTEN AV	102-084	
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8			WB ILD INO RELINCTON AV. "15 12" ACC WESTERN V	10-113	OT
8			EB ITO IEO IV BYEV VN. «•EED 13.» VCC CKERCHVM BYAD	701-013	
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8	7A888.811-	2232.EE	88 KOS AT W CENTINY BLVD, ** FSPOS ** ON COL ACC MANCHESTER BLVD	81755-203	402
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8			29 MOS VI CKENSKA VA' 0,6125 7900 VCC OBYNCE VA	\$90-509	203
8			IND MOS AT IN DELLECOWER BLYD, ** 155 19** ACE WOODRLIFF AV	920-S09	\$0> Z
8			NS SR2 TO BE IZED CON, ACC MOUNTAIN ST KS SR2 TO WE IZED CON, ACC MOUNTAIN ST	2-228TC	
8	₹55 <u>55.8</u> ££-	∠9151°b€	SB SRZ TO WB SRLIA CON, *** FROM STATE AND THE SRZ TO WOUNTAIN ST	A1261-S	7
8			SS SES INC COLORADO BLVD, **259 35** 7/10 MI ACC COLORADO BLVD	3-11-8	Z
8			SB SBS ISO AERDIGO KD' LES 32 VOC AERDIGO KD	%1 €	_ Z
8			SB SR2 ISO SB IS, ** F29 35** ACC SAN FERNANDO RD	3-149	
- 8	70225.811.	TTEEO.AE	28 283 IMO GETEKEVET BEAD" KED 320. VCC 20 IZ	5-142 310-212	2 2
8	ļ <u>.</u>		TS TILES OW, OLS: 83 CM SKELVE AW, OLS: 8W	876-015	STO
8	 		T2 TIUFA 031 021 021 03	2310-468	210
8	ATTT. TII-	\$611.9E	IM P/E XDR9YA, T2 TILBR OWN DISH B3	510-464	370
8	EE167.711.	34.11.99	IM I XDR99A, T2 TILIFH OWI OLDI ES	310-462	370
8			EB 070 10 28 282) COM 125 28	210-44710	310 310
8	/CCDC****	34.12062	EB ISTO TEO S CITRUIS AV, *** 1529 28** ACC CIRNUS AV WAS ISTO TEO S CITRUIS AV, *** 1529 28** ACC CIRNUS AV	310-408 310-408	210
8	76288.TII-	CHUCK PE	WB ISTO, WO'S CITRUS AV, **** 28** ACC CITRUS AV	370-402	210
8			EB ISTO IMO S CITRULS AV, ""FEP 28"" ACC AZUSA AV	370-404	στζ
8			WB IRID IEO S AZUSA AV. °° FES 28°° ACC OTRUS AV	210-399	STO
8			EB ISTO VED AERKON VA	310-328	370
8			MAB (STO TROWN DATE AN' -0-ES SB VICE VERNION AN	210-385	210
8			SI REPORTED TO COMMENDED IN A STATE OF	210-384	310
8	81051.811-	70521.AE	WE IS ID AND HINKE AV. ** TI** ACC HILL AV	210-265	210
H ii	SOEL.SII-	\$6231.PE	EB IZLO JEON N LAKE AV, ** FEP TI** ACC MARENGO ST	310-364	270
8	STALBII-	34.165	EB ISTO IMO IVKE VAE" LES IJ VCC (THOOTH VA	70-2547	370
8	852L8II-	TZTA1.AE	WB ISTO TO SETTLE CON. ** 159 11 ** ACC LARE AV	STEEST-OTS	330
8	EEGST'BTT-	34.15205	NA 2170 TO WB 1210 COM, ** 15721 1 ** ACC CALF GRALA AV WB 1210 DWD FAIRDARS, AV, ** 15921 1 ** ACC CARE BV	310-323 310-343	310
1 8	5852LBII-	EE191.AE	EB 1210 TO WE SALAK COM, **15P 11** ACC MOUNTAIN AV	310-348TC	210
8 -	ST021.811-	34.16255	TE DISO TO WE STAN CON. "159 11" ACC KOUTTAN AV	AT845-015	310
-	88221.811-	SEPRIAE	WE RELOTOR HE RELOTOR, ACC LAKE AV	765-015	210
9			WB 1210, INVO ANGELES CREST HWY, ACC ANGELES CREST HWY	561-012	510
8	SOIS.BII-	S2705.AE	AAB ISTO LO 28 265 CON' VCC VINCEEEZ CKELI NAAA	T20-195T	510
8			EB IZEO CO SB SEG CON, ACC. LA CRESCENTA AV	730-015	210
8	ESTON.BII-	E2685.4E	WB (21.0 KO HUEGARD 51, ACE MACAY 57 WB (21.0 MO SHILK, **0529 52*** ACE PARTON 57	310-012	310
		SELLEAS	WE IZED (WO HUBBARD ST, ACC HUBBARD ST	\$10-039	310
g	CCEARIT.				
eqyr B	ebutigned estit	spragger egg	Physicallocation	radmuMngl2	Broute

3			NOD E BN OIL 2 BN OIL 5 BN -0 125 920 - 0 125 920 - 0 125 920 NA 2 125 BN	3-120	2
-2			ES COS COS SACT THE COS COS CONTESTS OF COST	370-448 370-448	270
1		0/077:56	EB DIO 160 S LOKE MIL AV, ** 1529 35** ACC SUNPLOWER AV	210-444	310
 3 	9858.TII-	870S1.₽€	EB 1210 160 5 SUHFLOWER AV, **PSF 38** ACC SUKFLOWER AV	210-434	210
 3 	EEETB.TII-	ESELLINE	EB ISTO 1EO H GBYKD YA' L26 58 YCC GBYKD YA	310-018	210
3_			EB 13TD WAD (SANIKOVIE AV, °°FSP 28°° ACC NB 16CS	ATE-OIS	210
٦	89226.711·	STAS.AE	WE ISTO AT MOUNT OLU'S GR. **579 28** ACC IRWINDALE AV	ATTOE-OIS	370
-3-			WA EASO ISO W HUNTINGTON DR. "159 28" ACC GUERA VISTA \$1 WA EASO AND GUERA VISTA 51, "179 28" ACC GUERA VISTA 51	310-3¢8	370 370
 2 	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
5			wa is to ind in seesay mydre bead" Las 17. • acc seeray madre blad	210-285	210
- 3	-118,15823	SEITI.AE	ES 1210 IED LINCOLIA NV, ACC LINCOLIA AV	210-234	210
	BZBIT.BII-	34.20315	WH IZED TO 58 \$102 CON, ACC ANGELES CREST HWY	212-225C	STO
	SPOTE BIT-	₹20727	ESI ILTO TAD VINGETE CREET HAN', YOC PAREITE CREET HAN	510-183 510-188	370
3	-118-24656	34.2218	WD 1210, WO LOWELL AV, ACC PENNSYLVAKIA AV	551-012	OTZ
 3 	-118,34538	871/276	WB 1210 150 WHEATLAND AV, ACC SUNLAND 61VD	510-099	510
3	SEESE BIT-	EDSTTS.AE	WE ISTO BY WHEATLAND AV, ACC SURLIAND BLYD	370-032	370
3	-11835485	SESTE.AE	T2 STO AT WHEATLAND AV, ACC OSBORNE ST	\$10-034	310
Э			EB ISTO INVO WHIEATLAND AV, ACC OSBORNE ST	210-088	370
)	IOTEBII-	EDETS.AE	EB IZIO TWO WHEETIAND AV, ACC OSEORRE 57	570-084	012 077
,			WB RI OF TO WE STALE CON, ACC CASORINE ST EB 1210 ISO GEGRINE ST, ACC PANTON ST	710-015 870-015	570 570
13	INCTIONS.		WB ISED IND MACLAY ST, ACC CB SR 1215	210-049	370
3	5352A811 -	BYESE.AE EEEOE.AE	WB R210 IEO KOXFORD ST, ACC POLK ST	570-012	210
3	SANZABII-	TAESE AE	TE CATO TOOK OR ON OTHER ET	510-036	310
1 3	5037A811-	34.32288	ED ISTO IEO AVIMEIT 21º VOC AVENEIT 31.	210-002	310
3			KB SRIJO INO MAKEKOLIA ELVO, "" FSP 77" ACC MAGNOLIA ELVO	95T-0LT	מעז
3			28 SUTO ISO WAENINE E' WCC WAENINE E	517-91	DT.
3			AB SRIFE IND AVENUE CLACK OF CO.	14-714	10
			NB SRIA IND AVEKUE I, ACC AVEKUE I 18 SRIA IND AVEKUE G, ACC AVEKUE F	169-01	- PT
			WI ZHIO 1014 SW REC LOTHS TO WAS A TO SHOW OF A POSSESS	819-91	77
3			NB SR14 IND SANTIMEO RD, 1/3 MJ ACC SANTIMEO RD** 19**	14-514	91
- 3 - 			kib sasa ko cromn valley ed. 1/2 ali acc ward bo° f5p al.*	841-11	10
			29 28TH IND OVER 25ETING CYNLON KD' LZSSA VOC 20TEDYD CYNLON KD	59E-91	DΪ
3	956ST'811-	STLDE SE	VA JANAR GROVE BLVD, ** FLP 71 ** ACC SAN RAFAEL AV	134-135	DET
3	16922'811-	ITAI.AE	TRE SELL ** ESPER **	680-1EI	134
	TSTSS.811-	LL971.AE	EB SHIPM IEO HARAKA DB' LED 32 ACC CIENDALE AV	134-088	755
3			ES SKERA AT SAN FERKANDO RD. •• FS 23 •• ACC FOREST LAWN OR	134-028	JET TEC
1 3	-118.28638	8421.4E	EB SALAA (EO FOREST LAWH DR.* 159 23** ACC FOREST LAWH DR.*	J30-PET	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			we salle to kie is con, "" fep 93" and ternando rd	Te11-811	118
3			Wib selts to se kice com 159 33.0 voc lyurel canyon blud	ATE01-811	911
2	-118,26003	8959.EE	KB ITTO 10 EB ITO2 CON VCC ET REGINDO ETAD	ATSEL-OII	770
)	-118.296	STIZECE	•• EP-EN •• NOO SON EN OT OTITI EN	1080-011	110
3	-118.2902	SATZT.EE	HB ILLO IND CHANKEL ST, ACC GAFTEY 50000 ACC INCERIAL HWY	1581-201	501
<u> </u>	1118.1044	TOZIE.EE	WHI IN THE BEACH BLYD, "4274" ACC LONG BEACH GLVD	1611-201	SOT
3	ZIIBTII-	TZEBO. ME	EB ILIO TO 58 SIST CON, **152° 12** ACC VIA VERIDE AV	ATSSA-01	01
- 3 -	3110 C11	235070	WE ITD IEO HOLT AV, ** F2P 18** ACC VIA VERDE	10-335	01
3			EB IID IEO N AZUSA AV. •• FEP 12°• ACC AZUSA AV	10-368	OI
3			WB ITO SWO W WEST COVIEW PICHT, ** FSP 12** ACC WEST COVIEM PICHT	10-339	70
<u> </u>			EB TO THE WIE AV • FED 12 • • ACC PUENTE AV	TO-334	10
		4000 1100	EB 281 OKR 70 28 SMY, ACC SEAVEY AV	10-501 TS.E-01	EOI
 →	7118,2247	21937.EE	KB SR103 AT W PACHEC COAST HWY, ACC ANAHEIM ST	103-013	103
2	68271.811- 5055.811-	70530.A€ 71887.EE	WB 120 TO BE WAY TO A YOUR STANDARD WAY A COLOR OF THE PROPERTY OF THE PROPERT	10-213T	10
3	78171.811-	ET90'9E	EB ITO IEO N EVZTEIN AV. •• FSP 8•• ACC EASTEIN AV	10-515	Ot
3	ETATI.BII-	34.06025	WB ITO JWO H EASTERN AV, ** F5P 2** ADC TREMOUT AV	TO-209	10
3			MB ITO IEO KO ITTO 125 3 POC 102 PROSIEZ 21	691-01	10
3	99952'811	299€0.N€	eb ito on 2 kobwakoke va obe e26 73 voc meziera va	10-1341	10
3			EB RZYDI YEO WINTHOITWO DE LED 50 VCC AVITEL CINCTE ETAD	101-369	101
	SESTE BILL	TRITINE	WD US 201 JWO RESERVA BLY " 1529 29" ACC DE 50TO AV	TOT-532	TOT
		 	83 US TOT IND GREEDA ELVD, "TO GREED A STORM TO STORM TO STORM TO STORM OWN TO STOR	761-101 101-162	101
1-3-	383A8II-	34.16063	WB USION TO SE MOS CONG. PERSONS - ACC VAN KUYS BLVD	ATST1-101	tot
			nd natot ind 28 24110° L25 05 VCC endvdmya	810-101	TOT
3	TESAS.BII-	87620.AE	58 USIGA KO NA IATO, ** FSP 020* ACC GLENDALE BLVD	510-101	TOT
3	-118.24607	1090'bE	KB N2101 ISO NB 25110, ** FSP 02** ACC MAIN ST	101-014	TOT
5	22301/811-	₹86£0.A€	eb itd ied overland av, °°F59 17°° act overland av	10-068	Ot
8		L	STOCKERS TIMO S FAIRTAX MY, EB. ACC LA CIENEGA BLVD	200-XIT2	XLS
8	~~~	C000000	ES 3891 IND CARANDITA RD, **55 15** ES 3891 IND CARANDITA RD, **55 15**	TC-002	27 16
e -	\$5001.811- ED20.811-	883.EE	CV Sept 100 NG 1710 CON, **** FEET 120*** ACE LONG GEACH BLVD	01911-16	16
8	CERDI ALL.	, FLLD EE	WB SRB1 JEO S WELMINGTON AV. ** 15P 26* ** ACC ACACIA AV	\$60-16	16
8	 	<u> </u>	EB 5891 AND 5 WILMINGTON AV, "FEP 26" ACC CENTRAL AV	820-16	16
8			CV20 RAM 130 DOA, ACC OLL MAR 61/00 EX	710-3267C	710
6			CV.B RAM, ACC DEL MAR BLVD	ATBSE-017	OIL
8	£0691,811-	SESPO.AE	KB ITAD INO CESAR CHAVEZ AV, ** FSP23 ** ACC 3RD ST	710-252	OIL
PGA1	ebutignos este	abustral ssi2	nobesolieskydd	Stenkumber	Boute
Revised Site	l				

V			(ATELENA TA OCI DRE BE), VA ATELEN ATA OCI DRE BE)	661-041	OLT
V	*******	- 6011874	SO SKI TO VIOLACIONA BLAD, *** TA** **** ACC SHERMAN WAY	\$21-021	0L1
<u>~</u>	TIEGE BII-	EDITLAE	rs satjo ind busbank blud, ••FEP 27•• acc burbanck blud Hb satjo ind busbank blud, ••FEP 27•• acc burbanck blud	7791-071	0 <u>2</u> t
₩			I 3 THE BY AND AVENUE H, AND AVENUE HAS AVENUE AND AVEN	14-658	PI
 			I BUNGAVA DOA AV BUNGAVA TA AFRZ 82	699-01	bī
	_		EB CHIZM IED ONVINCE CHOAE BYAD'	134-134	PET
→			NAS SALLO TO SB USI 2004, ** FSPOT ** ACC 2ND ST	ATDES-011	OTT
- v		-	HE UTO NO M REBRIAED BY NO SPECIES COVER HAM	110-024	ott
A			EB (TO LO 28 2H2) COM " o-\$25 TB.o. VOC AIV AEHDE	10-4221D	QΣ
A			AM ITO IMO MEEL CONINY DKMA	SEE-OI	Ot
V			SB SRIGS IND E ANANEIN ST, ACC PACIFIC COAST HWY	\$00-EDT	103
٧	£027.811.	34.14292	EB NRTOJ 1EO CHEZEBYO KD' VCC KYNYYN KD	101-338	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
V			NB UST OF EATH ST, ** FSP 2** ACC 7TH ST	101-0088	1018
			AMB 2861 TAND CVERWEIKLEV ED' LES 17.0. VCC AVITEA ALEM VA	91-302	16
,	TEALBLE-	ATTB.EE	NB CYKEMOOD BEAD ONK 10 MB 280T L25 T2	1201-16	16
	₹1321.811-	1770.EE	AND 2807 YEO VALVANILIC AN', 6129 See, VCC CREBBLAN	91-105 91-105	16
		17510000	wb sest ind a maneed at "Offe sego acc long beach blud wb sest at a samta Fe an" offe sego acc long beach blud	660-16	16
	-118.2229	TIPTREE	EB 5/80 THU S CENTINELA NV. ACC CULVER BLAD	910-06	06
3	CACOTION .	BEZDO.DE	SE ITAD WESKED COM, ** FSP23 ** ACC IDD	TE25-017	014
	£7691.811-		28 I310 ID MR 21600 COM ** 12533 ** VCC ITO	T625-017	OTZ
3	26691.811-	EBEZE.EE TOGEO.AE	28 IJ TO ON EB HATELONE EIVED OHE . • 12973 • • ACC FLORENCE AV	1781-017	012
	20031.811-	\$8839.EE	KB ILTO ON MB LIBERZOKE BIND OLD LEASO WCC INFRENT HAN	7101-017	014
	SAIRT, SAIR	E6530.0E	AS SATI AT W VALLY BLVD, ACT VALLEY BLVD	210-14	TL
- 3	**********		82 WOUTHW W OUT CLTT B2	580-014	017
1 3	55908.711-	EESTO.AE	SO IZED TO SO SERVE COM, ACCUMA VERDE	\$00-14	t/
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
3			na isos ind valley blud. Offeren accepting	861-509	509
3			28 IROS IROS ANTIEXBLUD, "F15P 37" ACC VALLEY BLVD	S81-509	509
3	SELSO.BIT-	\$8£0.A£	ns rege ino me surgi Leasl Vec me ereo du es ereo	821-509	\$09
			es isos de seso com « Leasa » voc aptiel etad	ATTT - 203	509
)			CENTRO WES SERGE FERREY ACC PECKED	921-509	509
)			SO 1505 AT ROSE HILLS RD, ** FEY37 ** ACC PECK RD	202-122	509
3			nd ros to bose kitts bo' . Bebal Voc Berenta etad	\$02-T24	509
			SE ISOSE AT ROSECONNIS AV, ** ISPIA ** ACC FIRESTONE BLVD	\$10-203	509
	2020LBIT-	ESEDELEE	KD IEGG TEO DICHERINI HWY, ** FEFTA ** ACC ALONDRA BLVD	890-509	509
	56501.811-	7688.EE	SE ISOS ISO BIOSECISMIS AN ESPLA ACC BIOSECISMIS AV	650-509	509
			28 ISOS ISO VIGINOJEV BEAD? VECEVICINOJEV BEAD	\$\$0-\$09	S09 S09
			HIS EGG IND WE STOLL OF TEPTA OF ACC SOUTH ST	81340-509 (605-046TB	509
	-118.10208	\$8978.EE	ind foot to mb stat of "6 fsp14" o" resp14" o" acc south st	990-S09	509
3	£8560.811-	282E8.8E	28 (202)KO E CYRCON 21' VEDIA VCC DET 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 MITMLIE 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	75458.711-	34,11287	**SE 421 - JOG SHITHE DAL THE GE	ETT-25	45
-	72618.711-	38.211.AE	EB 1310 IEO S LONE HILL AV, ** F79 28** ACC LONE HILL AV	ATS11-72	45
3			85 585 7 TO EB ITO LET 38 VOC AIV AEROE	LLO-LS	LS
כ			SO SISTS AND SURVET CROSSWAG FOD, ** FEB 21** ACC SURVET CROSSWAG FOD	690-25	LS
3			MB SUSTA TO DIAMOND BAR BLVD, "• 15P 21 "• ACC BREA CANYON RD	910-12	45
3	26213.811-	TSETAAE	kið iz ind hvætea cyallon bid "Getcyde pvely… "Glæs 45 próx 7 1/4 pvi pcc hvætea cyallon	872-2	<u> </u>
2	81722.811-	TE.AE	28 IZ DIO CVTŒBOAE GTAD" LZS 45 YSBBOX 7\3 WI POC FACHR PA	\$65-5	5
2	ļ		HB IS AT KOS, "FEP 34" ACC SAU FERIKANDO MISSION GLVD	917-5	<u> </u>
<u> </u>			28 IZ TAKO SEKADOZE 21' IZS 34' VECC LITAKOSID 21	SPE-S	5
<u> </u>			TS AT SEA FERNANDO BLOD, "159 31" ACC BLENA VISTA ST	5-305	<u> </u>
	ļ		28 IZ 120 KOZEMEVD BIAD ¹ 125JE VCC 28 IRO2	870-2	5
 3	CENERIOTY:	CERCUICE	KB IS DO NO SECRETARE OF STATE ** ACT LAKEWOOD BLVD	1170-2	5
 	5080.811- 66980.811-	28196.EE	KB R JD 88 ROZ COK! RSDE YCC HONEEN BEAD	81630-2	5
3	77025.811-	EE208.EE	KB SRIGS ED E SEPILVEDA 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	ESBBABLI.	34,26058	SE LOCE THO REPAILED FOR REVENUE TO THE PROPERTY OF THE PROPER	627-507	507
	£383A 811-	34.28052	KB MOS JINO RIJAALDI ST, ACC DEVONSHIJSE ST	872-202	507
1 3	BASTABLI.	84.19948	KO KOS AT SHERAKAN WYY, ** FEP 10** ACC VICTORY BLVD	929-509	507
- 3 -	 		MB MOS INO E ET SEGNNDO BYAD' LES 03 YCC ET SEGNNDO BYAD	¢02-50¢	\$0>
3	i		28 kas 150 crekshaw blvd, °°159 09° acc crekshaw blvd	\$51-50>	507
3	ET285.811.	1888.66	NS MASS AT NB ILLIO, "" FSP 129" ACC NB ILLO	402-130	\$0>
3	1		KE HOS TO SE ILLIO COM, ""FSP 19"" ACC AVALON BLUD	T851-203	405
- 3 -	21282.811-	SAZZB.EE	NOS TOS NO ILLO CON, ""FEST 19"" ACC AVALON ELVD	1921-50>	402
1 3	1		SB MOS 150 E DEL AMO BLVD, **F59* L9** ACC MAINS T	¢02-113	402
3	7997E8II-	33.82602	nd hos ino weimington av, °° f5p 19°° acc weimington av	860-50>	50¥
3			TE AZIMALA UOTS VALIMALINU GIN WATER TE AZIMALIA DOA ""PET 929"", VA MOTONIMIN TA 2001 EN	\$60-S0\$	402
	-118,22852	882ET'VE	28 5R2 KO COLORADO BLVD, °°159 35°° ACC MOUNTREN 57	2-185	Z
3			KS 2KS V1 COFO!YOO ETAD' LZS 22 VCL AGKK ETAD	3-184	~
	EITEC.BIT-	826ET.AE	THIS SECURITY SEED SEED AT SECURITY CON CO.		
