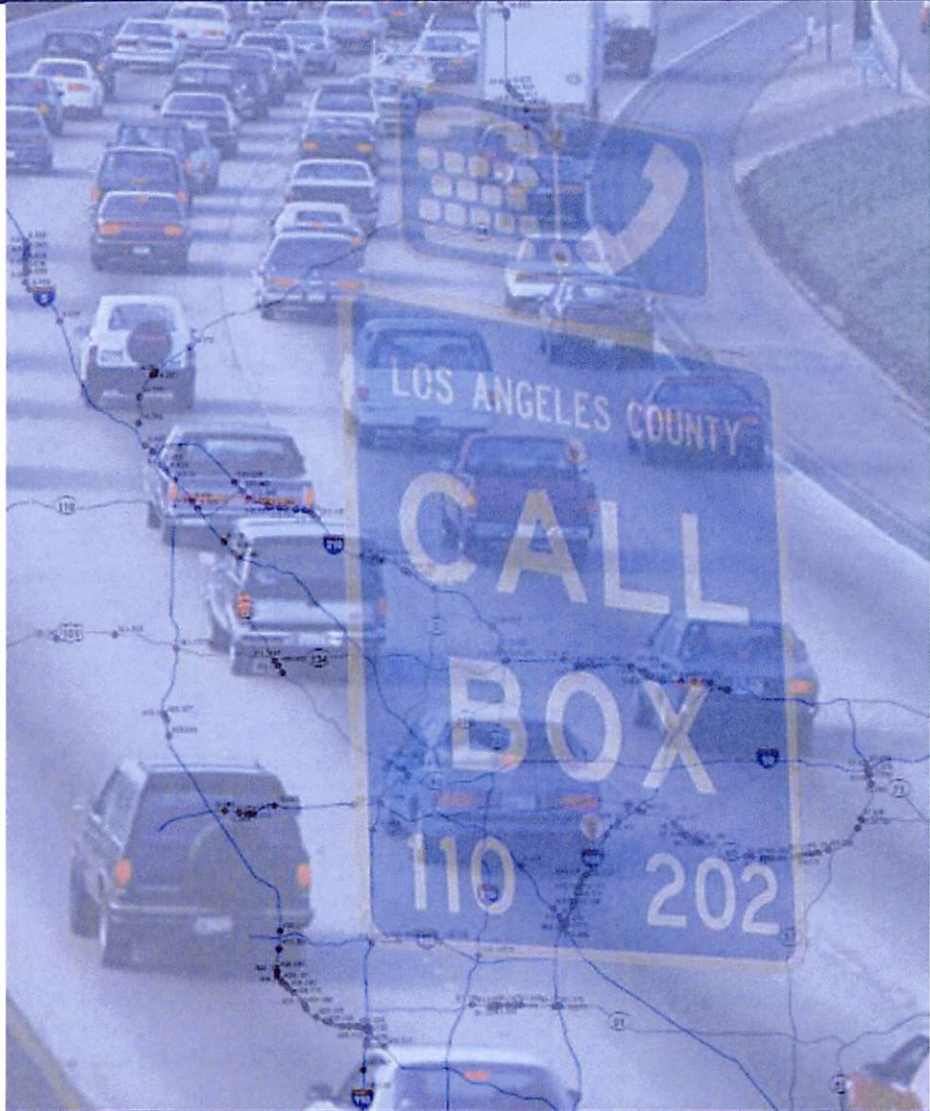




# Call Box Assessment Study

May 27, 2014



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## 1.0 INTRODUCTION

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.

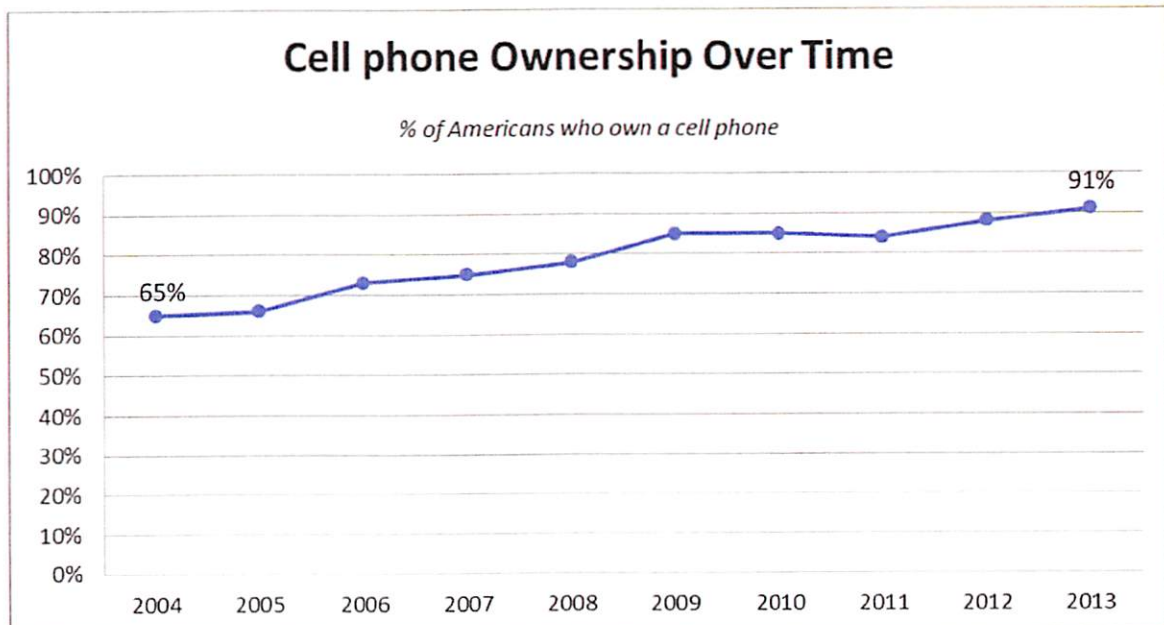


At its inception, the Call Box program was established for the purposes of providing motorist aid, improving safety, and incident detection. Call boxes were placed as close as one-quarter mile apart on highways in many urban areas. The call box site was intended to give the stranded motorist a feeling 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 in-vehicle 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.

## Los Angeles County Call-Box Assessment Study

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.

FIGURE 1: PEW RESEARCH CENTER SURVEYS ON CELL PHONE OWNERSHIP



Source: [www.pewresearch.org](http://www.pewresearch.org)

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

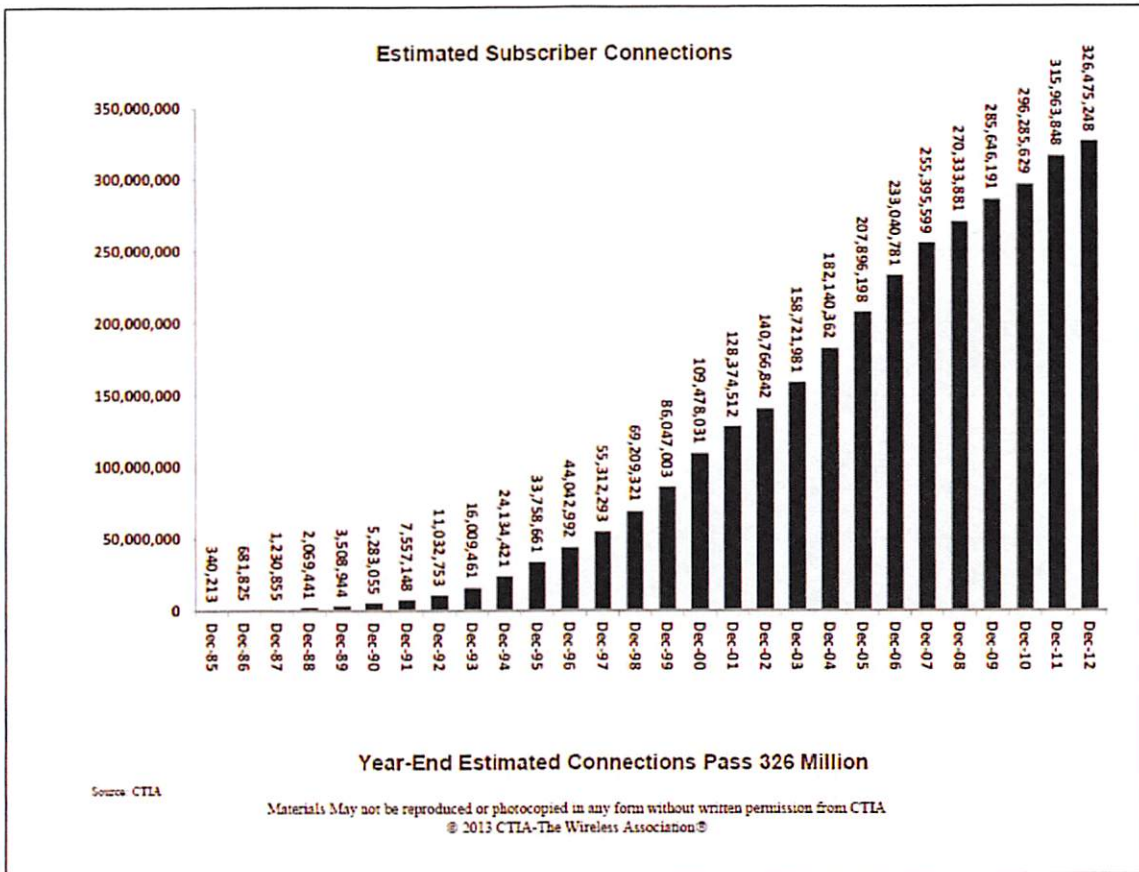
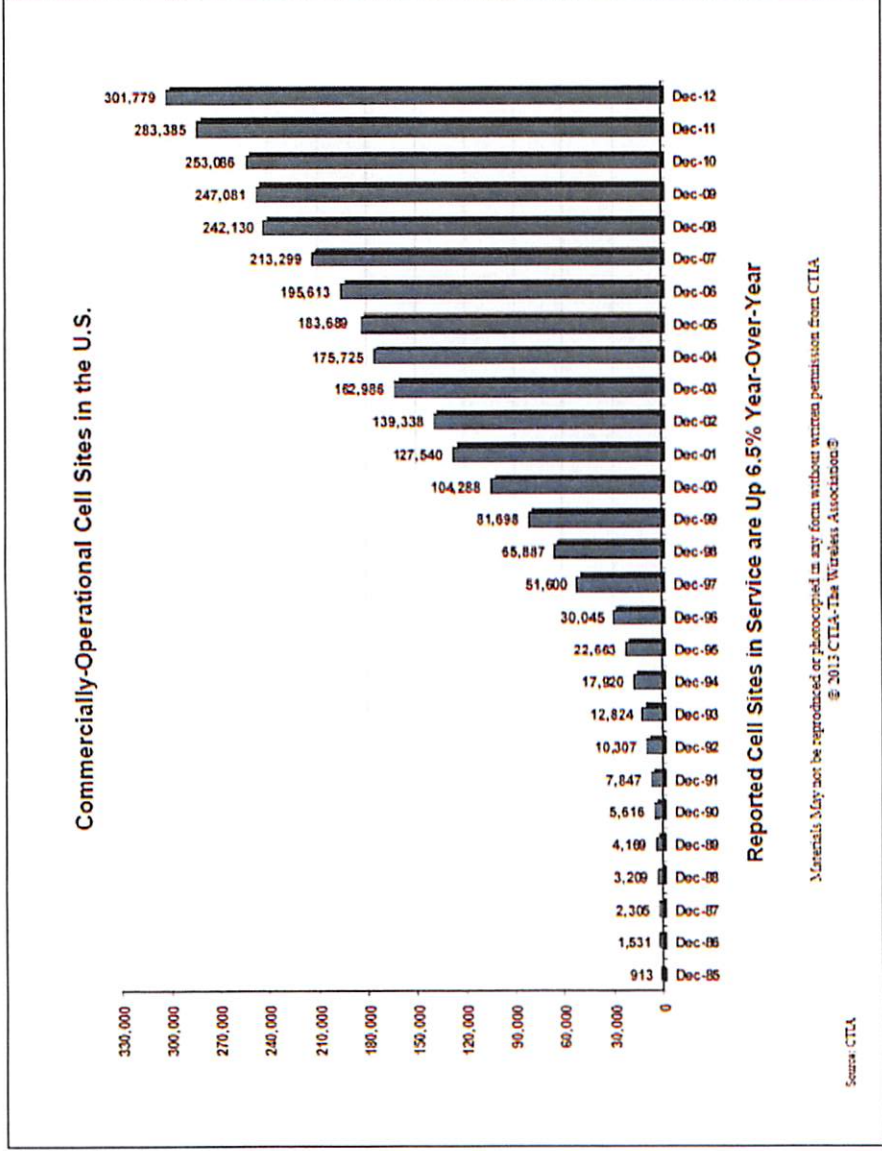


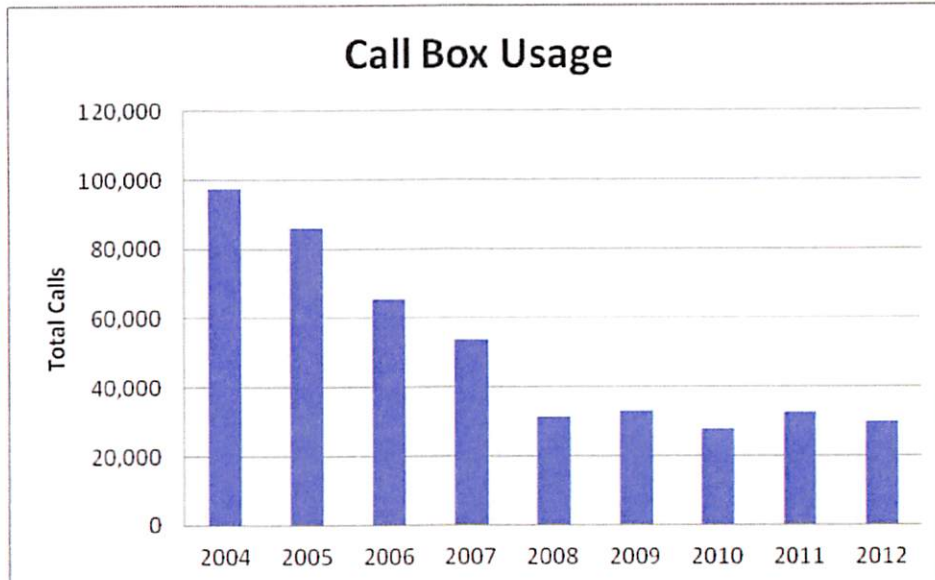
FIGURE 3: CTIA-THE WIRELESS ASSOCIATION DATA ON REPORTED CELL SITES IN US



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.

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**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**

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

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.

# Los Angeles County SAFE Call Box Assessment Study

Figure 5  
Current Call Box System



### 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



- 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:

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## Los Angeles County Call-Box Assessment Study

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- 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.
- 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 Wiltec 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;
3. Checked the cell phone coverage in the area to determine if an adequate alternative was available;
4. Measured the width of the shoulder;
5. 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.

