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Freeway Data for Incident and Nonincident Conditions. Volume 2: Traffic Data Sets from Closely Spaced Detectors

California State Dept of Transportation, Los Angeles

Prepared for

Federal Highway Administration, Washington, D C

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FREEWAY DATA FOR INCIDENT AND NON-INCIDENT CONDITIONS

Vol. 2. Traffic Data Sets from Closely Spaced Detectors

December 1977
Final Report

Prepared for
FEDERAL HIGHWAY ADMINISTRATION
Offices of Research & Development
Washington, D. C. 20590

FOREWORD

This report describes real-time freeway incident and non-incident data collected from the San Diego Freeway in Los Angeles, California. The data was used in the development of freeway incident detection algorithms and a microscopic freeway simulation model. The data has been collected from freeway loop detectors every 20 seconds. In that the data may be of use in many other applications, it has been retained on magnetic data tapes. If a user wishes to use any of the available magnetic data tapes, they should contact the Federal Highway Administration, Traffic Systems Division, HRS-33, Washington, D. C. 20590..

This report is being distributed on a limited basis to selected researchers, a few Washington Headquarters specialists, and NTIS.

Charles F. Scheffey
Director, Office of Research

NOTICE

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16. Abstract

The results of the project to collect freeway traffic data for use in developing and verifying incident detection algorithms are presented in three volumes. This volume gives a description of the 80 data sets collected from the closely spaced detectors on a section of the San Diego Freeway. This freeway is part of the 42 mile freeway loop that has magnetic detectors with an average spacing of one-half mile. Included are a description of the freeway system used, classification of data sets, description of the 80 data sets, an overview of an analysis program that will process the data sets, weather conditions and a description of an incident.

Other volumes in this report include:

Vol. No.	FHWA No.	Title
1	RD-76-175	Traffic Data Sets From Widely Spaced Detectors
3	RD-76-177	FORTRAN Program Documentation For Analyzing Individual Data Sets

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The Los Angeles Area Freeway Surveillance and Control Project (LAAFSCP) provided the basis for this data collection study. The California Department of Transportation had already installed loop detectors in freeway lanes at about ½ mile spacing on 42 miles of urban freeway. These detectors were connected, over phone lines, to a central computer which polls each loop 15 times a second in order to build summaries of vehicle counts and incident detection.

The San Diego Freeway is an eight lane freeway that runs along the western portion of the Los Angeles area. The portion under LAAFSCP control runs from the southern end of the Harbor Freeway to the western end of the Santa Monica Freeway and carries an average daily traffic (ADT) of from 170,000 to 210,000. Interchanges on the San Diego Freeway vary from diamond to cloverleaf to collector/distributor road. Figure 1 shows the section of the San Diego Freeway used to collect data for this project.

2. DETECTOR STATION LOCATIONS

Loop detector stations are spaced at about ½ mile intervals on the San Diego Freeway with the exception of the 0.98 mile section, which runs northbound near the Santa Monica Freeway interchange. In this section, closely spaced detector stations are full count with every other station having two sets of detectors which comprise a speed trap configuration (see Figure 2). The stations were placed at approximately 600 foot intervals to increase data accuracy. TABLE 1 gives the total lane miles between stations and the actual distance between stations in miles.

Appendix A is a set of maps showing the general freeway layout, number of lanes, ramp and connector locations and which lanes are actually connected to the computer.

3. DATA CLASSIFICATION

Of the 80 data sets collected for this project, 33 contain an incident of some kind. An incident may be defined as something abnormal that occurred within the roadway or the occurrence of something unusual outside the roadway that affected traffic. The remaining 47 sets were non-incident in that nothing unusual happened during that period. Normal heavy traffic that causes stop-and-go conditions would not be considered an incident, while a car stalled in a lane or on a shoulder creating the same type of condition would be.

Within each incident and non-incident category there are four sub-categories according to the traffic level at the time of the incident. Category 1 was an incident that occurred when the freeway occupancy was over 24%; Categories 2, 3 and 4 were for occupancies less than 24%.

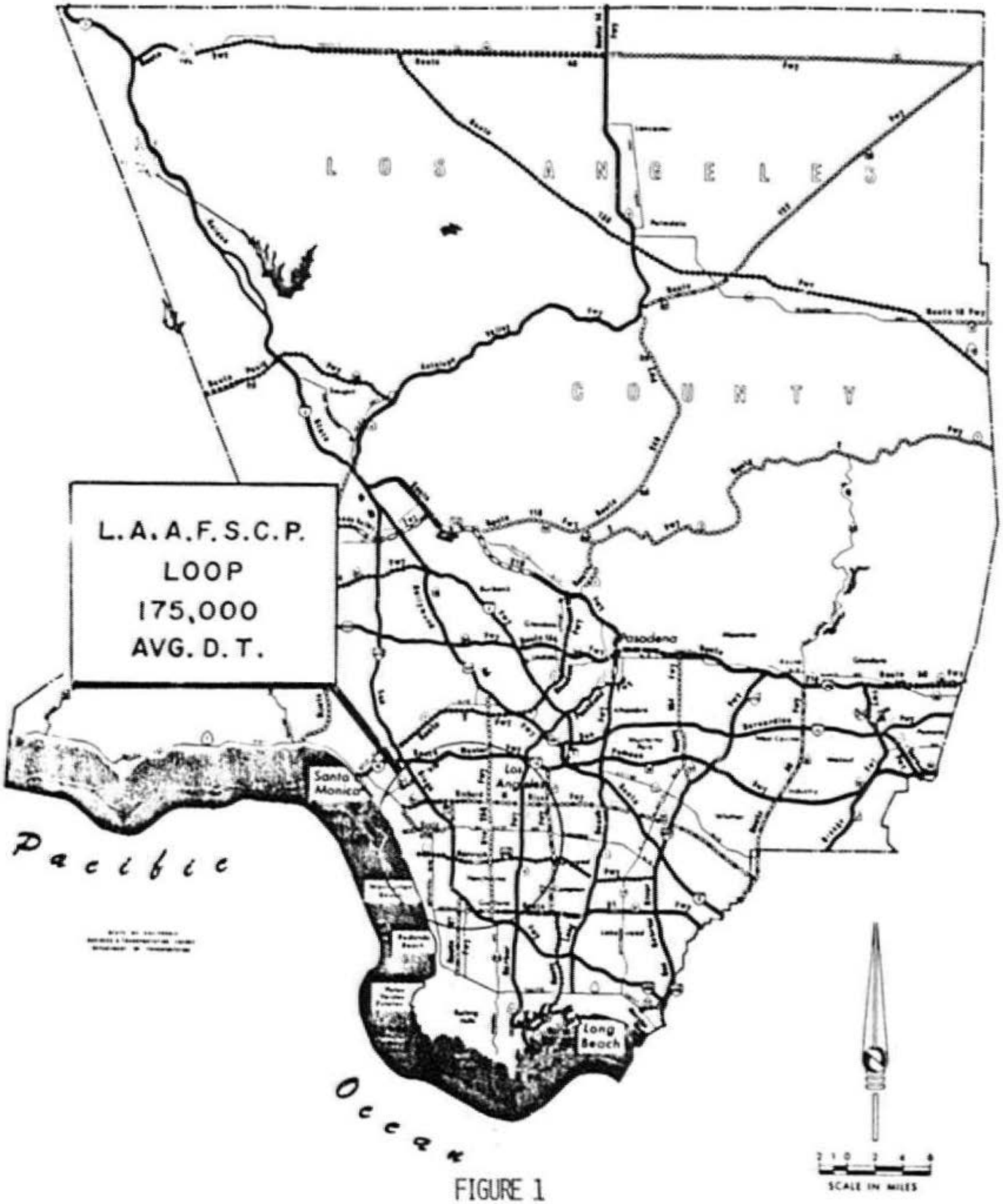


FIGURE 1

L.A.A.F.S.C.P. LOCATION

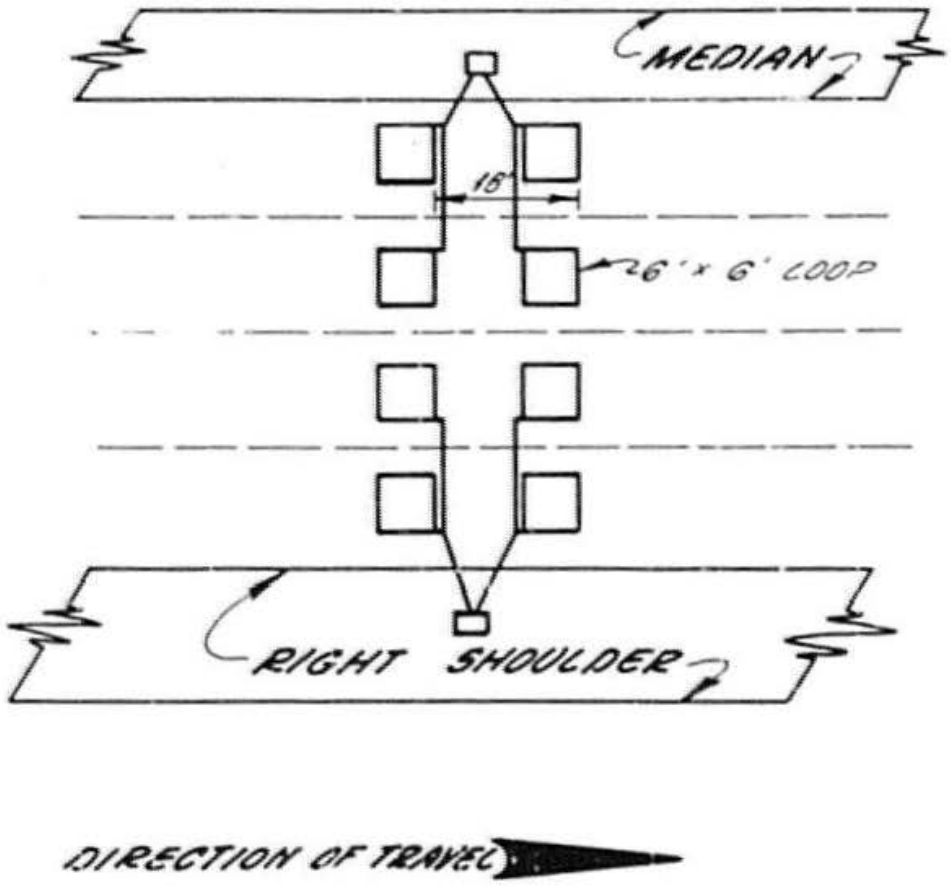


FIGURE 2

SPEED TRAP CONFIGURATION DETAIL

TABLE 1. LANE MILE TABLE

SAN DIEGO FREEWAY

Station	NORTHBOUND Distance Between Stations	NORTHBOUND Number of Lanes	NORTHBOUND Lane Miles	SOUTHBOUND Distance Between Stations	SOUTHBOUND Number of Lanes	SOUTHBOUND Lane Miles
SD01-SD02	0.64	4	2.56	0.64	3&4	2.54
SD02-SD03	0.54	4	2.16	0.54	4	2.16
SD03-SD04	0.62	4	2.48	0.62	4	2.48
SD04-SD05	0.66	4	2.64	0.66	4	2.64
SD05-SD06	0.53	4	2.12	0.53	4	2.13
SD06-SD07	0.53	4	2.12	0.53	4	2.13
SD07-SD08	0.33	4	1.32	0.33	4	1.32
SD08-SD09	0.34	4	1.36	0.34	4	1.36
SD09-SD10	0.49	4	1.96	0.49	4	1.96
SD10-SD11	0.37	4	1.48	0.37	4	1.48
SD11-SD12	0.42	4	1.68	0.42	4	1.68
SD12-SD13	0.56	4	2.24	0.56	4	2.24
SD13-SD14	0.42	4	1.68	0.42	4	1.68
SD14-SD15	0.57	4	2.28	0.57	4	2.28
SD15-SD16	0.47	4&5	2.34	0.47	4	1.88
SD16-SD17	0.49	5&4	2.11	0.49	4	1.96
SD17-SD18	0.64	4	2.56	0.64	4	2.56
SD18-SD19	0.49	4	1.96	0.49	4	1.96
SD19-SD20	0.48	4	1.92	0.48	4	1.92
SD20-SD21	0.44	4	1.76	0.44	4&5	2.14
SD21-SD22	0.49	4	1.96	0.49	5&4	2.36
SD22-SD23	0.66	4&5	2.94	0.66	4	2.64
SD23-SD24	0.40	4	1.60	0.40	4	1.60
SD24-SD25	0.50	4	2.00	0.50	4	2.00
SD25-SD26	0.68	4	2.72	0.68	4	2.72
SD26-SD27	0.33	4	1.42	0.33	4	1.32
SD27-SD28	0.70	4	2.80	0.70	4	2.80
SD28-ST01	0.51	4	2.04	0.51	4	2.04
[1] ST01-ST02	0.12	4	0.46	-	-	-
ST02-ST03	0.09	4	0.36	-	-	-
ST03-ST04	0.10	4	0.40	-	-	-
ST04-ST05	0.12	4	0.48	-	-	-
ST05-ST06	0.10	4	0.40	-	-	-
ST06-ST07	0.11	4	0.44	-	-	-
ST07-ST08	0.11	4	0.44	-	-	-
ST08-ST09	0.11	4	0.48	-	-	-
ST09-ST10	0.12	4	0.48	-	-	-
ST10-SD32	0.77	4&3	3.05	0.77	4	3.08
TOTALS	16.12		65.46	16.12		65.26

[1] CLOSELY SPACED FULL COUNT STATIONS

Lane volume levels for Categories 2, 3 and 4 were as follows:

Category	Lane Volume Range
2	Over 1400 vph
3	700 vph to 1400 vph
4	Less than 700 vph

Categories for non-incident divisions are correspondingly designated 5, 6, 7 and 8. All data sets were obtained from the fully instrumented section on the San Diego Freeway.

The number of data sets that were collected were:

	Incident			Non-Incident		
Type	1	2	3 & 4	5	6	7 & 8
Total	21	11	1	19	14	14

Appendix B gives a narrative description of each data set giving the type of incident and general traffic and weather condition.

4. DATA SET FORMAT

Each data set is recorded on a separate 800 bpi nine-track magnetic tape with fixed length logical records. The format used for all tapes is identical except that the number of data blocks will vary according to the length of the incident involved. This section will provide only a general description of the information on the tape; to get a detailed listing refer to the analysis program documentation.

There are three types of records contained on each data set. The first record is a header block that contains all the documentation information. This gives incident location, affected freeways, weather conditions and any other information.

The second record is a lane sensor table that relates the logical sensor number used in the continuous time series data records to physical sensor locations on the freeway.

The remaining records on the tape are continuous time series data blocks that contain the actual detector data.

Time series data contains an entry for each sensor every time it changes state. The entries are very general in nature giving only the

logical sensor number, the time, and whether the sensor is turning on or off. All entries are in chronological order.

The time given in the entries is accurate to 1/15 of a second, since this is the sweep time the computer uses.

The time entry will never be earlier than the change of state and at most, 1/15 of a second late. Since this error occurs in the same direction for both the on and off times at a loop, the maximum error for vehicle duration over a loop is also 1/15 of a second.

5. RAMP METERING

The California Department of Transportation is using ramp metering to help relieve congestion during urban peak traffic periods. Some of the sections of freeway used to collect data for this project are under either real-time or fixed-time traffic control during portions of the day.

Real-time control is when ramp metering rates are set by the computer that is being used to do the data collection. Within set limits, the computer can select the most appropriate metering rates for the current traffic conditions. This can have effect on traffic flow around an incident by allowing more cars on downstream from the incident.

Fixed-time control makes use of a historical table of metering rates run off a time of day clock. The rates are set by trial and error over a period of time and reflect the best average metering rate for any particular time period. This control is not traffic responsive and consequently, cannot try to correct for an incident.

Sections of the San Diego Freeway under ramp control are:

Freeway Section	Time of Day	Date Began	Method
San Diego Fwy-Northbound Marina Fwy to Santa Monica Fwy	0630 to 0930	Dec. 1975	Fixed-time
San Diego Fwy-Northbound Harbor Fwy to 120th St.	0600 to 0900	Dec. 1972	Real-time

6. FORTRAN ANALYSIS PROGRAM

In order to make the data sets more usable, an analysis program is being provided. This program is capable of generating summary data in either hard copy report format or as a condensed data set to be used in testing algorithms.

The analysis program is written in ANSI FORTRAN IV with no extensions. It should be usable, with only minor modifications to the I/O routines, on any machine with a FORTRAN IV compiler, a tape drive and 80K bytes of available memory.

The complete program documentation and instruction are included in Volume 3, "FORTRAN Program Documentation for Analyzing Individual Data Sets".

7. RUNNING THE ANALYSIS PROGRAM

When the analysis program starts, it gives the user the capability of specifying nine parameters that control what processing is to be done. The nine parameters are:

OUTPUT - An integer value code specifying the form of program output. The default value is zero (Ø).
- Ø - List documentation information and stop.
- 1 - List documentation information and computed statistics.
- 2 - Write documentation information and computed statistics to tape.
- 3 - Both 1 and 2.

LIMITS - An integer value specifying whether or not changes are to be made to the stations limits of the freeway segments. Default is no change (zero).
- Ø - Use existing station limits.
- 1 - Changes are to be made to the station limits.

UPDINT* - An integer value designating the updating time interval in seconds. Default value is 20 seconds.

AVGINT* - An integer value designating the averaging time interval in seconds. Default value is 60 seconds. AVGINT must be equal to or multiple of UPDINT.

LSTINT - An integer value designating the listing time interval in seconds. Default value is 20 seconds. Minimum value is UPDINT and maximum value is AVGINT. Valid parameter only when output is one (1) or three (3).

ISTART - A maximum of six (6) digit integer value designating the first averaging time for which statistics are to be averaged. Default value is the starting time of the input data tape (STIME). The program may adjust ISTART if it is less than (STIME + AVGINT) to the greater of (STIME + AVGINT) or (ISTART - AVGINT). The time is in the format HHMMSS where HHMM is the hour and minutes in military and SS is in seconds. Leading zeroes are optional and imbedded blanks are not allowed.

IFINAL - A maximum of six (6) digit integer value designating the last averaging time for which statistics are to be averaged. Default value is the input data tape ending time (ETIME). The format is the same as ISTART.

*NOTE: (AVGINT/UPDINT) must be a value of 1 through 15.

SMPLRT - An integer value designating the number of sensor samples per second for which the Continuous Time Series Data Records were collected. Default value of 15 times per second.

GFACTR - A real value designating a factor used in estimating density and speed. Default value of 2.8

8. ANALYSIS PROGRAM OUTPUT FORMAT

Hardcopy generated by the analysis program includes the documentation information and summarized traffic statistics as shown in Figures 3 through 5. The documentation information is fixed for each data set but the traffic data summaries can be varied by the user to get the time intervals or locations that he wishes.

Figure 3 illustrates the documentation information that is contained on the tape. The entries on this printout will be:

Tape No. - This is the identification number assigned to each tape and is in the format YYMMDDNN, where:

YY - refers to the year
MM - is the month
DD - is the day
NN - is a number used to differentiate between data sets collected on the same day.

Traffic Code - The traffic density level as explained in the Data Classification section of this volume.

Time Limits - These are the time limits for which data was collected for this data set. Time is based on a 24-hour clock.

Incident Location - Used only on incident data sets to indicate the two freeway stations between which the incident occurred. Format is FFSSD, where:

FF - indicates the freeway involved or speed trap

ST - Speed trap
SD - San Diego Freeway

SS - gives the freeway station
D - gives the direction of travel

N - North
S - South

Affected Segments - This entry gives the number of and locations of the freeway segments from which data was collected. Freeway segments are in the same format as for the incident location.

Incident Type - Used only for incident data sets to indicate what occurred to affect traffic. Possible entries are:

TCOL - Traffic collision
DISL - Disabled vehicle
SPIL - Spilled load
GAWK - Gawking where people are looking at something either on or off the freeway.
NOTH - No apparent reason for the incident.

Vehicles Involved - Indicates the total number of vehicles actively involved in the incident. The total is then broken down into three classes:

LIGHT DUTY VEHICLES - Cars, motorcycles and pickups.
LIGHT TRUCKS - Vans and delivery trucks.
HEAVY TRUCKS - Trucks larger than delivery van size.

Weather and Road Codes - Weather codes can be:

C - Clear
L - Light rain
H - Heavy rain

Visibility can be:

S - Sunny
H - Hazy
O - Overcast
F - Foggy
D - Dark

Pavement can be:

D - Dry
P - Damp
W - Wet

Detection and Verification - Detection is an indication if the incident was detected by the existing LAAFSCP incident detection logic. A code of "S' indicates that the computer detected the incident at the time indicated.

Verification is the method used to certify that there actually was an incident and not just a false alarm. The time indicates when verification was made and the code indicates the manner:

H - Helicopter
C - California Highway Patrol
V - Verification driver

Land Marks - This section gives physical reference points to where the incident occurred. The post mile locations of the call boxes and the loop stations are given in Appendix C.

CALL BOX - Indicates the nearest freeway trouble phone and is the format FFNNN, where "FF" indicates the freeway, the same as under incident location, and "NNN" indicates the call box number.

LOOP STATION - Shows the closest loop station in the same format as used under incident location.

POST MILE - Indicates the actual position according to post mile measurements.

Incident Freeway Geometry - This section gives the lane configuration at the incident site. The heading M123456SRSCCS is broken up into three sections, M123456S, R and SCCS, where the first is the freeway proper, the next is used to indicate a ramp and the last a collector-distributor road.

In the freeway section, the M refers to a median shoulder and the 1 through 6 indicate freeway lanes with the lanes numbered from left to right when facing in the direction of travel. The S refers to an outside shoulder.