3		SSECT. NE	SB SR2 ISO YORK BLYD, **P59 35** ACC COLORADO ST	2-175	Z
2 2 2	EITEC.BII-				
))	-118.22.811-	SSELL, NE	SB SR2 ISO YORK BLYD, **P59 35** ACC COLORADO ST	7221-S 271-S	Z

1999 1999						
19 19 19 19 19 19 19 19	0				1100-201	
10 10 10 10 10 10 10 10	0	EB2AT.TII-				
1973 1973	a	525ALB11-	EB170.AE			OI
10 19-12	0	EEBST OTT-	6190.1E	MB 170 LO NB (170 COR" 128 B YCC LEBYONL YA	10-219	70
10 10 10 10 10 10 10 10	0	88272.811.	TITI.AE	MB USTOT AT WHREETE AV. • FEB 30.• ACE TAMPA AV	101-234	101
1997 1990-2009	a			eb ito ito 2 iv beev an' esatil a voc anvendadan etad	10-109	70
19-97 20-97 2	a			NB CRETOT YOU IN COMER 21, *** \$25** ACC HOLLYWOOD BLVD	101-068	TOI
19 19 19 19 19 19 19 19	- a	<u> </u>		58 USI DI TIMD E 4TH ST,** FSP2** ACCESS NUSSION RD	101-0038	ALOI
West Secure Sec	V			S HAWTHORKE GLVD IND WIS 1105, PARK & RIDE LOT	PR-025	Æ
1905 1908	V			S HAWTHORKE GLVD IND WIS 1105, PARK & 110F 10T	PR-024	. 84
West	$\overline{}$			S HAWTHORKE BLVD IND WE HOS, PARK & RIDE LOT	PR-023	84
49-917 ORDINOM FROW IN A TURNE IN CORROSINA WAY EVERY 1979-288 1979-2				TOMG BEACH BLYD IND WE HOS, PARK & RIDE LOT	PR-022	Bd
Model Control Name		9675'911-	EPACE		PR-023	84
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ŧ			EB 1810 IED GEULD AV, ACC ANGELES CREST HWY	310-308	210
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0 0 0 0 0	SSBT0.811-	86779.55	29 ROGS PAT FIRESTONE BLVD, ** PSP1A*** A. ACC FLORENCE WAS ROGS TON THE SECULD GLVD, ** PSP1A*** A. ACC FLORENCE SO GON TELEGRAPH BOTH, ** PSP3D ** ACC MONETON WAS RESO AND S. ESP3D CON, ** FSP3D ** ACC MONETON WAS RESO AND S. ESP3D CON, ** FSP3D ** ACC MONETON WAS RESO AND S. ESP3D CON, ** FSP3D ** ACC MONETON WAS RESO AND S. ESP3D CON, ** FSP3D ** ACC MONETON BLVD SO FT1D TO WAS SEGULDED BLVD, ** FSP3D ** ACC MONETON BLVD SO FT1D TO WAS SEGULDED BLVD, ** FSP3D ** ACC MONETON BLVD SO FT1D TO WAS SEGULDED BLVD, ** FSP3D ** ACC MONETON BLVD SO FT1D TO WAS SEGULDED BLVD, ** FSP3D ** ACC MONETON BLVD SO FT1D TO WAS SEGULDED BLVD, ** FSP3D ** ACC MONETON BLVD SO FT1D TO WAS SEGULDED BLVD, ** FSP3D ** ACC MONETON BLVD SO FT1D TO WAS SEGULDED BLVD, ** FSP3D ** ACC MONETON BLVD SO FT1D TO WAS SEGULDED BLVD, ** FSP3D ** ACC MONETON BLVD SO FT1D TO WAS SEGULDED BLVD, ** FSP3D ** ACC MONETON BLVD SO FT1D TO WAS SEGULDED BLVD, ** FSP3D ** ACC MONETON BLVD SO FT1D TO WAS SEGULDED BLVD, ** FSP3D ** ACC MONETON BLVD SO FT1D TO WAS SEGULDED BLVD SO FT1D TO WAS SEGULD SO FT1D TO	470001 470001 47000000 4700000 4700000 4700000 4700000 4700000 4700000 4700000 4700000 4700000 4700000 4700000 4700000 4700000 47000000 4700000 4700000 4700000 4700000 4700000 4700000 47000000 4700000 4700000 4700000 4700000 4700000 4700000 47000000 4700000 4700000 4700000 4700000 4700000 4700000 47000000 470	10 909 108 108 108 108 100 100 100 100
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0 0 0 0 0 0 0	SSBT0.811-	86779.55	MS SEGN TO DE PITHERDER RD, *** SEP 21 *** ACC ELEMENT BLVD WE SEGN TOO NE PATHERDER RD, *** SEP 22 *** ACC DOWNEY AND WE SEGN TOO NE PASH CON, *** SEP 23 *** ACC DOWNEY AND WE SEGN TOO NE SEGN THE SECURITY SEP 24 *** ACC DOWNEY AND WE SEGN TOO NE SEGN TOON, *** SEP 24 *** ACC DOWNEY AND WE SEGN TOON WE SEGN TOON, *** SEP 24 *** ACC DOWNEY AND WE SEGN TOON WE SEGN TOON, *** SEP 24 *** ACC SEGN SEW SEGN TOO DO SEGN SEGN SE 24 *** ACC SEGN SEW WE SEGN TOON SEGN TOON, *** SEP 24 *** ACC SEGN SEW SEGN TOON SEGN TOON, *** SEP 24 *** ACC SEGN SEW SEGN SEGN TOON SESSED SE 24 *** ACC SEGN SEW SEGN SEGN TOON SERVE SEW, *** SEP 24 *** ACC SEGN SEW SEGN SEGN TOON SERVE SEW, *** SEP 24 *** ACC SEGN SEW SEGN SEGN TOON SERVE SEW, *** SEP 24 *** ACC SEGN SEW SEGN SEGN TOON SERVE SEW, *** SEP 24 *** ACC SEGN SEW SEGN SEGN SEGN SERVE SEW SEGN SEGN SEGN SEW SEW SEW SEGN SEGN SEGN SEW SEW SEGN SEGN SEGN SEW SEW SEGN SEGN SEGN SEW SEGN SEGN SEGN SEW SEGN SEGN SEGN SEGN SEW SEGN SEGN SEGN SEGN SEW SEGN SEGN SEGN SEGN SEGN SEW SEGN SEGN SEGN SEGN SEW SEGN SEGN SEGN SEGN SEGN SEW SEGN SEGN SEGN SEGN SEGN SEW SEGN SEGN SEGN SEGN SEGN SEGN SEGN SEGN	1/250-01 1/257-509 1	07 509 909 16 96 16 96 101 101 101 101 101 101 101 10
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	SSBT0.811-	86779.55	SA ES INO ROSEMEND BLVO, ** PESPO ** ACC PARAMOUNT BLVD SA ES AD S ATLANTIC BLVO, ** PESPO ** ACC SA BLAD BANKS BLVD SA ES AD S ATLANTIC BLVO, ** PESPO ** ACC SA BLAD BANKS BLVD MA ES AD SAN HERAMOD BLVO, ** PESPO ** ACC BURANCE BLVD MA ESCS TO PARHOURER BLV, ** PESPO ** ACC BURANCE BLVD NA ESCS TO WASHED BLVO, ** PESPO ** ACC BURANCE BLVD SA ESCS TO WASHED BLVO, ** PESPO ** ACC BURENCE SA ESCS TO WASHED BLVO, ** PESPO ** ACC BURENCE BLVD NA ESCS TOW WASHED BLVO, ** PESPO ** ACC BURENCE BLVD SA ESCS TOW WASHED BLVO, ** PESPO ** ACC BURENCE BLVD NA ESCS TOW WASHED BLVO, ** PESPO ** ACC BURENCE BLVD SA ESCS TOW WASHED BLVO, ** PESPO ** ACC BURENCE BLVD NA ESCS TOW WASHED BLVO, ** PESPO ** ACC BURENCE BLVD SA ESCS TOW WASHED BLVD, ** PESPO ** ACC BURENCE BLVD NA ESCS TOW WASHED BLVD, ** PESPO ** ACC BURENCE BLVD SA ESCS TOW WASHED BLVD, ** PESPO ** ACC BURENCE BLVD NA ESCS TOW WASHED BLVD, ** PESPO ** ACC BURENCE BLVD NA ESCS TOW WASHED BLVD, ** PESPO ** ACC BURENCE BLVD NA ESCS TOW WASHED BLVD, ** PESPO ** ACC BURENCE BLVD NA ESCS TOW WASHED BLVD, ** PESPO ** ACC BURENCE BLVD NA ESCS TOW WASHED BLVD, ** PESPO ** ACC BURENCE BLVD NA ESCS TOW WASHED BLVD, ** PESPO ** ACC BURENCE BLVD NA ESCS TOW WASHED BLVD ** SESPO ** ACC BURENCE BLVD NA ESCS TOW WASHED BLVD ** SESPO ** ACC BURENCE BLVD NA ESCS TOW WASHED BLVD ** SESPO ** ACC BURENCE BLVD NA ESCS TOW WASHED BLVD ** SESPO ** ACC BURENCE BLVD NA ESCS TOW BLVD BLVD ** SESPO ** ACC BURENCE BLVD NA ESCS TOW BLVD BLVD ** SESPO ** ACC BURENCE BLVD NA ESCS TOW BLVD BLVD ** SESPO ** ACC BURENCE BLVD NA ESCS TOW BLVD BLVD ** SESPO ** ACC BURENCE BLVD NA ESCS TOW BLVD ** SESPO ** SESPO ** ACC BURENCE BLVD NA ESCS TOW BLVD BLVD BLVD ** SESPO ** ACC BURENCE BLVD NA ESCS TOW BLVD BLVD BLVD ** SESPO ** ACC BURENCE BLVD NA ESCS TOW BLVD BLVD BLVD ** SESPO ** ACC BURENCE BLVD NA ESCS TOW BLVD BLVD BLVD ** SESPO ** ACC BURENCE BLVD NA ESCS TOW BLVD BLVD BLVD BLVD ** SESPO ** ACC BURENCE BLVD NA ESCS TOW BLVD BLVD BLVD BLVD ** SESPO ** ACC BURENCE	1/50-01 1/637-509 1/637-509 1/637-509 1/637-509 1/637-609 1/	01
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a a a a a a a a a a a a a a a a a a a	SSBT0.811-	86779.55	SA ES INO ROSEMEND BLVO, ** PESPO ** ACC PARAMOUNT BLVD SA ES AD S ATLANTIC BLVO, ** PESPO ** ACC SA BLAD BANKS BLVD SA ES AD S ATLANTIC BLVO, ** PESPO ** ACC SA BLAD BANKS BLVD MA ES AD SAN HERAMOD BLVO, ** PESPO ** ACC BURANCE BLVD MA ESCS TO PARHOURER BLV, ** PESPO ** ACC BURANCE BLVD NA ESCS TO WASHED BLVO, ** PESPO ** ACC BURANCE BLVD SA ESCS TO WASHED BLVO, ** PESPO ** ACC BURENCE SA ESCS TO WASHED BLVO, ** PESPO ** ACC BURENCE BLVD NA ESCS TOW WASHED BLVO, ** PESPO ** ACC BURENCE BLVD SA ESCS TOW WASHED BLVO, ** PESPO ** ACC BURENCE BLVD NA ESCS TOW WASHED BLVO, ** PESPO ** ACC BURENCE BLVD SA ESCS TOW WASHED BLVO, ** PESPO ** ACC BURENCE BLVD NA ESCS TOW WASHED BLVO, ** PESPO ** ACC BURENCE BLVD SA ESCS TOW WASHED BLVD, ** PESPO ** ACC BURENCE BLVD NA ESCS TOW WASHED BLVD, ** PESPO ** ACC BURENCE BLVD SA ESCS TOW WASHED BLVD, ** PESPO ** ACC BURENCE BLVD NA ESCS TOW WASHED BLVD, ** PESPO ** ACC BURENCE BLVD NA ESCS TOW WASHED BLVD, ** PESPO ** ACC BURENCE BLVD NA ESCS TOW WASHED BLVD, ** PESPO ** ACC BURENCE BLVD NA ESCS TOW WASHED BLVD, ** PESPO ** ACC BURENCE BLVD NA ESCS TOW WASHED BLVD, ** PESPO ** ACC BURENCE BLVD NA ESCS TOW WASHED BLVD, ** PESPO ** ACC BURENCE BLVD NA ESCS TOW WASHED BLVD ** SESPO ** ACC BURENCE BLVD NA ESCS TOW WASHED BLVD ** SESPO ** ACC BURENCE BLVD NA ESCS TOW WASHED BLVD ** SESPO ** ACC BURENCE BLVD NA ESCS TOW WASHED BLVD ** SESPO ** ACC BURENCE BLVD NA ESCS TOW BLVD BLVD ** SESPO ** ACC BURENCE BLVD NA ESCS TOW BLVD BLVD ** SESPO ** ACC BURENCE BLVD NA ESCS TOW BLVD BLVD ** SESPO ** ACC BURENCE BLVD NA ESCS TOW BLVD BLVD ** SESPO ** ACC BURENCE BLVD NA ESCS TOW BLVD ** SESPO ** SESPO ** ACC BURENCE BLVD NA ESCS TOW BLVD BLVD BLVD ** SESPO ** ACC BURENCE BLVD NA ESCS TOW BLVD BLVD BLVD ** SESPO ** ACC BURENCE BLVD NA ESCS TOW BLVD BLVD BLVD ** SESPO ** ACC BURENCE BLVD NA ESCS TOW BLVD BLVD BLVD ** SESPO ** ACC BURENCE BLVD NA ESCS TOW BLVD BLVD BLVD BLVD ** SESPO ** ACC BURENCE BLVD NA ESCS TOW BLVD BLVD BLVD BLVD ** SESPO ** ACC BURENCE	1/50-01 1/637-509 1/637-509 1/637-509 1/637-509 1/637-609 1/	01
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	SSBT0.811-	86779.55	NO RECEIVED ON SETSION OF STAD "125 DOS." WEE SECRINDO STAD MAD HERE ON S INMALVORKE STAD DIE" 0: \$25 DOS. WEE SECRINDO STAD MAD HERE ON S INMALVORKE STAD DIE" 0: \$25 DOS. WEE SECRINDO STAD MAD HERE ON SERVINDENT STAD "150" 150" 150" 150" 150" 150" 150" 150	1/50-01/ 1/50-0	01 500 500 501 16 06 012 012 509 509 509 509 509 509 509 509
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1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	28556.811- 72908.711- 72908.711- 22558.711- 22558.711-	TITTREE TITTREE TITTREE	KP 2H21 IO MAI ISTO COM «LES 3E» VCC VERSOM KMA. KP 2H21 NO AN VERDOM «LES 5E» VCC VERSOM KMA. KP 2H21 NO AN A REDOK W." «LES 5E» VCC AN A REDOK RP 2H21 NO AN A REDOK W." «LES 5E» VCC AN A REDOK RP 2H22 NO AN A REDOK W." «LES 5E» VCC AN A REDOK RP 2H22 NO AN A REDOK W." «LES 5E» VCC AN A REDOK RP 2H22 NO ON A REDOK W." «LES 5E» VCC AN A REDOK RP 2H22 NO RED ITO" «LES 5E» VCC ALINATE VA RP 2H2 NO REDOK W." «LES 5E» « VCC ALINATE VA RP 2H2 NO REDOK W. « LES 5E» « VCC ALINATE VA RP 2H2 NO REDOK W. VW. « VCC SERVICE VA VCC ALINATE VA RP 2H2 NO REDOK W. VW. « VCC SERVICE VA VCC ALINATE VA RP 2H2 NO REDOK W	V1260-09 BLZTI-45 LTT1-45 BUT1-45 B	25 25 25 25 25 25 25 25 5 5 5 5 5 6 6 7 7 7 7 7 7 7 7 7 7 7 7
