

W- 1 to W-5 CURVE & ALIGNMENT WARNING SIGNS

W-1 to W-5 Curve signs are used to warn the motorist of the severity and direction of a change in roadway alignment. The direction of the arrow on all Curve signs indicates either a left or right configuration, as dictated by the roadway. For multiple turn signs (W-3, W-5), the first turn of the roadway shall determine the curve configuration.

A W-3 REVERSE CURVE sign shall be used where two consecutive curves turn in opposite directions, and are separated by a tangent of less than 120 m.

If a curve is so severe that the highway reverses or nearly reverses its cardinal direction, a W-4 SWITCHBACK sign should be used.

W-5 WINDING ROAD signs should be used if there is a series of five or more curves, with similar advisory speeds, separated by tangents of less than 120 m. If there are fewer than five curves in succession, one or more REVERSE CURVE signs may be used.

If a W-5 WINDING ROAD sign requires a W-22 ADVISORY SPEED tab sign, the tab shall display the lowest advisory speed for the series of curves. A W-24 ADVISORY DISTANCE tab may also be used where the winding section exceeds 1 km in length.

Curve Signing Warrants shall be used to determine the most appropriate Curve Warning Sign or assembly to use, as per Table 3.1a. Where all previous signing efforts have failed, Curve Warning signs may be placed overhead where an engineering investigation satisfies a combination of two or more of the following criteria:

- the recommended safe speed is 20 km/h below the posted speed limit
- the location is listed as an "Accident Prone Location" by the *Senior Highway Safety Engineer* with the curve identified as a problem
- additional emphasis of the sign is required due to visual clutter

It is recommended that the overhead sign be illuminated for emphasis at night; however, illumination may not be necessary if:



- no power source is available to illuminate the sign
- sufficient ambient light is available, e.g. from luminaries.

Simultaneous Flashers may be added to overhead signs where the recommended safe speed is 40 km/h or more below the posted speed limit, and/or at locations where the accident frequency is high.

Approval for overhead curve signs must be obtained from the Senior Traffic Engineer prior to installation.

Installation guideline: Condition C, Table 1, (Appendix).

DETERMINATION OF ADVISORY SPEED FOR HORIZONTAL CURVES

The advisory speed at which a curve may be negotiated is determined with the aid of an electronic or mechanical inclinometer. This instrument measures and records the lateral gravitation forces on the vehicle as it is driven through the curve.

The advisory speed (which is determined to the nearest 10 km per hour) may be defined as that speed at which the transverse inclination or “bank” of the testing vehicle, plus centrifugal force, reaches a predetermined degree of inclination. The acceptable degree of inclination varies inversely with the safe speed. See Table 3.1b. The procedure to determine the advisory speed is as follows:

- a) Drive through the section to be tested at, or below any advisory or posted speed limits, and choose a significant landmark(s), such as a cross road name or structure, as a reference for the test location.
- b) Drive through the curve (or series of curves) at the posted advisory speed, or slightly below the posted legal speed as conditions allow. A rule of thumb is to begin the test at a speed 10 km/h below any posted legal or advisory speeds to ensure safety.
- c) Drive through the curve parallel to the centre lane line at a constant rate of speed without “flattening” the curve.
- d) Note the instrument reading for each pass through the curve until a reading within the allowable inclination per Table 3.1b is achieved for the posted legal speed category.

- e) Advisory speeds are established based on which allowable reading was obtained, relative to the posted legal speed for the section.
- f) Refer to Table 3.1a for the signing treatment appropriate for each particular situation.

Example: Posted legal speed = 80km/h

Instrument indicates 12° at 80km/h

Instrument indicates 10° at 70km/h

A W-1 sign is warranted since it only required a 10km/h drop in speed to bring the allowable inclination within the limits for the posted speed.

NOTE:

The Vehicle used for testing should be an average-sized "family" vehicle with suspension in good condition and tires with average wear. Winter or deep-tread tires should not be used. Pick-up trucks cargo vans, S.U.V.'s are not acceptable test vehicles.

Testing should be done under normal driving conditions, on bare and dry pavement.

On new sections of road, it is desirable to have the lane markings in place or preliminary marking lines on the pavement before testing.

Curve test results will vary for each direction: Note a curve will not always require signing in both directions.

TABLE 3.1a

Legal Speed	ADVISORY SPEED (km/h)						
Limit (km/h)	90	80	70	60	50	40	30
100	W-1	W-1, W-22	W-21, W-1, W-22	W-21, W-2, W-22	W-21, W-2, W-22	W-21, W-2, W-22	W-21, W-2, W-22
90		W-1	W-1, W-22	W-21, W-1, W-22	W-21, W-2, W-22	W-21, W-2, W-22	W-21, W-2, W-22
80			W-1	W-1, W-22	W-21, W-1, W-22	W-21, W-2, W-22	W-21, W-2, W-22
70				W-1	W-1, W-22	W-21, W-1, W-22	W-21, W-2, W-22
60					W-1	W-1, W-22	W-21, W-1, W-22

Table 3.1b

<u>Posted Speed Range (km/h)</u>	<u>Max. Allowable Inclination</u>
0-40	14°
41-60	12°
61-limit	10°



LEVEL 1
W1 to W5 only



LEVEL 2
ADD W-22 below curve sign



LEVEL 3
ADD W-21 prior to curve sign



LEVEL 4
ADD W-23 in place of W-21

See individual sign warrants for application

LEVEL 5 OVERHEAD



LEVEL 6 OVERHEAD, ILLUMINATED



LEVEL 7 OVERHEAD WITH FLASHERS



To: All HQ Directors: Operations, Planning and Major Projects
All Regional Directors
All Regional Managers Engineering
All Regional Traffic Engineers
All District Managers Transportation

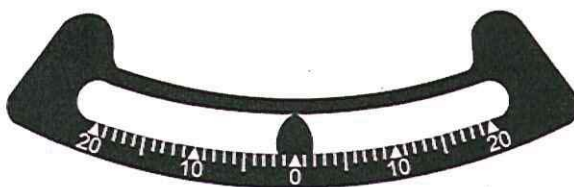
Subject: Establishing Curve Advisory Speeds

1.0 Purpose

This technical circular outlines the procedure for establishing curve advisory speeds using ball-bank indicator testing and updates the procedures found in the [Manual of Standard Traffic Signs and Pavement Markings](#).

2.0 Background

Ball-bank testing is a widely used and practical method for determining the location and type of curve warning signs and advisory speeds for horizontal curves. Mounted in a moving vehicle, the reading from a ball-bank indicator represents the combined effect of vehicle body roll, superelevation, gravity, and lateral acceleration angle. A manual or electronic ball-bank indicator can be used. The ball-bank indicator used for curve testing should be capable of measuring inclination to at least a 1-degree accuracy. A manual ball-bank indicator, as illustrated below, consists of a steel ball in a sealed glass tube where the ball is free to roll except for the dampening force of the liquid in the tube.



An electronic ball-bank indicator usually consists of an electronic accelerometer capable of measuring lateral forces and accelerations experienced by a driver negotiating a horizontal curve.

3.0 Policy

Ball-bank testing shall be conducted by qualified personnel using a test vehicle approved by the Senior Traffic Engineer (STE). For the purpose of this document, a qualified person is one who is knowledgeable in the principles behind ball-bank testing and who can demonstrate curve testing experience through previous work experience or training.

The test vehicle should be a typical mid-sized family sedan, station wagon, or minivan with suspension in good condition and all-season tires with average wear. Pick-up trucks, SUVs built on a truck platform, and cargo vans are not acceptable test vehicles.

