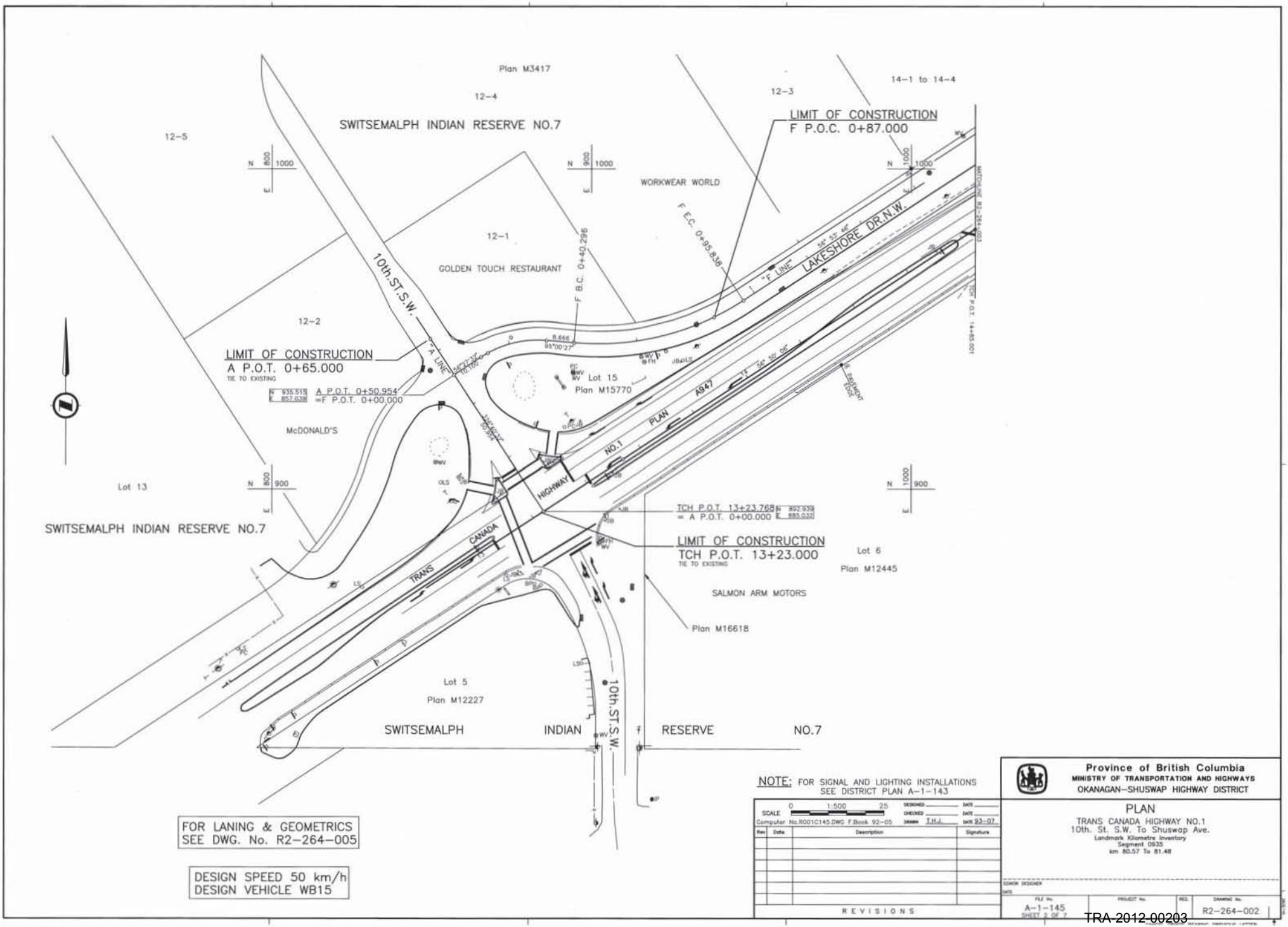
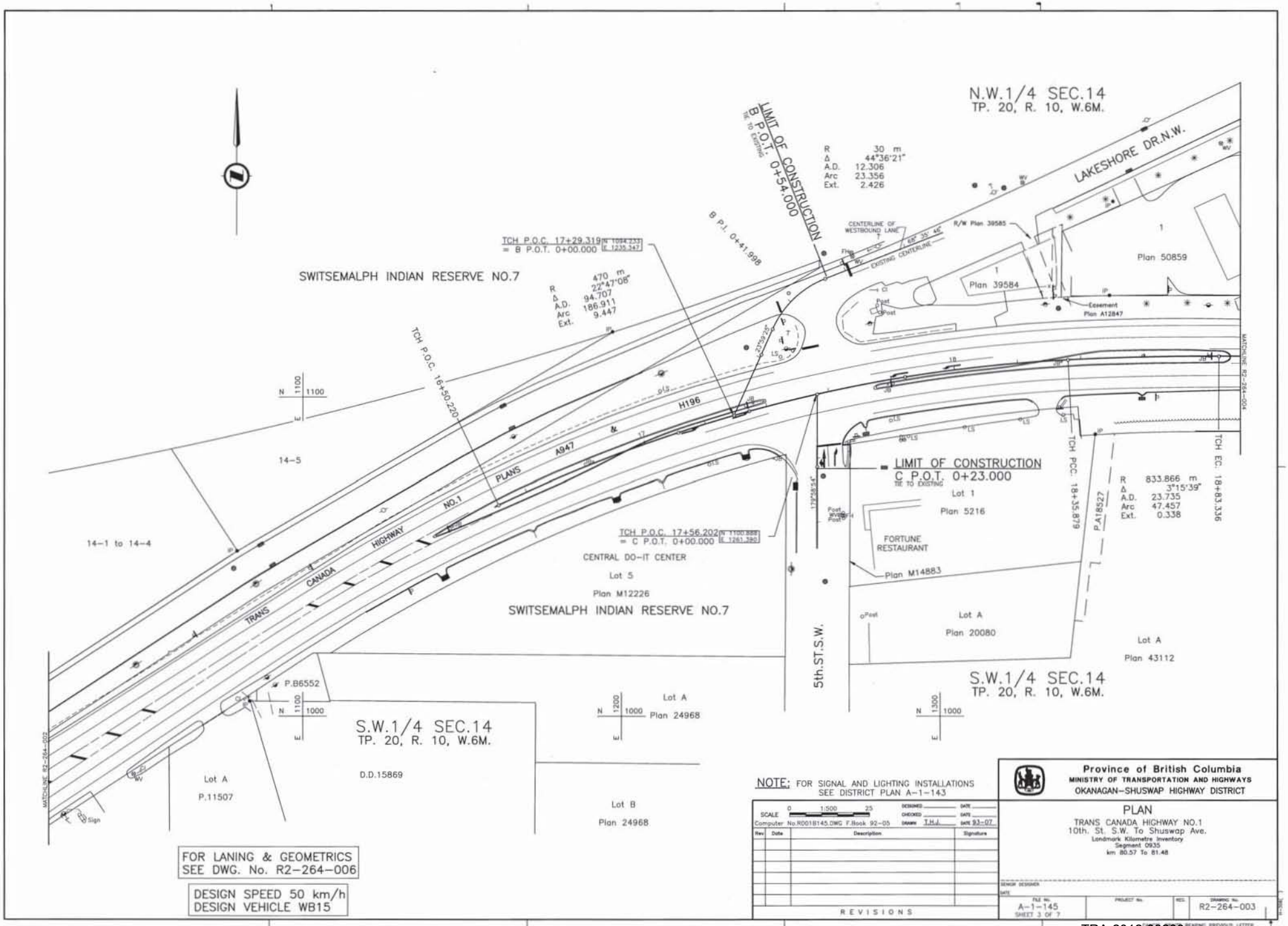
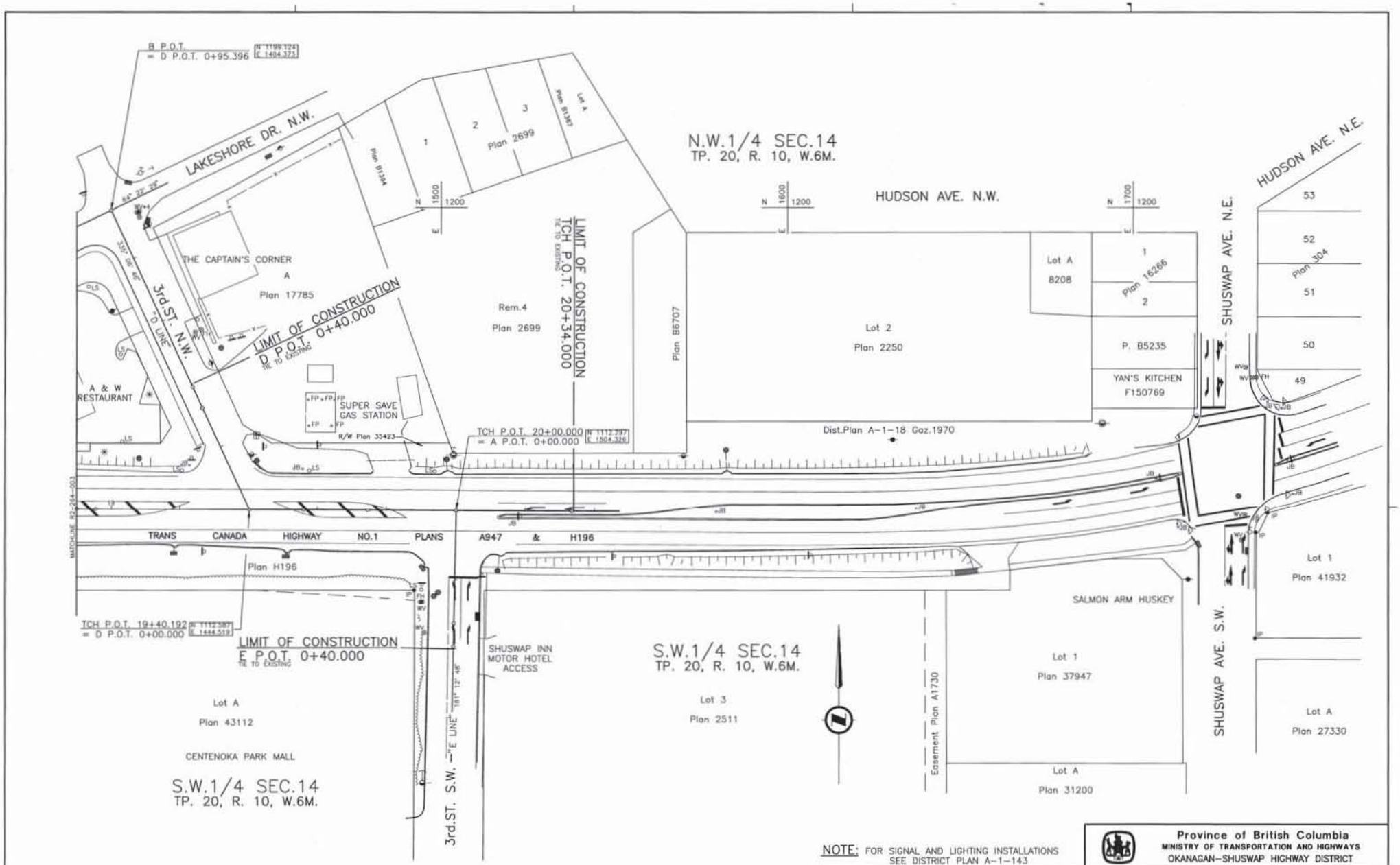
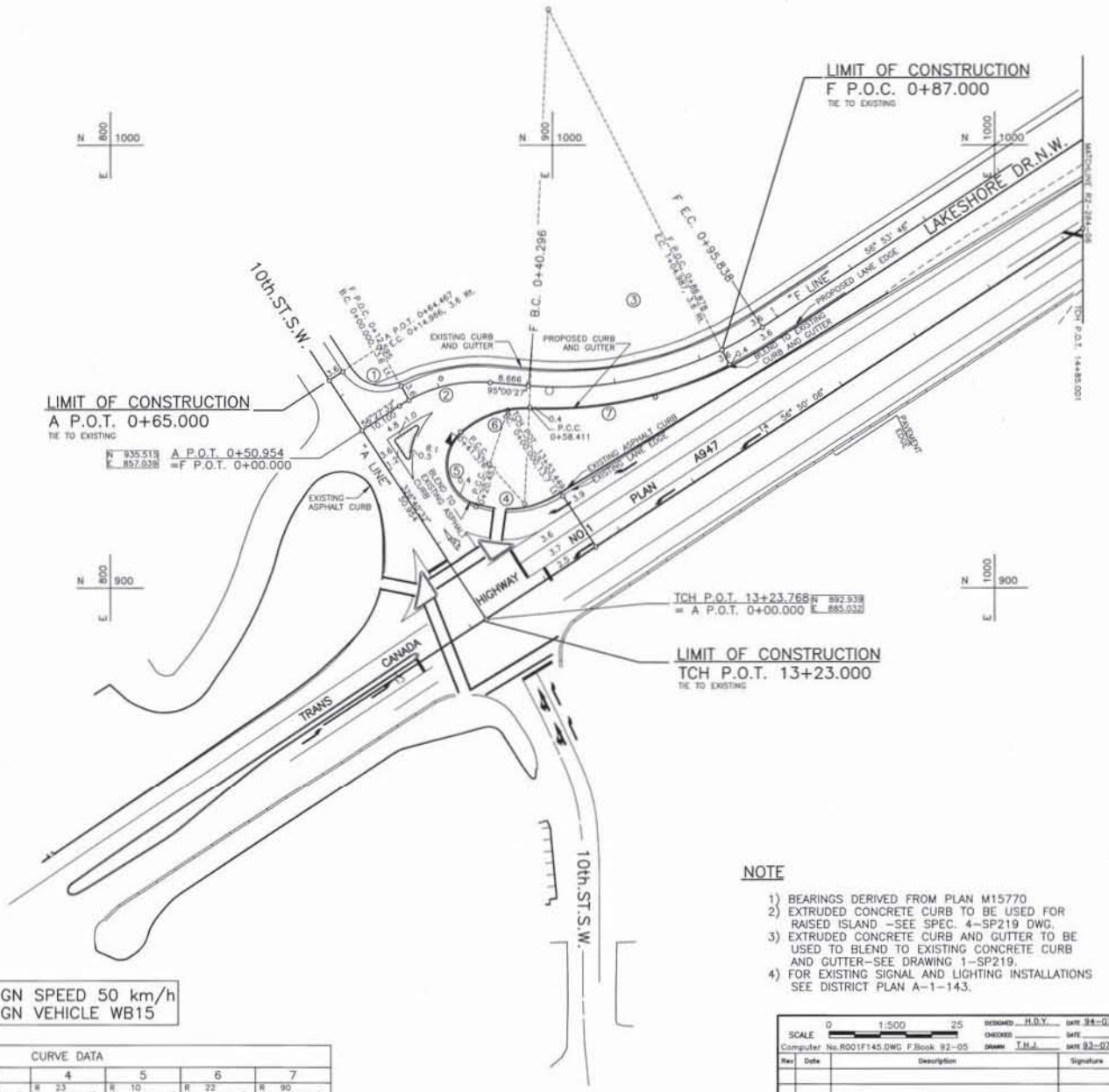

Plan M3417
12-4
12-3
14-1 to 14-4
12-5
SWITSEMALPH INDIAN RESERVE NO.7
LIMIT OF CONSTRUCTION
F P.O.C. 0+87.000
WORKWEAR WORLD
12-1
GOLDEN TOUCH RESTAURANT
F B.C. 0+40.296
F E.C. 0+95.838
10th.ST.S.W.
LAKESHORE DR.N.W.
"F LINE"
12-2
LIMIT OF CONSTRUCTION
A P.O.T. 0+65.000
TIE TO EXISTING
"A LINE"
A P.O.T. 0+50.954
=F P.O.T. 0+00.000
Lot 15
Plan M15770
McDONALD'S
TRANS CANADA HIGHWAY NO.1
PLAN
A947
Lot 13
SWITSEMALPH INDIAN RESERVE NO.7
TCH P.O.T. 13+23.768
= A P.O.T. 0+00.000
LIMIT OF CONSTRUCTION
TCH P.O.T. 13+23.000
TIE TO EXISTING
Lot 6
Plan M12445
SALMON ARM MOTORS
Plan M16618
Lot 5
Plan M12227
10th.ST.S.W.
SWITSEMALPH INDIAN RESERVE NO.7
NOTE: FOR SIGNAL AND LIGHTING INSTALLATIONS SEE DISTRICT PLAN A-1-143
FOR LANING & GEOMETRICS SEE DWG. No. R2-264-005
DESIGN SPEED 50 km/h
DESIGN VEHICLE WB15
Province of British Columbia
MINISTRY OF TRANSPORTATION AND HIGHWAYS
OKANAGAN-SHUSWAP HIGHWAY DISTRICT
PLAN
TRANS CANADA HIGHWAY NO.1
10th. St. S.W. To Shuswap Ave.
Landmark Kilometre Inventory
Segment 0935
km 80.57 To 81.48
SCALE 1:500
Computer No.R001C145.DWG F.Book 92-05
DRAWN T.H.J.
DATE 93-07
REVISIONS
A-1-145
SHEET 2 OF 7
R2-264-002


N.W.1/4 SEC.14
TP. 20, R. 10, W.6M.
LAKESHORE DR.N.W.
LIMIT OF CONSTRUCTION
B P.O.T. 0+54.000
TIE TO EXISTING
R 30 m
Δ 44°36'21"
A.D. 12.306
Arc 23.356
Ext. 2.426
B P.I. 0+41.998
TCH P.O.C. 17+29.319
= B P.O.T. 0+00.000
SWITSEMALPH INDIAN RESERVE NO.7
R 470 m
Δ 22°47'08"
A.D. 94.707
Arc 186.911
Ext. 9.447
TCH P.O.C. 18+50.220
CENTERLINE OF WESTBOUND LANE
EXISTING CENTERLINE
R/W Plan 39585
Plan 50859
Plan 39584
Easement Plan A12847
H196
A947
PLANS
NO.1
TRANS CANADA HIGHWAY
14-5
14-1 to 14-4
LIMIT OF CONSTRUCTION
C P.O.T. 0+23.000
TIE TO EXISTING
Lot 1
Plan 5216
FORTUNE RESTAURANT
Plan M14883
TCH P.O.C. 17+56.202
= C P.O.T. 0+00.000
CENTRAL DO-IT CENTER
Lot 5
Plan M12226
SWITSEMALPH INDIAN RESERVE NO.7
TCH PCC. 18+35.879
P.A18527
R 833.866 m
Δ 3°15'39"
A.D. 23.735
Arc 47.457
Ext. 0.338
TCH EC. 18+83.336
5th.ST.S.W.
Lot A
Plan 20080
Lot A
Plan 43112
S.W.1/4 SEC.14
TP. 20, R. 10, W.6M.
P.B6552
S.W.1/4 SEC.14
TP. 20, R. 10, W.6M.
D.D.15869
Lot A
Plan 24968
Lot A
P.11507
Lot B
Plan 24968
MATCHLINE R2-264-002
MATCHLINE R2-264-004
FOR LANING & GEOMETRICS
SEE DWG. No. R2-264-006
DESIGN SPEED 50 km/h
DESIGN VEHICLE WB15
NOTE: FOR SIGNAL AND LIGHTING INSTALLATIONS
SEE DISTRICT PLAN A-1-143
SCALE 1:500
Computer No.R001B145.DWG F.Book 92-05
DRAWN T.H.J.
DATE 93-07
Rev Date Description Signature
REVISIONS
Province of British Columbia
MINISTRY OF TRANSPORTATION AND HIGHWAYS
OKANAGAN-SHUSWAP HIGHWAY DISTRICT
PLAN
TRANS CANADA HIGHWAY NO.1
10th. St. S.W. To Shuswap Ave.
Landmark Kilometre Inventory
Segment 0935
km 80.57 To 81.48
FILE No. A-1-145
SHEET 3 OF 7
DRAWING No. R2-264-003


B P.O.T. = D P.O.T. 0+95.396
LAKESHORE DR. N.W.
3rd.ST. N.W.
THE CAPTAIN'S CORNER
A
Plan 17785
A & W RESTAURANT
SUPER SAVE GAS STATION
R/W Plan 35423
LIMIT OF CONSTRUCTION
D P.O.T. 0+40.000
TIE TO EXISTING
Rem.4
Plan 2699
Plan 2699
Plan B1394
Plan B1397
Lot A
LIMIT OF CONSTRUCTION
TCH P.O.T. 20+34.000
TIE TO EXISTING
Plan B6707
N.W.1/4 SEC.14
TP. 20, R. 10, W.6M.
HUDSON AVE. N.W.
Lot 2
Plan 2250
Lot A
8208
Plan 16266
P. B5235
YAN'S KITCHEN
F150769
Dist.Plan A-1-18 Gaz.1970
SHUSWAP AVE. N.E.
HUDSON AVE. N.E.
Plan 304
TCH P.O.T. 20+00.000
= A P.O.T. 0+00.000
TRANS CANADA HIGHWAY NO.1 PLANS A947 & H196
Plan H196
TCH P.O.T. 19+40.192
= D P.O.T. 0+00.000
LIMIT OF CONSTRUCTION
E P.O.T. 0+40.000
TIE TO EXISTING
Lot A
Plan 43112
CENTENOKA PARK MALL
S.W.1/4 SEC.14
TP. 20, R. 10, W.6M.
3rd.ST. S.W.
SHUSWAP INN MOTOR HOTEL ACCESS
S.W.1/4 SEC.14
TP. 20, R. 10, W.6M.
Lot 3
Plan 2511
Easement Plan A1730
SALMON ARM HUSKEY
Lot 1
Plan 37947
Lot A
Plan 31200
SHUSWAP AVE. S.W.
Lot 1
Plan 41932
Lot A
Plan 27330
MATCHLINE R2-264-003
FOR LANING & GEOMETRICS
SEE DWG. No. R2-264-007
DESIGN SPEED 50 km/h
DESIGN VEHICLE WB15
NOTE: FOR SIGNAL AND LIGHTING INSTALLATIONS
SEE DISTRICT PLAN A-1-143
SCALE 1:500
Computer No.R001A145.DWG F.Book 92-05
REVISIONS
Province of British Columbia
MINISTRY OF TRANSPORTATION AND HIGHWAYS
OKANAGAN-SHUSWAP HIGHWAY DISTRICT
PLAN
TRANS CANADA HIGHWAY NO.1
10th. St. S.W. To Shuswap Ave.
Landmark Kilometre Inventory
Segment 0935
km 80.57 To 81.48
A-1-145
R2-264-004



DESIGN SPEED 50 km/h
DESIGN VEHICLE WB15

CURVE DATA						
1	2	3	4	5	6	7
R 10	R 32	R 83.5	R 23	R 10	R 22	R 90
Δ 85°45'00"	Δ 38°32'55"	Δ 38°06'41"	Δ 50°57'00"	Δ 119°52'40"	Δ 44°21'58"	Δ 29°39'04"
Tc 9.284	Tc 11.190	Tc 28.842	Tc 10.958	Tc 17.278	Tc 8.970	Tc 23.822
Arc 14.966	Arc 21.530	Arc 55.542	Arc 20.453	Arc 20.923	Arc 17.035	Arc 46.576
Ec 3.046	Ec 1.900	Ec 4.841	Ec 2.477	Ec 9.963	Ec 1.759	Ec 3.099
Rod Pt	P.T. 0+21.390	P.T. 0+69.138	Rod Pt	Rod Pt	Rod Pt	Rod Pt
N 934.277	B.C. 0+10.100	N 943.027	N 940.043	N 927.711	N 918.747	N 1030.823
E 860.979	E.C. 0+31.630	E 923.297	E 890.028	E 885.911	E 893.889	E 899.156

NOTE

1) BEARINGS DERIVED FROM PLAN M15770
2) EXTRUDED CONCRETE CURB TO BE USED FOR RAISED ISLAND –SEE SPEC. 4–SP219 DWG.
3) EXTRUDED CONCRETE CURB AND GUTTER TO BE USED TO BLEND TO EXISTING CONCRETE CURB AND GUTTER–SEE DRAWING 1–SP219.
4) FOR EXISTING SIGNAL AND LIGHTING INSTALLATIONS SEE DISTRICT PLAN A–1–143.

SCALE 0 1:500 25
Computer No.R001F145.DWG F.Book 92–05
DESIGNED H.D.Y. DATE 94–07
CHECKED DATE
DRAWN T.H.J. DATE 93–07

Rev	Date	Description	Signature

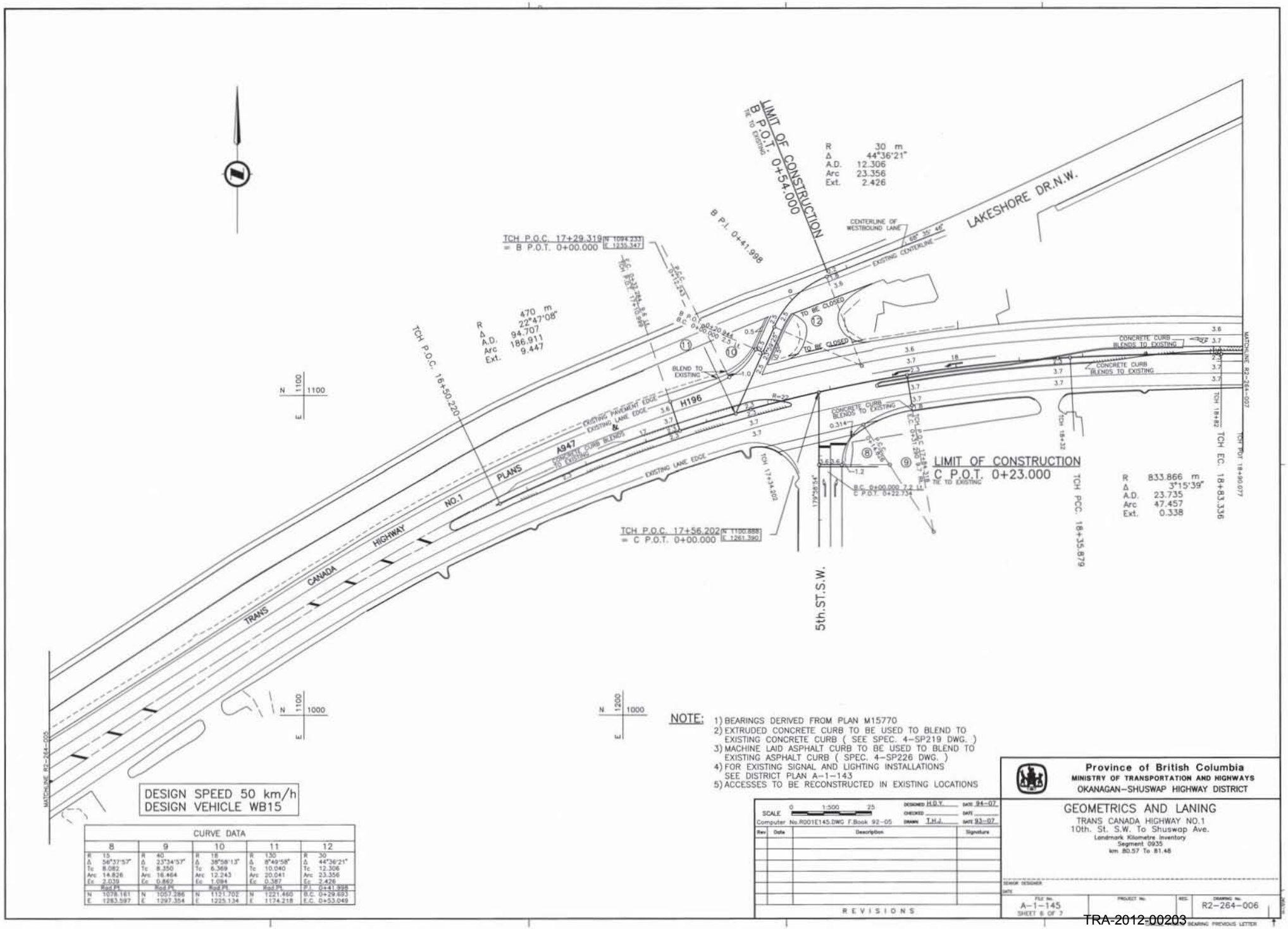
REVISIONS

Province of British Columbia
MINISTRY OF TRANSPORTATION AND HIGHWAYS
OKANAGAN–SHUSWAP HIGHWAY DISTRICT

GEOMETRICS AND LANING
TRANS CANADA HIGHWAY NO.1
10th. St. S.W. To Shuswap Ave.
Landmark Kilometre Inventory
Segment 0935
km 80.57 To 81.48

SENIOR DESIGNER
DATE

FILE No. A–1–145 SHEET 5 OF 7 | PROJECT No. | REG. | DRAWING No. R2–264–005



DESIGN SPEED 50 km/h
DESIGN VEHICLE WB15

CURVE DATA				
8	9	10	11	12
R 15	R 40	R 18	R 130	R 30
Δ 56°37'57"	Δ 23°34'53"	Δ 38°58'13"	Δ 8°49'58"	Δ 44°36'21"
Tc 8.082	Tc 8.350	Tc 6.369	Tc 10.040	Tc 12.306
Arc 14.826	Arc 16.464	Arc 12.243	Arc 20.041	Arc 23.356
Ec 2.039	Ec 0.862	Ec 1.094	Ec 0.387	Ec 2.426
Rod Pt	Rod Pt	Rod Pt	Rod Pt	P.I. 0+41.998
N 1078.161	N 1057.286	N 1131.702	N 1221.460	B.C. 0+29.693
E 1283.597	E 1297.354	E 1225.134	E 1174.218	E.C. 0+53.049

NOTE:
1) BEARINGS DERIVED FROM PLAN M15770
2) EXTRUDED CONCRETE CURB TO BE USED TO BLEND TO EXISTING CONCRETE CURB (SEE SPEC. 4-SP219 DWG.)
3) MACHINE LAID ASPHALT CURB TO BE USED TO BLEND TO EXISTING ASPHALT CURB (SPEC. 4-SP226 DWG.)
4) FOR EXISTING SIGNAL AND LIGHTING INSTALLATIONS SEE DISTRICT PLAN A-1-143
5) ACCESSES TO BE RECONSTRUCTED IN EXISTING LOCATIONS

SCALE 0 1:500 25
Computer No.R001E145.DWG F.Book 92-05
DESIGNED H.D.Y. DATE 94-07
CHECKED DATE
DRAWN T.H.J. DATE 93-07

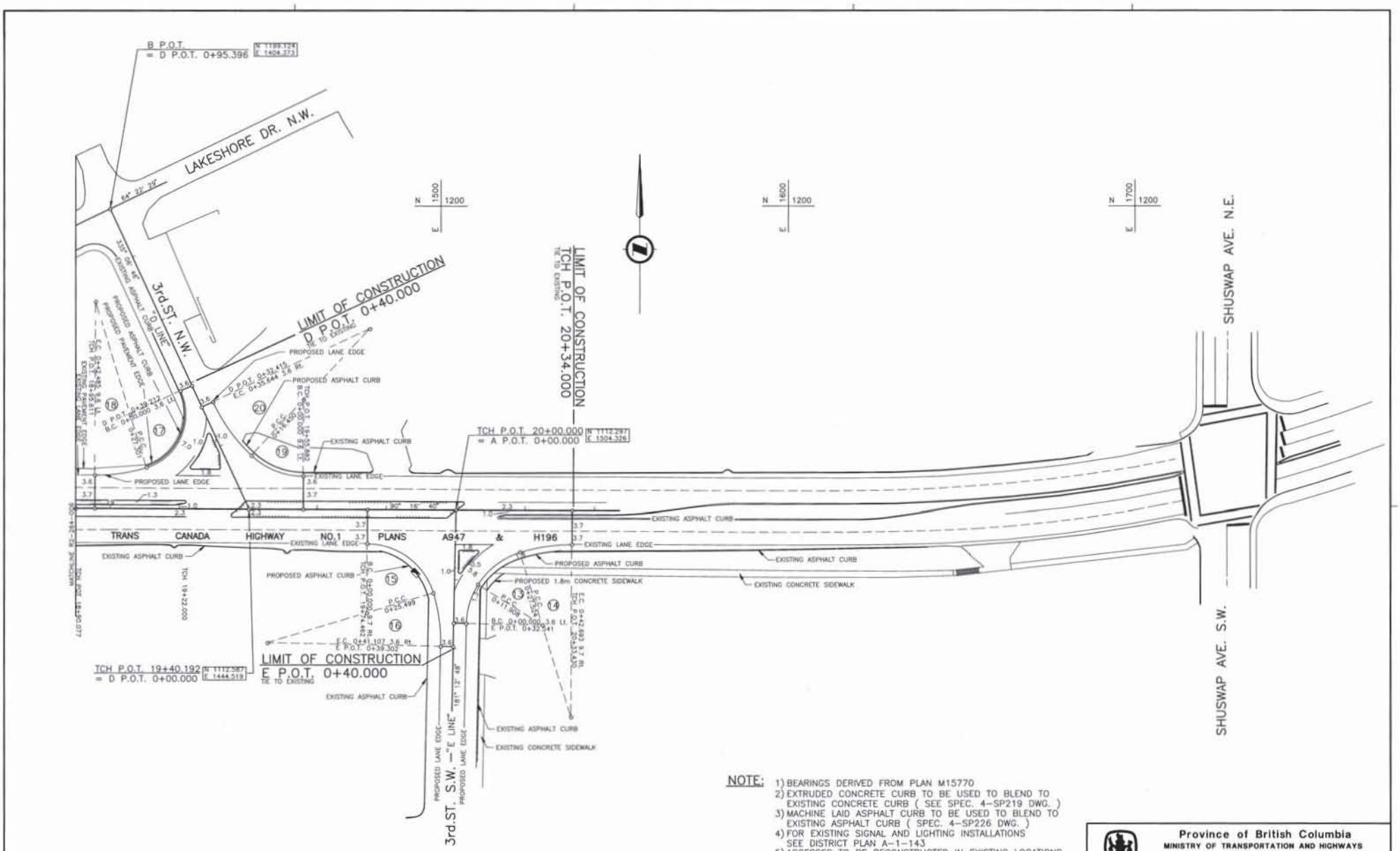
Rev	Date	Description	Signature

REVISIONS

Province of British Columbia
MINISTRY OF TRANSPORTATION AND HIGHWAYS
OKANAGAN-SHUSWAP HIGHWAY DISTRICT

GEOMETRICS AND LANING
TRANS CANADA HIGHWAY NO.1
10th. St. S.W. To Shuswap Ave.
Landmark Kilometre Inventory
Segment 0935
km 80.57 To 81.48

SENIOR DESIGNER
DATE
FILE No. A-1-145
SHEET 6 OF 7
PROJECT No.
REG.
DRAWING No. R2-264-006
BEARING PREVIOUS LETTER



NOTE:
1) BEARINGS DERIVED FROM PLAN M15770
2) EXTRUDED CONCRETE CURB TO BE USED TO BLEND TO EXISTING CONCRETE CURB (SEE SPEC. 4-SP219 DWG.)
3) MACHINE LAID ASPHALT CURB TO BE USED TO BLEND TO EXISTING ASPHALT CURB (SPEC. 4-SP226 DWG.)
4) FOR EXISTING SIGNAL AND LIGHTING INSTALLATIONS SEE DISTRICT PLAN A-1-143
5) ACCESSES TO BE RECONSTRUCTED IN EXISTING LOCATIONS

DESIGN SPEED 50 km/h
DESIGN VEHICLE WB15

CURVE DATA

13	14	15	16	17	18	19	20
R 22	R 50	R 20	R 50	R 16	R 50	R 22	R 50
Δ 71°40'55"	Δ 17°22'57"	Δ 73°53'01"	Δ 17°53'07"	Δ 97°45'54"	Δ 17°24'00"	Δ 42°50'27"	Δ 21°59'39"
Tc 15.891	Tc 7.643	Tc 14.813	Tc 7.868	Tc 18.330	Tc 7.651	Tc 8.631	Tc 9.716
Arc 27.324	Arc 15.169	Arc 25.499	Arc 15.608	Arc 27.301	Arc 15.184	Arc 16.450	Arc 19.194
Ec 5.139	Ec 0.581	Ec 4.888	Ec 0.615	Ec 8.331	Ec 0.582	Ec 1.632	Ec 0.925
Rod Pt	Rod Pt	Rod Pt	Rod Pt	Rod Pt	Rod Pt	Rod Pt	Rod Pt
N 1079.221	N 1052.458	N 1082.745	N 1074.138	N 1139.909	N 1172.402	N 1144.110	N 1164.549
E 1529.231	E 1537.467	E 1478.645	E 1449.906	E 1410.237	E 1400.227	E 1460.362	E 1479.500

SCALE 0 1:500 25
Computer No.RD01D145.DWG F.Book 92-05
DESIGNED HDY DATE 94/07
CHECKED DATE
DRAWN THJ DATE 93/02

Rev	Date	Description	Signature

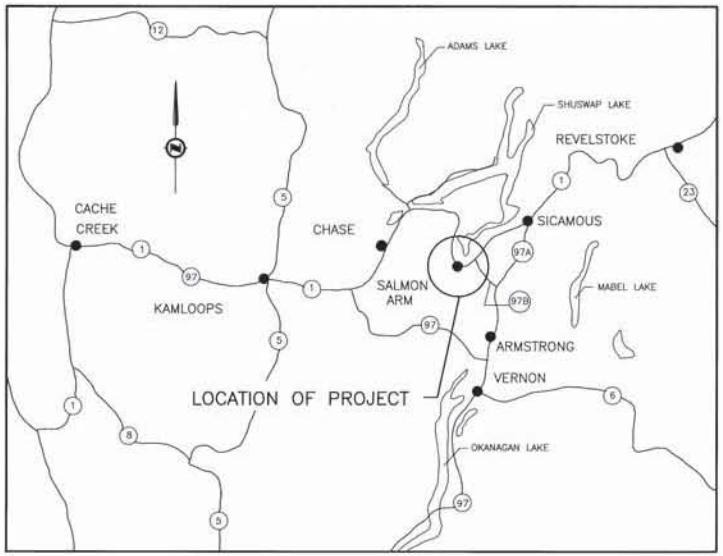
REVISIONS

Province of British Columbia
MINISTRY OF TRANSPORTATION AND HIGHWAYS
OKANAGAN-SHUSWAP HIGHWAY DISTRICT

GEOMETRICS AND LANING
TRANS CANADA HIGHWAY NO.1
10th. St. S.W. To Shuswap Ave.
Landmark Kilometre Inventory
Segment 0935
km 80.57 To 81.48

SENIOR DESIGNER
DATE

FILE No. A-1-145 SHEET 7 OF 7
PROJECT No.
REG.
DRAWING No. R2-264-007



LOCATION MAP

NOT TO SCALE

PROVINCE OF BRITISH COLUMBIA
MINISTRY OF TRANSPORTATION AND HIGHWAYS

PROJECT No. -----

TRANS CANADA HIGHWAY No. 1

10th STREET S.W. To SHUSWAP AVENUE

STA. P.O.T. 13+23.000 – STA. P.O.T. 20+34.000

0.711 km.

