07 - LA - Rte 71, KP R0.837-R7.701 (PM R0.5-R4.8)
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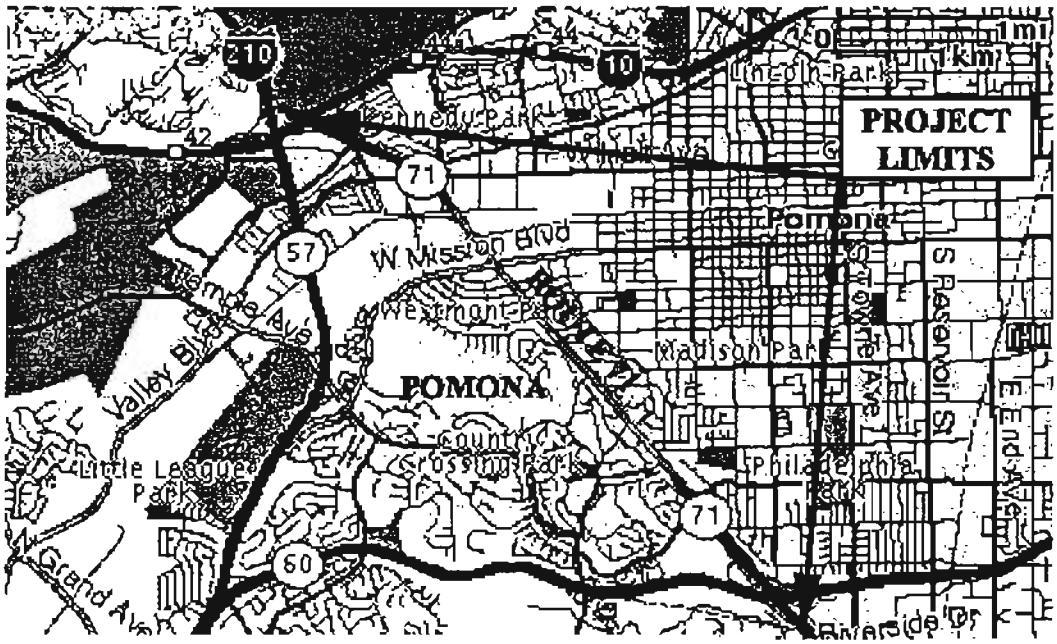
Program: TCRP

PROJECT REPORT



On Route 71 In Los Angeles County in Pomona

From **0.1 km south of Route 10 Freeway**

To **Los Angeles/San Bernardino County Line**

I have reviewed the right of way information contained in this Project Report and the R/W Data Sheet attached hereto, and find the data to be complete, current, and accurate:

LAWRENCE J. STALEY, R/W PROJECT DELIVERY MGR. – DIST 7

APPROVAL RECOMMENDED:

JINWAJIT PALAHA, PROJECT MANAGER

APPROVED:

WILLIAM H. REAGAN, DISTRICT DIVISION CHIEF, DESIGN

6/27/02
DATE

07 - LA - Rte 71, KP R0.837-R7.701 (PM R0.5-R4.8)

This Project Report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

Paul J. Crispi

REGISTERED CIVIL ENGINEER

4/18/02

DATE

REGISTERED PROFESSIONAL ENGINEER
Paul J. Crispi
No. C55440
EXP: 12/31/04
CIVIL
STATE OF CALIFORNIA

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REGISTERED CIVIL ENGINEER *DATE*

REGISTERED PROFESSIONAL ENGINEER
Paul J. Crispi
No. C55440
EXP: 12/31/04
CIVIL
STATE OF CALIFORNIA

PROJECT REPORT

State Route 71 Expressway to Freeway Upgrade Project

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PROJECT REPORT

State Route 71 Expressway to Freeway Conversion Project

1. INTRODUCTION

It is proposed to upgrade State Route 71 (SR-71) from a four (4) lane expressway and a six (6) lane freeway, to a standard eight (8) lane freeway from State Route 10 to the Los Angeles/San Bernardino County Line, in the County of Los Angeles. See Attachment A "Vicinity Map" and Attachment B "Location Map." The purpose of this project is to provide freeway speeds and capacity, relieve existing traffic congestion, increase traffic safety and accommodate future traffic demands resulting from regional growth. The total cost of this project, estimated at $174,640,000. The estimate includes $52,800,000 for right of way, $95,200,000 for capital outlay, and $26,640,000 for support costs. The project will be split into two phases, Phase I constructing the freeway upgrades from Route 10 to Mission Boulevard and Phase II building the freeway from Mission Boulevard to the Los Angeles/San Bernardino County Line. The Phase I estimate totals $48,780,000 which includes $2,700,000 for right of way, $37,200,000 for capital outlay, and $8,880,000 for support costs. In addition, the total cost for Phase II is estimated at $125,860,000 which includes $50,100,000 for right of way, $58,000,000 for capital outlay, and $17,760,000 for support costs. The project will be divided into two separate projects due to funding and construction issues. A detailed cost breakdown of the preferred alternative is shown in Appendix J "Preliminary Cost Estimate".

This project is proposed to be funded by the State Transportation Congestion Relief Program (TCRP) Funds. $30,000,000 has been funded towards this project and an additional $1,500,000 has been programmed to cover costs for the Plans, Specifications and Estimate (PS&E). The project is scheduled to begin construction in the summer of 2005. This project has been identified as a Project Development Category 1 Project, as classified by Chapter 8 Section 5 of the Project Development Procedures Manual because the project requires access control, new right of way, adoption of a route location by the CTC, and Freeway Agreements.

The purpose of this document is to serve as the general project report for the portion of Route 71 between Route 10 and the Los Angeles/San Bernardino County Line. A separate project report (Project EA 189401) is being written concurrently with this report to cover the Route 71/Mission Boulevard Grade Separation Project.

The preferred alternative for this project proposes to upgrade the existing State Route 71 facility from an expressway to a full standard freeway. In addition, it proposes to depress the freeway beginning from Mission Boulevard to Old Pomona Road approximately 4.5 meters (15 feet) deep which is referred to as the "Half Depressed Alternative" or "Alternative 2B" in this report and in the Draft Project Report.

2. RECOMMENDATION

It is recommended that this Project Report, with its accompanying Negative Declaration/Finding of No Significant Impact (ND/FONSI) be approved (see Attachment M, "Negative Declaration/Finding of No Significant Impact"). It is also recommended that the preferred alternative to improve State Route 71 from a four (4)-lane expressway to a standard eight (8)-lane freeway be approved and proceed to the design phase. The limits of this project begin at KP R0.837 and end at KP R7.701.

The affected local agencies have been consulted with respect to the preferred alternative and their views have been considered in preparing this report. A draft version of this report was circulated through various local agencies. Their comments were taken into account and incorporated into this Project Report. The local agencies are in general agreement with the preferred alternative.

3. BACKGROUND

A. Project History

In 1989, a Final Environmental Impact Statement (FEIS) was written by Parsons Brinkerhoff Gruen Associates that covered improvements along Route 71 from Route 10 to Route 91. This FEIS Report outlined the need to upgrade the existing Route 71 facility, broken down into five segments. The need was characterized by operational and geometric deficiencies and the lack of Level of Service (LOS) consistent with a major freeway system in the Los Angeles region. In addition, the report noted areas of insufficient safety features resulting in high accident rates along the corridor. The FEIS noted that substantial growth along the corridor and surrounding areas would create traffic demands not met by the existing Route 71 facility. Subsequent to the FEIS, four of the five segments discussed in the report have been constructed and are currently serving as operational improvements to State Route 71. Constructing this project would complete the entire length of the SR-71 improvement projects from Interstate 10 to State Route 91.

A Project Study Report/Project Development Support (PSR/PDS) was approved on February 7, 2001 for upgrading the existing Route 71 Expressway to freeway standards. This proposal is to construct four (4) additional lanes (two in each direction) to the existing facility from Holt Avenue/Valley Boulevard to Route 60. Each direction of the freeway will have an additional mixed flow lane and a High Occupancy Vehicle (HOV) or "carpool" lane. According to the PSR/PDS, high volumes and at-grade signalized intersections at 2nd Street, Mission Boulevard, 9th Street, North Ranch Road, and Old Pomona Road are contributory causes for the traffic congestion along Route 71. The PSR/PDS suggests that industrial and commercial growth in the immediate vicinity will lead to further traffic congestion, unless improvements are made.

Since the approval of the PSR/PDS, preliminary design studies have identified the following additional work, which will be added to this upgrade project:

- Reconstruct the structures at East Spadra Overhead (OH) and West Pomona OH and raise the vertical profile of the freeway to meet the minimum vertical clearance

standards.

- Realign the proposed freeway centerline approximately 8.5 meters (28 feet) to the west from Mission Boulevard and tie into the new freeway alignment just south of Old Pomona Road. This realignment would also utilize the vacant land dedicated to Caltrans from the City of Pomona west of the freeway.
- Demolish and remove the pedestrian overcrossing (POC) structure at Grier Street. The 9th Street structure will serve as a replacement bridge for the Grier Street POC.
- Construct an auxiliary lane from Valley Boulevard to Mission Boulevard in both directions. This lane will be in addition to the four lanes of widening mentioned above.

B. Community Interaction

Caltrans' management has held several meetings informing the local citizens, business owners, city council members, and private groups about the Route 71 Expressway to Freeway Upgrade Project. The main topics discussed in these meetings included schedules, safety, speed, and local impact as a result of the Route 71 improvements. Many local citizens have voiced their opinions and discussed safety issues on the existing and proposed conditions of the facility. From these meetings, Caltrans has determined that most of the residents, business owners and local officials take a strong position in favor of constructing a full standard freeway.

The following are a list of meetings that have been held:

- October 8, 1998 Community Meeting
- August 31, 1999 Informational Meeting
- October 17, 2000 Informational Meeting
- November 1, 2000 Community Meeting
- February 20, 2002 Public Hearing at Westmont Community Center
- February 21, 2002 Informational Hearing at Diamond Ranch High School

The purpose of the above meetings was to present the design alternatives, to gather information about the communities' concerns and needs, to raise a general awareness, and to obtain their support for the project. Comments were received during this scoping period until March 6, 2002. Comments were received from members of the public, public agencies, and elected officials. Issues raised at these meetings included the following:

- Recommendation to build the freeway to help alleviate congestion that occurs along State Route 71 due to several at-grade signalized intersections.

- Concerns about the northeast corner of the Mission Boulevard/Route 71 intersection which will reduce the size of the lot and change how it will be rezoned.
- The general public expressed opposition to the North Ranch Road Bridge Over-crossing.
- The general public expressed the need for a vehicular bridge over-crossing at 9th Street.
- Concerns about Traffic Management Plan (TMP), temporary bridge height clearances, street and ramp closure notifications.
- The traffic and ridership impacts to six (6) Foothill Transit Bus Lines.
- Most of the participants at the public and informational hearings were in favor of the half depressed freeway alternative (Alternative 2B).
- Issues were raised concerning landscaping, aesthetics and sound walls.

C. Existing Facility

State Route 71 begins as a two-lane connector branching off from Interstate 210 to the north. This roadway joins another connector road from the eastbound Route 10 freeway to become a four to six (4-6) lane standard freeway from Route 10 to Valley Boulevard. From this location, the freeway narrows to become a four (4) lane expressway with multiple at-grade signalized intersections from 2nd Street to Rio Rancho Road. From Rio Rancho Road to the Los Angeles/San Bernardino County Line, the facility becomes a four to six lane freeway with no HOV lanes. A newly constructed eight to ten lane freeway with HOV lanes commences just south of the Los Angeles/San Bernardino County Line.

State Route 71 passes through the urban cities of Pomona, Chino Hills and Chino. These cities are comprised of residential properties and industrial businesses on either side of the roadway. The at-grade signalized intersections are located at 2nd Street, Mission Boulevard, 9th Street, North Ranch Road, and Old Pomona Road. These signalized intersections allow for right and left turning movements to and from the expressway. Between Mission Boulevard and Phillips Boulevard, there is a frontage road that parallels the expressway. This roadway, Butterfield Road, serves as an access to the expressway from many local streets surrounding Route 71. Approaching State Route 60, there are several connectors which lead motorist in an east or west direction.

Regionally, the project site is located in the extreme northeasterly portion of Puente Hills. Locally, the freeway and expressway are situated entirely over quaternary alluvial sediments consisting of slightly compact to compact sandy silt with sparse lenses of fine to medium sand. The construction of this project should not have an impact on groundwater. The project is located in a seismically sensitive area, however, there is no geological information that indicates an active fault in the project area. A complete copy of the Preliminary Geotechnical Investigation Report dated May 30, 2001 can be found in Attachment K "Initial Site

Assessment."

There are 10 exist bridges along the facility within the limits of the project:

Bridge Number	Bridge Name	KP Location
Bridge No. 53-1999	SR 71/SR 10 Separation	KP R0.84
Bridge No. 53-2052	Ridgeway St. UC	KP R1.479
Bridge No. 53-2051	San Jose Channel	KP R1.656
Bridge No. 53-2078	Valley Blvd. UC	KP R2.369
Bridge No. 53-0346	East Spadra OH	KP 1.923
Bridge No. 53-0345	West Pomona OH	KP 2.108
Bridge No. 53-1001	Convair UC	KP 2.300
Bridge No. 53-1158	Grier St. POC	KP 3.106
Bridge No. 53-2718	Rio Rancho Rd. OC	KP R5.816
Bridge No. 53-2081	JCT, 60/71 Separation	KP R7.163

There is also a large storm drain structure located at 9th Street (KP3.100) which travels underneath the expressway. The first four bridges in the above list were constructed when the 210/10/57 Interchange was built in early 1970s. These structures were designed with current freeway standards and are part of the freeway portion of State Route 71. East Spadra Overhead (OH) structure and West Pomona OH structure, on the expressway portion of Route 71, are very old structures dating back to 1930s. The bridges are narrow, have non-standard shoulders, cracked bridge decks and non-standard bridge rails. Both bridges cross over Union Pacific railroad spurs and have non-standard vertical clearances over the railroad. Convair UC was used to serve as an underpass between two industrial buildings divided by the expressway. Just south of Mission Boulevard, is the Grier Street Pedestrian Over-crossing (POC). This POC will be removed due to roadway widening, and will not be reconstructed. A newly constructed structure at 9th Street will serve as a replacement for the Grier Street POC. The bridge structures located at Rio Rancho Road and the Jct. 60/71 Separation are newly constructed as part of the Route 60/Route 71 Interchange Project.

From State Route 10 to Valley Boulevard/Holt Avenue, the right of way varies, however, no additional right of way is needed. Right of way acquisition becomes apparent on the expressway portion of the freeway. Expansion of the expressway would require additional land for widening and side slopes. Mission Boulevard to the south, the existing right of way width varies from 21.34 m (70 feet) to 44.20 m (145 feet) measured from the existing State Route 71 centerline. Residential properties would need to be acquired in this area to construct the freeway. On the west side of the expressway, from Mission Boulevard to Old Pomona Road, there is a large amount of land that is owned by the City of Pomona. The freeway will be designed to utilize this land minimizing the right of way takes from residences on the east side.

4. NEED AND PURPOSE

A. Problem, Deficiencies, Justification

The primary purpose for State Route 71 is to provide for the safe and efficient, interstate and interregional movement of people and goods. State Route 71 is a connecting link for major east-west corridors including Interstate 210, I-10, SR-60 and SR-91. With the Interstate 15 (I-15), SR-71 serves as an alternative for interregional travel for Interstate 5 (I-5) between San Diego and the eastern portion of the Los Angeles metropolitan area. The route serves heavy commute traffic originating from the communities of Chino, Ontario and Pomona going to Orange and Los Angeles Counties. SR-71 also serves as an interregional route circulating significant volumes of local traffic. The project limits extend from Interstate 10 to the Los Angeles San Bernardino County Line. The 1999 Average Annual Daily Traffic (AADT) ranges from 56,000 to 72,900 vehicles within the project limits.

The communities of Pomona and Chino Hills are rapidly growing regions that have experienced widespread development in the past decade. The on-going residential, commercial and industrial growth in this region is expected to continue to grow at an accelerated rate. Without transportation related improvements, traffic conditions within the area will continue to deteriorate as congestion builds on the existing 4-lane facility.

The design concept for SR-71 is to maintain a minimum Level of Service (LOS) "F0" during peak periods for the limits of this project. See Section 4-C(a) in this report for a definition of Level of Service. The rationale for maintaining a LOS of F0 is to achieve a reasonable balance between desired levels of mobility and forecasted traffic taking into consideration future development, right of way and economics.

To achieve the design concept LOS, SR-71 must be viewed from a freeway perspective. The efficiency of all modes of travel would be improved through addition of freeway lanes, and the implementation of Intelligent Transportation Systems (ITS). ITS keep the driver informed including features such as Highway Advisory Radio, Changeable Message Signs, and Traffic Monitoring Stations. Table 4-1 shows the improvements necessary to obtain route concept LOS.

Table 4-1

P.M	Limit	Existing Facility	2020 Concept Facility	Lanes Added
R0.3/R1.5	Jct. I-10/210 to Valley Blvd./Holt Ave.	4-6F	6F + 2HOV	2F + 2HOV
R1.5/4.8	Valley Blvd./Holt Ave. to LA/SBd County Line	4E	6F + 2HOV	2F + 2HOV

Note: F = Freeway E = Expressway HOV = High Occupancy Vehicle

A speed zone study was performed on the expressway portion of State Route 71 on October 10, 2000. This study shows significant deficiencies in vehicle speeds within the project limits. Speeds were measured between 28.0 and 31.4 kph (17.4 – 19.5 mph) on the expressway from Valley Boulevard/Holt Avenue to Rio Rancho Road. The speeds on the freeway portions were noticeably higher ranging from 80.3 kph to 103.8 kph (49.9 mph – 64.5 mph). Adding to reduced speeds are large trucks traveling along Route 71. The truck percentage in this area is 5.8 percent and projected to be 5.0 percent in 2020. Construction of a freeway would improve traffic circulation, speeds, and the overall free-flowing movement of traffic.

Currently, with the existing expressway conditions, the cost of maintaining the deteriorating roadway will increase significantly. Elements of the roadway that require frequent maintenance include, pavement cracks, pavement distress, and damaged metal beam guard rails.

To provide adequate roadway capacity, upgrade the existing LOS, increase safety, and minimize maintenance activities, the following roadway improvements have been considered:

- All roadway geometric elements and features would be designed for a minimum of 110 kph (68 mph), unless the geometric feature is identified in Section 5-A(b), Non-Standard Mandatory and Advisory Design Features in this report.

- Join the existing freeway centerline alignment from Valley Boulevard/Holt Avenue. This would result in a consistent centerline alignment and would re-align the existing expressway centerline from Valley Boulevard/Holt Avenue to 9th Street. From 9th Street heading south, the alignment would be shifted to the west to utilize City owned land for widening. The alignment would then join to the existing freeway centerline just south of Old Pomona Road.

- Demolish the existing structures at East Spadra Overhead and West Pomona Overhead and construct two new bridges at these locations. Raise the freeway profile approximately one (1) meter to give standard vertical clearance under both bridges. Upgrading structures will provide standard shoulders and bridge rails for both of these structures.

- Widen Route 71 and add standard shoulders on both sides of the roadway. Construct a standard width median and concrete barrier on the centerline.

- Provide 1:2 (vertical:horizontal) maximum cut slopes on both sides of the freeway from Mission Boulevard to Old Pomona Road.

- Partially depress the freeway profile approximately 4.5 meters beginning from Mission Boulevard to Old Pomona Road. Construct a new bridge over-crossing at 9th Street. This new bridge will not serve as a direct access to and from the freeway.

- Eliminate non-standard hook ramps at 2nd Street.

- Reconstruct the ramps at Mission Boulevard to tie into ultimate freeway section. This work would be eliminated if the Mission Boulevards Grade Separation Project would construct the on and off ramps to the ultimate freeway width.

- Remove the existing asphalt concrete (AC) structural section, and pave the entire width of the roadway with 285 mm Portland Cement Concrete (PCC), 150 mm Lean Concrete Base (LCB) and 210 mm Class 3 Aggregate Base (CL3AB).

- As a result of 1:2 freeway sideslopes, close Butterfield Road. Construct cul-de-sacs at the following streets: 2nd Street, Brea Canyon Road, Buffington Street, Vejar Street, Fleming Street, Meserve Street, Denison Street, Grier Street, Jess Street, Wright Street, Smith Street, Palmer Street, Grand Avenue, Phillips Boulevard, and Phillips Drive. Construct a knuckle connecting Hunter Point Road and North Ranch Road. Close Old Pomona Road between Rising Hill Road and the existing Route 71 Expressway.

- Construct an auxiliary lane on both sides of the freeway between Valley Boulevard/Holt Avenue and Mission Boulevard. These two interchanges are less than the minimum standard (see Table 5-1) causing the need for an additional lane.

- Construct sound walls near residential locations to attenuate freeway noise. These locations will be determined in more detail during the design phase of the project.

B. Regional & System Planning

The State Route 71 Route Concept Report, dated June, 2000, which describes the Department's general approach to the development of Route 71 over a 20 year planning timeframe, indicates a need for one additional lane plus a HOV lane in each direction to accommodate future traffic demand. This project would complete State Route 71 as a full freeway with HOV lanes for its entire length. See Attachment E "Route Concept Report."

State Route 71 is not part of the Interregional Road System (IRRS). It has a federal functional classification of P1M (Urban Extension of Rural Principal Arterial into Urban Areas) for the entire limits of the project. SR-71 is included in the Federal Surface Transportation Assistance Act (STAA) Truck Network for Oversized Vehicles in the Los Angeles County from I-10 to SR-60 (see "Attachment F"). South of SR-60, SR-71 is included in the California National Highway System as a designated route, the "12 Ft. Wide Arterial System" and the California Freeway and Expressway System for its entire length. It is not included in the Strategic Highway Corridor Network or the Department of Defense California Priority Network.

This project is included in the Transportation Congestion Relief Program (TCRP) in Los Angeles County and is strongly supported by the City of Pomona. Relieving traffic congestion and stop and go traffic patterns will save energy, improve safety, increase circulation, and improve air quality within the region. The upgrading of this regional facility, linking Los Angeles and San Bernardino Counties, is critical to provide a safe and efficient mode of transportation to this

rapidly growing region.

C. Traffic

A traffic study was completed on July 1, 2001, that covers data from 1997 to the present, and contains projected traffic data for future years. Refer to Attachment G, "Traffic Report" for more detailed traffic information and analysis.

The traffic study includes current traffic data as well as forecasted traffic demand based on the proposed freeway upgrade on Route 71. A summary of the existing traffic conditions versus the future conditions is shown in Table 4-3 and is as follows.

a) Existing Conditions

The traffic study report indicates that Year 1999 Average Annual Daily Traffic (AADT) varies from 63,000 vehicles per day on segment 1 from Interstate 10 to Mission Boulevard to 56,000 vehicles per day on segment 2 from Mission Boulevard State Route 60. South of Los Angeles/San Bernardino County Line the AADT is 28,000 vehicles per day. The AM and PM peak hour volumes for segment 1 is 5,800 vehicles per day and 4,500 vehicles per day for segment 2. A speed zone comparison was performed for present and projected peak period congested speeds from I-10 to I-60. The speeds are based on computer modeling taking into account roadway surface conditions, grade and alignment. The average speed for segment 1 is 80.5 kph (50 mph) and worsening to 32.2 kph (20 mph) for segment 2 for the existing 4-lane facility. Existing traffic data was used to analyze the current Level of Service (LOS) for the segments mentioned above.

LOS is characterized by the operational conditions within a traffic stream and their perception by motorists and passengers. These conditions include speed, travel time, freedom to maneuver and traffic interruptions. LOS is rated as "LOS A" through "LOS F" with "LOS A" representing a measure of the best operational conditions and "LOS F" the worst. The LOS is calculated based on the ratio of peak traffic volume to the design capacity of the roadway.

Table 4-2 below shows traffic information for the existing roadway conditions within the project limits. The data represents that the current LOS ranges from "LOS E" from Route 10 to Mission Boulevard to "LOS F" from Mission Boulevard to the Los Angeles/San Bernardino County Line.

Table 4-2, Existing Route 71 Traffic Data

Seg.	Kilo-Post	Limit	1999 Existing Facility	1999 AADT	Peak Hr.	2-Way Peak Hr. Vol.	Truck Vol. %	Direct. Split	1999 V/C	1999 LOS
1	R0.3/2.61	I-10/I-210 to Mission Blvd.	4F/4E	63,000	9.2%	5,800	5.8	52% NB	0.96	E
2	2.614.8	Mission Blvd. to LA/SBd Co. Line	4E	56,000	8.0%	4,500	5.8	52% NB	1.27	F

Source: Caltrans Traffic Study Report dated July 19,2001

There are five signalized intersections along the project limits. These locations are: 2nd Street, Mission Boulevard, 9th Street, North Ranch Road, and Old Pomona Road. In addition, there are two at-grade unsignalized intersections on Route 71. These locations are at Pomona Boulevard, and West Phillips Drive.

All of these intersections are in the expressway portion of State Route 71. Currently, operational and geometric deficiencies exist at each of these intersections. At 2nd Street, there are two non-standard hook ramps, and insufficient merging distance from the on-ramp to the expressway. There exists a high concentration of accidents at 9th Street due to non-controlled left turn movements and non-standard geometric features. Traffic volumes at Mission Boulevard and 9th Street are extremely heavy during peak hours and causing traffic backups and delays. A separate Project Report has been prepared for the Mission Boulevard Grade Separation Project and can be referred to for more detailed analysis of the intersection of State Route 71 and Mission Boulevard. The intersections at State Route 71 and North Ranch Road and Route 71 and Old Pomona Road mostly experience through movements. Traffic approaching State Route 71 and making turning movements onto the expressway was relatively low during recent traffic counts. Consequently, North Ranch Road and Old Pomona Road will terminate at Hunter Point Road and Rising Hill Road respectively and will not give direct access to the freeway.

b) <u>Future Conditions (With Project)</u>

Based on current growth trends, it is anticipated that population, housing and employment will continue to rise in the future within the Route 71 region.

The projected traffic analysis, to determine the impacts of the proposed freeway upgrade project, was conducted by the Los Angeles Regional Transportation Study (LARTS) for the design year 2029. The year 2029 is the future base year for traffic analysis, which is 20 years after the projected opening date of the freeway. This model is based on demographic data provided by the Southern California Association of Governments (SCAG) as well as information from the Caltrans Traffic Operations Department.

Table 4-3 shows the projected traffic data and LOS with and without improvements:

Table 4-3, Projected Route 71 Traffic Data With and Without Roadway Improvements

			FUTURE								2029 CONCEPT		
Seg.	Kilo-Post	Limit	2020 No Build Facility	2029 ADT	Peak Hr.	2-Way Peak Hr. Vol.	Truck Vol. %	Direct Split	2029 V/C	2029 LOS	Facility	Lanes Added	2029 LOS
1	R0.3/2.61	I-10/I-210 to Mission Blvd.	4F/4E	210,000	9.2%	17,600	5.0	52% NB	1.90	F3	6F+ 2HOV	2F+ 2HOV	F0
2	2.614.8	Mission Blvd. to LA/SBd Co. Line	4E	210,000	8.0%	17,300	5.0	52% NB	1.90	F3	6F+ 2HOV	2F+ 2HOV	F0

Source: Traffic Forecast Memorandum from LARTS dated December 6, 2000
Source: State Route 71 Route Concept Report dated June 6, 2000

Projected peak hour volumes for both directions in the AM and PM vary between 17,300 to 17,600 vehicles per day. Assuming that the future freeway capacity remains at current levels, the increase in travel demand will result in an increase in the duration during the peak hour. Commuters will spend more time on the freeway and the LOS for both segments will deteriorate.

Referring to Table 4-3, the projected year 2029 LOS with no improvements would be LOS F3, or the worst possible measured LOS. This indicated that the volume of vehicles on the roadway would far exceed the existing capacity of the facility. However, with the addition of two freeway lanes and two HOV lanes, the facility would be operating at an improved 2029 Level of Service "LOS F0". It is expected that the proposed freeway upgrade would accommodate future traffic demand and improve the Level of Service.

c) <u>Existing Accident Rates</u>

Traffic data was compiled and tabulated for a 3-year composite of accident rates for State Route 71 from 1997 to 2000. Table 4-4 and Table 4-5 summarizes the accident data for Route 71. This information was retrieved from the Caltrans Traffic Accident Surveillance Analysis System (TASAS) Table B. The accident data for State Route 71 indicates that the actual accident rate, 1.48 accidents per million vehicle miles (acc/mvm) is more than the expected rate of 1.14 acc/mvm, for a three year period. The "Fatal + Injury" rate also exceeds the expected rate by 19 percent. The accidents occurred throughout the day, with the majority (70%) happening during daylight hours. Review of the collision summary data tables suggests that signalized intersections appear to be the primary cause of the accidents since 71% are of the rear-end and side-swipe variety. These two types of accidents usually occur with congested conditions and/or signalized intersections. The highest concentration of accidents occurred at the area between Mission Boulevard and 9th Street. It is anticipated that the number of accidents will reduce and safety will improve as a result of eliminating the at-grade signalized intersections. A detail summary of the accident data for State Route 71 can be found in Attachment G "Traffic Report".

Table 4-4, Total Accident Rates for Route 71

Location Kilo Post	Dates Year	Accident Rate (acc/mvm)			
		Actual		California State Average	
		Fatal + Injury	Total	Fatal + Injury	Total
R0.520 to R4.450	10/1/97 to 9/30/00	0.561	1.48	0.472	1.14

Source: "Information for Draft Project Report" dated July 1, 2001

Table 4-5, Total Accidents/Significance Route 71

Location Kilo Post	Dates Year	Total Accidents/Significance					
		Vehicles	Fatal	Injury	Property Damage	Daylight Hours	Wet Conditions
R0.520 to R4.450	10/1/97 to 9/30/00	493	3	187	303	345	35

Source: "Information for Draft Project Report" dated July 1, 2001

High accident concentration (Table C) locations were also provided in the traffic data. Table Cs are locations of accidents that have higher than expected accident rates and need to be investigated. There were 29 Table C locations within the project limits for a three year period. Of the 29 locations, only one was a wet Table C location, and 21 were located at or adjacent to the Mission Boulevard/State Route 71 intersection.

5. ALTERNATIVES

A. Preferred Alternative

The preferred alternative proposes to widen State Route 71 to a standard 8-lane freeway including three (3) general purpose and one (1) HOV lane in each direction.. The freeway profile will be semi-depressed (approximately 4.5 meters maximum) so that 9th Street can remain open to traffic as an over-crossing. This alternative increases the capacity of the freeway, upgrades the freeway geometrics to current standards, and improves safety by eliminating at grade intersections. During and after the public hearing, the majority of the responses received were in favor of the preferred alternative.

(a) Proposed Project Features

The proposed engineering features for the preferred alternative are described below:

- Construct six general purpose lanes and two HOV lanes from Valley Boulevard to the Los Angeles/ San Bernardino County Line. The proposed typical section will consist of a 9.0 meter median, one (1) HOV lane, a 1.2 meter HOV striped buffer, three (3) general purpose lanes, a 3.0 meter shoulder in each direction. See Attachment D "Existing and Proposed Typical Sections."
- Pave the median with PCC to facilitate the HOV lane and left shoulder from I-10 to Valley Boulevard.
- Match existing freeway centerline at Valley Boulevard/Holt Avenue, extending the existing alignment to the end of curve. This will shift the freeway alignment slightly to the east. Realign the northbound Valley Boulevard off-ramp (Ramp V-4), and the southbound Valley Boulevard on-ramp (Ramp V-3).
- Construct two new bridge structures to replace East Spadra OH and West Pomona OH. The freeway profile will be raised at the bridge locations to meet minimum design standards. Demolish the two existing structures.
- Construct an auxiliary lane from Valley Boulevard to Mission Boulevard due to insufficient transitioning length between these two interchanges.
- Demolish the existing Pedestrian Overcrossing at Grier Street. The 9th Street bridge will act a replacement to the POC at Grier Street.
- South of Mission Boulevard, shift the freeway alignment to the west by approximately 8.5 meters (28 feet) to utilize City owned vacant land and to tie into existing freeway alignment at Rio Rancho Road.
- Construct new structural section consisting of 285 mm of Portland Cement Concrete (PCC) 150 mm of Lean Concrete Base (LCB) and 210 mm of Class 3 Aggregate Base (CL3AB). The lanes and shoulders will have a cross-slope of 2.0 %. The side-slopes will be graded to a 1:2 (vertical:horizontal) or flatter.
- Depress the freeway profile approximately 4.5 meters beginning from Mission Boulevard to North Ranch Road (see Attachment D). Construct a bridge structure at 9th Street.
- Reconstruct the Mission Boulevard on and off ramps to meet the ultimate freeway section.
- Construct sound walls at the top of cut slopes near residential areas. Retaining walls will also be required at various locations.
- Install fiber optic lines for the proposed Closed-Circuit Televisions (CCTV), Changeable Message Signs (CMS), Traffic Monitoring Systems (TMS), Ramp Metering System (RMS), Highway Advisory Radio (HAR), Automatic Vehicle Classification (AVC) and loop detectors for traffic management.
- Construct maintenance vehicle pullouts at various locations.
- Integrate existing traffic signals at Valley Boulevard/Holt Avenue and Rio Rancho Road with the Traffic Signal Management System.

(b) Non-Standard Mandatory and Advisory Design Features

Exceptions to mandatory design standards are being proposed for the preferred alternative. Table 5-1 describes the exceptions to the mandatory design standards that will be required. The project proposes reconstructing the bridges at East Spadra OH and West Pomona OH, so the current non-standard vertical clearance would be eliminated.

Table 5-1 Exceptions to Mandatory Design Standards

HDM Index	Name	Standard	Proposed
301.2	Cross Slope	2%	The existing lanes from Ridgeway UC to Valley Blvd. UC are 1.5% facilitating 3 mixed flow lanes and 1 HOV lane in each direction.
501.3	Interchange Spacing	1.5 km	1.2 km spacing between Valley Blvd. and Mission Boulevard. Construct aux. Lane.
501.3	Interchange Spacing (Freeway to Freeway)	3.0 km	Distances from the existing Route 57/10/210 Interchange to Valley Blvd. and Mission Blvd. are less than 3.0 km.
302.1	Shoulder Width	3.0 m	The inside shoulder width in both direction over the 60/71 Separation is proposed to be 1.8 meters. The HOV lane and buffer cause the shoulder to be less than the 3.0 m standard.

Note: HDM is the Caltrans Highway Design Manual (Metric) 5th Edition

(c) Interim Features

Currently, there is a proposed minor contract rehabilitation project that is being considered in the Project Studies Department. This project was developed as an interim project to address the safety issues and existing condition of the pavement from Valley Boulevard/Holt Avenue to Mission Boulevard, on State Route 71. This project would improve the condition of the existing pavement until the freeway project can be built. The project proposes to remove the existing pavement and replace with a new structural section of asphalt concrete.

(d) High Occupancy Vehicle (HOV) Lanes

It is proposed to construct two HOV lanes (one in each direction) on the SR-71 in order to facilitate the future traffic demand. The carpool lane will be 3.6 meters wide with a 1.2 meter striped buffer between it and the general purpose lanes. The carpool lanes will be used by those vehicles with two (2) or more passengers. Construction of HOV lanes encourages carpooling and is consistent with the Route Concept Report.

The addition of HOV lanes to the Route 71 freeway, will add improved safety and additional capacity to the facility. In the year 2011 the Route 71 freeway is projected to have a LOS

ranging from F0 to F3 if no action is taken to improve the expressway. Constructing three mixed flow lanes and one HOV lane will improve the LOS for the freeway to a C or D range for year 2011. In addition, the projected accident rate will be reduced from 2.0 accidents/mvm for the no-build alternative to 0.63 accidents/mvm for the preferred alternative for year 2011. A detailed Congestion, Capacity and Safety Summary for the proposed mixed flow and HOV lanes on State Route 71 is located in Attachment G "Traffic Report".

(e) Ramp Metering

Ramp metering is included in the Ramp Metering Development Plan of the District's Long Range Operations Plan. Since the capacity of the freeway will increase in future years, ramp metering will improve and maintain effective operations on the freeway. Ramp metering will be implemented at the following interchange locations: Valley Boulevard/Holt Avenue, Mission Boulevard and Rio Rancho Road.

(f) CHP Enforcement Areas

Consideration has been given to CHP enforcement areas and will be integrated within the project as pull-outs, turnouts, and HOV enforcement areas. These areas will also serve a safe area for Caltrans' maintenance crews to park their vehicles. CHP enforcement areas will be implemented during the design phase of the project.

(g) Park and Ride Facilities

Park and Ride facilities are not proposed in this project. Park and Rides are not part of the Department's long range strategy and is not included in the overall concept for Route 71. There are four existing Park and Ride locations near the 57/10/210 Interchange, in the cities of Pomona and San Dimas.

(h) Utility and Other Owner Involvement

Existing utilities will be affected by the widening of the roadway, construction of Mission Boulevard bridge and the depressed vertical profile from Mission Boulevard to Old Pomona Road. These impacts will require relocation of several utility lines within the proposed right of way lines. Preliminary estimates for the preferred alternative have determined that utility relocation cost associated with this project to have an escalated value of $33,560,000. See Attachment I "Right of Way Data Sheet" for additional details and information. The following utilities were found to be in conflict with the proposed improvements:

- General Telephone
- Southern California Edison
- Southern California Gas
- Los Angeles County Sanitary Sewer
- Pomona Municipal Sewer
- Pomona Municipal Water

- Chino Municipal Waste Water District
- Los Angeles County Flood Control Storm Drain
- Metropolitan Water District
- Water Phillips Irrigation

(i) Railroad Involvement

As stated earlier in this report, the proposed freeway will cross over two Union Pacific Railroad spurs, north of Mission Boulevard. The first location is East Spadra OH, and the second is West Pomona OH. Both of these structure are located on the expressway portion of Route 71. Two new bridge structure will be built (in two stages) and the existing bridges will be demolished. Coordination with Union Pacific Railroad will need to occur to avoid conflicts with train schedules. Right or way, permits and easements will need to be acquired to construct the new bridges. The freeway profile will be raised over both railroad spurs to achieve the minimum vertical clearance standard of 7.1 meters.

(j) Highway Planting

The widening of the existing facility will require clearing and grubbing along the entire length of the project. An effort will be made to preserve existing trees and vegetation that does not need to be removed for construction purposes. According to the Biological Report for Route 71, the existing highway vegetation is ornamental landscaping and would not be a significant biological impact. Since the cost of planting and irrigation for this project exceeds $100,000, a new or replacement highway planting project shall be accomplished under a separate locally funded contract. The cost associated with the landscaping for this project has been estimated at $2,300,000.

(k) Erosion Control

Based on the proposed typical cross section (see Attachment E), there are large cut slopes of 1:2 (vertical:horizontal) or flatter from Mission Boulevard to Old Pomona Road. The Caltrans standard for side slopes is 1:4. However, due to the proximity of residential properties adjacent to the freeway in the cut section, the project proposes using 1:2 side slopes. Slopes of 1:2 or steeper will need approval from the Caltrans District Landscape Architect and Storm Water Coordinator.

During the rainy season, storm runoff and heavy rains may cause gully erosion during the construction of the depressed portions of the freeway. In addition, muddy storm water may get into the storm drains and cause pollution in local waters. In these areas, temporary and permanent slope protection will need to be considered to mitigate potential erosion problems. Some of the temporary Best Management Practices (BMPs) that can be utilized to avoid erosion are straw, compost, and mulch. During construction the contractor will be required to use plastic sheeting to cover any significant dirt stockpiles and silt fences to prohibit dirt from entering the storm drains. For permanent BMPs, rock slope protection will be considered on the bridge abutments to minimize scouring and erosion. To clean storm water runoff, filtering systems,

such as CDS units, will be used to remove debris from water before being discharged to existing channels. Studies are being conducted for the placement of sedimentation or discharge basins along Route 71. These basins will aid to reduce erosion, and recharge the groundwater in the area. Highway landscaping and planting will be put in place after the freeway is constructed as a permanent erosion control measure.

In accordance with the National Pollution Discharge Elimination System (NPDES) permit for general construction activities, Number CAS000002, Order Number 99-08-DWQ, including State Water Resources Control Board (SWRCB), Resolution Number 2001-046, and the NPDES Permit for the State of California Department of Transportation Properties, Facilities, and Activities, Number CAS000003, Order Number 99-06-DWQ issued by SWRCB, preventative measures will need to be taken.

(l) **Noise Barriers**

Caltrans' noise policy requires a determination to be made whether the proposed project will substantially increase the ambient noise levels in adjacent areas. From environmental studies, it was determined that sound walls would be required at various locations along Route 71. In the heavily residential areas, between Mission Boulevard and North Ranch Road, sound walls would be placed at the top of the cut slope near the resident's property line. In areas where the freeway is on fill, sound walls would be mounted on a safety shaped concrete barrier located at the freeway edge of shoulder. The height of these walls have yet to be determined, but are usually between 3.7 to 4.9 meters (12-16 feet) high. Exact sound wall heights and locations will be determined later in the design phase of the project.

(m) **Needed Roadway Rehabilitation and Upgrading**

The proposed project intends to remove all existing asphalt concrete (AC) pavement that exists on the expressway portion of Route 71, and construct a stronger Portland Cement Concrete (PCC) pavement. The freeway on-ramps, off-ramps, and local streets, with the exception of the ramp termini, will remain AC pavement.

(n) **Needed Structure Rehabilitation and Upgrading**

The two bridges over the Union Pacific Railroad spurs, East Spadra OH and West Pomona OH, are proposed to be replaced with new structures. The new structures will conform to full freeway standards, have a new centerline alignments and a raised vertical profile. The two existing structures will be demolished.

(o) **Cost Estimates**

See Section 8, titled "Programming" of this report for the project cost estimate. In addition, see Attachment J for a breakdown of the preliminary cost for the preferred alternative and for both phase I and phase II.

(p) Right of Way Data

See Section 6D, titled "Right of Way Issues" of this report for discussions of right of way issues for this project.

B. Rejected Alternatives

a) Alternative 2A Full Depressed Freeway (9.0 meters maximum)

This alternative was very similar to the preferred alternative except for the depressed portion of the freeway near Mission Boulevard would extend to a depth of 9.0 meters. This alternative was rejected because it required a greater amount of property takes thus increasing the cost of the project. In addition, this alternative requires a large amount of excavation and disposal of soil. Also, the deeper the excavation is, the wider the cut slopes become, resulting in the need for retaining walls. The capacity and operation of the freeway remains the same as the preferred alternative, therefore due to cost, right of way, and constructability issues, this alternative was rejected.

b) Alternative 3 At-Grade Freeway

This alternative was very similar to the preferred alternative except for the portion of the freeway near Mission Boulevard would be at-grade, or at the existing elevation of the current roadway. This alternative was rejected because it would cause 9th Street to be closed to through traffic over the freeway. To keep 9th Street open, a large structure similar to the bridge proposed at Mission Boulevard, would need to be constructed. A bridge structure of this magnitude would take a tremendous amount of residential properties. Many city residents and politicians are in favor of keeping 9th Street open to serve the nearby schools, but did not want to sacrifice the adjacent homes. Most of the community expressed opposition to the at-grade freeway because of visibility and noise factors.

c) No Build Alternative

Under this alternative, no action would be taken to construct any upgrades along State Route 71 from I-10 to the Los Angeles/San Bernardino County Line. As a result, the operational and safety characteristics of the roadway would remain the same and not be consistent with local and regional transportation planning nor the Route Concept Report.

d) Other Studies Rejected

The elevated freeway alternative would construct the freeway above the original ground. This alternative was rejected early on in the planning stages due to high visibility of the facility and exorbitant amount of right of way acquisition. Most of the local residents as well as the City of Pomona officials were against the elevated freeway alternative.

A design variation that was considered was to construct retaining walls at the edge of shoulder from Mission Boulevard to Wright Street. These retaining walls would be in lieu of the 1:2

sideslopes that eliminate Butterfield Road. This variation was rejected due to extreme cost and height of the retaining walls the lack of need to reestablish Butterfield Road.

Another design variation proposed to construct a bridge structure at North Ranch Road. Most of the attendees at the Public Hearing were opposed to this idea, siting increased traffic and speeds through their residential neighborhoods. In addition, project volumes for this bridge structure were relatively low which did not justify the cost of constructing the structure.

6. CONSIDERATIONS REQUIRING DISCUSSION

A. Hazardous Waste

The hazardous waste evaluation of the properties to be acquired for this project is based on the Initial Site Assessment (ISA) dated August 30, 2001, prepared for Caltrans by PHR Environmental Consultants Inc.. This evaluation revealed the existence of two potential hazardous waste parcels located along the Route 71 corridor. Most of the properties studied are single family residences with trash located in their back yard. The potential sites of concern include:

- Discarded automobile batteries located at 1690 Jess Street. Property can be found in Assessor Map Number 8349-021-016.
- Roofing material and an abandoned car at 1337 Clovis Court. This property can be found in Assessor Map Number 8344-001-014.

Additional excerpts from the ISA can be found in Attachment K "Initial Site Assessment." A more detailed analysis will be conducted at the Site Investigation (SI) to determine other possible locations of hazardous waste. Furthermore, any locations of hazardous waste near the edge of the roadway will need to be removed and disposed of properly before construction can begin. The total cost associated with hazardous waste removal cannot be determined until the extent of the contamination is known. However, an amount of $500,000 has been estimated for the cost associated with hazardous waste removal.

B. Value Analysis

No Value Analysis has been conducted at the time this report was written. However, a Value Analysis has been requested and is scheduled to be conducted in fiscal year 2002-2003.

C. Resource Conservation

The existing asphalt concrete (AC) and Portland Cement Concrete (PCC) to be removed would be recycled and reused. Possible locations of reuse are the freeway on-ramps and off-ramps which will have an AC structural section. If deemed in good, reusable condition, metal beam guard rail (MBGR) will be salvaged for future use. The project intends to maximize the use of existing hardware items as well. This can be achieved by relocating existing signs. Also signs

identified for removal will be recycled. Further resource conservation will be studied during the PS&E stage of the project.

D. Right of Way Issues

a) Right of Way Requirements

There is extensive Right of Way (R/W) to be acquire on this project due to widening and the length of the side slopes when the freeway is in cut. The R/W needs for the preferred alternative are as follows:

- The existing freeway portion of Route 71 from Route 10 to Valley Boulevard is at full width and will not require any additional R/W.
- From Valley Boulevard to Mission Boulevard the R/W will vary between 26.7 m (87.6 feet) to 49.7 m (163.1 feet) on the east and west side of the centerline. There will be new R/W takes along the newly constructed Mission Boulevard ramps. This R/W will come from the 2000 Census Building and Boyd Furniture on the north side of Mission Boulevard and the Contractors Warehouse on the south side. This R/W will be acquired through the Mission Boulevard Grade Separation Project. Small portions of railroad R/W will be needed near the East Spadra OH structure and the West Pomona OH structure due to roadway widening.
- In the preferred alternative, the side slopes of the freeway will eliminate Butterfield Road. The deletion of this frontage road will not allow access to the residential garage driveways that face Butterfield Road. For this reason, many of the properties facing and adjacent to Butterfield Road will be a full take.
- South of Mission Boulevard, to Old Pomona Road, the right of way limits will be 35.0 meters (114.8 feet) on the west side and 30.0 meters (98.4 feet) on the east side of the centerline.
- From Old Pomona Road to the Los Angeles/San Bernardino County Line, the R/W line is 37.6 meters (123.4 feet) on both sides of the centerline. This R/W has already been acquired and no additional take would be needed within these limits.
- Pending further detailed studies, additional R/W way may be required as part of environmental mitigation, hazardous waste removal, utilities and drainage work.

Temporary construction easements (3.0 meters from the property line) will be acquired for the construction of sound walls. Permanent footing easements (1.5 meters from the property line) will also be needed for locations of retaining walls. It is also anticipated that grading, drainage and utility easements will be necessary at various locations. The Right of Way costs, including utility relocation, for this project is estimated at $52,800,000. Refer to Attachment I, "Right of Way Data Sheet" for additional R/W information.

b) Relocation Impact Study

A Draft Relocation Impact Report dated June 22, 2001 describes the plan for relocating residential and commercial properties impacted by the proposed Route 71 upgrade project. Most of the displacement will occur in the city of Pomona along Butterfield Road.

The Draft Relocation Impact Study concluded that there are sufficient and comparable sites for relocation of businesses within the immediate vicinity. The study also stated that adequate housing would be available to residents within the surrounding neighborhood who would be displaced. The State's relocation program was reported to be adequate to successfully relocate all displacements.

The number of displacements and relocation impacts is completely discussed in the attached ND/FONSI see Attachment M.

c) Airspace Lease Area

There are no airspace lease area planned or exist within the project limits.

E. Environmental Issues

The Negative Declaration/Finding of no Significant Impact (ND/FONSI) has been prepared in accordance with Caltrans' environmental procedures, as well as State and Federal environmental regulations. The attached ND/FONSI is the appropriate document for this proposal.

F. Air Quality Conformity

The proposed Route 71 upgrade project would have a beneficial impact on the air quality of the surrounding community due to the reduction in stop and go traffic characterized by signalized intersections. The preferred alternative is fully compatible with the design concept and scope described in the current Regional Transportation Plan (RTP) as well as the current Federal Regional Transportation Improvement Program (FRTIP), which the Region Agency has determined to conform to the State Implementation Plan (SIP) for air quality. For a more detailed analysis on air quality issues, refer to the ND/FONSI (Attachment M) in this document.

G. Title VI Considerations

Title VI considerations are covered in the Land Use and Socioeconomic Technical Study prepared as part of the ND/FONSI report. For this particular project, public mobility groups such as the handicapped and disadvantaged is applicable. Curb ramps will be constructed at all the intersections that have proposed sidewalks within the project limits. All curb ramps, driveways and sidewalks designed will conform to the Americans with Disabilities Act (ADA) requirements and will provide adequate access for the safe and convenient movement of physically disabled persons.

Additional information regarding considerations and provisions for transportation facilities are discussed in the following sections of the ND/FONSI (see Attachment M):

- Social and Economic Environment
- Minority, Elderly or Specific Interest Groups, Housing and Employment
- Community Facilities and Disruption

7. OTHER CONSIDERATIONS AS APPROPRIATE

A. Public Hearing Process

A public hearing was held on February 20, 2002 at the Westmont Community Center, in the city of Pomona, to present the local communities the developed viable alternatives for public comments. In addition, an informational hearing was held the following evening on February 21 from 6:00 p.m. until 8:30 p.m., to give the public a general awareness of the project features.

As a result of the draft environmental document (IS/EA) and the public hearing process, there were some concerns raised by members of the affected communities. The majority of the comments received from the public hearing were in favor of upgrading the existing Route 71 expressway to a freeway.

The main issues raised at the public hearing included:

- Many residents of Phillips Ranch are concerned about people using their community to by-pass Route 71 to get to Route 60. The members of this community expressed the need to stop access through Phillips Ranch and to increase safety through their neighborhood. Residents of Phillips Ranch would like to propose two freeway to freeway connectors. The first connectors for motorists travelling southbound on Route 71 to westbound 60. The other connector would tie drivers headed eastbound on Route 60 to northbound Route 71. People who live in the Phillips Ranch community have experienced drivers cutting through their neighborhoods at high rates of speed because there are no connections associated with these two movements. However, the addition of these two connectors is beyond the scope of this project. The concern of this problem may initiate future studies to try and solve the perceived problem.
- Most of the residents at both hearings were opposed to the proposed over-crossing at North Ranch Road. Many people, during the question and answer period and on comment cards, wanted the addition of the North Ranch Road structure eliminated from this project. Of the many problems cited with this proposed structure, the majority of the concerns dealt with inviting unwanted traffic to the Phillips Ranch

community. These concerns were addressed and North Ranch Road over-crossing has been eliminated from the preferred alternative.

- An important issue that was discussed at the public and informational hearing was the subject of 9th Street. Most of the participants of the hearing were in favor of keeping 9th Street open as it serves direct access to Westmont Elementary School. In addition, constructing a bridge structure at 9th Street serves as an emergency access and ties the two communities on either side of the freeway together. The bridge would also act as an alternate route to Mission Boulevard to cross the freeway. 9th Street has remained a structure to be built in the preferred alternative.

B. Route Matters

The proposed project will affect local streets, and therefore, require modification to the Freeway Agreement with the City of Pomona. A new Freeway Agreement with the City of Pomona would be prepared as appropriate to document modifications such as street closures, new bridges and reconstructed roadways required to maintain traffic circulation.

C. Permits

This project will impact state and federal jurisdictional wetlands along the waters of the United States. The project will require the issuance of the following state and federal permits:

- California Department of Fish and Game – 1601 Permit Streambed Alteration
- State Water Quality Control Board – 401 Permit
- United States Army Corps of Engineers – Nationwide 404 Permit
- Union Pacific Railroad – Encroachment Permit
- City of Pomona – Encroachment Permit
- AQMD Permit
- Los Angeles County Flood Control Permit
- MS4 NPDES Permit

D. Agreements

It is anticipated that agreements will be entered between the State of California, the County of Los Angeles, and the City of Pomona, for the reconstruction of several city street adjacent to the Route 71 expressway. Other cooperative agreements for features such as street lighting with be further pursued in the design phase of the project. It is anticipated that the agreements will be executed with the City of Pomona.

Maintenance Agreements will be entered between the State and the City of Pomona for the maintenance of local streets and newly constructed cul-de-sacs along the freeway. The agreement will also cover the maintenance of existing and constructed drainage systems.

E. Involvement with a Navigable Waterway

There is no involvement with a navigable waterway within the limits of this project.

F. Transportation Management Plan (TMP) for Use During Construction

A Transportation Management Plan will be prepared for this project during the design stage since it is anticipated that major delays during construction will occur. During construction, there will be detours, lane and ramp closures, and other significant delays. A TMP will be prepared to give the travelling public advanced warning, guiding them through the construction zone in a safe and effective manner.

Public information is important for the surrounding communities, so that they will have advanced warning of construction activities and planned lane and ramp closures. This information will be available through the following sources:

- A project web site will be available via the internet. This web site will provide up to date information about project schedules, right of way, design issues, and construction activities. This web site can be found at http://www.dot.ca.gov/dist07/route71.
- Press releases to all local media, such as newspapers, local public cable television and radio, and Highway Advisory Radio (HAR) stations.
- Community meetings may be scheduled to keep local residents informed on the status of the project.

G. Stage Construction

In order to construct the new freeway and keep traffic moving at the same time, the project would be built in several phases. See Attachment L "Stage Construction" for additional stage construction details and diagrams. The following work would be performed in each stage:

- **Stage 1**

The first stage would construct a temporary roadway along the existing Butterfield Road, east of Route 71. The east half of East Spadra and West Pomona Bridges would also be constructed at this time. Local streets that lead to Butterfield Road would terminate and be made into cul-de-sacs. Detours would be in place to direct the motorist to Rio Rancho or Mission Boulevard to cross Route 71. Sound walls and retaining walls would be built in this stage to mitigate as much sound as possible during future stages of construction.

- **Stage 2**

Traffic would be shifted over to the temporary roadway in the second stage, allowing for excavation to begin from Mission to Old Pomona Road. The west half of the structures at East

Spadra and West Pomona would be constructed, as well as the southbound lanes of the new freeway. In addition, the west half of 9th Street bridge and North Ranch Road bridge would be constructed in this stage. Local streets on the west side that once led to the expressway would terminate and become cul-de-sacs. Detours would be in place to direct the motorist to Rio Rancho or Mission Boulevard to cross the Route 71.

- **Stage 3**

Traffic would be redirected to the newly constructed freeway lanes, in the cut portion of the freeway. The northbound lanes would be constructed at this time along with the east halves of the bridge structures at 9th Street and North Ranch Road. During stage 3, the ramps at Mission Boulevard would be constructed to tie into the freeway. Coordination with the Mission Boulevard Grade Separation Project would need to occur during this staging scheme. The southbound Route 71 off ramps at Valley Boulevard and Rio Rancho Road would be realigned and reconstructed at this time.

- **Stage 4**

This stage will construct new concrete pavement and concrete barrier in the median. Traffic will utilize the newly constructed northbound and southbound freeway lanes as work is being done in the median.

H. Accommodation of Oversize Loads

The widening of Route 71 from four lanes to eight lanes will be designed to provide passage for vehicles of unrestricted height and width while moving in and out of the area. The elimination of narrowing bridges, such as East Spadra and West Pomona, will make for easier access for trucks with oversized loads.

I. Graffiti Control

Route 71 falls into the graffiti-prone area since it is located in urban Los Angeles County. It is anticipated that several sound walls will be built along the Route 71 corridor and that is may be necessary to cover these walls with an anti-graffiti surface. Further studies will be conducted at the final design stage.

J. Hydrology /Hydraulic Analysis

A preliminary hydrologic analysis was performed by the Caltrans Hydraulics Unit. The findings of this investigation can be found in Attachment H, "Location Hydraulics Study."

8. PROGRAMMING

The Route 71 Expressway to Freeway Conversion Project was programmed through the Governor's Traffic Congestion Relief Program (TCRP) as EA 210600. The TCRP includes $30

million towards widening and upgrading of the expressway. The amount of $1.5 million has been approved for the preparation of the PS&E. The preferred alternative for this project has been estimated at $175 million, which is well short of the funded amount. Based on available funding the project will be split into two phases. The amount of monies available will determine the amount of work to be completed in phase I. Additional funding will be requested to complete the entire project during phase II. The remaining portion of the funding will be requested through future MTA "Call for Projects."

Project information:

TCRP Number: Project 50
Program Year: 2005
Program Code: TCRP
State Right of Way and Utility Relocation cost: $52,800,000
State Construction Cost: $95,200,000
Support Cost: $26,640,000

Project Schedule:

Project Approved and Environmental Document	April 2002
Plans, Specifications, and Estimate (PS&E)	August 2004
Ready to List	December 2004
Begin Construction	June 2005
End Construction	June 2009

9. REVIEWS

This project has been reviewed by the following:

Jim DeLuca, Headquarters Coordinator	July 2001
J. D. Bamfield, Headquarters Reviewer	July 2001
Paul Engstrom, Headquarters Reviewer	February 2002

10. PROJECT PERSONNEL

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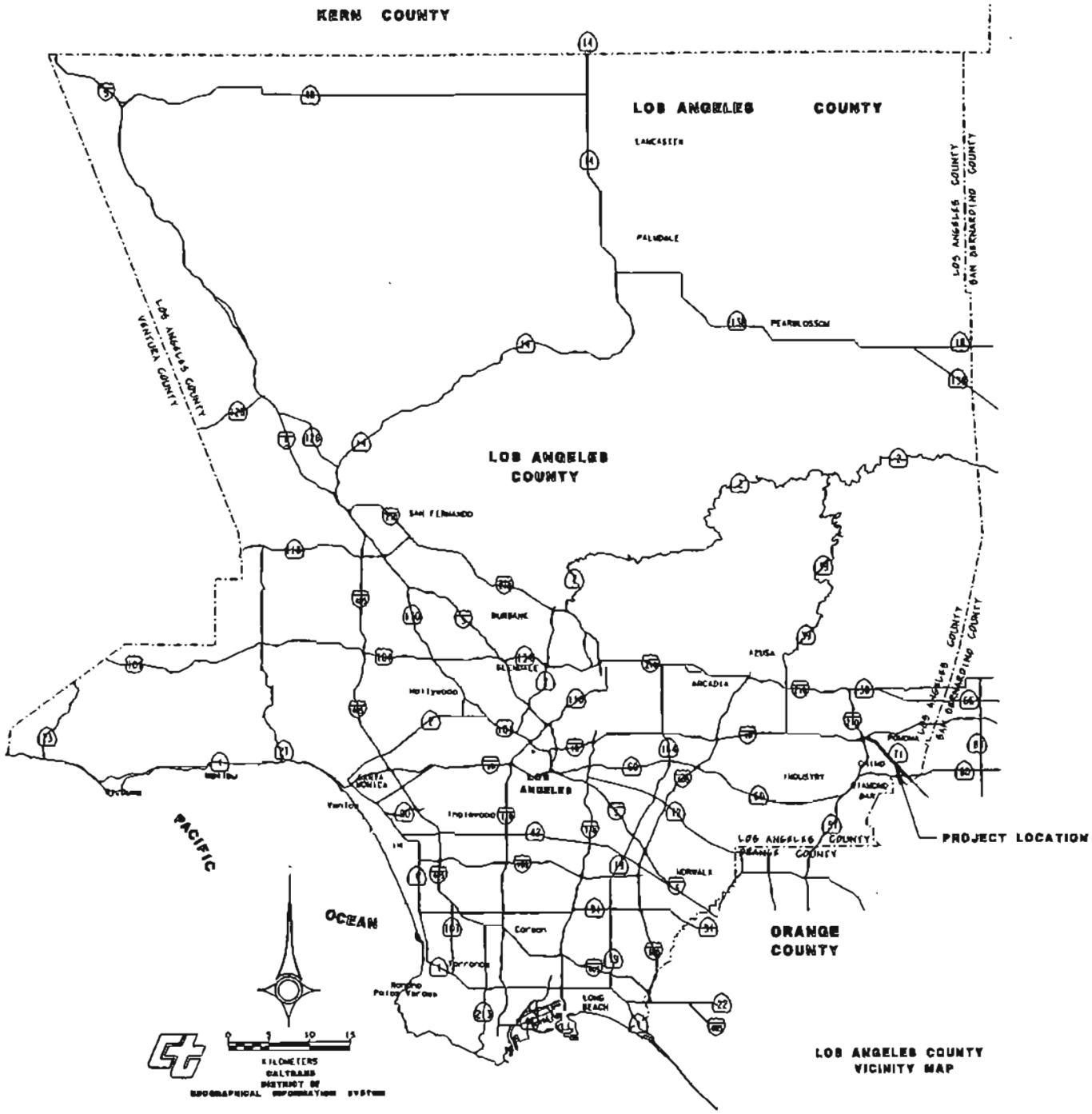
11. LIST OF ATTACHMENTS

A. Vicinity Map
B. Location Map
C. Layout Plans
D. Existing and Proposed Typical Section and Profiles
E. Route Concept Report
F. Truck Network for Oversized and Overweight Vehicles
G. Traffic Report
H. Location Hydraulics Study
I. Right of Way Data Sheet
J. Preliminary Cost Estimate
K. Initial Site Assessment
L. Stage Construction
M. Negative Declaration/Finding of No Significant Impact (ND/FONSI)

VICINITY MAP

ATTACHMENT A



LOS ANGELES COUNTY VICINITY MAP

\210601\design\paul\vicinty.dgn Apr. 17, 2002 09:59:00

LOCATION MAP

ATTACHMENT B

INDEX OF SHEETS

DIST	COUNTY	ROUTE	KP/PM TOTAL PROJECT	SHEET NO	TOTAL SHEETS
07	LA	71	R0.837/R7.701		

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON

STATE HIGHWAY

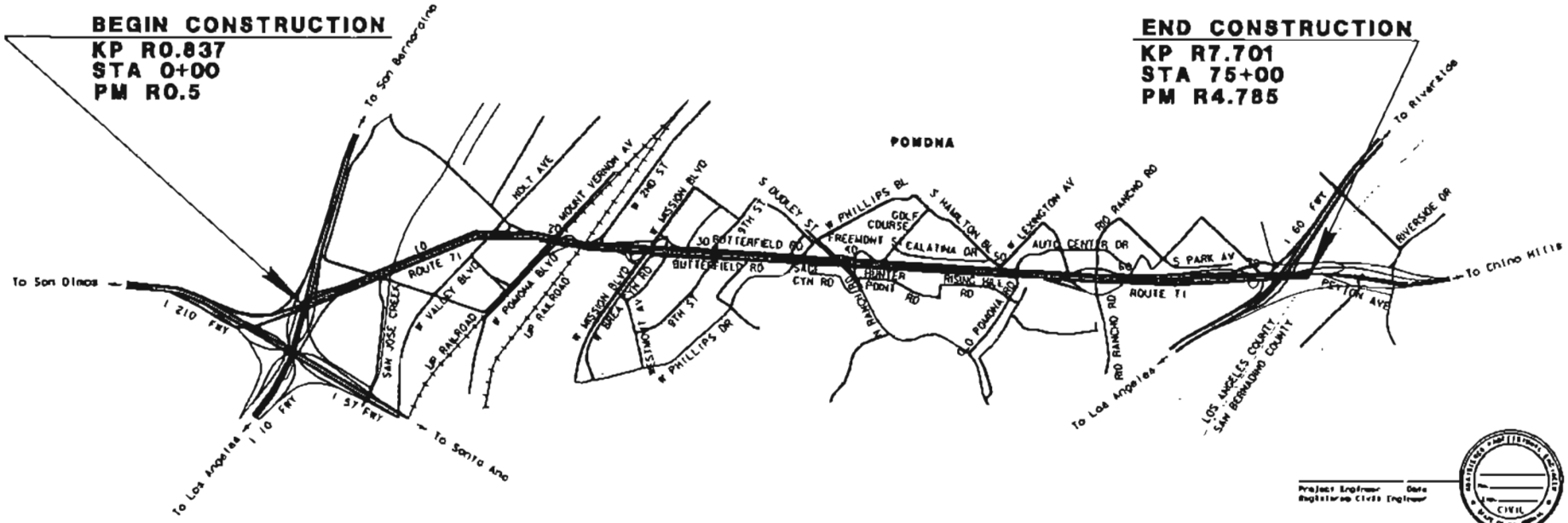
IN LOS ANGELES COUNTY
IN THE CITY OF POMONA
FROM 0.1 KM SOUTH OF ROUTE 10 TO THE
LOS ANGELES/SAN BERNADINO COUNTY LINE

To be supplemented by Standard Plans dated July 1999

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of unofficial copies of this plan sheet.

BEGIN CONSTRUCTION
KP R0.837
STA 0+00
PM R0.5

END CONSTRUCTION
KP R7.701
STA 75+00
PM R4.785



The Contractor shall possess the Class (or Classes) of license as specified in the "Notice to Contractors".

NO SCALE

Project Engineer Date
Registered Civil Engineer

Plans Approval Date

Contract No. 07-210600

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

CU 07242 | EA 210601

PROJECT ENGINEER D. CRISPI | DIST. PROJECT MANAGER PAT HOBERT

09-24-01

\design\paul\721060a01.dgn Apr. 17, 2002 09:55:42

LAYOUT PLANS

ATTACHMENT C

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	71	0H0,837-1,2421		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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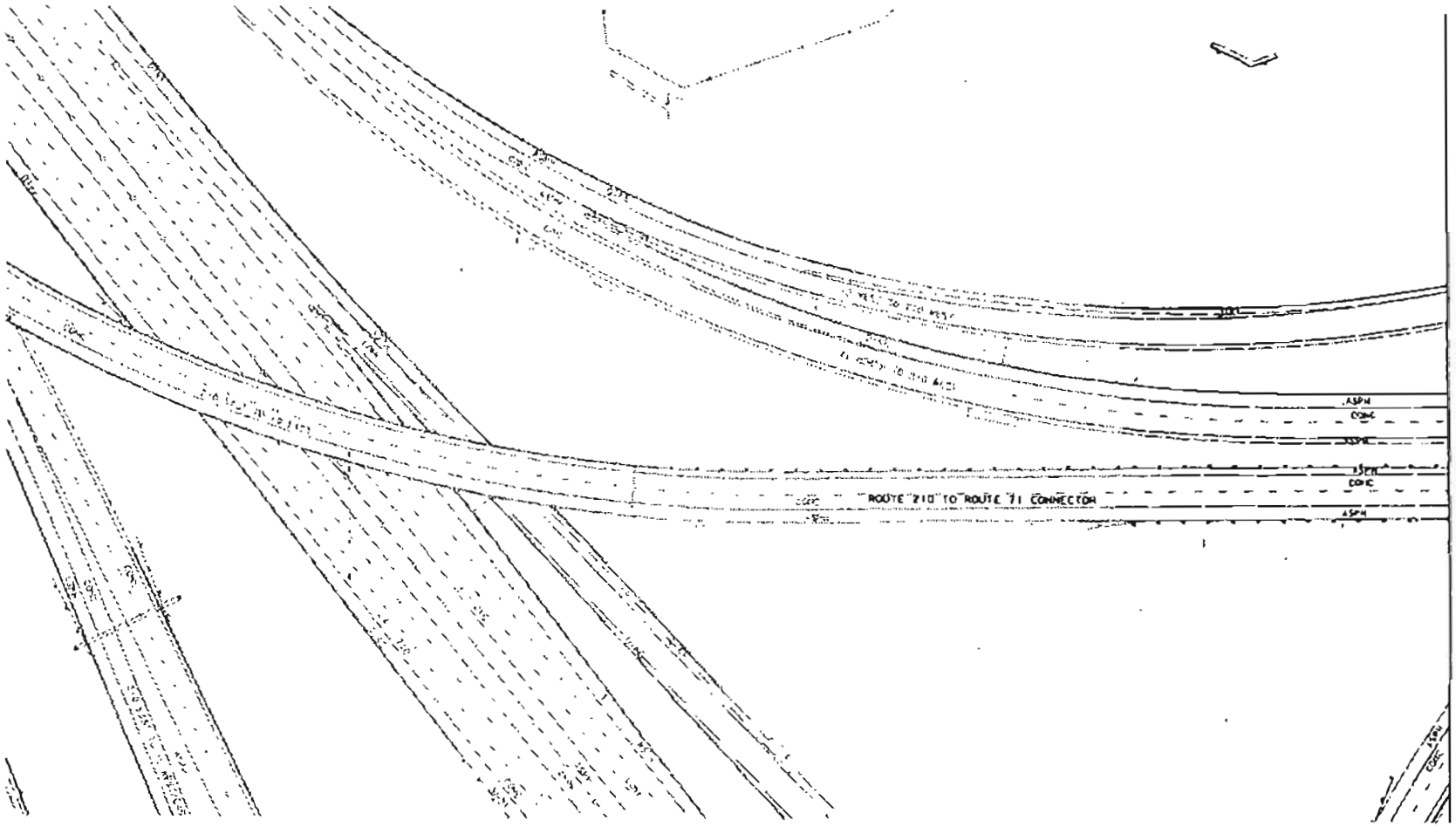
ALTERNATIVE 2B - HALF DEPRESSED FREEWAY



LAYOUT

SCALE 1:500

L-1

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

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DGN FILE = [illegible]

CU 07242

EA 210500

DATE PLOTTED = 09-JAN-2003
TIME PLOTTED = 11:09:41

03-17-01

DATE	REVISED BY	DATE REVISED

CALCULATED/DESIGNED BY

CHECKED BY

PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DIST	COUNTY	ROUTE	RECORDING PORTION TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	71	0R0.837-7.2421		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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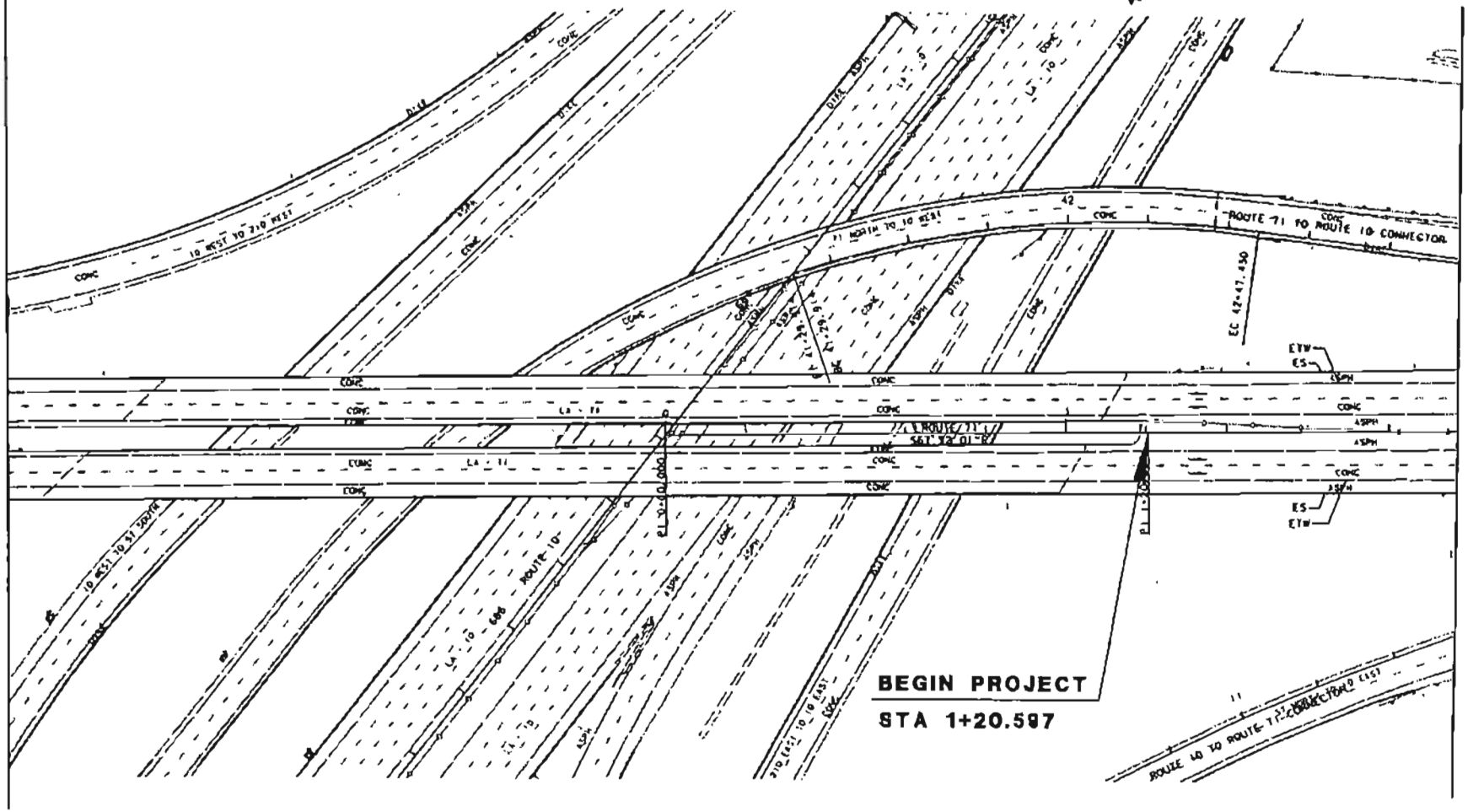
ALTERNATIVE 2B - HALF DEPRESSED FREEWAY



LAYOUT

SCALE 1:500

L-2

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0 20 40 60 80

CU 07242

EA 210800

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

PROJECT ENGINEER

CALCULATED/DESIGNED BY

CHECKED BY

DATE REVISED BY

DATE REVISED

DATE PLOTTED 09-17-01

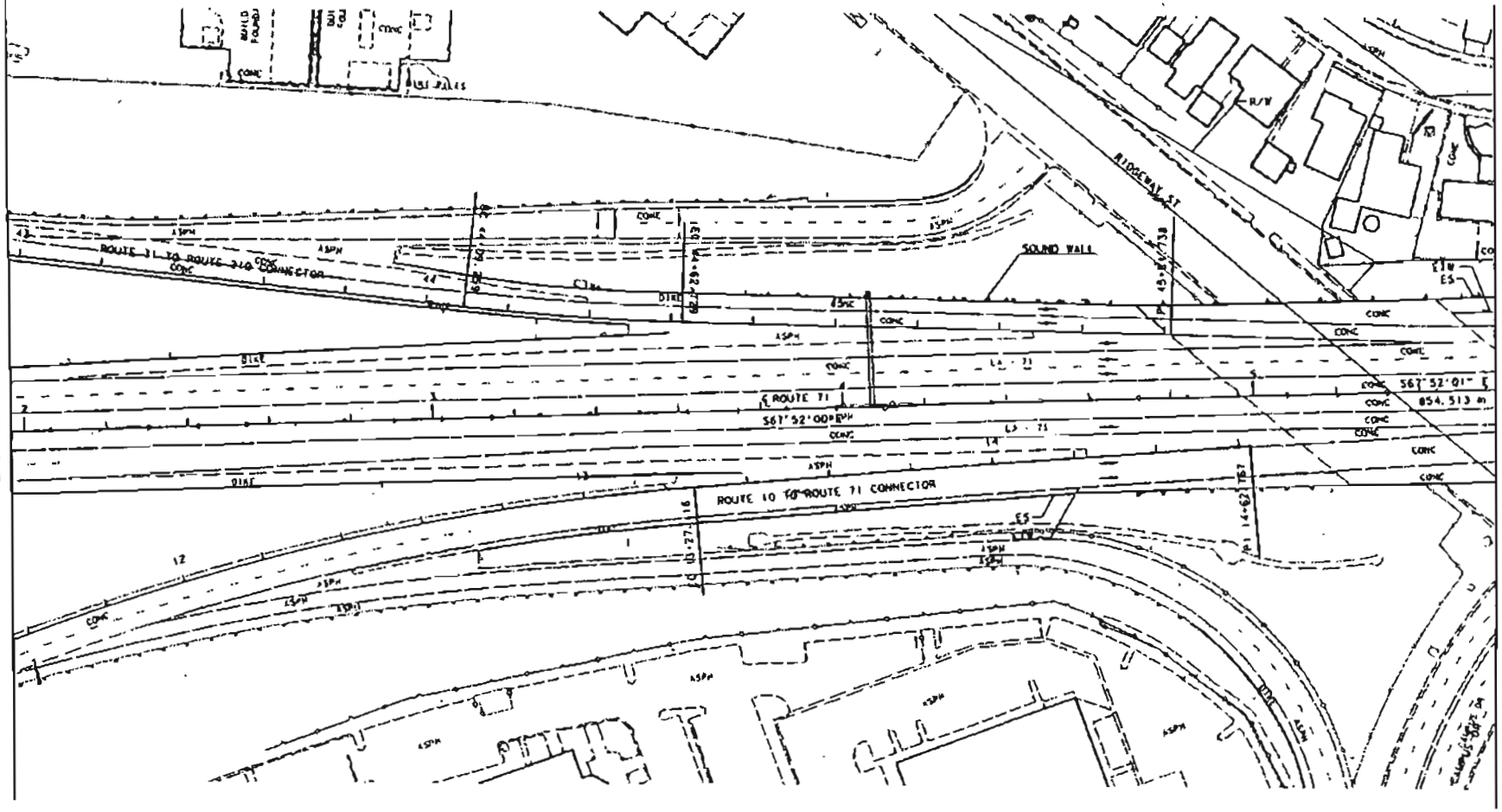
TIME PLOTTED 11:18:43

DIST	COUNTY	ROUTE	KILOMETER POST (PM)	SHEET NO.	TOTAL SHEETS
07	LA	71	R10.837-T.2421		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

ALTERNATIVE 2B - HALF DEPRESSED FREEWAY



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-3

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

CU 07242

EA 210600

STATE OF CALIFORNIA · DEPARTMENT OF TRANSPORTATION

Caltrans

PROJECT ENGINEER

CALCULATED/DESIGNED BY

CHECKED BY

DATE REVISED BY

DATE REVISED

DATE PLOTTED 03-09-2002

TIME PLOTTED 13:10:26

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	71	R10.831-7.2421		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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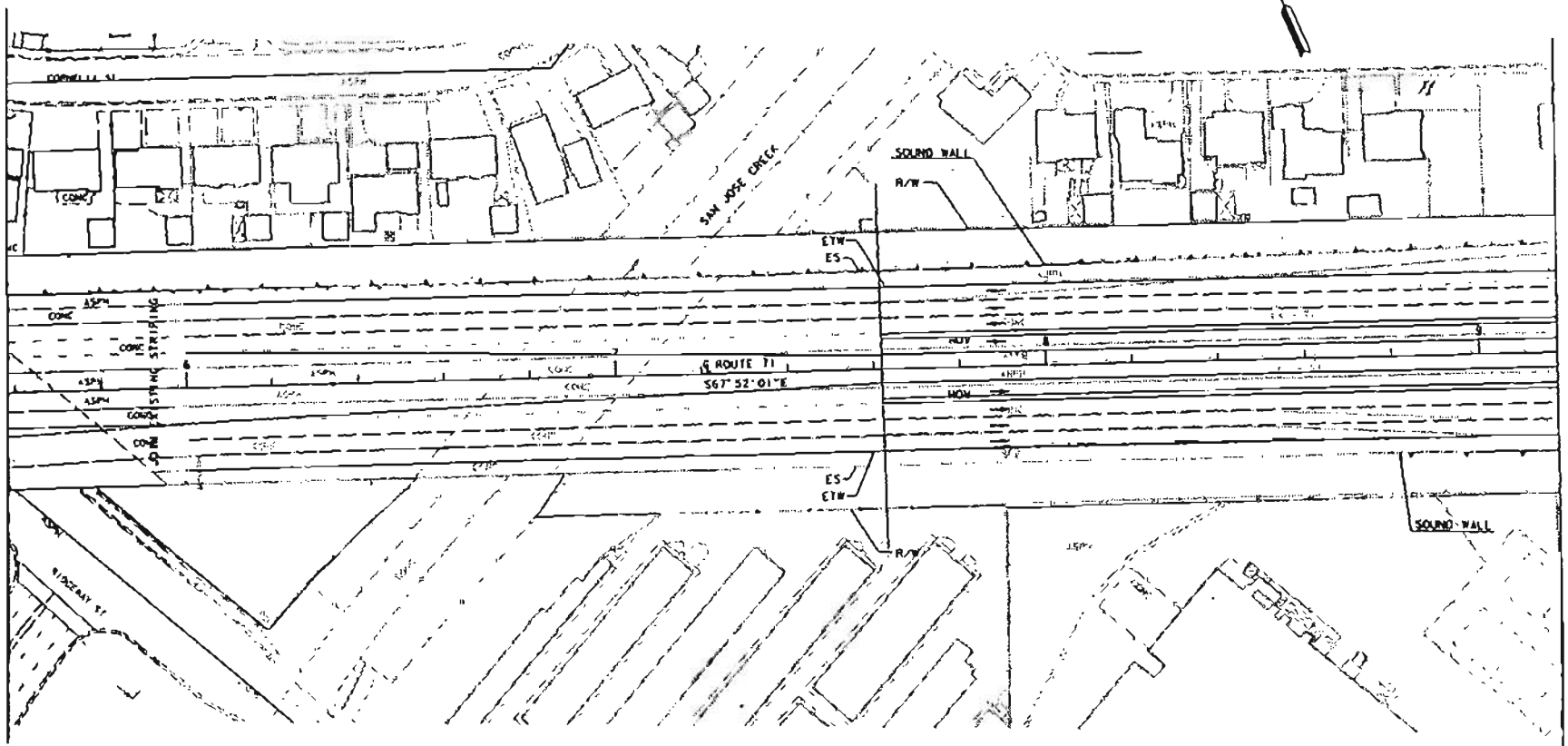
ALTERNATIVE 2A - FULLY DEPRESSED FREEWAY



LAYOUT

SCALE 1:500

L-4

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

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DGN FILE = ...