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1	TSTTABLE.	ZZEZE VE	MB ISTO IMO AVSKEIT 21° VCE EXXLOSIO 21	210-009	310
1			KIB SISTO EXCENDE NO. 1/4 MI ACC AVENUE N	14-644	Ħ
K			AND ISTO 450-5 PCE 451-0 P	LEI-811	118
9			EB 26/20 IEO 2 PALYMLIC BEAD? 125 T3 VCC KB 1370	1110-09	.09
9			KRI MOZ ROD E ET ZECHMOD ETAD" ««EZ GO» VCC BOZECKVNZ VA	861-50>	\$07
9			KR MDR 1ND WAYTON BYAD" LZB T8 VCC CVB2ON 21	403-114	\$0>
_ 1			KR 1605 ISO ALONDRA ELVD, •• FSP14 •• ACC EB SR31 OR WB SR31	P20-203	509
3			KR IEGE IND DEF AND ELVE, ** FEP1A ** ACC DEL AND GLVD	NEO-209	509
3			EXE IS IND PERRODS ST, ** F59 34* ** ACC SUMIAND BLVD	99E-5	<u> </u>
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- 3	#SZØZII-	£8530.₽£	EB LTO IMÓ KETTORO DE ««LES» TR«» VOC ALY AERDE	10-01	01
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0	-118.15672	SOLTI.AE	TE 0315 TA WARKENGTON ELVD, ACC 5100 5T	210-235	310
<u> </u>			WB ISTO IND WHEATLAND BY, ACC WHEATLAND BY	510-089	310
<u> </u>			WE SALLE IND HAVENHURST AV, **F59 33** ACC WOODLEY AV	118-085	118
			MB 2831 WO N TONG BEVEH BYOD 00125 \$100 VCC TONG BEVCH BYOD	601-16	16
¥			WB 5R91 JWO 5 WILMINGTON AV, ** 159 26** ACC ACACA AV	690-16	16
¥	8978£711-	34,0952	SS IEGG ON LOWER AZUSA FID DTP, ** FEGET WE CAK AV	SZZ-509	509
→	40240244		KE ISOS INFERIAL HWY, ** FSP14**	PZO-509	509
 		-	WB SRED IED SANTA AKITA AV, ** FSP 23 ** ACC PECK RD	501-09	09
₩		-	MASSEST INO EBSRSO, ** FSS 21 ** ACC GRAND AV	890-45	45
- v −	-		SES SEST VINCO GREAC CANTYON RD, ""FEP 21"" ACC DIAMOND BAR BLVD	510-45	L S
⊢ v ⊢			28 IZ IZO TYKEMOCD ETAD' LEDTE VCC DVBVWORM ETAD	640-5	-5
 v			EB IZIO IMO IN LOMASE AV	270-488	310
- v -			EB 1210 JWO LOWELL AV, ACC LA TURA CAMON RD	510-124	SIO
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₩	TZTEE.BII-	24.1833	NA SALTO EN DECORPORADO, "PESO 270" ACC COMPANDO ST	891-041	0/1
V	CHEDE DIE	200. 40	SESRICE K. 1/4 MI ACC AVERUE K	14-665	10
 v			29 SHIR IND WAKED RD, ACC CROWN VALLEY RD ** FSP 686AT 41 **	14-469	77
- v -			EB SALIA NAO RESEDA GLVD, ««1529 33°» ACC TAMPIA AV	118-024	118
A	\$606Z*BTT-	87327.25	SB 1110 IND CHANKELST, ACC CST	510-011	OIT
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- ∀ -	CECE-OTT-	SZ LVE VE	KB & ISO CALGROVE GLVD	7/7-5	5
_	CEES'811.	YZSZ6'SE	EB TICE JAYO LONG EEACH ELVD, **F59 40** ACC WILMINGTON AV	727 3	SOI
2 A	-116.20272	6637.AE	18 IS IND SIRIER, APPROX 1/3 MI ACC GORIMAN	520-5	<u> </u>
		\$011.0E	NB SA2 INO GLENDALE SLUD, **FSP 35** ACC GLENDALE SLVD	3-144	ᅻ
8	-118.255GJ	CULLYE	ES SEG NAD EUCLID AV, ** ESP GS ** ATC SALVIN ESP ESP	800-09	- 6 -
1	20020017	COCOTTAC	SO TANGEN WE GLASSING ST, **129 28** ACC AUTO CONTRE! DA	601.72	<u> </u>
adAL	50558.711-	34.10888			
estic bestvess ecrif	abutanol etit	obustial ssi2	Physicaliocation	esdam/kayl2	Route

APPENDIX B: REMAINING TYPE B/C SITES

3			58 IS NO SMOKEY BEAR RD, APPROX 1/2 MI ACC SMOKEY BEAR RD	STT-2	S
			CR YALLEY RD	5.675	5
<u> </u>			KB IS IND LANE KUGHES RD, APPROX 1.1/3 NO ACC LAKE KUGHES RD	809-5	5
<u> </u>			WB MOD YEO E CYBROM 21° 0.625 730. WCC MITMINGLEIN YA MB isto yl tomeit ya' yl cila timile ycc behirriayniy ya	907-509 310-128	405 210
2			We icto imoertie effortends accommended	550-012	310
	-11843802	E651E'0E	TZ GRABBUH 30A,TZ MUCH GIR, GIR GW	210-012	310
	5555		MB ISTO IMO DEEKOVIZ BEAD' VCC INDXLOED 21.	510-012	310
			KB 28174 PEO CERDMIN AVITEL KID' 3 MI VCC MYKID KD00128-4300	974-41) id
)			nb iz 1d ed 58178 com ezeja vcc ozbokke 21	1110-11181	118
3			TZ DISTO AN HIGHLIAND AV. * FESP 27** ACC WINE ST	101-094	TOI
8			ANGELES FOREST HAY AT ALSO CANYOU SO	N3-033 902-548	EN 909
<u> </u>			KB BCB IND REGOWN HAY, ** EB337 ** ACC TEMPLIN HWY	992-309	\$09
8			SE IS ISO VETA DEL LACO (80, ACC VETA DEL LACO (80)	SZ4-S	5
<u>e</u>		-	ND IS INO CKERNY CANYON, APPROX 5 1/2 MI ACC TEMPLIN HWY	814-5	5
<u> </u>			KA G INO TEMPLIN HWY, APPROX 2 1/3 MI ACCTEMPLIN HWY	2-684	ç
8			NA IS INO TEMPLIN HAVY, APPROX 3/4 MI ACC TEMPLIN HAVY	899-\$	S
8			NB CS ISO WELDON CANYON RD, APPROX 1/2 NG ACC NB SR14	197-5	S
			TEIGLANIS 20A **AE 919* JOS 21 EN OT 2034 EN	1914-2	<u> </u>
8			SB IS IND GERFRIN PANK DR. •• FSP 31•• ACC COLDIANDO ST	692-5	<u> </u>
8			ANGELES CREST HAY IND EAY TREE ROLAM 27.20	3-333	2
8			PACIFIC COAST HWY SCO BERGAN BEACH RD, LY2 MI WB 1210 TO 18 65 COM, ACC YARMELL ST	1-582 210-005TB	310
8			SS SRIA IND ANGELES FOREST HINY, "FISH 41" ACC AVENUES AN THE COAST HAW SO READ BLACK BY 1,7 MI	672-11	34
8			NB SRIFA ISO AGUA DULICE CANYON RO, "1529 24" ACC SOLEDAD CYN AT 2000"	84E-ÞT	74
			28 SKI A 150 SPIEWG CANTON RD, "F5P74" 1/3 MI ACT AGUA DULCE CANTON RD	598-41	Þī
l i			28 2KTV IKO COIDEN AVITEA KD' LZ5554 VCC AIV MINCEZZV	14-299	bī
8			SB 1110 KD EB 1105, **** \$100 KD EB 1105, **** ACC INDERNA NWY	SET-OLL	110
9	SESTE BIT-	76356.88	eb 1705 Tano Tong Bench Blud, •• F15 40•• Acc weimengton av	801-501	SOI
8			wb ilos awo wilmington av, °°fsp 40°° acc wilmington av	\$60-501	SOT
<u> </u>			SE IS ISO SALISA, APPROX 1/6 MI ACC QUALL LAKE RD OR WB SALISB	608-5	<u>s</u>
			29 F2 F2C 28178' VALUE X 1 1/3 WO VCC MB 28138	664-5	<u> </u>
ا ج			SB ES INO SMOKEY BEEAR RD, APPROX 1 1/10 MI ACC WB SR138	564-5	5
3		_	ANGELES CREST HWY KIN 74.54, IND WINCOM GULCH GIYDE RD APPOX 2/10 MI	5-629 659-5	2
3		_	DECKER ND IND PACIFIC COAST HWY, 1 WILE NO CARLISLE	Z3-087	<u> </u>
- 3			DECKER ND 120 MUSHOSTVIND HANA	33-048	73
			DECKER RD IND PACIFIC COAST HWY	23-039	23
3			ESPR TA DR2	23-00¢	EZ
3	SP2B.BLI.	872E0.AE	GR ATMUSTA IRR	5/5-1	ī
9			AKGELES FOREST MAY ISO ALISO CANYON RD, Q.7 MILES ISO ALISO CYN	620-EN	EN
8			ANGELES FOREST HAVY ISO INT EMINA FID, 2.0 MILLES ISO INT EMINA	690-EN	EN
8			GR ANIME THE TAY WHY TELEST PERSONS	810-EN	EN
8			AMM3 TIN TEAG 23 IM ZE, GRI AMM3 TIN GKI, YWY TZ3RO1 23136WA	ZTO-EN	EN
1 8 1				600 C	
			28 IS INCO SULTRY VALUE TO A WILL VCC COLUMNIA	\$88-S	5
8			SS IS INO SREES, APPROX 2/3 MI ACC GORMAN	628-2	S
8			KE ISO VISTA DEL LAGO EG), ACC TEMPLIN HAVY SO IS INO SREES, APPRICE 27 ACC GORDARM	628-5 8-728	\$ \$
8			SS IS INO SREES, APPROX 2/3 MI ACC GORMAN	628-2	S
9 8 8			NA IN 150 VISTA DEL IAGO RÒ, AGC TEMPLIN NAVY RA IS 150 VISTA DEL IAGO RÒ, ACC TEMPLIN NAVY SA IS INO SREES, APPROX 2/3 MI ACC GGRAANI	97.1-S 97.1-S	\$ \$
8 8 8			NG E TO TEMPLIN HWY APPROX 2 JY MI ACC LAIZ FIJGHES RD KD E INO VERTA DEL LAGO ED, ACC TEMPLIN HWY KD E INO VERTA DEL LAGO ED, ACC TEMPLIN HWY KD E INO VERTA DEL LAGO ED, ACC TEMPLIN HWY FOR INO SREAS, AUTORIT HAN APPROX 2 JY MI ACC VESTA GEL LAGO ED SO IS INO SREAS, AUTORIT HAN APPROX 2 JY MI ACC TEMPLIN HWY FOR IND SREAS, AUTORIT HAN APPROX 2 JY MI ACC CORNALIN HAN APPROX 2 JY MI ACC	628-2 827-2 827-2	\$ \$ \$ \$
8 8 8 8			29 IS TOO CHP RD, APPROX 2 AM ACC TEMPLIN HWY NB B IS NO VIENTA HWY, APPROX 2 2 YE MA ACC TEMPLIN HWY NB B IS NO VIENTA CELL NGO RD, ACC TEMPLIN HWY NB B IS NO VIENTA CELL NGO RD, ACC TEMPLIN HWY NB B IS NO VIENTA DELL NGO RD, ACC TEMPLIN HWY NB B IS ND VIENTA DELL NGO RD, ACC TEMPLIN HWY NB B IS ND VIENTA DELL NGO RD, ACC TEMPLIN HWY NB B IS ND VIENTA DELL NGO RD, ACC TEMPLIN HWY NB B IS ND VIENTA DELL NGO RD, ACC TEMPLIN HWY NB B IS ND VIENTA DELL NGO RD, ACC TEMPLIN HWY NB B IS ND VIENTA DELL NGO RD, ACC TEMPLIN HWY NB SON VIENTA DELL NGO RD, ACC TEMPLIN HWY NB SON VIENTA DELL NGO RD, ACC TEMPLIN HWY NB SON VIENTA DELL NGO RD	628-5 822-5 922-5 922-5 612-5 929-5 629-5	\$ \$ \$ \$
8 8 8 9			SO IS IND LAKE HUGHES GO, APPROX 2 1/3 NO ACC TEMPLIA HWY? SO IS IND LAKE HUGHES GO, APPROX 2 1/3 NO ACC TEMPLIA HWY? SO IS IND CHEENY CARTON, APPROX 2 1/2 NO ACC HEST HUGHES GO HOS IS IND CHEENY CARTON, APPROX 2 1/2 NO ACC HEST HUGHES GO SO IS IND CHEENY CARTON, APPROX 2 1/2 NO ACC HEST HUGHES GO SO IS IND TEMPLIA HWY, APPROX 2 1/2 NO ACC HEST HUGHES GO SO IS IND TEMPLIA HWY. APPROX 2 1/2 NO ACC HEST HUGHES GO SO IS IND TEMPLIA HWY. SO IN THE HUGHES GO, APPROX 2 2 1/2 HOUR TEMPLIA HWY. SO IS IND TEMPLIA HWY. SO IN TEM	628-5 822-5 922-5 612-5 929-5 959-5 629-5 619-5	\$ \$ \$ \$ \$
8 8 8 8 8 8			20 IS IND CHIK PUBLIC STYLO HI HWI 1976 20 IS IND CHIK PUBLIC BY YOU LEWEIN HAA. 20 IS IND CHEIN CHALD BY YOU LEWEIN HAA. 20 IS IND CHEIN CHALD Y HIN YOU LEWEIN HAA. 20 IS IND CHEIN CHALD WAY PABROX S TA'S HIN FOCC AELFO BET IND OU. 20 IS IND CHEIN CHALD WAY PABROX S TA'S HIN FOCC AELFO BET IND OU. 20 IS IND CHEIN CHALD WAY PABROX S TA'S HIN FOCC AELFO BET IND OU. 20 IS IND SKEED WAY PABROX S TA'S HIN FOCC AELFO BET IND OU. 20 IS IND SKEED WAY PABROX S TA'S HIN FOCC AELFO BET IND OU. 20 IS IND CHIKE HINGHES WAY PABROX S TA'S HIN FOCC AELFO BET IND OU. 20 IS IND CHIKE HINGHES WAY PABROX S TA'S HIN FOCC AELFO BET IND OU. 20 IS IND SKEED WAY PABROX S TA'S HIN FOCC AELFO BET IND OU. 20 IS IND SKEED WAY PABROX S TA'S HIN FOCC AELFO BET IND OU. 20 IN SKEED WAY PABROX S TA'S HIN FOCC AELFO	628-5 822-5 922-5 612-5 929-5 959-5 629-5 619-5 482-7	2 2 2 2 3 3
9 9 9 9 9 9			20 IZ IMO ZEETS' PABECE S', SHI WE CE COERVEN HE PE CO ARLY DEF I (PEO ED) YOC LEBERTH HAA. HE PE CO ARLY DEF I (PEO ED) YOC LEBERTH HAA. HE PE CO LEBERTH HAA' YABBECE ST S',S HI VECC ARLY DEF I (YOC) US HE PE CO LEBERTH HAA' YABBECE ST S',S HI VECC ARLY DEF I (YOC) US HE PE CO LEBERTH HAA' YABBECE ST S',S HI VECC ARLY HAA. HE PE CO LEBERTH HAA' YABBECE ST S',S HI VECC ARLY HAA. BE PE CO CHE DE' YABBECE ST S',S HI VECC ARLY HAA. BE PE CO LEBERTH HAA' YABBECE ST S',S HI VECC ARLY HAA. DECIGER US YE KHORITE ME YAB YAB WA WA CO LEBERTH HAA. DECIGER US YE KHORITE ME YAB YAB WA	628-5 822-5 822-5 622-5 929-5 629-5 619-6 282-7 990-62	\$ \$ \$ \$ \$ \$ \$ \$
8 8 9 9 9			SOES IND SKEEP, POPRIOR SYLD IN IN ACC CONSIDER IN SKEEP, STOCK SKEEP, STOCK SKEEP, STOCK SKEEP, SKE	628-5 924-5 924-5 614-5 929-5 629-5 619-6 484-2 990-62 990-63	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$