The R in the ramp section indicates the presence of absence of either an on or off-ramp.

The collector-distributor road can show an S for the left hand shoulder, two traffic lanes and a right hand shoulder.

A 1 placed under the letter or number indicates that the item is present while a zero indicates that it is not.

For example:

M123456SRSCCS
1111100100000

This is a four-lane freeway with a median shoulder and right hand shoulder, no ramps and no collector-distributor.

M123456SRSCCS
1111110110000

This five-lane section has both a median and right hand shoulder and there is either an on or off-ramp.

M123456SRSCCS
1111100101101

This four-lane freeway with both shoulders also has a one lane collector-distributor with shoulders on both sides.

Incident Scenario Event Times - The meaning of the geometry heading is the same for this section as for the Incident Freeway Geometry.

Entries are arranged chronologically with a 1 in the columns that the comments refer to.

As an example, in Figure 3, the first entry is a 1 in column 3. This indicates that when the four cars involved collided, they blocked one of the outside lanes. The CHP arrived at the scene at the same time the incident was verified which was 1242. Although at 1250 three cars were moved to the right shoulder as indicated by a 1 in the S column, one car remained in the roadway as indicated by a 1 in column 3. At 1251 the tow truck arrived and at 1304 removed the vehicle from the outside lane to the right shoulder. At 1316 the right shoulder was clear of all vehicles (Abbreviations and codes used in the comments are explained in Appendix D.)

Traffic Volume Counts - If manual traffic counts were taken within the incident location, they will be recorded in this section. The duration is time in seconds and the count is for all freeway lanes.

Additional Comment Lines - Any comments that could not be fit into the Incident Scenario section will be placed here using the same abbreviations and codes.

Figure 4 is an example of the sensor index table. These figures give a listing of all the active loops from which data was collected. The table is broken up into separate sections for each of the segments and for the environmental sensors.

The entries in the table are:

Sensor Index Number - This is the logical index number used to identify this sensor on this particular data set. This is the number used to select records from the data set and will not be needed by a user, unless he writes his own programs to access data on the tapes.

TAPE NO. 76073001 TRAFFIC CODE - 1 FROM 12:10:00 TO 14:30:00

INCIDENT LOCATION: ST08N TO ST09N

AFFECTED SEGMENTS: 2

SEGMENT(1) FROM ST01N TO ST10N
SEGMENT(2) FROM SD31S TO SD29S

INCIDENT TYPE: TCOL

VEHICLES INVOLVED: 4

LIGHT DUTY VEHICLES - 4

WEATHER AND ROAD CODES:

WEATHER - C
VISIBILITY - S
PAVEMENT - D

DETECTION AND VERIFICATION:

DETECTED AT 12:46:00 BY CODE S
VERIFIED AT 12:42:00 BY CODE V

LAND MARKS:

POST MILE - 28.21

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	R	S	C	C	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	

INCIDENT SCENARIO EVENT TIMES

TIME	M	1	2	3	4	5	6	S	R	S	C	C	S	COMMENTS
12:42:00	0	0	0	1	0	0	0	0	0	0	0	0	0	4 CAR ACCIDENT IN LA
12:42:00	0	0	0	1	0	0	0	0	0	0	0	0	0	CHP ON SCENE. 1 INJU
12:50:00	0	0	0	1	0	0	0	1	0	0	0	0	0	3 CARS MOVED TO RT S
12:51:00	0	0	0	1	0	0	0	1	0	0	0	0	0	TOW TRUCK ARRIVED.
13:04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	TOW TRUCK MOVED CAR
13:04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	LANE 3 TO RT SHOULDE
13:16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	ALL CLEAR OF CARS ON

TRAFFIC VOLUME COUNTS: NONE

ADDITIONAL COMMENT LINES:

4 CAR T/C IN LANE 3.

FIGURE 3

ILLUSTRATION OF DOCUMENTATION INFORMATION

Freeway Station, Direction, Lane Type and Number - This section identifies the physical location of the loop on the freeway. The FWY STA DIR part follows the same format as used for the affected segment.

Within the lane type codes, the on-ramps, off-ramps, connectors and collector-distributor codes use suffixes of "A" and "B". The suffixes are needed to establish a unique identification because occasionally two separate on-ramps, etc., are associated with the same freeway station.

Possible lane type codes are:

LANE - Mainline freeway
ONA, ONB - Freeway on-ramp
OFFA, OFFB - Freeway off-ramp
CONA, CONB - Freeway-to-freeway connector
CDA, CDB - Collector-distributor road
ENVT - Environmental sensor for temperature
ENVL - Environmental sensor for light
ENVW - Environmental sensor for moisture

Lane number indicates the lane position within the station and is numbered from left to right when facing in the direction of travel.

MBAI Code - Modified, bad, active and inactive state code for the sensor.

Modified - The sensor was recently changed from the inactive state to the active state, or vice versa.

Bad - A malfunction was detected for this sensor.

Active - The sensor was collecting data at this time.

Inactive - The sensor was not collecting data at this time.

Code Number	Meaning
0	Inactive
1	Active
2	Bad, inactive
3	Bad, active
4	Modified, inactive
5	Modified, active
6	Modified, bad, inactive
7	Modified, bad, active

Station Index No. - These are the index numbers that the user must input, when starting the program, if he wishes to get a summary of only some of the stations.

For example, using Figure 4:

If ST01N to ST03N is desired, then 13 00 00 00 00 would be used in the input parameters.[1]

If ST01N and ST03N to ST05N were desired, then 11 35 00 00 would be input.

Figure 5 is an example of the traffic data summaries that will be printed out. The heading for each segment gives the time interval and the station limits of the subtotal.

The vertical format of the date entries is:

HEADING

Mainline lane

⋮

Mainline station summary

Ramp, collector and connector individual lane data

⋮

Ramp, collector and connector individual lane data

HEADING

⋮

The mainline station summary gives an average of the individual lane values for occupancy, VOL/LN/HR, DENSITY and SPEED and a total of the individual lane values for volume.

The data entries used are:

OCCUPANCY - This represents the percent of time that a vehicle was actually within the influence area of the loop.

VOLUME - The count of vehicles that pass over the loop.

VOL/LN/HR - Hourly volume per lane.

[1]For a full discussion of input parameters see Volume 5.

DENSITY - Vehicles per lane per mile. This value is calculated by using occupancy and an assumed average vehicle length.

SPEED - A calculated speed (MPH) from hourly lane volume, occupancy and assumed average vehicle length, e.g., Speed = Volume/(2.8 x occupancy).

SEGMENT(1) FROM ST 1N TO ST10N SENSORS 1 TO 58

SENSOR INDEX NO.	FWY	STA	DIR	LANE TYPE	LANE NO.	MBAI CODE	STATION INDEX NO.
1	ST	1	N	LANE	1	1	1
2	ST	1	N	LANE	2	1	
3	ST	1	N	LANE	3	1	
4	ST	1	N	LANE	4	1	
5	ST	2	N	LANE	1	1	
6	ST	2	N	LANE	2	1	
7	ST	2	N	LANE	3	1	
8	ST	2	N	LANE	4	1	
9	ST	2	N	SPD	1	1	
10	ST	2	N	SPD	2	1	
11	ST	2	N	SPD	3	1	
12	ST	2	N	SPD	4	1	
13	ST	3	N	LANE	1	1	3
14	ST	3	N	LANE	2	1	
15	ST	3	N	LANE	3	1	
16	ST	3	N	LANE	4	1	
17	ST	4	N	LANE	1	1	4
18	ST	4	N	LANE	2	1	
19	ST	4	N	LANE	3	3	
20	ST	4	N	LANE	4	1	
21	ST	4	N	SPD	1	1	
22	ST	4	N	SPD	2	1	
23	ST	4	N	SPD	3	1	
24	ST	4	N	SPD	4	1	
25	ST	5	N	LANE	1	1	5
26	ST	5	N	LANE	2	1	
27	ST	5	N	LANE	3	1	
28	ST	5	N	LANE	4	1	
29	ST	6	N	LANE	1	1	6
30	ST	6	N	LANE	2	1	
31	ST	6	N	LANE	3	1	
32	ST	6	N	LANE	4	1	
33	ST	6	N	SPD	1	1	

FIGURE 4

ILLUSTRATION OF SENSOR INDEX TABLE

34	ST	6	N	SPD	2	1	
35	ST	6	N	SPD	3	1	
36	ST	6	N	SPD	4	1	
37	ST	7	N	LANE	1	1	7
38	ST	7	N	LANE	2	1	
39	ST	7	N	LANE	3	1	
40	ST	7	N	LANE	4	1	
41	ST	8	N	LANE	1	1	8
42	ST	8	N	LANE	2	1	
43	ST	8	N	LANE	3	1	
44	ST	8	N	LANE	4	1	
45	ST	8	N	SPD	1	1	
46	ST	8	N	SPD	2	1	
47	ST	8	N	SPD	3	1	
48	ST	8	N	SPD	4	1	
49	ST	9	N	LANE	1	1	9
50	ST	9	N	LANE	2	1	
51	ST	9	N	LANE	3	1	
52	ST	9	N	LANE	4	1	
53	ST	10	N	LANE	1	1	10
54	ST	10	N	LANE	2	1	
55	ST	10	N	LANE	3	1	
56	ST	10	N	LANE	4	1	
57	ST	10	N	SPD	1	1	
58	ST	10	N	SPD	2	1	

SEGMENT(2) FROM SD31S TO SD29S SENSORS 59 TO 64

SENSOR INDEX NO.	FWY	STA	DIR	LANE TYPE	LANE NO.	MBAI CODE	STATION INDEX NO.
59	SD	31	S	LANE	1	1	11
60	SD	31	S	LANE	3	1	
61	SD	30	S	LANE	1	1	12
62	SD	30	S	LANE	3	1	
63	SD	29	S	LANE	1	1	13
64	SD	29	S	LANE	2	1	

FIGURE 4 (CONTINUED)

ILLUSTRATION OF SENSOR INDEX TABLE

INVIRONMENTAL SENSORS 65 TO 70

SENSOR INDEX NO.	FWY	STA	DIR	LANE TYPE	LANE NO.	MBAI CODE	STATION INDEX NO.
65	SM	18	E	ENVT	1	1	
66	SM	18	E	ENVL	1	1	
67	SM	18	E	ENVW	1	1	
68	HA	20	N	ENVT	1	1	
69	HA	20	N	ENVL	1	1	
70	HA	20	N	ENVW	1	1	

FIGURE 4 (CONTINUED)

ILLUSTRATION OF SENSOR INDEX TABLE

TIME IS 12:15:00 FROM STATION ST 1N TO STATION ST10N

	OCCUPANCY	VOLUME	VOL/LN/HR	DENSITY	SPEED
ST 1NLANE1	12.09	125.00	1500.00	33.85	44.31
ST 1NLANE2	13.58	134.00	1608.00	38.02	42.30
ST 1NLANE3	14.16	126.00	1512.00	39.64	38.15
ST 1NLANE4	16.22	131.00	1572.00	45.42	34.61
ST 1N	14.01	516.00	1548.00	39.23	39.84
	OCCUPANCY	VOLUME	VOL/LN/HR	DENSITY	SPEED
ST 2NLANE1	10.67	125.00	1500.00	29.87	50.22
ST 2NLANE2	12.27	137.00	1644.00	34.35	47.86
ST 2NLANE3	14.80	119.00	1428.00	41.44	34.46
ST 2NLANE4	17.56	135.00	1620.00	49.16	32.96
ST 2N	13.82	516.00	1548.00	38.70	41.38
ST 2NSPD 1	10.80	125.00	1500.00	30.24	49.60
ST 2NSPD 2	11.96	135.00	1620.00	33.48	48.39
ST 2NSPD 3	15.16	119.00	1428.00	42.44	33.65
ST 2NSPD 4	17.89	137.00	1644.00	50.09	32.82
	OCCUPANCY	VOLUME	VOL/LN/HR	DENSITY	SPEED
ST 3NLANE1	11.24	127.00	1524.00	31.48	48.40
ST 3NLANE2	12.47	136.00	1632.00	34.91	46.75
ST 3NLANE3	13.11	128.00	1536.00	36.71	41.84
ST 3NLANE4	14.60	134.00	1608.00	40.88	39.33
ST 3N	12.86	525.00	1575.00	36.00	44.08
	OCCUPANCY	VOLUME	VOL/LN/HR	DENSITY	SPEED
ST 4NLANE1	10.96	127.00	1524.00	30.68	49.68
ST 4NLANE2	10.47	132.00	1584.00	29.31	54.05
ST 4NLANE3	96.69	41.00	492.00	270.73	1.82
ST 4NLANE4	13.51	132.00	1584.00	37.83	41.87
ST 4N	32.91	432.00	1296.00	92.14	36.85
ST 4NSPD 1	9.44	125.00	1500.00	26.44	56.72
ST 4NSPD 2	10.78	133.00	1596.00	30.18	52.89
ST 4NSPD 3	12.87	132.00	1584.00	36.03	43.97
ST 4NSPD 4	13.09	132.00	1584.00	36.65	43.22
	OCCUPANCY	VOLUME	VOL/LN/HR	DENSITY	SPEED
ST 5NLANE1	12.56	128.00	1536.00	35.16	43.69
ST 5NLANE2	13.11	130.00	1560.00	36.71	42.49
ST 5NLANE3	15.82	132.00	1584.00	44.30	35.75
ST 5NLANE4	12.78	98.00	1176.00	35.78	32.87
ST 5N	13.57	488.00	1464.00	37.99	38.70

FIGURE 5

ILLUSTRATION OF TRAFFIC DATA SUMMARIES

	OCCUPANCY	VOLUME	VOL/LN/HR	DENSITY	SPEED
ST 6NLANE1	11.58	128.00	1536.00	32.42	47.38
ST 6NLANE2	10.20	124.00	1488.00	28.56	52.10
ST 6NLANE3	14.58	141.00	1692.00	40.82	41.45
ST 6NLANE4	14.60	131.00	1572.00	40.88	38.45
ST 6N	12.74	524.00	1572.00	35.67	44.85
ST 6NSPD 1	11.60	128.00	1536.00	32.48	47.29
ST 6NSPD 2	10.13	125.00	1500.00	28.37	52.87
ST 6NSPD 3	15.53	142.00	1704.00	43.49	39.18
ST 6NSPD 4	15.11	134.00	1608.00	42.31	38.00

	OCCUPANCY	VOLUME	VOL/LN/HR	DENSITY	SPEED
ST 7NLANE1	10.56	125.00	1500.00	29.56	50.75
ST 7NLANE2	14.24	130.00	1560.00	39.88	39.11
ST 7NLANE3	14.91	151.00	1812.00	41.75	43.40
ST 7NLANE4	15.93	149.00	1788.00	44.61	40.08
ST 7N	13.91	555.00	1665.00	38.95	43.34

	OCCUPANCY	VOLUME	VOL/LN/HR	DENSITY	SPEED
ST 8NLANE1	12.31	125.00	1500.00	34.47	43.51
ST 8NLANE2	12.93	138.00	1656.00	36.21	45.73
ST 8NLANE3	16.82	148.00	1776.00	47.10	37.71
ST 8NLANE4	16.80	141.00	1692.00	47.04	35.97
ST 8N	14.72	552.00	1656.00	41.21	40.73
ST 8NSPD 1	12.42	125.00	1500.00	34.78	43.13
ST 8NSPD 2	13.20	137.00	1644.00	36.96	44.48
ST 8NSPD 3	16.69	150.00	1800.00	46.73	38.52
ST 8NSPD 4	17.49	143.00	1716.00	48.97	35.04

	OCCUPANCY	VOLUME	VOL/LN/HR	DENSITY	SPEED
ST 9NLANE1	9.51	124.00	1488.00	26.63	55.87
ST 9NLANE2	10.16	139.00	1668.00	28.44	58.66
ST 9NLANE3	14.73	151.00	1812.00	41.25	43.92
ST 9NLANE4	15.09	145.00	1740.00	42.25	41.18
ST 9N	12.37	559.00	1677.00	34.64	49.91

	OCCUPANCY	VOLUME	VOL/LN/HR	DENSITY	SPEED
ST10NLANE1	10.09	127.00	1524.00	28.25	53.95
ST10NLANE2	10.93	136.00	1632.00	30.61	53.31
ST10NLANE3	22.58	168.00	2016.00	63.22	31.89
ST10NLANE4	14.78	149.00	1788.00	41.38	43.21
ST10N	14.59	580.00	1740.00	40.86	45.59
ST10NSPD 1	10.13	127.00	1524.00	28.37	53.71
ST10NSPD 2	10.98	136.00	1632.00	30.74	53.09

FIGURE 5 (CONTINUED)

ILLUSTRATION OF TRAFFIC DATA SUMMARIES

APPENDIX A

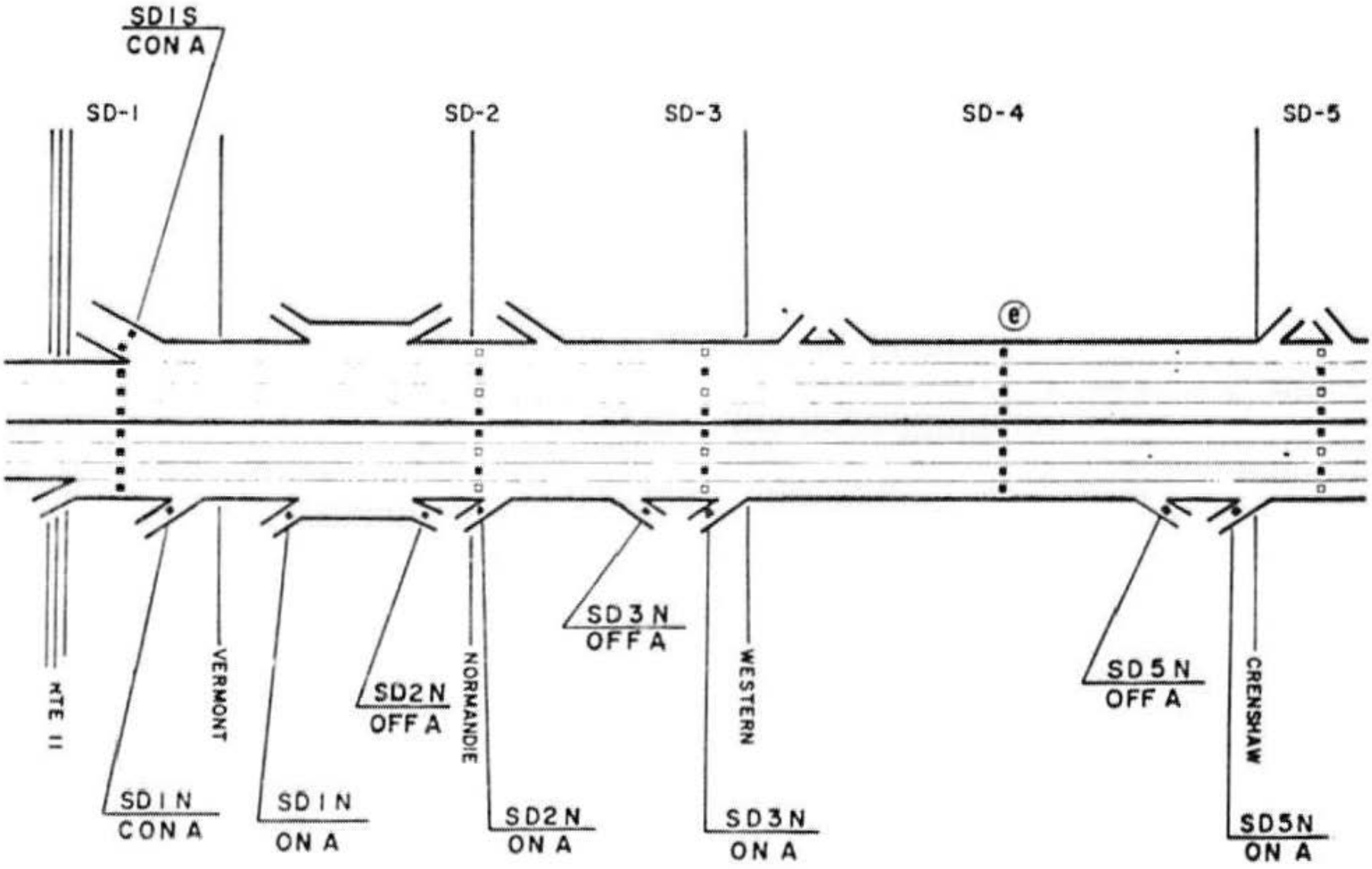
Loop Location Maps

This set of maps gives a schematic view of the freeway used for the data collection. They illustrate the number of lanes at each location, the loops that were connected to the computer and the location of ramps and collector roads. Active and inactive loops are designated by the following symbols:

■ - Active Loop

□ - Inactive Loop

TABLE OF CONTENTS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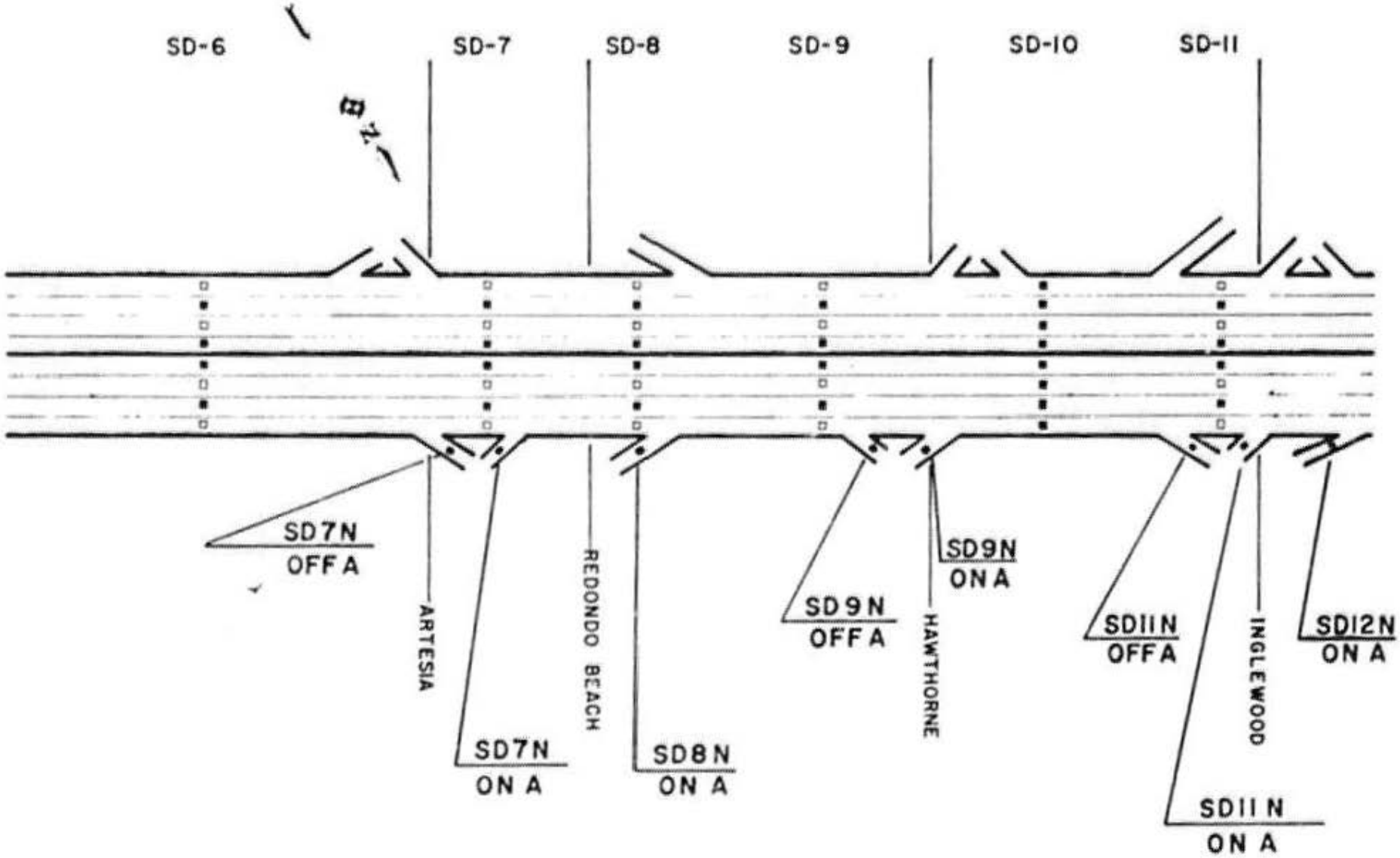
CON A
SD-1
SD-2
SD-3
SD-4
SD-5
SD3N
OFF A
SD5N
OFF A
SD2N
OFF A
SD1N
CON A
SD1N
ON A
SD2N
ON A
SD3N
ON A
SD5N
ON A
NTE II
VERMONT
NORMANDIE
WESTERN
CRENSHAW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SD-7
SD-8
SD-9
SD-10
SD-11
SD7N
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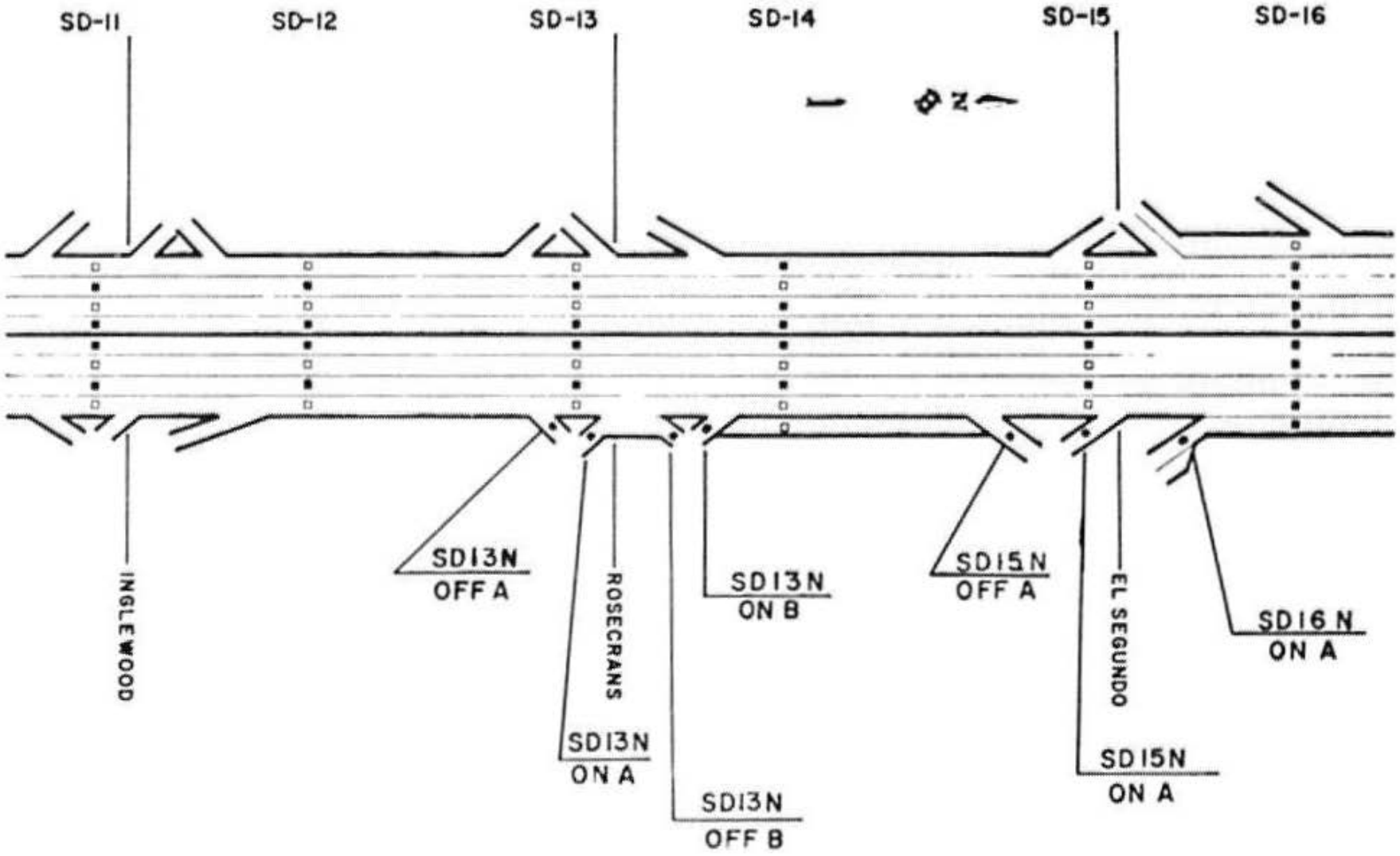
ARTESIA
SD7N
ON A
REDONDO BEACH
SD8N
ON A
SD9N
OFF A
HAWTHORNE
SD9N
ON A
SD11N
OFF A
INGLEWOOD
SD11N
ON A
SD12N
ON A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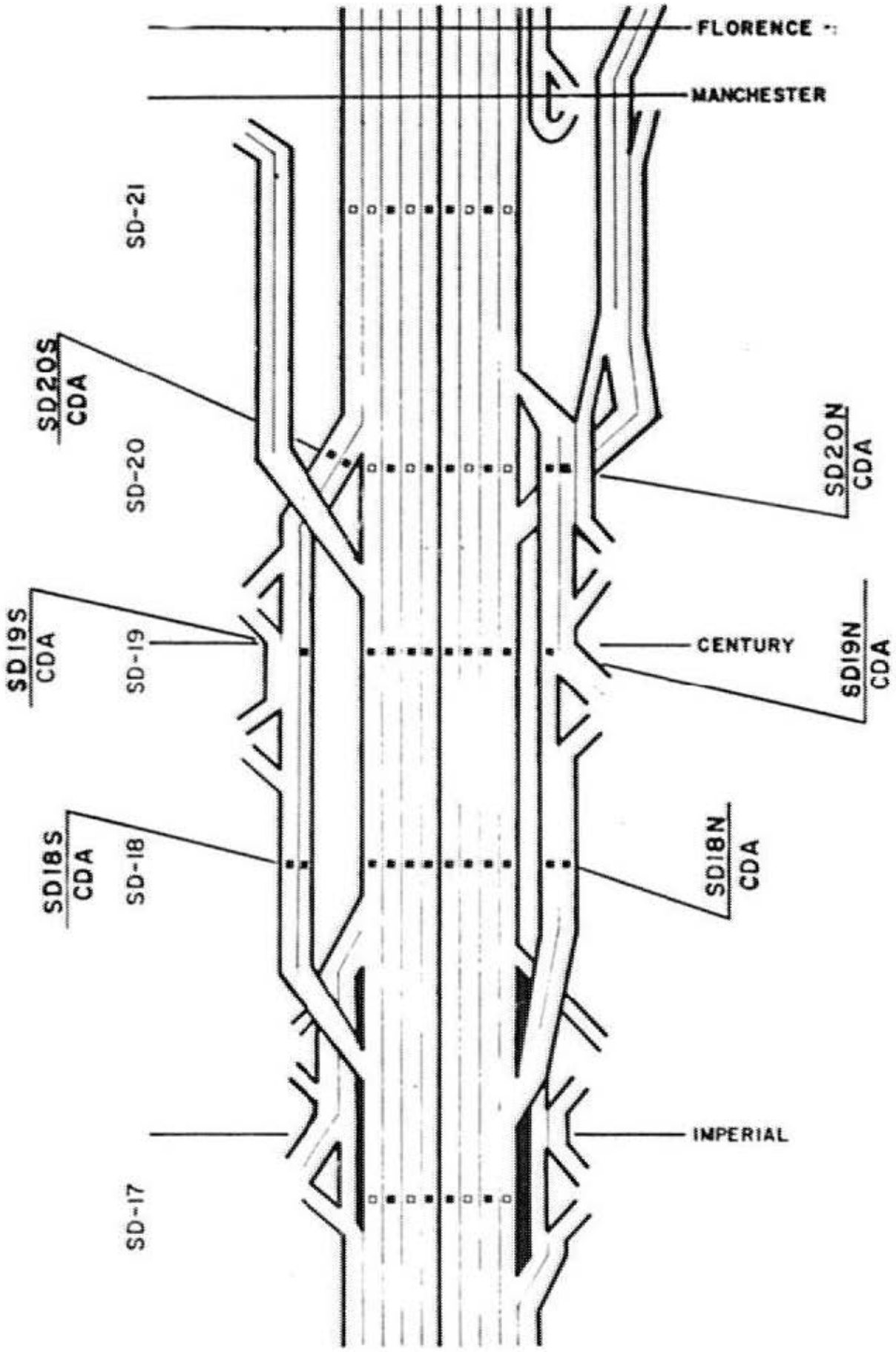
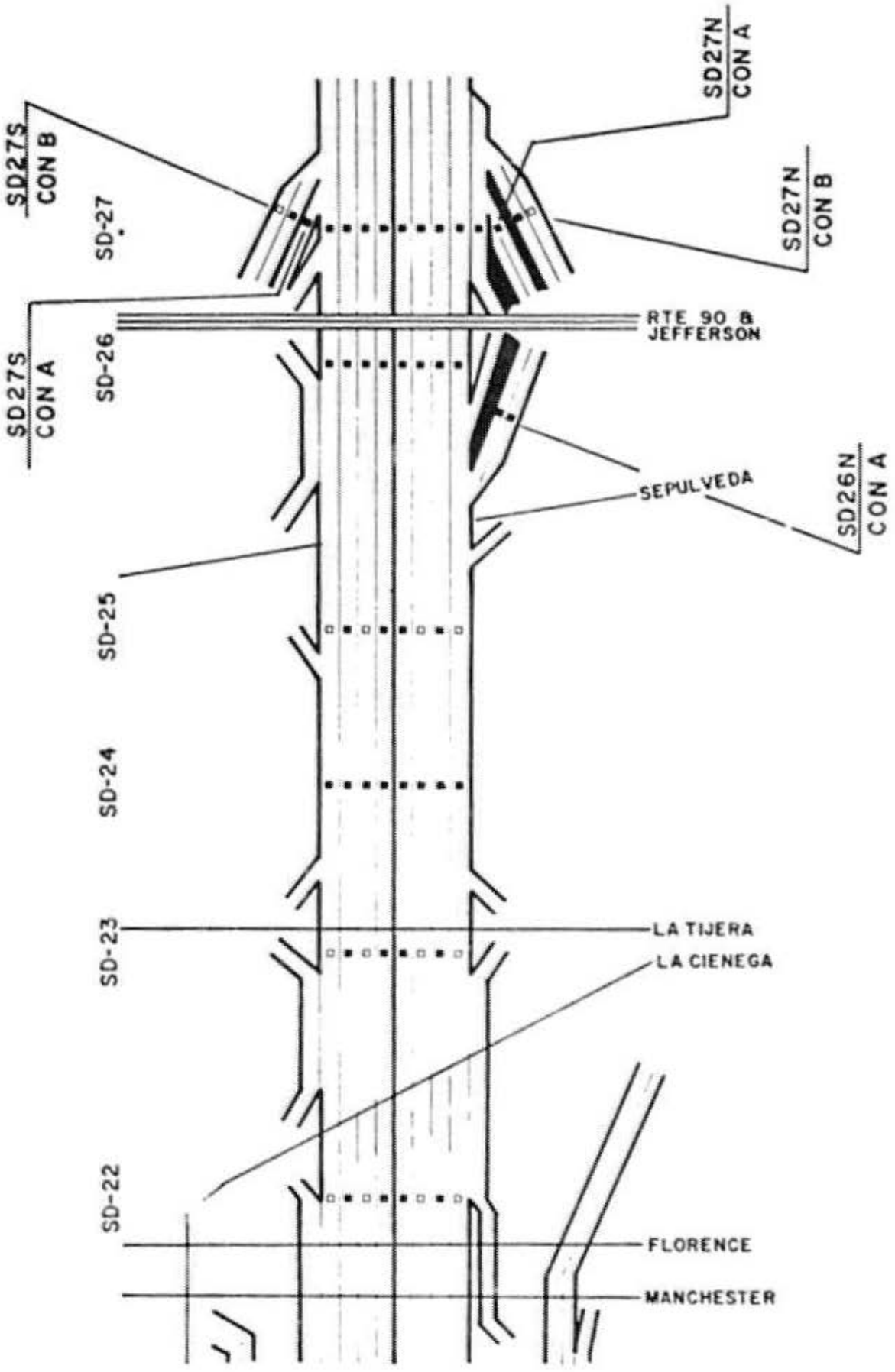
SD-12
SD-13
SD-14
SD-15
SD-16
INGLEWOOD
SD13N
OFF A
ROSECRANS
SD13N
ON A
SD13N
OFF B
SD13N
ON B
SD15N
OFF A
EL SEGUNDO
SD15N
ON A
SD16 N
ON A


FLORENCE
MANCHESTER
SD-21
SD20S CDA
SD-20
SD20N CDA
SD19S CDA
SD-19
CENTURY
SD19N CDA
SD18S CDA
SD-18
SD18N CDA
IMPERIAL
SD-17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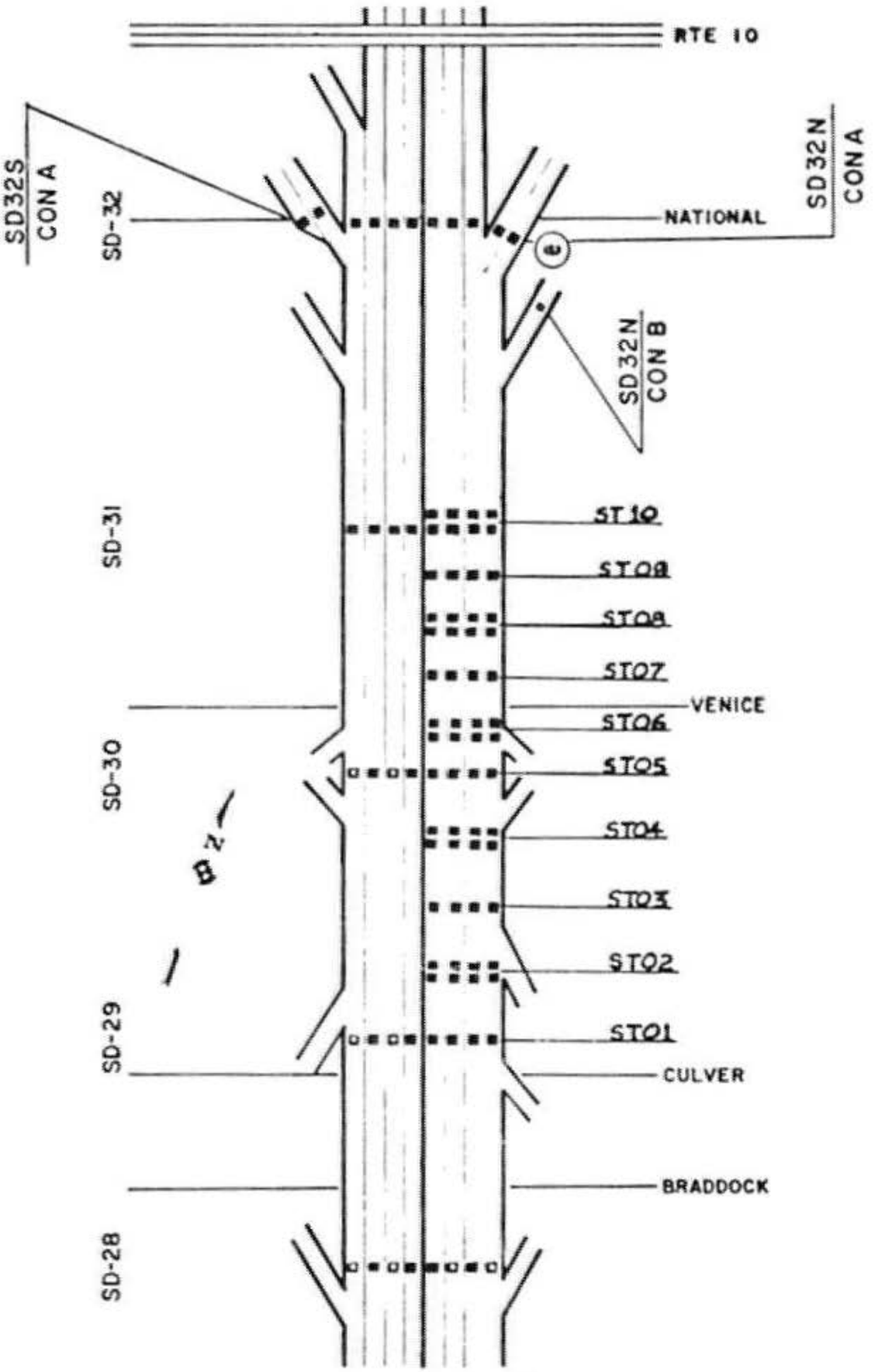
CON B
SD-27
SD27N
CON A
SD27N
CON B
RTE 90 &
JEFFERSON
SD27S
CON A
SD-26
SEPULVEDA
SD26N
CON A
SD-25
SD-24
SD-23
LA TIJERA
LA CIENEGA
SD-22
FLORENCE
MANCHESTER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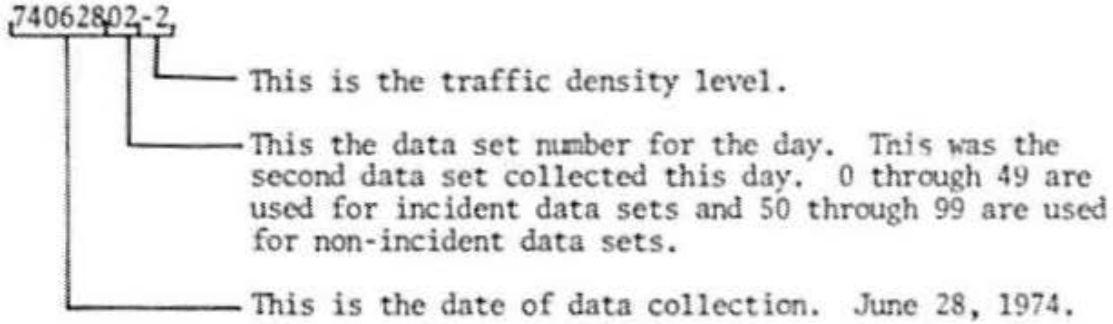
SD32N CON A
SD-32
NATIONAL
SD32N CON B
SD-31
ST10
ST09
ST08
ST07
VENICE
ST06
SD-30
ST05
ST04
ST03
ST02
SD-29
ST01
CULVER
BRADDOCK
SD-28

APPENDIX B

Narrative Description of Data Sets

This appendix provides short description of the data contained on each of the data sets.

A certain amount of information can be obtained from the data set number, i.e.:



Abbreviations used in referring to incident location and data collection segments are:

SD - San Diego Freeway
N - North
S - South

For user convenience, a numerical listing of both incident and non-incident data sets are given in Appendix E.