CU 07242

EA 210600

DATE PLOTTED = 19 JUN 2003
03-17-01 TIME PLOTTED = 11:41:16

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

PROJECT ENGINEER

CALCULATED/DESIGNED BY

CHECKED BY

REVISED BY

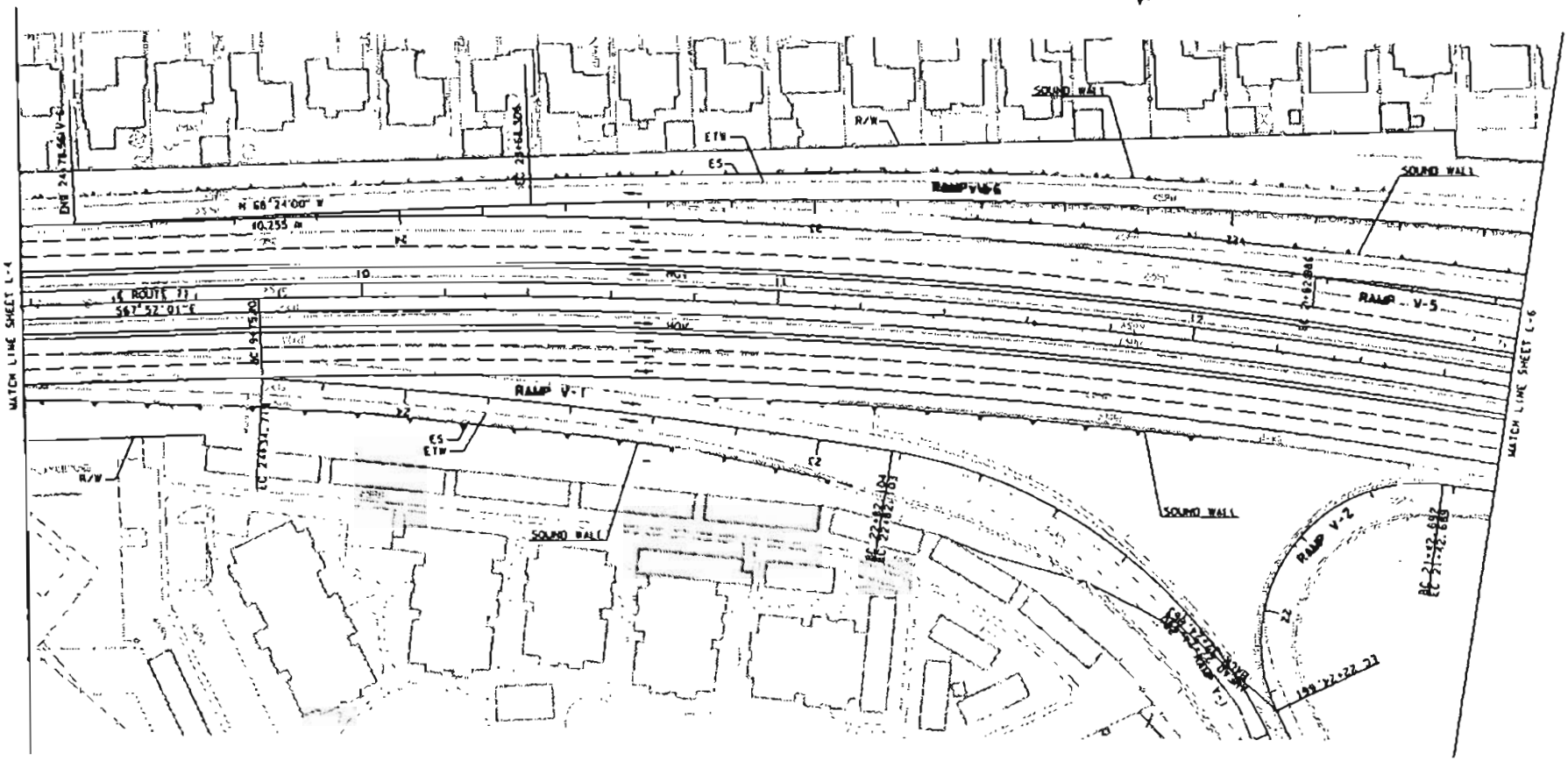
DATE REVISED

DIST	COUNTY	ROUTE	KILOMETER POST / PM PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	71	(R0.837-7.242)		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

ALTERNATIVE 2B - HALF DEPRESSED FREEWAY



LAYOUT

SCALE 1:500

L-5

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

STATE OF CALIFORNIA · DEPARTMENT OF TRANSPORTATION

PROJECT ENGINEER

CALCULATED/DESIGNED BY

CHECKED BY

DATE REVISED BY

DATE REVISED

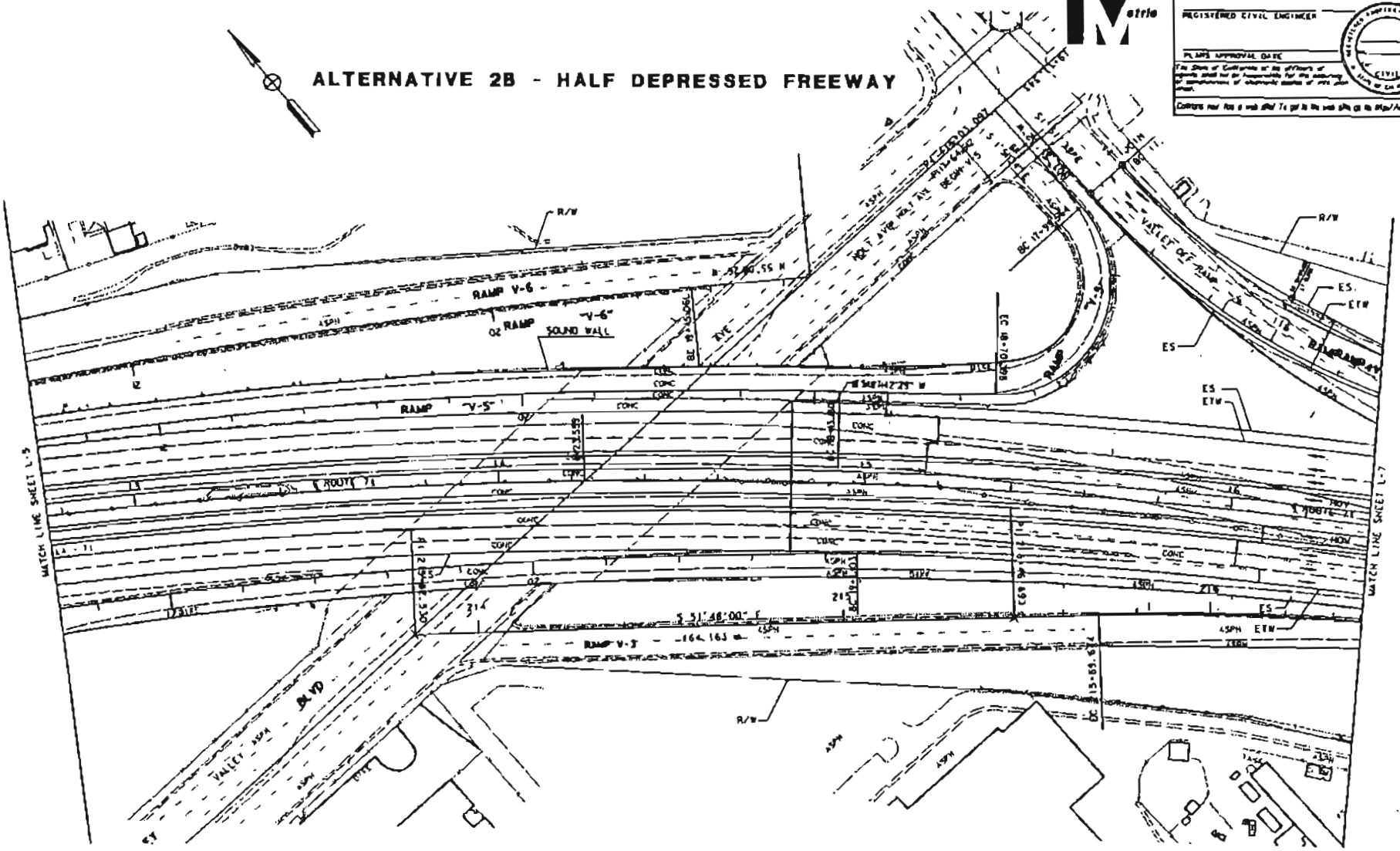
CU 07242

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	71	R10.837-7.2421		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

ALTERNATIVE 2B - HALF DEPRESSED FREEWAY



LAYOUT

SCALE 1:500

L-6

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

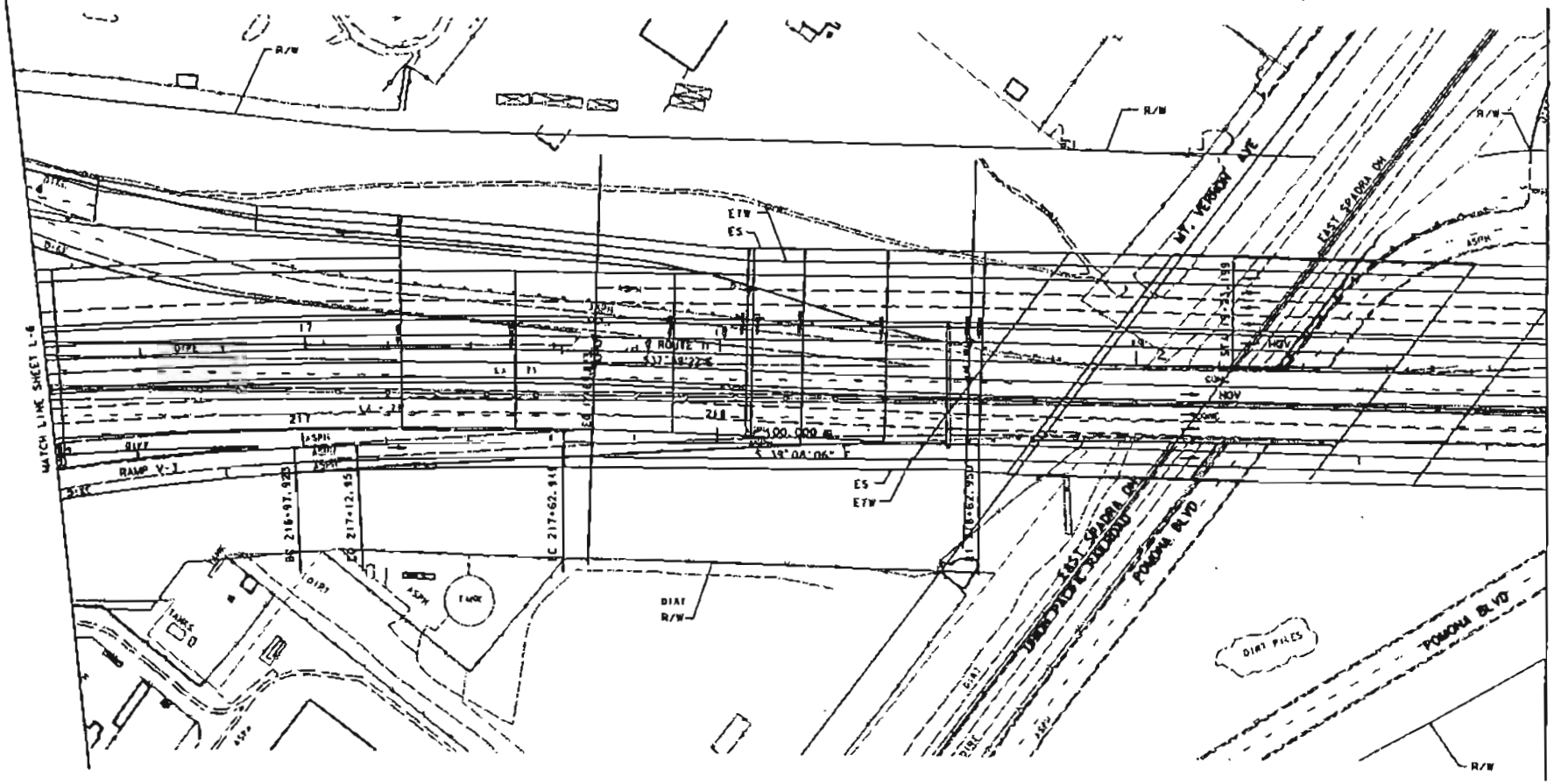
DATE REVISED BY | DATE REVISED | CALCULATED/DESIGNED BY | CHECKED BY | PROJECT ENGINEER

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
07	LA	71	PM0.837-7.2421		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

ALTERNATIVE 2B - HALF DEPRESSED FREEWAY



LAYOUT

SCALE 1:500

L-7

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

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DGN FILE: [illegible]

CU 07242

EA 210600

DATE PLOTTED: 11-09-1999
TIME PLOTTED: [illegible]

DATE REVISED	REVISED BY
DATE REVISED	

CALCULATED/DESIGNED BY	
CHECKED BY	

PROJECT ENGINEER

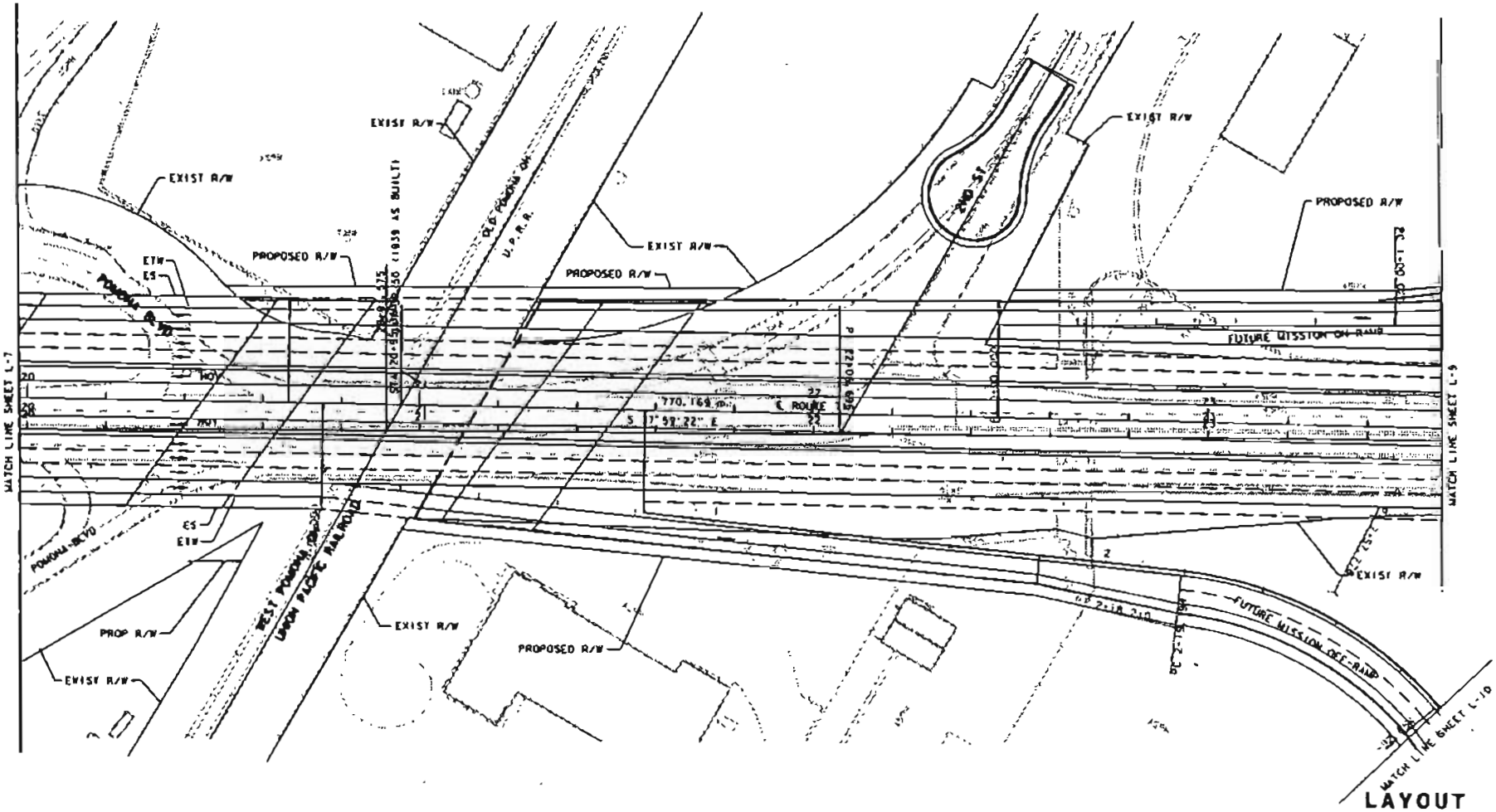
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DISTRICT	COUNTY	ROUTE	PROJECT ROUTE TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	71	R10.837-T.2421		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

ALTERNATIVE 2B - HALF DEPRESSED FREEWAY



LAYOUT

SCALE 1:500

L-8

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REQUIRED PLANS ORIGINAL SCALE IS IN MILLIMETERS

CU 07242

EA 210600

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

PROJECT ENGINEER

CALCULATED/DESIGNED BY

CHECKED BY

DATE REVISED BY

DATE REVISED

DIST	COUNTY	ROUTE	PROJECT ID / TOTAL PROJECT(S)	SHEET No.	TOTAL SHEETS
07	LA	71	R(0.8)7-7.242)		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

LEGEND:

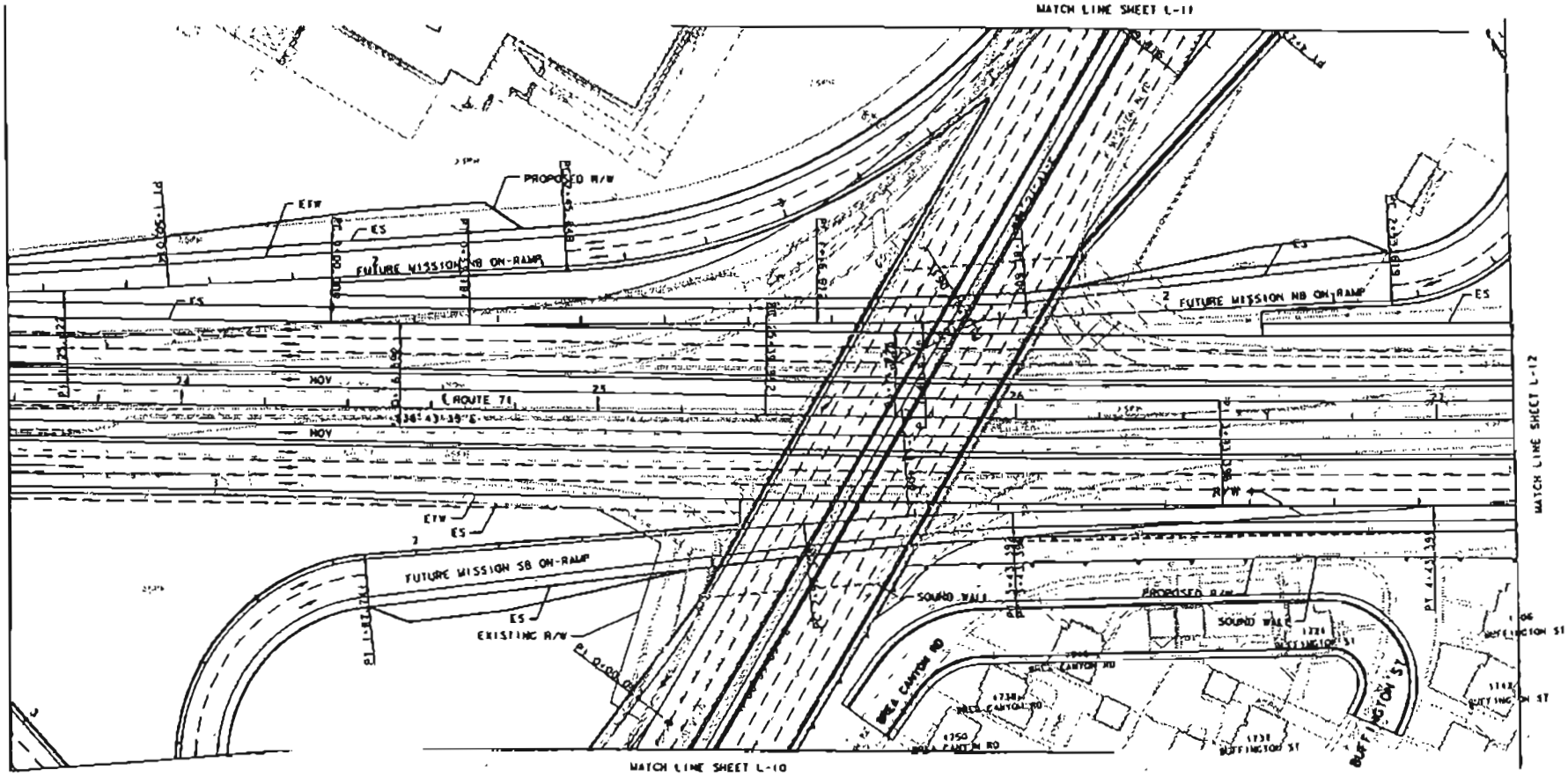
8707-019-001 INDICATES ASSESSOR'S PARCEL NUMBER

INDICATES FEE ACQUISITON OF CITY OWNED PARCEL

INDICATES FEE ACQUISITON

INDICATES FEE ACQUISITON OF FULL TAKE WITH EXCESS LAND

ALTERNATIVE 2B - HALF DEPRESSED FREEWAY



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-9

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

PROJECT ENGINEER

CALCULATED/DESIGNED BY

CHECKED BY

DATE REVISED BY

DATE REVISED

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

CU 07242

EA 710500

DATE PLOTTED 09-17-01

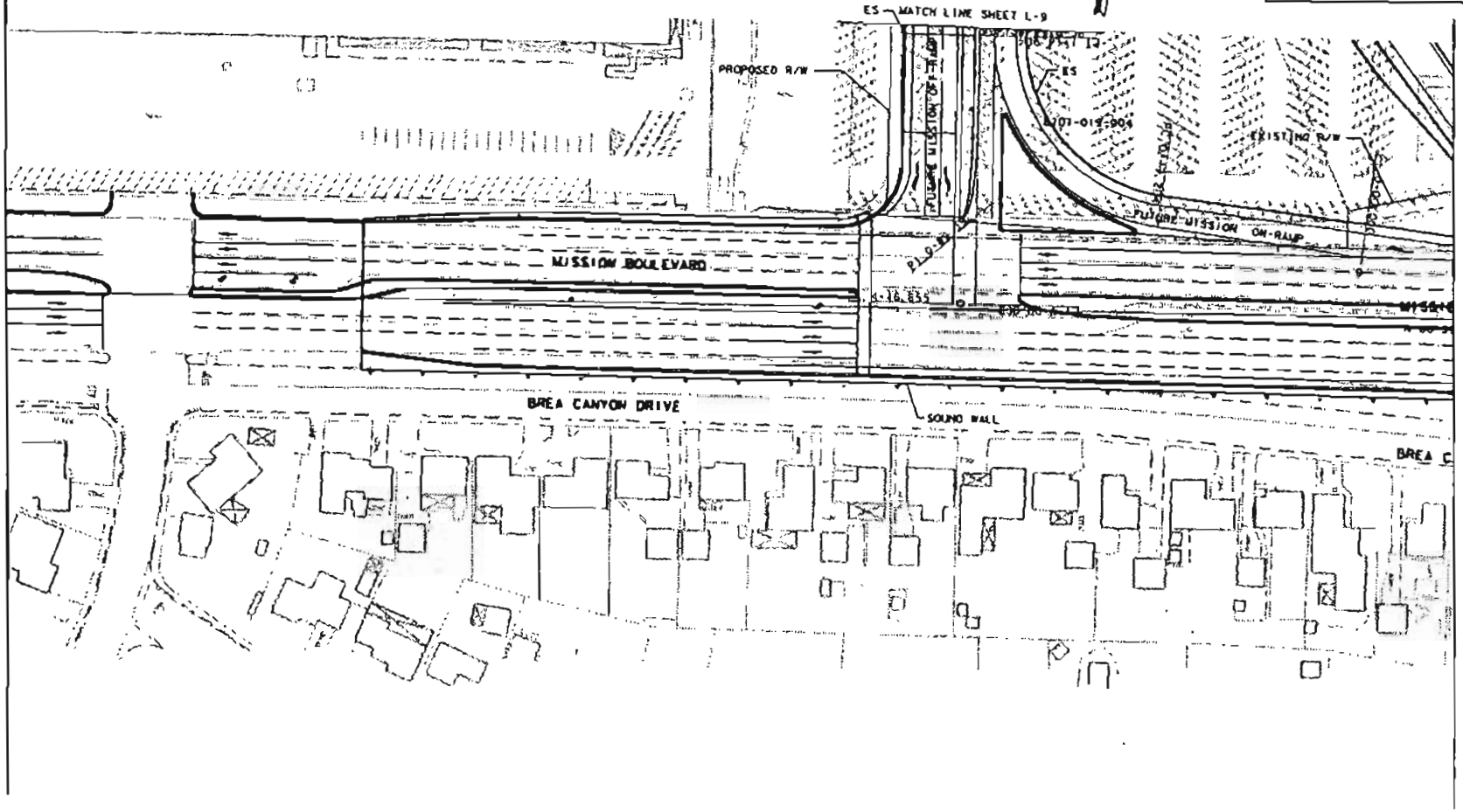
TIME PLOTTED 13:14:16

DIST	COUNTY	ROUTE	TELEPHONE POST TOTAL PROJECT	SHEET NO	TOTAL NO. (13)
07	LA	71	R10.833-T.2421		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

ALTERNATIVE 2B - HALF DEPRESSED FREEWAY



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-10

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

PROJECT ENGINEER

CALCULATED/DESIGNED BY

CHECKED BY

DATE REVISED BY

DATE REVISED

(OR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS)

USERNAME

DGN FILE

DATE PLOTTED

TIME PLOTTED

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	71	R10.837-T.242)		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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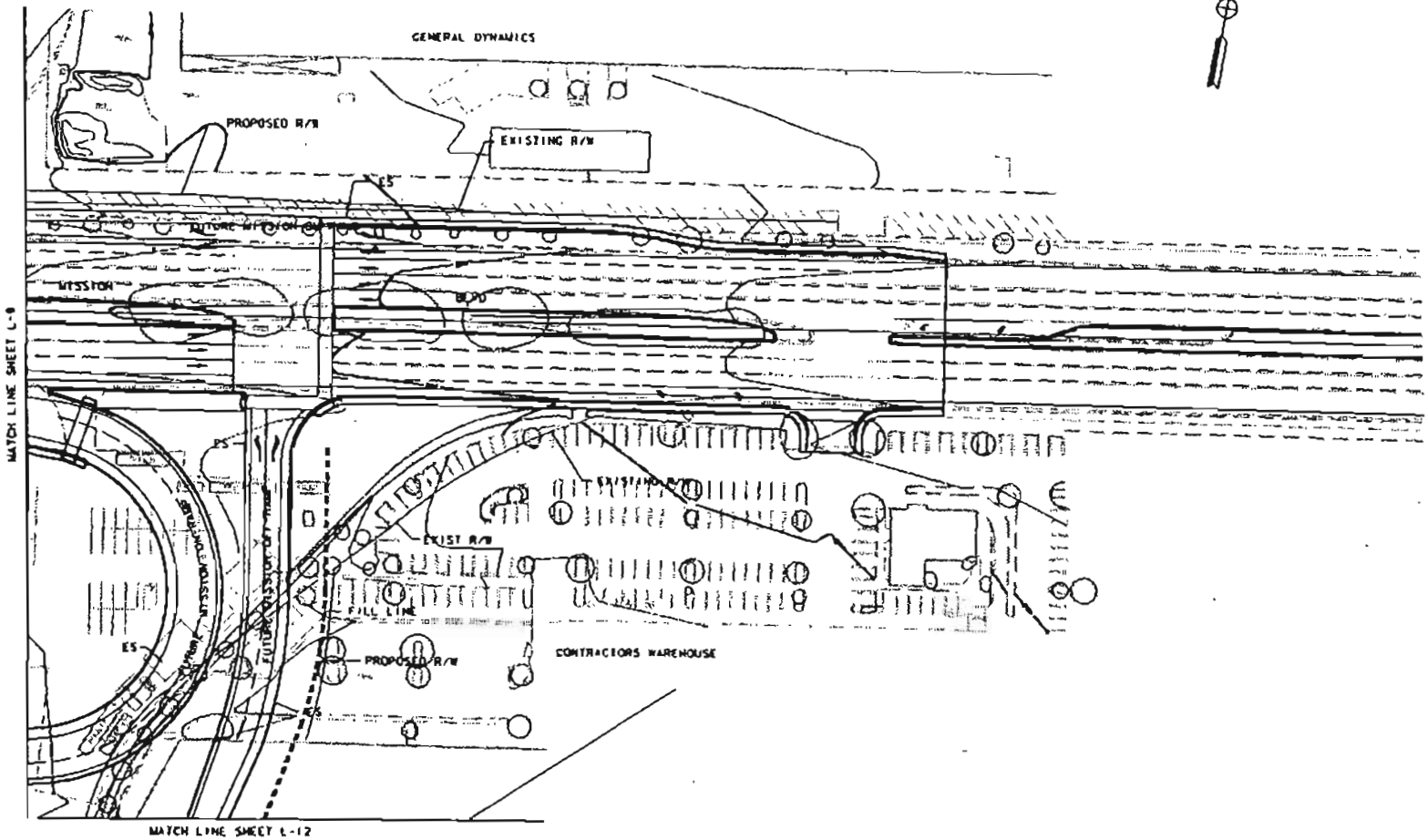
ALTERNATIVE 2B - HALF DEPRESSED FREEWAY



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME -> SHUBERT

LAYOUT

SCALE 1:500

L - 11

DATE	REVISED BY	DATE REVISED

CALCULATED/DESIGNED BY

CHECKED BY

PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DATE PLOTTED 11 09 APR 2002
TIME PLOTTED 11:19:13

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
07	LA	71	R10.837-7.2421		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

LEGEND:

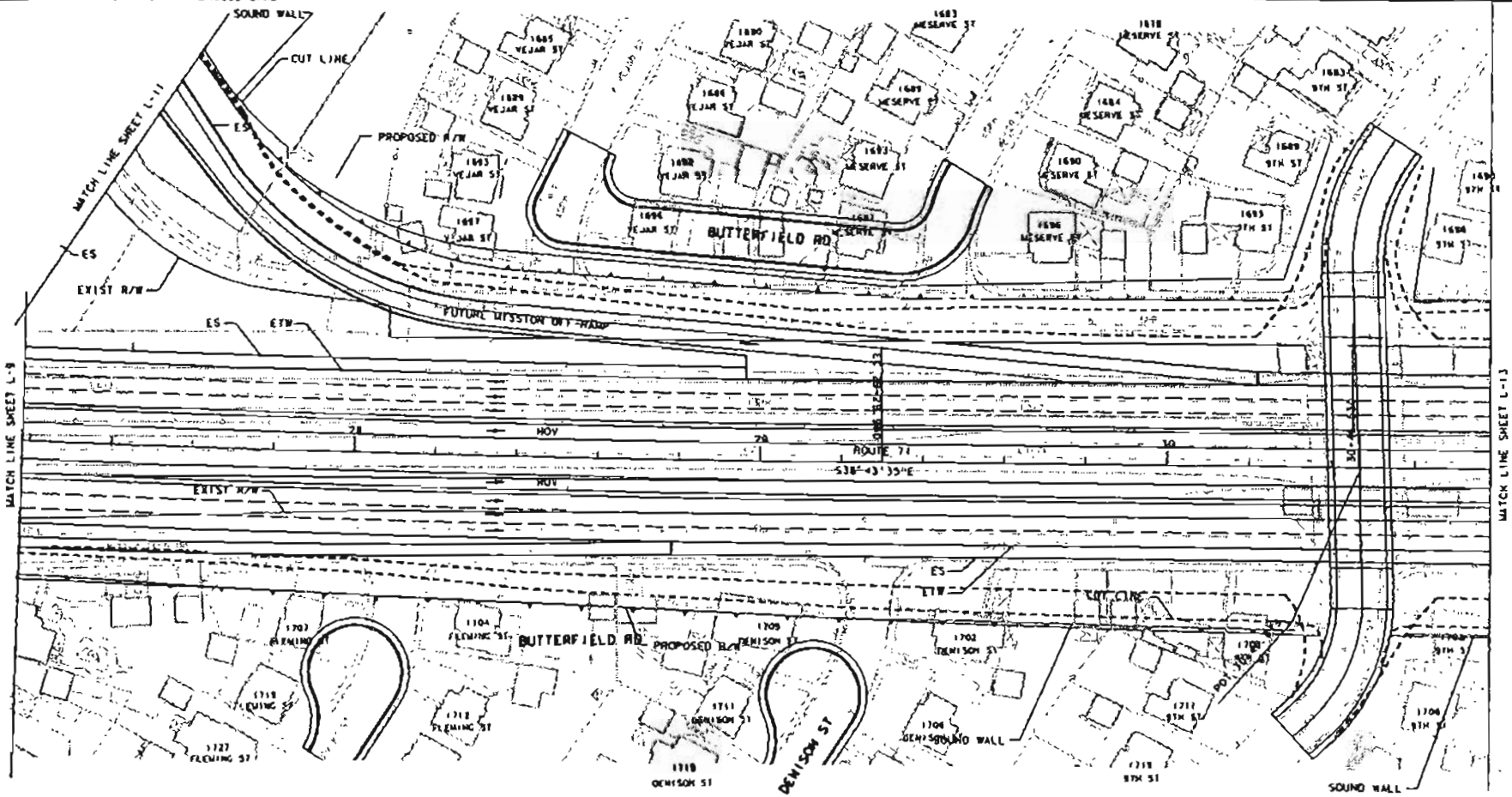
8707-019-001 INDICATES ASSESSOR'S PARCEL NUMBER

INDICATES FEE ACQUISITON OF CITY OWNED PARCEL

INDICATES FEE ACQUISITON

INDICATES FEE ACQUISITON OF FULL TAKE WITH EXCESS LAND

ALTERNATIVE 2B - HALF DEPRESSED FREEWAY



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-12

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

PROJECT ENGINEER

CALCULATED/DESIGNED BY

CHECKED BY

DATE REVISED BY

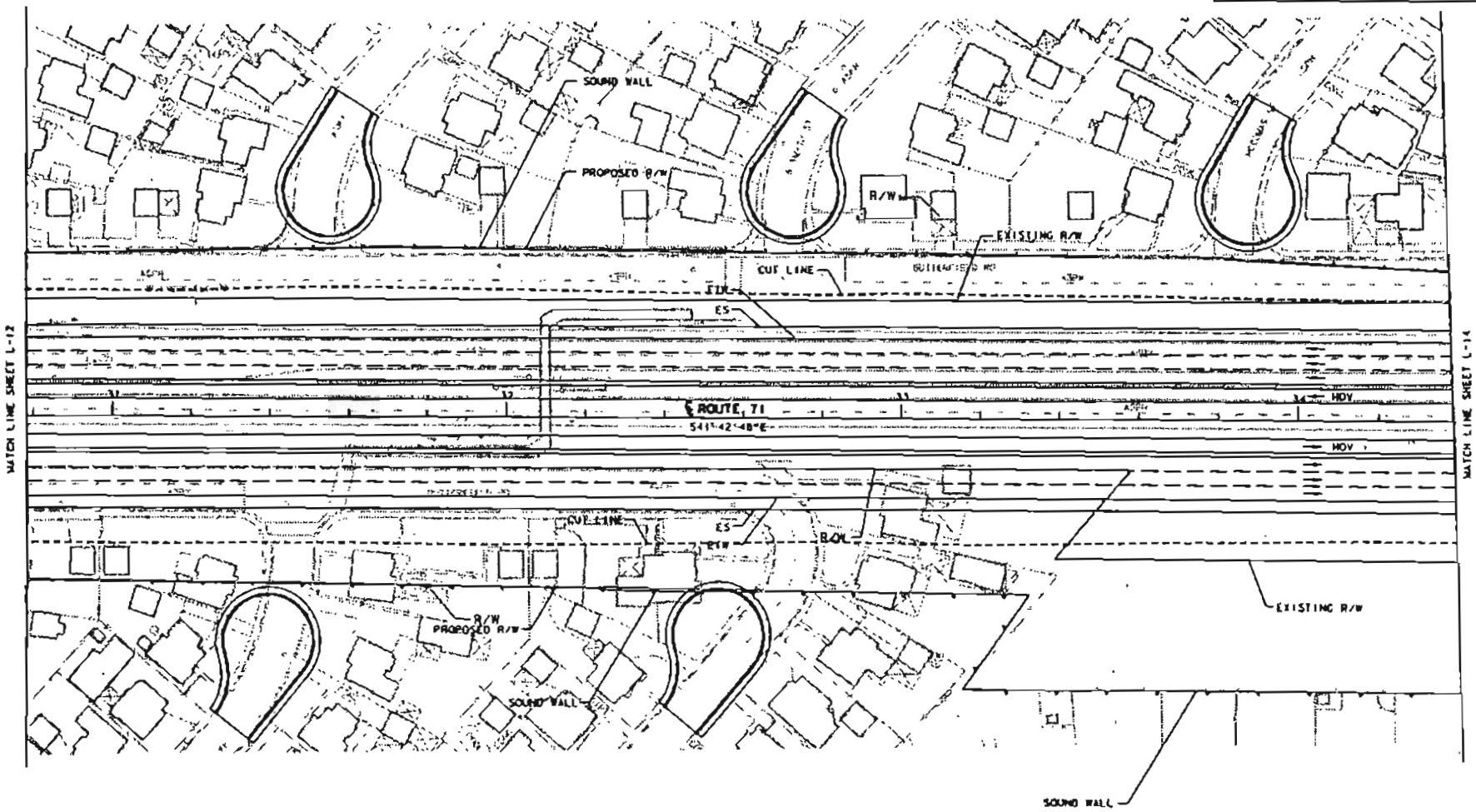
DATE REVISED

DIST	COUNTY	ROUTE	PM (TOTAL PROJECT)	SHEET No.	TOTAL SHEETS
07	LA	71	PM(0.837-7.242)		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

ALTERNATIVE 2B - HALF DEPRESSED FREEWAY



LAYOUT

SCALE 1:500

L - 13

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 10 20 30 40

CU 07242

EA 210600

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

PROJECT ENGINEER

CALCULATED/DESIGNED BY

CHECKED BY

DATE REVISED BY

DATE REVISED BY

DIST	COUNTY	ROUTE	PM BEGIN-POST (OPEN PROJECT)	SHEET No.	TOTAL SHEETS
07	LA	71	R10.637-7.242J		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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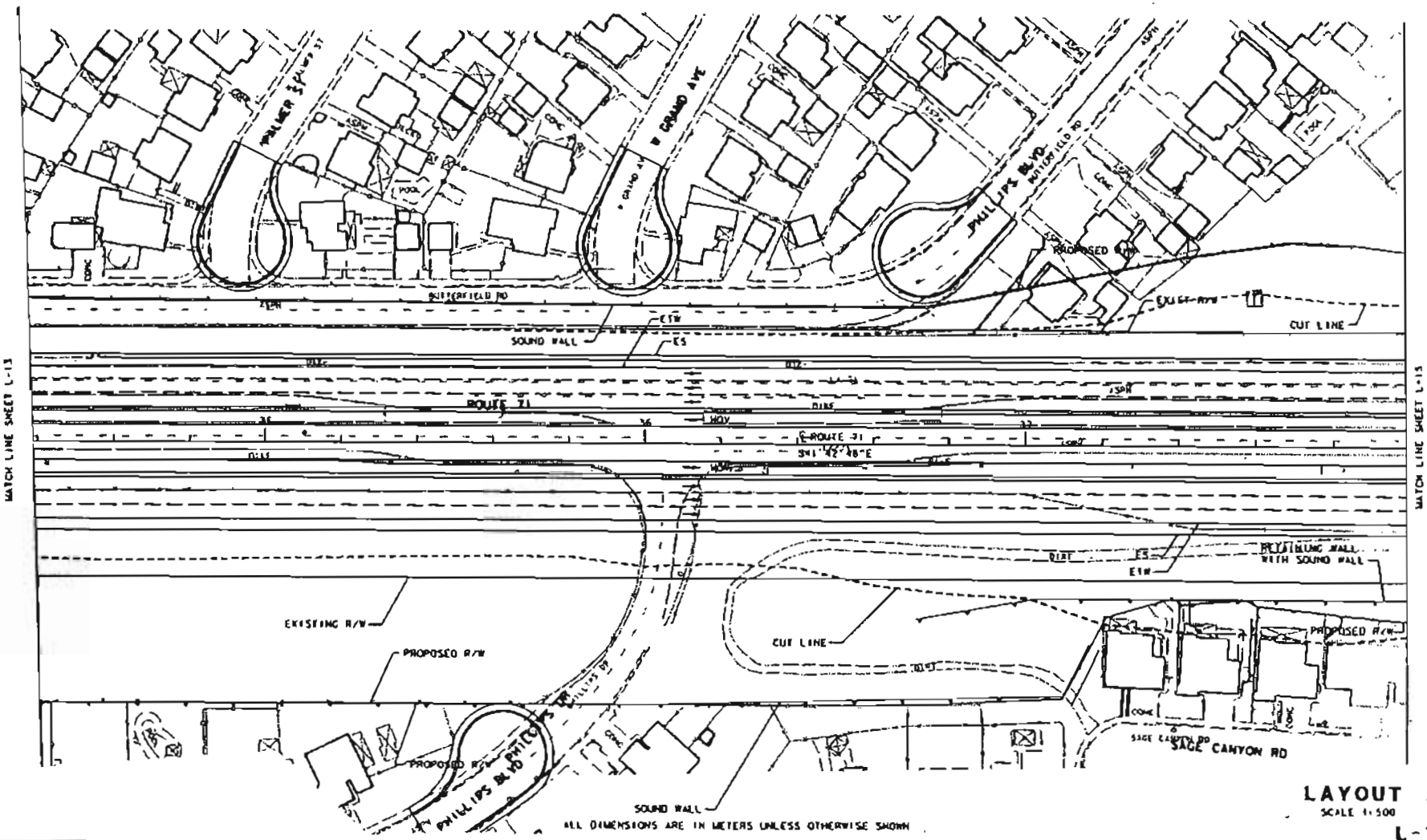

LAYOUT

SCALE 1:500

L-14

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

PROJECT ENGINEER

CALCULATED/DESIGNED BY

CHECKED BY

DATE REVISED BY

DATE REVISED

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

USERNAME

DATE PLOTTED 09-17-01

TIME PLOTTED 13:01

DIST	COUNTY	ROUTE	TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	71	07Q.837-7.2429		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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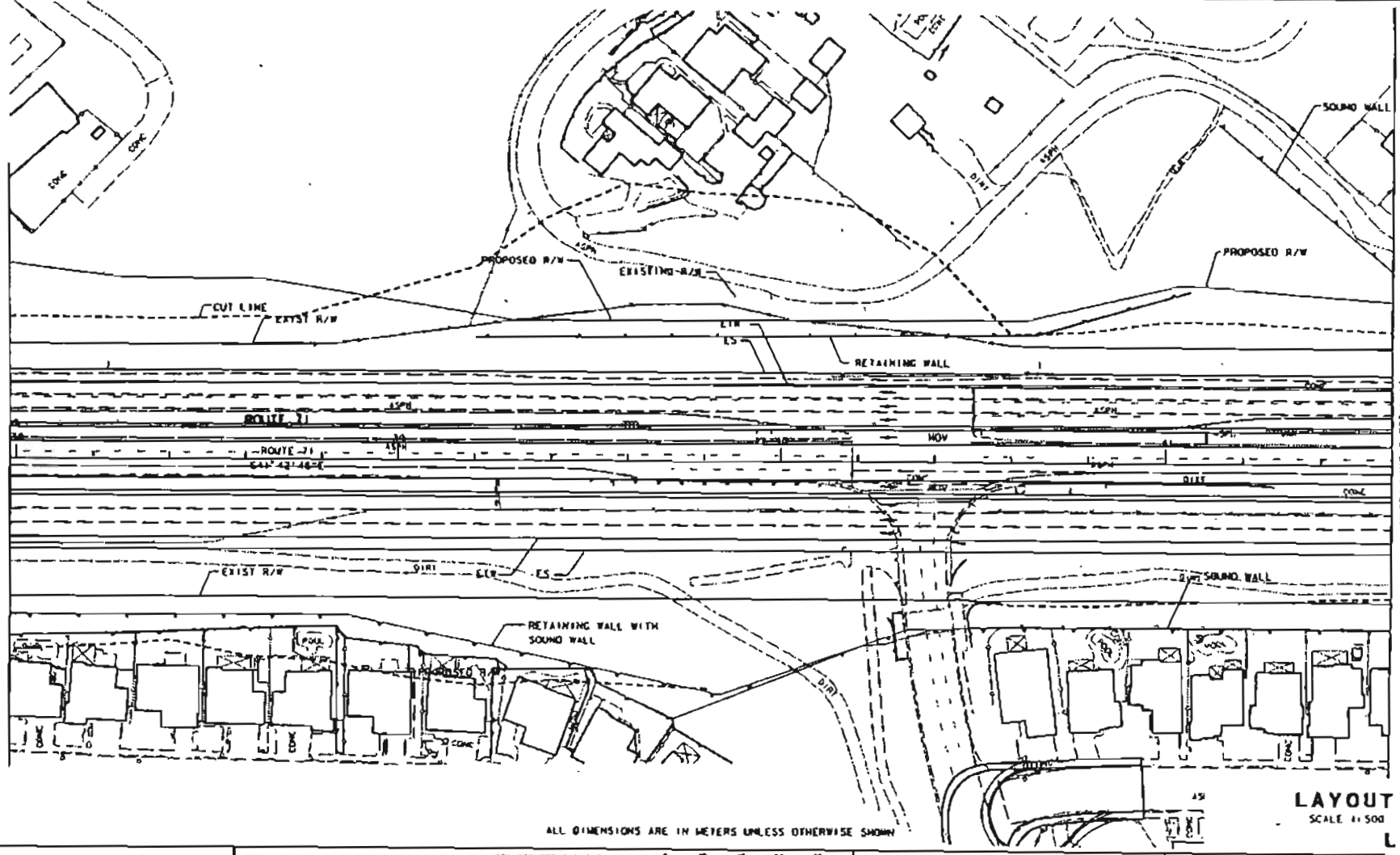


ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L - 15

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

CU 07242

EA 710600

DATE	REVISED BY	DATE REVISED

CALCULATED/DESIGNED BY

CHECKED BY

PROJECT ENGINEER

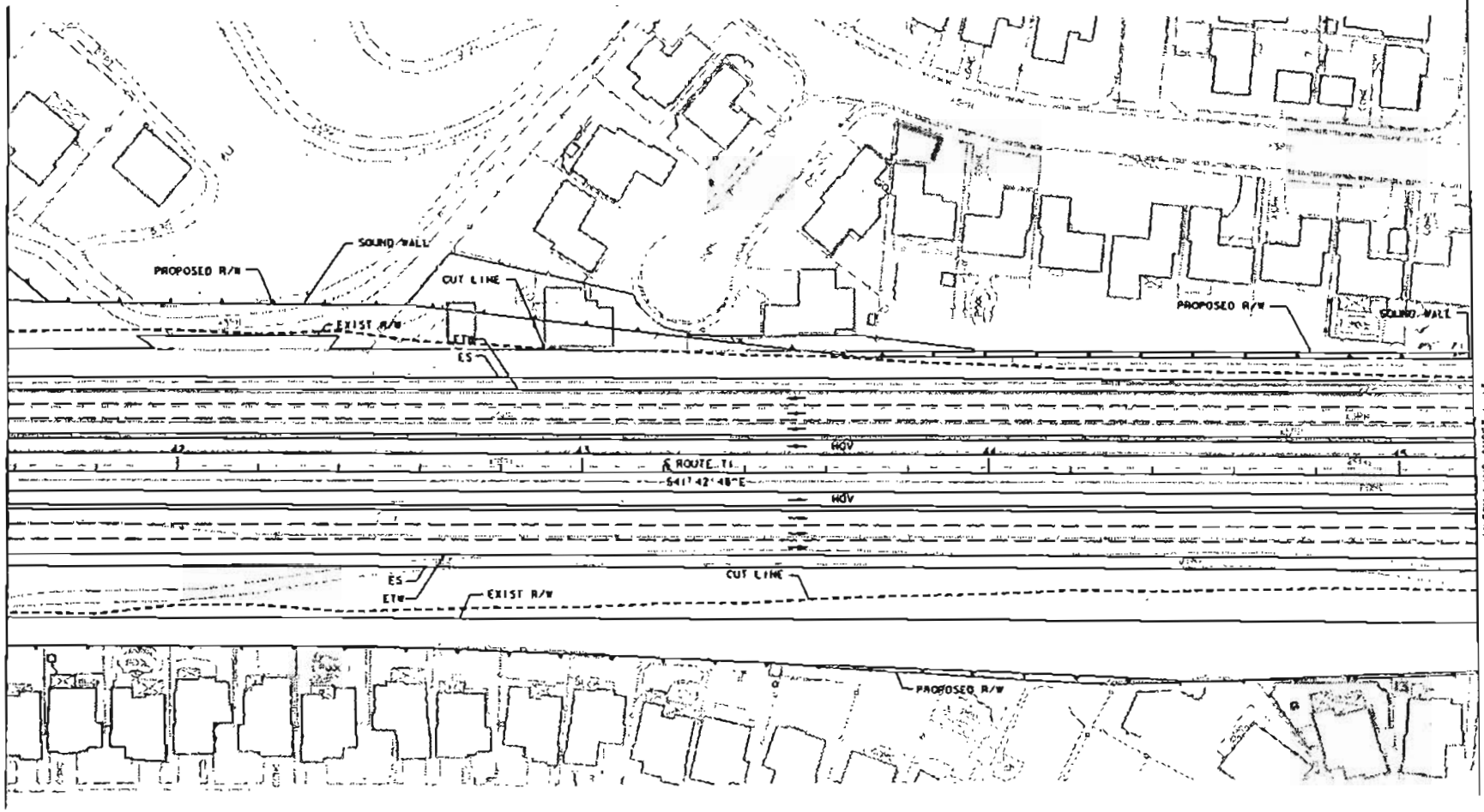
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DIST	COUNTY	ROUTE	BEGINNING POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	71	R10.83)-T.2421		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

ALTERNATIVE 2B - HALF DEPRESSED FREEWAY



LAYOUT

SCALE 1:500

L-16

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

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DGN FILE = [illegible]

CU 07242

EA 710600

STATE OF CALIFORNIA · DEPARTMENT OF TRANSPORTATION

Caltrans

PROJECT ENGINEER

CALCULATED/DESIGNED BY

CHECKED BY

DATE REVISED BY

DATE REVISED

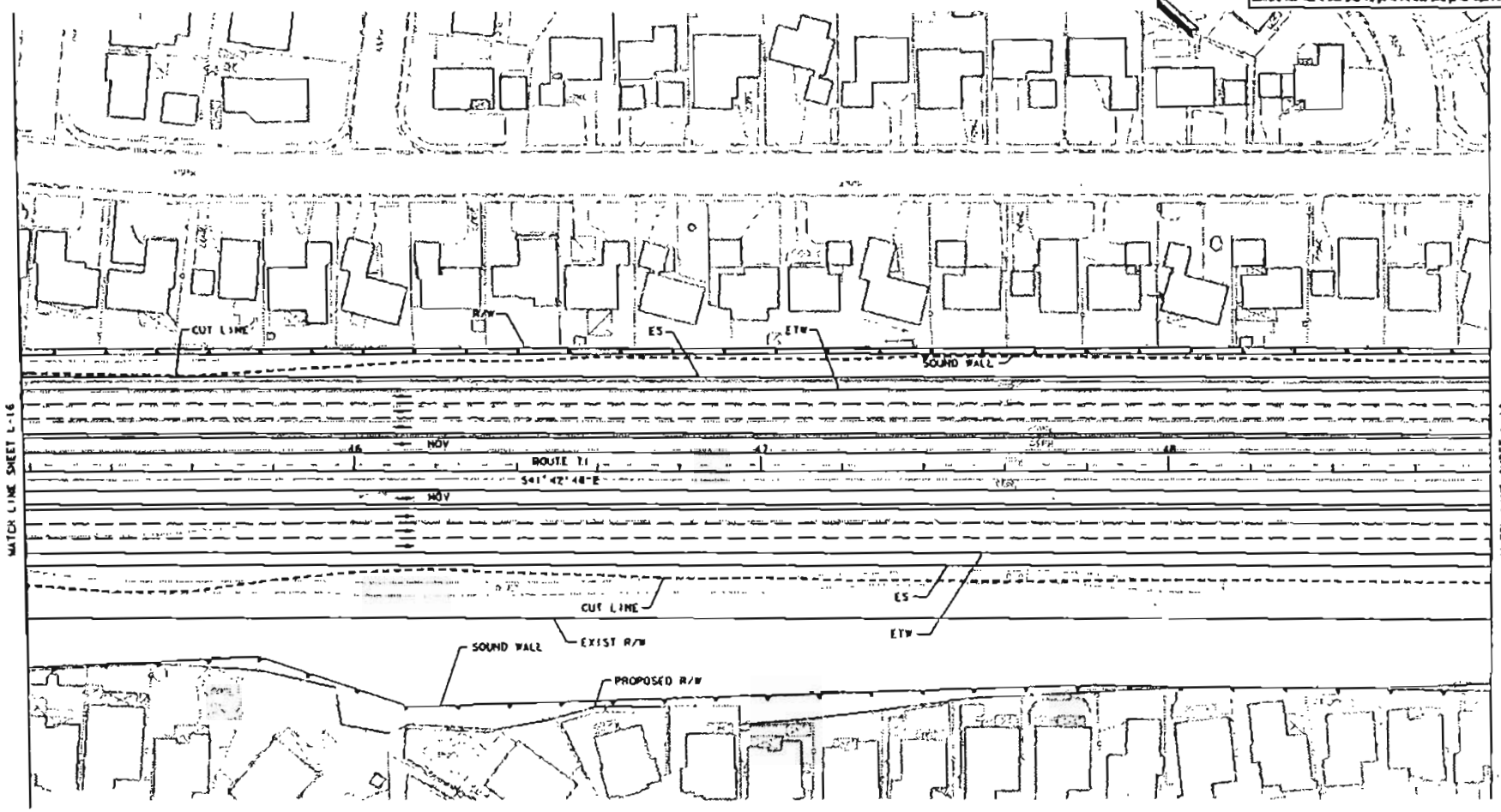
DATE PLOTTED = 16 JAN 2004
TIME PLOTTED = 08:09:41

DIST	COUNTY	ROUTE	BEGINNING POST MILE TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	71	R10.837-7.2421		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

ALTERNATIVE 2B - HALF DEPRESSED FREEWAY



LAYOUT

SCALE 1:500

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

L-17

DATE	REVISED BY	DATE REVISED

CALCULATED/DESIGNED BY

CHECKED BY

PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DATE PLOTTED 11-18-2002
TIME PLOTTED 11:05:44

DIST	COUNTY	ROUTE	RECORDER POST TOTAL	PROJECT	SHEET No.	TOTAL SHEETS
07	LA	71	R10.837-7.242)			

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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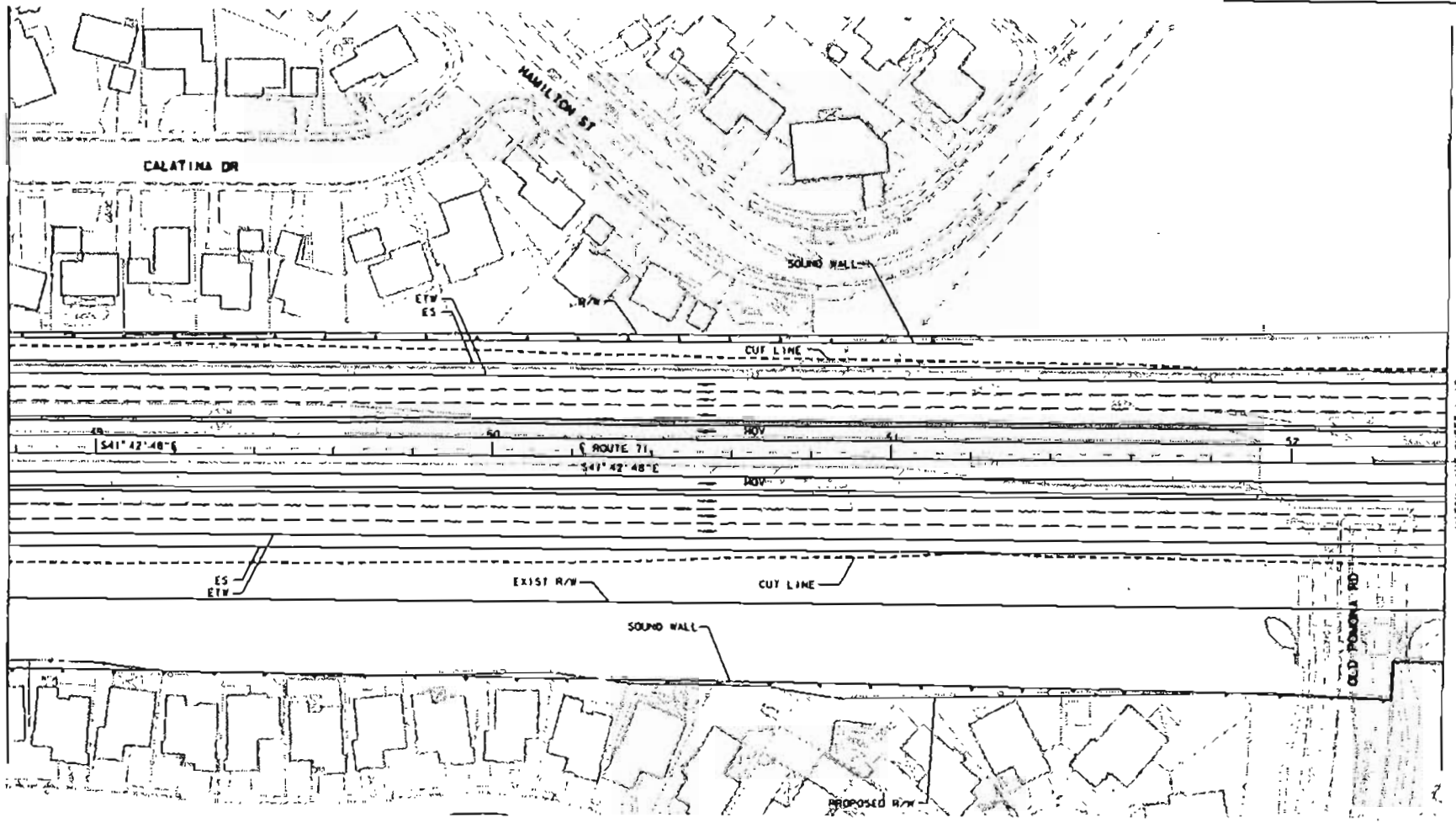
Caltrans Metro

ALTERNATIVE 2B - HALF DEPRESSED FREEWAY



LAYOUT

SCALE 1:500

L-18

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

VOLUME -2 (USER)
DGN FILE ...\7210600-18.dgn

CU 07242

EA 210600

DATE PLOTTED -3-10-1999
TIME PLOTTED -3:31:16

DATE REVISED BY
DATE REVISED
CALCULATED/DESIGNED BY
CHECKED BY
PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

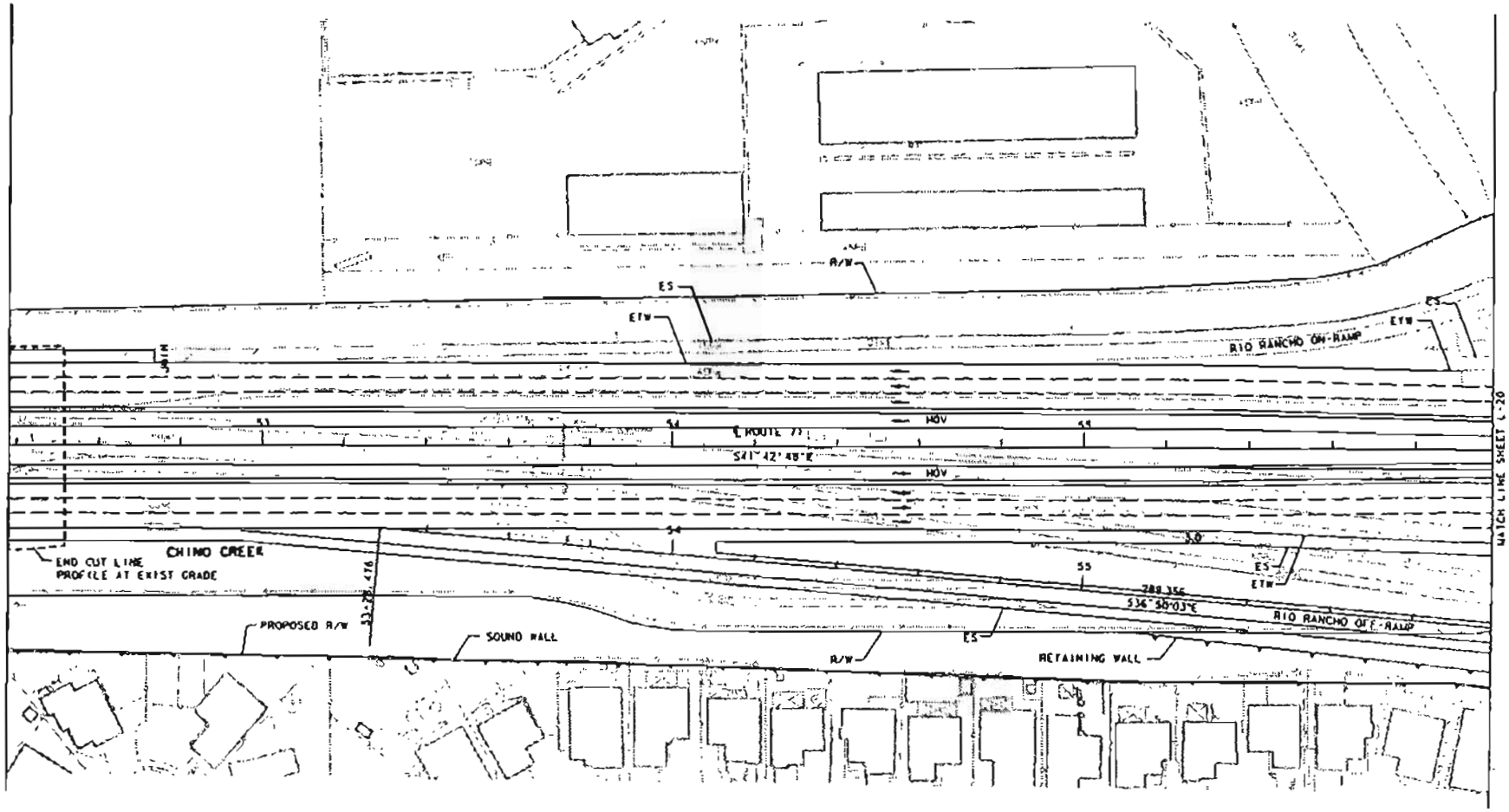
Caltrans

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
07	LA	71	R10.837-7.2421		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

ALTERNATIVE 2B - HALF DEPRESSED FREEWAY



LAYOUT

SCALE 1:500

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

L-19

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

CU 07242

EA 210600

DATE	REVISED BY	DATE REVISED
	CALCULATED/DESIGNED BY	CHECKED BY

PROJECT ENGINEER

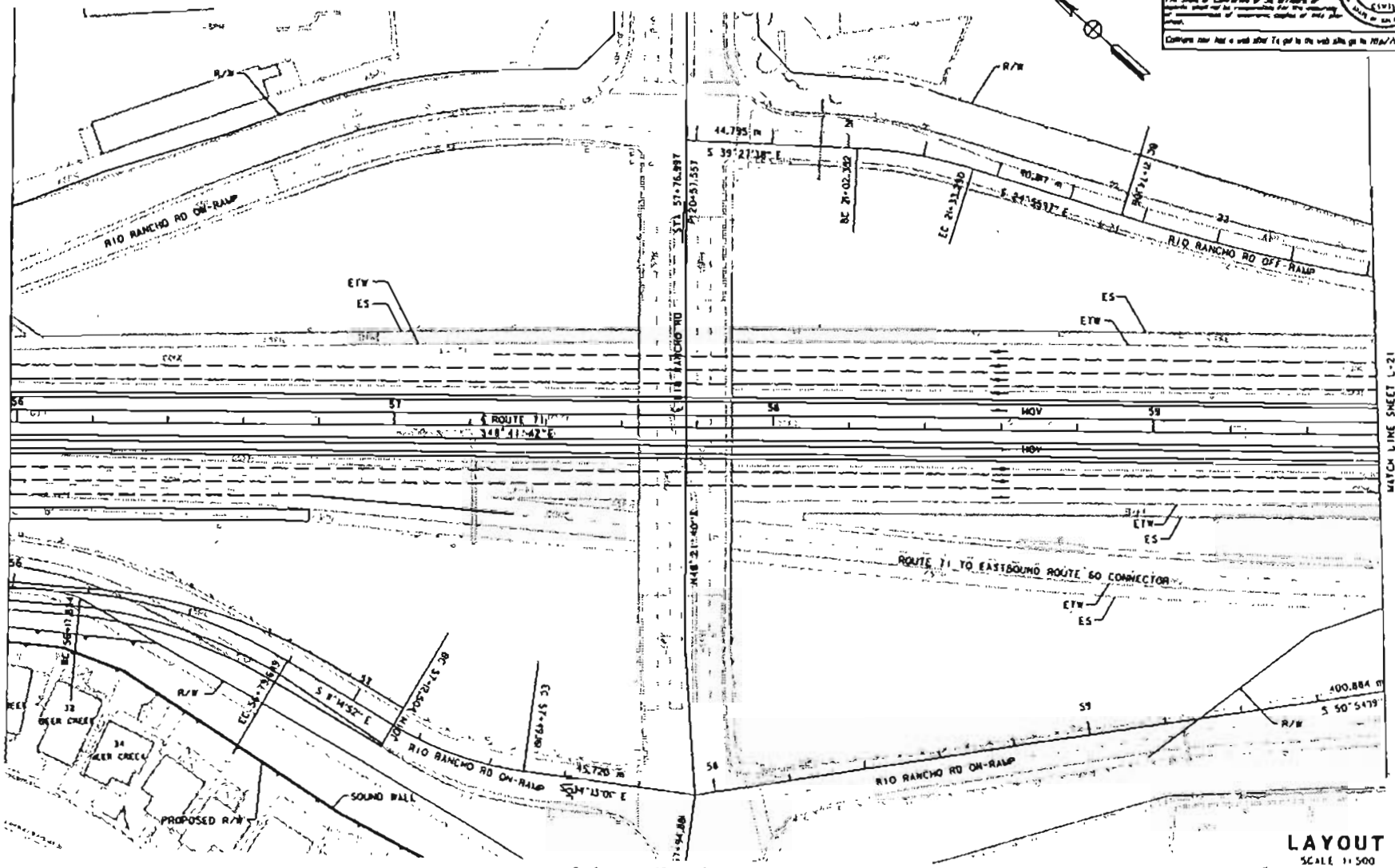
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
07	LA	71	R10.837-7.2421		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

ALTERNATIVE 2B - HALF DEPRESSED FREEWAY



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-20

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

PROJECT ENGINEER | CALCULATED/DESIGNED BY | CHECKED BY | DATE REVISED BY | DATE REVISED

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

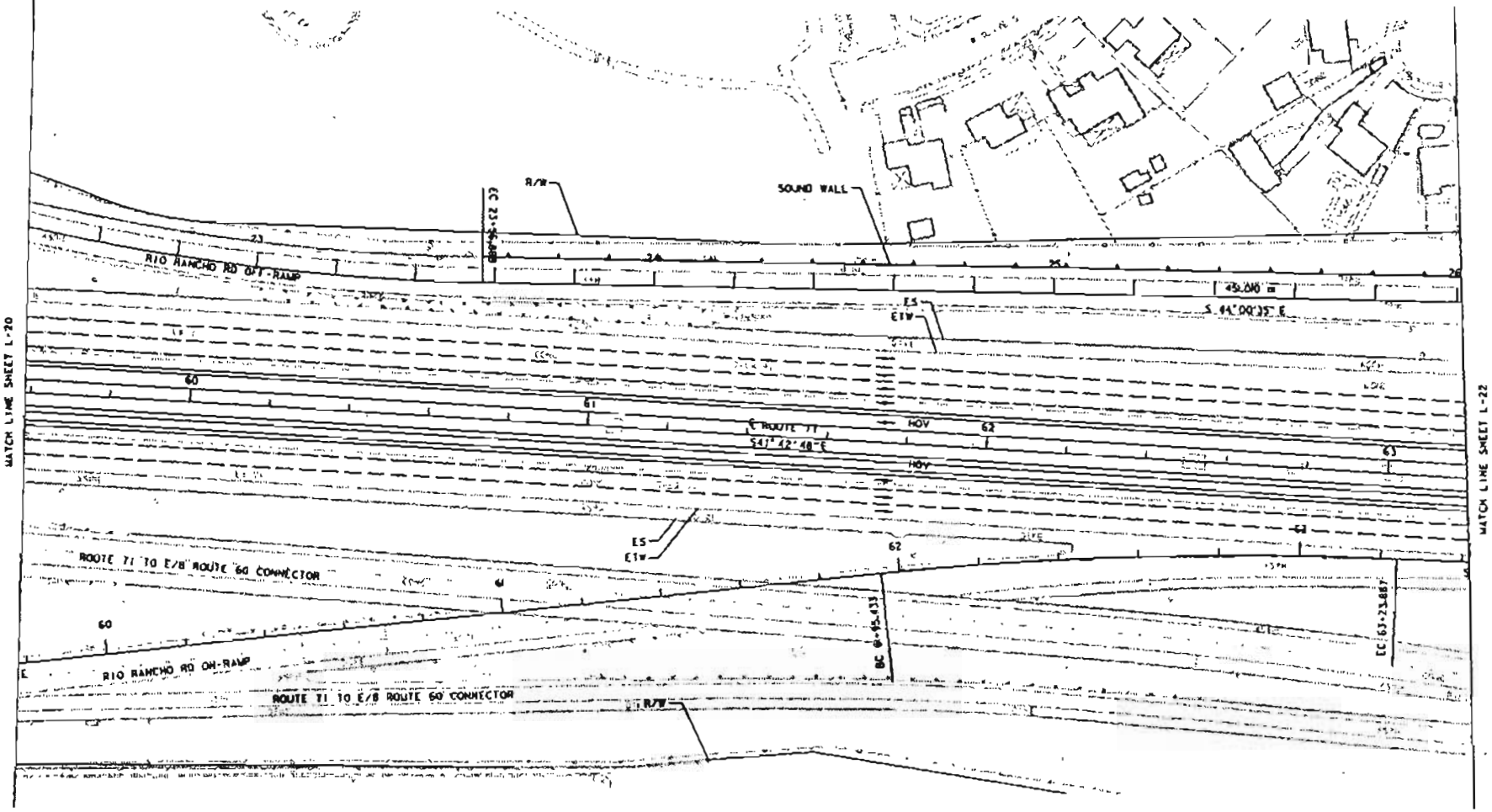
CU 07242 | EA 210600

DIST	COUNTY	ROUTE	TELEPHONE POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	71	R10.837-T.2421		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

ALTERNATIVE 2B - HALF DEPRESSED FREEWAY



LAYOUT

SCALE 1:500

L-21

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

STATE OF CALIFORNIA · DEPARTMENT OF TRANSPORTATION

PROJECT ENGINEER

CALCULATED/DESIGNED BY

CHECKED BY

DATE REVISED BY

DATE REVISED

DATE PLOTTED 09-17-01

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
07	LA	71	R10.831-7.242)		

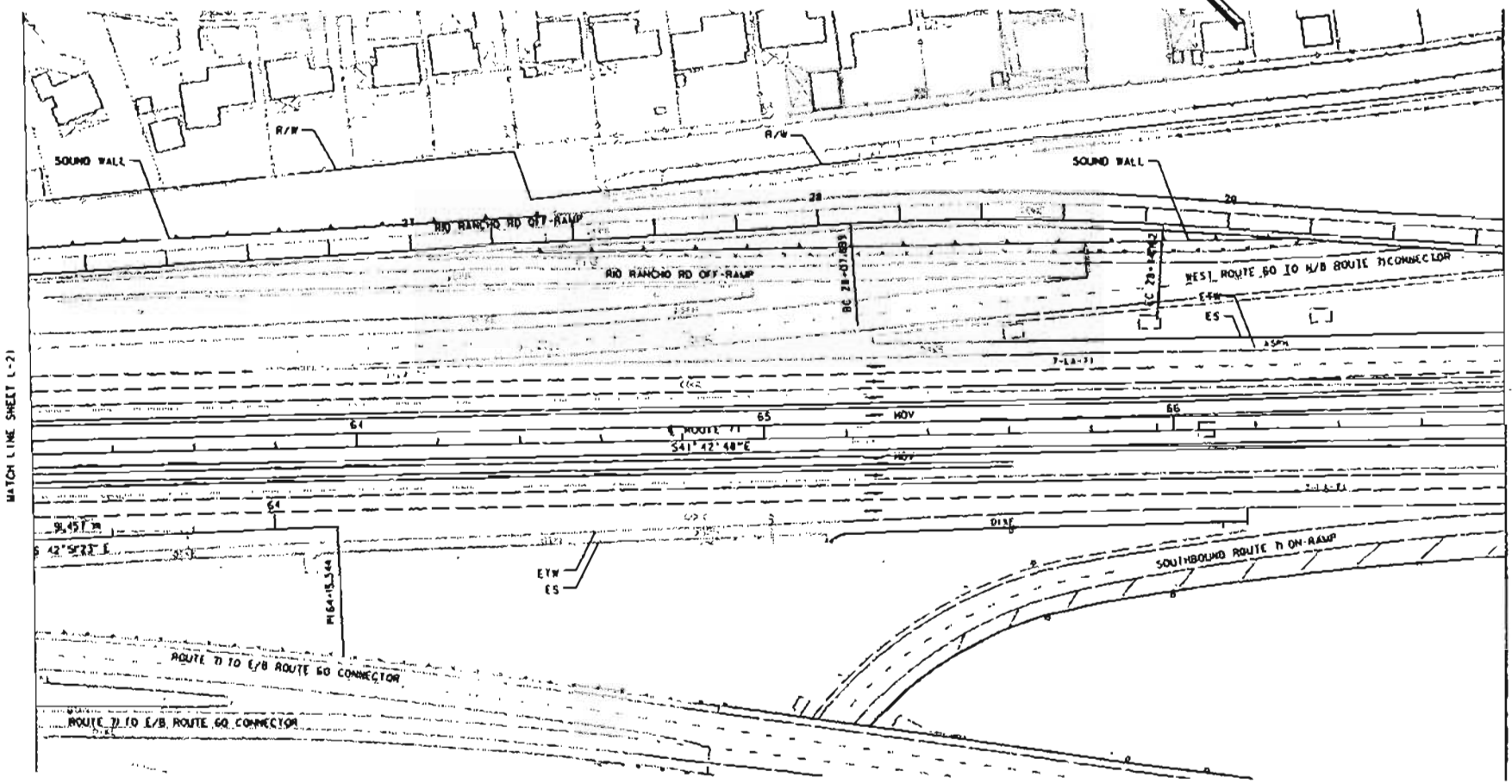
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — CIVIL — STATE OF CALIFORNIA

Caltrans now has a web site! To get to the web site go to http://www.dot.ca.gov

ALTERNATIVE 2B - HALF DEPRESSED FREEWAY



LAYOUT

SCALE 1:500

L-22

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

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DGN FILE = [illegible]

CU 07242

EA 710500

09-17-01 PLOTTED = 11:18 AM
TIME PLOTTED = 08:05:54

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

PROJECT ENGINEER

CALCULATED/DESIGNED BY

CHECKED BY

REVISED BY

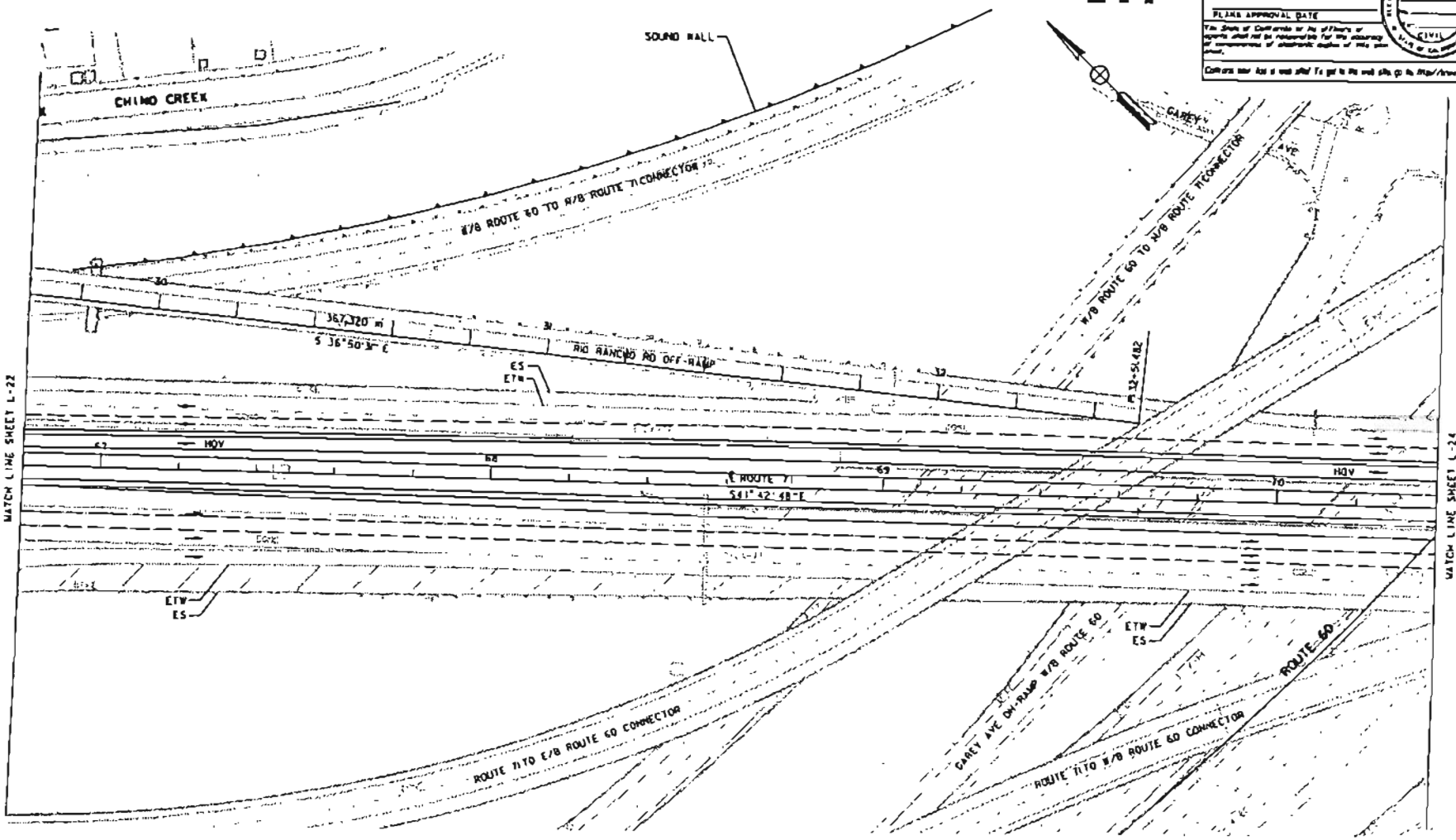
DATE REVISED

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	71	R10.837-7.2421		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

ALTERNATIVE 2B - HALF DEPRESSED FREEWAY



LAYOUT

SCALE 1:500

L-23

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

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DGN FILE = ...\7210600W2B.dgn

CU 07242

EA 210600

DATE PLOTTED = 16 JUN 2003
TIME PLOTTED = 09:13:01

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

PROJECT ENGINEER

CALCULATED/DESIGNED BY

CHECKED BY

DATE REVISED BY

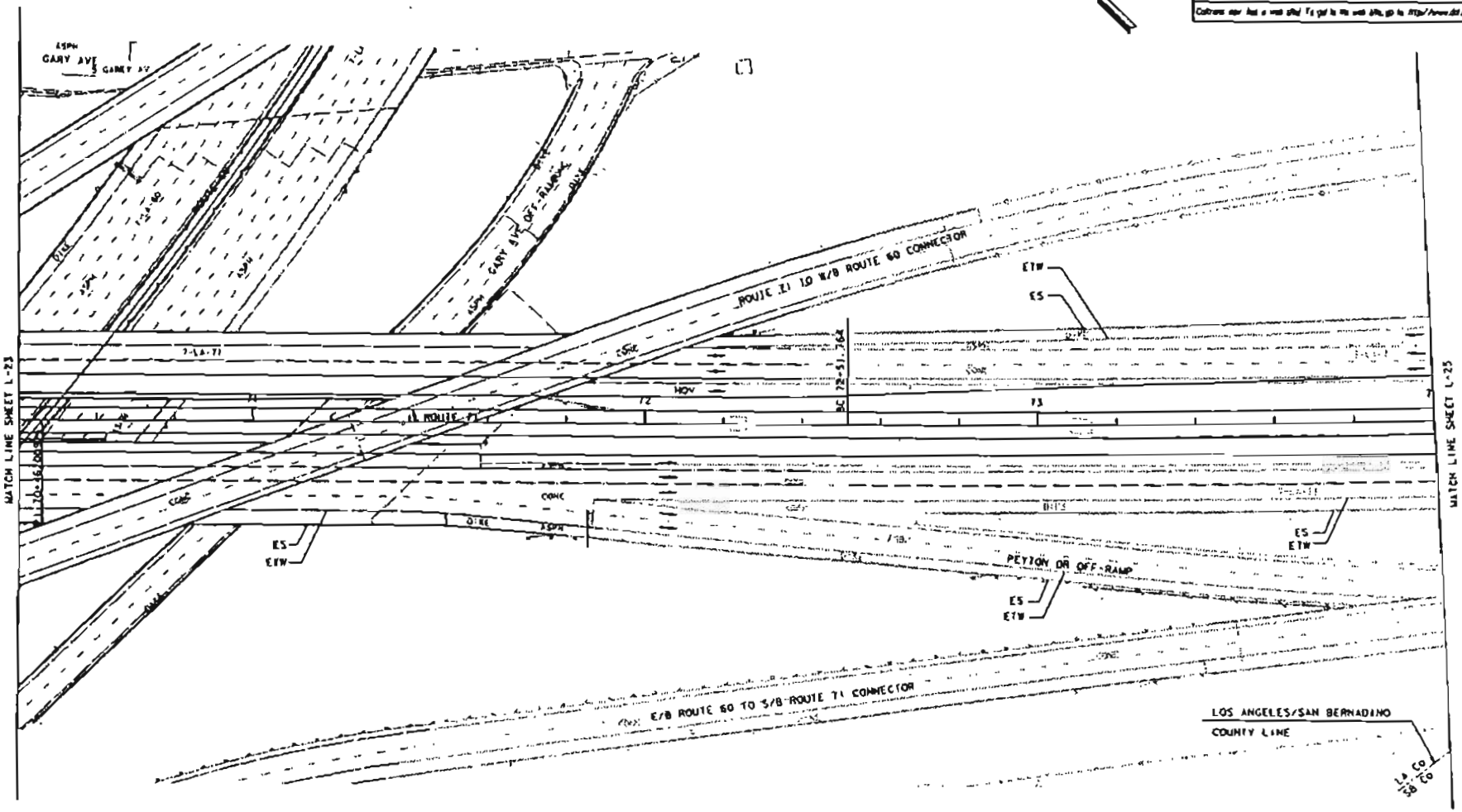
DATE REVISED

DISTRICT	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	71	R(0.837-1.242)		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

ALTERNATIVE 2B HALF DEPRESSED FREEWAY



LAYOUT
SCALE 1:500

L-24

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DATE REVISED BY | DATE REVISED | CALCULATED/DESIGNED BY | CHECKED BY | PROJECT ENGINEER