8 8 9 9 9 9			SATE ICO SRIES, SATE ICO SEISO ST E ** R-PRICO ST/IO MI **. SATE ICO SRIES, SATE ICO SEISO ST E ** R-PRICO ST/IO MI **. SATE ICO SEISE AND POLICIO SEI AND ST/IO MI HAY NO EL IVO CHERIN CANTON, APPROX 2 2/2 ME ACC TERPILI HAY NO EL IVO CHERIN CANTON, APPROX 2 2/2 ME ACC TERPILI HAY NO EL IVO CHERIN CANTON, APPROX 2 2/2 ME ACC TERPILI HAY SO IS IVO CHERIN CANTON, APPROX 2 2/3 ME ACC TERPILI HAY NO EL IVO CHERIN CANTON, APPROX 2 2/3 ME ACC TERPILI HAY SO IS IVO TERPILI HAY, APPROX 2 2/3 ME ACC TERPILI HAY SO IS IVO SRIES, APPROX 2 2/10 ME HAN BEAC TERPILI HAY SO IS IVO SRIES, APPROX 2 2/3 ME ACC TERPILI HAY SO IS IVO SRIES, APPROX 2 2/3 ME ACC TERPILI HAY SO IS IVO SRIES, APPROX 2 2/3 ME ACC TERPILI HAY SO IS IVO SRIES, APPROX 2 2/3 ME ACC TERPILI HAY SO IS IVO SRIES, APPROX 2 2/3 ME ACC TERPILI HAY SO IS IVO SRIES, APPROX 2 2/3 ME ACC TERPILI HAY SO IS IVO SRIES, APPROX 2 2/3 ME ACC TERPILI HAY SO IS IVO SRIES, APPROX 2 2/3 ME ACC TERPILI HAY SO IS IVO SRIES, APPROX 2 2/3 ME ACC TERPILI HAY SO IS IVO TERPILI HAY SO IS IVO TERPILI HAY SO IS IVO TERPILI HAY SO IS IND TERPILI HAY SO IS IND TERPILI HAY SO IS IND THE HAY SO IS IND TERPILI HAY SO IN TERPILI HAY SO IN TERPILI HAY	628-5 922-5 922-5 922-5 925-5 929-5 629-5 619-6 282-5 990-62 990-62 990-81	S S S S S S S S S S S S S S S S S S S
8 8 8 9 9 9 9 9			SOES IND SKEEP, POPRIOR SYLD IN IN ACC CONSIDER IN SKEEP, STOCK SKEEP, STOCK SKEEP, STOCK SKEEP, SKE	628-5 924-5 924-5 614-5 929-5 629-5 619-6 484-2 990-62 990-63	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$
8 8 9 9 9 9			20 IS 100 Setiff 240 for 340 mi 20 IS 100 Setiff 240 for 340 mi 20 IS 100 Setiff 240 for 340 mi 20 IS 100 CHAP WAY DELEVER HAVE 20 IS 100 CHAP WAY DELEVER HAVE	628-5 924-5 924-5 614-5 92-5 92-5 619-5 484-7 990-62 990-62 990-62 900-62	2 2 3 5 5 5 5 5 7 7 81
9 9 9 9 9 9 9 9 9 9 9			SO IS THO CREATE, CANNON RD, 4/10 MG SOLE THO CREATE, CANNON RD, 4/10 MG SOLE THO CREATE, CANNON RD, 4/10 MG SOLE THO CREATE, CANNON RD, ACC TEMPILM HAVY NO IS TO VISTA DELL LAGO RD, ACC TEMPILM HAVY NO IS THO TEMPILM HAVE APPROX 2 JA MA ACC TEMPILM HAVY NO IS THO THE REPORT AND RECORD TO ACC TEMPILM HAVY SOLE IND CHART HAVE APPROX 2 JA MA ACC TEMPILM HAVY SOLE IND CHART HAVE APPROX 2 JA MA ACC TEMPILM HAVY SOLE IND CHART HAVE APPROX 2 JA MA ACC TEMPILM HAVY SOLE IND CHART HAVE APPROX 2 JA MA ACC TEMPILM HAVY SOLE IND CHART HAVE APPROX 2 JA MA ACC TEMPILM HAVY SOLE IND CHART HAVE APPROX 2 JA MA ACC TEMPILM HAVY SOLE IND CHART HAVE APPROX 2 JA MA ACC TEMPILM HAVY SOLE IND CHART HAVE APPROX 2 JA DA MA ACC TEMPILM HAVY SOLE IND CHART HAVE APPROX 2 JA DA MA ACC TEMPILM HAVY SOLE IND THE SOLE APPROX 2 JA DA MA ACC TEMPILM HAVY SOLE IND THE SOLE APPROX 2 JA DA MA ACC TEMPILM HAVY SOLE IND THE SOLE APPROX 2 JA DA MA ACC TEMPILM HAVY SOLE IND THE SOLE APPROX 2 JA DA MA ACC TEMPILM HAVY SOLE IND THE SOLE APPROX 2 JA DA MA ACC TEMPILM HAVY SOLE IND THE SOLE APPROX 2 JA DA MA ACC TEMPILM HAVY SOLE IND THE SOLE APPROX 2 JA DA MA ACC TEMPILM HAVY SOLE IND THE SOLE APPROX 2 JA DA MA ACC TEMPILM HAVY SOLE IND THE SOLE APPROX 2 JA DA MA ACC TEMPILM HAVY SOLE IND THE SOLE APPROX 2 JA DA MA ACC TEMPILM HAVY SOLE IND THE SOLE APPROX 2 JA DA MA ACC TEMPILM HAVY SOLE IND THE SOLE APPROX 2 JA DA MA ACC TEMPILM HAVY SOLE IND THE SOLE APPROX 2 JA MA ACC TEMPILM HAVY SOLE IND THE SOLE APPROX 2 JA MA ACC TEMPILM HAVY SOLE IND THE SOLE APPROX 2 JA MA ACC TEMPILM HAVY SOLE IND THE SOLE APPROX 2 JA MA ACC TEMPILM HAVY SOLE IND THE SOLE APPROX 2 JA MA ACC TEMPILM HAVY SOLE IND THE SOLE APPROX 2 JA MA ACC TEMPILM HAVY SOLE IND THE SOLE APPROX 2 JA MA ACC TEMPILM HAVY SOLE IND THE SOLE APPROX 2 JA MA ACC TEMPILM HAVY SOLE IND THE SOLE APPROX 2 JA MA ACC TEMPILM HAVY SOLE IND THE SOLE APPROX 2 JA MA ACC TEMPILM HAVY SOLE IN THE SOLE APPROX 2 JA MA ACC TEMPILM HAVY SOLE IN THE SOLE APPROX 2 JA MA ACC TEMPILM HAVY SOLE IN THE SOLE TEMPILM HAVY S	2825 24245 24245 6125 6125 2929 6195 6195 6195 6196	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$
9 9 9 9 9 9 9 9 9 9 9 9	EESSE SIT-	ELLE	20 IS INO SETS' PABOX \$\(\) WI NCC QUENTIN HAA. BY IN TO ARELY DET IVED BY OCK LEWENTH HAA. BY IN CHERNA CYALON' YABOUR \$\(\) YOU LEWENTH HAA. BY IN CHERNA CYALON' YABOUR \$\(\) YOU LEWENTH HAA. BY IN CHERNA CYALON' YABOUR \$\(\) YOU LEWENTH HAA. BY IN CHERNA CYALON' YABOUR \$\(\) YOU LEWENTH HAA. BY IN CHERNA HAA. YABOUR \$\(\) YOU LEWENTH HAA. BY IN CHERNA HAA. YABOUR \$\(\) YOU CHERNETH HAA. BY IN CHERNA HAA. YABOUR \$\(\) YOU CHERNETH HAA. BY IN CHERNA HAA. YABOUR \$\(\) YOU CHERNETH HAA. BY IN CHERNA HAA. YABOUR \$\(\) YOU WIN HAA BY WE BY IN CHERNA TO SHOUND BY A'TO MI BY IN CHERNA CYALON BY A'TO MI BY IN CHERNA BY BY BY IN CHERNA BY BY IN CHERNA BY BY IN CHERNA BY BY BY IN CHERNA BY BY IN CHERNA BY BY BY IN CHERNA BY BY IN CHERNA BY BY BY IN CHERNA BY BY BY IN CHERNA BY BY IN CHERNA BY BY IN CHERNA BY BY IN CHERNA BY BY BY IN CHERNA BY BY IN CHERNA BY BY BY BY IN CHERNA BY BY IN CHERNA BY BY IN CHERNA BY BY BY IN CHERNA BY BY BY IN CHERNA BY BY IN CHERNA BY BY BY IN CHERNA BY	2-829 921-5 921-5 161-5 161-5 92-27 161-5 18-029 18-02	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$
8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9	EESST'SIT-	KETA.CE	20 IZ UNO ZETES' ENDERGY S\S WI VCC GOENWIN 20 IZ UNO ZETES' ENDERGY S\S WI VCC GOENWIN WE BE TO ALEV DET I YOU DE YCC LEWEIN HAM. WE BE TO CHERINA CYMLON YOU ELEWEIN HAM. WE BE TO LEWEIN HAM, YOU ELEWEIN HAM. WE BE TO LEWEIN HAM, YOU ELEWEIN HAM. 20 IZ UND LEWEIN HAM. 20 IZ UND HAM. 2	628-5 827-5 827-5 827-5 827-5 827-5 829-5 62	2
8 8 8 8 8 8 8 8 8 8 8 8			EB STO IEO WARETANO NY, ACC WARETAND DAY SO IS THO CREAT LAND HELL LEADS 2 1940 ACC WARETAND DAY SO IS THO CREAT LAND AND ACC WAR ACC WAIN AT SO IS THO CREAT LAND AND ACC AND ACC TEMPILH HWY SO IS THO CREAT LAND AND ACC AND ACC TEMPILH HWY SO IS THO CREAT LAND AND ACC TEMPILH HWY SO IS THO LAND AND ACC AND ACC TEMPILH HWY SO IS THO LAND AND ACC AND ACC TEMPILH HWY SO IS THO CREAT LAND AND ACC AND ACC TEMPILH HWY SO IS THO CASH ACC AND ACC AND ACC TEMPILH HWY SO IS THO CASH ACC AND ACC AND ACC TEMPILH HWY SO IS THO CASH ACC AND ACC AND ACC TEMPILH HWY SO IS THO CASH ACC AND ACC AND ACC TEMPILH HWY SO IS THO CASH ACC AND ACC AND ACC TEMPILH HWY SO IS THO CASH ACC AND ACC AND ACC TEMPILH HWY SO IS THO CASH ACC AND ACC AND ACC TEMPILH HWY SO IS THO CASH ACC AND ACC AND ACC TEMPILH HWY SO IS THO CASH ACC AND ACC AND ACC TEMPILH HWY SO IS THO CASH ACC AND ACC AND ACC TEMPILH HWY SO IS THO CASH ACC AND ACC AND ACC TEMPILH HWY SO IS THO CASH ACC AND ACC AND ACC AND ACC TEMPILH HWY SO IS THO CASH ACC AND ACC AN	2-829 5-124 5-127 5-127 1-207 1-	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$
8 8 8 9 9 9 9 8 8 8 8 8 8 8	EEGELSII-	SSIE VE	EB 1210 ISO POLK ST, ACC ROXRORD ST. SO IS THO SERIES, WARE THAN DE ACC TEMPILM HAY WE BE SO VETEN DELL LAGO RED, ACC TEMPILM HAY WE BE SO VETEN DELL LAGO RED, ACC TEMPILM HAY WE BE SO OTHER WAS APPROXED ST, AS ALL ACC WESTER RED. SOLE IND CHERENY CANYON, APPROXED ST, AS ALL ACC WESTER RED. SOLE IND CHERENY CANYON, APPROXED ST, AS ALL ACC TEMPILM HAY SALE IS OCHERENY CANYON AS ALL AND ACC TEMPILM HAY SALE IS OCHERENY CANYON AS ALL AND AS ALL AND ACC TEMPILM HAY SALE IS OCHERENY CANYON AS ALL AND AS ALL AND ACC TEMPILM HAY SALE IS OCHERENY CANYON AS ALL AND AS ALL AND ACC TEMPILM HAY SALE IS OCHERENY CANYON AS ALL AND AS AND AS ALL AND AS AND	2-839 2-138 2-130 2-249 2-259 2-	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
8 8 8 9 9 9 8 8 8 8 8 8 9 0 0 0 0 0 0 0			20 IZ UNO 28733° PABRICK S \$\ \) WI VCC GORNWIN RO R TOO ARLY DET I POOL DO YCC LEWISIN HAM. RO R TOO LARLY DET I POOL DO YCC LEWISIN HAM. RO R TOO LEWISIN HAW. VANDOM Y AND YCC LEWISIN HAM. RO R TOO LEWISIN HAW. VANDOM Y AND YCC LEWISIN HAM. RO R TOO LEWISIN HAW. VANDOM Y AND YCC LEWISIN HAM. RO R TOO LEWISIN HAW. VANDOM Y AND YCC LEWISIN HAM. RO R TOO LEWISIN HAW. VANDOM Y AND YCC LEWISIN HAM. RO R TOO LEWISIN HAW. YAD YOU THAN HAM. RO R TOO LEWISIN HAW. RO R TOO SHIPS Y CANDOM BY AND YOU THAN HAM. RO LEWISIN HAM. RO R	2829 8245 8245 6145 6145 929 929 909 909 1109	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
8 8 8 8 8 8 8 8 8 8 8 8 8 9 7 7 7 7			20 IZ INO ZETES' AND DET NOW AND THE TOTAL PROPERTY OF CHEMPLY AND DET NOW AND THE AND	2-829 2-129	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
8 8 8 9 9 9 8 8 8 8 8 8 9 0 0 0 0 0 0 0			20 IZ UNO 28733° PABRICK S \$\ \) WI VCC GORNWIN RO R TOO ARLY DET I POOL DO YCC LEWISIN HAM. RO R TOO LARLY DET I POOL DO YCC LEWISIN HAM. RO R TOO LEWISIN HAW. VANDOM Y AND YCC LEWISIN HAM. RO R TOO LEWISIN HAW. VANDOM Y AND YCC LEWISIN HAM. RO R TOO LEWISIN HAW. VANDOM Y AND YCC LEWISIN HAM. RO R TOO LEWISIN HAW. VANDOM Y AND YCC LEWISIN HAM. RO R TOO LEWISIN HAW. VANDOM Y AND YCC LEWISIN HAM. RO R TOO LEWISIN HAW. YAD YOU THAN HAM. RO R TOO LEWISIN HAW. RO R TOO SHIPS Y CANDOM BY AND YOU THAN HAM. RO LEWISIN HAM. RO R	2829 8245 8245 6145 6145 929 929 909 909 1109	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
8 8 8 8 8 8 8 8 8 8 8 9 0 7 7 7 7 7			29 IS THO SEATS, WANTELL ACC PREMELLED IN MAY, "** SEPLEMENT THE CORRESS AT ANY CONTRIBUTION OF ALL OF	2-829 2-138 2-137 2-137 2-249 2-258 2-258 2-258 2-258 18-039	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
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Route	Sign#tumber	Physicationation	Site Latitude	Site Longitude	Revised Site Type
5	5-798	MB IS ISO SR138, APPROX 1 1/3 MI ACC HUNGRY VALLEY RD			C
605	605-189	SB 1605 ISO VALLEY BLVD, ** FSP37 ** ACC VALLEY BLVD			С
605	505-249	58 1605 150 EB 1210, ** F5P37 ** ACC EB 1210 OR WB 1210			C
710	710-084	NB I710 INO W Willow St			C

APPENDIX C: REMAINING NON TYPE B/C SITES

_ ¥			CES ITS ON HIS S IN ESSEA NA CETR, *** TREATH ACT WARREND BLVD	10-104A	ot
-			MB ITO TWO S ROBERTIZON BLAD, "159 179" ACC ROBERTIZON BLAD (WB ILD TWO ROBERTIZON BLAD)	10-065	OT
V			NB HOSS FWA CON TO WIS 120	81120-01	OT
3			[TYKE HITCHES ND TAVIOH CYNAGH HILAA	E81-H1	HJ .