TAPE NO. 75101551 TRAFFIC CODE - 3 FROM 15:31: 0
TO 18:30: 0

INCIDENT LOCATILN: SD30N TO SD31N (ST06N TO ST10N)

AFFECTED SEGMENTS: 2

SEGMENT(1) ST 1N TO ST10N SEGMENT(2) SD31S TO SD29S

INCIDENT TYPE: DISL

VEHICLES INVOLVED: 2
LIGHT DUTY VEHICLES = 2 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND READ CONDITIONS
WEATHER = C VISIBILITY = S PAVEMENT = D

DETECTION AND VERIFICATION
DETECTED AT 0: 0: 0 BY CODE
VERIFIED AT 16:30: 0 BY CODE V

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = 0 POST MILE = 27.90

INCIDENT FREEWAY GEOMETRY

M 1 2 3 4 5 6 S R S C C S COMMENTS

GEOMETRY 1 1 1 1 1 0 0 1 1 1 0 0 0

INCIDENT SCENARIA EVENT TIMES

TIME	M	1	2	3	4	5	6	S	R	S	C	C	S	COMMENTS
16:30: 0	0	0	0	0	0	0	0	1	0	0	C	0	0	DISABLED VEHICLE AT
16:30: 0	0	0	0	0	0	0	0	1	0	0	C	0	0	GORE OF VENICE O/R
16:45: 0	0	0	0	0	0	0	0	1	0	0	C	0	0	TOW ON THE SCENE
16:52: 0	0	0	0	0	0	0	0	1	0	0	C	0	0	TOW LEAVNG WITHOUT
16:52: 0	0	0	0	0	0	0	0	1	0	0	C	0	0	DISABLED VEH
16:54: 0	0	0	0	0	0	0	0	1	0	0	C	0	0	PERSON LEAVNG VEH
17:33: 0	0	0	0	0	0	0	0	1	0	0	C	0	0	PERSON RETURNS
17:38: 0	0	0	0	0	0	0	0	1	0	0	C	0	0	2ND VEH ON R/S
17:50: 0	0	0	0	0	0	0	0	1	0	0	C	0	0	CHP ON THE SCENE
17:59: 0	0	0	0	0	0	0	0	1	0	0	C	0	0	CHP LEAVING

TRAFFIC VOLUME COUNTS: NONE

ADDITIONAL COMMENT LINES: NONE

```
 TAPE NO. 75102301      TRAFFIC CODE = 2      FROM 15:30: 0
                                              TO   17: 0: 0
        INCIDENT LOCATION:  ST 6N TO ST 7N

                AFFECTED SEGMENTS:   2

SEGMENT(1)  ST 1N TO STION      SEGMENT(2)  SD32S TO SD30S

                INCIDENT TYPE:  1COL

                VEHICLES INVOLVED:   2
LIGHT DUTY VEHICLES = 2  LIGHT TRUCKS = 0  HEAVY TRUCKS = 0

                WEATHER AND ROAD CODES
WEATHER =C          VISIBILITY =5              PAVEMENT =D

              DETECTION AND VERIFICATION
DETECTED AT 16: 2:40 BY CODE S
VERIFIED AT 16: 0: 0 BY CODE V

                      LAND MARKS
          SIGN =   0              CALL BOX =     0
    LOOP STATION = ST 7N          POST MILE =  28.3

              INCIDENT FREEWAY GEOMETRY

          M 1 2 3 4 5 6 S R S C C S    COMMENTS
GEOMETRY  1 1 1 1 1 0 0 1 0 0 0 0 0

              INCIDENT SCENARIO EVENT TIMES

  TIME     M 1 2 3 4 5 6 S R S C C S         COMMENTS

16: 0: 0   0 0 1 0 0 0 0 0 0 0 0 0 0     2 VEH 11-83 #2 LANE
16: 0: 0   0 0 1 0 0 0 0 0 0 0 0 0 0     CHP 1097
16:20: 0   0 0 0 0 0 0 0 0 0 1 0 0 0     TOW 1097
16:21: 0   0 0 0 0 0 0 0 0 0 1 0 0 0     CHP 1098
16:23: 0   0 0 0 0 0 0 0 0 0 1 0 0 0     TOW 1098 ROAD CLEAR

              ADDITIONAL COMMENT LINES

LOCATION 200 FEET N/O VENICE BLVD
```

TAPE NO. 75102801 TRAFFIC CODE = 1 FROM 8: 0: 0
TO 10:30: 0

INCIDENT LOCATION: SI 3N TO ST 4N

AFFECTED SEGMENTS: 2

SEGMENT(1) ST IN TO STION SEGMENT(2) SD30S TO SD29S

INCIDENT TYPE: GAWK

VEHICLES INVOLVED: 2
LIGHT DUTY VEHICLES = 2 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =5 PAVEMENT =0

DETECTION AND VERIFICATION
DETECTED AT 0: 0: 0 BY CODE
VERIFIED AT 8:30: 0 BY CODE V

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = ST 3N POST MILE = 28.75

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	R	S	C	L	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	

INCIDENT SCENARIO EVENT TIMES

TIME	M	1	2	3	4	5	6	S	R	S	C	L	S	COMMENTS
8:30: 0	0	0	0	0	0	0	0	1	0	0	0	0	0	CHP&PEDESTRIAN WITH
8:30: 0	0	0	0	0	0	0	0	1	0	0	0	0	0	BIKE
8:35: 0	0	0	0	0	0	0	0	1	0	0	0	0	0	CHP 10-98
8:37: 0	0	0	0	0	0	0	0	1	0	0	0	0	0	PED. WITH BIKE LEAVG

```
 TAPE NO. 79111901      TRAFFIC CODE = 2      FROM 12: 0: 0
                                              TO   14:30: 0
        INCIDENT LOCATION:  SI /N TO SI 8N

                AFFECTED SEGMENTS:   2

SEGMENT(1)  SI 1N TO STION      SEGMENT(2)  SD31S TO SD29S

                 INCIDENT TYPE:  TCOL

                 VEHICLES INVOLVED:   2
LIGHT DUTY VEHICLES = 2  LIGHT TRUCKS = 0  HEAVY TRUCKS = 0

                 WEATHER AND ROAD CODES
WEATHER =C          VISIBILITY =S              PAVEMENT =D

               DETECTION AND VERIFICATION
DETECTED AT 12:22:40 BY CODE 5
VERIFIED AT  0: 0: 0 BY CODE

                      LAND MARKS
          SIGN =   0              CALL BOX =     0
    LOOP STATION =   0            POST MILE =  28. 4

                INCIDENT FREEWAY GEOMETRY

          M 1 2 3 4 5 6 S R S C C S    COMMENTS
GEOMETRY  1 1 1 1 1 0 0 1 0 0 0 0 0

                INCIDENT SCENARIO EVENT TIMES

  TIME      M 1 2 3 4 5 6 S R S C C S          COMMENTS

12:30: 0    0 0 0 1 0 0 0 0 0 0 0 0 0      2 CARS
13:20: 0    0 0 0 0 0 0 0 0 0 0 0 0 0      CLEAR
```

TAPE NO. 75112501 TRAFFIC CODE = 2 FROM 14:45: 0
TO 17: 0: 0

INCIDENT LOCATION: ST 6N TO ST 8N

AFFECTED SEGMENTS: 2

SEGMENT(1) ST 1N TO ST10N SEGMENT(2) SO31S TO SO29S

INCIDENT TYPE: GAWK

VEHICLES INVOLVED: 0
LIGHT DUTY VEHICLES = 0 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =S PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 15:35: 0 BY CODE 5
VERIFIED AT 15:35: 0 BY CODE F

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = 0 POST MILE = 28. 2

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	R	S	C	C	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	

INCIDENT SCENARIO EVENT TIMES

TIME	M	1	2	3	4	5	6	S	R	S	C	C	S	COMMENTS
15:29: 0	0	0	0	0	0	0	0	1	0	0	0	0	0	STATE TRUCK ON R/S
15:35: 0	0	0	0	0	0	0	0	0	0	0	0	0	0	GONE

```
TAPE NO. 760713 1      TRAFFIC CODE - 1      FROM 15:46: 0
                                             TO   17:30: 0

          INCIDENT LOCATION: ST 3N TO ST 4N

               AFFECTED SEGMENTS: 2

SEGMENT(1)  ST 1N TO ST10N        SEGMENT(2)  SD31S TO SD29S


                INCIDENT TYPE:  GAWK

                VEHICLES INVOLVED:   1
LIGHT DUTY VEHICLES = 0  LIGHT TRUCKS = 0  HEAVY TRUCKS = 1

                WEATHER AND ROAD CONDITIONS
WEATHER = C          VISIBILITY = 5          PAVEMENT = D

              DETECTION AND VERIFICATION
DETECTED AT 16:29: 0 BY CODE S
VERIFIED AT 16:21: 0 BY CODE V

                        LAND MARKS
          SIGN =   0              CALL BOX =     0
    LOOP STATION = ST 4N          POST MILE =  27.57

              INCIDENT FREEWAY GEOMETRY

          M 1 2 3 4 5 6 S R S C C S    COMMENTS

GEOMETRY  1 1 1 1 1 C 0 1 0 0 0 0 0


              INCIDENT SCENARIO EVENT TIMES

  TIME      M 1 2 3 4 5 6 S R S C C S     COMMENTS

 0: 0: 0    0 0 0 0 0 0 0 0 0 0 0 0 0

          TRAFFIC VOLUME COUNTS:  NONE

          ADDITIONAL COMMENTS LINES:

BUS STALLED S/B ON RT SHOULDER
CAUSING GAWKING N/B
```

TAPE NO. 760715 1 TRAFFIC CODE - 2 FROM 11:56: 0
TO 13:20: 0

INCIDENT LOCATION: ST 7N TO ST 8N

AFFECTED SEGMENTS: 2

SEGMENT(1) ST 1N TO ST10N SEGMENT(2) SD315 TO SD295

INCIDENT TYPE: GAWK

VEHICLES INVOLVED: 2
LIGHT DUTY VEHICLES = 2 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CONDITIONS
WEATHER = C VISIBILITY = D PAVEMENT = D

DETECTION AND VERIFICATION
DETECTED AT 12:26: 0 BY CODE S
VERIFIED AT 12:40: 0 BY CODE V

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = ST 7N POST MILE = 0.0

INCIDENT FREEWAY GEOMETRY

M 1 2 3 4 5 6 S R S C C S COMMENTS

GEOMETRY 1 1 1 1 1 0 0 1 0 0 0 0 0

INCIDENT SCENARIA EVENT TIMES

TIME	M	1	2	3	4	5	6	S	R	S	C	C	S	COMMENTS
12:40: 0	0	0	0	0	0	0	0	0	1	0	0	0	0	CHP & VEHICLE
12:40: 0	0	0	0	0	0	0	0	0	1	0	0	0	0	ON RT. SHOULDER.
12:50: 0	0	0	0	0	0	0	0	0	0	0	0	0	0	ALL VEHICLES GONE

TRAFFIC VOLUME COUNTS: NONE

ADDITIONAL COMMENTS LINES:

CHP GIVING TICKET TO
MOTORIST ON RT. SHOULDER.

TAPE NO. 76073001 TRAFFIC CODE = 1 FROM 12:10: 0
TO 14:30: 0

INCIDENT LOCATION: SI 8N TO ST 9N

AFFECTED SEGMENTS: 2

SEGMENT(1) ST IN TO STION SEGMENT(2) SD31S TO SD29S

INCIDENT TYPE: ICOL

VEHICLES INVOLVED: 4
LIGHT DUTY VEHICLES = 4 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =S PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 12:46: 0 BY CODE S
VERIFIED AT 12:42: 0 BY CODE V

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = 0 POST MILE = 26.21

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	*	5	6	S	R	S	L	L	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	

INCIDENT SCENARIO EVENT TIMES

TIME	M	1	2	3	*	5	6	S	R	S	L	L	S	COMMENTS
12:42: 0	0	0	0	1	0	0	0	0	0	0	0	0	0	* CAR ACCIDENT IN LA
12:42: 0	0	0	0	1	0	0	0	0	0	0	0	0	0	CHP ON SCENE. 1 INJU
12:50: 0	0	0	0	1	0	0	0	1	0	0	0	0	0	3 CARS MOVED TO RT S
12:51: 0	0	0	0	1	0	0	0	1	0	0	0	0	0	TOW TRUCK ARRIVED.
13: 4: 0	0	0	0	0	0	0	0	1	0	0	0	0	0	TOW TRUCK MOVED CAR
13: 4: 0	0	0	0	0	0	0	0	1	0	0	0	0	0	LANE 3 TO RT SHOULDE
13:16: 0	0	0	0	0	0	0	0	0	0	0	0	0	0	ALL CLEAR OF CARS ON

ADDITIONAL COMMENT LINES

* CAR T/C IN LANE 3.

```
TAPE NO. 76080201      TRAFFIC CODE = 1      FROM 14:50: 0
                                             TO   17:30: 0
        INCIDENT LOCATION:  ST IN TO ST 4N

                AFFECTED SEGMENTS:   2

SEGMENT(1)  ST IN TO ST10N      SEGMENT(2)  SD30S TO SD29S

                INCIDENT TYPE:  DISL

                VEHICLES INVOLVED:   2
LIGHT DUTY VEHICLES = 2  LIGHT TRUCKS = 0  HEAVY TRUCKS = 0

                WEATHER AND ROAD CODES
WEATHER =C          VISIBILITY =H              PAVEMENT =D

              DETECTION AND VERIFICATION
DETECTED AT 15:18: 0 BY CODE 5
VERIFIED AT 15:25: 0 BY CODE C

                        LAND MARKS
           SIGN =   0              CALL BOX =     0
    LOOP STATION = ST 2N           POST MILE =   0.0

                INCIDENT FREEWAY GEOMETRY

          M 1 2 3 4 5 6 S R S C C S    COMMENTS
GEOMETRY  1 1 1 1 1 0 0 1 0 0 0 0 0

                INCIDENT SCENARIO EVENT TIMES

  TIME      M 1 2 3 4 5 6 S R S C C S          COMMENTS

15:18: 0    0 0 0 1 0 0 0 0 0 0 0 0 0      INCIDENT DETECTED.
15:25: 0    0 0 0 0 0 0 0 1 0 0 0 0 0      1125 ON RT SHOULDER.
15:26: 0    1 0 0 0 0 0 0 0 0 0 0 0 0      1125 IN CT. MEDIAN

                ADDITIONAL COMMENT LINES

2 STALLED VEHICLES- 1 ON RT SHOULDER, 1 ON CENTER DIVIDER.
```

```
 TAPE No. 76080601      TRAFFIC CODE = 2      FROM  7:33: 0
                                              TO    9:20: 0
        INCIDENT LOCATION:  ST 1N TO ST 2N

                AFFECTED SEGMENTS:   2

SEGMENT(1)  ST 1N TO STION      SEGMENT(2)  SD30S TO SD29S

                INCIDENT TYPE:  DISL

                VEHICLES INVOLVED:   3
LIGHT DUTY VEHICLES = 3  LIGHT TRUCKS = 0  HEAVY TRUCKS = 0

                WEATHER AND ROAD CODES
WEATHER =C          VISIBILITY =5              PAVEMENT =D

              DETECTION AND VERIFICATION
DETECTED AT  8: 1: 0 BY CODE S
VERIFIED AT  8: 3: 0 BY CODE V

                LANE MARKS
          SIGN =   0              CALL BOX =     0
    LOOP STATION = ST 2N          POST MILE =   0.0

              INCIDENT FREEWAY GEOMETRY

          M 1 2 3 4 5 6 S R S L L S    COMMENTS
GEOMETRY  1 1 1 1 1 0 0 1 0 0 0 0 0

              INCIDENT SCENARIO EVENT TIMES

  TIME      M 1 2 3 4 5 6 S R S L L S        COMMENTS

 8: 3: 0    1 0 0 0 0 0 0 0 0 0 0 0 0    VEHICLE OUT OF GAS.
 8: 3: 0    1 0 0 0 0 0 0 0 0 0 0 0 0    SECOND VEH. ASSIST.
 8: 7: 0    1 0 0 0 0 0 0 0 0 0 0 0 0    CHP ARRIVED.
 8:30: 0    1 0 0 0 0 0 0 0 0 0 0 0 0    FILLING UP WITH GAS.
 8:40: 0    0 0 0 0 0 0 0 0 0 0 0 0 0    ALL VEHICLES GONE.

              ADDITIONAL COMMENT LINES

VEHICLE OUT OF GAS IN CENTER MEDIAN.
SECOND VEHICLE STOPPED TO ASSIST.
CHP STOPPED. THEN SECOND VEH WENT TO
GET GAS, CAME BACK ,GASSED UP AND BOTH LEFT.
```

TAPE NO. 76081101 TRAFFIC CODE = 1 FROM 7:35: 0
TO 9:20: 0

INCIDENT LOCATION: ST 1N TO ST 2N

AFFECTED SEGMENTS: 2

SEGMENT(1) ST 1N TO STION SEGMENT(2) SD31S TO SD29S

INCIDENT TYPE: GAWK

VEHICLES INVOLVED: 1
LIGHT DUTY VEHICLES = 1 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =5 PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 8: 8: 0 BY CODE 5
VERIFIED AT 8:10: 0 BY CODE V

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = 0 POST MILE = 27.**

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	R	S	C	L	S	COMMENTS
GEOMETRY	1	1	1	1	1	1	0	0	1	0	0	0	0	0

INCIDENT SCENARIO EVENT TIMES

TIME	M	1	2	3	4	5	6	S	R	S	C	L	S	COMMENTS
8:10: 0	0	0	0	0	0	0	0	0	0	0	0	0	0	GAWKING AT S/B INCID
8:13: 0	1	0	0	0	0	0	0	0	0	0	0	0	0	CHP CAR IN N/B MED
8:15: 0	1	0	0	0	0	0	0	0	0	0	0	0	0	CHP MC IN N/B MED
8:17: 0	1	0	0	0	0	0	0	0	0	0	0	0	0	CHP MC LEFT SCENE
8:20: 0	0	0	0	0	0	0	0	0	0	0	0	0	0	CHP CAR LEFT SCENE
8:30: 0	0	0	0	0	0	0	0	0	0	0	0	0	0	ALL CLEAR

ADDITIONAL COMMENT LINES

MOTERCYCLE WENT DOWN IN #2 LANE ON
S/B SDF CAUSING N/B CONGESTION & GAWKING.

TAPE NO. 76081102 TRAFFIC CODE = 2 FROM 9:56: 0
TO 12:50: 0

INCIDENT LOCATION: ST 3N TO ST 4N

AFFECTED SEGMENTS: 2

SEGMENT(1) ST 1N TO ST10N SEGMENT(2) SD31S TO SD29S

INCIDENT TYPE: GAWK

VEHICLES INVOLVED: 0

LIGHT DUTY VEHICLES = 0 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES

WEATHER =C VISIBILITY =S PAVEMENT =D

DETECTION AND VERIFICATION

DETECTED AT 10:26: 0 BY CODE S
VERIFIED AT 10:28: 0 BY CODE V

LAND MARKS

SIGN = 0 CALL BOX = 0
LOC STATION = ST 4N POST MILE = 0. 0

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	R	S	C	C	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	

INCIDENT SCENARIO EVENT TIMES

TIME	M	1	2	3	4	5	6	S	R	S	C	C	S	COMMENTS
10:28: 0	0	0	0	0	0	0	0	0	0	0	0	0	0	TRAFFIC GAWK AT S/B
10:28: 0	0	0	0	0	0	0	0	0	0	0	0	0	0	SDF IN #2 LANE.
10:50: 0	0	0	0	0	0	0	0	0	0	0	0	0	0	ALL CLEAR S/B.

ADDITIONAL COMMENT LINES

3 CAR T/C S/B SDF IN #2 LANE LEAVING GLASS
AND DEBRIS. THIS CAUSED GAWKING IN N/B LANES.

TAPE NO. 76081301 TRAFFIC CODE = 1 FROM 11:55: 0
TO 14: 0: 0

INCIDENT LOCATION: ST 4N TO ST 5N

AFFECTED SEGMENTS: 2

SEGMENT(1) ST 4N TO ST5N SEGMENT(2) SD81S TO SD29S

INCIDENT TYPE: GAWK

VEHICLES INVOLVED: 0
LIGHT DUTY VEHICLES = 0 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =5 PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 12:29:20 BY CODE 5
VERIFIED AT 12:28: 0 BY CODE C

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = ST 4N POST MILE = 0.0

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	R	S	C	L	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	

INCIDENT SCENARIO EVENT TIMES

TIME	M	1	2	3	4	5	6	S	R	S	C	L	S	COMMENTS
12:28: 0	0	0	0	0	0	0	0	0	0	0	0	0	0	INCIDENT S/B. CHP
12:28: 0	0	0	0	0	0	0	0	0	0	0	0	0	0	AT THE SCENE.
12:34: 0	0	0	0	0	0	0	0	0	0	0	0	0	0	CHP MOVED VEH OFF
12:34: 0	0	0	0	0	0	0	0	0	0	0	0	0	0	ROADWAY-ALL CLEAR.

ADDITIONAL COMMENT LINES

T/C S/B SDF BETWEEN CAR & TRUCK CAUSING
GAWKING N/B.

TAPE NO. 76081302 TRAFFIC CODE = 1 FROM 16: 5: 0
TO 17:40: 0

INCIDENT LOCATION: ST 4N TO ST 6N

AFFECTED SEGMENTS: 2

SEGMENT(1) ST 1N TO ST10N SEGMENT(2) SD31S TO SD29S

INCIDENT TYPE: 1COL

VEHICLES INVOLVED: 2
LIGHT DUTY VEHICLES = 2 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =H PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 16:35:20 BY CODE S
VERIFIED AT 16:39: 0 BY CODE V

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = SD30N POST MILE = 0.0

INCIDENT FREEWAY GEOMETRY

M 1 2 3 4 5 6 S R S L L S COMMENTS
GEOMETRY 1 1 1 1 1 0 0 1 0 0 0 0 0

INCIDENT SCENARIO EVENT TIMES

TIME	M	1	2	3	4	5	6	S	R	S	L	L	S	COMMENTS
16:35: 0	0	1	0	0	0	0	0	0	0	0	0	0	0	2 CAR T/C LANE #1.
16:39: 0	0	1	0	0	0	0	0	0	0	0	0	0	0	TOW TRUCK THERE WHEN
16:39: 0	0	1	0	0	0	0	0	0	0	0	0	0	0	CHP ARRIVED.
16:45: 0	1	0	0	0	0	0	0	0	0	0	0	0	0	CARS IN CO. ROADWAY
16:45: 0	1	0	0	0	0	0	0	0	0	0	0	0	0	CLEAR.