### 4.0 SYSTEM EVALUATION METHODOLOGY

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:

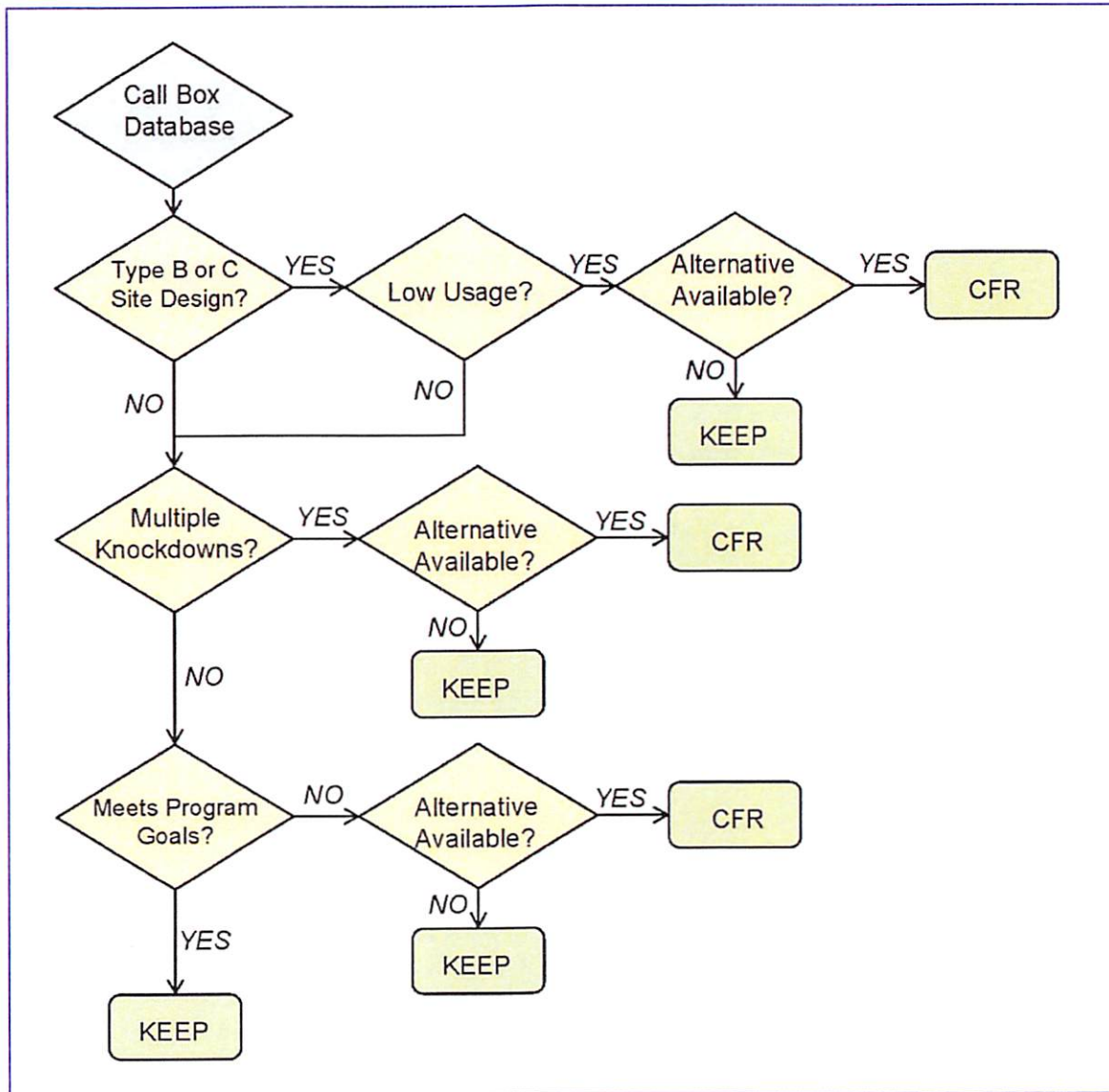
1. **Site Type** – Caltrans has recommended phased removal of all Type B and C call boxes where they are no longer effectively used. As such, an assessment of Type B and C call boxes was made where low utilization sites were identified as CFR.
2. **Knockdowns** – Call boxes with a history of multiple 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

## Los Angeles County Call-Box Assessment Study

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.

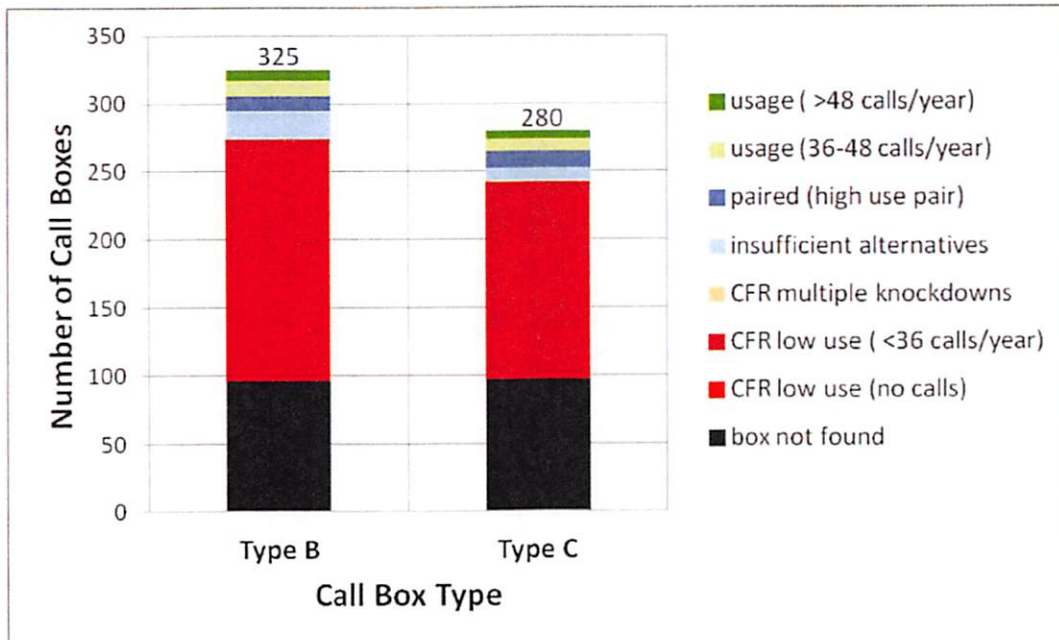


A total of 669 existing field-verified boxes were identified for initial removal considerations as part of this initial evaluation. The following subsections provide a detailed summary of the methodology used to derive the 669 boxes.



4.1 SITE TYPE

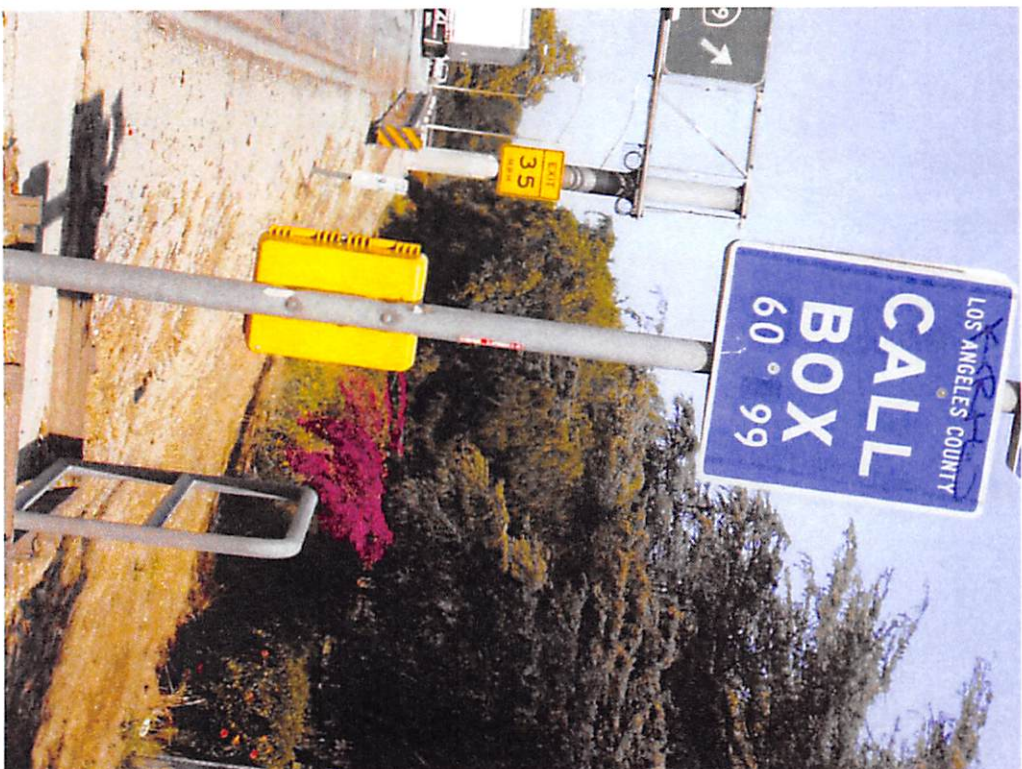
The first criterion was to evaluate Type B and C Call Boxes with low usage which had sufficient alternatives (other motorist aid methods) available. Type B and C call boxes were identified where the average number of calls was less than 36 per year, or on the average less than three calls per month.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

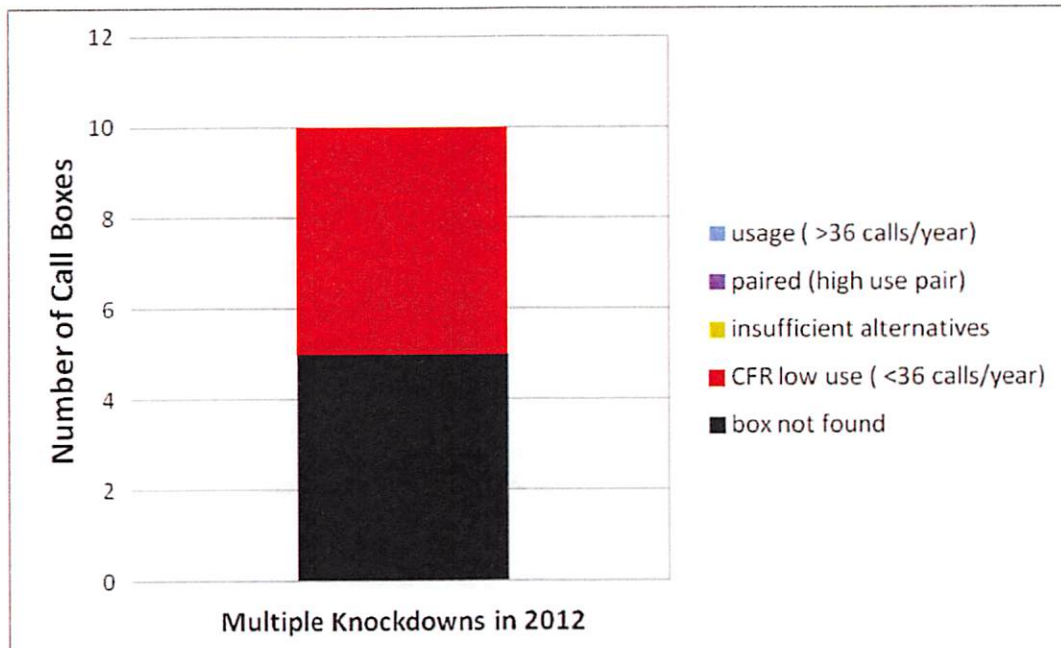


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Figure 7  
Location of Type B and Type B Call Boxes

### 4.2 KNOCKDOWNS

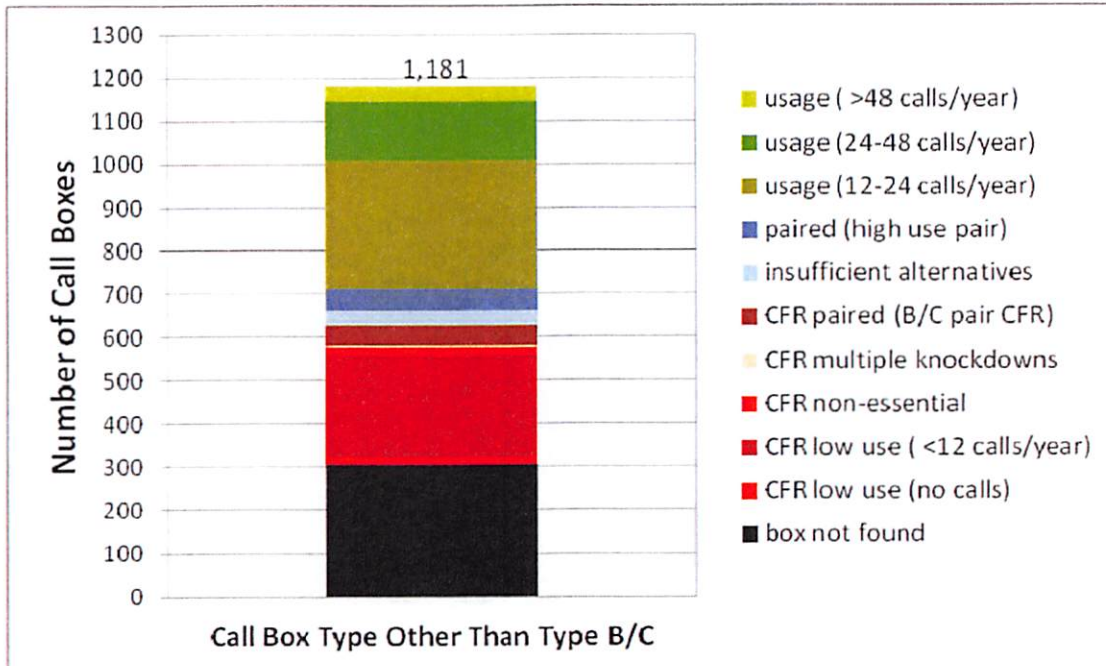
The second criterion was to identify those call boxes that have a history of repeated knockdowns. Analysis of the maintenance records indicated that there were 136 locations with a knockdown record in 2012. Of those, 10 locations had repeated knockdowns. This indicates a potential problem at this location 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.

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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.

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

Agency	Total	Removed/ Identified for Removal	Average Call Box Spacing	
			From	To
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
OCTA	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.

## Los Angeles County Call-Box Assessment Study

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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:
  - 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.
  - 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.
  - 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.
  - 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.

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**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%
I-405	0	0	0%
SR-47	6	0	0%
I-5	2	0	0%
SR-57	103	51	50%
SR-60	7	7	100%
I-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%



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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%
<b>Total</b>	<b>1,287</b>	<b>646</b>	<b>50%</b>

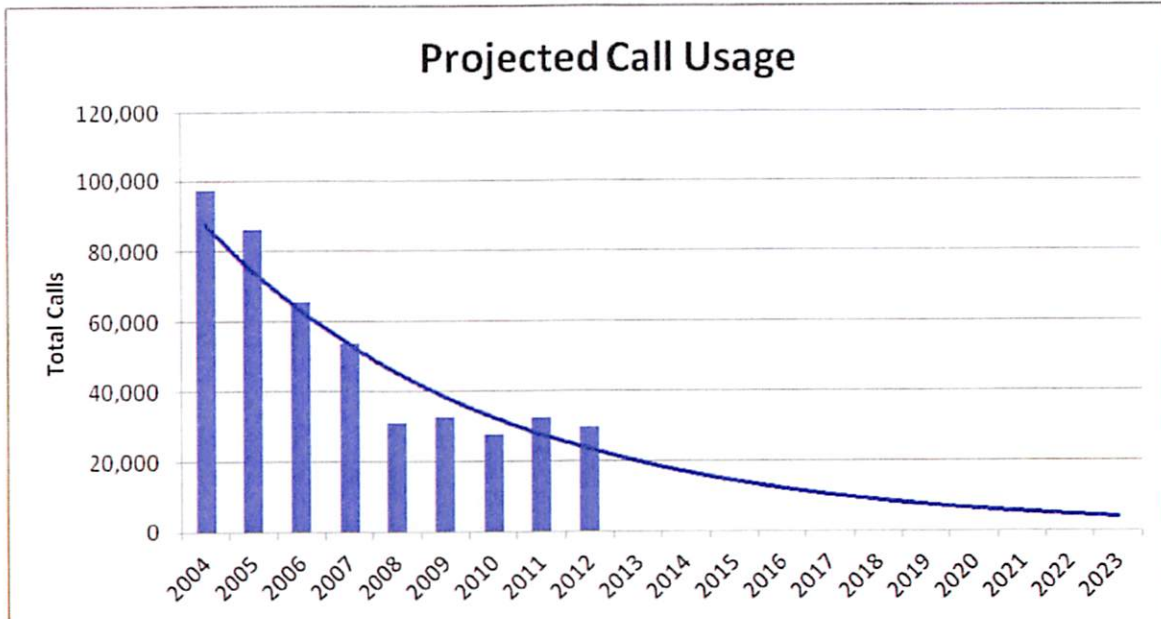
As shown in Table 3, the percentages of call boxes to be removed per individual corridor are all above ten percent, with the exception of SR-14. The final database of call boxes recommended for removal that were found and verified in the field is provided in Appendix A.