3			I PRE KINGHES 10 THO TAKTOR CHAKON MUMA	((1+11)	HI .
3			ELEVEETH LAXE RD 150 SAN FRANCEGUITO CANYON RD, 1 MELE	121-146	13
3			SO IS THIS TAKE HUGHES HIS APPRIXE 2 3/0 HG ACC TEMPLIN HAVY	529-5	<u> </u>
3			SO IS IND LAKE HUGHES RD, APPROX 1 1/3 MA ACC TEMPLIN HWY	609-5	<u> </u>
3			TOPAKALA CANTO ENTRACA DE	ATBSS-S	<u>Z</u>
<u> </u>			TE NEW TOO DON, MOT DE STAN YEARING TO WOLLD WOLLD WOLLD WITH THE STAN THE	150-015	921
			XERYAN MAND DRINNO WOLCOTT WY	150-033	921
<u> </u>			KEHAY MAYO DA 160 CHRQUITO CANYON RD, EB APPROX 4/10 MI IWO	136-022	320
			WENZY MAYO DA INO SAN MANTRIKEZ GRANDE CYN RO, APPROX 4/10 MI	156-013	150
1			NEHBA WYAO DB 180 ZYN WYMENEZ GRYNDE CAN BD	156-012	326
 →			KYNYN DIIWE ED 120 NEMLDN CYNADN ED' T'S WIITZ	401-6N	6N
₩			KYWYN DITWE KD TOO FYLICD CYNLON KD, 'Y MILTEZ	980-6N	6N
l v			KANKAN DUME KO AT MULHOLLAND HWY, 13087 JNO MULHOLLAND	TTO-EM	6N
- v			KYMYM ED RO CYZLIE ALIM DS' O METE?	LEO-6N	6N
V			ANGELES FOREST HAVE GO STREAM HAVE, 2.8 MILES GO STREAM HAVY	6ZO-EN	EN
V			МИТИВІТУКІ КАМ 150 COLD СУКЛОМ 8D	WN-254	UM
V			MULHOUTAND HAVE TEO KANAN DUME RD, 2.5 MILES	PPT-NW]	กพ
V			ראוצ אתפופצ עס אוט פאג פתרכא עס	651-111	HI
V			COSINEIT MA 1EO KYNYM KD' 'E MIJEZ IZO KYNYM	£00-NO	N)
V			ANGELES CREST HWY MIN 71 AQ, TWO VINCENT GULICH DIVIDE RD APPROX 2 4/10 MI	2-713	7
V			SR2 JWD DAWSON SADOLE, APPROX 2/10 NO MIM 69.81	2-698	
V			WESTIANS BLVD ISO CARLISLE RD, (13 MG)	TTO-ES	EZ
V			CH3 HLKON DM GT/F "TNKO OST THS	<i>1</i> -€97	
٧			SR138 IEO SR18, APPROX 1 MI	EIT-BEI	BET
V			PIC SELE, APPROX 1/2 MI *TG X0*	138-702	SÉT
V			SP138 IEO 212TH ST E, APPNOX 2/10 MJ	689-8ET	138
A			SATS TO AVENUE W, APPROX 1/2 MI	738-662	138
			ENTRE ED 1751HST E, APPROX 1/2 MI	138-653	138
			SALES CEO LEGETH ST E, APPROX 1/3 MA	738-642	328
V			3 LS H196 G31 SETUS	738-262	138
V			NEWSY MAYO OR AT LACO VECO COUNTY LIKE	156-002	921
1	872.811-	STEILABE	20 IZ IND AVTERCIV BEAD" 0-625 4500 VS-600 IV-3 MI VCC WVERC PROTINIEVER BLANA.	6ZS-S 8SZ-01Z	S OTZ
×	-118.13972	34.16517	EB ISTO IMO N IVEK VA' 0.6250 TT 0.0CC WWWENCO 21		4011
<u> </u>				551-014	OIL
5			18 1710 IND ROSECIANE AV. ** 159 30** ACE MUK	581-509	507
5			RAD HODS THO PROTESTIVE SLUD, **159* 09** ACC REDOXIDO BEACH SLUD SE HOS THO PROTESTIVED AV, **159* 09** ACC REDOXIDO BEACH SLUD SE HOS THO PROTESTIVED AV, **159* 09** ACC REDOXIDO BEACH SLUD	9/LT-509	507
			28 IT TO RED EB 2007 - PEC REDONDO SEVEN BEAD	960-011	OTT
9			EB 2891 AT LANEWOOD BLVD, **159 15** ACC DOWNEY AV	001-16	16
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1 3			KB ITID KO E OLYKINE BLVD, ** FSP23 ** ACC WASHINGTON BLVD	710-234	017
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10 10-340 Mp 10 WO M 2 (MREEL W.) = 625 h 15.0 WCC ANKERU VA W W W W W W W W W	A A A A A A A A A A A A A A A A A A A	SDATEST!-	48426-EE	EB 28178 WAD EVISOV BYAY. • 1829 7. • VCC VEYSED VA BE 28178 WAD EVISOV BYAY. • 1829 7. • VCC SEREDE STAD WAS IND AND AS AREALESMAN. • 1829 7. • VCC SEREDE STAD SO INTO AND AS AREALESMAN. • 1829 7. • VCC SEREDE STAD SO INTO AND AS AREALESMAN. • 1829 7. • VCC SEREDE STAD WAS IND AN ED OR SERED. • 1829 7. • VCC SEREDE STAD WAS IND AN OR WAS AREALESMAN. • 1829 7. • VCC SEREDE STAD WAS IND AN OR WAS AREALESMAN. • 1829 7. • VCC SEREDE STAD BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD WAS IND AN OR WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD BO IND WAS STAD. • 1829 7. • VCC CONNO SEVEN STAD BO IND WAS STAD. • 1829 7. • VCC CONNO SEVEN STAD BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD BO IND WAS STAD. • 1829 7. • VCC CONNO SEVEN STAD BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD WAS IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD BO IND WAS AREALESMAN. • 1829 7. • VCC CONNO SEVEN STAD BO IND WAS AR	119-118 110-238 110-139 110-139 110-139 110-139 110-039 110-039 110-039 110-039 110-039 110-039 110-039 110-039 110-039 110-039 110-039 110-039 110-039 110-039 110-039 110-039 110-039 110-039 110-039	811 811 011 011 011 011 011 011
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10 10 10 10 10 10 10 10	A A A A A A A A A A A A A A A A A A A	SDATEST!-	48426-EE	EB 28178 WAD EVISION BAY, e. 1820 3 e. WCC STREED FIRD WE TIO YED ON PLAYER AND EVISOR SHADOWS AND THE WEST ON TH	119-118 150-030 150-15	811 811 011 011 011 011 011 011 011 011
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10 10-1134 CUERRINN ETAD ONE 10 MB 107 -0-1250 11.0- VCC CUERRINN ETAD Y	A A A A A A A A A A A A A A A A A A A	SDATEST!-	48426-EE	EB SATIS WAD EAVED BLAD OF "** 1550 3" ** ACC LAS WIGHERE BD WHE ILD AT IN EXTERN MY, "** 1550 3" ** ACC LAS WIGHERE BD WHE ILD AT IN EXTERN MY, "** 1550 3" ** ACC LAS WIGHERE BD WHE ILD AT IN EXTERN MY, "** 1550 3" ** ACC STATEM MY WHE ILD AT IN EXTERN MY, "** 1550 3" ** ACC STATEM MY WHE ILD AT IN EXTERN MY, "** 1550 3" ** ACC STATEM MY WHE ILD AT IN EXTERN MY, "** 1550 3" ** ACC STATEM MY WHE ILD AT IN EXTERN MY, "** 1550 3" ** ACC STATEM MY WHE ILD AT IN EXTERN MY, "** 1550 3" ** ACC STATEM MY WHE ILD AT IN EXTERN MY, "** 1550 3" ** ACC STATEM MY WHE ILD AT IN EXTERN MY, "** 1550 3" ** ACC CHARLEN BD END STATEM MY, "** 1550 3" ** ACC CHARLEN B	110-118 110-242	811 811 011 011 011 011 011 011 011 011
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one generation with the control of t	A A A A A A A A A A A A A A A A A A A	SDATEST!-	48426-EE	EB SATIS WAD EVERON WAY, 6, 1829 3 VEC CESTANN BLAD BE RATIO TO A VENERAL WAY, 6, 1829 3 VEC CESTANN BLAD WAS RATIOT TO SERVEN BLAD WAY, 6, 1829 3 VEC SERVEN BLAD WAS RATIOT TO SERVEN BLAD WAY, 6, 1829 3 VEC SERVEN BLAD WAS RATIOT TO SERVEN BLAD WAY, 6, 1829 3 VEC SERVEN BLAD BE RED BLOO WAS RED WAY, 6, 1829 3 VEC SERVEN BLAD BE RED BLOO WAS RED WAY, 6, 1829 3 VEC SERVEN BLAD BE RED BLOO WAY RED WAY, 6, 1829 3 VEC SE	119-118 110-528 110-528 110-528 110-528 110-528 110-528 110-628	811 811 011 011 011 011 011 011 011 011
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			SB ITTO INO MB SEBT" 125 43 VCC HW REDONDO BEVCH BIAD	110-102	110
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-			KB ITTO RO REDOKDO PEVCH BYAD* LED YB VOC EB 81	110-103	110
			HB ITTO FRO ENCINC COREZ HWY, VCC SEPULVEDA 614D	110-038	011
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0			MB ITEE WID KB ITTE 123330. VCC CENTRAL AV	690-501	302
-			EB 1025 OD 15 OCON, ** PER 93** ACC CREMENAM ELVD	102-066TA	501
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-			EB (1810) INO HASIELL AV, "FSP 07" ACC HAVVERNIUST AV	641-101	IOI
1			EB LISTOR AT SERVLIVEDA BLVD, **FSP 07** ACC SERVLIVEDA BLVD	101-102	TOT
			WE USIGE AT KESTER AV. ** 15P OT ** ACC VAH HUYS BLVD	101-101	TOI
0			WA US LOS LOS AT VAN HUTS ELVD, ** FOR WOODD MAN AV	101-128	tot
			EB 12101 YT IAUREL CANTON BLYL 155 07" ACC IAUREL CANTON BLYD	521-101	TOI
G			Wa US LOS LOS LALUREL CANYON ELVE). ** FSP 07** ACC TURUMDA NV	101-130	TOT
			WE USTON THO SE SKIND, "FEEDOW" ACC MOORPARK AV	811-101	TOI
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			BE US LO SAMTA MONICA BLVD, "TE 921" ACC SANTA MONICA BLVD	\$50-101	TOI
			(B) ILD IED 5 FRIRTAX NV, "15SP 17" ACC LA CIENEGA BLVD	10-038	Ot
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			MB 170 IMO 2 CENTINEIA AV	10-039	TO
0			ED ILD IWOS CENTINEIA AV, ACC CLOVERITELD BLVD	10-038	70
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→			OVER COOMERAL OF 1692 83	971-16	16
			WE 5591 TO WE INTO CON, ** FEP 26 ** ACC CHIERRY AV	JTEST-19	16
<u> </u>			EB SHOT AT 5 CENTRAL AV, "FSP 26" ACC AVALON GLVD	1/80-16	16
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A	SISBS.BIL-	EZSTREE	28 IATO 10 MB ITOS COM" 12830 VCC (INSERINT HMA	T251-017	014
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₩			CH XCGA COPY LEASE WCC OFFIS BIX	ATATE-203	509
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l v			NB REOF THO E CYBRON 21° LEDITA VCC CYBRON 21	t/Z0-S09	509
1 🔻	_		NB MGG 1900 E SPRING ST, *** STOC NATTELLA AV	100-509	509
₩	 		WAS SESSO TWO PHILLIPS BANCH RD, ** 159 21 ** ACC PHILLIPS BANCH RD	672-09	09
 v	 		ES SRAG IED DIAMOND BAR ELVD, ""FEY 21"" ACC DIAMOND BAR ELVD	t9Z-09	09
¥			WE SHED DIAMOND BAR BLVD, ** FEP 21** ACC DIAMOND BAR BLVD	\$52-09	09
Ÿ			MR 28/20 IEO CRO22/BOYD2 bK/MA 2" E2b 33 YCC CRO22/BOYD2 bK/MA	671-09	09
Ÿ			EB SRIO IED CROSSKOAIG PRIMY S, ** 159 20** ACC NB 1665 GB PECK RD	60-128	09
V			MD 2850 IEO KB 1802' E25 T3 VCC CEO2280VD2 SKMA	SZI-09	09
V			WIB SHED ID 28 HEDS COM 125 T3 VCC CHOZSEDVIDS BLWA		09
٧				8TE111-03	
			ND IS THE STATES, APPROX 2 1/4 MI ACC WE SRIZED	2-834	S
V			K9 EV IND 28175' PADHOX 3 7/6 MI POC MB 28178 K9 2823 L0 EB 170 COM' •• E25 29 •• POC LENDIE VA	ATATO-TZ AE8-Z	S LS
A			KS ES IND DARKER RD. •• ESCAPE AREA•• •• 659 42•• ACC LAKE HUICHES RD KS 5837 TO EB 110 COM, •• F59 28 •• ACC TEKPIE AV KS 5837 TO EB 110 COM, •• F59 28 •• ACC TEKPIE AV	682-2 ATATO-T2 AE8-2	\$
			MD E VAD 28175E PARMOX 3 7/4 WI VOC AND 281759 WE BE VAD DWIESE WO ESCHE VER	882-2 682-2 ATDTO-T2 AE8-2	\$
٧			ND 12 IND 28173' ROMAN X 1/4 RU VOC AM 28173 RE 2822 10 ED 110 COM C. 120-28 C. VOC LERNE VA 28 EJ IND DYKREH BUT625VEVE VAREY120 450 VOC IPKE HIDHER BD 18 PY 1. DYKREH BUT625VEVE VAREY120 450 VOC HVRIER CYMLON BD 18849 1HE OTD BD' KEAMFYT CHO DULUCE	882-2 882-2 882-3 ATDTO-TZ AE8-2	\$
A			nd ir ind zhith' punkon 7 1/4 Wi voc am zhith ir zhol lo ei iio com' izu 29 voc leinde va zh ei ind dharen eu eizu zh eke veke eizu 45 voc ipke indhez bd zbere lhe oto kealine eu eizu eke veke eizu 45 voc hareea cankon bd sereb lhe oto be kealinet cho cilice kii ei kii cato eu ceali' cho cilice	5-888 5-836 5-888 5-888 5-888 5-888	\$
A A			MP BY NO SHITES "NAMICK I 7,4 WI VICE MEM BE ATTE WE REST ALD ESS ITO COM" on EED SE ON VECT LEMME WA WE BE YND DWINGER BUT OLECKING ENGAGE. YER HAS DID BUT MEMANT CHO COLLUCE YER HAS DID BUT MEMANT CHO COL	885-2 882-2 982-2 47070-72	\$
A A A			MD IP IND RUILONG TO BOXLOND 21. MD IP IND RUILONG TO BOX OF THE TO BOXLOND	889-5 889-5 889-5 889-5 889-5 889-5	\$
A A A			MP BY NO SHITES "NAMICK I 7,4 WI VICE MEM BE ATTE WE REST ALD ESS ITO COM" on EED SE ON VECT LEMME WA WE BE YND DWINGER BUT OLECKING ENGAGE. YER HAS DID BUT MEMANT CHO COLLUCE YER HAS DID BUT MEMANT CHO COL	850-5 V10/L0-L5 685-5 885-5 885-5 650-5 885-5	\$ 45 \$ 5 \$ 5 \$ 5 \$ 5
A A A A	ED9V8II-	89285.45	MD IP IND RUILONG TO BOXLOND 21. MD IP IND RUILONG TO BOX OF THE TO BOXLOND	968-5 91040-45 685-5 885-5 585-5 889-5 669-5 869-5 869-5	\$ 45 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5
A A A A A A	£09k,811-	89285.AE	KP BY NO DEFER "NAKKOK I TYNEWIN VOC AND BEFER STATES" KF BER IND DEFERE OF "SE SO" OF CLEEKINE VA KF BER IND DEFERE STATES "NAKKOK I TYNEWINE VA KF BER IND DEFERE STATES OF SETTING THE STATES OF	958-5 91920-25 958-5 958-5 958-5 958-5 958-5 958-5 958-5 959-5	\$ 25 5 5 5 5 5 5 5 5 5 5 5 5
A A A A A	E091/811-	89585.AE	M.D. P. NO. 28175, APPROX. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2.	5-239 5-289 5-289 5-289 5-289 5-289 5-289 5-29 5-2	\$ 25 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
A A A A A A	£034,811-	89585.AE	KP BY NO DEFER "NAKKOK I TYNEWIN VOC AND BEFER STATES" KF BER IND DEFERE OF "SE SO" OF CLEEKINE VA KF BER IND DEFERE STATES "NAKKOK I TYNEWINE VA KF BER IND DEFERE STATES OF SETTING THE STATES OF	2-839 22-02/01/V 2-289 2-289 2-289 2-289 2-039 2-039 2-039 2-139 2-109 2	\$ 45 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$