LANDMARK KILOMETRE INVENTORY
SEGMENT 0935
km 80.57 to km 81.48

CHANNELIZATION & TURNING MOVEMENT RESTRICTION SIGNALIZATION & ACCESS CONTROL CONTRACT

DRAWING INDEX

R2 – 264 – 001	KEY PLAN
R2 – 264 – 002 to 004	PLAN SHEETS
R2 – 264 – 005 to 007	GEOMETRICS & LANING

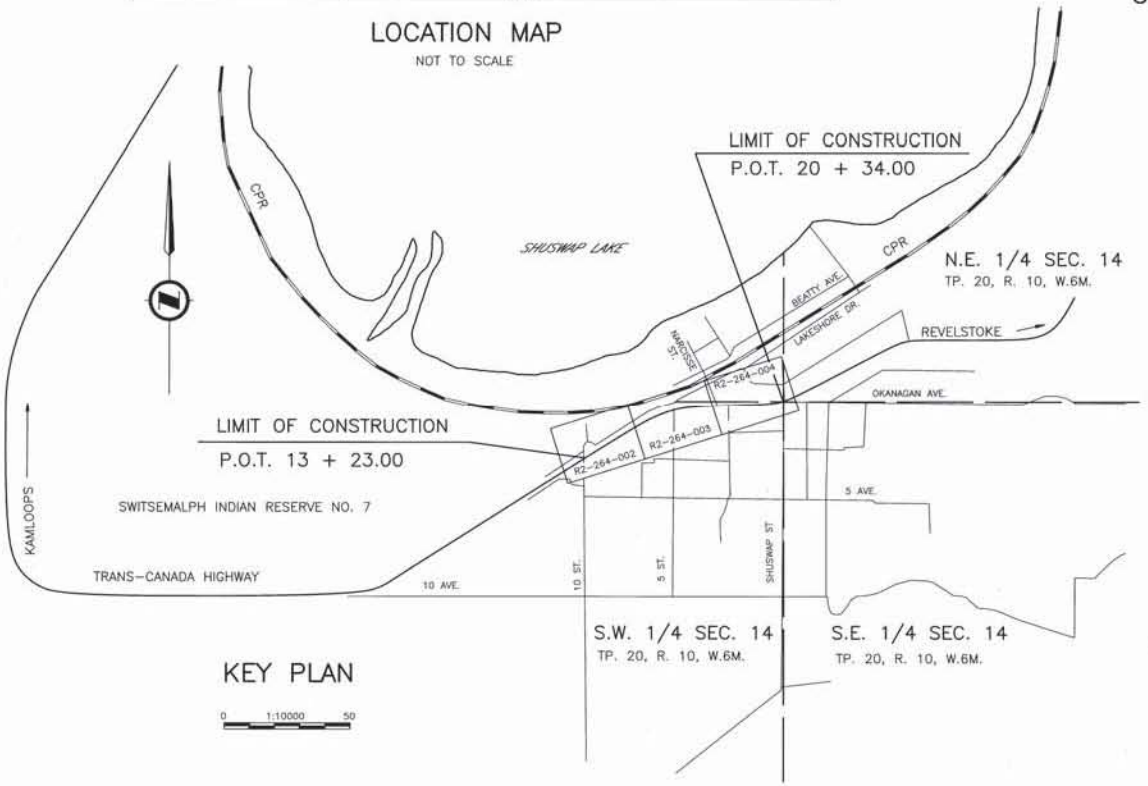
LEGEND

EXISTING

SUBDIVISION BOUNDARY
EASEMENT
EDGE OF PAVEMENT
EDGE OF GRAVEL
LANE EDGE
CENTERLINE
HEDGE or ROW of TREES
TREE
POWER POLE
POWER POLE With TRANSFORMER
POWER / PHONE POLE
POWER / PHONE with TRANSFORMER
TELEPHONE POLE
PEDISTAL (B.C. Tel.)
TELEPHONE BOOTH
ANCHOR / GUY WIRE
STANDARD IRON PIN
CULVERT INLET
GAURD POST
PLASTIC PIPE
ROAD SIGN
CATCH BASIN / MANHOLE
MANHOLE (Existing)
CATCH BASIN (Existing)
WATER VALVE
FIRE HYDRANT
FUEL / GAS PUMP
TRAFFIC SIGNAL CONTROL BOX
JUNCTION BOX
LAMP STANDARD
TRAFFIC SIGNAL
TOP of BANK

PROPOSED

MAIN CENTERLINE
SECONDARY CENTERLINE
RAISED ISLAND & MEDIAN ISLAND
PAINTED LINES – LANE EDGE
EDGE of PAVEMENT
SHOULDERS
CURBS
CATCH BASIN (Proposed)



KEY PLAN

0 1:10000 50

copies only
originals signed

Province of British Columbia
MINISTRY OF TRANSPORTATION AND HIGHWAYS
OKANAGAN–SHUSWAP HIGHWAY DISTRICT

KEY MAP & TITLE

TRANS CANADA HIGHWAY No. 1
10th St. S.W. To Shuswap Ave.

SCALE
Computer No.R001G145.DWG F.Book 92-05

DESIGNED ____ DATE ____
CHECKED ____ DATE ____
DRAWN VDC DATE 94/07

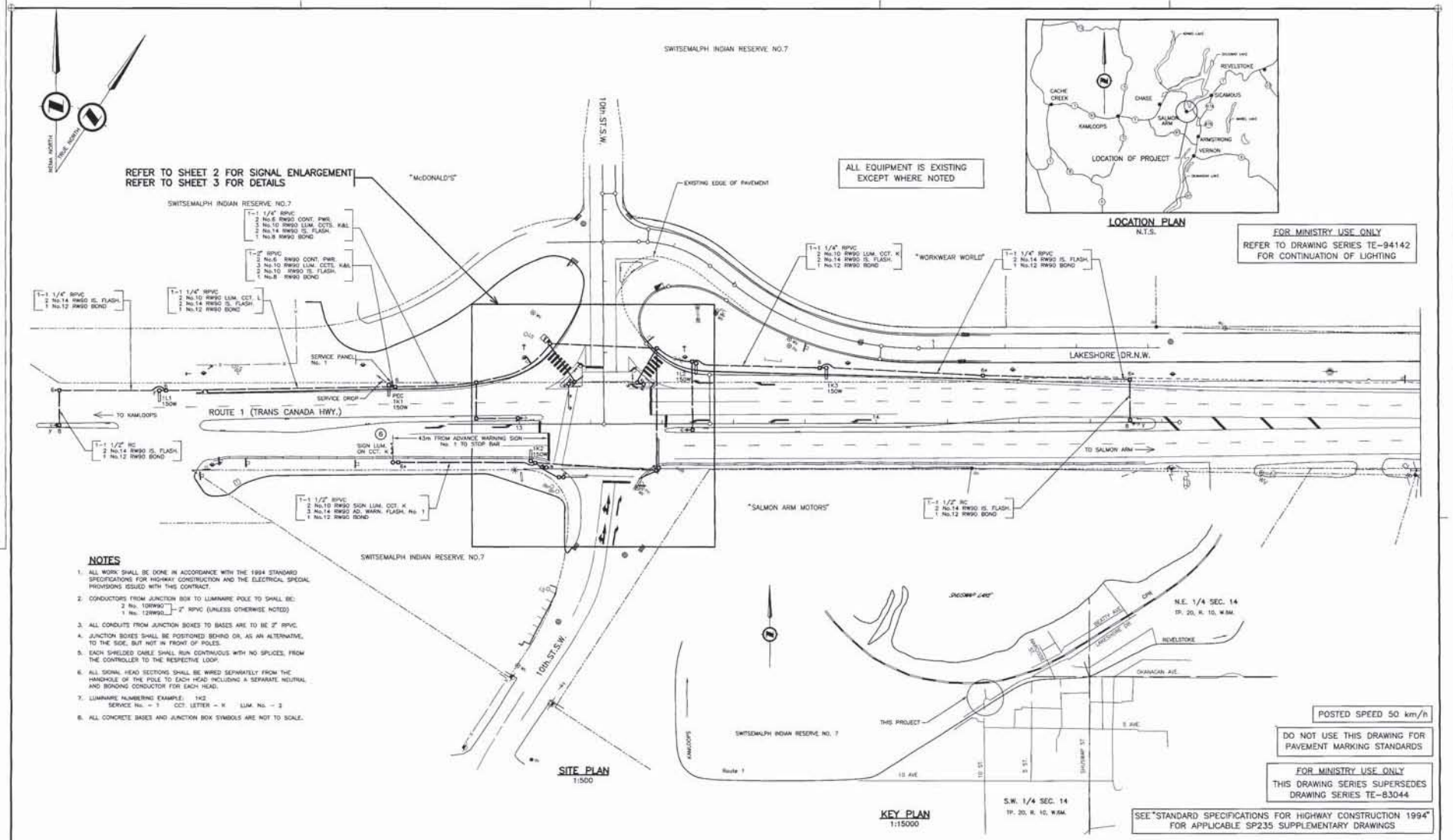
Rev	Date	Description	Signature

REVISIONS

SENIOR DESIGNER
DATE

FILE No.	PROJECT No.	REG.	DRAWING No.
A-1-145 SHEET 1 OF 7			R2-264-01

CANCEL ERROR BEARING PREVIOUS LETTER



NOTES

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 1994 STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION AND THE ELECTRICAL SPECIAL PROVISIONS ISSUED WITH THIS CONTRACT.
2. CONDUCTORS FROM JUNCTION BOX TO LUMINAIRE POLE TO SHALL BE: 2 No. 10RW90, 1 No. 12RW90 — 2" RPVC (UNLESS OTHERWISE NOTED)
3. ALL CONDUITS FROM JUNCTION BOXES TO BASES ARE TO BE 2" RPVC.
4. JUNCTION BOXES SHALL BE POSITIONED BEHIND OR, AS AN ALTERNATIVE, TO THE SIDE, BUT NOT IN FRONT OF POLES.
5. EACH SHIELDED CABLE SHALL RUN CONTINUOUS WITH NO SPLICES, FROM THE CONTROLLER TO THE RESPECTIVE LOOP.
6. ALL SIGNAL HEAD SECTIONS SHALL BE WIRED SEPARATELY FROM THE HANDHOLE OF THE POLE TO EACH HEAD INCLUDING A SEPARATE NEUTRAL AND BONDING CONDUCTOR FOR EACH HEAD.
7. LUMINAIRE NUMBERING EXAMPLE: 1K2
   SERVICE No. – 1 CCT. LETTER – K LUM. No. – 2
8. ALL CONCRETE BASES AND JUNCTION BOX SYMBOLS ARE NOT TO SCALE.

LEGEND

(SYMBOLS SHOWN FILLED IN SOLID ARE EXISTING)

- PROPOSED CONCRETE BASE WITH FUTURE LUMINAIRE
- EXISTING CONCRETE BASE WITH PROPOSED LUMINAIRE
- PROPOSED CONCRETE BASE WITH PROPOSED LUMINAIRE
- CONCRETE BASE AND JUNCTION BOX
- JUNCTION BOX – No. DENOTES TYPE, + DENOTES STEEL LID
- 150W LUMINAIRE POLE (SINGLE) "F" DENOTES FRANGIBLE BASE
- 150W LUMINAIRE POLE (DOUBLE)
- POST TOP MOUNTED LUMINAIRE
- PRIVATE LUMINAIRE
- SIGNAL POLE WITH DAVIT AND SIDE OF POLE MOUNTED HEADS
- COMBINATION LUMINAIRE/DAVIT MOUNTED TRAFFIC SIGNAL POLE
- DAVIT MOUNTED ILLUMINATED SIGN WITH AMBER FLASHERS
- COMBINATION LUMINAIRE/DAVIT MOUNTED ILLUMINATED SIGN WITH AMBER FLASHERS
- DAVIT MOUNTED SIGN (NON-ILLUMINATED)
- DAVIT MOUNTED ILLUMINATED SIGN
- COMBINATION LUMINAIRE/DAVIT MOUNTED NON-ILLUMINATED SIGN
- BREAKAWAY SIGN (NON-ILLUMINATED)
- ILLUMINATED BREAKAWAY SIGN
- PEC — PHOTO ELECTRIC CELL
- RPVC — RIGID P.V.C. CONDUIT
- R.C. — RIGID STEEL CONDUIT
- F.C. — FLEXIBLE CONDUIT (LIQUID TIGHT)
- OVERHEAD FLASHING BEACON
- POST MOUNTED FLASHER
- BACKGUY
- POWER POLE
- TELEPHONE POLE
- POWER/TELEPHONE POLE
- TEST SWITCH
- BREAKER
- NEUTRAL BAR
- DIAMOND DETECTOR LOOP
- QUADRAPOLE DETECTOR LOOP
- A,B,$\overline{A}$T,A2,ETC. — SIGNAL HEAD VEHICLE PHASE
- PA,PB,PA1,PB2,ETC. — SIGNAL HEAD PEDESTRIAN PHASE
- ppb — PEDESTRIAN PUSHBUTTON
- RAISED CURB
- PROPERTY LINE
- EDGE OF GRAVEL SHOULDER
- EDGE OF PAVEMENT
- PAINT LINE
- PROPOSED UNDERGROUND CONDUIT
- EXISTING UNDERGROUND CONDUIT
- FENCE
- CORRUGATED METAL PIPE (CULVERT)
- U/G UTILITY
  - "G" DENOTES GAS
  - "S" DENOTES STORM DRAINS/SEWERS
  - "W" DENOTES WATER
  - "UE" DENOTES ELECTRIC
  - "UT" DENOTES TELEPHONE
  - "SAN" DENOTES SANITARY SEWER

LCP Signal Management Group
1251 Hornby Street
Coquitlam, B.C.
V3E 1L8
Ph: (604)-942-3631
Fax: (604)-945-9809

ELECTRICAL DESIGN APPROVED EC DATE SEPT 28/94 DESIGNED LCP DATE SEP94
SCALE AS NOTED VOLTAGE 120/240 CHECKED DATE SEP 94
HWY. DISTRICT OKANAGAN-SHUSWAP

REV.	DATE	DESCRIPTION	INIT.	DRAWN
	SEP94	DRAWING ISSUED		HAGE DRAFTING SERVICES LTD

REVISIONS

Province of British Columbia
MINISTRY OF TRANSPORTATION AND HIGHWAYS
HIGHWAY ENGINEERING BRANCH

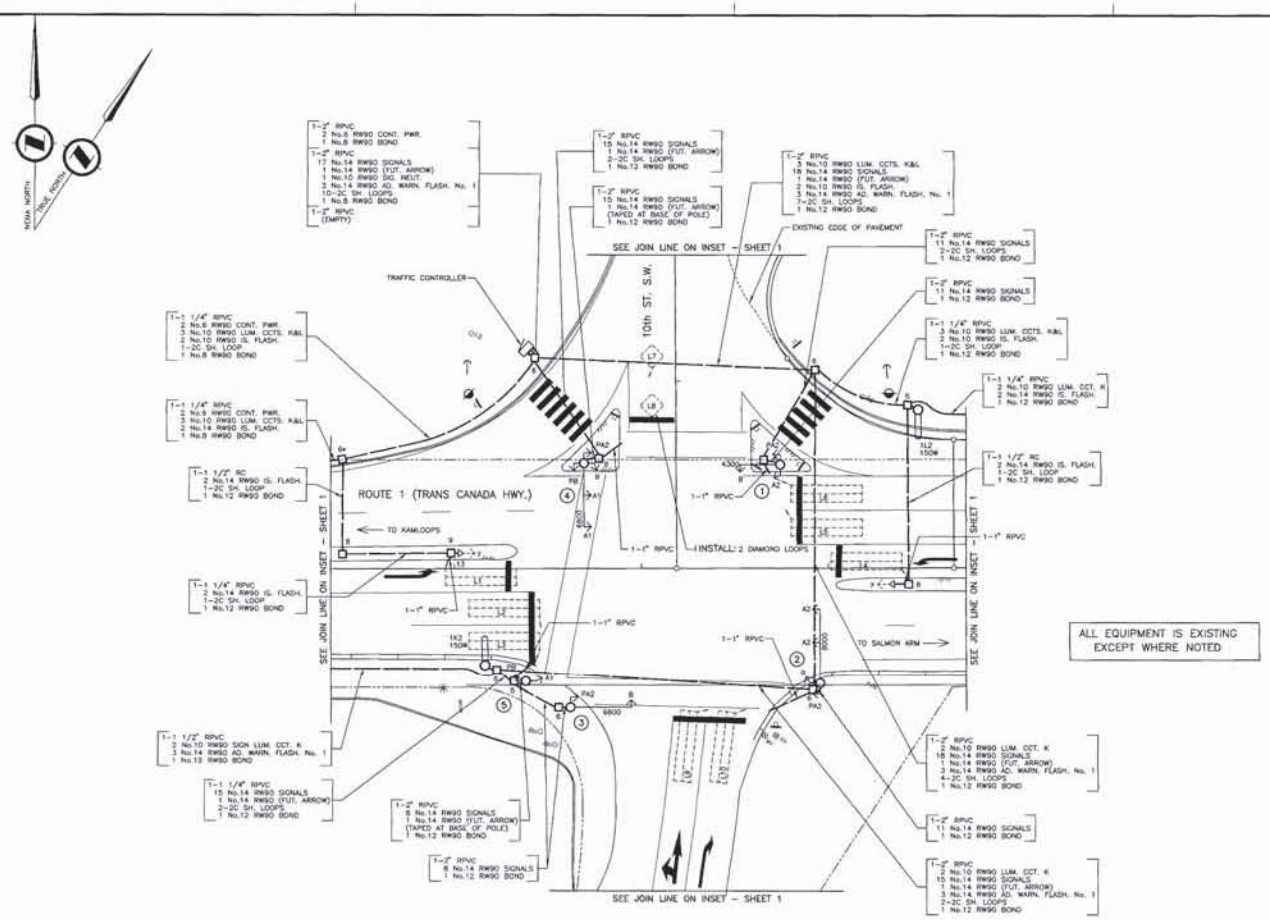
SIGNAL AND LIGHTING AND INSTALLATION
ROUTE 1 (TRANS CANADA HWY.) AT 10 STREET (PICADILLY RD.)
SALMON ARM

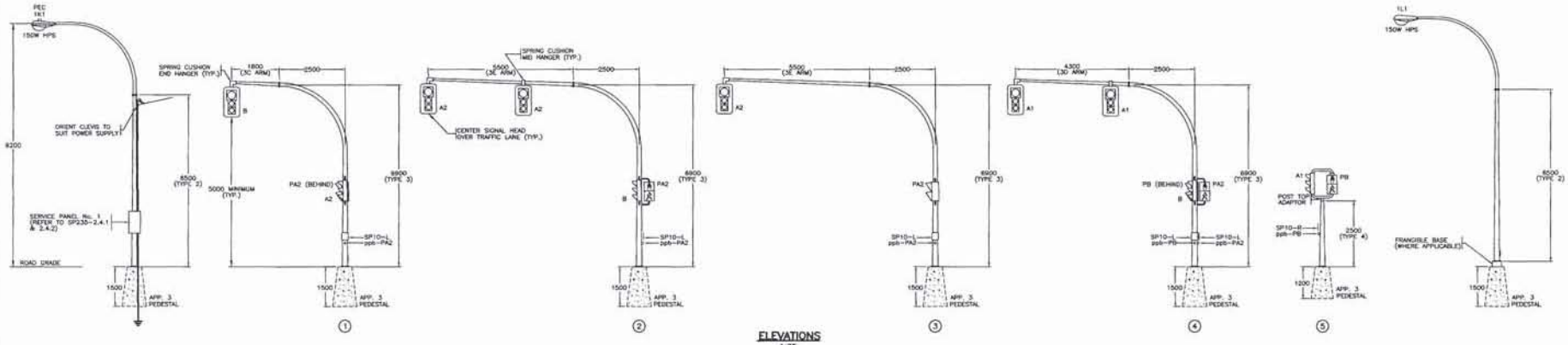
SITE PLAN – LOCATION PLAN – KEY PLAN – NOTES

E.C. Seder
ELECTRICAL ENGINEER
DATE Sept 28/94

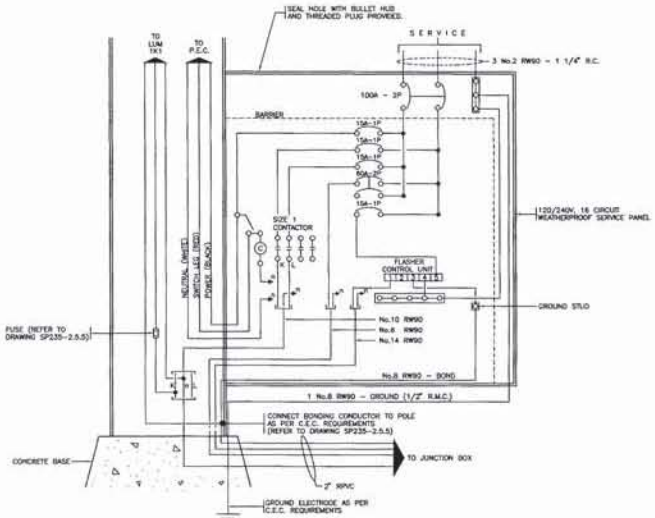
SHEET No.	PROJECT No.	REG.	DRAWING No.
SHEET 1 OF 3	07250-0003	2	TE-94141-1

CANCEL PRINTS BEARING PREVIOUS LETTER


NORTH
TRUE NORTH
SEE JOIN LINE ON INSET – SHEET 1
10th ST. S.W.
TRAFFIC CONTROLLER
EXISTING EDGE OF PAVEMENT
ROUTE 1 (TRANS CANADA HWY.)
TO KAMLOOPS
TO SALMON ARM
INSTALL: 2 DIAMOND LOOPS
1-2" RPVC
15 No.14 RW90 SIGNALS
1 No.14 RW90 (FUT. ARROW)
2-2C SH. LOOPS
1 No.12 RW90 BOND
1-1 1/4" RPVC
2 No.10 RW90 LUM. CCTS. K&L
3 No.10 RW90 IS. FLASH.
1-2C SH. LOOP
1 No.12 RW90 BOND
1-1 1/2" RC
2 No.14 RW90 IS. FLASH.
1-2C SH. LOOP
1 No.12 RW90 BOND
1-1 1/2" RPVC
2 No.10 RW90 SIGN LUM. CCT. K
3 No.14 RW90 AD. WARN. FLASH. No. 1
1 No.12 RW90 BOND
1-1" RPVC
1-1" RPVC
1-1" RPVC



ELEVATIONS
1:75

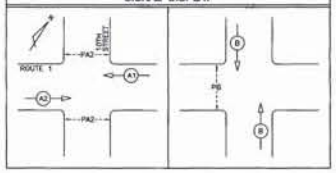


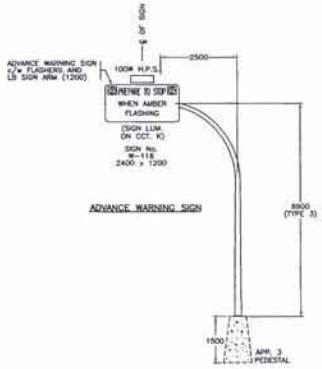
WIRING DIAGRAM – SERVICE PANEL No. 1
N.T.S.

DETECTOR LOOP DETAILS

LOOP			INDUCTANCE			PHASE	
LOOP No.	SIZE	TURNS	LOOP	LEAD	TOTAL		
L 1	1.8 x 7.6	2	207	27	234	A2	
L 2	1.8 x 7.6	2	207	53	260	A2	
L 3	1.8 x 7.6	2	207	53	260	A2	
L 4	1.8 x 7.6	2	207	35	242	A1	
L 5	1.8 x 7.6	2	207	25	232	A1	
L 6	1.8 x 7.6	3	207	25	232	A1	
L 7	1.8 x 1.8	4	124	8	132	B	
L 8	1.8 x 1.8	4	124	8	132	B	
L 9	1.8 x 7.6	2	207	36	243	B	INSTALL: DIAMOND DETECTOR LOOP
L 10	1.8 x 7.6	2	207	36	243	B	INSTALL: DIAMOND DETECTOR LOOP

SIGNAL DISPLAY





ELEVATIONS
1:75

ALL EQUIPMENT IS EXISTING EXCEPT WHERE NOTED

POSTED SPEED 50 km/h

REFER TO SHEET 1 FOR NOTES

SEE "STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION 1994" FOR APPLICABLE SP235 SUPPLEMENTARY DRAWINGS

LEGEND
(SYMBOLS SHOWN FILLED IN SOLID ARE EXISTING)

- PROPOSED CONCRETE BASE WITH FUTURE LUMINAIRE POLE
- CONCRETE BASE AND JUNCTION BOX
- 10 JUNCTION BOX – No. DENOTES TYPE – + DENOTES STEEL LID
- F LUMINAIRE POLE (SINGLE) "F" DENOTES FRANGIBLE BASE
- DOUBLE LUMINAIRE POLE
- POST TOP MOUNTED LUMINAIRE
- TRAFFIC SIGNAL POLE WITH DAVIT AND SIDE OF POLE MOUNTED HEADS
- COMBINATION LUMINAIRE/DAVIT MOUNTED TRAFFIC SIGNAL POLE
- POST TOP MOUNTED SIGNAL
- EXISTING CONCRETE BASE WITH PROPOSED LUMINAIRE POLE
- DAVIT MOUNTED ILLUMINATED SIGN POLE WITH AMBER FLASHERS
- COMBINATION LUMINAIRE/DAVIT MOUNTED ILLUMINATED SIGN WITH AMBER FLASHERS
- DAVIT MOUNTED SIGN (NON-ILLUMINATED)
- DAVIT MOUNTED ILLUMINATED SIGN POLE
- COMBINATION LUMINAIRE/DAVIT MOUNTED NON-ILLUMINATED SIGN POLE
- BREAKAWAY SIGN (NON-ILLUMINATED)
- ILLUMINATED BREAKAWAY SIGN
- PROPOSED CONCRETE BASE WITH PROPOSED LUMINAIRE POLE
- PEC PHOTO ELECTRIC CELL
- RPVC RIGID P.V.C. CONDUIT
- R.C. RIGID STEEL CONDUIT
- F.C. FLEXIBLE CONDUIT (LIQUID TIGHT)
- OVERHEAD FLASHING BEACON
- POST MOUNTED FLASHER
- BACKGUY
- POWER POLE
- TELEPHONE POLE
- POWER/TELEPHONE POLE
- TEST SWITCH
- BREAKER
- NEUTRAL BAR
- VEHICLE DETECTOR LOOP
- A,B,A1,A2,ETC. SIGNAL HEAD VEHICLE PHASE
- PA,PB,PA1,PB2,ETC. SIGNAL HEAD PEDESTRIAN PHASE
- ppb PEDESTRIAN PUSHBUTTON
- U/G UTILITY
  - "G" DENOTES GAS
  - "S" DENOTES STORM DRAINS/SEWERS
  - "W" DENOTES WATER
  - "UE" DENOTES ELECTRIC
  - "UT" DENOTES TELEPHONE
  - "SAN" DENOTES SANITARY SEWER
- RAISED CURB
- PROPERTY LINE
- EDGE OF GRAVEL SHOULDER
- EDGE OF PAVEMENT
- PAINT LINE
- PROPOSED UNDERGROUND CONDUIT
- EXISTING UNDERGROUND CONDUIT
- FENCE
- CORRUGATED METAL PIPE (CULVERT)

LCP Signal Management Group
1251 Hornby Street
Coquitlam, B.C.
V3E 1L8
Ph: (604)-942-3631
Fax: (604)-945-9809

ELECTRICAL DESIGN APPROVED RPC DATE SEP 7/94 DESIGNED LCP DATE SEP94
SCALE AS NOTED VOLTAGE 120/240
HWY. DISTRICT OKANAGAN-SHUSWAP CHECKED ____ DATE ____

REV	DATE	DESCRIPTION	INIT	DRAWN
	SEP94	DRAWING ISSUED		

REVISIONS

Province of British Columbia
MINISTRY OF TRANSPORTATION AND HIGHWAYS
HIGHWAY ENGINEERING BRANCH

SIGNAL AND LIGHTING INSTALLATION
ROUTE 1 (TRANS CANADA HWY.) AT 10 STREET (PICADILLY RD.)
SALMON ARM

ELEVATIONS – WIRING DIAGRAM – DETAILS

ELECTRICAL ENGINEER F.C. Sadler
DATE Sept 28/94

SHEET No.	PROJECT No.	REG.	DRAWING No.
SHEET 3 OF 3	07250-0003	2	TE-94141-3

CANCEL PRINTS BEARING PREVIOUS LETTER

Traffic Data

10 Year Annual Summary for 2011

Traffic Data in this report

AADT — **Annual Average Daily Traffic** A calculated daily estimate of the number of vehicles passing this site.

SADT — **Summer Average Daily Traffic** (for the months of July and August)

TM Site ID: **22-007EW**

TM Site Name: **Salmon River Road East - 22-007EW, Trans-Canada (Mainland)**

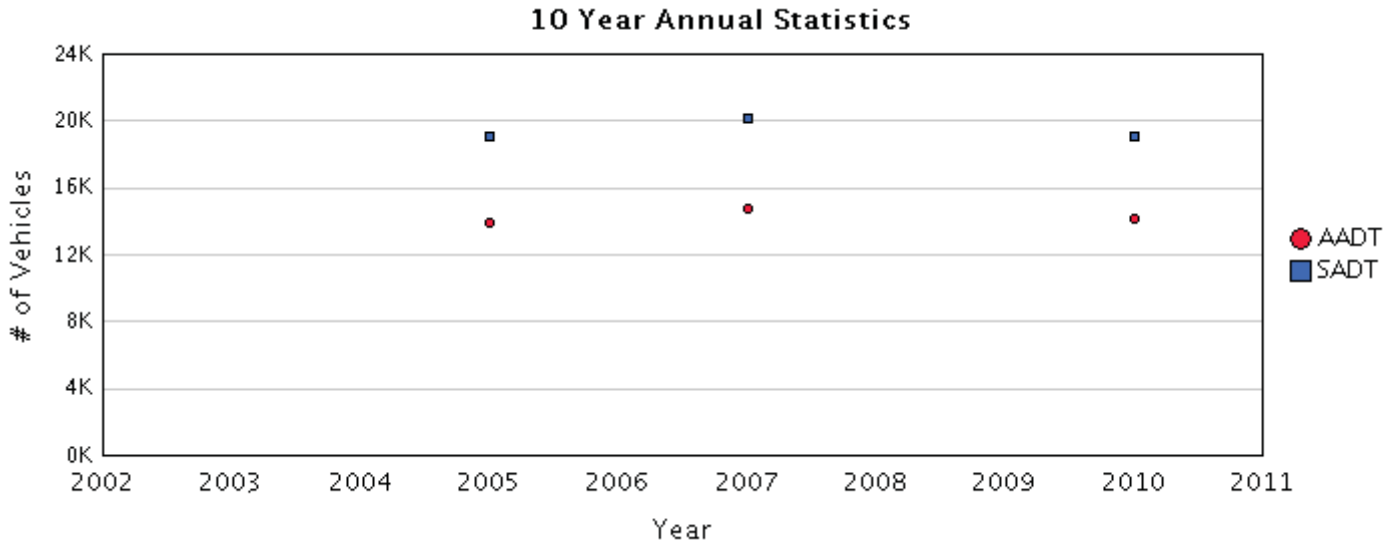
Location: Route 1 0.2 Km East Of Salmon River Road, West Of Salmon Arm

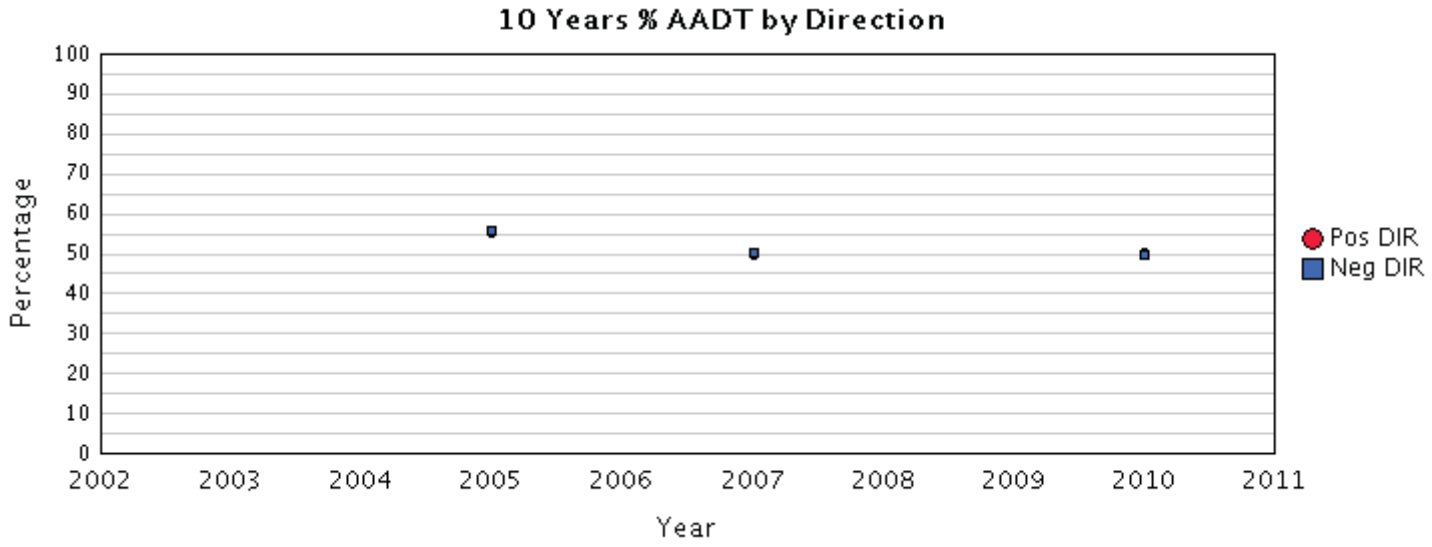
Posted Speed: **60 kph**

Report Run on: Tuesday May 22 2012 10:26 AM

Average Daily Traffic Volumes

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
AADT				13,971		14,782			14,102	
SADT				19,068		20,187			19,069	





Traffic Data

10 Year Annual Summary for 2011

TM Site ID:	**22-007EW**
TM Site Name:	**Salmon River Road East - 22-007EW, Trans-Canada (Mainland)**
Location:	Route 1 0.2 Km East Of Salmon River Road, West Of Salmon Arm
Posted Speed:	**60 kph**
Report Run on:	Tuesday May 22 2012 10:26 AM

Disclaimer information and the most current traffic data may be found at: http://www.th.gov.bc.ca/trafficData

Ministry of Transportation and Infrastructure

Traffic Data

10 Year Annual Summary for 2011

TM Site:	Description:
22-007EW	ROUTE 1, 0.2 km EAST OF SALMON RIVER ROAD, WEST OF SALMON ARM

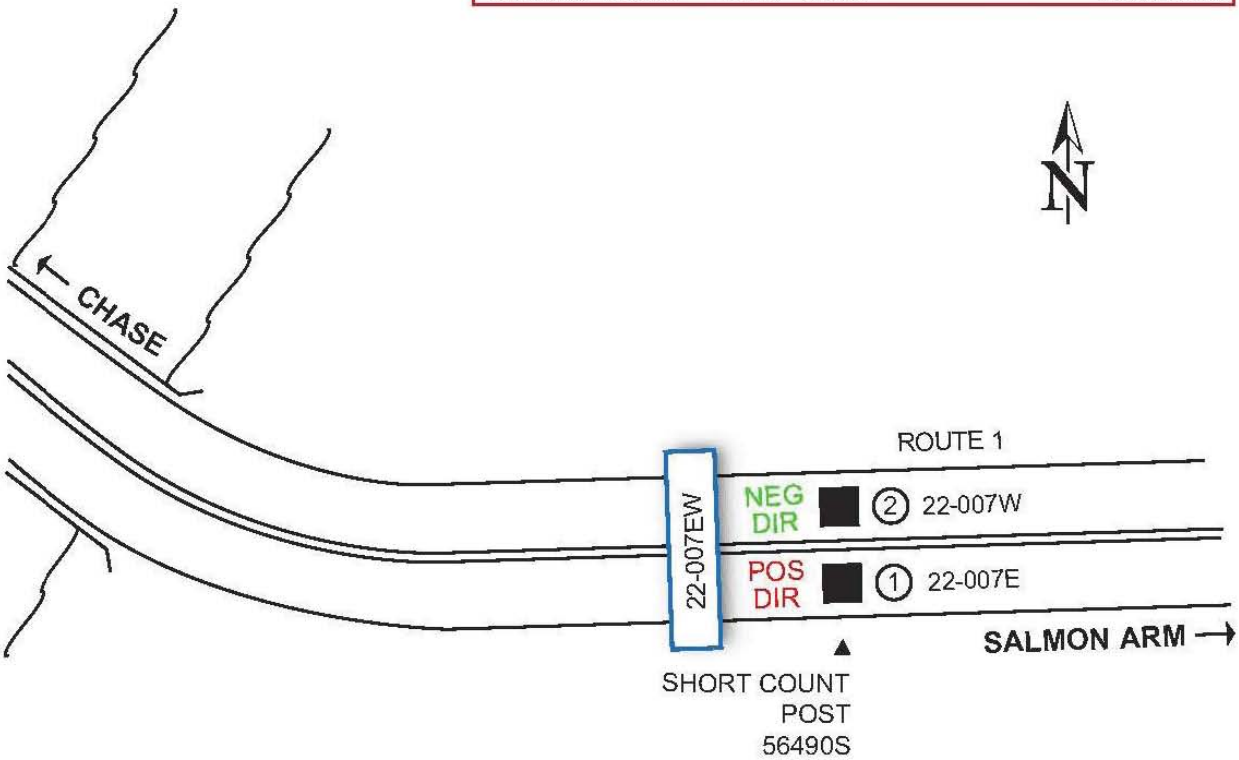
Station: 56490S

Survey: 5649

▲ - Short Count Post
■ - Loops
■ - Junction Box
□ - TRADAS Traffic Measurement Site
① - Channels
A - Detectors

PHOTOLOG
YEAR: 1999
HIGHWAY: H1
IMAGE NUMBER: 37302
SHOWS LOOPS:
☐ YES ☑ NO

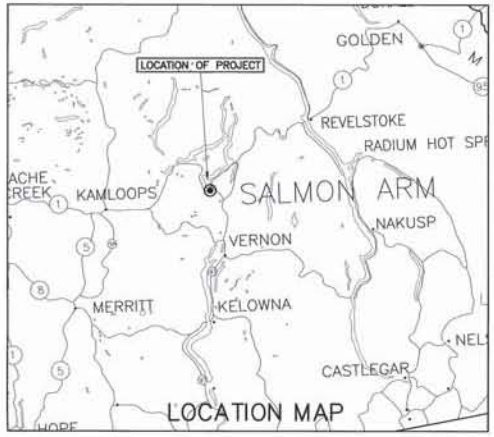
GPS: N 50° 41'33.30" **W** 119° 19'42.47" ±200 metres



NOT TO SCALE

Highway Planning Branch
TRANHighway Planning@gov.bc.ca

Revised Date: July / 2005
Version 1-A



BRITISH COLUMBIA

PROVINCE OF BRITISH COLUMBIA
MINISTRY OF TRANSPORTATION

PROJECT No. 22205-0001

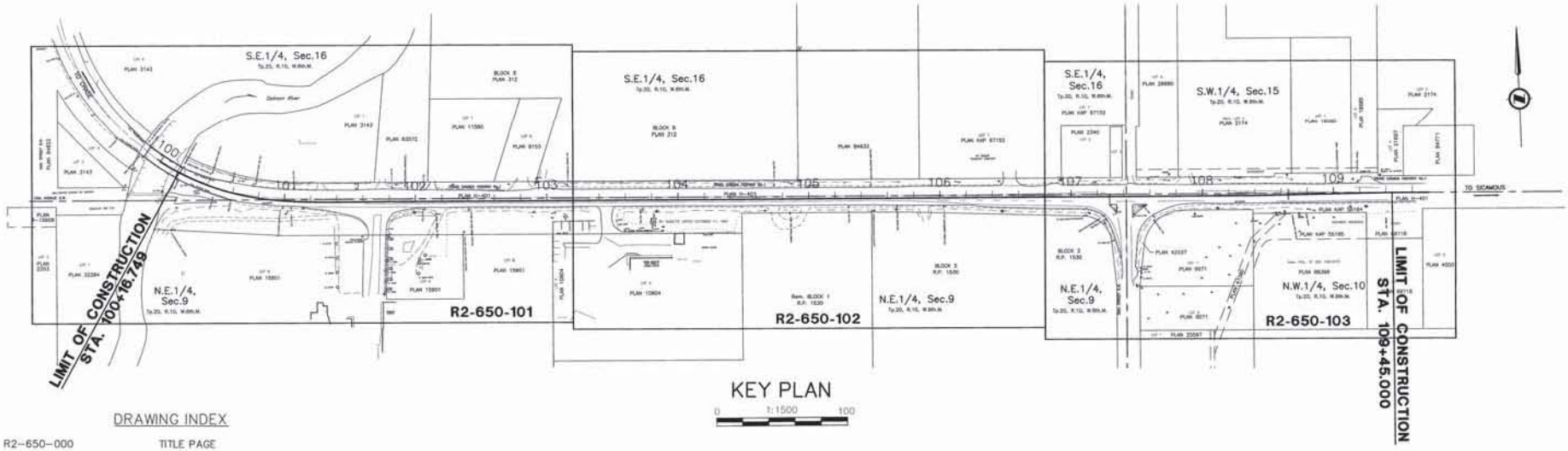
SALMON RIVER to 30th STREET S.W.