### 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)

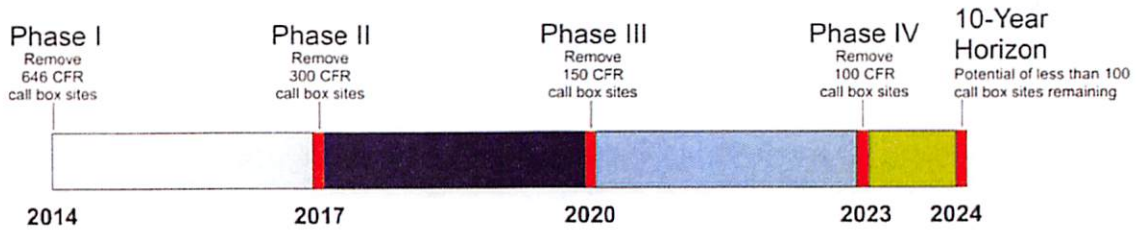


Based on the trend of total calls made per year over the last decade, the number of boxes that could fall in the candidate for removal (CFR) criteria in subsequent phases is projected. The total number of calls could drop 60% by 2017 from 2012, 75% by 2020, and 90% by 2024. Applying the same criteria 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 rendering them completely obsolete.

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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

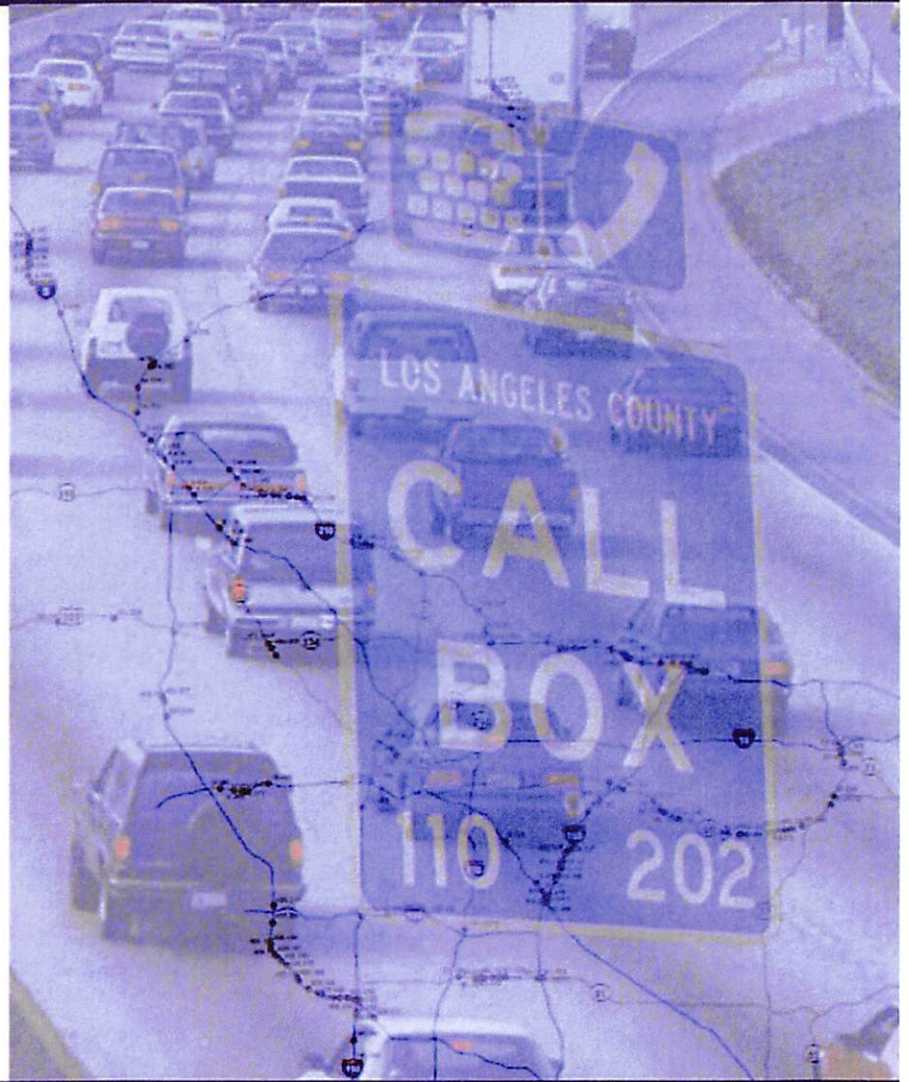
Based on the results of this study and the rapidly declining usage in recent years, the statewide guidelines may need to be reviewed to reassess regulations and/or legislature, policy and directives, program goals and objectives, and overall effectiveness of the call box program for motorist-aid. Modifications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



# **APPENDIX A: RECOMMENDATIONS FOR REMOVAL**





Route	Segment Number	Physical Location	Latitude	Longitude	Revised Stop Type
710	710-252	WB 5810 JNO CESAR CHAVEZ AV., **FSP 23** ACC 3RD ST	34.04232	-118.16903	B
710	710-267A	WB 5810 TO EB 210 CO. ACC DEL MAR BLVD			B
710	710-267C	WB 5810 TO EB 210 CO. ACC DEL MAR BLVD			B
91	91-088	WB 5811 JNO S WILKINSON AV., **FSP 25** ACC CENTRAL AV			B
91	91-095	WB 5811 JNO S WILKINSON AV., **FSP 25** ACC ACACIA AV			B
91	91-116TD	EB 5811 TO NB 1710 CO. **FSP 26** ACC LONG BEACH BLVD	33.8776	-118.19082	B
91	91-158	EB 5811 JNO CARMENTA RD., **FSP 15**	33.8689	-118.0543	B
LC	LC-005	S VA CERRERA BLVD JNO STOCKER ST, SB ACC RODEO RD			B
51K	51K-002	STOCKER ST JNO S FAULK AV, EB ACC LA CERRERA BLVD			B
101	101-068	EB 101 JNO OVERLAND AV., **FSP 17** ACC OVERLAND AV	34.03937	-118.40655	C
101	101-014	WB 101 JNO NB 5811A., **FSP 02** ACC MAIN ST	34.0501	-118.24607	C
101	101-015	WB 101 JNO NB 11A., **FSP 02** ACC GUENALE BLVD	34.05978	-118.24537	C
101	101-018	WB 101 JNO SB 5811A., **FSP 02** ACC BROADWAY			C
101	101-127A	WB 101 TO SB 1805 CO. **FSP 07** ACC VAN RUTS BLVD	34.16063	-118.4666	C
101	101-195	WB 101 JNO BARBOSA BLVD., **FSP 07** ACC WHITE OAK AV			C
101	101-224	WB 101 JNO RESIDIA BLVD			C
101	101-235	EB 101 AT WINKETRA AV., **FSP 29** ACC DE SOTO AV	34.17157	-118.57232	C
101	101-269	EB 101 JNO MULHOLLAND DR., **FSP 29** ACC VALLEY CIRCLE BLVD			C
101	101-144T	EB 101 ON S HONOLULU AV DR., **FSP 17** ACC WESTERN AV	34.05665	-118.2568	C
101	101-149	WB 101 JNO NB 11A., **FSP 3** ACC LOS ANGELES ST	34.06025	-118.17473	C
101	101-209	WB 101 JNO N EASTERN AV., **FSP 2** ACC REMONT AV	34.0613	-118.1767	C
101	101-212	EB 101 JNO N EASTERN AV., **FSP 6** ACC EASTERN AV	34.0625	-118.17473	C
101	101-217	WB 101 TO SB 1710 CO. **FSP 6** ACC 10	34.06307	-118.17483	C
103	103-012	WB 5810 AV W PACIFIC COAST HWY, ACC MAHEIM ST	33.78615	-118.2244	C
103	103-013	EB 5811 ONR TO SB 5847, ACC SRI	33.78615	-118.2247	C
103	103-317A	WB 1110 TO EB 1105 CO. ACC EL SEGUNDO BLVD	33.9268	-118.28003	C
118	118-1037A	WB 5811A TO SB 1805 CO. **FSP 33** ACC LAUREL CANYON BLVD			C
118	118-1197	WB 5811A TO NB 5 CO. **FSP 33** ACC SAN FERNANDO RD			C
118	118-128	EB 5811A JNO GLENDALE BLVD., **FSP 33** ACC SAN FERNANDO RD	34.27652	-118.4233	C
134	134-039	WB 5813A JNO FOREST LAWN DR., **FSP 22** ACC FOREST LAWN DR	34.15509	-118.31138	C
134	134-044	EB 5813A JNO FOREST LAWN DR., **FSP 22** ACC FOREST LAWN DR	34.15635	-118.30178	C
134	134-055	WB 5813A JNO SAN FERNANDO RD	34.1548	-118.28693	C
134	134-058	EB 5813A AT SAN FERNANDO RD., **FSP 22** ACC FOREST LAWN DR			C
134	134-088	WB 5813A JNO HARVEY DR., **FSP 35** ACC GUENALE AV	34.14677	-118.22727	C
134	134-089	WB 5813A AT NB SR2., **FSP 35** ACC FIGUEROA ST	34.1471	-118.22691	C
134	134-137	EB 5813A JNO CHANCE GROVE BLVD., **FSP 11** ACC SAN RAFAEL AV	34.1715	-118.15958	C
14	14-345	SB 5814 JNO OAK SPRING CANYON RD., **FSP 24** ACC SOLEDAD CANYON RD			C
14	14-478	WB 5814 JNO CEDAR VALLEY RD, 1/2 MI ACC WARD RD., **FSP 41**			C
14	14-514	WB 5814 JNO SANTIAGO RD, 1/3 MI ACC SANTIAGO RD., **FSP 41**			C
14	14-618	WB 5814 JNO 10TH ST W, ACC 10TH ST W			C
14	14-694	WB 5814 JNO AVENUE I, ACC AVENUE I			C
14	14-709	SB 5814 JNO AVENUE G, ACC AVENUE F			C
14	14-714	WB 5814 JNO AVENUE G, ACC AV G			C
14	14-715	SB 5814 JNO AVENUE F, ACC AVENUE F			C
170	170-154	WB 58170 JNO MAGNOLIA BLVD., **FSP 27** ACC MAGNOLIA BLVD			C
210	210-008	EB 210 JNO VANDEL ST, ACC VANDEL ST	34.2258	-118.47502	C
210	210-024	EB 210 JNO ROXFORD ST, ACC ROXFORD ST	34.2347	-118.45442	C
210	210-025	WB 210 JNO ROXFORD ST, ACC POLK ST	34.2378	-118.4536	C
210	210-049	WB 210 JNO MACLAY ST, ACC EB 58 11B	34.30333	-118.41907	C
210	210-065T	WB 210 TO WB 5811B CO. ACC OSBORNE ST			C
210	210-078	EB 210 JNO OSBORNE ST, ACC PANTON ST	34.2763	-118.3701	C
210	210-084	EB 210 JNO WHEATLAND AV, ACC OSBORNE ST			C
210	210-088	EB 210 JNO WHEATLAND AV, ACC OSBORNE ST	34.2725	-118.3585	C
210	210-095	WB 210 AT WHEATLAND AV, ACC OSBORNE ST	34.2763	-118.3585	C
210	210-099	WB 210 JNO WHEATLAND AV, ACC SUNDLAND BLVD	34.2763	-118.3458	C
210	210-155	WB 210 JNO LOWELL AV, ACC PENNSYLVANIA AV	34.2763	-118.3458	C
210	210-168	EB 210 JNO PENNSYLVANIA AV, ACC LOWELL AV	34.272	-118.4469	C
210	210-193	WB 210 JNO ANGELUS CREST HWY, ACC ANGELUS CREST HWY	34.20727	-118.21445	C
210	210-195TC	WB 210 TO SB 582 CO. ACC ANGELUS CREST HWY	34.20915	-118.21658	C
210	210-234	EB 210 JNO LINCOLN AV, ACC LINCOLN AV	34.1715	-118.15823	C
210	210-285	WB 210 JNO SERRA MADRE BLVD., **FSP 11** ACC SERRA MADRE BLVD			C
210	210-318	EB 210 JNO N SANTA ANITA AV., **FSP 13** ACC BALDWIN AV			C
210	210-324	EB 210 JNO N SANTA ANITA AV., **FSP 28** ACC SANTA ANITA AV	34.15942	-118.0453	C
210	210-329	WB 210 JNO W HUNTINGTON DR., **FSP 28** ACC MYRTLE AV			C
210	210-349	WB 210 JNO BUENA VISTA ST., **FSP 28** ACC BUENA VISTA ST	34.175	-117.95568	C
210	210-374	EB 210 JNO WINDMILL AV., **FSP 28** ACC NB 1805	34.17923	-117.87333	C
210	210-418	EB 210 JNO N GRAND AV., **FSP 28** ACC GRAND AV	34.17923	-117.87333	C
210	210-444	EB 210 JNO S SUNFLOWER AV., **FSP 38** ACC SUNFLOWER AV	34.12078	-117.8284	C
210	210-448	EB 210 JNO SB 5857			C
210	210-489	WB 210 JNO TOWN AV EXT			C
2	2-154	WB 582 AT LOS ANGELES RIVER, **FSP 25** ACC NB 5 TO NB 2 CO. N			C