A A A A A A A	5091/811-	89285.AE	M. P. P. NO SHITE "NAKKX I 7,4 WI VOC HAR SHITS" M. P. P. NO SHITE "NAKKX I 7,4 WI VOC HAR SHITS M. P. P. NO SHITE "NAKKX I 7,4 WI VOC HAR SHITS M. P. P. NO SHITE "NAKKX I 7,4 WI VOC HAR SHITS M. P. P. NO SHITE WAS AND TO NO HAR SHITS SER P. NO SHIT WAS AND TO NO HAR SHIT ON OUT OF THE SHIT OF THE SHIT ON OUT ON OUT OF THE SHIT ON OUT OUT OUT OUT OUT OUT OUT OUT ON OUT	2-834 2-20041V 2-288 2-288 2-288 2-288 2-438 2-438 2-438 2-439 2-509 2-509 2-509 2-509 2-509 2-509 2-509	\$ 48 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
A A A A A A A	509F.81.1-	89585.PE	M.D. E. MO. 28178, APPROX. 2.2, 2.4 M.S. ACC TERME AV. M.D. E. MO. 28178, APPROX. 2.2, 2.4 M.S. ACC TERME AV. M.D. E. MO. 28178, APPROX. 2.2, 2.4 M.S. ACC TERME AV. M.D. E. MO. PRESERRE BO. "SECAPPE REES" """ """ """ """ """ """ """ """ """	958-5 957-07-10-10-10-10-10-10-10-10-10-10-10-10-10-	\$ 45 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
A A A A A A A	E09N811-	89285,AE	M. DE IND 2817SE PORMON 5- 125-00 G. WICK DENDER STAD WE SEND TO BE THE OTH DRY MERSON STAD WE SEND TO BE THE OTH DRY MERSON STAD WE SEND TO BE THE OTH DRY MERSON STAD WE SEND TO BE THE OTH DRY MERSON STAD WE SEND TO BE THE OTH DRY MERSON STAD WE SEND TO BE THE OTH DRY MERSON STAD WE SEND TO BE THE OTH DRY MERSON STAD WE SEND TO BE THE OTH DRY MERSON STAD WE SEND TO STAD WE SHAD STAD WE SEND TO STAD WE SHAD STAD WE SEND THE OTH DRY MERSON STAD WE	5-836 5-7070 (A. C.	\$ 45 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
A A A A A A A A A A A A A A A A A A A	E098811-	89585.AE	MORE NO SHITES "MANIXAI 37,4 WILYOCA MERITES" WE SHELD LOS HIS OWN "EXE SE 9" WCCLERNER NA WE SHE THO DAYMER BY SHE	2-839 2-03/01/0 2-230 2-230 2-230 2-030 2-	\$ 25 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
A A A A A A A A A	£091/811-	89285.AE	M. P. R. NO SHITS' NAMOX I 7/4 WI VOC AM SHITS' M. P. R. NO SHITS' NAMOX I 7/4 WI VOC AM SHITS' M. P. R. R. NO SHITS' NAMOX I 7/4 WI VOC LIKHNE WA M. P. R. R. NO SHILS WO. A.C. R. R. R. S. G. W. CCC LIKHNE WA M. P. R.	0005	\$ 45 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
A A A A A A A A A A A	2091/811-	89285.AE	WE B TAD 28178, APPROX 2 1, AND CHESTELD SEE SEE SEE SEE SEE SEE SEE SEE SEE SE	\$21-5 \$2100.055	\$ 45 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$
A A A A A A A A A A A A A	£09V811-	89285,AE	M. DE IND STATES, APPRICA X 1.4 MAI ACCE TRANSE BLUE M. DE IND STATES, APPRICA X 1.4 MAI ACCE TRANSE MAI M. DE IND STATES, APPRICA X 1.4 MAI ACCE TRANSE MAI M. DE IND STATES, APPRICA X 1.4 MAI ACCE TRANSE MAI M. DE IND STATES, APPRICA X 1.4 MAI ACCE TRANSE MAI M. DE IND STATES, APPRICA X 1.4 MAI ACCE TRANSE MAI M. DE IND STATES, APPRICA X 1.4 MAI ACCE TRANSE MAI M. DE IND ROTHORNEE MAI CHARLES AND ACCE TRANSE MAI M. DE IND ROTHORNEE MAI CHARLES AND ACCE TRANSE MAI M. DE IND ROTHORNEE MAI CHARLES AND M. DE IND ROTHORNEE MAI CHARLES AND ACCESS MAID M. DE IND ROTHORNEE MAI CHARLES AND ACCESS MAID M. DE IND ROTHORNEE MAI CHARLES AND ACCESS MAID M. DE IND ROTHORNEE MAI CHARLES AND ACCESS MAID M. DE IND ROTHORNEE MAI CHARLES AND ACCESS MAID M. DE IND ROTHORNEE MAI CHARLES AND ACCESS MAID M. DE IND ROTHORNEE MAI CHARLES AND ACCESS MAID M. DE IND ROTHORNEE MAI CHARLES AND ACCESS MAID M. DE IND ROTHORNEE MAI CHARLES AND ACCESS MAID M. DE IND ROTHORNEE MAI CHARLES AND ACCESS MAID M. DE IND ROTHORNEE MAI CHARLES AND ACCESS MAID M. DE IND ROTHORNEE MAI CHARLES AND ACCESS MAID M. DE IND ROTHORNEE MAI CHARLES AND ACCESS MAID M. DE IND ROTHORNEE MAI CHARLES AND ACCESS MAID M. DE IND ROTHORNEE MAI CHARLES AND ACCESS MAIL M. DE IND ROTHORNEE MAI CHARLES AND ACCESS MAIL M. DE IND ROTHORNEE MAI CHARLES AND ACCESS MAIL M. DE IND ROTHORNEE MAI CHARLES AND ACCESS MAIL M. DE IND ROTHORNEE MAIL CHARLES AND ACCESS MAIL M. DE INDRIVE MAIL CHARLES AND ACCESS MAIL CHARLES	2-839 2-2014IV 2-839 2-839 2-839 2-839 2-839 2-139	\$ 45 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
A A A A A A A A A A	E094,811-	89585.AE	MY BE YAO SHITS' YANKOX I TAY WILVEC AND SHITS' WE BE YAO DAYING BUT COM' EXD BE 9 YOCK LINKE HIGHER BD WE BE YAO DAYING BUT COM' EXD BE 9 YOCK LINKE HIGHER BD WE BE YAO CHIRDNON BUT COM EXD BE 9 YOCK LINKE HIGHER BD WE BE YAO CHIRDNON BUT COM EXD BE 9 YOCK LINKE HIGHER BD WE BE YAO CHIRDNON BUT COM EXD BE 9 YOCK LINKE BUT COM. YOU WE BE YAO CHIRDNON BUT COM EXD BUT COM YOCK LINKE BUT COM YOUR COM TOWN COM YOCK LINKE BUT COM YOUR COM TOWN COM YOCK LINKE BUT COM YOUR COM TOWN COM YOUR COM YO	958-5 917/10-75 988-5	\$ 25 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$
A A A A A A A A A A A A A A A A A A A	£091/8/103	89582.PE	M. DE PAU CRITER "NAMICA I 3 7/4 MI VOC AND SATES" ME PAU CRITER" NAMICA I 3 7/4 MI VOC AND SATES ME PAU CRITER" NAMICA I 3 7/4 MI VOC AND SATES ME PAU CRITER" NAMICA I 3 7/4 MI VOC AND SATES ME PAU CRITER" NAMICA I 3 7/4 MI VOC AND SATES ME PAU CRITER" NAMICA I 3 7/4 MI VOC AND SATES ME PAU CRITER "NAMICA I 3 7/4 MI VOC AND SATES ME PAU CRITER" NAMICA I 3 7/4 MI VOC BOXINDO BE IND ME PAU CRITER "NAMICA I 3 7/4 MI VOC BOXINDO BE IND ME PAU CRITER "NAMICA I 3 7/4 MI VOC BOXINDO BE IND ME PAU CRITER "NAMICA I 3 7/4 MI VOC BOXINDO BE IND ME PAU CRITER "NAMICA I 3 7/4 MI VOC BOXINDO BE IND ME PAU CRITER "NAMICA I 3 7/4 MI VOC BOXINDO BE IND ME PAU CRITER "NAMICA I 3 7/4 MI VOC BOXINDO BE IND ME PAU CRITER "NAMICA I 3 7/4 MI VOC CRITER "NAMICA I 3 7/4 MI MA ME PAU CRITER "NAMICA I 3 7/4 MI MI MA ME PAU CRITER "NAMICA I 3 7/4 MI MI MA ME PAU CRITER "NAMICA I 3 7/4 MI MI MA ME PAU CRITER "NAMICA I 3 7/4 MI MI MA ME PAU CRITER "NAMICA I 3 7/4 MI MI MA ME PAU CRITER "NAMICA I 3 7/4 MI MI MA ME PAU CRITER "NAMICA I 3 7/4 MI MI MI MA ME PAU CRITER "NAMICA I 3 7/4 MI MI MI MI MA ME PAU CRITER "NAMICA I 3 7/4 MI MI MI MA ME PAU CRITER "NAMICA I 3 7/4 MI	### 1970/1018 ### 19	\$ 45 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$
A A A A A A A A A A A A A A A A A A A	2091/8II-	88285.AE	MY BE YAO SHITS' YANKOX I TAY WILVEC AND SHITS' WE BE YAO DAYING BUT COM' EXD BE 9 YOCK LINKE HIGHER BD WE BE YAO DAYING BUT COM' EXD BE 9 YOCK LINKE HIGHER BD WE BE YAO CHIRDNON BUT COM EXD BE 9 YOCK LINKE HIGHER BD WE BE YAO CHIRDNON BUT COM EXD BE 9 YOCK LINKE HIGHER BD WE BE YAO CHIRDNON BUT COM EXD BE 9 YOCK LINKE BUT COM. YOU WE BE YAO CHIRDNON BUT COM EXD BUT COM YOCK LINKE BUT COM YOUR COM TOWN COM YOCK LINKE BUT COM YOUR COM TOWN COM YOCK LINKE BUT COM YOUR COM TOWN COM YOUR COM YO	958-5 917/10-75 988-5	\$ 25 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$
A A A A A A A A A A A A A A A A A A A	ebuilgrood edite	SS285,AE	M. DE PAU CRITER "NAMICA I 3 7/4 MI VOC AND SATES" ME PAU CRITER" NAMICA I 3 7/4 MI VOC AND SATES ME PAU CRITER" NAMICA I 3 7/4 MI VOC AND SATES ME PAU CRITER" NAMICA I 3 7/4 MI VOC AND SATES ME PAU CRITER" NAMICA I 3 7/4 MI VOC AND SATES ME PAU CRITER" NAMICA I 3 7/4 MI VOC AND SATES ME PAU CRITER "NAMICA I 3 7/4 MI VOC AND SATES ME PAU CRITER" NAMICA I 3 7/4 MI VOC BOXINDO BE IND ME PAU CRITER "NAMICA I 3 7/4 MI VOC BOXINDO BE IND ME PAU CRITER "NAMICA I 3 7/4 MI VOC BOXINDO BE IND ME PAU CRITER "NAMICA I 3 7/4 MI VOC BOXINDO BE IND ME PAU CRITER "NAMICA I 3 7/4 MI VOC BOXINDO BE IND ME PAU CRITER "NAMICA I 3 7/4 MI VOC BOXINDO BE IND ME PAU CRITER "NAMICA I 3 7/4 MI VOC BOXINDO BE IND ME PAU CRITER "NAMICA I 3 7/4 MI VOC CRITER "NAMICA I 3 7/4 MI MA ME PAU CRITER "NAMICA I 3 7/4 MI MI MA ME PAU CRITER "NAMICA I 3 7/4 MI MI MA ME PAU CRITER "NAMICA I 3 7/4 MI MI MA ME PAU CRITER "NAMICA I 3 7/4 MI MI MA ME PAU CRITER "NAMICA I 3 7/4 MI MI MA ME PAU CRITER "NAMICA I 3 7/4 MI MI MA ME PAU CRITER "NAMICA I 3 7/4 MI MI MI MA ME PAU CRITER "NAMICA I 3 7/4 MI MI MI MI MA ME PAU CRITER "NAMICA I 3 7/4 MI MI MI MA ME PAU CRITER "NAMICA I 3 7/4 MI	### 1970/1018 ### 19	\$ 45 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$

			GR US LOT ATO LAS VIRGENES AD. "OF 122" AND ENERGY AND ON LOTAL DE	101-299	tot
<u>.</u>			ER RETOT IND SVEIWAY CALABASAS, FED 20° ACC LAS VEGINES RD	101-295 101-295	101
<u> </u>	27053.811.	34.16552	EB (22701 IED WIGHORTWID DW 0-1275 5300 VCC AVITEA CIVICIE BRAD MB (22701 IMO 2HDNE YA" 0-1275 5300 VCC LOGHINGY CYNADH BRAD	101-326	TOT
3	32003 811	C3331 VE	EE LEEGT AT CANGGA AV, ** F5729 ** ACC TOPANGA CANYON ELVD	101-549	TOT
3			WB U5101 AT CANOGA AV. ** 150 29 ** ACC 05 5070 AV	101-548	101
3			We uslot ind wikhetik av. •• FSP 29 ••	101-238	TOT
ď	Ĭ,	_	EB LISTED INVO RESEDA BLVD, ** FESP 29** ACC VAN ALDEN AV	101-319	TOT
- 1			ED LISTOL AT HESTEDA ELYD, "-FSP 07" - ACC VAN ALDEN AV	101-309	TOT
	46536.055		EB USIO1 AT REJERANK BLVD, ISB USIO1 NO BURBANK BLVD) WB USIO1 AT REJEDA BLVD, "TSP 07" ACC WHITE DAK AV	101-208	101 101
3	76152.811-	DETI.DE	WE USION AT BALEGA BLVD. **15P D7** ACC MASKELL AV	881-101	TOT
	 		WB US101 IEO HAYVENKURST AV. ** 55P 07* * ACC MASKELL AV	101-184	tot
3			wb usio1 at coldwater canyon av. • • Fo Gt* • Acc laurel canyon blyd	101-134	tot
j			eb listor at laurel canyon blud, "Fesp ot" acc coldwater canyon av	101-159	tot
3			M9 R2TGT 1ED TYRISET CYRLIGH BTAD' «• 125 CL». VCC LITTINGV YA	101-138	tot
	TIZEESII-	TEDIL PE	nd usidi at nike 31.°154 22°- acc hollywood glyd 59 usidi ag highland av, °1569 23°- acc hollywood glyd	640-101 640-101	TOT
<u> </u>			SE USIGI INO MEUROSE AV. ***55 27** ACC SANTA MONICA BLVD	690-101	tot
	-		SA LUSICI ISO M VERMONT AV, * * 52922 * ACC VERMONT AV	101-039	TOT
3			SB USICIL ISO E 4TH ST, • F59 02 • ACC MISSION RD	101-0058	RIOI
1			eb lto vl byttony creek «125 13». VCC koperleon ctad	10-034	OT
:			WB ITO AT 5 ROBERTSON GLVD, "FIS 92" ACE IA CIENTEDA BLVD	600-01	OT
			EB SREG INVO S RESERVORS ST, ** FSP 21** ACC 56 SR71	967-09	09
3	SISTABLI-	EESIC.PE	ike moe 120 boecoe bead' ooldd too o coc eherwan maa	402-509 402-5131	405
3	 		20 ko2 izo ma wanckizleh etad' ezb e Kib koz izo ma cenluik etad' ezbij	405-212	405
3			28 282 IRO MG ISTO	2-209	707
1 3			es srie at 50 k, "Pry 34" acc serviveral alud	118-114	118
3	i		EB ITOS VI M GNDERIAL HWY, ** FEP 39 ** ACC AVIATION BLVD	105-032	501
3			WB IT OF 129 1605 CO.P., ** FTS 7.39**	HTESO-201	702
a			mb 2007 imo chehba ya'ezd se yoc chebba yae	621-16	16
0			ED SHOT TWO CHERRY AV, "159 26" ACC ATLANTIC AV	821-16	16
0	88791.811-	8ET8.EE	WE SEAT IED IN LONG SEACH SLAD, "FED 25" ACC ATLANTIC AV	81730-16 81730-16	16
-			MB 2891 10 NB H10 CON' . 0-129 50 VCC WARLIUE GRAD	SET-509	509
8	-		KB BOS IND TELEGNAM FO. •• F997 •• ACT TELEGNAM FO.	\$01-509	509
- 6	 	i	63 HAARDLIST OOL 2021 62	605-103	909
- 6			SB KOS KO FLORENCE AV, ** FSF14 ** ACC FLORENCE AV	£60-\$09	509
G			ND IEGE TO WE ILES COM, ** FLEEL ** ACC ALDRIDRA BLVD	AT330-203	509
G			58 1505 ISO ROSECRANS AV, ** FSF14 ** ACC ROSECRANS AV	230-203	509
٥			EB SREG DE DIAMOND BAR GLVD, ** FSP 21 ** ACC DIAMOND BAR GLVD	852-09	09
0	-118.56295	25.27E.AE	MB R TO TADIR VA'-128 45 VEC CVICEBOAE BYAD	867-S 872-S	- <u>s</u>
0		l	MB IS NO FOR LETTS EIND". LESS 31.0. POC FOR LETTS EIND PART. MB IS NO FOR LETTS EIND". LESS 31.0. POC FOR LETTS EIND PART.	222-5	
-		-	HE IS NO STADSHIM WAY, ** SSPEET ** ACC NO SPACED	5-220	- 5
 			28 IS 130 CEZVU CHVAES VA" 12104 VCC CEVEVU CHVAES VA	641-5	5
0			NO IS ISO CESAR CHANEZ AV, ** FSPOA ** ACC 4TH ST	8LT-5	S
g			29 IS 150 E 4TH ST, ** FSP04 ** ACC 4TH ST	571-2	S
0			VA INAKIN AV, " 15201 " ACC DITAKAN AV	8>1-5	<u> </u>
0			NB NGS IND NGSDHOHF, 12, **15P 10** ACC NGYDNGYF 5T NB IS AT DITIARAN AV, ** F5904 ** ACC ATLANTIC ELVD	\$\$7.50\$	50>
0	76170,811- 28170,811-	34.22903	NE MOS IND MORDING IF ST. 0°159 10°0 ACC ROSCOE ELVD	999-509	502
-	TOTE OIL	edoct ve	NB HGS IND SHEBURYN MA', °° 159 10°° ACC SHEBAAAN WAY	8Zt-50t	\$0\$
<u> </u>			NB NGS ISO INGLEWOOD AV, ** FSP 09** ACC NAWTHORNE GLVD	8/1-509	505
0			58 HOS AT HE HAWTHORNE BLVD, ** P29 09** ACC INGLEWDOD AV	SLT-509	50>
0			KB KGE KGO VELLEZIY BEAD' "+120 09-" ACC CRENSHAW BLVD	977-909	507
0	SSSIE.BII-	89138.EE	AS INCO WESTERN AV, "159 03" ACC WESTERN AV	897-509	507