TRANS CANADA HIGHWAY No.1
SALMON ARM

WIDENING AND INTERSECTION IMPROVEMENTS
RECORD

STA. 100+16.749 TO 109+45.000 (0.928 km)

Landmark Kilometre Inventory Segment 0935
km 78.07./ TO km 79.00



KEY PLAN

0 1:1500 100

DRAWING INDEX

R2-650-000	TITLE PAGE
R2-650-001	KEY PLAN
R2-650-002	LEGEND
R2-650-101 – 103	PLANS
R2-650-201 – 202	PROFILES
R2-650-301 – 302	TYPICAL SECTIONS & DETAILS
R2-650-401 – 403	GEOMETRICS AND LANING
R2-650-501	SPOT ELEVATIONS
R2-650-601 – 603	SIGNING AND PAVEMENT MARKINGS
R2-650-701 – 704	DRAINAGE & UTILITIES
TE-05043-1	ELECTRICAL AND LIGHTING

REGIONAL DIRECTOR DATE | REGIONAL MANAGER OF ENGINEERING DATE

URBANSYSTEMS.

PREPARED UNDER THE DIRECTION OF: Dave Dean, P.Eng.
SENIOR DESIGNER DATE 05/07/27

DRAWING No. R2-650-001

CANCEL PRINTS BEARING PREVIOUS LETTER

LEGEND

AERIAL UTILITIES
- Power Guy Pole
- Phone Guy Pole
- Power / Phone Guy Pole
- Anchor Guy Line
- Power Pole
- Telephone Pole
- Power / Phone Pole
- Power Pole with Transformer
- Power / Phone with Transformer
- Pedestal (BC Tel)
- Telephone Booth

SURVEY
- Benchmark
- Reference Point
- Detail Hub
- Standard Iron Pin

DETAIL
- Gate Post
- Guard Post
- Flag Pole
- Delineator Post
- Mail Box
- Decorative Tree
- Tree
- Commercial Sign
- Swamp

GEOTECHNICAL
- Test Hole

DRAINAGE
- Catch Basin / Manhole
- Catch Basin
- Manhole
- Culvert Inlet
- Culvert Outlet
- Drainage Grate
- Ditch Edge

ELECTRICAL
- Junction Box
- Utility Pole
- Electrical Outlet
- Lamp Standard
- Kiosk
- Traffic Signal
- Traffic Signal Control Box

METERS
- Valve
- Service Valve
- Gas Valve
- Water Valve
- Fire Hydrant

UNDERGROUND
- Breather / Vent Pipe
- Fuel / Gas Pump
- Fuel Tank
- Underground Marker

ROAD SIGNS
- Road Sign One Post
- Road Sign Two Post
- Standard Davit Pole

MAN-MADE FEATURES
- Concrete Barrier (CRB, CMB, etc)
- Dirt Road & Dirt Driveway
- Fence
- Garden, Lawns, Vegetation
- Gravel Road, Driveway, Lane, etc.
- Hedge, Bush Line & Tree Line
- Retaining Wall
- Road Shoulder
- Existing Pavement Edge
- Top of Slope

LOT BOUNDARIES
- Easement
- Gazette Boundary
- Parcel Boundary, Old Road R/W
- Quarter Section Line
- Section Line & District Lot Boundary

UNDERGROUND
- Gas Main
- Sanitary Sewer Line
- Storm/Sewer Drain
- Underground Electrical
- Underground Telephone
- Underground Cable
- Water Main
- Field Located Utility

HYDRAULIC
- Edge of Water
- Ditch Center / Drainage

LINETYPES (PROPOSED)
- Top of Cut/Bottom of Fill (Toes)
- Right of Way
- Temporary Lease for Construction
- Clearing & Grubbing — CL. & GR.
- Highway Crown Control Line — 103
- Highway ℄ Control Line — 103
- Proposed Pavement Edge
- Proposed Shoulder Edge
- Proposed Paintline Dashed
- Proposed Paintline Decel
- Proposed Paintline Solid
- Proposed Raised Island
- Proposed Fence
- Proposed Sawcut
- Proposed Rumble Strip
- Proposed Culvert
- Proposed Storm
- Asphalt Removal
- Proposed Ditch

SYMBOLS (PROPOSED)
- Road Sign (1 Post)
- New Road Sign (2 Post)
- New Delineator Post
- Overhead Sign
- Lamp Standard
- CB
- MH
- SPILLWAY

UTILITY RELOCATIONS / MOVES
- HYDRO POLE
- LAMP STANDARD / JUNCTION BOX
- TELEPHONE POLE

URBANSYSTEMS.

Province of British Columbia
MINISTRY OF TRANSPORTATION
SOUTHERN INTERIOR REGION

SCALE 0 1:500 25

NEGATIVE NO.
CAD FILE NO.

Rev	Date	REVISIONS	Signature

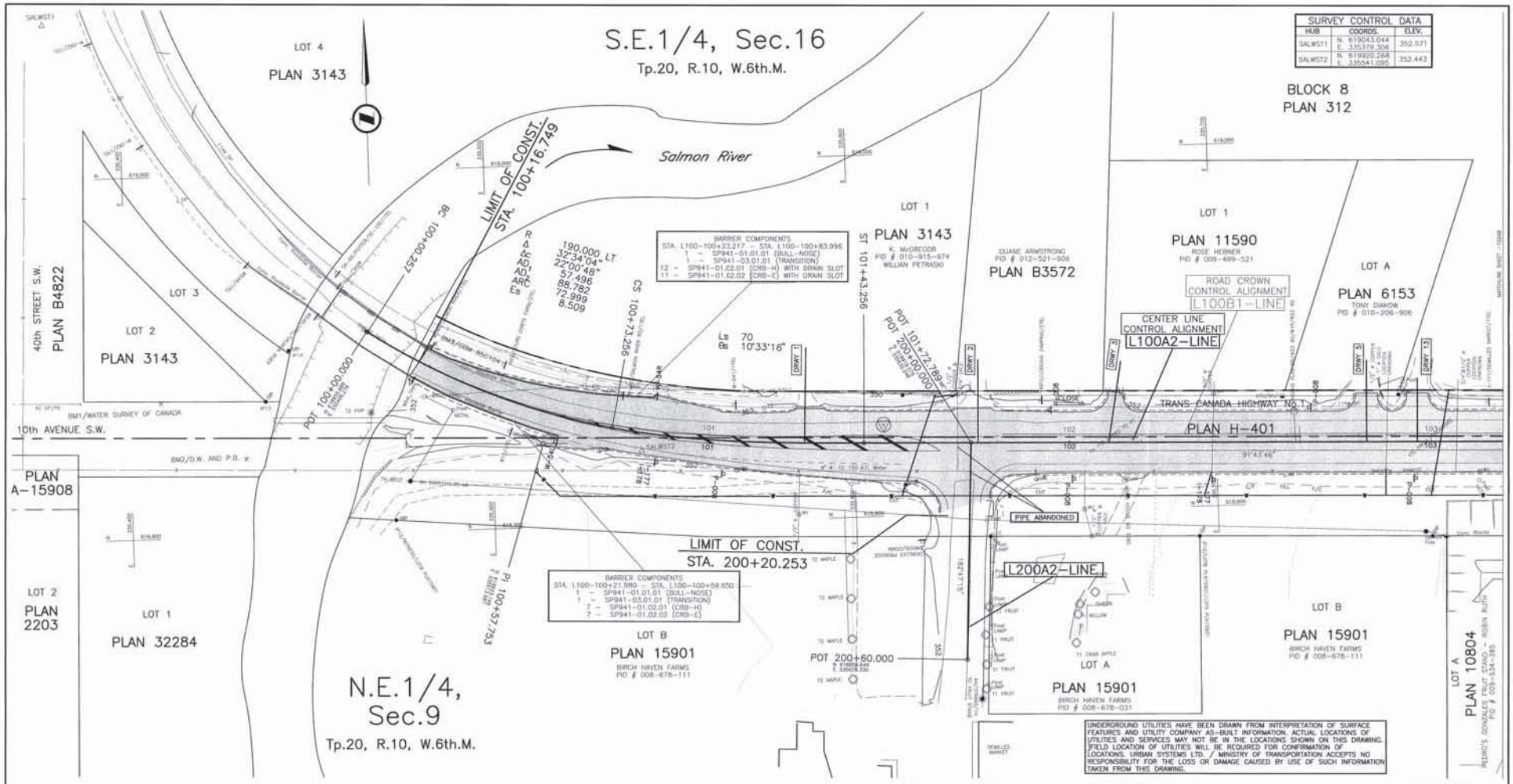
LEGEND
TRANS CANADA HIGHWAY No.1
SALMON ARM
SALMON RIVER to 30th STREET S.W.

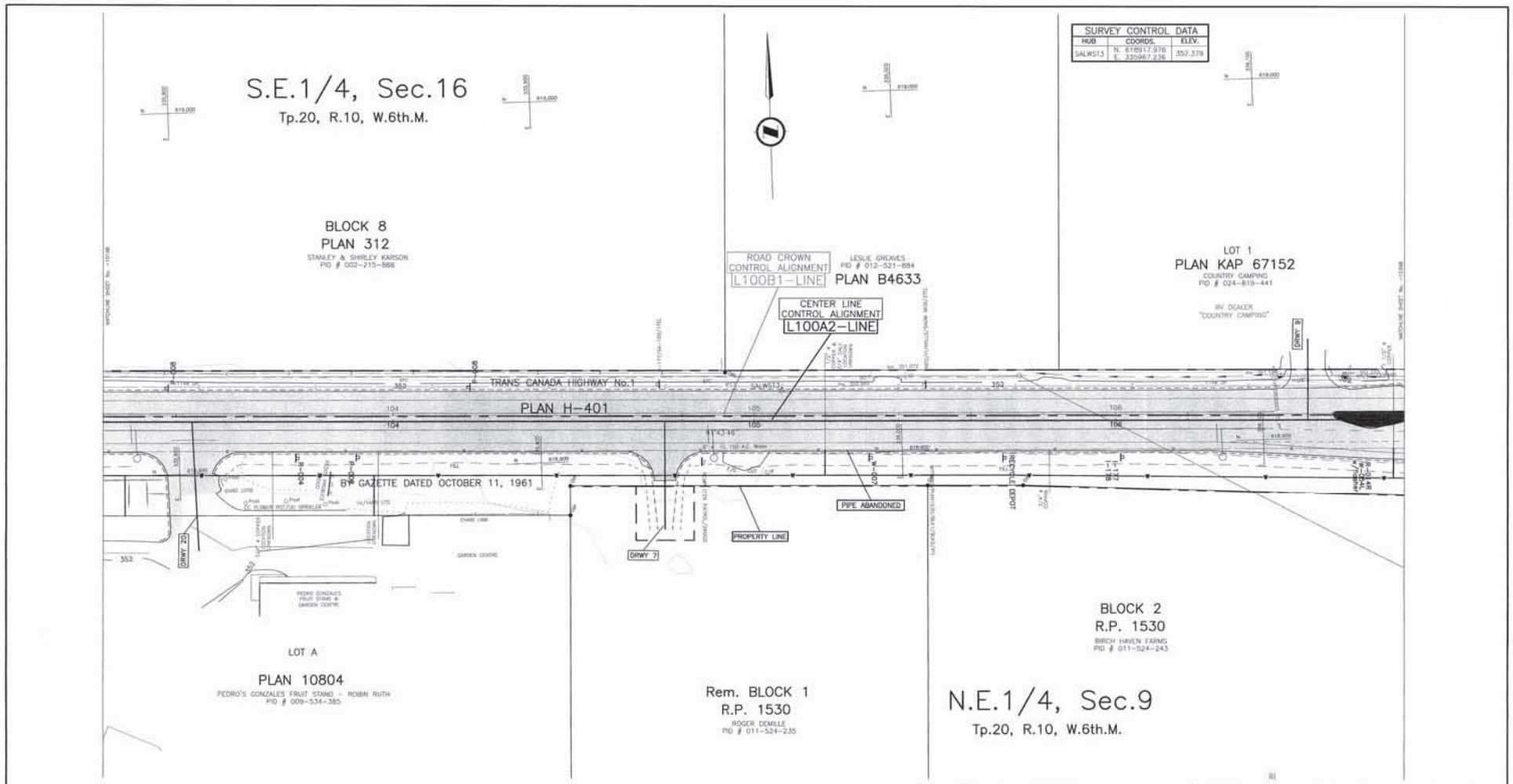
PREPARED UNDER THE DIRECTION OF
DAVE DEAN, P.Eng.
SENIOR DESIGNER
DATE 05/07/27

DESIGNED D.DEAN DATE 05/07/27
QUALITY CONTROL N.DeCOOK DATE 05/07/27
DRAWN K.AVISS DATE 05/07/27

FILE No.	PROJECT No.	REG.	DRAWING No.
2231	22205-0001	SR	R2-650-002

CANCEL PRINTS BEARING PREVIOUS LETTER


S.E.1/4, Sec.16
Tp.20, R.10, W.6th.M.
N.E.1/4, Sec.9
Tp.20, R.10, W.6th.M.
Salmon River
LOT 4
PLAN 3143
LOT 3
LOT 2
PLAN 3143
40th STREET S.W.
PLAN B4822
10th AVENUE S.W.
PLAN A-15908
LOT 2
PLAN 2203
LOT 1
PLAN 32284
LOT 1
PLAN 3143
K. McGREGOR
PID # 010-915-974
WILLIAN PETRASKI
DUANE ARMSTRONG
PID # 012-521-906
PLAN B3572
LOT 1
PLAN 11590
ROSE HEBNER
PID # 009-489-521
BLOCK 8
PLAN 312
LOT A
PLAN 6153
TONY DIAKOW
PID # 010-206-906
LOT B
PLAN 15901
BIRCH HAVEN FARMS
PID # 008-678-111
LOT A
PLAN 15901
BIRCH HAVEN FARMS
PID # 008-678-031
LOT B
PLAN 15901
BIRCH HAVEN FARMS
PID # 008-678-111
LOT A
PLAN 10804
TRANS CANADA HIGHWAY No.1
PLAN H-401
LIMIT OF CONST.
STA. 100+16.749
LIMIT OF CONST.
STA. 200+20.253
POT 100+00.000
POT 200+00.000
POT 200+60.000
POT 101+72.789
BC 100+00.257
CS 100+73.256
ST 101+43.256
PI 100+57.753
190.000 LT
32°34'04"
22°00'48"
57.496
88.782
72.999
8.509
70
10°33'16"
91°43'46"
BARRIER COMPONENTS
STA. L100-100+23.217 - STA. L100-100+83.996
1 - SP941-01.01.01 (BULL-NOSE)
1 - SP941-03.01.01 (TRANSITION)
12 - SP941-01.02.01 (CRB-H) WITH DRAIN SLOT
11 - SP941-01.02.02 (CRB-E) WITH DRAIN SLOT
BARRIER COMPONENTS
STA. L100-100+21.980 - STA. L100-100+59.650
1 - SP941-01.01.01 (BULL-NOSE)
1 - SP941-03.01.01 (TRANSITION)
7 - SP941-01.02.01 (CRB-H)
7 - SP941-01.02.03 (CRB-E)
ROAD CROWN CONTROL ALIGNMENT
L100B1-LINE
CENTER LINE CONTROL ALIGNMENT
L100A2-LINE
L200A2-LINE
PIPE ABANDONED
DRWY. 1
DRWY. 2
DRWY. 3
DRWY. 5
DRWY. 13
BM1/WATER SURVEY OF CANADA
BM2/D.W. AND P.B.
SALWST1
SALWST2
SURVEY CONTROL DATA
HUB | COORDS. | ELEV.
SALWST1 | N. 619043.044 E. 335379.306 | 352.571
SALWST2 | N. 619920.268 E. 335841.095 | 352.443
UNDERGROUND UTILITIES HAVE BEEN DRAWN FROM INTERPRETATION OF SURFACE FEATURES AND UTILITY COMPANY AS-BUILT INFORMATION. ACTUAL LOCATIONS OF UTILITIES AND SERVICES MAY NOT BE IN THE LOCATIONS SHOWN ON THIS DRAWING. FIELD LOCATION OF UTILITIES WILL BE REQUIRED FOR CONFIRMATION OF LOCATIONS. URBAN SYSTEMS LTD. / MINISTRY OF TRANSPORTATION ACCEPTS NO RESPONSIBILITY FOR THE LOSS OR DAMAGE CAUSED BY USE OF SUCH INFORMATION TAKEN FROM THIS DRAWING.
FINAL PAVEMENT LIMITS
FOR PROFILES SEE DWGS. No. R2-650-201 to 202
FOR GEOMETRICS & LANING SEE DWG No. R2-650-401
FOR DRAINAGE & UTILITIES SEE DWG No. R2-650-701
"RECORD"
CERTIFIED CORRECT:
DATE: Dec 14/06
RON CHADWICK
PROJECT SUPERVISOR
MINISTRY OF TRANSPORTATION
Rev. | Date | CONSTRUCTION REVISIONS | Signature
1 | 06/10/08 | Raised island not constructed as per original design, painted median with chevrons used. | K.A.A.
-101AB | -102AB | -103AB
URBANSYSTEMS.
SCALE 0 1500 25
NEGATIVE NO.
CAD FILE NO.
Rev. | Date | REVISIONS | Signature
Province of British Columbia
MINISTRY OF TRANSPORTATION
SOUTHERN INTERIOR REGION
RECORD - PLAN
TRANS CANADA HIGHWAY No.1
SALMON ARM
SALMON RIVER to 30th STREET S.W.
STA. 100+00.000 to STA. 103+20.000
PREPARED UNDER THE DIRECTION OF
MATT BRASSARD, P.Eng.
SENIOR DESIGNER
DATE 06/08/16
DESIGNED D.DEAN DATE 06/07/27
QUALITY CONTROL M.DeCOOK DATE 06/07/27
DRAWN K.AMOS DATE 06/07/27
FILE No. 2231
PROJECT No. 22205-0001
REG. SR
DRAWING No. R2-650-101AB
CANCEL PRINTS BEARING PREVIOUS LETTER



FINAL PAVEMENT LIMITS

FOR PROFILES SEE DWGS. No. R2-650-201 to 202

FOR GEOMETRICS & LANING SEE DWG No. R2-650-402

FOR DRAINAGE & UTILITIES SEE DWG No. R2-650-702

"RECORD"
CERTIFIED CORRECT:
DATE: Dec 14/06
RON CHADWICK
PROJECT SUPERVISOR
MINISTRY OF TRANSPORTATION

UNDERGROUND UTILITIES HAVE BEEN DRAWN FROM INTERPRETATION OF SURFACE FEATURES AND UTILITY COMPANY AS-BUILT INFORMATION. ACTUAL LOCATIONS OF UTILITIES AND SERVICES MAY NOT BE IN THE LOCATIONS SHOWN ON THIS DRAWING. FIELD LOCATION OF UTILITIES WILL BE REQUIRED FOR CONFIRMATION OF LOCATIONS. URBAN SYSTEMS LTD. / MINISTRY OF TRANSPORTATION ACCEPTS NO RESPONSIBILITY FOR THE LOSS OR DAMAGE CAUSED BY USE OF SUCH INFORMATION TAKEN FROM THIS DRAWING.

-101AB | -102AB | -103AB

URBANSYSTEMS.

SCALE 0 1:500 25

NEGATIVE NO.
CAD FILE NO.

Rev	Date	REVISIONS	Signature

Province of British Columbia
MINISTRY OF TRANSPORTATION
SOUTHERN INTERIOR REGION

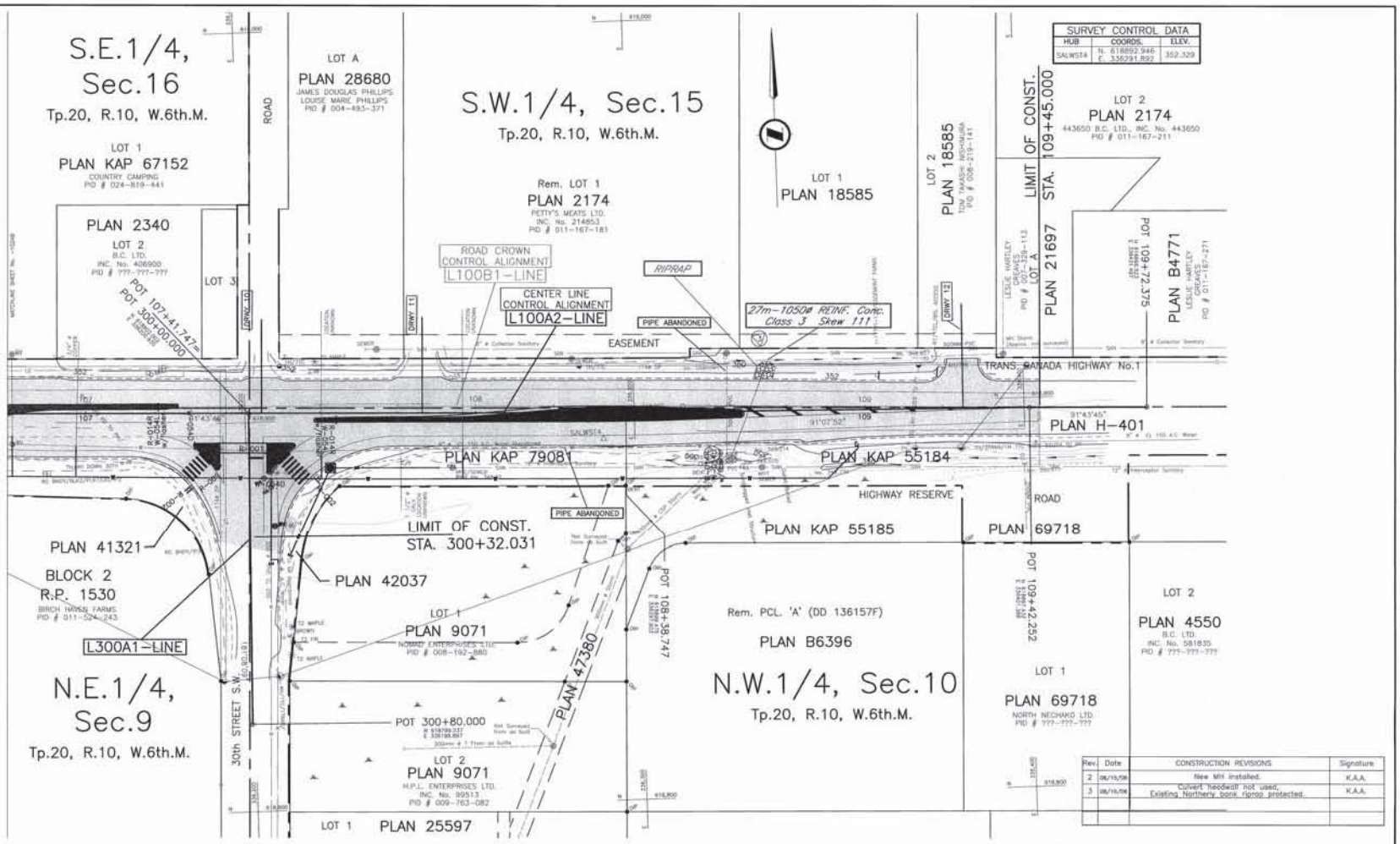
RECORD – PLAN
TRANS CANADA HIGHWAY No.1
SALMON ARM
SALMON RIVER to 30th STREET S.W.
STA. 103+20.000 to STA. 108+80.000

PREPARED UNDER THE DIRECTION OF
MATT BRASSARD, P.Eng.
SENIOR DESIGNER
DATE 06/08/16

DESIGNED D.DEAN DATE 06/07/27
QUALITY CONTROL M.DeCOOK DATE 06/07/27
DRAWN K.KAVOS DATE 06/07/27

FILE No.	PROJECT No.	REG.	DRAWING No.
2231	22205-0001	SR	R2-650-102AB

CANCEL PRINTS BEARING PREVIOUS LETTER



Rev.	Date	CONSTRUCTION REVISIONS	Signature
2	08/15/06	New MH installed.	K.A.A.
3	08/15/06	Culvert headwall not used. Existing Northern bank riprap protected.	K.A.A.

FINAL PAVEMENT LIMITS

FOR PROFILES SEE DWGS. No. R2-650-201 to 202

FOR GEOMETRICS & LANING SEE DWG No. R2-650-403

FOR DRAINAGE & UTILITIES SEE DWG No. R2-650-703

"RECORD"
CERTIFIED CORRECT:
DATE: DEC 11/06
RON CHADWICK
PROJECT SUPERVISOR
MINISTRY OF TRANSPORTATION

UNDERGROUND UTILITIES HAVE BEEN DRAWN FROM INTERPRETATION OF SURFACE FEATURES AND UTILITY COMPANY AS-BUILT INFORMATION. ACTUAL LOCATIONS OF UTILITIES AND SERVICES MAY NOT BE IN THE LOCATIONS SHOWN ON THIS DRAWING. FIELD LOCATION OF UTILITIES WILL BE REQUIRED FOR CONFIRMATION OF LOCATIONS. URBAN SYSTEMS LTD. / MINISTRY OF TRANSPORTATION ACCEPTS NO RESPONSIBILITY FOR THE LOSS OR DAMAGE CAUSED BY USE OF SUCH INFORMATION TAKEN FROM THIS DRAWING.

-101AB	-102AB	-103AB

URBAN SYSTEMS.

SCALE 0 1:500 25

NEGATIVE NO.
CAD FILE NO.

Rev	Date	REVISIONS	Signature

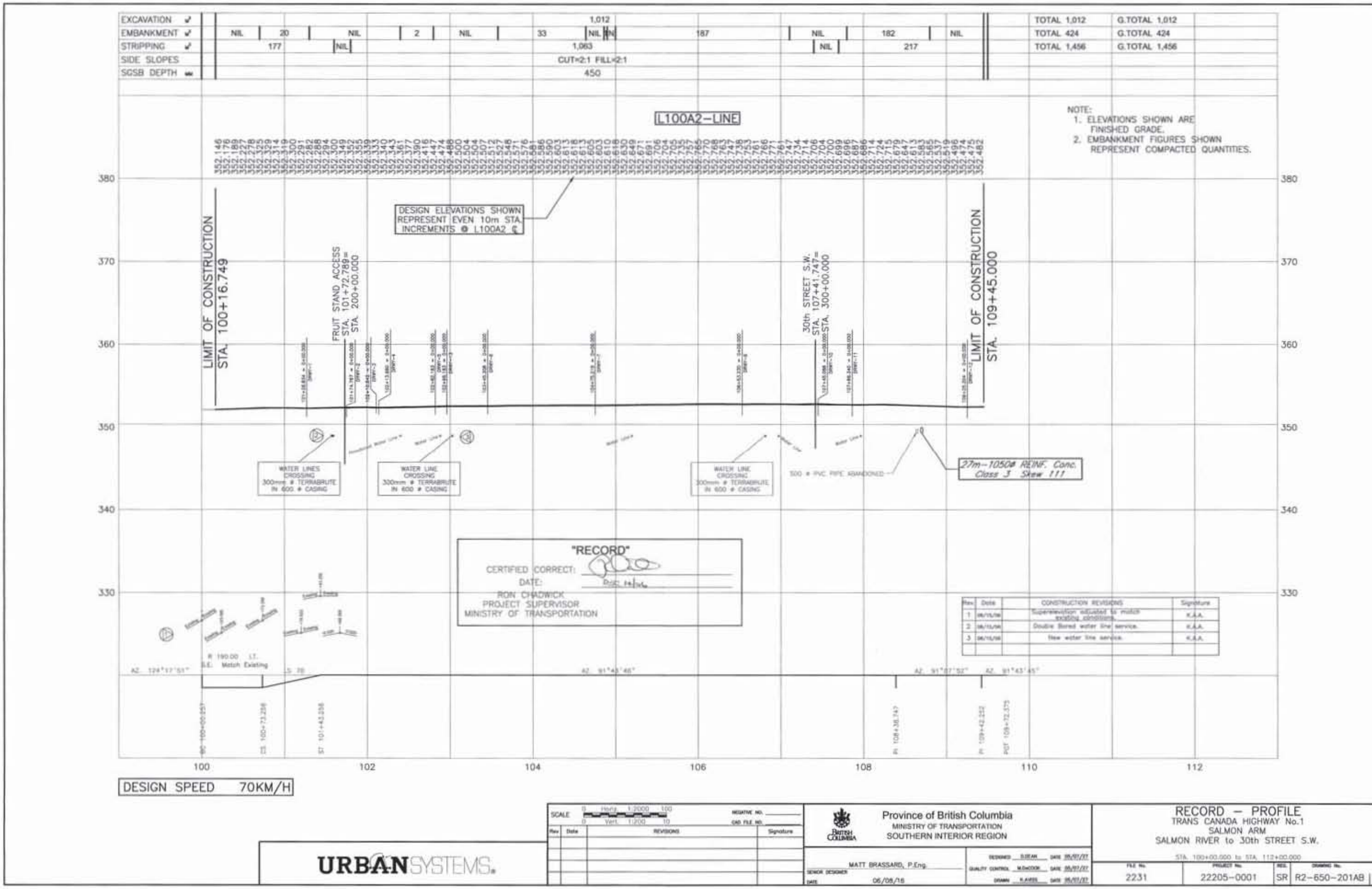
Province of British Columbia
MINISTRY OF TRANSPORTATION
SOUTHERN INTERIOR REGION

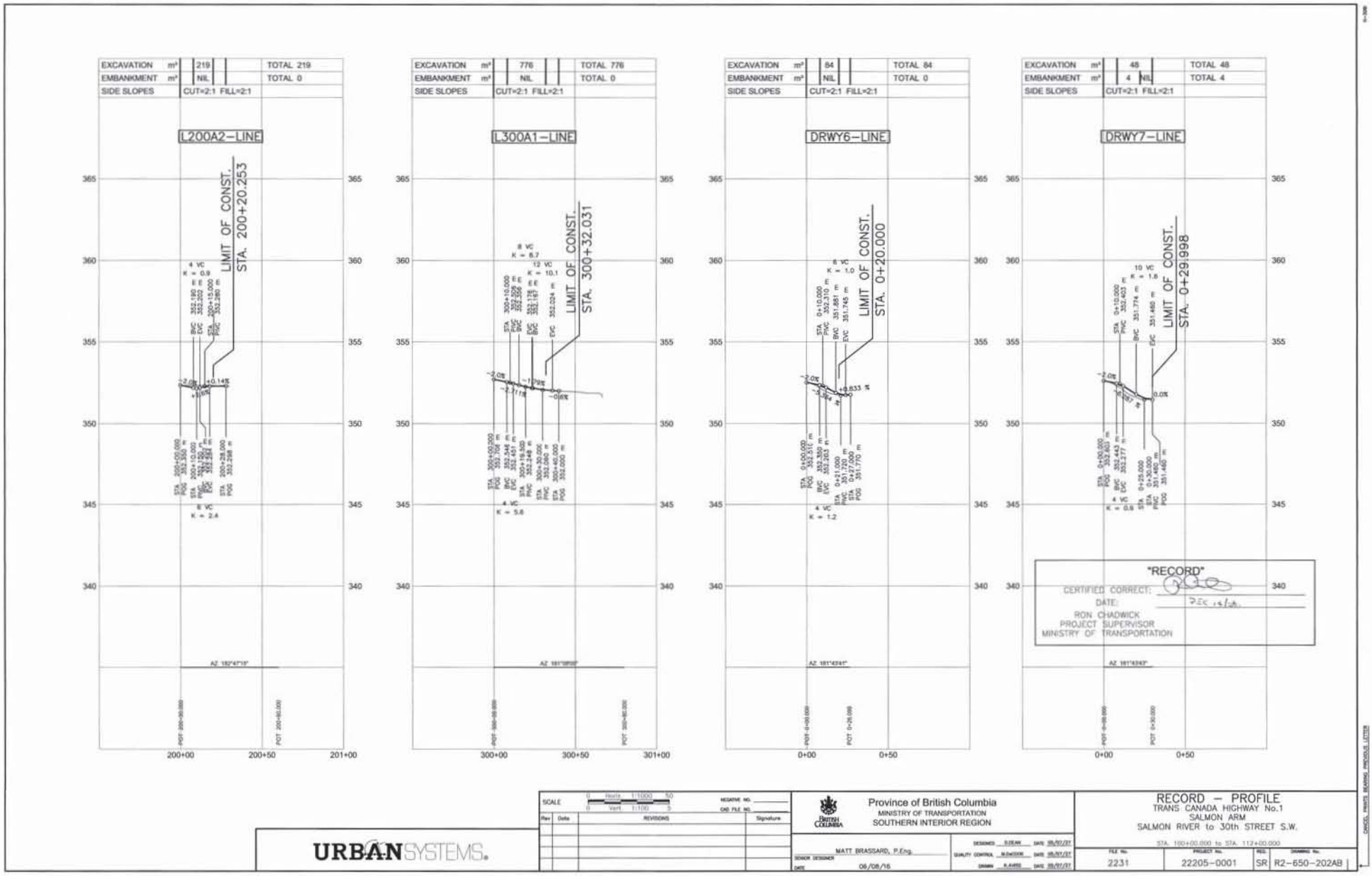
RECORD – PLAN
TRANS CANADA HIGHWAY No.1
SALMON ARM
SALMON RIVER to 30th STREET S.W.
STA. 106+80.000 to STA. 109+72.497

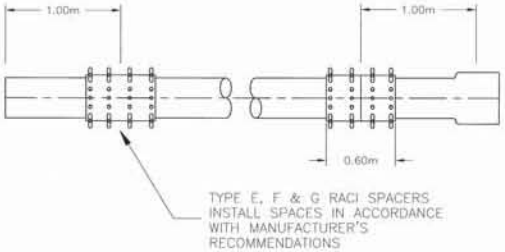
PREPARED UNDER THE DIRECTION OF
MATT BRASSARD, P.Eng.
SENIOR DESIGNER
DATE 06/08/16

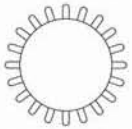
DESIGNED D.DEAN DATE 05/07/27
QUALITY CONTROL M.DeCOOK DATE 05/07/27
DRAWN K.AMES DATE 05/07/27

FILE No.	PROJECT No.	REG.	DRAWING No.
2231	22205-0001	SR	R2-650-103AB


EXCAVATION
EMBANKMENT
STRIPPING
SIDE SLOPES
SGSB DEPTH
1,012
1,063
CUT=2:1 FILL=2:1
450
TOTAL 1,012
TOTAL 424
TOTAL 1,456
G.TOTAL 1,012
G.TOTAL 424
G.TOTAL 1,456
L100A2-LINE
NOTE:
1. ELEVATIONS SHOWN ARE FINISHED GRADE.
2. EMBANKMENT FIGURES SHOWN REPRESENT COMPACTED QUANTITIES.
DESIGN ELEVATIONS SHOWN REPRESENT EVEN 10m STA. INCREMENTS @ L100A2 ℄
LIMIT OF CONSTRUCTION STA. 100+16.749
FRUIT STAND ACCESS STA. 101+72.789= STA. 200+00.000
30th STREET S.W. STA. 107+41.747= STA. 300+00.000
LIMIT OF CONSTRUCTION STA. 109+45.000
WATER LINES CROSSING 300mm ø TERRABRUTE IN 600 ø CASING
WATER LINE CROSSING 300mm ø TERRABRUTE IN 600 ø CASING
WATER LINE CROSSING 300mm ø TERRABRUTE IN 600 ø CASING
500 ø PVC PIPE ABANDONED
27m-1050ø REINF. Conc. Class 3 Skew 111
"RECORD"
CERTIFIED CORRECT:
DATE:
RON CHADWICK
PROJECT SUPERVISOR
MINISTRY OF TRANSPORTATION
CONSTRUCTION REVISIONS
Superelevation adjusted to match existing conditions.
Double Bored water line service.
New water line service.
K.A.A.
R 190.00 LT.
S.E. Match Existing
100
102
104
106
108
110
112
DESIGN SPEED 70KM/H
URBANSYSTEMS
Province of British Columbia
MINISTRY OF TRANSPORTATION
SOUTHERN INTERIOR REGION
MATT BRASSARD, P.Eng.
06/08/16
RECORD - PROFILE
TRANS CANADA HIGHWAY No.1
SALMON ARM
SALMON RIVER to 30th STREET S.W.
2231
22205-0001
SR R2-650-201AB


EXCAVATION m³ 219 TOTAL 219
EMBANKMENT m³ NIL TOTAL 0
SIDE SLOPES CUT=2:1 FILL=2:1
L200A2-LINE
LIMIT OF CONST. STA. 200+20.253
EXCAVATION m³ 776 TOTAL 776
EMBANKMENT m³ NIL TOTAL 0
SIDE SLOPES CUT=2:1 FILL=2:1
L300A1-LINE
LIMIT OF CONST. STA. 300+32.031
EXCAVATION m³ 84 TOTAL 84
EMBANKMENT m³ NIL TOTAL 0
SIDE SLOPES CUT=2:1 FILL=2:1
DRWY6-LINE
LIMIT OF CONST. STA. 0+20.000
EXCAVATION m³ 48 TOTAL 48
EMBANKMENT m³ 4 NIL TOTAL 4
SIDE SLOPES CUT=2:1 FILL=2:1
DRWY7-LINE
LIMIT OF CONST. STA. 0+29.998
"RECORD"
CERTIFIED CORRECT:
DATE:
RON CHADWICK
PROJECT SUPERVISOR
MINISTRY OF TRANSPORTATION
SCALE
REVISIONS
Province of British Columbia
MINISTRY OF TRANSPORTATION
SOUTHERN INTERIOR REGION
MATT BRASSARD, P.Eng.
06/08/16
RECORD – PROFILE
TRANS CANADA HIGHWAY No.1
SALMON ARM
SALMON RIVER to 30th STREET S.W.
STA. 100+00.000 to STA. 112+00.000
2231
22205-0001
R2-650-202AB
URBAN SYSTEMS.