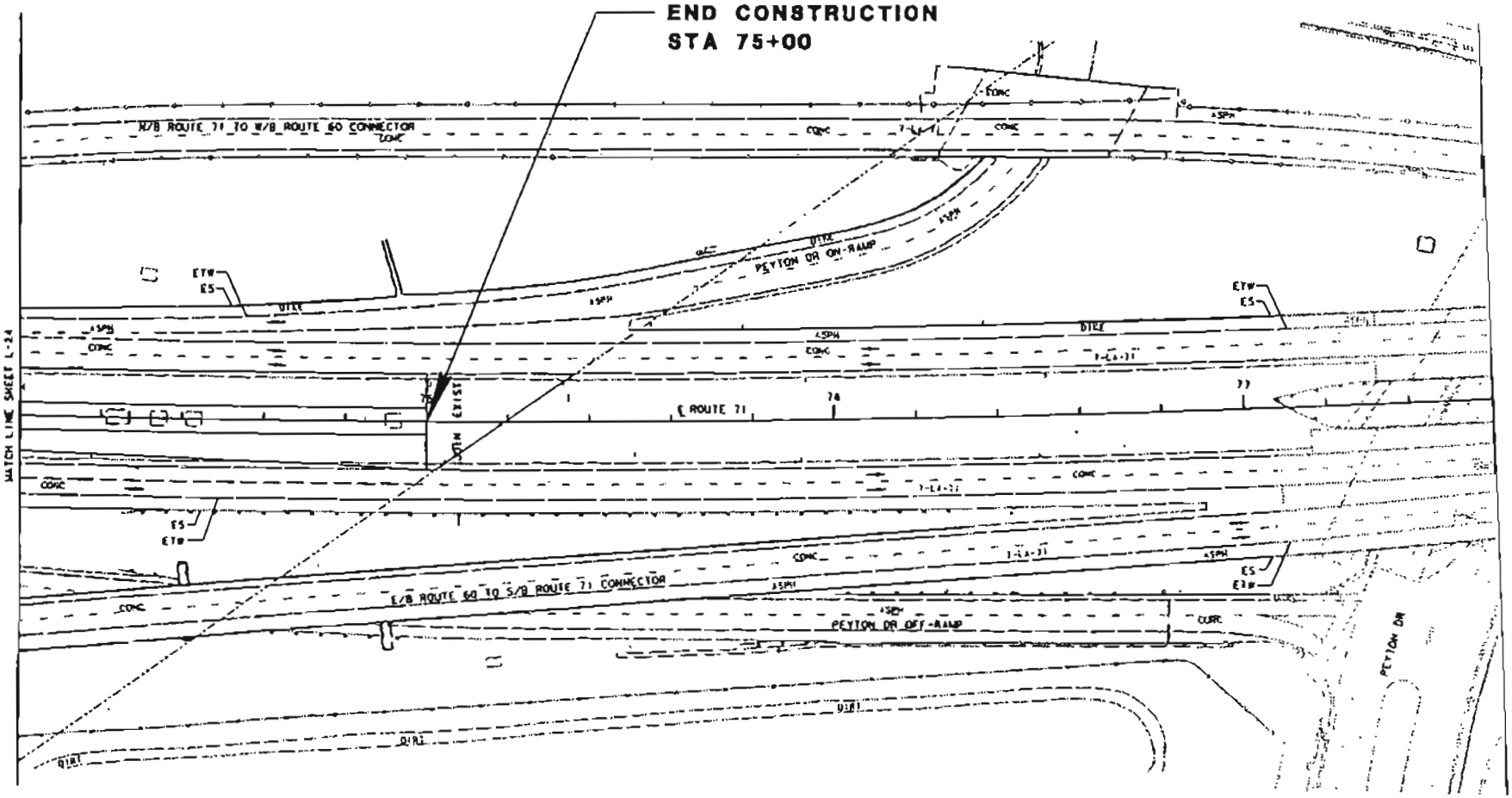
DATE PLOTTED 09-17-07 TIME PLOTTED 2:10 pm 2006

DIST	COUNTY	ROUTE	RELOCATED POST TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	71	R40.837-T.2421		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

ALTERNATIVE 2B HALF DEPRESSED FREEWAY



LAYOUT

SCALE 1:500

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

L-25

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

PROJECT ENGINEER

CALCULATED/DESIGNED BY

CHECKED BY

REVISED BY | DATE REVISED

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME
DGN FILE

CU 07242

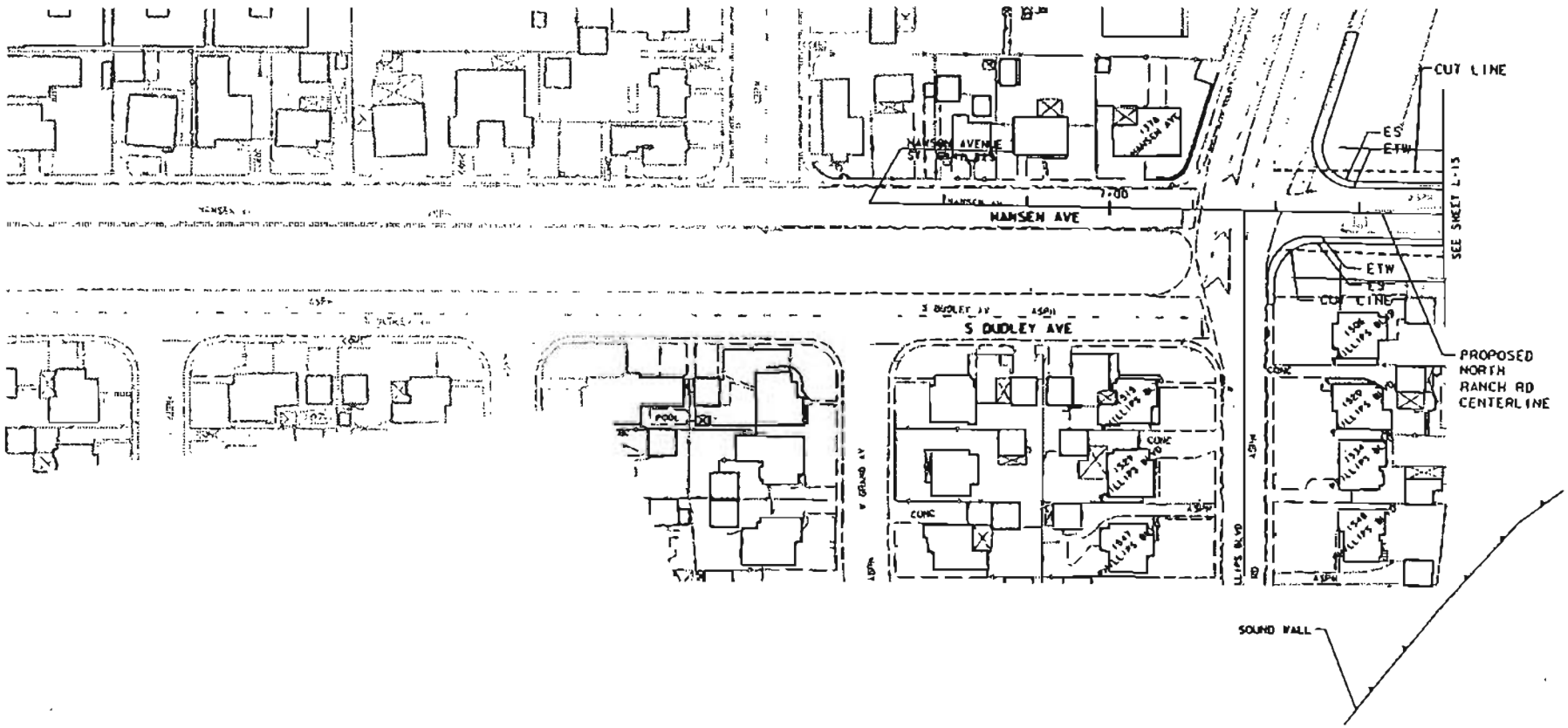
EA 210600

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	71	R0.8/7.2(2)		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

ALTERNATIVE 2A - FULLY DEPRESSED FREEWAY



LAYOUT

SCALE 1:500

L-26

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

CU 07242

EA 240600

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

PROJECT ENGINEER

CALCULATED/DESIGNED BY

CHECKED BY

REVISED BY

DATE REVISED

DATE

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	71	R(0.837-7.242)		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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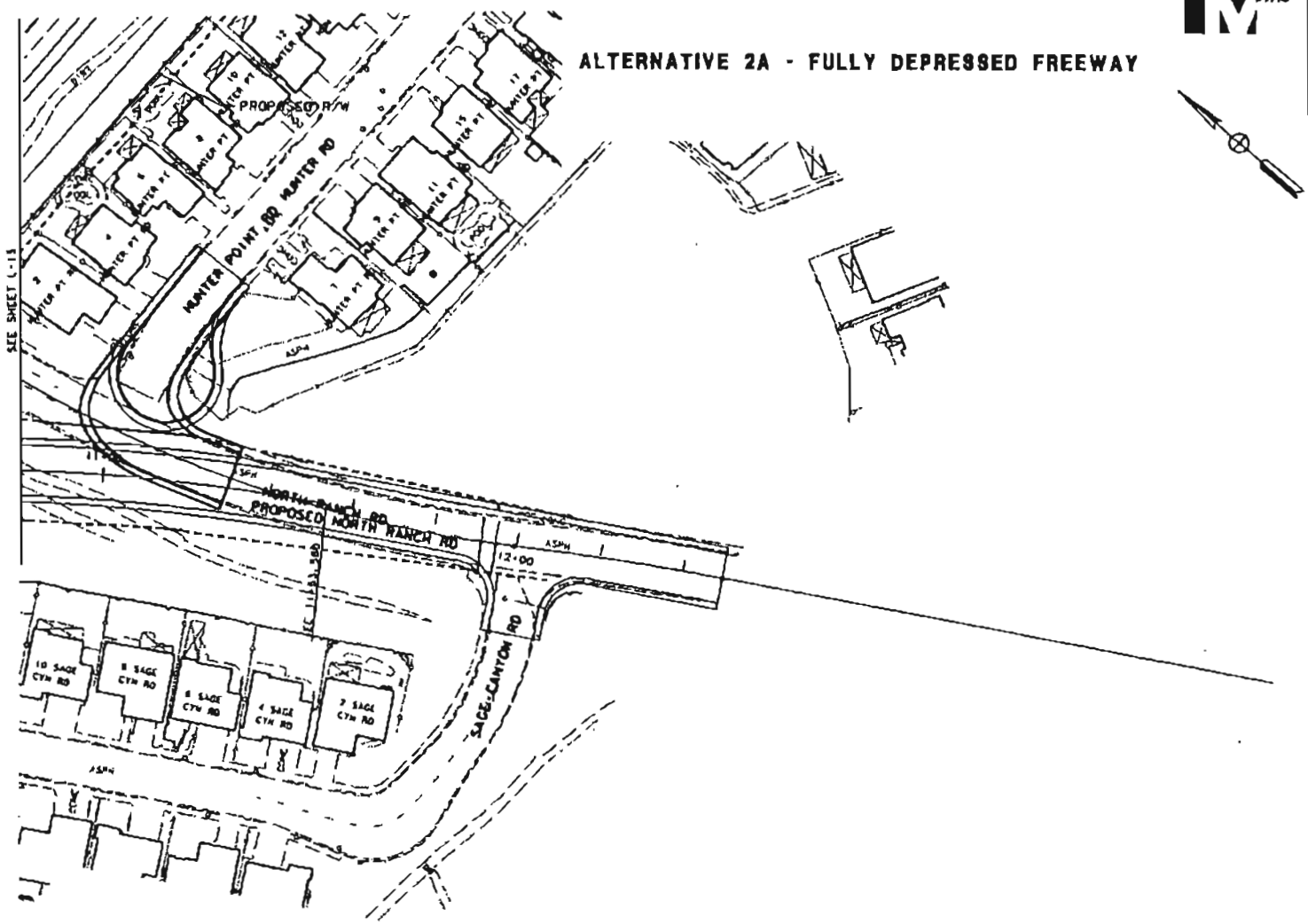
ALTERNATIVE 2A - FULLY DEPRESSED FREEWAY



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL SCALE IS 1M VILLE METERS

0 20 40 60 80

USERNAME
DGN FILE

CU 07242

EA 240600

LAYOUT

SCALE 1:500

L-27

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

PROJECT ENGINEER

CALCULATED/DESIGNED BY

CHECKED BY

DATE REVISED BY

DATE REVISED

DATE PLOTTED
TIME PLOTTED

EXISTING AND PROPOSED TYPICAL SECTIONS AND PROFILES

ATTACHMENT D

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
07	LA	71			

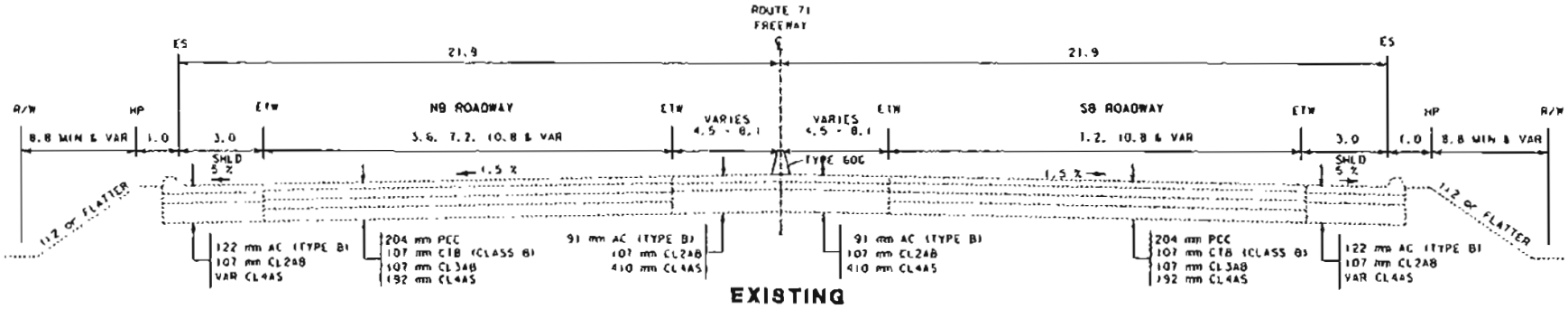
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

ROUTE 71

RIDGEWAY ST TO VALLEY BL/HOLT AVE

STATION 1+20.597 TO 14+40.000



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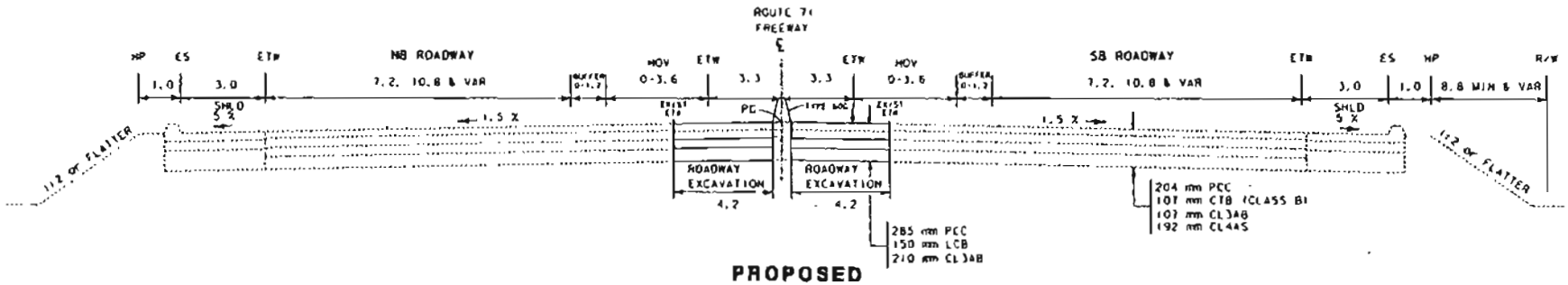

PROPOSED

MEDIAN WIDENING -- RESTRIPE

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

TYPICAL CROSS SECTIONS

NO SCALE

X-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans PROJECT DEVELOPMENT

PROJECT ENGINEER | CALCULATED/DESIGNED BY | CHECKED BY | REVISED BY | DATE REVISED

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

USERNAME = (USER)
DGN FILE = ...\typicalsections.dgn

CU 07242 | EA 210601

aul\typicalsections.dgn Mar. 20, 2002 13:17:15

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
07	LA	71			

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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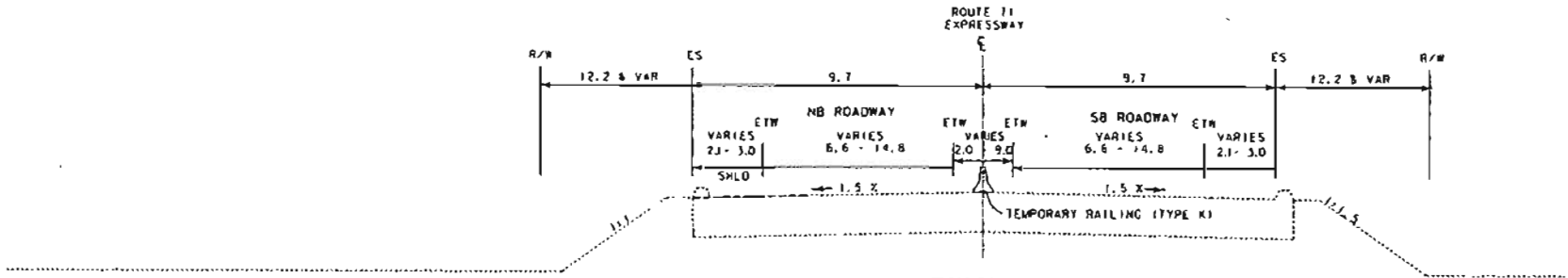
Caltrans Metric

ROUTE 71

VALLEY BL/HOLT AVE TO W POMONA OH

STATION 14+40.000 TO 18+89.756

STATION 19+74.699 TO 20+64.253



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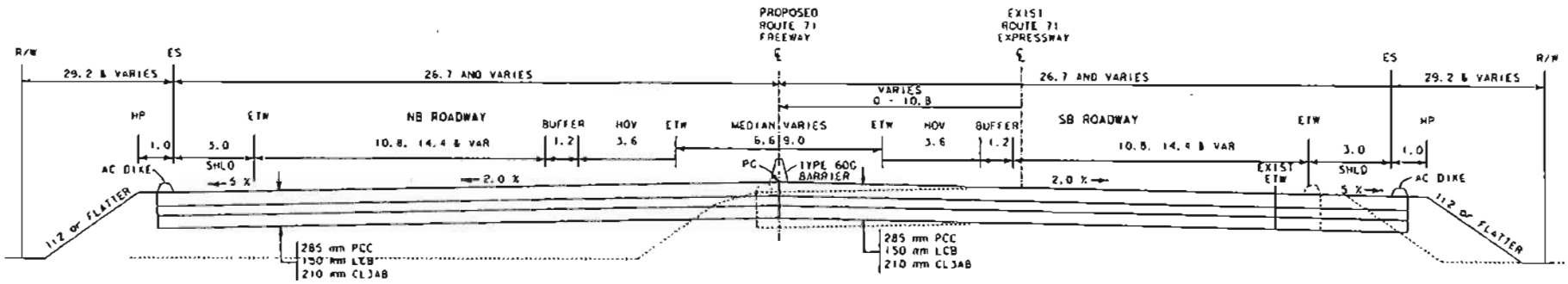

PROPOSED

REALIGN CENTERLINE AND WIDEN

REPLACE ENTIRE WIDTH OF STRUCTURAL SECTION

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

TYPICAL CROSS SECTIONS

NO SCALE

X-2

DATE	REVISED BY	DATE REVISED

CALCULATED/DESIGNED BY

CHECKED BY

PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans PROJECT DEVELOPMENT

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME = (USER)
DGN FILE = ...typicalsections.dgn

CU 07242

EA 210601

DATE PLOTTED = 20 MAR 2002
TIME PLOTTED = 13:33:13

aul\typicalsections.dgn Mar. 20, 2002 13:33:12

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
07	LA	71			

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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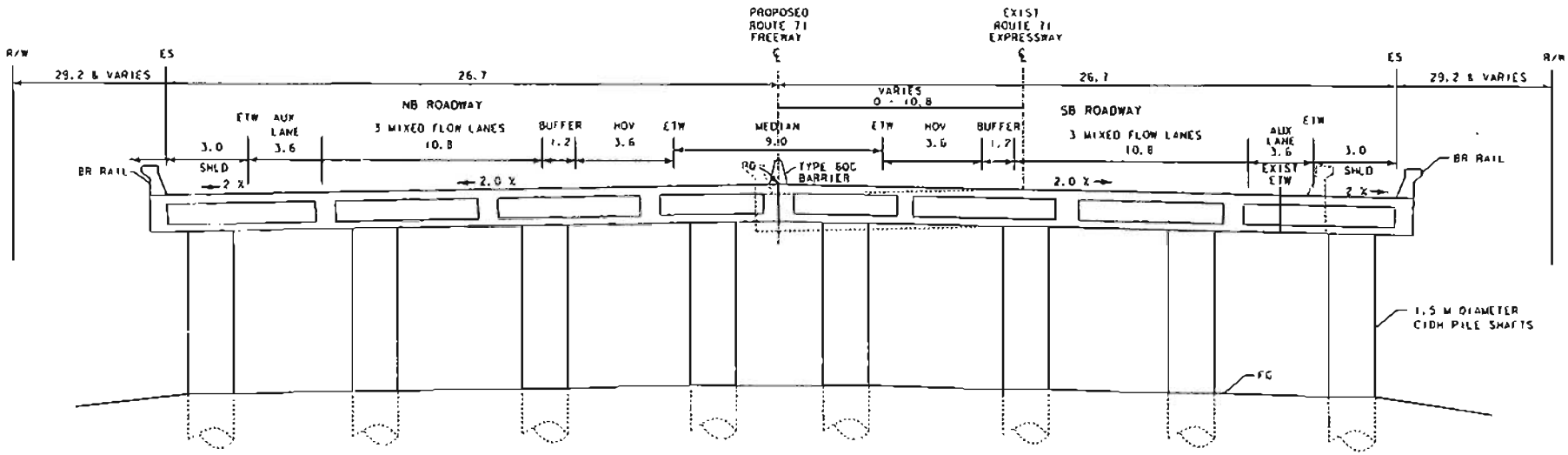
ROUTE 71

AT E SPADRA AND W POMONA OH BRIDGE LOCATIONS

STATION 18+89.756 TO 19+74.699

STATION 20+64.253 TO 21+26.753



PROPOSED

EAST SPADRA OH BRIDGE

18+89.758 TO 19+74.699

WEST POMONA OH BRIDGE

20+64.253 TO 21+26.753

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

TYPICAL CROSS SECTIONS

NO SCALE

X-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans PROJECT DEVELOPMENT

PROJECT ENGINEER

CALCULATED/DESIGNED BY

CHECKED BY

DATE REVISED BY

DATE REVISED

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME = d1tuser1

DGN FILE = ...\typicalsections.dgn

CU 07242

EA 210601

LAST REVISED 10-15-01 PLOTTED => 20 MAR 2002 TIME PLOTTED => 13:33:33

aul\typicalsections.dgn Mar. 20, 2002 13:33:56

DIST	COUNTY	ROUTE	KILOMETER POST / TOTAL PROJECT	SHEET NO	TOTAL SHEETS
07	LA	71			

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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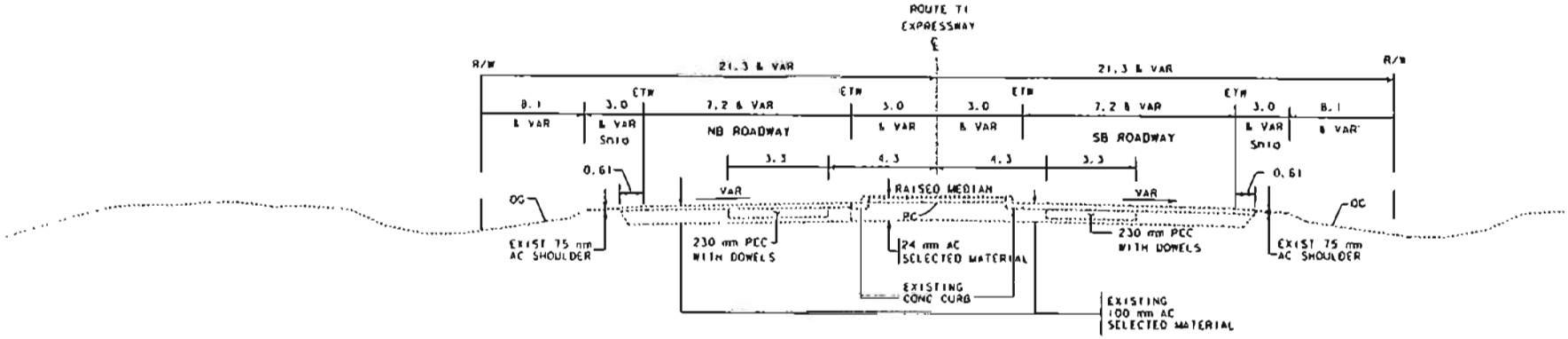
Caltrans Metric

ROUTE 71

FROM W. POMONA OH TO MISSION BLVD.

STATION 21+26.753 TO 25+00.000



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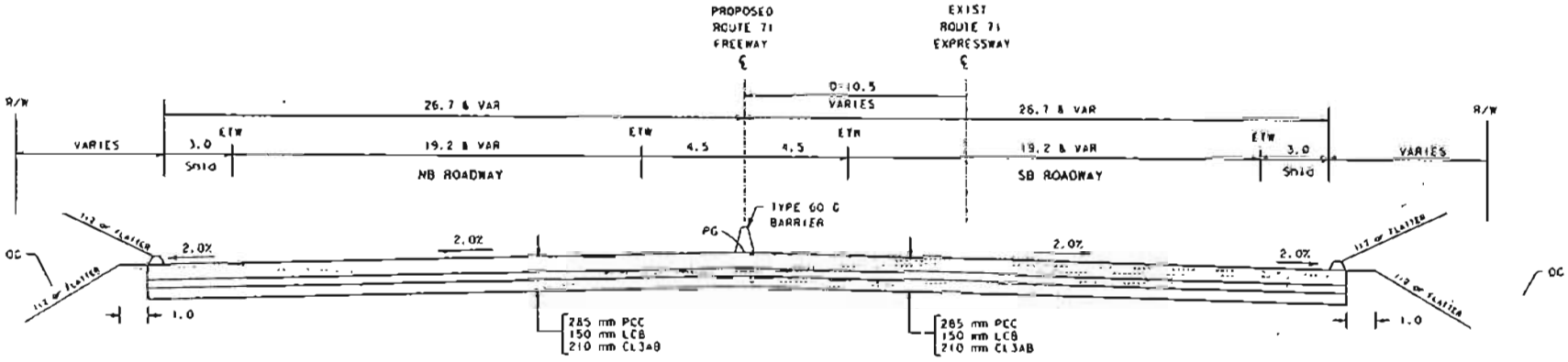

PROPOSED

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

TYPICAL CROSS SECTIONS

NO SCALE

X-4

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans PROJECT DEVELOPMENT

PROJECT ENGINEER

CALCULATED/DESIGNED BY

CHECKED BY

DATE REVISED BY

DATE REVISED

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

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DGN FILE = [illegible]typicalsections.dgn

EU 07242

EA 210601

DATE PLOTTED = 20 Mar 2002

TIME PLOTTED = 13:34:39

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	71			

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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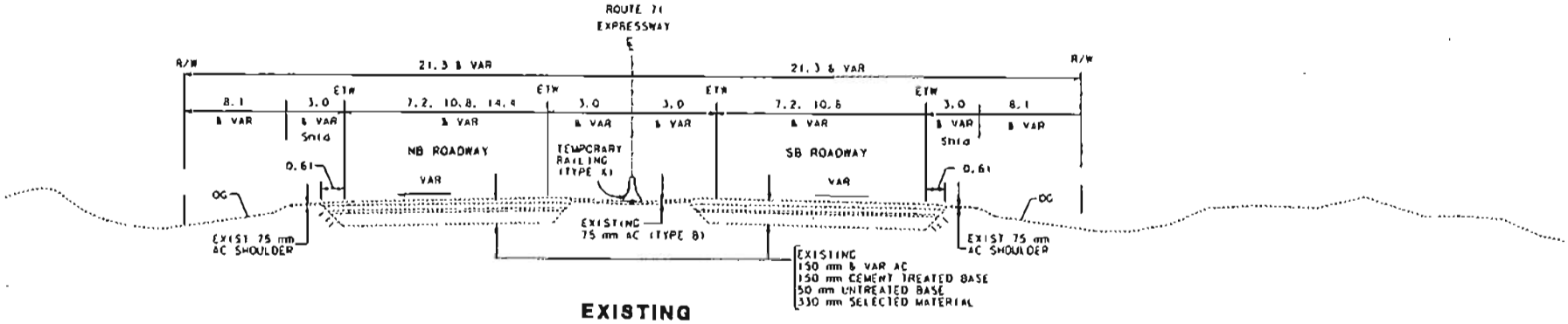
ROUTE 71

FROM MISSION BLVD. TO OLD POMONA RD.

STATION 25+00 TO 53+40



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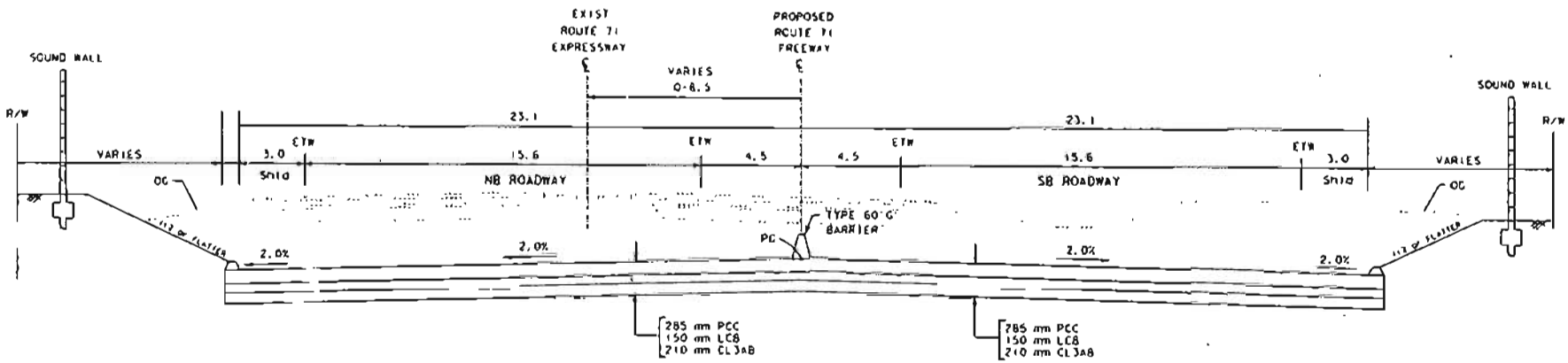


PROPOSED

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

TYPICAL CROSS SECTIONS

NO SCALE

X-5

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT

PROJECT ENGINEER

CALCULATED/DESIGNED BY | CHECKED BY

DATE REVISED BY | DATE REVISED

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME = bauflt
DGN FILE = ...\typicalsections.dgn

CU 07242

EA 210601

DATE PLOTTED = Mar 20, 2002
TIME PLOTTED = 13:35:16

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
07	LA	71			

REGISTERED CIVIL ENGINEER

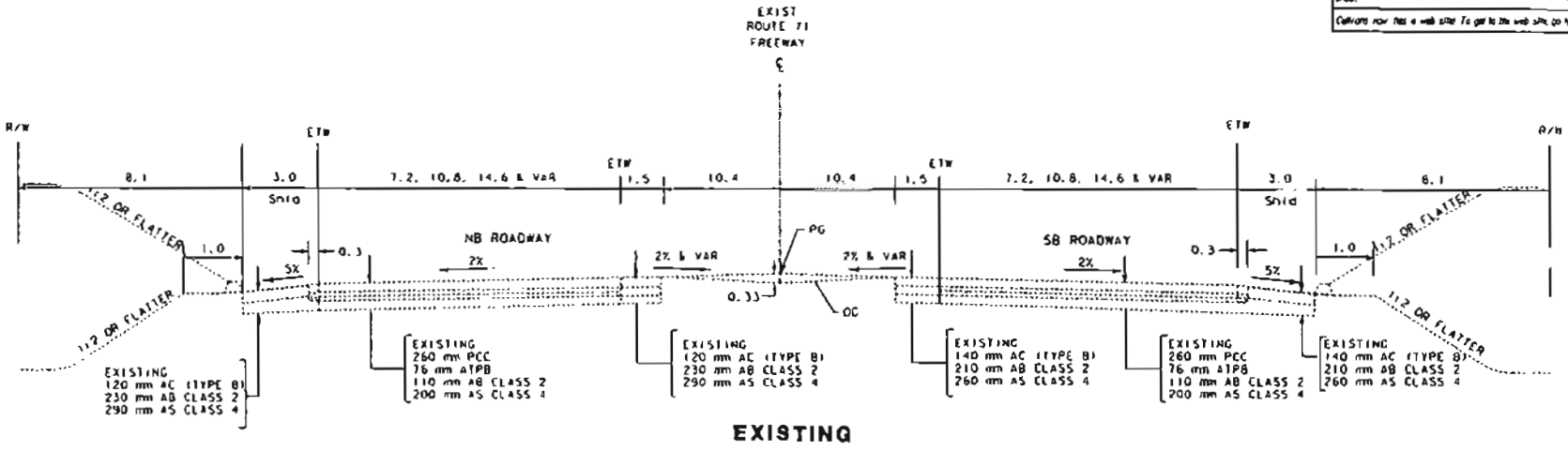
PLANS APPROVAL DATE

Caltrans Metric

ROUTE 71

OLD POMONA RD. TO LA/SBD COUNTY LINE

STATION 53+40 TO 75+00



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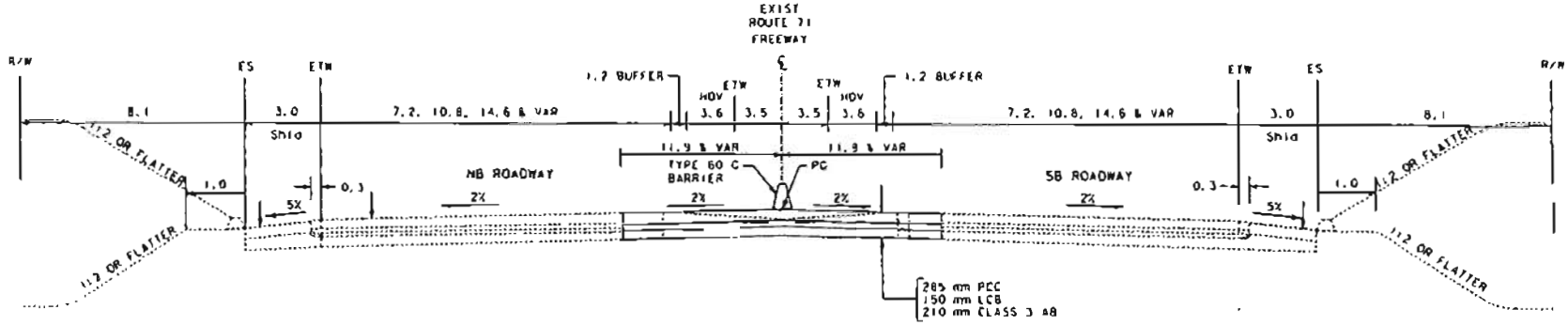


PROPOSED

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

TYPICAL CROSS SECTIONS

NO SCALE

X-6

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans PROJECT DEVELOPMENT

PROJECT ENGINEER

CALCULATED/DESIGNED BY

CHECKED BY

DATE REVISED BY

DATE REVISED

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME = DRUSER

DGN FILE = ...\typicalsections.dgn

CU 07242

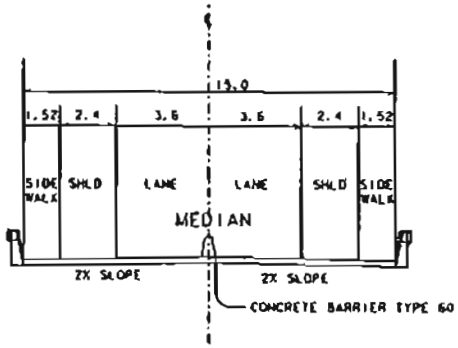
EA 210601

DATE PLOTTED = 20 MAR 2002

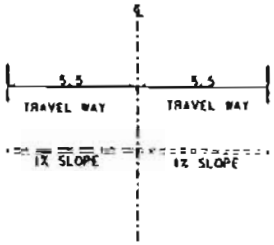
TIME PLOTTED = 13:36:13

00-00-00

aul\typicalsections.dgn Mar. 20, 2002 13:36:13



PROPOSED



EXISTING

NINTH STREET

PROPOSED OVERCROSSING

TYPICAL CROSS SECTION

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans PROJECT STUDIES

PROJECT ENGINEER

CALCULATED/DESIGNED BY CT DATE

CHECKED BY

REVISED BY

DATE REVISED

PROJECT STUDY REPORT
FROM THE END OF VALLEY
BLVD UC TO RTE 60

DIST	COUNTY	ROUTE	PROJECT	SCALE	SHEET NO	TOT SHT
07	LA	71	R2.45/7.16	NOT TO SCALE	1	1

ATTACHEMENT A

DATE 07/26/00

EA 210600

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME -> [illegible]
DGN FILE -> [illegible]

DATE PLOTTED -> 21 MAR 2002
TIME PLOTTED -> 08:26:41

10601\design\le\aps\bx02.dgn Mar. 21, 2002 08:26:40

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	71	R0.8/R7.2		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER — CIVIL — STATE OF CALIFORNIA

Caltrans Metro

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans PROJECT DEVELOPMENT

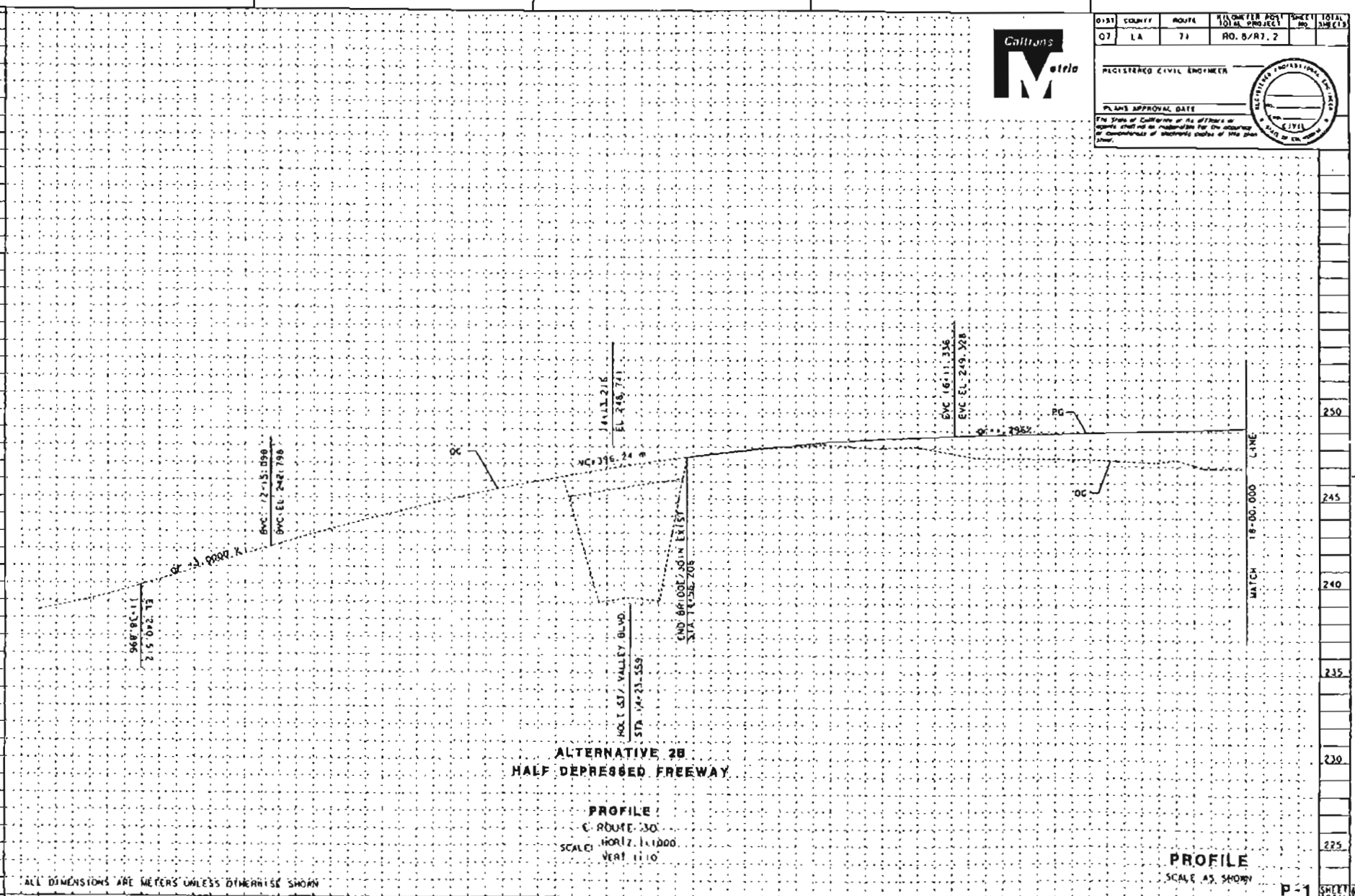
PROJECT ENGINEER

CALCULATED/DESIGNED BY

CHECKED BY

DATE REVISED BY

DATE REVISED



ALTERNATIVE 2B
HALF DEPRESSED FREEWAY

PROFILE
C ROUTE 30
SCALE: HORIZ. 1:1000
VERT. 1:10

ALL DIMENSIONS ARE METERS UNLESS OTHERWISE SHOWN

PROFILE
SCALE AS SHOWN

P-1

SHEET TOTAL

Station 11 12 13 14 15 16 17 18

m BVC EVC

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME = NUMBER
DGN FILE = ...

CU 07242

EA 372151

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	71	R0.8/R1.2		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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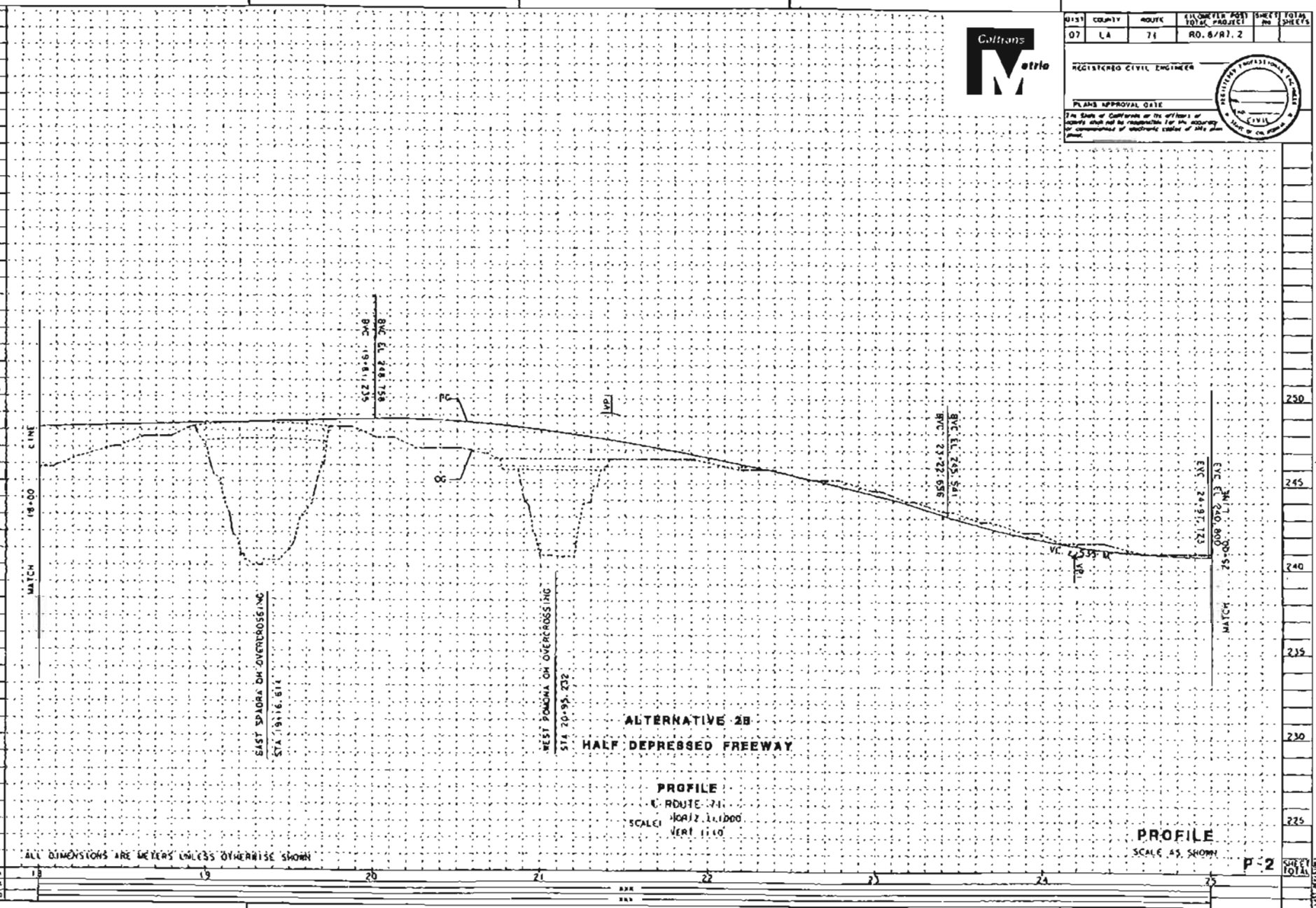
Caltrans Metric



ALTERNATIVE 2B

HALF DEPRESSED FREEWAY

PROFILE

℄ ROUTE 71

SCALE: HORIZ 1:1000
VERT 1:10

ALL DIMENSIONS ARE METERS UNLESS OTHERWISE SHOWN

PROFILE

SCALE AS SHOWN

P-2

SHEET TOTAL

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans PROJECT DEVELOPMENT

PROJECT ENGINEER

CALCULATED/DESIGNED BY

CHECKED BY

DATE REVISED BY

DATE REVISED

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

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CU 01242

EA 172151

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DIST	COUNTY	ROUTE	TOTAL PROJECT	SHEET NO	TOTAL SHEETS
07	LA	71	PM. 8/R7.2		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

Caltrans Metric

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans PROJECT DEVELOPMENT

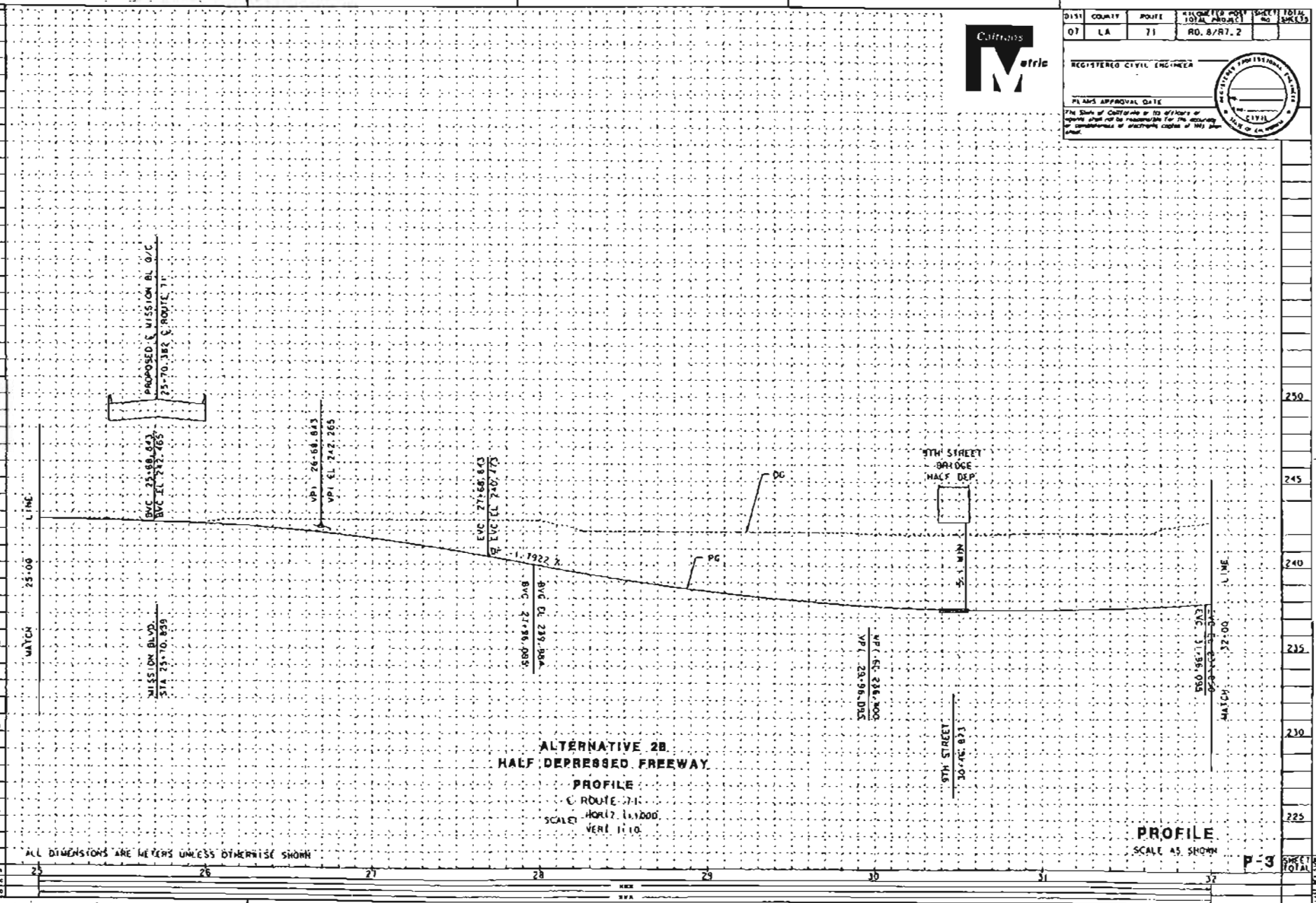
PROJECT ENGINEER

CALCULATED/DESIGNED BY

CHECKED BY

DATE REVISED BY

DATE REVISED



ALTERNATIVE 2B
HALF DEPRESSED FREEWAY
PROFILE
℄ ROUTE 71
SCALE: HORIZ. 1:1000
VERT. 1:10

ALL DIMENSIONS ARE METERS UNLESS OTHERWISE SHOWN

PROFILE
SCALE AS SHOWN

P-3

SHEET TOTAL

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

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DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	71	R0.8/R7.2		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER CIVIL STATE OF CALIFORNIA

Caltrans District 7

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans PROJECT DEVELOPMENT

PROJECT ENGINEER

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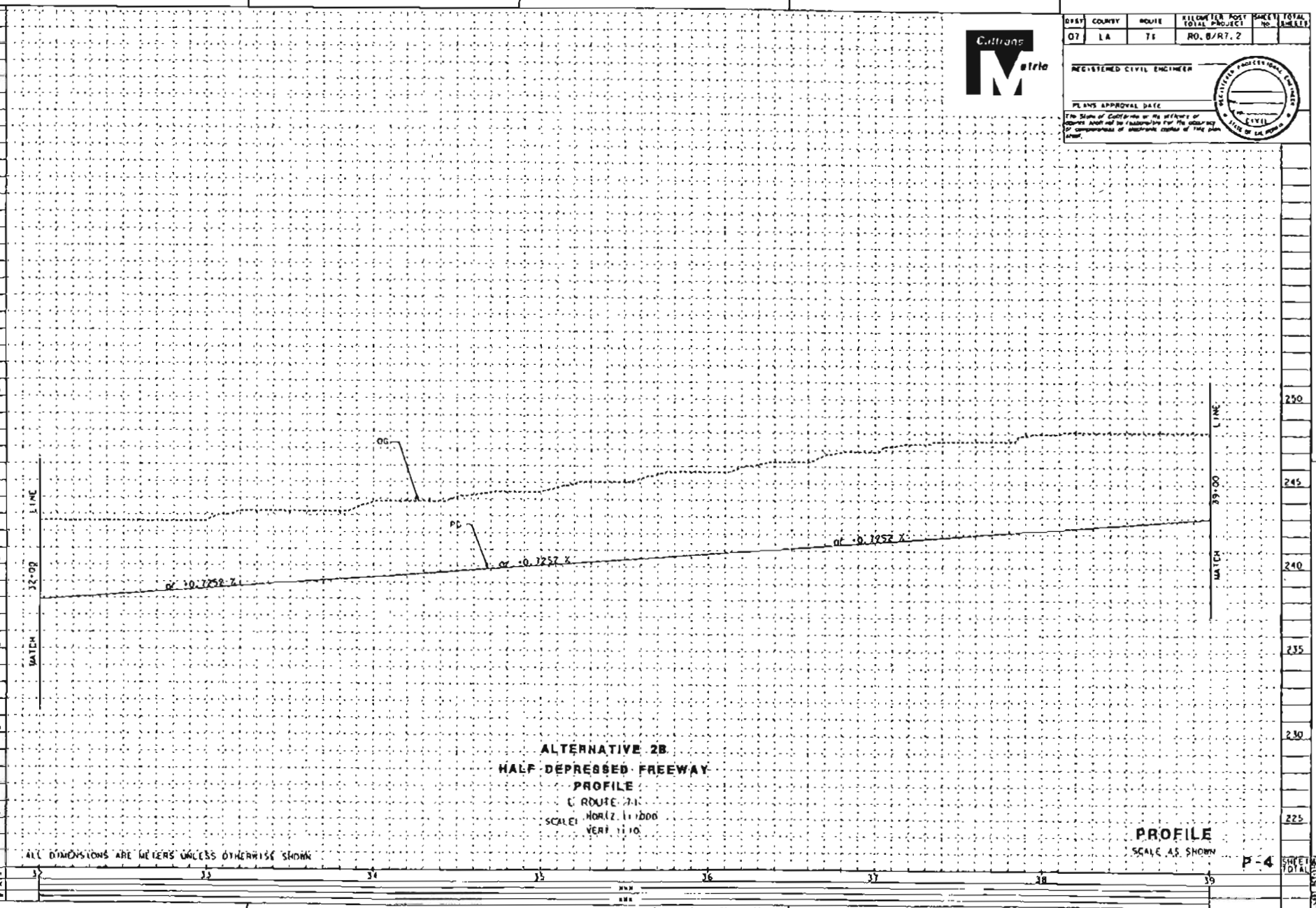

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REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER CIVIL STATE OF CALIFORNIA

Caltrans District 7

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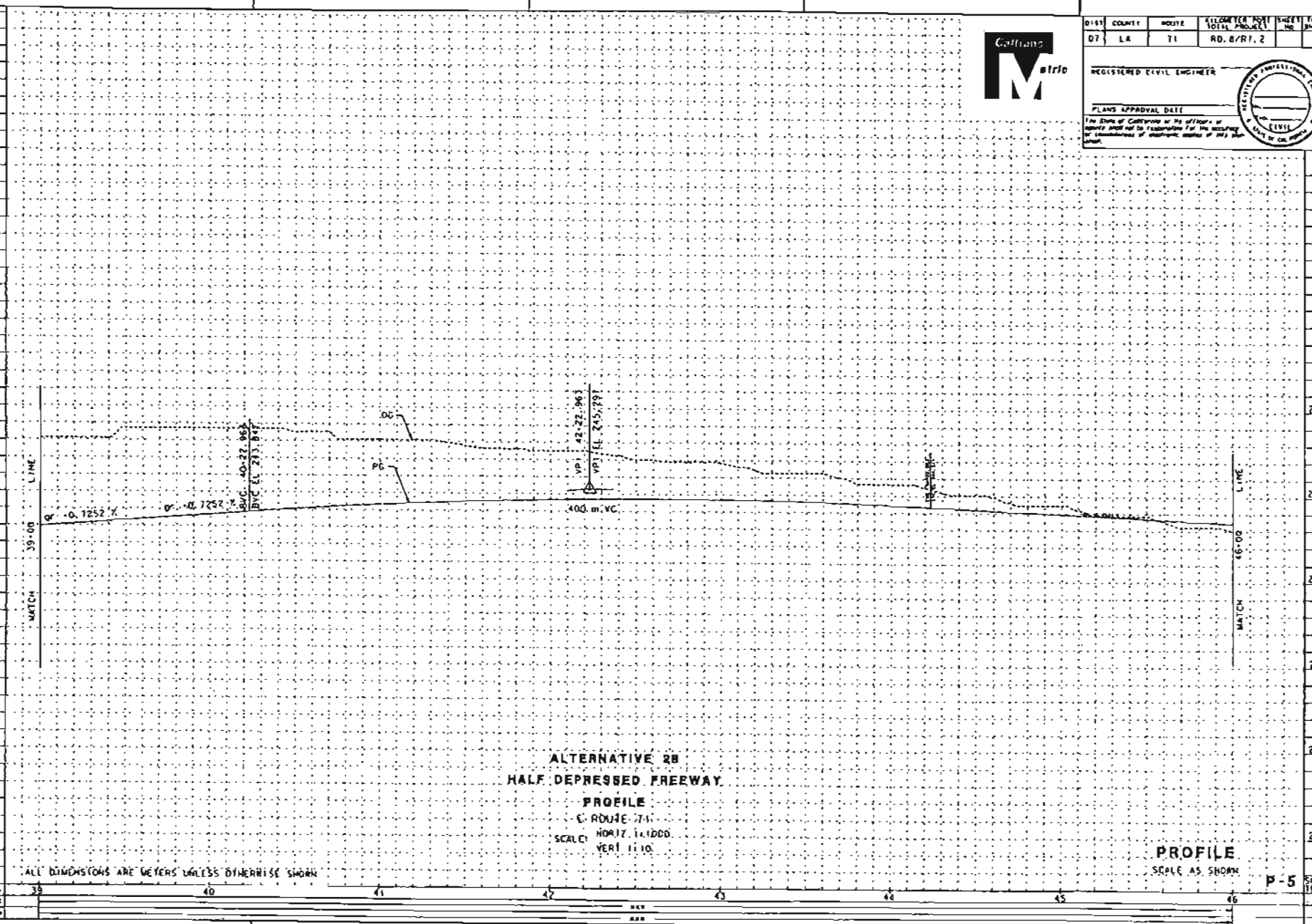
PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans PROJECT DEVELOPMENT



ALTERNATIVE 2B

HALF DEPRESSED FREEWAY

PROFILE

℄ ROUTE 71

SCALE: HORIZ. 1:1000

VERT. 1:10

ALL DIMENSIONS ARE METERS UNLESS OTHERWISE SHOWN

PROFILE

SCALE AS SHOWN

P-5

SHEET 10 OF 10

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DATE PLOTTED 00-00-00 TIME PLOTTED 00:00:00

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07	LA	71	R0.8/R1.2		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER — CIVIL — STATE OF CALIFORNIA

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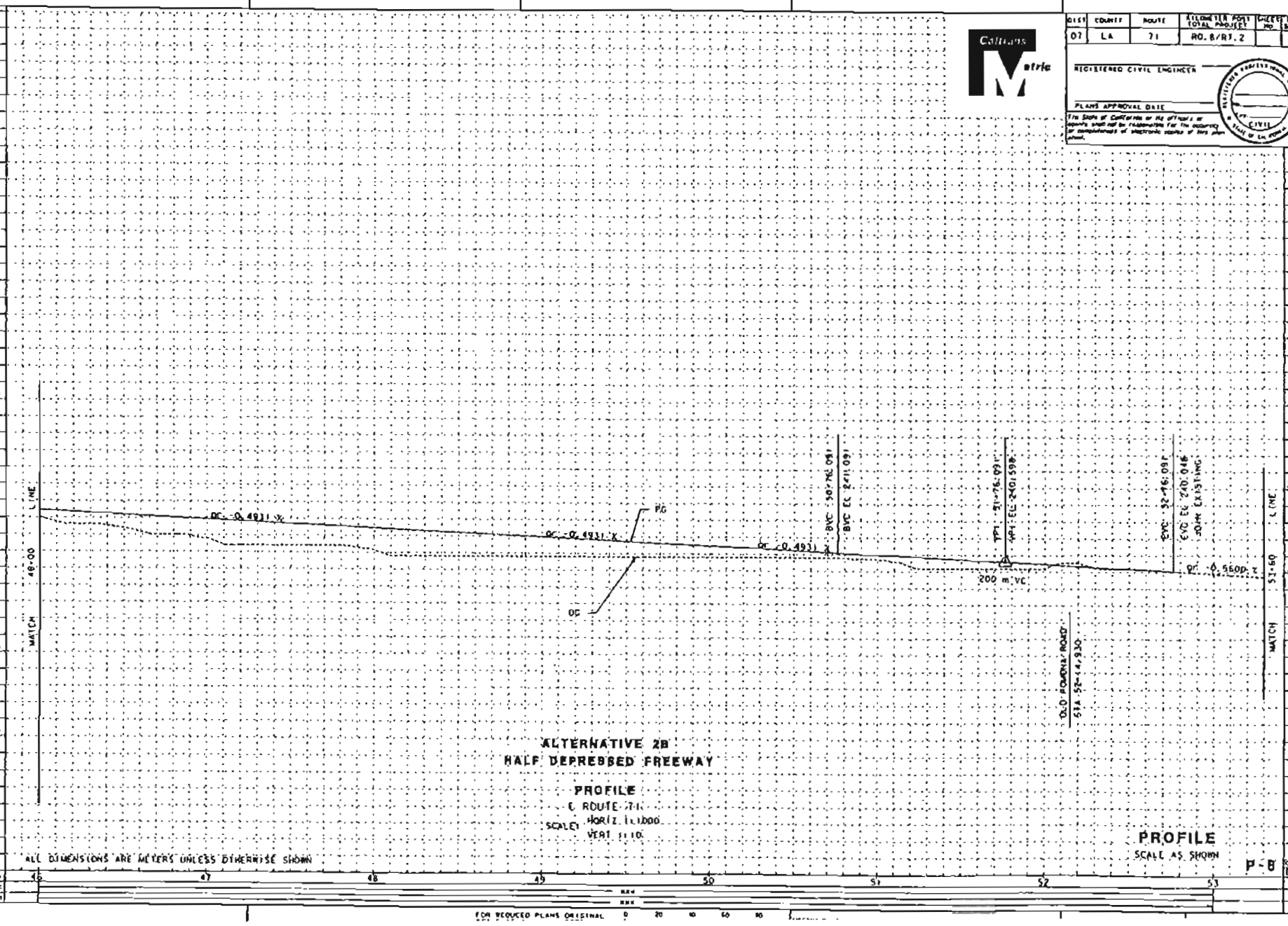
PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans PROJECT DEVELOPMENT



ALTERNATIVE 2B
HALF DEPRESSED FREEWAY

PROFILE
℄ ROUTE 71
SCALE: HORIZ. 1:1,000
VERT. 1:10

ALL DIMENSIONS ARE METERS UNLESS OTHERWISE SHOWN

PROFILE
SCALE AS SHOWN

P-8

SHEET TOTAL

LAST REVISION
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DIST	COUNTY	ROUTE	PM/KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
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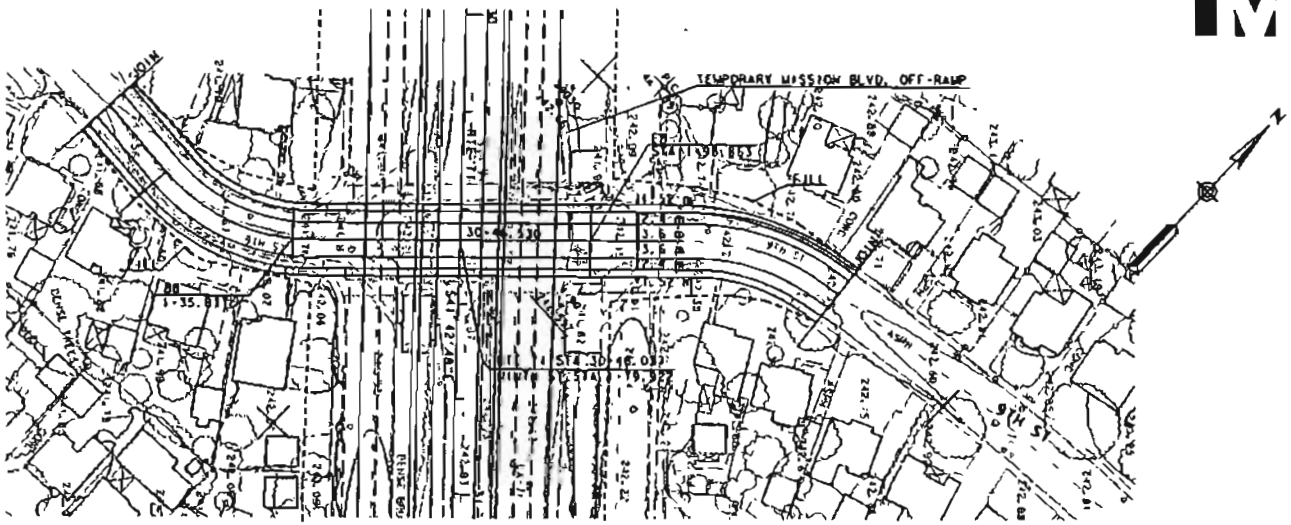
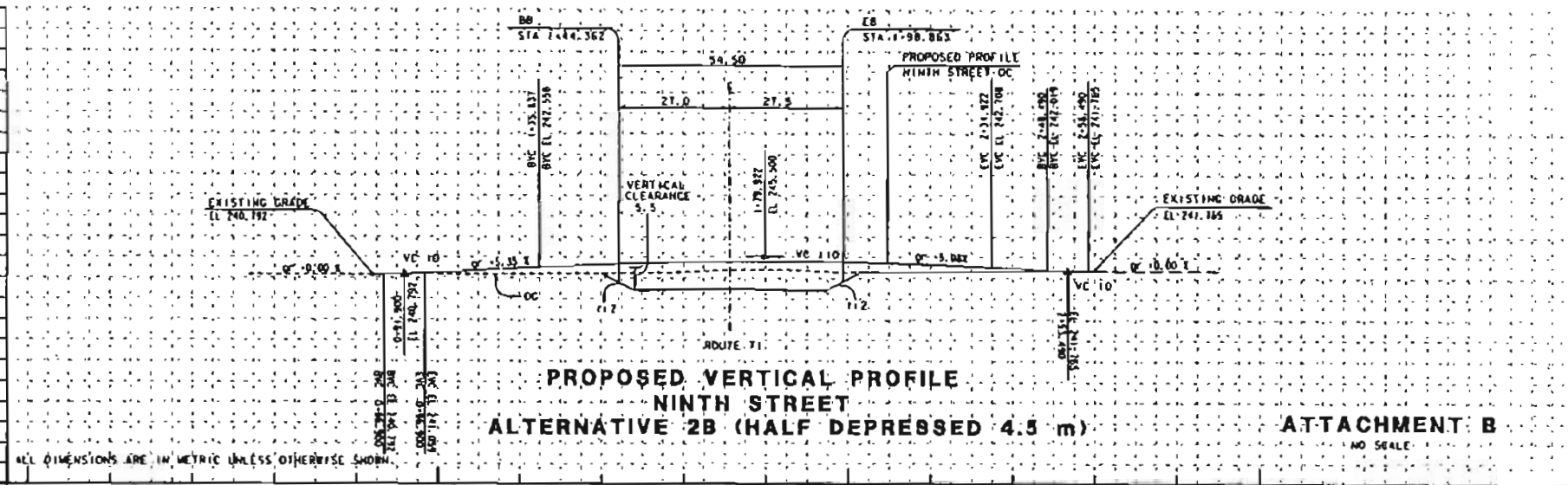
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE



NO SCALE



PROPOSED VERTICAL PROFILE
NINTH STREET
ALTERNATIVE 2B (HALF DEPRESSED 4.5 m)

ALL DIMENSIONS ARE IN METRIC UNLESS OTHERWISE SHOWN.

ATTACHMENT B

NO SCALE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

PROJECT ENGINEER

CALCULATED/DESIGNED BY

CHECKED BY

DATE REVISED BY

DATE REVISED

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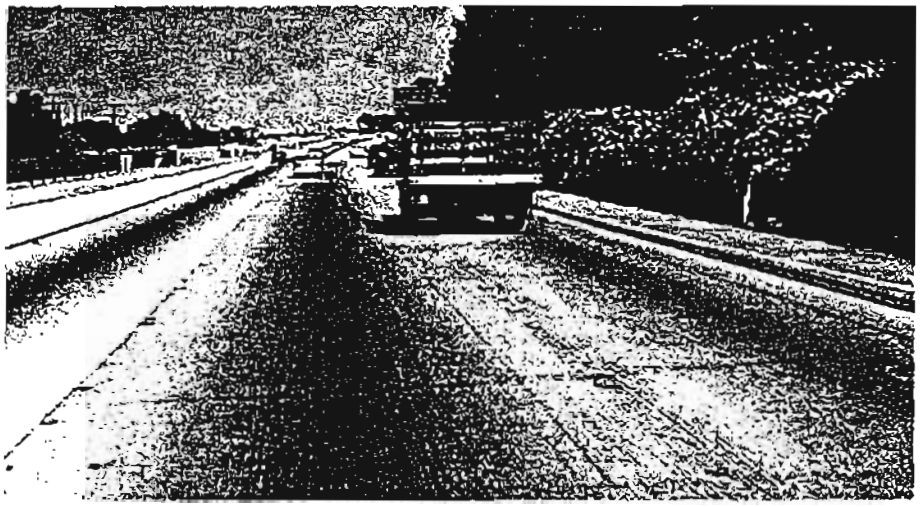
ROUTE CONCEPT REPORT

ATTACHMENT E

CALIFORNIA DEPARTMENT OF TRANSPORTATION

ROUTE CONCEPT FACT SHEET
DISTRICT 8

STATE ROUTE 71



07-LA-71-PM R0.3/4.8
08-SBd-71-PM R0.0/R8.4
08-RIV-71-PM 0.0/G3.0

DIVISION OF PLANNING
JUNE 2000

CALTRANS DISTRICT 8

ROUTE CONCEPT FACT SHEET

STATE ROUTE 71

I approve this Route Concept Fact Sheet, as the guide toward which today's decisions and/or recommendations for highway capacity improvements should be directed.

S. Lisiewicz — June 9, 2000

S. LISIEWICZ — DATE
DISTRICT DIRECTOR

2000 ROUTE CONCEPT FACT SHEET
STATE ROUTE 71
07-LA-71-PM R0.3/4.8
08-SBd-71-PM R0.0/R8.4
08-RIV-71-PM 0.0/G3.0

ROUTE DESCRIPTION

State Route 71 (SR-71) begins at Interstate Route 210 (I-210) in San Dimas and extends southeasterly crossing the Prado Flood Control Basin to State Route 91 (SR-91) via Pomona. The total route length is 15.9 miles.

The District 7 portion of SR-71 begins at I-210 just north of the Interstate 10 (I-10) junction and ends at the Los Angeles/San Bernardino County line south of State Route 60 (SR-60), a distance of 4.5 miles (PM R0.3/4.8). In District 8, SR-71 continues from the Los Angeles/San Bernardino County line and ends at its junction with SR-91 in Riverside County, a distance of 8.4 miles (PM R0.0/R8.4) in San Bernardino County and 3.0 miles (PM 0.0/G3.0) in Riverside County.

PURPOSE AND CLASSIFICATION

The primary purpose for SR-71 is to provide for the safe and efficient, interstate and interregional movement of people and goods. SR-71 is a connecting link for major east-west corridors including I-210, I-10, SR-60, and SR-91. With the Interstate 15 (I-15), SR-71 serves as an alternative for interregional travel for Interstate 5 (I-5) between San Diego and the eastern portion of the Los Angeles metropolitan area. The route serves heavy commute traffic originating from the communities of Chino, Ontario, and Pomona and going to Orange and Los Angeles Counties. SR-71 also serves as an intraregional route circulating significant volumes of local traffic. Average daily traffic (ADT) ranges from 58,000 in the County of Los Angeles to 35,800 in the San Bernardino County portion and to 33,000 in the County of Riverside.

SR-71 is not part of the Interregional Road System (IRRS). It has a federal functional classification of P1M (Urban-Extension of Rural Principal Arterial into Urban areas) for segments 1, 2 and 3, MA (Rural-Minor Arterial) for segment 4 and a portion of segment 5 (SBd PM R4.8 to RIV PM 2.7), and M1 (Urban-Minor Arterial) between RIV PM 2.7 and G3.0, segment 5. SR-71 is included in the Federal Surface Transportation Assistance Act (STAA) national network for oversized trucks in the Los Angeles County portion to SR-60. South of SR-60, SR-71 is included in the State Highway Terminal Access Routes System. SR-71 is included in the California National Highway System as a designated route, the 12Ft. Wide Arterial System and the California Freeway and Expressway System for its entire length. SR-71 is eligible for designation as a State Scenic Highway from State Route 83 (SR-83) north of Corona to SR-91 near Corona. It is not included in the Strategic Highway Corridor Network or the Department of Defense California Priority Network.

ROUTE CONCEPT/CONCEPT RATIONALE

The route concept is to maintain a minimum level of service (LOS) "F0" during peak periods for segments 1 and 2 in Los Angeles County. For the segments 3 through 5 within San Bernardino and Riverside Counties the SR-71 route concept is to maintain a minimum LOS "E" during peak periods. The rationale for maintaining LOS "F0" and "E" is to achieve a reasonable balance between desired levels of mobility and forecasted traffic taking into consideration development, abutting rights of way, and constrained financial resources for transportation in an urbanized area.

To achieve the concept LOS, SR-71 must be viewed from a corridor perspective. The efficiency of all modes of travel would have to be improved through the implementation of Intelligent Transportation System (ITS) strategies. Transportation Demand Management (TDM) and Transportation System Management (TSM) strategies are also central to achieving the desired LOS. It should be noted, this analysis assumes all necessary operational improvements have been implemented.

IMPROVEMENTS NECESSARY TO ATTAIN ROUTE CONCEPT

Seg.	County	P.M.	Limit	Existing Facility	2020 Concept Facility	Lanes Added
1	LA	R0.3/R1.5	Jct. I-10/I-210 to Holt Ave.	4F	6F+2HOV	2F+2HOV
2	LA	R1.5/ 4.8	Holt Ave. to LA/SBd Co Line	4E	6F+2HOV	2F+2HOV
3	SBd	R0.0/R5.0	LA/SBd Co Line to Soquel Cyn.	6F+2HOV	6F+2HOV	0
4	SBd	R5.0/R5.7	Soquel Cyn. to 1 mile N. of Pine	6F+2HOV	6F+2HOV	0
4a	SBd	R5.7/R8.4	1 mile N. of Pine to SBd/Riv. Co Line	4F+2HOV	4F+2HOV	0
5	RIV	0.0/G3.0	SBd/Riv. Co Line to Jct. SR-91	4E*	4E	0

Lanes Added = Additional lanes added to meet concept LOS

6F+2HOV = 6 mixed-flow lanes, freeway plus 2 high occupancy vehicle lanes

Note: On segment 4a, southbound carpool lane ends at PM 7.4 and is striped for two mixed-flow lanes, but there is adequate travel way width for three lanes.

*Segment 5 is programmed in the State Transportation Improvement Program (STIP) for 4-lane expressway, it is currently a 2-lane expressway and operating at LOS "F".

ULTIMATE TRANSPORTATION CORRIDOR (UTC)

The UTC describes the long-term right of way needs for a route or transportation facility considering "build-out" of development portrayed in the surrounding local general plans. The ultimate facility for SR-71 will consist of a ten-lane freeway in Los Angeles and San Bernardino Counties including high occupancy vehicle (HOV) lanes and, where needed, auxiliary lanes. The UTC for the Riverside County segment will consist of an eight-lane freeway including HOV lanes and, where needed, auxiliary lanes. Adequate right of way should be preserved to accommodate the above facilities.

FUNDING

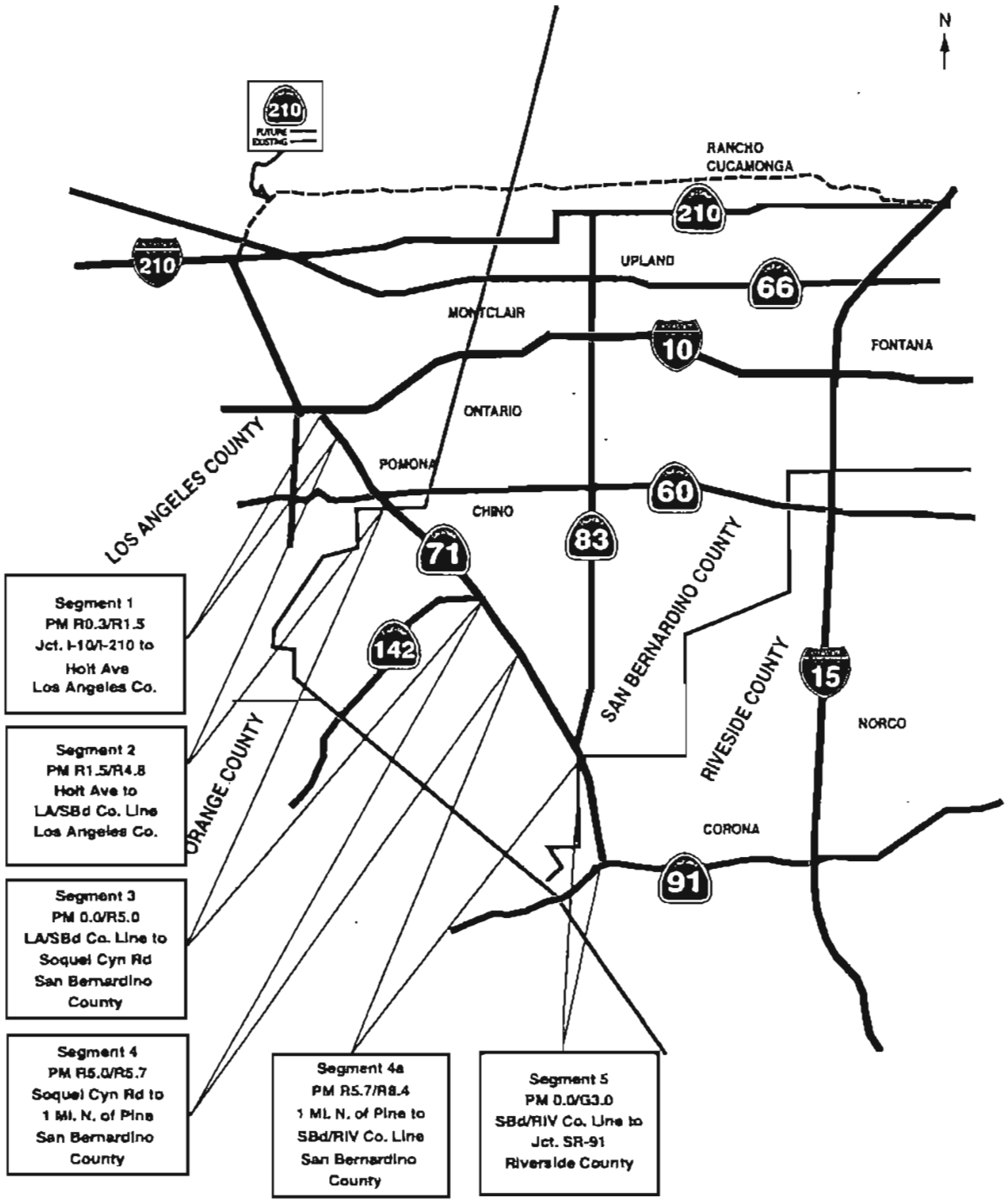
Caltrans is responsible for planning, design, construction, operation and maintenance of the State highway system. State Transportation Improvement Program (STIP) funds, which are used for highway system improvements, are apportioned twenty-five percent Caltrans and seventy-five percent regional transportation planning agencies (RTPAs). Caltrans manages improvements to rural highways through the Interregional Improvement Program (IIP) process using the "twenty-five percent funds." RTPAs program the "seventy-five percent funds" for improvements to the urban/urbanized areas through the Regional Improvement Program (RIP) process. The State may partner with RTPAs on a route by route basis for other selected route improvements; however, most IIP investments will be in IRRS "High Emphasis," "Focus," and "Gateway" route segments.

Safety projects, operational improvements and pavement rehabilitation are eligible for State Highway Operations and Protection Plan (SHOPP) funding.

DISTRICT 8

STATE ROUTE 71

Segment Map



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MAP NOT TO SCALE

SR-71 DATA SHEET

EXISTING

Seg.	Post Mile	Limit	1998 Existing Facility	R/U UB	1998 ADT	Peak Hr	2-Way Peak Hr Vol	Truck Peak Hr	Direct Split	1998 V/C	1998 LOS
LA											
1	R0.3/R1.5	JCT. I-10/I-210 to Holt Ave.	4F	UB	58,000	10%	5,800	8%	68%	0.96	E
2	R1.5/4.8	Holt Ave. to LA/SBd Co Line	4E	UB	57,500	8.5%	4,900	8%	63%	1.27	F
SBd											
3	R0.0/R5.0	LA/SBd Co Line to Soquel Cyn Rd .	6F+2HOV	UB	35,700	7.8%	2,780	7%	59%	0.15	A
4	R5.0/R5.7	Soquel Cyn Rd to 1 mile N. of Pine	6F+2HOV	UB	35,800	7.7%	2,760	7%	54%	0.15	A
4a	R5.7/R8.4	1mile N. of Pine to SBd/Riv. Co Line	4F+2HOV	UB/R	35,800	7.7%	2,760	7%	54%	0.22	A
RIV											
5	0.0/G3.0	SBd/Riv. Co Line to Jct. SR-91	4E*	R/UB	33,000	7.7%	2,540	5%	52%	0.44	B

FUTURE

2020 CONCEPT

Seg.	Post Mile	Limit	2020 No Build Facility	R/U UB	2020 ADT	Peak Hr	2-Way Peak Hr Vol	Truck Peak Hr	Direct Split	2020 V/C	2020 LOS	Facility	Lanes Added	LOS
LA														
1	R0.3/R1.5	JCT. I-10/I-210 to Holt Ave.	4F	UB	170,000	8.4%	14,280	5%	52%	1.90	F3	6F+2HOV	2F+2HOV	F0
2	R1.5/4.8	Holt Ave. to LA/SBd Co Line	4E	UB	165,000	8.5%	14,000	5%	52%	Out of range	F3	6F+2HOV	2F+2HOV	F0
SBd														
3	R0.0/R5.0	LA/SBd Co Line to Soquel Cyn Rd	6F+2HOV	UB	146,600	8.0%	11,730	4%	59%	0.74	C	6F+2HOV	0	E
4	R5.0/R5.7	Soquel Cyn Rd to 1 mile N. of Pine	6F+2HOV	UB	87,300	7.4%	6,460	6%	54%	0.37	A	6F+2HOV	0	E
4a	R5.7/R8.4	1mile N. of Pine to SBd/Riv. Co Line	4F+2HOV	UB	87,300	7.4%	6,460	6%	54%	0.47	B	4F+2HOV	0	E
RIV														
5	0.0/G3.0	SBd/Riv. Co Line to Jct. SR-91	4E	UB	81,100	7.0%	5,677	4%	52%	0.79	D	4E	0	E

*Segment 5 is programmed (STIP) for 4 lane expressway, it is currently a 2 lane expressway and operating at LOS "F".
R/U/UB = Rural/urban/urbanized
ADT = Average daily traffic
V/C = Volume to capacity ratio
LOS = Level of service
Lanes Added = Additional lanes added to meet concept LOS
6F+2HOV = 6 mixed-flow lanes, freeway plus 2 high occupancy vehicle lanes
4E = 4-lane expressway
F0 = V/C ratio is between 1.01 and 1.25, with expected delay of 0-1 hour during a peak period.
F3 = V/C ratio is 1.46 or greater, congestion in excess of 3 hours.