ADDITIONAL COMMENT LINES

2 CAR T/C IN LANE #1. CHP ON SCENE.

TAPE NO. 76081701 TRAFFIC CODE = 2 FROM 9:45: 0
TO 11:20: 0

INCIDENT LOCATION: ST 2N TO ST 3N

AFFECTED SEGMENTS: 2

SEGMENT(1) ST 1N TO STION SEGMENT(2) SD31S TO SD29S

INCIDENT TYPE: SPIL

VEHICLES INVOLVED: 0
LIGHT DUTY VEHICLES = 0 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =D PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 10:30: 0 BY CODE S
VERIFIED AT 10:13: 0 BY CODE V

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = ST 2N POST MILE = 0. 0

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	R	S	C	L	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	

INCIDENT SCENARIO EVENT TIMES

TIME	M	1	2	3	4	5	6	S	R	S	C	L	S	COMMENTS
10:13: 0	0	0	0	1	0	0	0	0	0	0	0	0	0	BAG OF CLOTHES #3
10:23: 0	0	1	1	1	0	0	0	0	0	0	0	0	0	BAG BROKEN
10:35: 0	1	1	1	1	1	0	0	1	0	0	0	0	0	CLOTHES SLATTERED
10:42: 0	1	1	0	0	0	0	0	1	0	0	0	0	0	SOME ON SHOULDER
10:48: 0	1	0	0	0	0	0	0	1	0	0	0	0	0	ALL CLOTHES ON
10:48: 0	1	0	0	0	0	0	0	1	0	0	0	0	0	SHOULDER & MEDIAN
10:48: 0	1	0	0	0	0	0	0	1	0	0	0	0	0	LANES CLEAR

ADDITIONAL COMMENT LINES

BAG FULL OF CLOTHES IN ALL LANES OF FREEWAY
CAUSING SLOWING IN ALL LANES.

TAPE NO. 76081801 TRAFFIC CODE = 1 FROM 8:10: 0
TO 10:15: 0

INCIDENT LOCATION: ST 8N TO ST 7N

AFFECTED SEGMENTS: 2

SEGMENT(1) ST 1N TO STION SEGMENT(2) 50315 TO 50295

INCIDENT TYPE: GARK

VEHICLES INVOLVED: 2
LIGHT DUTY VEHICLES = 2 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =S PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 8:41: 0 BY CODE S
VERIFIED AT 8:47: 0 BY CODE V

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = ST 7N POST MILE = 0.0

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	R	S	L	L	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	0

INCIDENT SCENARIO EVENT TIMES

TIME	M	1	2	3	4	5	6	S	R	S	L	L	S	COMMENTS
8:47: 0	0	0	0	0	0	0	0	1	0	0	0	0	0	2 M/C ON RT SHOULDER
8:54: 0	0	0	0	0	0	0	0	1	0	0	0	0	0	2 M/C + 2 CARS ON
8:54: 0	0	0	0	0	0	0	0	1	0	0	0	0	0	RT SHOULDER.
8:56: 0	0	0	0	0	0	0	0	0	0	0	0	0	0	CARS LEFT, M/C STILL
8:56: 0	0	0	0	0	0	0	0	0	0	0	0	0	0	THERE.
9: 4: 0	0	0	0	0	0	0	0	0	0	0	0	0	0	ALL GONE.

ADDITIONAL COMMENT LINES

CHP M/C STOPPED A M/C ON RT SHOULDER
CAUSING SLOWING & GAWKING. 2 CARS ALSO STOPPED BY.

TAPE NO. 76082601 TRAFFIC CODE = 1 FROM 11: 0: 0
TO 12:30: 0

INCIDENT LOCATION: SI SN TO ST SN

AFFECTED SEGMENTS: 2

SEGMENT(1) SI IN TO STION SEGMENT(2) SD30S TO SD29S

INCIDENT TYPE: 1COL

VEHICLES INVOLVED: 1
LIGHT DUTY VEHICLES = 1 LIGHT TRUCKS = 1 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =S PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 11:43: 0 BY CODE S
VERIFIED AT 11:52: 0 BY CODE V

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = 0 POST MILE = 27.60

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	H	S	L	L	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	

INCIDENT SCENARIO EVENT TIMES

TIME	M	1	2	3	4	5	6	S	H	S	L	L	S	COMMENTS
11:52: 0	0	0	0	0	0	0	0	1	0	0	0	0	0	CAR,TRUCK,&CHP ON RT
11:52: 0	0	0	0	0	0	0	0	1	0	0	0	0	0	SHOULDER.
11:56: 0	0	0	0	0	0	0	0	0	0	0	0	0	0	ALL CLEAR.

ADDITIONAL COMMENT LINES

ONE TRUCK & ONE CAR INVOLVED IN A T/C. BOTH
VEHICLES ON RT SHOULDER WHEN CHP ARRIVED.

TAPE NO. 760908 1 TRAFFIC CODE - 1 FROM 9:16: 0
TO 11: 0: 0

INCIDENT LOCATION: ST BK TO ST 9N

AFFECTED SEGMENTS: 2

SEGMENT(1) ST IN TO ST10A SEGMENT(2) SD31S TO SD29S

INCIDENT TYPE: GAWK

VEHICLES INVOLVED: 2
LIGHT DUTY VEHICLES = 2 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CONDITIONS
WEATHER = C VISIBILITY = S PAVEMENT = D

DETECTION AND VERIFICATION
DETECTED AT 0: 0: 0 BY CODE
VERIFIED AT 9:58: 0 BY CODE V

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = ST 9N POST MILE = 0.0

INCIDENT FREEWAY GEOMETRY

M 1 2 3 4 5 6 S R S C C S COMMENTS

GEOMETRY 1 1 1 1 1 0 0 1 0 0 0 0 0

INCIDENT SCENARIA EVENT TIMES

TIME	M	1	2	3	4	5	6	S	R	S	C	C	S	COMMENTS
9:58: 0	0	0	0	0	0	0	0	1	0	0	C	C	0	CHPCVEHICLE ON RT
9:58: 0	0	0	0	0	0	C	0	1	0	0	C	C	0	SHOULDER.
10:13: 0	0	0	0	0	0	C	0	C	C	0	C	C	0	ALL CLEAR.

TRAFFIC VOLUME COUNTS: NONE

ADDITIONAL COMMENTS LINES:

CHP M/C & VEHICLE ON RT SHOULDER. ALSO N/B
THERE WAS A CHP IN THE CENTER DIVIDER S/O ST06A.
THIS MAY CAUSE TRAFFIC TO SLOW .

```
 TAPE NO. 76091401      TRAFFIC CODE = 1      FROM 15:15: 0
                                              TO   16:45: 0
        INCIDENT LOCATION:  ST IN TO STION

                AFFECTED SEGMENTS:   2

SEGMENT(1)  ST IN TO STION      SEGMENT(2)  SD30S TO SD29S

                INCIDENT TYPE:  DISL

                VEHICLES INVOLVED:   1
LIGHT DUTY VEHICLES = 1  LIGHT TRUCKS = 0  HEAVY TRUCKS = 0

                WEATHER AND ROAD CODES
WEATHER =C          VISIBILITY =D              PAVEMENT =D

              DETECTION AND VERIFICATION
DETECTED AT 15:44: 0 BY CODE S
VERIFIED AT 15:48: 0 BY CODE V

                        LAND MARKS
            SIGN =   0              CALL BOX =      0
    LOOP STATION = ST IN            POST MILE =   0. 0

                INCIDENT FREEWAY GEOMETRY

          M 1 2 3 4 5 6 S R S C L S    COMMENTS
GEOMETRY  1 1 1 1 1 0 0 1 0 0 0 0 0

                INCIDENT SCENARIO EVENT TIMES

  TIME      M 1 2 3 4 5 6 S R S C L S          COMMENTS

15:44: 0    0 0 1 0 0 0 0 0 0 0 0 0 0      STALLED VEH IN #2
15:46: 0    0 0 0 0 0 0 0 1 0 0 0 0 0      MOVED TO RT SHOULDER

                ADDITIONAL COMMENT LINES

STALLED VEHICLE BLOCKING #2 LANE.BUT
MOVED TO RT SHOULDER.
```

TAPE No. 76091501 TRAFFIC CODE = 2 FROM 10:45: 0
TO 12:15: 0

INCIDENT LOCATION: ST 4N TO ST 5N

AFFECTED SEGMENTS: 2

SEGMENT(1) ST 1N TO STION SEGMENT(2) SD31S TO SD29S

INCIDENT TYPE: ICOL

VEHICLES INVOLVED: 1
LIGHT DUTY VEHICLES = 1 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =D PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 11:27: 0 BY CODE S
VERIFIED AT 11:27: 0 BY CODE V

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = 0 POST MILE = 27.77

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	R	S	C	L	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	

INCIDENT SCENARIO EVENT TIMES

TIME	M	1	2	3	4	5	6	S	R	S	C	L	S	COMMENTS
11:27: 0	0	0	0	0	0	0	0	1	0	0	0	0	0	VEH RAN INTO OFFRAMP
11:27: 0	0	0	0	0	0	0	0	1	0	0	0	0	0	BARRIER. CHP AND TOW
11:27: 0	0	0	0	0	0	0	0	1	0	0	0	0	0	TRUCK AT SCENE.
11:36: 0	0	0	0	0	0	0	0	1	0	0	0	0	0	CHP CLOSED OFFRAMP.
11:45: 0	0	0	0	0	0	0	0	0	0	0	0	0	0	RAMP OPEN AND ALL
11:45: 0	0	0	0	0	0	0	0	0	0	0	0	0	0	CLEAR.

ADDITIONAL COMMENT LINES

CAR RAN INTO GORE AREA OF OFFRAMP. CHP CLOSED
RAMP WHILE VEHICLE WAS BEING TOWED AWAY.

```
 TAPE NO. 76091701      TRAFFIC CODE = 1      FROM 12:45: 0
                                              TO   14:30: 0
        INCIDENT LOCATION:  ST 4N TO ST 6N

                AFFECTED SEGMENTS:   2

SEGMENT(1)  ST IN TO STION      SEGMENT(2)  SD31S TO SD29S

                 INCIDENT TYPE:  1COL

                 VEHICLES INVOLVED:   1
LIGHT DUTY VEHICLES = 1  LIGHT TRUCKS = 0  HEAVY TRUCKS = 0

                 WEATHER AND ROAD CODES
WEATHER =C          VISIBILITY =S              PAVEMENT =D

               DETECTION AND VERIFICATION
DETECTED AT 13: 5: 0 BY CODE 5
VERIFIED AT 13: 5: 0 BY CODE C

                    LAND MARKS
          SIGN =   0              CALL BOX =      0
    LOOP STATION = ST 5N          POST MILE =   0.0

               INCIDENT FREEWAY GEOMETRY

          M 1 2 3 4 5 6 S R S L C S    COMMENTS
GEOMETRY  1 1 1 1 1 0 0 1 0 0 0 0 0

               INCIDENT SCENARIO EVENT TIMES

  TIME      M 1 2 3 4 5 6 S R S L C S          COMMENTS

13: 5: 0    1 0 0 0 0 0 0 0 0 0 0 0 0      VEH IN C/D.

               ADDITIONAL COMMENT LINES

SINGLE CAR SPINOUT. IT WAS FACING WRONG
WAY IN CENTER DIVIDER.
```

```
 TAPE NO. 76091702      TRAFFIC CODE = 1      FROM 17:15: 0
                                              TO   19:15: 0
        INCIDENT LOCATION:  SI SN TO ST 6N

                AFFECTED SEGMENTS:   2

SEGMENT(1)  ST IN TO STION      SEGMENT(2)  SD315 TO SD295

                INCIDENT TYPE:  DISL

                VEHICLES INVOLVED:   1
LIGHT DUTY VEHICLES = 1  LIGHT TRUCKS = 0  HEAVY TRUCKS = 0

                WEATHER AND ROAD CODES
WEATHER =C          VISIBILITY =5              PAVEMENT =D

              DETECTION AND VERIFICATION
DETECTED AT  0: 0: 0 BY CODE
VERIFIED AT 17:43: 0 BY CODE C

                    LAND MARKS
          SIGN =   0              CALL BOX =      0
    LOOP STATION = ST 6N          POST MILE =   0.0

              INCIDENT FREEWAY GEOMETRY

          M 1 2 3 4 5 6 S R S C L S    COMMENTS
GEOMETRY  1 1 1 1 1 0 0 1 0 0 0 0 0

              INCIDENT SCENARIO EVENT TIMES

  TIME      M 1 2 3 4 5 6 S R S C L S         COMMENTS

17:43: 0    0 0 0 1 0 0 0 0 0 0 0 0 0     STALLED CAR IN LANE.
17:45: 0    0 0 0 0 0 0 0 1 0 0 0 0 0     VEH ON RT SHOULDER.

              ADDITIONAL COMMENT LINES

STALLED CAR MOVED FROM #3 LANE TO RT
SHOULDER. CHP ON SCENE.
```

```
 TAPE NO. 76092101      TRAFFIC CODE = 1      FROM  8:15: 0
                                              TO    9:40: 0
        INCIDENT LOCATION:  SI 6N TO ST 7N

                AFFECTED SEGMENTS:   2

SEGMENT(1)  ST 1N TO ST10N       SEGMENT(2)  SD31S TO SD29S

                INCIDENT TYPE:  SPIL

                VEHICLES INVOLVED.   0
LIGHT DUTY VEHICLES = 0  LIGHT TRUCKS = 0  HEAVY TRUCKS = 0

                WEATHER AND ROAD CODES
WEATHER =C          VISIBILITY =D              PAVEMENT =D

              DETECTION AND VERIFICATION
DETECTED AT  8:31:20 BY CODE S
VERIFIED AT  8:54: 0 BY CODE C

                      LAND MARKS
          SIGN =   0              CALL BOX =     0
    LOOP STATION = ST 6N          POST MILE =   0.0

              INCIDENT FREEWAY GEOMETRY

          M 1 2 3 4 5 6 S R S C C S    COMMENTS
GEOMETRY  1 1 1 1 1 0 0 1 0 0 0 0 0

              INCIDENT SCENARIO EVENT TIMES

  TIME      M 1 2 3 4 5 6 S R S C C S        COMMENTS

 8:54: 0    1 1 1 0 0 0 0 0 0 0 0 0 0     DEBRIS IN LANES 1&2
 8:54: 0    1 1 1 0 0 0 0 0 0 0 0 0 0     WITH CHP IN MEDIAN.
 9: 6: 0    1 1 1 0 0 0 0 0 0 0 0 0 0     CHP RUNNING A BREAK
 9: 6: 0    1 1 1 0 0 0 0 0 0 0 0 0 0     FROM ST01N.
 9:10: 0    0 0 0 0 0 0 0 0 0 0 0 0 0     DEBRIS CLEAR.

              ADDITIONAL COMMENT LINES

SPILLED LOAD IN #1&2 LANES. CHP
REMOVED DEBRIS.
```

TAPE NO. 76092801 TRAFFIC CODE = 1 FROM 9:15: 0
TO 11:20: 0

INCIDENT LOCATION: ST 8N TO ST 9N

AFFECTED SEGMENTS: 2

SEGMENT(1) ST IN TO STION SEGMENT(2) SD31S TO SD29S

INCIDENT TYPE: 1COL

VEHICLES INVOLVED: 4
LIGHT DUTY VEHICLES = 4 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =H PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 0: 0: 0 BY CODE
VERIFIED AT 9:48: 0 BY CODE V

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = ST 8N POST MILE = 0.0

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	R	S	L	L	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	

INCIDENT SCENARIO EVENT TIMES

TIME	M	1	2	3	4	5	6	S	R	S	L	L	S	COMMENTS
9:48: 0	1	1	0	0	0	0	0	0	0	0	0	0	0	1 CAR IN C/D. 2 CARS
9:48: 0	1	1	0	0	0	0	0	0	0	0	0	0	0	AND 1 SMALL TRUCK #1
9:54: 0	1	0	0	0	0	0	0	0	0	0	0	0	0	3 CARS, 1 TRUCK, AND
9:54: 0	1	0	0	0	0	0	0	0	0	0	0	0	0	CHP ALL IN MEDIAN.
10: 5: 0	1	0	0	0	0	0	0	0	0	0	0	0	0	TOW TRUCK ARRIVED.
10:19: 0	0	0	0	0	0	0	0	0	0	0	0	0	0	ALL CLEAR.

ADDITIONAL COMMENT LINES

4 CAR T/C IN #1 LANE. CARS MOVED TO CENTER
MEDIAN WITH CHP ASSISTANCE. TOW TRUCK REMOVED THEM.

```
 TAPE NO. 76093001      TRAFFIC CODE = 1      FROM  6:45: 0
                                              TO    9:45: 0
        INCIDENT LOCATION:  ST /N TO ST 8N

                AFFECTED SEGMENTS:   2

SEGMENT(1)  ST 1N TO ST1ON      SEGMENT(2)  SD31S TO SD29S

                 INCIDENT TYPE:  DISL

                 VEHICLES INVOLVED:   1
LIGHT DUTY VEHICLES = 1  LIGHT TRUCKS = 0  HEAVY TRUCKS = 0

                 WEATHER AND ROAD CODES
WEATHER =L          VISIBILITY =D              PAVEMENT =P

              DETECTION AND VERIFICATION
DETECTED AT  7:21:40 BY CODE S
VERIFIED AT  7:32: 0 BY CODE C

                      LAND MARKS
          SIGN =   0              CALL BOX =     0
    LOOP STATION = ST 8N          POST MILE =   0.0

              INCIDENT FREEWAY GEOMETRY

          M 1 2 3 4 5 6 S R S C C S    COMMENTS
GEOMETRY  1 1 1 1 1 0 0 1 0 0 0 0 0

              INCIDENT SCENARIO EVENT TIMES

  TIME      M 1 2 3 4 5 6 S R S C C S         COMMENTS

 7:32: 0    0 0 1 0 0 0 0 0 0 0 0 0 0     VEH IN #2 LANE.
 7:44: 0    1 0 0 0 0 0 0 0 0 0 0 0 0     VEH MOVED TO L/D.CHP
 7:49: 0    1 0 0 0 0 0 0 0 0 0 0 0 0     ON SCENE.
 7:50: 0    1 0 0 0 0 0 0 0 0 0 0 0 0     CHP LEFT.
 8:12: 0    1 0 0 0 0 0 0 0 0 0 0 0 0     TOW TRUCK ARRIVED.
 8:26: 0    0 0 0 0 0 0 0 0 0 0 0 0 0     ALL CLEAR.

              ADDITIONAL COMMENT LINES

VEHICLE IN #2 LANE. CHP AND TOW TRUCK ARRIVE
AND MOVE VEHICLE.
```

```
 TAPE NO. 76101501      TRAFFIC CODE = 1      FROM 14:30: 0
                                              TO   17: 0: 0
        INCIDENT LOCATION:  ST 4N TO ST 6N

                AFFECTED SEGMENTS:   2

SEGMENT(1)  ST IN TO STION      SEGMENT(2)  SD315 TO SD295

                 INCIDENT TYPE:  DISL

                 VEHICLES INVOLVED:   1
LIGHT DUTY VEHICLES = 1  LIGHT TRUCKS = 0  HEAVY TRUCKS = 0

                 WEATHER AND ROAD CODES
WEATHER =C          VISIBILITY =H              PAVEMENT =D

              DETECTION AND VERIFICATION
DETECTED AT 15:55: 0 BY CODE S
VERIFIED AT 15:57: 0 BY CODE C

                      LAND MARKS
            SIGN =   0              CALL BOX =      0
    LOOP STATION = ST 5N            POST MILE =   0.0

              INCIDENT FREEWAY GEOMETRY

          M 1 2 3 4 5 6 S R S L L S    COMMENTS
GEOMETRY  1 1 1 1 1 1 0 0 1 0 0 0 0 0

              INCIDENT SCENARIO EVENT TIMES

  TIME      M 1 2 3 4 5 6 S R S L L S          COMMENTS

15:55: 0    0 0 1 0 0 0 0 0 0 0 0 0 0      POSSIBLE INCIDENT.
15:57: 0    0 0 1 0 0 0 0 0 0 0 0 0 0      STALLED VEHICLE.

              ADDITIONAL COMMENT LINES

STALLED VEHILLE IN #2 LANE.
```

```
 TAPE NO. 76102001      TRAFFIC CODE = 1      FROM 18: 0: 0
                                              TO   19:25: 0
        INCIDENT LOCATION:  ST 9N TO ST10N

                AFFECTED SEGMENTS:   2

SEGMENT(1)  ST 1N TO ST10N       SEGMENT(2)  SD31S TO SD30S

                INCIDENT TYPE:  DISL

                VEHICLES INVOLVED:   1
LIGHT DUTY VEHICLES = 0  LIGHT TRUCKS = 0  HEAVY TRUCKS = 1

                WEATHER AND ROAD CODES
WEATHER =L          VISIBILITY =D              PAVEMENT =P

              DETECTION AND VERIFICATION
DETECTED AT 18:25:40 BY CODE 5
VERIFIED AT 18:24: 0 BY CODE C

                      LAND MARKS
          SIGN =   0              CALL BOX =      0
    LOOP STATION = ST10N          POST MILE =   0.0

              INCIDENT FREEWAY GEOMETRY

          M 1 2 3 4 5 6 S R S C L S    COMMENTS
GEOMETRY  1 1 1 1 1 0 0 1 0 0 0 0 0

              INCIDENT SCENARIO EVENT TIMES

  TIME      M 1 2 3 4 5 6 S R S C L S          COMMENTS

18:24: 0    0 0 0 0 0 0 0 1 0 0 0 0 0      CHP M/C REPORTS TRK
18:24: 0    0 0 0 0 0 0 0 1 0 0 0 0 0      ON SHOULDER WITH
18:24: 0    0 0 0 0 0 0 0 1 0 0 0 0 0      TIRE ON FIRE.

              ADDITIONAL COMMENT LINES

TRUCK WITH TIRE ON FIRE.
```

```
 TAPE NO. 76102901      TRAFFIC CODE = 2      FROM 12:20: 0
                                              TO   13:55: 0
        INCIDENT LOCATION:  ST 4N TO ST 5N

                AFFECTED SEGMENTS:   2

SEGMENT(1)  ST 1N TO STION       SEGMENT(2)  5D31S TO 5D29S

                INCIDENT TYPE:  1COL

                VEHICLES INVOLVED:   4
LIGHT DUTY VEHICLES = 4  LIGHT TRUCKS = 0  HEAVY TRUCKS = 0

              WEATHER AND ROAD CODES
WEATHER =C          VISIBILITY =5              PAVEMENT =D

            DETECTION AND VERIFICATION
DETECTED AT 13: 4: 0 BY CODE 5
VERIFIED AT 13: 2: 0 BY CODE 6

                   LAND MARKS
          SIGN =   0              CALL BOX =      0
    LOOP STATION = ST 5N          POST MILE =   0.0

              INCIDENT FREEWAY GEOMETRY

          M 1 2 3 4 5 6 S H S C L S    COMMENTS
GEOMETRY  1 1 1 1 1 1 0 0 1 0 0 0 0 0

              INCIDENT SCENARIO EVENT TIMES

  TIME      M 1 2 3 4 5 6 S H S C L S        COMMENTS

12:53: 0    0 1 0 0 0 0 0 0 0 0 0 0 0     T/C IN #1 LANE.
13: 2: 0    1 1 0 0 0 0 0 0 0 0 0 0 0     CHP ARRIVE.
13: 7: 0    1 0 0 0 0 0 0 0 0 0 0 0 0     CARS MOVED TO C/D.
13:19: 0    0 0 0 0 0 0 0 0 0 0 0 0 0     ALL CLEAR.

            ADDITIONAL COMMENT LINES

4 CAR T/C IN LANE #1. CARS MOVED TO CENTER
MEDIAN WHEN CHP ARRIVE.
```