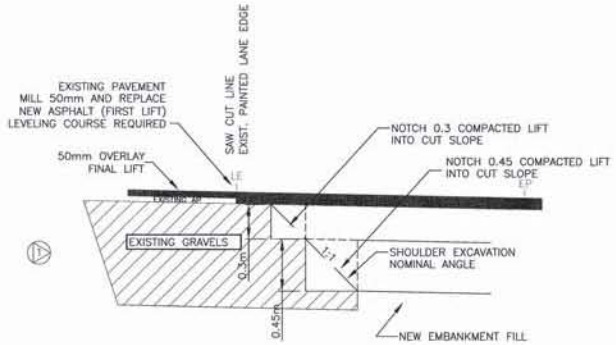
RACI SPACER / INSULATOR

NOTES:

1.) CARRIER PIPE JOINTS SHALL BE SET 1000mm BEYOND THE ENDS OF THE ENCASEMENT PIPE.
2.) TYPE E, F & G RACI SPACERS INSTALL SPACERS IN ACCORDANCE WITH MANUFACTURE'S RECOMMENDATIONS.

CARRIER PIPE AND ENCASEMENT PIPE INSTALLATION DETAIL

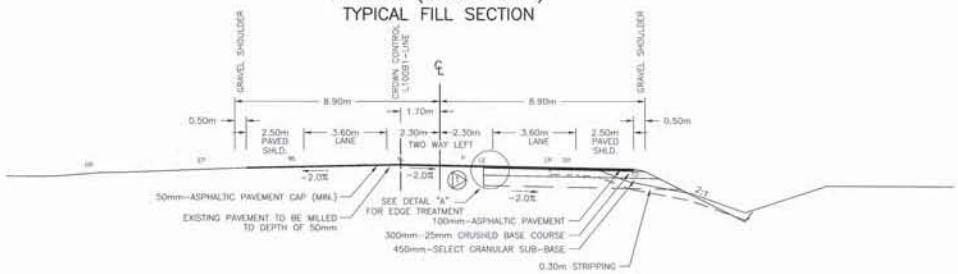
N.T.S.



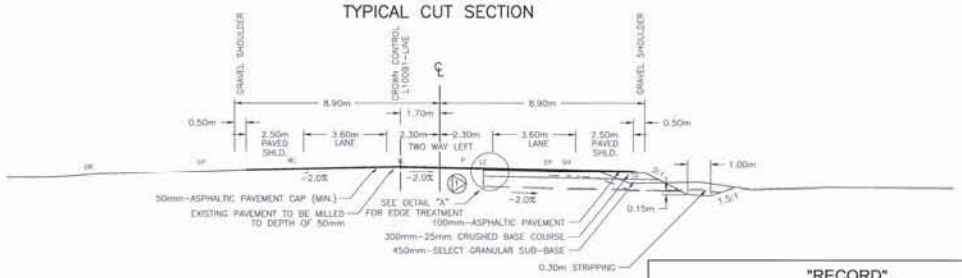
DETAIL "A"

N.T.S.

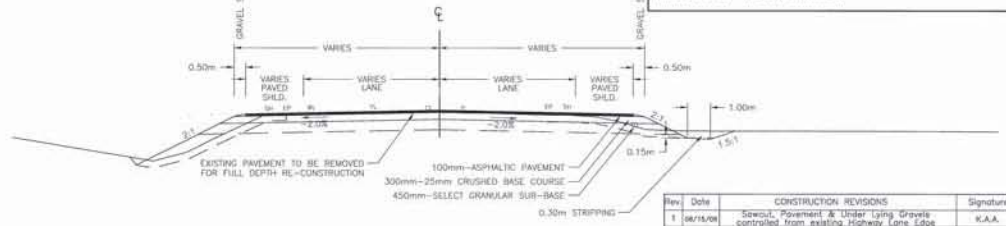
HIGHWAY (L100A1–LINE)
TYPICAL FILL SECTION



HIGHWAY (L100A1–LINE)
TYPICAL CUT SECTION



SIDE ROADS (L200A2 & L300A1–LINES)
TYPICAL CUT / FILL SECTION



"RECORD"

CERTIFIED CORRECT:

DATE: DEC. 14/06

RON CHADWICK
PROJECT SUPERVISOR
MINISTRY OF TRANSPORTATION

Rev	Date	CONSTRUCTION REVISIONS	Signature
1	06/15/06	Sewout, Pavement & Under lying Gravels controlled from existing Highway Lane Edge	K.A.A.

URBANSYSTEMS.

SCALE: 0 1:100 5 NEGATIVE NO. CAD FILE NO.

Rev	Date	REVISIONS	Signature

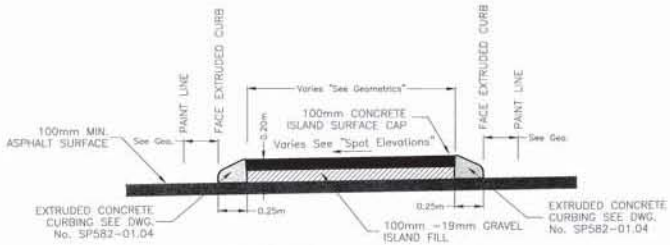
Province of British Columbia
MINISTRY OF TRANSPORTATION
SOUTHERN INTERIOR REGION

SENIOR DESIGNER: MATT BRASSARD, P.Eng. DATE: 06/08/16

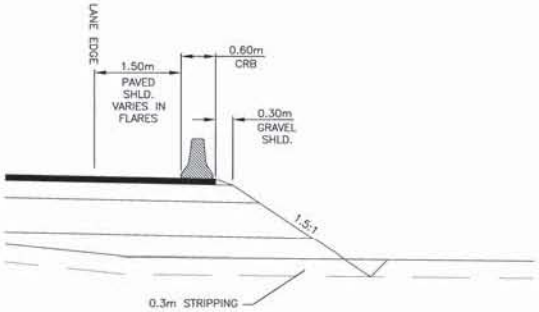
DESIGNED: D.DEAN DATE: 05/07/07
QUALITY CONTROL: M.McCOOK DATE: 05/07/07
DRAWN: K.AVISS DATE: 05/07/07

TYPICAL SECTIONS & DETAILS
TRANS CANADA HIGHWAY No.1
SALMON ARM
SALMON RIVER to 30th STREET S.W.

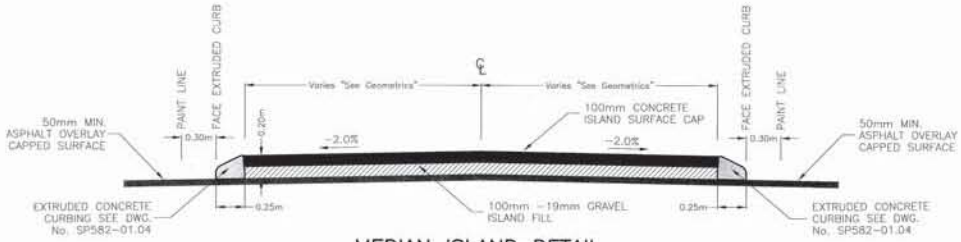
FILE No.	PROJECT No.	REG.	DRAWING No.
2231	22205–0001	SR	R2–650–301AB



QUADRANT ISLAND DETAIL
30th STREET (L300-LINE)



CRB TREATMENT
(L100)



MEDIAN ISLAND DETAIL
TRANS CANADA HIGHWAY (L100-LINE)

"RECORD"
CERTIFIED CORRECT:
DATE: Dec 14/06
RON CHADWICK
PROJECT SUPERVISOR
MINISTRY OF TRANSPORTATION

URBANSYSTEMS.

SCALE N.T.S.	NEGATIVE NO. / CAD FILE NO.		
Rev	Date	REVISIONS	Signature

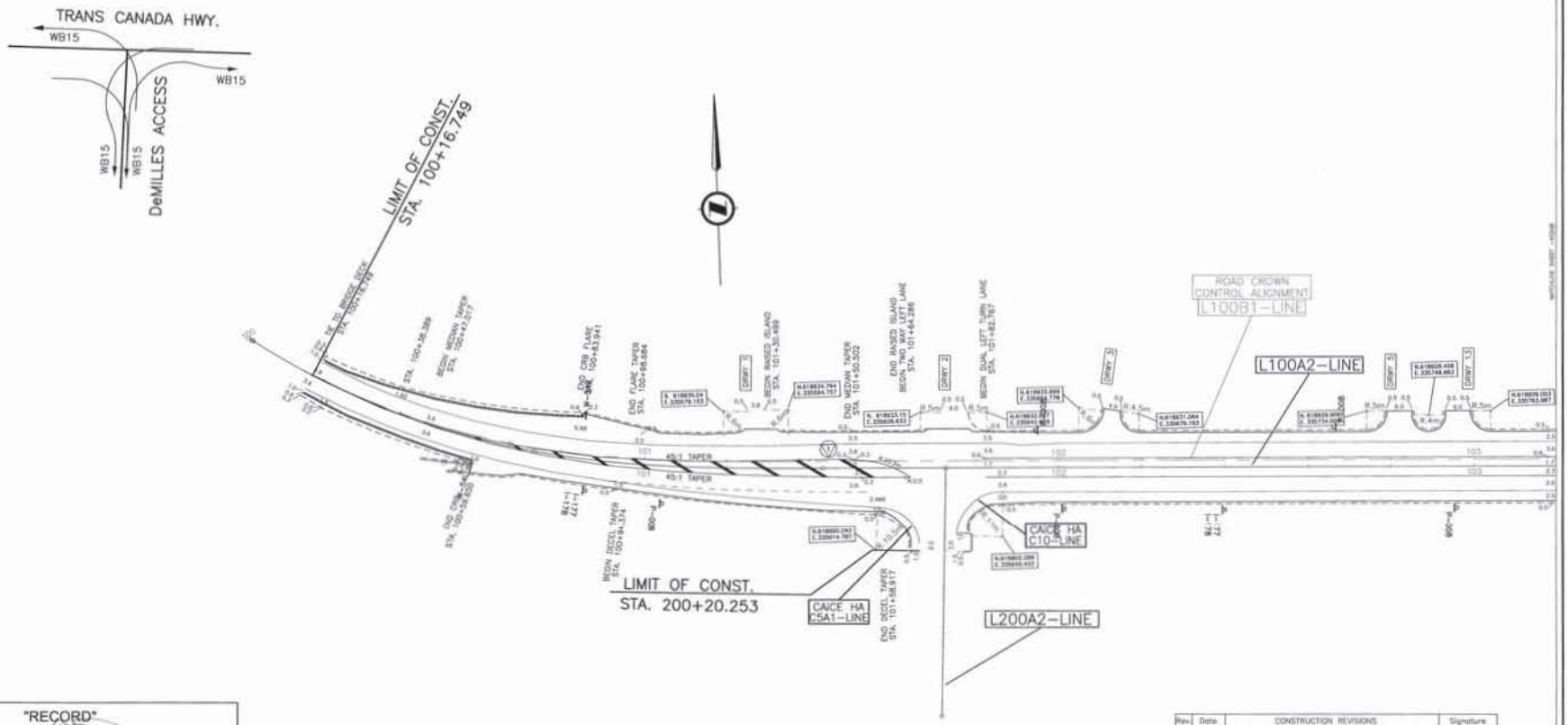
Province of British Columbia
MINISTRY OF TRANSPORTATION
SOUTHERN INTERIOR REGION

MATT BRASSARD, P.Eng.
SENIOR DESIGNER
DATE 05/07/27

DESIGNED S.DEAN DATE 05/07/27
QUALITY CONTROL M.McCOOK DATE 05/07/27
DRAWN K.AVESS DATE 05/07/27

DETAILS
TRANS CANADA HIGHWAY No.1
SALMON ARM
SALMON RIVER to 30th STREET S.W.

FILE No.	PROJECT No.	REG.	DRAWING No.
2231	22205-0001	SR	R2-650-302AB



"RECORD"
CERTIFIED CORRECT:
DATE: P.Eng. 06/08/16
RON CHADWICK
PROJECT SUPERVISOR
MINISTRY OF TRANSPORTATION

Rev.	Date	CONSTRUCTION REVISIONS	Signature
1	06/15/06	Raised island not constructed as per original design, painted median with chevrons used.	K.A.A.

DESIGN SPEED 70km/h

DESIGN VEHICLE – WB15

FOR PROFILES SEE DWGS. No. R2-650-201 to 202

FOR PLAN SEE DWG No. R2-650-101

-401AB | -402AB | -403AB

URBANSYSTEMS.

SCALE 0 1:500 20

NEGATIVE NO. ____
CAD FILE NO. ____

Rev.	Date	REVISIONS	Signature

Province of British Columbia
MINISTRY OF TRANSPORTATION
SOUTHERN INTERIOR REGION

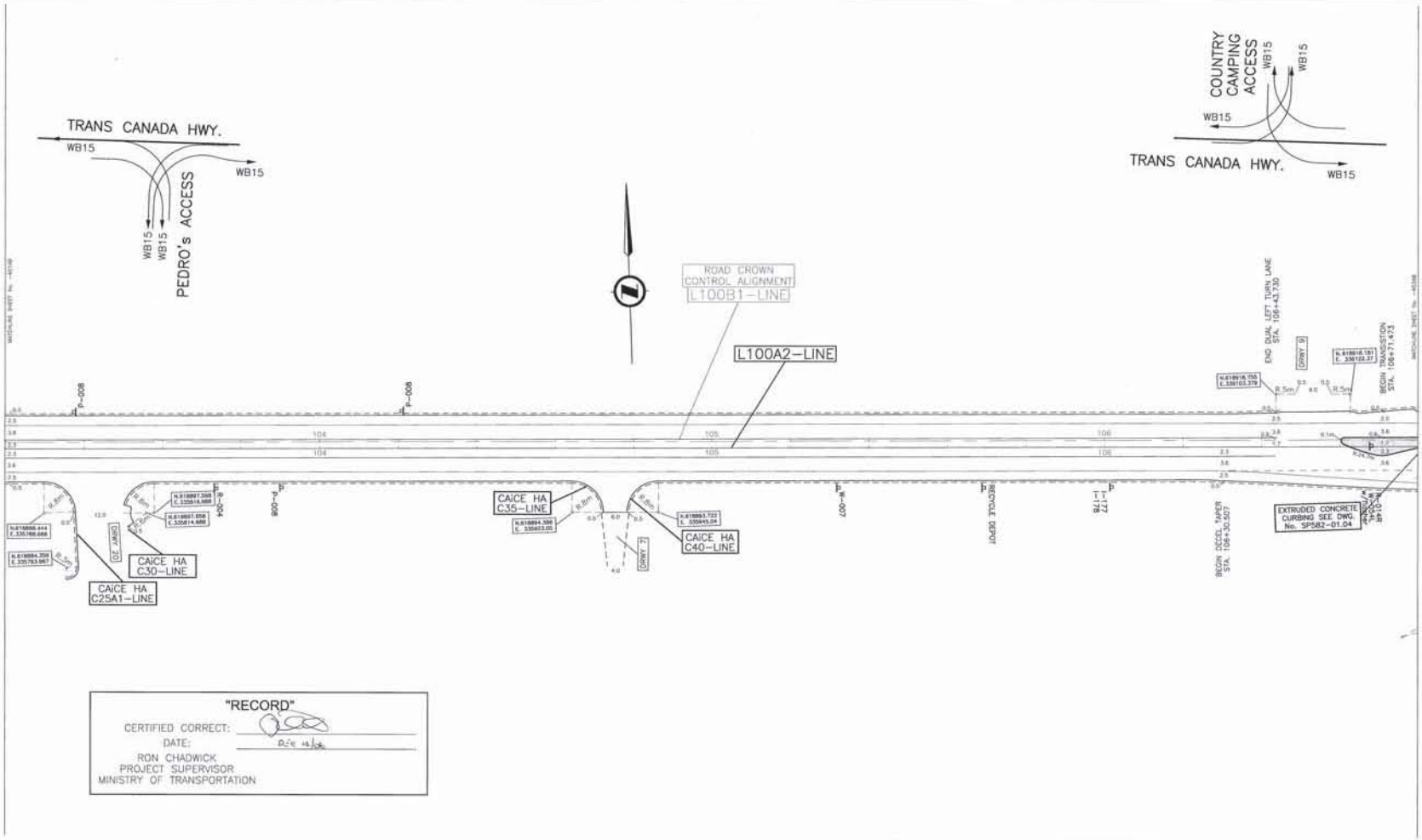
RECORD – GEOMETRICS & LANING
TRANS CANADA HIGHWAY No.1
SALMON ARM
SALMON RIVER to 30th STREET S.W.

STA. 100+00.000 to STA. 103+20.000

PREPARED UNDER THE DIRECTION OF
MATT BRASSARD, P.Eng.
SENIOR DESIGNER
DATE 06/08/16

DESIGNED D.DEAN DATE 06/07/07
QUALITY CONTROL M.McCOOK DATE 06/07/07
DRAWN K.AVRES DATE 06/07/07

FILE No.	PROJECT No.	REV.	DRAWING No.
2231	22205-0001	SR	R2-650-401AB



"RECORD"
CERTIFIED CORRECT:
DATE: Dec 14/16
RON CHADWICK
PROJECT SUPERVISOR
MINISTRY OF TRANSPORTATION

DESIGN SPEED 70km/h

FOR PROFILES SEE DWGS. No. R2-650-201 to 202

FOR PLAN SEE DWG No. R2-650-102

-401AB	-402AB	-403AB

URBANSYSTEMS.

SCALE 0 1:500 25

NEGATIVE NO.
CAD FILE NO.

Rev	Date	REVISIONS	Signature

Province of British Columbia
MINISTRY OF TRANSPORTATION
SOUTHERN INTERIOR REGION

RECORD – GEOMETRICS & LANING
TRANS CANADA HIGHWAY No.1
SALMON ARM
SALMON RIVER to 30th STREET S.W.

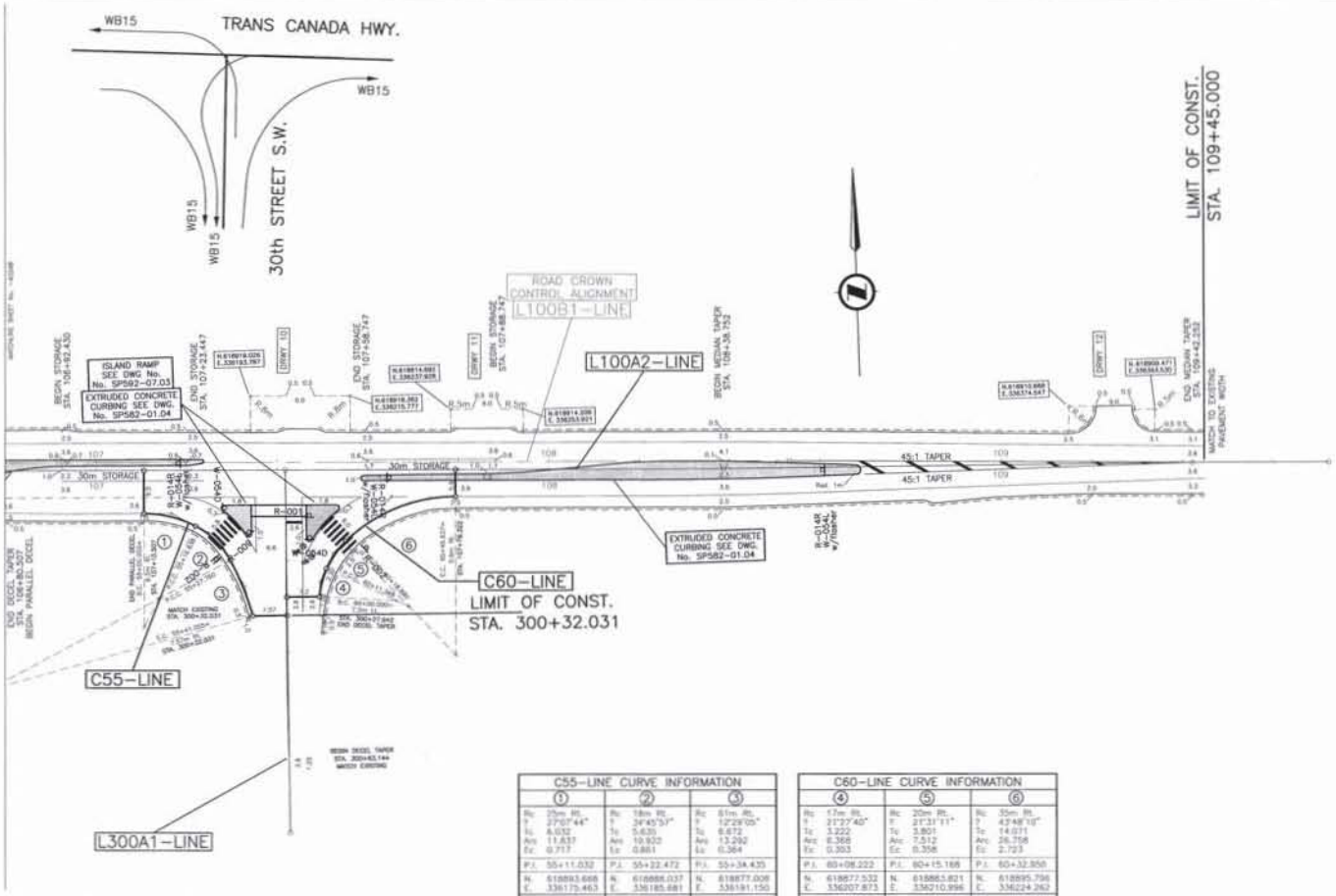
STA. 103+20.000 to STA. 106+80.000

PREPARED UNDER THE DIRECTION OF
MATT BRASSARD, P.Eng.
SENIOR DESIGNER
DATE 06/08/16

DESIGNED D.DEAN DATE 08/07/22
QUALITY CONTROL M.DeCOOK DATE 08/07/22
DRAWN K.AVISS DATE 08/07/22

FILE No.	PROJECT No.	REV.	DRAWING No.
2231	22205-0001	SR	R2-650-402AB

CANCEL PRINTS BEARING PREVIOUS LETTER



C55-LINE CURVE INFORMATION		
①	②	③
Rc 20m Rt. Δ 27°07'44" Tc 4.932 Arc 11.837 Ec 0.717	Rc 18m Rt. Δ 34°45'37" Tc 5.635 Arc 10.920 Ec 0.881	Rc 81m Rt. Δ 12°29'05" Tc 8.872 Arc 17.292 Ec 0.364
P.I. 55+11.032	P.I. 55+22.472	P.I. 55+34.435
N. 618893.668 E. 336175.463	N. 618886.037 E. 336185.681	N. 618877.008 E. 336191.150
B.C. 55+05.000 E.C. 55+16.838	B.C. 55+16.838 E.C. 55+27.760	B.C. 55+27.760 E.C. 55+41.055
Bearing Bk. 271°43'41" Ahd. 118°51'31"	Bearing Bk. 299°51'31" Ahd. 153°37'28"	Bearing Bk. 333°37'28" Ahd. 166°08'32"

C60-LINE CURVE INFORMATION		
④	⑤	⑥
Rc 17m Rt. Δ 21°27'40" Tc 3.222 Arc 6.368 Ec 0.303	Rc 20m Rt. Δ 21°31'11" Tc 3.801 Arc 7.512 Ec 0.358	Rc 35m Rt. Δ 43°48'10" Tc 14.011 Arc 26.758 Ec 2.723
P.I. 60+08.222	P.I. 60+15.168	P.I. 60+32.950
N. 618877.532 E. 336207.873	N. 618863.821 E. 336210.996	N. 618895.796 E. 336224.262
B.C. 60+05.000 E.C. 60+11.368	B.C. 60+11.368 E.C. 60+18.880	B.C. 60+18.880 E.C. 60+45.637
Bearing Bk. 184°56'50" Ahd. 206°24'29"	Bearing Bk. 26°24'29" Ahd. 227°55'41"	Bearing Bk. 47°55'41" Ahd. 91°43'51"

"RECORD"
CERTIFIED CORRECT:
DATE:
RON CHADWICK
PROJECT SUPERVISOR
MINISTRY OF TRANSPORTATION

DESIGN SPEED 70km/h

DESIGN VEHICLE – WB15

FOR PROFILES SEE DWGS.
No. R2-650-201 to 215

FOR PLAN
SEE DWG No. R2-650-103

-401AB	-402AB	-403AB

URBANSYSTEMS.

SCALE 0 1:500 25

Rev	Date	REVISIONS	Signature

Province of British Columbia
MINISTRY OF TRANSPORTATION
SOUTHERN INTERIOR REGION

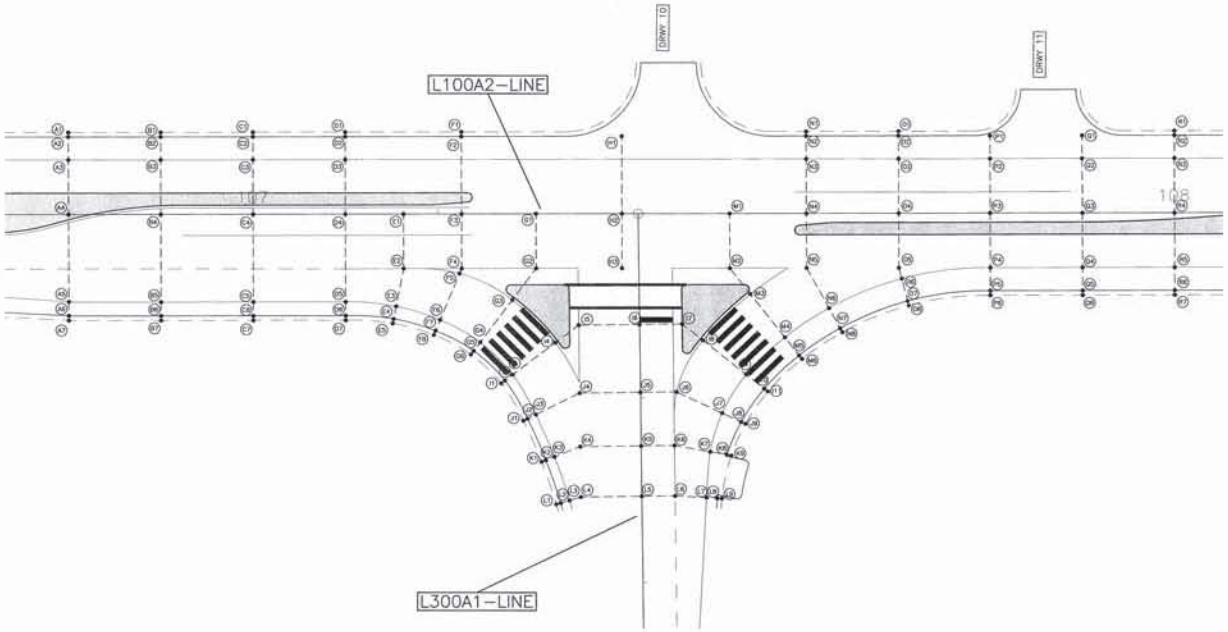
RECORD – GEOMETRICS & LANING
TRANS CANADA HIGHWAY No.1
SALMON ARM
SALMON RIVER to 30th STREET S.W.
STA. 106+80.600 to STA. 109+72.497

PREPARED UNDER THE DIRECTION OF
MATT BRASSARD, P.Eng.
SENIOR DESIGNER
DATE 06/08/16

DESIGNED D.DEAN DATE 00/01/01
QUALITY CONTROL M.DWOOK DATE 00/01/01
DRAWN K.AVIES DATE 00/02/01

FILE No.	PROJECT No.	REG.	DRAWING No.
2231	22205-0001	SR	R2-650-403AB

NOTE: ELEVATIONS SHOWN ARE FINISHED GRADE



Spot#	Northing	Easting	Elevation
A1	618913.162	336139.497	352.631
A2	618912.662	336139.482	352.666
A3	618910.163	336139.406	352.716
A4	618904.286	336139.228	352.766
A5	618894.807	336138.943	352.577
A6	618893.297	336138.897	352.547
A7	618892.771	336138.881	352.433
B1	618912.860	336149.492	352.584
B2	618912.360	336149.477	352.671
B3	618909.882	336149.402	352.721
B4	618903.964	336149.224	352.771
B5	618894.469	336148.937	352.561
B6	618892.969	336148.892	352.551
B7	618892.470	336148.876	352.441
C1	618912.558	336159.488	352.575
C2	618912.059	336159.473	352.661
C3	618909.560	336159.397	352.711
C4	618903.663	336159.219	352.761
C5	618894.167	336158.932	352.571
C6	618892.668	336158.887	352.541
C7	618892.168	336158.872	352.431
D1	618912.257	336169.483	352.537
D2	618911.757	336169.468	352.647
D3	618909.258	336169.393	352.697
D4	618903.361	336169.214	352.747
D5	618893.865	336168.928	352.560
D6	618892.368	336168.882	352.530
D7	618891.868	336168.867	352.420
E1	618903.171	336175.518	352.739
E2	618897.273	336175.338	352.621
E3	618893.202	336174.384	352.536
E4	618891.852	336174.067	352.506
E5	618891.365	336173.953	352.395
F1	618911.876	336182.076	352.522
F2	618911.377	336182.061	352.629
F3	618902.981	336181.807	352.729
F4	618897.083	336181.629	352.611
F5	618896.543	336181.362	352.600
F6	618891.583	336179.106	352.415
F7	618890.422	336178.573	352.359
F8	618889.968	336178.364	352.237
G1	618902.737	336189.881	352.713
G2	618896.839	336189.703	352.595
G3	618893.507	336187.012	352.498
G4	618888.995	336183.368	352.249
G5	618888.088	336182.835	352.199
G6	618887.699	336182.321	352.077
H1	618910.851	336199.454	352.606
H2	618902.455	336199.201	352.706
H3	618896.558	336199.023	352.588
I1	618884.461	336185.503	351.955
I2	618884.749	336185.911	352.069
I3	618885.357	336186.774	352.100
I4	618888.697	336191.516	352.302
I5	618890.527	336194.114	352.411
I6	618890.396	336200.709	352.451
I7	618890.305	336205.312	352.397
I8	618888.463	336207.496	352.318
I9	618884.594	336212.063	352.083
I10	618882.995	336213.978	351.993
I11	618882.673	336214.361	351.880
J1	618880.347	336187.776	351.842
J2	618880.552	336188.231	351.956
J3	618880.963	336189.143	351.984
J4	618883.139	336193.968	352.135

Spot#	Northing	Easting	Elevation
J5	618883.008	336200.562	352.261
J6	618882.931	336204.479	352.180
J7	618880.490	336209.343	352.022
J8	618879.470	336211.376	351.955
J9	618879.246	336211.824	351.846
K1	618875.823	336189.596	351.807
K2	618875.991	336190.067	351.919
K3	618876.326	336191.009	351.944
K4	618877.337	336193.853	352.018
K5	618877.206	336200.447	352.150
K6	618877.135	336204.051	352.071
K7	618876.333	336207.891	351.875
K8	618875.957	336209.689	351.930
K9	618875.854	336210.184	351.821
L1	618871.167	336191.040	351.779
L2	618871.295	336191.523	351.890
L3	618871.552	336192.490	351.912
L4	618871.885	336193.745	351.960
L5	618871.754	336200.343	352.069
L6	618871.683	336203.943	351.988
L7	618871.389	336207.341	351.922
L8	618871.288	336208.501	351.900
L9	618871.245	336208.999	351.789
M1	618902.103	336310.877	352.703
M2	618896.205	336310.699	352.585
M3	618893.316	336312.842	352.481
M4	618888.497	336316.417	352.218
M5	618886.489	336317.906	352.109
M6	618886.087	336318.204	351.988
N1	618910.748	336219.460	352.556
N2	618910.248	336219.445	352.600
N3	618907.749	336219.370	352.650
N4	618901.852	336219.192	352.700
N5	618895.954	336219.014	352.582
N6	618891.525	336221.287	352.385
N7	618889.301	336222.429	352.272
N8	618888.856	336222.657	352.152
O1	618910.448	336229.456	352.546
O2	618909.946	336229.441	352.599
O3	618907.447	336229.365	352.649
O4	618901.550	336229.187	352.699
O5	618895.652	336229.009	352.581
O6	618894.465	336229.287	352.537
O7	618892.031	336229.857	352.448
O8	618891.544	336229.971	352.334
P1	618909.644	336239.436	352.596
P2	618907.145	336239.361	352.646
P3	618901.248	336239.183	352.696
P4	618895.351	336239.004	352.577
P5	618892.852	336238.929	352.527
P6	618892.352	336238.914	352.418
Q1	618909.342	336249.432	352.587
Q2	618906.843	336249.356	352.637
Q3	618900.946	336249.178	352.687
Q4	618895.049	336249.000	352.569
Q5	618892.550	336248.924	352.519
Q6	618892.050	336248.909	352.409
R1	618909.540	336259.442	352.493
R2	618909.040	336259.427	352.586
R3	618906.542	336259.352	352.636
R4	618900.644	336259.173	352.686
R5	618894.747	336258.995	352.568
R6	618892.248	336258.920	352.518
R7	618891.748	336258.905	352.408

"RECORD"
CERTIFIED CORRECT: [signature]
DATE: Oct 16/08
RON CHADWICK
PROJECT SUPERVISOR
MINISTRY OF TRANSPORTATION

FOR GEOMETRICS SEE DWG. No. R2–650–403

FOR PLAN SEE DWG No. R2–650–103

URBANSYSTEMS.

Province of British Columbia
MINISTRY OF TRANSPORTATION
SOUTHERN INTERIOR REGION

SCALE 0 1:250 10

NEGATIVE NO.
CAD FILE NO.

Rev	Date	REVISIONS	Signature

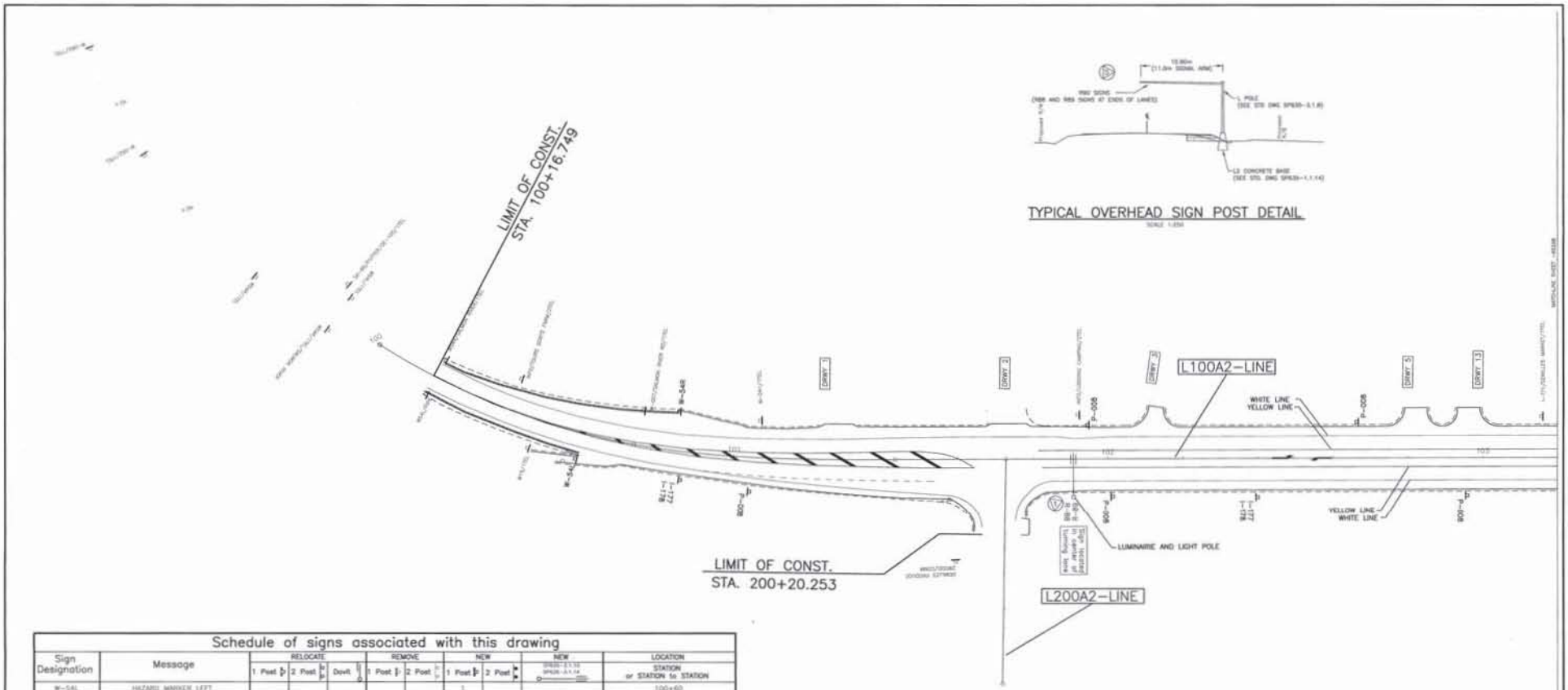
RECORD – SPOT ELEVATIONS
TRANS CANADA HIGHWAY No.1
SALMON ARM
SALMON RIVER to 30th STREET S.W.

PREPARED UNDER THE DIRECTION OF
MATT BRASSARD, P.Eng.
SENIOR DESIGNER
DATE 06/08/18

DESIGNED S.DEAN DATE 06/07/27
QUALITY CONTROL M.DeCOOK DATE 06/07/27
DRAWN K.AVISS DATE 06/07/27

FILE No.	PROJECT No.	REG.	DRAWING No.
2231	22205–0001	SR	R2–650–501AB

CANCEL PRIVATE BEARING PREVIOUS LETTER



Schedule of signs associated with this drawing

Sign Designation	Message	Relocate: 1 Post	Relocate: 2 Post	Relocate: Davit	Remove: 1 Post	Remove: 2 Post	New: 1 Post	New: 2 Post	New: SP630-3.1.10 / SP630-3.1.14	Location: Station or Station to Station
W-54L	HAZARD MARKER LEFT						1			100+60
W-54R	HAZARD MARKER RIGHT						1			100+84
I-177	BC GROWN SIGN						2			100+86, 102+39
I-178	DIRECTION TAB / CLOSED						2			100+86, 102+39
P-008	NO STOPPING						3			101+04, 102+00, 102+86
R-88	TWO WAY LEFT TURN LANE BEGINS								1	101+90
R-89	TWO WAY LEFT TURN LANE ENDS								1	101+90
	VARIOUS				10					VARIOUS – SEE PLAN

Rev	Date	CONSTRUCTION REVISIONS	Signature
1	08/10/06	Overhead Sign Relocated to Southerly Road Edge to avoid UG Gas line conflicts on Northerly Edge.	K.A.A.
5	08/10/06	Typical section modified to show overhead signs on right side of Highway.	K.A.A.

"RECORD"
CERTIFIED CORRECT:
DATE:
RON CHADWICK
PROJECT SUPERVISOR
MINISTRY OF TRANSPORTATION

FOR PROFILES SEE DWGS. No. R2-650-201 to 202

FOR PLAN SEE DWG No. R2-650-101

-601AB | -602AB | -603AB

URBANSYSTEMS.