Ball-bank testing shall only be performed on paved asphalt or concrete roads under dry conditions. Testing shall not be performed if the roadway is wet, has any degree of snow cover, or may be icy. In addition, testing shall not be performed on gravel or unpaved roads. A permanent painted centreline must be in place and lane lines painted for multi-lane roads. Testing with either temporary pavement markings or no pavement markings is not acceptable.

Curve advisory speeds shall be determined based on ball-bank testing with consideration of other factors that may impact the choice of advisory speed, such as sight distance, intersections, collision history of the curve, truck volumes, and lighting. Prior to implementation, curve advisory speeds and warning signage recommended by qualified curve testing personnel shall be approved by the Regional Traffic Engineer (RTE) and a copy of the recommendations and ball-bank test results supplied to the District Engineer. For examples of ball-bank testing data sheets, see the attached sample sheets. Alternative presentation of ball-bank results should be approved by the local RTE.

4.0 Scope and Application

The following procedures shall be followed when conducting curve testing and determining curve advisory speeds.

4.1 Prior to Conducting Ball-Bank Testing

To ensure proper operation of the bank indicator and reliable testing results, the following items must be addressed before conducting testing:

1. Inflate all tires to a uniform pressure as recommended by the manufacturer.
2. Calibrate the test vehicle's odometer or distance measuring instrument.
3. Calibrate the test vehicle's speedometer.
4. Calibrate and zero the ball-bank indicator.

See the following guidelines for more detail on each of the above actions.

4.1.1 Tire Pressure:

Vehicle tire pressure should be checked at the beginning of each day of testing. Prior to checking tire pressure, the vehicle should be driven 5 to 8 km to warm the tires. Tires shall be uniformly inflated to the manufacturer's recommended level.

4.1.2 Vehicle Odometer:

The vehicle odometer readings may vary depending on tire pressure and should therefore be checked daily and whenever the tire pressure is adjusted. The

distance measured by a vehicle's odometer should be checked for accuracy by comparing its distance measurements against road km markers or a measured distance. The distance that the vehicle odometer is checked against should be at least 3 km. If the distance reading from a vehicle odometer differs from the manually measured distance, then a correlation ratio for distance shall be determined by dividing the actual distance as measured against the odometer distance.

4.1.3 Vehicle Speedometer:

If using a manual ball-bank indicator, the accuracy of the vehicle speedometer should be checked at the beginning of each section of roadway being tested or every 1 to 3 days at a minimum. The accuracy of a vehicle's speedometer can be verified using a radar or laser speed meter, or similar device, or by timing the vehicle as it travels a measured distance at a constant speed.

4.1.4 Ball-Bank Indicator Leveling:

The ball-bank indicator shall be calibrated to zero prior to each day of curve testing, or if the ball-bank indicator results become suspect during the testing process.

A manual ball-bank indicator shall be calibrated by adjusting the indicator to read zero degrees while the vehicle is on a flat level surface and all testing personnel are in the same position in the vehicle as they would be during testing.

Some electronic ball-bank units have an auto leveling or relative zero feature that allows the device to be calibrated to zero when not on a flat level surface. Follow the manufacturer's instructions for calibration of electronic ball-bank indicators with an auto-leveling or relative zero feature.

4.1.5 Ball-Bank Testing Procedure

Ball-bank testing shall be conducted for each direction and each lane on a curve. Test results may differ based on travel direction and lane position.

Tests may be conducted with a driver only, or both a driver and an observer to record the ball bank readings. If conducting testing with a driver only and a manual ball-bank indicator, the driver should use a voice and/or video recorder to document readings and observations while driving.

4.2 Ball-Bank Testing

The following testing procedure should be followed when conducting ball-bank testing.

4.2.1 Testing Preparation

1. Ensure the test vehicle and ball-bank indicator equipment have been calibrated and vehicle tire pressure has been checked, and adjusted if necessary, as per the above guidelines including manufacturer's recommendations.
2. For each direction, choose a landmark as the starting position that is well in advance of the curve being examined.
3. Drive the curve in each direction, noting the distance from the selected starting position to any signs, intersecting roads, or other landmarks relevant to sign placement. Ensure the locations of the start and end of curve are noted.

4.2.2 Testing

1. Begin testing at the selected landmark in advance of the curve.
2. Centre the test vehicle in the travel lane driving parallel to the roadway centreline. If no shoulder line is painted, offset the vehicle 0.5 to 1.0 m from the centreline.
3. Begin first trial run at a speed below the expected maximum advisory speed or existing advisory speed.
4. Maintain a constant speed throughout the curve.
5. At the end of each pass through the curve review the test results. Assess the maximum inclination recorded based on the speed driven and the table below. If the maximum inclination is lower than the angle given in the speed range table, increase speed by 10 km/h and repeat test run. If the maximum inclination is higher than expected based on the table below and speed driven, decrease speed by 10 km/h and repeat test run.
6. Once an appropriate speed for the curve has been determined, continue testing until at least two matching ball-bank readings are achieved for each direction of travel.
7. Including testing preparation and testing, each curve should be driven a minimum of 3 times for each lane, in each direction.

4.3 Establishing an Advisory Speed

The following table correlates the ball-bank reading with a corresponding range of advisory speeds. This table replaces Table 3.1b in the [Manual of Standard Traffic Signs and Pavement Markings](#).

Table 1 – Speed and Ball-Bank Inclination

Maximum Inclination	Posted Speed Range (km/h)
8°	110+
10°	70 to 100
12°	50 to 60
14°	0 to 40

Advisory speeds shall be set at a multiple of 10 km/h.

Where there are a series of curves, the advisory speed posted shall be based on the curve with the lowest advisory speed in the series. However, if the difference in advisory speed between curves is greater than 10 km/h, separate warning signs and advisory speeds should be posted for each curve in the series.

Advisory speed signs, and curve and alignment warning signs shall be selected and placed in accordance with the [Manual of Standard Traffic Signs and Pavement Markings](#).

Contact:

Ed Miska, P.Eng., PTOE
Chief Traffic, Electrical, Highway Safety and Geometric Engineer
Engineering Branch
Tel: (250) 387-7676
Ed.Miska@gov.bc.ca



Dirk Nyland, P.Eng.
Chief Engineer

Attachments

Swales, Dave TRAN:EX

From: Jones, Terry H TRAN:EX
Sent: Tuesday, May 10, 2011 7:54 AM
To: XT:MtCon, Rick Kovacvich (EMAIL) TRAN:EX
Cc: Swales, Dave TRAN:EX; Morris, Danny D TRAN:EX
Subject: FW: Salmon River/Yankee Flats/Heywood Armstrong Road Signs

Rick,

Just wondering what the status is on this sign request.

Terry



20110311140339.p
df

From: Jones, Terry H TRAN:EX
Sent: Friday, March 11, 2011 2:06 PM
To: XT:MtCon, Rick Kovacvich (EMAIL) TRAN:EX
Cc: Swales, Dave TRAN:EX; Morris, Danny D TRAN:EX
Subject: Salmon River/Yankee Flats/Heywood Armstrong Road Signs

Rick,

Following a review by the traffic engineer of the existing signage at Glen Emma on the Salmon River Road/Heywood Armstrong Road/Yankee Flats Road intersection we require the following additions/ revisions:

Yankee Flats Road: 1 additional R-001 sign (Stop) at the intersection with Salmon River Road (opposite existing stop sign) and 1 – W-011 (Stop ahead) 70m north of the stop sign (west Shoulder).