TAPE No. 76110201 TRAFFIC CODE = 2 FROM 8:20: 0
TO 9:40: 0

INCIDENT LOCATION: SI 4N TO SI 5N

AFFECTED SEGMENTS: 2

SEGMENT(1) 5I 1N TO STION SEGMENT(2) SD31S TO SD29S

INCIDENT TYPE: 1COL

VEHICLES INVOLVED: 2
LIGHT DUTY VEHICLES = 2 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =5 PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 8:52: 0 BY CODE 5
VERIFIED AT 8:53: 0 BY CODE V

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = ST 5N POST MILE = 0.0

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	R	S	C	L	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	

INCIDENT SCENARIO EVENT TIMES

TIME	M	1	2	3	4	5	6	S	R	S	C	L	S	COMMENTS
8:53: 0	0	0	0	0	0	0	0	1	0	0	0	0	0	2 CHP M/C AND 2 VEH
8:53: 0	0	0	0	0	0	0	0	1	0	0	0	0	0	ON RT SHOULDER.
9: 0: 0	0	0	0	0	0	0	0	1	0	0	0	0	0	CHP LEFT.
9: 7: 0	0	0	0	0	0	0	0	0	0	0	0	0	0	ALL CLEAR.

ADDITIONAL COMMENT LINES

T/C IN #4 LANE. VEHICLES MOVE TO RT SHOULDER

```
 TAPE NO. 76111501      TRAFFIC CODE = 2      FROM  7:45: 0
                                              TO   10: 0: 0
        INCIDENT LOCATION:  ST 5N TO ST 6N

                AFFECTED SEGMENTS:   2

SEGMENT(1)  ST 1N TO ST10N      SEGMENT(2)  SD31S TO SD29S

                INCIDENT TYPE:  GAWK

                VEHICLES INVOLVED:   0
LIGHT DUTY VEHICLES = 0  LIGHT TRUCKS = 0  HEAVY TRUCKS = 0

                WEATHER AND ROAD CODES
WEATHER =C          VISIBILITY =S              PAVEMENT =D

              DETECTION AND VERIFICATION
DETECTED AT  8:18:20 BY CODE S
VERIFIED AT  8:40: 0 BY CODE C

                    LAND MARKS
          SIGN =   0              CALL BOX =      0
    LOOP STATION = ST 5N          POST MILE =   0. 0

              INCIDENT FREEWAY GEOMETRY

          M 1 2 3 4 5 6 S R S C C S    COMMENTS
GEOMETRY  1 1 1 1 1 1 0 0 1 0 0 0 0 0

              INCIDENT SCENARIO EVENT TIMES

  TIME      M 1 2 3 4 5 6 S R S C C S        COMMENTS

 7:18: 0   0 0 0 0 0 0 0 0 0 0 0 0 0     GAWKING AT T/C S/B.
 9: 0: 0   0 0 0 0 0 0 0 0 0 0 0 0 0     SCENE CLEAR S/B.

              ADDITIONAL COMMENT LINES

2 CAR T/C SOUTHBOUND BLOCKING LANES 2&3
CAUSING TRAFFIC TO BACKUP NORTHBOUND DUE
TO GAWKING.
```

TAPE NO. 76112301 TRAFFIC CODE = 1 FROM 8: 5: 0
TO 10:10: 0

INCIDENT LOCATION: ST 6N TO ST 7N

AFFECTED SEGMENTS: 2

SEGMENT(1) ST 1N TO ST1UN SEGMENT(2) S031S TO S029S

INCIDENT TYPE: DISL

VEHICLES INVOLVED: 1
LIGHT DUTY VEHICLES = 1 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =S PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 8:37: 0 BY CODE S
VERIFIED AT 8:37: 0 BY CODE C

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = ST 6N POST MILE = 0.0

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	7	8	9	L	L	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	

INCIDENT SCENARIO EVENT TIMES

TIME	M	1	2	3	4	5	6	7	8	9	L	L	S	COMMENTS
8: 0: 0	0	0	0	0	0	0	0	1	0	0	0	0	0	CHP ARRIVED ON SCENE
9:12: 0	0	0	0	0	0	0	0	1	0	0	0	0	0	CHP LEFT
9:30: 0	0	0	0	0	0	0	0	1	0	0	0	0	0	TOW TRUCK ARRIVES
9:42: 0	0	0	0	0	0	0	0	0	0	0	0	0	0	ALL CLEAR

ADDITIONAL COMMENT LINES

STALLED CAR IN #2 LANE THAT MOVED TO RIGHT SHOULDER

TAPE NO. 76121401 TRAFFIC CODE = 1 FROM 8: 0: 0
TO 11: 0: 0

INCIDENT LOCATION: ST 5N TO ST 6N

AFFECTED SEGMENTS: 2

SEGMENT(1) ST 1N TO ST10N SEGMENT(2) SD31S TO SD29S

INCIDENT TYPE: TCOL

VEHICLES INVOLVED: 4
LIGHT DUTY VEHICLES = 4 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =S PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 8:48:40 BY CODE S
VERIFIED AT 9: 0: 0 BY CODE C

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = ST 6N POST MILE = 0.0

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	R	S	C	C	S	COMMENTS
GEOMETRY	1	1	1	1	1	1	0	0	1	0	0	0	0	0	

INCIDENT SCENARIO EVENT TIMES

TIME	M	1	2	3	4	5	6	S	R	S	C	C	S	COMMENTS
8:55: 0	0	0	0	0	1	0	0	1	0	0	0	0	0	CHP ARRIVED ON SCENE
9:25: 0	0	0	0	0	0	0	0	1	0	0	0	0	0	ALL CARS ON RIGHT
9:25: 0	0	0	0	0	0	0	0	1	0	0	0	0	0	SHOULDER.
9:45: 0	0	0	0	0	0	0	0	0	0	0	0	0	0	ALL CLEAR.
10:45: 0	0	0	0	0	0	0	0	0	0	0	0	0	0	CONGUESTION CLEAR.

ADDITIONAL COMMENT LINES

CAR TRAVELING N/B RAN INTO LAST CAR IN STRING CAUSING
CHAIN REACTION IN #4 LANE.

```
 TAPE NO. 76122701      TRAFFIC CODE = 1      FROM  9:30: 0
                                              TO   13:55: 0
        INCIDENT LOCATION:  SI 6N TO ST 7N

                AFFECTED SEGMENTS:   2

SEGMENT(1)  ST IN TO STION      SEGMENT(2)  SD31S TO SD29S

                INCIDENT TYPE:  1COL

                VEHICLES INVOLVED:   3
LIGHT DUTY VEHICLES = 3  LIGHT TRUCKS = 0  HEAVY TRUCKS = 0

                WEATHER AND ROAD CODES
WEATHER =C          VISIBILITY =S              PAVEMENT =D

              DETECTION AND VERIFICATION
DETECTED AT 10: 5: 0 BY CODE S
VERIFIED AT 10:14: 0 BY CODE C

                    LAND MARKS
          SIGN =   0              CALL BOX =      0
    LOOP STATION = ST 6N          POST MILE =   0. 0

              INCIDENT FREEWAY GEOMETRY

       M 1 2 3 4 5 6 S R S L L S    COMMENTS
GEOMETRY  1 1 1 1 1 0 0 1 0 0 0 0 0

              INCIDENT SCENARIO EVENT TIMES

  TIME     M 1 2 3 4 5 6 S R S L L S        COMMENTS

10: 8: 0   0 0 1 1 0 0 0 0 0 0 0 0 0     CHP REPORTS A T/C.
10:14: 0   0 0 0 0 0 0 0 1 0 0 0 0 0     CHP ARRIVED ON SCENE
10:14: 0   0 0 0 0 0 0 0 1 0 0 0 0 0     3 CAR ON RT SHOULDER
10:16: 0   0 0 0 0 0 0 0 0 0 0 0 0 0     ALL CARS GONE BUT
10:16: 0   0 0 0 0 0 0 0 0 0 0 0 0 0     VERY HEAVY TRAFFIC &

              ADDITIONAL COMMENT LINES

1 CAR TOWING ANOTHER CAR IN #3 LANE OBSERVED AND
HIT A 3RD CAR IN #2 LANE. HEAVY TRAFFIC AS A RESULT OF BANKING.
```

```
 TAPE NO. 79102050      TRAFFIC CODE = 5      FROM 16: 0: 0
                                              TO   17: 0: 0
        INCIDENT LOCATION:  SI 1N TO STION

                AFFECTED SEGMENTS:   2

SEGMENT(1)  SI 1N TO STION       SEGMENT(2)  SD315 TO SD298

                INCIDENT TYPE:

                VEHICLES INVOLVED:   0
LIGHT DUTY VEHICLES = 0  LIGHT TRUCKS = 0  HEAVY TRUCKS = 0

                WEATHER AND ROAD CODES
WEATHER =C          VISIBILITY =5              PAVEMENT =D

              DETECTION AND VERIFICATION
DETECTED AT  0: 0: 0 BY CODE
VERIFIED AT  0: 0: 0 BY CODE

                      LAND MARKS
          SIGN =   0              CALL BOX =     0
    LOOP STATION =   0            POST MILE =   0.0

              INCIDENT FREEWAY GEOMETRY

          M 1 2 3 4 5 6 S R S C L S    COMMENTS
GEOMETRY  1 1 1 1 1 1 0 0 1 0 0 0 0 0
```

TAPE NO. 75102150 TRAFFIC CODE = 5 FROM 16: 0: 0
TO 17: 0: 0

INCIDENT LOCATION: ST IN TO STION

AFFECTED SEGMENTS: 2

SEGMENT(1) ST IN TO STION SEGMENT(2) SD31S TO SD29S

INCIDENT TYPE:

VEHICLES INVOLVED: 0
LIGHT DUTY VEHICLES = 0 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =0 VISIBILITY =5 PAVEMENT =0

DETECTION AND VERIFICATION
DETECTED AT 0: 0: 0 BY CODE
VERIFIED AT 0: 0: 0 BY CODE

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = 0 POST MILE = 0.0

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	R	S	L	C	S	COMMENTS
GEOMETRY	1	1	1	1	1	1	0	0	1	0	0	0	0	0

```
TAPE NO. 79102750      TRAFFIC CODE = 6      FROM 15: 0: 0
                                             TO   16: 0: 0
        INCIDENT LOCATION:  ST IN TO STION

                AFFECTED SEGMENTS:   2

SEGMENT(1)  ST IN TO STION      SEGMENT(2)  SD31S TO SD29S

                INCIDENT TYPE:

                VEHICLES INVOLVED:   0
LIGHT DUTY VEHICLES = 0  LIGHT TRUCKS = 0  HEAVY TRUCKS = 0

                WEATHER AND ROAD CODES
WEATHER =C          VISIBILITY =D              PAVEMENT =D

              DETECTION AND VERIFICATION
DETECTED AT  0: 0: 0 BY CODE
VERIFIED AT  0: 0: 0 BY CODE

                      LAND MARKS
          SIGN =   0              CALL BOX =      0
    LOOP STATION =   0            POST MILE =    0.0

              INCIDENT FREEWAY GEOMETRY

          M 1 2 3 4 5 6 S R S L L S    COMMENTS
GEOMETRY  1 1 1 1 1 0 0 1 0 0 0 0 0
```

TAPE NO. 79103050 TRAFFIC CODE = 5 FROM 17: 0: 0
TO 18: 0: 0

INCIDENT LOCATION: SI IN TO ST10N

AFFECTED SEGMENTS: 2

SEGMENT(1) ST 1N TO ST10N SEGMENT(2) SD31S TO SD29S

INCIDENT TYPE:

VEHICLES INVOLVED: 0
LIGHT DUTY VEHICLES = 0 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =5 PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 0: 0: 0 BY CODE
VERIFIED AT 0: 0: 0 BY CODE

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = 0 POST MILE = 0.0

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	R	S	L	C	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	

TAPE NO. 75110450 TRAFFIC CODE = 5 FROM 15: 0: 0
TO 16: 0: 0

INCIDENT LOCATION: SI IN TO STION

AFFECTED SEGMENTS: 2

SEGMENT(1) SI IN TO STION SEGMENT(2) SO31S TO SO29S

INCIDENT TYPE:

VEHICLES INVOLVED: 0
LIGHT DUTY VEHICLES = 0 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =S PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 0: 0: 0 BY CODE
VERIFIED AT 0: 0: 0 BY CODE

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = 0 POST MILE = 0.0

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	R	S	C	L	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	

```
 TAPE NO. 75111250      TRAFFIC CODE = 5      FROM  6:30: 0
                                              TO    9:30: 0
        INCIDENT LOCATION:  SI IN TO STION

                AFFECTED SEGMENTS:   2

SEGMENT(1)  ST IN TO STION       SEGMENT(2)  SD31S TO SD29S

                INCIDENT TYPE:

                VEHICLES INVOLVED:   0
LIGHT DUTY VEHICLES = 0  LIGHT TRUCKS = 0  HEAVY TRUCKS = 0

                WEATHER AND ROAD CODES
WEATHER =C          VISIBILITY =S              PAVEMENT =D

              DETECTION AND VERIFICATION
DETECTED AT  0: 0: 0 BY CODE
VERIFIED AT  0: 0: 0 BY CODE

                      LAND MARKS
          SIGN =   0              CALL BOX =     0
    LOOP STATION =   0            POST MILE =   0.0

              INCIDENT FREEWAY GEOMETRY

          M 1 2 3 4 5 6 S R S C C S    COMMENTS
GEOMETRY  1 1 1 1 1 0 0 1 0 0 0 0 0
```

TAPE NO. 75111350 TRAFFIC CODE = 5 FROM 8: 0: 0
TO 9: 0: 0

INCIDENT LOCATION: SI 1N TO STION

AFFECTED SEGMENTS: 2

SEGMENT(1) SI 1N TO STION SEGMENT(2) SD31S TO SD29S

INCIDENT TYPE:

VEHICLES INVOLVED: 0
LIGHT DUTY VEHICLES = 0 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =S PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 0: 0: 0 BY CODE
VERIFIED AT 0: 0: 0 BY COD

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = 0 POST MILE = 0.0

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	+	5	6	S	R	S	C	L	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	

```
 TAPE NO. 7D111450      TRAFFIC CODE = 5      FROM 15:30: 0
                                              TO   16:30: 0
        INCIDENT LOCATION:  SI IN TO STION

                 AFFECTED SEGMENTS:   2

SEGMENT(1)  SI IN TO STION       SEGMENT(2)  SD31S TO SD29S

                  INCIDENT TYPE:

                  VEHICLES INVOLVED:   0
LIGHT DUTY VEHICLES = 0  LIGHT TRUCKS = 0  HEAVY TRUCKS = 0

                  WEATHER AND ROAD CODES
WEATHER =C          VISIBILITY =5              PAVEMENT =D

                DETECTION AND VERIFICATION
DETECTED AT  0: 0: 0 BY CODE
VERIFIED AT  0: 0: 0 BY CODE

                       LAND MARKS
          SIGN =    0              CALL BOX =      0
    LOOP STATION =    0              POST MILE =   0.0

                INCIDENT FREEWAY GEOMETRY

          M 1 2 3 + 5 6 S H S L L S    COMMENTS
GEOMETRY  1 1 1 1 1 0 0 1 0 0 0 0 0
```

```
 TAPE NO. 75111750      TRAFFIC CODE = 6      FROM  9: 0: 0
                                              TO   10: 0: 0
        INCIDENT LOCATION:  ST IN TO STION

                AFFECTED SEGMENTS:   2

SEGMENT(1)  ST IN TO STION       SEGMENT(2)  S0315 TO S0295

                INCIDENT TYPE:

                VEHICLES INVOLVED:   0
LIGHT DUTY VEHICLES = 0  LIGHT TRUCKS = 0  HEAVY TRUCKS = 0

                WEATHER AND ROAD CODES
WEATHER =C          VISIBILITY =5              PAVEMENT =0

              DETECTION AND VERIFICATION
DETECTED AT  0: 0: 0 BY CODE
VERIFIED AT  0: 0: 0 BY CODE

                      LAND MARKS
           SIGN =   0              CALL BOX =     0
    LOOP STATION =   0              POST MILE =   0.0

              INCIDENT FREEWAY GEOMETRY

          M 1 2 3 4 5 6 S R S C L S    COMMENTS
GEOMETRY  1 1 1 1 1 0 0 1 0 0 0 0 0
```

TAPE NO. 75111751 TRAFFIC CODE = 6 FROM 16: 0: 0
TO 17: 0: 0

INCIDENT LOCATION: SI IN TO ST1ON

AFFECTED SEGMENTS: 2

SEGMENT(1) ST IN TO ST1ON SEGMENT(2) SD31S TO SD29S

INCIDENT TYPE:

VEHICLES INVOLVED: 0
LIGHT DUTY VEHICLES = 0 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =5 PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 0: 0: 0 BY CODE
VERIFIED AT 0: 0: 0 BY CODE

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = 0 POST MILE = 0.0

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	R	S	C	C	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	

```
 TAPE NO. 75111850      TRAFFIC CODE = 5      FROM 18: 0: 0
                                              TO   19: 0: 0
          INCIDENT LOCATION:  S1 IN TO STION

                  AFFECTED SEGMENTS:   2

SEGMENT(1)  ST IN TO STION       SEGMENT(2)  S031S TO S0295

                  INCIDENT TYPE:

                  VEHICLES INVOLVED:   0
LIGHT DUTY VEHICLES = 0  LIGHT TRUCKS = 0  HEAVY TRUCKS = 0

                  WEATHER AND ROAD CODES
WEATHER =C          VISIBILITY =S              PAVEMENT =D

                DETECTION AND VERIFICATION
DETECTED AT  0: 0: 0 BY CODE
VERIFIED AT  0: 0: 0 BY CODE

                       LAND MARKS
            SIGN =   0              CALL BOX =     0
     LOOP STATION =    0            POST MILE =   0.0

                  INCIDENT FREEWAY GEOMETRY

          M 1 2 3 4 5 6 S R S C L S    COMMENTS
GEOMETRY  1 1 1 1 1 1 0 0 1 0 0 0 0 0
```

```
 TAPE NO. 75111950      TRAFFIC CODE = 6      FROM  8:30: 0
                                              TO    9:30: 0
        INCIDENT LOCATION:  SI IN TO STION

                AFFECTED SEGMENTS:   2

SEGMENT(1)  ST IN TO STION      SEGMENT(2)  SD31S TO SD29S

                 INCIDENT TYPE:

                 VEHICLES INVOLVED:   0
LIGHT DUTY VEHICLES = 0  LIGHT TRUCKS = 0  HEAVY TRUCKS = 0

                 WEATHER AND ROAD CODES
WEATHER =C          VISIBILITY =5              PAVEMENT =D

              DETECTION AND VERIFICATION
DETECTED AT  0: 0: 0 BY CODE
VERIFIED AT  0: 0: 0 BY CODE

                      LAND MARKS
          SIGN =   0              CALL BOX =     0
   LOOP STATION =   0             POST MILE =   0.0

              INCIDENT FREEWAY GEOMETRY

          M 1 2 3 4 5 6 S R S L L S    COMMENTS
GEOMETRY  1 1 1 1 1 0 0 1 0 0 0 0 0
```