SCALE 0 1:500 25

Rev	Date	REVISIONS	Signature

Province of British Columbia
MINISTRY OF TRANSPORTATION
SOUTHERN INTERIOR REGION

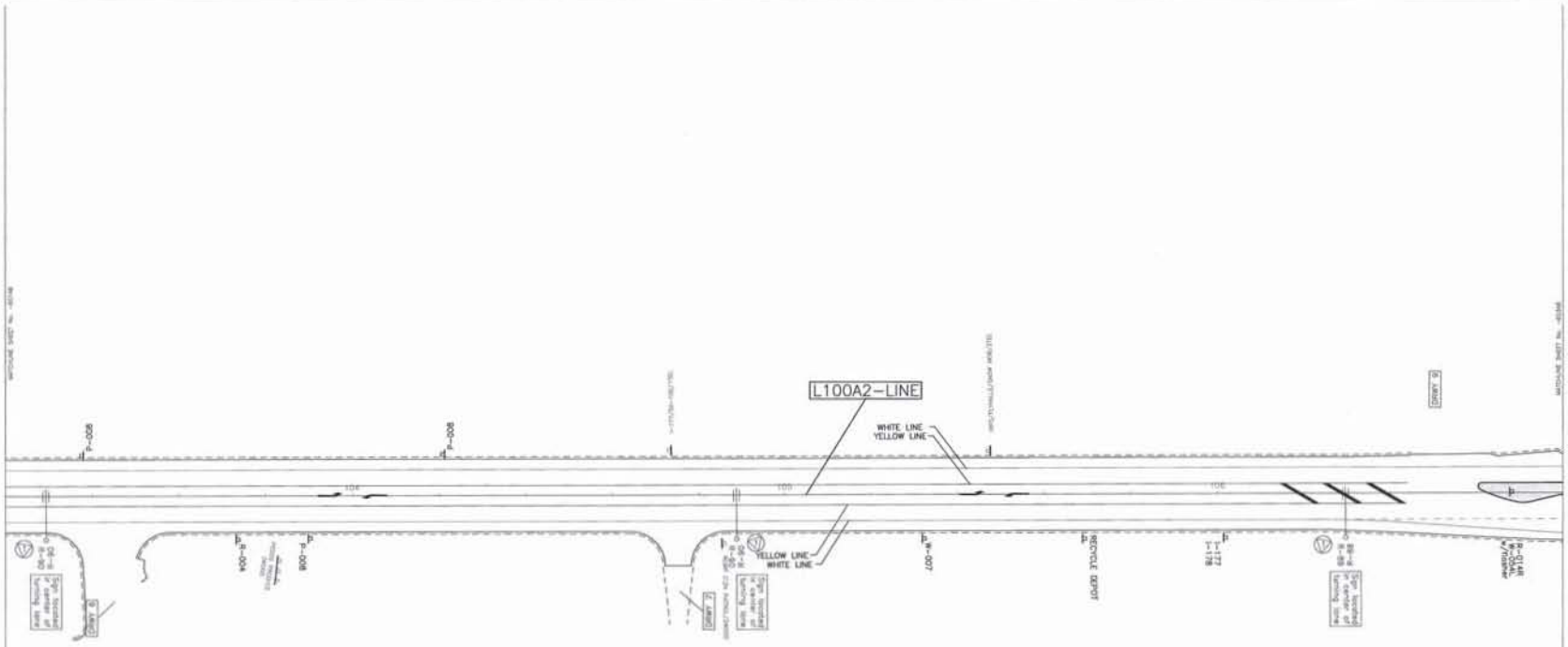
RECORD – SIGNING & PAVEMENT MARKING
TRANS CANADA HIGHWAY No.1
SALMON ARM
SALMON RIVER to 30th STREET S.W.
STA. 100+00.000 to STA. 103+20.000

PREPARED UNDER THE DIRECTION OF
MATT BRASSARD, P.Eng.
SENIOR DESIGNER
DATE 06/08/16

DESIGNED G.DEAN DATE 05/07/07
QUALITY CONTROL M.DeCOOK DATE 05/07/07
DRAWN K.AYRES DATE 05/07/07

FILE No.	PROJECT No.	REV.	DRAWING No.
2231	22205-0001	SR	R2-650-601AB

CANCEL PRINTS BEARING PREVIOUS LETTER



Schedule of signs associated with this drawing

Sign Designation	Message	RELOCATE 1 Post	RELOCATE 2 Post	RELOCATE Devit	REMOVE 1 Post	REMOVE 2 Post	NEW 1 Post	NEW 2 Post	NEW SPEED-LIMIT	LOCATION STATION or STATION to STATION
P-008	NO STOPPING						3			103+36, 103+90, 104+21
R-004	MAX. SPEED 70km/h						1			103+73
R-90	TWO WAY LEFT TURN LANE								4	103+36, 104+90
W-007	SIDE ROAD AHEAD						1			105+30
RECYCLE	RECYCLE DEPOT						1			105+67
I-177	BC GROWN SIGN						1			106+01
I-178	DIRECTION TAR / CLOSED						1			106+01
R-89	TWO WAY LEFT TURN LANE ENDS								1	106+41
R-88	TWO WAY LEFT TURN LANE BEGINS								1	106+41
R-054L	HAZARD MARKER LEFT						1			106+68
R-014R	KEEP RIGHT						1			106+68
	VARIOUS				4					VARIOUS – SEE PLAN

Rev.	Date	CONSTRUCTION REVISIONS	Signature
1	06/11/08	Overhead Sign Relocated to Southerly Road Edge to avoid Up Gas line conflicts on Northerly Edge.	K.A.A.

FOR PROFILES SEE DWGS. No. R2-650-201 to 202

FOR PLAN SEE DWG No. R2-650-102

"RECORD"
CERTIFIED CORRECT:
DATE: Dec 14/06
RON CHADWICK
PROJECT SUPERVISOR
MINISTRY OF TRANSPORTATION

-601AB	-602AB	-603AB

URBAN SYSTEMS.

SCALE 0 1:500 25

NEGATIVE NO.
CAD FILE NO.

Rev	Date	REVISIONS	Signature

Province of British Columbia
MINISTRY OF TRANSPORTATION
SOUTHERN INTERIOR REGION

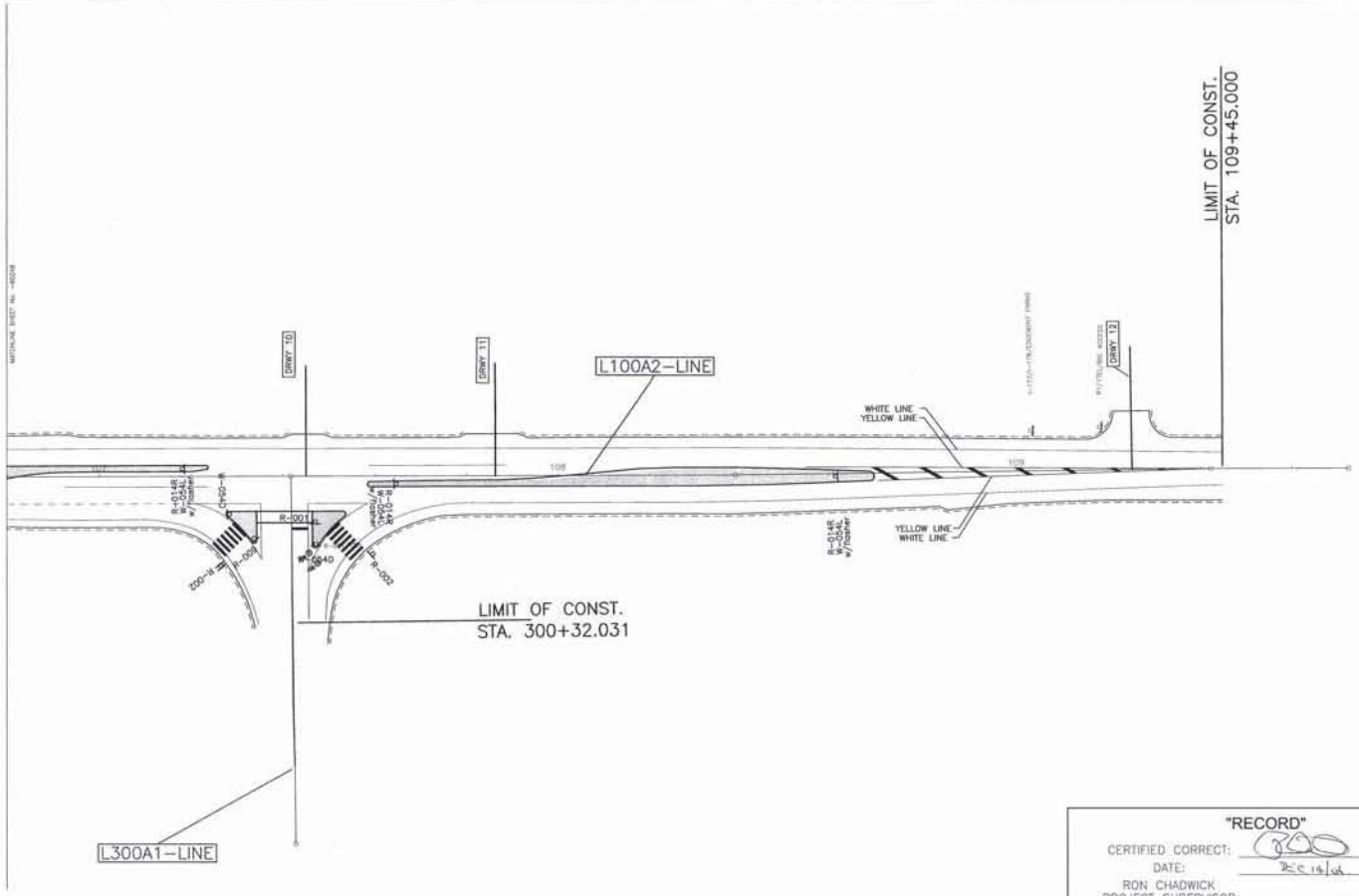
RECORD – SIGNING & PAVEMENT MARKING
TRANS CANADA HIGHWAY No.1
SALMON ARM
SALMON RIVER to 30th STREET S.W.
STA. 103+20.000 to STA. 106+80.000

PREPARED UNDER THE DIRECTION OF
MATT BRASSARD, P.Eng.
SENIOR DESIGNER
DATE 06/08/18

DESIGNED D.DEAN DATE 06/07/27
QUALITY CONTROL M.McCOOK DATE 06/07/27
DRAWN K.AMIES DATE 06/07/27

FILE No.	PROJECT No.	REG.	DRAWING No.
2231	22205-0001	SR	R2-650-602AB

CANCEL PRINTS BEARING REVISION LETTER



"RECORD"
CERTIFIED CORRECT:
DATE: DEC 19/06
RON CHADWICK
PROJECT SUPERVISOR
MINISTRY OF TRANSPORTATION

Schedule of signs associated with this drawing

Sign Designation	Message	RELOCATE 1 Post	RELOCATE 2 Post	RELOCATE Davit	REMOVE 1 Post	REMOVE 2 Post	NEW 1 Post	NEW 2 Post	NEW	LOCATION STATION or STATION to STATION
R-014R	KEEP RIGHT						3			107+18, 107+65, 108+61
W-054L	HAZARD MARKER LEFT						3			107+18, 107+65, 108+61
W-054D	HAZARD MARKERS DOUBLE						2			107+28, 200+15
R-002	YIELD						2			200+17, 200+20
R-009	DO NOT ENTER						1			200+13, 200+20
R-001	STOP						1			200+10
	VARIOUS				8					VARIOUS - SEE PLAN

FOR PROFILES SEE DWGS. No. R2-650-201 to 215

FOR PLAN SEE DWG No. R2-650-103

-601AB	-602AB	-603AB

URBANSYSTEMS.

SCALE 0 1:500 25

NEGATIVE NO.
CAD FILE NO.

Rev	Date	REVISIONS	Signature

Province of British Columbia
MINISTRY OF TRANSPORTATION
SOUTHERN INTERIOR REGION

RECORD - SIGNING & PAVEMENT MARKING
TRANS CANADA HIGHWAY No.1
SALMON ARM
SALMON RIVER to 30th STREET S.W.

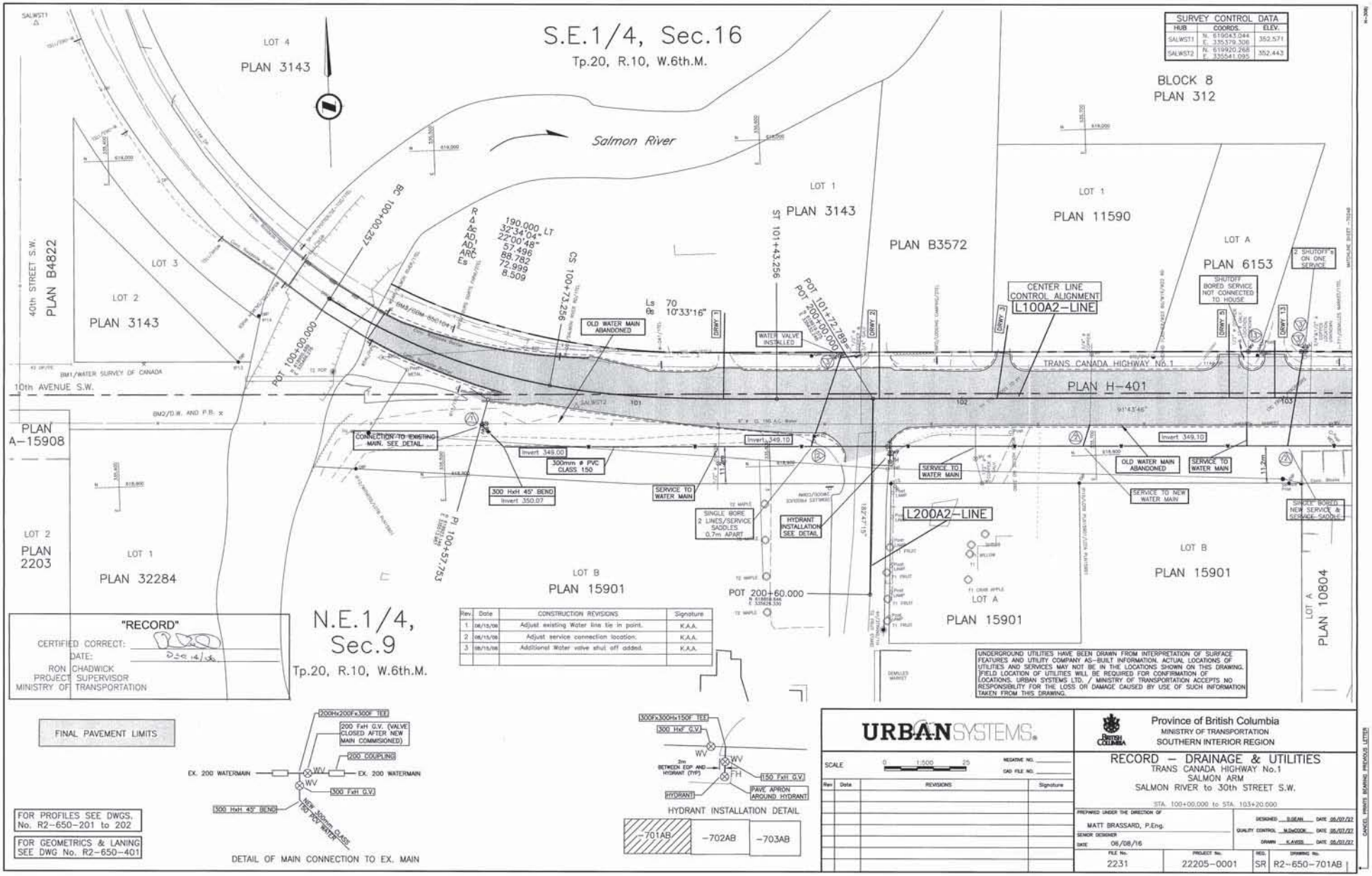
STA. 106+80.000 to STA. 109+72.497

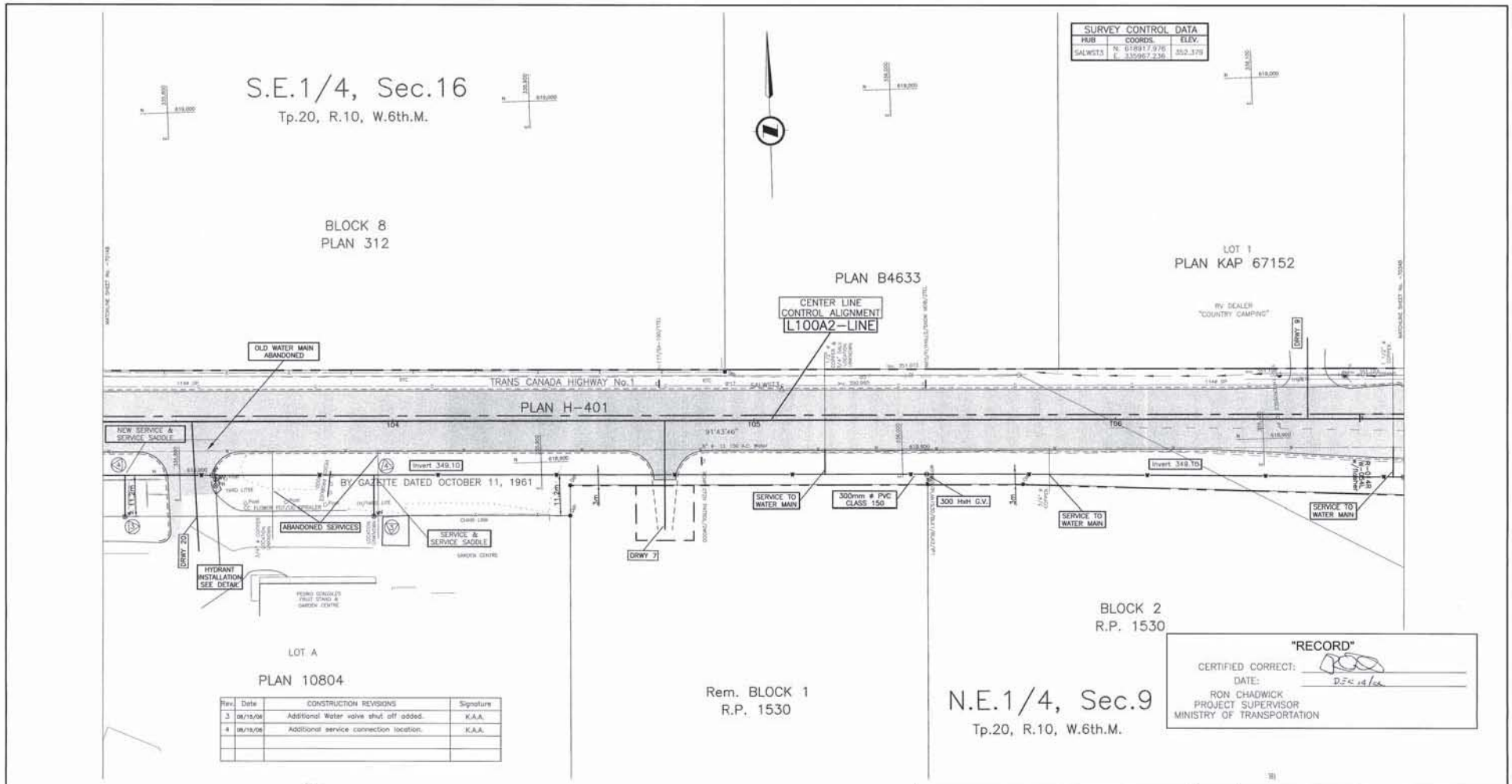
PREPARED UNDER THE DIRECTION OF
MATT BRASSARD, P.Eng.
SENIOR DESIGNER
DATE 06/08/18

DESIGNED D.DEAN DATE 06/07/27
QUALITY CONTROL M.CHADWICK DATE 06/07/27
DRAWN K.HAYES DATE 06/07/27

FILE No.	PROJECT No.	REG.	DRAWING No.
2231	22205-0001	SR	R2-650-603AB

CANCEL PRINTS BEARING PREVIOUS LETTER


S.E.1/4, Sec.16
Tp.20, R.10, W.6th.M.
N.E.1/4, Sec.9
Tp.20, R.10, W.6th.M.
Salmon River
LOT 4
PLAN 3143
LOT 3
LOT 2
PLAN 3143
40th STREET S.W.
PLAN B4822
10th AVENUE S.W.
PLAN A-15908
LOT 2
PLAN 2203
LOT 1
PLAN 32284
LOT 1
PLAN 3143
PLAN B3572
LOT 1
PLAN 11590
BLOCK 8
PLAN 312
LOT A
PLAN 6153
TRANS CANADA HIGHWAY No.1
PLAN H-401
LOT B
PLAN 15901
LOT A
PLAN 15901
LOT B
PLAN 15901
LOT A
PLAN 10804
SURVEY CONTROL DATA
HUB COORDS. ELEV.
SALWST1 N. 619943.044 E. 335379.508 352.571
SALWST2 N. 619920.268 E. 335541.095 352.443
CENTER LINE CONTROL ALIGNMENT
L100A2-LINE
L200A2-LINE
OLD WATER MAIN ABANDONED
WATER VALVE INSTALLED
CONNECTION TO EXISTING MAIN. SEE DETAIL
300mm ø PVC CLASS 150
300 HxH 45° BEND
Invert 350.07
Invert 349.00
Invert 349.10
SERVICE TO WATER MAIN
SINGLE BORE 2 LINES/SERVICE SADDLES 0.7m APART
HYDRANT INSTALLATION SEE DETAIL
SHUTOFF BORED SERVICE NOT CONNECTED TO HOUSE
2 SHUTOFF'S ON ONE SERVICE
SERVICE TO NEW WATER MAIN
SINGLE BORED NEW SERVICE & SERVICE SADDLE
POT 100+00.000
BC 100+00.257
CS 100+72.256
PI 100+57.753
POT 101+72.789
POT 200+00.000
ST 101+43.256
POT 200+60.000
R 190.000 LT
Δ 32°34'04"
Δc 22°00'48"
AD1 57.496
AD2 88.782
ARC 72.999
Es 8.509
Ls 70
θs 10°33'16"
DRWY 1
DRWY 2
DRWY 3
DRWY 4
DRWY 5
DRWY 13
"RECORD"
CERTIFIED CORRECT:
DATE: Dec 14/16
RON CHADWICK
PROJECT SUPERVISOR
MINISTRY OF TRANSPORTATION
FINAL PAVEMENT LIMITS
FOR PROFILES SEE DWGS. No. R2-650-201 to 202
FOR GEOMETRICS & LANING SEE DWG No. R2-650-401
200Hx200Fx300F TEE
200 FxH G.V. (VALVE CLOSED AFTER NEW MAIN COMMISIONED)
200 COUPLING
EX. 200 WATERMAIN
300 FxH G.V.
300 HxH 45° BEND
NEW 300mm CLASS 150 POT POT WATER
DETAIL OF MAIN CONNECTION TO EX. MAIN
300Fx300Hx150F TEE
300 HxF G.V.
2m BETWEEN EOP AND HYDRANT (TYP)
150 FxH G.V.
PAVE APRON AROUND HYDRANT
HYDRANT
HYDRANT INSTALLATION DETAIL
-701AB
-702AB
-703AB
CONSTRUCTION REVISIONS
Rev. Date Signature
1 08/15/08 Adjust existing Water line tie in point. K.A.A.
2 08/15/08 Adjust service connection location. K.A.A.
3 08/15/08 Additional Water valve shut off added. K.A.A.
UNDERGROUND UTILITIES HAVE BEEN DRAWN FROM INTERPRETATION OF SURFACE FEATURES AND UTILITY COMPANY AS-BUILT INFORMATION. ACTUAL LOCATIONS OF UTILITIES AND SERVICES MAY NOT BE IN THE LOCATIONS SHOWN ON THIS DRAWING. FIELD LOCATION OF UTILITIES WILL BE REQUIRED FOR CONFIRMATION OF LOCATIONS. URBAN SYSTEMS LTD. / MINISTRY OF TRANSPORTATION ACCEPTS NO RESPONSIBILITY FOR THE LOSS OR DAMAGE CAUSED BY USE OF SUCH INFORMATION TAKEN FROM THIS DRAWING.
URBANSYSTEMS.
SCALE 1:500
NEGATIVE NO.
CAD FILE NO.
Province of British Columbia
MINISTRY OF TRANSPORTATION
SOUTHERN INTERIOR REGION
RECORD - DRAINAGE & UTILITIES
TRANS CANADA HIGHWAY No.1
SALMON ARM
SALMON RIVER to 30th STREET S.W.
STA. 100+00.000 to STA. 103+20.000
PREPARED UNDER THE DIRECTION OF
MATT BRASSARD, P.Eng.
SENIOR DESIGNER
DATE 08/08/16
DESIGNED S.GEAN DATE 06/07/22
QUALITY CONTROL M.DeCOOK DATE 06/07/22
DRAWN K.AVISS DATE 06/07/22
FILE No. 2231
PROJECT No. 22205-0001
REG. SR
DRAWING No. R2-650-701AB
CANCEL PRINTS BEARING PREVIOUS LETTER

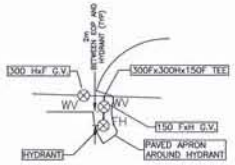


SURVEY CONTROL DATA		
HUB	COORDS.	ELEV.
SALWST3	N. 618917.978 E. 335967.236	352.379

Rev.	Date	CONSTRUCTION REVISIONS	Signature
3	08/15/06	Additional Water valve shut off added.	K.A.A.
4	08/15/06	Additional service connection location.	K.A.A.

"RECORD"
CERTIFIED CORRECT:
DATE: DEC 14/06
RON CHADWICK
PROJECT SUPERVISOR
MINISTRY OF TRANSPORTATION

FINAL PAVEMENT LIMITS



HYDRANT INSTALLATION DETAIL

FOR PROFILES SEE DWGS.
No. R2-650-201 to 202

FOR GEOMETRICS & LANING
SEE DWG No. R2-650-402

UNDERGROUND UTILITIES HAVE BEEN DRAWN FROM INTERPRETATION OF SURFACE FEATURES AND UTILITY COMPANY AS-BUILT INFORMATION. ACTUAL LOCATIONS OF UTILITIES AND SERVICES MAY NOT BE IN THE LOCATIONS SHOWN ON THIS DRAWING. FIELD LOCATION OF UTILITIES WILL BE REQUIRED FOR CONFIRMATION OF LOCATIONS. URBAN SYSTEMS LTD. / MINISTRY OF TRANSPORTATION ACCEPTS NO RESPONSIBILITY FOR THE LOSS OR DAMAGE CAUSED BY USE OF SUCH INFORMATION TAKEN FROM THIS DRAWING.

-701AB	-702AB	-703AB

URBANSYSTEMS.

SCALE: 0 1:500 25
NEGATIVE NO.
CAD FILE NO.

Rev.	Date	REVISIONS	Signature

Province of British Columbia
MINISTRY OF TRANSPORTATION
SOUTHERN INTERIOR REGION

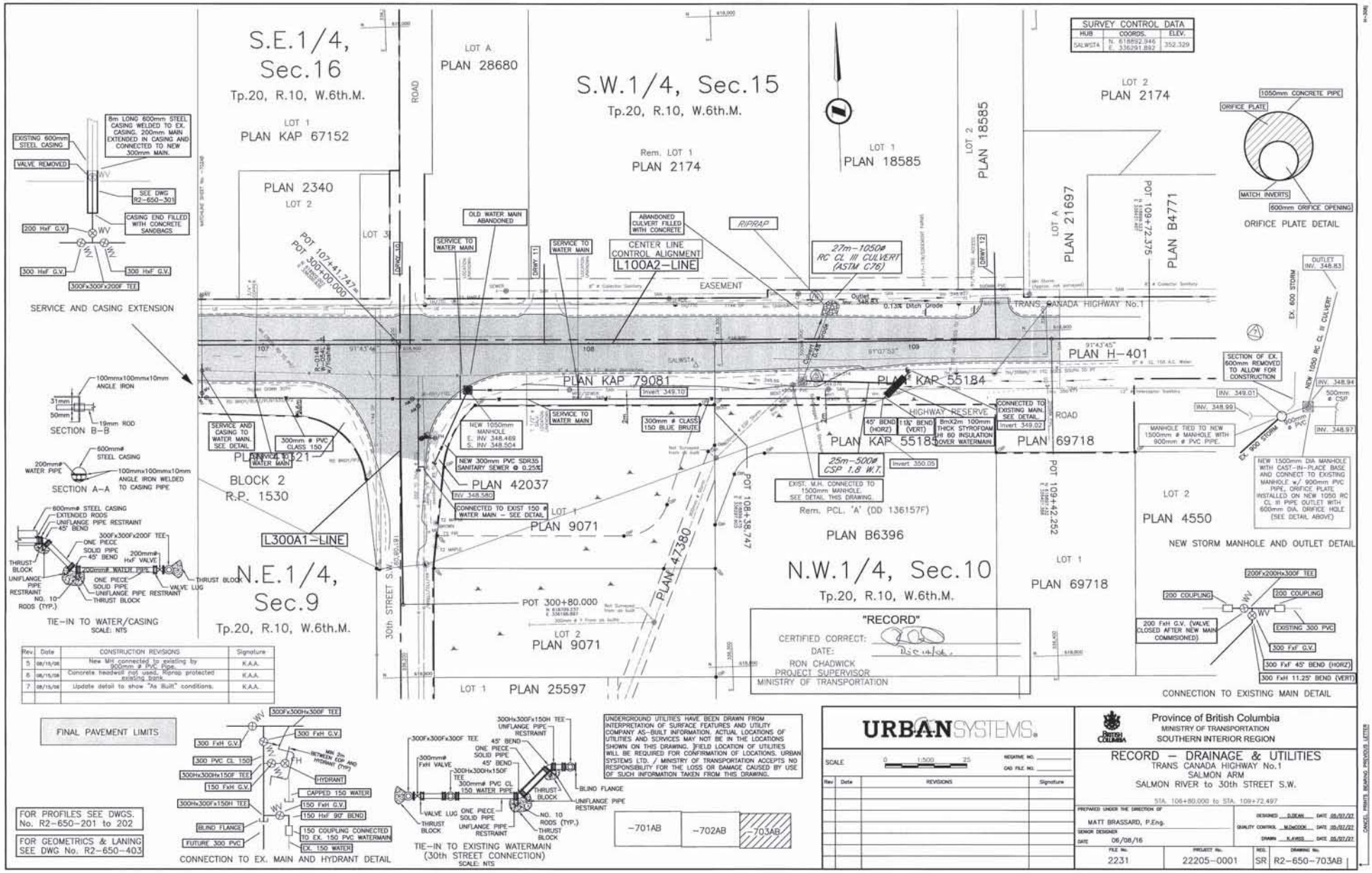
RECORD – DRAINAGE & UTILITIES
TRANS CANADA HIGHWAY No.1
SALMON ARM
SALMON RIVER to 30th STREET S.W.
STA. 103+20.000 to STA. 106+80.000

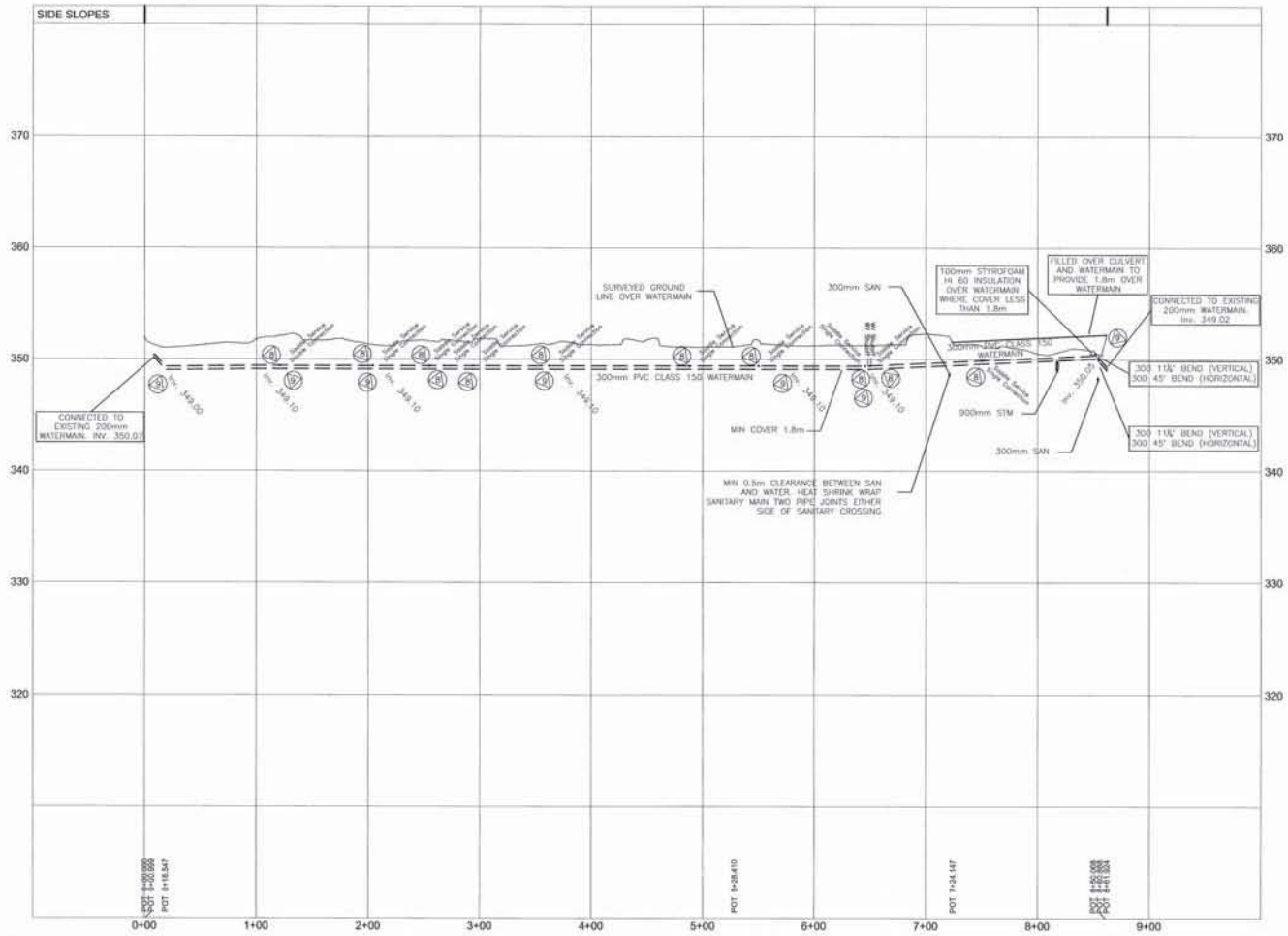
PREPARED UNDER THE DIRECTION OF
MATT BRASSARD, P.Eng.
SENIOR DESIGNER
DATE 06/08/16

DESIGNED D.DEAN DATE 06/07/27
QUALITY CONTROL M.DeCOOK DATE 06/07/27
DRAWN K.AVISE DATE 06/07/27

FILE No.	PROJECT No.	REG.	DRAWING No.
2231	22205-0001	SR	R2-650-702AB

CANCEL PRINTS BEARING PREVIOUS LETTER


S.E.1/4, Sec.16
Tp.20, R.10, W.6th.M.
S.W.1/4, Sec.15
Tp.20, R.10, W.6th.M.
N.E.1/4, Sec.9
Tp.20, R.10, W.6th.M.
N.W.1/4, Sec.10
Tp.20, R.10, W.6th.M.
SURVEY CONTROL DATA
HUB COORDS. ELEV.
SALWST4 N. 618852.946 E. 336291.892 352.329
LOT A PLAN 28680
LOT 1 PLAN KAP 67152
PLAN 2340 LOT 2
LOT 3
Rem. LOT 1 PLAN 2174
LOT 1 PLAN 18585
LOT 2 PLAN 18585
LOT 2 PLAN 2174
LOT A PLAN 21697
PLAN B4771
POT 107+41.747
POT 300+00.000
POT 109+72.375
OLD WATER MAIN ABANDONED
SERVICE TO WATER MAIN
ABANDONED CULVERT FILLED WITH CONCRETE
CENTER LINE CONTROL ALIGNMENT
L100A2-LINE
RIPRAP
27m-1050ø RC CL III CULVERT (ASTM C76)
EASEMENT
TRANS CANADA HIGHWAY No.1
PLAN H-401
PLAN KAP 79081
PLAN KAP 55184
PLAN KAP 55185
PLAN 69718
HIGHWAY RESERVE
CONNECTED TO EXISTING MAIN. SEE DETAIL.
Invert 349.02
45° BEND (HORZ)
11¼° BEND (VERT)
8mX2m 100mm THICK STYROFOAM HI 60 INSULATION COVER WATERMAIN
SERVICE AND CASING TO WATER MAIN. SEE DETAIL.
300mm ø PVC CLASS 150
NEW 1050mm MANHOLE E. INV 348.469 S. INV 348.504
NEW 300mm PVC SDR35 SANITARY SEWER @ 0.25%
INV 348.580
CONNECTED TO EXIST 150 ø WATER MAIN - SEE DETAIL
300mm ø CLASS 150 BLUE BRUTE
Invert 349.10
25m-500ø CSP 1.8 W.T.
Invert 350.05
EXIST. M.H. CONNECTED TO 1500mm MANHOLE. SEE DETAIL THIS DRAWING.
Rem. PCL. 'A' (DD 136157F)
PLAN B6396
PLAN 47380
POT 108+38.747
POT 109+42.252
BLOCK 2 R.P. 1530
PLAN 42037
PLAN 9071
L300A1-LINE
30th STREET S.W.
POT 300+80.000
LOT 2 PLAN 9071
LOT 1 PLAN 25597
LOT 2 PLAN 4550
MANHOLE TIED TO NEW 1500mm ø MANHOLE WITH 900mm ø PVC PIPE.
SECTION OF EX. 600mm REMOVED TO ALLOW FOR CONSTRUCTION
NEW 1500mm DIA MANHOLE WITH CAST-IN-PLACE BASE AND CONNECT TO EXISTING MANHOLE w/ 900mm PVC PIPE, ORIFICE PLATE INSTALLED ON NEW 1050 RC CL III PIPE OUTLET WITH 600mm DIA. ORIFICE HOLE (SEE DETAIL ABOVE)
NEW STORM MANHOLE AND OUTLET DETAIL
1050mm CONCRETE PIPE
ORIFICE PLATE
MATCH INVERTS
600mm ORIFICE OPENING
ORIFICE PLATE DETAIL
OUTLET INV. 348.83
EX. 600 STORM
NEW 1050 RC CL III CULVERT
INV. 348.94
INV. 349.01
INV. 348.99
INV. 348.97
500mm ø CSP
600mm ø PVC
EX. 900 STORM
200fx200fx300F TEE
200 COUPLING
200 FxH G.V. (VALVE CLOSED AFTER NEW MAIN COMMISIONED)
EXISTING 300 PVC
300 FxF G.V.
300 FxF 45° BEND (HORZ)
300 FxH 11.25° BEND (VERT)
CONNECTION TO EXISTING MAIN DETAIL
8m LONG 600mm STEEL CASING WELDED TO EX. CASING. 200mm MAIN EXTENDED IN CASING AND CONNECTED TO NEW 300mm MAIN.
EXISTING 600mm STEEL CASING
VALVE REMOVED
SEE DWG. R2-650-301
CASING END FILLED WITH CONCRETE SANDBAGS
200 HxF G.V.
300 HxF G.V.
300fx300fx200F TEE
SERVICE AND CASING EXTENSION
100mmx100mmx10mm ANGLE IRON
31mm
50mm
19mm ROD
SECTION B-B
600mmø STEEL CASING
200mmø WATER PIPE
100mmx100mmx10mm ANGLE IRON WELDED TO CASING PIPE
SECTION A-A
600mmø STEEL CASING
EXTENDED RODS
UNIFLANGE PIPE RESTRAINT
45° BEND
300fx300fx200F TEE
ONE PIECE SOLID PIPE 45° BEND
200mmø HxF VALVE
200mmø WATER PIPE
THRUST BLOCK
VALVE LUG
NO. 10 RODS (TYP.)
TIE-IN TO WATER/CASING
SCALE: NTS
Rev. Date CONSTRUCTION REVISIONS Signature
5 08/15/08 New MH connected to existing by 900mm ø PVC Pipe. K.A.A.
6 08/15/08 Concrete headwall not used. Riprap protected existing bank. K.A.A.
7 08/15/08 Update detail to show "As Built" conditions. K.A.A.
FINAL PAVEMENT LIMITS
FOR PROFILES SEE DWGS. No. R2-650-201 to 202
FOR GEOMETRICS & LANING SEE DWG No. R2-650-403
300FxX300HxX300F TEE
300 FxH G.V.
300 PVC CL 150
300Hx300Hx150F TEE
150 FxH G.V.
300Hx300Fx150H TEE
BLIND FLANGE
FUTURE 300 PVC
HYDRANT
CAPPED 150 WATER
150 FxH G.V.
150 HxF 90° BEND
150 COUPLING CONNECTED TO EX. 150 PVC WATERMAIN
EX. 150 WATER
CONNECTION TO EX. MAIN AND HYDRANT DETAIL
300Hx300Fx150H TEE
UNIFLANGE PIPE RESTRAINT
45° BEND
ONE PIECE SOLID PIPE 45° BEND
300mmø FxH VALVE
300Hx300Hx150F TEE
300mmø PVC CL 150 WATER PIPE
THRUST BLOCK
BLIND FLANGE
VALVE LUG
ONE PIECE SOLID PIPE
NO. 10 RODS (TYP.)
TIE-IN TO EXISTING WATERMAIN (30th STREET CONNECTION)
SCALE: NTS
UNDERGROUND UTILITIES HAVE BEEN DRAWN FROM INTERPRETATION OF SURFACE FEATURES AND UTILITY COMPANY AS-BUILT INFORMATION. ACTUAL LOCATIONS OF UTILITIES AND SERVICES MAY NOT BE IN THE LOCATIONS SHOWN ON THIS DRAWING. FIELD LOCATION OF UTILITIES WILL BE REQUIRED FOR CONFIRMATION OF LOCATIONS. URBAN SYSTEMS LTD. / MINISTRY OF TRANSPORTATION ACCEPTS NO RESPONSIBILITY FOR THE LOSS OR DAMAGE CAUSED BY USE OF SUCH INFORMATION TAKEN FROM THIS DRAWING.
-701AB
-702AB
-703AB
"RECORD"
CERTIFIED CORRECT:
DATE:
RON CHADWICK
PROJECT SUPERVISOR
MINISTRY OF TRANSPORTATION
URBANSYSTEMS.
SCALE 0 1:500 25
NEGATIVE NO.
CAD FILE NO.
Rev. Date REVISIONS Signature
Province of British Columbia
MINISTRY OF TRANSPORTATION
SOUTHERN INTERIOR REGION
RECORD - DRAINAGE & UTILITIES
TRANS CANADA HIGHWAY No.1
SALMON ARM
SALMON RIVER to 30th STREET S.W.
STA. 106+80.000 to STA. 109+72.497
PREPARED UNDER THE DIRECTION OF
MATT BRASSARD, P.Eng.
SENIOR DESIGNER
DATE 06/08/16
DESIGNED D.DEAN DATE 05/07/27
QUALITY CONTROL M.DeCOCK DATE 05/07/27
DRAWN K.AVISS DATE 05/07/27
FILE No. 2231
PROJECT No. 22205-0001
REG. SR
DRAWING No. R2-650-703AB



"RECORD"
CERTIFIED CORRECT:
DATE:
RON CHADWICK
PROJECT SUPERVISOR
MINISTRY OF TRANSPORTATION

Rev.	Date	CONSTRUCTION REVISIONS	Signature
8	06/15/06	Saddle connections to service lines shown.	K.A.A.
9	08/15/06	Actual "As Built" pipe elevations shown.	K.A.A.