Note: On segment 4a, southbound carpool lane ends at PM 7.4 and is striped for two mixed-flow lanes, but there is adequate travel way width for three lanes.

Note: Expect segments 4, 4a, and 5 to be designated urbanized by the year 2020.

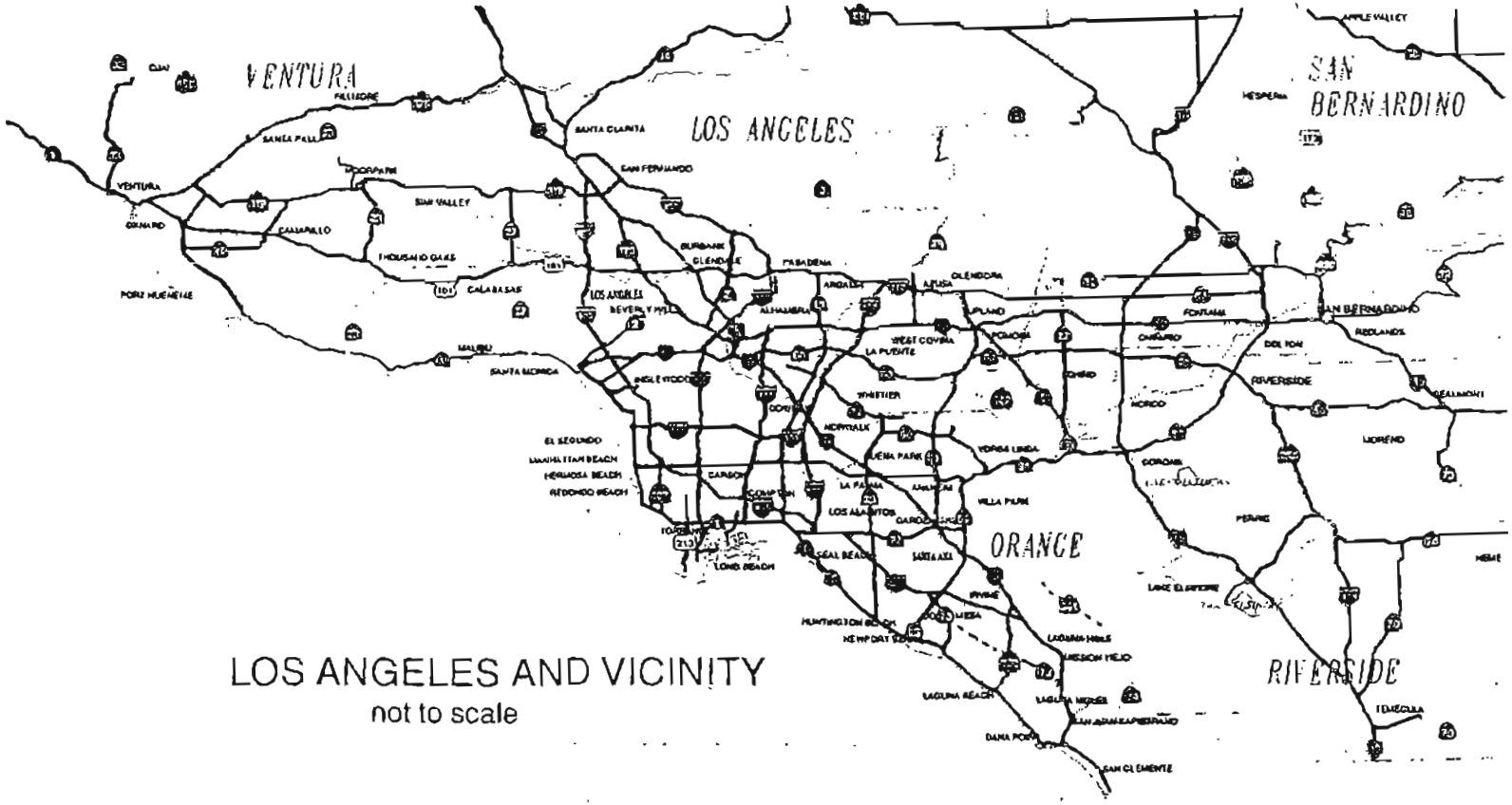
CONVERSION TABLE SR-71

SEGMENTS/	CO	DESCRIPTION	POSTMILE	KILOMETERS
1	LA	Jct. I-10/I-210 to Holt Ave.	R0.3/R1.5	R0.5/R2.4
2	LA	Holt Ave. to LA/SBd Co Line	R1.5/4.8	R2.4/7.7
3	SBd	LA/SBd Co Line to Soquel Cyn Rd	R0.0/R5.0	R0.0/R8.0
4	SBd	Soquel Cyn Rd to 1 mile N. of Pine	R5.0/R5.7	R8.0/R9.2
4a	SBd	1 mile N. of Pine to SBd/RIV Co Line	R5.7/R8.4	R9.2/R13.5
5	RIV	SBd/RIV Co Line to Jct. SR-91	0.0/G3.0	0.0/G4.8

ENGLISH TO METRIC CONVERSION FACTORS
1 MILE = 1.609344 KM

TRUCK NETWORK ON CALIFORNIA STATE HIGHWAYS AND ROUTE INFORMATION FOR OVERSIZED AND OVERWEIGHT VEHICLES

ATTACHMENT F



LOS ANGELES AND VICINITY
not to scale

Caltrans
January 1998
Produced by Traffic Operations GIS

Truck Networks on California State Highways

This map identifies the state highway routes on which defined trucks can operate and where there are operational restrictions. Road signs identifying and/or providing additional information have been posted on terminal access routes, routes with kingpin to rear axle advisories, and routes with operational resrictions.

NATIONAL NETWORK FOR STAA TRUCKS

TERMINAL ACCESS ROUTES TO THE NATIONAL NETWORK

ROUTES FOR TRACTOR-SEMIS WITH 65-FOOT OVERALL LENGTH & 40-FOOT KINGPIN TO REAR AXLE LENGTH (CA. LEGAL)

ROUTES NOT ADVISED FOR TRACTOR-SEMIS WITH KINGPIN TO REAR AXLE LENGTH OVER POSTED VALUE (KP-RA ADVISORY)

ROUTES WITH OPERATIONAL RESTRICTIONS

TOLL ROAD TERMINAL ACCESS

TRAFFIC REPORT

ATTACHMENT G

State of California

Business, Transportation and Housing Agency

MEMORANDUM

To: CAESAR RESLER, P.E.
Office of Design A

Date: July 1, 2001
File: 07-LA-71 KP 0.8/7.2
Corona Expressway; Valley Blvd. to Route 60.
Upgrade to freeway.
07-210600

From: WARREN THAM
DEPARTMENT OF TRANSPORTATION

Subject: INFORMATION FOR DRAFT PROJECT REPORT

I. CURRENT TRAFFIC VOLUMES

A. Average Annual Daily Traffic (AADT)

The 1999 Average Annual Daily Traffic varies from 56,000 to 63,000 through the project limits (see Attachment 1). The Peak Hour volumes for both directions varies from 4,500 to 5,800 vehicles within the project limits. These numbers maybe on the low side since a machine count conducted in August, 1999 indicates that the seven day average total daily traffic for that week to be 72,888 vehicles per day (see Attachment 2). That is 20,000 vehicle per day higher than what is shown on the 1999 data (57,000 just north of Route 60). Attachment 2 also indicates that the weekday demand is higher than the weekend demand.

B. Traffic Demand Split

Attachment 2 indicates that the northbound demand is slightly higher at 52% when comparing both the seven and five day average traffic demands.

C. Truck Percentage

The Truck Percentage is 5.8% though the project limits.

II. INTERSECTION ANALYSIS

There was insufficient time provided to conduct traffic intersection counts and prepare intersection analysis for all the intersections within the project limits. Within the project limits, there are five (5) signalized intersections and one (1) non-signalized intersection. If this data is necessary, please send a written request. Please be aware that it will require several months to gather the data and conduct the intersection analysis.

III. PROJECTED TRAFFIC DATA

From the Project Study Report approved January 31, 2001, the projected Average Daily Traffic for the year 2030 is 210,000 vehicles.

IV. LEVEL OF SERVICE ANALYSIS

Contact Division of Freeway Operations for this information.

V. ACCIDENT ANALYSIS

The following accident analysis are for the three (3) year time period October 1, 1997 to September 30, 2000.

A. Accident Rates (see Attachment 3)

Only the three-year "Fatal" actual accident rate is less than the expected rate (0.011 compared to 0.012 accidents per million vehicle miles (acc./mvm)). The three year actual "Fatal + Injury" rate is 0.55 acc./mvm compared to the expected rate of 0.46 acc./mvm. The three-year "Total" actual rate is 1.48 acc./mvm compared to the expected rate of 1.14 acc./mvm.

B. TASAS Selective Record Retrieval Summary Analysis (see Attachment 4)

The summary indicates that four hundred and ninety-three (493) accidents occurred in the three-year study period. Of the 493, three (3) were fatals, one hundred and eighty-seven (187) were injury, and the remaining three hundred and three (303) property damage only.

The accidents occurred throughout the day, but the majority (70%) occurred in the daylight hours. There is a slight difference in accident location, but the side of the highway on which it occurred correlates exactly to the traffic demand split. 52% of the accidents occurred in the northbound side of the highway which is the exact percentage of the traffic demand split.

Review of the type of collision summary table indicates that congestion and signalized intersections appear to be the primary cause of the accidents since 71% of the accidents are rear end and sideswipe type accidents. These two types of accidents normally occur during congested conditions and at signalized intersections.

Upgrading from expressway to freeway should eliminate all the accidents currently occurring at the signalized intersections. The accidents due to congestion may be reduced depending upon how much congestion the freeway will experience.

C. High Accident Concentration (Table C) Locations (see Attachment 5)

There were twenty-nine (29) Table C locations in the project limits for the three year study period. Only one (1) was a wet Table C location. Of the twenty-nine total accidents, twenty-one (21) occurred at and adjacent to the Mission Boulevard intersection. This accident pattern coincides with the congestion pattern. The primary congestion area is the Mission Boulevard/Ninth Street section of the highway.

Upgrading to freeway should reduce the number of Table C locations significantly.

VI. ENGINEERING AND TRAFFIC SURVEY (SPEED ZONE STUDY)

The most recent speed zone study was approved on October 10, 2000. For the northbound expressway, the speeds were set at 55 miles per hour (MPH) from Old Pomona Road to North Ranch Road and 45 MPH from North Ranch Road to north of Mission Boulevard. For the southbound expressway, the speeds were set for 45 MPH from north of Mission Boulevard to Grier Street pedestrian overcrossing (POC) and 55 MPH from Grier Street POC to Old Pomona Road.

The speed zone study will not be a factor when the expressway is upgraded to freeway.

VII. PEDESTRIAN AND BICYCLE STUDY

A. Pedestrian

Within the project limits, there is one (1) existing pedestrian overcrossing located a few hundred feet south of Ninth Street. The POC will not be necessay when the expressway is upgraded to freeway if a bridge crossing is provided for Ninth Street. If a crossing is not provided at Ninth Street, then a new POC should be constructed to provide pedestrian access to the school located west of Route 71.

B. Bicycle

Since the upgrade is to freeway, a bicycle path or access is not recommended.

VIII. SCHOOL ZONE STUDY

Westmont Elementary School is located west of the expressway. See discussion regarding pedestrian access in preceding section.

IX. PARKING STUDY

Parking is not permitted along the entire length of the expressway and will not be permitted when the highway is upgraded.

X. TRAFFIC MANAGEMENT PLAN (TMP)

A. A TMP will have to be prepared during the design preparation stage.

If there are any questions, please contact Bob Masuda at extension 7-0223.

WARREN THAM, P.E.
Senior Transportation Engineer
Office of Traffic Investigations

Attachments:
1. 1999 Traffic Volumes
2. Hourly Count dated August, 1999
3. TASAS Table B Accident Rate
4. TASAS Selective Record Retrieval Summary Tables
5. Table C High Accident Concentration List

HOURLY DATA BY DAY REPORT

803S LA-71-4.000 N/O JCT RTE 60 **Grid Ref:**

Site Reference 903 **Direction: S/B** **Total Flow**

From Monday 23 August 1999 to Sunday 29 August 1999

	Mon 23Aug	Tue 24Aug	Wed 25Aug	Thu 26Aug	Fri 27Aug	Sat 28Aug	Sun 29Aug	Average 5 Day	7 Day
00:00 - 01:00	368	442	517	505	576	750	788	482	563
01:00 - 02:00	200	251	317	308	325	445	476	280	331
02:00 - 03:00	160	229	242	232	268	309	313	226	250
03:00 - 04:00	227	248	288	285	348	302	186	279	269
04:00 - 05:00	415	508	479	510	509	307	182	484	415
05:00 - 06:00	1194	1367	1390	1343	1312	673	207	1321	1069
06:00 - 07:00	1679	1874	2007	1952	1898	783	420	1882	1516
07:00 - 08:00	1868	1972	2165	2107	2167	1091	663	2056	1719
08:00 - 09:00	1587	1602	1598	1878	1595	1381	862	1652	1500
09:00 - 10:00	1297	1294	1349	1478	1363	1400	1068	1356	1321
10:00 - 11:00	1265	1265	1320	1563	1454	1559	1284	1373	1387
11:00 - 12:00	1470	1486	1476	1729	1555	1756	1521	1543	1570
12:00 - 13:00	1645	1668	1626	1903	1798	1856	1653	1728	1735
13:00 - 14:00	1657	1763	1719	1939	2027	1926	1726	1821	1822
14:00 - 15:00	2225	2155	2123	2258	2445	1938	1738	2241	2126
15:00 - 16:00	2587	2574	2508	2576	2719	2242	1811	2593	2431
16:00 - 17:00	2707	2727	2781	2794	2843	2392	1682	2770	2561
17:00 - 18:00	2860	2906	2906	2858	2839	2198	1699	2874	2609
18:00 - 19:00	2496	2574	2701	2797	2463	1823	1628	2608	2354
19:00 - 20:00	2043	2200	2334	2337	2214	1483	1515	2226	2018
20:00 - 21:00	1618	1674	1621	1705	1827	1468	1445	1689	1622
21:00 - 22:00	1412	1517	1583	1635	1424	1294	1243	1514	1444
22:00 - 23:00	1182	1274	1249	1368	1302	1180	972	1275	1218
23:00 - 24:00	749	884	837	910	1032	994	632	882	862
12, 16, 18 & 24 Hour Totals									
07:00 - 19:00	23664	23986	24272	25880	25268	21562	17335	24614	23138
06:00 - 22:00	30416	31251	31817	33509	32631	26590	21958	31925	29739
06:00 - 24:00	32347	33409	33903	35787	34965	28764	23562	34082	31819
00:00 - 24:00	34911	36454	37136	38970	38303	31550	25714	37155	34719
am Peak	07:00	07:00	07:00	07:00	07:00	11:00	11:00	07:00	08:00
Peak Volume	1868	1972	2165	2107	2167	1756	1521	2056	1936
pm Peak	17:00	17:00	17:00	17:00	16:00	16:00	15:00	17:00	16:00
Peak Volume	2860	2906	2906	2858	2843	2392	1811	2875	2653

Peek Traffic Inc All Event data included

Prepared by CALTRANS DISTRICT 07 TRAFFIC MONITORING

Wed Sep 22 13:25:20 1999

HOURLY DATA BY DAY REPORT

LA-71-4.000 N/O JCT RTE 60 **Grid Ref:**

Site Reference 803 **Direction: N/B** **Total Flow**

From Monday 23 August 1999 to Sunday 29 August 1999

	Mon 23Aug	Tue 24Aug	Wed 25Aug	Thu 26Aug	Fri 27Aug	Sat 28Aug	Sun 29Aug	Average 5 Day	7 Day
00:00 - 01:00	316	360	373	387	412	598	580	370	432
01:00 - 02:00	190	230	247	293	310	383	386	254	291
02:00 - 03:00	217	254	233	241	240	257	295	237	248
03:00 - 04:00	304	275	280	315	294	250	230	294	278
04:00 - 05:00	982	1045	1010	1064	1010	473	251	1022	833
05:00 - 06:00	2204	2291	2218	2183	2356	896	505	2250	1807
06:00 - 07:00	2655	2801	2951	2640	2683	1137	702	2746	2224
07:00 - 08:00	2990	2890	2956	2875	2896	1434	832	2921	2410
08:00 - 09:00	2486	2508	2523	2541	2356	1756	1243	2483	2202
09:00 - 10:00	2246	2124	2359	2410	2105	1886	1654	2249	2112
10:00 - 11:00	1835	2005	2179	2046	1990	2189	1863	2011	2015
11:00 - 12:00	1871	1956	1927	1858	1940	2263	1924	1910	1962
12:00 - 13:00	1815	1952	1725	1864	2032	2198	2066	1878	1950
13:00 - 14:00	1796	1972	1792	1920	2116	2135	2061	1919	1970
14:00 - 15:00	2120	2221	2087	2158	2364	2157	1983	2190	2155
15:00 - 16:00	2285	2419	2530	2147	2525	2023	2111	2381	2291
16:00 - 17:00	2389	2527	2553	2819	2707	2104	2017	2559	2416
17:00 - 18:00	2526	2609	2574	2597	2614	1979	1937	2584	2405
18:00 - 19:00	2028	2128	2166	2208	2163	1891	1872	2139	2065
19:00 - 20:00	1473	1582	1521	1597	1906	1633	1731	1616	1634
20:00 - 21:00	1351	1332	1311	1378	1545	1530	1717	1383	1452
21:00 - 22:00	1116	1195	1300	1224	1344	1342	1371	1236	1270
22:00 - 23:00	851	925	899	874	1030	1207	888	916	953
23:00 - 24:00	637	709	599	665	763	906	528	675	686
12, 16, 18 & 24 Hour Totals									
07:00 - 19:00	26387	27311	27371	27243	27808	24015	21563	27224	25957
06:00 - 22:00	32982	34221	34454	34082	35286	29657	27084	34205	32538
06:00 - 24:00	34470	35855	35952	35621	37079	31770	28500	35795	34178
00:00 - 24:00	38683	40310	40313	40104	41701	34627	30747	40222	38069
am Peak	07:00	07:00	07:00	07:00	07:00	11:00	11:00	07:00	08:00
Peak Volume	2990	2890	2956	2875	2896	2263	1924	2921	2685
pm Peak	17:00	17:00	17:00	16:00	16:00	12:00	15:00	17:00	15:00
Peak Volume	2526	2609	2574	2819	2707	2198	2111	2607	2477

Peek Traffic Inc All Event data included

Prepared by CALTRANS DISTRICT 07 TRAFFIC MONITORING

Wed Sep 22 13:24:41 1999

ATTACHMENT 2 1/2

LOCATION DESCRIPTION	RA GRP (RUS)	*-NUMBER OF ACCIDENTS/SIGNIFICANCE* TOT	FAT	INJ	MULTI F+I	VEH	WET	DARK	PER KLD INJ	*ADT * MAIN X-ST	TOTAL MV+ OR MVM	*-ACCIDENT RATE ACCS/MV+ OR MVM-* ACTUAL FAT	F+I	TOT	AVERAGE FAT	F+I	TOT
071 LA R 0.520 THRU LA R004.449	H	412	3	150	153	365	35	129	3	57.6	278.05	.011	.55	1.48	.012	.46	1.14
07-0001 4.518M 97-10-01 00-09-30 NA MO	NA	H99		H95	H92		H99		253								
071 LA R 0.520 THRU LA R004.449	H	96	0	34	34	79	14	37	0	52.7	80.02	.000	.42	1.20	.013	.47	1.15
07-0002 4.518M 97-10-01 98-09-30 NA MO	NA						H99		49								
071 LA R 0.520 THRU LA R004.449	H	154	1	52	53	141	9	48	1	55.5	91.50	.011	.58	1.68	.012	.45	1.12
07-0003 4.518M 98-10-01 99-09-30 12 MO	NA	H99		H90	H90			H90	98								
071 LA R 0.520 THRU LA R004.449	H	162	2	64	66	145	12	44	2	64.4	106.53	.019	.62	1.52	.012	.46	1.15
07-0004 4.518M 99-10-01 00-09-30 12 MO	NA	H99		H95	H95				106								

ATTACHMENT 3

SUBMITTORS DISTRICT 72 - MESSAGES -

SUBMITTORS NAME ZABALA

ACCIDENTS SELECTED 493

LOCATION CRITERIA -

DISTRICT	07	POSTMILE	FROM	R000.520	TO	R004.450		DATE RANGE	FROM	10-01-97	TO	09-30-00
ROUTE	071	OR	FROM		TO		AND	OR	FROM		TO	
COUNTY	LA	OR	FROM		TO			OR	FROM		TO	

ACCIDENT AND HIGHWAY CRITERIA - NONE

ATTACHMENT 4 1/28

REQ NO 7053 ALL ACCIDENTS LA 071 PM R000.520---R004.450 10-01-97 THRU 09-30-00 B.MADUSA NO. 288

DIST	RTES NO	U F	CO	P LOC R POST E MILE	<-----HIGHWAY-----> H G	A C	M T	B A	LANES LT	RT	RI UO	I T	F L	R H	O Y	S A	D MO	ACCIDENT DATE DA	YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W	L S	R C	R C	T W C	O C	NO MTR VEH	P T	D I R	V H I	S I	PERSN K	I	O S P	L O C	O S C	L O C	O S C	L O C	OA F 12	M O V	SD P 12
07	071		LA	R000.530	D	F	Q	G	02	02	UI	H	-	S	6	12	10	99	1735	952512910	5	A	D	A	H	D	C	03	A	S	1	<	00	00	V2F	---	---	---	G<	B	A<
																													A	S	1	<	00	01	V1F	V3F	---	---	G<	A	A<
																													D	S	1	<	00	00	---	V2F	---	---	G<	A	A<
07	071		LA	R000.550	D	F	Q	G	02	02	UI	H	-	N	5	10	30	97	1730	952512530	5	A	D	A	H	D	C	03	A	S	1	<	00	00	V2D	---	---	---	G<	B	A<
																													D	S	1	<	00	00	V1D	V3D	---	---	G<	A	A<
																													D	S	1	<	00	00	---	V2D	---	---	G<	A	A<
07	071		LA	R000.690	D	F	H	B	02	01	UI	H	-	S	5	03	30	00	0930	952510984	6	A	A	A	H	D	B	02	G	S	1	<	00	00	V2F	---	---	---	5<	B	A<
																													A	S	1	<	00	00	V1J	---	---	---	N<	P	A<
07	071		LA	R000.700	D	F	H	B	02	01	UI	H	-	S	6	02	06	98	1935	952513211	5	C	D	B	H	D	E	01	A	S	1	<	00	00	17H	16B	---	---	N<	B	A<
07	071		LA	R000.740	D	F	H	B	02	01	UI	H	-	S	6	05	26	00	1520	952509688	5	C	A	B	H	D	C	02	D	S	1	<	00	00	V2D	---	---	---	G<	B	A<
																													A	S	1	<	00	01	V1D	17B	---	---	G<	A	A<
07	071		LA	R000.740	D	F	H	B	02	01	UI	H	-	S	6	01	07	00	1710	952507746	4	A	C	A	H	D	B	02	G	S	1	<	00	00	V2F	---	---	---	G<	P	A<
																													A	S	1	<	00	00	V1F	---	---	---	G<	B	A<
07	071		LA	R000.760	D	F	H	B	02	01	UI	H	-	S	2	11	08	99	0655	952511648	5	C	A	B	H	D	C	03	A	S	1	<	00	00	V2F	V3F	---	---	<<	H	A<
																													A	S	1	<	00	00	V1F	---	---	---	N<	A	A<
																													A	S	1	<	00	00	---	V1F	---	---	N<	A	A<
07	071		LA	R000.820	D	F	H	B	02	01	UI	H	-	S	4	11	25	98	1335	952513482	5	A	A	A	H	D	C	02	D	S	1	<	00	00	V2D	---	---	---	N<	H	A<
																													D	S	1	<	00	00	V1D	---	---	---	N<	A	A<
07	071		LA	R000.840	D	F	H	B	02	01	UI	H	-	N	2	06	12	00	2040	952509825	5	A	C	A	H	D	C	02	A	N	1	<	00	00	V2D	---	---	---	N<	B	A<
																													M	N	1	<	00	00	V1D	---	---	---	N<	B	G<
07	071		LA	R000.840	D	F	H	B	02	01	UI	H	-	N	1	12	19	99	0735	952514366	4	A	A	A	H	D	E	01	A	N	1	<	00	01	18H	23H	44H	---	F<	R	A<
07	071		LA	R000.847	D	F	H	B	03	01	UI	R	2	N	5	09	14	00	1205	952512923	6	A	A	A	H	D	B	04	A	N	1	<	00	00	V2D	---	---	---	N<	J	A<
																													A	N	1	<	00	00	V1F	---	---	---	N<	B	A<
																													A	N	1	<	00	00	---	V4F	---	---	N<	B	A<
																													A	N	1	<	00	00	---	V5D	V3F	---	N<	B	A<
																													N	N	1	<	00	00	---	V4D	---	---	<<	R	<<
07	071		LA	R000.847	D	F	H	B	03	01	UI	R	2	N	1	09	10	00	2125	952515115	6	A	C	A	H	D	E	01	A	N	1	<	00	01	23B	29B	15B	---	N<	C	A<
07	071		LA	R000.847	D	F	H	B	03	01	UI	R	2	N	5	08	17	00	2308	952515033	4	A	C	A	H	D	E	01	A	N	1	<	00	00	17H	---	---	---	5<	R	A<
07	071		LA	R000.847	D	F	H	B	03	01	UI	R	2	N	4	05	17	00	0025	952515763	1	A	C	A	H	D	E	01	A	N	1	<	00	01	23B	---	---	---	4<	C	B<
07	071		LA	R000.847	D	F	H	B	03	01	UI	R	2	N	5	03	09	00	1845	952509688	4	A	D	A	H	D	E	01	A	N	1	<	00	01	23B	15B	44B	---	N<	R	A<
07	071		LA	R000.847	D	F	H	B	03	01	UI	R	2	N	3	01	04	00	1445	952509688	4	A	A	A	H	A	B	02	A	N	1	<	00	00	V2F	---	---	---	H<	B	A<
																													G	N	1	<	00	00	V1F	---	---	---	H<	P	A<
07	071		LA	R000.847	D	F	H	B	03	01	UI	R	1	N	1	09	26	99	2055	952509216	5	A	C	A	H	D	C	03	D	N	1	<	00	00	V2D	---	---	---	I<	B	A<
																													A	N	1	<	00	00	V1D	V3F	---	---	I<	A	A<
																													A	N	1	<	00	00	---	V2F	---	---	I<	A	G<
07	071		LA	R000.847	D	F	H	B	03	01	UI	R	2	N	3	07	06	99	0715	952511673	6	A	A	A	H	D	C	03	G	N	1	<	00	00	V2D	---	---	---	2<	B	A<
																													A	N	1	<	00	00	V1D	---	---	---	N<	B	A<
																													G	N	1	<	00	00	---	---	---	---	N<	J	G<
07	071		LA	R000.847	D	F	H	B	03	01	UI	R	2	N	2	06	07	99	1542	952509216	6	A	A	A	<	D	E	02	A	N	1	<	00	00	---	---	---	---	N<	J	G<
																													A	N	1	<	00	01	23B	44B	24B	---	N<	B	A<
07	071		LA	R000.847	D	F	H	B	03	01	UI	R	2	N	4	01	27	99	1750	952512530	4	A	C	A	H	D	E	01	A	N	1	<	00	00	23B	44B	---	---	L<	R	A<
07	071		LA	R000.847	D	F	H	B	03	01	UI	R	2	N	2	12	07	98	1831	952509216	5	A	D	A	H	D	C	02	A	N	1	<	00	00	V2D	---	---	---	N<	B	A<
																													A	N	1	<	00	00	V1D	---	---	---	N<	A	A<
07	071		LA	R000.847	D	F	H	B	03	01	UI	R	2	N	4	11	11	98	0900	952513591	4	B	A	A	H	D	E	01	A	N	1	<	00	00	18H	10H	24H	---	N<	R	A<
07	071		LA	R000.847	D	F	H	B	03	01	UI	R	2	N	5	03	05	98	0803	952514364	4	B	A	A	H	D	E	01	A	N	1	<	00	00	23B	29B	---	---	L<	R	A<
07	071		LA	R000.847	D	F	H	B	03	01	UI	R	2	N	2	10	27	97	0730	952512639	5	A	A	A	H	D	C	02	A	N	1	<	00	00	V2D	---	---	---	N<	H	A<
																													A	N	1	<	00	00	V1D	---	---	---	N<	A	G<

DIST	RTES NO	U F	CO	P LOC R POST E MILE	H G	A C	M T	B A	LANES LT	RT	HIGHWAY UO	RI T	F L	R H	I O Y	S D A	ACCIDENT DATE MO	DA	YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W	L	S	R C	R C	T W C	O C	NO MTR VEH	P T	D I R	V H I	S I	PERSN K	O S P	L O C	O S O	L O C	O S O	L O C	O S O	L O C	OA F 12	M O V	SD P 12
07	071		LA	R000.860	D	F	H	B	03	03	UI	H	-	N	2	07	17	00	0650	952513962	6	A	A	A	A	D	H	02	C	N	1	<	00	00	V3F	---	---	---	N<	B	A<
																													D	N	1	<	00	00	---	---	---	---	N<	B	G<
																													O	<	1	<	00	00	V1F	---	---	---	<<	R	<<
07	071		LA	R000.890	D	F	H	B	03	03	UI	H	-	S	3	09	15	98	0745	952513432	E	B	A	A	H	D	E	01	A	S	1	<	00	01	18H	15H	44F	---	4<	R	A<
07	071		LA	R000.910	D	F	H	B	03	03	UI	H	-	S	5	04	27	00	1445	952515360	6	A	A	A	H	D	B	02	G	S	1	<	00	00	V2D	---	---	---	N<	J	A<
																													A	S	1	<	00	00	V1E	---	---	---	N<	B	A<
07	071		LA	R000.910	D	F	H	B	03	03	UI	H	-	S	2	02	23	98	1710	952515229	5	C	A	B	H	D	E	01	A	S	1	<	00	00	15H	16B	---	---	N<	R	A<
07	071		LA	R000.970	D	F	H	B	03	03	UI	H	-	S	2	11	29	99	1645	952508111	5	A	B	A	H	D	C	03	D	S	1	<	00	01	V2D	---	---	---	N<	B	A<
																													A	S	1	<	00	01	V1D	V3D	---	---	N<	A	A<
																													D	S	1	<	00	00	---	V2D	---	---	N<	A	A<
07	071		LA	R000.970	D	F	H	B	03	03	UI	H	-	S	3	11	03	98	1700	952514364	6	A	A	A	H	D	B	02	2	S	1	<	00	00	V2D	---	---	---	G<	J	A<
																													D	S	1	<	00	00	V1E	---	---	---	G<	H	A<
07	071		LA	R000.970	D	F	H	B	03	03	UI	H	-	S	2	06	08	98	1545	952507746	5	B	A	A	H	D	C	03	A	S	1	<	00	00	V2D	---	---	---	G<	H	A<
																													D	S	1	<	00	00	V1D	V3D	---	---	G<	A	A<
																													A	S	1	<	00	00	---	V2D	---	---	G<	A	A<
07	071		LA	R000.970	D	F	H	B	03	03	UI	H	-	S	5	11	20	97	1752	952512118	5	A	C	A	H	D	C	03	A	S	1	<	00	00	V2D	V3E	---	---	N<	J	A<
																													D	S	1	<	00	00	V1D	---	---	---	N<	A	A<
																													A	S	1	<	00	00	---	V1E	---	---	5<	H	A<
07	071		LA	R000.980	D	F	H	B	03	03	UI	H	-	N	5	07	29	99	2230	952515513	6	A	C	A	H	D	B	02	A	N	1	<	00	00	V2E	---	---	---	N<	J	A<
																													A	N	1	<	00	00	V1F	15H	---	---	N<	B	A<
07	071		LA	R000.980	D	F	H	B	03	03	UI	H	-	N	3	06	16	98	1445	952510267	5	B	A	A	H	D	A	02	A	N	1	<	00	00	V2E	---	---	---	N<	H	A<
																													D	N	1	<	00	00	V1E	16B	---	---	N<	B	A<
07	071		LA	R000.990	D	F	H	B	03	03	UI	H	-	N	3	05	05	98	1140	952510853	5	B	A	B	H	D	C	02	D	N	1	<	00	00	V2F	---	---	---	N<	B	A<
																													A	N	1	<	00	00	V1F	---	---	---	E<	H	A<
07	071		LA	R001.010	D	F	H	B	03	03	UI	H	-	N	3	01	13	98	0550	952515074	5	B	D	A	H	D	C	02	D	N	1	<	00	00	V2F	---	---	---	G<	B	A<
																													D	N	1	<	00	00	V1F	---	---	---	G<	H	A<
07	071		LA	R001.020	D	F	H	B	03	03	UI	H	-	N	4	08	09	00	1230	952514593	6	A	A	A	H	D	B	02	E	N	1	<	00	00	V2F	---	---	---	N<	B	A<
																													A	N	1	<	00	00	V1G	---	---	---	N<	O	<<
07	071		LA	R001.030	D	F	H	B	03	03	UI	H	-	S	6	11	05	99	2315	952515359	6	A	D	A	H	D	C	03	A	S	1	<	00	00	V2D	---	---	---	5<	B	G<
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07	071		LA	R001.030	D	F	H	B	03	03	UI	H	-	N	2	12	28	98	0630	952512394	6	A	A	A	H	D	B	02	D	N	1	<	00	00	V2E	---	---	---	N<	J	G<
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07	071		LA	R001.040	D	F	H	B	03	03	UI	H	-	S	6	05	21	99	1510	952509216	6	B	A	A	H	D	C	02	A	S	1	<	00	00	V2E	---	---	---	N<	J	A<
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07	071		LA	R001.060	D	F	H	B	03	03	UI	H	-	S	6	09	15	00	1600	952509688	6	A	A	A	H	D	B	02	A	S	1	<	00	00	V2E	---	---	---	N<	J	A<
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07	071		LA	R001.070	D	F	H	B	03	03	UI	H	-	S	6	01	28	00	2355	952515513	1	A	D	A	H	D	E	01	D	S	1	<	00	01	16B	---	---	---	4<	R	B<
07	071		LA	R001.190	D	F	H	B	03	03	UI	H	-	S	2	05	22	00	1830	952509825	6	A	A	A	H	D	B	02	F	S	1	<	00	00	V2D	---	---	---	N<	J	A<
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07	071		LA	R001.230	D	F	H	B	03	03	UI	H	-	S	7	03	28	98	2016	952515085	6	B	D	A	H	D	G	02	U	W	-	<	00	00	V2-	---	---	---	N<	4	A<
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07	071		LA	R001.260	D	F	H	B	03	03	UI	H	-	N	7	08	21	99	2337	952515142	1	A	D	A	H	D	C	02	D	N	1	<	00	01	V2E	15H	---	---	6<	A	B<
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07	071		LA	R001.270	D	F	H	B	03	03	UI	H	-	S	3	06	27	00	1440	952509216	4	A	A	A	H	D	E	02	D	S	1	<	00	00	16B	V2C	---	---	N<	R	A<
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REQ NO 7053 ALL ACCIDENTS LA 071 PM R000.520---R004.450 10-01-97 THRU 09-30-00 B.MADUSA NO. 288

DIST	RTES NO	U F	CO	P LOC R POST E MILE	<-----HIGHWAY-----> H G	A C	M T	B A	LANES LT	RT	RI UO	F T	R L	I S H	D A Y	ACCIDENT DATE MO	DA	YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W	L	S	R C	R W C	T O C	NO MTR VEH	P T	D I R	V H I	S I	PERSN K	O I	L S P	O S C	L O C	O S O	L O C	O S O	L O C	OA F 12	M O V	SD P 12
07	071		LA	R001.270	D	F	H	B	03	03	UI	H	-	N	6	12	04	98	2253	952514553	5	B	D	B	H	D	C	02	A	N	1	<	00	00	V2F	---	---	---	N<	H	A<
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07	071		LA	R001.290	D	F	H	B	03	03	UI	H	-	N	2	06	29	98	1755	952513712	6	A	A	A	H	D	H	02	D	N	1	<	00	00	---	---	---	---	N<	B	A<
																													A	N	1	<	00	01	V3F	---	---	---	N<	B	A<
																													O	<	1	<	00	00	V2F	---	---	---	<<	R	<<
07	071		LA	R001.291	D	F	H	B	03	02	UI	R	1	S	4	08	16	00	1520	952514709	5	A	A	A	H	A	C	02	D	S	1	<	00	00	V2F	---	---	---	N<	B	G<
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07	071		LA	R001.291	D	F	H	B	03	02	UI	R	1	S	1	06	25	00	1830	195530155	5	A	A	A	H	A	C	02	A	E	1	<	00	00	V2D	---	---	---	N<	B	G<
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07	071		LA	R001.291	D	F	H	B	03	02	UI	R	1	S	3	02	15	00	1745	952507746	5	B	C	A	H	D	C	02	D	S	1	<	00	00	V2E	---	---	---	N<	B	A<
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07	071		LA	R001.291	D	F	H	B	03	02	UI	R	2	S	2	11	29	99	1825	952509216	6	A	<	A	H	D	B	02	G	S	1	<	00	00	V2D	---	---	---	N<	J	A<
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07	071		LA	R001.291	D	F	H	B	03	02	UI	R	1	S	7	09	18	99	1201	952511673	5	A	A	A	H	A	C	02	A	S	1	<	00	00	V2F	---	---	---	H<	B	A<
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07	071		LA	R001.291	D	F	H	B	03	02	UI	R	2	S	7	02	13	99	0032	952514553	1	A	D	A	H	D	E	01	D	S	1	<	00	00	28B	---	---	---	5<	C	B<
07	071		LA	R001.291	D	F	H	B	03	02	UI	R	1	S	5	02	04	99	1552	195528587	5	B	A	A	H	A	C	02	D	S	1	<	00	00	V2E	---	---	---	N<	B	G<
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07	071		LA	R001.291	D	F	H	B	03	02	UI	R	4	S	2	11	09	98	1814	195530405		A	C	A	H	A	D	02	G	E	1	<	00	00	V2E	---	---	---	N<	E	A<
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07	071		LA	R001.291	D	F	H	B	03	02	UI	R	4	S	1	03	01	98	1329	195529452	D	A	A	A	H	A	H	02	A	E	2	<	00	00	V2D	---	---	---	N<	A	A<
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07	071		LA	R001.340	D	F	H	B	03	02	UI	H	-	S	3	09	28	99	0815	952511397	5	A	A	A	H	D	C	02	A	S	1	<	00	00	V2F	---	---	---	N<	B	A<
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07	071		LA	R001.360	D	F	H	B	03	02	UI	H	-	S	6	11	19	99	1610	952512394	5	A	A	A	H	D	C	02	A	S	1	<	00	00	V2D	---	---	---	G<	B	A<
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07	071		LA	R001.370	D	F	H	B	03	02	UI	H	-	N	4	05	06	98	0620	952511524	5	B	A	B	H	D	C	02	A	N	1	<	00	00	V2F	---	---	---	N<	B	A<
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07	071		LA	R001.380	D	F	H	B	03	02	UI	H	-	S	3	07	14	98	1555	952512910	5	A	A	A	H	D	C	03	C	S	1	<	00	01	V2D	V3D	44D	---	G<	B	A<
																													A	S	1	<	00	00	V1F	---	---	---	G<	J	A<
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REQ NO 7053 ALL ACCIDENTS LA 071 PM R000.520---R004.450 10-01-97 THRU 09-30-00 B.MADUSA NO. 288

DIST	RTES NO	U F	CO	P LOC R POST E MILE	<-----HIGHWAY-----> H G	A C	M T	B A	LANES LT	RT	RI UO	F T	R L	O H	A Y	I S D MO	ACCIDENT DATE DA	YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W L	R S	C	R W	T O C	NO MTR C VEH	P T	D I R	V H I	S I	PERSN K	O S P	L O C	O S O	L O C	O S O	L O C	OA 12	M F O V	SD P 12
07	071		LA	R001.420	D	F	H	B	03	02	UI	H	-	S	2	03	15	99	1455	952512530	5	A	A	A	H	D	C	02	F	S	1	<	00	00	V2D	---	---	---	G<	B	A<
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07	071		LA	R001.430	D	F	H	B	03	02	UI	H	-	N	4	03	25	98	1200	952513080	5	C	A	B	H	D	E	01	A	N	1	<	00	01	16B	44D	---	---	N<	B	A<
07	071		LA	R001.440	D	F	H	B	03	02	UI	H	-	N	4	05	10	00	1600	952509825	6	A	A	A	H	D	B	02	G	N	1	<	00	00	V2F	---	---	---	N<	M	G<
																													A	N	1	<	00	00	V1D	---	---	---	N<	B	A<
07	071		LA	R001.440	D	F	H	B	03	02	UI	H	-	S	3	11	16	99	2011	195529559	6	B	C	A	H	D	B	02	A	S	1	<	00	00	V2J	---	---	---	N<	L	A<
																													G	S	1	<	00	00	V1F	---	---	---	N<	B	A<
07	071		LA	R001.452	D	F	H	B	03	02	UI	R	4	S	1	02	27	00	1907	195530339	6	A	C	A	H	A	D	02	A	E	2	<	00	01	V2D	---	---	---	N<	E	A<
																													A	W	2	<	00	02	V1D	---	---	---	N<	B	A<
07	071		LA	R001.452	D	F	H	B	03	02	UI	R	1	S	3	08	17	99	0753	195527777	5	A	A	<	H	A	C	02	D	S	1	<	00	00	V2F	---	---	---	N<	P	A<
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07	071		LA	R001.452	D	F	H	B	03	02	UI	R	2	S	6	04	30	99	1215	952511397	5	C	A	B	H	D	E	01	A	S	1	<	00	00	18H	24H	44H	---	SH	B	A<
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07	071		LA	R001.463	D	F	H	B	03	02	UI	R	4	N	3	08	29	00	1443	195530340	4	B	A	A	H	A	D	02	A	W	2	<	00	00	V2A	---	---	---	N<	E	A<
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07	071		LA	R001.463	D	F	H	B	03	02	UI	R	4	N	5	07	23	98	1728	195528587	4	A	A	A	H	A	D	02	A	W	2	<	00	00	V2A	---	---	---	N<	E	A<
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07	071		LA	R001.463	D	F	H	B	03	02	UI	R	4	N	2	07	20	98	1801	195530405	3	A	A	A	H	A	A	02	D	S	2	<	00	00	V2A	---	---	---	N<	E	A<
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07	071		LA	R001.463	D	F	H	B	03	02	UI	R	4	N	7	02	28	98	1714	195530405	3	A	A	A	H	A	A	02	D	S	2	<	00	02	V2A	---	---	---	N<	E	A<
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07	071		LA	R001.463	D	F	H	B	03	02	UI	R	4	N	4	12	17	97	1253	195519130	4	A	A	A	H	A	D	02	A	W	2	<	00	01	V2A	---	---	---	N<	E	A<
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																													A	N	1	<	00	01	V1F	---	---	---	N<	B	A<
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																													A	N	1	<	00	01	V1D	V3J	---	---	N<	B	A<
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07	071		LA	R001.510	D	F	H	B	03	02	UI	H	-	S	4	03	10	99	1530	952514364	5	B	A	A	H	D	C	02	G	S	1	<	00	00	V2F	---	---	---	G<	B	A<
																													D	S	1	<	00	01	V1F	---	---	---	G<	A	A<
07	071		LA	R001.510	D	F	H	B	03	02	UI	H	-	N	4	08	12	98	1430	952507746	4	A	A	A	H	D	E	01	A	N	1	<	00	01	16B	---	---	---	N<	R	A<
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																													D	N	1	<	00	00	V3F	---	---	---	N<	B	A<
																													N	N	1	<	00	00	V2D	---	---	---	<<	R	<<
07	071		LA	R001.540	D	F	H	B	02	02	UI	H	-	S	7	10	09	99	0230	952515360	4	A	C	A	H	D	E	01	A	S	1	<	00	01	16B	---	---	---	L<	R	A<
07	071		LA	R001.580	D	F	H	B	02	02	UI	H	-	S	1	11	15	98	1703	952514617	6	A	B	A	H	D	C	02	C	S	1	<	00	01	V2J	44F	18H	---	5<	B	A<
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07	071		LA	R001.580	D	F	H	B	02	02	UI	H	-	S	3	03	03	98	0750	952513080	5	A	A	A	H	D	C	03	A	S	1	<	00	00	V2F	---	---	---	N<	B	A<
																													A	S	1	<	00	00	V1F	V3F	---	---	N<	A	A<
																													A	S	1	<	00	00	---	V2F	---	---	N<	A	A<
07	071		LA	R001.590	D	F	H	B	02	02	UI	H	-	S	3	05	05	98	1440	952507746	6	B	A	A	H	D	B	02	A	S	1	<	00	00	V2G	---	---	---	N<	L	A<
																													G	S	1	<	00	00	V1F	---	---	---	N<	B	A<

5/24

DIST	RTES NO	U F	CO	P LOC R POST E MILE	<-----HIGHWAY-----> H G	A C	M T	B A	LANES LT	RT	RI UO	F T	I L	S H	D O A Y	ACCIDENT DATE MO	DA	YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W L	S	R C	R W C	T O C	NO MTR VEH	P T	D I R	V H I	S I	PERSN K	I	O S P	L O C	O S O	L O C	O S O	L O C	OA 12	M F V	O B	SD P 12
07	071		LA	R001.600	D	F	H	E	02	02	UI	H	-	S	S	10	14	99	1850	952513491	5	A	D	A	H	D	B	02	A	S	1	<	00	00	V2F	---	---	---	N<	P	A<
																													A	S	1	<	00	01	V1F	---	---	---	N<	B	A<
07	071		LA	R001.600	D	F	H	E	02	02	UI	H	-	S	3	12	08	98	1740	952507746	5	A	C	A	H	D	C	02	D	S	1	<	00	00	V2E	---	---	---	G<	B	A<
																													A	S	1	<	00	00	V1E	---	---	---	G<	A	A<
07	071		LA	T001.620	D	E	H	E	02	02	UI	H	-	N	7	10	23	99	0710	952513432	6	A	A	A	H	D	B	02	G	N	1	<	00	00	V2D	---	---	---	E<	J	A<
																													A	N	1	<	00	01	V1F	16B	---	---	N<	B	A<
07	071		LA	T001.620	D	E	H	E	02	02	UI	H	-	S	7	11	01	97	1108	952514364	C	A	A	A	A	D	E	02	D	S	1	<	00	00	42F	V2F	---	---	N<	B	A<
																													D	S	1	<	00	00	---	V1D	---	---	N<	B	A<
07	071		LA	T001.650	D	E	H	E	02	02	UI	H	-	N	2	04	10	00	1200	952511524	6	A	A	A	H	D	C	03	D	N	1	<	00	00	V2D	---	---	---	5<	B	A<
																													A	N	1	<	00	02	V1D	---	---	---	N<	B	A<
																													G	N	1	<	00	00	---	---	---	---	N<	J	A<
07	071		LA	T001.670	D	E	H	E	02	02	UI	H	-	S	2	06	12	00	1510	952507746	5	A	A	A	H	D	C	02	D	S	1	<	00	00	V2D	---	---	---	G<	B	A<
																													A	S	1	<	00	00	V1D	---	---	---	G<	A	A<
07	071		LA	T001.680	D	E	H	E	02	02	UI	H	-	S	6	02	05	99	2335	952514553	1	B	C	A	H	D	E	01	D	S	1	<	00	00	18H	06H	24H	---	4<	R	B<
07	071		LA	T001.680	D	E	H	E	02	02	UI	H	-	S	6	06	26	98	1452	195528587	6	A	A	A	H	D	B	02	D	S	1	<	00	00	V2E	---	---	---	N<	J	A<
																													G	S	1	<	00	00	V1D	---	---	---	N<	B	A<
07	071		LA	T001.709	D	E	H	E	02	02	UI	R	4	N	7	09	09	00	1809	195530206	2	A	B	A	H	A	C	02	A	S	2	<	00	00	V2J	---	---	---	N<	D	A<
																													A	W	2	<	00	01	V1J	---	---	---	6<	D	A<
07	071		LA	T001.709	D	E	H	E	02	02	UI	R	2	N	1	09	03	00	1950	952513712	1	A	C	A	H	D	G	02	U	W	-	<	00	01	V2-	---	---	---	N<	4	G<
																													A	N	1	<	00	00	V1F	---	---	---	1<	B	B<
07	071		LA	T001.709	D	E	H	E	02	02	UI	R	4	N	7	08	26	00	1023	195529591	6	A	A	A	H	A	D	02	D	W	2	<	00	00	V2D	---	---	---	E<	B	A<
																													A	N	1	<	00	00	V1F	---	---	---	N<	B	A<
07	071		LA	T001.709	D	E	H	E	02	02	UI	R	4	N	4	08	09	00	1221	195527777	3	A	A	A	H	A	D	02	A	S	2	<	00	00	V2A	---	---	---	N<	E	A<
																													A	N	1	<	00	01	V1D	---	---	---	N<	B	A<
07	071		LA	T001.709	D	E	H	E	02	02	UI	R	4	N	4	06	14	00	1718	195528587	6	A	A	A	H	A	D	03	A	N	1	<	00	01	V2D	---	---	---	N<	B	A<
																													A	S	1	<	00	01	V1A	V3J	---	---	N<	E	A<
																													A	S	1	<	00	00	---	V2J	---	---	N<	E	A<
07	071		LA	T001.709	D	E	H	E	02	02	UI	R	4	N	2	05	15	00	1439	195528587	6	B	A	A	H	A	D	02	A	S	1	<	00	02	V2J	---	---	---	N<	B	A<
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07	071		LA	T001.709	D	E	H	E	02	02	UI	R	4	N	1	03	12	00	1114	195527777	3	A	A	A	H	A	D	03	A	S	2	<	00	01	V2A	V3B	---	---	N<	E	A<
																													D	N	1	<	00	01	V1F	V3H	---	---	N<	B	A<
																													A	W	2	<	00	04	---	V1J	V2J	---	N<	D	A<
07	071		LA	T001.709	D	E	H	E	02	02	UI	R	4	N	7	03	11	00	1408	195530155	D	A	A	A	H	A	D	03	A	N	1	<	00	01	V2F	---	---	---	N<	B	A<
																													J	W	2	<	00	00	V1F	V3H	---	---	N<	B	A<
																													E	S	1	<	00	01	---	V2J	---	---	N<	A	A<
07	071		LA	T001.709	D	E	H	E	02	02	UI	R	4	N	2	02	15	99	1323	195519130	3	A	A	A	H	A	D	02	D	S	2	<	00	01	V2A	---	---	---	N<	E	D<
																													A	N	1	<	00	01	V1E	---	---	---	N<	B	A<
07	071		LA	T001.709	D	E	H	E	02	02	UI	R	4	N	3	12	01	98	0454	195530540	6	A	C	A	H	A	D	02	A	N	1	<	00	00	V2D	---	---	---	5<	B	A<
																													A	W	2	<	00	00	V1D	---	---	---	N<	B	A<
07	071		LA	T001.709	D	E	H	E	02	02	UI	R	4	N	7	11	28	98	1507	195527654	3	C	A	B	H	A	A	02	A	S	2	<	00	00	V2A	---	---	---	N<	E	A<
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07	071		LA	T001.709	D	E	H	E	02	02	UI	R	4	N	6	10	02	98	1339	195530340	D	B	A	A	H	A	B	02	D	S	2	<	00	00	V2J	---	---	---	N<	D	A<
																													G	S	2	<	00	00	V1J	---	---	---	N<	D	A<
07	071		LA	T001.709	D	E	H	E	02	02	UI	R	4	N	7	09	26	98	2244	195530042	1	A	C	A	H	A	D	02	D	S	2	<	00	00	V2D	---	---	---	3<	E	B<
																													J	N	1	<	00	00	V1F	---	---	---	N<	B	A<
07	071		LA	T001.709	D	E	H	E	02	02	UI	R	4	N	3	05	19	98	2226	195529559	6	A	C	A	H	A	D	02	A	E	2	<	00	01	V2F	---	---	---	N<	B	A<
																													A	N	1	<	00	01	V1F	---	---	---	N<	B	A<

DIST	RTES NO	U F	CO	P LOC R POST E MILE	<-----HIGHWAY-----> G	C	T	A	LANES LT	RT	RI UO	F T	I L	S R	D O	A Y	ACCIDENT DATE MO	DA	YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W	L S	R C	R C	T W	O C	NO MTR VEH	P T	D I R	V H I	S I	PERSN K	O I	L S P	O C	L O C	O C	L O C	O C	L O C	OA 12	M F O V	SD P 12
07	071		LA	T001.709	D	E	H	E	02	02	UI	R	4	N	7		05	09	98	1211	195529452	6	B	A	B	H	A	D	02	A	N	1	<	00	00	V2D	---	---	---	N<	B	A<
																														A	S	1	<	00	01	V1A	---	---	---	N<	E	A<
07	071		LA	T001.709	D	E	H	E	02	02	UI	R	4	N	6		05	08	98	1033	195530136	6	B	A	B	H	A	B	03	A	W	2	<	00	00	V2F	V3D	---	---	N<	B	A<
																														A	N	1	<	00	00	V1E	---	---	---	N<	B	A<
																														F	N	1	<	00	00	---	V1A	---	---	N<	E	A<
07	071		LA	T001.709	D	E	H	E	02	02	UI	R	4	N	3		03	24	98	1441	195528587	3	A	A	A	H	A	D	02	A	S	2	<	00	00	V2A	---	---	---	N<	E	A<
																														A	N	1	<	00	00	V1E	---	---	---	N<	B	A<
07	071		LA	T001.709	D	E	H	E	02	02	UI	R	4	N	5		12	18	97	1423	195529931	3	C	A	B	H	A	A	02	D	S	2	<	00	00	V2A	---	---	---	N<	E	A<
																														A	S	2	<	00	00	V1D	---	---	---	N<	B	A<
07	071		LA	T001.710	D	E	H	E	02	02	UI	H	-	S	2		11	09	98	1720	952513211	D	A	D	A	H	D	B	02	A	S	1	<	00	00	V2F	---	---	---	N<	B	A<
																														G	S	1	<	00	00	V1D	---	---	---	N<	B	A<
07	071		LA	T001.710	D	E	H	E	02	02	UI	H	-	N	4		11	26	97	1600	952507746	5	B	A	B	C	D	C	02	A	N	1	<	00	00	V2D	---	---	---	N<	H	A<
																														A	N	1	<	00	00	V1D	---	---	---	N<	H	A<
07	071		LA	T001.760	D	E	H	E	02	02	UI	H	-	N	2		04	03	00	0945	952511524	6	A	A	A	H	D	B	02	A	N	1	<	00	00	V2D	---	---	---	N<	B	A<
																														A	N	1	<	00	00	V1E	---	---	---	N<	J	A<
07	071		LA	T001.770	D	E	H	E	02	02	UI	H	-	S	7		12	06	97	1850	952512530	C	C	D	B	A	D	H	01	D	S	1	<	00	00	99D	---	---	---	N<	B	A<
07	071		LA	T001.770	D	E	H	E	02	02	UI	H	-	S	7		12	06	97	1900	952512530	C	C	D	B	A	D	H	01	A	S	1	<	00	00	99D	---	---	---	N<	B	A<
07	071		LA	001.200	D	E	H	E	02	02	UI	H	-	S	5		09	09	99	1650	952507746	5	A	A	A	H	D	C	02	A	S	1	<	00	00	V2D	---	---	---	N<	B	A<
																														A	S	1	<	00	00	V1D	---	---	---	N<	H	A<
07	071		LA	001.210	D	E	H	E	02	02	UI	H	-	S	6		08	06	99	1420	952514364	5	A	A	A	H	D	C	02	A	S	1	<	00	00	V2F	---	---	---	G<	C	A<
																														A	S	1	<	00	01	V1F	---	---	---	G<	A	A<
07	071		LA	001.220	D	E	H	E	02	02	UI	H	-	S	5		04	16	98	2226	952515202	5	A	D	A	H	D	C	02	D	S	1	<	00	00	V2F	---	---	---	N<	B	A<
																														A	S	1	<	00	00	V1F	---	---	---	N<	B	A<
07	071		LA	001.230	D	E	H	E	02	02	UI	H	-	S	3		02	29	00	1620	952509216	5	B	A	A	H	D	C	04	D	S	1	<	00	00	V2D	---	---	---	N<	B	A<
																														D	S	1	<	00	02	V1D	V3D	---	---	N<	A	A<
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07	071		LA	001.260	D	E	H	E	02	02	UI	H	-	N	4		03	22	00	1400	952507746	C	A	A	A	C	D	E	01	G	N	1	<	00	00	42F	---	---	---	N<	B	A<
07	071		LA	001.269	D	E	H	E	02	02	UI	R	4	S	2		06	19	00	1447	195524672	4	A	A	A	H	D	B	02	A	N	2	<	00	00	V2G	---	---	---	N<	F	A<
																														D	E	2	<	00	00	V1F	---	---	---	N<	B	A<
07	071		LA	001.269	D	E	H	E	02	02	UI	R	4	S	4		04	07	99	1100	195526608	6	C	A	B	H	A	C	02	E	W	1	<	00	00	V2F	---	---	---	N<	E	G<
																														D	W	1	<	00	00	V1F	---	---	---	N<	B	A<
07	071		LA	001.269	D	E	H	E	02	02	UI	R	4	S	3		11	11	97	1036	195519130	3	B	A	A	H	A	B	02	A	W	1	<	00	00	V2F	---	---	---	N<	L	A<
																														D	E	2	<	00	00	V1F	---	---	---	N<	B	A<
07	071		LA	001.280	D	E	H	E	02	02	UI	H	-	N	4		09	27	00	1545	195530564	3	A	A	A	H	A	B	02	F	N	2	<	00	00	V2H	---	---	---	N<	L	A<
																														I	N	1	<	00	01	V1D	---	---	---	N<	B	A<
07	071		LA	001.280	D	E	H	E	02	02	UI	H	-	S	2		11	09	98	0850	952512639	4	A	A	A	H	D	E	01	A	S	1	<	00	00	15H	---	---	---	N<	R	A<
07	071		LA	001.287	D	E	H	E	02	02	UI	R	2	N	5		08	31	00	0652	195530340	6	B	A	A	H	D	B	02	G	W	2	<	00	02	V2F	---	---	---	N<	B	A<
																														A	S	2	<	00	00	V1D	---	---	---	N<	E	A<
07	071		LA	001.287	D	E	H	E	02	02	UI	R	1	N	4		11	26	97	1605	195599999	6	B	A	B	H	A	C	02	D	W	2	<	00	00	V2F	---	---	---	N<	B	A<
																														A	W	2	<	00	00	V1F	---	---	---	N<	A	A<
07	071		LA	001.290	D	E	H	E	02	02	UI	H	-	N	3		05	02	00	1750	952509688	5	A	A	A	C	D	E	01	A	N	1	<	00	00	42F	---	---	---	F<	J	A<
07	071		LA	001.290	D	E	H	E	02	02	UI	H	-	N	4		01	20	99	0845	952511673	3	B	A	B	H	A	B	03	D	N	1	<	00	00	V2F	---	---	---	H<	P	A<
																														A	N	1	<	00	01	V1F	V3F	---	---	N<	B	A<
																														D	N	1	<	00	00	---	V2D	---	---	N<	B	A<
07	071		LA	001.299	D	E	H	E	02	02	UI	R	4	S	2		08	30	99	1257	195524672	5	A	A	A	H	D	A	02	D	E	2	<	00	00	V2D	---	---	---	N<	B	A<
																														A	W	2	<	00	00	V1F	---	---	---	N<	A	A<

7/28

DIST	RTES NO	U F	CO	P LOC R POST E MILE	<-----HIGHWAY-----> H G	A C	M T	B A	LANES LT	RT	RI UO	I F T	R L	S H	D O A Y	ACCIDENT DATE MO	DA	YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W	L	S	R C	R W C	T O C	NO MTR VEH	P T	D I R	V H I	S I	PERSN K	O S P	L O C	O S O	L O C	O S O	L O C	OA 12	M F V	SD P 12
07	071		LA	001.299	D	E	H	E	02	02	UI	R	1	S	4	03	10	99	1331	195527777	5	A	A	A	H	A	C	02	A	E	2	<	00	00	V2F	---	---	---	N<	B	A<
																													A	E	2	<	00	00	V1F	---	---	---	N<	A	A<
07	071		LA	001.299	D	E	H	E	02	02	UI	R	1	S	4	11	04	98	1200	195519130	6	A	A	A	H	A	C	02	A	E	1	<	00	00	V2F	---	---	---	N<	L	A<
																													J	S	1	<	00	00	V1F	---	---	---	N<	A	A<
07	071		LA	001.300	D	E	H	E	02	02	UI	H	-	N	3	03	23	99	0835	195530210	5	B	A	A	H	D	C	02	D	N	1	<	00	00	V2F	---	---	---	N<	B	A<
																													A	N	1	<	00	00	V1F	---	---	---	N<	A	A<
07	071		LA	001.300	D	E	H	E	02	02	UI	H	-	S	3	09	22	98	1815	952507746	5	B	A	A	H	D	C	02	F	S	1	<	00	00	V2F	---	---	---	N<	B	A<
																													A	S	1	<	00	00	V1F	---	---	---	N<	A	A<
07	071		LA	001.300	D	E	H	E	02	02	UI	H	-	S	2	03	30	98	1858	195527777	2	A	C	A	H	A	C	03	A	S	1	<	00	00	V2F	---	---	---	N<	B	G<
																													A	S	1	<	00	01	V1F	V3F	---	---	N<	A	A<
																													A	S	1	<	00	01	---	V2F	---	---	N<	A	A<
07	071		LA	001.301	D	E	H	E	02	02	UI	R	3	N	2	02	08	99	0457	195530540	4	B	C	B	H	A	B	02	D	N	1	<	00	00	V2D	---	---	---	N<	M	A<
																													D	N	1	<	00	00	V1F	---	---	---	N<	B	A<
07	071		LA	001.310	D	E	H	E	02	02	UI	H	-	S	1	06	18	00	1418	195530561	5	A	A	A	H	D	E	01	A	S	1	<	00	00	18H	---	---	---	M<	B	A<
07	071		LA	001.310	D	E	H	E	02	02	UI	H	-	S	4	05	10	00	1445	952509216	5	A	A	A	H	D	C	02	A	S	1	<	00	00	V2D	---	---	---	N<	H	A<
																													A	S	1	<	00	00	V1D	---	---	---	N<	B	A<
07	071		LA	001.310	D	E	H	E	02	02	UI	H	-	S	5	02	24	00	1900	195530498	5	A	C	A	H	A	C	02	A	S	1	<	00	00	V2D	---	---	---	G<	B	A<
																													A	S	1	<	00	01	V1D	---	---	---	G<	A	A<
07	071		LA	001.320	D	E	H	E	02	02	UI	H	-	N	5	01	27	00	1550	952507746	5	A	A	A	H	D	C	02	A	N	1	<	00	00	V2J	---	---	---	N<	P	A<
																													A	N	1	<	00	03	V1J	---	---	---	N<	P	A<
07	071		LA	001.320	D	E	H	E	02	02	UI	H	-	S	4	04	28	99	1331	195527777	5	B	A	A	H	A	C	03	A	S	1	<	00	01	V2D	---	---	---	N<	B	A<
																													D	S	1	<	00	02	V1D	V3D	---	---	N<	A	A<
																													D	S	1	<	00	02	---	V2D	---	---	N<	H	A<
07	071		LA	001.320	D	E	H	E	02	02	UI	H	-	S	3	04	21	98	2314	952514762	1	A	C	A	H	A	E	01	D	S	1	<	00	00	16B	44D	---	---	S<	B	B<
07	071		LA	001.330	D	E	H	E	02	02	UI	H	-	S	3	09	21	99	1750	952514364	5	A	A	A	H	D	C	02	A	S	1	<	00	00	V2D	---	---	---	G<	B	A<
																													A	S	1	<	00	00	V1D	---	---	---	G<	H	A<
07	071		LA	001.350	D	E	H	Z	02	02	UI	H	-	S	4	03	31	99	1500	952512394	6	A	A	A	H	D	C	02	D	S	1	<	00	00	V2F	---	---	---	N<	J	A<
																													D	S	1	<	00	00	V1D	16B	---	---	N<	A	A<
07	071		LA	001.350	D	E	H	Z	02	02	UI	H	-	N	4	04	29	98	1358	195519130	2	A	A	A	H	A	C	02	D	N	1	<	00	00	V2F	---	---	---	N<	B	A<
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07	071		LA	001.360	D	E	H	Z	02	02	UI	H	-	S	4	09	20	00	1358	195528597	5	A	A	A	H	A	C	03	A	S	1	<	00	00	V2D	---	---	---	N<	B	A<
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																													A	S	1	<	00	02	---	V2D	---	---	N<	A	A<
07	071		LA	001.360	D	E	H	Z	02	02	UI	H	-	S	4	04	12	00	1504	195528587	4	A	A	A	H	D	B	03	C	S	1	<	00	00	V2D	V3F	44F	---	N<	B	A<
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07	071		LA	001.370	D	E	H	Z	02	02	UI	H	-	N	3	06	29	99	1500	952513489	5	A	A	A	H	D	C	02	A	N	1	<	00	00	V2F	---	---	---	N<	B	G<
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																													A	S	1	<	00	00	V1F	---	---	---	G<	A	A<
07	071		LA	001.380	D	E	H	Z	02	02	UI	H	-	S	7	09	16	00	1420	195527654	5	A	A	A	H	D	C	03	A	S	1	<	00	00	V2D	---	---	---	N<	B	A<
																													A	S	1	<	00	01	V1D	V3D	---	---	N<	A	A<
																													D	S	1	<	00	00	---	V2D	---	---	N<	A	A<
07	071		LA	001.380	D	E	H	Z	02	02	UI	H	-	N	3	07	06	99	1231	195527777	4	A	A	A	H	A	B	02	A	N	1	<	00	00	V2F	---	---	---	N<	B	A<
																													D	N	1	<	00	00	V1D	---	---	---	N<	B	A<
07	071		LA	001.380	D	E	H	Z	02	02	UI	H	-	N	7	05	08	99	1719	195530552	1	A	A	A	H	A	C	03	A	N	1	<	00	00	V2E	---	---	---	S<	B	B<
																													A	N	1	<	00	01	V1E	V3E	---	---	<<	A	A<
																													A	N	1	<	00	01	---	V2E	---	---	<<	A	A<

DIST	RTES NO	U F	CO	P LOC R POST E MILE	HIGHWAY H G	A C	M T	B A	LANES LT	RT	RI UO	F T	R L	I H	S O	D A Y	ACCIDENT DATE MO DA YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W L	B	A	S	R C	R W	T O C	NO MTR VEH	P T	D I R	V H I	S I	PERSN K	O I	L S P	O O C	L O C	O O C	L O C	O O C	OA 12	M F O V	SD P 12
07	071		LA	001.380	D	E	H	Z	02	02	UI	H	-	S	6	06-12-98	1940	952507746	5	B	B	A	H	D	C	02	A	S	1	<	00	00	V2F	---	---	---	N<	H	A<
																											A	S	1	<	00	00	V1F	---	---	---	N<	H	A<
07	071		LA	001.390	D	E	H	Z	02	02	UI	H	-	N	6	11-19-99	0915	195530514	2	B	A	A	H	D	C	02	D	N	1	<	00	00	V2F	---	---	---	N<	B	A<
																											D	N	1	<	00	01	V1F	---	---	---	N<	H	A<
07	071		LA	001.390	D	E	H	Z	02	02	UI	H	-	S	3	06-08-99	1239	195528587	5	A	A	A	H	A	C	03	D	S	1	<	00	00	V2D	---	---	---	N<	B	A<
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																											D	S	1	<	00	00	---	V2D	---	---	N<	A	A<
07	071		LA	001.390	D	E	H	Z	02	02	UI	H	-	S	7	03-20-99	1704	195530155	5	A	A	A	H	A	C	03	A	S	1	<	00	00	V2D	---	---	---	G<	B	A<
																											A	S	1	<	00	00	V1D	V3D	---	---	N<	H	A<
																											A	S	1	<	00	00	---	V2D	---	---	N<	A	A<
07	071		LA	001.390	D	E	H	Z	02	02	UI	H	-	S	4	12-23-98	1220	195530155	5	A	A	A	H	A	C	02	D	S	1	<	00	00	V2D	---	---	---	N<	B	A<
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07	071		LA	001.390	D	E	H	Z	02	02	UI	H	-	N	6	10-30-98	0650	195530550	3	A	A	A	H	D	B	02	A	N	1	<	00	00	V2J	---	---	---	H<	L	G<
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07	071		LA	001.396	D	E	H	Z	02	02	UI	I	5	N	5	07-06-00	0620	195530600	4	A	A	A	H	A	D	02	A	S	1	<	00	00	V2A	---	---	---	N<	E	A<
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																											A	W	2	<	00	00	V1F	---	---	---	N<	B	A<
07	071		LA	001.396	D	E	H	Z	02	02	UI	I	6	N	6	10-29-99	2500	195530155	5	B	A	A	H	A	C	02	A	W	2	<	00	00	V2F	---	---	---	G<	A	A<
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07	071		LA	001.396	D	E	H	Z	02	02	UI	I	5	N	6	05-28-99	1445	195527654	2	A	A	A	H	A	C	02	J	N	1	<	00	00	V2D	---	---	---	N<	H	A<
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07	071		LA	001.396	D	E	H	Z	02	02	UI	I	6	N	5	01-15-98	1629	195528587	5	C	A	B	H	A	C	02	D	W	2	<	00	00	V2F	---	---	---	N<	B	A<
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07	071		LA	001.410	D	E	H	Z	02	02	UI	H	-	S	5	08-31-00	1314	195528587	6	A	A	A	H	D	D	02	D	S	1	<	00	00	V2D	---	---	---	N<	J	A<
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07	071		LA	001.410	D	E	H	Z	02	02	UI	H	-	S	3	03-14-00	1911	195530491	5	A	C	A	H	A	C	02	A	S	1	<	00	00	V2F	---	---	---	N<	B	G<
																											D	S	1	<	00	02	V1F	---	---	---	N<	A	A<
07	071		LA	001.410	D	E	H	Z	02	02	UI	H	-	S	4	03-08-00	1425	195527777	5	A	A	B	H	A	C	03	A	S	1	<	00	00	V2D	---	---	---	N<	B	A<
																											D	S	1	<	00	00	V1D	V3D	---	---	N<	A	A<
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07	071		LA	001.410	D	E	H	Z	02	02	UI	H	-	S	7	12-11-99	0815	195530514	5	A	A	A	H	D	C	02	D	S	1	<	00	00	V2D	---	---	---	N<	B	A<
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07	071		LA	001.410	D	E	H	Z	02	02	UI	H	-	S	6	04-30-99	1625	195527654	5	B	A	A	H	A	C	02	A	S	1	<	00	00	V2F	---	---	---	M<	B	G<
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07	071		LA	001.410	D	E	H	Z	02	02	UI	H	-	S	2	04-27-98	1316	195530354	5	A	A	A	H	A	C	03	A	S	1	<	00	00	V2D	---	---	---	N<	B	A<
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07	071		LA	001.420	D	E	H	Z	02	02	UI	H	-	S	3	05-23-00	2140	195529559	5	B	D	A	H	D	C	02	A	S	1	<	00	00	V2D	---	---	---	N<	B	A<
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07	071		LA	001.420	D	E	H	Z	02	02	UI	H	-	S	2	11-08-99	0634	195530455	5	C	A	B	H	D	C	02	A	S	1	<	00	00	V2F	---	---	---	N<	B	A<
																											G	S	1	<	00	00	V1F	---	---	---	N<	B	A<

9/21

DIST	RTES NO	U F	CO	P LOC R POST E MILE	<-----HIGHWAY-----> H G	A C	M T	B A	LANES LT	RT	RI UO	F T	I R L	S O H	D A Y	ACCIDENT DATE MO	DA	YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W L S	R C	R W C	T O C	NO MTR VEH	P T	D I R	V H I	S I	PERSN K	O S P	L O C	O S O	L O C	O S O	L O C	OA 12	M F V	SD O 12 P
07	071		LA	001.420	D	E	H	Z	02	02	UI	H	-	S	3	10	20	98	0747	195519130	5	A A A	H	A	C	03	A	S	1	<	00	00	V2D	---	---	---	N<	B	A<
																											D	S	1	<	00	00	V1D	V3D	---	---	N<	A	A<
																											D	S	1	<	00	00	---	V2D	---	---	N<	A	A<
07	071		LA	001.430	D	E	H	Z	02	02	UI	H	-	S	7	05	06	00	1600	195530405	2	A A A	H	A	C	02	A	S	1	<	00	00	V2F	---	---	---	N<	H	G<
																											A	S	1	<	00	00	V1F	---	---	---	N<	H	A<
07	071		LA	001.430	D	E	H	Z	02	02	UI	H	-	S	7	02	07	98	1613	195530537	6	B A A	H	A	B	02	A	S	1	<	00	00	V2F	---	---	---	N<	B	A<
																											A	S	1	<	00	00	V1D	---	---	---	N<	J	A<
07	071		LA	001.450	D	E	H	Z	02	02	UI	H	-	S	4	05	24	00	0710	195526608	2	C A B	H	A	C	02	A	S	1	<	00	00	V2D	---	---	---	N<	H	A<
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07	071		LA	001.450	D	E	H	Z	02	02	UI	H	-	S	3	04	18	00	0930	195527777	5	C A B	H	A	C	02	A	S	1	<	00	00	V2D	---	---	---	N<	B	A<
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																											D	S	1	<	00	00	---	V2F	---	---	G<	A	A<
07	071		LA	001.470	D	E	H	Z	02	02	UI	H	-	S	5	11	11	99	0958	195529614	5	A A A	H	A	C	02	A	S	1	<	00	00	V2D	---	---	---	N<	B	G<
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07	071		LA	001.500	D	E	H	Z	02	02	UI	H	-	S	1	12	05	99	1346	195529478	5	A A A	H	A	E	03	A	S	1	<	00	01	18B	44A	V2A	---	6<	C	G<
																											A	<	1	<	00	01	---	V1D	V3F	---	N<	B	G<
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07	071		LA	001.510	D	E	H	Z	02	02	UI	H	-	N	3	08	01	00	1054	195527777	5	A A A	H	A	C	03	A	N	1	<	00	00	V2D	---	---	---	F<	B	A<
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07	071		LA	001.510	D	E	H	Z	02	02	UI	H	-	S	3	10	21	97	1503	195529931	2	A A A	H	A	C	03	A	S	1	<	00	00	V2F	---	---	---	N<	B	A<
																											A	S	1	<	00	00	V1F	V3F	---	---	N<	A	A<
																											D	S	1	<	00	00	---	V2F	---	---	N<	A	A<
07	071		LA	001.520	D	E	H	Z	02	02	UI	H	-	S	5	04	29	99	0955	195529478	5	A A A	H	A	C	03	A	S	1	<	00	00	---	V2D	---	---	N<	A	A<
																											A	S	1	<	00	00	V3D	V1D	---	---	N<	A	A<
																											A	S	1	<	00	00	V2D	---	---	---	N<	B	A<
07	071		LA	001.520	D	E	H	Z	02	02	UI	H	-	N	3	06	16	98	1247	195529478	3	C A B	H	A	B	02	A	N	1	<	00	02	V2H	---	---	---	N<	P	A<
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07	071		LA	001.520	D	E	H	Z	02	02	UI	H	-	N	7	06	13	98	1545	952515499	5	A A A	H	D	C	02	A	N	1	<	00	00	V2F	---	---	---	N<	B	A<
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07	071		LA	001.530	D	E	H	Z	02	02	UI	H	-	S	2	07	31	00	1331	195530340	5	A A A	H	A	C	04	A	S	1	<	00	01	V2D	---	---	---	N<	B	A<
																											A	S	1	<	00	01	V1D	V3D	---	---	N<	A	A<
																											D	S	1	<	00	00	---	V2D	V4D	---	N<	A	A<
																											A	S	1	<	00	00	---	V3D	---	---	N<	A	A<
07	071		LA	001.540	D	E	H	Z	02	02	UI	H	-	N	4	08	30	00	0509	195529559	5	A C A	H	A	C	02	A	N	1	<	00	00	V2D	---	---	---	G<	B	A<
																											A	N	1	<	00	01	V1D	---	---	---	G<	A	A<
07	071		LA	001.550	D	E	H	Z	02	02	UI	H	-	N	2	05	15	00	0758	195527777	5	A A A	H	A	C	02	A	N	1	<	00	00	V2F	---	---	---	N<	P	A<
																											A	N	1	<	00	00	V1F	---	---	---	N<	H	A<
07	071		LA	001.560	D	E	H	Z	02	02	UI	H	-	N	7	09	02	00	2301	195530354	1	A D A	H	A	C	02	A	N	1	<	00	01	V2D	---	---	---	N<	B	D<
																											G	N	1	<	00	01	V1D	---	---	---	N<	A	A<
07	071		LA	001.560	D	E	H	Z	02	02	UI	H	-	N	2	05	01	00	1400	195520783	6	A A A	H	A	C	02	A	N	1	<	00	00	V2D	---	---	---	F<	B	A<
																											D	N	1	<	00	00	V1D	---	---	---	N<	B	A<
07	071		LA	001.560	D	E	H	Z	02	02	UI	H	-	S	5	10	28	99	0817	195527777	6	A A A	H	A	C	02	D	S	1	<	00	00	V2F	---	---	---	N<	A	A<
																											A	S	1	<	00	00	V1F	---	---	---	N<	A	A<

10/2

REQ NO 7053 ALL ACCIDENTS LA 071 PM R000.520---R004.450 10-01-97 THRU 09-30-00 B.MADUSA NO. 288

DIST	RTES NO	U F	CO	P LOC R POST E MILE	<-----HIGHWAY-----> H G	A C	M T	B A	LANES LT	RT	RI UO	F T	I L	S H	D A Y	ACCIDENT DATE MO	DA	YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W L	S	R C	R C	T W	O C	NO MTR VEH	P T R	D I I	V H I	S I	PERSN K	I	O S P	L O C	O S O	L O C	O S O	L O C	O S O	L O C	OA F 12	M O V	SD P 12
07	071		LA	001.570	D	E	H	Z	02	02	UI	H	-	N	4	09	29	99	0812	195518532	5	A	A	A	H	D	C	03	A	N	1	<	00	00	V2F	---	---	---	F<	P	A<
																													D	N	1	<	00	01	V1F	V3F	---	---	N<	P	A<
																													A	N	1	<	00	00	---	V2F	---	---	N<	P	A<
07	071		LA	001.570	D	E	H	Z	02	02	UI	H	-	S	6	05	28	99	1345	195527531	5	A	A	A	A	D	C	02	A	S	1	<	00	00	V2F	---	---	---	N<	B	G<
																													G	S	1	<	00	00	V1F	---	---	---	N<	A	A<
07	071		LA	001.580	D	E	H	Z	02	02	UI	H	-	N	3	09	12	00	1550	952515988	4	A	A	A	H	D	B	02	I	N	1	<	00	00	V2J	---	---	---	N<	P	G<
																													A	N	1	<	00	00	V1F	---	---	---	N<	B	A<
07	071		LA	001.580	D	E	H	Z	02	02	UI	H	-	N	6	01	22	99	1755	195530297	5	A	C	A	H	A	C	02	D	N	1	<	00	00	V2F	---	---	---	<<	<	A<
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07	071		LA	001.590	D	E	H	Z	02	02	UI	H	-	N	4	02	02	00	0519	195530538	5	A	C	A	H	A	C	02	A	N	2	<	00	00	V2J	---	---	---	H<	B	G<
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																													D	S	1	<	00	00	---	V2D	---	---	N<	A	A<
07	071		LA	001.590	D	E	H	Z	02	02	UI	H	-	N	5	09	23	99	1539	195524672	3	A	A	A	H	A	B	02	A	N	1	<	00	00	V2F	---	---	---	N<	L	A<
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07	071		LA	001.590	D	E	H	Z	02	02	UI	H	-	N	6	03	05	99	1834	195530155	5	A	C	A	H	A	C	02	A	N	1	<	00	00	V2F	---	---	---	<<	B	A<
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07	071		LA	001.600	D	E	H	Z	02	02	UI	H	-	S	2	09	25	00	1618	195530043	D	A	A	A	H	A	B	02	A	S	1	<	00	00	V2D	---	---	---	N<	B	A<
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07	071		LA	001.600	D	E	H	Z	02	02	UI	H	-	N	7	09	16	00	0541	195530086	5	A	B	A	H	A	C	03	A	N	1	<	00	00	V2E	---	---	---	N<	B	A<
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07	071		LA	001.600	D	E	H	Z	02	02	UI	H	-	S	7	09	25	99	1429	195530155	E	A	A	A	H	A	C	04	D	S	1	<	00	01	V2D	---	---	---	5<	B	G<
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																													A	S	1	<	00	00	---	V2D	V4D	---	N<	A	A<
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07	071		LA	001.600	D	E	H	Z	02	02	UI	H	-	N	3	09	21	99	1938	195520783	2	B	C	A	H	A	C	02	D	N	1	<	00	00	V2F	---	---	---	F<	L	A<
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07	071		LA	001.600	D	E	H	Z	02	02	UI	H	-	S	3	08	10	99	1133	195530340		A	A	A	H	A	C	03	D	S	1	<	00	01	V2D	---	---	---	N<	B	A<
																													A	S	1	<	00	00	V1D	V3D	---	---	N<	A	A<
																													A	S	1	<	00	00	---	V2D	---	---	N<	A	A<
07	071		LA	001.600	D	E	H	Z	02	02	UI	H	-	S	5	07	08	99	2023	195528587	5	B	C	A	H	A	C	03	A	S	1	<	00	00	V3D	V2D	---	---	N<	B	A<
																													A	S	1	<	00	00	---	V1D	---	---	5<	B	A<
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07	071		LA	001.600	D	E	H	Z	02	02	UI	H	-	N	5	07	01	99	0759	195523993	2	A	A	A	H	A	C	02	D	N	1	<	00	00	V2F	---	---	---	N<	H	A<
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07	071		LA	001.600	D	E	H	Z	02	02	UI	H	-	N	3	04	13	99	1605	195599999	6	A	A	A	H	A	B	02	A	N	1	<	00	00	V2C	---	---	---	N<	I	G<
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07	071		LA	001.600	D	E	H	Z	02	02	UI	H	-	S	2	12	07	98	0845	195599999	6	A	A	A	H	A	B	02	J	S	1	<	00	00	V2J	---	---	---	N<	B	A<
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07	071		LA	001.600	D	E	H	Z	02	02	UI	H	-	N	2	11	09	98	0538	195530495	5	A	B	A	H	B	C	02	A	N	1	<	00	00	V2F	---	---	---	N<	B	A<
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11/26