TAPE NO. 75112050 TRAFFIC CODE = 6 FRO. 8: 0: 0
TO 9: 0: 0

INCIDENT LOCATION: SI IN TO STION

AFFECTED SEGMENTS: 2

SEGMENT(1) SI IN TO STION SEGMENT(2) SO31S TO SO29S

INCIDENT TYPE:

VEHICLES INVOLVED: 0
LIGHT DUTY VEHICLES = 0 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =S PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 0: 0: 0 BY CODE
VERIFIED AT 0: 0: 0 BY CODE

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = 0 POST MILE = 0.0

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	5	R	S	L	L	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	

TAPE No. 75112051 TRAFFIC CODE = 6 FROM 13: 0: 0
TO 14: 0: 0

INCIDENT LOCATION: ST 1N TO ST1ON

AFFECTED SEGMENTS: 2

SEGMENT(1) ST 1N TO ST1ON SEGMENT(2) SD31S TO SD29S

INCIDENT TYPE:

VEHICLES INVOLVED: 0
LIGHT DUTY VEHICLES = 0 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =S PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 0: 0: 0 BY CODE
VERIFIED AT 0: 0: 0 BY CODE

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = 0 POST MILE = 0.0

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	H	S	C	C	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	

```
 TAPE NO. 75112150      TRAFFIC CODE = 5      FROM  7: 0: 0
                                              TO    8: 0: 0
         INCIDENT LOCATION:  ST 1( TO STION

                  AFFECTED SEGMENTS:   2

SEGMENT(1)  ST 1N TO STION       SEGMENT(2)  SD31S TO SD29S

                   INCIDENT TYPE:

                  VEHICLES INVOLVED:   0
LIGHT DUTY VEHICLES = 0  LIGHT TRUCKS = 0  HEAVY TRUCKS = 0

                  WEATHER AND ROAD CODES
WEATHER =C          VISIBILITY =S              PAVEMENT =D

                DETECTION AND VERIFICATION
DETECTED AT  0: 0: 0 BY CODE
VERIFIED AT  0: 0: 0 BY CODE

                       LAND MARKS
            SIGN =    0              CALL BOX =      0
    LOOP STATION =     0              POST MILE =    0. 0

                INCIDENT FREEWAY GEOMETRY

          M 1 2 3 4 5 6 S R S C C S     COMMENTS
GEOMETRY  1 1 1 1 1 0 0 1 0 0 0 0 0
```

TAPE NO. /5112550 TRAFFIC CODE = 6 FROM 11: 0: 0
TO 12: 0: 0

INCIDENT LOCATION: ST IN TO STION

AFFECTED SEGMENTS: 2

SEGMENT(1) ST IN TO STION SEGMENT(2) SD31S TO SD29S

INCIDENT TYPE:

VEHICLES INVOLVED: 0
LIGHT DUTY VEHICLES = 0 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =H VISIBILITY =S PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 0: 0: 0 BY CODE
VERIFIED AT 0: 0: 0 BY CODE

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = 0 POST MILE = 0.0

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	H	S	C	L	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	

TAPE NO. 75112650 TRAFFIC CODE = 5 FROM 8: 0: 0
TO 9: 0: 0

INCIDENT LOCATION: ST IN TO ST10N

AFFECTED SEGMENTS: 2

SEGMENT(1) ST IN TO ST10N SEGMENT(2) SD315 TO SD295

INCIDENT TYPE:

VEHICLES INVOLVED: 0
LIGHT DUTY VEHICLES = 0 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =F PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 0: 0: 0 BY CODE
VERIFIED AT 0: 0: 0 BY CODE

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = 0 POST MILE = 0. 0

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	R	S	C	C	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	

```
 TAPE NO. 75112651      TRAFFIC CODE = 6      FROM 13: 0: 0
                                              TO   14: 0: 0
        INCIDENT LOCATION:  ST IN TO STION

                AFFECTED SEGMENTS:   2

SEGMENT(1)  ST IN TO STION      SEGMENT(2)  S031S TO S029S

                INCIDENT TYPE:

                VEHICLES INVOLVED:   0
LIGHT DUTY VEHICLES = 0  LIGHT TRUCKS = 0  HEAVY TRUCKS = 0

                WEATHER AND ROAD CODES
WEATHER =C          VISIBILITY =F              PAVEMENT =D

              DETECTION AND VERIFICATION
DETECTED AT  0: 0: 0 BY CODE
VERIFIED AT  0: 0: 0 BY CODE

                    LAND MARKS
          SIGN =   0              CALL BOX =     0
    LOOP STATION =   0            POST MILE =    0.0

              INCIDENT FREEWAY GEOMETRY

          M 1 2 3 4 5 6 S R S C C S    COMMENTS
GEOMETRY  1 1 1 1 1 0 0 1 0 0 0 0 0
```

TAPE NO. 75120150 TRAFFIC CODE = 6 FROM 13:30: 0
TO 14:30: 0

INCIDENT LOCATION: ST 1N TO ST1ON

AFFECTED SEGMENTS: 2

SEGMENT(1) ST 1N TO ST1ON SEGMENT(2) SD31S TO SD29S

INCIDENT TYPE:

VEHICLES INVOLVED: 0
LIGHT DUTY VEHICLES = 0 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =S PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 0: 0: 0 BY CODE
VERIFIED AT 0: 0: 0 BY CODE

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = 0 POST MILE = 0.0

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	R	S	C	L	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	

```
 TAPE NO. 75120250      TRAFFIC CODE = 6      FROM 11:20: 0
                                              TO   12:20: 0
        INCIDENT LOCATION:  SI IN TO STION

                AFFECTED SEGMENTS:   -

SEGMENT(1)  ST IN TO STION      SEGMENT(2)  SD31S TO SD29S

                INCIDENT TYPE:

                VEHICLES INVOLVED:   0
LIGHT DUTY VEHICLES = 0  LIGHT TRUCKS = 0  HEAVY TRUCKS = 0

                WEATHER AND ROAD CODES
WEATHER =C          VISIBILITY =H              PAVEMENT =D

              DETECTION AND VERIFICATION
DETECTED AT  0: 0: 0 BY CODE
VERIFIED AT  0: 0: 0 BY CODE

                    LAND MARKS
          SIGN =   0              CALL BOX =     0
    LOOP STATION =   0            POST MILE =   0. 0

              INCIDENT FREEWAY GEOMETRY

          M 1 2 3 4 5 6 S H S C L S    COMMENTS
GEOMETRY  1 1 1 1 1 0 0 1 0 0 0 0 0
```

```
 TAPE NO. 75120350      TRAFFIC CODE = 5      FROM  7:20: 0
                                              TO    8:20: 0
          INCIDENT LOCATION:  SI IN TO STION

                 AFFECTED SEGMENTS:   2

SEGMENT(1)  SI IN TO STION       SEGMENT(2)  SO31S TO SO29S

                   INCIDENT TYPE:

                   VEHICLES INVOLVED:   0
LIGHT DUTY VEHICLES = 0  LIGHT TRUCKS = 0  HEAVY TRUCKS = 0

                   WEATHER AND ROAD CODES
WEATHER =C           VISIBILITY =F              PAVEMENT =D

                 DETECTION AND VERIFICATION
DETECTED AT  0: 0: 0 BY CODE
VERIFIED AT  0: 0: 0 BY CODE

                      LAND MARKS
            SIGN =    0              CALL BOX =      0
    LOOP STATION =    0              POST MILE =    0.0

                 INCIDENT FREEWAY GEOMETRY

          M 1 2 3 4 5 6 S R S L L S    COMMENTS
GEOMETRY  1 1 1 1 1 0 0 1 0 0 0 0 0
```

```
 TAPE NO. 79120450      TRAFFIC CODE = 5      FROM  7:20: 0
                                              TO    8:20: 0
        INCIDENT LOCATION:  ST 1N TO STION

                AFFECTED SEGMENTS:   2

SEGMENT(1)  ST 1N TO STION       SEGMENT(2)  SO31S TO SO29S

                INCIDENT TYPE:

                VEHICLES INVOLVED:   0
LIGHT DUTY VEHICLES = 0  LIGHT TRUCKS = 0  HEAVY TRUCKS = 0

                WEATHER AND ROAD CODES
WEATHER =C          VISIBILITY =H              PAVEMENT =D

              DETECTION AND VERIFICATION
DETECTED AT  0: 0: 0 BY CODE
VERIFIED AT  0: 0: 0 BY CODE

                    LAND MARKS
          SIGN =   0              CALL BOX =     0
    LOOP STATION =   0            POST MILE =   0.0

              INCIDENT FREEWAY GEOMETRY

          M 1 2 3 4 5 6 S R S C C S    COMMENTS
GEOMETRY  1 1 1 1 1 0 0 1 0 0 0 0 0
```

TAPE NO. 75121051 TRAFFIC CODE = 6 FROM 13: 0: 0
TO 14: 0: 0

INCIDENT LOCATION: ST IN TO STION

AFFECTED SEGMENTS: 2

SEGMENT(1) ST IN TO STION SEGMENT(2) S0315 TO S0295

INCIDENT TYPE:

VEHICLES INVOLVED: 0
LIGHT DUTY VEHICLES = 0 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =H PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 0: 0: 0 BY CODE
VERIFIED AT 0: 0: 0 BY CODE

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = 0 POST MILE = 0.0

INCIDENT FREEWAY GEOMETRY

M 1 2 3 4 5 6 7 8 9 L C S COMMENTS
GEOMETRY 1 1 1 1 1 0 0 1 0 0 0 0 0

```
 TAPE NO. 75121150      TRAFFIC CODE - 7       FROM  6: 1: 0
                                               TO    7: 0: 0

           INCIDENT LOCATION: ST 1N TO ST1ON

                  AFFECTED SEGMENTS: 2

SEGMENT(1)  ST 1N TO ST1ON          SEGMENT(2)  SD31S TO SD29S


                    INCIDENT TYPE:

                    VEHICLES INVOLVED: NONE

                    WEATHER AND ROAD CONDITIONS
WEATHER = C             VISIBILITY = F              PAVEMENT = D

                  DETECTION AND VERIFICATION
DETECTED AT  0: 0: 0 BY CODE
VERIFIED AT  0: 0: 0 BY CODE

                    LAND MARKS: NONE

                    INCIDENT FREEWAY GEOMETRY

            M 1 2 3 4 5 6 S R S C C S    COMMENTS

GEOMETRY    1 1 1 1 1 0 0 1 0 0 0 0 0

             INCIDENT SCENARIO EVENT TIMES: NONE

             TRAFFIC VOLUME COUNTS: NONE

             ADDITIONAL COMMENT LINES: NONE
```

TAPE NO. 76091050   TRAFFIC CODE = 6   FROM 10: 0: 0
TO 11: 0: 0

INCIDENT LOCATION: ST 1N TO ST10N

AFFECTED SEGMENTS: 2

SEGMENT(1) ST 1N TO ST10N   SEGMENT(2) SD31S TO SD29S

INCIDENT TYPE:

VEHICLES INVOLVED: 0
LIGHT DUTY VEHICLES = 0 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =H   VISIBILITY =0   PAVEMENT =W

DETECTION AND VERIFICATION
DETECTED AT 0: 0: 0 BY CODE
VERIFIED AT 0: 0: 0 BY CODE

LAND MARKS
SIGN = 0   CALL BOX = 0
LOOP STATION = 0   POST MILE = 0. 0

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	R	S	C	C	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	

```
 TAPE NO. 76092950      TRAFFIC CODE = 6      FROM  6:30: 0
                                              TO    7:30: 0
        INCIDENT LOCATION:  SI IN TO STION

                AFFECTED SEGMENTS:   2

SEGMENT(1)  SI IN TO STION      SEGMENT(2)  SD31S TO SD29S

                INCIDENT TYPE:

                VEHICLES INVOLVED:   0
LIGHT DUTY VEHICLES = 0  LIGHT TRUCKS = 0  HEAVY TRUCKS = 0

                WEATHER AND ROAD CODES
WEATHER =L          VISIBILITY =D              PAVEMENT =P

              DETECTION AND VERIFICATION
DETECTED AT  0: 0: 0 BY CODE
VERIFIED AT  0: 0: 0 BY CODE

                    LAND MARKS
          SIGN =    0            CALL BOX =     0
    LOOP STATION =    0            POST MILE =   0. 0

              INCIDENT FREEWAY GEOMETRY

          M 1 2 3 4 5 6 S R S C C S    COMMENTS
GEOMETRY  1 1 1 1 1 0 0 1 0 0 0 0 0
```

```
 TAPE NO. 76100650      TRAFFIC CODE = 8      FROM  4: 0: 0
                                              TO    5: 0: 0
        INCIDENT LOCATION:  SI IN TO STION

                AFFECTED SEGMENTS:   2

SEGMENT(1)  ST IN TO STION       SEGMENT(2)  SO31S TO SO29S

                INCIDENT TYPE:

                VEHICLES INVOLVED:   0
LIGHT DUTY VEHICLES = 0  LIGHT TRUCKS = 0  HEAVY TRUCKS = 0

                WEATHER AND ROAD CODES
WEATHER =C          VISIBILITY =D              PAVEMENT =D

              DETECTION AND VERIFICATION
DETECTED AT  0: 0: 0 BY CODE
VERIFIED AT  0: 0: 0 BY CODE

                     LAND MARKS
           SIGN =   0              CALL BOX =     0
    LOOP STATION =    0            POST MILE =   0.0

              INCIDENT FREEWAY GEOMETRY

          M 1 2 3 4 5 6 S K S L L S    COMMENTS
GEOMETRY  1 1 1 1 1 0 0 1 0 0 0 0 0
```

TAPE NO. 76100651 TRAFFIC CODE = 7 FROM 5:15: 0
TO 6:15: 0

INCIDENT LOCATION: SI IN TO STION

AFFECTED SEGMENTS: 2

SEGMENT(1) SI IN TO STION SEGMENT(2) SD31S TO SD29S

INCIDENT TYPE:

VEHICLES INVOLVED: 0
LIGHT DUTY VEHICLES = 0 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =D PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 0: 0: 0 BY CODE
VERIFIED AT 0: 0: 0 BY CODE

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = 0 POST MILE = 0.0

INCIDENT FREEWAY GEOMETRY

	H	1	2	3	4	5	6	S	H	S	C	L	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	

TAPE NO. 76101450 TRAFFIC CODE = 5 FROM 7:50: 0
TO 8:50: 0

INCIDENT LOCATION: SI IN TO STION

AFFECTED SEGMENTS: 2

SEGMENT(1) SI IN TO STION SEGMENT(2) SO31S TO SO29S

INCIDENT TYPE:

VEHICLES INVOLVED: 0
LIGHT DUTY VEHICLES = 0 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =0 PAVEMENT =0

DETECTION AND VERIFICATION
DETECTED AT 0: 0: 0 BY CODE
VERIFIED AT 0: 0: 0 BY CODE

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = 0 POST MILE = 0.0

INCIDENT FREEWAY GEOMETRY

M 1 2 3 4 5 6 S R S L C S COMMENTS
GEOMETRY 1 1 1 1 1 0 0 1 0 0 0 0 0

TAPE No. 76101950 TRAFFIC CODE = 8 FROM 4:30: 0
TO 5:30: 0

INCIDENT LOCATION: SI IN TO STION

AFFECTED SEGMENTS: 2

SEGMENT(1) ST IN TO STION SEGMENT(2) SD315 TO SD295

INCIDENT TYPE:

VEHICLES INVOLVED: 0
LIGHT DUTY VEHICLES = 0 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =D PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 0: 0: 0 BY CODE
VERIFIED AT 0: 0: 0 BY CODE

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = 0 POST MILE = 0.0

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	R	S	C	L	S	COMMENTS
GEOMETRY	1	1	1	1	1	1	0	0	1	0	0	0	0	0

TAPE NO. 76101951 TRAFFIC CODE = 7 FROM 5:30: 0
TO 6:30: 0

INCIDENT LOCATION: SI IN TO STION

AFFECTED SEGMENTS: 2

SEGMENT(1) SI IN TO STION SEGMENT(2) SO91S TO SD29S

INCIDENT TYPE:

VEHICLES INVOLVED: 0
LIGHT DUTY VEHICLES = 0 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =D PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 0: 0: 0 BY CODE
VERIFIED AT 0: 0: 0 BY CODE

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = 0 POST MILE = 0. 0

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	R	S	C	L	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	

```
 TAPE NO. 76102050      TRAFFIC CODE = 8      FROM  *: 0: 0
                                              TO    5: 0: 0
        INCIDENT LOCATION:  ST 1N TO ST10N

                AFFECTED SEGMENTS:   2

SEGMENT(1)  ST 1N TO ST10N      SEGMENT(2)  SD31S TO SD29S

                 INCIDENT TYPE:

                 VEHICLES INVOLVED:   0
LIGHT DUTY VEHICLES = 0  LIGHT TRUCKS = 0  HEAVY TRUCKS = 0

                 WEATHER AND ROAD CODES
WEATHER =C          VISIBILITY =D              PAVEMENT =D

               DETECTION AND VERIFICATION
DETECTED AT  0: 0: 0 BY CODE
VERIFIED AT  0: 0: 0 BY CODE

                      LAND MARKS
           SIGN =    0            CALL BOX =      0
    LOOP STATION =    0            POST MILE =   0.0

               INCIDENT FREEWAY GEOMETRY

          M 1 2 3 4 5 6 S R S C C S    COMMENTS
GEOMETRY  1 1 1 1 1 0 0 1 0 0 0 0 0
```

TAPE No. 76102051 TRAFFIC CODE = 7 FROM 5:25: 0
TO 6:25: 0

INCIDENT LOCATION: SI IN TO STION

AFFECTED SEGMENTS: 2

SEGMENT(1) SI IN TO STION SEGMENT(2) SD315 TO SD295

INCIDENT TYPE:

VEHICLES INVOLVED: 0
LIGHT DUTY VEHICLES = 0 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =D PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 0: 0: 0 BY CODE
VERIFIED AT 0: 0: 0 BY CODE

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = 0 POST MILE = 0.

INCIDENT FREEWAY GEOMETRY

M 1 2 3 4 5 6 S R S L L S COMMENTS
GEOMETRY 1 1 1 1 1 0 0 1 0 0 0 0 0

TAPE No. 76102150 TRAFFIC CODE = 8 FROM 4:30: 0
TO 5:30: 0

INCIDENT LOCATION: SI 1N TO STION

AFFECTED SEGMENTS: 2

SEGMENT(1) ST 1N TO STION SEGMENT(2) SD31S TO SD29S

INCIDENT TYPE:

VEHICLES INVOLVED: 0
LIGHT DUTY VEHICLES = 0 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =0 VISIBILITY =0 PAVEMENT =0

DETECTION AND VERIFICATION
DETECTED AT 0: 0. 0 BY CODE
VERIFIED AT 0: 0. 0 BY CODE

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = 0 POST MILE = 0.0

INCIDENT FREEWAY GEOMETRY

1 2 3 4 5 6 7 8 9 10 11 12 CONFIG
GEOMETRY 1 1 1 1 1 0 0 0 0 0 0 0

TAPE NO. 76102152 TRAFFIC CODE = 7 FROM 5:30: 0
TO 6:30: 0

INCIDENT LOCATION: ST IN TO STION

AFFECTED SEGMENTS: 2

SEGMENT(1) ST IN TO STION SEGMENT(2) SO31S TO SO29S

INCIDENT TYPE:

VEHICLES INVOLVED: 0
LIGHT DUTY VEHICLES = 0 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =L VISIBILITY =0 PAVEMENT =R

DETECTION AND VERIFICATION
DETECTED AT 0: 0: 0 BY CODE
VERIFIED AT 0: 0: 0 BY CODE

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = 0 POST MILE = 0.0

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	7	R	S	C	L	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	

```
 TAPE NO. /61J2151      TRAFFIC CODE = 5      FROM  9: 0: 0
                                              TO   10: 0: 0
        INCIDENT LOCATION:  SI IN TO STION

                AFFECTED SEGMENTS:   2

SEGMENT(1)  ST IN TO STION       SEGMENT(2)  SD31S TO SD29S

                 INCIDENT TYPE:

                 VEHICLES INVOLVED:   0
LIGHT DUTY VEHICLES = 0  LIGHT TRUCKS = 0  HEAVY TRUCKS = 0

                 WEATHER AND ROAD CODES
WEATHER =C          VISIBILITY =D              PAVEMENT =D

              DETECTION AND VERIFICATION
DETECTED AT  0: 0: 0 BY CODE
VERIFIED AT  0: 0: 0 BY CODE

                      LAND MARKS
           SIGN =   0              CALL BOX =     0
    LOOP STATION =    0            POST MILE =   0.0

              INCIDENT FREEWAY GEOMETRY

          M 1 2 3 4 5 6 S R S C L S    COMMENTS
GEOMETRY  1 1 1 1 1 C 0 1 0 0 0 0 0
```

TAPE NO. 7610315U TRAFFIC CODE = 6 FROM 12:30: 0
TO 13:30: 0

INCIDENT LOCATION: ST 1N TO ST1ON

AFFECTED SEGMENTS: 2

SEGMENT(1) ST 1N TO ST1ON SEGMENT(2) SD31S TO SD29S

INCIDENT TYPE:

VEHICLES INVOLVED: 0
LIGHT DUTY VEHICLES = 0 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =5 PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 0: 0: 0 BY CODE
VERIFIED AT 0: 0: 0 BY CODE

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = 0 POST MILE = 0.0

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	R	S	C	L	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	