Salmon River Road southbound:

- 1 additional R-003 sign (60km/h ahead) (opposite existing R-003)
- 1 additional R-004 sign (60 km/h) opposite existing R-004)
- 1 new W-006-u sign(Concealed Road) to replace existing worn out W-006
- 1 new G-008-2A sign (Yankee Flats Road Rt. Heywood-Armstrong Road Lt.) to replace the 2 old G-007 signs

Salmon River Road northbound:

- 1 additional R-003 sign (60km/h ahead) (opposite existing R-003)
- 1 additional R-004 sign (60 km/h) opposite existing R-004)
- 1 new W-006-u sign(Concealed Road) to replace existing worn out W-006
- 1 new G-008-2A sign (Yankee Flats Road Lt. Heywood-Armstrong Road Rt.) to replace the 2 old G-007 signs

Please give me a call if you have any questions.

Terry Jones, Area Manager
Ministry of Transportation and Infrastructure
Okanagan - Shuswap District
Box 100 Station Main
Salmon Arm BC, V1E 4S4
Phone 250 833-3378



Province of British Columbia
Ministry of Transportation
OKANAGAN-SHUSWAP DISTRICT
YEAR 7

SIGN INSTALLATION ORDER

SP	DP
P	Q R
DEL	Oversize

DATE: 2010/03/04

AREA: 13

HIGHWAY NUMBER:
13-F-I-363

HWY NAME: YANKEE FLATS RD

SIGN TYPE:

S&A
G
R 001

P
G
W 011

Sp
I
X
Other

Details: REQ'D AT S. END OF YANKEE FLATS RD
AT S/R JCT DBL UP ON R/OO AND ADD W-D

LOCATION:

Contractor Use only

Direction of Travel:

Landmark Number:

Offset from Landmark:

Side: Left Center Right

Additional Information:

ANNUAL PLAN INFORMATION:

Activity: 440 445 A K L M N P Q R

Approved Accomplishment: 1 Post 2 Post Delineators 0 Post

Installation Approved:

Date: 10/03/11

Installation Completed:

Date: 10/1/11

OKANSHUS # 01 (10/02/02)



Province of British Columbia
Ministry of Transportation
OKANAGAN-SHUSWAP DISTRICT
YEAR 8

SIGN INSTALLATION
ORDER

SP 22, 23 DP
P Q R
DEL Oversize

DATE: 2011/03/04

AREA: 1307

HIGHWAY NUMBER:
13-F-I-363

HWY NAME: YANKEE FLATS RD

SIGN TYPE:

S&A: _____
G: _____
R: 001

P: _____
G: _____
W: 011

Sp: _____
I: _____
X: _____
Other: _____

Details: REQ'D AT S. END OF YANKEE FLATS RD
AT S/R JCT DBL UP ON R/O AND ADD W-D

LOCATION:

Contractor Use only

Direction of Travel: _____

Landmark Number: _____

Offset from Landmark: _____

Side: _____ Left _____ Center _____ Right _____

Additional Information: _____

ANNUAL PLAN INFORMATION:

Activity: 440 445 A K L M N P Q R

Approved Accomplishment: 1 Post 2 2 Post _____ Delimiters _____ 0 Post _____

Installation Approved:

Date: 10/03/11

Installation Completed:

Date: 10/1/11

OKANSHUS # 01 (10/02/02)



Province of British Columbia
Ministry of Transportation
OKANAGAN-SHUSWAP DISTRICT
YEAR 7

SIGN INSTALLATION ORDER

SP	DP
P	Q R
DEL	Oversize

DATE: 2010/03/11

AREA: 13

HIGHWAY NUMBER:

13 F-I-360

HWY NAME:

SALMON RIVER ROAD

SIGN TYPE:

S&A:

2 x R-003 (60)

2 x R-004 (60)

P:

2 x G-008-2A

2 x W-006-4

Sp:

I:

X:

Other:

Details:

REQD TO DBL UP ON R-3/R-4 SIGNS AND
REPLACE EXISTING W-6/G-7 SIGNS - SEE EMAIL

LOCATION:

Contractor Use only

Direction of Travel:

Landmark Number:

Offset from Landmark:

Side:

Left

Center

Right

Additional Information:

ANNUAL PLAN INFORMATION:

Activity: 440 445 A K L M N P Q R

Approved Accomplishment:

1 Post

2 Post

Delineators

0 Post


Installation Approved:

Date: 10/03/11

Installation Completed:

Date: 10/1/11

OKANSHUS # 01 (10/02/02)

 BRITISH COLUMBIA The Best Place on Earth	Province of British Columbia Ministry of Transportation OKANAGAN-SHUSWAP DISTRICT YEAR <u>8</u>	SIGN INSTALLATION ORDER SP <u>24, 25, 26, 27</u> DP F <u>17, 18, 19, 20</u> Q <u> </u> R DEL <u> </u> Oversize
---	--	--

DATE: 2010/ 03 / 11

AREA: 1307

HIGHWAY NUMBER: 13 F - I - 360

HWY NAME: SALMON RIVER ROAD
SIGN TYPE:

S&A:

Z x R: 003 (60)
Z x R: 004 (60)

P:

Z x G: 008 - 2A
Z x W: 006 - u

Sp:

I:

X:

Other:

Details: READ TO DBL UP ON R-3/R-4 SIGNS AND
REPLACE EXISTING W-6/G-7 SIGNS - SEE EMAIL
LOCATION:

Contractor Use Only

Direction of Travel:

Landmark Number:

Offset from Landmark:

Side:

Left

Center

Right

Additional Information:

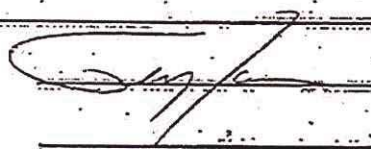
ANNUAL PLAN INFORMATION:

Activity: 440 445 A K L M N P Q R

Approved Accomplishment:

1 Post 4 2 Post Delineators 0 Post 4

Installation Approved:



Date: 10/ 03 / 11

Installation Completed:

Date: 10/ /

OKANAGAN # 01 (10/02/02)

Swales, Dave TRAN:EX

From: Jones, Terry H TRAN:EX
Sent: Thursday, September 9, 2010 11:07 AM
To: XT:MtCon, Rick Kovacvich (EMAIL) TRAN:EX; XT:Stahl, Mark TRAN:IN
Cc: Morris, Danny D TRAN:EX; Swales, Dave TRAN:EX
Subject: TRIM: Salmon River Road warning signs

TRIM Dataset: GN
TRIM Record Number: D33553710A
TRIM Record URI: 2304423

Rick/Mark,

Graeme Cross, Regional Traffic Engineer and I drove the Salmon River Road yesterday to check the warning signs for missing and/or misplaced signs. I have made notes on the attached "Curve Testing Capture Log 1992" identifying the signs that need to be replaced or altered. Please let me know your schedule to address these deficiencies.

As you know all new signs that you install must comply with the current standards for size and reflectivity for 80 km/h road. Also, as you can see on the attached, several tabs are missing. As advised by the Regional Traffic Engineer, all the signs on that post must be replaced to the current standard so as not to have old and new signs on the same post.

If you have any questions or require additional information please call.