Route	Segment	Physical Location	Site Latitude	Site Longitude	Revised Site Type
210	210-048	EB 1210 JEO MAJAV ST, **FSP 33** ACC KUBARND ST	34.29533	-118.41993	A
210	210-169	WB 1210 JEO PENNSYLVANIA AV, ACC OCEAN VIEW BLVD	34.2225	-118.24607	A
210	210-195	WB 1210 JEO ANGELAS CREST HWY, ACC ANGELAS CREST HWY	34.2071	-118.21052	A
210	210-209	WB 1210 JEO GOLIAD AV, ACC BERSHIRE PL			A
210	210-257A	WB 1210 TO SB 1710 CON, **FSP 11** ACC LAKE AV			A
210	210-254	EB 1210 JEO FARFAR AV, **FSP 11** ACC ORANGE GROVE BLVD			A
210	210-367	WB 1210 JEO NB 1505, **FSP 28** ACC IRVINGDALE AV			A
210	210-394	EB 1210 AT S AZUSA AV, **FSP 28** ACC VERNON AV			A
2	2-188	NB 582 JEO COLONADO BLVD, **FSP 35** ACC YORK BLVD			A
2	2-188	NB 582 JEO VERDUGO RD, **FSP 35** ACC EAGLE ROCK BLVD			A
2	2-287A	NB 582 TO WB 1210 CON, **FSP 35** ACC MOUNTAIN ST			A
405	405-108	NB 405 JEO E CARSON ST, **FSP 19** ACC CARSON ST	33.84817	-118.25778	A
405	405-1987C	NB 405 TO EB 1105 CON, **FSP 9**			A
405	405-1987D	NB 405 TO WB 1105 CON, **FSP 9**			A
405	405-2237	SB 405 ON W CENTURY BLVD CTR, **FSP 05** ACC LA CENEGA BLVD			A
405	405-236	NB 405 JEO S LA CENEGA BLVD, **FSP 05** ACC MANCHESTER BLVD			A
405	405-2567B	NB 405 TO WB 5820 CON, **FSP 06** ACC LA TURBA BLVD			A
47	47-003	SB 5847 TO NB 1110 CON			A
47	47-003T	SB 5847 ON SB N GARREY ST CTR, WB 5847 ON GARREY ST CTR			A
47	47-005	NB 5847 JEO SB 1110, ACC TERRAZA BLVD			A
47	47-052	NB 58103 JEO W PACIFIC COAST HWY, ACC PACIFIC COAST HWY	33.79065	-118.2238	A
5	5-089	SB 15 JEO PARAMOUNT BLVD, **FSP 16** ACC SALMON AV			A
5	5-1587A	NB 15 TO WB 110 CON, **FSP 04** ACC CALZADA ST			A
5	5-399	SB 15 JEO SUNLAND BLVD, **FSP 34** ACC PERKINS ST			A
5	5-419TC	SB 15 TO SB 405 CON, SB 5 TRK LN TO SB 405			A
5	5-545	SB 15 JEO THE ROAD, **FSP 42** APPROX 1/2 MI, ACC THE OLD RD			A
5	5-669	SB 15 JEO HASLEY CANYON RD, **ESCAPE AREA** **FSP 42** ACC PARKER RD	34.45037	-118.61472	A
57	57-034	NB 5857 JEO PATRICK RD, **FSP 21** ACC DIAMOND BAR BLVD			A
57	57-049T	SB 5857 TO WB 5850 CON, **FSP 19** ACC SUMMIT CROSSING RD			A
57	57-055	SB 5857 JEO TEMPLE AV, **FSP 38** ACC WB 110 ON VIA VERDE			A
57	57-082	NB 5857 JEO WB 110, **FSP 34** ACC TEMPLE			A
60	60-007T	WB 5850 TO NB 1510 CON, **FSP 03** ACC LORENA ST			A
60	60-0097A	WB 5850 TO NB 15 CON, **FSP 03** ACC LORENA ST			A
60	60-027B	WB 5850 TO SB 1710 CON, **FSP 13** ACC ATLANTIC			A
60	60-037TA	WB 5850 TO NB 1710 CON, **FSP 13** ACC ATLANTIC			A
60	60-037TB	WB 5850 TO SB 1710 CON, **FSP 13** ACC ATLANTIC			A
60	60-079	WB 5850 JEO PARAMOUNT BLVD, **FSP 13** ACC SAN GABRIEL BLVD			A
60	60-095	WB 5850 JEO ROSEBUD BLVD, **FSP 13** ACC ROSEBUD BLVD	34.0157	-118.07967	A
60	60-1167B	EB 5850 TO NB 1605 CON, **FSP 13** ACC PECK RD			A
60	60-253	WB 5850 JEO GARD AV, **FSP 21** ACC DIAMOND BAR BLVD			A
60	60-294	EB 5850 JEO 5871, **FSP 21** ACC PHILIPS RANCH RD			A
60	60-295	WB 5850 JEO 5871, **FSP 21** ACC RESERVOIR ST			A
605	605-066	NB 605 AT EB 1105, **FSP 14** ACC ALONDA BLVD			A
605	605-1747B	NB 605 TO WB 5850 CON, **FSP 07** ACC PECK RD			A
605	605-257	SB 605 AT WB 1210, **FSP 07** ACC HUNTINGTON DR			A
605	605-2597A	SB 605 TO WB 1210 CON, **FSP 07** ACC HUNTINGTON DR			A
71	71-013	SB 5871 AT W VALLEY BLVD, ACC SB 1210 OR EB 110	34.06273	-117.79198	A
710	710-153	SB 1710 JEO ROSEBUD AV, **FSP 30**			A
710	710-157	SB 1710 JEO E IMPERIAL HWY, **FSP 30**			A
710	710-255	SB 1710 JEO FLORAL DR, **FSP 15** ACC 110	34.04612	-118.16852	A
710	710-326	WB 58710 JEO COLONADO BLVD, ACC DEL MAR BLVD			A
90	90-019	WB 5890 JEO S CENTINELA AV, ACC RITA SB 805 OR STATION AV			A
91	91-108	EB 5891 JEO N LONG BEACH BLVD, **FSP 26** ACC SANTA FE AV			A
91	91-178	EB 5891 JEO MONTER BLVD, **FSP 15** ACC STUDEBAKER RD			A
91	91-204	EB 5891 JEO CARPENTER RD, **FSP 15** ACC SHOEBAKER AV			A
PR-004	PR-004	S GRANT AV AT EB 1210, PARK N RIDE			A
PR-005	PR-005	S GRANT AV AT W BASKETINE RD, PARK & RIDE			A
PR-006	PR-006	STUDEBAKER RD SO WB 1105, STUDEBAKER PARK AND RIDE			A
PR-007	PR-007	STUDEBAKER RD SO WB 1105, STUDEBAKER PARK AND RIDE			A
PR-008	PR-008	STUDEBAKER RD SO WB 1105, STUDEBAKER PARK AND RIDE			A
PR-009	PR-009	STUDEBAKER RD SO WB 1105, STUDEBAKER PARK AND RIDE			A
PR-010	PR-010	STUDEBAKER RD SO WB 1105, STUDEBAKER PARK AND RIDE			A
PR-011	PR-011	STUDEBAKER RD SO WB 1105, STUDEBAKER PARK AND RIDE			A
PR-013	PR-013	5819 SO WB 1105, LAKEWOOD PARK & RIDE			A
PR-014	PR-014	LONG BEACH BLVD AND EB 1105, LONG BEACH BLVD PARK & RIDE			A
PR-015	PR-015	WILMINGTON AV SO WB 1105, WILMINGTON PARK AND RIDE			A
PR-016	PR-016	VALIANT BLVD AT EB 1105, PARKLAND RIDE ON VALIANT			A
PR-017	PR-017	S VERMONT AV AND EB 1105, VERMONT PARK & RIDE			A
PR-018	PR-018	S VERMONT AV AND EB 1105, VERMONT PARK & RIDE			A
PR-019	PR-019	CRESHWAY BLVD AT W 1207TH ST, CRESHWAY PARK & RIDE	33.92463	-118.32712	A
PR-021	PR-021	LONG BEACH BLVD AND WB 1105, PARK & RIDE LOT	33.9243	-118.3296	A
PR-022	PR-022	LONG BEACH BLVD AND WB 1105, PARK & RIDE LOT			A
PR-023	PR-023	S HAWTHORNE BLVD AND WB 1105, PARK & RIDE LOT			A
PR-024	PR-024	S HAWTHORNE BLVD AND WB 1105, PARK & RIDE LOT			A
PR-025	PR-025	S HAWTHORNE BLVD AND WB 1105, PARK & RIDE LOT			A
101R	101R	58 US101 JEO E 4TH ST, **FSP 27** ACC HOUGHTON BLVD			D
101	101-068	NB US101 JEO N OGden ST, **FSP 27** ACC HOLLWOOD BLVD			D
101	101-108	EB 110 JEO S LA BREA AV, **FSP 17** ACC WASHINGTON BLVD			D
101	101-244	WB US101 AT WILKINSON AV, **FSP 29** ACC TAMPA AV	34.069	-118.5833	D
10	10-219	WB 110 TO NB 1710 CON, **FSP 08** ACC FREEMONT AV	34.07183	-118.14288	D
10	10-219	WB 110 JEO N ATLANTIC BLVD, **FSP 08** ACC ATLANTIC BLVD	34.08037	-117.74583	D
105	105-041T	CRESHWAY BLVD AND WB 1105, **FSP 19** ACC CRESHWAY BLVD			D

Route	Stop Number	Physical Location	Stop Latitude	Stop Longitude	Revised Stop Type
105	105-0661C	EB 1105 TO SB 1110 CON., **FSP 39** ACC CENSHAW			D
105	105-182	EB 1105 TO WOODBURY AV., **FSP 40**			D
105	105-183	WB 1105 AT SB 1055, **FSP 40** ACC IMPERIAL HWY			D
110	110-129	SB 1110 AND EL SEGUNDO BLVD., **FSP 43** ACC IMPERIAL HWY	33.923	-118.2853	D
110	110-175	SB 1110 TO W GAGE AV., **FSP 43** ACC GAGE AVE			D
134	134-0957A	SB 5814 TO SB 582 CON., **FSP 35** ACC FIGUEROA ST			D
210	210-228	WB 1210 TWO LINCOLN AV., ACC LINCOLN AV			D
210	210-229	WB 1210 TO LINCOLN AV., ACC LINCOLN AV			D
210	210-255	WB 1210 TO SAN DIMAS AV., (WB 210 TO SAN DIMAS AV)	34.1998	-117.1567	D
405	405-2947	EB W MANCHESTER BLVD ONR TO NB 105, **FSP 06** ACC CENTURIA BLVD			D
5	5-0687A	NB 5 TO NB 105 CON., **FSP 16** ACC FLORENCE			D
5	5-085	SB 5 JMO ROSENBLAD BLVD., **FSP 08** ACC PARAMOUNT BLVD			D
5	5-125	SB 5 TO 5 ATLANTIC BLVD., **FSP 04** ACC SB 1710			D
5	5-195	SB 5 JMO MAIN ST., **FSP 04** ACC SB 18110 OR STADIUM WY			D
5	5-304	NB 5 JMO SAN FERNANDO BLVD., **FSP 31** ACC BURBANK BLVD			D
57	57-024	WB 5857 AND PATRICK RD., **FSP 21** ACC BRAMOND BAR BLVD			D
60	60-0377	WB 5860 TO NB 1710 CON., **FSP 13** ACC ATLANTIC BLVD			D
605	605-0647	NB 1805 AND ALONDRA BLVD., **FSP 16** ACC ALONDRA BLVD			D
605	605-0667	NB 1805 TO WB 1105 CON			D
605	605-067	SB 1805 AND ROSECRANS AV., **FSP 14** ACC ROSECRANS AV			D
605	605-069	SB 1805 AND ROSECRANS AV., **FSP 14** ACC ROSECRANS AV			D
605	605-089	SB 1805 AT FLORENCE BLVD., **FSP 14** ACC FLORENCE	33.90427	-118.10465	D
605	605-097A	SB 1805 TO NB 5 CON., **FSP 14** ACC TELEGRAPH RD			D
605	605-1027	NB 1805 ON TELEGRAPH RD OFF., **FSP 14** ACC FLORENCE AV			D
605	605-124	NB 1805 AND WASHINGTON BLVD., **FSP 17** ACC WASHINGTON BLVD			D
605	605-134	NB 1805 AND WASHINGTON BLVD., **FSP 17** ACC WASHINGTON BLVD			D
710	710-1357	SB 1710 TO SB 5821 CON., **FSP 10** ACC ALONDRA BLVD			D
90	90-015	WB 5890 AND 5 CENTURIA AV., ACC CENTURIA AV			D
91	91-139	WB 5891 AND N PARAMOUNT BLVD., **FSP 13** ACC DOWNWAY AV			D
105	105-0337	WB 1805 ON MANWORTH BLVD OFF., **FSP 39** ACC IMPERIAL HWY			D
405	405-208	NB 1805 AND EL SEGUNDO BLVD., **FSP 09** ACC EL SEGUNDO BLVD			E
405	405-697	WB 1810 TO WB 5810 CON., ACC SAN FERNANDO MISSION BLVD			E
101R	101R-003R	SB 1801 AND E 4TH ST., **FSP 02** ACC 4TH ST			F
101	101-225	EB 1801 AND TARRANT AV., **FSP 29** ACC WINKLER AV			F
101	101-244	WB 1801 AND DE SOTO AV., **FSP 29** ACC WINKLER AV			F
101	101-245	EB 1801 AND DE SOTO AV., **FSP 29** ACC CANOGA AV			F
10	10-127	EB 10 ON S NORVAHUE AV OFF., **FSP 17** ACC ARLINGTON AV			F
101	101-379	EB 1801 AND W LINDBOR CANYON RD., ACC WESTLAKE BLVD			F
10	10-1427A	EB 10 TO SB 1110 CON., **FSP 3** ACC NORVAHUE AV			F
10	10-182	EB 10 TO WB 110 CON., **FSP 3** ACC ALAMITOS ST			F
101R	101R-185	SB 5 TO WB 110 CON., **FSP 4** ACC 4TH ST			F
103	103-004	NB 5810 AND W PACIFIC COAST HWY, ACC ALVAHEM ST			F
10	10-427C	EB 10 TO SB 5857 CON., **FSP 18** ACC VIA VERDE AV			F
10	10-427E	EB 10 TO SB 5857 CON., **FSP 18** ACC VIA VERDE			F
105	105-0177A	EB 1105 TO SB 1805 CON., **FSP 39**			F
105	105-0237B	WB 1105 TO SB 1805 CON., **FSP 39**			F
110	110-028	NB 1110 AND C ST, ACC C ST			F
110	110-0957	NB 1110 TO EB 5821 CON., **FSP 43** ACC 190TH ST			F
110	110-1437B	SB 1110 TO EB 1105 CON., **FSP 43** ACC CENTURIA BLVD			F
110	110-239	SB 58110 AT W SUNSET BLVD., **FSP 01** ACC STADIUM WY			F
118	118-094	EB 58118 AND NB 1805, **FSP 23** ACC HAVENHURST			F
118	118-1037C	WB 58118 TO SB 1805 CON., **FSP 23** ACC LAUREL CANYON BLVD			F
118	118-135	WB 58118 AND GLENDALE BLVD., **FSP 23** ACC WB 1210			F
134	134-018	EB 58114 AND PASS AV., **FSP 22** ACC CANOGA BLVD			F
134	134-025	WB 58114 TO N HOLLWOOD WY., **FSP 22** ACC BOB HOPE DR			F
134	134-038	EB 58114 AND FOREST LAWN DR., **FSP 22** ACC BUENA VISTA ST			F
134	134-0597	WB 58114 AND SAN FERNANDO RD., **FSP 22** ACC PACIFIC AV			F
134	134-114	EB 58114 AND FIGUEROA ST., **FSP 25** ACC MAYBEE DR			F
134	134-133	WB 58114 AT ORANGE GROVE BLVD., **FSP 11** ACC FAIR OAKS AV			F
1	1-353	EB 110 AT MAIN ST, START OF SRA			F
14	14-3057B	NB 5814 ON SIERRA ORFANOP			F
14	14-614	NB 5814 AND MANCHO VISTA BLVD., ACC PALMDALE BLVD			F
14	14-654	NB 5814 AND AVENUE L, 1/4 MI ACC AVENUE M			F
14	14-659	SB 5814 AT AVENUE L, ACC AVENUE K			F
14	14-664	NB 5814 AND AVENUE K, 1/4 MI ACC AVENUE L			F
14	14-674	NB 5814 AND AVENUE M, ACC AVENUE N			F
14	14-675	SB 5814 AND AVENUE 20TH ST W, ACC AVENUE J			F
14	14-684	NB 5814 AND AVENUE J, ACC AVENUE I			F
14	14-685	SB 5814 AND AVENUE I, ACC AVENUE H			F
14	14-695	SB 5814 AND EB AVENUE H			F
170	170-159	SB 58170 AND BURBANK BLVD., **FSP 27** ACC OXWARD ST			F
170	170-169	SB 58170 AND VICTORY BLVD., **FSP 27** ACC VICTORY BLVD			F
210	210-0587A	EB 1210 TO WB 5818 CON., **FSP 31** ACC MACART ST			F
210	210-063	WB 1210 AND PAXTON ST, ACC OSBORNE ST			F
210	210-1927B	EB 1210 TO SB 5818 CON., ACC LA CIENEGUA AV			F
210	210-208	EB 1210 AND GOURD AV., ACC ANDREAS CREST HWY			F
210	210-215	WB 1210 AND BENSHEW PL, ACC WINDSOR AV			F
210	210-2467	EB 1210 TO SB 5810 CON., ACC SB CD ST			F
210	210-288	EB 1210 AND S SUNFLOWER AV., **FSP 28** ACC LONG HILL AV			F
2	2-1857A	NB 582 TO EB 5814 CON., **FSP 25** ACC YORK BLVD			F