DIST	RTES NO	U F	CO	P LOC R POST E MILE	<-----HIGHWAY-----> H G	A C	M T	B A	LANES LT	RT	RI UO	F T	I R L	S O H	D A Y	ACCIDENT DATE MO	DA	YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W	L S	R C	R C	T O C	NO MTR VEH	P T	D I R	V H I	S I	PERSN K	I	O S P	L O C	O S O	L O C	O S O	L O C	OA F 12	M O V	SD P 12
07	071		LA	001.600	D	E	H	Z	02	02	UI	H	-	N	3	09	22	98	0426	195530495	5	A	C	A	H	D	C	02	D	N	1	<	00	00	V2J	---	---	---	N<	B	A<
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																													D	N	1	<	00	00	V1F	---	---	---	N<	A	A<
07	071		LA	001.600	D	E	H	Z	02	02	UI	H	-	S	5	07	30	98	1729	195528597	6	A	A	A	H	A	C	03	A	S	1	<	00	00	V2D	V3D	---	---	N<	B	A<
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07	071		LA	001.600	D	E	H	Z	02	02	UI	H	-	S	4	02	04	98	1920	195528587	5	B	C	A	H	A	C	02	A	S	1	<	00	00	V2F	---	---	---	N<	B	A<
																													A	S	1	<	00	00	V1F	---	---	---	N<	A	A<
07	071		LA	001.600	D	E	H	Z	02	02	UI	H	-	S	6	01	30	98	1448	195528587	6	A	A	A	H	A	C	02	G	S	1	<	00	00	V2D	---	---	---	N<	B	A<
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07	071		LA	001.610	D	E	H	Z	02	02	UI	H	-	S	7	07	15	00	1506	195530155	5	A	A	A	H	A	C	02	A	S	1	<	00	00	V2J	---	---	---	N<	H	A<
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07	071		LA	001.610	D	E	H	Z	02	02	UI	H	-	S	1	06	11	00	1855	195530496	5	A	A	A	H	A	C	02	A	S	1	<	00	00	V2J	---	---	---	N<	B	G<
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07	071		LA	001.610	D	E	H	Z	02	02	UI	H	-	N	1	06	20	99	0317	195530491	1	A	C	A	H	A	C	02	D	N	2	<	00	01	V2F	---	---	---	F<	B	B<
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07	071		LA	001.610	D	E	H	Z	02	02	UI	H	-	S	1	06	21	98	1530	195530339	6	A	A	A	H	A	C	02	A	S	1	<	00	00	V2F	---	---	---	N<	B	A<
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07	071		LA	001.610	D	E	H	Z	02	02	UI	H	-	S	6	05	22	98	1504	195530155	5	A	A	A	H	A	C	02	D	S	1	<	00	01	V2J	---	---	---	N<	B	A<
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07	071		LA	001.610	D	E	H	Z	02	02	UI	H	-	N	7	04	04	98	1629	195530155	5	C	A	A	H	D	C	02	A	N	1	<	00	00	V2F	---	---	---	G<	B	A<
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07	071		LA	001.610	D	E	H	Z	02	02	UI	H	-	S	4	12	03	97	1742	195527777	5	A	C	A	H	A	C	02	D	S	1	<	00	00	V2F	---	---	---	F<	P	A<
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07	071		LA	001.610	D	E	H	Z	02	02	UI	H	-	N	2	11	17	97	2143	195530301	5	A	C	A	H	A	C	02	D	N	1	<	00	00	V2D	---	---	---	N<	B	A<
																													A	N	1	<	00	00	V1D	---	---	---	N<	B	A<

12/21

DIST	RTES NO	U F	CO	P LOC R POST E MILE	HGHWAY H G	A C	M T	B A	LANES LT	RT	RI UO	F T	I R L	S O H	D A Y	ACCIDENT DATE MO	DA	YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W	L S	R C	R C	T W C	O C	NO MTR VEH	P T	D I R	V H I	S I	PERSN K	O I	L S P	O O C	L O C	O O C	L O C	O O C	L O C	OA F 12	M O V	SD P 12
07	071		LA	001.610	D	E	H	Z	02	02	UI	H	-	S	6	11	14	97	2124	195524672	5	A	C	A	H	A	C	02	A	S	1	<	00	00	V2D	---	---	---	N<	B	G<
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																													D	N	2	<	00	00	---	V2F	---	---	N<	A	A<
07	071		LA	001.622	D	E	J	Z	02	02	UI	I	6	S	6	09	01	00	1807	195527654	2	B	A	A	H	A	C	02	A	S	2	<	00	00	V2F	---	---	---	N<	B	A<
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07	071		LA	001.622	D	E	J	Z	02	02	UI	I	6	S	4	08	30	00	0145	195530020	1	A	C	A	H	A	D	03	E	S	1	<	00	00	V2F	---	---	---	6<	A	B<
																													A	E	2	<	00	00	V1D	V3F	---	---	N<	B	A<
																													A	E	2	<	00	00	---	V2F	---	---	N<	B	A<
07	071		LA	001.622	D	E	J	Z	02	02	UI	I	6	S	1	08	20	00	1655	195527654	2	A	A	A	H	A	C	02	A	S	1	<	00	00	V2F	---	---	---	N<	B	A<
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07	071		LA	001.622	D	E	J	Z	02	02	UI	I	5	N	6	07	28	00	1630	195530155	5	A	A	A	H	A	C	02	A	N	1	<	00	00	V2F	---	---	---	N<	B	G<
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07	071		LA	001.622	D	E	J	Z	02	02	UI	I	6	S	4	05	10	00	0734	195527777	5	B	A	B	H	A	C	02	D	S	1	<	00	00	V2F	---	---	---	N<	P	A<
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07	071		LA	001.622	D	E	J	Z	02	02	UI	I	5	S	2	03	06	00	1517	195530529	2	A	A	A	H	A	C	02	A	S	1	<	00	00	V2F	---	---	---	N<	P	A<
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07	071		LA	001 622	D	E	J	Z	02	02	UI	I	5	N	3	01	11	00	0821	195530340	5	A	A	A	H	D	C	02	A	N	1	<	00	00	V2J	---	---	---	G<	P	A<
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07	071		LA	001.622	D	E	J	Z	02	02	UI	I	6	S	4	11	24	99	1254	195530340	5	A	A	A	H	A	C	03	A	S	1	<	00	00	V2J	---	---	---	N<	H	A<
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07	071		LA	001.622	D	E	J	Z	02	02	UI	I	5	S	3	09	28	99	1940	195528587	5	A	C	A	H	A	C	02	A	S	1	<	00	00	V2F	---	---	---	N<	B	A<
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07	071		LA	001.622	D	E	J	Z	02	02	UI	I	5	S	6	09	17	99	1447	195530572	5	A	A	A	H	A	C	02	A	E	2	<	00	00	V2J	---	---	---	F<	B	A<
																													D	E	2	<	00	00	V1J	---	---	---	N<	B	A<
07	071		LA	001.622	D	E	J	Z	02	02	UI	I	6	S	3	08	31	99	1827	195529559	6	A	A	A	H	A	B	02	D	W	2	<	00	00	V2J	---	---	---	N<	J	A<
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07	071		LA	001.622	D	E	J	Z	02	02	UI	I	6	N	4	08	25	99	1115	195527777	5	A	A	A	H	D	C	02	A	N	2	<	00	00	V2J	---	---	---	N<	P	A<
																													A	N	2	<	00	00	V1J	---	---	---	N<	P	A<
07	071		LA	001.622	D	E	J	Z	02	02	UI	I	6	N	1	08	22	99	2047	195530562	5	A	C	A	H	A	F	01	D	N	1	<	00	00	44H	---	---	---	N<	D	G<
07	071		LA	001.622	D	E	J	Z	02	02	UI	I	5	N	5	08	12	99	0738	195526608	6	A	A	A	H	A	D	02	D	W	2	<	00	00	V2F	---	---	---	N<	B	A<
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DIST	RTES NO	U F	CO	P LOC R POST E MILE	<-----HIGHWAY-----> H G	A C	M T	B A	LANES LT	LANES RT	RI UO	I F T	S R L	O H	D A Y	ACCIDENT DATE MO	DA	YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W	L	S	R C	R W C	T O C	NO MTR VEH	P T	D I R	H I	V I	S I	PERSN K	O I S P	L O C	O S O	L O C	O S O	L O S	O C O	L O C	OA F 12	M O V	SD P 12
07	071		LA	001.622	D	E	J	Z	02	02	UI	I	5	N	3	05	25	99	0743	195530210	5	A	A	A	H	D	C	02	A	N	1	<	00	00	V2D	---	---	---	N<	B	A<
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07	071		LA	001.622	D	E	J	Z	02	02	UI	I	6	S	6	04	16	99	1349	195530340	5	A	A	A	H	A	C	04	A	E	2	<	00	00	---	V2D	---	---	N<	A	A<
																													A	E	2	<	00	00	---	V3D	V1D	---	N<	A	A<
																													D	E	2	<	00	00	V4D	V2D	---	---	N<	A	A<
																													A	E	2	<	00	01	V3D	---	---	---	N<	H	A<
.07	071		LA	001.622	D	E	J	Z	02	02	UI	I	6	N	5	04	15	99	0619	195529559	5	A	A	A	H	A	C	02	A	W	2	<	00	00	V2D	---	---	---	N<	B	G<
																													A	W	2	<	00	01	V1D	---	---	---	N<	A	A<
07	071		LA	001.622	D	E	J	Z	02	02	UI	I	6	S	2	04	05	99	1751	195530155	5	A	A	A	H	A	C	02	A	S	2	<	00	00	V2J	---	---	---	F<	B	A<
																													D	S	2	<	00	00	V1J	---	---	---	N<	A	A<
07	071		LA	001.622	D	E	J	Z	02	02	UI	I	5	S	5	03	11	99	2010	195527654	6	B	C	A	H	A	D	02	A	S	1	<	00	00	V2J	---	---	---	M<	E	G<
																													A	S	1	<	00	00	V1J	---	---	---	N<	E	A<
07	071		LA	001.622	D	E	J	Z	02	02	UI	I	5	N	4	12	23	98	2325	195530561	5	A	C	A	H	A	C	02	D	N	1	<	00	00	V2F	---	---	---	K<	B	A<
																													D	N	1	<	00	00	V1F	---	---	---	N<	B	A<
07	071		LA	001.622	D	E	J	Z	02	02	UI	I	5	S	2	12	07	98	1517	195530354	4	A	A	A	H	A	B	02	D	S	1	<	00	00	V2J	---	---	---	N<	E	G<
																													A	S	1	<	00	00	V1J	---	---	---	N<	B	A<
07	071		LA	001.622	D	E	J	Z	02	02	UI	I	5	S	6	10	09	98	0029	195530171	6	A	C	A	H	A	D	02	D	S	1	<	00	00	V2F	---	---	---	N<	B	A<
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07	071		LA	001.622	D	E	J	Z	02	02	UI	I	5	S	2	10	05	98	0440	195530455	3	A	D	A	H	B	D	02	A	S	1	<	00	00	V2F	---	---	---	N<	B	A<
																													A	W	1	<	00	00	V1F	---	---	---	N<	B	A<
07	071		LA	001.622	D	E	J	Z	02	02	UI	I	5	N	7	09	12	98	1511	195530340	4	A	A	A	H	A	B	02	A	N	1	<	00	00	V2D	---	---	---	N<	D	A<
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07	071		LA	001.622	D	E	J	Z	02	02	UI	I	6	N	3	09	08	98	0558	195530540	5	A	A	A	H	A	C	02	A	W	2	<	00	00	V2H	---	---	---	F<	D	A<
																													D	W	2	<	00	00	V1H	---	---	---	N<	A	A<
07	071		LA	001.622	D	E	J	Z	02	02	UI	I	5	N	3	09	08	98	2330	195530495	3	A	C	A	H	A	A	02	A	S	1	<	00	01	V2A	---	---	---	N<	E	A<
																													D	N	1	<	00	00	V1D	---	---	---	N<	B	A<
07	071		LA	001.622	D	E	J	Z	02	02	UI	I	6	S	2	05	18	98	1646	195530354	5	A	A	A	H	A	C	02	D	E	2	<	00	00	V2F	---	---	---	N<	B	A<
																													A	E	2	<	00	00	V1F	---	---	---	N<	A	A<
07	071		LA	001.622	D	E	J	Z	02	02	UI	I	6	N	7	03	21	98	1644	195527654	4	A	A	A	H	D	B	03	A	E	2	<	00	01	V2F	V3D	---	---	J<	F	A<
																													A	E	2	<	00	01	V1E	---	---	---	N<	B	A<
																													A	E	2	<	00	01	---	V1D	---	---	N<	B	A<
07	071		LA	001.622	D	E	J	Z	02	02	UI	I	5	N	7	03	14	98	2131	195530213	6	A	C	A	H	A	A	02	G	S	1	<	00	00	V2A	---	---	---	N<	E	A<
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07	071		LA	001.622	D	E	J	Z	02	02	UI	I	6	N	5	02	05	98	1825	195530540	2	A	C	A	H	A	C	02	A	W	2	<	00	00	V2F	---	---	---	5<	P	G<
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07	071		LA	001.622	D	E	J	Z	02	02	UI	I	5	N	4	01	21	98	0044	195530543	6	A	C	A	H	A	D	02	A	N	1	<	00	01	V2F	---	---	---	N<	B	A<
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07	071		LA	001.622	D	E	J	Z	02	02	UI	I	6	S	3	12	23	97	1130	195530514	5	A	A	A	H	D	C	02	A	E	1	<	00	01	V2F	---	---	---	N<	D	A<
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07	071		LA	001.622	D	E	J	Z	02	02	UI	I	5	S	7	11	22	97	1656	195528587	6	A	B	A	H	A	D	02	D	S	1	<	00	00	V2E	---	---	---	N<	B	A<
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07	071		LA	001.622	D	E	J	Z	02	02	UI	I	6	S	5	11	06	97	1516	195519130	6	A	A	A	H	A	C	02	A	S	2	<	00	00	V2F	---	---	---	N<	L	A<
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07	071		LA	001.622	D	E	J	Z	02	02	UI	I	5	N	4	10	22	97	1910	195530158	2	A	C	A	H	A	C	02	A	W	2	<	00	00	V2J	---	---	---	N<	B	A<
																													D	W	2	<	00	00	V1J	---	---	---	N<	B	G<
07	071		LA	001.630	D	E	J	Z	02	02	UI	H	-	S	1	09	24	00	1124	195529478	1	A	A	A	H	A	C	03	D	S	1	<	00	01	V2J	---	---	---	5<	B	D<
																													D	S	1	<	00	02	V1J	V3J	---	---	N<	A	A<
																													A	S	1	<	00	02	---	V2J	---	---	N<	A	A<

19/23

DIST	RTES NO	U F	CO	P LOC R POST E MILE	<-----HIGHWAY-----> H G	A C	M T	B A	LANES LT	RT	RI UO	F T	I L	S R H	D O Y	ACCIDENT DATE MO	DA	YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W	L	S	R C	R W C	T O C	NO MTR VEH	P T	D I R	V H I	S I	PERSN K	O I	L S P	O S C	L O C	O S C	L O C	O S C	L O C	OA F 12	M O V	SD P 12
07	071		LA	001.630	D	E	J	Z	02	02	UI	H	-	N	6	05	12	00	0935	195540027	2	A	A	A	H	A	C	02	D	N	1	<	00	01	V2F	---	---	---	N<	B	A<
																													A	N	1	<	00	00	V1F	---	---	---	N<	B	A<
07	071		LA	001.630	D	E	J	Z	02	02	UI	H	-	S	5	12	16	99	1456	195528587	5	A	A	A	H	A	C	02	A	S	1	<	00	01	V2F	---	---	---	N<	B	A<
																													A	S	1	<	00	01	V1F	---	---	---	N<	A	A<
07	071		LA	001.630	D	E	J	Z	02	02	UI	H	-	S	2	10	26	98	1809	195530374	5	A	C	A	H	D	C	02	A	S	1	<	00	00	V2J	---	---	---	N<	L	A<
																													D	S	1	<	00	01	V1J	---	---	---	N<	L	A<
07	071		LA	001.630	D	E	J	Z	02	02	UI	H	-	S	3	07	21	98	1208	195519130	5	A	A	A	H	A	C	02	A	S	1	<	00	00	V2D	---	---	---	N<	B	A<
																													D	S	1	<	00	00	V1D	---	---	---	N<	A	A<
07	071		LA	001.630	D	E	J	Z	02	02	UI	H	-	N	6	07	03	98	1126	195530155	6	A	A	A	H	A	C	02	G	N	1	<	00	00	V2D	---	---	---	N<	B	<<
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07	071		LA	001.630	D	E	J	Z	02	02	UI	H	-	S	4	10	01	97	1616	195528587	5	A	A	A	H	A	C	02	D	S	1	<	00	00	V2F	---	---	---	N<	B	A<
																													A	S	1	<	00	00	V1F	---	---	---	N<	A	A<
07	071		LA	001.640	D	E	J	Z	02	02	UI	H	-	N	4	07	12	00	1517	195528587	5	A	A	A	H	A	B	02	A	N	1	<	00	00	V2J	---	---	---	N<	B	A<
																													D	N	1	<	00	00	V1F	---	---	---	N<	A	A<
07	071		LA	001.640	D	E	J	Z	02	02	UI	H	-	S	2	06	07	99	1052	195530340	6	A	A	A	H	A	B	02	G	S	1	<	00	00	V2J	---	---	---	N<	E	A<
																													A	S	1	<	00	00	V1D	---	---	---	N<	B	A<
07	071		LA	001.650	D	E	J	Z	02	02	UI	H	-	S	3	10	14	97	1746	195530155	5	A	B	A	H	A	C	03	A	S	2	<	00	00	V2D	---	---	---	G<	B	A<
																													A	S	2	<	00	00	V1D	V3D	---	---	G<	H	A<
																													D	S	2	<	00	00	---	V2D	---	---	G<	A	G<
07	071		LA	001.660	D	E	J	Z	02	02	UI	H	-	S	5	06	29	00	1331	195520783	6	A	A	A	H	A	C	02	A	S	1	<	00	00	V2F	---	---	---	F<	A	A<
																													A	S	1	<	00	00	V1F	---	---	---	N<	A	A<
07	071		LA	001.660	D	E	J	Z	02	02	UI	H	-	S	5	12	10	98	2048	195524151	5	A	C	A	H	D	C	02	A	S	1	<	00	00	V2F	---	---	---	H<	P	A<
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07	071		LA	001.670	D	E	J	Z	02	02	UI	H	-	S	7	05	29	99	1056	195530340	6	B	A	A	H	A	B	02	F	E	2	<	00	00	V2E	---	---	---	N<	D	A<
																													B	E	2	<	00	00	V1F	---	---	---	N<	D	A<
07	071		LA	001.680	D	E	J	Z	02	02	UI	H	-	N	1	06	18	00	1455	195530297	5	A	A	A	H	D	C	02	A	N	1	<	00	00	V2D	---	---	---	N<	B	A<
																													A	N	1	<	00	02	V1D	---	---	---	N<	A	A<
07	071		LA	001.700	D	E	J	Z	02	02	UI	H	-	S	5	07	08	99	1419	195527654	5	C	A	B	H	A	C	02	A	S	1	<	00	00	V2D	---	---	---	N<	H	A<
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07	071		LA	001.710	D	E	H	E	02	02	UI	H	-	N	1	04	16	00	2005	195530539	1	A	C	A	H	A	C	03	A	N	1	<	00	00	V2F	---	---	---	5<	B	B<
																													D	N	1	<	00	00	V1F	V3F	---	---	N<	A	A<
																													A	N	1	<	00	00	---	V2F	---	---	N<	A	A<
07	071		LA	001.710	D	E	H	E	02	02	UI	H	-	N	1	11	22	98	0241	195530042	1	A	C	A	H	A	C	02	A	N	1	<	00	00	V2F	44F	---	---	5<	B	B<
																													A	N	1	<	00	02	V1F	44F	---	---	N<	B	A<
07	071		LA	001.710	D	E	H	E	02	02	UI	H	-	S	7	03	14	98	1204	195529452	5	B	A	A	H	A	C	03	D	S	1	<	00	00	V2E	V3E	---	---	N<	B	A<
																													A	S	1	<	00	00	V1E	---	---	---	N<	H	A<
																													D	S	1	<	00	00	---	V1E	---	---	N<	H	A<
07	071		LA	001.790	D	E	H	E	02	02	UI	H	-	S	1	08	23	98	1520	195527777	5	A	A	A	H	A	C	03	A	S	1	<	00	01	V2D	---	---	---	N<	B	A<
																													D	S	1	<	00	01	V1D	V3D	---	---	N<	A	A<
																													A	S	1	<	00	00	---	V2D	---	---	N<	A	A<
07	071		LA	001.800	D	E	H	E	02	02	UI	H	-	N	7	02	26	00	1010	195529478	5	A	A	A	H	A	C	07	D	N	1	<	00	00	V2F	15H	---	---	N<	B	A<
																													A	N	1	<	00	02	V1F	V3F	V4F	V7D	N<	A	A<
																													D	N	1	<	00	03	---	V2F	V5F	---	N<	A	A<
																													D	N	1	<	00	01	---	V2D	---	---	N<	A	A<
																													A	N	1	<	00	02	---	V3F	V6F	---	N<	A	A<
																													D	N	1	<	00	01	---	V5F	---	---	N<	A	A<
																													D	N	1	<	00	00	---	V2D	---	---	N<	A	A<

15/2

DIST	RTES NO	U F	CO	P LOC R POST E MILE	<-----HIGHWAY-----> H G	A C	M T	B A	LANES LT	RT	RI UO	F T	I R L	S O H	D A Y	ACCIDENT DATE MO DA YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W L S	R C	R W C	T O C	NO MTR VEH	P T	D I R	V H I	S I	PERSN K	I	O S P	L O C	O S O	L O C	O S O	L O C	OA F 12	M O V	SD P 12
07	071		LA	001.800	D	E	H	E	02	02	UI	H	-	N	6	09-03-99	1208	195530514	5	A A A	H	D	C	02	D	N	1	<	00	00	V2D	---	---	---	N<	B	A<
																									D	N	1	<	00	01	V1D	---	---	---	N<	A	A<
07	071		LA	001.810	D	E	H	E	02	02	UI	H	-	N	7	09-09-00	1413	195540063	S	A A A	H	D	C	02	A	N	1	<	00	00	V2D	---	---	---	F<	B	A<
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07	071		LA	001.810	D	E	H	E	02	02	UI	H	-	S	7	02-20-99	1601	195530155	E	A A <	H	A	C	02	D	S	1	<	00	00	V2D	---	---	---	2<	B	AI
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07	071		LA	001.810	D	E	H	E	02	02	UI	H	-	N	7	05-02-98	1844	195530405	S	A A A	H	D	C	02	A	N	1	<	00	00	V2D	---	---	---	F<	B	A<
																									A	N	1	<	00	00	V1D	---	---	---	<<	A	A<
07	071		LA	001.810	D	E	H	E	02	02	UI	H	-	N	7	05-02-98	1845	195530405	S	A A A	H	D	C	02	A	N	1	<	00	00	V2D	---	---	---	F<	B	A<
																									A	W	1	<	00	00	V1D	---	---	---	<<	A	A<
07	071		LA	001.820	D	E	H	E	02	02	UI	H	-	S	2	05-29-00	2158	195530530	S	A C A	H	A	C	04	A	S	1	<	00	00	V2F	---	---	---	N<	B	G<
																									A	S	1	<	00	00	V1F	V3F	---	---	N<	A	A<
																									A	S	1	<	00	00	---	V2F	V4F	---	N<	A	A<
																									A	S	1	<	00	00	---	V3F	---	---	N<	A	A<
07	071		LA	001.830	D	E	H	E	02	02	UI	H	-	N	6	10-15-99	1050	195530301	6	A A A	H	D	C	03	A	N	1	<	00	00	V2D	---	---	---	5<	B	A<
																									A	N	1	<	00	00	V1D	V3D	---	---	N<	B	A<
																									A	N	1	<	00	00	---	V2D	---	---	N<	B	A<
07	071		LA	001.850	D	E	J	Z	02	02	UI	H	-	S	1	07-09-00	0035	195540064	S	A D A	H	D	C	02	D	S	1	<	00	00	V2D	---	---	---	M<	B	G<
																									A	S	1	<	00	02	V1D	---	---	---	N<	B	A<
07	071		LA	001.850	D	E	J	Z	02	02	UI	H	-	N	2	08-02-99	1701	195530155	S	A A A	H	D	C	03	A	N	1	<	00	00	V2D	---	---	---	N<	B	A<
																									A	N	1	<	00	01	V1D	V3D	---	---	N<	A	A<
																									A	N	1	<	00	00	---	V2D	---	---	N<	A	A<
07	071		LA	001.870	D	E	J	Z	02	02	UI	H	-	N	5	07-20-00	1837	195520783	4	A A A	H	A	C	02	A	N	1	<	00	00	V2F	---	---	---	F<	H	A<
																									A	N	1	<	00	00	V1F	---	---	---	N<	H	A<
07	071		LA	001.870	D	E	J	Z	02	02	UI	H	-	N	4	12-02-98	0811	195519130	2	B A A	H	A	C	02	D	N	1	<	00	00	V2F	---	---	---	G<	B	A<
																									D	N	1	<	00	00	V1F	---	---	---	G<	B	A<
07	071		LA	001.880	D	E	J	Z	02	02	UI	H	-	S	4	06-02-99	1053	195527777	5	B A B	H	A	C	04	A	S	1	<	00	00	V2D	---	---	---	<<	H	A<
																									A	S	1	<	00	01	V1D	V3D	---	---	<<	H	A<
																									D	S	1	<	00	01	---	V2D	V4D	---	<<	A	A<
																									A	W	2	<	00	02	---	V3D	---	---	<<	B	A<
07	071		LA	001.890	D	E	J	Z	02	02	UI	H	-	N	5	07-13-00	1614	195527654	5	A A A	H	A	C	02	A	N	1	<	00	00	V2F	---	---	---	N<	B	A<
																									A	N	1	<	00	00	V1F	---	---	---	N<	A	A<
07	071		LA	001.890	D	E	J	Z	02	02	UI	H	-	N	3	01-13-98	1452	195527777	5	A A A	H	A	C	04	A	N	1	<	00	01	V2D	---	---	---	N<	B	A<
																									A	N	1	<	00	00	V1D	V3D	---	---	N<	A	A<
																									A	N	1	<	00	00	---	V2D	V4D	---	N<	A	A<
																									A	N	1	<	00	01	---	V3D	---	---	N<	A	A<
07	071		LA	001.900	D	E	J	Z	02	02	UI	H	-	N	7	08-12-00	1927	195530562	S	A A A	H	D	C	02	A	N	1	<	00	00	V2D	---	---	---	G<	B	A<
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07	071		LA	001.900	D	E	J	Z	02	02	UI	H	-	S	7	06-10-00	1824	195530354	D	A A A	H	A	C	02	A	S	1	<	00	00	V2J	---	---	---	N<	A	A<
																									A	S	1	<	00	00	V1J	---	---	---	N<	A	A<
07	071		LA	001.900	D	E	J	Z	02	02	UI	H	-	S	2	02-14-00	1910	195530043	6	B C A	H	A	B	02	A	S	1	<	00	00	V2F	---	---	---	N<	B	A<
																									A	E	2	<	00	01	V1H	---	---	---	N<	D	A<
07	071		LA	001.900	D	E	J	Z	02	02	UI	H	-	N	5	01-27-00	2129	195530362	1	A D A	H	A	C	02	A	N	1	<	00	00	V2F	---	---	---	5<	B	B<
																									D	N	1	<	00	01	V1F	---	---	---	<<	A	A<
07	071		LA	001.900	D	E	J	Z	02	02	UI	H	-	S	5	10-28-99	0830	195527777	5	A A A	H	A	C	02	A	S	1	<	00	00	V2J	---	---	---	N<	B	A<
																									D	S	1	<	00	00	V1J	---	---	---	N<	A	A<

16/2

DIST	RTES NO	U F	CO	P LOC R POST E MILE	HIGHWAY HAGT	AMCT	BTA	LANES LT	LANES RT	IUO	SFT	DRL	OHY	ACCIDENT DATE MO	DA	YR	TIME HHMM	COMMON ACCIDENT NUMBER	PCF	ENVIR COND WLS	RC	RWC	TOC	NO MTR VEH	PTR	DRI	VHI	SI	PERSN K	OIP	OPC	OOC	OOC	OOC	OOC	OOC	OA F 12	MOV	SDP 12
07	071		LA	001.900	D	E	J	Z	02	02	UI	H	-	S	7	10	16	99	1822	195530562	2	A	B	A	H	A	C	02	G	S	1	<	00	00	V2F	---	---	---	F<	H	A<
																													D	S	1	<	00	00	V1F	---	---	---	<<	H	A<
07	071		LA	001.900	D	E	J	Z	02	02	UI	H	-	N	4	11	25	98	1548	195527777	5	A	A	A	H	A	C	02	A	N	1	<	00	00	V2D	---	---	---	N<	B	A<
																													D	N	1	<	00	01	V1D	---	---	---	N<	H	A<
07	071		LA	001.900	D	E	J	Z	02	02	UI	H	-	N	2	10	13	97	1704	195529478	5	A	A	A	H	A	C	02	D	N	1	<	00	00	V2D	---	---	---	F<	B	A<
																													A	N	1	<	00	00	V1D	---	---	---	N<	H	A<
07	071		LA	001.910	D	E	J	Z	02	02	UI	H	-	S	2	11	02	98	1527	195527654	2	A	A	A	H	A	C	02	D	S	1	<	00	00	V2F	---	---	---	N<	H	A<
																													A	S	1	<	00	00	V1F	---	---	---	N<	A	A<
07	071		LA	001.912	D	E	J	Z	02	02	UI	I	5	N	1	07	30	00	0010	195530564	5	A	C	A	H	A	D	02	A	N	1	<	00	00	V2F	---	---	---	M<	B	G<
																													M	E	1	<	00	00	V1F	---	---	---	M<	R	G<
07	071		LA	001.912	D	E	J	Z	02	02	UI	I	5	N	6	06	09	00	1701	195530498	6	A	A	A	H	A	D	02	D	S	1	<	00	00	V2F	---	---	---	N<	B	A<
																													A	W	2	<	00	01	V1F	---	---	---	N<	B	A<
07	071		LA	001.912	D	E	J	Z	02	02	UI	I	5	N	4	04	12	00	1726	195528587	5	A	A	A	H	A	C	04	A	N	1	<	00	00	V2D	---	---	---	N<	B	A<
																													D	N	1	<	00	00	V1D	V3D	---	---	N<	A	A<
																													A	N	1	<	00	00	---	V2D	V4D	---	N<	A	A<
																													A	N	1	<	00	00	---	V3D	---	---	N<	A	<<
07	071		LA	001.912	D	E	J	Z	02	02	UI	I	5	N	5	12	23	99	0847	195530340	5	A	A	A	H	A	C	02	E	S	1	<	00	00	V2F	---	---	---	N<	H	A<
																													A	S	1	<	00	00	V1F	---	---	---	N<	H	A<
07	071		LA	001.912	D	E	J	Z	02	02	UI	I	5	S	1	08	29	99	1951	195503056	6	A	C	A	H	A	D	02	A	E	2	<	00	00	V2F	---	---	---	<<	B	A<
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07	071		LA	001.912	D	E	J	Z	02	02	UI	I	5	N	7	08	14	99	1352	195527654	5	A	A	A	H	A	C	03	D	N	1	<	00	00	V2D	---	---	---	G<	B	A<
																													D	N	1	<	00	00	V1D	V3D	---	---	G<	H	A<
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07	071		LA	001.912	D	E	J	Z	02	02	UI	I	5	N	5	05	13	99	1527	195529478	6	A	A	A	H	A	D	02	D	N	1	<	00	00	V2D	---	---	---	F<	B	A<
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07	071		LA	001.912	D	E	J	Z	02	02	UI	I	5	S	2	05	10	99	0830	195530340		B	A	A	H	A	D	02	A	W	2	<	00	00	V2D	---	---	---	N<	E	G<
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07	071		LA	001.912	D	E	J	Z	02	02	UI	I	5	S	6	12	11	98	1717	195530340	3	A	C	A	H	A	D	02	A	W	2	<	00	00	V2D	---	---	---	N<	E	A<
																													E	E	2	<	00	00	V1F	---	---	---	5<	B	A<
07	071		LA	001.912	D	E	J	Z	02	02	UI	I	6	N	3	11	10	98	1221	195527654	4	A	A	A	H	A	D	02	A	N	1	<	00	00	V2H	---	---	---	M<	D	G<
																													D	W	2	<	00	01	V1F	---	---	---	N<	A	A<
07	071		LA	001.912	D	E	J	Z	02	02	UI	I	6	N	2	09	07	98	0946	195519130	4	B	A	A	H	A	H	02	A	N	1	<	00	00	V2F	---	---	---	N<	D	G<
																													L	E	2	<	00	01	V1F	---	---	---	N<	B	A<
07	071		LA	001.920	D	E	J	Z	02	02	UI	H	-	N	3	09	05	00	1506	195530340	5	A	A	A	H	D	C	02	A	N	1	<	00	00	V2D	---	---	---	G<	B	A<
																													A	N	1	<	00	00	V1D	---	---	---	G<	A	A<
07	071		LA	001.920	D	E	J	Z	02	02	UI	H	-	N	4	08	23	00	1047	195529614	5	A	A	A	H	A	C	03	A	N	1	<	00	01	V2F	---	---	---	2<	B	A<
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																													A	N	1	<	00	00	---	V2F	---	---	N<	B	A<
07	071		LA	001.920	D	E	J	Z	02	02	UI	H	-	S	1	07	09	00	2242	195530354	5	A	C	A	H	A	C	02	A	S	1	<	00	00	V2D	---	---	---	N<	B	G<
																													A	S	1	<	00	00	V2D	---	---	---	N<	A	A<
07	071		LA	001.920	D	E	J	Z	02	02	UI	H	-	N	2	05	01	00	1033	195527777	6	A	A	A	H	A	C	02	D	N	1	<	00	00	V2D	---	---	---	N<	R	A<
																													A	N	1	<	00	01	V1D	---	---	---	N<	A	A<

172

DIST	RTES NO	U F	CO	P LOC R POST E MILE	<-----HIGHWAY-----> H G	A C	M T	B A	LANES LT	RT	RI UO	I F	S R L	O H	D A Y	ACCIDENT DATE MO	DA	YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W	L	S	R C	R C	T W C	O C	NO MTR VEH	P T	D I R	V H I	S I	PERSN K	O I	L S P	O S C	L O C	O S O	L O C	O S O	L O C	OA F 12	M O V	SD P 12
07	071		LA	001.920	D	E	J	Z	02	02	UI	H	-	N	7	02	12	00	1908	195530562		A	<	B	H	A	E	09	A	N	1	<	00	00	13B	V2A	V3A	V5A	<<	A	AF
																													A	S	1	<	00	00	---	V1D	---	---	<<	B	A<
																													A	S	1	<	00	00	---	V1D	V4D	---	<<	B	A<
																													A	S	1	<	00	00	---	V3F	---	---	N<	H	<<
																													A	S	1	<	00	00	---	V1F	V6F	---	N<	H	<<
																													A	S	1	<	00	00	---	V5F	---	---	<<	A	<<
																													A	S	1	<	00	00	---	---	---	---	<<	A	A<
																													A	S	1	<	00	00	---	---	---	---	<<	B	A<
																													A	S	1	<	00	00	---	---	---	---	<<	B	A<
07	071		LA	001.920	D	E	J	Z	02	02	UI	H	-	S	4	01	12	00	1955	195520783	2	A	C	A	H	A	C	02	A	S	1	<	00	00	V2D	---	---	---	F<	B	A<
																													D	S	1	<	00	00	V1D	---	---	---	N<	A	A<
07	071		LA	001.920	D	E	J	Z	02	02	UI	H	-	N	7	12	18	99	0704	195530529	5	A	A	A	H	A	C	02	D	N	1	<	00	00	V2D	---	---	---	N<	B	A<
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07	071		LA	001.920	D	E	J	Z	02	02	UI	H	-	N	6	08	13	99	1129	195530362	5	A	A	A	H	A	C	02	A	N	1	<	00	00	V2F	---	---	---	M<	B	G<
																													A	N	1	<	00	00	V1F	---	---	---	N<	A	A<
07	071		LA	001.920	D	E	J	Z	02	02	UI	H	-	N	6	06	04	99	1230	195527654	5	B	A	A	H	D	C	03	A	N	1	<	00	02	V2D	---	---	---	G<	B	A<
																													A	N	1	<	00	01	V1D	V3D	---	---	N<	H	A<
																													D	N	1	<	00	02	---	V2D	---	---	N<	A	A<
07	071		LA	001.920	D	E	J	Z	02	02	UI	H	-	N	2	05	03	99	1614	195530528	5	B	A	A	H	A	C	03	A	N	1	<	00	00	V2D	---	---	---	G<	B	A<
																													A	N	1	<	00	01	V1D	V3D	---	---	N<	A	A<
																													D	N	1	<	00	01	---	V2D	---	---	N<	A	A<
07	071		LA	001.920	D	E	J	Z	02	02	UI	H	-	N	2	05	03	99	1732	195530155	5	A	A	A	H	A	C	05	A	N	1	<	00	00	V2D	---	---	---	G<	B	A<
																													A	N	1	<	00	01	V1D	V3D	---	---	N<	A	A<
																													A	N	1	<	00	00	---	V2D	V4D	---	N<	A	A<
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07	071		LA	001.920	D	E	J	Z	02	02	UI	H	-	N	2	11	30	98	1120	195530340	5	A	A	A	H	A	C	03	M	N	1	<	00	00	V2D	---	---	---	N<	B	G<
																													A	N	1	<	00	00	V1D	V3D	---	---	N<	H	A<
																													D	N	1	<	00	00	---	V2D	---	---	N<	H	A<
07	071		LA	001.930	D	E	J	Z	02	02	UI	H	-	N	1	07	16	00	0445	195530538	5	A	C	A	H	A	F	01	A	N	1	<	00	00	44F	---	---	---	L<	B	A<
07	071		LA	001.930	D	E	J	Z	02	02	UI	H	-	S	4	05	10	00	1644	195530043	5	A	A	A	H	A	C	02	D	S	1	<	00	00	V2D	---	---	---	F<	B	A<
																													F	S	1	<	00	00	V1D	---	---	---	<<	A	A<
07	071		LA	001.930	D	E	J	Z	02	02	UI	H	-	N	3	07	27	99	2327	195530374	5	A	C	A	H	D	C	02	D	N	1	<	00	00	V2F	---	---	---	6<	B	G<
																													A	N	1	<	00	00	V1F	---	---	---	N<	A	A<
07	071		LA	001.930	D	E	J	Z	02	02	UI	H	-	N	5	05	13	99	1546	195529478	4	B	A	A	H	A	C	02	D	N	1	<	00	00	V2B	---	---	---	F<	M	A<
																													J	N	1	<	00	00	V1B	---	---	---	N<	O	<<
07	071		LA	001.930	D	E	J	Z	02	02	UI	H	-	N	3	02	03	98	1503	195528587	5	C	A	B	H	D	C	02	A	N	1	<	00	00	V2F	---	---	---	N<	B	G<
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07	071		LA	001.940	D	E	J	Z	02	02	UI	H	-	N	5	08	26	99	1748	195528597	5	A	A	A	H	A	C	02	A	N	1	<	00	00	V2F	---	---	---	N<	B	A<
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07	071		LA	001.940	D	E	J	Z	02	02	UI	H	-	N	7	09	19	98	1758	195530340	2	A	A	A	H	A	C	02	D	N	1	<	00	01	V2F	---	---	---	N<	B	A<
																													G	N	1	<	00	00	V1F	---	---	---	N<	A	A<
07	071		LA	001.950	D	E	J	Z	02	02	UI	H	-	N	3	04	18	00	1455	195528587	6	B	A	A	H	D	C	02	A	N	1	<	00	00	V2D	---	---	---	N<	J	A<
																													A	N	1	<	00	00	V1D	---	---	---	N<	B	A<
07	071		LA	001.960	D	E	J	Z	02	02	UI	H	-	N	1	04	09	00	1606	195527654	5	A	A	A	H	D	C	02	D	N	1	<	00	00	V2D	01H	---	---	N<	B	A<
																													A	N	1	<	00	01	V1D	01H	---	---	N<	B	A<

DIST	RTES NO	U F	CO	P LOC R POST E MILE	<-----HIGHWAY-----> H G	A C	M T	B A	LANES LT	RT	I RI UO	F T	R L	S H	D A Y	ACCIDENT DATE MO	DA	YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W	L S	R C	R W C	T O C	NO MTR VEH	P T	D I R	V H I	S I	PERSN K	O I	L S P	O S C	L O C	O S O	L O C	O S O	L O C	OA F 12	M O V	SD P 12
07	071		LA	001.960	D	E	J	Z	02	02	UI	H	-	N	6	12	31	99	1112	195530155	5	C	A	B	H	A	C	02	E	N	1	<	00	00	V2D	---	---	---	N<	B	A<
																													A	N	1	<	00	01	V1D	---	---	---	N<	A	A<
07	071		LA	001.960	D	E	J	Z	02	02	UI	H	-	N	6	04	24	98	1608	195530043	5	B	A	A	H	A	C	03	A	N	1	<	00	00	V2D	---	---	---	N<	B	A<
																													D	N	1	<	00	00	V1D	V3D	---	---	N<	A	A<
																													D	N	1	<	00	00	---	V2D	---	---	N<	A	A<
07	071		LA	001.970	D	E	J	Z	02	02	UI	H	-	S	2	06	14	99	2044	195528507	D	A	C	A	H	D	B	02	A	S	1	<	00	00	V2D	---	---	---	N<	B	A<
																													A	S	1	<	00	00	V1F	---	---	---	N<	B	A<
07	071		LA	001.980	D	E	J	Z	02	02	UI	H	-	N	1	07	09	00	1715	195527654	5	A	A	A	H	A	C	02	A	N	1	<	00	00	V2D	---	---	---	F<	B	A<
																													A	N	1	<	00	00	V1D	---	---	---	N<	H	A<
07	071		LA	001.990	D	E	H	E	02	02	UI	H	-	N	3	11	10	98	1247	195527654	1	A	A	A	H	D	C	02	A	N	1	<	00	01	V2F	15H	---	---	5<	B	B<
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07	071		LA	001.990	D	E	H	E	02	02	UI	H	-	N	1	10	25	98	1053	195529452	5	B	A	A	H	A	C	03	D	N	1	<	00	00	V2D	---	---	---	F<	B	A<
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																													A	N	1	<	00	01	---	V2D	---	---	N<	A	A<
07	071		LA	002.000	D	E	H	E	02	02	UI	H	-	S	4	02	23	00	1339	195527777	5	C	A	B	H	A	C	02	A	S	1	<	00	00	V2F	---	---	---	N<	B	A<
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07	071		LA	002.000	D	E	H	E	02	02	UI	H	-	N	6	07	24	98	1427	195530155	4	A	A	A	H	D	E	02	A	<	1	<	00	00	---	---	---	---	N<	J	G<
																													D	N	1	<	00	00	16B	---	---	---	N<	B	A<
07	071		LA	002.010	D	E	H	E	02	02	UI	H	-	N	5	05	11	00	1648	195527654	5	A	A	A	H	A	C	05	G	N	1	<	00	00	V2F	---	---	---	F<	B	A<
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																													D	N	1	<	00	00	---	V2D	V3D	---	N<	A	A<
																													A	N	1	<	00	00	---	V3D	---	---	N<	A	A<
07	071		LA	002.010	D	E	H	E	02	02	UI	H	-	N	3	10	13	98	1534	195529478	5	A	A	A	H	A	C	02	A	N	1	<	00	01	V2F	---	---	---	F<	B	A<
																													D	W	1	<	00	02	V1F	---	---	---	N<	H	A<
07	071		LA	002.010	D	E	H	E	02	02	UI	H	-	N	2	12	15	97	1725	195530043	5	A	C	A	H	A	C	02	A	N	1	<	00	00	V2D	---	---	---	N<	B	A<
																													A	N	1	<	00	00	V1D	---	---	---	N<	A	A<
07	071		LA	002.040	D	E	H	E	02	02	UI	H	-	N	7	05	06	00	2011	195530539	1	A	C	A	H	A	C	06	A	N	1	<	00	01	V2D	---	---	---	5<	B	B<
																													D	N	1	<	00	01	V1D	V3D	---	---	N<	A	A<
																													A	N	1	<	00	00	---	V2D	V4D	---	N<	A	A<
																													D	N	1	<	00	00	---	V3D	V5D	---	N<	A	A<
																													A	N	1	<	00	00	---	V4D	V6D	---	N<	A	A<
																													D	N	1	<	00	00	---	V5D	---	---	N<	A	A<
07	071		LA	002.070	D	E	H	E	02	02	UI	H	-	N	1	06	13	99	1119	195530340	5	A	A	A	H	A	C	02	A	N	1	<	00	01	V2D	---	---	---	G<	H	A<
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07	071		LA	002.180	D	E	H	E	02	02	UI	H	-	N	2	10	19	98	0745	952510267	5	A	A	A	H	D	C	02	A	N	1	<	00	00	V2D	---	---	---	G<	B	A<
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07	071		LA	002.200	D	E	J	Z	02	02	UI	H	-	N	6	09	24	99	2325	195530059	6	A	C	A	H	D	E	02	A	N	1	<	00	00	---	---	---	---	<<	B	G<
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07	071		LA	002.260	D	E	J	Z	02	02	UI	H	-	N	4	12	01	99	0841	195530296	5	B	A	A	H	A	C	04	D	N	1	<	00	00	V2D	---	---	---	<<	B	A<
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																													D	N	1	<	00	00	---	V2D	---	---	<<	B	A<
																													A	S	1	<	00	00	---	V2D	---	---	<<	B	A<
07	071		LA	002.260	D	E	J	Z	02	02	UI	H	-	S	5	03	11	99	1608	195527654	5	B	A	A	H	D	C	02	A	S	1	<	00	00	V2D	---	---	---	G<	H	A<
																													D	S	1	<	00	00	V1D	---	---	---	N<	H	A<
07	071		LA	002.269	D	E	J	Z	02	02	UI	I	S	S	6	05	07	99	0628	195530455	3	A	B	A	H	D	E	02	A	S	1	<	00	00	18B	---	---	---	N<	B	A<
																													D	N	1	<	00	00	---	---	---	---	<<	E	<<

19/2

REQ NO 7053 ALL ACCIDENTS LA 071 PM R000.520---R004.450 10-01-97 THRU 09-30-00 B.MADUSA NO. 288

DIST	RTES NO	U F	CO	P LOC R POST E MILE	<-----HIGHWAY-----> H G	A C	M T	B A	LANES LT	RT	RI UO	F T	I L	S H	D O A Y	ACCIDENT DATE MO DA YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W L S	R C	R W	T O C	NO MTR C VEH	P T	D I R	V H I	S I	PERSN K	O I	L S P	O O C	L O C	O O C	L O C	O O C	L O C	OA 12	M O V	SD P 12
07	071		LA	002.310	D	E	J	Z	02	02	UI	H	-	N	4	01-19-00	1520	195527222	C	A A A	H	D	E	01	A	N	1	<	00	01	18H	28H	---	---	<<	B	A<
07	071		LA	002.330	D	E	H	E	02	02	UO	H	-	N	1	04-04-99	1327	195529452	2	A A A	H	A	C	02	A	N	1	<	00	00	V2D	---	---	---	G<	H	A<
																									A	N	1	<	00	00	V1D	---	---	---	G<	H	A<
07	071		LA	002.340	D	E	H	E	02	02	UO	H	-	S	6	10-29-99	2240	195530572	4	A C A	H	D	B	02	A	S	1	<	00	01	V2D	44F	---	---	5<	M	A<
																									A	S	1	<	00	01	V1F	44H	---	---	N<	L	A<
07	071		LA	002.370	D	E	H	E	02	02	UO	H	-	N	4	08-23-00	1100	195508749	5	A A A	H	A	C	02	D	N	1	<	00	00	V2D	---	---	---	N<	B	A<
																									A	N	1	<	00	00	V1D	---	---	---	N<	H	A<
07	071		LA	002.390	D	E	H	E	02	02	UO	H	-	N	4	10-27-99	0859	195523896	5	A A A	H	D	C	02	A	N	1	<	00	00	V2D	---	---	---	4<	H	G<
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07	071		LA	002.460	D	E	H	E	02	02	UI	H	-	N	5	06-17-99	0901	195529478	5	A A A	H	A	C	05	A	N	1	<	00	00	---	V2D	---	---	N<	A	A<
																									A	N	1	<	00	00	---	V3D	V1D	---	N<	A	A<
																									A	N	1	<	00	00	---	V4D	V2D	---	N<	A	A<
																									D	N	1	<	00	01	V5D	V3D	---	---	N<	A	A<
																									A	N	1	<	00	01	V4D	---	---	---	N<	B	A<
07	071		LA	002.460	D	E	H	E	02	02	UI	H	-	S	3	11-24-98	2328	195530563	5	A C A	H	A	C	02	G	S	1	<	00	00	V2F	---	---	---	F<	B	A<
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07	071		LA	002.500	D	E	J	Z	02	02	UI	H	-	S	6	12-10-99	1534	195530362	5	A A A	H	D	C	03	D	S	1	<	00	00	V2F	---	---	---	N<	B	A<
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07	071		LA	002.500	D	E	J	Z	02	02	UI	H	-	N	6	11-05-99	0737	195530514	5	B A A	H	D	C	03	D	N	1	<	00	00	V2D	---	---	---	N<	B	A<
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07	071		LA	002.500	D	E	J	Z	02	02	UI	H	-	N	5	04-29-99	1227	195528587	5	B A A	H	D	C	02	D	N	1	<	00	00	V2D	---	---	---	N<	B	A<
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07	071		LA	002.520	D	E	J	Z	02	02	UI	H	-	N	5	07-06-00	0735	195523252	E	A A A	H	D	C	02	A	N	1	<	00	00	V2F	---	---	---	G<	B	<I
																									H	N	1	<	00	00	V1F	---	---	---	G<	B	A<
07	071		LA	002.520	D	E	J	Z	02	02	UI	H	-	N	2	05-18-98	0657	195530032	5	A A A	H	A	C	02	A	N	1	<	00	00	V2F	---	---	---	N<	B	A<
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07	071		LA	002.530	D	E	J	Z	02	02	UI	H	-	S	6	08-04-00	0946	195529478	5	A A A	H	A	C	02	A	S	1	<	00	00	V2D	---	---	---	M<	B	G<
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07	071		LA	002.530	D	E	J	Z	02	02	UI	H	-	N	4	03-29-00	1728	195520783	5	B A A	H	A	C	02	A	N	1	<	00	00	V2J	---	---	---	F<	H	A<
																									D	N	1	<	00	00	V1J	---	---	---	N<	A	A<
07	071		LA	002.530	D	E	J	Z	02	02	UI	H	-	S	1	10-03-99	1517	195529478	5	A A A	H	A	C	02	D	S	1	<	00	00	V2D	---	---	---	F<	B	A<
																									A	S	1	<	00	01	V1D	---	---	---	N<	A	A<
07	071		LA	002.530	D	E	J	Z	02	02	UI	H	-	S	4	07-14-99	0931	195527777	5	A A A	H	A	C	02	F	S	1	<	00	02	V2D	---	---	---	N<	B	A<
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07	071		LA	002.530	D	E	J	Z	02	02	UI	H	-	N	1	07-11-99	1510	195529478	5	A A A	H	A	C	02	D	N	1	<	00	00	V2D	---	---	---	N<	B	A<
																									A	N	1	<	00	00	V1D	---	---	---	N<	H	A<
07	071		LA	002.530	D	E	J	Z	02	02	UI	H	-	N	7	04-24-99	1237	195530155	5	C A B	H	A	C	02	A	N	1	<	00	00	V2D	---	---	---	2<	B	A<
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07	071		LA	002.539	D	E	J	Z	02	02	UI	I	5	N	4	03-29-00	1739	195520783	5	B A A	H	A	C	03	D	N	1	<	00	00	V2F	---	---	---	F<	H	A<
																									D	N	1	<	00	00	V1F	V3F	---	---	N<	H	A<
																									A	N	1	<	00	00	---	V2F	---	---	N<	H	A<
07	071		LA	002.539	D	E	J	Z	02	02	UI	I	5	N	5	12-31-98	2138	195530539	6	A C A	H	A	C	02	A	N	1	<	00	01	V2F	---	---	---	N<	A	G<
																									A	N	1	<	00	01	V1F	---	---	---	5<	B	A<
07	071		LA	002.550	D	E	J	Z	02	02	UI	H	-	N	3	08-01-00	0638	195530312	5	A A A	H	D	C	03	A	N	1	<	00	00	V2D	V3D	---	---	N<	B	A<
																									A	N	1	<	00	00	V1D	---	---	---	N<	B	A<
																									A	N	1	<	00	00	---	V1D	---	---	N<	B	A<

20/21

DIST	RTES NO	U F	CO	P LOC R POST E MILE	HIGHWAY H G	A C	M T	B A	LANES LT	LANES RT	RI UO	I T	S L	R H	O Y	D A	ACCIDENT DATE MO	DA	YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W	L	S	R C	R C	T W	O C	NO MTR VEH	P T	D I R	V H I	S I	PERSN K	O I S P	L O C	O S O	L O C	O S O	L O C	O S O	L O C	OA F 12	M O V	SD P 12
07	071		LA	002.550	D	E	J	Z	02	02	UI	H	-	N	4	09	01	99	0643	195530374	5	B	A	A	H	D	C	02	A	W	1	<	00	00	V2D	---	---	---	N<	B	A<
																													D	N	1	<	00	00	V1D	---	---	---	N<	A	A<
07	071		LA	002.550	D	E	J	Z	02	02	UI	H	-	N	6	02	19	99	1445	195530340	5	A	A	A	H	A	E	01	A	N	1	<	00	02	15H	---	---	---	G<	B	A<
07	071		LA	002.550	D	E	J	Z	02	02	UI	H	-	N	6	02	19	99	1632	195527654	5	B	A	A	H	A	D	02	E	N	1	<	00	00	V2F	---	---	---	N<	H	A<
																													A	N	1	<	00	01	V1F	---	---	---	N<	A	A<
07	071		LA	002.560	D	E	J	Z	02	02	UI	H	-	N	7	05	01	99	1429	195530155	5	A	A	A	H	A	C	04	A	N	1	<	00	01	V2D	---	---	---	G<	B	A<
																													A	N	1	<	00	01	V1D	V3D	---	---	N<	A	A<
																													A	N	1	<	00	05	---	V2D	V4D	---	N<	A	A<
																													A	N	1	<	00	01	---	V3D	---	---	N<	A	A<
07	071		LA	002.570	D	E	J	Z	02	02	UI	H	-	N	4	09	01	99	0624	195530374	5	B	A	A	H	D	C	02	D	N	1	<	00	00	V2F	---	---	---	N<	B	A<
																													D	N	1	<	00	00	V1F	---	---	---	N<	A	A<
07	071		LA	002.580	D	E	J	Z	02	02	UI	H	-	N	7	12	05	98	0718	195530550	5	A	A	B	H	A	F	01	D	N	1	<	00	00	44D	---	---	---	N<	B	A<
07	071		LA	002.640	D	E	H	E	02	02	UI	H	-	S	3	08	04	98	2019	195528587	6	A	C	A	H	D	B	02	G	S	1	<	00	00	V2D	---	---	---	N<	J	G<
																													A	S	1	<	00	01	V1F	---	---	---	N<	B	A<
07	071		LA	002.650	D	E	H	E	02	02	UI	H	-	S	4	01	06	99	1750	195599999	5	A	D	A	H	D	C	03	D	S	1	<	00	01	V2F	---	---	---	N<	B	A<
																													A	S	1	<	00	01	V1F	V3F	---	---	N<	A	A<
																													A	S	1	<	00	00	---	V2F	---	---	N<	A	A<
07	071		LA	002.660	D	E	H	E	02	02	UI	H	-	N	3	04	20	99	0922	195529478	6	A	A	A	H	A	C	03	D	N	1	<	00	01	V2D	---	---	---	F<	B	A<
																													D	N	1	<	00	01	V1D	V3D	---	---	N<	A	A<
																													A	N	1	<	00	03	---	V2D	---	---	N<	A	A<
07	071		LA	002.740	D	E	H	E	02	02	UI	H	-	N	5	03	25	99	0832	195529478	5	C	A	B	H	A	C	02	A	N	1	<	00	00	V2D	---	---	---	N<	B	A<
																													A	N	1	<	00	00	V1D	---	---	---	N<	A	A<
07	071		LA	002.790	D	E	H	E	02	02	UI	H	-	N	5	08	26	99	2211	195530539	5	A	D	A	H	D	E	01	A	N	1	<	00	00	16B	---	---	---	N<	B	G<
07	071		LA	002.790	D	E	H	E	02	02	UI	H	-	N	2	08	09	99	0650	195530455	5	A	A	A	H	D	C	02	A	N	1	<	00	00	V2F	---	---	---	N<	B	A<
																													A	N	1	<	00	00	V1F	---	---	---	N<	A	A<
07	071		LA	002.860	D	E	H	E	02	02	UI	H	-	S	6	05	12	00	1756	195527654	5	A	A	A	H	A	C	02	A	S	1	<	00	00	V2F	---	---	---	F<	B	A<
																													A	S	1	<	00	01	V1F	---	---	---	N<	A	A<
07	071		LA	002.940	D	E	H	E	02	02	UI	H	-	S	1	12	05	99	0233	195530455	1	A	D	A	H	D	A	02	A	S	1	<	00	01	V2A	---	---	---	6<	Q	B<
																													A	N	1	<	00	01	V1D	---	---	---	N<	B	A<
07	071		LA	003.040	D	E	H	E	02	02	UI	H	-	N	2	07	20	98	0758	195530340	2	A	A	A	H	D	C	02	A	N	1	<	00	00	V2D	---	---	---	N<	B	A<
																													D	N	1	<	00	00	V1D	---	---	---	N<	A	A<
07	071		LA	003.040	D	E	H	E	02	02	UI	H	-	N	1	12	28	97	1722	195530543	4	A	D	A	H	D	E	01	A	N	1	<	00	01	18H	28H	44H	26H	N<	B	A<
07	071		LA	003.100	D	E	J	Z	02	02	UI	H	-	N	5	11	12	98	0851	195519130	5	A	A	A	H	A	C	03	D	N	1	<	00	00	V2D	V3D	---	---	N<	B	A<
																													A	N	1	<	00	00	V1D	---	---	---	N<	A	A<
																													A	N	1	<	00	00	---	V1F	---	---	N<	B	A<
07	071		LA	003.160	D	E	J	Z	02	02	UI	H	-	S	2	01	18	99	1415	195530562	5	B	A	A	H	D	C	03	A	S	1	<	00	00	V2F	---	---	---	F<	B	<<
																													D	S	1	<	00	01	V1F	V3F	---	---	N<	H	<<
																													D	S	1	<	00	01	---	V2F	---	---	N<	H	<<
07	071		LA	003.170	D	E	J	Z	02	02	UI	H	-	S	6	10	10	97	1448	195529478	5	A	A	A	H	D	C	02	A	S	1	<	00	01	V2F	---	---	---	G<	B	A<
																													D	S	1	<	00	01	V1F	---	---	---	G<	H	A<
07	071		LA	003.170	D	E	J	Z	02	02	UI	H	-	S	1	10	05	97	1522	195530039	2	A	A	A	H	D	C	02	A	S	1	<	00	00	V2F	---	---	---	N<	B	A<
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07	071		LA	003.180	D	E	J	Z	02	02	UI	H	-	S	6	05	22	98	1840	195528587	5	A	A	A	H	D	C	04	A	S	1	<	00	00	V2F	---	---	---	N<	A	A<
																													D	S	1	<	00	00	V1F	V3F	---	---	N<	A	A<
																													D	S	1	<	00	00	---	V2F	V4F	---	N<	A	A<
																													A	S	1	<	00	01	---	V3F	---	---	N<	B	A<

21/21

DIST	RTES NO	U R E F	CO	P LOC POST MILE	<-----HIGHWAY-----> H G	A C	M T	B A	LANES LT	RT	RI UO	F T	I L	S H	D A Y	ACCIDENT DATE MO DA YR	TIME HHMM	ACCIDENT NUMBER	P C F	ENVIR COND W L	R S	C	R W	T O C	NO MTR C VEH	P T	D I R	V H I	S I	PERSN K	O S P	L O C	O O C	L O C	O O C	L O C	OA 12	M F V	SD P 12
07	071		LA	003.230	D	E	J	Z	02	02	UI	H	-	S	2	09-20-99	1753	195528587	5	A	A	A	H	D	C 02	A	S	1	<	00	01	V2F	---	---	---	N<	B	A<
																										D	S	1	<	00	00	V1F	---	---	---	N<	H	A<
07	071		LA	003.250	D	E	J	Z	02	02	UI	H	-	S	6	06-26-98	0835	195529452	2	A	A	A	H	A	C 03	A	S	1	<	00	00	V2F	---	---	---	N<	B	A<
																										A	S	1	<	00	01	V1F	V3F	---	---	N<	H	A<
																										A	S	1	<	00	00	---	V2F	---	---	N<	A	A<
07	071		LA	003.260	D	E	J	Z	02	02	UI	H	-	N	3	01-18-00	0813	195530340	5	B	A	A	H	D	C 02	A	N	1	<	00	00	V2D	---	---	---	G<	H	A<
																										A	N	1	<	00	00	V1D	---	---	---	G<	H	A<
07	071		LA	003.260	D	E	J	Z	02	02	UI	H	-	S	7	03-06-99	1631	195527654	4	B	A	A	H	D	E 02	A	S	1	<	00	00	---	---	---	---	5<	R	G<
																										A	S	1	<	00	00	18H	---	---	---	N<	B	A<
07	071		LA	003.260	D	E	J	Z	02	02	UI	H	-	S	4	12-16-98	1000	195529478	5	A	A	A	H	A	C 02	A	S	1	<	00	00	V2D	---	---	---	<<	H	A<
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07	071		LA	003.260	D	E	J	Z	02	02	UI	H	-	S	5	09-10-98	1037	195519130	5	A	A	A	H	A	C 02	F	S	1	<	00	01	V2F	---	---	---	N<	B	A<
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07	071		LA	003.260	D	E	J	Z	02	02	UI	H	-	S	6	09-04-98	1253	195530340	2	B	A	B	H	A	C 02	G	S	1	<	00	00	V2D	---	---	---	N<	B	A<
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07	071		LA	003.260	D	E	J	Z	02	02	UI	H	-	S	4	08-19-98	0316	195530150	3	A	C	A	H	A	C 02	G	N	1	<	00	00	V2F	---	---	---	N<	L	A<
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07	071		LA	003.260	D	E	J	Z	02	02	UI	H	-	S	6	08-07-98	0935	955011223	5	A	A	A	H	A	C 02	G	S	1	<	00	00	V2F	---	---	---	N<	H	A<
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07	071		LA	003.260	D	E	J	Z	02	02	UI	H	-	S	6	12-26-97	1721	195530301	5	A	C	A	H	A	C 02	D	S	1	<	00	00	V2F	---	---	---	N<	B	A<
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07	071		LA	003.265	D	E	J	Z	02	02	UI	I	5	S	2	12-20-99	0208	195530520	1	A	C	A	H	A	E 01	A	S	1	<	00	00	18B	---	---	---	4<	B	B<
07	071		LA	003.265	D	E	J	Z	02	02	UI	I	5	S	2	11-15-99	0612	195530032	6	B	A	A	<	A	D 02	A	E	1	<	00	01	V2F	---	---	---	N<	E	A<
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07	071		LA	003.265	D	E	J	Z	02	02	UI	I	5	N	5	11-27-97	1341	195528587	6	B	A	A	H	A	E 02	A	E	2	<	00	02	18B	V2J	10J	---	K<	B	A<
																										A	N	1	<	00	01	---	V1D	---	---	N<	B	A<
07	071		LA	003.280	D	E	J	Z	02	02	UI	H	-	S	1	01-30-00	1405	195530155	5	B	A	A	H	A	C 03	A	S	1	<	00	00	V2D	---	---	---	M<	B	A<
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07	071		LA	003.280	D	E	J	Z	02	02	UI	H	-	S	3	01-11-00	0813	195527777	5	A	A	A	H	A	C 02	A	S	1	<	00	00	V2F	---	---	---	N<	B	A<
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07	071		LA	003.280	D	E	J	Z	02	02	UI	H	-	S	2	10-11-99	0107	195530374	5	A	C	A	H	A	C 02	A	S	1	<	00	00	V2D	---	---	---	N<	H	A<
																										A	S	1	<	00	01	V1D	---	---	---	N<	B	A<
07	071		LA	003.280	D	E	J	Z	02	02	UI	H	-	N	4	07-14-99	1230	195528587	5	A	A	A	H	A	C 02	A	N	1	<	00	00	V2D	---	---	---	N<	B	G<
																										A	N	1	<	00	01	V1D	---	---	---	N<	H	A<
07	071		LA	003.290	D	E	J	Z	02	02	UI	H	-	N	7	04-01-00	0836	195529591	4	A	A	A	H	D	B 02	A	N	1	<	00	00	V2F	---	---	---	N<	J	A<
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07	071		LA	003.300	D	E	J	Z	02	02	UI	H	-	S	5	06-29-00	0945	195527777	5	A	A	A	H	A	C 02	A	S	1	<	00	00	V2F	---	---	---	N<	H	A<
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07	071		LA	003.310	D	E	J	Z	02	02	UI	H	-	N	6	04-07-00	1641	195530155	5	A	A	A	H	A	C 02	A	N	1	<	00	00	V2D	---	---	---	N<	B	A<
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07	071		LA	003.310	D	E	J	Z	02	02	UI	H	-	S	7	06-19-99	1234	195529452	4	A	A	A	H	D	A 02	A	N	1	<	00	00	V2A	---	---	---	N<	B	A<
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07	071		LA	003.310	D	E	J	Z	02	02	UI	H	-	S	4	01-06-99	1846	955015511	5	A	C	A	H	D	C 02	A	S	1	<	00	00	V2D	---	---	---	N<	B	A<
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07	071		LA	003.320	D	E	J	Z	02	02	UI	H	-	S	5	06-29-00	0938	195528870	5	A	A	A	H	A	C 02	A	S	1	<	00	00	V2D	---	---	---	F<	B	A<
																										G	S	1	<	00	00	V1D	---	---	---	N<	H	A<

22/2

DIST	RTES NO	U F	CO	P LOC R POST E MILE	<-----HIGHWAY-----> H G	A C	M T	B A	LANES LT	LANES RT	RI UO	F T	I R L	S O H	D A Y	ACCIDENT DATE MO DA YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W	L S	R C	R W C	T O C	NO MTR VEH	P T	D I R	V H I	S I	PERSN K	O I	L S P	O S C	L O O	O S C	L O O	O S C	L O C	OA F 12	M O V	SD P 12
07	071		LA	003.340	D	E	J	Z	02	02	UI	H	-	N	1	01-30-00	2102	195530498	5	C	C	B	H	A	C	02	D	N	1	<	00	00	V2F	---	---	---	N<	B	A<
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07	071		LA	003.430	D	E	J	Z	02	02	UI	H	-	N	7	02-28-98	2200	195515259	1	A	D	A	H	D	E	01	A	N	1	<	00	00	18H	27H	---	---	4<	R	B<
07	071		LA	003.442	D	E	J	Z	02	02	UI	R	4	S	4	07-26-00	1016	195527777	6	A	A	A	H	A	B	02	A	E	1	<	00	00	V2B	---	---	---	N<	E	A<
																											F	E	1	<	00	00	V1B	---	---	---	N<	E	A<
07	071		LA	003.442	D	E	J	Z	02	02	UI	R	4	S	3	10-26-99	0803	195523252	5	A	A	A	H	D	C	02	A	E	2	<	00	00	V2F	---	---	---	N<	B	A<
																											A	E	2	<	00	00	V1F	---	---	---	N<	A	A<
07	071		LA	003.442	D	E	J	Z	02	02	UI	R	4	S	6	10-08-99	1151	195530529	6	A	A	A	H	A	E	02	A	S	1	<	00	00	18B	V2B	---	---	N<	E	A<
																											A	W	2	<	00	00	---	V1J	---	---	N<	A	A<
07	071		LA	003.442	D	E	J	Z	02	02	UI	R	4	S	5	05-28-98	0921	195519130	1	A	A	A	H	A	D	02	A	S	1	<	00	00	V2D	---	---	---	N<	N	<E
																											D	W	2	<	00	00	V1F	---	---	---	N<	B	A<
07	071		LA	003.450	D	E	J	Z	02	02	UI	H	-	N	3	03-02-99	0630	952511223	5	A	A	A	H	D	C	02	G	N	1	<	00	00	V2F	---	---	---	N<	H	A<
																											A	N	1	<	00	00	V1F	---	---	---	N<	H	A<
07	071		LA	003.460	D	E	J	Z	02	02	UI	H	-	N	6	04-07-00	1713	195530155	5	A	A	A	H	A	C	03	A	N	1	<	00	00	V2D	---	---	---	F<	B	A<
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																											A	N	1	<	00	01	---	V2D	---	---	N<	A	A<
07	071		LA	003.485	D	E	J	Z	02	02	UI	R	4	N	5	09-28-00	2350	195529981	1	B	C	A	H	A	D	02	A	N	1	<	00	01	V2E	---	---	---	6<	B	B<
																											A	W	2	<	00	00	V1F	---	---	---	N<	B	A<
07	071		LA	003.485	D	E	J	Z	02	02	UI	R	4	N	5	03-23-00	1131	195527531	4	A	A	A	H	D	B	02	G	N	1	<	00	00	V2E	---	---	---	N<	E	A<
																											A	N	1	<	00	00	V1D	---	---	---	N<	E	A<
07	071		LA	003.485	D	E	J	Z	02	02	UI	R	4	N	6	12-03-99	1325	195530562	6	A	A	A	H	A	D	02	A	E	2	<	00	00	V2D	---	---	---	N<	B	A<
																											D	N	1	<	00	01	V1D	---	---	---	N<	E	A<
07	071		LA	003.485	D	E	J	Z	02	02	UI	R	4	N	5	10-08-98	1058	195519130	6	A	A	A	H	A	D	02	A	W	2	<	00	00	V2F	---	---	---	N<	B	A<
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07	071		LA	003.485	D	E	J	Z	02	02	UI	R	4	N	6	09-25-98	2016	195530520	5	A	C	A	H	A	H	03	D	W	2	<	00	00	V2J	---	---	---	N<	B	A<
																											A	W	2	<	00	00	V1J	V3J	---	---	N<	A	A<
																											F	W	2	<	00	00	---	V2J	---	---	N<	A	A<
07	071		LA	003.485	D	E	J	Z	02	02	UI	R	4	N	6	11-21-97	1626	195530356	6	A	A	A	H	A	B	02	A	W	2	<	00	00	V2F	---	---	---	N<	B	A<
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07	071		LA	003.485	D	E	J	Z	02	02	UI	R	4	N	7	11-08-97	2303	195530496	6	A	C	A	H	A	B	02	A	E	2	<	00	00	V2A	---	---	---	6<	N	A<
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																											D	S	1	<	00	00	V1F	V3F	---	---	N<	A	A<
																											D	S	1	<	00	01	---	V2F	---	---	N<	A	A<
07	071		LA	003.520	D	E	J	Z	02	02	UI	H	-	S	4	03-24-99	1745	955015548	6	A	D	A	H	D	B	02	A	S	1	<	00	00	V2F	---	---	---	N<	J	A<
																											C	S	1	<	00	00	V1D	44D	---	---	N<	B	A<
07	071		LA	003.520	D	E	J	Z	02	02	UI	H	-	N	7	01-10-98	0549	195530136	5	B	D	B	D	A	E	01	A	N	1	<	00	01	41B	---	---	---	N<	B	A<
07	071		LA	003.540	D	E	J	Z	02	02	UI	H	-	N	1	11-28-99	2104	955015007	1	A	D	A	H	D	E	01	A	N	1	<	00	01	18H	44H	---	---	4<	R	B<
07	071		LA	003.550	D	E	J	Z	02	02	UI	H	-	N	6	11-07-97	2051	195530043	4	A	C	A	D	A	E	01	A	N	1	<	00	00	16B	---	---	---	F<	B	A<
07	071		LA	003.560	D	E	J	Z	02	02	UI	H	-	N	6	01-16-98	1849	195530043	4	A	C	A	D	A	E	01	A	N	1	<	00	00	15B	---	---	---	N<	B	A<
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																											G	N	1	<	00	00	V1F	---	---	---	N<	B	A<
07	071		LA	003.570	D	E	J	Z	02	02	UI	H	-	N	5	10-08-98	0615	955011223	4	A	D	A	H	D	E	01	A	N	1	<	00	02	18H	27H	44H	---	N<	R	A<
07	071		LA	003.580	D	E	J	Z	02	02	UI	H	-	S	5	09-23-99	2330	955015488	6	A	C	A	H	D	B	02	G	S	1	<	00	00	V2D	---	---	---	N<	B	A<
																											A	S	1	<	00	00	V1F	---	---	---	N<	B	A<

23/2

REQ NO 7053 ALL ACCIDENTS LA 071 PM R000.520---R004.450 10-01-97 THRU 09-30-00 B.MADUSA NO. 288

DIST	RTES NO	U F	CO	P LOC R POST E MILE	<-----HIGHWAY-----> H G	A C	M T	B A	LANES LT	RT	UO	I T	S L	D R O A	ACCIDENT DATE MO	DA	YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W L S	R C	R W C	T O C	NO MTR VEH	P T	D I R	V H I	S I	PERSN K	O I P	L S C	O S O	L O C	O S O	L O C	O S O	L O C	OA F 12	M O V	SD P 12
07	071		LA	003.580	D	E	J	Z	02	02	UI	H	-	N	4	11	98	0750	955009582	5	A A A	H	D	C	02	D	N	1	<	01	00	V2F	---	---	---	N<	J	A<
																										F	N	1	<	00	00	V1F	---	---	---	G<	A	A<
07	071		LA	003.600	D	E	J	Z	02	02	UI	H	-	N	6	10	99	1628	195530562	5	A A A	H	D	C	02	A	N	1	<	00	00	V2B	---	---	---	G<	B	A<
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07	071		LA	003.690	D	E	J	Z	02	02	UI	H	-	N	1	12	97	1714	195530043	4	B C A	D	A	E	01	D	N	1	<	00	00	18B	44F	---	---	N<	B	A<
07	071		LA	003.710	D	E	J	Z	02	02	UI	H	-	N	7	12	06	1716	195529478	4	C D B	H	D	E	01	A	N	1	<	00	00	18B	---	---	---	J<	M	A<
07	071		LA	003.753	D	E	J	Z	02	02	UI	R	4	N	4	11	12	1610	195528529	6	A A A	H	A	D	02	A	W	2	<	00	00	V2D	---	---	---	E<	B	A<
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07	071		LA	R003.620	D	F	J	Z	03	02	UI	H	-	S	2	09	27	2200	955015299	6	A C A	H	D	B	02	G	S	1	<	00	00	V2D	---	---	---	N<	B	A<
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07	071		LA	R003.620	D	F	J	Z	03	02	UI	H	-	N	2	05	03	2030	952515715	5	A C A	H	A	E	01	A	N	1	<	00	00	18H	10H	---	---	N<	B	C<
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07	071		LA	R003.710	D	F	J	Z	03	02	UI	H	-	N	5	04	29	1305	955012069	6	A A A	H	D	B	02	A	N	1	<	00	00	V2E	---	---	---	N<	B	A<
																										A	N	1	<	00	00	V1D	---	---	---	N<	B	A<
07	071		LA	R003.750	D	F	J	Z	03	02	UI	H	-	N	6	05	12	2231	955012451	6	A D A	H	D	G	02	U	W	-	<	01	00	V2-	---	---	---	N<	5	B<
																										A	N	1	<	00	01	V1D	---	---	---	N<	B	A<
07	071		LA	R003.775	D	F	J	Z	03	02	UI	R	4	S	2	09	04	1759	195530043	3	A A A	H	A	D	02	A	W	2	<	00	00	V2A	---	---	---	N<	E	A<
																										D	E	2	<	00	00	V1F	---	---	---	N<	B	A<
07	071		LA	R003.775	D	F	J	Z	03	02	UI	R	4	S	3	12	08	2215	195530563	4	A C A	H	A	D	02	A	N	2	<	00	00	V2A	---	---	---	N<	E	A<
																										D	S	2	<	00	00	V1F	---	---	---	N<	B	A<
07	071		LA	R003.775	D	F	J	Z	03	02	UI	R	4	S	2	04	20	0806	195519130	6	A A A	H	A	D	03	A	E	2	<	00	00	V2F	V3F	---	---	N<	B	A<
																										D	W	2	<	00	00	V1A	---	---	---	N<	E	A<
																										A	W	2	<	00	01	---	V1A	---	---	N<	E	A<
07	071		LA	R003.800	D	F	J	Z	03	02	UI	H	-	S	1	02	13	0110	955015422	4	B D A	H	D	B	02	D	S	1	<	00	00	V2F	---	---	---	N<	R	A<
																										D	S	1	<	00	00	V1G	---	---	---	N<	O	<<
07	071		LA	R003.800	D	F	J	Z	03	02	UI	H	-	N	4	11	10	0630	955015870	5	E A A	H	D	C	02	A	N	1	<	00	00	V2E	---	---	---	N<	B	A<
																										D	N	1	<	00	00	V1E	---	---	---	N<	A	A<
07	071		LA	R003.810	D	F	J	Z	03	02	UI	H	-	N	7	08	21	1057	195530563	6	A A A	H	D	C	02	A	N	1	<	00	00	V2D	---	---	---	N<	B	A<
																										A	N	1	<	00	00	V1D	---	---	---	H<	J	A<
07	071		LA	R003.891	D	F	J	Z	03	02	UI	R	1	S	6	09	22	1540	955014980	5	B A A	H	D	C	02	A	S	1	<	00	01	V2F	---	---	---	F<	B	A<
																										D	S	1	<	00	00	V1F	---	---	---	N<	A	A<
07	071		LA	R003.951	D	F	J	Z	03	02	UI	R	1	N	3	09	14	0802	195528870	6	A A A	H	A	H	02	L	W	2	<	00	01	V2J	---	---	---	N<	B	A<
																										A	N	1	<	00	00	V1F	---	---	---	N<	D	A<
07	071		LA	R004.080	D	F	J	Z	02	02	UI	R	1	N	1	01	23	1415	955015498	4	B A A	H	D	E	01	D	N	1	<	00	01	13J	---	---	---	N<	R	A<
07	071		LA	R004.137	D	F	J	Z	02	02	UI	R	2	S	5	12	02	0820	955011223	4	A A A	H	D	E	01	A	W	1	<	00	00	13B	44B	---	---	F<	C	A<
07	071		LA	R004.250	D	F	J	Z	02	03	UI	H	-	S	4	05	17	1625	955014444	6	A A A	H	D	E	02	F	S	1	<	00	00	---	---	---	---	N<	J	G<
																										A	S	1	<	00	00	16B	---	---	---	N<	B	A<

24/21

- - - ACCIDENT SUMMARY - - -

TOTAL ACCIDENTS	FATAL	INJURY	PDO
493	3	187	303
WITHOUT DETAIL 0			

PERSONS KILLED	PERSONS INJURED
3	312

MOTOR VEHICLES INVOLVED NUMBER	PCT	CODE
51	10.3	1
349	70.7	2
75	15.2	3
18	3.6	> 3

LINES CODED NUMBER	PCT	CODE
51	10.3	1
346	70.1	2
77	15.6	3
12	2.4	4
4	0.8	5
1	0.2	6
1	0.2	7
0	0.0	8
1	0.2	9

<--------HOUR OF DAY-------->

NUMBER	PCT	CODE
6	1.2	00- 12 MID.
4	0.8	01- 1 A.M.
4	0.8	02- 2 A.M.
2	0.4	03- 3 A.M.
6	1.2	04- 4 A.M.
9	1.8	05- 5 A.M.
20	4.0	06- 6 A.M.
24	4.8	07- 7 A.M.
27	5.4	08- 8 A.M.
20	4.0	09- 9 A.M.
20	4.0	10- 10 A.M.
19	3.8	11- 11 A.M.
29	5.8	12- 12 NOON
24	4.8	13- 1 P.M.
40	8.1	14- 2 P.M.
44	8.9	15- 3 P.M.
38	7.7	16- 4 P.M.
47	9.5	17- 5 P.M.
33	6.6	18- 6 P.M.
19	3.8	19- 7 P.M.
17	3.4	20- 8 P.M.
11	2.2	21- 9 P.M.
14	2.8	22- 10 P.M.
15	3.0	23- 11 P.M.
1	0.2	25- UNKNOWN

<-------ACCESS CONTROL---------->

NUMBER	PCT	CODE
0	0.0	C-CONVENTIONAL
381	77.2	E-EXPRESSWAY
112	22.7	F-FREEWAY
0	0.0	S-1-WAY CITY ST
0	0.0	--INVALID DATA
0	0.0	+-NO DATA

<-------SIDE OF HIGHWAY------>

NUMBER	PCT	CODE
257	52.1	N-NORTHBOUND
236	47.8	S-SOUTHBOUND
0	0.0	E-EASTBOUND
0	0.0	W-WESTBOUND

<----------YEAR------->

NUMBER	PCT	CODE
0	0.0	1991
0	0.0	1992
0	0.0	1993
0	0.0	1994
0	0.0	1995
0	0.0	1996
39	7.9	1997
142	28.8	1998
165	33.4	1999
147	29.8	2000
0	0.0	2001

<-----------MONTH----------->

NUMBER	PCT	CODE
32	6.4	01-JANUARY
33	6.6	02-FEBRUARY
34	6.8	03-MARCH
36	7.3	04-APRIL
53	10.7	05-MAY
38	7.7	06-JUNE
34	6.8	07-JULY
39	7.9	08-AUGUST
57	11.5	09-SEPTEMBER
39	7.9	10-OCTOBER
53	10.7	11-NOVEMBER
45	9.1	12-DECEMBER

<---------DAY OF WEEK-------->

NUMBER	PCT	CODE
44	8.9	1-SUNDAY
74	15.0	2-MONDAY
77	15.6	3-TUESDAY
80	16.2	4-WEDNESDAY
76	15.4	5-THURSDAY
78	15.8	6-FRIDAY
64	12.9	7-SATURDAY

<-----PRIMARY COLLISION FACTOR--------->

NUMBER	PCT	CODE
27	5.4	1-INFLUENCE ALCOHOL
27	5.4	2-FOLLOW TOO CLOSE
24	4.8	3-FAILURE TO YIELD
49	9.9	4-IMPROPER TURN
241	48.8	5-SPEEDING
100	20.2	6-OTHER VIOLATIONS
1	0.2	B-IMPROPER DRIVING
6	1.2	C-OTHER THAN DRIVER
8	1.6	D-UNKNOWN
4	0.8	E-FELL ASLEEP
0	0.0	<-NOT STATED
6	1.2	-INVALID CODES

<---------TYPE OF COLLISION--------->

NUMBER	PCT	CODE
11	2.2	A-HEAD-ON
64	12.9	B-SIDESWIPE
292	59.2	C-REAR END
48	9.7	D-BROADSIDE
57	11.5	E-HIT OBJECT
5	1.0	F-OVERTURN
6	1.2	G-AUTO-PEDESTRIAN
10	2.0	H-OTHER
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<----------ROADWAY CONDITION---------->

NUMBER	PCT	CODE
5	1.0	A-HOLES, RUTS
1	0.2	B-LOOSE MATERIAL
3	0.6	C-OBSTRUCTION ON ROAD
5	1.0	D-CONSTRUCT-REPAIR-ZONE
0	0.0	E-REDUCED ROAD WIDTH
0	0.0	F-FLOODED
0	0.0	G-OTHER
477	96.7	H-NO UNUSUAL CONDITION
2	0.4	<-NOT STATED

<----------WEATHER---------->

NUMBER	PCT	CODE
378	76.6	A-CLEAR
86	17.4	B-CLOUDY
27	5.4	C-RAINING
0	0.0	D-SNOWING
1	0.2	E-FOG
0	0.0	F-OTHER
0	0.0	G-WIND
1	0.2	<-NOT STATED