20100909101619.p
df

Terry Jones, Area Manager
Ministry of Transportation and Infrastructure
Okanagan - Shuswap District
Box 100 Station Main
Salmon Arm BC, V1E 4S4
Phone 250 833-3378
Fax 250 833-3380

Curve Testing Capture Log 1992

USL FOR 16 KMS REMOVE

-0.09

DISTRICT	OKANAGAN-SHUSWAP	ROUTE	SALMON RIVER RD	TO	80TH AVE SW	DATE	OCT 2/92	PAGE	1 of 8
FROM	DRIVEWAY(3233 SALMON RIVER RD)								
LKI SEG.	1126	Posted Speed	80 km/h						
* = Existing Sign		Section Length	19.9 km						
0 = Recommendation		OPERATOR:	LARRY BEDNARZ						
DEFLECTION @									
EAST	BOUND	10	20	30	40	50	60	70	80
*W3R40	[W1R60]	DRIVEWAY(3233 SALMON RIVER RD)							
CRs							7	11	NA
CRc	[W211]								
CLS	[W1L50]						10	15	NA NA
CLc									
CR	[W1R60]						8	12	16
CL	[W1L]								
*W5R30	[W211]						8	12	
CRs	[W5R40 for 1km]								
CRc							10	14	NA NA
CL									
CR	[W62(2)]						14	19	NA NA NA
CLc									
CR							11	15	NA
CL							12	18	NA NA
CR							8	12	NA
*W1R	[W1R60]	MISSING							
CRs							9	13	NA
CRc									
CLS	[W62(2)]								
CLc									
CR									
CL									
CR									
*W5L30	[W5L40 for 1km]								
CRs									
CRc									
CLS	[W62(2)]								
CLc									
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*W1R	[W1R60]	MISSING							
CRs									
CRc									
CLS	[W62(2)]								
CLc									
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*W5L30	[W5L40 for 1km]								
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CRc									
CLS	[W62(2)]								
CLc									
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*W1R	[W1R60]	MISSING							
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*W5L30	[W5L40 for 1km]								
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*W5L30	[W5L40 for 1km]								
CRs									
CRc									
CLS	[W62(2)]								
CLc									
CR									
CL									

Curve Testing Capture Log 1992

DISTRICT		OKANAGAN-SHUSWAP		ROUTE		SALMON RIVER RD																	
FROM	TO	80TH AVE SW	DATE	OCT 2/92	PAGE	2 of 8																	
LKI SEG.	1126	Posted Speed	80 km/h	FILES	CT #D																		
* = Existing Sign		Section Length	19.9 km	OPERATOR:	LARRY BEDNARZ																		
□ = Recommendation																							
EAST	BOUND	DEFLECTION @	10	20	30	40	50	60	70	80	km	km	WEST	BOUND	DEFLECTION @	10	20	30	40	50	60	70	80
											2.6	17.3											
											2.7	17.2											
											2.8	17.1											
											2.9	17.0											
*W3R40	[W21]										3.0	16.9	CLs										
CRs											3.1	16.8											
											3.2	16.7	CLs										
CRs											3.3	16.6	CRs										
CLs											3.4	16.5											
											3.5	16.4	CRs										
CLs											3.6	16.3	[W3R50]	KAISER BRIDGE - s									
											3.7	16.2	[W21]										
											3.8	16.1											
											3.9	16.0											
*W5L	[W5L50]										4.0	15.9	CRs										
CLs											4.1	15.8											
											4.2	15.7	CRs										
CLs											4.3	15.6	CL										
CR											4.4	15.5	CR										
CL											4.5	15.4	CL										
CR											4.6	15.3	*W3L50	REMOVE									
											4.7	15.2	[W5L50]										
*W21	[W1L60]										4.8	15.1	[W21]										
CLs											4.9	15.0	CRs										
CLs											5.0	14.9	CRs										
CRs	[W1R60]										5.1	14.8	[W1R60]										

Comments: 796 MISSING

Planning Services Branch, MOTh

Planning Services Branch, MO-T-H

Curve Testing Capture Log 1992

DISTRICT		OKANAGAN-SHUSWAP										ROUTE		SALMON RIVER RD											
FROM	TO	DRIVEWAY(3233 SALMON RIVER RD)										TO	80TH AVE SW												
LKI SEG.	1126	Posted Speed										80	km/h												
* = Existing Sign		Section Length										19.9	km												
[] = Recommendation												OPERATOR:													
		DEFLECTION @												DEFLECTION @											
EAST	BOUND	10	20	30	40	50	60	70	80	km	km	WEST	BOUND	10	20	30	40	50	60	70	80				
CL										10.4	9.5	CR									10.4				
	[WIR]									10.5	9.4		[WIR]								10.5				
CRs										10.6	9.3	CLs									10.6				
										10.7	9.2	CLs									10.7				
CRs										10.8	9.1		[WIL60]								10.8				
	[W21]									10.9	9.0										10.9				
*W2130	[W2140]									11.0	8.9										11.0				
CLs	*W41									11.1	8.8	CRs									11.1				
CLs	MOORE BRIDGE - s/c									11.2	8.7	CRs									11.2				
CLs										11.3	8.6	CR									11.3				
CL	[W21] MISSING									11.4	8.5	*W2R30	[W2R40]								11.4				
*SP1A/SP8										11.5	8.4	CLs									11.5				
CRs	REARAGE WIR									11.6	8.3										11.6				
										11.7	8.2	*SP1A/SP8									11.7				
CRs										11.8	8.1	CLs									11.8				
CLs										11.9	8.0	CRs									11.9				
CLs	BROWN RD									12.0	7.9	CRs									12.0				
										12.1	7.8		[W3R50]								12.1				
										12.2	7.7										12.2				
										12.3	7.6										12.3				
										12.4	7.5										12.4				
										12.5	7.4										12.5				
										12.6	7.3										12.6				
										12.7	7.2										12.7				
										12.8	7.1										12.8				
										12.9	7.0										12.9				

Comments:

Curve Testing Capture Log 1992

DISTRICT		OKANAGAN-SHUSWAP		ROUTE		SALMON RIVER RD										
FROM DRIVEWAY(3233 SALMON RIVER RD)				TO		80TH AVE SW										
LKI SEG.	1126	Posted Speed	80	km/h	DATE	OCT 2/92	PAGE 6 of 8									
* = Existing Sign		Section Length	19.9	km	FILES	CT #D										
<input type="checkbox"/> = Recommendation				OPERATOR:		LARRY BEDNARZ										
EAST	BOUND	DEFLECTION @		10	20	30	40	50	60	70	80					
				13.0	6.9	WEST	BOUND		10	20	30	40	50	60	70	80
				13.1	6.8											
				13.2	6.7											
				13.3	6.6											
				13.4	6.5											
*R3 50		(W/L)	MISSING	13.5	6.4											
CLs				13.6	6.3	CRs										9 13
CLs	*R4 50 *SP1A 30			13.7	6.2	CRs	*R4 80									
	HAINES RD			13.8	6.1		(W/L)									
				13.9	6.0		HORNBERGER RD									
				14.0	5.9											
				14.1	5.8	*SP1A 30										
				14.2	5.7	*R4 50										
				14.3	5.6											
CL	(W/L) 601	TAB MISSING		14.4	5.5	CR	*R3 50								8 12	NA
	*R4 80			14.5	5.4		(W/L) 601	MISSING								
				14.6	5.3											
				14.7	5.2	*YSL for 16cms	(REMOVE)	REMOVE								
				14.8	5.1											
				14.9	5.0											
				15.0	4.9											
				15.1	4.8											
				15.2	4.7											
				15.3	4.6											
				15.4	4.5											
	AGAR RD			15.5	4.4		EDS RD									

Comments:

Planning Services Branch, MOTM

Curve Testing Capture Log 1992

DISTRICT		OKANAGAN-SHUSWAP		ROUTE		SALMON RIVER RD											
FROM		DRIVEWAY(3233 SALMON RIVER RD)		TO		80TH AVE SW											
LKI SEG.	1126	Posted Speed	80	km/h	DATE	OCT 2/92	PAGE 7 of 8										
* = Existing Sign		Section Length	19.9	km	FILES	CT #D											
<input type="checkbox"/> = Recommendation				OPERATOR:		LARRY BEDNARZ											
EAST	BOUND	DEFLECTION @		10	20	30	40	50	60	70	80	km	km	WEST	BOUND	DEFLECTION @	
												15.6	4.3				
												15.7	4.2				
												15.8	4.1				
												15.9	4.0				
												16.0	3.9				
												16.1	3.8				
												16.2	3.7				
												16.3	3.6				
												16.4	3.5				
												16.5	3.4				
												16.6	3.3				
												16.7	3.2				
												16.8	3.1				
												16.9	3.0				
												17.0	2.9				
												17.1	2.8				
												17.2	2.7				
												17.3	2.6				
												17.4	2.5				
												17.5	2.4				
												17.6	2.3				
												17.7	2.2				
												17.8	2.1				
												17.9	2.0				
												18.0	1.9				
												18.1	1.8				

Comments:

Planning Services Branch, MoTH

Planning Services Branch, MOTh



Province of British Columbia
Ministry of Transportation
OKANAGAN-SHUSWAP DISTRICT
YEAR 7

SIGN INSTALLATION
ORDER

SP 27	DP
P 26, 27	Q R
DEL	Oversize

DATE: 2010/ 06 / 02

AREA: 1307

HIGHWAY NUMBER: 360

HWY NAME: Salmon River Road

SIGN TYPE:

S&A - _____

C - _____

R - _____

P - _____

G - _____

W - _____

2x WR- 002 (Winery)
2x WR- 002-TA "OVINO WINERY"
WR- 002-TAR-1 (2 km / 600x300)
WR- 002-TAL-1 (2 km / 600x300)

Details:

Please install signs as indicated on the attached plan. Moti to pay for one install via

LOCATION:

Contractor Use only

Direction of Travel: _____

Landmark Number: _____

Offset from Landmark _____

Side:

Left

Center

Right

Additional Information:

preventative plan credits, OVINO Winery to pay for one install as per mov. Please contact John Koopman (250-832-8304) and provide

ANNUAL PLAN INFORMATION:

Activity: 440 445 A K L (M) N (P) Q R

Approved Accomplishment:

1 Post 1 2 Post _____ Delineators _____ 0 Post 2

Installation Approved: _____

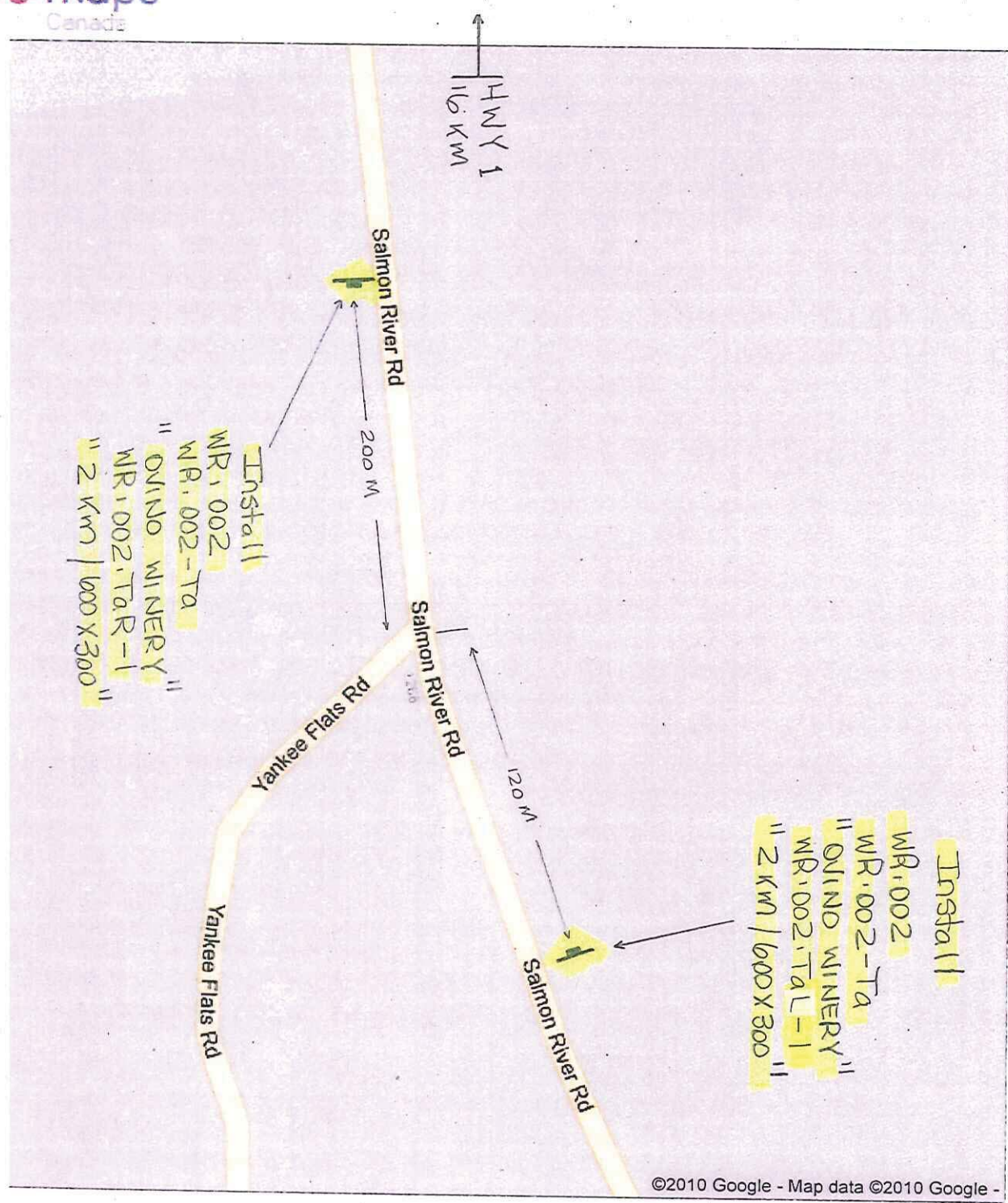
Date: 10/ ____ / ____

Installation Completed: _____

Date: 10/ ____ / ____

OKANSBUS # 01 (10/02/02)

quote for one sign install. OVINO Winery to pay Argo directly.





Province of British Columbia
Ministry of Transportation
OKANAGAN-SHUSWAP DISTRICT
YEAR 3

SIGN INSTALLATION
ORDER

SP 40, 41 DP
(P) (Q) (R)
DEL Oversize

DATE: 2006/ 06 / 30

AREA: B F/1

HIGHWAY NUMBER: 360

HWY NAME: SALMON RIVER RD

SIGN TYPE:

S&A - _____

P - 001 L, R

Sp - _____

C - _____

G - _____

I - _____

R - _____

W - _____

X - _____

Other - _____

Details: INSTALL BEHIND THE 18" CONCRETE BARRIER TO BE
INSTALLED AT THE STORE ON SALMON RIVER RD
AND HEYWOOD ARMSTRONG.