Route	Stop Number	Physical Location	Stop Latitude	Stop Longitude	Revised Stop Type
57	57-109	EB 5857 AND W GARDSTONE ST, **FSP 38** ACC AUTO CENTRE DR	34.10888	-117.82302	L
60	60-008	EB 5850 AND EUCALYPT AV, **FSP 03** ACC SANTA FE ST	34.1102	-118.25563	L
5	5-235	SB 5 AND 5TH ST, APPROX 1/3 MI ACC COXMAN	34.7699	-118.00272	C
105	105-112	EB 1105 AND LONG BEACH BLVD, **FSP 40** ACC WILMINGTON AV	33.92527	-118.21148	A
5	5-174	NB 5 AND CALGROVE BLVD	34.34728	-118.5333	A
57	57-115	SB 5857 AND AUTO CENTRE DR			L
10	10-369	WB 110 AND N AZUSA AV, **FSP 12** ACC CITRUS ST			A
110	110-015	SB 110 AND CHARREL ST, ACC C ST	33.75878	-118.29095	A
118	118-054	EB 58118 AND REDDA BLVD, **FSP 33** ACC TAMPA AV			A
14	14-469	SB 5814 AND WARD RD, ACC CROWN VALLEY RD **FSP BEAT 41**			A
14	14-655	SB 5814 AND AVENUE K, 1/4 MI ACC AVENUE K			A
170	170-168	NB 58170 AND VICTORY BLVD, **FSP 27** ACC OXNARD ST	34.1833	-118.39757	A
210	210-154	EB 1210 AND LOWELL AV, ACC LA TUNA CANYON RD			A
210	210-488	EB 210 AND N TOWNE AV			A
5	5-079	SB 5 AND LAKEWOOD BLVD, **FSP 16** ACC PARAMOUNT BLVD			A
57	57-015	SB 5857 AND GLEN CANYON RD, **FSP 21** ACC DIAMOND BAR BLVD			A
57	57-048	NB 5857 AND EB 5860, **FSP 21** ACC GRAND AV			A
60	60-105	WB 5850 AND SANTA ANITA AV, **FSP 13** ACC PECK RD			A
605	605-225	SB 1805 ON LOWER AZUSA RD DR, **FSP 27** ACC LIVE OAK AV	34.0952	-117.98768	A
91	91-089	WB 5891 AND S WILKINSON AV, **FSP 26** ACC ACACIA AV			A
91	91-109	WB 5891 AND N LONG BEACH BLVD, **FSP 21** ACC LONG BEACH BLVD			A
118	118-085	WB 58118 AND HANFORD ST, **FSP 33** ACC WOODLEY AV			A
210	210-089	WB 210 AND WHEATLAND AV, ACC WHEATLAND AV			D
210	210-235	WB 210 AT W WASHINGTON BLVD, ACC S ECD ST	34.17102	-118.15672	D
210	210-284	EB 1210 AND N SERRA MAR BLVD, **FSP 11** ACC ALLEN AV			D
60	60-037	WB 5850 AND NB 1710, **FSP 13** ACC ATLANTIC BL			D
110	110-099	SB 1110 AT EB 5891, **FSP 27** ACC REDWOOD BEACH			E
2	2-174	NB 5812 AND YORK BLVD, **FSP 35** ACC EMILE ROCK BLVD	34.1286	-118.22737	E
101	101-019	SB 101 AND EB 1315 ST, **FSP 02** ACC ALAMEDA ST	34.0493	-118.2216	F
101	101-194	WB 101 AT BALBOA BLVD, **FSP 07** ACC BALBOA BLVD			F
101	101-414	EB 110 AND KILBOGG DR, **FSP 18** ACC VIA VERDE	34.0632	-117.8254	F
134	134-059	WB 58134 AND SAN FERNANDO RD, **FSP 22** ACC PACIFIC RD			F
134	134-079	WB 58134 AND N GLENDALE AV, **FSP 15** ACC GLENDALE AV	34.15618	-118.24298	F
170	170-155	SB 58170 AND MAGNOLIA BLVD, **FSP 27** ACC BURSAR BLVD			F
210	210-294	EB 210 AND N ROSEMEAD BLVD, **FSP 11** ACC MADRE ST			F
210	210-375	WB 210 AND N WHITTAKER AV, **FSP 28** ACC WHITTAKER AV			F
405	405-205	SB 405 AND E EL SEGUNDO BLVD, **FSP 09** ACC DIPERAL HWY			F
5	5-198	NB 5 AND PASADENA AV, **FSP 04** ACC MAIN ST			F
5	5-344	NB 5 AND PENROSE ST, **FSP 34** ACC SUNLAND BLVD			F
605	605-034	NB 605 AND DEL AMO BLVD, **FSP 14** ACC DEL AMO BLVD			F
605	605-054	NB 605 AND ALONDRA BLVD, **FSP 14** ACC EB 5891 OR WB 5891			F
405	405-114	NB 405 AND AVALON BLVD, **FSP 19** ACC CARSON ST			F
405	405-198	NB 405 AND E EL SEGUNDO BLVD, **FSP 09** ACC ROSECRANS AV			G
60	60-044	EB 5850 AND S ATLANTIC BLVD, **FSP 13** ACC NB 1710			G
118	118-137	WB 58118 AND EB 1315, **FSP 23** ACC EB 1315			K
14	14-544	NB 5814 AND AVENUE M, 1/4 MI ACC AVENUE N			L
210	210-009	WB 210 AND VANCELL ST, ACC ROXFORD ST	34.2322	-118.47727	L
91	91-124	EB 5891 AND ATLANTIC AV, **FSP 26** ACC ATLANTIC AV	33.87658	-118.18318	L

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

Appendix B - Type B and C Locations to keep

Route	Segment Number	Physical Location	Site Latitude	Site Longitude	Revised Site Type
134	134-105	WB SR134 AT ARBON DELL PL. ** FSP 25 ** ACC FISHERA ST			B
134	134-119	WB SR134 AND N SAN RAFAEL AV. ** FSP 35 ** ACC SAN RAFAEL AV			B
14	14-519	WB SR14 AND ESCONDIDO CANYON RD. ** FSP 41 ** ACC ESCONDIDO CANYON RD			B
14	14-525	WB SR14 AND SANTARDO RD. 1/2 MI ACC PEARLOSSOM HWY ** FSP 41 **			B
210	210-425	WB SR210 AND LA TURNA CANYON RD. ACC LA TURNA CANYON RD			B
210	210-428	WB SR210 AND S SUNFLOWER AV. ** FSP 28 ** ACC GRAND AV			B
210	210-485	WB SR210 AND N TOWNE AV. (1/2 MI) WB SR210 AND TOWNE AV)			B
605	605-144	WB SR605 AND SEVERAL BLDG. ** FSP 27 ** ACC WHITTIER BLDG			B
101	101-085	WB SR101 AT HIGHLAND AV. ** FSP 37 ** ACC BARHAM BLDG			B
105	105-042	WB SR105 AT HIGHLAND AV. ** FSP 39 ** ACC CRESHAM BLDG ONE			B
110	110-088	WB SR110 AND NB WES. ** FSP 43 ** ACC TORRANCE BLDG			B
14	14-268	WB SR14 AND SAN FERNANDO RD. ** FSP 24 ** ACC NB 15			B
14	14-458	WB SR14 AND WARD RD. 3/4 MI ACC ESCONDIDO CANYON RD. ** FSP 41 **			B
14	14-548	WB SR14 AND ANGEL'S FOREST HWY. ** FSP 41 ** ACC PEARLOSSOM HWY			B
210	210-014	WB SR210 AND GLENDALES BLVD. ACC VARELL ST			B
210	210-104	WB SR210 AND WHEATLAND AV. ACC WHEATLAND AV			B
405	405-039	WB SR405 AND N LAUREWOOD BLVD. ** FSP 19 ** ACC SPRING ST			B
91	91-065	WB SR91 AND S MAIN ST. ** FSP 26 ** ACC MAIN ST	33.8731	-118.29833	C
1	1-302	WB SR1 AND CENTRAL CANYON RD. 4/10 MI			B
1	1-592	WB SR1 AND ENOCAL CANYON RD. 4/10 MI			B
1	1-596	PACIFIC COAST HWY AND ENOCAL CANYON RD. 1/10 MI			B
18	18-019	WB SR18 AND 260TH ST E. APPROX 4/10 MI			B
18	18-029	WB SR18 AND SR18. SR18 AND 23RD ST E. APPROX 1/10 MI **			B
23	23-066	DECKER RD AT MURTHOLAND HWY			B
23	23-077	WB SR23 AND CHINA. APPROX 1/2 MI NB M M 78.64			B
5	5-619	WB SR5 AND LAKE HUGHES RD. APPROX 2 1/3 MI ACC TEMPLIN HWY			B
5	5-629	WB SR5 AND CHP RD. APPROX 1 MI ACC TEMPLIN HWY			B
5	5-654	WB SR5 AND TEMPLIN HWY. APPROX 1/2 MI ACC LAKE HUGHES RD			B
5	5-674	WB SR5 AND TEMPLIN HWY. APPROX 1 2/5 MI ACC TEMPLIN HWY			B
5	5-719	WB SR5 AND CHEERY CANYON. APPROX 5 1/2 MI ACC VISTA DEL LAJO RD			B
5	5-724	WB SR5 AND VISTA DEL LAJO RD. ACC TEMPLIN HWY			B
5	5-728	WB SR5 AND VISTA DEL LAJO RD. ACC TEMPLIN HWY			B
5	5-829	WB SR5 AND SR18. APPROX 2 3/4 MI ACC GORDMAN			B
5	5-835	WB SR5 AND SR18. APPROX 1 1/4 MI ACC GORDMAN			B
5	5-839	WB SR5 AND SR18. APPROX 2 3/4 MI ACC GORDMAN			B
5	5-859	WB SR5 AND TEMPLIN HWY. ACC TEMPLIN HWY			B
5	5-795	WB SR5 AND SMOKEY BEAR RD. APPROX 1 1/10 MI ACC WB SR18			B
5	5-799	WB SR5 AND SR18. APPROX 1 1/3 MI ACC WB SR18			B
5	5-809	WB SR5 AND SR18. APPROX 1 1/4 MI ACC QUAIL LAKE RD OR WB SR18			B
105	105-095	WB SR105 AND WASHINGTON AV. ** FSP 40 ** ACC WASHINGTON AV			B
105	105-108	WB SR105 AND LONG BEACH BLVD. ** FSP 40 ** ACC WASHINGTON AV			B
110	110-135	WB SR110 AND EB RD. ** FSP 43 ** ACC IMPERIAL HWY			B
14	14-369	WB SR14 AND GOLDEN VALLEY RD. ** FSP 40 ** ACC VIA PERKISSA			B
14	14-378	WB SR14 AND SPRING CANYON RD. ** FSP 24 ** ACC SOLEDAD CTR AT 2007			B
14	14-519	WB SR14 AND ANGEL'S FOREST HWY. ** FSP 41 ** ACC AVENUE 5			B
1	1-582	PACIFIC COAST HWY AND BROAD BEACH RD. 1/2 MI			B
210	210-00578	WB SR210 AND SR5 IS CON. ACC VARELL ST			B
2	2-272	ANGEL'S CREST HWY AND BAY TREE RD. M M 27.20			B
5	5-299	WB SR5 AND GRIFFIN PARK DR. ** FSP 31 ** ACC COLONADO ST			B
5	5-4167	WB SR5 AND SR5 IS CON. ** FSP 34 ** ACC RIVALDI ST			B
5	5-664	WB SR5 AND WILDON CANYON RD. APPROX 1/2 MI ACC NB SR14			B
5	5-658	WB SR5 AND TEMPLIN HWY. APPROX 3/4 MI ACC TEMPLIN HWY			B
5	5-684	WB SR5 AND TEMPLIN HWY. APPROX 2 1/3 MI ACC TEMPLIN HWY			B
5	5-718	WB SR5 AND CHEERY CANYON. APPROX 5 1/2 MI ACC TEMPLIN HWY			B
5	5-725	WB SR5 AND VISTA DEL LAJO RD. ACC VISTA DEL LAJO RD			B
5	5-744	WB SR5 AND VISTA DEL LAJO RD. ACC TEMPLIN HWY			B
605	605-248	WB SR605 AND ARROW HWY. ** FSP 37 ** ACC ARROW HWY			B
101	101-084	WB SR101 AT HIGHLAND AV. ** FSP 37 ** ACC VINE ST			B
118	118-1187	WB SR118 AND SR118 CON. ** FSP 24 ** ACC OSSORNE ST			B
14	14-474	WB SR14 AND CROWN VALLEY RD. 1 MI ACC WARD RD. ** FSP 41 **			B
210	210-015	WB SR210 AND GLENDALES BLVD. ACC RICHFORD ST			B
210	210-035	WB SR210 AND POLK ST. ACC HUBBARD ST			B
210	210-055	WB SR210 AND SR18. ** FSP 33 ** ACC PAXTON ST			B
210	210-159	WB SR210 AND LOWELL AV. AT CITY LIMITS ACC PENNSYLVANIA AV			B
405	405-104	WB SR405 AND E CARSON ST. ** FSP 19 ** ACC WASHINGTON AV			B
5	5-608	WB SR5 AND LAKE HUGHES RD. APPROX 1 1/3 MI ACC LAKE HUGHES RD			B
5	5-675	WB SR5 AND HUNTERS VALLEY RD			B
5	5-775	WB SR5 AND SMOKEY BEAR RD. APPROX 1 1/2 MI ACC SMOKEY BEAR RD			B

Route	SignNumber	PhysicalLocation	Site Latitude	Site Longitude	Revised Site Type
5	5-798	NB IS ISO SR138, APPROX 1 1/3 MI ACC HUNGRY VALLEY RD			C
605	605-289	SB 1605 ISO VALLEY BLVD, ** F3737 ** ACC VALLEY BLVD			C
605	605-249	SB 1605 ISO EB I210, ** F3737 ** ACC EB I210 OR WB I210			C
710	710-084	NB I710 IRO W Willow St			C