URBANSYSTEMS.

SCALE 0 Horiz. 1:2000 100 / 0 Vert. 1:200 10
NEGATIVE NO.
CAD FILE NO.

Rev	Date	REVISIONS	Signature

Province of British Columbia
MINISTRY OF TRANSPORTATION
SOUTHERN INTERIOR REGION

SENIOR DESIGNER MATT BRASSARD, P.Eng.
DATE 06/08/16
DESIGNED D.DEAN DATE 05/07/27
QUALITY CONTROL M.JACOCK DATE 05/07/27
DRAWN C.HONEYMAN DATE 05/07/27

RECORD – WATERMAIN PROFILE
TRANS CANADA HIGHWAY No.1
SALMON ARM
SALMON RIVER to 30th STREET S.W.
STA. 100+00.000 to STA. 112+00.000

FILE No.	PROJECT No.	REG.	DRAWING No.
2231	22205-0001	SR	R2-650-704AB

BRITISH COLUMBIA

Ministry of Transportation

PROJECT NO. 22205-0001

TRANS CANADA HIGHWAY No.1
SALMON RIVER to 30th STREET S.W.
RECORD

DRAWING No.
R2-650-000

Collision Summary Report

Collision Selection Criteria

```
==============================================================================
SUBSET NAME: FOI-SalmonArm1
SUBSET DATE: 2012-07-09 09:54:33
TOTAL KMS: .2
TOTAL COLLISIONS: 5
------------------------------------------------------------------------------
QUERY PROFILE - GEOGRAPHIC
------------------------------------------------------------------------------
Query Name: FOI-SalmonArm1
Description:
Query Type: PRI (Primary Query)
Collision Period From: 2005-01-01
Collision Period To: 2010-12-31
LKI Update Flag? N
Effective Date: 2012-07-09
Hwy Classification: 2002 - 2002 Classification Scheme (Classification Scheme defined in 2002)
Expiry Date: 2012-08-08

----- Segment Selection -----

Segment Selection Mode: FTL (From-To List)
Numbered? N
Lettered? N
Unnumbered? N
Devolved? N
Query Segment Node Selection: ONE (One Occurances of a Node)

HWY  SEG     KM - HWY  SEG     KM - INCL OPP
1    2077  80.1 - 1    2077  80.2 - N

----- Section Definition File -----
```

Collision Summary Report

Collision Selection Criteria

```
----- MoT Admin Area -----

----- Landmark Type -----

----- Highway Class -----

--------------------------------------------------------------------------------
QUERY PROFILE - COLLISION
--------------------------------------------------------------------------------

----- Collision Info -----

Fatal? Y
Injured? : Y
Property Damage Only? Y
Query Obsolete Locations: OL (Obsolete Locations)

----- Dates -----

From Month:
To Month:
From Day:
To Day:
From Time: :
To Time: :
```

Collision Summary Report

Collision Selection Criteria

```
----- Data Fields -----

Logic Between Field Groups: And

----- CM Collision Type -----

-------------------------------------------------------------------------------
SEARCH PATH
-------------------------------------------------------------------------------
SEARCH PATH           START KM    END KM  # CLLSNS
Seg 2077                  80.1      80.2         5
----
```

Collision Summary Report

Highway	Segment	Km	Collision Case #	Collision Date	Time	Collision Type	Total Killed	Total Injury	Tot Veh	Primary Occurrence	Location Type	First Contributing Factor for First Vehicle	Road Surface Condition	Weather Conditions	Direction Travel V1	Direction Travel V2
1	2077	80.1		2006 08 03	22:57	PDO	0	0	1	Other	At intersection		Dry	Clear	East	
1	2077	80.1		2007 05 02	16:07	INJ	0	1	3	Rear end	Btwn intersection/exchs		Dry	Clear	East	East
1	2077	80.1	S22	2007 05 12	12:34	PDO	0	0	2	Unknown	At intersection	S22	Dry	Clear	East	South
1	2077	80.1		2010 05 25	13:56	PDO	0	0	2	Intersection 90'	At intersection		Dry	Clear	East	South
1	2077	80.1		2010 10 25	15:24	INJ	0	1	3	Rear end	At intersection		Wet	Cloudy	West	West

Report Totals **Total Collisions:** 5 **Total Killed:** 0 **Total Injured:** 2 **Total Vehicles:** 11 **Collision Counts** **Total Fatal:** 0 **Total Injury:** 2 **Total PDO:** 3

Collision Histogram Report

Collision Period From: 2005-01-01 To: 2010-12-31

Collision Selection Criteria

```
==============================================================================
SUBSET NAME: FOI-SalmonArm1
SUBSET DATE: 2012-07-09 09:54:33
TOTAL KMS: .2
TOTAL COLLISIONS: 5
------------------------------------------------------------------------------
QUERY PROFILE - GEOGRAPHIC
------------------------------------------------------------------------------
Query Name: FOI-SalmonArm1
Description:
Query Type: PRI (Primary Query)
Collision Period From: 2005-01-01
Collision Period To: 2010-12-31
LKI Update Flag? N
Effective Date: 2012-07-09
Hwy Classification: 2002 - 2002 Classification Scheme (Classification Scheme defined in 2002)
Expiry Date: 2012-08-08

----- Segment Selection -----

Segment Selection Mode: FTL (From-To List)
Numbered? N
Lettered? N
Unnumbered? N
Devolved? N
Query Segment Node Selection: ONE (One Occurances of a Node)

HWY  SEG     KM - HWY  SEG     KM - INCL OPP
1    2077  80.1 - 1    2077  80.2 - N

----- Section Definition File -----


----- MoT Admin Area -----


----- Landmark Type -----


----- Highway Class -----


------------------------------------------------------------------------------
```

Collision Histogram Report

Collision Period From: 2005-01-01 To: 2010-12-31

Collision Selection Criteria

```
QUERY PROFILE - COLLISION
-------------------------------------------------------------------------------

----- Collision Info -----

Fatal? Y
Injured? : Y
Property Damage Only? Y
Query Obsolete Locations: OL (Obsolete Locations)

----- Dates -----

From Month:
To Month:
From Day:
To Day:
From Time: :
To Time: :

----- Data Fields -----

Logic Between Field Groups: And

----- CM Collision Type -----

-------------------------------------------------------------------------------
SEARCH PATH
-------------------------------------------------------------------------------
SEARCH PATH           START KM    END KM  # CLLSNS
Seg 2077                  80.1      80.2         5
----
```

Collision Histogram Report

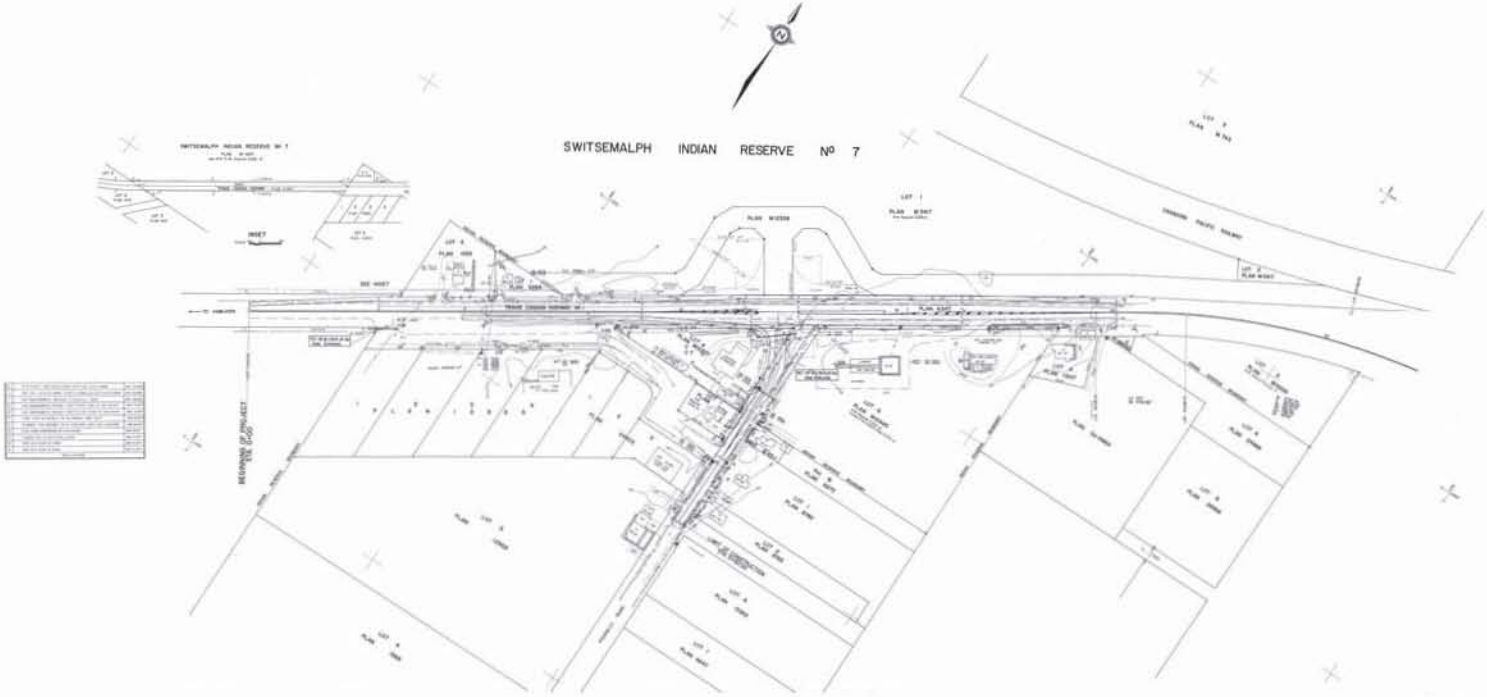
Collision Period From: 2005-01-01 To: 2010-12-31

Scale: = 1 collision(s) **FAT: # Fatal** **INJ: # Non-fatal Injury** **PDO: # Property Damage Only**

Histogram for: HWY 1 TRANS-CANADA
SEGMENT 2077 MONTE CREEK - SALMON ARM **FROM KM** 80.1 **TO KM** 80.2

Landmark Description	Km	Histogram of Collision Frequency	FAT	INJ	PDO	Total
Segment 2077						
10TH ST SW	80.1		0	2	3	5
	80.2		0	0	0	0
Segment 2077 Totals			**0**	**2**	**3**	**5**
DISCONTINUITY IN SEARCH PATH						
Report Totals			**0**	**2**	**3**	**5**

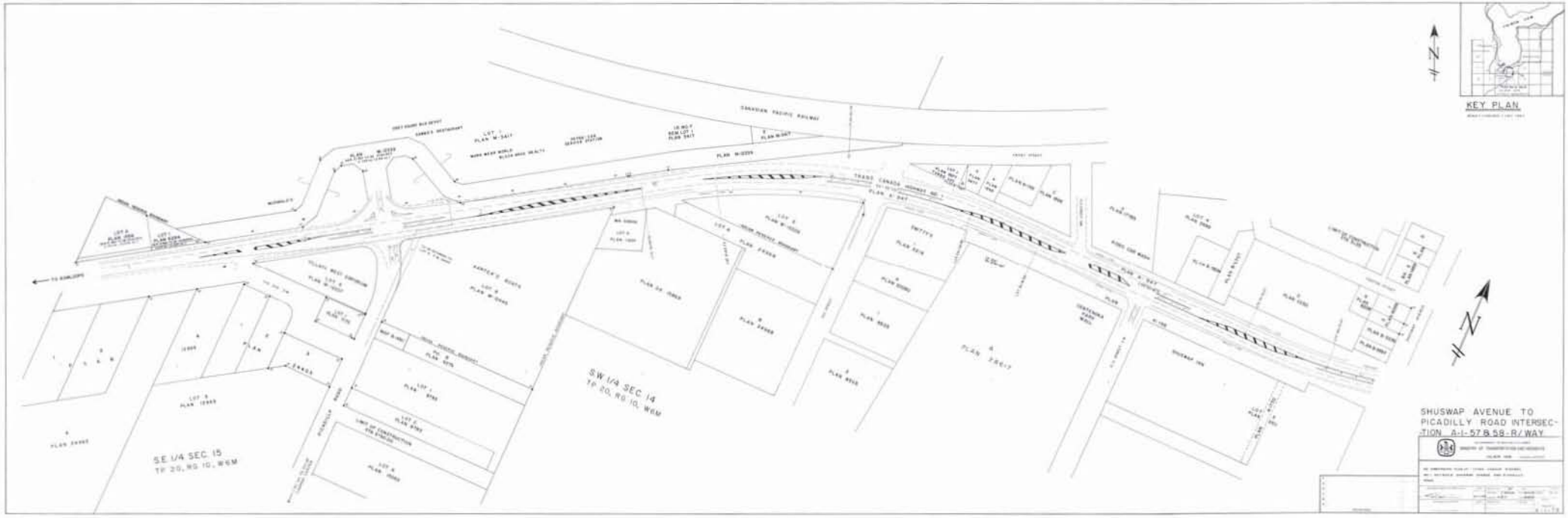
KEY PLAN



PLAN

TRANS CANADA HIGHWAY Nº 1

PICADILLY ROAD INTERSECTION


KEY PLAN
SHUSWAP AVENUE TO
PICADILLY ROAD INTERSEC-
TION A-I-57 & 58-R/WAY
SW 1/4 SEC 14
TP 20, RG 10, W6M
SE 1/4 SEC 15
TP 20, RG 10, W6M
CANADIAN PACIFIC RAILWAY
TRANS CANADA HIGHWAY NO. 1
PICADILLY ROAD
TO KAMLOOPS

Inventory on a Route Report - By Offset

Runtime Details

Effective Date	17 MAY 2012
Report Run Date	17 MAY 2012
Report Version	$Revision:: 3.1 $
Username	S15
Admin Unit	Ministry of Transportation (BC) PRD
Instance	PRDN
Host	new port
Application	AST v4.0.4.6

Selection Criteria

Parameter	Value	Description
AoR Job ID	2074484	

Inventory on a Route Report - By Offset

Region of Interest : 13 B B 00001 Rte 1 EB Trans Canada
Min Offset : 0 **Max Offset :** 58.898 **Route Length :** 58.898 **Ambig SC :**
Start Measure : 33.327 **End Measure :** 36 **Extent Length :** 2.673 **Unit of Measure :** Kilometers **Asset Unit of Measure :** Kilometers
Ref Item Type : HRP HRP LANDMARK

Start Offset	End Offset	XSP	Asset Type	Description	Reference Item XSP	Reference Item Description	Ref Begin Start Offset	Ref Begin End Offset	Ref End Start Offset	Ref End End Offset
33.327	**33.327**		**HRP**	**1919879 / /B /10480 /SALMON RIVER BRIDGE / /**		**1919879 / /B /10480 /SALMON RIVER BRIDGE / /**	**0**	**0**	**0**	**0**
33.327	33.327	LS	SIGN	1918774 / /W 054 L /E /T /1 /N / / / / /		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	0	0	0	0
33.327	33.327	RS	SIGN	1918775 / /W 054 R /W /T /1 /N / / / / /		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	0	0	0	0
33.357	33.357	RS	SIGN	1918372 / /W 054 L /E /T /1 /N / / / / /		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.03	.03	.03	.03
33.357	33.357	LS	SIGN	1918371 / /W 054 R /E /T /1 /N / / / / /		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.03	.03	.03	.03
33.381	33.381	LS	SIGN	1918750 / /SA R10 /E /T /2 /N /? / /TOURS GORTS GOUDA CHEESE FARM, LEFT ARROW / /		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.054	.054	.054	.054
33.381	33.381	RS	SIGN	1918796 / /W 054 L /E /T /1 /N / / / / /		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.054	.054	.054	.054
33.4	33.4	LS	SIGN	3121110 / /W 054 R /E /T /1 /N / / / / /		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.073	.073	.073	.073
33.4	33.4	RS	SIGN	3121107 / /I 177 /W /T /1 /N / / /RIGHT ARROW / /		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.073	.073	.073	.073
33.416	33.416	RS	SIGN	3123646 / /R 001 /S /T /1 /N / / / / 119.327785000 /50.692500000		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.089	.089	.089	.089
33.418	33.418	RS	SIGN	3121118 / /P 058 XX /W /T /1 /N / / /NO ARROWS / /		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.091	.091	.091	.091
33.422	33.422	LS	SIGN	3121116 / /WR 001 /E /T /1 /N / / / / /		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.095	.095	.095	.095
33.431	33.431	O	SIGN	3123647 / /R 088 /W /I /1 /N / / / / 119.327591667 /50.692515000		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.104	.104	.104	.104
33.434	33.434	LS	SIGN	3123648 / /SA R11 /E /T /2 /N / / /LODGING CAMPING; SALMON RIVER MOTEL & RV; AHEAD RIGHT ARROW 200M / 119.327528333 /50.692503333		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.107	.107	.107	.107
33.439	33.439	RS	SIGN	3123649 / /P 058 /W /T /1 /N / / / / 119.327466667 /50.692503333		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.112	.112	.112	.112

S15

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Inventory on a Route Report - By Offset

Start Offset	End Offset	XSP	Asset Type	Description	Reference Item XSP	Reference Item Description	Ref Begin Start Offset	Ref Begin End Offset	Ref End Start Offset	Ref End End Offset
33.449	33.449	LS	SIGN	1918762 / /W 041 1 /N /T /1 /N / / / / /		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.122	.122	.122	.122
33.478	33.478	RS	SIGN	3123651 / /I 100 4 /W /T /0 /N / / / / 119.326900000 /50.692513333		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.151	.151	.151	.151
33.478	33.478	RS	SIGN	3123650 / /I 177 /W /T /1 /N / / / / 119.326900000 /50.692513333		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.151	.151	.151	.151
33.5	33.5	LS	SIGN	3123652 / /W 023 /E /I /1 /N / / /50 / 119.326580000 /50.692513333		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.173	.173	.173	.173
33.5	33.5	O	SIGN	3123653 / /Z 188 A /E /I /0 /N / / /60 / 119.326380000 /50.692513333		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.173	.173	.173	.173
33.5	33.5	LS	SIGN	3123654 / /W 054 R /E /I /0 /N / / / / 119.326380000 /50.692513333		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.173	.173	.173	.173
33.514	33.514	RS	SIGN	3123655 / /SA M50 /W /W /2 /N /SA 22 1 002 / /SALMON ARM; GAS FOOD LODGING CAMPING; TOURIST ATTRACTION / 119.326380000 /50.692513333		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.187	.187	.187	.187
33.533	33.533	RS	SIGN	3123656 / /P 058 /W /T /1 /N / / / / 119.326093333 /50.692510000		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.206	.206	.206	.206
33.535	33.535	LS	SIGN	1918779 / /SA /N /T /2 /N /? / /LODG CAMP SAL RIV MO / /		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.208	.208	.208	.208
33.536	33.536	RS	SIGN	1918778 / /P 001 /W /T /1 /N / / /RIGHT ARROW / /		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.209	.209	.209	.209
33.554	33.554	LS	SIGN	3123658 / /FT 130 /E /T /0 /N / / /DEMILLES FARM MARKET; LEFT ARROW / 119.325818333 /50.692498333		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.227	.227	.227	.227
33.554	33.554	LS	SIGN	3123657 / /I 177 /E /T /1 /N / / / / 119.325818333 /50.692498333		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.227	.227	.227	.227
33.564	33.564	O	SIGN	3123660 / /R 090 /E /I /0 /N / / / / 119.325665000 /50.692500000		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.237	.237	.237	.237
33.564	33.564	O	SIGN	3123659 / /R 090 /W /I /1 /N / / / / 119.325665000 /50.692500000		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.237	.237	.237	.237
33.573	33.573	LS	SIGN	3123661 / /P 058 /E /T /1 /N / / / / 119.325523333 /50.692493333		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.246	.246	.246	.246
33.577	33.577	LS	SIGN	1918802 / /P 001 /E /T /1 /N / / /LEFT ARROW / /		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.25	.25	.25	.25
33.588	33.588	RS	SIGN	3123662 / /R 001 /S /T /1 /N / / / / 119.325205000 /50.692496667		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.261	.261	.261	.261
33.604	33.604	Z	SIGN	1918380 / /W 002 RX /N /M /1 /N / / /ILLUMINATED / /		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.277	.277	.277	.277

Inventory on a Route Report - By Offset

Start Offset	End Offset	XSP	Asset Type	Description	Reference Item XSP	Reference Item Description	Ref Begin Start Offset	Ref Begin End Offset	Ref End Start Offset	Ref End End Offset
33.604	33.604	Z	SIGN	1918379 / /W 022 /N /N /0 /N / / /60 KM/H / /		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.277	.277	.277	.277
33.604	33.604	LS	SIGN	1918378 / /W 023 /N /N /0 /N / / /60 KM/H / /		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.277	.277	.277	.277
33.608	33.608	RS	SIGN	3123663 / /R 004 /W /T /1 /N / / /60 / 119.325048333 /50.692500000		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.281	.281	.281	.281
33.62	33.62	RS	SIGN	3123664 / /P 058 /W /T /1 /N / / / / 119.324881667 /50.692496667		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.293	.293	.293	.293
33.658	33.658	LS	SIGN	3123665 / /P 058 /E /T /1 /N / / / / 119.324315000 /50.692496667		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.331	.331	.331	.331
33.701	33.701	LS	SIGN	3123667 / /I 100 4 /E /T /0 /N / / / / 119.323643333 /50.692510000		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.374	.374	.374	.374
33.701	33.701	LS	SIGN	3123666 / /I 177 /E /T /1 /N / / / / 119.323643333 /50.692510000		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.374	.374	.374	.374
33.716	33.716	RS	SIGN	1918386 / /R 004 /S /T /1 /N / / /MAX 70KM/H / /		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.389	.389	.389	.389
33.719	33.719	RS	SIGN	3123668 / /AH 001 /W /I /1 /N / / / / 119.323463333 /50.692501667		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.392	.392	.392	.392
33.783	33.783	O	SIGN	3123671 / /R 090 /W /I /0 /N / / / / 119.323415000 /50.692533333		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.456	.456	.456	.456
33.783	33.783	RS	SIGN	3123669 / /AH 001 /W /I /1 /N / / / / 119.323415000 /50.692533333		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.456	.456	.456	.456
33.783	33.783	RS	SIGN	3123670 / /AH 001 TA /W /I /0 /N / / /ROYAL ARCH MASONS / 119.323415000 /50.692533333		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.456	.456	.456	.456
33.783	33.783	O	SIGN	3123672 / /R 090 /E /I /0 /N / / / / 119.323415000 /50.692533333		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.456	.456	.456	.456
33.796	33.796	LS	SIGN	3123673 / /AH 001 /E /T /1 /N / / / / 119.323266667 /50.692523333		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.469	.469	.469	.469
33.796	33.796	LS	SIGN	3123674 / /AH 001 TA /E /T /0 /N / / /DAY BREAK ROTARY CLUB / 119.323266667 /50.692523333		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.469	.469	.469	.469
33.83	33.83	RS	SIGN	3123675 / /W 007 1 /W /T /1 /N / / / / 119.322765000 /50.692528333		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.503	.503	.503	.503
33.83	33.83	RS	SIGN	3123676 / /G 008 1A /W /T /0 /N / / /30TH ST SW / 119.322765000 /50.692528333		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.503	.503	.503	.503
33.865	33.865	RS	SIGN	3123677 / /SA 100 4 /W /T /1 /N / / /RIGHT ARROW; RECYCLING SYMBOL ABOVE / 119.322281667 /50.692521667		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.538	.538	.538	.538

Inventory on a Route Report - By Offset

Start Offset	End Offset	XSP	Asset Type	Description	Reference Item XSP	Reference Item Description	Ref Begin Start Offset	Ref Begin End Offset	Ref End Start Offset	Ref End End Offset
33.901	33.901	RS	SIGN	3123679 / /I 100 4 /W /T /0 /N / / /RIGHT ARROW / 119.321760000 /50.692526667		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.574	.574	.574	.574
33.901	33.901	RS	SIGN	3123678 / /I 177 /W /T /1 /N / / / / 119.321760000 /50.692526667		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.574	.574	.574	.574
33.981	33.981	O	SIGN	3121204 / /R 089 /W /I /1 /N / / / / /		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.654	.654	.654	.654
33.981	33.981	O	SIGN	3121205 / /R 088 /E /I /1 /N / / / / /		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.654	.654	.654	.654
34.016	34.016	M	SIGN	3121207 / /W 054 L /W /T /0 /N / / / / /		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.689	.689	.689	.689
34.016	34.016	M	SIGN	3121206 / /R 014 R /W /T /1 /N / / / / /		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.689	.689	.689	.689
34.068	34.068	M	SIGN	3122086 / /W 054 L /E /T /1 /N / / / / /		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.741	.741	.741	.741
34.068	34.068	M	SIGN	3122087 / /R 014 R /E /T /0 /N / / / / /		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.741	.741	.741	.741
34.075	34.075	RS	SIGN	3122105 / /R 009 1U /S /T /0 /N / / / / /		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.748	.748	.748	.748
34.075	34.075	RS	SIGN	3122096 / /R 002 /N /T /1 /N / / / / /		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.748	.748	.748	.748
34.077	34.077	RS	SIGN	3122107 / /W 054 D /W /T /1 /N / / / / /		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.75	.75	.75	.75
34.08	34.08	RS	SIGN	3122110 / /R 009 1U /S /T /0 /N / / / / /		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.753	.753	.753	.753
34.08	34.08	RS	SIGN	3122109 / /R 002 /N /T /1 /N / / / / /		1919879 / /B /10480 /SALMON RIVER BRIDGE / /	.753	.753	.753	.753
34.085	**34.085**		**HRP**	**1919865 / /A /10490 /INT OF HARBELL/30th / /**		**1919865 / /A /10490 /INT OF HARBELL/30th / /**	**0**	**0**	**0**	**0**
34.091	34.091	RS	SIGN	1918616 / /R 001 U /E /T /1 /N / / / / /		1919865 / /A /10490 /INT OF HARBELL/30th / /	.006	.006	.006	.006
34.092	34.092	RS	SIGN	3122134 / /R 001 /S /T /1 /N / / / / /		1919865 / /A /10490 /INT OF HARBELL/30th / /	.007	.007	.007	.007
34.092	34.092	RS	SIGN	3122135 / /W 054 D /S /T /1 /N / / / / /		1919865 / /A /10490 /INT OF HARBELL/30th / /	.007	.007	.007	.007
34.097	34.097	RS	SIGN	3122136 / /R 002 /S /T /1 /N / / / / /		1919865 / /A /10490 /INT OF HARBELL/30th / /	.012	.012	.012	.012
34.098	34.098	RS	SIGN	1919027 / /R 009 1U /N /T /1 /N / / / / /		1919865 / /A /10490 /INT OF HARBELL/30th / /	.013	.013	.013	.013
34.106	34.106	RS	SIGN	1918651 / /R 002 U /S /N /0 /N / / / / /		1919865 / /A /10490 /INT OF HARBELL/30th / /	.021	.021	.021	.021
34.106	34.106	RS	SIGN	3122137 / /R 002 /S /T /1 /N / / / / /		1919865 / /A /10490 /INT OF HARBELL/30th / /	.021	.021	.021	.021
34.11	34.11	LS	SIGN	3122139 / /R 014 R /W /T /0 /N / / / / /		1919865 / /A /10490 /INT OF HARBELL/30th / /	.025	.025	.025	.025

Inventory on a Route Report - By Offset

Start Offset	End Offset	XSP	Asset Type	Description	Reference Item XSP	Reference Item Description	Ref Begin Start Offset	Ref Begin End Offset	Ref End Start Offset	Ref End End Offset
34.11	34.11	LS	SIGN	3122138 / /W 054 L /W /T /1 /N / / / / /		1919865 / /A /10490 /INT OF HARBELL/30th / /	.025	.025	.025	.025
34.209	34.209	LS	SIGN	3122140 / /R 014 R /E /T /1 /N / / / / /		1919865 / /A /10490 /INT OF HARBELL/30th / /	.124	.124	.124	.124
34.209	34.209	LS	SIGN	3122141 / /W 054 L /E /T /0 /N / / / / /		1919865 / /A /10490 /INT OF HARBELL/30th / /	.124	.124	.124	.124
34.263	34.263	LS	SIGN	3123680 / /W 007 1 /E /T /1 /N / / / / 119.316583333 /50.692555000		1919865 / /A /10490 /INT OF HARBELL/30th / /	.178	.178	.178	.178
34.263	34.263	LS	SIGN	3123681 / /G 008 1A /E /T /0 /N / / /30TH ST SW / 119.316583333 /50.692555000		1919865 / /A /10490 /INT OF HARBELL/30th / /	.178	.178	.178	.178
34.308	34.308	LS	SIGN	3123685 / /R 127 T /E /T /0 /N / / /DANGEROUS GOODS ROUTE / 119.315950000 /50.692548333		1919865 / /A /10490 /INT OF HARBELL/30th / /	.223	.223	.223	.223
34.308	34.308	LS	SIGN	3123686 / /R 081 /E /T /0 /N / / / / 119.315950000 /50.692548333		1919865 / /A /10490 /INT OF HARBELL/30th / /	.223	.223	.223	.223
34.308	34.308	LS	SIGN	3123684 / /R 127 /E /T /1 /N / / / / 119.315950000 /50.692548333		1919865 / /A /10490 /INT OF HARBELL/30th / /	.223	.223	.223	.223
34.308	34.308	RS	SIGN	3123683 / /T 001 TBA /W /T /0 /N / / /2 KM / 119.315950000 /50.692548333		1919865 / /A /10490 /INT OF HARBELL/30th / /	.223	.223	.223	.223
34.308	34.308	RS	SIGN	3123682 / /T 001 /W /T /1 /N / / / / 119.315950000 /50.692548333		1919865 / /A /10490 /INT OF HARBELL/30th / /	.223	.223	.223	.223
34.519	34.519	RS	SIGN	3123687 / /W 001 L /W /T /1 /N / / / / 119.312941667 /50.692555000		1919865 / /A /10490 /INT OF HARBELL/30th / /	.434	.434	.434	.434
34.594	34.594	RS	SIGN	3123689 / /G 008 1A /W /T /0 /N / / /10TH AVE SW / 119.311870000 /50.692550000		1919865 / /A /10490 /INT OF HARBELL/30th / /	.509	.509	.509	.509
34.594	34.594	RS	SIGN	3123688 / /W 007 1 /W /T /1 /N / / / / 119.311870000 /50.692550000		1919865 / /A /10490 /INT OF HARBELL/30th / /	.509	.509	.509	.509
34.604	34.604	LS	SIGN	3123690 / /R 004 /E /T /1 /N / / /60 KM/H / 119.311716667 /50.692556667		1919865 / /A /10490 /INT OF HARBELL/30th / /	.519	.519	.519	.519
34.765	34.765	RS	SIGN	3122145 / /R 002 /N /T /1 /N / / / / /		1919865 / /A /10490 /INT OF HARBELL/30th / /	.68	.68	.68	.68
34.765	34.765	RS	SIGN	3122146 / /R 009 1U /S /T /0 /N / / / / /		1919865 / /A /10490 /INT OF HARBELL/30th / /	.68	.68	.68	.68
34.774	34.774	RS	SIGN	3122147 / /W 054 D /W /T /1 /N / / / / /		1919865 / /A /10490 /INT OF HARBELL/30th / /	.689	.689	.689	.689
34.778	34.778	RS	SIGN	3122149 / /R 009 1U /S /T /1 /N / / / / /		1919865 / /A /10490 /INT OF HARBELL/30th / /	.693	.693	.693	.693
34.778	34.778	RS	SIGN	3122148 / /R 002 /N /T /1 /N / / / / /		1919865 / /A /10490 /INT OF HARBELL/30th / /	.693	.693	.693	.693
34.786	**34.786**		**HRP**	**1919878 / /A /10500 /INT OF ROTTEN ROW / /**		**1919878 / /A /10500 /INT OF ROTTEN ROW / /**	**0**	**0**	**0**	**0**
34.787	34.787	RS	SIGN	1918396 / /R 016 2R /N /T /1 /N / / / / /		1919878 / /A /10500 /INT OF ROTTEN ROW / /	.001	.001	.001	.001
34.792	34.792	RS	SIGN	3122153 / /R 001 /S /T /1 /N / / / / /		1919878 / /A /10500 /INT OF ROTTEN ROW / /	.006	.006	.006	.006
34.794	34.794	RS	SIGN	3122154 / /R 009 1U /E /T /1 /N / / / / /		1919878 / /A /10500 /INT OF ROTTEN ROW / /	.008	.008	.008	.008
34.8	34.8	RS	SIGN	3122155 / /R 002 /N /T /1 /N / / / / /		1919878 / /A /10500 /INT OF ROTTEN ROW / /	.014	.014	.014	.014