LOCATION:

Contractor Use only

Direction of Travel: _____

Landmark Number: _____

Offset from Landmark _____

Side:

Left

Center

Right

Additional Information:

COORDINATE WITH FALKLAND CREW
WHEN BARRIER IS INSTALLED

ANNUAL PLAN INFORMATION:

Activity: (440) 445 K L (M) N P Q R

Approved Accomplishment:

1 Post 2 2 Post _____ Delineators _____ 0 Post _____

Installation Approved:

[Signature]

Date: 06/ 06 / 30

Installation Completed:

Date: 06/ ____ / ____



Province of British Columbia
Ministry of Transportation
OKANAGAN-SHUSWAP DISTRICT
YEAR 2

SIGN INSTALLATION
ORDER

SP <u>23</u>	DP
(P)	(Q) (R)
DEL	Oversize

DATE: 2005/ 06 / 08

AREA: 13 F/1

HIGHWAY NUMBER: 360

HWY NAME: SALMON RIVER RD

SIGN TYPE:

S&A - _____

P - _____

Sp - _____

C - _____

G - _____

I - _____

R - 004 (80)

W - _____

X - _____

Other - _____

Details: RELOCATE R-004 (80) TO OPPOSITE THE R-004 (50)
AT THE NORTH END OF SILVER CREEK SPEED ZONE.
REPLACE THE R-003 (50) AT THE SOUTH END. REPLACE THE W-541
AT THE CREEK CROSSING. REMOVE THE W-22 60km/h TAB FROM UNDER THE
LOCATION: Contractor Use only W-001h SIGN NORTH OF THE CREEK.

Direction of Travel: _____

Landmark Number: _____

Offset from Landmark _____

Side:

Left

Center

Right

Additional Information: _____

ANNUAL PLAN INFORMATION:

Activity: (440) 445 K L (M) N P Q R

Approved Accomplishment:

1 Post 1 2 Post _____ Delineators _____ 0 Post _____

Installation Approved:

[Signature]

Date: 05/ 06 / 08

Installation Completed:

Date: 05/ ____ / ____

From: Jones, Terry H TRAN:EX
Sent: Tuesday, July 19, 2011 12:18 PM
To: Keefe, Gayle B TRAN:EX
Cc: Morris, Danny D TRAN:EX
Subject: FOI Request: TRA-2011-00139

Gayle,

An email to Rick following an audit on September 8th, 2010.

Terry Jones, Area Manager
Ministry of Transportation and Infrastructure
Okanagan - Shuswap District
Box 100 Station Main
Salmon Arm BC, V1E 4S4
Phone 250 833-3378
Fax 250 833-3380

From: Jones, Terry H TRAN:EX
Sent: Thursday, September 9, 2010 11:07 AM
To: XT:MtCon, Rick Kovacovich (EMAIL) TRAN:EX; XT:Stahl, Mark TRAN:IN
Cc: Morris, Danny D TRAN:EX; Swales, Dave TRAN:EX
Subject: Salmon River Road warning signs

Rick/Mark,

Graeme Cross, Regional Traffic Engineer and I drove the Salmon River Road yesterday to check the warning signs for missing and/or misplaced signs. I have made notes on the attached "Curve Testing Capture Log 1992" identifying the signs that need to be replaced or altered. Please let me know your schedule to address these deficiencies.

As you know all new signs that you install must comply with the current standards for size and reflectivity for 80 km/h road. Also, as you can see on the attached, several tabs are missing. As advised by the Regional Traffic Engineer, all the signs on that post must be replaced to the current standard so as not to have old and new signs on the same post.

If you have any questions or require additional information please call.



20100909101619.p
df

Terry Jones, Area Manager
Ministry of Transportation and Infrastructure
Okanagan - Shuswap District
Box 100 Station Main
Salmon Arm BC, V1E 4S4
Phone 250 833-3378
Fax 250 833-3380

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20100909101619.p
df

Terry Jones, Area Manager
Ministry of Transportation and Infrastructure
Okanagan - Shuswap District
Box 100 Station Main
Salmon Arm BC, V1E 4S4
Phone 250 833-3378
Fax 250 833-3380

WSL FOR 16 KMS REMOVE

-0.09

DISTRICT OKANAGAN-SHUSWAP										ROUTE		SALMON RIVER RD															
FROM DRIVEWAY(3233 SALMON RIVER RD)										TO		80TH AVE SW															
LKI SEG. 1126		Posted Speed								80 km/h		DATE		OCT 2/92		PAGE 1 of 8											
* = Existing Sign		Section Length								19.9 km		FILES		CT #D													
[] = Recommendation										OPERATOR:-		LARRY BEDNARZ															
				DEFLECTION @								DEFLECTION @															
EAST		BOUND		10	20	30	40	50	60	70	80	km	km	WEST	BOUND		10	20	30	40	50	60	70	80			
*W3R40		[W1R60]		DRIVEWAY(3233 SALMON RIVER RD)										0.0	19.9												
CRs				7 11 NA										0.1	19.8	CLc											
CRc		[W21]												0.2	19.7	CLs								10	14	NA	
		[W1L50]												0.3	19.6			[W1L60]									
CLs				10 15 NA NA										0.4	19.5	CRc											
CLc														0.5	19.4	CRs							11	16	NA	NA	
		[W1R60]												0.6	19.3	*W3R40		[W1R50]									
CR				8 12 16										0.7	19.2	CL		[W21]						10	14	NA	
		[W1L]												0.8	19.1			[W1L60]									
CL		[W21]		8 12										0.9	19.0	CR		WZI REMOVE						7	11		
*W5R30		[W5R40 for 1km]												1.0	18.9			[W1R]									
CRs				10 14 NA NA										1.1	18.8	CLc								9	13	NA	NA
CRc														1.2	18.7	CLs								8	12	NA	
CL				9 13										1.3	18.6	CR											
CR				7 11 NA										1.4	18.5	CL								8	12	NA	
CLs		[W62(2)]		14 19 NA NA NA										1.5	18.4	CRc											
CLc														1.6	18.3	CRs		[W62(2)]					11	15	NA	NA	
CR				11 15 NA										1.7	18.2	CL								8	13	NA	NA
CL				12 18 NA NA										1.8	18.1	CR								11	17	NA	NA
CR				8 12 NA										1.9	18.0	CL								10	14	NA	
														2.0	17.9	*W5L30		[W5L40 for 1km]									
														2.1	17.8			[W21]									
*W1R		[W1R60]		MISSING										2.2	17.7												
CRs				9 13 NA										2.3	17.6	CLc											
CRc														2.4	17.5	CLs								11	15	NA	
														2.5	17.4	*W1L		[W1L60]									
Comments:																											

DISTRICT		OKANAGAN-SHUSWAP		ROUTE		SALMON RIVER RD			
FROM		DRIVEWAY(3233 SALMON RIVER RD)		TO		80TH AVE SW			
LKI SEG.	1126	Posted Speed	80 km/h	DATE	OCT 2/92	PAGE	2 of 8		
* = Existing Sign		Section Length	19.9 km	FILES	CT #D				
<input type="checkbox"/> = Recommendation				OPERATOR:	LARRY BEDNARZ				
		DEFLECTION @				DEFLECTION @			
EAST	BOUND	10	20	30	40	50	60	70	80
		2.6	17.3						
		2.7	17.2						
	[W21]	2.8	17.1						
*W3R40	[W3R50]	2.9	17.0						
CRs		3.0	16.9						
		3.1	16.8						
CRc		3.2	16.7						
CLs		3.3	16.6						
		3.4	16.5						
CLc	KAISER BRIDGE - s	3.5	16.4						
	KAISER BRIDGE - c	3.6	16.3						
		3.7	16.2						
	[W21]	3.8	16.1						
*W5L	[W5L50]	3.9	16.0						
CLs		4.0	15.9						
		4.1	15.8						
CLc		4.2	15.7						
CR		4.3	15.6						
CL		4.4	15.5						
CR		4.5	15.4						
		4.6	15.3						
*W21	[W1L60]	4.7	15.2						
CLs		4.8	15.1						
CLc		4.9	15.0						
		5.0	14.9						
CRs		5.1	14.8						

Comments:

Curve Testing Capture Log 1992

[illegible]

Curve Testing Capture Log 1992

[illegible]

Comments:

Curve Testing Capture Log 1992

DISTRICT	OKANAGAN-SHUSWAP	ROUTE	SALMON RIVER RD
FROM	DRIVEWAY(3233 SALMON RIVER RD)	TO	80TH AVE SW
LKI SEG.	1126	80 km/h	OCT 2/92
* = Existing Sign	Section Length	19.9 km	FILES CT #D
[] = Recommendation		OPERATOR:	LARRY BEDNARZ
EAST	BOUND	DEFLECTION @	DEFLECTION @
CL	[WIR]	10 20 30 40 50 60 70 80	10 20 30 40 50 60 70 80
CRs		10.4	9.5
CRo		10.5	9.4
		10.6	9.3
		10.7	9.2
		10.8	9.1
		10.9	9.0
		11.0	8.9
		11.1	8.8
		11.2	8.7
		11.3	8.6
		11.4	8.5
		11.5	8.4
		11.6	8.3
		11.7	8.2
		11.8	8.1
		11.9	8.0
		12.0	7.9
		12.1	7.8
		12.2	7.7
		12.3	7.6
		12.4	7.5
		12.5	7.4
		12.6	7.3
		12.7	7.2
		12.8	7.1
		12.9	7.0

Curve Testing Capture Log 1992

[illegible]

Comments:

Curve Testing Capture Log 1992

[illegible]

Comments:

Curve Testing Capture Log 1992

[illegible]

Comments:

Not Responsive

From: Rick Kovacvich [<mailto:rkovacvich@argoroads.ca>]
Sent: Thursday, October 21, 2010 11:14 AM
To: Jones, Terry H TRAN:EX
Cc: Morris, Danny D TRAN:EX; Swales, Dave TRAN:EX
Subject: RE: Salmon River Road warning signs

Good Morning Terry,

Yes the curve signs are within the posted 50km/hr zone. I will have Dan install the tabs and pass on your appreciation.

Rick

From: Jones, Terry H TRAN:EX [<mailto:Terry.Jones@gov.bc.ca>]
Sent: Thursday, October 21, 2010 10:38 AM
To: Rick Kovacvich
Cc: Morris, Danny D TRAN:EX; Swales, Dave TRAN:EX
Subject: RE: Salmon River Road warning signs

Rick,

Was this a long 50 km/h stretch? If so please install the 60km tabs as specified in the curve test.

I also noticed the distances were out a little and had to keep correcting to the closest cross street. I thought it was my odometer, sorry for not letting you know.

Please let your sign man know that it's looking much better out there following his great work.

Terry Jones, Area Manager

Ministry of Transportation and Infrastructure
Okanagan - Shuswap District
Box 100 Station Main
Salmon Arm BC, V1E 4S4
Phone 250 833-3378
Fax 250 833-3380

From: Rick Kovacovich [<mailto:rkovacvich@argoroads.ca>]
Sent: Friday, October 15, 2010 11:37 AM
To: Jones, Terry H TRAN:EX
Cc: Morris, Danny D TRAN:EX; Swales, Dave TRAN:EX
Subject: RE: Salmon River Road warning signs

Good Morning Terry,
Dan tells me he should be finished the signs on Salmon River Rd. He said that some of the curve signs you wanted 60km tabs on are within 50km speed zones. Do you still want the 60km tabs on the signs. He also said that there was a problem with your distances and you were out by about 500 meters for part of your survey.

Thanks,
Rick

-----Original Message-----

From: Jones, Terry H TRAN:EX [<mailto:Terry.Jones@gov.bc.ca>]
Sent: Thursday, September 09, 2010 11:07 AM
To: Rick Kovacovich; Mark Stahl
Cc: Morris, Danny D TRAN:EX; Swales, Dave TRAN:EX
Subject: Salmon River Road warning signs

Rick/Mark,

Graeme Cross, Regional Traffic Engineer and I drove the Salmon River Road yesterday to check the warning signs for missing and/or misplaced signs. I have made notes on the attached "Curve Testing Capture Log 1992" identifying the signs that need to be replaced or altered. Please let me know your schedule to address these deficiencies.

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If you have any questions or require additional information please call.

<<20100909101619.pdf>>

Terry Jones, Area Manager

Ministry of Transportation and Infrastructure
Okanagan - Shuswap District

Box 100 Station Main

Salmon Arm BC, V1E 4S4

Phone 250 833-3378

Fax 250 833-3380

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For more information please visit <http://www.messagelabs.com/email>

_____ Information from ESET NOD32 Antivirus, version of virus signature database 5535 (20101015)

The message was checked by ESET NOD32 Antivirus.

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HRP Landmark Report

Sorted by Highway Number

2011-07-18 10:30 AM

IDIR\DSWALES

Service Area: 13 - Okanagan-Shuswap

AMA: 13-F - Area F

Sub Area: 13-F-I - Falkland

		<u>Road Class</u>	<u>Distance from</u>		<u>RFI Dir</u>	<u>RFI Length</u>
			<u>Start</u>	<u>Previous</u>		
13-F-I-00360	Salmon River Road				N	22.506
760000	HWY 97/SAL. R. RD.		0.000	0.000		
760010	HEYWD-ARM/YANKEE FLT	3B	2.061	2.061		
760025	KAISER RD. 1066	3B	7.429	5.368		
760040	KAISER BR. #6077	3B	7.512	0.083		
760050	SPA CR. RD.#362	3B	10.960	3.448		
760060	FORBES RD.	3B	11.485	0.525		
760070	SALLENBACH RD.	3B	13.597	2.112		
760080	STONE CRK.	3B	14.034	0.437		
760090	MOORE BRIDGE #6079	3B	14.870	0.836		
760100	CAMPBELL RD.#3	3B	15.184	0.314		
760110	BROWN RD.#357	3B	15.652	0.468		
760120	YANKEE FLATS RD.#363	3B	15.810	0.158		
760125	SCHOOL ACCESS RT	3B	17.092	1.282		
760130	HAINES RD.#358	3B	17.322	0.230		
760140	HORNSBERGER RD.#367	3B	17.468	0.146		
760150	SILVER CRK. M/P#8508	3B	17.546	0.078		
760160	EDES RD.#356/AGAR564	3B	18.970	1.424		
760170	FOSTER BR.#6081	3B	19.315	0.345		
760180	JOHNSTON RD.#359	3B	20.686	1.371		
760190	BRANCHFLWR#356/M.BDY	3B	22.506	1.820		

Inventory Item Location Report

Sorted by Highway Number

Service Area: Okanagan Shuswap SA

AMA: 13-F - Area F

Sub Area: 13-F-I - Falkland

RFI Highway: 13-F-I-00360 Salmon River Road

RFI Length: 22.506

RFI Direction: N

Inventory Item	Primary Key	XSP	Attributes	Chainage		Length	Modification
				Start	End		
SIGN	1916184	LS	W-003-RU REVERSE CURVE RIGHT ARROW North Telspar 1 No 	12.520	12.520		2010-06-22
SIGN	1916185	LS	W-022-U () km/h tab North Other 0 No ADVISORY SPEED 30KM/H	12.520	12.520		2010-06-22
SIGN	1916187	LS	W-021 SLOW North Telspar 1 No	12.665	12.665		2010-06-22
SIGN	1916162	RS	I-034-5 Entering (Jurisdiction Name) Unincorporated South Wood 1 No SILVERCREEK	13.229	13.229		2010-06-22
SIGN	1916172	LS	W-005-LU WINDING ROAD LEFT ARROW North Telspar 1 No 	13.293	13.293		2010-06-22
SIGN	1916171	RS	W-022-U () km/h tab North Other 0 No ADVISORY SPEED 40KM/H	13.293	13.293		2010-06-22
SIGN	1916170	RS	W-024-U For () km tab North Other 0 No 2 KM	13.293	13.293		2010-06-22
SIGN	1916204	RS	W-001-LU CURVE LEFT ARROW North Telspar 1 No	13.379	13.379		2010-06-22
SIGN	1916203	RS	W-022-U () km/h tab North Other 0 No ADVISORY SPEED 60KM/H	13.379	13.379		2010-06-22
SIGN	1916164	LS	W-021 SLOW North Telspar 1 No	13.418	13.418		2010-06-22
SIGN	1916285	RS	W-022-U () km/h tab South Wood 1 No ADVISORY SPEED 30KM/H	14.644	14.644		2010-06-22
SIGN	1916286	RS	W-002-LU SHARP CURVE LEFT ARROW South Wood 1 No	14.644	14.644		2010-06-22
SIGN	1916290	RS	W-041-1 Slippery Surface symbol South Wood 1 No	14.742	14.742		2010-06-22