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

Appendix C - Non Type B and C Locations to keep

Route	Segment Number	Physical Location	Site Latitude	Site Longitude	Revised Site Type
101	101-274	WB US101 AT VALLEY CIRCLE BLVD, ACC WOODLAKE AV			A
101	101-325	EB US101 RD AGOURA RD, ACC LIBERTY CANYON RD			A
101	101-374	EB I10 RD N CTRYS ST, ACC AZUSA AV			A
118	118-098	EB SR138 AT NB I405, ACC HAVENHURST AV			A
134	134-009	WB SR134 IED E CAMBENGA BLVD, ACC PAKS AV			A
210	210-109	WB I210 IWO SUTLAND BLVD, ACC SUTLAND BLVD			A
210	210-115	WB I210 AT SUTLAND BLVD, ACC LA TUNA CANYON RD			A
210	210-239	WB I210 IWO MOUNTAIN ST, ACC SECO ST			A
210	210-309	WB I210 AT MOUNTAIN ST, ACC SANTA ANITA AV			A
2	2-199	WB SR2 AT MOUNTAIN ST, ACC VERDUGO BLVD			A
5	5-128	NB I5 AT ATLANTIC BLVD, ACC ATLANTIC BLVD			A
5	5-128	NB SR5 IED NB I505, ACC PECK RD OR NB I605			A
60	60-278	EB SR60 IWO PHILLIPS RANCH RD, ACC PHILLIPS RANCH RD			A
605	605-122	NB SR65 IED MCKENZIE BLVD, ACC TELEGRAPH RD			A
91	91-188	EB SR91 IED MCKENZIE BLVD, ACC MONTE BLVD			A
101	101-265	EB US101 IWO VENTURA BLVD			D
110	110-119	WB I110 IWO W ROSECRANS AV, ACC EL SEGUNDO BLVD			D
210	210-459	WB I210 IWO FOOTHILL BLVD, ACC FOOTHILL BLVD			D
405	405-009	WB I405 IWO PALO VERDE AV, ACC WOODBRUFF AV			D
405	405-149	WB I405 IWO WESTERN AV, ACC CRENSHAW BLVD			D
405	405-163	WB I405 IWO ARTESA BLVD, ACC HAWTHORNE BLVD			D
5	5-174	NB I5 IED E 4TH ST, ACC CALZADA ST			D
605	605-064	NB I605 IWO ALONDRA BLVD, ACC ALONDRA BLVD			D
91	91-114	EB SR91 IED SB I710 CON, ACC LONG BEACH BLVD			D
91	91-164	EB SR91 IWO SB I505, ACC BELFLOWER BLVD			D
110	110-24	NB I110 IWO C ST, ACC C ST			E
101	101-064	EB I10 IED NB I405, ACC I405			F
101	101-038	NB US101 IWO SILVERLAKE BLVD, ACC SILVERLAKE BLVD			F
101	101-048	NB US101 IWO MELBOURNE AV, ACC VERMONT AV			F
101	101-075	SB US101 AT WINE ST, ACC HIGHLAND AV			F
101	101-205	EB US101 IWO WHITE OAK AV			F
101	101-215	EB US101 IWO REDVA BLVD, ACC VAN ALDEN AV			F
110	110-034	NB I110 IWO W ANAKAHIM ST, ACC C ST			F
110	110-244	NB SR110 IWO STADIUM WY, ACC SUNSET BLVD			F
14	14-578	NB SR14 IWO AVENUE LAACC AVENUE K			F
5	5-499	SB I5 IWO PICO CANYON RD, ACC I405 AV			F
60	60-195	WB SR60 IWO NB FULLERTON RD			F
71	71-009	SB SR71 IWO VALLEY BLVD, ACC SB I210 OR EB I10			F
710	710-234	NB I710 IWO E OLIVE ST, ACC WASHINGTON BLVD			F
91	91-067	WB SR91 IWO S MAIN ST, ACC WALTON BLVD			F
91	91-144	EB SR91 AT LAUREWOOD BLVD, ACC DOWNNEY AV			F
110	110-095	WB I110 IWO EB SR91, ACC REDONDO BEACH BLVD			G
405	405-174	NB I405 AT HAWTHORNE BLVD, ACC REDONDO BEACH BLVD			G
405	405-185	WB I405 IWO ROSECRANS AV, ACC ROSECRANS AV			G
710	710-159	SB I710 IWO ROSECRANS AV, ACC MLK			G
110P	110P-195	SB I110 IWO IWO W 39TH ST, ACC BT 1			K
210	210-258	EB I210 IWO N LAKE AV, ACC MARGO ST			K
5	5-529	SB I5 IWO VALENCIA BLVD, ACC I405 IWO ACC MARGO MOUNTAIN PIWAY			L
126	126-002	HEKRY MAYO OR AT LAKE VEGO COUNTY LME			A
138	138-562	SR138 IED 96TH ST			A
138	138-642	SR138 IED 165TH ST E, APPROX 1/3 MI			A
138	138-653	SR138 IED 175TH ST E, APPROX 1/2 MI			A
138	138-662	SR138 IED AVENUE W, APPROX 1/2 MI			A
138	138-689	SR138 IED 217TH ST E, APPROX 2/10 MI			A
138	138-702	SR138 IED SR138, APPROX 1/2 MI TO I405			A
138	138-713	SR138 IED SR138, APPROX 1 MI			A
1	1-497	SR1 IED CTRM, 3/10 MI NORTH END			A
23	23-077	WESTLAKE BLVD IWO CARLETT RD, I1 MI			A
2	2-698	SR2 IWO DAWSON SAVDIE, APPROX 2/10 MI MM GRBL			A
2	2-713	ANGELS CREST HWY IWO VINCENT GULCH DRIVE RD APPROX 2 4/10 MI			A
CM	CM-007	CORRELL WY IED IWO IWO, 6 MILES IED IWO			A
HI	HI-159	LAKE HUGHES RD IWO IED IWO IWO, 2.5 MILES			A
MIU	MIU-144	MUNHOLLAND HWY IED IWO IWO IWO, 2.5 MILES			A
MIU	MIU-254	MUNHOLLAND HWY IED IWO IWO IWO			A
N3	N3-029	ANGELS FOREST HWY IWO SIERRA HWY, 2.5 MILES IWO SIERRA HWY			A
N3	N3-037	KAMAN RD IWO CASTLE VIEW DR, 9 MILES			A
N3	N3-077	KAMAN BLVD IWO AT MOUNTAIN HWY, 100FT IWO MOUNTAIN HWY			A
N3	N3-086	KAMAN BLVD IWO IED IWO IWO IWO, 3 MILES			A
N3	N3-107	KAMAN BLVD IWO IED IWO IWO IWO, 2.5 MILES			A
126	126-012	HEKRY MAYO OR IED IWO IWO IWO IWO, 2.5 MILES			A
126	126-019	HEKRY MAYO OR IWO IWO IWO IWO IWO, APPROX 4/10 MI			F
126	126-022	HEKRY MAYO OR IED IWO IWO IWO IWO, APPROX 4/10 MI IWO			F
126	126-033	HEKRY MAYO OR IWO IWO IWO IWO			F
126	126-042	HEKRY MAYO OR IED IWO IWO IWO			F
27	27-033	TOMPKINS CANYON IWO ENTRADA DR			F
5	5-609	SB I5 IWO IWO IWO IWO IWO, APPROX 1 1/3 MI ACC TEPICUN HWY			F
5	5-625	SB I5 IWO IWO IWO IWO IWO, APPROX 2 3/4 MI ACC TEPICUN HWY			F
EL	EL-146	ELIZABETH LAKE RD IED IWO IWO IWO IWO, 1 MILE			F
LI	LI-177	LAKE HUGHES RD IWO IWO IWO IWO IWO			F
LI	LI-189	LAKE HUGHES RD IWO IWO IWO IWO IWO			F
10	10-0517B	NB I405 IWO IWO IWO IWO IWO			V
10	10-065	WB I10 IWO IWO IWO IWO IWO, ACC ROBERTSON BLVD IWO IWO IWO ROBERTSON BLVD			V
10	10-104	EB I10 IWO IWO IWO IWO IWO, ACC WASHINGTON BLVD			V

Route	Segment	Physical Location	Site Latitude	Site Longitude	Revised Site Type
101	101-095	SB US101 JNO BARHAM BLVD. ACC LANKERSHIM BLVD. ACC VERMONT AV. ON CDL. ACC HERBERT AV. ON CDL. ACC LAS VIRGENES RD. ACC LAS VIRGENES RD.			
101	101-099	SB US101 JNO UNIVERSAL CENTER DR. ACC LANKERSHIM BLVD			
101	101-134	CRSHAW BLVD ONR TO WB 110. ACC CRSHAW BLVD			
101	101-159	SB US101 AT VAN NURS BLVD. ACC SEPULVEDA BLVD			
101	101-289	EB US101 JNO PARKWAY CALABASAS. ACC LAS VIRGENES RD			
101	101-314	WB US101 JNO LAS VIRGENES RD. ACC LAS VIRGENES RD			
101	101-2037	WB 110 AT N HERBERT AV. ON CDL. ACC HERBERT AV			
101	101-2687	EB 110 JNO ROSEBUD BLVD. ACC CRSHAW BLVD			
101	101-349	WB 110 JNO N VINCENT AV. ACC VINCENT AV			
101	101-358	EB 110 JNO N VINCENT AV. ACC VINCENT AV			
101	101-359	WB 110 JNO N VINCENT AV. ACC ARZUSA AV			
101	101-365	WB 110 JNO N ARZUSA AV. ACC ARZUSA AV			
101	101-426	EB 110 JNO SB 5871. ACC VIA VERDE			
101	101-428	EB 110 JNO SB 5871. ACC VIA VERDE			
101	101-434	EB 110 JNO NB 5857. ACC VIA VERDE ON 1210			
105	105-030	EB 110 JNO JNO HAWTHORNE BLVD. ACC AVIATION BLVD			
105	105-054	EB 110 JNO S WENTEN AV. ACC CRSHAW BLVD			
105	105-076	EB 110 JNO SB 1110. ACC VERMONT AV			
105	105-115	WB 110S AT LONG BEACH BLVD. ACC LONG BEACH BLVD			
105	105-1247C	WB 110S TO SB 1710 CDL. ACC LAKEWOOD BLVD			
105	105-137	EB 110S JNO ATLANTIC AV			
110	110-018	WB 110 JNO CHANNEL ST. ACC CHANNEL ST			
110	110-019	WB 110 JNO CHANNEL ST. ACC C ST			
110	110-058	WB 110 JNO W SEPULVEDA BLVD. ACC SEPULVEDA BLVD			
110	110-059	WB 110 JNO NB 1105. ACC REDONDO BEACH BLVD			
110	110-096	WB 110 JNO EB 5891. ACC 139TH ST			
110	110-139	WB 110 AT EB 1105. ACC 43 <sup>RD</sup> ACC VERNON AV			
110	110-194	WB 110 AT MARTIN LUTHER KING JR BLVD. ACC VERNON AV			
110	110-228	WB 110 JNO W 6TH ST. ACC 8TH ST			
110	110-245	WB 110 JNO STADUM WY. ACC STADUM WY AV			
110	110-074	WB 110 JNO WADSWORTH BLVD. ACC RESEA BLVD			
110	110-099	WB 110 JNO NB 1105. ACC SEPULVEDA BLVD			
118	118-118	WB 118 JNO NB 1105. ACC SEPULVEDA BLVD			
118	118-124	EB 118 JNO SAN FERNANDO RD. ACC LAUREL CANYON BLVD			
118	118-613	WB 118 JNO 138TH ST. ACC 138TH ST 1/2 MI			
118	118-682	WB 118 JNO LARGO VISTA RD. ACC 138TH ST 1/2 MI			
118	118-722	WB 118 JNO 233RD ST. APPROX 8/10 MI			
138	138-742	WB 138 ANTELOPE HWY AND EB 8TH TRON. APPROX 8/10 MI			
14	14-278	WB 14 JNO SAN FERNANDO RD. ACC SAN FERNANDO RD (WB 14 JNO SAN FERNANDO RD)			
14	14-279	WB 14 JNO PLACERIA CANYON RD. ACC GOLDEN VALLEY RD			
14	14-288	WB 14 JNO GOLDEN VALLEY RD. ACC GOLDEN VALLEY RD			
14	14-315	WB 14 JNO VIA FRANCISCA. ACC SANJOSE CANYON RD			
14	14-358	WB 14 JNO SANJOSE CANYON ROAD			
14	14-369	WB 14 JNO OAK SPRING CANYON RD. ACC AGUA DULCE CANYON RD			
14	14-464	WB 14 JNO SIERRA HWY. ACC SOLEDAD CANYON RD			
14	14-524	WB 14 JNO SIERRA HWY. ACC SOLEDAD CANYON RD			
14	14-559	WB 14 JNO AVENUE S			
14	14-564	WB 14 JNO AVENUE S. ACC PARADISSOM HWY			
14	14-564	WB 14 JNO AVENUE S. 1/4 MI ACC 10TH ST W			
14	14-575	WB 14 JNO AVENUE O. 1/4 MI ACC AVENUE N			
14	14-599	WB 14 JNO AVENUE N. 1/4 MI ACC AVENUE M			
14	1-486	WB 14 JNO CANYON 4/10 MI			
14	1-487	WB 14 JNO CANYON 4/10 MI			
14	1-496	WB 14 JNO CANYON 4/10 MI			
14	1-512	WB 14 JNO LARGO CANYON RD			
14	1-526	WB 14 JNO ESCONDIDO BEACH RD. 2 MI			
14	1-532	WB 14 JNO RUYA BEACH RD			
14	1-598	WB 14 JNO COAST HWY AT DECKER RD			
210	210-100	WB 210 JNO SUNLAND BLVD. ACC WHEATLAND AV			
210	210-114	WB 210 JNO SUNLAND BLVD. ACC SUNLAND BLVD			
210	210-124	WB 210 JNO LA TURIA CANYON RD. ACC SUNLAND BLVD			
210	210-125	WB 210 JNO LA TURIA CANYON RD. ACC LA TURIA CANYON RD			
210	210-145	WB 210 AT LA TURIA CANYON RD. ACC LA TURIA CANYON RD			
210	210-158	WB 210 JNO GOWELL AV. ACC LA TURIA CANYON RD			
210	210-174	WB 210 JNO LA CONCEPCION AV. ACC PERKINSWAY AV			
210	210-238	WB 210 JNO MOUNTAIN ST. ACC LINCOLN AV			
210	210-305	WB 210 JNO N BALDWIN AV. ACC BALDWIN AV			
210	210-308	WB 210 AT N BALDWIN AV. ACC NICHOLANDA AV			
210	210-314	WB 210 JNO N BALDWIN AV. ACC BALDWIN AV			
210	210-2627	WB 210 TO SB 8055 COM. ACC BUENA VISTA ST			
210	210-2647	WB 210 TO NB 8055 COM. ACC BUENA VISTA ST			
210	210-429	WB 210 JNO S SUNFLOWER AV. ACC SUNFLOWER AV			
210	210-442	WB 210 AT S LONE HILL AV. ACC SUNFLOWER AV			
210	210-4437	WB 210 JNO S SUNFLOWER AV. ACC SAN DIMAS AV (WB 210 JNO SUNFLOWER AV)			
210	210-446	WB 210 JNO S LONE HILL AV. ACC LONE HILL AV			
2	2-198	WB 2 JNO MOUNTAIN ST. ACC WB 58134			
2	2-208	WB 2 JNO SHREVE BLV. ACC MOUNTAIN ST			
2	2-226	WB 2 JNO EB 1210. ACC MOUNTAIN ST			
2	2-229	WB 2 JNO VERDON BLVD. ACC FOOTHILL BLVD			
405	405-124	WB 405 JNO NB 1210. ACC WADSWORTH BLVD			
405	405-126	WB 405 JNO NB 1210. ACC WADSWORTH BLVD			
405	405-144	WB 405 JNO WESTERN AV. ACC NORMANDBR AV			