Inventory on a Route Report - By Offset

Start Offset	End Offset	XSP	Asset Type	Description	Reference Item XSP	Reference Item Description	Ref Begin Start Offset	Ref Begin End Offset	Ref End Start Offset	Ref End End Offset
34.809	34.809	RS	SIGN	3122156 / /R 009 1U /E /RS /1 /N / / / / /		1919878 / /A /10500 /INT OF ROTTEN ROW / /	.023	.023	.023	.023
34.94	34.94	LS	SIGN	3123691 / /W 007 1 /E /T /1 /N / / / / 119.307246667 /50.693438333		1919878 / /A /10500 /INT OF ROTTEN ROW / /	.154	.154	.154	.154
34.94	34.94	LS	SIGN	3123692 / /G 008 1A /E /T /0 /N / / /10TH ST SW / 119.307246667 /50.693438333		1919878 / /A /10500 /INT OF ROTTEN ROW / /	.154	.154	.154	.154
34.963	34.963	RS	SIGN	3123693 / /AH 002 /W /T /2 /N / / /CITY OF SALMON ARM / 119.306968333 /50.693561667		1919878 / /A /10500 /INT OF ROTTEN ROW / /	.177	.177	.177	.177
35.037	35.037	LS	SIGN	3123694 / /G 006 /E /T /2 /N /22 59 / /CHASE; 53; KAMLOOPS; 109 / 119.306043333 /50.693931667		1919878 / /A /10500 /INT OF ROTTEN ROW / /	.251	.251	.251	.251
35.14	35.14	RS	SIGN	3123696 / /G 007 1 /E /T /0 /N / / /ALSO FACES WEST; 17TH ST SW / 119.304841667 /50.694438333		1919878 / /A /10500 /INT OF ROTTEN ROW / /	.354	.354	.354	.354
35.14	35.14	RS	SIGN	3123695 / /G 007 1 /N /T /1 /N / / /ALSO FACES SOUTH; TRANS CANADAY HWY SW / 119.304841667 /50.694438333		1919878 / /A /10500 /INT OF ROTTEN ROW / /	.354	.354	.354	.354
35.191	35.191	RS	SIGN	3123697 / /R 001 /W /T /1 /N / / / / 119.304225000 /50.694678333		1919878 / /A /10500 /INT OF ROTTEN ROW / /	.405	.405	.405	.405
35.213	35.213	RS	SIGN	3123698 / /R 003 /W /T /1 /N / / /50 KM/H / 119.303968333 /50.694791667		1919878 / /A /10500 /INT OF ROTTEN ROW / /	.427	.427	.427	.427
35.222	**35.222**		**HRP**	**1919873 / /A /10510 /INT OF 17th ST SW / /**		**1919873 / /A /10510 /INT OF 17th ST SW / /**	**0**	**0**	**0**	**0**
35.303	35.303	RS	SIGN	3123699 / /G 094 R /W /T /1 /N / / / / 119.303208333 /50.695111667		1919873 / /A /10510 /INT OF 17th ST SW / /	.081	.081	.081	.081
35.417	35.417	RS	SIGN	3123700 / /R 004 /W /T /1 /N / / /50 KM/H / 119.301551667 /50.695805000		1919873 / /A /10510 /INT OF 17th ST SW / /	.195	.195	.195	.195
35.417	35.417	LS	SIGN	3123701 / /R 004 /E /T /1 /N / / /60 KM/H / 119.301551667 /50.695805000		1919873 / /A /10510 /INT OF 17th ST SW / /	.195	.195	.195	.195
35.453	35.453	RS	SIGN	3123702 / /SA F40 /W /T /2 /N / / /WATERFRONT; MARINA; VIEWING; PICNIC; BOAT LAUNCH; NEXT LEFT / 119.301113333 /50.695986667		1919873 / /A /10510 /INT OF 17th ST SW / /	.231	.231	.231	.231
35.531	35.531	RS	SIGN	3123703 / /R 001 /S /T /1 /N / / / / 119.300176667 /50.696373333		1919873 / /A /10510 /INT OF 17th ST SW / /	.309	.309	.309	.309
35.548	35.548	RS	SIGN	3123704 / /R 015 L /W /T /1 /N / / / / 119.299963333 /50.696461667		1919873 / /A /10510 /INT OF 17th ST SW / /	.326	.326	.326	.326
35.548	35.548	RS	SIGN	3123705 / /R 015 L /N /T /0 /N / / / / 119.299963333 /50.696461667		1919873 / /A /10510 /INT OF 17th ST SW / /	.326	.326	.326	.326
35.588	35.588	RS	SIGN	3123707 / /R 127 T /W /T /0 /N / / /DANGEROUS GOODS ROUTE / 119.299486667 /50.696655000		1919873 / /A /10510 /INT OF 17th ST SW / /	.366	.366	.366	.366

Inventory on a Route Report - By Offset

Start Offset	End Offset	XSP	Asset Type	Description	Reference Item XSP	Reference Item Description	Ref Begin Start Offset	Ref Begin End Offset	Ref End Start Offset	Ref End End Offset
35.588	35.588	RS	SIGN	3123706 / /R 127 /W /T /1 /N / / / / 119.299486667 /50.696655000		1919873 / /A /10510 /INT OF 17th ST SW / /	.366	.366	.366	.366
35.588	35.588	RS	SIGN	3123708 / /R 081 /W /T /0 /N / / / / 119.299486667 /50.696655000		1919873 / /A /10510 /INT OF 17th ST SW / /	.366	.366	.366	.366
35.692	35.692	M	SIGN	1919146 / /R 014 R /S /T /1 /N / / /FLASHER / /		1919873 / /A /10510 /INT OF 17th ST SW / /	.47	.47	.47	.47
35.706	35.706	M	SIGN	3122166 / /W 054 L /W /T /1 /N / / / / /		1919873 / /A /10510 /INT OF 17th ST SW / /	.484	.484	.484	.484
35.706	35.706	M	SIGN	3122167 / /R 014 R /W /T /0 /N / / / / /		1919873 / /A /10510 /INT OF 17th ST SW / /	.484	.484	.484	.484
35.722	35.722	M	SIGN	3122168 / /W 061 R /E /T /1 /N / / / / /		1919873 / /A /10510 /INT OF 17th ST SW / /	.5	.5	.5	.5
35.728	35.728	LS	SIGN	3122173 / /W 061 R /W /I /1 /N / / / / /		1919873 / /A /10510 /INT OF 17th ST SW / /	.506	.506	.506	.506
35.732	35.732	RS	SIGN	1919083 / /SA /S /T /1 /N /22 1 40 / /EDGEWORTH HELICOPTER / /		1919873 / /A /10510 /INT OF 17th ST SW / /	.51	.51	.51	.51
35.749	35.749	RS	SIGN	3122169 / /R 001 /S /T /1 /N / / / / /		1919873 / /A /10510 /INT OF 17th ST SW / /	.527	.527	.527	.527
35.753	35.753	RS	SIGN	3122170 / /W 054 R /W /T /1 /N / / / / /		1919873 / /A /10510 /INT OF 17th ST SW / /	.531	.531	.531	.531
35.761	35.761	RS	SIGN	3122172 / /SA 100 4 /E /T /0 /N / / / / /		1919873 / /A /10510 /INT OF 17th ST SW / /	.539	.539	.539	.539
35.761	35.761	RS	SIGN	3122171 / /SA 016 /E /T /1 /N / / / / /		1919873 / /A /10510 /INT OF 17th ST SW / /	.539	.539	.539	.539
35.782	35.782	RS	SIGN	3122174 / /I 054 7 /W /RS /1 /N / / / / /		1919873 / /A /10510 /INT OF 17th ST SW / /	.56	.56	.56	.56
35.792	35.792	RS	SIGN	3122176 / /SA 100 4 /W /RS /0 /N / / / / /		1919873 / /A /10510 /INT OF 17th ST SW / /	.57	.57	.57	.57
35.792	35.792	RS	SIGN	3122175 / /SA 020 /W /RS /0 /N / / / / /		1919873 / /A /10510 /INT OF 17th ST SW / /	.57	.57	.57	.57
35.802	35.802	LS	SIGN	3122179 / /W 061 TA /E /I /0 /N / / / / /		1919873 / /A /10510 /INT OF 17th ST SW / /	.58	.58	.58	.58
35.802	35.802	O	SIGN	3122177 / /W 012 XXX /W /I /1 /N / / /ELECTRICAL / /		1919873 / /A /10510 /INT OF 17th ST SW / /	.58	.58	.58	.58
35.802	35.802	LS	SIGN	3122178 / /W 061 R /E /I /1 /N / / / / /		1919873 / /A /10510 /INT OF 17th ST SW / /	.58	.58	.58	.58
35.837	35.837	M	SIGN	3122180 / /W 054 L /E /T /1 /N / / / / /		1919873 / /A /10510 /INT OF 17th ST SW / /	.615	.615	.615	.615
35.837	35.837	M	SIGN	3122181 / /R 014 R /E /T /0 /N / / / / /		1919873 / /A /10510 /INT OF 17th ST SW / /	.615	.615	.615	.615
35.839	35.839	LS	SIGN	3122182 / /R 002 /N /T /1 /N / / / / /		1919873 / /A /10510 /INT OF 17th ST SW / /	.617	.617	.617	.617
35.854	35.854	LS	SIGN	3122183 / /W 054 D /N /T /1 /N / / / / /		1919873 / /A /10510 /INT OF 17th ST SW / /	.632	.632	.632	.632
35.86	**35.86**		**HRP**	**1919877 / /A /10520 /INT OF PICADILLY ST / /**		**1919877 / /A /10520 /INT OF PICADILLY ST / /**	**0**	**0**	**0**	**0**
35.869	35.869	LS	SIGN	3124338 / /R 009 1 /N /T /0 /N / / / / /		1919877 / /A /10520 /INT OF PICADILLY ST / /	.009	.009	.009	.009
35.869	35.869	LS	SIGN	3124334 / /R 002 /S /T /1 /N / / / / /		1919877 / /A /10520 /INT OF PICADILLY ST / /	.009	.009	.009	.009
35.872	35.872	LS	SIGN	3124339 / /W 054 D /E /T /1 /N / / / / /		1919877 / /A /10520 /INT OF PICADILLY ST / /	.012	.012	.012	.012
35.873	35.873	LS	SIGN	1919236 / /W 054 L /N /T /1 /N / / / / /		1919877 / /A /10520 /INT OF PICADILLY ST / /	.013	.013	.013	.013
35.874	35.874	LS	SIGN	3124341 / /R 009 1 /N /T /0 /N / / / / /		1919877 / /A /10520 /INT OF PICADILLY ST / /	.014	.014	.014	.014
35.874	35.874	LS	SIGN	3124340 / /R 002 /S /T /1 /N / / / / /		1919877 / /A /10520 /INT OF PICADILLY ST / /	.014	.014	.014	.014

Inventory on a Route Report - By Offset

Start Offset	End Offset	XSP	Asset Type	Description	Reference Item XSP	Reference Item Description	Ref Begin Start Offset	Ref Begin End Offset	Ref End Start Offset	Ref End End Offset
35.883	35.883	M	SIGN	1918851 / /R 014 R /S /M /1 /N / / /FLASHER / /		1919877 / /A /10520 /INT OF PICADILLY ST / /	.023	.023	.023	.023
35.883	35.883	M	SIGN	3124342 / /W 054 L /W /T /1 /N / / / / /		1919877 / /A /10520 /INT OF PICADILLY ST / /	.023	.023	.023	.023
35.883	35.883	M	SIGN	3124343 / /R 014 R /W /T /0 /N / / / / /		1919877 / /A /10520 /INT OF PICADILLY ST / /	.023	.023	.023	.023
35.924	35.924	LS	SIGN	3124344 / /AH 001 /E /I /1 /N / / / / /		1919877 / /A /10520 /INT OF PICADILLY ST / /	.064	.064	.064	.064
35.924	35.924	LS	SIGN	3124345 / /AH 001 TA /E /I /0 /N / / /ROYAL ARCH MASONS / /		1919877 / /A /10520 /INT OF PICADILLY ST / /	.064	.064	.064	.064
35.998	35.998	RS	SIGN	3124346 / /Z 151 /W /T /1 /N / / /FAIRGROUNDS; RIGHT ARROW / /		1919877 / /A /10520 /INT OF PICADILLY ST / /	.138	.138	.138	.138

Inventory on a Route Report - By Offset

Totals

Asset Type		Number	Total Length
HRP	HRP Landmark	5	0
SIGN	Sign	145	0

Date	Time	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru
2011-10-25	12:00:00 AM	0	1	0	0	0	0	1	9	0	1	16
2011-10-25	12:15:00 AM	0	1	1	0	0	0	0	13	0	0	11
2011-10-25	12:30:00 AM	0	0	2	0	0	0	0	13	0	0	2
2011-10-25	12:45:00 AM	0	0	0	0	0	0	1	9	0	0	3
2011-10-25	1:00:00 AM	0	0	1	0	2	0	0	12	0	1	11
2011-10-25	1:15:00 AM	0	1	0	0	1	0	0	13	0	2	10
2011-10-25	1:30:00 AM	0	1	1	0	1	0	1	11	0	0	9
2011-10-25	1:45:00 AM	0	0	0	0	2	0	0	2	0	0	4
2011-10-25	2:00:00 AM	0	0	1	0	0	0	0	4	0	1	10
2011-10-25	2:15:00 AM	0	0	0	0	2	0	1	9	0	0	12
2011-10-25	2:30:00 AM	0	1	1	0	0	0	0	14	0	0	4
2011-10-25	2:45:00 AM	0	0	0	0	0	0	0	5	0	0	10
2011-10-25	3:00:00 AM	0	0	1	0	0	0	0	7	0	1	9
2011-10-25	3:15:00 AM	0	1	0	0	0	0	0	9	0	1	19
2011-10-25	3:30:00 AM	0	0	0	0	1	0	1	8	0	0	8
2011-10-25	3:45:00 AM	0	0	0	0	2	0	0	7	0	0	4
2011-10-25	4:00:00 AM	0	1	1	0	0	0	0	17	0	1	5
2011-10-25	4:15:00 AM	0	0	0	0	0	0	0	8	0	0	8
2011-10-25	4:30:00 AM	0	0	0	0	0	0	1	13	0	1	13
2011-10-25	4:45:00 AM	0	2	0	0	0	0	0	13	0	2	13
2011-10-25	5:00:00 AM	0	0	0	0	0	0	0	10	0	0	13
2011-10-25	5:15:00 AM	0	0	0	0	0	0	0	18	0	0	11
2011-10-25	5:30:00 AM	0	0	4	0	0	0	0	27	0	0	14
2011-10-25	5:45:00 AM	0	1	5	0	1	0	1	25	0	2	21
2011-10-25	6:00:00 AM	0	1	4	0	1	0	1	29	0	0	27
2011-10-25	6:15:00 AM	0	0	5	0	1	0	1	25	0	1	28
2011-10-25	6:30:00 AM	0	5	3	0	2	0	5	50	0	5	53
2011-10-25	6:45:00 AM	0	7	13	0	2	0	2	48	0	14	63
2011-10-25	7:00:00 AM	0	7	6	0	1	0	0	42	0	10	43
2011-10-25	7:15:00 AM	0	12	9	0	6	0	4	83	0	18	55
2011-10-25	7:30:00 AM	0	12	16	0	2	0	3	114	0	17	61
2011-10-25	7:45:00 AM	0	11	19	0	11	0	9	139	0	29	93

2011-10-25	8:00:00 AM	0	17	14	0	5	0	10	114	0	26	77
2011-10-25	8:15:00 AM	0	18	27	0	10	0	5	118	0	25	87
2011-10-25	8:30:00 AM	0	20	21	0	14	0	3	105	0	33	82
2011-10-25	8:45:00 AM	0	21	21	0	17	0	13	143	0	46	89
2011-10-25	9:00:00 AM	0	16	27	0	15	0	11	116	0	35	101
2011-10-25	9:15:00 AM	0	18	32	0	19	0	8	100	0	28	60
2011-10-25	9:30:00 AM	0	27	35	0	15	0	9	117	0	32	81
2011-10-25	9:45:00 AM	0	33	39	0	23	0	24	104	0	34	89
2011-10-25	10:00:00 AM	0	21	36	0	18	0	13	109	0	33	86
2011-10-25	10:15:00 AM	0	23	37	0	19	0	13	109	0	39	99
2011-10-25	10:30:00 AM	0	43	43	0	19	0	7	133	0	40	92
2011-10-25	10:45:00 AM	0	27	55	0	32	0	13	136	0	47	83
2011-10-25	11:00:00 AM	0	26	53	0	37	0	17	110	0	38	108
2011-10-25	11:15:00 AM	0	31	65	0	26	0	15	107	0	47	95
2011-10-25	11:30:00 AM	0	39	60	0	22	0	5	120	0	38	92
2011-10-25	11:45:00 AM	0	24	49	0	32	0	17	115	0	46	95
2011-10-25	12:00:00 PM	0	31	49	0	27	0	13	114	0	62	98
2011-10-25	12:15:00 PM	0	38	52	0	24	0	17	125	0	52	95
2011-10-25	12:30:00 PM	0	32	61	0	19	0	12	111	0	47	105
2011-10-25	12:45:00 PM	0	41	51	0	20	0	12	105	0	61	106
2011-10-25	1:00:00 PM	0	33	55	0	31	0	18	118	0	42	102
2011-10-25	1:15:00 PM	0	54	43	0	36	0	16	125	0	51	96
2011-10-25	1:30:00 PM	0	31	65	0	24	0	12	124	0	37	105
2011-10-25	1:45:00 PM	0	51	59	0	23	0	13	130	0	46	101
2011-10-25	2:00:00 PM	0	42	49	0	31	0	10	98	0	57	101
2011-10-25	2:15:00 PM	0	33	50	0	24	0	19	113	0	50	151
2011-10-25	2:30:00 PM	0	38	48	0	33	0	13	113	0	49	104
2011-10-25	2:45:00 PM	0	41	50	0	16	0	11	121	0	50	112
2011-10-25	3:00:00 PM	0	35	65	0	23	0	8	117	0	48	131
2011-10-25	3:15:00 PM	0	40	48	0	35	0	11	113	0	33	110
2011-10-25	3:30:00 PM	0	26	51	0	28	0	9	112	0	45	111
2011-10-25	3:45:00 PM	0	42	48	0	28	0	13	113	0	52	140
2011-10-25	4:00:00 PM	0	44	56	0	19	0	14	116	0	65	116

2011-10-25	4:15:00 PM	0	41	49	0	19	0	19	119	0	46	119
2011-10-25	4:30:00 PM	0	42	37	0	27	0	9	108	0	38	148
2011-10-25	4:45:00 PM	0	45	49	0	21	0	13	95	0	38	146
2011-10-25	5:00:00 PM	0	35	59	0	21	0	14	117	0	39	143
2011-10-25	5:15:00 PM	0	36	55	0	20	0	12	118	0	32	111
2011-10-25	5:30:00 PM	0	22	57	0	12	0	15	84	0	32	96
2011-10-25	5:45:00 PM	0	17	55	0	11	0	7	106	0	31	99
2011-10-25	6:00:00 PM	0	16	37	0	12	0	6	72	0	24	80
2011-10-25	6:15:00 PM	0	20	30	0	7	0	11	61	0	23	59
2011-10-25	6:30:00 PM	0	19	26	0	11	0	6	65	0	21	59
2011-10-25	6:45:00 PM	0	11	29	0	8	0	3	61	0	10	62
2011-10-25	7:00:00 PM	0	5	13	0	8	0	1	57	0	14	51
2011-10-25	7:15:00 PM	0	10	20	0	2	0	0	47	0	18	37
2011-10-25	7:30:00 PM	0	11	8	0	5	0	0	36	0	7	44
2011-10-25	7:45:00 PM	0	4	15	0	3	0	1	37	0	8	53
2011-10-25	8:00:00 PM	0	7	13	0	4	0	1	31	0	10	55
2011-10-25	8:15:00 PM	0	4	8	0	4	0	3	33	0	6	32
2011-10-25	8:30:00 PM	0	4	9	0	3	0	2	26	0	5	42
2011-10-25	8:45:00 PM	0	5	17	0	8	0	1	35	0	7	48
2011-10-25	9:00:00 PM	0	5	13	0	5	0	2	20	0	5	48
2011-10-25	9:15:00 PM	0	7	7	0	6	0	1	16	0	8	50
2011-10-25	9:30:00 PM	0	4	3	0	5	0	2	28	0	7	47
2011-10-25	9:45:00 PM	0	4	8	0	3	0	0	17	0	3	28
2011-10-25	10:00:00 PM	0	3	2	0	1	0	0	15	0	4	23
2011-10-25	10:15:00 PM	0	4	2	0	0	0	2	26	0	3	33
2011-10-25	10:30:00 PM	0	2	1	0	3	0	2	19	0	5	14
2011-10-25	10:45:00 PM	0	1	3	0	3	0	1	20	0	1	18
2011-10-25	11:00:00 PM	0	1	4	0	0	0	0	18	0	1	20
2011-10-25	11:15:00 PM	0	1	3	0	2	0	1	15	0	0	22
2011-10-25	11:30:00 PM	0	0	0	0	2	0	1	14	0	2	20
2011-10-25	11:45:00 PM	0	1	1	0	0	0	0	12	0	1	17
2011-10-26	12:00:00 AM	0	1	2	0	0	0	0	13	0	0	14
2011-10-26	12:15:00 AM	0	1	3	0	0	0	1	8	0	1	6

2011-10-26	12:30:00 AM	0	0	1	0	0	0	0	11	0	0	15
2011-10-26	12:45:00 AM	0	1	0	0	0	0	0	8	0	1	8
2011-10-26	1:00:00 AM	0	2	1	0	0	0	1	15	0	2	13
2011-10-26	1:15:00 AM	0	2	0	0	0	0	0	10	0	0	9
2011-10-26	1:30:00 AM	0	0	0	0	1	0	2	16	0	0	3
2011-10-26	1:45:00 AM	0	0	0	0	1	0	1	4	0	0	6
2011-10-26	2:00:00 AM	0	0	0	0	0	0	0	7	0	0	6
2011-10-26	2:15:00 AM	0	0	0	0	0	0	0	4	0	0	7
2011-10-26	2:30:00 AM	0	0	0	0	0	0	0	10	0	1	5
2011-10-26	2:45:00 AM	0	0	0	0	0	0	0	8	0	0	12
2011-10-26	3:00:00 AM	0	0	0	0	0	0	0	10	0	1	9
2011-10-26	3:15:00 AM	0	0	0	0	0	0	0	10	0	0	9
2011-10-26	3:30:00 AM	0	0	0	0	0	0	0	8	0	0	6
2011-10-26	3:45:00 AM	0	0	0	0	0	0	0	14	0	0	7
2011-10-26	4:00:00 AM	0	0	1	0	0	0	0	10	0	2	9
2011-10-26	4:15:00 AM	0	0	1	0	0	0	0	15	0	0	8
2011-10-26	4:30:00 AM	0	1	1	0	0	0	0	10	0	1	9
2011-10-26	4:45:00 AM	0	0	0	0	0	0	0	19	0	2	13
2011-10-26	5:00:00 AM	0	0	0	0	1	0	0	15	0	2	17
2011-10-26	5:15:00 AM	0	0	2	0	0	0	1	16	0	0	13
2011-10-26	5:30:00 AM	0	0	3	0	2	0	0	19	0	0	22
2011-10-26	5:45:00 AM	0	2	1	0	1	0	1	29	0	3	22
2011-10-26	6:00:00 AM	0	0	4	0	0	0	2	30	0	4	20
2011-10-26	6:15:00 AM	0	2	6	0	1	0	0	45	0	2	35
2011-10-26	6:30:00 AM	0	3	3	0	4	0	1	49	0	3	48
2011-10-26	6:45:00 AM	0	4	13	0	0	0	2	56	0	9	64
2011-10-26	7:00:00 AM	0	3	6	0	3	0	1	44	0	4	48
2011-10-26	7:15:00 AM	0	6	15	0	2	0	5	67	0	16	51
2011-10-26	7:30:00 AM	0	13	12	0	5	0	5	111	0	26	57
2011-10-26	7:45:00 AM	0	18	22	0	7	0	15	135	0	21	86
2011-10-26	8:00:00 AM	0	16	21	0	10	0	14	107	0	27	81
2011-10-26	8:15:00 AM	0	19	20	0	8	0	10	134	0	32	80
2011-10-26	8:30:00 AM	0	17	24	0	11	0	6	123	0	41	75

2011-10-26	8:45:00 AM	0	18	20	0	10	0	15	145	0	34	86
2011-10-26	9:00:00 AM	0	17	25	0	11	0	9	122	0	45	89
2011-10-26	9:15:00 AM	0	14	29	0	20	0	9	111	0	38	93
2011-10-26	9:30:00 AM	0	26	29	0	20	0	9	129	0	40	76
2011-10-26	9:45:00 AM	0	19	47	0	27	0	20	130	0	33	86
2011-10-26	10:00:00 AM	0	25	37	0	13	0	7	108	0	36	99
2011-10-26	10:15:00 AM	0	25	49	0	28	0	13	108	0	55	97
2011-10-26	10:30:00 AM	0	28	51	0	18	0	8	121	0	40	80
2011-10-26	10:45:00 AM	0	37	59	0	23	0	15	116	0	46	99
2011-10-26	11:00:00 AM	0	32	47	0	20	0	9	119	0	59	100
2011-10-26	11:15:00 AM	0	37	55	0	16	0	10	94	0	49	94
2011-10-26	11:30:00 AM	0	34	65	0	27	0	13	121	0	49	91
2011-10-26	11:45:00 AM	0	50	48	0	21	0	14	112	0	52	113
2011-10-26	12:00:00 PM	0	40	57	0	27	0	11	117	0	48	99
2011-10-26	12:15:00 PM	0	38	70	0	21	0	13	122	0	49	91
2011-10-26	12:30:00 PM	0	40	54	0	27	0	7	99	0	50	104
2011-10-26	12:45:00 PM	0	38	47	0	23	0	11	109	0	49	96
2011-10-26	1:00:00 PM	0	40	58	0	33	0	16	100	0	57	106
2011-10-26	1:15:00 PM	0	28	70	0	25	0	13	108	0	62	122
2011-10-26	1:30:00 PM	0	38	56	0	27	0	8	130	0	48	122
2011-10-26	1:45:00 PM	0	35	65	0	21	0	16	110	0	53	106
2011-10-26	2:00:00 PM	0	38	56	0	29	0	10	128	0	57	120
2011-10-26	2:15:00 PM	0	43	59	0	32	0	9	129	0	55	119
2011-10-26	2:30:00 PM	0	42	54	0	33	0	13	104	0	57	123
2011-10-26	2:45:00 PM	0	48	46	0	27	0	13	99	0	56	104
2011-10-26	3:00:00 PM	0	48	65	0	24	0	10	133	0	47	108
2011-10-26	3:15:00 PM	0	40	65	0	28	0	16	120	0	41	115
2011-10-26	3:30:00 PM	0	38	60	0	29	0	14	129	0	55	99
2011-10-26	3:45:00 PM	0	49	50	0	25	0	14	95	0	56	116
2011-10-26	4:00:00 PM	0	38	62	0	23	0	14	110	0	42	161
2011-10-26	4:15:00 PM	0	38	60	0	29	0	15	109	0	63	138
2011-10-26	4:30:00 PM	0	47	53	0	17	0	11	111	0	44	149
2011-10-26	4:45:00 PM	0	46	54	0	26	0	15	116	0	42	138

2011-10-26	5:00:00 PM	0	48	54	0	25	0	9	103	0	40	121
2011-10-26	5:15:00 PM	0	33	50	0	17	0	9	95	0	30	99
2011-10-26	5:30:00 PM	0	29	50	0	15	0	6	88	0	27	101
2011-10-26	5:45:00 PM	0	20	29	0	12	0	11	90	0	24	94
2011-10-26	6:00:00 PM	0	21	30	0	16	0	9	69	0	22	65
2011-10-26	6:15:00 PM	0	15	28	0	9	0	5	59	0	17	69
2011-10-26	6:30:00 PM	0	8	22	0	11	0	9	70	0	11	58
2011-10-26	6:45:00 PM	0	10	27	0	10	0	5	54	0	21	55
2011-10-26	7:00:00 PM	0	8	12	0	9	0	7	49	0	13	64
2011-10-26	7:15:00 PM	0	9	14	0	6	0	3	47	0	16	44
2011-10-26	7:30:00 PM	0	11	15	0	7	0	5	37	0	11	34
2011-10-26	7:45:00 PM	0	11	13	0	5	0	2	28	0	7	44
2011-10-26	8:00:00 PM	0	7	14	0	4	0	1	23	0	9	57
2011-10-26	8:15:00 PM	0	10	7	0	6	0	4	30	0	8	40
2011-10-26	8:30:00 PM	0	8	4	0	6	0	1	19	0	9	37
2011-10-26	8:45:00 PM	0	4	9	0	1	0	3	29	0	4	32
2011-10-26	9:00:00 PM	0	10	18	0	3	0	0	23	0	6	42
2011-10-26	9:15:00 PM	0	6	4	0	4	0	1	32	0	11	57
2011-10-26	9:30:00 PM	0	4	9	0	1	0	1	21	0	5	46
2011-10-26	9:45:00 PM	0	7	3	0	1	0	0	23	0	1	16
2011-10-26	10:00:00 PM	0	2	6	0	2	0	0	11	0	2	20
2011-10-26	10:15:00 PM	0	3	3	0	1	0	1	16	0	1	22
2011-10-26	10:30:00 PM	0	2	4	0	0	0	1	11	0	2	27
2011-10-26	10:45:00 PM	0	1	1	0	3	0	3	20	0	1	17
2011-10-26	11:00:00 PM	0	4	4	0	5	0	1	22	0	2	25
2011-10-26	11:15:00 PM	0	0	0	0	3	0	1	15	0	5	36
2011-10-26	11:30:00 PM	0	2	0	0	2	0	2	9	0	2	19
2011-10-26	11:45:00 PM	0	3	0	0	2	0	1	15	0	0	8
2011-10-27	12:00:00 AM	0	0	1	0	0	0	1	14	0	1	12
2011-10-27	12:15:00 AM	0	0	3	0	1	0	0	4	0	0	14
2011-10-27	12:30:00 AM	0	0	1	0	0	0	1	10	0	0	7
2011-10-27	12:45:00 AM	0	0	0	0	1	0	1	9	0	0	11
2011-10-27	1:00:00 AM	0	0	1	0	1	0	0	12	0	4	12

2011-10-27	1:15:00 AM	0	1	0	0	1	0	0	13	0	0	14
2011-10-27	1:30:00 AM	0	0	0	0	0	0	0	11	0	0	13
2011-10-27	1:45:00 AM	0	0	0	0	1	0	1	5	0	0	12
2011-10-27	2:00:00 AM	0	2	1	0	2	0	1	9	0	0	11
2011-10-27	2:15:00 AM	0	0	0	0	6	0	0	5	0	0	11
2011-10-27	2:30:00 AM	0	0	0	0	1	0	0	5	0	1	8
2011-10-27	2:45:00 AM	0	0	2	0	0	0	0	10	0	0	9
2011-10-27	3:00:00 AM	0	2	1	0	0	0	0	11	0	0	12
2011-10-27	3:15:00 AM	0	0	1	0	0	0	0	8	0	0	9
2011-10-27	3:30:00 AM	0	0	0	0	0	0	0	7	0	1	11
2011-10-27	3:45:00 AM	0	0	0	0	0	0	0	10	0	0	15
2011-10-27	4:00:00 AM	0	0	1	0	0	0	0	11	0	1	7
2011-10-27	4:15:00 AM	0	0	0	0	0	0	0	11	0	1	10
2011-10-27	4:30:00 AM	0	2	1	0	0	0	0	5	0	1	10
2011-10-27	4:45:00 AM	0	0	0	0	1	0	0	8	0	0	9
2011-10-27	5:00:00 AM	0	0	0	0	1	0	0	18	0	0	12
2011-10-27	5:15:00 AM	0	0	1	0	0	0	0	13	0	0	12
2011-10-27	5:30:00 AM	0	1	4	0	0	0	0	15	0	2	19
2011-10-27	5:45:00 AM	0	3	4	0	1	0	1	39	0	1	18
2011-10-27	6:00:00 AM	0	0	3	0	1	0	1	23	0	2	30
2011-10-27	6:15:00 AM	0	1	3	0	0	0	0	33	0	4	36
2011-10-27	6:30:00 AM	0	2	8	0	1	0	0	55	0	5	43
2011-10-27	6:45:00 AM	0	7	7	0	3	0	2	60	0	9	55
2011-10-27	7:00:00 AM	0	7	10	0	1	0	3	53	0	12	58
2011-10-27	7:15:00 AM	0	11	13	0	6	0	4	73	0	14	50
2011-10-27	7:30:00 AM	0	13	14	0	5	0	3	92	0	22	69
2011-10-27	7:45:00 AM	0	18	19	0	8	0	8	145	0	26	87
2011-10-27	8:00:00 AM	0	29	18	0	11	0	9	117	0	34	82
2011-10-27	8:15:00 AM	0	24	28	0	13	0	12	120	0	49	94
2011-10-27	8:30:00 AM	0	20	22	0	9	0	9	128	0	43	85
2011-10-27	8:45:00 AM	0	20	23	0	14	0	12	153	0	44	86
2011-10-27	9:00:00 AM	0	21	30	0	9	0	13	117	0	33	82
2011-10-27	9:15:00 AM	0	21	29	0	20	0	10	116	0	45	84

2011-10-27	9:30:00 AM	0	22	38	0	20	0	11	97	0	32	83
2011-10-27	9:45:00 AM	0	28	37	0	13	0	13	116	0	36	90
2011-10-27	10:00:00 AM	0	15	47	0	17	0	6	114	0	45	92
2011-10-27	10:15:00 AM	0	28	41	0	19	0	9	96	0	56	102
2011-10-27	10:30:00 AM	0	31	41	0	23	0	9	104	0	59	99
2011-10-27	10:45:00 AM	0	37	65	0	25	0	12	123	0	57	91
2011-10-27	11:00:00 AM	0	26	55	0	27	0	16	111	0	45	99
2011-10-27	11:15:00 AM	0	37	57	0	17	0	13	119	0	40	94
2011-10-27	11:30:00 AM	0	43	53	0	24	0	13	116	0	41	107
2011-10-27	11:45:00 AM	0	40	58	0	26	0	10	116	0	47	100
2011-10-27	12:00:00 PM	0	38	62	0	37	0	10	105	0	51	101
2011-10-27	12:15:00 PM	0	34	48	0	28	0	7	122	0	53	115
2011-10-27	12:30:00 PM	0	39	61	0	21	0	7	131	0	50	113
2011-10-27	12:45:00 PM	0	41	65	0	33	0	10	127	0	55	116
2011-10-27	1:00:00 PM	0	47	65	0	34	0	13	113	0	43	98
2011-10-27	1:15:00 PM	0	36	65	0	21	0	13	116	0	50	112
2011-10-27	1:30:00 PM	0	65	63	0	26	0	15	96	0	54	130
2011-10-27	1:45:00 PM	0	43	61	0	16	0	7	126	0	49	110
2011-10-27	2:00:00 PM	0	40	47	0	29	0	15	113	0	61	134
2011-10-27	2:15:00 PM	0	35	46	0	22	0	16	105	0	65	139
2011-10-27	2:30:00 PM	0	43	59	0	43	0	9	118	0	44	123
2011-10-27	2:45:00 PM	0	34	65	0	23	0	12	108	0	56	141
2011-10-27	3:00:00 PM	0	32	75	0	30	0	6	120	0	62	123
2011-10-27	3:15:00 PM	0	38	65	0	37	0	9	118	0	47	137
2011-10-27	3:30:00 PM	0	52	46	0	24	0	15	113	0	56	133
2011-10-27	3:45:00 PM	0	35	70	0	30	0	11	128	0	65	131
2011-10-27	4:00:00 PM	0	52	56	0	35	0	15	133	0	53	145
2011-10-27	4:15:00 PM	0	49	60	0	33	0	13	139	0	49	127
2011-10-27	4:30:00 PM	0	24	65	0	28	0	18	98	0	39	125
2011-10-27	4:45:00 PM	0	65	61	0	26	0	7	140	0	43	130
2011-10-27	5:00:00 PM	0	44	52	0	32	0	7	97	0	44	124
2011-10-27	5:15:00 PM	0	34	50	0	14	0	15	114	0	31	126
2011-10-27	5:30:00 PM	0	27	51	0	10	0	8	103	0	25	104

2011-10-27	5:45:00 PM	0	33	50	0	17	0	11	88	0	33	96
2011-10-27	6:00:00 PM	0	21	38	0	9	0	6	78	0	29	108
2011-10-27	6:15:00 PM	0	17	34	0	12	0	7	83	0	15	68
2011-10-27	6:30:00 PM	0	17	46	0	13	0	3	66	0	24	60
2011-10-27	6:45:00 PM	0	9	26	0	7	0	11	84	0	16	57
2011-10-27	7:00:00 PM	0	7	27	0	8	0	3	42	0	15	64
2011-10-27	7:15:00 PM	0	12	11	0	11	0	1	51	0	11	47
2011-10-27	7:30:00 PM	0	10	21	0	3	0	4	37	0	17	52
2011-10-27	7:45:00 PM	0	9	18	0	5	0	3	35	0	17	50
2011-10-27	8:00:00 PM	0	6	20	0	6	0	2	42	0	12	43
2011-10-27	8:15:00 PM	0	10	9	0	1	0	0	26	0	13	44
2011-10-27	8:30:00 PM	0	10	15	0	4	0	3	31	0	14	45
2011-10-27	8:45:00 PM	0	4	15	0	4	0	0	31	0	9	41
2011-10-27	9:00:00 PM	0	14	15	0	6	0	4	33	0	11	51
2011-10-27	9:15:00 PM	0	5	11	0	6	0	1	32	0	9	54
2011-10-27	9:30:00 PM	0	4	10	0	3	0	0	22	0	10	60
2011-10-27	9:45:00 PM	0	10	7	0	4	0	4	16	0	7	32
2011-10-27	10:00:00 PM	0	1	4	0	5	0	3	23	0	1	26
2011-10-27	10:15:00 PM	0	2	3	0	3	0	1	18	0	0	32
2011-10-27	10:30:00 PM	0	1	4	0	2	0	1	15	0	5	17
2011-10-27	10:45:00 PM	0	2	1	0	0	0	2	14	0	4	15
2011-10-27	11:00:00 PM	0	1	3	0	1	0	1	19	0	2	24
2011-10-27	11:15:00 PM	0	4	1	0	9	0	2	12	0	1	13
2011-10-27	11:30:00 PM	0	1	0	0	3	0	1	11	0	1	25
2011-10-27	11:45:00 PM	0	1	0	0	2	0	1	9	0	0	8
2011-10-28	12:00:00 AM	0	1	1	0	3	0	0	15	0	0	18
2011-10-28	12:15:00 AM	0	1	1	0	1	0	1	11	0	0	13
2011-10-28	12:30:00 AM	0	2	1	0	6	0	1	11	0	1	11
2011-10-28	12:45:00 AM	0	0	0	0	1	0	0	18	0	0	7
2011-10-28	1:00:00 AM	0	1	0	0	2	0	0	11	0	3	19
2011-10-28	1:15:00 AM	0	0	0	0	3	0	0	4	0	0	12
2011-10-28	1:30:00 AM	0	2	0	0	2	0	0	4	0	0	10
2011-10-28	1:45:00 AM	0	0	1	0	1	0	0	3	0	0	10

2011-10-28	2:00:00 AM	0	1	0	0	7	0	0	2	0	0	4
2011-10-28	2:15:00 AM	0	2	0	0	5	0	0	2	0	1	10
2011-10-28	2:30:00 AM	0	0	0	0	1	0	0	2	0	0	11
2011-10-28	2:45:00 AM	0	0	0	0	0	0	1	7	0	0	8
2011-10-28	3:00:00 AM	0	0	0	0	0	0	0	2	0	1	8
2011-10-28	3:15:00 AM	0	1	0	0	0	0	3	28	0	0	11
2011-10-28	3:30:00 AM	0	0	0	0	3	0	3	28	0	0	8
2011-10-28	3:45:00 AM	0	1	1	0	0	0	0	3	0	1	10
2011-10-28	4:00:00 AM	0	0	1	0	0	0	0	18	0	2	8
2011-10-28	4:15:00 AM	0	1	0	0	1	0	0	13	0	0	10
2011-10-28	4:30:00 AM	0	1	0	0	0	0	0	12	0	1	14
2011-10-28	4:45:00 AM	0	0	0	0	1	0	1	12	0	2	6
2011-10-28	5:00:00 AM	0	0	0	0	0	0	0	17	0	0	14
2011-10-28	5:15:00 AM	0	0	1	0	2	0	2	13	0	3	15
2011-10-28	5:30:00 AM	0	0	2	0	0	0	0	20	0	5	23
2011-10-28	5:45:00 AM	0	0	1	0	1	0	1	32	0	0	18
2011-10-28	6:00:00 AM	0	2	4	0	5	0	0	12	0	3	23
2011-10-28	6:15:00 AM	0	1	8	0	1	0	1	27	0	2	34
2011-10-28	6:30:00 AM	0	3	9	0	2	0	1	43	0	5	39
2011-10-28	6:45:00 AM	0	4	9	0	7	0	3	46	0	10	63
2011-10-28	7:00:00 AM	0	5	11	0	0	0	1	52	0	12	60
2011-10-28	7:15:00 AM	0	9	10	0	6	0	1	67	0	17	60
2011-10-28	7:30:00 AM	0	7	15	0	6	0	1	98	0	9	63
2011-10-28	7:45:00 AM	0	14	14	0	7	0	6	140	0	29	92
2011-10-28	8:00:00 AM	0	10	24	0	3	0	6	102	0	30	90
2011-10-28	8:15:00 AM	0	18	26	0	12	0	12	121	0	26	93
2011-10-28	8:30:00 AM	0	13	26	0	10	0	0	119	0	37	74
2011-10-28	8:45:00 AM	0	19	31	0	10	0	10	155	0	45	78
2011-10-28	9:00:00 AM	0	22	30	0	15	0	6	103	0	39	82
2011-10-28	9:15:00 AM	0	27	33	0	12	0	9	118	0	55	109
2011-10-28	9:30:00 AM	0	20	36	0	24	0	8	115	0	38	97
2011-10-28	9:45:00 AM	0	38	53	0	24	0	9	114	0	50	90
2011-10-28	10:00:00 AM	0	35	45	0	25	0	15	120	0	46	96