<----------LIGHTING---------->

NUMBER	PCT	CODE
345	69.9	A-DAYLIGHT
10	2.0	B-DUSK/DAWN
99	20.0	C-DARK-STREET LIGHT
37	7.5	D-DARK-NO STREET LIGHT
0	0.0	E-DARK-INOPR STREET LIGHT
0	0.0	F-DARK-NOT STATED
2	0.4	<-NOT STATED
0	0.0	-INVALID CODES

<-------ROAD SURFACE--------->

NUMBER	PCT	CODE
445	90.2	A-DRY
44	8.9	B-WET
0	0.0	C-SNOWY, ICY
1	0.2	D-SLIPPERY
3	0.6	<-NOT STATED
0	0.0	-INVALID CODES

<---------RIGHT OF WAY CONTROL---------->

NUMBER	PCT	CODE
281	56.9	A-CONTROL FUNCTIONING
2	0.4	B-CONTROL NOT FUNCTIONING
0	0.0	C-CONTROLS OBSCURED
210	42.5	D-NO CONTROLS PRESENT
0	0.0	<-NOT STATED

<---------HIGHWAY GROUP---------->

NUMBER	PCT	CODE
0	0.0	R-IND. ALIGN-RIGHT
0	0.0	L-IND. ALIGN-LEFT
493	100.0	D-DIVIDED
0	0.0	U-UNDIVIDED

<---INTERSECTION OR RAMP ACCIDENT LOCATION----->

NUMBER	PCT	CODE
15	3.0	1-RAMP INTERSECTION (EXIT)
22	4.4	2-RAMP
1	0.2	3-RAMP ENTRY
50	10.1	4-RAMP AREA, INTERSECT STREET
36	7.3	5-IN INTERSECTION
29	5.8	6-OUTSIDE INTRSCT-NONSTATE RTE
340	68.9	--DOES NOT APPLY

- - - PARTY SUMMARY - - -

<----------PARTY TYPE----------> <---MOVEMENT PRECEDING COLLISION----> <----------SPECIAL INFORMATION--------->

NUMBER	PCT	CODE	NUMBER	PCT	CODE	NUMBER	PCT	CODE
426	86.4	A-PASNGR CAR/STA WAGON	199	40.3	A-STOPPED	0	0.0	A-HAZARDOUS MATERIALS
2	0.4	B-PASNGR CAR W/TRALR	385	78.0	B-PROCEDED STRAIGHT	493	100.0	<-NOT STATED
7	1.4	C-MOTORCYCLE	6	1.2	C-RAN OFF ROAD	0	0.0	--DOES NOT APPLY
228	46.2	D-PICKUP/PANEL TRUCK	14	2.8	D-MAKING RIGHT TURN	0	0.0	-INVALID CODES
9	1.8	E-PICKUP/PANEL W/TRALR	47	9.5	E-MAKING LEFT TURN			
17	3.4	F-TRUCK/TRUCK TRACTOR	4	0.8	F-MAKING U TURN			
45	9.1	G-TRK/TRACTOR & 1 TRALR	0	0.0	G-BACKING			
2	0.4	2-TRK/TRACTOR & 2 TRALR	81	16.4	H-SLOWING, STOPPING			
0	0.0	3-TRK/TRACTOR & 3 TRALR	1	0.2	I-PASS OTHER VEHICLE			
0	0.0	4-SINGLE UNIT TANKER	36	7.3	J-CHANGING LANES			
0	0.0	5-TRK/TRA & 1 TANK TRLR	0	0.0	K-PARKING			
0	0.0	6-TRK/TRA & 2 TANK TRLR	12	2.4	L-ENTER FROM SHLDR			
4	0.8	H-SCHOOL BUS	5	1.0	M-OTHER UNSAFE TURN			
4	0.8	I-OTHER BUS	2	0.4	N-CROSS INTO OPP LN			
6	1.2	J-EMERGENCY VEHICLE	3	0.6	O-PARKED			
0	0.0	K-HIGHWAY CONST EQUIP	20	4.0	P-MERGING			
3	0.6	L-BICYCLE	2	0.4	Q-TRVL WRONG WAY			
4	0.8	M-OTHER-MOTOR VEH	31	6.2	R-OTHER			
3	0.6	N-OTHER-NON-MOTOR VEH	1	0.2	<-NOT STATED			
2	0.4	O-SPILLED LOADS						
0	0.0	P-DISENGAGED TOW			PEDESTRIAN			
0	0.0	Q-UNINVOLVED VEHICLE	2	0.4	2-XING XWALK-INTRST			
0	0.0	R-MOPED	0	0.0	3-XING XWALK-NOT INTR			
0	0.0	T-TRAIN	3	0.6	4-XING NOT XWALK			
5	1.0	U-PEDESTRIAN	1	0.2	5-ROADWAY-INCL SHLDR			
1	0.2	V-DISMOUNT PEDESTRIAN	0	0.0	6-NOT IN ROADWAY			
0	0.0	W-ANIMAL - LIVESTOCK	0	0.0	7-APRH-LEAVE SCHL BUS			
0	0.0	X-ANIMAL - DEER	0	0.0	-INVALID CODES			
0	0.0	Z-ANIMAL - OTHER						

<----------OTHER ASSOCIATED FACTOR---------->

# 1 NUMBER	# 1 PCT	# 2 NUMBER	# 2 PCT	CODE
1	0.2	0	0.0	1-INFLUENCE ALCOHOL
4	0.8	0	0.0	2-FOLLOW TOO CLOSE
1	0.2	0	0.0	3-FAILURE TO YIELD
9	1.8	0	0.0	4-IMPROPER TURN
27	5.4	0	0.0	5-SPEEDING
9	1.8	0	0.0	6-OTHER VIOLATIONS
4	0.8	0	0.0	E-VISION OBSCUREMENT
41	8.3	0	0.0	F-INATTENTION
45	9.1	0	0.0	G-STOP & GO TRAFFIC
8	1.6	1	0.2	H-ENTER/LEAVE RAMP
1	0.2	0	0.0	I-PREVIOUS COLLISION
2	0.4	0	0.0	J-UNFAMILIAR WITH ROAD
2	0.4	0	0.0	K-DEFECT VEHICLE EQUIP
4	0.8	0	0.0	L-UNINVOLVED VEHICLE
10	2.0	0	0.0	M-OTHER
413	83.7	0	0.0	N-NONE APPARENT
0	0.0	0	0.0	P-WIND
0	0.0	0	0.0	R-RAMP ACCIDENT
1	0.2	0	0.0	S-RUNAWAY VEHICLE
26	5.2	492	99.7	<-NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY

<------DIRECTION OF TRAVEL------>

NUMBER	PCT	CODE
241	48.8	N-N, NE, NW BOUND
235	47.6	S-S, SE,SW BOUND
46	9.3	E-EASTBOUND
53	10.7	W-WESTBOUND
5	1.0	<-NOT STATED
0	0.0	--DOES NOT APPLY

27/28

<----------OBJECT STRUCK---------->

PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT	
0	0.0	1	0.2	01-SIDE OF BRIDGE RAILING
0	0.0	0	0.0	02-END OF BRIDGE RAILING
0	0.0	0	0.0	03-PIER,COLUMN,ABUTMENT
0	0.0	0	0.0	04-BOTTOM OF STRUCTURE
0	0.0	0	0.0	05 BRIDGE END POST IN GORE
0	0.0	1	0.2	06-END OF GUARD RAIL
0	0.0	0	0.0	07-BRIDGE APPROACH GRD RAIL
1	0.2	3	0.6	10-LIGHT OR SIGNAL POLE
0	0.0	0	0.0	11-UTILITY POLE
0	0.0	0	0.0	12-POLE (TYPE NOT STATED)
4	0.8	1	0.2	13-TRAFFIC SIGN/SIGN POST
0	0.0	0	0.0	14-OTHER SIGNS NOT TRAFFIC
4	0.8	7	1.4	15-GUARDRAIL
12	2.4	7	1.4	16-MEDIAN BARRIER
2	0.4	1	0.2	17-WALL(EXCEPT SOUND WALL)
22	4.4	1	0.2	18-DIKE OR CURB
0	0.0	0	0.0	19-TRAFFIC ISLAND
0	0.0	0	0.0	20-RAISED BARS
0	0.0	0	0.0	21-CONCRETE OBJ(HDWL,D.I.)
0	0.0	0	0.0	22-GUIDEPOST,CULVERT,PM
6	1.2	1	0.2	23-CUT SLOPE OR EMBANKMENT
0	0.0	5	1.0	24-OVER EMBANKMENT
0	0.0	0	0.0	25-IN WATER
0	0.0	1	0.2	26-DRAINAGE DITCH
0	0.0	2	0.4	27-FENCE
1	0.2	4	0.8	28-TREES
0	0.0	2	0.4	29-PLANTS
0	0.0	0	0.0	30-SOUND WALL
0	0.0	0	0.0	40-NATURAL MATRL ON ROAD
2	0.4	0	0.0	41-TEMP BARRICADES, CONES
3	0.6	0	0.0	42-OTHER OBJECT ON ROAD
0	0.0	0	0.0	43-OTHER OBJECT OFF ROAD
5	1.0	23	4.6	44-OVERTURNED
0	0.0	0	0.0	45-CRASH CUSHION(SAND)
0	0.0	0	0.0	46-CRASH CUSHION(OTHER)
0	0.0	0	0.0	51-CALL BOX
0	0.0	0	0.0	98-UNKNOWN OBJECT STRUCK
2	0.4	0	0.0	99-NO OBJECT INVOLVED
429	87.0	95	19.2	V1 THRU V9-VEHICLE 1 TO 9
0	0.0	0	0.0	<<-NOT STATED
107	21.7	492	99.7	---DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES

<----------LOCATION OF COLLISION---------->

PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT	CODE
29	5.8	7	1.4	A-BEYOND MEDIAN OR STRIPE-LFT
37	7.5	16	3.2	B-BEYOND SHLDER DRIVERS LEFT
1	0.2	1	0.2	C-LEFT SHOULDER AREA
197	39.9	60	12.1	D-LEFT LANE
32	6.4	5	1.0	E-INTERIOR LANES
226	45.8	38	7.7	F-RIGHT LANE
5	1.0	0	0.0	G-RIGHT SHOULDER AREA
27	5.4	23	4.6	H-BEYOND SHLDER DRIVERS RIGHT
0	0.0	0	0.0	I-GORE AREA
41	8.3	10	2.0	J-OTHER
0	0.0	0	0.0	V-HOV LANE(S)
0	0.0	0	0.0	W-HOV LANE BUFFER AREA
0	0.0	0	0.0	<-NOT STATED
111	22.5	492	99.7	--DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES

<-----SOBRIETY----------DRUG/PHYSICAL---------->

NUMBER	PCT	NUMBER	PCT	CODE
474	96.1	0	0.0	A-HAD NOT BEEN DRINKING
24	4.8	0	0.0	B-HBD - UNDER INFLUENCE
1	0.2	0	0.0	C-HBD - NOT UNDER INFLUENCE
5	1.0	0	0.0	D-HBD - IMPAIRMENT UNKNOWN
0	0.0	1	0.2	E-UNDER DRUG INFLUENCE
0	0.0	1	0.2	F-OTHER PHYSICAL IMPAIRMENT
64	12.9	0	0.0	G-IMPAIRMENT NOT KNOWN
0	0.0	0	0.0	H-NOT APPLICABLE
0	0.0	2	0.4	I-FATIGUE
15	3.0	493	100.0	<-NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY
		0	0.0	-INVALID CODES

066 LA		.332	EMERALD AVE LT	-X-	U	I27	32 Y	21 Y	Y	5 N	2 N	55.0	0.5	0.30	0.54	0.06		+	REQ
066 LA		1.501	D ST RT	XXX	U	I29	43 Y	25 Y	10 N	2 N	0 N	55.0	3.3	0.09	0.47	0.12	0.28	+	
066 LA		4.261	YALE AVE RT OID	-XX	U	I27	18 Y	10 N	7 Y	5 Y	1 N	36.0	1.5	0.29	0.51	0.06	0.14	+	REQ
066 LA		4.561	DARTMOUTH AVE RT OLD	-XX	U	I27	13 N	9 N	7 Y	1 N	1 N	36.0	2.0	0.14	0.50	0.06	0.14	+	REQ
066 LA		5.161	CLAREMONT AVE RT OLD	XXX	U	I29	23 N	17 N	11 Y	3 N	2 N	36.0	5.3	0.27	0.73	0.12	0.28	+	REQ
071 LA	R	0.847	NB OFF TO WB RTE 10	F K	U	R34	10 Y	8 Y	4 N	2 N	0 N	12.0	-	0.23	0.91	0.08	0.25	+	
071 LA		1.269	SBOFF TO WB POMONA BLVD	F H	U	R26	4 Y	2 N	1 N	1 N	1 N	0.3	-	0.00	9.43	0.39	1.15	+	
071 LA		1.396	2ND ST OID	-XX	U	I27	30 Y	22 Y	11 Y	6 N	3 N	58.9	5.1	0.13	0.47	0.06	0.14	+	REQ
071 LA		1.622	W MISSION BLVD	XXX	U	I14	89 Y	60 Y	28 Y	10 N	5 N	56.0	19.1	0.22	1.02	0.19	0.43	+	REQ
071 LA		1.912	9TH ST	XXX	U	I14	37 N	34 Y	19 Y	10 N	6 N	54.0	6.1	0.23	0.87	0.19	0.43	+	REQ

REQ=INVESTIGATION REQUIRED (4 OR MORE ACCS. & SIGNIFICANT IN 12,6 OR 3 MONTHS) + DENOTES MV USED IN RATES

*** K02 ***

AXR254-A 01-06-01

TASAS TABLE C POTENTIAL INVESTIGATION LOCATIONS .2 MILE
DISTRICT 07 DATA FOR 97-07-01 THRU 00-06-30
ALL ACCIDENTS
CONFIDENCE LEVEL 99.5 PERCENT

LOCATION DESCRIPTION				SCL RMP LHS	R U S	RATE GRP	TOTAL ACCIDENTS 36 MO ACCS	24 MO ACCS	12 MO ACCS	6 MO ACCS	3 MO ACCS	AVE ADT 1000 VEH MAIN	X-ST	12 MOS RATE ACCS/MV-MVM ACTUAL F+I	TOT	AVERAGE F+I	TOT		INV REQ
071 LA		3.265	OLD POMONA RD(PHILAD)	-X-	U	I27	24 Y	19 Y	11 Y	6 Y	3 N	54.0	2.6	0.29	0.53	0.06	0.14	+	REQ
072 LA		1.981	LA PUEBLA AVE RT	-XX	U	I27	17 Y	11 N	5 N	2 N	0 N	41.8	1.5	0.06	0.32	0.06	0.14	+	
072 LA		2.262	LA ENTRIDA AVE RT	-XX	U	I27	17 Y	10 N	4 N	3 N	2 N	41.3	1.2	0.06	0.26	0.06	0.14	+	
072 LA		2.848	CALMADA AVE	-XX	U	I12	23 Y	13 N	10 Y	5 N	2 N	40.3	2.7	0.25	0.64	0.09	0.22	+	REQ
072 LA		4.280	WASH/STA FE SPGS/PICKER	XXX	U	I14	35 Y	26 Y	9 N	5 N	2 N	22.3	17.4	0.21	0.62	0.19	0.43	+	
072 LA		4.520	PACIFIC PL& FRTGE RD LT	-XX	U	I27	10 Y	7 N	4 N	1 N	1 N	22.3	1.4	0.12	0.46	0.06	0.14	+	
072 LA		4.701	MARVISTA ST RT	-XX	U	I27	13 Y	8 N	4 N	2 N	0 N	22.3	4.1	0.10	0.42	0.06	0.14	+	
072 LA		5.853	DORLAND PL	--X	U	I12	16 Y	11 Y	3 N	1 N	1 N	22.3	1.2	0.23	0.35	0.09	0.22	+	
072 LA		6.505	REDMAN AV	--X	S	I07	26 Y	14 N	6 N	4 N	2 N	37.0	1.0	0.07	0.43	0.14	0.34	+	
072 LA		6.766	ESPERONZA AVE RT	X-X	U	I29	23 Y	17 Y	9 N	4 N	2 N	33.0	4.0	0.22	0.67	0.12	0.28	+	
090 LA		1.201	MINDANAO WAY-LT RDWAY	XXX	U	I14	30 N	24 N	11 N	7 N	7 Y	23.0	22.6	0.42	0.66	0.19	0.43	+	REQ

ATTACHMENT 5 1/16

TASAS TABLE C POTENTIAL INVESTIGATION LOCATIONS .2 MILE
DISTRICT 07 DATA FOR 97-04-01 THRU 00-03-31
ALL ACCIDENTS
CONFIDENCE LEVEL 99.5 PERCENT

LOCATION DESCRIPTION	SCL RMP LNS	R U S	RATE GRP	TOTAL ACCIDENTS 36 MO ACCS	24 MO ACCS	12 MO ACCS	6 MO ACCS	3 MO ACCS	AVE ADT 1000 MAIN	VEH X-ST	12 MOS RATE ACCS/MV-MVH ACTUAL F+I	ACTUAL TOT	AVERAGE F+I	AVERAGE TOT		INV REQ
060 LA R 30.019 TO R 30.219 WEST	03D	U	H64	48 Y	28 Y	14 N	8 N	5 N	80.5	-	0.68	2.38	0.40	1.29		
060 LA R 30.219 TO R 30.419 WEST	03D	U	H64	51 Y	30 Y	10 N	6 N	3 N	81.0	-	0.34	1.69	0.40	1.29		
066 LA R 0.408 DAMIEN AVE RT. OID	XXX	U	I29	35 Y	17 N	7 N	5 N	2 N	55.0	3.4	0.19	0.33	0.12	0.28	+	
066 LA 0.561 MORENO ST RT OLD	-XX	U	I27	26 Y	20 Y	7 N	2 N	1 N	55.0	1.0	0.24	0.34	0.06	0.14	+	
066 LA 0.793 WHEELER AVE	XXX	U	I14	46 Y	30 N	8 N	5 N	1 N	55.0	3.9	0.23	0.37	0.19	0.43	+	
066 LA 0.930 BIXBY DR LT OID	-XX	U	I27	18 Y	11 N	5 N	2 N	2 N	55.0	1.0	0.10	0.24	0.06	0.14	+	
066 LA 1.271 B ST RT OID	-X-	U	I27	23 Y	13 N	6 N	2 N	0 N	55.0	1.5	0.15	0.29	0.06	0.14	+	
066 LA 1.332 EMERALD AVE LT	-X-	U	I27	31 Y	19 Y	11 Y	6 Y	3 N	55.0	0.5	0.35	0.54	0.06	0.14	+	REQ
066 LA 1.501 D ST RT	XXX	U	I29	46 Y	28 Y	13 N	6 N	2 N	55.0	3.3	0.09	0.61	0.12	0.28	+	
066 LA 3.661 MOUNTAIN AVE	XXX	U	I14	34 N	23 N	18 Y	6 N	2 N	42.5	5.5	0.46	1.03	0.19	0.43	+	REQ
066 LA 4.261 YALE AVE RT OID	-XX	U	I27	18 Y	9 N	7 Y	6 Y	4 Y	36.0	1.5	0.22	0.51	0.06	0.14	+	REQ
066 LA 4.561 DARTMOUTH AVE RT OLD	-XX	U	I27	16 Y	10 N	6 N	2 N	0 N	36.0	2.0	0.14	0.43	0.06	0.14	+	
071 LA R 0.847 MD OFF TO WB RTE 10	F K	U	R34	10 Y	7 N	4 N	1 N	1 N	12.0	-	0.23	0.91	0.08	0.25	+	
071 LA 1.396 2ND ST OID	-XX	U	I27	31 Y	22 Y	13 Y	7 Y	3 N	58.9	5.1	0.21	0.56	0.06	0.14	+	REQ
071 LA 1.622 W MISSION BLVD	XXX	U	I14	87 Y	59 Y	31 Y	9 N	4 N	56.0	19.1	0.33	1.13	0.19	0.43	+	REQ
071 LA 1.912 9TH ST	XXX	U	I14	33 N	27 N	19 Y	7 N	3 N	54.0	6.1	0.36	0.87	0.19	0.43	+	REQ
071 LA 3.265 OLD POMONA RD(PHILAD)	-X-	U	I27	23 Y	17 Y	9 Y	6 Y	3 N	54.0	2.6	0.29	0.44	0.06	0.14	+	REQ
072 LA 1.981 LA PUEBLA AVE RT	-XX	U	I27	17 Y	11 N	6 N	4 N	2 N	41.8	1.5	0.13	0.38	0.06	0.14	+	
072 LA 2.262 LA ENTRIDA AVE RT	-XX	U	I27	17 Y	9 N	4 N	1 N	1 N	41.3	1.2	0.00	0.26	0.06	0.14	+	
072 LA 2.848 CALMADA AVE	-XX	U	I12	21 Y	11 N	10 Y	6 N	3 N	40.3	2.7	0.25	0.64	0.09	0.22	+	REQ
072 LA 3.281 COLLEGE AVE RT	-XX	U	I27	16 Y	12 Y	7 N	4 N	0 N	39.6	4.0	0.13	0.44	0.06	0.14	+	
072 LA 4.280 WASH/STA FE SPGS/PICKER	XXX	U	I14	36 Y	27 Y	12 N	3 N	3 N	22.3	17.4	0.41	0.83	0.19	0.43	+	
072 LA 4.520 PACIFIC PL& FRTGE RD LT	-XX	U	I27	11 Y	7 N	5 N	2 N	0 N	22.3	1.4	0.23	0.58	0.06	0.14	+	
072 LA 4.701 MARVISTA ST RT	-XX	U	I27	13 Y	11 Y	6 Y	2 N	2 N	22.3	4.1	0.10	0.62	0.06	0.14	+	REQ

REQ=INVESTIGATION REQUIRED (4 OR MORE ACCS. & SIGNIFICANT IN 12,6 OR 3 MONTHS)

+ DENOTES MV USED IN RATES

2/14

TASAS TABLE C POTENTIAL INVESTIGATION LOCATIONS .2 MILE
DISTRICT 07 DATA FOR 97-01-01 THRU 99-12-31
ALL ACCIDENTS
CONFIDENCE LEVEL 99.5 PERCENT

LOCATION DESCRIPTION	SCL RMP L'	R U ?	RATE GRP	TOTAL ACCIDENTS 36 MO ACCS	24 MO ACCS	12 MO ACCS	6 MO ACCS	3 MO ACCS	AVE ADT 1000 MAIN	VEH X-ST	12 MOS RATE ACCS/MV-MVM ACTUAL F+I	TOT	AVERAGE F+I	TOT	INV REQ
060 LA R 29.359 TO R 29.559 WEST	03D	U	H64	43 Y	24 N	9 N	3 N	2 N	80.7	-	0.34	1.53	0.44	1.29	
060 LA R 29.512 EB ON FR GAREY AVE	0 D	U	R12	5 Y	3 N	0 N	0 N	0 N	1.0	-	0.00	0.00	0.32	0.80 +	
060 LA R 29.999 TO R 30.199 WEST	03D	U	H64	40 Y	28 Y	11 N	5 N	3 N	80.5	-	0.51	1.88	0.44	1.29	
060 LA R 30.199 TO R 30.399 WEST	03D	U	H64	53 Y	35 Y	9 N	7 N	2 N	80.9	-	0.51	1.53	0.44	1.29	
066 LA R 0.408 DAMIEN AVE RT. 01D	XXX	U	I29	37 Y	17 N	8 N	3 N	3 N	55.0	3.4	0.09	0.38	0.13	0.30 +	
066 LA 0.561 MORENO ST RT OLD	-XX	U	I27	27 Y	22 Y	10 Y	3 N	1 N	55.0	1.0	0.29	0.49	0.06	0.14 +	REQ
066 LA 0.793 WHEELER AVE	XXX	U	I14	47 Y	33 Y	11 N	4 N	4 N	55.0	3.9	0.23	0.51	0.20	0.45 +	
066 LA 1.271 B ST RT 01D	-X-	U	I27	23 Y	17 Y	9 Y	3 N	2 N	55.0	1.5	0.15	0.44	0.06	0.14 +	REQ
066 LA 1.332 EMERALD AVE LT	-X-	U	I27	30 Y	19 Y	13 Y	6 Y	3 N	55.0	0.5	0.30	0.64	0.06	0.14 +	REQ
066 LA 1.501 D ST RT	XXX	U	I29	46 Y	31 Y	12 N	8 N	4 N	55.0	3.3	0.05	0.57	0.13	0.30 +	
066 LA 3.661 MOUNTAIN AVE	XXX	U	I14	35 N	22 N	18 Y	9 N	4 N	42.5	5.5	0.40	1.03	0.20	0.45 +	REQ
066 LA 4.261 YALE AVE RT 01D	-XX	U	I27	16 Y	6 N	4 N	2 N	2 N	36.0	1.5	0.07	0.29	0.06	0.14 +	
066 LA 4.561 DARTMOUTH AVE RT OLD	-XX	U	I27	17 Y	10 N	5 N	5 Y	2 N	36.0	2.0	0.14	0.36	0.06	0.14 +	REQ
066 LA 5.161 CLAREMONT AVE RT OLD	XXX	U	I29	23 N	16 N	10 N	8 Y	2 N	36.0	5.3	0.20	0.67	0.13	0.30 +	REQ
071 LA 1.396 2ND ST 01D	-XX	U	I27	33 Y	23 Y	12 Y	5 N	4 N	58.9	5.1	0.17	0.52	0.06	0.14 +	REQ
071 LA 1.622 W MISSION BLVD	XXX	U	I14	91 Y	64 Y	31 Y	19 Y	5 N	56.0	19.1	0.37	1.13	0.20	0.45 +	REQ
071 LA 3.265 OLD POMONA RD(PHILAD)	-X-	U	I27	22 Y	14 Y	8 N	5 N	3 N	54.0	2.6	0.24	0.39	0.06	0.14 +	
072 LA 1.981 LA PUEBLA AVE RT	-XX	U	I27	17 Y	12 Y	4 N	3 N	2 N	41.8	1.5	0.06	0.25	0.06	0.14 +	
072 LA 2.262 LA ENTRIDA AVE RT	-XX	U	I27	17 Y	9 N	3 N	1 N	0 N	41.3	1.2	0.00	0.19	0.06	0.14 +	
072 LA 3.281 COLLEGE AVE RT	-XX	U	I27	16 Y	12 Y	7 N	4 N	4 Y	39.6	4.0	0.13	0.44	0.06	0.14 +	REQ
072 LA 4.280 WASH/STA FE SPGS/PICKER	XXX	U	I14	33 Y	26 Y	11 N	4 N	0 N	22.3	17.4	0.42	0.76	0.20	0.45 +	
072 LA 4.520 PACIFIC PL& FRTGE RD LT	-XX	U	I27	14 Y	9 Y	6 Y	3 N	2 N	22.3	1.4	0.23	0.70	0.06	0.14 +	REQ
072 LA 4.701 MARVISTA ST RT	-XX	U	I27	11 Y	10 Y	5 N	2 N	0 N	22.3	4.1	0.21	0.52	0.06	0.14 +	
072 LA 5.853 DORLAND PL	--X	U	I12	19 Y	12 Y	4 N	2 N	0 N	22.3	1.2	0.12	0.47	0.10	0.24 +	

REQ=INVESTIGATION REQUIRED (4 OR MORE ACCS. & SIGNIFICANT IN 12,6 OR 3 MONTHS)

3/16

TASAS TABLE C POTENTIAL INVESTIGATION LOCATIONS .2 MILE
DISTRICT 07 DATA FOR 96-10-01 THRU 99-09-30
ALL ACCIDENTS
CONFIDENCE LEVEL 99.5 PERCENT

LOCATION DESCRIPTION				SCL RMP LNS	R U S	RATE GRP	TOTAL ACCIDENTS 36 MO ACCS	24 MO ACCS	12 MO ACCS	6 MO ACCS	3 MO ACCS	AVE ADT 1000 VEH MAIN	X-ST	12 MOS RATE ACCS/MV-MVM ACTUAL F+I	TOT	AVERAGE F+I	TOT		INV REQ
066 LA		1.332	EMERALD AVE LT	-X-	U	I27	28 Y	19 Y	12 Y	5 N	3 N	54.0	0.5	0.30	0.61	0.06	0.14	+	REQ
066 LA		1.501	D ST RT	XXX	U	I29	49 Y	33 Y	16 Y	7 N	4 N	54.0	3.3	0.19	0.77	0.13	0.30	+	REQ
066 LA		3.351	REGIS AVE LT OLD	-XX	U	I27	18 Y	8 N	2 N	1 N	0 N	42.4	2.0	0.06	0.12	0.06	0.14	+	
066 LA		3.661	MOUNTAIN AVE	XXX	U	I14	32 N	21 N	16 N	12 Y	5 N	42.0	5.5	0.23	0.92	0.20	0.45	+	REQ
066 LA		4.261	YALE AVE RT OID	-XX	U	I27	15 Y	10 N	3 N	1 N	0 N	36.5	1.5	0.07	0.22	0.06	0.14	+	
066 LA		4.561	DARTMOUTH AVE RT OLD	-XX	U	I27	17 Y	8 N	4 N	3 N	3 N	36.5	2.0	0.21	0.29	0.06	0.14	+	
071 LA		1.396	2ND ST OID	-XX	U	I27	33 Y	20 Y	12 Y	6 N	1 N	58.9	5.1	0.09	0.52	0.06	0.14	+	REQ
071 LA	R	1.463	HBON FR HOLT/VALLEY BLV	O G	U	R24	6 Y	5 Y	0 N	0 N	0 N	1.2	-	0.00	0.00	0.35	0.90	+	
071 LA		1.622	W MISSION BLVD	XXX	U	I14	95 Y	68 Y	39 Y	23 Y	14 Y	56.0	19.1	0.40	1.43	0.20	0.45	+	REQ
071 LA		1.912	9TH ST	XXX	U	I14	29 N	24 N	19 N	13 Y	5 N	54.0	6.1	0.37	0.87	0.20	0.45	+	REQ
071 LA		3.265	OLD POMONA RD(PHILAD)	-X-	U	I27	21 Y	13 Y	6 N	3 N	2 N	55.7	2.6	0.14	0.28	0.06	0.14	+	
072 LA		1.981	LA PUEBLA AVE RT	-XX	U	I27	18 Y	13 Y	6 N	2 N	1 N	41.8	1.5	0.25	0.38	0.06	0.14	+	
072 LA		2.262	LA ENTRIDA AVE RT	-XX	U	I27	17 Y	11 N	5 N	3 N	1 N	41.3	1.2	0.00	0.32	0.06	0.14	+	
072 LA		4.280	WASH/STA FE SPGS/PICKER	XXX	U	I14	35 Y	29 Y	16 Y	9 N	4 N	22.3	17.4	0.48	1.11	0.20	0.45	+	REQ
072 LA		4.520	PACIFIC PL& FRTGE RD LT	-XX	U	I27	12 Y	7 N	4 N	3 N	1 N	22.3	1.4	0.23	0.46	0.06	0.14	+	
072 LA		4.701	MARVISTA ST RT	-XX	U	I27	11 Y	11 Y	6 Y	4 N	2 N	22.3	4.1	0.21	0.62	0.06	0.14	+	REQ
072 LA		5.853	DORLAND PL	--X	U	I12	21 Y	14 Y	8 Y	2 N	2 N	22.3	1.2	0.35	0.94	0.10	0.24	+	REQ
072 LA		6.505	REDMAN AV	--X	S	I07	27 Y	21 Y	7 N	3 N	1 N	37.0	1.0	0.07	0.51	0.15	0.33	+	
091 LA	R	6.850	WB OFF TO RTE 110	F K	U	R34	30 N	23 Y	13 N	9 Y	8 Y	68.5	-	0.12	0.52	0.09	0.25	+	REQ
091 LA	R	6.902	TO R 7.102 WEST	06D	U	H67	45 Y	29 Y	18 Y	11 Y	8 Y	88.0	-	0.78	2.81	0.19	0.59		REQ
091 LA	R	7.222	TO R 7.422 WEST	07D	U	H67	25 Y	16 Y	5 N	3 N	2 N	88.0	-	0.00	0.78	0.19	0.59		
091 LA	R	7.422	TO R 7.622 WEST	06D	U	H67	32 Y	26 Y	9 N	2 N	0 N	88.5	-	0.15	1.39	0.19	0.59		
091 LA	R	8.202	TO R 8.402 WEST	05D	U	H66	40 Y	26 Y	5 N	1 N	0 N	88.5	-	0.16	0.78	0.25	0.75		
091 LA	R	8.282	TO R 8.482 EAST	05D	U	H66	28 Y	16 N	8 N	3 N	1 N	89.3	-	0.31	1.23	0.25	0.76		

REQ=INVESTIGATION REQUIRED (4 OR MORE ACCS. & SIGNIFICANT IN 12,6 OR 3 MONTHS)

+ DENOTES MV USED IN RATES

4/16

[illegible]	[illegible]	[illegible]	-X-	U	I27	21 Y	[illegible]	[illegible]	7 N	5 N	3 N	54.0	1.5	0.05	0.35	0.[illegible]	[illegible].14	+
066 LA		1.332	EMERALD AVE LT	-X-	U	I27	28 Y	22 [illegible]	10 Y	7 Y	2 N	54.0	0.5	0.20	0.50	0.06	0.14	+ REQ
066 LA		1.501	D ST RT	XXX	U	I29	51 Y	33 Y	15 Y	4 N	3 N	54.0	3.3	0.29	0.72	0.13	0.30	+ REQ
066 LA		3.351	REGIS AVE LT OLD	-XX	U	I27	20 Y	9 N	3 N	1 N	1 N	42.4	2.0	0.12	0.19	0.06	0.14	+
066 LA		3.661	MOUNTAIN AVE	XXX	U	I14	29 N	20 N	11 N	9 N	7 Y	42.0	5.5	0.12	0.64	0.20	0.45	+ REQ
066 LA		4.261	YALE AVE RT OID	-XX	U	I27	18 Y	11 Y	3 N	2 N	1 N	36.5	1.5	0.07	0.22	0.06	0.14	+
066 LA		4.561	DARTMOUTH AVE RT OLD	-XX	U	I27	14 Y	6 N	2 N	0 N	0 N	36.5	2.0	0.07	0.14	0.06	0.14	+
071 LA		1.269	SBOFF TO WB POMONA BLVD	F H	U	R26	3 N	3 Y	1 N	1 N	1 N	0.3	-	0.00	9.45	0.41	1.20	+
071 LA		1.396	2ND ST OID	-XX	U	I27	37 Y	20 Y	11 Y	7 Y	5 Y	58.9	5.1	0.09	0.47	0.06	0.14	+ REQ
071 LA	R	1.463	HBON FR HOLT/VALLEY BLV	O G	U	R24	8 Y	5 Y	2 N	0 N	0 N	1.2	-	2.29	4.58	0.35	0.90	+
071 LA		1.622	W MISSION BLVD	XXX	U	I14	86 Y	62 Y	33 Y	12 N	9 Y	56.0	19.1	0.37	1.21	0.20	0.45	+ REQ
071 LA		1.912	9TH ST	XXX	U	I14	30 N	19 N	16 N	8 N	8 Y	54.0	6.1	0.46	0.73	0.20	0.45	+ REQ

REQ=INVESTIGATION REQUIRED (4 OR MORE ACCS. & SIGNIFICANT IN 12,6 OR 3 MONTHS) + DENOTES MV USED IN RATES

*** L02 ***

LOCATION DESCRIPTION				SCL RMP LNS	R U S	RATE GRP	TOTAL ACCIDENTS 36 MO ACCS	24 MO ACCS	12 MO ACCS	6 MO ACCS	3 MO ACCS	AVE ADT 1000 VEH MAIN	X-ST	12 MOS RATE ACCS/MV-MVH ACTUAL F+I	TOT	AVERAGE F+I	TOT	INV REQ
071 LA		3.265	OLD POMONA RD(PHILAD)	-X-	U	I27	21 Y	13 Y	8 N	3 N	1 N	55.7	2.6	0.19	0.38	0.06	0.14	+
072 LA		1.981	LA PUEBLA AVE RT	-XX	U	I27	17 Y	12 Y	6 N	1 N	1 N	41.8	1.5	0.25	0.38	0.06	0.14	+
072 LA		2.262	LA ENTRIDA AVE RT	-XX	U	I27	17 Y	13 Y	6 N	2 N	2 N	41.3	1.2	0.06	0.39	0.06	0.14	+
072 LA		4.280	WASH/STA FE SPGS/PICKER	XXX	U	I14	31 N	26 Y	17 Y	7 N	5 N	22.3	17.4	0.42	1.18	0.20	0.45	+ REQ
072 LA		4.520	PACIFIC PL& FRTGE RD LT	-XX	U	I27	12 Y	6 N	3 N	3 N	2 N	22.3	1.4	0.12	0.35	0.06	0.14	+
072 LA		4.701	MARVISTA ST RT	-XX	U	I27	12 Y	9 Y	4 N	3 N	2 N	22.3	4.1	0.10	0.42	0.06	0.14	+
072 LA		5.953	DORLAND PL	--X	U	I12	19 Y	13 Y	8 Y	2 N	0 N	22.3	1.2	0.35	0.94	0.10	0.24	+ REQ
072 LA		6.505	REDMAN AV	--X	S	I07	25 Y	19 Y	7 N	4 N	1 N	37.0	1.0	0.14	0.51	0.15	0.33	+
072 LA		9.826	VAIL AV	X-X	U	I14	25 Y	14 N	5 N	1 N	0 N	24.2	4.4	0.19	0.48	0.20	0.45	+

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TASAS TABLE C POTENTIAL INVESTIGATION LOCATIONS .2 MILE
DISTRICT 07 DATA FOR 96-04-01 THRU 99-03-31
ALL ACCIDENTS
CONFIDENCE LEVEL 99.5 PERCENT

LOCATION DESCRIPTION			SCL RMP LNS	R U S	RATE GRP	TOTAL ACCIDENTS 36 MO ACCS	24 MO ACCS	12 MO ACCS	6 MO ACCS	3 MO ACCS	AVE ADT 1000 MAIN	VEH X-ST	12 MOS RATE ACCS/MV-MVM ACTUAL F+I	ACTUAL TOT	AVERAGE F+I	AVERAGE TOT		INV REQ
060 LA	R 29.259	TO R 29.459 EAST	03D	U	H64	41 Y	26 N	16 N	14 Y	7 Y	83.8	-	0.82	2.62	0.45	1.32		REQ
060 LA	R 29.379	TO R 29.579 WEST	03D	U	H64	46 Y	31 Y	15 N	14 Y	6 N	83.5	-	0.82	2.47	0.45	1.32		REQ
060 LA	R 29.512	EB OR FR GAREY AVE	0 D	U	R12	6 Y	5 Y	2 N	2 N	0 N	1.0	-	0.00	5.50	0.32	0.80	+	
060 LA	R 29.579	TO R 29.779 WEST	03D	U	H64	24 N	22 N	17 Y	12 Y	2 N	83.5	-	0.82	2.80	0.45	1.32		REQ
060 LA	R 30.119	TO R 30.319 WEST	03D	U	H64	66 Y	50 Y	25 Y	11 Y	4 N	83.5	-	0.82	4.11	0.45	1.32		REQ
066 LA	R 0.408	DAMIEN AVE RT. OID	XXX	U	I29	42 Y	28 Y	10 N	6 N	3 N	54.0	3.4	0.19	0.48	0.13	0.30	+	
066 LA	0.561	MORENO ST RT OLD	-XX	U	I27	24 Y	19 Y	13 Y	8 Y	4 N	54.0	1.0	0.20	0.65	0.06	0.14	+	REQ
066 LA	0.793	WHEELER AVE	XXX	U	I14	51 Y	38 Y	22 Y	13 Y	4 N	54.0	3.9	0.24	1.04	0.20	0.45	+	REQ
066 LA	0.930	BIXBY DR LT OID	-XX	U	I27	20 Y	13 N	6 N	2 N	1 N	54.0	1.0	0.10	0.30	0.06	0.14	+	
066 LA	1.271	B ST RT OID	-X-	U	I27	18 Y	16 Y	6 N	2 N	2 N	54.0	1.5	0.05	0.30	0.06	0.14	+	
066 LA	1.332	EMERALD AVE LT	-X-	U	I27	27 Y	20 Y	8 N	7 Y	5 Y	54.0	0.5	0.10	0.40	0.06	0.14	+	REQ
066 LA	1.501	D ST RT	XXX	U	I29	52 Y	33 Y	15 Y	9 Y	1 N	54.0	3.3	0.29	0.72	0.13	0.30	+	REQ
066 LA	3.351	REGIS AVE LT OLD	-XX	U	I27	20 Y	9 N	3 N	1 N	0 N	42.4	2.0	0.12	0.19	0.06	0.14	+	
066 LA	4.261	YALE AVE RT OID	-XX	U	I27	17 Y	11 Y	2 N	2 N	1 N	36.5	1.5	0.07	0.14	0.06	0.14	+	
066 LA	4.561	DARTHOUTH AVE RT OLD	-XX	U	I27	15 Y	10 N	4 N	1 N	0 N	36.5	2.0	0.14	0.29	0.06	0.14	+	
071 LA	1.396	2ND ST OID	-XX	U	I27	35 Y	20 Y	9 N	6 N	2 N	58.9	5.1	0.00	0.39	0.06	0.14	+	
071 LA	R 1.463	NBON FR HOLT/VALLEY BLV	0 G	U	R24	8 Y	5 Y	2 N	0 N	0 N	1.2	-	2.29	4.58	0.35	0.90	+	
071 LA	1.622	W MISSION BLVD	XXX	U	I14	81 Y	57 Y	29 Y	16 Y	3 N	56.0	19.1	0.37	1.06	0.20	0.45	+	REQ
071 LA	3.265	OLD POMONA RD(PHILAD)	-X-	U	I27	24 Y	14 Y	8 N	3 N	2 N	55.7	2.6	0.19	0.38	0.06	0.14	+	
071 LA	3.407	TO 3.607 NORTH	02D	U	H50	15 Y	9 N	3 N	3 N	1 N	28.0	-	0.98	1.47	0.62	1.40		
072 LA	1.981	LA PUEBLA AVE RT	-XX	U	I27	18 Y	11 N	5 N	4 N	0 N	41.8	1.5	0.19	0.32	0.06	0.14	+	
072 LA	2.262	LA ENTRIDA AVE RT	-XX	U	I27	15 Y	13 Y	5 N	2 N	0 N	41.3	1.2	0.06	0.32	0.06	0.14	+	
072 LA	4.280	WASH/STA FE SPGS/PICKER	XXX	U	I14	26 N	24 Y	15 Y	7 N	2 N	22.3	17.4	0.14	1.04	0.20	0.45	+	REQ
072 LA	4.520	PACIFIC PL& FRTGE RD LT	-XX	U	I27	10 Y	6 N	2 N	1 N	1 N	22.3	1.4	0.12	0.23	0.06	0.14	+	

REQ=INVESTIGATION REQUIRED (4 OR MORE ACCS. & SIGNIFICANT IN 12,6 OR 3 MONTHS)

+ DENOTES MV USED IN RATES

91/2

TASAS TABLE C POTENTIAL INVESTIGATION LOCATIONS .2 MILE
DISTRICT 07 DATA FOR 96-01-01 THRU 98-12-31
ALL ACCIEENTS
CONFIDENCE LEVEL 99.5 PERCENT

LOCATION DESCRIPTION				SCL RMP LNS	R U S	RATE GRP	TOTAL ACCIDENTS 36 MO ACCS	24 MO ACCS	12 MO ACCS	6 MO ACCS	3 MO ACCS	AVE ADT 1000 VEH MAIN	X-ST	12 MOS RATE ACTUAL F+I	TOT	ACCS/MV-MVM AVERAGE F+I	TOT		INV REQ
066 LA		1.501	D ST RT	XXX	U	I29	58 Y	34 Y	19 Y	11 Y	8 Y	54.0	3.3	0.43	0.91	0.13	0.30	+	REQ
066 LA		3.351	REGIS AVE LT OLD	-XX	U	I27	22 Y	12 Y	5 N	2 N	1 N	42.4	2.0	0.25	0.31	0.06	0.14	+	
066 LA		4.261	YALE AVE RT OID	-XX	U	I27	17 Y	12 Y	2 N	1 N	1 N	35.5	1.5	0.15	0.15	0.06	0.14	+	
066 LA		4.561	DARTMOUTH AVE RT OLD	-XX	U	I27	15 Y	11 Y	5 N	&2 N	1 N	35.5	2.0	0.15	0.37	0.06	&0.14	+	
071 LA		1.396	2ND ST OID	-XX	U	I27	34 Y	21 Y	11 Y	4 N	4 N	58.9	5.1	0.09	0.47	0.06	0.14	+	REQ
071 LA	R	1.463	RBOH FR HOLT/VALLEY BLV	D G	U	R24	8 Y	5 Y	3 N	2 N	0 N	1.2	-	4.58	6.87	0.35	0.90	+	
071 LA		1.622	W MISSION BLVD	XXX	U	I14	81 Y	59 Y	33 Y	21 Y	13 Y	56.0	19.1	0.51	1.21	0.20	0.45	+	REQ
071 LA		3.265	OLD POMONA RD(PHILAD)	-X-	U	I27	22 Y	14 Y	6 N	5 N	1 N	52.7	2.6	0.20	0.30	0.06	0.14	+	
072 LA		1.783	COLE RD LT	-XX	U	I27	14 Y	6 N	2 N	0 N	0 N	31.0	3.6	0.00	0.16	0.06	0.14	+	
072 LA		1.981	LA PUEBLA AVE RT	-XX	U	I27	18 Y	13 Y	8 Y	5 N	4 Y	41.8	1.5	0.38	0.51	0.06	0.14	+	REQ
072 LA		2.262	LA ENTRIDA AVE RT	-XX	U	I27	17 Y	14 Y	6 N	4 N	2 N	41.3	1.2	0.13	0.39	0.06	0.14	+	
072 LA		4.280	WASH/STA FE SPGS/PICKER	XXX	U	I14	27 N	22 N	15 Y	10 Y	5 N	22.3	17.4	0.14	1.04	0.20	0.45	+	REQ
072 LA		4.520	PACIFIC PL& FRTGE RD LT	-XX	U	I27	9 N	8 Y	3 N	0 N	0 N	22.3	1.4	0.12	0.35	0.06	0.14	+	
072 LA		4.701	MARVISTA ST RT	-XX	U	I27	12 Y	6 N	5 N	1 N	1 N	22.3	4.1	0.31	0.52	0.06	0.14	+	
072 LA		5.853	DORLAND PL	--X	U	I12	19 Y	15 Y	8 Y	6 Y	4 Y	22.3	1.2	0.47	0.94	0.10	0.24	+	REQ
072 LA		6.505	REDMAN AV	--X	S	I07	26 Y	18 N	11 N	3 N	1 N	37.0	1.0	0.22	0.80	0.15	0.33	+	
072 LA		6.540	LOCKHEED RT/ON FR 605-L	XXX	S	I09	41 Y	28 N	16 N	8 N	2 N	37.0	6.7	0.25	1.01	0.22	0.54	+	
072 LA		9.669	MAPLE AV	X-X	U	I14	21 N	17 Y	6 N	3 N	2 N	24.4	1.2	0.32	0.64	0.20	0.45	+	
072 LA		9.826	VAIL AV	X-X	U	I14	28 Y	19 Y	8 N	4 N	1 N	24.2	4.4	0.19	0.77	0.20	0.45	+	
091 LA	R	6.862	TO R 7.062 WEST	06D	U	H67	35 Y	25 Y	9 N	3 N	3 N	88.0	-	0.47	1.40	0.19	0.59		
091 LA	R	7.382	TO R 7.582 WEST	06D	U	H67	40 Y	31 Y	25 Y	9 Y	5 Y	88.4	-	0.47	3.88	0.19	0.59		REQ
091 LA	R	7.942	TO R 8.142 WEST	06D	U	H67	22 Y	15 N	5 N	0 N	0 N	88.5	-	0.31	0.78	0.19	0.59		
091 LA	R	8.202	TO R 8.402 WEST	05D	U	H66	46 Y	29 Y	19 Y	4 N	2 N	88.5	-	0.62	2.95	0.25	0.75		REQ
091 LA	R	8.302	TO R 8.502 EAST	05D	U	H66	29 Y	20 Y	9 N	5 N	2 N	89.7	-	0.61	1.38	0.26	0.76		

REQ=INVESTIGATION REQUIRED (4 OR MORE ACCS. & SIGNIFICANT IN 12 & 06 & 3 MONTHS)

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066 LA		0.930	BIXBY DR LT OLD	-XX	U	I27	22	Y	16	Y	9	Y	4	N	2	N	54.0	1.0	0.20	0.45	0.06	0.14	+	REQ
066 LA		1.271	B ST RT OLD	-X-	U	I27	19	Y	14	Y	8	N	4	N	2	N	54.0	1.5	0.20	0.40	0.06	0.14	+	
066 LA		1.332	EMERALD AVE LT	-X-	U	I27	27	Y	16	Y	7	N	1	N	1	N	54.0	0.5	0.10	0.35	0.06	0.14	+	
066 LA		1.501	D ST RT	XXX	U	I29	53	Y	33	Y	17	Y	6	N	3	N	54.0	3.3	0.29	0.82	0.13	0.30	+	REQ
066 LA		1.940	TOWN CENTER DR - RT	XXX	U	I29	23	N	19	N	13	Y	6	N	2	N	41.5	5.0	0.18	0.77	0.13	0.30	+	REQ
066 LA		3.351	REGIS AVE LT OLD	-XX	U	I27	23	Y	16	Y	6	N	2	N	1	N	41.9	2.0	0.31	0.38	0.06	0.14	+	
066 LA		4.261	YALE AVE RT OLD	-XX	U	I27	16	Y	12	Y	7	Y	0	N	0	N	35.0	1.5	0.23	0.53	0.06	0.14	+	REQ
066 LA		4.561	DARTMOUTH AVE RT OLD	-XX	U	I27	15	Y	12	Y	4	N	3	N	1	N	35.0	2.0	0.07	0.30	0.06	0.14	+	
071 LA		1.396	2ND ST OLD	-XX	U	I27	32	Y	21	Y	8	N	3	N	0	N	54.1	5.1	0.09	0.37	0.06	0.14	+	
071 LA	R	1.463	NBON FR HOLT/VALLEY BLV	D G	U	R24	10	Y	6	Y	5	Y	2	N	2	N	1.2	-	9.16	11.45	0.35	0.90	+	REQ
071 LA		1.622	W MISSION BLVD	XXX	U	I14	76	Y	55	Y	29	Y	13	Y	8	N	45.5	19.1	0.55	1.23	0.20	0.45	+	REQ
071 LA		3.265	OLD POMONA RD(PHILAD)	-X-	U	I27	24	Y	15	Y	7	N	5	N	4	Y	39.7	2.6	0.39	0.45	0.06	0.14	+	REQ

REQ=INVESTIGATION REQUIRED (4 OR MORE ACCS. & SIGNIFICANT IN 12,6 OR 3 MONTHS) + DENOTES MV USED IN RATES

*** L02 ***

LOCATION DESCRIPTION				SCL RMP LMS	R U S	RATE GRP	TOTAL ACCIDENTS 36 MO ACCS	24 MO ACCS	12 MO ACCS	6 MO ACCS	3 MO ACCS	AVE ADT 1000 MAIN	VEH X-ST	12 MOS RATE ACCS/MV-MVM ACTUAL F+I	ACTUAL TOT	AVERAGE F+I	AVERAGE TOT		IMV REQ
071 LA		3.407	TO 3.607 NORTH	02D	U	H50	12	N	11	Y	5	N	0	N	0	N	19.6	-	1.40	3.50	0.62	1.40		
072 LA		1.783	COLE RD LT	-XX	U	I27	14	Y	9	N	3	N	1	N	0	N	31.5	3.6	0.00	0.23	0.06	0.14	+	
072 LA		1.981	LA PUEBLA AVE RT	-XX	U	I27	17	Y	12	Y	7	N	1	N	1	N	39.9	1.5	0.33	0.46	0.06	0.14	+	
072 LA		2.262	LA ENTRIDA AVE RT	-XX	U	I27	15	Y	12	Y	6	N	3	N	2	N	39.8	1.2	0.27	0.40	0.06	0.14	+	
072 LA		4.520	PACIFIC PL& FRTGE RD LT	-XX	U	I27	10	Y	8	Y	3	N	1	N	0	N	22.0	1.4	0.12	0.35	0.06	0.14	+	
072 LA		4.701	MARVISTA ST RT	-XX	U	I27	11	Y	5	N	5	N	3	N	0	N	22.0	4.1	0.32	0.53	0.06	0.14	+	
072 LA		5.853	DORLAND PL	--X	U	I12	16	Y	13	Y	6	N	3	N	2	N	22.0	1.2	0.36	0.71	0.10	0.24	+	

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TASAS TABLE C POTENTIAL INVESTIGATION LOCATIONS .2 MILE
DISTRICT 07 DATA FOR 95-07-01 THRU 98-06-30
ALL ACCIDENTS
CONFIDENCE LEVEL 99.5 PERCENT

LOCATION DESCRIPTION				SCL RMP LNS	R U S	RATE GRP	TOTAL ACCIDENTS 36 MO ACCS	24 MO ACCS	12 MO ACCS	6 MO ACCS	3 MO ACCS	AVE ADT 1000 MAIN	VEH X-ST	12 MOS RATE ACCS/MV-MVM ACTUAL F+I	TOT	AVERAGE F+I	TOT		INV REQ
066 LA		1.271	B ST RT OID	-X-	U	I27	17 N	14 Y	8 N	6 Y	2 N	54.0	1.5	0.15	0.40	0.06	0.14	+	REQ
066 LA		1.332	EMERALD AVE LT	-X-	U	I27	26 Y	18 Y	11 Y	3 N	0 N	54.0	0.5	0.20	0.55	0.06	0.14	+	REQ
066 LA		1.501	O ST RT	XXX	U	I29	52 Y	36 Y	18 Y	8 N	3 N	54.0	3.3	0.19	0.86	0.13	0.30	+	REQ
066 LA		1.731	FRUIT ST L/WHITE AVE R	XXX	U	I14	34 N	27 N	19 Y	9 N	6 N	43.0	14.0	0.19	0.92	0.20	0.45	+	REQ
066 LA		1.940	TOWN CENTER DR - RT	XXX	U	I29	24 N	19 N	14 Y	6 N	4 N	41.5	5.0	0.24	0.83	0.13	0.30	+	REQ
066 LA		3.351	REGIS AVE LT OLD	-XX	U	I27	24 Y	17 Y	6 N	3 N	1 N	41.9	2.0	0.31	0.38	0.06	0.14	+	
066 LA		4.261	YALE AVE RT OID	-XX	U	I27	16 Y	15 Y	8 Y	1 N	0 N	35.0	1.5	0.23	0.60	0.06	0.14	+	REQ
066 LA		4.561	DARTMOUTH AVE RT OLD	-XX	U	I27	16 Y	11 Y	4 N	3 N	2 N	35.0	2.0	0.15	0.30	0.06	0.14	+	
071 LA	R	0.875	TO R 1.075 NORTH	03D	U	H64	7 N	6 N	5 N	5 Y	2 N	26.0	-	0.00	2.64	0.23	0.69		REQ
071 LA		1.396	2ND ST OID	-XX	U	I27	32 Y	26 Y	9 Y	7 Y	3 N	54.1	5.1	0.09	0.42	0.06	0.14	+	REQ
071 LA	R	1.463	NBON FR HOLT/VALLEY BLV	D G	U	R24	8 Y	6 Y	3 N	1 N	0 N	1.2	-	6.87	6.87	0.35	0.90	+	
071 LA		1.622	W MISSION BLVD	XXX	U	I14	73 Y	51 Y	28 Y	11 N	4 N	45.5	19.1	0.51	1.19	0.20	0.45	+	REQ
071 LA		3.265	OLD POMONA RD(PHILAD)	-X-	U	I27	20 Y	13 Y	5 N	1 N	1 N	39.6	2.6	0.26	0.33	0.06	0.14	+	
071 LA		3.387	TO 3.587 NORTH	02D	U	H50	12 N	12 Y	6 N	5 Y	0 N	19.6	-	2.10	4.21	0.62	1.40		REQ
072 LA		1.783	COLE RD LT	-XX	U	I27	16 Y	11 Y	5 N	2 N	1 N	31.5	3.6	0.00	0.39	0.06	0.14	+	
072 LA		1.981	LA PUEBLA AVE RT	-XX	U	I27	20 Y	11 Y	6 N	3 N	0 N	39.9	1.5	0.33	0.40	0.06	0.14	+	
072 LA		2.262	LA ENTRIDA AVE RT	-XX	U	I27	15 Y	11 Y	7 N	2 N	1 N	39.8	1.2	0.34	0.47	0.06	0.14	+	
072 LA		2.848	CALMADA AVE	-XX	U	I12	19 N	14 N	10 Y	3 N	0 N	39.4	2.7	0.20	0.65	0.10	0.24	+	REQ
072 LA		4.520	PACIFIC PL& FRTGE RD LT	-XX	U	I27	11 Y	9 Y	3 N	3 N	1 N	22.0	1.4	0.12	0.35	0.06	0.14	+	
072 LA		4.701	MARVISTA ST RT	-XX	U	I27	12 Y	8 N	5 N	4 N	3 N	22.0	4.1	0.32	0.53	0.06	0.14	+	
072 LA		5.853	DORLAND PL	--X	U	I12	14 Y	11 Y	5 N	2 N	1 N	22.0	1.2	0.24	0.59	0.10	0.24	+	
072 LA		6.505	REDMAN AV	--X	S	I07	31 Y	18 N	12 Y	8 Y	6 Y	37.0	1.0	0.14	0.87	0.15	0.33	+	REQ
072 LA		9.669	MAPLE AV	X-X	U	I14	19 N	15 N	11 Y	3 N	0 N	23.3	1.2	1.01	1.23	0.20	0.45	+	REQ
072 LA		9.826	VAIL AV	X-X	U	I14	26 Y	19 Y	8 N	3 N	2 N	23.0	4.4	0.10	0.80	0.20	0.45	+	

REQ=INVESTIGATION REQUIRED (4 OR MORE ACCS. & SIGNIFICANT IN 12,6 OR 3 MONTHS) + DENOTES MV USED IN RATES

9/16

TASAS TABLE C POTENTIAL INVESTIGATION LOCATIONS .2 MILE
DISTRICT 07 DATA FOR 95-04-01 THRU 98-03-31
ALL ACCIDENTS
CONFIDENCE LEVEL 99.5 PERCENT

LOCATION DESCRIPTION	SCL RMP LNS	R U S	RATE GRP	TOTAL ACCIDENTS 36 MO ACCS	24 MO ACCS	12 MO ACCS	6 MO ACCS	3 MO ACCS	AVE ADT 1000 MAIN	VEH X-ST	12 MOS RATE ACCS/MV-MVM ACTUAL F+I	ACTUAL TOT	AVERAGE F+I	AVERAGE TOT	INV REQ
060 LA R 27.579 TO R 27.779 EAST	04D	U	H65	33 Y	27 Y	15 Y	7 N	6 Y	84.0	-	0.33	2.45	0.34	0.99	REQ
060 LA R 27.839 TO R 28.039 EAST	03D	U	H64	37 N	22 N	17 Y	7 N	4 N	84.0	-	0.82	2.78	0.45	1.32	REQ
060 LA R 29.039 TO R 29.239 EAST	03D	U	H64	40 Y	26 Y	11 N	6 N	3 N	78.0	-	0.35	1.94	0.43	1.26	
060 LA R 29.299 TO R 29.499 WEST	03D	U	H64	55 Y	38 Y	16 Y	8 N	4 N	79.1	-	0.52	2.78	0.43	1.27	REQ
060 LA R 29.319 TO R 29.519 EAST	03D	U	H64	36 Y	26 Y	14 N	3 N	2 N	79.3	-	0.17	2.43	0.43	1.27	
060 LA R 29.939 TO R 30.139 WEST	03D	U	H64	25 N	19 N	12 N	7 N	7 Y	80.0	-	0.69	2.06	0.44	1.28	REQ
060 LA R 30.219 TO R 30.419 WEST	03D	U	H64	52 Y	37 Y	21 Y	11 Y	7 Y	80.5	-	0.34	3.59	0.44	1.29	REQ
066 LA R 0.408 DAMIEN AVE RT. 01D	XXX	U	I29	45 Y	32 Y	18 Y	9 Y	2 N	54.0	3.4	0.10	0.86	0.13	0.30 +	REQ
066 LA 0.930 BIXBY DR LT 01D	-XX	U	I27	17 N	13 Y	6 N	4 N	1 N	54.0	1.0	0.15	0.30	0.06	0.14 +	
066 LA 1.271 B ST RT 01D	-X-	U	I27	15 N	11 N	9 Y	3 N	3 N	54.0	1.5	0.20	0.45	0.06	0.14 +	REQ
066 LA 1.332 EMERALD AVE LT	-X-	U	I27	28 Y	19 Y	12 Y	6 Y	3 N	54.0	0.5	0.20	0.61	0.06	0.14 +	REQ
066 LA 1.501 D ST RT	XXX	U	I29	48 Y	35 Y	16 Y	9 Y	3 N	54.0	3.3	0.10	0.77	0.13	0.30 +	REQ
066 LA 3.351 REGIS AVE LT OLD	-XX	U	I27	24 Y	17 Y	6 N	4 N	2 N	41.9	2.0	0.38	0.38	0.06	0.14 +	
066 LA 4.261 YALE AVE RT OID	-XX	U	I27	16 Y	15 Y	9 Y	7 Y	1 N	35.0	1.5	0.30	0.68	0.06	0.14 +	REQ
066 LA 4.561 DARTMOUTH AVE RT OLD	-XX	U	I27	14 Y	11 Y	6 N	1 N	1 N	35.0	2.0	0.15	0.45	0.06	0.14 +	
071 LA 1.396 2ND ST 01D	-XX	U	I27	28 Y	22 Y	7 N	1 N	0 N	54.1	5.1	0.14	0.32	0.06	0.14 +	
071 LA R 1.463 NBON FR HOLT/VALLEY BLV	D G	U	R24	7 Y	5 Y	2 N	2 N	0 N	1.2	-	4.58	4.58	0.35	0.90 +	
071 LA 1.622 W MISSION BLVD	XXX	U	I14	65 Y	45 Y	21 Y	10 N	1 N	45.5	19.1	0.21	0.89	0.20	0.45 +	REQ
071 LA 3.265 OLD POMONA RD(PHILAO)	-X-	U	I27	19 Y	16 Y	6 N	2 N	0 N	39.5	2.6	0.33	0.39	0.06	0.14 +	
071 LA 3.407 TO 3.607 NORTH	02D	U	H50	11 N	11 Y	5 N	4 N	3 N	19.5	-	2.82	3.53	0.62	1.40	
072 LA 1.783 COLE RD LT	-XX	U	I27	19 Y	10 Y	5 N	2 N	1 N	31.5	3.6	0.00	0.39	0.06	0.14 +	
072 LA 1.981 LA PUEBLA AVE RT	-XX	U	I27	21 Y	12 Y	5 N	5 N	2 N	39.9	1.5	0.27	0.33	0.06	0.14 +	
072 LA 2.262 LA ENTRIDA AVE RT	-XX	U	I27	15 Y	9 N	7 N	2 N	0 N	39.8	1.2	0.27	0.47	0.06	0.14 +	
072 LA 2.848 CALMADA AVE	-XX	U	I12	19 N	14 N	9 N	8 Y	2 N	39.4	2.7	0.20	0.59	0.10	0.24 +	REQ

REQ=INVESTIGATION REQUIRED (4 OR MORE ACCS. & SIGNIFICANT IN 12,6 OR 3 MONTHS) + DENOTES MV USED IN RATES

91/01

LOCATION DESCRIPTION	SCL RMP LNS	A U S	RATE GRP	TOTAL ACCIDENTS 36 MO ACCS	24 MO ACCS	12 MO ACCS	6 MO ACCS	3 MO ACCS	AVE ADT 1000 MAIN	VEH X-ST	12 MOS RATE ACCS/MV-MVM ACTUAL F+I	ACTUAL TOT	AVERAGE F+I	AVERAGE TOT	INV REQ
060 LA R 27.879 TO R 28.079 EAST	03D	U	H64	37 N	22 N	14 N	11 Y	1 N	82.4	-	0.33	2.33	0.45	1.31	REQ
060 LA R 29.019 TO R 29.219 EAST	03D	U	H64	36 Y	23 N	8 N	4 N	1 N	77.5	-	0.35	1.42	0.43	1.25	
060 LA R 29.239 TO R 29.439 EAST	03D	U	H64	36 Y	21 N	7 N	4 N	0 N	78.0	-	0.00	1.23	0.43	1.26	
060 LA R 29.279 TO R 29.479 WEST	03D	U	H64	51 Y	44 Y	17 Y	0 N	3 N	78.4	-	0.53	2.98	0.43	1.26	REQ
060 LA R 30.039 TO R 30.239 WEST	03D	U	H64	31 N	23 N	16 Y	7 N	5 N	79.5	-	0.17	2.76	0.44	1.28	REQ
060 LA R 30.239 TO R 30.439 WEST	03D	U	H64	45 Y	30 Y	10 N	4 N	1 N	79.8	-	0.17	1.72	0.44	1.28	
066 LA R 0.408 DAMIEN AVE RT. OLD	XXX	U	I29	37 Y	24 Y	11 N	1 N	0 N	53.0	3.4	0.15	0.54	0.13	0.30	+
066 LA 1.332 EMERALD AVE LT	-X-	U	I27	21 Y	13 Y	5 N	2 N	0 N	53.0	0.5	0.10	0.26	0.06	0.14	+
066 LA 1.501 D ST RT	XXX	U	I29	38 Y	30 Y	6 N	1 N	0 N	53.0	3.3	0.05	0.29	0.13	0.30	+
066 LA 3.351 REGIS AVE LT OLD	-XX	U	I27	20 Y	13 Y	3 N	0 N	0 N	39.8	2.0	0.13	0.20	0.06	0.14	+
066 LA 4.561 DARTMOUTH AVE RT OLD	-XX	U	I27	13 Y	9 N	5 N	0 N	0 N	34.0	2.0	0.08	0.38	0.06	0.14	+
071 LA 1.396 2ND ST OLD	-XX	U	I27	26 Y	20 Y	7 N	0 N	0 N	54.1	5.1	0.19	0.32	0.06	0.14	+
071 LA 1.622 W MISSION BLVD	XXX	U	I14	48 Y	30 N	7 N	0 N	0 N	45.5	19.1	0.09	0.30	0.20	0.45	+
071 LA 3.265 OLD POMONA RD(PHILAD)	-X-	U	I27	15 Y	12 Y	4 N	0 N	0 N	39.5	2.6	0.20	0.26	0.06	0.14	+
072 LA 1.783 COLE RD LT	-XX	U	I27	15 Y	8 N	0 N	0 N	0 N	31.5	3.6	0.00	0.00	0.06	0.14	+
072 LA 1.981 LA PUEBLA AVE RT	-XX	U	I27	18 Y	7 N	2 N	0 N	0 N	39.9	1.5	0.07	0.13	0.06	0.14	+
072 LA 4.520 PACIFIC PL& FRTGE RD LT	-XX	U	I27	11 Y	6 N	5 N	0 N	0 N	22.0	1.4	0.35	0.59	0.06	0.14	+
072 LA 6.505 REDMAN AV	--X	S	I07	25 Y	12 N	4 N	1 N	1 N	37.0	1.0	0.14	0.29	0.15	0.33	+
091 LA R 6.870 TO R 7.070 EAST	06D	U	H67	21 Y	12 N	3 N	1 N	0 N	88.5	-	0.16	0.47	0.19	0.59	
091 LA R 6.870 TO R 7.070 WEST	06D	U	H67	35 Y	22 Y	12 Y	5 N	1 N	88.5	-	0.78	1.86	0.19	0.59	REQ
091 LA R 7.970 TO R 8.170 WEST	06D	U	H67	21 Y	17 Y	9 N	4 N	2 N	89.5	-	0.46	1.38	0.19	0.60	
091 LA R 8.210 TO R 8.410 WEST	05D	U	H66	39 Y	26 Y	9 N	4 N	3 N	89.5	-	0.31	1.38	0.25	0.76	
091 LA R 8.270 TO R 8.470 EAST	05D	U	H66	26 Y	17 N	8 N	3 N	0 N	90.0	-	0.15	1.22	0.26	0.76	
091 LA R 9.294 WB OFF TO WILMINGTON AV	F E	U	R14	11 N	11 Y	4 N	3 N	1 N	12.5	-	0.22	0.88	0.17	0.45	+

REQ=INVESTIGATION REQUIRED (4 OR MORE ACCS & SIGNIFICANT IN 12,6 OR 3 MONTHS)

TASAS TABLE C POTENTIAL INVESTIGATION LOCATIONS .2 MILE
DISTRICT 07 DATA FOR 94-10-01 THRU 97-09-30
ALL ACCIDENTS
CONFIDENCE LEVEL 99.5 PERCENT

LOCATION DESCRIPTION			SCL RMP LNS	R U S	RATE GRP	TOTAL ACCIDENTS 36 MO ACCS	24 MO ACCS	12 MO ACCS	6 MO ACCS	3 MO ACCS	AVE ADT 1000 MAIN	VEH X-ST	12 MOS RATE ACTUAL F+I	ACTUAL TOT	AVERAGE F+I	AVERAGE TOT		INV REQ
060 LA	R 23.252	EB OFF TO SB RTE 57	F	F U	R62	16 Y	11 Y	7 N	1 N	0 N	14.6	-	0.19	1.32	0.16	0.40	+	
060 LA	R 23.458	WB OFF BREA CANYON RD	F	F U	R62	10 Y	6 Y	1 N	1 N	0 N	3.6	-	0.76	0.76	0.16	0.40	+	
060 LA	R 24.299	TO R 24.499 WEST	06D	U	H67	46 Y	34 Y	11 N	1 N	0 N	141.1	-	0.20	1.07	0.27	0.86		
060 LA	R 24.319	TO R 24.519 EAST	06D	U	H67	49 Y	34 Y	18 Y	4 N	1 N	140.5	-	0.10	1.76	0.27	0.85		REQ
060 LA	R 24.499	TO R 24.699 WEST	06D	U	H67	41 Y	28 N	11 N	2 N	1 N	136.5	-	0.20	1.11	0.26	0.83		
060 LA	R 25.459	TO R 25.659 EAST	04D	U	H65	36 Y	23 Y	14 Y	4 N	2 N	84.8	-	0.32	2.26	0.34	0.99		REQ
060 LA	R 25.519	TO R 25.719 WEST	04D	U	H65	41 Y	30 Y	16 Y	1 N	1 N	83.5	-	1.15	2.64	0.34	0.99		REQ
060 LA	R 25.719	TO R 25.919 WEST	04D	U	H65	43 Y	35 Y	23 Y	2 N	1 N	83.5	-	0.99	3.79	0.34	0.99		REQ
060 LA	R 27.579	TO R 27.779 EAST	04D	U	H65	30 N	23 Y	12 N	6 N	2 N	83.5	-	0.16	1.98	0.34	0.99		
060 LA	R 29.159	TO R 29.359 EAST	03D	U	H64	43 Y	26 Y	6 N	3 N	1 N	77.5	-	0.00	1.07	0.43	1.25		
060 LA	R 29.259	TO R 29.459 WEST	03D	U	H64	52 Y	41 Y	17 Y	6 N	1 N	78.2	-	0.70	2.99	0.43	1.26		REQ
060 LA	R 29.419	TO R 29.619 EAST	03D	U	H64	36 Y	21 N	6 N	3 N	2 N	79.5	-	0.17	1.04	0.44	1.28		
060 LA	R 30.199	TO R 30.399 WEST	03D	U	H64	51 Y	30 Y	17 Y	5 N	0 N	79.7	-	0.17	2.94	0.44	1.28		REQ
066 LA	R 0.408	DAMIEN AVE RT. 01D	XXX	U	I29	37 Y	28 Y	17 Y	6 N	0 N	53.0	3.4	0.20	0.83	0.13	0.30	+	REQ
066 LA	1.332	EMERALD AVE LT	-X-	U	I27	24 Y	15 Y	4 N	1 N	0 N	53.0	0.5	0.05	0.21	0.06	0.14	+	
066 LA	1.501	D ST RT	XXX	U	I29	39 Y	32 Y	12 N	3 N	0 N	53.0	3.3	0.24	0.59	0.13	0.30	+	
066 LA	3.351	REGIS AVE LT OLD	-XX	U	I27	24 Y	15 Y	8 Y	0 N	0 N	39.8	2.0	0.20	0.53	0.06	0.14	+	REQ
066 LA	4.561	DARTMOUTH AVE RT OLD	-XX	U	I27	13 Y	10 Y	7 Y	4 N	0 N	34.0	2.0	0.15	0.54	0.06	0.14	+	REQ
071 LA	1.396	2ND ST 01D	-XX	U	I27	26 Y	21 Y	10 Y	3 N	0 N	54.1	5.1	0.19	0.47	0.06	0.14	+	REQ
071 LA	R 1.463	NBON FR HOLT/VALLEY BLV	D G	U	R24	5 N	5 Y	1 N	0 N	0 N	1.2	-	0.00	2.30	0.35	0.90	+	
071 LA	1.622	W MISSION BLVD	XXX	U	I14	50 Y	38 Y	16 N	3 N	0 N	45.5	19.1	0.21	0.68	0.20	0.45	+	
071 LA	3.265	OLD POMONA RD(PHILAD)	-X-	U	I27	16 Y	15 Y	6 N	2 N	0 N	39.5	2.6	0.20	0.39	0.06	0.14	+	
072 LA	1.783	COLE RD LT	-XX	U	I27	15 Y	8 N	3 N	0 N	0 N	31.5	3.6	0.00	0.24	0.06	0.14	+	
072 LA	1.981	LA PUEBLA AVE RT	-XX	U	I27	18 Y	10 N	5 N	0 N	0 N	39.9	1.5	0.20	0.33	0.06	0.14	+	

11/21

TASAS TABLE C POTENTIAL INVESTIGATION LOCATIONS .2 MILE
DISTRICT 07 DATA FOR 97-07-01 THRU 00-06-30
WET ACCIDENTS
CONFIDENCE LEVEL 99.5 PERCENT

LOCATION DESCRIPTION	SCL RMP LNS	R U S	RATE GRP	TOTAL WET ACCIDENTS 36 MO ACCS	24 MO ACCS	12 MO ACCS	6 MO ACCS	3 MO ACCS	AVE 1000 MAIN	ADT-VEH X-ST	36 MOS AVERAGE NO OF ACC F+I	TOT	ACC & RATES RATE/MVM-MV F+I	TOT	HT-65 REQ
060 LA R 30.199 TO R 30.399 WEST	03D	U	H64	11 Y	4 N	4 Y	3 Y	2 N	81.8	-	0.47	1.53	1.32	4.27	REQ
072 LA 2.477 GUNN AV LT	XXX	U	I29	5 N	4 N	3 N	3 Y	0 N	40.7	3.6	0.48	1.11	0.50	1.14	*
072 LA 4.701 HARVISTA ST RT	-XX	U	I27	4 Y	3 Y	2 N	2 N	0 N	22.2	4.1	0.18	0.41	0.31	0.71	*
091 LA R 6.622 TO R 6.822 EAST	06D	U	H66	6 Y	5 Y	1 N	1 N	0 N	86.8	-	0.35	1.12	0.92	2.95	
091 LA R 6.862 TO R 7.062 EAST	06D	U	H67	6 Y	6 Y	4 Y	4 Y	1 N	86.8	-	0.31	1.02	0.81	2.69	REQ
091 LA R 6.902 TO R 7.102 WEST	06D	U	H67	5 Y	3 N	1 N	0 N	0 N	86.8	-	0.31	1.02	0.81	2.69	
091 LA R 7.062 TO R 7.262 EAST	05D	U	H67	5 Y	4 N	3 N	2 N	0 N	86.8	-	0.31	1.02	0.81	2.69	
091 LA R 7.302 TO R 7.502 WEST	07D	U	H67	12 Y	6 Y	3 N	2 N	0 N	87.0	-	0.31	1.03	0.81	2.69	REQ
091 LA R 7.922 TO R 8.122 WEST	06D	U	H67	6 Y	3 N	3 N	3 Y	0 N	87.5	-	0.31	1.03	0.81	2.70	
091 LA R 8.202 TO R 8.402 WEST	05D	U	H66	23 Y	7 Y	6 Y	6 Y	1 N	87.5	-	0.35	1.14	0.92	2.96	REQ
091 LA R 8.635 EB ON FROM CENTRAL AVE	0 E	U	R16	3 Y	2 N	0 N	0 N	0 N	9.3	-	0.11	0.28	0.52	1.35	*
091 LA R 10.222 TO R 10.422 EAST	05D	U	H66	13 Y	7 Y	4 Y	4 Y	0 N	100.1	-	0.44	1.40	0.99	3.20	REQ
091 LA R 10.862 TO R 11.062 EAST	07D	U	H67	14 Y	5 Y	3 N	3 Y	0 N	101.8	-	0.39	1.30	0.88	2.92	REQ
091 LA R 12.122 TO R 12.322 WEST	07D	U	H67	8 Y	5 N	4 Y	4 Y	0 N	116.7	-	0.49	1.61	0.95	3.14	REQ
091 LA R 12.402 TO R 12.602 WEST	07D	U	H67	5 N	5 N	5 Y	5 Y	4 Y	116.7	-	0.49	1.61	0.95	3.14	REQ
091 LA R 12.942 TO R 13.142 EAST	06D	U	H67	10 Y	4 N	3 N	3 Y	0 N	117.1	-	0.49	1.62	0.95	3.15	REQ
091 LA R 13.022 TO R 13.222 WEST	06D	U	H67	8 Y	5 N	3 N	3 Y	1 N	117.7	-	0.49	1.63	0.95	3.16	
091 LA R 13.274 WB OFF CHERRY AVE	F D	U	R10	5 Y	2 N	1 N	1 N	0 N	7.0	-	0.30	0.75	1.97	4.88	*
091 LA R 13.662 TO R 13.862 EAST	05D	U	H67	7 Y	4 N	3 N	3 Y	1 N	115.5	-	0.48	1.58	0.94	3.12	
091 LA R 13.972 EB OFF DOWNEY AVE	F D	U	R10	7 Y	3 N	1 N	1 N	0 N	4.8	-	0.21	0.51	1.97	4.88	*
091 LA R 14.022 TO R 14.222 EAST	06D	U	H67	7 Y	4 N	1 N	1 N	0 N	115.8	-	0.48	1.59	0.95	3.13	
091 LA R 14.540 WB ON FR NB 19/LAKEWOOD	0 L	U	R40	4 Y	3 Y	2 N	2 N	0 N	8.0	-	0.14	0.43	0.82	2.43	*
091 LA R 14.602 TO R 14.802 WEST	05D	U	H66	7 Y	2 N	2 N	1 N	0 N	110.0	-	0.51	1.63	1.05	3.38	
091 LA R 14.865 EB ON FR NB 19/LAKEWOOD	0 F	U	R20	4 Y	1 N	1 N	1 N	0 N	4.6	-	0.08	0.21	0.76	2.12	*

REQ=INVESTIGATION REQUIRED (9,6 OR 3 OR MORE ACCS. & SIGNIFICENT IN 36,24 OR 12 MONTHS, RESP.)