0	ļ		ke n belificamer bay 0 far 10 ne foce, 0° 15729 °°. Ne n belificamer bay 0 far 10 ne foce, 0° 15729 °°.	20-507 20-507	₹02 ₹02
0			NE MOS ISO PALO VERDE AV. ****PP 19** ACC STUDERARER RD	800-509	507
1 0		—	58 MOS KO E STEAMUS ST, **159 19** ACC STEAMUS ST TO 196E4		507
ä	T		TZ KITK AO 2004 G2 204 ° 925 Q2 ° 915 Q2 724 ° 0.05 A31 US A 2004 GM	100-509	50>
0	L		ES 1210 IEO FRUIT 57 EXT	310 - 484	310
0			TAM DALE XCHINGA, TZ TILUM CELL CITY ER	370-te31	370
0			EB 1210 KEO N SYN DINAS AV. 0-1529 380- ACC SAN DINAS AV	210-428	370
0	ļ	 _	ed eta o avo de sal domas av., "Feb 38" ace amuntain av Wd eta o wo a san domas av., "Feb 38" ace ara ena emas av (wb sarid ing sandgas av)	200-012 05E-012	210 210
0			WB IZIO RO S MYRTIE AV. **159 28** ACC MOUNTAIN AV ITI DAY BLITAA VISTA 74** ACC MOUNTAIN AV	210-345	310
-			WB 1212 O INO ALTADENA DR. 1°159 71°° ACC ALTADENA DR. 1010 JAN 2010 ACC ALTADENA DR. 1010 BW	210-279	310
	 		eb stotko altadeka dr. •• F29 21•• acc allen av	210-278	STO
ā			MB ISTO YMO N HIFT YA' ESD 13 YOC HITT YA	310-369	310
a			mb isto imo bennejtarnin av, acc pennejtarnia av	310-165	370
q			MAB SULT TO VANO SEI EY ••• EZD 33•• YOC SYN EEUGAYKDO UD	601-811	811
0			ED SUTTE UND SO IS' LEAD 33 YOC SEINTINERY BYAD	118-108	118
0	-		29 IITO 100 NO LIDISINCE NY. 0.629 33.0 YCC HYLAEHHINSI NA	118-05ET	ott
o o			HE ILED IND WE FLORENCE AV. ** FES 43** ACC MANCHESTER AV	891-011	770
-			28 ITTO INO INVINCIRED BY SEED 13:0 10:0 11 TO THE RESERVENCE OF T	591-011	OTT
a	 		KB ILLO IND MANCHESTER AV. ** • ESP43 ** • ACC MANCHESTER AV	110-164	011
ō			28 IJTO IMO CENJUILA EIAD' LZb B1 43	\$51-011	OTT
0			ne itto keo wywchizleh av osb bi 43	150-124	110
q			28 1710 'RO M CENTIYL EIAD' EZD 43 VCC WYWCHEZLEH YA		310
0		 	NO 1370 IND WAR 1705, ** FEB. 43** ACC EL SEGUNDO BLVD	110-146	110
O O			SB 1110 IND W IMPERIAL HWY, ""FSP 43"" ACC MANKOKESTER AV	110-143	170
asis basivasi acryl	ebutigned stil	ebuthal ed2	not and an area of area of an area of are	Stenkumber	Study

			KIE MOST TO WIE STRONGOM, ** FIST OF** AND LIBRA BLVD	41925-203	507
-			SB MOS AT SEPULYEDA BLYD.**15P 06** ACC (ETFERGON BLYD)	402-232 402-232	S09 S09
	7833€.8ff-	88136.EE	28 mos Vlm wpkicherleb biad" (128 de 00 0 vcc fy ciekecy biad) Kid mos on m wpkicherleb biad olef 0 128 000 0 vcc ceklinb biad	1255-202	507
			KE NOZ RO M CENLINU BYAD' LEWS LEW	1222-509	507
3 4			SO MOS LO EB LTCS CON LSA e ON COTTECLOS ND	405-215T	507
 	_		28 MGC INO EB ITGC*-8256*	405-213	509
 - ; - 			NB MO2 LD EB LTQ2 COOK LEB 80.0	81891-203	509
			28 100? 120 MB 1170" 125 13 PCC MOSINFRIDIS VA	405-127	50%
-	ELIGI.BII-	TABIBLEE	[28 FEGS IND M TOME BEACH BLVD, "FFSP19" ACC LONG BEACH BLVD	590-509	405
3			MB PROS THO M EVISEMOND READ" 128 13 VOC EVISEMOND READ	850-203	507
1			KB WGZ TIND IS TYKEMOOD GTAD" 628 T8 YCC TYKEMOOD BTAD	920-509	505
			KB INDS IND PALD VERDE AV, ""FEST 39" ACC PALD VERDE AV	\$10 -50 \$	405
3			SH27 INO SH1, APPROX 3 1/2 INI	NEO-YS	LZ
al .			28 262 ICO AERDINGO BYAD' 625 32 VCC AERDINGO BYAD	2-227	
			59 SR2 ICO VERDIGO BLVD, •• FSP 35•• ACC VERDIGO BLVD	2-225	Ž
			NA SAZ JSO VERDUGO BLVD, "• (SP 35" ACC MOUNTAIN ST	3-554	
4			(EB ISTO IEO S SINKIOMER AN, «•FER EB*• ACC SINKIOWER AN	210-438	310
			AND 1310 TO 28 EROS COM WIS 33 VCC EMMEMONTE VA	81736-015	210
			MB ISTO VAO 2 MAHUTE VA' 0.025 58.0 VCC WAHUTE VA	210-335	210
3			EB IZID IEO N MICHILINDA AV, ** FSP 11** ACC MICHILINDA AV	310-304	210
			WE IZED TWO HILAZE AV, **55P 11** ACC YARE AV	570-529	210
			EB 1219 JWO PERINSYLVARIA AV, ACC LOWELL AV	310-164	310
3 -	\vdash		EB ISTO MAO 17 JUNY CANYON RD, ACC SURILAND GLVD	210-138	510
			WE ISTO IND LA TUNA CANYON RD. ACC LA TUNA CANYON RD	510-132	310
1			EB ISTO IMO IV JUKV CVALION KD' VCC SUNITAND BLVD	210-134	210
3			EB ID DO IND ITY CANTON RD, ACC SURLAND BLYD	210-128	370
3			WIB 1310 IED WHEVITAND AV, ACC SUNIAND BLVD	210-105	270
4			WB 1210 TO SB IS COIN, ACC YARNELL ST	7200-01S	STO
3			EB 1310 IS, ACC N 33	510-00¢	210
ď			PACIFIC COAST HWY IND DECIER FD, 6/10 MI	T-605	- 1
			SA SATA ISO AVENUE L ADE AVENUE H	689-91	14
1			SE SUTY TO VARIANT T VCC VARIANT I	649-91) Id
3			28 SHIF ISO BANKHO ARIJA BIYAY 1/2 MI ACCAVENUE P°155 A1°°	609-91	310
4			28 SUTO NO VAEKILE 2" T G/S INI VOC VAEKILE 20-626 UT 0-0	7¢-265) Id
			NB SUITE THE PROFESS LOSS AS 40.0 M PCC. REVISIONS HALL	14-228	
			28 SUTY IND VARGETS LOWEST MAA' LED 41 7\S WI VOC VARINE 2	14-224	Jt Iq
3		•	R9 SRIA INO SANTIAGO RD, **15P 41** 1 MI ACC SANTIAGO RD R9 SRIA INO ANGELES FOREST HWY, **15P 41** 1/3 NI ACC PEABELDSSOM HWY	812-51	20
			28 2814 ISO CROWN AVITLE BD 1 1/4 MI VCC CROWN AVITLE BD629-41	5477	91
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			28 SHI Y RO MYED BO' 3/4 MI YOC MYED BO LESS 410.	14-459	PT
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1 3			KB SRIA INO ESCONDIDO CANYON RD, 1 1/2 MI ACC ESCONDIDO CANYON RD *** 557 67 41***	14-448	ÞĬ
			KB 381A KD ESCONDIDO CANYON RD, (S NO ISO ESCONDIDO) *** FSP 42 ***	14-454	bï
3		l	KR 28/FF INO VERTY CRITCE CYMLON BD 1 1/3 MI VCC VERTY DRIFCE CYMLON BD .0.126/FF	pīb-bī	ÞĪ
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	SOSEBIT	EDZST'VE	HARD START CONTROL BD, "1559 24", ACC SECONDO GENCH RUND SERILD AT SELECTHOO BD, "1559 24", ACC SECONDO GENCH RUND SERILD AT SELECTHOO BD, "1559 24", ACC SELECTHOO BD SERILD AT SELECTHOO BD, "1559 24", ACC SELECTHOO BD SERILD BD, WHITEHAMUD BD, "1559 24", ACC SAN EKNAND BD SERILD BD, "1559 24", "1559 24", "1559 24", ACC SAN EKNAND BD SERILD BD, "1559 24", "1559 24", "1559 24", ACC SAN EKNAND BD SERILD BD, "1559 24", "1559 24", "1559 24", ACC SAN EKNAND BD SERILD BD, "1559 24", "1559 24", "1559 24", ACC SAN EKNAND BD SERILD BD, "1559 24", "1559 24", "1559 24", ACC SAN EKNAND BD SERILD BD, "1559 24", "1559 24", "1559 24", ACC SAN	52E-91 95E-91 10-939 10-939 10-939 10-939 10-931 10	ott
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3 3 4 4 4 5 3 4 4 4 4 4 4 4 4 4 4 4 4 4	SOSEBIT	EDZST'VE	(M2 SUITS UNO SYMIC CYMCHON ED' -0:E35 574. PUCC SYMIC PUBLISHED WITH STAMP CHANCON ED' -0:E35 574. PUCC ATA BENETICE SYMICE SYM	14-312 14-328 14-338 14-338 14-338 14-338 14-338 14-338 13-4-104 13-4-104 13-4-104 13-1038 13-	bi b
3 3 4 4 4 4 5 4 4 4 4 4 4 4 4 4 4 4 4 4	SOSEBIT	EDZST'VE	HE SELT WO SYMD CHAINS BD' -0:525 \$74. VCC ATA PRICE STATE HE SELT WO AND RESHELD AS \$14. VCC ATA PRICE STATE HE SELT WO AND RESHELD AS \$14. VCC ATA PRICE STATE HE SELT WO AND RESHELD AS \$14. VCC ATA PRICE STATE HE SELT WO AND RESHELD AS \$14. VCC ATA PRICE STATE RE SELT WO AND RESHELD AS \$14. VCC ATA PRICE STATE RE SELT WO RESHELD AS \$14. VCC ATA PRICE STATE RE SELT WO RESHELD AS \$14. VCC ATA PRICE STATE RE SELT WO RESHELD AS \$14. VCC ATA PRICE STATE RE SELT WO RESHELD AS \$14. VCC ATA PRICE STATE RE SELT WO RESHELD AS \$14. VCC ATA PRICE STATE RE SELT WO RESHELD AS \$14. VCC ATA PRICE STATE RE SELT WO RESHELD AS \$14. VCC ATA PRICE STATE RE SELT WO RESHELD AS \$14. VCC ATA PRICE STATE RE SELT WO RESHELD AS \$14. VCC ATA PRICE STATE RE SELT WO RESHELD AS \$14. VCC ATA PRICE STATE RESHELD AS \$14. VCC ATA P	95-91 95-92 95-93 96-93 96-93 96-93 96-93 90-96 90	ott
	SOSEBIT	EDZST'VE	HE SELTY UND RYAND CHALLAN ED", -0.525 \$74,0 VACC STAND CYMADON ED HE SELTY UND RYAND CHALLAN ED", -0.525 \$74,0 VACC AND MINKEREZY HE SELTY UND RYAND CHALLAN ED", -0.525 \$74,0 VACC AND MINKEREZY HE SELTY UND RYAND ED SELTY -0.525 \$74,0 VACC AND MINKEREZY THE SELTY UND RYAND ED SELTY -0.525 \$74,0 VACC AND MINKEREZY THE SELTY UND RYAND ED SELTY -0.525 \$74,0 VACC AND MINKEREZY THE SELTY UND RYAND ED SELTY -0.525 \$74,0 VACC AND MINKEREZY THE SELTY UND RYAND ED SELTY -0.525 \$74,0 VACC AND MINKEREZY THE SELTY UND RYAND ED SELTY -0.525 \$74,0 VACC AND MINKEREZY THE SELTY UND RYAND ED SELTY -0.525 \$74,0 VACC AND MINKEREZY THE SELTY UND RYAND ED SELTY -0.525 \$74,0 VACC AND MINKEREZY THE SELTY UND RYAND ED SELTY -0.525 \$74,0 VACC AND MINKEREZY THE SELTY UND RYAND WAS AND	10-312 10-329	bi b
4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	SOSEBIT	EDZST'VE	HE SELT WO SYMD CHAINS BD' -0:525 \$74. VCC ATA PRICE STATE HE SELT WO AND RESHELD AS \$14. VCC ATA PRICE STATE HE SELT WO AND RESHELD AS \$14. VCC ATA PRICE STATE HE SELT WO AND RESHELD AS \$14. VCC ATA PRICE STATE HE SELT WO AND RESHELD AS \$14. VCC ATA PRICE STATE RE SELT WO AND RESHELD AS \$14. VCC ATA PRICE STATE RE SELT WO RESHELD AS \$14. VCC ATA PRICE STATE RE SELT WO RESHELD AS \$14. VCC ATA PRICE STATE RE SELT WO RESHELD AS \$14. VCC ATA PRICE STATE RE SELT WO RESHELD AS \$14. VCC ATA PRICE STATE RE SELT WO RESHELD AS \$14. VCC ATA PRICE STATE RE SELT WO RESHELD AS \$14. VCC ATA PRICE STATE RE SELT WO RESHELD AS \$14. VCC ATA PRICE STATE RE SELT WO RESHELD AS \$14. VCC ATA PRICE STATE RE SELT WO RESHELD AS \$14. VCC ATA PRICE STATE RE SELT WO RESHELD AS \$14. VCC ATA PRICE STATE RESHELD AS \$14. VCC ATA P	19-312 19-328 19-329	PI P
3 3 3 4 4 4 3 4 4 4 4 4 4 4 4 4 4 4 4 4	SOSEBIT	EDZST'VE	HARRIEN UND CRIND CRINDON ED 625 574. PUCC ZATAD CRINDON ED HARRIEN VAL AL STAND CRINDON ED 625 574. PUCC ATA BASINCEEZY HARRIEN UND AN BISHICIZERY 6255 574. PUCC ATA BASINCEEZY HARRIEN WAN CHIS JOS 20 2017* 6255 574. PUCC ATA BASINCEEZY HARRIEN WAN CHIS JOS 20 2017* 625 574. PUCC ATA BASINCEEZY HARRIEN WAN CHIS JOS 20 20 20 20 20 20 20 20 20 20 20 20 20	14-312 14-328 14-328 14-328 14-328 14-329 15-324 15-324 15-328 15	SOI
	SOSEBIT	EDZST'VE	HERSELY BIOS CHALDEN BED "6455 \$74.0 VEC AND EXPLANDED HERSELY BLOWN DESCRIBERS HERSELY BLOWN	14-312 14-329 14-339 14-339 14-339 14-339 14-339 14-339 13-439 13	bi b
3 3 3 4 4 4 3 4 4 4 4 4 4 4 4 4 4 4 4 4	SOSEBIT	EDZST'VE	HE SELTY US OFFICE OFFICE OF A STATE OF A STATE OF A STATE OF A STATE OFFI OFFI OFFI OFFI OFFI OFFI OFFI OFF	14-326 14-336 14-336 14-336 14-336 14-336 14-336 14-336 14-336 14-336 13	or corrections of cor
4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	SOSEBIT	EDZST'VE	HE SHIP WO RYND CYNLON RDe.ESD 57e, VOC ZYND CYNLON RD HE SHIP WO RY DEMOLEZEYe.ESD 57e, VOC ZYND CHILD HE SHIP WO RY DEMOLEZEYe.ESD 57e, VOC ZYND CHILD RE SHIP WO RY DEMOLEZEYe.ESD 57e, VOC ZYND EENWRDE RE SHIP WO RY DES SHIPe.ESD 57e, VOC ZYN EENWRDD ED RE SHIP WO RYN EERWRND BDe.ESD 57e, VOC ZYN EENWRDD ED RE SHIP WO ZYN EERWRND BDe.ESD 57e, VOC ZYN EENWRDD ED RE SHIP WO ZYN EERWRND BDe.ESD 57e, VOC ZYN EENWRDD ED RE SHIP WO ZYN EERWRND BDe. ZYN ZYN EENWRD BD RE SHIP WO ZYN EERWRD ENe.ESD 57e, VOC ZYN EENWRD BD RE SHIP WO ZYN EERWRD ENe.ESD 57e, VOC ZYN EENWRD BD RE SHIP WO ZYN EESD 57e, VOC ZYN EENWRD BD RE SHIP WO RE SHOWESD 57e, VOC ZYN EENWRD BD RE SHOWESD 5	10-1326 10-132	PI P
	SOSEBIT	EDZST'VE	HERSELY BIO SYMEO CYMLOUR BD "0-125 5 34", OF CEVEN BOTH COMMON BD "125 324" AT SYME CYMLOUR BD "0-125 5 34", OF CEVEN BURGETY ME SELY BLO AND MEMICESTY "0-125 5 34", OF CEVEN BURGETY ME SELY BLO AND MEMICESTY "0-125 5 34", OF CEVEN BURGETY AT SELVER BOO AND MEMICESTY "0-125 5 34", OF CEVEN BURGETY AT SELVER BOO SYME MEMICHADO BD "0-125 5 34", OF CEVEN BURGETY AT SELVER BOO SYME MEMICHADO BD "0-125 5 34", OF CEVEN BURGETY AT SELVER BOO SYME MEMICHADO BD "0-125 5 34", OF CEVEN BURGETY AND SELVER BOO SYME STAN "0-125 5 34", OF CEVEN BURGETY AND SELVER BOO SYME STAN "0-125 5 34", OF CEVEN BURGETY AND SELVER BOO SHAD "0-125 5 34", OF CEVEN BURGETY AND SELVER BOO SHAD "0-125 5 34", OF CEVEN BURGETY AND SELVER BOO SHAD "0-125 5 34", OF CEVEN BURGETY AND SELVER BOO SHAD "0-125 5 34", OF CEVEN BURGETY AND SHAD BOO SHAD "0-125 5 34", OF CEVEN BURGETY AND SHAD BOO SHAD "0-125 5 34", OF CEVEN BURGETY AND SHAD BOO SHAD "0-125 5 34", OF CEVEN BURGETY AND SHAD BOO SHAD "0-125 5 34", OF CEVEN BURGETY AND SHAD BOO SHAD "0-125 5 34", OF CEVEN BURGETY AND SHAD BOO SHAD "0-125 5 34", OF CEVEN BURGETY AND SHAD BOO SHAD "0-125 5 34", OF CEVEN BURGETY AND SHAD BOO SHAD "0-125 5 34", OF CE CERCHORD SHAD AND SHAD WAS BURGETY SHAD SHAD "0-125 5 34", OF CE SHAD BOO SHAD SHAD AND SHAD BOO SHAD "0-125 5 34", OF CE CERCHORD SHAD AND SHAD BOO SHAD "0-125 5 34", OF CE CERCHORD SHAD AND SHAD BOO SHAD "0-125 5 34", OF CE CERCHORD SHAD AND SHAD WAS BURGETY OF CERCET SHAD SHAD SHAD SHAD SHAD SHAD SHAD SHAD	14-326 14-336 14-336 14-336 14-336 14-336 14-336 14-336 14-336 14-336 13	bi b