Inventory Item Location Report

Sorted by Highway Number

Service Area: Okanagan Shuswap SA

AMA: 13-F - Area F

Sub Area: 13-F-I - Falkland

RFI Highway: 13-F-I-00360 Salmon River Road

RFI Length: 22.506

RFI Direction: N

Inventory Item	Primary Key	XSP	Attributes	Chainage		Modification
				Start	End	
SIGN	1916289	RS	W-054-R Hazard marker - right South Wood 1 No	14.805	14.805	2010-06-22
SIGN	1916283	LS	W-054-L Hazard marker - left South Wood 1 No	14.853	14.853	2010-06-22
SIGN	1916282	RS	W-054-R Hazard marker - right South Telspar 1 No	14.853	14.853	2010-06-22
SIGN	1916169	RS	I-003 Landmark (Name) marker North Telspar 1 No SALMON R	14.870	14.870	2010-06-22
SIGN	1916168	RS	I-003 Landmark (Name) marker South Telspar 1 No	14.870	14.870	2010-06-22
SIGN	1916201	LS	W-054-R Hazard marker - right North Wood 1 No	14.890	14.890	2010-06-22
SIGN	1916200	RS	W-054-L Hazard marker - left North Telspar 1 No	14.890	14.890	2010-06-22
SIGN	1916194	RS	W-041-L Slippery Surface symbol North Wood 1 No	14.983	14.983	2010-06-22
SIGN	1916182	LS	W-002-RU SHARP CURVE RIGHT ARROW North Wood 1 No	15.044	15.044	2010-06-22
SIGN	1916181	LS	W-022-U () km/h tab North Wood 1 No SPEED 30KM/H	15.044	15.044	2010-06-22
SIGN	1916369	LS	W-001-LU CURVE LEFT ARROW North Telspar 1 No	15.334	15.334	2010-06-22
SIGN	1916293	LS	W-007-LU Side-road symbol - left/right North No Post 0 No	16.010	16.010	2010-06-22
SIGN	1916292	LS	G-008-1A Single (Street Name) Ahead - Side Mount North Telspar 1 No	16.010	16.010	2010-06-22
SIGN	1916291	RS	R-003 POSTED SPEED () km/h AHEAD ARROW South Telspar	17.023	17.023	2010-06-22

19-JUL-2011

Inventory on a Route Report - By Offset

Start Offset	End Offset	Asset Type	Description	XSP	Reference Item		Ref Begin		Ref End	
					Description	XSP	Start Offset	End Offset	Start Offset	End Offset
14.87	14.87	RS	1916168 // I-003 / S / T / 1 / N / / / / /		1916413 // IZ / I760090 / MOORE BRIDGE #6079 //		0	0	0	0
14.87	14.87	RS	1916169 // I-003 / N / T / 1 / N / / / / / SALMON R //		1916413 // IZ / I760090 / MOORE BRIDGE #6079 //		0	0	0	0
14.89	14.89	RS	1916200 // W-054-L / N / T / 1 / N / / / / /		1916413 // IZ / I760090 / MOORE BRIDGE #6079 //		.02	.02	.02	.02
14.89	14.89	LS	1916201 // W-054-R / N / W / 1 / N / / / / /		1916413 // IZ / I760090 / MOORE BRIDGE #6079 //		.02	.02	.02	.02
14.983	14.983	RS	1916194 // W-041-1 / N / W / 1 / N / / / / /		1916413 // IZ / I760090 / MOORE BRIDGE #6079 //		.113	.113	.113	.113
15.044	15.044	LS	1916181 // W-022-U / N / W / 1 / N / / / / ADVISORY SPEED 30KM/H //		1916413 // IZ / I760090 / MOORE BRIDGE #6079 //		.174	.174	.174	.174
15.044	15.044	LS	1916182 // W-002-RU / N / W / 1 / N / / / / /		1916413 // IZ / I760090 / MOORE BRIDGE #6079 //		.174	.174	.174	.174
15.184	15.184	HRP	1916412 // IZ / I760100 / CAMPBELL RD.#3 //		1916412 // IZ / I760100 / CAMPBELL RD.#3 //		0	0	0	0
15.334	15.334	LS	1916369 // W-001-LU / N / T / 1 / N / / / / /		1916412 // IZ / I760100 / CAMPBELL RD.#3 //		.15	.15	.15	.15
15.652	15.652	HRP	1916405 // IZ / I760110 / BROWN RD.#357 //		1916405 // IZ / I760110 / BROWN RD.#357 //		0	0	0	0
15.81	15.81	HRP	1916404 // IZ / I760120 / YANKEE FLATS RD.#363 //		1916404 // IZ / I760120 / YANKEE FLATS RD.#363 //		0	0	0	0
16.01	16.01	LS	1916293 // W-007-1U / N / N / 0 / N / / / / /		1916404 // IZ / I760120 / YANKEE FLATS RD.#363 //		.2	.2	.2	.2
16.01	16.01	LS	1916292 // G-008-1A / N / T / 1 / N / / / / /		1916404 // IZ / I760120 / YANKEE FLATS RD.#363 //		.2	.2	.2	.2
17.023	17.023	RS	1916291 // R-003 / S / T / 1 / N / / / / MAX 50KMH AHEAD //		1916404 // IZ / I760120 / YANKEE FLATS RD.#363 //		1.213	1.213	1.213	1.213
17.092	17.092	HRP	1916411 // IZ / I760125 / SCHOOL ACCESS RT //		1916411 // IZ / I760125 / SCHOOL ACCESS RT // /		0	0	0	0
17.212	17.212	LS	1916284 // R-004 / S / T / 1 / N / / / / MAX 80KMH //		1916411 // IZ / I760125 / SCHOOL ACCESS RT // /		.12	.12	.12	.12
17.243	17.243	RS	1916287 // PS-001-TCX / S / X / 0 / N / / / / /		1916411 // IZ / I760125 / SCHOOL ACCESS RT // /		.151	.151	.151	.151
17.243	17.243	RS	1916288 // PS-001 / S / T / 1 / N / / / / /		1916411 // IZ / I760125 / SCHOOL ACCESS RT // /		.151	.151	.151	.151
17.322	17.322	HRP	1916401 // IZ / I760130 / HAINES RD.#358 //		1916401 // IZ / I760130 / HAINES RD.#358 //		0	0	0	0
17.468	17.468	HRP	1916410 // IZ / I760140 / HORNBERGER RD.#367 //		1916410 // IZ / I760140 / HORNBERGER RD.#367 //		0	0	0	0

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