* DENOTES MV USED IN RATES

7/(3)

TASAS TABLE C POTENTIAL INVESTIGATION LOCATIONS .2 MILE
DISTRICT 07 DATA FOR 96-07-01 THRU 99-06-30
WET ACCIDENTS
CONFIDENCE LEVEL 99.5 PERCENT

LOCATION DESCRIPTION	SCL RMP LMS	R U S	GRP	RATE* 36 MO ACCS	TOTAL WET ACCIDENTS 24 MO ACCS	12 MO ACCS	6 MO ACCS	3 MO ACCS	AVE ADT 1000 MAIN	VEH X-ST	36 MOS AVERAGE NO OF ACC F+I	TOT	ACC & RATES RATE/MVM-MV F+I	TOT	HT-65 REQ
060 LA R 29.779 TO R 29.979 WEST	03D	U	H64	5 N	5 Y	1 N	1 N	0 N	81.7	-	0.52	1.52	1.45	4.26	
060 LA R 29.979 TO R 30.179 WEST	03D	U	H64	6 N	6 Y	2 N	1 N	0 N	81.7	-	0.52	1.52	1.45	4.26	REQ
060 LA R 30.179 TO R 30.379 WEST	03D	U	HS4	8 Y	8 Y	1 N	1 N	0 N	82.0	-	0.52	1.53	1.46	4.27	REQ
066 LA 1.332 EMERALD AVE LT	-X-	U	I27	4 N	4 Y	3 Y	2 N	0 N	53.8	0.5	0.36	0.84	0.30	0.71 +	REQ
066 LA 1.501 D ST RT	XXX	U	I29	7 Y	5 Y	1 N	1 N	0 N	53.8	3.3	0.66	1.50	0.53	1.20 +	
071 LA R 1.235 TO R 1.435 NORTH	03D	U	H64	3 N	3 Y	1 N	0 N	0 N	27.5	-	0.10	0.29	0.83	2.43	
071 LA R 1.452 SBON FR HOLT/VALLEY BLV	O G	U	R24	3 Y	2 N	1 N	1 N	1 N	2.6	-	0.07	0.17	1.18	3.04 +	
071 LA T 1.709 NBOFF TO HOLT/VALLEY BL	F D	U	R10	5 Y	4 Y	1 N	0 N	0 N	6.2	-	0.26	0.66	1.93	4.88 +	
072 LA 6.540 LOCKHEED RT/ON FR 605-L	XXX	S	I09	7 Y	6 Y	2 N	2 N	1 N	37.0	6.7	0.75	1.85	0.79	1.94 +	REQ
072 LA 8.920 4TH ST	X-X	U	I14	5 Y	2 N	1 N	1 N	0 N	25.1	2.5	0.44	1.00	0.73	1.66 +	
090 LA 1.781 TO 1.981 WEST	02D	U	H38	5 Y	3 N	2 N	1 N	0 N	29.9	-	0.45	1.00	3.45	7.64	
091 LA R 6.622 TO R 6.822 EAST	06D	U	H66	6 Y	5 Y	4 Y	3 Y	1 N	88.1	-	0.33	0.99	0.87	2.58	REQ
091 LA R 6.862 TO R 7.062 WEST	06D	U	H67	6 Y	4 Y	2 N	2 N	1 N	88.1	-	0.25	0.80	0.66	2.09	
091 LA R 6.902 TO R 7.102 EAST	06D	U	H67	5 Y	4 Y	3 Y	3 Y	2 N	88.1	-	0.25	0.80	0.66	2.09	REQ
091 LA R 7.302 TO R 7.502 WEST	07D	U	H67	9 Y	9 Y	3 Y	2 N	2 N	88.3	-	0.25	0.80	0.66	2.10	REQ
091 LA R 7.362 TO R 7.562 EAST	06D	U	H67	4 N	4 Y	3 Y	3 Y	2 N	88.5	-	0.26	0.81	0.66	2.10	REQ
091 LA R 7.842 TO R 8.042 WEST	06D	U	H67	8 Y	5 Y	0 N	0 N	0 N	88.7	-	0.26	0.81	0.66	2.10	
091 LA R 8.202 TO R 8.402 WEST	05D	U	H66	25 Y	17 Y	1 N	1 N	1 N	88.7	-	0.34	1.00	0.87	2.59	REQ
091 LA R 8.282 TO R 8.482 EAST	05D	U	H66	5 Y	0 N	0 N	0 N	0 N	89.5	-	0.34	1.02	0.87	2.60	
091 LA R 8.635 EB ON FROM CENTRAL AVE	O E	U	R16	3 Y	3 Y	2 N	2 Y	1 N	9.3	-	0.11	0.28	0.52	1.35 +	
091 LA R 10.262 TO R 10.462 EAST	05D	U	H66	20 Y	19 Y	5 Y	3 Y	3 Y	102.3	-	0.43	1.27	0.95	2.84	REQ
091 LA R 10.562 TO R 10.762 EAST	06D	U	H67	6 Y	2 N	0 N	0 N	0 N	102.6	-	0.33	1.04	0.73	2.31	
091 LA R 10.882 TO R 11.082 EAST	07D	U	H67	17 Y	12 Y	3 N	3 Y	0 N	102.6	-	0.33	.04	0.73	2.31	REQ
091 LA R 11.082 TO R 11.282 EAST	07D	U	H67	6 Y	3 N	2 N	1 N	0 N	100.6	-	0.32	1.00	0.72	2.28	

REQ=INVESTIGATION REQUIRED (0.5 OR 7 OR MORE ACCS. * SIGNIFICANT IN 36,24 OR 12 MONTHS. RESP.) . DENOTES [illegible]

TASAS TABLE C POTENTIAL INVESTIGATION LOCATIONS .2 MILE
DISTRICT 07 DATA FOR 95-07-01 THRU 98-06-30
WET ACCIDENTS
CONFIDENCE LEVEL 99.5 PERCENT

LOCATION DESCRIPTION	SCL RMP LNS	R U S	RATE GRP	TOTAL WET ACCIDENTS 36 MO ACCS	24 MO ACCS	12 MO ACCS	6 MO ACCS	3 MO ACCS	AVE 1000 MAIN	ADT VEH X-ST	36 MOS AVERAGE ACC & RATES NO OF ACC F+I	TOT	RATE/MVM-MV F+I	TOT	HT-65 REQ
060 LA R 28.699 TO R 28.899 WEST	03D	U	H64	3 N	3 N	3 N	3 Y	0 N	77.8	-	0.48	1.41	1.41	4.13	
060 LA R 28.999 TO R 29.199 EAST	03D	U	H64	4 N	3 N	3 N	3 Y	1 N	77.8	-	0.48	1.41	1.41	4.13	
060 LA R 29.119 TO R 29.319 WEST	03D	U	H64	7 Y	7 Y	6 Y	4 Y	3 Y	77.8	-	0.48	1.41	1.41	4.13	REQ
060 LA R 29.739 TO R 29.939 WEST	03D	U	H64	3 N	3 N	3 N	3 Y	0 N	79.8	-	0.50	1.47	1.43	4.20	
060 LA R 29.939 TO R 30.139 WEST	03D	U	H64	3 N	3 N	3 N	3 Y	0 N	79.8	-	0.50	1.47	1.43	4.20	
060 LA R 30.139 TO R 30.339 WEST	03D	U	H64	10 Y	7 Y	7 Y	5 Y	1 N	79.9	-	0.50	1.47	1.43	4.20	REQ
066 LA 1.501 D ST RT	XXX	U	I29	7 Y	6 Y	4 Y	3 Y	0 N	53.5	3.3	0.66	1.49	0.53	1.20 +	REQ
066 LA 1.731 FRUIT ST L/WHITE AVE R	XXX	U	I14	5 N	5 N	4 N	4 Y	3 Y	48.0	14.0	0.99	2.25	0.73	1.66 +	
066 LA 3.351 REGIS AVE LT OLD	-XX	U	I27	4 N	4 Y	1 N	0 N	0 N	40.8	2.0	0.28	0.67	0.30	0.71 +	
071 LA R 0.875 TO R 1.075 NORTH	03D	U	H64	3 Y	2 N	2 N	2 Y	1 N	26.0	-	0.09	0.27	0.81	2.38	
071 LA R 1.235 TO R 1.435 NORTH	03D	U	H64	2 N	2 N	2 N	2 Y	1 N	26.0	-	0.09	0.27	0.81	2.38	
071 LA R 1.452 SBON FR HOLT/VALLEY BLV	O G	U	R24	3 Y	2 N	1 N	0 N	0 N	2.6	-	0.07	0.17	1.18	3.04	
071 LA T 1.709 NBOFF TO HOLT/VALLEY BL	F D	U	R10	4 N	4 Y	3 Y	2 N	2 Y	6.2	-	0.26	0.66	1.93	4.88 +	REQ
072 LA 6.540 LOCKHEED RT/ON FR 605-L	XXX	S	I09	8 Y	5 N	4 Y	3 N	2 N	37.0	6.7	0.75	1.85	0.79	1.94 +	REQ
090 LA 1.781 TO 1.981 WEST	02D	U	H38	5 Y	3 N	1 N	0 N	0 N	29.8	-	0.45	1.00	3.45	7.64	
091 LA 5.211 DENKER AVE	-XX	U	I27	4 N	4 Y	0 N	0 N	0 N	46.4	0.6	0.31	0.73	0.30	0.71 +	
091 LA 6.012 VERMONT AVE	XXX	U	I14	6 N	5 N	4 N	4 Y	0 N	51.0	13.5	1.03	2.34	0.73	1.66 +	
091 LA R 6.850 WB OFF TO RTE 110	F K	U	R34	5 N	5 N	4 Y	4 Y	2 N	68.5	-	0.57	1.57	0.38	1.05 +	REQ
091 LA R 6.870 TO R 7.070 WEST	06D	U	H67	6 Y	4 Y	2 N	2 N	2 N	86.2	-	0.25	0.78	0.65	2.06	
091 LA R 7.310 TO R 7.510 WEST	07D	U	H67	7 Y	6 Y	6 Y	6 Y	3 Y	86.6	-	0.25	0.78	0.65	2.07	REQ
091 LA R 7.830 TO R 8.030 WEST	06D	U	H67	7 Y	7 Y	5 Y	4 Y	2 N	87.1	-	0.25	0.79	0.66	2.08	REQ
091 LA R 8.210 TO R 8.410 WEST	05D	U	H66	30 Y	22 Y	14 Y	11 Y	3 Y	87.1	-	0.33	0.97	0.86	2.56	REQ
091 LA R 8.290 TO R 8.490 EAST	05D	U	H66	6 Y	5 Y	0 N	0 N	0 N	88.0	-	0.33	0.99	0.87	2.57	
091 LA R 9.010 TO R 9.210 EAST	05D	U	H66	5 N	5 Y	3 N	2 N	1 N	91.5	-	0.36	1.06	0.89	2.64	

REQ=INVESTIGATION REQUIRED (9,6 OR 3 OR MORE ACCS. & SIGNIFICENT IN 36,24 OR 12 MONTHS, RESP.) + DENOTES MV USED IN RATES

151/16

060 LA	27.866	WBON SB PHILIPS RNCH RD O F U R20	5 Y		2 N	0 N	0 N	8.8	-	0.16	0.41	0.8	12 +	
060 LA	R 27.879	TO R 28.079 EAST	03D U H64	9 Y	5 Y	2 N	2 N	0 N	82.9	-	0.53	1.56	1.47	4.30	REQ
060 LA	R 29.079	TO R 29.279 EAST	03D U H64	6 Y	1 N	0 N	0 N	0 N	78.1	-	0.48	1.42	1.41	4.14	
060 LA	R 29.279	TO R 29.479 EAST	03D U H64	6 Y	3 N	1 N	1 N	0 N	79.0	-	0.49	1.44	1.42	4.17	
060 LA	R 30.179	TO R 30.379 WEST	03D U H64	6 Y	3 N	0 N	0 N	0 N	80.4	-	0.51	1.48	1.44	4.22	
066 LA	3.351	REGIS AVE LT OLD	-XX U I27	5 Y	3 N	3 Y	2 N	0 N	39.8	2.0	0.20	0.65	0.30	0.71 +	REQ

REQ=INVESTIGATION REQUIRED (9,6 OR 3 OR MORE ACCS. & SIGNIFICENT IN 36,24 OR 12 MONTHS, RESP.) + DENOTES MV USED IN RATES

*** M01 ***

AXR254-A 10-14-97

TASAS TABLE C POTENTIAL INVESTIGATION LOCATIONS .2 MILE
DISTRICT 07 DATA FOR 94-07-01 THRU 97-06-30
WET ACCIDENTS
CONFIDENCE LEVEL 99.5 PERCENT

LOCATION DESCRIPTION			SCL RMP LNS	R U S	GRP	TOTAL WET ACCIDENTS 36 MO ACCS	24 MO ACCS	12 MO ACCS	6 MO ACCS	3 MO ACCS	AVE ADT 1000 MAIN	VEH X-ST	36 MOS AVERAGE NO OF ACC F+I	TOT	ACC & RATES RATE/MVM-MV F+I	TOT	HT-65 REQ
072 LA	8.920	4TH ST	X-X	U	I14	5 Y	3 N	3 N	2 N	0 N	25.1	2.5	0.44	1.00	0.73	1.66 +	
090 LA	1.781	TO 1.981 WEST	02D	U	H38	6 Y	4 N	2 N	2 N	0 N	29.6	-	0.45	0.99	3.45	7.64	
091 LA	5.211	DENKER AVE	-XX	U	I27	4 N	4 Y	4 Y	0 N	0 N	48.9	0.6	0.33	0.77	0.30	0.71 +	REQ
091 LA	R 6.870	TO R 7.070 EAST	06D	U	H67	6 Y	2 N	1 N	0 N	0 N	82.6	-	0.23	0.73	0.63	2.01	
091 LA	R 7.110	TO R 7.310 WEST	07D	U	H67	5 Y	2 N	1 N	1 N	0 N	82.6	-	0.23	0.73	0.63	2.01	
091 LA	R 7.410	TO R 7.610 WEST	06D	U	H67	6 Y	4 Y	3 Y	1 N	0 N	83.8	-	0.23	0.74	0.64	2.03	REQ
091 LA	R 7.950	TO R 8.150 WEST	06D	U	H67	5 Y	4 Y	2 N	0 N	0 N	83.9	-	0.23	0.74	0.64	2.03	
091 LA	R 8.210	TO R 8.410 WEST	05D	U	H66	28 Y	16 Y	8 Y	1 N	0 N	83.9	-	0.31	0.92	0.84	2.50	REQ
091 LA	R 8.270	TO R 8.470 EAST	05D	U	H66	9 Y	4 N	4 Y	2 N	0 N	84.5	-	0.31	0.93	0.84	2.51	REQ
091 LA	R 8.990	TO R 9.190 EAST	05D	U	H66	5 Y	2 N	2 N	2 N	0 N	88.0	-	0.33	0.99	0.87	2.57	
091 LA	R 10.210	TO R 10.410 WEST	04D	U	H66	6 Y	4 N	0 N	0 N	0 N	96.2	-	0.38	1.14	0.92	2.73	
091 LA	R 10.270	TO R 10.470 EAST	05D	U	H66	11 Y	6 Y	1 N	0 N	0 N	98.0	-	0.40	1.18	0.93	2.76	REQ
091 LA	R 10.550	TO R 10.750 EAST	06D	U	H67	6 Y	4 N	4 Y	3 Y	0 N	98.1	-	0.30	0.96	0.71	2.24	REQ
091 LA	R 10.770	TO R 10.970 WEST	07D	U	H67	5 Y	2 N	0 N	0 N	0 N	98.1	-	0.30	0.96	0.71	2.24	
091 LA	R 10.850	TO R 11.050 EAST	07D	U	H67	13 Y	8 Y	4 Y	4 Y	0 N	98.1	-	0.30	0.96	0.71	2.24	REQ

9/1/98

SR-71 KP 0.837/7.242 Interim HOV facilities

CONGESTION/CAPACITY SUMMARY

Alternatives	LANES	DIRECTION	Peak Hour Volumes				Persons moved/ Peak Hour				Level of Service (LOS) Peak Hr		Accidents / Million Vehicle Mile (MVM)	
			Year 2001		Year 2007		Year 2001		Year 2007		Year 2001	Year 2007	Year 2001	Year 2007
			Existing		Projected		Existing		Projected		Existing	Projected	Actual	Expected
			AM	PM	AM	PM	AM	PM	AM	PM				
DO NOTHING		N	2305	2403	2950	3430	2651	3076	3540	4459	C	F-0	2	2
		S	2048	2760	4890	6220	2499	3395	5868	8086	D	F-3		
MIX FLOW HOV	3 + 1	NB			4450	4880			4895	5856		D		0.61
					1670	1500			3841	3576		D		
MIX FLOW HOV	3 + 1	SB			4570	4820			5027	5784		D		
					1190	1120			2737	2688		C		

Peak Period:	AM	6:30	to	8:30
	PM	15:00	to	17:30

Source: Caltrans Traffic Operations and HOV Department by Dawn Helou and George Sarmast dated 4/5/02

SR-71 KP 0.837/7.242 Interem HOV facilities

CONGESTION/CAPACITY SUMMARY

Alternatives	LANES	DIRECTION	Peak Hour Volumes				Persons moved/ Peak Hour				Level of Service (LOS) Peak Hr		Accidents / Million Vehicle Mile (MVM)	
			Year 2001		Year 2011		Year 2001		Year 2011		Year 2001	Year 2011	Year 2001	Year 2011
			Existing		Projected		Existing		Projected		Existing	Projected	Actual	Expected
			AM	PM	AM	PM	AM	PM	AM	PM				
DO NOTHING		N	2305	2403	3040	3530	2651	3076	3648	4589	C	F-0	2.0	2.0
		S	2048	2760	5170	6380	2499	3395	6204	8294	D	F-3		
MIX FLOW HOV	3 + 1	NB			5020	5500			5522	6600		C		0.63
					1860	1650			4278	3960		D		
MIX FLOW HOV	3 + 1	SB			5150	5430			5665	6336		D		
					1320	1210			3036	2904		C		

Peak Period:				
	AM	6:30	to	8:30
	PM	15:00	to	17:30

Source: Caltrans Traffic Operations and HOV Department by Dawn Helou and George Sarmast dated 4/5/02

LOCATION HYDRAULICS STUDY

ATTACHMENT H

State of California *Business, Transportation and Housing Authority*

MEMORANDUM 06 June 2001

To: GARY IVERSON
Office of Environmental Planning

Attn: DAWN KUKLA

From: RALPH M. SASAKI
Hydraulics – Office of Engineering Services

SUBJECT: LOCATION HYDRAULIC STUDY

LOCATION:	District:	07	County: Los Angeles
GEOGRAPHICAL REFERENCE	East of I-10(San Bernardino Freeway and West of Route 060(Pomona Freeway)		
DESCRIPTION OF PROPOSAL	Upgrade Route 071 Expressway to Freeway Standards		
REFERENCE	FEMA Designated Community # 060149, Zone D, where no Special Flood Hazard area exist.		

no FIRM are published

Q(100) BACKWATER DAMAGES:

A.	Residences?	No X	Yes
B.	Other Buildings?	No X	Yes
C	Crops?	No X	Yes

Ralph M. Sasaki

RALPH M M. SASAKI
District Hydraulics Engineer

LOCATION HYDRAULICS STUDY

1. Risks associated with the proposed project is low
2. Risks associated with the implementation of the action are not significant
3. The proposed project will not support probable incompatible floodplain development.
4. There will be minimal impact on natural and beneficial floodplain values.
5. Routine construction procedures for special mitigation measures to minimize floodplain impacts and to restore and preserve the natural and beneficial floodplain values to the extent practicable would be specified in the construction contract.
6. Other alternates were not considered.
7. The proposal does involve transverse encroachment.
8. The proposal does involve a longitudinal encroachment to be at low risk.

DISCLAIMER

Floodplain data are based on information available when the plans are prepared and are shown hereon to meet the Federal Requirements: the accuracy of such information is not warranted by the State and interested or affected parties should make their own Investigation.

PREPARED BY:

Ralph M. Sanchez — 6/6/01
Signature –District Hydraulics Engineer — Date

Jim Allen — 6/6/01
Signature – District Project Manager — Date

State of California | Business, Transportation and Housing Agency

Memorandum

To: Gary Iverson, Senior Environmental Planner
Office of Environmental Study

Date: May 24, 2001

File No: 07-LA-71 KP 0.837/7.242
On Route 71
Upgrade to Freeway
Standards, Widening
07-21060K

ATTN: Dawn Kukla, Environmental Planner

From: Shirley Pak
DEPARTMENT OF TRANSPORTATION
Office of Engineering Services - Storm Water Unit (NPDES)

Subject: Water Quality Study

Attached for your study are responses to the information requested and additional information Water Runoff Loads. Since the total project area to watershed area ratio is small (0.28005% for subarea 405.51, 0.11128% for 481.21, and 0.02593% for 801.21), the upgrade to freeway standards on Route 71 will not have a significant effect in the watersheds (Hydrologic Sub-Areas).

Additional review are stated below:

- Project Scope Summary Report
  - If the total disturbed soil area is less than 5 acres, use WPCP and SSP 07-340.
  - If the total disturbed soil area is 5 acres or more, use SWPPP, SSP 07-345 and a Notification of Construction (NOC).
  - If after March 10, 2003, the total disturbed area is less than one (1) acre, use WPCP and SSP 07-340.
  - If after March 10, 2003, if the total disturbed area is one (1) acre or more, use SWPPP, SSP 07-345 and an NOC.
  - Please provide a more accurate calculation of the disturbed soil area when available. The definition of disturbed soil area is in Subsection 3.2 of Section 3.[3]

- Cost Estimate
  - Please refer to Section 2.5 and 2.6 in the Project Planning and Design Guide for cost estimate.[3]

- Hazardous Waste
  - If lead contaminated soil will be reused in this project, Caltrans needs to provide a soil report for lead which includes lead contamination level and deposit location to the LARWQCB at least 30 days before the project is advertised. An NOC is needed at the same time if the lead-contaminated soil is reused.

- Erosion Control
  - Please consider rock slope protection on the bridge abutment to minimize scouring and erosion.
  - The addition of lanes will result in steeper slopes. Please consider slope protection. For slopes steeper than 1:2 (V:H), please consult the District Landscape Architect, and the Storm Water Coordinator.[3]
  - Consult Landscape Architects for slope erosion control.
  - Please follow SWPPP instructions when stockpiling along and on the site.

- Facilities are needed to intercept storm water runoff from structures.
  - Consult Hydraulics for additional facilities.

If you have any questions, please contact Maria Agustin or me at extension 7-0428.

SHIRLEY Y. PAK
DISTRICT 7 STORM WATER NPDES COORDINATOR

Reference:

1 District 7 Directive No. DD20 (Effective date: October 10, 2000)
2 Caltrans Storm Water Quality Handbooks, Planning and Design Staff Guide (May 1996)
3 Caltrans Storm Water Quality Handbooks, Project Planning and Design Guide (May 2000)
4 Caltrans Storm Water Quality Handbooks, Construction Site Best Management Practices (BMPs) Manual (November 2000)
5 Caltrans Storm Water Quality Handbooks, Storm Water Pollution Prevention Plan and Water Pollution Control Program Preparation Manual (November 2000)
6 Water Quality Control Plan, Basin Plan (February 1995)
7 NPDES – Caltrans Statewide Permit

07-LA-71 KP 0.837/7.242
EA 07-21060K
May 16, 2001

Question 1 - Estimates of concentrations (ppb) and loads (lbs/day) from point and non-point sources of each of the constituents for which the system is impaired.

Estimating the mass of pollutant loads transferred to a water body requires knowledge of surface water runoff volume, discharge location, and pollutant load sources for a given area. Pollutants transferred out of the study area by wet weather flows are the result of non-point pollution sources. The most accurate method to estimate pollutant loads for this type of pollution would be to collect and analyze samples of runoff directly from the project site. However, because pollutant concentrations in storm water runoff vary based on a number of short and long-term seasonal factors, including total rainfall, storm duration, intensity, and frequency among others, several years of data are typically required to collect a sufficient number of samples to produce statistically significant results.

Alternately, pollutant loads can be assessed on an average annual basis using average pollutant concentration data from other published water quality investigations if available. See attached for an estimate of pollutant loads using such data. This data was collected by Caltrans Headquarters Environmental Engineering Unit, from various highway facilities, and represents constituents typically found in highway runoff. This data was then used to develop a "Water Quality Planning Tool" to estimate water quality of highway runoff.

Activities associated with pollutants discharged through dry weather flows would be limited to landscape irrigation and/or utility leakage. Since this project is upgrading to freeway standards, there would be minimal to no discharge of dry weather flows onto the freeway pavement and into the storm drain system. The majority of the irrigation water should be absorbed into the freeway slopes. Therefore dry weather flows should not increase as a result of this project. As a result this impact would be less than significant.

Question 2 - Estimates of the amount of runoff generated by the project during wet and dry seasons (i.e. weather)

The project area encumbers a total of 77.03 acres of which an existing 46.61 acres (60.5%) is paved, and the remainder is compacted median base material. The amount of compacted freeway median to be paved by this project is 4.0373 acres.

The project consists of upgrading to freeway standards by utilizing and paving part of the existing freeway median. The existing freeway median consists of compacted base material, and the coefficient of imperviousness is considered to be 90 percent based on Caltrans Highway Design Manual. Paved areas are considered to be 95 to 100 percent impervious. Therefore, there should be a minimal increase in the amount of wet weather flows (runoff) experienced from this project. See response to question 4 for numerical estimates of amount of additional runoff. and total project runoff.

Dry-weather flows are usually low-volume flows not resulting from precipitation. The quality of these flows is largely a function of the flow source, rather than the land uses the flows contact en route to the receiving body. Because dry-weather flows cannot be quantified, dry weather flows analysis is limited to the identification of factors that are likely to increase or decrease their occurrence. Sources of pollution potentially resulting in dry weather flows should be evaluated by projecting the activities to occur within the project limits. Examples of activities are wastewater, groundwater infiltration, irrigation runoff and car and industrial wash water. This project will not increase activities commensurate with dry weather flows. Therefore, there should be no increase of dry weather flows.

Question 3 - Estimates of the amount of increased or decreased percolation due to the project.

The "Basin Plan" of the California Regional Water Quality Control Board – Los Angeles Region 4, identifies the project to be within the San Gabriel River Watershed and San Bernardino Watershed Basins:

Hydrologic Sub-Area	Watershed Area (acres)
405.51	6774
481.21	11034
801.21	175193

However, groundwater storage and groundwater elevations beneath the project boundaries should not be changed substantially.

This project consists of upgrading to freeway standards using median material (which consists of compacted base material). Since compacted base material is considered to be 90 percent impervious and paved areas are considered to be 95 to 100 percent imperviousness for paved areas, there should not be a significant change in percolation due to the project.

Hydrologic Sub-area	Existing Paved Area	Final Paved Area	% of Watershed	% of Watershed
405.51	12.62	15.44	0.23410%	0.28005%
481.21	7.79	12.23	0.09686%	0.11128%
801.21	26.20	44.41	0.01668%	0.02593%
TOTAL	46.61	72.07[1]	------	------

[1] Not all of the highway's median within the watershed area of 801.21 is paved. Approximately 5 acres will not be paved. (Five acres unpaved and 72.07 acres final paved area equals project area of 77.03 acres).

As can been seen in the response to Question 4 (below), there is a minimal change in the surface water runoff. The minimal ratio of project area to the watershed discharging into Chino Hills Creek will not adversely affect the surface water runoff. Therefore, conversely it can be concluded that there should also be a minimal change in percolation.

Question 4 - Estimates of the net change in cubic feet per second of groundwater and surface water contributions under historic drought conditions and 10-year, 50-year, and 100-year flood conditions.

Wet-weather flows should have a minimal increase. The project consists of freeway widening and upgrading to freeway standards using existing and additional material. The freeway median consists of compacted base material, as such the coefficient of imperviousness is considered to be 90 percent based on Caltrans Highway Design Manual. Paved areas are considered to be 95 to 100 percent impervious. Assuming that the freeway will be upgraded to standards, the amount of compacted freeway median that will be paved by this project is 4.037 acres.

The project is approximately eight kilometers (8 km) in length, and the freeway drainage systems outfall to numerous different watercourses. To calculate a singular value for each of the change in Q (10), Q (50), and Q (100) events is impossible. Alternatively a change in the runoff per acre would be a more practical and realistic approach to take. Based on this approach and using the Rational Equation with values of C = 0.90 for unpaved median and C = 1.0 for pavement, the increase in surface water flow rates were estimated to be:

Units (cfs)	Sub-Area [illegible]		Sub-Area [illegible]		Sub-Area [illegible]	
[illegible]	Zone [illegible]	Zone [illegible]	Zone [illegible]	Zone [illegible]	Zone [illegible]	Zone [illegible]
Q10	1.149E-04	1.264E-04	3.606E-05	3.967E-05	2.311E-05	2.542E-05
Q50	1.493E-04	1.659E-04	4.688E-05	5.207E-05	3.005E-05	3.337E-05
Q100	1.659E-04	1.852E-04	5.207E-05	5.813E-05	3.337E-05	3.726E-05

The net change in cubic feet per second of groundwater contributions should be less than significant since most of the rainfall associated with existing site conditions is direct runoff, and not percolation. This change would represent less than a $1.0 * 10^{-3}$ percent reduction in the total groundwater inflows estimated, and would not substantially change groundwater storage or groundwater elevations beneath the project boundaries.

Layouts 3-6, Alternative B Layouts 1-20 Alternative A

07-LA-71 KP 0.837/7.242
Upgrade to Freeway Standards
07-210600

03/05/01 3/14/01 4/20/01

1 acre = 4046.85468 sq meters

2 8 meter = 8 528

EXISTING ROWY (meter)

		Length	Width	Roadway Width	Paved Area per Roadway Side	Total Paved Area	Median Area	Total Paved Area per Sub-Area	Total Median Area per Sub-Area	SUB AREAS
	L-3	100	18 76	–	8 336	1876	260 00			
	L-4 WB	100	15 83	15 63	31 26	1583	260 00			
	L-4 WB	250	20 84	–	18 76	5210	650 00			
	L-4 EB	100	15 63	15 63	31 26	1563	260 00			Within Sub-Area 405 51
	L-4 EB	220	20 84	--	21 88	4585	572 00			
	L-5	360	39 6	19 8	39 6	14256	936 00			
	L-6	380	30 22	15 11	30 22	10879	936 00		-0 96	
Median will be paved all the way into the center From Rte 10 to Rio Rancho Road	L-1	314 58	31 25	12 5	25	2885	297 91			
	L-2	361 48	23	11 46	22 92	8285	939 80	12 82		
	L-3	384 58	22 57	10 42	20 84	7598	947 91			12 82
	L-4	296 58	25	11 46	22 92	6798	773 11		0 73	Within Sub-Area 461 21
		85 00	25	11 46	22 92	1490	169 00			
	L-5	366 87	26 04	10 42	20 84	7641	953 34	5 81		7 78
	L-6	25 01	27 08	11 46	22 92	573	85 03			
	L-6	356 24	27 08	11 46	22 92	8165	926 22			
	L-7	364 58	26 04	11 46	22 92	8356	947 91			
	L-8	364 58	21 88	9 38	18 75	8838	947 91			
	L-9	239 00	22 92	9 38	18 75	4481	621 40		1.144	
	L-10	366 87	23 96	10 43	20 86	7649	953 34			
	L-11	358 33	22 92	10 94	21 88	7840	931 66			Within Sub-Area 801 21
	L-12	354 17	23 96	10 94	21 88	7749	920 84			
	L-13	228 08	26 04	10 94	21 88	4990	593 01			
	L-13	129 21	26 04	10 94	21 88	2827	335 95			
	L-14	359 38	21 88	10 94	21 88	7863	934 39			
	L-15	361 46	22 39	10 94	21 88	7909	939 80			
	L-16	363 54	22 92	10 94	21 88	7954	945 20			
	L-17	353 13	26 04	10 94	21.88	7728	918 14			
	L-18	354 17	27 08	10 94	21 88	7749	920 84			
	L-19	137 55	27 08	10 94	21 88	3010	357 63	25 13	2 16	26 201
	L-20									46 61
	total	7773.87				178287	18338	43 5814034	30 9380	
		Total M2			178287					

	Sq Meters	Acres
Sub-Total Existing Paved Area (Inc. Ramp)	188821	46 6094
Existing Median Base Material (Unpaved)	18338	4 0373
Total Existing Paved Area	188621	46 6094

PROPOSED ROWY (meter) _____

Proposed Onramps and Offramps

	Length	Width	Total Width	Area in Sq Meters	Total Paved Area per Sub-Area
L-1	181 46		8 85	1429	
L-2		260.42	13 89	3617	
	208 33		6 32	1317	
	72 92		7 29	532	
L-4		36 48	17 71	646	
	85 00		5.2	442	1 9724
L-14	181 46		8 25	1009	
		260	12 86	3344	1 0756
				12335	3 0480

Total M2 =

Sq Meters	Acres
12335	3.0480

	L-3	100	8 338	--	8 338	834	260.00			
	L-4 WB	350	18 78	--	18 78	6568	910 00			
	L-4 EB	320	21 88	--	21 88	7002	832.00			Sub-Area 405 51
	L-5	380	36 47	18 24	36 48	13133	938.00			
	L-6	360	36 47	18 24	36 48	13133	938.00	10 05	0 96	
	L-1	114 58	46 88	15 1	30 2	3460	1074			13.60
	L-2	381 46	46 38	15 1	30 2	10918	3389			
Median will be paved all the way into the center From Rte 10 to Rio Rancho Road	L-3	364 58	52 08	15 1	30 2	11010	3418			Sub-Area 481 21
	L-4	298 58	45 31	15 1	30 2	8957	2780	8 4865	2 8345	
		65	45 31	15 1	30 2	1963	609			22 78
	L-5	356 67	46 88	15 1	30 2	11073	3438			
	L-6	25 01	27 08	11 46	22 92	573	85 03	3 363	1 0181	
	L-6	356 24	27 08	11 46	22 92	8165	926.22			
	L-7	364 58	45 83	15 1	30 2	11010	3418			
	L-8	384 58	46 88	14 58	29 16	10831	3418			
	L-9	370 83	45 83	14 58	29 16	10813	3477			
	L-10	366 67	45 83	14 58	29 16	10697	3438			
	L-11	358 33	45 83	14 58	29 16	10449	3359			Sub-Area 801 21
	L-12	354 17	45 83	14 58	29 16	10328	3320			
	L-13	228 08	45 83	14 58	29 16	6651	2138			
	L-13	128 21	45 83	14 58	29 16	3768	1211			
	L-14	359 38	45 83	14 58	29 16	10480	3369			
	L-15	381 46	46 35	14 58	29 16	10540	3389			
	L-16	383 54	45 83	14 58	29 16	10601	3408			
	L-17	353 16	46 88	14 58	29 16	10298	3311			
	L-18	354 17	46 88	14 58	29 16	10328	3320			
	L-19	137 5	46 88	14 58	29 16	4010	1289	37 8521	11 5902	
	L-20	83 33	18		18	1500	781	0 3706	0 1830	45 43
	Total (m)	7989.11								
			Total			278883	82220	46 9831	12 7993	

L-1	161.46		10 42	1682			
L-2		145.83	13.54	1975			
	57.29		9 38	537			
L-3		182 91	7.29	1188			
L-4	305		12 5	3813			
	93 75		12.5	1172			
	203		6.25	1269			
		114 58	11 83	1355			
		38.54	10 42	402	0 3074		
L-5	77.08		14 58	1124			
	213.54		12 5	2669			
		141 67	10 42	1478			
		187 5	8.25	1172	0 1479		
L-20		111.46	7 29	813	0.0187		
					0 4740		

20648

Sq Meters	Acres
20648	5 1017

	Sq Meters	Acres
Sub-Total Proposed Paved Area (incl on-ramp/off-ramp)	249529	61 66
Proposed Median to be Paved (Highlighted)	42141	10 41
Total Proposed Paved Area	291670	72 07
Percent Increase 32 28%		

	Sq Meters	Acres
Total Existing Area	204960	50 6467
Total Project Area	311749	77 0348

Paved Area as a Percent of Project Area
Before 92.0%
After 142.3%

compacted freeway median that will be paved from 10 fwy to Rio Rancho Road 42141 Sq Meters, 10 41 Acres

RWQCB Hydrologic Sub Area	405 51
Watershed Area (acres) =	6774 00
Final Paved Area for Subarea =	15 44
Paved Area as a Percent of Watershed	
Before 0 23410%	
After 0 28005%	

RWQCB Hydrologic Sub Area	481 21

TOTAL PROJECT AREA TO BE PAVED =

72 07

Watershed Area (acres) =	11034
Final Paved Area for Subarea =	12 23
Paved Area as a Percent of Watershed	
Before	0 09888%
After	0 11128%

RWQCB Hydrologic Sub Area	801 21
Watershed Area (acres) =	175193
Final Paved Area for Subarea =	44 41
Paved Area as a Percent of Watershed	
Before	0 01868%
After	0 02593%

Answer to Question Four

Calculating Change in Runoff Using Rational Equation

Project in rainfall zone K, Cu=0.9, Cp=1.0

	in/hr	
I(10) =	2 50	Cu = C factor for unpaved area
I(50) =	3 25	Cp = C factor for paved area
I(100) =	3 83	

Q = ((Cu x Au)+(Cp x Ap)) x I

Before Condition

Q = ((90 x .9977 x 1acre) + (1 0 x 0023 x 1 acre)) x I

Q = 0 9002341 x I

After Condition

Q = ((90 x .9989 x 1 acre) + (1 0 x 0028 x 1 acre)) x I

Q = 0 9002801 x I

Total Surface Runoff (cfs)

	Before	After	Net Change	
	cfs	cfs	cfs	percent
Q (10)	2 2505853	2.2507001	0 000114882	5 105E-03
Q (50)	2 9257808	2 9259102	0 000149347	5 105E-03
Q (100)	3 2498451	3 2500110	0 000165890	5.105E-03

Project in rainfall zone L, Cu=0 8, Cp=1 0

	in/hr	
I(10) =	2 75	Cu = C factor for unpaved area
I(50) =	3 61	Cp = C factor for paved area
I(100) =	4 03	

Before Condition

Q = ((90 x 9977 x 1acre) + (1 0 x 0023 x 1 acre)) x I

Q = 0 9002341 x I

After Condition

Q = ((90 x 9989 x 1 acre) + (1 0 x 0028 x 1 acre)) x I

Q = 0 9002801 x I

Total Surface Runoff (cfs)

	Before	After	Net Change	
	cfs	cfs	cfs	percent
Q (10)	2 4756438	2 4757701	0 000126371	5 105E-03
Q (50)	3 2498451	3 2500110	0 000165890	5 105E-03
Q (100)	3 6279434	3 6281286	0 000185190	5 105E-03

RWQCB Hydrologic Sub Area	481.21
Watershed Area (acres) =	11034

Paved Area as a Percent of Watershed

Before	0.09686%
After	0.11128%

Answer to Question Four

Calculating change in runoff using Rational Equation

Project in rainfall zone K, Cu=0.9, Cp=1.0

	in/hr	
I(10) =	2.50	Cu = C factor for unpaved area
I(50) =	3.25	Cp = C factor for paved area
I(100) =	3.61	

Q = ((Cu x Au)+(Cp x Ap)) x I

Before Condition

Q = ((.90 x .999 x 1acre) + (1.0 x .00097 x 1 acre)) x I

Q = 0.9000969 x I

After Condition

Q = ((.90 x .9989 x 1 acre) + (1.0 x .0011 x 1 acre)) x I

Q = 0.9001113 x I

Total Surface Runoff (cfs)

	Before	After	Net Change	
	cfs	cfs	cfs	percent
Q(10)	2.2502421	2.2502782	0.000036061	1.603E-03
Q(50)	2.9253148	2.9253617	0.000046880	1.603E-03
Q(100)	3.2493496	3.2494017	0.000052073	1.603E-03

Project in rainfall zone L, Cu=0.9, Cp=1.0

	in/hr	
I(10) =	2.75	Cu = C factor for unpaved area
I(50) =	3.61	Cp = C factor for paved area
I(100) =	4.03	

Before Condition

Q = ((.90 x .999 x 1acre) + (1.0 x .00097 x 1 acre)) x I

Q = 0.9000969 x I

After Condition

Q = ((.90 x .9989 x 1 acre) + (1.0 x .0011 x 1 acre)) x I

Q = 0.9001113 x I

Total Surface Runoff (cfs)

	Before	After	Net Change	
	cfs	cfs	cfs	percent
Q(10)	2.4752664	2.4753060	0.000039668	1.603E-03
Q(50)	3.2493496	3.2494017	0.000052073	1.603E-03
Q(100)	3.6273903	3.6274485	0.000058131	1.603E-03

RWQCB Hydrologic Sub Area	801.21
Watershed Area (acres) =	175193

Paved Area as a Percent of Watershed

Before	0.01668%
After	0.02593%

Answer to Question Four

Calculating change in runoff using Rational Equation

Project in rainfall zone K, Cu=0.9, Cp=1.0

	in/hr	
I(10) =	2.50	Cu = C factor for unpaved area
I(50) =	3.25	Cp = C factor for paved area
I(100) =	3.61	

Q = ((Cu x Au)+(Cp x Ap)) x I

Before Condition

Q = ((.90 x .9998 x 1acre) + (1.0 x .0002 x 1 acre)) x I

Q = 0.9000167 x I

After Condition

Q = ((.90 x .9997 x 1 acre) + (1.0 x .0003 x 1 acre)) x I

Q = 0.9000259 x I

Total Surface Runoff (cfs)

	Before	After	Net Change	
	cfs	cfs	cfs	percent
Q (10)	2.2500417	2.2500648	0.000023112	1.027E-03
Q (50)	2.9250542	2.9250843	0.000030046	1.027E-03
Q (100)	3.2490602	3.2490936	0.000033374	1.027E-03

Project in rainfall zone L, Cu=0.9, Cp=1.0

	in/hr	
I(10) =	2.75	Cu = C factor for unpaved area
I(50) =	3.61	Cp = C factor for paved area
I(100) =	4.03	

Before Condition

Q = ((.90 x .9998 x 1acre) + (1.0 x .0002 x 1 acre)) x I

Q = 0.9000167 x I

After Condition

Q = ((.90 x .9997 x 1 acre) + (1.0 x .0003 x 1 acre)) x I

Q = 0.9000259 x I

Total Surface Runoff (cfs)

	Before	After	Net Change	
	cfs	cfs	cfs	percent
Q (10)	2.4750459	2.4750713	0.000025424	1.027E-03
Q (50)	3.2490602	3.2490936	0.000033374	1.027E-03
Q (100)	3.6270672	3.6271045	0.000037257	1.027E-03

Chino Hills Creek

Hydrologic Sub-Area:	405.51	Number of Days	365
Average Rainfall:	18 inches		
Project Area:	15.44 acres		
Runoff Coefficient (Construction):	0.4 (assumption)		
Runoff Coefficient (Operational):	0.85 (assumption)		

RATIONAL METHOD:

Load (lbs/day) = Runoff Coefficient . Average Rainfall (inches/year) . (1 Foot/12 inches) . (1 year/365 days) Project Area (acres). (43560 sq. feet/1 acre). Constituent Concentration (mg/L) . (1 Liter/0.0353 cu. Ft) . (1 lb/453592 mg)

Constituent	Operational Phase			Construction Phase		
	Average Concentration*	Unit	Load (lbs/day)	Average Concentration*	Unit	Load (lbs/day)
Conventional						
BOD	15.5	mg/L	1.066524	–	–	–
COD	120.1	mg/L	8.267826	86.1	mg/L	5.940782
TDS	117.4	mg/L	8.105585	194.7	mg/L	13.443039
TSS	160.7	mg/L	11.092543	499.2	mg/L	34.460816
Metals (Total)						
Aluminum	3860.4	ug/L	0.267869	–	–	–
Arsenic	4.2	ug/L	0.000292	–	–	–
Cadmium	1.3	ug/L	0.000088	0.8	ug/L	0.000043
Chromium	12.1	ug/L	0.000836	38.9	ug/L	0.002685
Copper	50.3	ug/L	0.003459	32.1	ug/L	0.002214
Iron	6669.2	ug/L	0.460382	–	–	–
Lead	120.8	ug/L	0.008341	44.4	ug/L	0.003062
Nickel	14.9	ug/L	0.001031	36.5	ug/L	0.002518
Silver	2.4	ug/L	0.000168	1.2	ug/L	0.000079
Zinc	232.0	ug/L	0.016014	140.9	ug/L	0.009724
Metals (Dissolved)						
Aluminum	155.9	ug/L	0.010758	–	–	–
Arsenic	2.8	ug/L	0.000192	–	–	–
Cadmium	0.6	ug/L	0.000043	–	–	–
Chromium	3.2	ug/L	0.000220	5.2	ug/L	0.000357
Copper	15.9	ug/L	0.001094	6.8	ug/L	0.000467
Iron	324.3	ug/L	0.022389	–	–	–
Lead	7.4	ug/L	0.000507	0.8	ug/L	0.000052
Nickel	6.4	ug/L	0.000438	3.2	ug/L	0.000217
Silver	0.6	ug/L	0.000041	1.2	ug/L	0.000079
Zinc	89.5	ug/L	0.006175	13.6	ug/L	0.000939
Nutrients						
Ammonia (N)	1.8	mg/L	0.123565	0.4	mg/L	0.024851
Nitrate (N)	1.6	mg/L	0.109998	0.9	mg/L	0.061437
Nitrite (N)	0.2	mg/L	0.013806	0.2	mg/L	0.011735
Ortho-phosphate (P)	0.2	mg/L	0.013116	0.3	mg/L	0.022780
TKN	2.9	mg/L	0.202950	2.5	mg/L	0.169816
Total Phosphorus	0.3	mg/L	0.020019	1.0	mg/L	0.065579
Minerals						
Calcium (Ca)	15.4	mg/L	1.059621	–	–	–
Magnesium (Mg), Total	3.2	mg/L	0.222969	–	–	–
Magnesium (Mg), Dissolved	2.5	mg/L	0.172577	–	–	–
Sodium (Na), Total	11.1	mg/L	0.766241	–	–	–
Sodium (Na), Dissolved	13.0	mg/L	0.898018	–	–	–
Total Chlorine Residual	6.5	mg/L	0.451461	–	–	–
Sulphate	12.9	mg/L	0.891877	–	–	–
Microbiological						
Total Coliform	30573	MPN/100mL		31970	MPN/100mL	
Fecal Coliform	8172	MPN/100mL		4544	MPN/100mL	
Organics and Pesticides						
Oil & Grease	14.5	mg/L	1.000945	2.7	mg/L	0.188454
Diazinon	0.7	ug/L	0.000045	0.4	ug/L	0.000028
Chlorpyrifos	0.6	ug/L	0.000040	0.3	ug/L	0.000020
Glyphosate	39.6	ug/L	0.002736	–	–	–

* Based on 1997-1999 Caltrans Monitoring data

– ;No Data

Chino Hills Creek

Hydrologic Sub-Area:	481.21	Number of Days	365
Average Rainfall:	18 inches		
Project Area:	12.23 acres		
Runoff Coefficient (Construction):	0.4 (assumption)		
Runoff Coefficient (Operational):	0.85 (assumption)		

RATIONAL METHOD:

Load (lbs/day) = Runoff Coefficient . Average Rainfall (inches/year) . (1 Foot/12 inches) . (1 year/365 days) . Project Area (acres). (43560 sq. feet/1 acre). Constituent Concentration (mg/L) . (1 Liter/0.0353 cu. Ft) . (1 lb/453592 mg)

Constituent	Operational Phase			Construction Phase		
	Average Concentration*	Unit	Load (lbs/day)	Average Concentration*	Unit	Load (lbs/day)
Conventional						
BOD	15.5	mg/L	0.844849	–	–	–
COD	120.1	mg/L	6.565219	86.1	mg/L	4.706003
TOS	117.4	mg/L	6.420858	194.7	mg/L	10.648931
TSS	160.7	mg/L	8.788981	499.2	mg/L	27.298207
Metals (Total)						
Aluminum	3880.4	ug/L	0.212193	–	–	–
Arsenic	4.2	ug/L	0.000231	–	–	–
Cadmium	1.3	ug/L	0.000070	0.6	ug/L	0.000034
Chromium	12.1	ug/L	0.000662	38.9	ug/L	0.002127
Copper	50.3	ug/L	0.002748	32.1	ug/L	0.001754
Iron	6669.2	ug/L	0.364693	–	–	–
Lead	120.8	ug/L	0.006607	44.4	ug/L	0.002425
Nickel	14.9	ug/L	0.000817	36.5	ug/L	0.001993
Silver	2.4	ug/L	0.000133	1.2	ug/L	0.000063
Zinc	232.0	ug/L	0.012685	140.9	ug/L	0.007703
Metals (Dissolved)						
Aluminum	155.9	ug/L	0.008522	–	–	–
Arsenic	2.8	ug/L	0.000152	–	–	–
Cadmium	0.6	ug/L	0.000034	–	–	–
Chromium	3.2	ug/L	0.000174	5.2	ug/L	0.000283
Copper	15.9	ug/L	0.000867	6.8	ug/L	0.000370
Iron	324.3	ug/L	0.017735	–	–	–
Lead	7.4	ug/L	0.000402	0.8	ug/L	0.000041
Nickel	6.4	ug/L	0.000347	3.2	ug/L	0.000172
Silver	0.6	ug/L	0.000032	1.2	ug/L	0.000063
Zinc	89.5	ug/L	0.004892	13.6	ug/L	0.000744
Nutrients						
Ammonia (N)	1.8	mg/L	0.097882	0.4	mg/L	0.019686
Nitrate (N)	1.6	mg/L	0.084758	0.9	mg/L	0.048668
Nitrite (N)	0.2	mg/L	0.010937	0.2	mg/L	0.009296
Ortho-phosphate (P)	0.2	mg/L	0.010390	0.3	mg/L	0.018045
TKN	2.9	mg/L	0.160787	2.5	mg/L	0.134520
Total Phosphorus	0.3	mg/L	0.015858	1.0	mg/L	0.051949
Minerals						
Calcium (Ca)	15.4	mg/L	0.839381	–	–	–
Magnesium (Mg), Total	3.2	mg/L	0.176825	–	–	–
Magnesium (Mg), Dissolved	2.5	mg/L	0.136707	–	–	–
Sodium (Na), Total	11.1	mg/L	0.606979	–	–	–
Sodium (Na), Dissolved	13.0	mg/L	0.709783	–	–	–
Total Chlorine Residual	6.5	mg/L	0.357876	–	–	–
Sulphate	12.9	mg/L	0.706502	–	–	–
Microbiological						
Total Coliform	30573	MPN/100mL		31970	MPN/100mL	
Fecal Coliform	8172	MPN/100mL		4544	MPN/100mL	
Organics and Pesticides						
Oil & Grease	14.5	mg/L	0.792901	2.7	mg/L	0.149284
Diazinon	0.7	ug/L	0.000038	0.4	ug/L	0.000022
Chlorpyrifos	0.6	ug/L	0.000032	0.3	ug/L	0.000016
Glyphosate	39.8	ug/L	0.002168	–	–	–

* Based on 1997-1999 Caltrans Monitoring data.

– = No Data

Chino Hills Creek

Hydrologic Sub-Area:	801.21	Number of Days	365
Average Rainfall:	17.9 inches		
Project Area:	44.41 acres		
Runoff Coefficient (Construction):	0.4 (assumption)		
Runoff Coefficient (Operational):	0.85 (assumption)		

RATIONAL METHOD:

Load (lbs/day) = Runoff Coefficient . Average Rainfall (inches/year) . (1 Foot/12 inches) . (1 year/365 days) . Project Area (acres). (43560 sq. feet/1 acre). Constituent Concentration (mg/L) . (1 Liter/0.0353 cu. Ft) . (1 lb/453592 mg)

Constituent	Operational Phase			Construction Phase		
	Average Concentration*	Unit	Load (lbs/day)	Average Concentration*	Unit	Load (lbs/day)
Conventional						
BOD	15.5	mg/L	3.051340	–	–	–
COD	120.1	mg/L	23.711582	86.1	mg/L	16.996858
TDS	117.4	mg/L	23.190188	194.7	mg/L	38.460715
TSS	160.7	mg/L	31.735918	499.2	mg/L	98.592860
Metals (Total)						
Aluminum	3880.4	ug/L	0.766378	–	–	–
Arsenic	4.2	ug/L	0.000835	–	–	–
Cadmium	1.3	ug/L	0.000253	0.6	ug/L	0.000124
Chromium	12.1	ug/L	0.002392	38.9	ug/L	0.007683
Copper	50.3	ug/L	0.009924	32.1	ug/L	0.006334
Iron	6669.2	ug/L	1.317160	–	–	–
Lead	120.8	ug/L	0.023864	44.4	ug/L	0.008759
Nickel	14.9	ug/L	0.002951	36.5	ug/L	0.007199
Silver	2.4	ug/L	0.000480	1.2	ug/L	0.000227
Zinc	232.0	ug/L	0.045816	140.9	ug/L	0.027820
Metals (Dissolved)						
Aluminum	155.9	ug/L	0.030780	–	–	–
Arsenic	2.8	ug/L	0.000549	–	–	–
Cadmium	0.5	ug/L	0.000124	–	–	–
Chromium	3.2	ug/L	0.000628	5.2	ug/L	0.001021
Copper	15.9	ug/L	0.003130	6.8	ug/L	0.001337
Iron	324.3	ug/L	0.064054	–	–	–
Lead	7.4	ug/L	0.001452	0.8	ug/L	0.000148
Nickel	6.4	ug/L	0.001254	3.2	ug/L	0.000622
Silver	0.6	ug/L	0.000117	1.2	ug/L	0.000227
Zinc	89.5	ug/L	0.017668	13.6	ug/L	0.002686
Nutrients						
Ammonia (N)	1.8	mg/L	0.353521	0.4	mg/L	0.071089
Nitrate (N)	1.6	mg/L	0.306122	0.9	mg/L	0.175773
Nitrite (N)	0.2	mg/L	0.039500	0.2	mg/L	0.033575
Ortho-phosphate (P)	0.2	mg/L	0.037525	0.3	mg/L	0.065174
TKN	2.9	mg/L	0.580643	2.5	mg/L	0.485845
Total Phosphorus	0.3	mg/L	0.057274	1.0	mg/L	0.167823
Minerals						
Calcium (Ca)	15.4	mg/L	3.031591	–	–	–
Magnesium (Mg), Total	3.2	mg/L	0.637918	–	–	–
Magnesium (Mg), Dissolved	2.5	mg/L	0.493744	–	–	–
Sodium (Na), Total	11.1	mg/L	2.192225	–	–	–
Sodium (Na), Dissolved	13.0	mg/L	2.563521	–	–	–
Total Chlorine Residual	8.5	mg/L	1.291635	–	–	–
Sulphate	12.9	mg/L	2.551671	–	–	–
Microbiological						
Total Coliform	30573	MPN/100mL		31970	MPN/100mL	
Fecal Coliform	8172	MPN/100mL		4544	MPN/100mL	
Organics and Pesticides						
Oil & Grease	14.5	mg/L	2.863718	2.7	mg/L	0.538169
Diazinon	0.7	ug/L	0.000128	0.4	ug/L	0.000081
Chlorpyrifos	0.6	ug/L	0.000115	0.3	ug/L	0.000057
Glyphosate	39.8	ug/L	0.007829	–	–	–

* Based on 1997-1999 Caltrans Monitoring data.

– : No Data

405.51

Constituent	Load	Unit
BOD	538.4	lbs/day
Amonia (Nitrogen)	26.4	lbs/day
Nitrate-N	45 8	lbs/day
Phosphorous Total	17 7	lbs/day
Supsended Solid	5964.7	lbs/day
Chromium	0.5	lbs/day
Copper	0.9	lbs/day
Lead	0.6	lbs/day
Nickel	0 8	lbs/day
Zinc	6 3	lbs/day

Total Acres
8766

Land Use	Area %
Agriculture	6
Commercial	4.3
Industrial	6.3
Open	22 7
Park/Rec	14 9
Public	9 7
Residential	25 8
Transportation	10.4

481.21

Constituent	Load	Unit
BOD	898.4	lbs/day
Amonia (Nitrogen)	41.4	lbs/day
Nitrate-N	60.2	lbs/day
Phosphorous Total	25 5	lbs/day
Supsended Solid	8717.3	lbs/day
Chromium	0.7	lbs/day
Copper	1 6	lbs/day
Lead	1.0	lbs/day
Nickel	1.3	lbs/day
Zinc	12.0	lbs/day

Total Acres
11023

Land Use	Area %
Agriculture	0 7.
Commercial	8 2
Industrial	8 2
Open	15 4
Park/Rec	2.5
Public	7.4
Residential	53
Transportation	4.6

801.21

Constituent	Load	Unit
BOD	13045 7	lbs/day
Amonia (Nitrogen)	654.0	lbs/day
Nitrate-N	1686.0	lbs/day
Phosphorous Total	524 8	lbs/day
Supsended Solid	186981.8	lbs/day
Chromium	13.2	lbs/day
Copper	23.6	lbs/day
Lead	13 7	lbs/day
Nickel	21.1	lbs/day
Zinc	132 8	lbs/day

Total Acres
175293

Land Use	Area %
Agriculture	18 7
Commercial	2.9
Industrial	9.2
Open	31.6
Park/Rec	3 1
Public	2.2
Residential	26 5
Transportation	5 7

Mean EMCS												
Land Use	BOD mg/L	Ammonia Nitrogen mg/L	Nitrate-N mg/L	Phosphorus, Total mg/L	Suspended Solids mg/L	Total Coliform MPN/100mL	Fecal Coliform MPN/100mL	Chromium ug/L	Copper ug/L	Lead ug/L	Nickel ug/L	Zinc ug/L
Agriculture	51	2 3	14 0	3 3	1,100.0	260,000	33,000	130	93	32	95	270
Commercial	19	0 7	1.1	0.5	110 0	110,000	4,500	18	27	16	26	250
Industrial	15	1 3	1.1	0 5	130.0	39,000	14,000	16	31	21	32	140
Open	10	0 1	0 8	0.3	240 0	260,000	33,000	130	12	10	95	100
Parks/Recreation	51	2 3	14.0	3.3	1,100 0	260,000	33,000	130	93	32	95	270
Public	19	0 7	1.1	0 5	110.0	110,000	4,500	18	27	16	28	250
Residential	17	0 7	1 1	0 4	200 0	66,000	17,000	10	34	23	20	280
Transportation	15	1 3	1.1	0 5	130 0	39,000	14,000	18	31	21	32	140
Caltrans	23	2 0	3 7	0 5	290 0	56,000	20,000	10	60	54	14	340

Runoff Coefficients	
Land Use	Runoff Coeff
Agriculture	0.2038
Commercial	0.8750
Industrial	0.7526
Open	0.2038
Parks/Recreation	0.2038
Public	0.8750
Residential	0.3043
Transportation	0.8750
Caltrans	0.8750

RIGHT OF WAY DATA SHEET

ATTACHMENT I

TO CEASER RESLER

ATTN

PHONE

SENIOR R/W P&M Jorge Cabrera

ROUTE LA-71

PM_KM 0.5/5.5 PM - 0.8/7.2 KP

EA 210600

ALT 2B - OPTION 2 HALF

R/W DATA SHEET

WBS

REVISED

UPDATED

DATE 8/13/2001

PROJ._DESC EXPRESSWAY TO FREEWAY CONVERSION

ID NO

146

This cost estimate is pursuant to the following statements which are based on information provided by CEASER RESLER.

This cost estimate is valid for the above scoping report only. This is an estimate only and not an appraisal. It may be based on worse case scenarios. The estimate is subject to change and revision.

The mapping did not provide sufficient nor adequate detail to determine the limits of thr Right of Way required and effects on the improvements.

The transportation facilities have not been sufficiently designed for our estimator to determine the damages to any of the remainder parcels affected by the project.

Residential displacement is involved and the Environmental Department needs to be advised by your department.

Utility facilities or Utility Right of Way are affected.

Railroad facilities or R.R. Right of Way are not affected.

Right of Way work will be performed by Caltrans staff.

Major items of Construction Contract Work are anticipated

No material borrow and/or disposal sites are not required.

There are no potential relinquishments and/or abandonments.

Hazardous waste parcels are not evident

Time constraints precluded a detailed cost estimate.

The time schedule provided by the requesting party allowed for a field inspection.

RW COST ESTIMATE

	CURRENT VALUE	ESCALATED VALUE
R/ w acq.(incl.contingency G.w-condem.-adm.s'tl.)Permits	$17,073,822	$17,435,229
Clearance	$518,074	$529,041
RAP (cont rate.)	$927,500	$947,133
Escrow costs (cont rate.)	$115,170	$117,607
Utility relocation costs	$19,145,500	$33,560,714
Total estimated cost	$37,780,066	$52,589,724

ESCALATION RATE RW	.07
ESCALATION RATE Utilities	.08
CERT.DATE	12/4/01
Date of this Data Sheet	3/20/02
YEARS TO CERT DATE	.31

ROUTE LA-71
PM_KM 0.5/5.5 PM - 0.8/7.2 KP
EA 210600
ALT 2B - OPTION 2

PARCEL COUNT

	PARCEL TYPES	DUAL APPR.
A	148	
B	55	
C	5	
D	1	1
F		
W		

RIGHTS NEEDED	
FEE	60
EASE	
TCE	120

TAKES	
FULL	47
PART	133
TOTAL	180

DISPLACEMENT OF UNITS	
SFR	44
MULTI	
BUS	

PARCELS WITH RAP
44

POTENTIAL CLEARANCE PARCELS
45

POTENTIAL CONDEMNATION PARCELS

POTENTIAL EXCESS PARCELS
4

ESTIMATE OF PY'S

APPRAISALS

	PY	HOURS
A	2.9618	519.2
B	2.4253	4,255.5
C	.3786	670.2
D	.0694	122.8
F		
W		

ACQUISITIONS

	PY	HOURS
A	4.7082	519.2
B	2.8985	4295.5
C	.3786	670.2
D	.0691	122.8
F		

UTILITIES

	PY	HOURS
PY U4 1	.1024	181.2
PT U4 2		
PY U4 3		
PY U4 4		
PY U5 7		
PY U5 8		
PY U5 9	.1365	241.5

RAILROAD

	PY	HOURS
C & M		
SC		
LIC/RE		

CONDEMNATION

PY	HOURS

CLEARANCE

PY	HOURS
400.5	400.5

RELOCATION

PY	HOURS
4.862	8606.4

PERMITS

PY	HOURS
.3312	586.8

UTILITY INFORMATION

Are Utilities affected: Yes

	Quantities	Estimated Costs
remove poles (66 kv) (Southern California Edison) 30 ea SEE BELOW	$1	$19,145,500
remove comm line (Southern California Edison) 8000 lf		
remove towers (66 kv) (Southern California Edison) 10 ea		
install steel poles (Southern California Edison) 30 ea		
install towers (Southern California Edison) 10 ea		
remove conductors (Southern California Edison) 36000		
install conductors (Southern California Edison) 36000		
remove conductors (Southern California Edison) 10000		
remove poles (66 kv) (Southern California Edison) 10		
install conductors (Southern California Edison) 10000		
install poles (Southern California Edison) 10		
remove 150,000 LF of 4 kv, 12 kv, 16 kv conductors (SCE)		
install 150,000 LF of 4 kv, 12 kv, 16 kv conductors (SCE)		
install 21,000 LF in ducts thru bridges (SCE)		

Are utility easements required YES

No. of easements

Are Utility agreements required Yes

TOTAL CURRENT COST $19,145,500

CONST. COMPLETION DATE 8-28-2009

UTILITY ESCALATION RATE 8%

ESCALATED VALUE TO UTILITY CONSTRUCTION COMPLETION DATE $33,580,714

Types of Util. Facilities & agmts. required Description

RR INFORMATION

Are RR affected NO

Describe affected RR

WHEN BRANCH LINES OR SPURS ARE AFFECTED ,WOULD ACQUISITION AND OR PAYMENT OF DAMAGES TO BUSINESSES AND OR INDUSTRIES SERVED BY THE RAILROAD FACILITY BE MORE COST EFFECTIVE THAN SERVICE CONTRACTS ,OR GRADE SEPARATIONS REQUIRING CONSTRUCTION AND MAINTENANCE AGREEMENTS INVOLVED?

Explain Branch lines

DISCUSS TYPES OF AGREEMENTS AND RIGHTS REQUIRED FROM THE RAILROADS. ARE GRADE XING REQUIRING SERVICE CONTRACTS ,OR GRADE SEPARATIONS REQUIRING CONSTRUCTION AND MAINTENANCE AGREEMENTS INVOLVED.

ESTIMATED COST TO THE STATE FOR ALL R.R. INVOLVEMENTS.

		DATE
Right of Way Estimate prepared by	VICTOR LEE	3/20/02
Railroad Estimate prepared by	Ken Moore	9/19/01
Utilities Estimate prepared by	Norm Juarez	3/13/02
SR. R/W Agent	Jorge Cabrera	
Project Manager		5/13/02

I have personally reviewed this R/W Data Sheet and all supporting information I certify that the probable highest and best use estimated values and assumptions are reasonable and proper subject to the limiting conditions set forth and I find this Data Sheet complete and current.

This Data Sheet is not to be signed by Chief unless accompanied by final scoping report(PR,PSR,PSSR) for review and/or signature.

CHIEF J Cabrera 5/24/02

ADDITIONAL UTILITIES

remove 5 vaults	(SCE)		
install 10 vaults	(SCE)		
remove 50 poles (120 v)	(SCE)		
install 50 poles (120 v)	(SCE)		
remove 21,000 LF (120 v) conductors	(SCE)		
install 21,000 LF (120 v) conductors	(SCE)		

Fact Sheet for EA 21060

Route 71 - Expressway to Freeway Conversion From Route 10 to Route 60

LA-71-PM 1.47/4.45

Project Description

Background

Route 71 is a major regional highway transportation facility traversing parts of Los Angeles, San Bernardino, and Riverside County. It is a connecting link for major east-west corridors passing through the area and serves as an inland passageway for interregional travel between San Diego and the eastern portion of the Los Angeles area. The route also serves heavy commute traffic originating in the communities of Chino, Ontario and Pomona that is destined for employment centers in Orange and Los Angeles Counties.

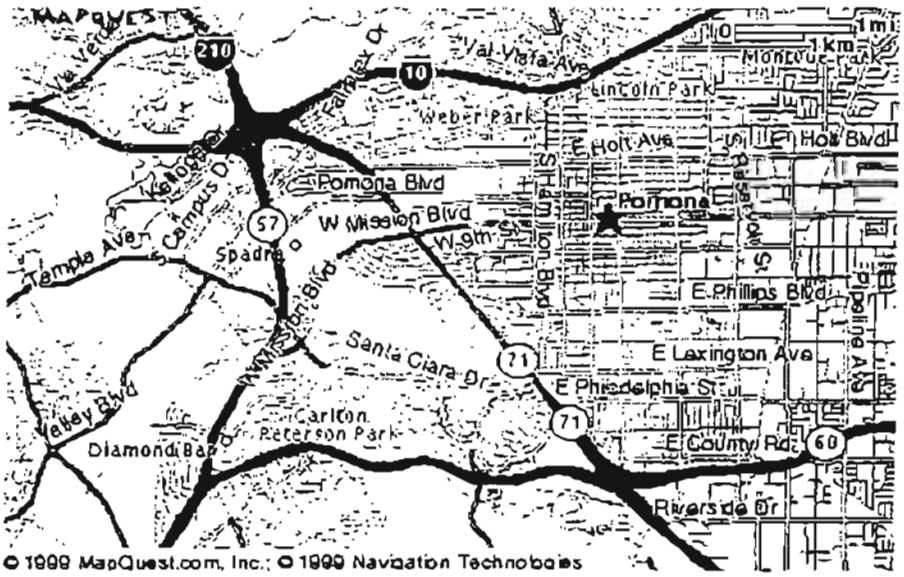
The purpose of this project is to alleviate traffic congestion by increase capacit on State Route 71 from Interstate 10 to Route 60 to handle the forecasted traffi volumes in coming years due to extensive development in the region.

Work Involved

The project includes adding one mixed flow lane and one HOV lane in each direction on Route 71 between Interstate 10 and Route 60, converting existing 4-lane expressway to 6-lane freeway between Route 10 and Route 60. This segment is the last remaining segment to convert to freeway and to provide HOV lanes between Interstate 10 and Route 91.

Location & Limits

The project is in the City of Pomona, on Route 71 between Interstate 10 and Route 60.



Length

LA-71-PM 1.47/4.45 (2.98 miles)

Benefits

Currently, Route 71 operates as a full freeway between Interstate 210 and Holt Avenue just south of Interstate 10. From Holt Avenue to Rio Rancho Road through the City of Pomona, Route 71 operates as an expressway with several

at-grade intersections including Mission Boulevard. Queuing at these intersections currently cause significant congestion along this expressway portion of Route 71. A grade separation at Mission Blvd./Rte 71 to convert at-grade interchange to full freeway interchange has been programmed in 1999 for the amount of $20.3 million within the project limit. This project completes three miles of six-lane freeway, from existing four-lane freeway, on Route 71 from Interstate 10 to Route 60 in Los Angeles County to address the congestio problem.

Project Schedule

PA & ED	April. 2002 (Forecast)
RTL	December 2004 (Forecast)
Begin Construction	May 2005 (Forecast)
End Construction	June 2009 (Forecast)

Total Project Cost (Capital & Support) - $133 ~ $183 Million

Total Project Cost	$133~$183 Million,	Depends on the Design Alternative
TCRP Funds	$30 million	

Project Issues

General	N/A
Political	N/A
Environmental	N/A
Right-of-Way	N/A
Concerned Communities	N/A
Involved Elected Officials & Others	N/A

Project Managers/Contacts

Jiwanjit Palaha	Project Manager, Central	213-897-6926
Rose Casey	Area Manager, Central	213-897-9125

Last Modified: 02/28/01.

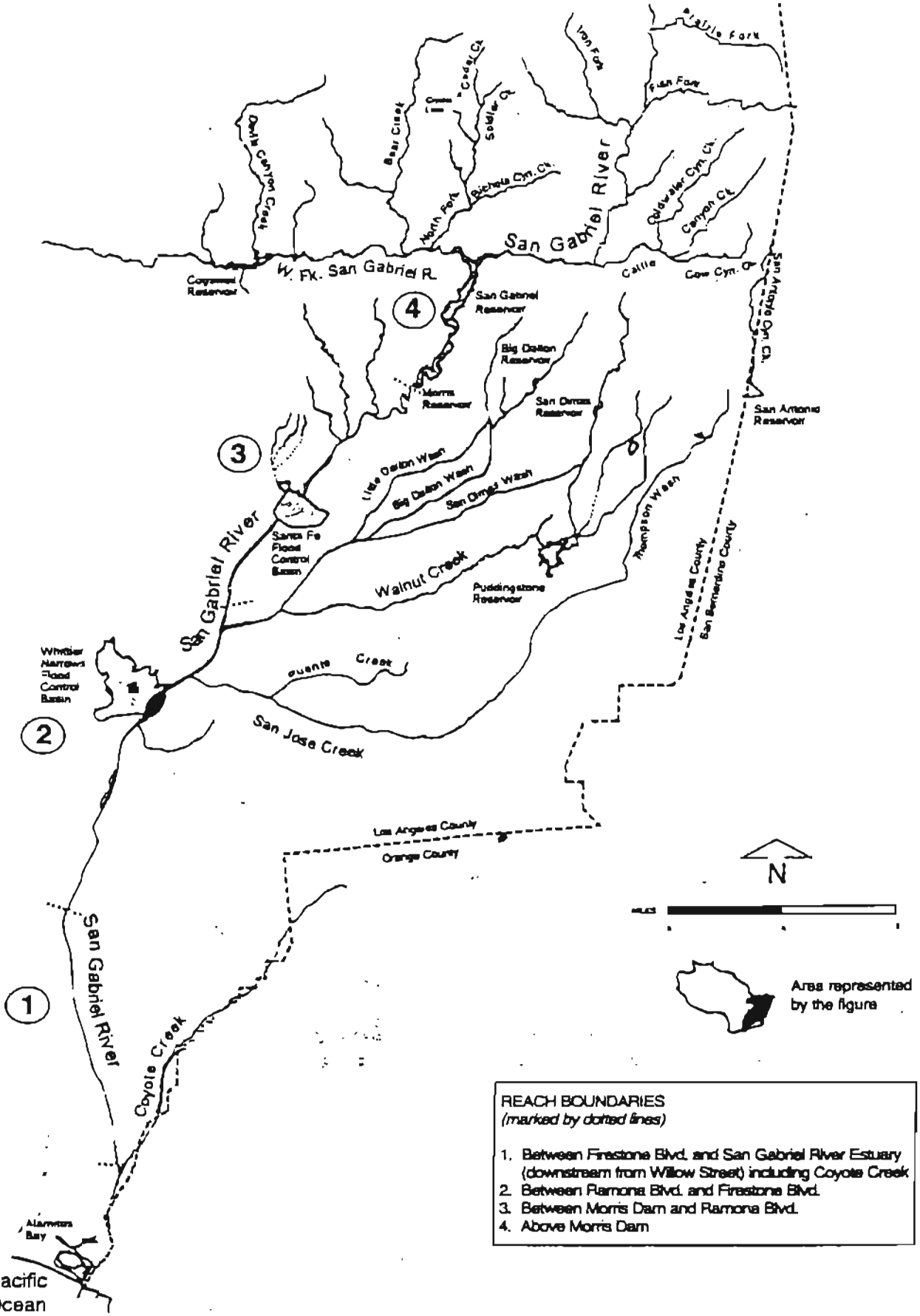


Figure 2-9. Major surface waters of the San Gabriel River watershed.

Table 2-1. Beneficial Uses of Inland Surface Waters (Continued).

WATERSHED[a]	Hydro. Unit No.	MUN	IND	PROC	AGR	GWR	FRSH	NAV	POW	REC1	REC2	COMM	AQUA	WARM	COLD	SAL	EST	MAR	WILD	BIOL	RARE	MIGR	SPWN	SHELL	WET[b]
LOS ANGELES RIVER WATERSHED (CONT)																									
ISOLATED LAKES AND RESERVOIRS:																									
Eagle Rock Reservoir	405.15																								
Echo Lake	405.15																								
El Dorado Lakes	405.15	P*								E	E			P					E						
Elysian Reservoir	405.15	E*	E	E						Pk	E			P					E						E
Encino Reservoir	405.21																								
Ivanhoe Reservoir	405.15	P*								P	E			P					E						
Lincoln Park Lake	405.15	E*	E	E						Pk	E			P					E						
Silver Lake Reservoir	405.21																								
Toluca Lake																									
SAN GABRIEL RIVER WATERSHED																									
San Gabriel River Estuary	405.15																								
San Gabriel River Flood Control Basin	405.15																								
San Gabriel River, Whittier N-Firestone	405.15	P*	P	P		I				Em	E			I					E		E				
San Gabriel River	405.41	P*				I				Im	I			I					E						
San Gabriel River	405.22																								
San Gabriel River, Main Stem	405.41																								
North Fork San Gabriel River	405.43	For uses please see UPPER SAN GABRIEL TRIBUTARIES below																							
West Fork San Gabriel River	405.43	For uses please see UPPER SAN GABRIEL TRIBUTARIES below																							
East Fork San Gabriel River	405.45	For uses please see UPPER SAN GABRIEL TRIBUTARIES below																							
Coyote Creek to Estuary	405.41																								
Whittier Narrows Flood Control Basin	405.41	P*				E				E	E			E					E		P				E
Legg Lake	405.41	P*				E				E	E			E	E				E						
San Jose Creek	405.21																								
San Jose Creek to Confluence	405.41																								
Puente Creek	405.41	P*				I				P	I			P					P						
Thompson Wash	405.52	P*				I				Im	I			I					E						
Thompson Creek	405.23																								
Thompson Creek Dam & Reservoir	405.23																								
Walnut Creek Wash	405.41	P*				I				Im	I			I					E						E
Big Dalton Wash	405.41	P*				I				Pm	I			P					P						
Big Dalton Canyon																									
Mylod Canyon																									
Big Dalton Dam & Reservoir	405.41	P*				E				Px	E			E					E						

E Existing beneficial use
P Potential beneficial use
I Intermittent beneficial use
E, P, and I shall be protected as required
* Asterisked MUN designations are designated under SB 88-63 and RB 89-03. Some designations may be considered for exemptions at a later date. (See pages 2-3,4 for more details).

Footnotes are consistent on all beneficial use tables.

a Waterbodies are listed multiple times if they cross hydrologic area or subarea boundaries. Beneficial use designations apply to all tributaries to the indicated waterbody, if not listed separately.

b Waterbodies designated as WET may have wetlands habitat associated with only a portion of the waterbody. Any regulatory action would require a detailed analysis of the area.

c Coastal waterbodies which are also listed in Coastal Features Table (2-3) or in Wetlands Table (2-4).

e One or more rare species utilize all ocean, bays, estuaries, and coastal wetlands for foraging and/or nesting.

f Aquatic organisms utilize all bays, estuaries, lagoons and coastal wetlands, to a certain extent, for spawning and early development. This may include migration into areas which are heavily influenced by freshwater inputs.

k Public access to reservoir and its surrounding watershed is prohibited by the Los Angeles Department of Water and Power.

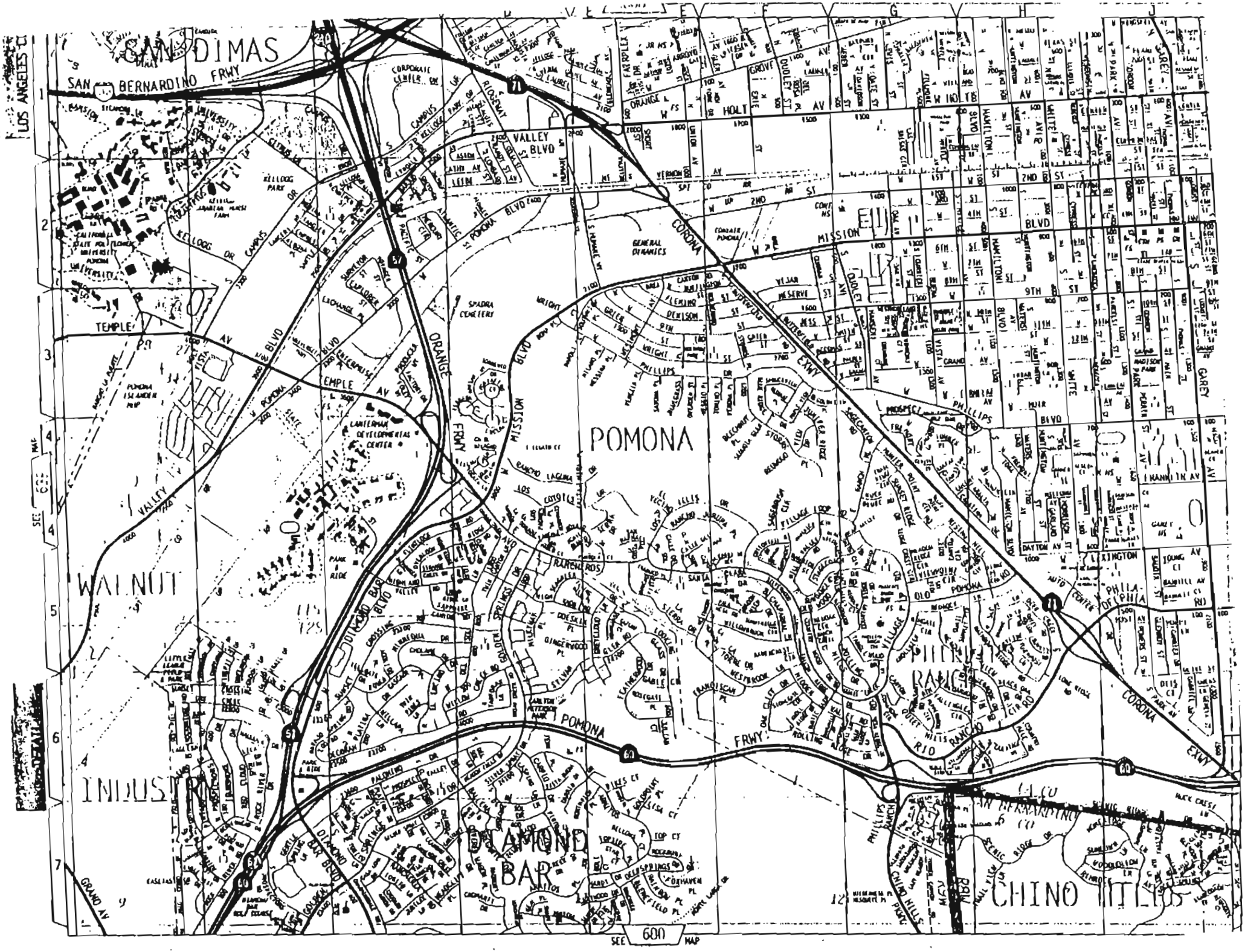
w These areas are engineered channels. All references to Tidal Prisms in Regional Board documents are functionally equivalent to estuaries.

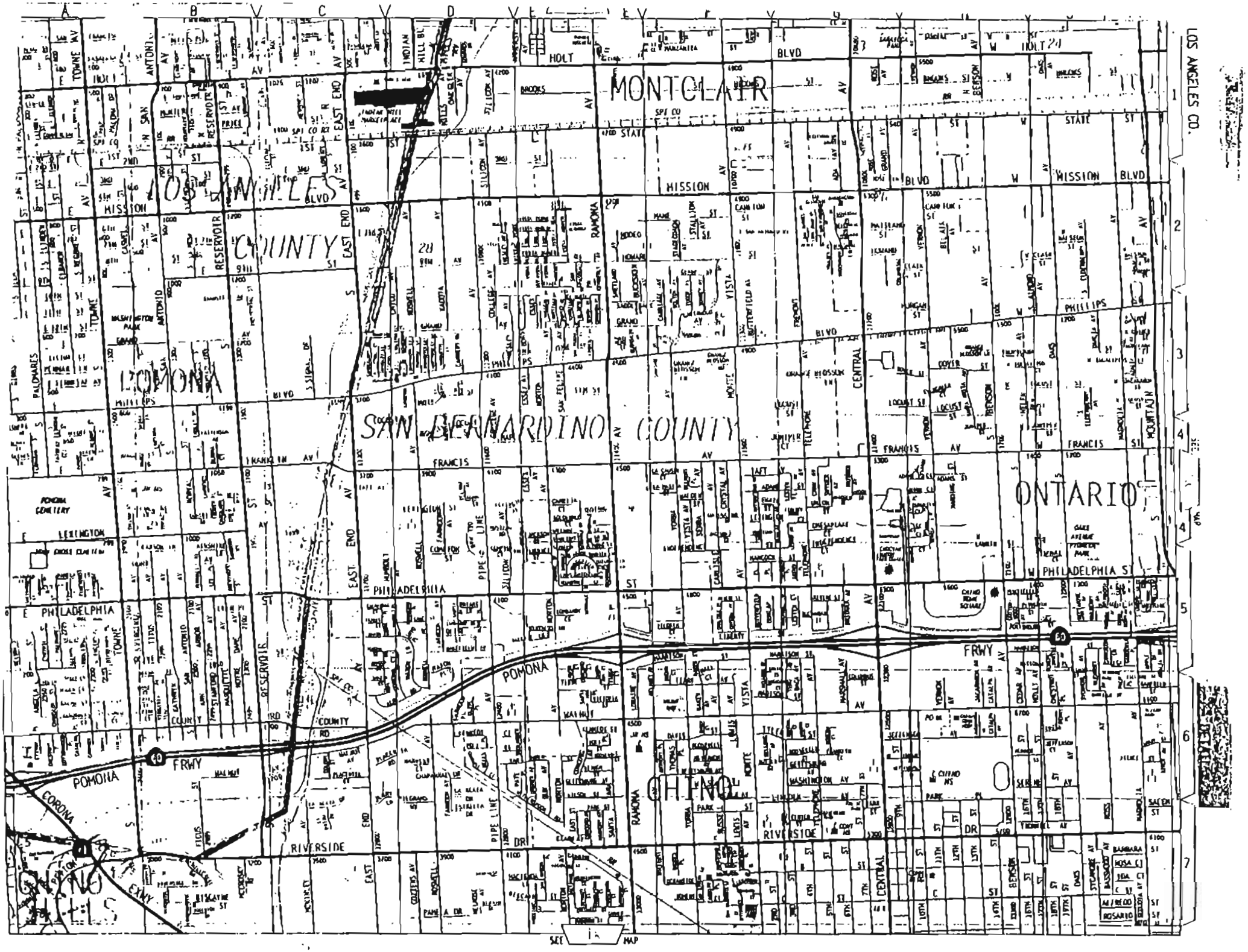
m Access prohibited by Los Angeles County DPW in concrete-channelized areas

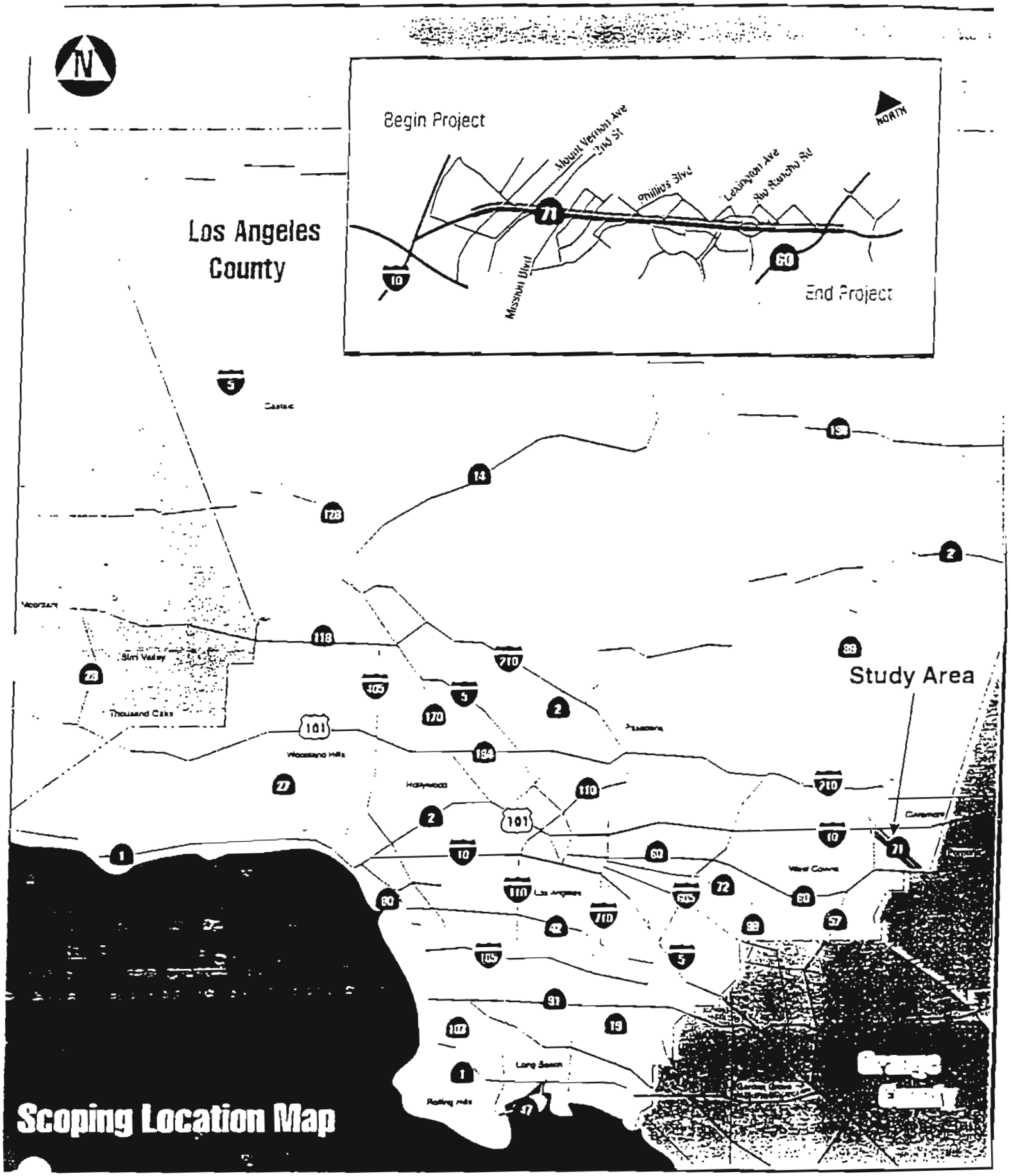
x Owner prohibits entry.

u This reservoir is covered and thus inaccessible

z Listed twice in this table (see next page)


SAN DIMAS
SAN BERNARDINO FRWY
LOS ANGELES CO
POMONA
WALNUT
INDUSTRY
DIAMOND BAR
CHINO HILLS
VALLEY BLVD
MISSION BLVD
TEMPLE AV
ORANGE FRWY
POMONA FRWY
CORONA EXWY
GAREY AV
HOLT AV
GRAND AV
DIAMOND BAR BLVD
SEE 600 MAP


MONTCLAIR
LOS ANGELES COUNTY
POMONA
SAN BERNARDINO COUNTY
ONTARIO
CHINO
CHINO HILLS
HOLT BLVD
MISSION BLVD
STATE ST
PHILLIPS BLVD
FRANCIS AV
PHILADELPHIA ST
POMONA FRWY
RIVERSIDE DR
CORONA EXWY
LOS ANGELES CO.
SEE MAP



Caltrans

Project Route 71
Between Interstate 10 and State Route 60

Home

WATER QUALITY PLANNING TOOL

Contact Us Caltrans Storm Water Program Information Center for the Environment

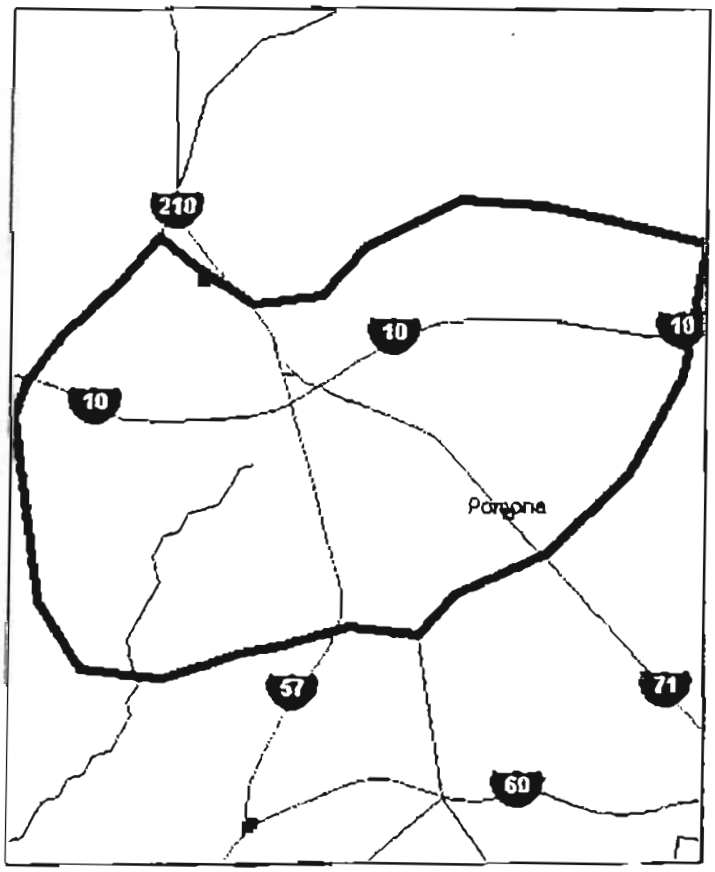
for HSA: 405.51

Shown here are tables listing Caltrans facilities in the HSA and details about constituent loads from Caltrans facilities, including a summary of the HSA's characteristics and the estimated percent of runoff in the HSA produced from Caltrans facilities.