Route	Segment Number	Physical Location	She Latitude	She Longitude	Revised She Type
405	405-2287	SB 1505 AT W MANCHESTER BLVD			
405	405-2287	SB 1505 LEO W CENTURY BLVD, **FSP 06** ACC LA CENEGA BLVD			
405	405-459	SB 1505 AT EB 5811B, ACC SAN FERNANDO MISSION BLVD			
5	5-054	SB 15 AND FLORENCE AV, **FSP16** ACC PROTECTOR BLVD			
5	5-065	SB 15 AND 58 150A, **FSP16** ACC LAKEWOOD BLVD			
5	5-070	SB 15 AND NB 150A, **FSP16** ACC PIONEER BLVD			
5	5-129	SB 15 AT S ATLANTIC BLVD, **FSP04** ACC SB 1710			
5	5-235	SB 15 AND FLETCHER DR, **FSP 31** ACC GLENDALE BLVD			
5	5-239	SB 15 AT GLENDALE BLVD, **FSP 31** ACC W LOS FELIZ BLVD			
5	5-264T	SB 15 TO EB 5813A CON, **FSP 31** ACC OLIVADO ST			
5	5-408	SB 15 AND 150A, **FSP 34** TRU ACC SAN FERNANDO MISSION BLVD			
5	5-435	SB 15 AND 1210, ACC SB 5814 OR CALGROVE BLVD			
5	5-438	SB 15 AND ROXFORD ST, ACC ROXFORD ST			
5	5-439	SB 15 AND 1210, ACC SB 5814 OR CALGROVE BLVD			
5	5-488	SB 15 AND CALGROVE BLVD, **FSP 42**			
5	5-533C	28648 THE OLD RD, NEWHALL CHD OFFICE			
5	5-588	SB 15 AT PARKER RD, **ESCAPE AREA** **FSP 42** ACC LAKE HUGHES RD			
5	5-589	SB 15 AND PARKER RD, **ESCAPE AREA** **FSP 42** ACC LAKE HUGHES RD			
5	57-0717A	SB 5827 TO EB 110 CON, **FSP 38** ACC TEMPLE AV			
5	5-84	SB 15 AND 5813B, APPROX 1 1/4 MI ACC WB 5813B			
60	60-1197B	WB 5850 TO SB 1505 CON, **FSP 13** ACC CROSSROADS PMWY			
60	60-125	WB 5850 LEO NB 1505, **FSP 13** ACC CROSSROADS PMWY			
60	60-128	EB 5850 LEO CROSSROADS PMWY S, **FSP 20** ACC NB 1505 OR PECK RD			
60	60-129	WB 5850 LEO CROSSROADS PMWY S, **FSP 13** ACC CROSSROADS PMWY			
60	60-255	WB 5850 AND DIAMOND BAR BLVD, **FSP 21** ACC DIAMOND BAR BLVD			
60	60-264	EB 5850 LEO DIAMOND BAR BLVD, **FSP 21** ACC DIAMOND BAR BLVD			
60	60-279	WB 5850 AND PHILLIPS RANCH RD, **FSP 21** ACC PHILLIPS RANCH RD			
605	605-004	SB 1505 AND E SPRING ST, **FSP 14** ACC RATTILIA AV			
605	605-024	SB 1505 AND E CARSON ST, **FSP14** ACC CARSON ST			
605	605-128	SB 1505 LEO WASHINGTON BLVD, **FSP27** ACC WASHINGTON BLVD			
605	605-175	SB 1505 TO EB 5850 CON, **FSP27** ACC PECK RD			
605	605-208	SB 1505 AND EB 110, **FSP27** ACC VALLEY BLVD			
605	605-209	SB 1505 LEO RAMONA BLVD, **FSP27** ACC RAMONA BLVD			
605	605-214	SB 1505 AND RAMONA BLVD, **FSP27** ACC RAMONA BLVD			
605	605-194	SB 1505 LEO VALLEY BLVD, **FSP27** ACC EB 5850 OR WB 5850			
605	605-175	SB 1505 LEO VALLEY BLVD, **FSP27** ACC VALLEY BLVD			
605	605-1747A	SB 1505 TO EB 5850 CON, **FSP27** ACC PECK RD			
605	605-024	SB 1505 LEO WASHINGTON BLVD, **FSP27** ACC WASHINGTON BLVD			
605	605-004	SB 1505 AND E SPRING ST, **FSP 14** ACC RATTILIA AV			
605	605-024	SB 1505 AND E CARSON ST, **FSP14** ACC CARSON ST			
605	605-128	SB 1505 LEO WASHINGTON BLVD, **FSP27** ACC WASHINGTON BLVD			
605	605-208	SB 1505 AND EB 110, **FSP27** ACC VALLEY BLVD			
605	605-209	SB 1505 LEO RAMONA BLVD, **FSP27** ACC RAMONA BLVD			
605	605-214	SB 1505 AND RAMONA BLVD, **FSP27** ACC RAMONA BLVD			
710	710-155	SB 1710 LEO EB 1105, **ACCESS 80** ACCESS E IMPERIAL HWY			
710	710-158	SB 1710 AND EB 1105, **FSP 30** ACC WB 91 OR EB 91 (NB 1710 LEO 1105)			
710	710-165T	SB 1710 TO WB 1105 CON, **FSP30** ACC IMPERIAL HWY			
91	91-064	EB 5891 AND PULBERTA ST, **FSP 26** ACC VICKHART ST			
91	91-084	EB 5891 AT S CENTRAL AV, **FSP 26** ACC WALTON BLVD			
91	91-146	EB 5891 LEO LAKEWOOD BLVD			
91	91-189	WB 5891 TO NB 1710 CON, **FSP 26** ACC CHESTN AV			
91	91-237C	WB 5891 TO NB 1710 CON, **FSP 26** ACC CHESTN AV			
91	91-287	EB 5891 AT S CENTRAL AV, **FSP 26** ACC WALTON BLVD			
91	91-315	WB 5891 AT NORMAN BLVD, **FSP 15** ACC BLUOMFIELD AV			
91	91-467	LAKE HUGHES RD 150 N CASTLE ACC RESERVATION RD			
MIU	MIU-108	MOUNTAINLAND HWY AND EXCALIBUR CANYON RD, 1 MILE			
MIU	MIU-208	MOUNTAINLAND HWY AND LAS VIRGENES RD, 75 MILES			
N3	N3-003	ANGELES FOREST HWY AT SERRA HWY			
N3	N3-038	ANGELES FOREST HWY AND MNT EMMA RD, 3.5 MI AND MNT EMMA RD			
101	101-118	WB US101 AND SB 5812B, **FSP 07** ACC MODRISK AV			
101	101-124	WB US101 AT LAUREL CANYON BLVD, **FSP 07** ACC THURMAN AV			
101	101-125	EB US101 AT LAUREL CANYON BLVD, **FSP 07** ACC LAUREL CANYON BLVD			
101	101-158	WB US101 AT VAN NUYS BLVD, **FSP 07** ACC WOODMAN AV			
101	101-164	WB US101 AT REISTER AV, **FSP 07** ACC VAN NUYS BLVD			
101	101-165	EB US101 AT SEPULVEDA BLVD, **FSP 07** ACC SEPULVEDA BLVD			
101	101-179	EB US101 AND HASSELL AV, **FSP 07** ACC HAVENHURST AV			
101	101-185	EB US101 AT HAVENHURST AV, **FSP 07** ACC BARBOA BLVD			
101	101-214	WB US101 AND REEDA BLVD, **FSP 29** ACC WHITE GOLF AV			
101	101-216	WB US101 AND REEDA BLVD, **FSP 29** ACC REEDA BLVD			
10	10-133T	S MORNING AV OR NB 110, **FSP 17** ACC NORMANDE AV			
10	10-264	EB 110 LEO WALNUT GROVE AV, **FSP 8** ACC WALNUT GROVE AV			
105	105-0667A	EB 1105 TO SB 1110 CON, **FSP 39** ACC CRENSHAW BLVD			
105	105-069	WB 1105 AND NB 1110, **FSP39** ACC CENTRAL AV			
105	105-077G	WB 1105 TO NB 1110 CON, **FSP 39** ACC CENTRAL AV			
105	105-104	EB 1105 LEO WASHINGTON AV, **FSP 40** ACC CENTRAL AV			
105	105-177	SB 1505 TO WB 1105 CON, **FSP 14** ACC SB 1605			
110	110-025	SB 1110 AND C ST, ACC C ST			
110	110-038	SB 1110 LEO PACIFIC COAST HWY, ACC ANAHEIM ST			
110	110-045	SB 1110 AND PACIFIC COAST HWY, ACC SEPULVEDA BLVD			
110	110-102	SB 1110 LEO REDONDO BEACH BLVD, **FSP 43** ACC EB 91			
110	110-105	SB 1110 AND EB 5891, **FSP 43** ACC REDONDO BEACH BLVD			
110	110-109T	SB 1110 TO WB 5891 CON, **FSP 07 43**			
110	110-104	SB 1110 LEO REDONDO BEACH BLVD, **FSP 43** ACC EB 5891			
110	110-105	SB 1110 AND WB 5891, **FSP 43** ACC FM REDONDO BEACH BLVD			
110	110-118	SB 1110 AND W ROSELINDS AV, **FSP 43** ACC ROSELINDS AV			



Route	Stop Number	Physical Location	Stop Latitude	Stop Longitude	Revised Stop Type
101	101-508	WB US101 IED LAS VAREZAS RD., ACC PARWAY CALABASAS			F
101	101-519	WB US101 IED LOST HILLS RD., ACC LIBERTY CANYON RD.			F
101	101-524	WB US101 IED LIBERTY CANYON RD., ACC LOST HILLS RD.			F
10	10-156A	S VERMONT AV ONR TO EB ILL., FSP 3 ACC FROM VERMONT AV			F
10	10-143T	WB I10 IED S HOOPER ST., ACC LOS ANGELES ST WB I10 IED HOOPER COLLECTOR			F
105	105-494	WB I105 AT CRYSTALWAVE BLVD., FSP 39 ACC VERMONT AV			F
105	105-120T	EB I105 TO SB I710 CON., FSP 40 ACC LONG BEACH BLVD			F
105	105-134	EB I105 IED NB I710., FSP 40 ACC LONG BEACH BLVD			F
105	105-135	WB I105 IED NB I710., FSP 40 ACC BELFLOWER BLVD			F
105	105-174T	EB I105 TO NB I505 CON., FSP 40 ACC BELFLOWER BLVD			F
110	110-094	NB I110 IED EB I591., FSP 43 ACC RECONDO BEACH BLVD			F
110	110-097	NB I110 IED EB I591., FSP 43 ACC RECONDO BEACH BLVD			F
110	110-136	NB I110 IED EL SEGUNDO BLVD., FSP 43 ACC EL SEGUNDO BLVD			F
110	110-137	NB I110 AT EB I105., FSP 43			F
110	110-195	NB I110 IED MARTIN LUTHER KING JR BLVD., FSP 43 ACC 37TH ST			F
118	118-138T	WB S118 IED NB I5., FSP 33 ACC SAN FERNANDO RD			F
118	118-139	WB S118 IED NB I5., FSP 33 ACC SAN FERNANDO RD			F
118	118-103T	WB S118 IED SB I85 CON., FSP 33 ACC LAUREL CANYON BLVD			F
110	110-265	NB S110 IED NB I5., FSP 01 ACC AVENUE 43			F
110	110-294	NB I110 IED W 1ST ST., FSP 01 ACC 3RD ST			F
134	134-056T	EB S134 IED SB I5 CON., FSP 22 ACC FOREST LAWN DR			F
134	134-056	EB S134 IED SB I5 CON., FSP 22 ACC HARVEY DR			F
134	134-104	EB S134 IED SB I52., FSP 25 ACC HARVEY DR			F
134	134-118	EB S134 IED FIGUEROA ST., FSP 25 ACC FIGUEROA ST			F
14	14-269	SB S14 IED SAN FERNANDO RD., FSP 24 ACC SAN FERNANDO RD			F
14	14-274	NB S14 IED SAN FERNANDO RD., FSP 24 ACC SAN FERNANDO RD			F
14	14-307T	SEVENA HWY ONR TO SB S14., FSP 24			F
14	14-308	NB S14 IED VIA PRINCESSA., FSP 24 ACC GOLDEN VALLEY RD			F
14	14-318	NB S14 IED VIA PRINCESSA., FSP 24 AT SANTA CLARA RIVER			F
14	14-334	NB S14 AT SAND CANYON RD., FSP 24 ACC VIA PRINCESSA			F
14	14-338	NB S14 IED SAND CANYON RD., FSP 24 ACC SAND CANYON RD			F
14	14-368	NB S14 IED SPRING CANYON RD., FSP 24 ACC 5050 SAND CANYON RD., TEMPORARY			F
14	14-375	SB S14 IED SPRING CANYON RD., FSP 24 ACC AGUA DULCE CANYON RIBBO ZOO			F
14	14-405	SB S14 IED ESCONDIDO CANYON RD., FSP 41			F
14	14-409	NB S14 IED AGUA DULCE CANYON RD., NB I4 IED AGUA DULCE CANYON RD			F
14	14-414	NB S14 IED AGUA DULCE CANYON RD., 1/3 MI ACC AGUA DULCE CANYON RD			F
14	14-424	NB S14 IED ESCONDIDO CANYON RD., 1/3 MI ACC ESCONDIDO CANYON RD			F
14	14-448	NB S14 IED ESCONDIDO CANYON RD., 1/2 MI ACC ESCONDIDO CANYON RD			F
14	14-455	SB S14 IED WARD RD., ACC WARD RD			F
14	14-459	SB S14 IED WARD RD., 3/4 MI ACC WARD RD			F
14	14-465	SB S14 IED WARD RD., FSP 41 ACC WARD RD			F
14	14-475	SB S14 IED CROWN VALLEY RD., 1/4 MI ACC CROWN VALLEY RD			F
14	14-518	NB S14 IED SANITARIO RD., FSP 41			F
14	14-524	NB S14 IED ANGEL'S FOREST HWY., FSP 41			F
14	14-554	NB S14 IED ANGEL'S FOREST HWY., FSP 41			F
14	14-558	NB S14 IED ANGEL'S FOREST HWY., FSP 41			F
14	14-565	NB S14 IED AVENUE 3, 1/8 MI ACC AVENUE 3			F
14	14-609	SB S14 IED RANCHO VISTA BLVD., 1/2 MI ACC AVENUE P			F
14	14-679	SB S14 IED AVENUE 1, ACC AVENUE 1			F
14	14-689	SB S14 IED AVENUE 1, ACC AVENUE H			F
1	1-605	PACIFIC COAST HWY IED DECKER RD, 6/10 MI			F
210	210-004	WB I210 IED I5, ACC I5			F
210	210-005T	WB I210 IED I5 I5 CON, ACC VAREZAS ST			F
210	210-105	WB I210 IED WHEATLAND AV, ACC SUNLAND BLVD			F
210	210-128	EB I210 IED LA TURIA CANYON RD, ACC SUNLAND BLVD			F
210	210-134	EB I210 IED LA TURIA CANYON RD, ACC SUNLAND BLVD			F
210	210-135	WB I210 IED LA TURIA CANYON RD, ACC LA TURIA CANYON RD			F
210	210-138	EB I210 IED LA TURIA CANYON RD, ACC SUNLAND BLVD			F
210	210-164	EB I210 IED PENNSYLVANIA AV, ACC LOWELL AV			F
210	210-259	WB I210 IED N LAURE AV., FSP 11 ACC LAURE AV			F
210	210-304	EB I210 IED N MICHIGAN AV., FSP 11 ACC MICHIGAN AV			F
210	210-335	WB I210 IED S MARBLE AV., FSP 28 ACC MARBLE AV			F
210	210-357B	WB I210 IED TO SB I505 CON., FSP 28 ACC BURNDALE AV			F
210	210-438	EB I210 IED N GRAND AV., FSP 28 ACC GRAND AV			F
210	210-438	EB I210 IED S SUNFLOWER AV., FSP 28 ACC SUNFLOWER AV			F
2	2-224	NB S12 IED VERDUGO BLVD., FSP 25 ACC MOUNTAIN ST			F
2	2-225	SB S12 IED VERDUGO BLVD., FSP 25 ACC VERDUGO BLVD			F
27	27-034	SB I27 IED S1, APPROX 3 1/2 MI			F
405	405-014	NB I405 IED PALO VERDE AV., FSP 19 ACC PALO VERDE AV			F
405	405-038	NB I405 IED N LAKEWOOD BLVD., FSP 19 ACC LAKEWOOD BLVD			F
405	405-065	SB I405 IED N LONG BEACH BLVD., FSP 19 ACC LONG BEACH BLVD			F
405	405-127	SB I405 IED NB I110., FSP 19 ACC NORMANDE AV			F
405	405-198TB	NB I405 IED EB I105 CON, FSP 9			F
405	405-213	SB I405 IED EB I105, FSP 9			F
405	405-217T	SB I405 IED EB I105 CON., FSP 9 ON COLLECTOR RD			F
405	405-222T	NB I405 IED W CENTURY BLVD., FSP 9			F
405	405-232T	NB I405 IED W MANCHESTER BLVD OFR., FSP 06 ACC CENTURY BLVD			F
405	405-255	SB I405 AT SEVILLA BLVD., FSP 06 ACC IFFERSON BLVD			F
405	405-256TA	NB I405 TO WB I590 CON., FSP 06 ACC LA TURIA BLVD			F