	SOSE, BIT.	1980'DE	HERSELY BUG VANDO CONADON BOD "6455 374.0 VEC AND MERCEDY HERSELY BUG VAN DEMOGRAPY "6455 374.0 VEC AND MERCEDY MERCEDY BUG AND DEMOGRAPY "6455 374.0 VEC AND MERCEDY MERCEDY BUG AND DEMOGRAPY "6455 374.0 VEC AND MERCEDY MERCEDY BUG AND SHEERWAND BUT "6455 374.0 VEC AND MERCEDY FREEDY BUG AND SHEERWAND BUT "655 374.0 VEC AND MERCEDY FREEDY BUG BUG BUG BUT "6655 374.0 VEC AND MERCEDY FREEDY BUG BUG BUT "6655 374.0 VEC AND MERCEDY FREEDY BUG BUG BUT "6655 375.0 VEC BUT HAND BUT FREEDY BUT	10-126 110-126	bi b
	SOSEBIT	1980'DE	HE SELTY US OFWED CHALDEN ED'. 19, 25, 25, 40. VOC ZYROUND ED HE SELTY US AND CHALDEN ED'. 19, 25, 25, 34. VOC. ATA PARKEEZY ME SELTY US AND VERSICEZY -1, 18, 25, 24. VOC CATA PARKEEZY HE SELTY US AND VERSICEZY -1, 18, 25, 24. VOC COURSE AND ED THE PARKEE HE SELTY -1, 18, 25, 24. VOC COURSE AND ED THE SELTY US AND VERSICEZY -1, 18, 25, 24. VOC COURSE AND ED THE SELTY US AND SYN LEERWAND BY -1, 25, 25, 24. VOC CATA PARKEEXY THE SELTY US PROFESSOR SYN -1, 18, 25, 24. VOC CATA PARKEEXY THE SELTY US PROFESSOR SYN -1, 18, 25, 24. VOC CATA PARKEEXY THE SELTY US PROFESSOR SYN -1, 18, 25, 24. VOC CATA PARKEEXY THE SELTY US PROFESSOR SYN -1, 18, 25, 24. VOC CATA PARKEEXY THE SELTY US PROFESSOR SYN -1, 18, 25, 24. VOC CATA PARKEEXY THE SELTY US PROFESSOR SYN -1, 18, 25, 24. VOC CATA PARKEEXY THE SELTY US PROFESSOR SYN -1, 18, 25, 24. VOC CATA PARKEEXY THE SELTY US PROFESSOR SYN -1, 18, 25, 24. VOC CATA PARKEEXY THE SELTY US PROFESSOR SYN -1, 18, 25, 24. VOC CATA PARKEEXY THE SELTY US PROFESSOR SYN -1, 18, 25, 24. VOC CATA PARKEEXY THE SELTY OF THE SELTY -1, 18, 25, 24. VOC CATA PARKEEXY THE SELTY OF THE SELTY -1, 18, 25, 24. VOC CATA PARKEEXY THE SELTY OF THE SELTY -1, 18, 25, 24. VOC CATA PARKEEXY THE SELTY OF THE SELTY -1, 18, 25, 24. VOC CATA PARKEEXY THE SELTY OF THE SELTY -1, 18, 25, 24. VOC CATA PARKEEXY THE SELTY OF THE SELTY -1, 18, 25, 24. VOC CATA PARKEEXY THE SELTY OF THE SELTY -1, 18, 25, 24. VOC CATA PARKEEXY THE SELTY OF THE SELTY -1, 18, 25, 24. VOC CATA PARKEEXY THE SELTY OF THE SELTY -1, 18, 25, 24. VOC CATA PARKEEXY THE SELTY OF THE SELTY -1, 18, 25, 24. VOC CATA PARKEEXY THE SELTY OF THE SELTY OF THE SELTY -1, 18, 25, 24. VOC CATA PARKEEXY THE SELTY OF THE SELTY OF THE SELTY -1, 18, 25, 24. VOC CATA PARKEEXY THE SELTY OF THE SELTY	10-1326 10-132	PI P

9			SE MICS ISO N LAIZWOOD BLVD, **FSP 19** ACC SPRING 57	SE0-S09	403
9			NA MADE THO IN LAKENOOD BLVD. ** 150* 150* ACC BELLY. DOWER BLVD	402-034 3-134	Z 702
9			IND SEES IND MOTER OF "6-829 240" ACC COLDEN VALLEY RD	14-306	Þī l
<u> </u>			EB 20134 TO DE CONCESSION STAD LEED 34% ACT COURSE AND	134-008	PET
			MB SHITH VAD SE MOS " LED 33.0. VCC SENTIAEDV EIAD	760-811	118
5			KB NTO WAD ED NOW LES 43 VCC EF 2500 MOD GFAD	110-105	110
-5			SB 11 10 GO W AKAREIM ST, ACC AVAREIM ST	250-011	110
9			WE ITO IND IN CITRUS ST, "159 12" ACC EASTANCA ST	\$2E-01	OI
9			NA NIATH WO W SUNSET BLVD, ""FIS 270" ACC FOUNTAIN VY	101-024	tot
3			XVAVA DUME BO 180 NEWLON CYMLON BD' 3'4 WHEEZ	N9-130	_ 6N
3			KANAM DUME RD ISO NEWTON CANYON RD, A MULE	860-6N	6N
ď			MULHOLLAND HWY 1ED LAS VIRGENES RD, APPROX 1.1 MILES AT VIEWSITE	WU-232	UM
- 1			MULKOLLAND HWY 150 WASHN DUWE 810, 3 MALES MULKOLLAND HWY 150 KANAN DUWE 820, 5 MALES	WN-134	מח
3			LAKE HUGHES FO NO TAYLOR CHATON, I MILE STO	861111	H)
٠			WAS STAN OSE IECS, 0979 1500 ACC PROMER BLVD	691-16	16
			CALE STOROGO CON, " SET 923" ACC SELLY DOWN REVO	21881-16	16
4		_	EB 2831 10 HB RCC CON LES 120. ACC SELLFLOWER BLVD	AT881-16	16
-			ar ind an care experience and the state of the property of the state o	591-162	16
- 1			mb 2831 110 fyig.mood etad: 126 120 voc etitletomes etad	741-16	t6
3			MB 2831 1MD fyremdod etad' 126 12 VCC fyremdod etad	SD1-16	16
± ±			WB STOS TO HE ILLIO COM, ** 152 26** ACC AVALON BLVD	ATT30-£6	16
4			EB SEGI IMO S WAIN ST FSP ZE-• ACC FIGURIOA ST	990-16	T6
1			END TO WE WAS A COMMON OF THE PARTY OF THE P	710-2671C	01/
			58 D10 AT NB IS, *** F3923 ** ACC 380 ST	251-017	017
4			28 1710 ko boseckak av, "**159 20** acc koseckaks 18 1710 ko boseckak av, ***159 20** acc koseckaks	7221-017	012
			KA DITO AT ES ILLOS, 01/159 20*** ACT SIDESTGRANS	1221-017	014
	 		KA DILOS COR. ** FEFED ** ACE ROSECRANS AV	15221-017	017
			(NS SR73 AND WY VALLEY BLVD, ACC VALLEY BLVD.	800-14	T/
1 -			EB 1510 TO 50 180 COM 152 28 FOE MICHINIAN AV	525-209	509
-;			WOO OIST 63 OT 2008 EW	ATA25-200	509
 		-	(METERW TA 2001 BM), (DVIB RESTEWN TA 2001 BM)	VET-509	909
1			NA NOZUALZON AV, ** TE927 ** TE927 ** TE927 **	511-509	\$09
1	E2880.811.	7682EE	28 HEDE TRO STVITEON WY LEB33 VCC STVITEON VA	601-509	909
- 1			VA NO2UAIS 700, 00 FEG27 00, GR HAARBALDT NOT 2021 62	902-102	509
4			SO RECE TEO DIVERSIAL HAW, ** FEBTA *** ACC FIRESTONE BLVD	610-209	909
3			KS 1505 TO EB 5691 COM, ** 1591.4 ** ACC 50UTH 5T	AT340-203	909
4			WE SECO INCO SESSENDIR ST, **FP 21** ACC RESERVOIR ST	(60-59)	
	20236.711-	56300.4E	WE SRED IND SE ROS, ** FSP 13 ** ACC CROZSRANDS PRIVE EB SRED IND SE ROS; ** FSP 13 ** ACC CROZSRANDS PRIVE EB SRED IND SE ROSTRINDA BLUD, ** FSP 13 ** ACC CROZSRANDS PRIVE	(40-178 (411-09)	09
	<u> </u>		63 SAED INNO PARAMOUNT DLVO, ** 159 13 ** ACC CARBITALD AV	890-09	09
			SS IS ISO SALES, APPROX 1/5 MI ACC QUALL LAKE RD	\$t8-5	5
- 1			28 is teo hungra valtey ad, approx 1 mi	691-5	5
1			KIS IS ISO SANOKEY BEAR RD, APPROX 1 MI ACC VISTA DRL LAGO RD	894-5	S
1	 		29 IZ IMO AIZLY DEF TVEO ISD" VCC HITMEISA AVITEA ISD	674-5	5
			NE IS DRO VISTA DEL LAGO RD, ACC VISTA DEL LAGO RD	876-5	S
1			NB 12 ISO ARIA DEF FRED HD' WCC LEMBLIN HAAA	857-2	S
3			28 IS INO CHERRY CANYON APPRICA 4 4/5 MI NÃO ACC VISTA DEL LAGO RO	604-5	<u> </u>
3			NB IS IND TEMPIN HWY, APPROX 4 4/5 MI ACC TEMPIN HWY	807-2	5
	E3508.711-	TE20.PE	VA JUMAT 2014 ** . • . 159 36 ** ACT TENDUE AV	530-72	<u> </u>
			SE IS IND JEWPLIN HWY, APPRIXX & 1/3 MII ACC YIETA DEL LAGO RD INB IS IND OSTITO CANTON, APPRIXX & 1/3 MII ACC TEMPLIN HWY	90L-S	5
<u> </u>			KIS IS IND THE ISLANDS, APPROX 3 4/5 MI ACC TEMPLIN HWY	869-5	5
-			NA IS IND TEMPLIN HAVE, APPROX 3 4/10 NG MCC TEMPLIN HAVY	969-5	\$
1			58 IS IND TEMPLIN HWY, APPROX 2 4/5 MI ACC VISTA DEL LAGO RD	689-5	S
1 3	 		28 IZ TEO HINNOHA AVITEA KO	289-2	S
- ;	i -		28 IZ IZO HINKIHA AWITEA KO	649-5	\$
			NB IS IND TEMPILIA HWY, APPROX 1 9/10 MI ACC TEMPILIA HWY	849-5	S
4			58 IS INO TEMPUN HWY, APPROX 3/4 INI ACC VISTA DEL LAGO RD	699-5	
3			29 IZ TZO LEWITIN KWA' YISHKOX 7 IKI YOC LEWITIN KAAA	619-5	S
			NB IS 150 TEMBRIN MAY APPROX 1 MI ACC LAKE HUGHES RD	899-5	5
- +			59 IS AT CHP RD, ADDRICH NAY TG X INS IS JNO CHP RD, ADDRICH JA AL ACC LAKE RUGHES RD	689-S	<u> </u>
			SS IS ISO CHP RD, APPROX L/Z ALI ACC TRAPLIN HWYY	563-2	5
1 4			INS IS ISO CHP RD, APPROX 1/2 MI ACC LAME HUGHES RD	163-5	5
1 1	 		NB IS ASO CHP RD, APPROX 1 MU ACC LANS HUGHES RD	829-5	5
1 3			SS IS INCOLANE HUGHES RD, APPROX 3 3/4 MI ACC TEARPIN HWY	\$19-S	5
	 		KR IS IND LANE HUGHES RD, APPROX 3 3/4 MI ACC LANE HUGHES RD	719-5	S
1	 		28 IS THO TAKE HUGHES FD, APPROX 1 MI ACC TEMPLIN HWY	509-5	5
3			kb iz tno hyziel cynlon kd' "Geecybe vbev" "Glzb 45., vddx 3/4 mi voc hyziel cynlon	745.5	S
-			58 IS ISO CALGRED WE GLYD, ACC LYONS AV	284-2	5
3			KB IS 200 CALGROVE BLVD, APPROX 1 MI ACCRE SR14	897-5	5
- 1			60 E 121.0 COM •• TRU •• ACC 585/61.4	BISNO-S	5
3			99 E E E E E E E E E E E E E E E E E E	AT246-2	
3	ļ <u> </u>		KB R D GB R D C D KB R D C D C D C D C D C D C D C D C D C D	5-419TB	S
-	 	ļ	58 EI JRO WB SRIEM, SB 5 TK LIKS TRANKI TO 58 S	755-2	
-	 		TE COLARO COLO CARRO STORMAN S	#92-S	3-
- :	 		48 E. INO. LOS FELIZ BLVD. **FSP 31** ACC COLORADO 57	552-5	-
1 1	 		KAS IS ISO GLEWDALE GLUD, ** 529 31 ** ACC FLETCHER DR	PET-S	5
3	 		SE IS AT MISSION RD, ** 15704 ** ACC GROADWAY	681-5	
 ; 	 	—	CTI NORZEM ACC PAZZANON FED	2-188	S
-			SE IS IND GASSTELD AV, ** FSPOR ** ACC WASHINGTON BLVD	601-5	S
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X		7	ANGELES FOREST HAY AT MIT EMMA RD	690-EN	EN
×			ZHI ZIO MILIKRITYKO HAA	919-1	1
M	EELER TII.	SECET DE	MB ISTO IMO ISMINDVIE VA" 125 S8 VCC AERICON VA	210-379	370
1	ESZGB.BII-	EBOYT, AE	AN IS INC OF A SET AS AN INC COURT IN SET NO SET AS AN INC.	5-824	S
1			29 iz izo byekeb bid ezecybe yaev elzb 43.0. ydbbox 3/4 wi ycc dyrkeb bd	282-2	5
n n			HE IS ISO WINGE PRODUCTAL PROVING 152P 4200 APPROX 1/3 MI ACC VALENCIA ELVO	8425-2	5
1			WB 1210,150 PANTON ST, ACE 0360 RKE ST	510-029	310
1			AST ATWINITER MESA ROL, BLAD MA	874-1	T
ı			EB ORTOT 1EO FVE ANDENER ED' LES 53 VCC 2B FVE ANDEENER ED	101-308	101
1			EB DRIOT IMO AVITEL CHECK ETAD'. LED 53.0 PCC LIVERMAN CHIVEREVE	642-101	TOT
1			VA 05102 30 04, 0792 92 00 00 101 011 011 013 013	101-339	101
7			WB USIGI JWO HASKEIT AV. • 159 07 • ACC HASKEIT AV	821-101	TOT
K			WA ARADA RO, ** PES 20 ** ACT ALLE RIVE AND TO SEE 83	161-09	09
Ж	_		WB 1210 150 N BALDWEN AV, *** FEP 31.*** ACC SAWTA ANTR AV	210-315	370
K			WB 1210 IED TERBA BELLA ST, ACC OSBORNE ST	210-015	570
K			nd 1130 at Maritin Luther idne ir blud. "Fisp at " ne fild on Cardol (0/2425	1109-194	4011
K			BS ITTO AT W 42ND ST. * F5P02* * SB ITTO ON CARPOOL O/PASS	1105-193	antt
K			KB ITTO PT M VERMON AV, ** F5P 43** KB IITO ON CARPOOL OVERPASS	1109-192	1106
K			28 II TO VI. M AEISKON VA LED VII ON CYRSOOF OAEBYZZ	छा-का ग	1105
K			(NB 1170 RO EXSORILION BEAD' 0-125-43-0- NB 1170 ON CVENDOF OAEEN/22	1109-188	1105
K			28 II TO INO M ZIVIZON VA` 126 43 28 II TO DN CVEDDOS OAELDVZ2	1109-187	1105
X			NB 1110 INO W SKAUSON AV, ** FSP 43** NB 1110 GN CARSOCI OVERPASS	381-4011	1106
K			82 (11) (NO W SIAUSON AV, **159 62** 58 (11) ON CARDOOL OVER 25	281-9011	1105
×			KR LITO INO W SIVIZON AV. 00129 4300 NB ILIO ON CARSOOL OVERPASS	181-4011	1705
K			(NB ITTO INO W STAUSON AV, "PEP 43" NB 110 CM CARPOOL OVERPASS	1109-182	1105
K	-118.27492	STASO.AE	IND INTO AT JEFFERSON GLVD, ** FSFOL * ACC ENGOSTITION BLVD	110-504	TTO
ຄ			GR 3RH 3GIVO AKO3J TA GR HOTHUN OTHUN ENZEMARH HAZ	£00-35	35
9			AG BLOWINGS TA YWN GYALLONUM	Wn-122	UM
9			GVJB RIVOLED RIV. •• A2 •• A2 • • A2	971-19	16
9			28 IJTO IKO MB ITO 12653 VCC AVITEA ETAD	710-267	710
9			IND THE WELLS, " 65923 " ACC FLORAL DR	710-366	710
ຄ			SA INCE IND BEVERLY BLVD, ** FSP97 ** ACC ERVERLY BLVD	501-509	509
9			SE SREA IND DIAMOND BAR BLVD, "159 21" ACC DIAMOND BAR BLVD	610-25	LS
9			HA IS IND E BURBARK BLVD, ** FSP 31** ACC BURBARK BLVD	852-5	5
9			EST OF TO MESTERSHAY	2-565	5
9	<u> </u>		29 MOS PO M WANGESTER BLVD. 1529 OS. ACCIA CERECIA BLVD	\$62-509	507
9			KB KOZ VI W WYKOKEZIEJ BYDD, ••FSB OR•• ACC CENTURY BLVD	405-232	507
a			KB MOS VI W WANKESTER BLVD, ** FSP 06**	405-228	
9			28 MCG TCO MB ITCC IZO Pe-	¢02-507	\$0>
9			END MOS INO WINDSHILL HWY. ** FEB ** ** ** ** ** ** ** ** ** ** ** ** **	402-574	
9			INB MOD THO M EXISCONAL AV. 1959 03.0 ACC PROSECUANCE AV	961-509	507
9	 		IND MOS. SHO INGLEWOOD AV, "*F59 09" ACC HAWTHORNE GLVD	402-184	507 507
9			(MB MOS TSO MB UTO" LSD 13 VCC CYNSON 21.	402-138 402-102	507
9dAL			SA MAN KO F CLRANN 57, 00FG 1000 ACT CADMIN 67		307
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