TAPE NO. 76110950 TRAFFIC CODE = 5 FROM 16: 0: 0
TO 17: 0: 0

INCIDENT LOCATION: ST 1N TO ST1ON

AFFECTED SEGMENTS: 2

SEGMENT(1) ST 1N TO ST1ON SEGMENT(2) SD31S TO SD29S

INCIDENT TYPE:

VEHICLES INVOLVED: 0
LIGHT DUTY VEHICLES = 0 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =S PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 0: 0: 0 BY CODE
VERIFIED AT 0: 0: 0 BY CODE

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = 0 POST MILE = 0.0

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	R	S	C	C	S	COMMENTS
GEOMETRY	1	1	1	1	1	1	0	0	1	0	0	0	0	0	

TAPE NO. 76110951 TRAFFIC CODE = 5 FROM 17:30: 0
TO 18:30: 0

INCIDENT LOCATION: SI 1N TO STION

AFFECTED SEGMENTS: 2

SEGMENT(1) ST 1N TO STION SEGMENT(2) SD31S TO SD29S

INCIDENT TYPE:

VEHICLES INVOLVED: 0
LIGHT DUTY VEHICLES = 0 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =D PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 0: 0: 0 BY CODE
VERIFIED AT 0: 0: 0 BY CODE

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = 0 POST MILE = 0. 0

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	R	S	C	C	S	COMMENTS
GEOMETRY	1	1	1	1	1	1	0	0	1	0	0	0	0	0	

TAPE NO. 76111550 TRAFFIC CODE = 8 FROM 5: 0: 0
TO 6: 0: 0

INCIDENT LOCATION: ST IN TO ST1ON

AFFECTED SEGMENTS: 2

SEGMENT(1) ST IN TO ST1ON SEGMENT(2) SD315 TO SD295

INCIDENT TYPE:

VEHICLES INVOLVED: 0
LIGHT DUTY VEHICLES = 0 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =D PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 0: 0: 0 BY CODE
VERIFIED AT 0: 0: 0 BY CODE

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = ST 5N POST MILE = 0.0

INCIDENT FREEWAY GEOMETRY

M 1 2 3 4 5 6 S R S L L S COMMENTS
GEOMETRY 1 1 1 1 1 0 0 1 0 0 0 0 0

TAPE NO. 76111551 TRAFFIC CODE = 7 FROM 6: 0: 0
TO 7: 0: 0

INCIDENT LOCATION: ST IN TO STION

AFFECTED SEGMENTS: 2

SEGMENT(1) ST IN TO STION SEGMENT(2) SD31S TO SD29S

INCIDENT TYPE:

VEHICLES INVOLVED: 0
LIGHT DUTY VEHICLES = 0 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =D PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 0: 0: 0 BY CODE
VERIFIED AT 0: 0: 0 BY CODE

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = 0 POST MILE = 0.0

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	R	S	C	L	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	

TAPE NO. 76111950 TRAFFIC CODE = 5 FROM 16:15: 0
TO 17:15: 0

INCIDENT LOCATION: SI 1N TO ST1ON

AFFECTED SEGMENTS: 2

SEGMENT(1) ST 1N TO ST1ON SEGMENT(2) SD31S TO SD29S

INCIDENT TYPE:

VEHICLES INVOLVED: 0
LIGHT DUTY VEHICLES = 0 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =S PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 0: 0: 0 BY CODE
VERIFIED AT 0: 0: 0 BY CODE

LAND MARKS

SIGN =	0	CALL BOX =	0
LOOP STATION =	0	POST MILE =	0. 0

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	R	S	C	C	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	

TAPE NO. 76112450 TRAFFIC CODE - 5 FROM 17:16: 0
TO 18:15: 0

INCIDENT LOCATION: ST 1N TO ST1ON

AFFECTED SEGMENTS: 2

SEGMENT(1) ST 1N TO ST1ON SEGMENT(2) SC31S TO SD29S

INCIDENT TYPE:

VEHICLES INVOLVED: NONE

WEATHER AND ROAD CONDITIONS
WEATHER = C VISIBILITY = D PAVEMENT = D

DETECTION AND VERIFICATION
DETECTED AT 0: 0: 0 BY CODE
VERIFIED AT 0: 0: 0 BY CODE

LAND MARKS: NONE

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	R	S	C	C	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	

INCIDENT SCENARIO EVENT TIMES: NONE

TRAFFIC VOLUME COUNTS: NONE

ADDITIONAL COMMENT LINES: NONE

TAPE NO. 76120650 TRAFFIC CODE = 8 FROM 4:30: 0
TO 5:30: 0

INCIDENT LOCATION: SI IN TO STION

AFFECTED SEGMENTS: 2

SEGMENT(1) ST IN TO STION SEGMENT(2) SD31S TO SD29S

INCIDENT TYPE:

VEHICLES INVOLVED: 0
LIGHT DUTY VEHICLES = 0 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =D PAVEMENT =D

DETECTION AND VERIFICATION
DETECTED AT 0: 0: 0 BY CODE
VERIFIED AT 0: 0: 0 BY CODE

LAND MARKS
SIGN = 0 CALL BOX = 0
LOOP STATION = 0 POST MILE = 0.0

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	R	S	C	C	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	

```
 TAPE NO. 76120651      TRAFFIC CODE = 7      FROM  5:30: 0
                                              TO    6:30: 0
        INCIDENT LOCATION:  ST 1N TO ST1ON

                AFFECTED SEGMENTS:   2

SEGMENT(1)  ST 1N TO ST1ON       SEGMENT(2)  SD31S TO SD29S

                INCIDENT TYPE:

                VEHICLES INVOLVED:   0
LIGHT DUTY VEHICLES = 0  LIGHT TRUCKS = 0  HEAVY TRUCKS = 0

                WEATHER AND ROAD CODES
WEATHER =C          VISIBILITY =D              PAVEMENT =D

              DETECTION AND VERIFICATION
DETECTED AT  0: 0: 0 BY CODE
VERIFIED AT  0: 0: 0 BY CODE

                     LAND MARKS
          SIGN =   0              CALL BOX =     0
    LOOP STATION =   0            POST MILE =   0.0

              INCIDENT FREEWAY GEOMETRY

          M 1 2 3 4 5 6 S R S C C S    COMMENTS
GEOMETRY  1 1 1 1 1 0 0 1 0 0 0 0 0
```

TAPE NO. 7612155U TRAFFIC CODE = 7 FROM 6: 0: U
TO 7: 0: U

INCIDENT LOCATION: S1 IN TO ST10

AFFECTED SEGMENTS: 2

SEGMENT(1) ST IN TO ST1 IN SEGMENT(2) SO3.5 TO SO295

INCIDENT TYPE:

VEHICLES INVOLVED: U
LIGHT DUTY VEHICLES = 0 LIGHT TRUCKS = 0 HEAVY TRUCKS = 0

WEATHER AND ROAD CODES
WEATHER =C VISIBILITY =D PAVEMENT =U

DETECTION AND VERIFICATION
DETECTED AT 0: 0: U BY CODE
VERIFIED AT 0: 0: U BY CODE

LAND MARKS
SIGN = 0 CALL BOX = U
LOOP STATION = U POST MILE = 0.0

INCIDENT FREEWAY GEOMETRY

	M	1	2	3	4	5	6	S	R	S	C	G	S	COMMENTS
GEOMETRY	1	1	1	1	1	0	0	1	0	0	0	0	0	

```
 TAPE NO. 76121650      TRAFFIC CODE = 5      FROM 16: 0: 0
                                              TO   17: 0: 0
         INCIDENT LOCATION:  ST 1N TO ST1ON

                 AFFECTED SEGMENTS:   2

SEGMENT(1)  ST 1N TO ST1ON       SEGMENT(2)  SD31S TO SD29S

                 INCIDENT TYPE:

                 VEHICLES INVOLVED:   0
LIGHT DUTY VEHICLES = 0  LIGHT TRUCKS = 0  HEAVY TRUCKS = 0

                 WEATHER AND ROAD CODES
WEATHER =C          VISIBILITY =S              PAVEMENT =D

               DETECTION AND VERIFICATION
DETECTED AT  0: 0: 0 BY CODE
VERIFIED AT  0: 0: 0 BY CODE

                       LAND MARKS
           SIGN =   0              CALL BOX =     0
    LOOP STATION = ST 6N           POST MILE =   0: 0

               INCIDENT FREEWAY GEOMETRY

          M 1 2 3 4 5 6 S R S C C S    COMMENTS
GEOMETRY  1 1 1 1 1 0 0 1 0 0 0 0 0
```

APPENDIX C

Post Mile Locations of
Freeway Call Boxes
Loop Stations

This set of tables gives the locations of the post miles, freeway call boxes and loop stations on the San Diego Freeway.

TABLE OF CONTENTS

1. CALL BOX

SAN DIEGO FREEWAY

Call Box Number	Post Mile	Call Box Number	Post Mile	Call Box Number	Post Mile
207	12.52	261	17.47	318	22.53
208	12.53	262	17.47	319	22.66
209	12.66	263	17.66	320	22.66
211	12.67	264	17.71	321	22.89
214	12.79	265	17.86	322	22.66
216	12.79	266	17.89	323	22.89
218	12.95	267	18.14	324	22.89
220	12.93	268	18.14	325	23.11
222	12.93	269	18.38	326	22.89
223	13.01	270	18.38	328	23.12
225	13.05	271	18.62	329	23.37
227	13.10	272	18.61	330	23.12
229	13.40	273	18.90	331	23.62
230	13.37	274	18.93	332	23.37
231	13.48	275	19.11	334	23.62
232	13.58	276	19.11	335	23.94
233	13.73	279	19.36	336	23.93
234	13.80	280	19.33	337	24.18
235	13.99	281	19.68	338	24.17
236	14.05	282	19.68	339	24.35
237	14.35	283	19.90	340	24.35
238	14.35	284	19.88	341	24.63
239	14.58	286	20.01	342	24.63
240	14.57	287	20.21	343	24.83
241	14.87	288	20.32	344	24.83
242	14.87	289	20.53	346	25.09
243	15.09	290	20.53	347	25.41
244	15.10	291	20.82	348	25.43
245	15.33	292	20.94	349	25.64
246	15.39	297	21.21	350	25.66
247	15.61	298	21.17	351	25.89
248	15.63	300	21.17	352	25.89
249	15.91	301	21.54	353	26.15
250	15.92	302	21.35	354	26.14
251	16.19	303	21.54	355	26.43
252	16.19	304	21.72	356	26.43
253	16.48	305	21.54	357	26.71
254	16.48	306	21.72	358	26.71
255	16.67	309	21.95	359	27.05
256	16.67	310	21.95	360	27.05
257	16.92	311	22.21	361	27.29
258	16.92	312	22.20	362	27.35
259	17.20	315	22.41	363	27.58
260	17.20	317	22.44	364	27.58

1. CALL BOX

SAN DIEGO FREEWAY (Continued)

Call Box Number	Post Mile	Call Box Number	Post Mile	Call Box Number	Post Mile
367	27.94	377	29.22	389	29.89
368	28.02	378	29.22	391	30.05
369	28.14	379	29.45	392	30.05
370	28.14	381	29.48	393	30.73
371	28.40	382	29.49	394	30.36
372	28.40	383	29.59	395	30.62
373	28.67	384	29.60	396	30.61
374	28.67	386	29.60	397	30.89
375	28.92	388	29.81	398	30.86
376	28.91				

LOOP STATION

SAN DIEGO FREEWAY

Station Loop	Station Number	Post Mile
SD-2	718+80	13.76
3	745+80	14.27
4	778+90	14.90
5	813+80	15.62
6	844+05	16.19
7	868+65	16.65
8	886+00	16.98
9	904+15	17.32
10	930+20	17.82
11	949+50	18.19
12	971+65	18.61
13	1000+70	19.16
14	1022+95	19.58
15		
16	1077+00	20.60
17	1102+30	21.08
18	1136+50	21.73
19	594+07	22.21
20	620+11	22.70
21	642+25	23.12
22	666+63	23.58
23	702+13	24.25
24	723+35	24.65
25	754+32	25.22
26	786+28	25.83
27	803+80	26.15
28	840+17	26.84
ST01	867+60	27.36
*02	874+25	27.48
03	879+48	27.57
*04	885+33	27.67
05	891+34	27.79
*06	897+40	27.89
07	3+62	28.00
*08	9+48	28.11
09	15+70	28.22
*10	21+98	28.39
SD32	62+40	29.1[illegible]

*SPEED TRAP CONFIGURATION

APPENDIX D

This appendix gives a glossary of the abbreviations and codes that are used in the documentation information for the individual data sets.

GLOSSARY OF TERMS

(1) VPH - Vehicles per hour
(2) LAAFSCP - Los Angeles Area Freeway Surveillance and Control Project
(3) T.C. - Traffic collision (T/C)
(4) CHP - California Highway Patrol
(5) C/D - Center divider or center median
(6) Break (traffic) - Highway Patrol escorting a queue of vehicles to enable removal of a traffic hazard
(7) Veh - Vehicle
(8) Arr - Arrived
(9) 1098 - California Highway Patrol code for assignment completed or leaving the scene
(10) 1097 - California Highway Patrol code for arriving at the scene
(11) LN - Lane
(12) G.O.A. - Gone on arrival
(13) Amb - Ambulance
(14) CHPM - California Highway Patrol Motorcycle unit
(15) DOT - California Department of Transportation (Caltrans)
(16) Repts - Reports
(17) O/C - Overcrossing
(18) Maint - Caltrans Maintenance
(19) P.U. - Public Utility
(20) UTL - Unable to locate
(21) R/S - Right shoulder
(22) Ped - Pedestrian
(23) Collector - Collector-distributor road
(24) Mtrst - Motorist
(25) Flatbed - Flatbed truck
(26) M/C - Motorcycle
(27) N/B - Northbound
(28) S/B - Southbound
(29) SDF - San Diego Freeway
(30) PU TK - Pick Up Truck
(31) CMS - Changeable Message Sign

APPENDIX E

NUMERICAL DATA SET INDEXES

INCIDENT DATA

DATA SET	STATION LIMITS	TIME
75101551-3	ST06N to ST10N	1530 to 1830
75102301-2	ST06N to ST07N	1530 to 1700
75102801-1	ST03N to ST04N	0800 to 1030
75111901-2	ST07N to ST08N	1200 to 1430
75112501-2	ST06N to ST08N	1445 to 1700
76071301-1	ST03N to ST04N	1545 to 1730
76071501-2	ST07N to ST08N	1155 to 1320
76073001-1	ST08N to ST09N	1210 to 1430
76080201-1	ST01N to ST04N	1450 to 1730
76080601-2	ST01N to ST02N	0730 to 0920
76081101-1	ST01N to ST02N	0735 to 0920
76081102-2	ST03N to ST04N	0955 to 1250
76081301-1	ST04N to ST05N	1155 to 1400
76081302-1	ST04N to ST06N	1605 to 1740
76081701-2	ST02N to ST03N	0945 to 1120
76081801-1	ST06N to ST07N	0810 to 1015
76082601-1	ST03N to ST04N	1100 to 1230
76090801-1	ST08N to ST09N	0915 to 1100
76091401-1	ST01N to ST10N	1515 to 1645
76091501-2	ST04N to ST05N	1045 to 1215
76091701-1	ST04N to ST06N	1245 to 1430
76091702-1	ST05N to ST06N	1715 to 1915
76092101-1	ST06N to ST07N	0815 to 0940
76092801-1	ST08N to ST09N	0915 to 1120
76093001-1	ST07N to ST08N	0645 to 0945
76101501-1	ST04N to ST06N	1430 to 1700
76102001-1	ST09N to ST10N	1800 to 1925
76102901-2	ST04N to ST05N	1220 to 1355
76110201-2	ST04N to ST05N	0820 to 0940
76111501-2	ST05N to ST06N	0745 to 1000
76112301-1	ST06N to ST07N	0805 to 1010
76121401-1	ST05N to ST06N	0800 to 1100
76122701-1	ST06N to ST07N	0930 to 1355

Non-Incident Data

DATA SET	STATION LIMITS	TIME
75102050-5	ST01N to ST10N	1600 to 1700
75102150-5	ST01N to ST10N	1600 to 1700
75102750-6	ST01N to ST10N	1500 to 1600
75103050-5	ST01N to ST10N	1700 to 1800
75110450-5	ST01N to ST10N	1500 to 1600
75111250-5	ST01N to ST10N	0830 to 0930
75111350-5	ST01N to ST10N	0800 to 0900
75111450-5	ST01N to ST10N	1530 to 1630
75111750-6	ST01N to ST10N	0900 to 1000
75111751-6	ST01N to ST10N	1600 to 1700
75111850-5	ST01N to ST10N	1800 to 1900
75111950-6	ST01N to ST10N	0830 to 0930
75112050-6	ST01N to ST10N	0800 to 0900
75112051-6	ST01N to ST10N	1300 to 1400
75112150-5	ST01N to ST10N	0700 to 0800
75112550-6	ST01N to ST10N	1100 to 1200
75112650-5	ST01N to ST10N	0800 to 0900
75112651-6	ST01N to ST10N	1300 to 1400
75120150-6	ST01N to ST10N	1330 to 1430
75120250-6	ST01N to ST10N	1120 to 1220
75120350-5	ST01N to ST10N	0720 to 0820
75120450-5	ST01N to ST10N	0720 to 0820
75121051-6	ST01N to ST10N	1300 to 1400
75121150-7	ST01N to ST10N	0600 to 0700
76091050-6	ST01N to ST10N	1000 to 1100
76092950-6	ST01N to ST10N	0630 to 0730
76100650-8	ST01N to ST10N	0400 to 0500
76100651-7	ST01N to ST10N	0515 to 0615
76101450-5	ST01N to ST10N	0750 to 0850
76101950-8	ST01N to ST10N	0430 to 0530
76101951-7	ST01N to ST10N	0530 to 0630
76102050-8	ST01N to ST10N	0400 to 0500
76102051-7	ST01N to ST10N	0525 to 0625
76102150-8	ST01N to ST10N	0430 to 0530
76102151-5	ST01N to ST10N	0900 to 1000
76102152-7	ST01N to ST10N	0530 to 0630
76103150-6	ST01N to ST10N	1230 to 1330
76110950-5	ST01N to ST10N	1600 to 1700
76110951-5	ST01N to ST10N	1730 to 1830
76111550-8	ST01N to ST10N	0500 to 0600
76111551-7	ST01N to ST10N	0600 to 0700

NON-INCIDENT DATA (CONTINUED)

DATA SET	STATION LIMITS	TIME
76111950-5	ST01N to ST10N	1615 to 1715
76112450-5	ST01N to ST10N	1715 to 1815
76120650-8	ST01N to ST10N	0430 to 0530
76120651-7	ST01N to ST10N	0530 to 0630
76121550-7	ST01N to ST10N	0600 to 0700
76121650-5	ST01N to ST10N	1600 to 1700

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FEDERALLY COORDINATED PROGRAM OF HIGHWAY RESEARCH AND DEVELOPMENT (FCP)

The Offices of Research and Development of the Federal Highway Administration are responsible for a broad program of research with resources including its own staff, contract programs, and a Federal-Aid program which is conducted by or through the State highway departments and which also finances the National Cooperative Highway Research Program managed by the Transportation Research Board. The Federally Coordinated Program of Highway Research and Development (FCP) is a carefully selected group of projects aimed at urgent, national problems, which concentrates these resources on these problems to obtain timely solutions. Virtually all of the available funds and staff resources are a part of the FCP, together with as much of the Federal-aid research funds of the States and the NCHRP resources as the States agree to devote to these projects.*

FCP Category Descriptions

1. Improved Highway Design and Operation for Safety

Safety R&D addresses problems connected with the responsibilities of the Federal Highway Administration under the Highway Safety Act and includes investigation of appropriate design standards, roadside hardware, signing, and physical and scientific data for the formulation of improved safety regulations.

2. Reduction of Traffic Congestion and Improved Operational Efficiency

Traffic R&D is concerned with increasing the operational efficiency of existing highways by advancing technology, by improving designs for existing as well as new facilities, and by keeping the demand-capacity relationship in better balance through traffic management techniques such as bus and carpool preferential treatment, motorist information, and rerouting of traffic.

3. Environmental Considerations in Highway Design, Location, Construction, and Operation

Environmental R&D is directed toward identifying and evaluating highway elements which affect the quality of the human environment. The ultimate goals are reduction of adverse highway and traffic impacts, and protection and enhancement of the environment.

4. Improved Materials Utilization and Durability

Materials R&D is concerned with expanding the knowledge of materials properties and technology to fully utilize available naturally occurring materials, to develop extender or substitute materials for materials in short supply, and to devise procedures for converting industrial and other wastes into useful highway products. These activities are all directed toward the common goals of lowering the cost of highway construction and extending the period of maintenance-free operation.

5. Improved Design to Reduce Costs, Extend Life Expectancy, and Insure Structural Safety

Structural R&D is concerned with furthering the latest technological advances in structural designs, fabrication processes, and construction techniques, to provide safe, efficient highways at reasonable cost.

6. Prototype Development and Implementation of Research

This category is concerned with developing and transferring research and technology into practice, or, as it has been commonly identified, "technology transfer."

7. Improved Technology for Highway Maintenance

Maintenance R&D objectives include the development and application of new technology to improve management, to augment the utilization of resources, and to increase operational efficiency and safety in the maintenance of highway facilities.

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* The complete 3-volume official statement of the FCP is available from the National Technical Information Service (NTIS), Springfield, Virginia 22161 (Order No. PB 242057, price $45 postpaid). Single copies of the introductory volume are obtainable without charge from Program Analysis (HRD-2), Offices of Research and Development, Federal Highway Administration, Washington, D.C. 20590.