Route	Segment	Physical Location	Site Address	Site Longitude	Revised Site Type
5-109	5	SB 150 GARTER AV, ACC WASHINGTON BLVD			f
5-188	5	SB 150 MAIN ST, ACC MASSON RD			f
5-189	5	SB 150 MAIN ST, ACC MASSON RD			f
5-234	5	SB 150 GLENDALE BLVD, ACC FLETCHER DR			f
5-245	5	SB 150 LOS FELIZ BLVD, ACC COLORADO ST			f
5-264	5	SB 150 N 200 DR, ACC COLORADO ST			f
5-267	5	SB 150 W 8134, ACC WESTERN AV			f
5-197B	5	SB 150 BALBOA BLVD, SB 5 TR LAGO TRAILS TO SB 5			f
5-436T	5	SB 150 TO EB 1210 CON, (NB 150 TO EB 1210 CON)			f
5-4457A	5	SB 150 TO EB 1210 CON			f
5-4457B	5	SB 150 TO EB 1210 CON, ACC SERRA			f
5-480	5	SB 150 CALDWAY BLVD, ACC LYONS AV			f
5-574	5	NB 150 HASLET CANYON RD, ESCAPE AREA, ACC MASSON RD			f
5-605	5	SB 150 LAKE HUGHES RD, APPROX 1 MI ACC TEMPLIN HWY			f
5-614	5	NB 150 LAKE HUGHES RD, APPROX 3/4 MI ACC TEMPLIN HWY			f
5-615	5	SB 150 LAKE HUGHES RD, APPROX 1 3/4 MI ACC TEMPLIN HWY			f
5-628	5	NB 150 CIP RD, APPROX 1 MI ACC LAKE HUGHES RD			f
5-634	5	NB 150 CIP RD, APPROX 1/2 MI ACC LAKE HUGHES RD			f
5-635	5	SB 150 CIP RD, APPROX 1/2 MI ACC TEMPLIN HWY			f
5-639	5	SB 150 AT CIP RD, ACC TEMPLIN HWY TO X			f
5-644	5	NB 150 CIP RD, APPROX 1/2 MI ACC LAKE HUGHES RD			f
5-648	5	NB 150 TEMPLIN HWY, APPROX 1 MI ACC LAKE HUGHES RD			f
5-649	5	SB 150 TEMPLIN HWY, APPROX 1 MI ACC TEMPLIN HWY			f
5-659	5	SB 150 TEMPLIN HWY, APPROX 3/4 MI ACC VISTA DEL LAJO RD			f
5-678	5	NB 150 TEMPLIN HWY, APPROX 1 9/10 MI ACC TEMPLIN HWY			f
5-679	5	SB 150 HUNGER VALLEY RD			f
5-685	5	SB 150 HUNGER VALLEY RD			f
5-689	5	SB 150 TEMPLIN HWY, APPROX 2 4/5 MI ACC VISTA DEL LAJO RD			f
5-694	5	NB 150 TEMPLIN HWY, APPROX 3 4/10 MI ACC TEMPLIN HWY			f
5-698	5	NB 150 TEMPLIN HWY, APPROX 3 4/5 MI ACC TEMPLIN HWY			f
5-704	5	NB 150 OSTO CANYON, APPROX 4 3/4 MI ACC TEMPLIN HWY			f
5-708	5	NB 150 TEMPLIN HWY, APPROX 4 4/5 MI ACC TEMPLIN HWY			f
5-709	5	SB 150 CHERY CANYON, APPROX 4 4/5 MI ACC VISTA DEL LAJO RD			f
5-738	5	NB 150 VISTA DEL LAJO RD, ACC TEMPLIN HWY			f
5-748	5	NB 150 VISTA DEL LAJO RD, ACC VISTA DEL LAJO RD			f
5-749	5	SB 150 VISTA DEL LAJO RD, ACC HUNGER VALLEY RD			f
5-750	5	NB 150 SMOLEY BEAN RD, APPROX 1 MI ACC VISTA DEL LAJO RD			f
5-769	5	SB 150 HUNGER VALLEY RD, APPROX 1 MI			f
5-815	60	SB 150 PARRAMOUNT BLVD, ACC GARTER AV			f
60-117	60	WB 5800 JWD 58 1605, ACC CROSSROADS HWY			f
60-158	60	EB 5800 JWD 58 1605, ACC CROSSROADS HWY			f
60-299	60	WB 5800 JWD 58 1605, ACC RESERVA ST			f
605-0467A	605	NB 1605 TO EB 5801 CON, ACC SOUTH ST			f
605-079	605	SB 1605 SO IMPERIAL HWY, ACC FIBERSTONE BLVD			f
605-105	605	SB 1605 JND TELSOM RD, ACC SLAUSON AV			f
605-115	605	SB 1605 SO SLAUSON AV, ACC SLAUSON AV			f
605-124	605	NB 1605 AT WHITTIER BLVD, (NB 1605 AT WHITTIER)			f
605-2547A	605	NB 1605 TO EB 1210 CON			f
605-255	605	EB 1210 TO SB 1605 CON, ACC MOUNTAIN AV			f
710-008	710	NB 5871 JND W VALLEY BLVD, ACC VALLEY BLVD			f
710-152T	710	NB 1710 TO EB 1105 CON, ACC ROSEBANS AV			f
710-154	710	NB 1710 AT EB 1105, ACC ROSEBANS AV			f
710-155T	710	SB 1710 JND ROSEBANS AV, ACC ROSEBANS AV			f
710-165	710	SB 1710 SO E IMPERIAL HWY, ACC IMPERIAL			f
710-235	710	SB 1710 AT NB 15, ACC 3RD ST			f
710-267C	710	NB 1710 TO WB 110 CON, ACC 22			f
91-147	91	WB 5801 JND WAMBIER BLVD, ACC BELFLOWER BLVD			f
91-147	91	WB 5801 JND WAMBIER BLVD, ACC BELFLOWER BLVD			f
91-145	91	WB 5801 JND WAMBIER BLVD, ACC BELFLOWER BLVD			f
91-145	91	WB 5801 JND WAMBIER BLVD, ACC BELFLOWER BLVD			f
91-167A	91	EB 5801 TO NB 1605 CON, ACC BELFLOWER BLVD			f
91-168T	91	EB 5801 TO SB 1605 CON, ACC BELFLOWER BLVD			f
91-169	91	WB 5801 JND SB 1605, ACC PONCE DE LEON BLVD			f
91-198	91	LAKE HUGHES RD SO TAYLOR CANYON HWY, 1 MILE S/O			f
91-232	91	MOUNTAIN HWY JND WAMBIER BLVD, APPROX 1.1 MILES AT WEMBITT			f
91-232	91	MOUNTAIN HWY JND WAMBIER BLVD, APPROX 1.1 MILES AT WEMBITT			f
91-275	10	WB 100 JND W CENTER ST, ACC BARANCA ST			f
101-064	101	NB 1010 JND W CENTER ST, ACC FOUNTAIN AV			f
N9-120	N9	KAYAN DUME RD SO NEWTON CANYON RD, 2.4 MILES			f
N9-098	N9	KAYAN DUME RD SO NEWTON CANYON RD, 4 MILE			f
MU-134	MU	MOUNTAIN HWY JND KAYAN DUME RD, 5 MILES			f
MU-095	MU	MOUNTAIN HWY JND WELLS LAKE BLVD, 2 MILES			f
101-035	110	SB 110 SO W WAMBIER ST, ACC WAMBIER ST			f
110-142	110	NB 110 JND EB 1105, ACC BELFLOWER BLVD			f
118-097	118	WB 5871A JND SB 1605, ACC SERVALVA BLVD			f
134-008	134	EB 5871A JND WAMBIER BLVD, ACC 22			f
14-306	14	NB 5814 SO VIA FRANCESA, ACC GOLDEN VALLEY RD			f
2-194	2	NB 5814 JND HOLLY CR, ACC HOLLY DR			f
405-034	405	NB 405 JND N LAKEWOOD BLVD, ACC BELFLOWER BLVD			f
405-035	405	NB 405 SO N LAKEWOOD BLVD, ACC SERRA ST			f

Route	Sign Number	Physical Location	Site Latitude	Site Longitude	Revised Site Type
405	405-105	SB HOS RD E CARSON ST, FSP 19 ACC CARSON ST			G
405	405-128	SB HOS RD NB NB RD, FSP 19 ACC AVILAON BLVD			G
405	405-194	NB HOS JND W ROSEBANK AV, FSP 09 ACC ROSEBANK AV			G
405	405-194	NB HOS JND W ROSEBANK AV, FSP 09 ACC ROSEBANK AV			G
405	405-194	NB HOS JND W ROSEBANK AV, FSP 09 ACC ROSEBANK AV			G
405	405-215	SB HOS RD WB HOS, FSP 6			G
405	405-228	NB HOS AT W MANCHESTER BLVD, FSP 06			G
405	405-232	NB HOS AT W MANCHESTER BLVD, FSP 06 ACC CENTURY BLVD			G
405	405-233	SB HOS RD W MANCHESTER BLVD, FSP 06 ACC LA CIEGA BLVD			G
5	5-265	SB IS WSD WESTERN AV			G
5	5-298	NB IS JND E BURBANK BLVD, FSP 31 ACC BURBANK BLVD			G
57	57-019	SB 5857 RD DANFORD BAR BLVD, FSP 21 ACC DANFORD BAR BLVD			G
605	605-145	SB 605 RD BEVERLY BLVD, FSP 27 ACC BEVERLY BLVD			G
710	710-266	NB 710 JND WB HOS, FSP 23 ACC FLOREN DR			G
710	710-267	SB 710 JND WB HOS, FSP 23 ACC VALLEY BLVD			G
91	91-174	EB 5891 AT STUDEBAKER RD, FSP 13 ACC BELLFLOWER BLVD			G
MIU	MIU-155	ACQUICLAND HWY AT SEMINOLE DR			G
SF	SF-007	SAN FRANCISCO JND CANYON RD AT LEONA OVERSE FIRE RD			G
110	110-204	NB 110 AT IFFERSON BLVD, FSP 01 ACC EXPOSITION BLVD	34.02472	-118.27492	K
110P	110P-183	NB 110 JND W SAULSON AV, FSP 43 NB 110 ON CARPOOL OVERPASS			K
110P	110P-184	NB 110 JND W SAULSON AV, FSP 43 NB 110 ON CARPOOL OVERPASS			K
110P	110P-185	SB 110 JND W SAULSON AV, FSP 43 NB 110 ON CARPOOL OVERPASS			K
110P	110P-186	NB 110 JND W SAULSON AV, FSP 43 NB 110 ON CARPOOL OVERPASS			K
110P	110P-187	SB 110 JND W SAULSON AV, FSP 43 NB 110 ON CARPOOL OVERPASS			K
110P	110P-188	NB 110 RD EXPOSITION BLVD, FSP 43 NB 110 ON CARPOOL OVERPASS			K
110P	110P-189	SB 110 AT W VERNON AV, FSP 43 SB 110 ON CARPOOL OVERPASS			K
110P	110P-192	NB 110 AT W VERNON AV, FSP 43 NB 110 ON CARPOOL OVERPASS			K
110P	110P-193	SB 110 AT W 42ND ST, FSP 01 SB 110 ON CARPOOL O/PASS			K
110P	110P-194	NB 110 AT MARTIN LUTHER KING JR BLVD, FSP 43 NB 110 ON CARPOOL O/PASS			K
210	210-075	WB 210 JND TERIA BELLA ST, ACC OSORNE ST			K
210	210-315	WB 210 JND N BALDWIN AV, FSP 11 ACC SANTA ANITA AV			K
60	60-194	EB 5850 JND FULLERTON RD, FSP 20 ACC AZUSA AV			K
101	101-178	WB US101 JND HASSELL AV, FSP 07 ACC HASSELL AV			L
101	101-239	EB US101 JND DE SOTO AV, FSP 29 ACC DE SOTO AV			L
101	101-279	EB US101 JND VALLEY CIRCLE BLVD, FSP 29 ACC PARKWAY CALABAS			L
101	101-309	EB US101 JND LAS VIRGENES RD, FSP 29 ACC SB LAS VIRGENES RD			L
210	210-059	WB 210 JND PAKTON ST, ACC OSORNE ST			L
5	5-528	NB IS JND MAGIC MOUNTAIN PKWY, FSP 42 APPROX 1/3 MI ACC VALENCA BLVD			L
5	5-585	SB IS JND PARKER RD, ESCAPE AREA, FSP 42 APPROX 3/4 MI ACC PARKER RD			L
5	5-824	NB IS JND 51238, APPROX 1/3 MI ACC QUAIL LAKE RD	34.77058	-118.80253	L
210	210-379	WB 210 JND DUNNDALE AV, FSP 28 ACC VERNON AV	34.13035	-117.93233	M
1	1-616	SRI JND MOUNTAINLAND HWY			X
N3	N3-049	ANGELES FOREST HWY AT MT EMMA RD			X