RWQCB Regions:

- North Coast (1)
- San Francisco Bay (2)
- Central Coast (3)
- Los Angeles (4)
- Central Valley (5)
- Lahontan (6)
- Colorado River Basin (7)
- Santa Ana (8)
- San Diego (9)

Roads
Hydrologic Sub-area
Maintenance Stations
Park & Ride Lots
Rest Areas



Hydrologic Subarea	405.51
Watershed Area (acres)	67.74
Estimated Caltrans Area (%)	2.6
Average Annual Rainfall (in.)	18
Estimated Caltrans Runoff (%)	4.6

VIEW:

Caltrans Facilities

- Freeways & Highways
- Maintenance Stations
- State Operated Park & Ride Lots
- Rest Areas

Storm Water Runoff Loads from Caltrans Facilities

Waterbodies and Detailed Water Quality Standards for HSA:

405.51 GO

Return to select a different HSA

(Use back button to view previous map)

Home

WATER QUALITY PLANNING TOOL

Contact Us Caltrans Storm Water Program Information Center for the Environment

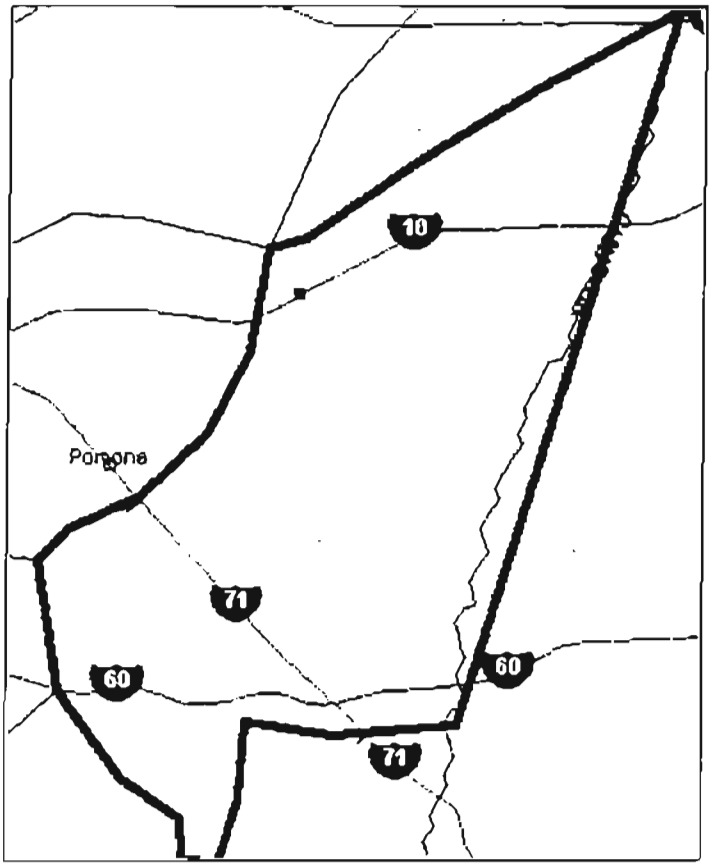
for HSA 481.21

Shown here are tables listing Caltrans facilities in the HSA and details about constituent loads from Caltrans facilities, including a summary of the HSA's characteristics and the estimated percent of runoff in the HSA produced from Caltrans facilities.

RWQCB Regions:

- North Coast (1)
- San Francisco Bay (2)
- Central Coast (3)
- Los Angeles (4)
- Central Valley (5)
- Lahontan (6)
- Colorado River Basin (7)
- Santa Ana (8)
- San Diego (9)

Roads
Hydrological Sub area
Maintenance Stations
Park & Ride Lots
Rest Areas



Hydrologic Subarea	481.21
Watershed Area (acres)	11034
Estimated Caltrans Area (%)	1.7
Average Annual Rainfall (in.)	18
Estimated Caltrans Runoff (%)	2.1

VIEW:

Caltrans Facilities

- Freeways & Highways
- Maintenance Stations
- State Operated Park & Ride Lots
- Rest Areas

Storm Water Runoff Loads from Caltrans Facilities

Waterbodies and Detailed Water Quality Standards for HSA:

481.21 GO

return to select a different HSA

(Use back button to view previous map)

Freeways & Highways

ROUTE	LENGTH (miles)
10	3.2
60	3.6
66	0.2
71	2.9

Maintenance Stations

No Maintenance Stations

State Operated Park & Ride Lots

NAME	DISTRICT	COUNTY	ROUTE	POST MILE
POMONA	7	LA	10	45.700

Rest Areas

No Rest Areas

Storm Water Runoff Loads from Caltrans Facilities

This table is extracted from the electronic attachment to the Load Assessment Report submitted by Caltrans annually to the State Water Resources Control Board.

The Direct Load estimates the total annual Caltrans contribution of various water quality constituents to the receiving waters in the hydrologic subarea. This total includes runoff from all the Caltrans facilities, if any, listed above.

The Aggregate Load estimates the amount of Caltrans-generated water quality constituents that pass through the hydrologic subarea every year on their way to the ocean. This includes the estimated annual loadings from Caltrans facilities located upstream of, and within, the hydrologic subarea.

These loading estimates are one measure of the impact of Caltrans facilities on the receiving waters in that hydrologic subarea. The Direct Load estimates show the impact of runoff from Caltrans facilities located in the subarea. The Aggregate Load indicates the cumulative impact of runoff originating within, and upstream of, the subarea.

The estimates are based on available runoff quality data from the very limited number of current Caltrans monitoring sites around the state. As such, the current estimates are approximate at best. The estimates will be updated annually as new regional water quality monitoring stations are added to the statewide network.

CONSTITUENT	DIRECT LOAD	UNITS	AGGREGATE LOAD	UNITS
Acetone (VOC)	11	LBS/YR	14	LBS/YR
Al- total	2	TONS/YR	2	TONS/YR
Al-dissolved	64	LBS/YR	80	LBS/YR
As- dissolved	1	LBS/YR	1	LBS/YR
As- total	6	LBS/YR	7	LBS/YR
B	26	LBS/YR	32	LBS/YR
Ba	98	LBS/YR	122	LBS/YR
Bis(2-ethylhexyl)phthalate	6	LBS/YR	8	LBS/YR
BOD	5	TONS/YR	6	TONS/YR
Ca	4	TONS/YR	5	TONS/YR
Cd- dissolved	0	LBS/YR	0	LBS/YR
Cd- total	1	LBS/YR	1	LBS/YR
Chlorpyrifos	0	LBS/YR	0	LBS/YR
Cl	2	TONS/YR	2	TONS/YR
COD	39	TONS/YR	49	TONS/YR
Cr- dissolved	2	LBS/YR	2	LBS/YR
Cr- total	7	LBS/YR	9	LBS/YR
Cu- dissolved	9	LBS/YR	11	LBS/YR
Cu- total	28	LBS/YR	35	LBS/YR
Cyanide	9	LBS/YR	12	LBS/YR
Diazinon (OP Pesticide)	0	LBS/YR	0	LBS/YR
F	628	LBS/YR	782	LBS/YR
Fe- dissolved	106	LBS/YR	132	LBS/YR
Fe- total	2	TONS/YR	3	TONS/YR
Glyphosate	13	LBS/YR	16	LBS/YR
K	1635	LBS/YR	1	TONS/YR
Mg	1308	LBS/YR	1630	LBS/YR
Mn- total	0	LBS/YR	0	LBS/YR
Na	2	TONS/YR	2	TONS/YR
NH3-N	1111	LBS/YR	1384	LBS/YR
Ni- dissolved	2	LBS/YR	3	LBS/YR
Ni- total	8	LBS/YR	10	LBS/YR
NO2-N	124	LBS/YR	155	LBS/YR
NO3-N	926	LBS/YR	1147	LBS/YR
Oil & Grease	2	TONS/YR	2	TONS/YR
P- dissolved	52	LBS/YR	65	LBS/YR
P- total	164	LBS/YR	205	LBS/YR
Pb- dissolved	3	LBS/YR	4	LBS/YR
Pb- total	64	LBS/YR	80	LBS/YR
Sb- dissolved	1	LBS/YR	1	LBS/YR
Sb- total	1	LBS/YR	2	LBS/YR
SO4	3	TONS/YR	4	TONS/YR
TDS	42	TONS/YR	52	TONS/YR
TKN	1454	LBS/YR	1808	LBS/YR
TOC	4	TONS/YR	5	TONS/YR
TRPH	3	TONS/YR	4	TONS/YR
TSS	27	TONS/YR	34	TONS/YR
TVSS	22	TONS/YR	27	TONS/YR
Zn- dissolved	53	LBS/YR	66	LBS/YR
Zn- total	134	LBS/YR	167	LBS/YR

Home

WATER QUALITY PLANNING TOOL

Contact Us | Caltrans Storm Water Program | Information Center for the Environment

Estimated Storm Water Runoff Loads for HSA: 801.21

Shown here are tables listing Caltrans facilities in the HSA and details about constituent loads from Caltrans facilities, including a summary of the HSA's characteristics and the estimated percent of runoff in the HSA produced from Caltrans facilities.

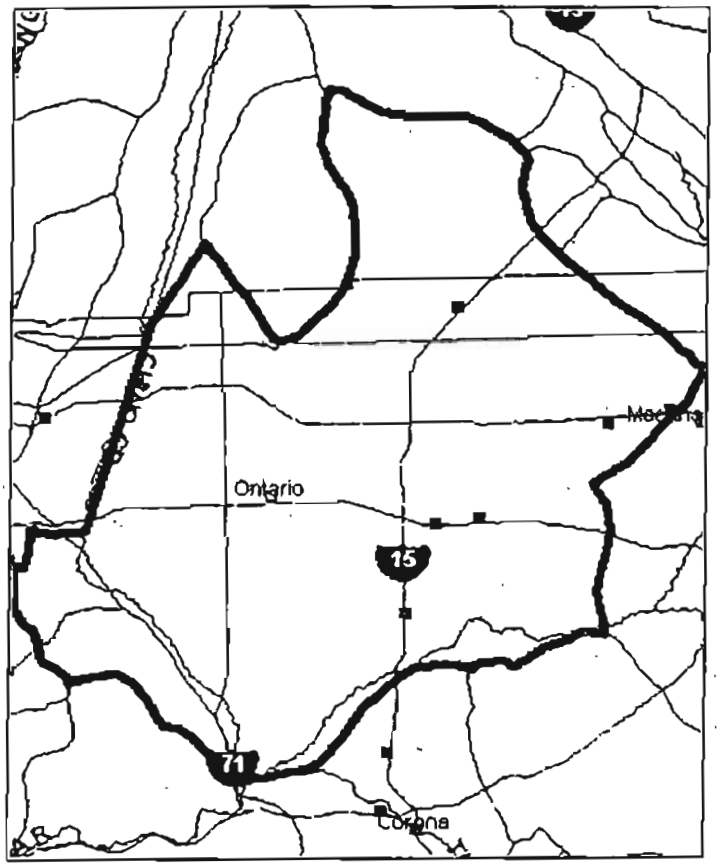
LEGEND

RWQCB Regions:

- North Coast (1)
- San Francisco Bay (2)
- Central Coast (3)
- Los Angeles (4)
- Central Valley (5)
- Lahontan (6)
- Colorado River Basin (7)
- Santa Ana (8)
- San Diego (9)

- Roads
- Hydrological Sub-area
- Maintenance Stations
- Park & Ride Lots
- Rest Areas

Hydrologic Subarea	801.21
Watershed Area (acres)	175,193
Estimated Caltrans Area (%)	[illegible]
Average Annual Rainfall (in.)	17.9
Estimated Caltrans Runoff (%)	[illegible]



VIEW:

Caltrans Facilities

- Freeways & Highways
- Maintenance Stations
- State Operated Park & Ride Lots
- Rest Areas

Storm Water Runoff Loads from Caltrans Facilities

Waterbodies and Detailed Water Quality Standards for HSA:

801.21 GO

ORIGINAL MAP

Freeways & Highways

ROUTE	LENGTH (miles)
10	18.5
15	16.5
30	11.6
60	17.1
66	17.2
71	10.1
83	14.2
142	3.6

Maintenance Stations

Name	Address
Ontario	1165 E Philadelphia Street Ontario Ca. 91761

State Operated Park & Ride Lots

NAME	DISTRICT	COUNTY	ROUTE	POST MILE
BASELINE	8	SBD	15	6.800
CEDAR	8	SBD	10	18.500
COUNTRY VILLAGE	8	RIV	60	3.000
FONTANA/SLOVER	8	SBD	10	15.100
LIMONITE	8	RIV	15	48.100
VANBUREN	8	RIV	60	1.800

Rest Areas

No Rest Areas

Storm Water Runoff Loads from Caltrans Facilities

This table is extracted from the electronic attachment to the Load Assessment Report submitted by Caltrans annually to the State Water Resources Control Board.

The Direct Load estimates the total annual Caltrans contribution of various water quality constituents to the receiving waters in the hydrologic subarea. This total includes runoff from all the Caltrans facilities, if any, listed above.

The Aggregate Load estimates the amount of Caltrans-generated water quality constituents that pass through the hydrologic subarea every year on their way to the ocean. This includes the estimated annual loadings from Caltrans facilities located upstream of, and within, the hydrologic subarea.

These loading estimates are one measure of the impact of Caltrans facilities on the receiving waters in that hydrologic subarea. The Direct Load estimates show the impact of runoff from Caltrans facilities located in the subarea. The Aggregate Load indicates the cumulative impact of runoff originating within, and upstream of, the subarea.

The estimates are based on available runoff quality data from the very limited number of current Caltrans monitoring sites around the state. As such, the current estimates are approximate at best. The estimates will be updated annually as new regional water quality monitoring stations are added to the statewide network.

CONSTITUENT	DIRECT LOAD	UNITS	AGGREGATE LOAD	UNITS
Acetone (VOC)	119	LBS/YR	466	LBS/YR
Al-total	17	TONS/YR	68	TONS/YR
Al-dissolved	691	LBS/YR	1	TONS/YR
As- dissolved	12	LBS/YR	45	LBS/YR
As- total	60	LBS/YR	235	LBS/YR
B	276	LBS/YR	1084	LBS/YR
Ba	1061	LBS/YR	2	TONS/YR
Bis(2-ethylhexyl)phthalate	67	LBS/YR	262	LBS/YR
BOD	49	TONS/YR	193	TONS/YR
Ca	44	TONS/YR	173	TONS/YR
Cd- dissolved	2	LBS/YR	7	LBS/YR
Cd- total	8	LBS/YR	31	LBS/YR
Chlorpyrifos	1	LBS/YR	2	LBS/YR
Cl	19	TONS/YR	73	TONS/YR
COD	426	TONS/YR	1670	TONS/YR
Cr- dissolved	18	LBS/YR	72	LBS/YR
Cr- total	78	LBS/YR	308	LBS/YR
Cu- dissolved	95	LBS/YR	375	LBS/YR
Cu- total	308	LBS/YR	1211	LBS/YR
Cyanide	101	LBS/YR	399	LBS/YR
Diazinon (OP Pesticide)	2	LBS/YR	7	LBS/YR
F	3	TONS/YR	13	TONS/YR
Fe- dissolved	1141	LBS/YR	2	TONS/YR
Fe- total	24	TONS/YR	95	TONS/YR
Glyphosate	135	LBS/YR	532	LBS/YR
K	9	TONS/YR	35	TONS/YR
Mg	7	TONS/YR	28	TONS/YR
Mn- total	1	LBS/YR	3	LBS/YR
Na	18	TONS/YR	72	TONS/YR
NH3-N	8	TONS/YR	23	TONS/YR
Ni- dissolved	23	LBS/YR	91	LBS/YR
Ni- total	87	LBS/YR	341	LBS/YR
NO2-N	1342	LBS/YR	3	TONS/YR
NO3-N	5	TONS/YR	20	TONS/YR
Oil & Grease	19	TONS/YR	76	TONS/YR
P- dissolved	567	LBS/YR	1	TONS/YR
P- total	1774	LBS/YR	3	TONS/YR

Pb- dissolved	31	LBS/YR	121	LBS/YR
Pb- total	707	LBS/YR	1	TONS/YR
Sb- dissolved	12	LBS/YR	48	LBS/YR
Sb- total	16	LBS/YR	61	LBS/YR
SO4	32	TONS/YR	126	TONS/YR
TDS	454	TONS/YR	1776	TONS/YR
TKN	8	TONS/YR	31	TONS/YR
TOC	44	TONS/YR	172	TONS/YR
TRPH	31	TONS/YR	122	TONS/YR
TSS	296	TONS/YR	1171	TONS/YR
TVSS	235	TONS/YR	923	TONS/YR
Zn- dissolved	576	LBS/YR	1	TONS/YR
Zn- total	1468	LBS/YR	3	TONS/YR

PRELIMINARY COST ESTIMATE

ATTACHMENT J

ATTACHMENT J

SUMMARY OF PROJECT COST ESTIMATES FOR TWO PHASES

(COST IN $ MILLIONS)

PHASE	ROADWAY CONSTRUCTION*	RIGHT OF WAY	SUPPORT AND ENGINEERING		TOTAL
PHASE I (Valley to Mission)	37.2	2.7	8.9		48.8
PHASE II (Half-Depressed) Mission to County Line	58.0	50.1	17.8		125.9
				PROJECT TOTAL	174.7

NOTES:

1. * Includes pavement delineation, traffic systems, ITS, minor roadway, sewer, electrical, stage construction, mobilization, supplimental work and contingencies.
2. A detailed breakdown of cost is presented on the following pages

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

Caltrans Metric

District-County-Route 07 - LA - 71

KP R 0.837-7.242

EA 07-21060K

PP NO.

PROJECT DESCRIPTION **Route 71 Freeway Conversion**

Limits

Proposed Improvement (Scope)

Alternate **PHASE I - (HALF DEPRESSED - VALLEY BLVD TO MISSION BLVD)**

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	$	25,344,850.30
TOTAL STRUCTURE ITEMS	$	11,854,400.00
SUBTOTAL CONSTRUCTION COSTS	$	37,199,250.30
TOTAL RIGHT OF WAY ITEMS	$	2,641,200.00
TOTAL PROJECT CAPITAL OUTLAY COSTS	$	39,840,450.30
USE	**$**	**40,000,000.00**

Reviewed by District Program Manager (Signature)

Approved by Project Manager (Signature) Date 5/13/02

Phone No. (213) 897-6926

Page ___ of ___

District-County-Route	07 - LA - 71
KP	R 0.837-7.242
EA	07-21060K
PP NO.	0

I. ROADWAY ITEMS

Section 1- Earthwork and Removals	Quantity	Unit	Unit Price	Item Cost	Section Cost
Roadway Excavation	173,000	m3	$ 7.68	$ 1,328,640	
Ramp excavation	16,000	m3	$ 7.68	$ 122,880	
Remove Metal Beam Guard Railing (shoulder & Ramps	370	m	$ 15.00	$ 5,550	
Remove Metal Beam Guard Railing (Median)	30	m	$ 55.00	$ 1,650	
Remove Curb and Gutter (Incl. Ramps)	4,300	m	$ 20.00	$ 86,000	
Remove Concrete Barrier	1,000	m	$ 60.00	$ 60,000	
				Subtotal Earthwork	$ 1,604,720

Section 2 - Pavement Structural Section					
PCC Pavement (Roadway, Shoulders)	19,000	m3	$ 102.00	$ 1,938,000	
PCC Pavement (Ramp Termini)	400	m3	$ 102.00	$ 40,800	
Aggregate Subbase Class 4 (Roadway)	600	m3	$ 15.00	$ 9,000	
Lean Concrete Base (Roadway & Shoulders)	9,250	m3	$ 65.00	$ 601,250	
Lean Concrete Base (Ramps)	7,500	m3	$ 65.00	$ 487,500	
Lean Concrete Base (Ramp Termini)	400	m3	$ 65.00	$ 26,000	
Aggregate Base Class 3(Shoulders, Roadway)	14,300	m3	$ 25.00	$ 357,500	
Aggregate Base Class 3 (Ramps)	3,000	m3	$ 25.00	$ 75,000	
Aggregate Base Class 3 (Ramp Termini)	400	m3	$ 25.00	$ 10,000	
Asphalt Concrete Type A (Ramps)	2,500	TONNE	$ 40.00	$ 100,000	
Asphalt Treated Permeable Base (Roadway)	265	m3	$ 84.00	$ 22,260	
Curb & Gutter & Sidewalk	1,600	m	$ 250.00	$ 400,000	
AC Dike (Type A)	4,000	m	$ 4.50	$ 18,000	
Aggregate Base Class 2 (Roadway)	400	m3	$ 50.00	$ 20,000	
Vertical Clearance Adjustment	1	LS	$ 80,000.00	$ 80,000	
Roadway Pullouts	1	LS	$ 100,000.00	$ 100,000	
				Subtotal Pavement Structural Section	$ 4,185,310

Section 3 - Drainage					
Large Drainage Facilities				$ -	
Storm Drains				$ -	
Pumping Plants				$ -	
Project Drainage	1	LS	$ 2,200,000.00	$ 2,200,000.00	
(X-Drains, overside, etc.)					
			Drainage	$ 2,200,000.00	
Contingencies (Drainage)	$ 2,200,000 (Drainage)	x	7%	$ 154,000.00	
				Subtotal Drainage	$ 2,354,000.00

Section 4 - Specialty Items	Quantity	Unit	Unit Price	Item Cost	Section Cost

					District-County-Route	07 - LA - 71
					KP	R 0.837-7.242
					EA	07-21060K
					PP NO.	0
Retaining Walls	2,300	m3	$ 400.00	$ 920,000		
Sound Walls	6,800	m2	$ 160.00	$ 1,088,000		
Concrete Barriers (Type 60)	2,000	m	$ 85.00	$ 170,000		
Metal Beam Guard Railing (Shoulder & Ramp)	1,000	m	$ 120.00	$ 120,000		
Landscaping / Irrigation	1	LS	$ 470,000.00	$ 470,000		
Erosion Control / Slope Protection	1	LS	$ 82,000.00	$ 82,000		
Clearing & Grubbing	1	LS	$ 40,000.00	$ 40,000		
Sewer System Relocations	1	LS	$ 200,000.00	$ 200,000		
Storm Water Pollution Prevention Plan (BMP)	1	LS	$ 1,200,000.00	$ 1,200,000		
Hazardous Waste Mitigation	1	LS	$ 100,000.00	$ 100,000		
Time Related Overhead	200	WDAY	$ 1,000.00	$ 200,000		
Maintenance Vehicle Pullouts	1	LS	$ 160,000.00	$ 160,000		
Resident Engineer Office	1	LS	$ 120,000.00	$ 120,000		
					Subtotal Specialty Items	$ 4,870,000

Section 5 - Traffic Items

Roadside Signs	50	EA	$ 220.00	$ 11,000
Signage	1	LS	$ 400,000.00	$ 400,000
Modify Lighting & Sign Illumination	1	LS	$ 90,000.00	$ 90,000
Temporary Pavement Marking	5	m2	$ 100.00	$ 500
Remove Temporary Pavement Marking	5	m2	$ 100.00	$ 500
Type I Barricade	20	EA	$ 75.00	$ 1,500
Type III Barricade	120	EA	$ 119.00	$ 14,280
Thermoplastic Pavement Marking	110	M2	$ 316.00	$ 34,760
100 mm Thermoplastic Trafic Stripe (Yellow)	8,200	M	$ 1.50	$ 12,300
100 mm Inverted Thermoplastic Trafic Stripe (White)	8,200	M	$ 1.25	$ 10,250
100 mm Thermo Traffic Stripe (Broken 5.49m-3.66m)	2,000	M	$ 1.00	$ 2,000
100 mm Thermoplastic Traffic Stripe (5.2m-2.1m)	750	M	$ 2.00	$ 1,500
200 mm Thermoplastic Trafic Stripe (Broken 11.0-3.5)	600	M	$ 4.00	$ 2,400
Temporary Pavement Marking (Non-Reflect)	9,700	EA	$ 4.00	$ 38,800
Pavement Marker (Retroreflective)	1,200	EA	$ 3.00	$ 3,600
Pavement Marking (Non-Reflective)	2,300	EA	$ 1.75	$ 4,025
Construction Area Signs	1	LS	$ 35,000.00	$ 35,000
Temporary Crash Cushion Modules	100	EA	$ 350.00	$ 35,000
Temp. Pavement Marking (Retroreflective)	1,000	EA	$ 3.00	$ 3,000
Remove Temp. Pavement Marking (Retroreflective)	1,000	EA	$ 1.75	$ 1,750
Closed Circuit TV (CCTV) & Maintenance Turnout	1	LS	$ 95,000.00	$ 95,000
Changeable Message Sign (CMS)	1	EA	$ 16,500.00	$ 16,500
Traffic Monitoring Stations (TMS)	1	EA	$ 40,000.00	$ 40,000
Ramp Metering System (RMS)	1	EA	$ 175,000.00	$ 175,000
Automatic Vehicle Classification (AVC)	1	LS	$ 10,000.00	$ 10,000
Miscellaneous ITS (wiring, fiber optic....)	1	EA	$ 705,000.00	$ 705,000
State Furbished Materials & Expenses (Electrical)	1	LS	$ 210,000.00	$ 210,000
ITS Contingencies	1	LS	$ 310,000.00	$ 310,000
Temporary Railing (Type K)	3,000	m	$ 50.00	$ 150,000
Relocate Temporary Railing (Type K)	2,000	m	$ 15.00	$ 30,000
Traffic Control Systems	1	LS	$ 500,000.00	$ 500,000
Traffic Management Plan	1	LS	$ 500,000.00	$ 500,000

District-County-Route	07 - LA - 71
KP	R 0.837-7.242
EA	07-21060K
PP NO.	0

II. STRUCTURES ITEMS

	Structure (1)	Structure (2)			
Bridge Name	E. SPADRA OH	W. POMONA OH			
Structure Type	O/C	O/C			
Width (out to out) - (M)	55.4	55.31			
Span Lengths - (M)	72.21	62.5			
Total Area - (M2)	4000	3394			
Footing Type (pile/spread)	PILE	PILE			
Cost Per M2 (incl. 10% mobilization and 20% contingency)		1600			
Total Cost for Structure	$6,424,000.00	$5,430,400.00			$ -

SUBTOTAL STRUCTURES ITEMS $ 11,854,400.00
(Sum of Total Cost for Structures)

Railroad Related Costs:

TOTAL STRUCTURES ITEMS $ 11,854,400.00
(Sum of Structures Items plus Railroad Items)

COMMENTS:

Estimate Prepared By Le Nguyen (Print Name) Phone # (213) 897-6386 Date

Estimate Prepared By (Print Name) Phone # Date

District-County-Route	07 - LA -
KP	R 0.837-7
EA	07-210601
PP NO.	0

III. RIGHT OF WAY ITEMS

	Current Value (Future Use)	Escalation Rate	Escalated Value*
A Acquisition, including excess lands, damages to remainder(s) and Goodwill	$ 1,000,000.00	2.12%	$ 1,021,200.00
B Utility Relocation (State share)	$ 1,500,000.00	8.00%	$ 1,620,000.00
C Relocation Assistance			
D Clearance/Demolition	-		
E Title and Escrow Fees	-		
TOTAL RIGHT OF WAY ITEMS (Current Value)**			$ 2,500,000.00
TOTAL RIGHT OF WAY ITEMS (Escalated Value)			$ 2,641,200.00
Assumed Year of Advertising for the Project			2005

F. Construction Contract Work

Brief Description of Work:

* Based on the Assumed Year of Advertising for the Project

** Current Value is used for this Preliminary Project Cost Estimate (Page 1 of)

COMMENTS:

Estimate Prepared By	Le Nguyen (Print Name)	Phone #	(213) 897-6386	Date	
Estimate Checked By	PAUL J. CRISPI (Print Name)	Phone #	(213) 897-6386	Date	4/1/02

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PRELIMINARY PROJECT COST ESTIMATE SUMMARY

Caltrans Metric

District-County-Route 07 - LA - 71

KP R 0.837-7.242

EA 07-21060K

PP NO.

PROJECT DESCRIPTION **Route 71 Freeway Conversion**

Limits

Proposed Improvement (Scope)

Alternate **PHASE II (HALF DEPRESSED - MISSION BLVD TO RTE 60)**

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	$	55,099,017.05
TOTAL STRUCTURE ITEMS	$	2,887,620.00
SUBTOTAL CONSTRUCTION COSTS	$	57,986,637.05
TOTAL RIGHT OF WAY ITEMS	$	50,010,803.32
TOTAL PROJECT CAPITAL OUTLAY COSTS	$	107,997,440.37
USE	**$**	**108,000,000.00**

Reviewed by District Program Manager (Signature)

Approved by Project Manager (Signature) Date 5/13/02

Phone No. (213) 897 - 6926

Page ___ of ___

District-County-Route	07 - LA - 71
KP	R 0.837-7.242
EA	07-21060K
PP NO.	0

I. ROADWAY ITEMS

Section 1- Earthwork and Removals	Quantity	Unit	Unit Price	Item Cost	Section Cost
Roadway Excavation	350,000	m3	$ 7.68	$ 2,688,000	
Ramp excavation	35,000	m3	$ 7.68	$ 268,800	
Remove Metal Beam Guard Railing (shoulder & Ramps	800	m	$ 15.00	$ 12,000	
Remove Metal Beam Guard Railing (Median)	60	m	$ 55.00	$ 3,300	
Remove Curb and Gutter (Incl. Ramps)	8,800	m	$ 20.00	$ 176,000	
Remove Concrete Barrier	2,000	m	$ 60.00	$ 120,000	
				Subtotal Earthwork	$ 3,268,100

Section 2 - Pavement Structural Section					
PCC Pavement (Roadway, Shoulders)	40,000	m3	$ 102.00	$ 4,080,000	
PCC Pavement (Ramp Termini)	400	m3	$ 102.00	$ 40,800	
Aggregate Subbase Class 4 (Roadway)	1,500	m3	$ 15.00	$ 22,500	
Lean Concrete Base (Roadway & Shoulders)	18,500	m3	$ 65.00	$ 1,202,500	
Lean Concrete Base (Frontage Road)	2,000	m3	$ 65.00	$ 130,000	
Lean Concrete Base (Ramps)	15,000	m3	$ 65.00	$ 975,000	
Lean Concrete Base (Ramp Termini)	400	m3	$ 65.00	$ 26,000	
Aggregate Base Class 3 (Frontage Road)	5,500	m3	$ 25.00	$ 137,500	
Aggregate Base Class 3(Shoulders, Roadway)	29,000	m3	$ 25.00	$ 725,000	
Aggregate Base Class 3 (Ramps)	6,000	m3	$ 25.00	$ 150,000	
Aggregate Base Class 3 (Ramp Termini)	400	m3	$ 25.00	$ 10,000	
Asphalt Concrete Type A (Ramps)	5,200	TONNE	$ 40.00	$ 208,000	
Asphalt Concrete Type A (Frontage Road)	3,300	TONNE	$ 40.00	$ 132,000	
Asphalt Treated Permeable Base (Roadway)	530	m3	$ 84.00	$ 44,520	
Curb & Gutter & Sidewalk	3,360	m	$ 250.00	$ 840,000	
AC Dike (Type A)	8,000	m	$ 4.50	$ 36,000	
Aggregate Base Class 2 (Roadway)	800	m3	$ 50.00	$ 40,000	
Vertical Clearance Adjustment	1	LS	$ 170,000.00	$ 170,000	
Roadway Pullouts	1	LS	$ 200,000.00	$ 200,000	
				Subtotal Pavement Structural Section	$ 8,969,820

Section 3 - Drainage					
Large Drainage Facilities				$ -	
Storm Drains				$ -	
Pumping Plants				$ -	
Project Drainage	1	LS	$ 4,270,000.00	$ 4,270,000.00	
(X-Drains, overside, etc.)					
			Drainage	$ 4,270,000.00	
Contingencies (Drainage)	$ 4,270,000 (Drainage)	x	7%	$ 298,900.00	
				Subtotal Drainage	$ 4,568,900.00

District-County-Route	07 - LA - 71
KP	R 0.837-7.242
EA	07-21060K
PP NO.	0

Section 4 - Specialty Items	Quantity	Unit	Unit Price	Item Cost	Section Cost
Retaining Walls	4,500	m3	$ 400.00	$ 1,800,000	
Sound Walls	14,000	m2	$ 160.00	$ 2,240,000	
Concrete Barriers (Type 60)	4,000	m	$ 85.00	$ 340,000	
Metal Beam Guard Railing (Shoulder & Ramp)	2,000	m	$ 120.00	$ 240,000	
Landscaping / Irrigation	1	LS	$ 1,430,000.00	$ 1,430,000	
Erosion Control / Slope Protection	1	LS	$ 245,000.00	$ 245,000	
Clearing & Grubbing	1	LS	$ 100,000.00	$ 100,000	
Sewer System Relocations	1	LS	$ 3,100,000.00	$ 3,100,000	
Storm Water Pollution Prevention Plan (BMP)	1	LS	$ 1,700,000.00	$ 1,700,000	
Hazardous Waste Mitigation	1	LS	$ 400,000.00	$ 400,000	
Time Related Overhead	250	WDAY	$ 1,000.00	$ 250,000	
Maintenance Vehicle Pullouts	1	LS	$ 320,000.00	$ 320,000	
Resident Engineer Office	1	LS	$ 120,000.00	$ 120,000	
Relocate Wetlands	1	LS	$ 100,000.00	$ 100,000	
				Subtotal Specialty Items	$ 12,385,000

Section 5 - Traffic Items					
Roadside Signs	100	EA	$ 220.00	$ 22,000	
Signage	1	LS	$ 600,000.00	$ 600,000	
Modify Lighting & Sign Illumination	1	LS	$ 150,000.00	$ 150,000	
Temporary Pavement Marking	10	m2	$ 100.00	$ 1,000	
Remove Temporary Pavement Marking	10	m2	$ 100.00	$ 1,000	
Type I Barricade	50	EA	$ 75.00	$ 3,750	
Type III Barricade	250	EA	$ 119.00	$ 29,750	
Thermoplastic Pavement Marking	200	M2	$ 316.00	$ 63,200	
100 mm Thermoplastic Trafic Stripe (Yellow)	16,500	M	$ 1.50	$ 24,750	
100 mm Inverted Thermoplastic Trafic Stripe (White)	16,500	M	$ 1.25	$ 20,625	
100 mm Thermo Traffic Stripe (Broken 5.49m-3.66m)	4,000	M	$ 1.00	$ 4,000	
100 mm Thermoplastic Traffic Stripe (5.2m-2.1m)	1,450	M	$ 2.00	$ 2,900	
200 mm Thermoplastic Trafic Stripe (Broken 11.0-3.5)	1,100	M	$ 4.00	$ 4,400	
Temporary Pavement Marking (Non-Reflect)	19,500	EA	$ 4.00	$ 78,000	
Pavement Marker (Retroreflective)	2,200	EA	$ 3.00	$ 6,600	
Pavement Marking (Non-Reflective)	4,450	EA	$ 1.75	$ 7,788	
Construction Area Signs	1	LS	$ 60,000.00	$ 60,000	
Temporary Crash Cushion Modules	200	EA	$ 350.00	$ 70,000	
Temp. Pavement Marking (Retroreflective)	2,000	EA	$ 3.00	$ 6,000	
Remove Temp. Pavement Marking (Retroreflective)	2,000	EA	$ 1.75	$ 3,500	
Closed Circuit TV (CCTV) & Maintenance Turnout	1	LS	$ 187,000.00	$ 187,000	
Changeable Message Sign (CMS)	1	EA	$ 33,000.00	$ 33,000	
Traffic Monitoring Stations (TMS)	2	EA	$ 40,000.00	$ 80,000	
Ramp Metering System (RMS)	1	EA	$ 350,000.00	$ 350,000	

				District-County-Route	07 - LA - 71
				KP	R 0.837-7.242
				EA	07-21060K
				PP NO.	0
Automatic Vehicle Classification (AVC)	1	LS	$ 20,000.00	$ 20,000	
Miscellaneous ITS (wiring, fiber optic....)	1	EA	$ 1,410,000.00	$ 1,410,000	
State Furbished Materials & Expenses (Electrical)	1	LS	$ 400,000.00	$ 400,000	
ITS Contingencies	1	LS	$ 620,000.00	$ 620,000	
Temporary Railing (Type K)	5,500	m	$ 50.00	$ 275,000	
Relocate Temporary Railing (Type K)	3,500	m	$ 15.00	$ 52,500	
Traffic Control Systems	1	LS	$ 1,000,000.00	$ 1,000,000	
Traffic Management Plan	1	LS	$ 1,000,000.00	$ 1,000,000	
				Subtotal Traffic Items	$ 6,586,763
				TOTAL SECTIONS 1 thru 5	$ 35,778,583

Section 6 Minor Items

				Item Cost	Section Cost
$ 35,778,583 (Subtotal Sections 1 thru 5)	x	10%	=	$3,577,858.25	
				TOTAL MINOR ITEMS	$ 3,577,858

Section 7 Roadway Mobilization

$ 39,356,441 (Subtotal Sections 1 thru 6)	x	10%	=	3935644.075
			TOTAL ROADWAY MOBILIZATION	$ 3,935,644

Section 8 Roadway Additions

Supplemental Work

$ 39,356,441 (Subtotal Sections 1 thru 6)	x	10%	=	3935644.075
Contingencies $ 39,356,441 (Subtotal Sections 1 thru 6)	x	20%	=	7871288.15
			TOTAL ROADWAY ADDITIONS	$ 11,806,932
			TOTAL ROADWAY ITEMS (Subtotal Sections 1 thru 8)	$ 55,099,017

District-County-Route	07 - LA - 71
KP	R 0.837-7.242
EA	07-21060K
PP NO.	0

Estimate Prepared By Le Nguyen (Print Name) Phone # (213) 897-6386 Date

Estimate Checked By (Print Name) Phone # Date

						District-County-Route	07 - LA - 71
						KP	R 0.837-7.242
						EA	07-21060K
						PP NO.	0
Traffic Control Systems	1	LS	$ 1,000,000.00	$	1,000,000		
Traffic Management Plan	1	LS	$ 1,000,000.00	$	1,000,000		

Subtotal Traffic Items $ 6,586,763

TOTAL SECTIONS 1 thru 5 $ 35,778,583

Section 6 Minor Items

				Item Cost	Section Cost
$ 35,778,583 (Subtotal Sections 1 thru 5)	x	10%	=	$3,577,858.25	

TOTAL MINOR ITEMS $ 3,577,858

Section 7 Roadway Mobilization

$ 39,356,441 (Subtotal Sections 1 thru 6)	x	10%	=	3935644.075

TOTAL ROADWAY MOBILIZATION $ 3,935,644

Section 8 Roadway Additions

Supplemental Work

$ 39,356,441 (Subtotal Sections 1 thru 6)	x	10%	=	3935644.075

Contingencies

$ 39,356,441 (Subtotal Sections 1 thru 6)	x	20%	=	7871288.15

TOTAL ROADWAY ADDITIONS $ 11,806,932

TOTAL ROADWAY ITEMS $ 55,099,017
(Subtotal Sections 1 thru 8)

Estimate Prepared By Le Nguyen (Print Name) Phone # (213) 897-6386 Date

Estimate Checked By (Print Name) Phone # Date

District-County-Route	07 - LA - 71
KP	R 0.837-7.242
EA	07-21060K
PP NO.	0

II. STRUCTURES ITEMS

	Structure (3)	Structure (4)		
Bridge Name	9TH ST	N. RANCH RD.		
Structure Type	U/C	U/C		
Width (out to out) - (M)	15.56	15.56		
Span Lengths - (M)	47.92	96		
Total Area - (M2)	1050	1494		
Footing Type (pile/spread)	PILE	PILE		
Cost Per M2 (incl. 10% mobilization and 20% contingency)	1000	1600		
Total Cost for Structure	$1,050,000.00	$1,837,620.00	$ -	$ -

SUBTOTAL STRUCTURES ITEMS $ 2,887,620.00
(Sum of Total Cost for Structures)

Railroad Related Costs:

TOTAL STRUCTURES ITEMS $ 2,887,620.00
(Sum of Structures Items plus Railroad Items)

COMMENTS:

Estimate Prepared By Le Nguyen (Print Name) Phone # (213) 897-6386 Date

Estimate Prepared By PAUL J. CRISPI (Print Name) Phone # (213) 897-6386 Date 4/1/02

Page ___ of ___

District-County-Route	07 - LA -
KP	R 0.837-7
EA	07-210601
PP NO.	0

III. RIGHT OF WAY ITEMS

	Current Value (Future Use)	Escalation Rate	Escalated Value*
A Acquisition, including excess lands, damages to remainder(s) and Goodwill	$16,300,000.00	2.12%	$ 16,653,221.00
B Utility Relocation (State share)	$18,000,000.00		$ 31,779,000.00
C Relocation Assistance	$ 920,000.00	2.12%	$ 939,936.40
D Clearance/Demolition	$ 510,000.00	2.12%	$ 521,051.70
E Title and Escrow Fees	$ 115,100.00	2.12%	$ 117,594.22
TOTAL RIGHT OF WAY ITEMS (Current Value)**			$ 35,845,100.00
TOTAL RIGHT OF WAY ITEMS (Escalated Value)			$ 50,010,803.32
Assumed Year of Advertising for the Project			2005

F. Construction Contract Work

Brief Description of Work:

* Based on the Assumed Year of Advertising for the Project

*' Current Value is used for this Preliminary Project Cost Estimate (Page 1 of)

COMMENTS:

Estimate Prepared By	Le Nguyen (Print Name)	Phone #	(213) 897-6386	Date	
Estimate Checked By	PAUL J. CRISPI (Print Name)	Phone #	(213) 897-6386	Date	4/1/02

Page ___ of ___

INITIAL SITE ASSESSMENT

ATTACHMENT K

State of California

Business Transportation and Housing Agency

Memorandum

To: Caesar Resler, STE
Office of Design B

Attn: Paul Crispi, PE

Date: September 15, 2001

File: LA-71 Upgrade from Route 10 to Route 60 KP 0.84/7.24

EA: 07-333-210600

From: DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENTAL ENGINEERING AND FEASIBILITY STUDIES

Subject: Hazardous Waste Evaluation

The purpose of this memo is to provide an Initial Site Assessment (ISA) regarding the potential for hazardous waste at State Route 71, from Route 10 to Route 60, in the City of Pomona, Los Angeles County. This project proposes to upgrade SR-71 from an expressway to a full freeway and it will acquire numerous properties along SR-71 for the widening project.

The hazardous waste evaluation of the properties to be acquired for the project is based on the Initial Site Assessment (ISA), dated August 30, 2001; ***"Initial Site Assessment, KP 0.84/7.24, Route 71 from Route 10 to Route 60 (EA 210600), Task Order No. 5, IT Corporation."*** It also evaluates the potential for the presence other contaminants of concern that may exist at the project site.

Based on the review of the ISA referenced above, the potential for hazardous waste exists due to the following condition.

1. Properties consist mainly of residential houses built from 1938 to 1965. Due to the age of the residential houses, a potential for hazardous waste due to Asbestos Containing Material (*ACM*) (i.e. tile roof) and lead based paint exists.
2. The ISA also mentioned a concern for the two parcels due to the present condition of the backyards. ***Parcel 8349-021-016*** located at 1690 Jess, which was observed to have discarded automobile batteries, while ***Parcel 8344-001-014*** located at 1337 Clovis Street was observed to have a pile of roofing materials and an abandoned car.

Based on the scope of the project, a half-depressed freeway will be present at section between 9th Street and North Ranch Road. The groundwater at the project site flows from the northeast toward the southeasterly direction. The groundwater was recorded to be at an average of 38.7m (127'). The ISA describe the local ground water to have Total Dissolve Solids (TDS) and high nitrate condition. The high nitrate was caused by a common practice in the 1940's of spreading fertilizers when the area was used for agricultural purposes. The nitrate and TDS condition of the local groundwater is presented in this memorandum in the event that the half-depressed section of the freeway requires dewatering. Please be advised that the nitrate and TDS are required analytical parameters in the National Pollutant Discharge

Elimination System (*NPDES*) requirements, if dewatering during construction is required. Please be advised that the ISA indicated that regional groundwater contamination exists at the site.

This widening project also includes the widening of East Spadra over-crossing and West Pomona over-crossing, a concern for hazardous waste potential at these two bridges exists due to possible ACM at the expansion filler joint. Also there is a concern of possible elevate concentration of Aerially Deposited Lead (ADL) along the unpaved area where the roadway widening will take place. ADL is generally exists along heavily traveled highway or older highway due to historical vehicle emission from leaded gasoline.

Based on the conditions presented above, our office recommends the following:

1. Right of Way acquisition should investigate lead base paint on old residential homes.
2. A limited site investigation at the two parcels 8349-021-016 and 8344-001-014 during the Right-of-Way acquisitions to verify the impact of the refuse in the backyard to the soil.
3. A Site Investigation to verify the presence of ACM at the bridge expansion filler joints.
4. A lead site investigation is recommended to verify the level of ADL present in the soil along State Route 71 designated for widening.

Enclosed is the final ISA report for your reference. If you have any question, I can be reached at 897-3646 or Contact Carol Green of my staff at 897-0688.

Steve Chan

STEVE CHAN, STE
District Hazardous Waste Coordinator, South Region

Attachment: Initial Site Assessment, KP 0.84/7.24, Route 71 from Route 10 to Route 60 (EA 210600), Task Order No. 5, IT Corporation.

c: File
GIverson – Environmental Planning
GGhebranious – District Hazardous Waste Coordinator, North Region
JPalaha – Project Management
DKukla – Environmental Planning

State of California

Business, Transportation and Housing Agency

Memorandum

To : RON KOSINSKI, Chief Engineer
District 7, Division of Environmental Planning

Attn: Gary Iverson, Senior Planner.

Date : May 30, 2001

File No.: 07-LA-71
07-21060K

ENGINEERING SERVICE CENTER
DIVISION OF GEOTECHNICAL SERVICES - OFFICE OF GEOTECHNICAL DESIGN SOUTH

From : DEPARTMENT OF TRANSPORTATION

Subject : **PRELIMINARY GEOTECHNICAL REPORT LA-71**

As requested, submitted herewith is the Preliminary Geotechnical Report for the proposed upgrade project along State Route 71 from K.P. 0.837 to K.P. 7.24 in the County of Los Angeles.

If you have any questions and/or further assistance is required, please contact me at (562)-864-5292.

GUSTAVO ORTEGA
Special Geological Studies
Senior Engineering Geologist

c.c. Mark Willian, HQ-OSF
RGES.19

PRELIMINARY GEOTECHNICAL INVESTIGATION OF THE LA-71 UPGRADE FREEWAY STANDARDS K.P. 0.83 TO K.P. 7.24 LOS ANGELES COUNTY, CALIFORNIA

07-21060K

Prepared by.....R. GUSTAVO ORTEGA
District 07 Geologist

REGISTERED GEOLOGIST
R. GUSTAVO ORTEGA
2060
CERTIFIED ENGINEERING GEOLOGIST
STATE OF CALIFORNIA

Division of Geotechnical Services – Office of Geotechnical Design South

May 2001

INTRODUCTION

The information contained in this report is intended for use in compiling an Environmental Document. A more detailed investigation is required for specific design details.

The purpose of this report is to review and evaluate the geotechnical elements that may interact with the proposed upgrade (widening) of State Route 71 from K.P. 0.83 to K.P. 7.24.

The scope of this report was limited to a literature search and review of the previous field investigation (Materials Report) for State Route 71. In addition a field review of the site was also made.

SUMMARY

The project is located in a seismically active area. The activity level is considered to be normal for the Southern California Region. There are no known earthquake faults crossing the project. The closest earthquake fault zone under the auspices of the Alquist-Priolo Earthquake Fault Zoning Act is the Whittier fault and is located 13.6 km (8.5 miles) SW from the project.

Ground shaking from a moderate earthquake along this or other distant earthquake fault would have the greatest potential damage to this project.

There are no geological or geotechnical conditions that would preclude the construction of this project. The construction of this project should have no adverse effect on the existing environmental conditions.

PROJECT DESCRIPTION

The proposed project consists of upgrading State Route 71 (SR-71) to full freeway standards from Interstate 10 to State Route 60 in the City of Pomona, Los Angeles County. The project entails converting the existing 4-lane expressway to an 8-lane freeway with 2 HOV lanes (one in each direction). This project will require additional right-of-way as well as property acquisitions.

Four alternatives have been contemplated.

Alternative 1	No Action
Alternative 2A	Depressed section (9-10 meters) with an at-grade overcrossing at 9th Street and North Ranch Road.
Alternative 2B	Depressed section (4.5 meters) with an above-grade overpass at 9th Street and North Ranch Road.
Alternative 3	Freeway remains at-grade with an overcrossing at 9th Street.

This report will address the general geologic conditions within the limits of this project. Once an alternative has been selected, then a detailed geologic investigation (including borings, sampling, testing, etc.) should be conducted.

GEOLOGIC SETTING

Regionally, the project site is located in the extreme northeasterly Puente Hills within California's Peninsular Ranges Geomorphic Province. The Peninsular Range Province is a well-defined geologic and physiographic unit that occupies the southwestern corner of California. Structurally this province is characterized by elongated ranges and valleys whose general northwesterly trend is terminated abruptly on the north by the east-west trending Transverse Ranges.

Locally, the existing freeway is situated entirely over Quaternary alluvial sediments consisting of slightly compact to compact sandy silt with sparse lenses of fine to medium sand.

SEISMICITY

The project is located in a seismically active area. The geologic processes that have caused earthquakes in the past can be expected to continue. Seismic events, which are likely to produce the greatest bedrock accelerations, could be a moderate event on the Whittier fault zone and/or a large event on a distant active fault.

A fault is considered by the State of California to be active if geologic evidence indicates that movement on the fault has occurred in the last 11,000 years, and potentially active if movement is demonstrated to have occurred in the last 2 million years.

There is no geological information that indicates an active fault in the project area. The nearest known active fault (under Alquist-Priolo Earthquake Fault Zoning Act) is the Whittier Earthquake Fault Zone and is located 13.6 km (8.5 miles) to the southwest at the end of the project (K.P. 7.24).

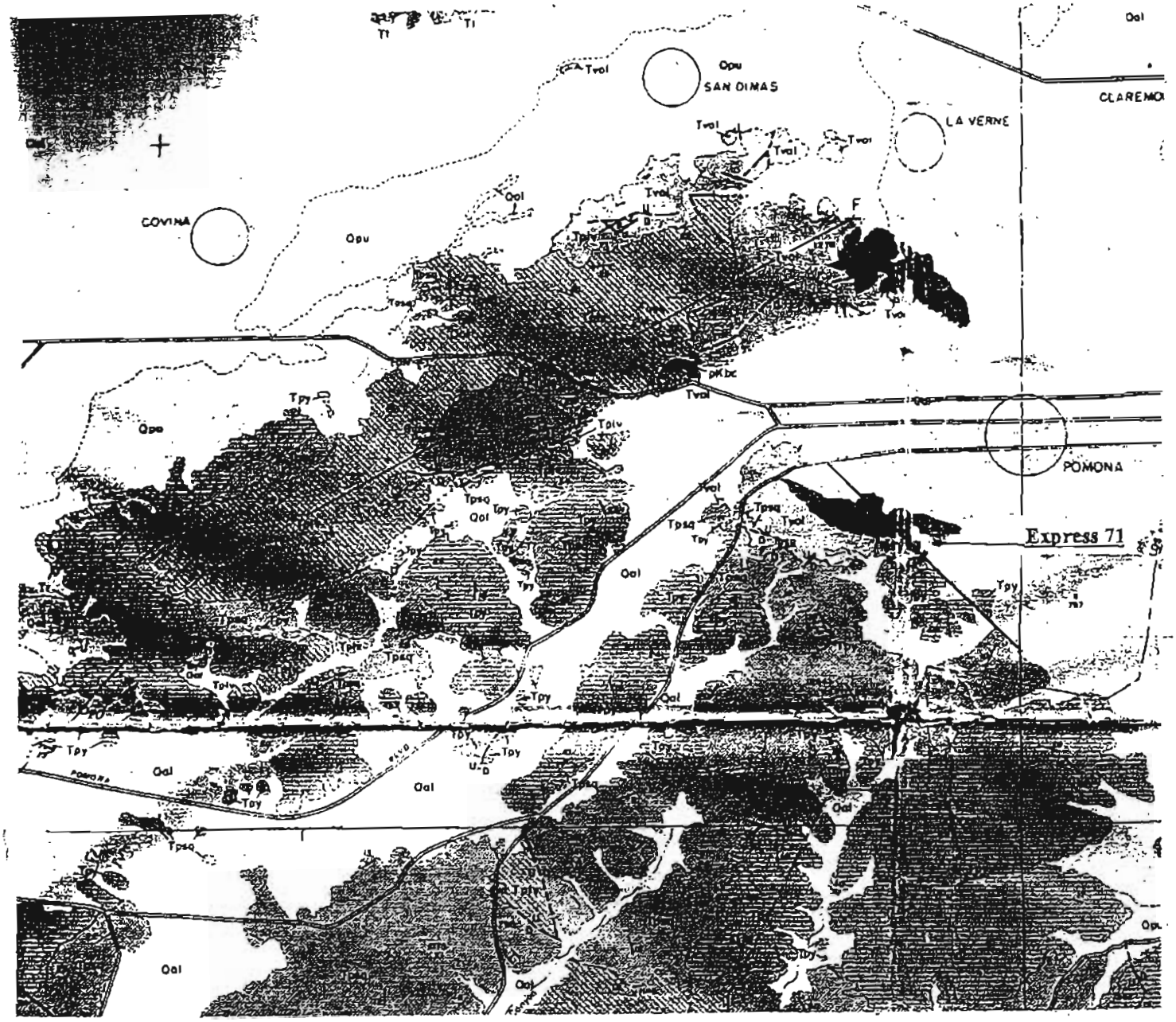
The San Jose fault is located 4.8 km (3.0 miles) to the north of the proposed project from K.P. 0.83. Two earthquakes occurred in 1988 and 1990 ($M_L = 4.6$ and $M_L = 5.2$, respectively) the "Upland Earthquakes", with no ground rupture, based on their similar focal mechanism and location, it is suggested that they occurred on this fault. The San Jose fault is considered to be a left-lateral strike-slip structure and has been studied by the U.S. Geological survey and Caltech to determine if there is evidence for potential future earthquakes along this fault.

In addition, the California Division of Mines & Geology and several consulting firms are also studying this fault for the purpose of determining if this fault should be zoned under the auspices of the Alquist-Priolo Earthquake Fault Zoning Act.

The Chino fault regionally cuts across the northeastern slope of the Puente-Chino Hills. Generally this fault strikes N 40° W and dips 55°SW. It is apparently a right-reverse and is largely or wholly hidden beneath the alluvium but its trace has been inferred by geologists to be just south of K.P. 7.24 (end of the project).

L. Maulchin considers the Central Avenue fault in its 1995 Los Angeles Seismic Hazard Map as a new earthquake source. This fault trend almost parallel to the existing 71 Express and is located (inferred) just east of the project.

However, at the present time pursuant to the Alquist-Priolo Earthquake Fault Zoning Act, these faults (San Jose, Chino and Central Avenue) have not been zoned yet.



REGIONAL GEOLOGY

Taken from Geology of the LA Basin; J.G. Vedder, and R.F. Yerkes USGS - 1954

EXPLANATION

Qal

Alluvium

Tpy
Tpsq
Tpiv

Puente formation
(Tpun- Puente fm undivided
Tpsc- Sycamore Canyon member
Tpy- Yorba member
Tpsq- Soquel member
Tpiv- La Vida member)

Tvol

Glendora volcanics, & Miocene volcanics, etc

Basement rocks of San Gabriel Mts and adjoining areas

MAP SYMBOLS

Contact
(dashed where approximately located)

U
D
Fault
(dashed where approximately located)
(U=upthrown side, D=downthrown side)

Concealed fault

Strike and dip of beds

Strike and dip of overturned beds

Horizontal beds

Landslide
(arrows indicate direction of movement)

SCALE

1 0 1 2 3 4 MILES

Seismic Phenomena

Ground Shaking

Ground shaking is the primary cause of structural damage during an earthquake; it is to be considered the most likely damage-producing earthquake phenomena for this project. The magnitude, duration and vibration frequency characteristics will vary greatly, depending upon the particular causative fault and it's distance from the project.

Deterministic site parameters obtained using the EQFAULT-Version 2.20 (T. Blake, 1996) computer program for the deterministic prediction of peak acceleration from digitized California Fault system indicates that the Chino fault is the closest to the site, having a largest maximum-credible site acceleration of 0.667 g. for an MCE-Magnitude of 7.0 and a largest maximum-probable site acceleration of 0.362 g. for MPE-Magnitude 5.40.

Using the 1995 Los Angeles Area Seismic Hazard Map prepared by Caltrans and the attenuation curve prepared by Maulchin, the Peak Acceleration based on Maximum Credible Earthquakes (MCE) of 6.50 along the Central Avenue Fault would be in the order of 0.56 g.

Ground Rupture

An analysis of fault rupture hazard for a particular fault requires that the fault be located exactly, and its potential for rupture to be known, if only approximately.

The existing freeway is not located within the confines of the Alquist-Priolo Earthquake Fault Zoning Act and is not located over a previous well-defined fault trace of the Chino and/or Central Avenue fault systems.

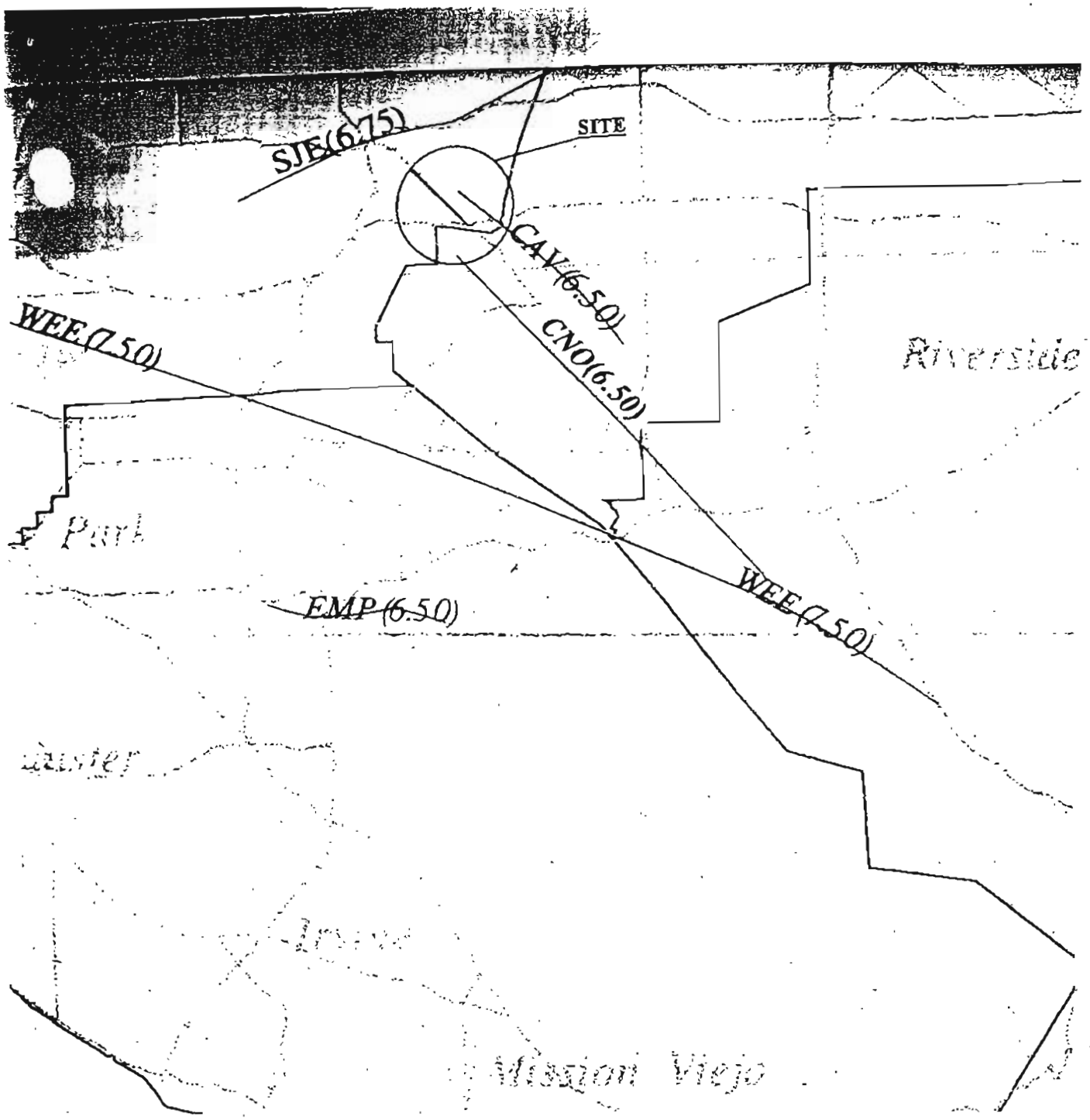
Based on the review of several geologic/seismologic reports, it is our opinion that the potential for ground rupture is small and is not to be a considered to be significant hazard for this project.

Liquefaction

Liquefaction exists when fine silts and sands are located below the water table. The water can also be perched ground water. Liquefaction has been documented to affect soils to ± 15 m. (50 feet) deep, during prolonged periods of ground shaking.

Based on a regional study conducted by the U.S. Geological Survey (1985) using ground water levels measured from 1960 to 1975, concluded that the relative liquefaction susceptibility along the project is considered to be low to very low.

A 1999 Hazard Map – San Dimas Quadrangle issued by The Department of Conservation – Division of Mines & Geology shows that there is a potential for liquefaction along the project. However, during the last two major earthquakes in this area (1971 San Fernando – M_m=6.62 and the 1994 Northridge – M_m=6.7) liquefaction did not occur within these limits and/or the entire project limits.



Taken From the 1995 Los Angeles Area Seismic Hazard Map

SJE = San Jose Fault
CAV = Central Avenue Fault
CNO = Chino Fault
WEE = Whittier-Elsinore Fault

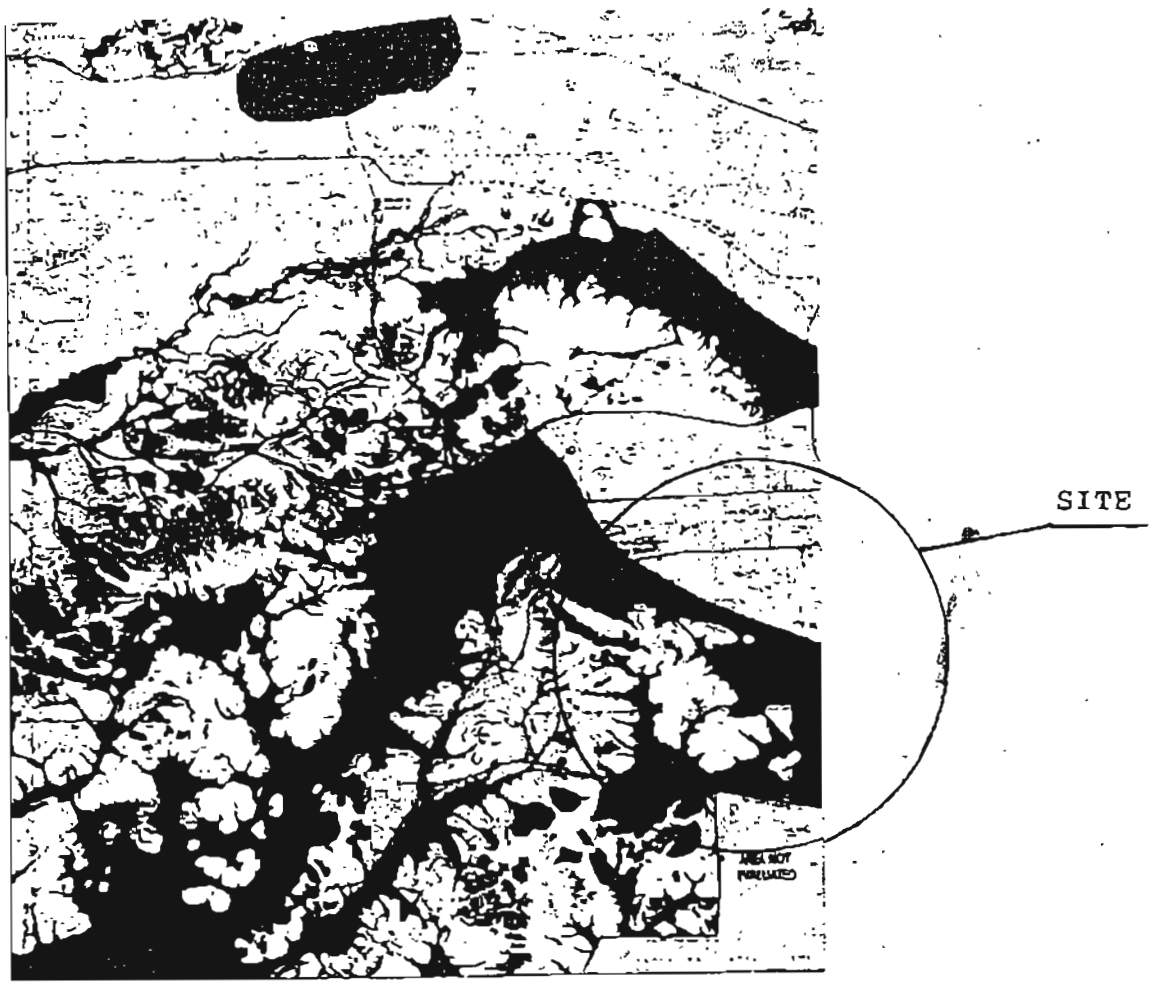
Based on Maximum Credible Earthquakes
Caltrans – Office of Earthquake Engineering
By Lalliana Mualchin

0 10 km

Official Map of Seismic Hazard Zones

San Dimas Quadrangle

Released: March 25, 1999



MAP EXPLANATION
Zones of Required Investigation:

Liquefaction

Areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

Earthquake-Induced Landslides

Areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground

Widening of the existing structures and/or construction of new structures will require additional subsurface exploration that would permit assessment of this seismic phenomenon in detail.

SLOPE STABILITY

Preliminary plans for alternative 2A and 2B have been provided for our review. If selected, alternative 2A or 2B would require cut slopes on both sides of the freeway through the proposed limits for these alternatives. Highway Design Manual – Section (Topic) 304 provides the side slope standards for freeways or expressways. Depending of the selected alternative, the Project Materials Report should provide specific slope recommendations.

LANDSLIDES

A proper slope design will decrease landslide potential during and/or after construction.

GROUNDWATER

The construction of this project should not have an impact on ground water. Please see appendix A.

EROSION

In order to reduce the potential for erosion and if selected, alternative 2A or 2B would require timing of the work (cuts) so it can be done during the "dry" season (April-October). In addition, planting or hydroseeding of the slopes immediately after construction is highly recommended.

ECONOMIC RESOURCES

There are no known naturally occurring economic resources that will be affected by the project.

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Department of Water Resources, **Santa Ana River Investigation – Bulletin No. 15,** Division of Resources Planning, February 1959.

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Maulchin, M.L., **Los Angeles Area Seismic Hazard Map,** California Department of Transportation, 1995.

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Nelson, E.A., **Foundation Recommendations – Bridge No. 53-1158,** Division of Highways, May 1958.

Southern California Earthquake Center., **Southern California Alphabetical Fault Index,** http://www.csecdc.scec.org/eqsocal.html, 1999.

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Weaver, J.J., and etal., **Materials Report Route 60 and 71 Interchange Improvement Pomona, California,** Schaefer Dixon Associates, Inc., December 1991.

Yerkes, R. F. and Vedder, J.G., **Geology of the Los Angeles Basin - Map,** U.S. Geological Survey, 1954.

APPENDIX A

Memorandum

CAESAR RESLER, Senior Engineer
Office of Project Development "B"

Date: December 27, 2000

File No.: 07-LA-071
07-21060K

ENGINEERING SERVICE CENTER
DIVISION OF MATERIALS & FOUNDATIONS M.S. # 5 / ROADWAY SOUTH

DEPARTMENT OF TRANSPORTATION

GROUNDWATER INVESTIGATION

As requested by your office, we have reviewed the preliminary plan and profile sheets submitted on November 17, 2000 for State Route 71 Expressway to Freeway Conversion project.

Your office presented two alternatives. The first alternative is to design the freeway at-grade and the second alternative is to have a depressed freeway between Mission Boulevard and North Ranch Road. The Office of project Development has expressed some concerns with regards to groundwater levels with respect to the proposed cut (10 meters deep) at 9th Street (Sta. 31+00).

his preliminary investigation was limited to an extensive review of several geological maps, eological and hydro-geologic reports, water-well information and foundation investigations for the existing bridge structures.

The existing expressway is located in the Upper Santa Ana Valley Hydrologic Unit (Chino Sub unit – DWR, Bulletin 15, 1959). The valley fill in the Upper Santa Ana Unit has been derived principally from igneous and metamorphic rocks of the San Gabriel and San Bernardino Mountains, and to a lesser extent, from sedimentary rocks of the Chino Hills.

A foundation investigation conducted at the site of the Grier Street Pedestrian Overcrossing (Bridge No. 53-1158) during May 1958 consisted of two 2½-cone penetrometer soundings to a depth of 18.5 meters. No ground water was found in this investigation.

Based on boring information (1-hole 18.6 m deep) obtained during the 1995 retrofit investigation for the Grier Street POC, the proposed cut will be performed on Quaternary alluvial sediments, consisting of slightly compact to compact sandy silt with sparse lenses of fine to medium sand. No ground water was found during this exploration. However, caving of the hole at approximately 14.2 meters in depth occurred. This caving can be interpreted as instability resulting from the presence of perched ground water or very loose unconsolidated sediments.

Review of water well information (Los Angeles County-Water Resources Department) at the vicinity of State Route 71 within the limits of this project indicates that the regional ground water level for this area has been deeper than 32.0 meters for the last 10 years.

Based on this preliminary review, the proposed 10 meters depressed section alternative on Route 71 from Mission Boulevard to North Ranch Road (Station 23+00 to Station 45+00) appears to be feasible at this time.

We strongly recommend that should this alternative be pre-selected, a more detailed ground water investigation will be required.

If you have any questions and/or further assistance is required, please contact me at 562-864-5292.

GUSTAVO ORTEGA C.E.G. C.HG.
Special Geological Studies
c.c. Klackura, HQ-OSF
RGES.20

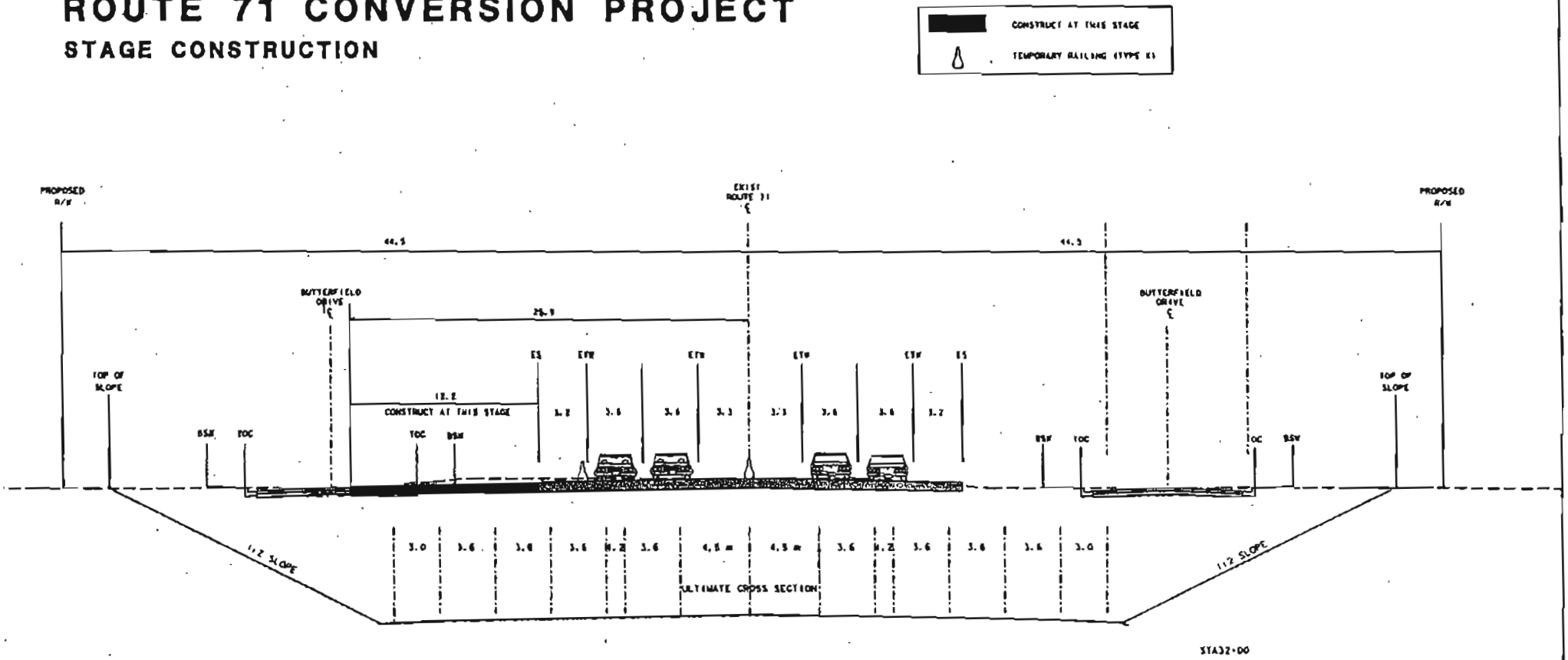
REGISTERED GEOLOGIST
GUSTAVO ORTEGA
692
CERTIFIED
HYDRO
GEOLOGIST
STATE OF CALIFORNIA

STAGE CONSTRUCTION

ATTACHMENT L

ROUTE 71 CONVERSION PROJECT

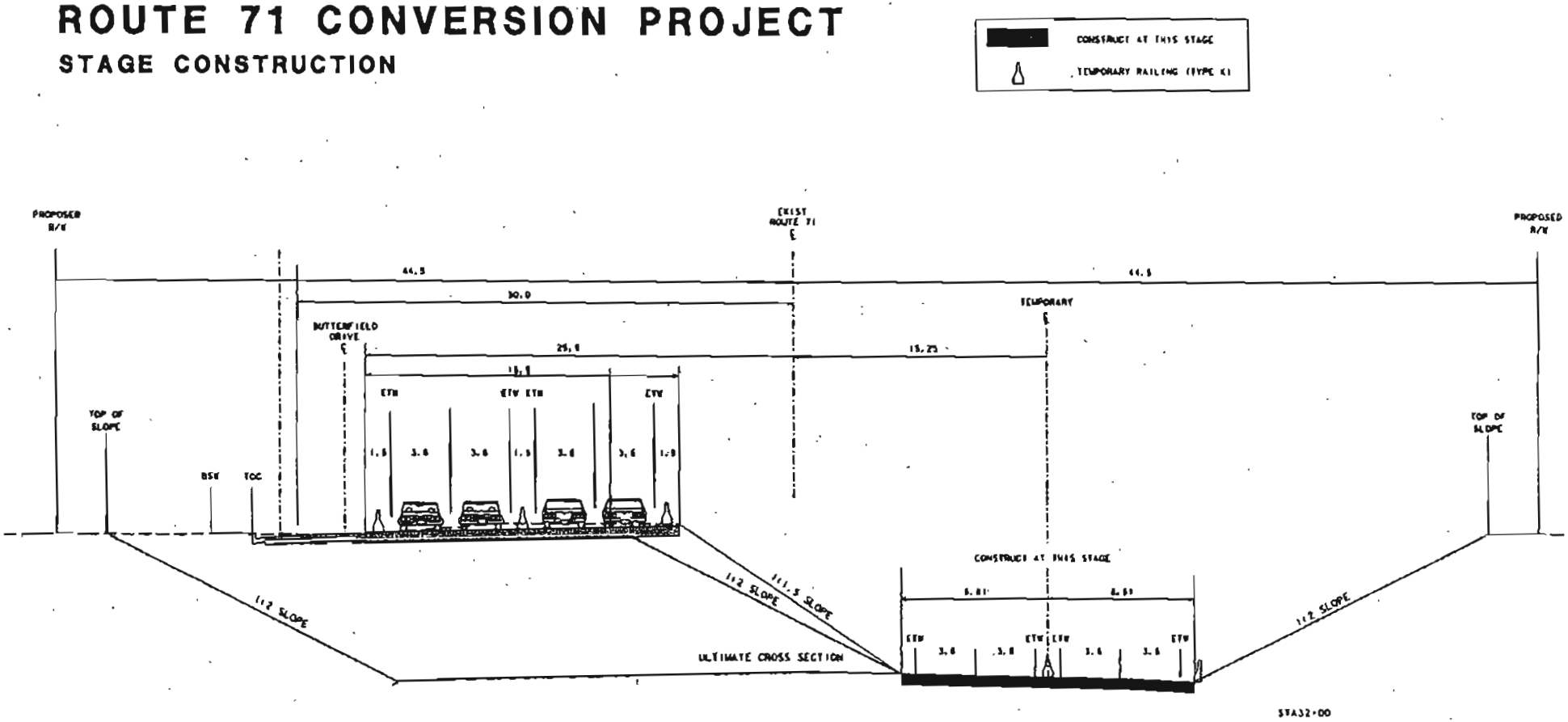
STAGE CONSTRUCTION



STAGE 1

ROUTE 71 CONVERSION PROJECT

STAGE CONSTRUCTION



STAGE 2

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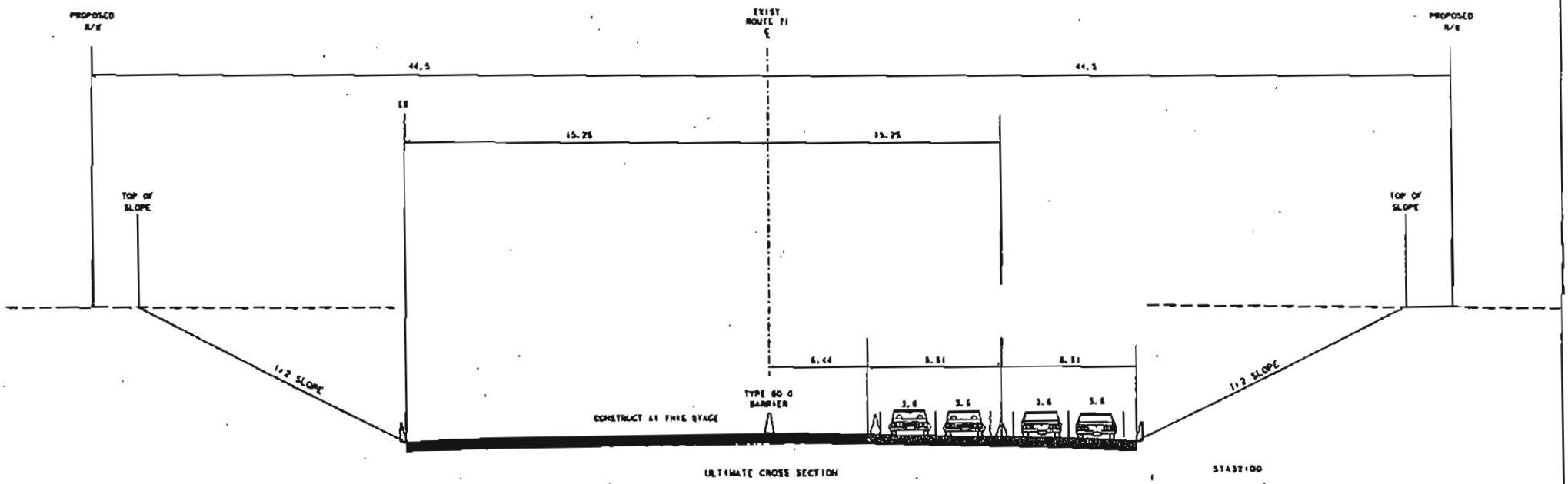
ROUTE 71 CONVERSION PROJECT

STAGE CONSTRUCTION



STAGE 3

NEGATIVE DECLARATION/FINDING OF NO SIGNIFICANT IMPACT (ND/FONSI)

ATTACHMENT M