2011-10-28	10:15:00 AM	0	31	43	0	23	0	16	124	0	42	85
2011-10-28	10:30:00 AM	0	33	45	0	36	0	17	115	0	62	99
2011-10-28	10:45:00 AM	0	31	54	0	20	0	15	113	0	63	89
2011-10-28	11:00:00 AM	0	32	65	0	20	0	13	121	0	45	102
2011-10-28	11:15:00 AM	0	38	65	0	27	0	14	118	0	57	104
2011-10-28	11:30:00 AM	0	33	65	0	21	0	18	130	0	51	126
2011-10-28	11:45:00 AM	0	36	65	0	27	0	11	154	0	46	109
2011-10-28	12:00:00 PM	0	37	56	0	32	0	10	112	0	58	109
2011-10-28	12:15:00 PM	0	44	53	0	37	0	19	135	0	51	131
2011-10-28	12:30:00 PM	0	44	70	0	22	0	8	106	0	53	139
2011-10-28	12:45:00 PM	0	30	70	0	26	0	14	136	0	44	135
2011-10-28	1:00:00 PM	0	41	57	0	34	0	11	135	0	46	110
2011-10-28	1:15:00 PM	0	43	70	0	24	0	10	133	0	60	118
2011-10-28	1:30:00 PM	0	52	70	0	36	0	8	123	0	49	120
2011-10-28	1:45:00 PM	0	52	63	0	44	0	21	142	0	65	111
2011-10-28	2:00:00 PM	0	36	56	0	30	0	12	102	0	60	135
2011-10-28	2:15:00 PM	0	43	58	0	44	0	15	123	0	70	128
2011-10-28	2:30:00 PM	0	62	75	0	34	0	13	124	0	52	130
2011-10-28	2:45:00 PM	0	58	65	0	37	0	18	137	0	56	140
2011-10-28	3:00:00 PM	0	42	57	0	20	0	12	132	0	54	145
2011-10-28	3:15:00 PM	0	43	60	0	34	0	9	114	0	56	136
2011-10-28	3:30:00 PM	0	41	70	0	28	0	17	111	0	65	127
2011-10-28	3:45:00 PM	0	45	65	0	33	0	17	117	0	75	156
2011-10-28	4:00:00 PM	0	49	52	0	33	0	15	143	0	56	145
2011-10-28	4:15:00 PM	0	45	65	0	26	0	12	103	0	52	123
2011-10-28	4:30:00 PM	0	38	75	0	32	0	15	129	0	51	132
2011-10-28	4:45:00 PM	0	48	70	0	31	0	13	104	0	34	126
2011-10-28	5:00:00 PM	0	40	70	0	20	0	16	123	0	53	130
2011-10-28	5:15:00 PM	0	30	63	0	23	0	15	102	0	32	112
2011-10-28	5:30:00 PM	0	25	46	0	22	0	13	93	0	32	106
2011-10-28	5:45:00 PM	0	19	54	0	20	0	6	70	0	27	123
2011-10-28	6:00:00 PM	0	12	47	0	8	0	7	86	0	16	72
2011-10-28	6:15:00 PM	0	17	40	0	8	0	5	77	0	21	72

2011-10-28	6:30:00 PM	0	12	33	0	14	0	4	91	0	28	58
2011-10-28	6:45:00 PM	0	12	21	0	8	0	6	71	0	16	72
2011-10-28	7:00:00 PM	0	14	37	0	3	0	7	46	0	28	80
2011-10-28	7:15:00 PM	0	4	27	0	6	0	2	53	0	12	60
2011-10-28	7:30:00 PM	0	7	19	0	3	0	7	30	0	11	46
2011-10-28	7:45:00 PM	0	14	19	0	5	0	4	36	0	10	42
2011-10-28	8:00:00 PM	0	10	19	0	5	0	2	33	0	6	39
2011-10-28	8:15:00 PM	0	6	21	0	5	0	5	37	0	11	46
2011-10-28	8:30:00 PM	0	8	10	0	8	0	4	33	0	8	29
2011-10-28	8:45:00 PM	0	8	15	0	11	0	4	30	0	15	38
2011-10-28	9:00:00 PM	0	8	25	0	7	0	2	36	0	12	40
2011-10-28	9:15:00 PM	0	8	13	0	6	0	0	29	0	12	53
2011-10-28	9:30:00 PM	0	10	12	0	7	0	2	21	0	6	50
2011-10-28	9:45:00 PM	0	12	5	0	6	0	3	26	0	10	42
2011-10-28	10:00:00 PM	0	5	6	0	5	0	1	20	0	3	35
2011-10-28	10:15:00 PM	0	4	7	0	2	0	2	22	0	5	32
2011-10-28	10:30:00 PM	0	7	9	0	3	0	2	19	0	6	24
2011-10-28	10:45:00 PM	0	6	2	0	4	0	3	22	0	1	31
2011-10-28	11:00:00 PM	0	2	2	0	3	0	0	16	0	5	22
2011-10-28	11:15:00 PM	0	1	3	0	2	0	2	24	0	1	27
2011-10-28	11:30:00 PM	0	6	1	0	3	0	0	15	0	6	14
2011-10-28	11:45:00 PM	0	1	1	0	2	0	2	15	0	1	17
2011-10-29	12:00:00 AM	0	2	2	0	2	0	1	15	0	3	19
2011-10-29	12:15:00 AM	0	0	3	0	4	0	0	7	0	0	7
2011-10-29	12:30:00 AM	0	0	0	0	1	0	0	16	0	0	12
2011-10-29	12:45:00 AM	0	0	0	0	2	0	0	10	0	2	14
2011-10-29	1:00:00 AM	0	2	1	0	2	0	1	8	0	4	15
2011-10-29	1:15:00 AM	0	1	0	0	3	0	0	13	0	0	8
2011-10-29	1:30:00 AM	0	2	2	0	3	0	1	13	0	0	6
2011-10-29	1:45:00 AM	0	1	0	0	3	0	0	9	0	0	7
2011-10-29	2:00:00 AM	0	0	0	0	6	0	1	12	0	0	6
2011-10-29	2:15:00 AM	0	0	0	0	4	0	0	10	0	0	3
2011-10-29	2:30:00 AM	0	1	1	0	1	0	0	8	0	0	11

2011-10-29	2:45:00 AM	0	1	0	0	0	0	0	11	0	0	9
2011-10-29	3:00:00 AM	0	1	0	0	0	0	0	7	0	0	4
2011-10-29	3:15:00 AM	0	0	1	0	2	0	0	2	0	0	6
2011-10-29	3:30:00 AM	0	2	1	0	1	0	1	15	0	1	3
2011-10-29	3:45:00 AM	0	0	1	0	1	0	0	12	0	0	6
2011-10-29	4:00:00 AM	0	0	1	0	0	0	0	12	0	1	8
2011-10-29	4:15:00 AM	0	0	1	0	1	0	0	8	0	0	8
2011-10-29	4:30:00 AM	0	1	0	0	0	0	1	8	0	2	6
2011-10-29	4:45:00 AM	0	0	0	0	0	0	0	17	0	1	7
2011-10-29	5:00:00 AM	0	0	0	0	0	0	0	9	0	0	15
2011-10-29	5:15:00 AM	0	1	1	0	0	0	0	23	0	0	6
2011-10-29	5:30:00 AM	0	0	0	0	0	0	0	14	0	0	12
2011-10-29	5:45:00 AM	0	1	2	0	0	0	0	13	0	6	13
2011-10-29	6:00:00 AM	0	0	4	0	0	0	0	19	0	2	12
2011-10-29	6:15:00 AM	0	0	1	0	1	0	0	14	0	0	19
2011-10-29	6:30:00 AM	0	3	1	0	2	0	0	27	0	2	7
2011-10-29	6:45:00 AM	0	3	6	0	2	0	1	30	0	6	25
2011-10-29	7:00:00 AM	0	1	4	0	1	0	2	29	0	8	20
2011-10-29	7:15:00 AM	0	7	2	0	4	0	3	19	0	14	36
2011-10-29	7:30:00 AM	0	4	4	0	4	0	1	50	0	12	31
2011-10-29	7:45:00 AM	0	7	4	0	1	0	1	42	0	19	48
2011-10-29	8:00:00 AM	0	5	16	0	5	0	3	44	0	18	35
2011-10-29	8:15:00 AM	0	10	9	0	4	0	5	49	0	19	37
2011-10-29	8:30:00 AM	0	13	17	0	7	0	4	66	0	29	50
2011-10-29	8:45:00 AM	0	16	20	0	18	0	5	65	0	24	50
2011-10-29	9:00:00 AM	0	14	23	0	14	0	9	80	0	23	63
2011-10-29	9:15:00 AM	0	19	24	0	9	0	6	96	0	22	62
2011-10-29	9:30:00 AM	0	13	33	0	16	0	6	75	0	35	77
2011-10-29	9:45:00 AM	0	22	28	0	14	0	13	118	0	37	57
2011-10-29	10:00:00 AM	0	23	29	0	16	0	10	95	0	33	90
2011-10-29	10:15:00 AM	0	32	29	0	18	0	8	102	0	45	109
2011-10-29	10:30:00 AM	0	31	41	0	25	0	14	111	0	54	105
2011-10-29	10:45:00 AM	0	33	60	0	24	0	19	115	0	43	85

2011-10-29	11:00:00 AM	0	25	50	0	25	0	12	94	0	63	92
2011-10-29	11:15:00 AM	0	23	47	0	32	0	6	109	0	70	102
2011-10-29	11:30:00 AM	0	28	54	0	29	0	9	116	0	65	93
2011-10-29	11:45:00 AM	0	37	53	0	20	0	20	133	0	61	105
2011-10-29	12:00:00 PM	0	36	54	0	20	0	10	129	0	62	118
2011-10-29	12:15:00 PM	0	34	70	0	24	0	10	102	0	54	90
2011-10-29	12:30:00 PM	0	30	51	0	28	0	12	130	0	53	97
2011-10-29	12:45:00 PM	0	31	65	0	21	0	9	135	0	52	114
2011-10-29	1:00:00 PM	0	40	65	0	39	0	18	112	0	52	102
2011-10-29	1:15:00 PM	0	42	63	0	33	0	11	104	0	65	128
2011-10-29	1:30:00 PM	0	42	70	0	32	0	20	114	0	65	112
2011-10-29	1:45:00 PM	0	42	61	0	28	0	17	134	0	61	97
2011-10-29	2:00:00 PM	0	44	62	0	31	0	10	102	0	52	129
2011-10-29	2:15:00 PM	0	39	65	0	26	0	11	130	0	58	105
2011-10-29	2:30:00 PM	0	45	65	0	26	0	16	115	0	53	108
2011-10-29	2:45:00 PM	0	54	75	0	36	0	8	110	0	38	103
2011-10-29	3:00:00 PM	0	52	65	0	30	0	9	116	0	37	116
2011-10-29	3:15:00 PM	0	40	65	0	24	0	11	95	0	34	113
2011-10-29	3:30:00 PM	0	44	50	0	27	0	11	88	0	38	88
2011-10-29	3:45:00 PM	0	34	63	0	24	0	7	91	0	39	123
2011-10-29	4:00:00 PM	0	42	50	0	23	0	9	108	0	47	102
2011-10-29	4:15:00 PM	0	45	54	0	20	0	14	100	0	30	89
2011-10-29	4:30:00 PM	0	36	61	0	19	0	13	93	0	44	96
2011-10-29	4:45:00 PM	0	25	49	0	15	0	11	82	0	29	79
2011-10-29	5:00:00 PM	0	25	57	0	13	0	7	83	0	35	70
2011-10-29	5:15:00 PM	0	17	35	0	10	0	9	84	0	18	68
2011-10-29	5:30:00 PM	0	29	39	0	19	0	10	92	0	18	93
2011-10-29	5:45:00 PM	0	18	36	0	7	0	5	77	0	27	90
2011-10-29	6:00:00 PM	0	15	28	0	11	0	7	77	0	18	47
2011-10-29	6:15:00 PM	0	15	33	0	10	0	4	70	0	15	50
2011-10-29	6:30:00 PM	0	13	28	0	11	0	4	61	0	10	60
2011-10-29	6:45:00 PM	0	20	20	0	13	0	4	48	0	6	51
2011-10-29	7:00:00 PM	0	16	17	0	11	0	6	44	0	20	48

2011-10-29	7:15:00 PM	0	5	13	0	6	0	6	56	0	7	39
2011-10-29	7:30:00 PM	0	3	12	0	2	0	5	33	0	7	39
2011-10-29	7:45:00 PM	0	8	7	0	2	0	4	33	0	7	43
2011-10-29	8:00:00 PM	0	8	16	0	6	0	1	30	0	10	39
2011-10-29	8:15:00 PM	0	6	5	0	4	0	1	28	0	7	38
2011-10-29	8:30:00 PM	0	4	8	0	7	0	4	23	0	8	37
2011-10-29	8:45:00 PM	0	4	10	0	11	0	2	18	0	5	32
2011-10-29	9:00:00 PM	0	7	14	0	3	0	4	19	0	7	50
2011-10-29	9:15:00 PM	0	6	3	0	5	0	1	18	0	6	36
2011-10-29	9:30:00 PM	0	3	5	0	3	0	0	18	0	5	35
2011-10-29	9:45:00 PM	0	7	1	0	2	0	6	18	0	4	38
2011-10-29	10:00:00 PM	0	2	5	0	1	0	3	18	0	2	23
2011-10-29	10:15:00 PM	0	6	2	0	7	0	3	13	0	2	30
2011-10-29	10:30:00 PM	0	3	4	0	5	0	3	14	0	2	29
2011-10-29	10:45:00 PM	0	1	0	0	7	0	5	14	0	5	20
2011-10-29	11:00:00 PM	0	3	6	0	7	0	1	15	0	2	18
2011-10-29	11:15:00 PM	0	4	3	0	5	0	1	6	0	1	22
2011-10-29	11:30:00 PM	0	1	1	0	5	0	1	8	0	2	12
2011-10-29	11:45:00 PM	0	3	5	0	1	0	1	9	0	4	14
2011-10-30	12:00:00 AM	0	0	0	0	5	0	1	15	0	0	14
2011-10-30	12:15:00 AM	0	2	2	0	3	0	1	8	0	0	9
2011-10-30	12:30:00 AM	0	1	1	0	4	0	1	9	0	2	16
2011-10-30	12:45:00 AM	0	2	2	0	6	0	0	12	0	1	10
2011-10-30	1:00:00 AM	0	2	1	0	4	0	0	9	0	0	7
2011-10-30	1:15:00 AM	0	1	1	0	4	0	1	1	0	0	8
2011-10-30	1:30:00 AM	0	2	0	0	6	0	0	6	0	0	3
2011-10-30	1:45:00 AM	0	0	3	0	6	0	2	7	0	1	9
2011-10-30	2:00:00 AM	0	0	0	0	4	0	1	7	0	1	7
2011-10-30	2:15:00 AM	0	0	0	0	0	0	0	5	0	1	6
2011-10-30	2:30:00 AM	0	1	0	0	0	0	0	2	0	0	8
2011-10-30	2:45:00 AM	0	1	0	0	3	0	0	1	0	0	5
2011-10-30	3:00:00 AM	0	0	0	0	0	0	0	7	0	1	6
2011-10-30	3:15:00 AM	0	0	0	0	0	0	0	3	0	0	1

2011-10-30	3:30:00 AM	0	1	0	0	0	0	0	3	0	0	2
2011-10-30	3:45:00 AM	0	1	0	0	1	0	1	4	0	1	5
2011-10-30	4:00:00 AM	0	1	0	0	0	0	0	6	0	0	9
2011-10-30	4:15:00 AM	0	0	0	0	0	0	1	3	0	0	7
2011-10-30	4:30:00 AM	0	0	0	0	0	0	0	6	0	0	6
2011-10-30	4:45:00 AM	0	0	1	0	0	0	0	4	0	0	7
2011-10-30	5:00:00 AM	0	0	0	0	2	0	0	7	0	1	16
2011-10-30	5:15:00 AM	0	3	0	0	0	0	0	15	0	3	11
2011-10-30	5:30:00 AM	0	11	4	0	3	0	0	19	0	2	14
2011-10-30	5:45:00 AM	0	1	3	0	0	0	2	12	0	5	13
2011-10-30	6:00:00 AM	0	2	4	0	1	0	0	12	0	3	16
2011-10-30	6:15:00 AM	0	2	2	0	3	0	0	23	0	5	22
2011-10-30	6:30:00 AM	0	3	5	0	5	0	1	21	0	1	15
2011-10-30	6:45:00 AM	0	5	5	0	1	0	0	31	0	6	17
2011-10-30	7:00:00 AM	0	4	3	0	1	0	0	27	0	4	16
2011-10-30	7:15:00 AM	0	5	4	0	3	0	1	38	0	7	31
2011-10-30	7:30:00 AM	0	5	12	0	4	0	2	37	0	9	36
2011-10-30	7:45:00 AM	0	7	15	0	7	0	0	45	0	12	40
2011-10-30	8:00:00 AM	0	6	9	0	9	0	5	38	0	18	31
2011-10-30	8:15:00 AM	0	10	13	0	10	0	2	46	0	12	57
2011-10-30	8:30:00 AM	0	15	18	0	7	0	3	43	0	13	55
2011-10-30	8:45:00 AM	0	13	22	0	8	0	4	75	0	25	56
2011-10-30	9:00:00 AM	0	15	23	0	9	0	6	52	0	22	50
2011-10-30	9:15:00 AM	0	17	31	0	5	0	4	92	0	22	66
2011-10-30	9:30:00 AM	0	15	30	0	10	0	7	93	0	42	62
2011-10-30	9:45:00 AM	0	20	29	0	13	0	9	89	0	32	75
2011-10-30	10:00:00 AM	0	17	28	0	9	0	4	74	0	34	77
2011-10-30	10:15:00 AM	0	11	28	0	10	0	4	86	0	33	72
2011-10-30	10:30:00 AM	0	14	27	0	8	0	6	85	0	30	77
2011-10-30	10:45:00 AM	0	22	52	0	8	0	10	86	0	31	69
2011-10-30	11:00:00 AM	0	24	41	0	8	0	7	85	0	32	73
2011-10-30	11:15:00 AM	0	24	30	0	12	0	5	94	0	31	84
2011-10-30	11:30:00 AM	0	31	47	0	12	0	4	95	0	52	91

2011-10-30	11:45:00 AM	0	33	44	0	19	0	9	85	0	40	100
2011-10-30	12:00:00 PM	0	27	39	0	13	0	5	86	0	40	105
2011-10-30	12:15:00 PM	0	29	47	0	18	0	12	64	0	31	79
2011-10-30	12:30:00 PM	0	26	50	0	22	0	11	97	0	39	84
2011-10-30	12:45:00 PM	0	19	58	0	17	0	12	115	0	35	86
2011-10-30	1:00:00 PM	0	30	43	0	20	0	5	96	0	44	85
2011-10-30	1:15:00 PM	0	32	42	0	19	0	6	86	0	44	118
2011-10-30	1:30:00 PM	0	21	50	0	17	0	11	87	0	28	84
2011-10-30	1:45:00 PM	0	25	43	0	21	0	6	116	0	31	101
2011-10-30	2:00:00 PM	0	27	45	0	21	0	4	80	0	32	75
2011-10-30	2:15:00 PM	0	23	49	0	16	0	5	84	0	30	86
2011-10-30	2:30:00 PM	0	20	56	0	12	0	11	82	0	24	77
2011-10-30	2:45:00 PM	0	20	47	0	15	0	7	69	0	38	70
2011-10-30	3:00:00 PM	0	28	57	0	12	0	7	95	0	44	72
2011-10-30	3:15:00 PM	0	20	48	0	14	0	1	95	0	22	82
2011-10-30	3:30:00 PM	0	33	39	0	11	0	9	83	0	19	51
2011-10-30	3:45:00 PM	0	18	38	0	8	0	4	95	0	20	59
2011-10-30	4:00:00 PM	0	16	34	0	10	0	6	65	0	17	62
2011-10-30	4:15:00 PM	0	10	30	0	6	0	6	77	0	18	71
2011-10-30	4:30:00 PM	0	10	23	0	10	0	3	62	0	17	74
2011-10-30	4:45:00 PM	0	14	33	0	5	0	3	64	0	11	76
2011-10-30	5:00:00 PM	0	14	38	0	9	0	3	58	0	12	64
2011-10-30	5:15:00 PM	0	7	16	0	4	0	3	62	0	10	59
2011-10-30	5:30:00 PM	0	12	10	0	2	0	2	55	0	16	49
2011-10-30	5:45:00 PM	0	11	12	0	5	0	2	50	0	13	51
2011-10-30	6:00:00 PM	0	10	15	0	7	0	6	38	0	9	37
2011-10-30	6:15:00 PM	0	5	11	0	3	0	0	29	0	10	42
2011-10-30	6:30:00 PM	0	5	11	0	1	0	1	41	0	9	52
2011-10-30	6:45:00 PM	0	5	3	0	3	0	4	30	0	9	35
2011-10-30	7:00:00 PM	0	6	8	0	4	0	1	32	0	10	29
2011-10-30	7:15:00 PM	0	5	17	0	8	0	3	34	0	10	29
2011-10-30	7:30:00 PM	0	5	6	0	4	0	1	19	0	4	40
2011-10-30	7:45:00 PM	0	5	5	0	3	0	1	22	0	5	36

2011-10-30	8:00:00 PM	0	7	5	0	2	0	0	20	0	9	33
2011-10-30	8:15:00 PM	0	5	6	0	2	0	0	6	0	5	32
2011-10-30	8:30:00 PM	0	4	5	0	5	0	3	34	0	4	24
2011-10-30	8:45:00 PM	0	3	7	0	4	0	0	14	0	1	19
2011-10-30	9:00:00 PM	0	3	3	0	2	0	1	8	0	4	17
2011-10-30	9:15:00 PM	0	2	7	0	1	0	0	22	0	1	18
2011-10-30	9:30:00 PM	0	4	1	0	1	0	2	13	0	3	10
2011-10-30	9:45:00 PM	0	2	1	0	0	0	0	12	0	4	18
2011-10-30	10:00:00 PM	0	2	3	0	2	0	0	10	0	2	16
2011-10-30	10:15:00 PM	0	0	3	0	0	0	0	8	0	1	20
2011-10-30	10:30:00 PM	0	1	0	0	0	0	0	4	0	0	14
2011-10-30	10:45:00 PM	0	0	0	0	0	0	0	8	0	0	7
2011-10-30	11:00:00 PM	0	0	0	0	1	0	0	7	0	1	11
2011-10-30	11:15:00 PM	0	0	1	0	0	0	0	4	0	0	6
2011-10-30	11:30:00 PM	0	0	1	0	1	0	1	5	0	0	5
2011-10-30	11:45:00 PM	0	0	0	0	0	0	0	3	0	0	10
2011-10-31	12:00:00 AM	0	0	0	0	0	0	0	6	0	0	7
2011-10-31	12:15:00 AM	0	0	0	0	0	0	0	5	0	0	6
2011-10-31	12:30:00 AM	0	0	0	0	3	0	1	2	0	0	3
2011-10-31	12:45:00 AM	0	0	0	0	1	0	0	4	0	1	3
2011-10-31	1:00:00 AM	0	0	3	0	0	0	0	4	0	0	3
2011-10-31	1:15:00 AM	0	1	0	0	0	0	0	2	0	1	5
2011-10-31	1:30:00 AM	0	0	0	0	0	0	0	7	0	0	15
2011-10-31	1:45:00 AM	0	0	0	0	0	0	0	7	0	0	7
2011-10-31	2:00:00 AM	0	0	0	0	0	0	0	4	0	0	3
2011-10-31	2:15:00 AM	0	1	0	0	0	0	0	5	0	0	4
2011-10-31	2:30:00 AM	0	0	0	0	0	0	1	3	0	0	6
2011-10-31	2:45:00 AM	0	0	0	0	0	0	0	2	0	0	8
2011-10-31	3:00:00 AM	0	1	0	0	0	0	0	4	0	2	8
2011-10-31	3:15:00 AM	0	0	0	0	1	0	0	8	0	0	5
2011-10-31	3:30:00 AM	0	0	0	0	0	0	0	7	0	0	11
2011-10-31	3:45:00 AM	0	0	1	0	0	0	0	9	0	2	11
2011-10-31	4:00:00 AM	0	1	0	0	0	0	1	15	0	0	14

2011-10-31	4:15:00 AM	0	1	0	0	0	0	0	14	0	2	18
2011-10-31	4:30:00 AM	0	0	7	0	0	0	0	22	0	1	17
2011-10-31	4:45:00 AM	0	0	3	0	1	0	1	16	0	1	15
2011-10-31	5:00:00 AM	0	2	5	0	0	0	1	17	0	3	22
2011-10-31	5:15:00 AM	0	3	1	0	1	0	1	33	0	3	24
2011-10-31	5:30:00 AM	0	5	6	0	2	0	0	39	0	11	39
2011-10-31	5:45:00 AM	0	6	6	0	1	0	4	48	0	11	65
2011-10-31	6:00:00 AM	0	4	4	0	8	0	2	47	0	7	45
2011-10-31	6:15:00 AM	0	10	7	0	5	0	0	64	0	16	55
2011-10-31	6:30:00 AM	0	11	14	0	3	0	1	90	0	13	58
2011-10-31	6:45:00 AM	0	8	19	0	4	0	9	135	0	32	72
2011-10-31	7:00:00 AM	0	9	23	0	8	0	9	112	0	32	53
2011-10-31	7:15:00 AM	0	21	25	0	9	0	10	111	0	25	71
2011-10-31	7:30:00 AM	0	20	19	0	14	0	6	117	0	41	65
2011-10-31	7:45:00 AM	0	23	30	0	11	0	15	150	0	41	73
2011-10-31	8:00:00 AM	0	16	31	0	17	0	12	110	0	48	76
2011-10-31	8:15:00 AM	0	24	31	0	19	0	10	103	0	36	84
2011-10-31	8:30:00 AM	0	16	45	0	24	0	12	112	0	35	68
2011-10-31	8:45:00 AM	0	30	36	0	13	0	12	103	0	54	89
2011-10-31	9:00:00 AM	0	18	34	0	21	0	15	92	0	43	83
2011-10-31	9:15:00 AM	0	21	51	0	28	0	17	115	0	53	89
2011-10-31	9:30:00 AM	0	27	46	0	27	0	15	103	0	48	105
2011-10-31	9:45:00 AM	0	35	50	0	23	0	7	109	0	49	95
2011-10-31	10:00:00 AM	0	28	54	0	23	0	12	126	0	63	90
2011-10-31	10:15:00 AM	0	38	50	0	24	0	7	130	0	49	100
2011-10-31	10:30:00 AM	0	34	65	0	28	0	9	118	0	42	99
2011-10-31	10:45:00 AM	0	37	59	0	26	0	13	97	0	60	100
2011-10-31	11:00:00 AM	0	44	59	0	35	0	11	111	0	65	88
2011-10-31	11:15:00 AM	0	36	38	0	24	0	18	112	0	44	96
2011-10-31	11:30:00 AM	0	35	56	0	28	0	14	99	0	51	108
2011-10-31	11:45:00 AM	0	47	60	0	31	0	14	120	0	61	101
2011-10-31	12:00:00 PM	0	30	65	0	33	0	10	108	0	46	106
2011-10-31	12:15:00 PM	0	33	70	0	25	0	11	111	0	51	117

2011-10-31	12:30:00 PM	0	42	58	0	23	0	12	106	0	54	109
2011-10-31	12:45:00 PM	0	36	75	0	27	0	10	112	0	43	110
2011-10-31	1:00:00 PM	0	41	65	0	31	0	15	119	0	62	113
2011-10-31	1:15:00 PM	0	36	50	0	18	0	11	106	0	53	119
2011-10-31	1:30:00 PM	0	37	62	0	25	0	13	108	0	65	119
2011-10-31	1:45:00 PM	0	43	57	0	26	0	20	125	0	50	104
2011-10-31	2:00:00 PM	0	36	54	0	36	0	15	145	0	50	117
2011-10-31	2:15:00 PM	0	35	80	0	30	0	15	125	0	60	120
2011-10-31	2:30:00 PM	0	44	75	0	27	0	10	125	0	56	115
2011-10-31	2:45:00 PM	0	53	63	0	39	0	10	110	0	80	128
2011-10-31	3:00:00 PM	0	40	54	0	28	0	12	101	0	62	141
2011-10-31	3:15:00 PM	0	39	65	0	30	0	10	117	0	65	122
2011-10-31	3:30:00 PM	0	41	63	0	34	0	7	96	0	54	125
2011-10-31	3:45:00 PM	0	49	57	0	24	0	8	112	0	51	130
2011-10-31	4:00:00 PM	0	42	58	0	26	0	8	114	0	38	127
2011-10-31	4:15:00 PM	0	29	53	0	13	0	6	93	0	27	127
2011-10-31	4:30:00 PM	0	25	32	0	17	0	6	83	0	23	96
2011-10-31	4:45:00 PM	0	23	36	0	14	0	3	69	0	22	74
2011-10-31	5:00:00 PM	0	15	22	0	7	0	4	59	0	14	58
2011-10-31	5:15:00 PM	0	10	23	0	6	0	5	51	0	12	62
2011-10-31	5:30:00 PM	0	8	17	0	10	0	3	54	0	11	49
2011-10-31	5:45:00 PM	0	5	16	0	4	0	3	42	0	14	49
2011-10-31	6:00:00 PM	0	17	12	0	9	0	4	33	0	19	50
2011-10-31	6:15:00 PM	0	11	11	0	7	0	5	28	0	8	54
2011-10-31	6:30:00 PM	0	3	17	0	4	0	4	36	0	8	36
2011-10-31	6:45:00 PM	0	7	7	0	4	0	4	46	0	6	46
2011-10-31	7:00:00 PM	0	4	7	0	5	0	0	34	0	12	51
2011-10-31	7:15:00 PM	0	5	10	0	6	0	0	24	0	13	46
2011-10-31	7:30:00 PM	0	2	6	0	2	0	1	31	0	10	36
2011-10-31	7:45:00 PM	0	6	11	0	4	0	1	21	0	6	38
2011-10-31	8:00:00 PM	0	10	22	0	7	0	2	25	0	9	37
2011-10-31	8:15:00 PM	0	4	9	0	4	0	2	18	0	4	46
2011-10-31	8:30:00 PM	0	4	7	0	6	0	1	24	0	4	37

2011-10-31	8:45:00 PM	0	6	11	0	6	0	0	22	0	6	30
2011-10-31	9:00:00 PM	0	3	9	0	3	0	0	18	0	5	25
2011-10-31	9:15:00 PM	0	3	2	0	1	0	1	16	0	3	20
2011-10-31	9:30:00 PM	0	1	4	0	1	0	3	17	0	3	21
2011-10-31	9:45:00 PM	0	1	2	0	2	0	0	15	0	4	22
2011-10-31	10:00:00 PM	0	3	3	0	1	0	0	13	0	3	11
2011-10-31	10:15:00 PM	0	0	1	0	2	0	0	14	0	1	15
2011-10-31	10:30:00 PM	0	0	2	0	1	0	1	14	0	1	21
2011-10-31	10:45:00 PM	0	0	0	0	0	0	0	9	0	0	13
2011-10-31	11:00:00 PM	0	1	0	0	2	0	0	12	0	0	17
2011-10-31	11:15:00 PM	0	2	1	0	2	0	0	15	0	1	13
2011-10-31	11:30:00 PM	0	1	0	0	2	0	0	15	0	0	15
2011-11-01	12:00:00 AM	0	0	0	0	1	0	0	19	0	3	7
2011-11-01	12:15:00 AM	0	0	1	0	1	0	1	4	0	1	11
2011-11-01	12:30:00 AM	0	0	0	0	3	0	0	7	0	1	5
2011-11-01	12:45:00 AM	0	0	0	0	1	0	1	7	0	0	9
2011-11-01	1:00:00 AM	0	0	0	0	2	0	1	3	0	0	6
2011-11-01	1:15:00 AM	0	1	2	0	3	0	0	4	0	1	7
2011-11-01	1:30:00 AM	0	0	0	0	1	0	0	10	0	0	14
2011-11-01	1:45:00 AM	0	1	0	0	0	0	0	12	0	0	3
2011-11-01	2:00:00 AM	0	0	0	0	1	0	0	9	0	1	6
2011-11-01	2:15:00 AM	0	0	0	0	0	0	0	9	0	0	7
2011-11-01	2:30:00 AM	0	1	0	0	0	0	0	14	0	0	11
2011-11-01	2:45:00 AM	0	0	0	0	0	0	0	4	0	0	13
2011-11-01	3:00:00 AM	0	2	0	0	1	0	0	9	0	2	6
2011-11-01	3:15:00 AM	0	0	0	0	0	0	0	12	0	0	9
2011-11-01	3:30:00 AM	0	0	2	0	2	0	0	12	0	1	10
2011-11-01	3:45:00 AM	0	0	0	0	1	0	0	11	0	0	11
2011-11-01	4:00:00 AM	0	0	0	0	0	0	0	13	0	0	13
2011-11-01	4:15:00 AM	0	0	1	0	1	0	0	18	0	2	12
2011-11-01	4:30:00 AM	0	3	3	0	1	0	0	21	0	1	15
2011-11-01	4:45:00 AM	0	3	1	0	1	0	2	26	0	1	12

2011-11-01	5:00:00 AM	0	2	8	0	2	0	0	25	0	3	24
2011-11-01	5:15:00 AM	0	5	5	0	2	0	0	29	0	6	32
2011-11-01	5:30:00 AM	0	0	6	0	4	0	1	56	0	2	47
2011-11-01	5:45:00 AM	0	8	10	0	4	0	7	50	0	7	53
2011-11-01	6:00:00 AM	0	4	8	0	3	0	1	39	0	11	58
2011-11-01	6:15:00 AM	0	5	5	0	8	0	4	76	0	10	64
2011-11-01	6:30:00 AM	0	14	9	0	3	0	6	94	0	26	67
2011-11-01	6:45:00 AM	0	12	20	0	9	0	11	145	0	27	75
2011-11-01	7:00:00 AM	0	13	16	0	8	0	5	121	0	21	85
2011-11-01	7:15:00 AM	0	22	36	0	8	0	6	150	0	37	63
2011-11-01	7:30:00 AM	0	16	36	0	9	0	10	124	0	37	78
2011-11-01	7:45:00 AM	0	19	31	0	9	0	12	155	0	48	55
2011-11-01	8:00:00 AM	0	23	31	0	20	0	10	127	0	38	84
2011-11-01	8:15:00 AM	0	17	21	0	25	0	10	112	0	38	88
2011-11-01	8:30:00 AM	0	17	33	0	20	0	13	114	0	27	79
2011-11-01	8:45:00 AM	0	15	38	0	18	0	16	128	0	48	94
2011-11-01	9:00:00 AM	0	27	44	0	29	0	10	126	0	39	91
2011-11-01	9:15:00 AM	0	38	49	0	24	0	12	122	0	46	90
2011-11-01	9:30:00 AM	0	33	50	0	22	0	13	118	0	50	95
2011-11-01	9:45:00 AM	0	29	46	0	28	0	11	124	0	49	107
2011-11-01	10:00:00 AM	0	28	63	0	16	0	11	110	0	53	126
2011-11-01	10:15:00 AM	0	34	39	0	25	0	12	119	0	40	134
2011-11-01	10:30:00 AM	0	26	63	0	20	0	13	95	0	54	126
2011-11-01	10:45:00 AM	0	40	51	0	25	0	17	116	0	41	87
2011-11-01	11:00:00 AM	0	32	62	0	29	0	6	122	0	53	95
2011-11-01	11:15:00 AM	0	40	49	0	22	0	8	103	0	49	99
2011-11-01	11:30:00 AM	0	41	55	0	31	0	9	101	0	36	101
2011-11-01	11:45:00 AM	0	47	65	0	16	0	13	108	0	50	119
2011-11-01	12:00:00 PM	0	39	65	0	28	0	15	116	0	46	108
2011-11-01	12:15:00 PM	0	42	60	0	30	0	15	127	0	39	121
2011-11-01	12:30:00 PM	0	31	54	0	28	0	14	119	0	52	116
2011-11-01	12:45:00 PM	0	47	58	0	36	0	13	137	0	47	96
2011-11-01	1:00:00 PM	0	43	62	0	34	0	7	114	0	43	128

2011-11-01	1:15:00 PM	0	44	51	0	38	0	8	90	0	55	114
2011-11-01	1:30:00 PM	0	40	56	0	26	0	11	100	0	62	107
2011-11-01	1:45:00 PM	0	53	48	0	27	0	11	124	0	38	103
2011-11-01	2:00:00 PM	0	34	65	0	34	0	11	122	0	56	132
2011-11-01	2:15:00 PM	0	31	65	0	33	0	14	117	0	55	117

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Date	Time	Det1	Det2	Det3	Det4	Det5	Det6	Det7	Det8	Det9	Det10	Det11	Det12	Det13	Det14	Det15	Det16	Det17	Det18	Det19
2011-10-25	12:00:00 AM	1	3	0	0	1	4	0	1	0	13	0	0	0	5	0	0	0	0	0
2011-10-25	12:15:00 AM	0	3	1	0	0	3	0	1	0	8	0	0	0	10	0	0	0	0	0
2011-10-25	12:30:00 AM	0	1	2	0	0	3	0	0	0	1	0	0	0	10	0	0	0	0	0
2011-10-25	12:45:00 AM	1	1	0	0	0	3	0	0	0	2	0	0	0	6	0	0	0	0	0
2011-10-25	1:00:00 AM	0	4	1	0	1	1	0	0	0	7	0	2	0	11	0	0	0	0	0
2011-10-25	1:15:00 AM	0	1	0	0	2	4	0	1	0	9	0	1	0	9	0	0	0	0	0
2011-10-25	1:30:00 AM	1	3	1	0	0	4	0	1	0	6	0	1	0	7	0	0	0	0	0
2011-10-25	1:45:00 AM	0	0	0	0	0	1	0	0	0	4	0	2	0	1	0	0	0	0	0
2011-10-25	2:00:00 AM	0	1	1	0	1	0	0	0	0	9	0	0	0	4	0	0	0	0	0
2011-10-25	2:15:00 AM	1	3	0	0	0	3	0	0	0	9	0	2	0	6	0	0	0	0	0
2011-10-25	2:30:00 AM	0	0	1	0	0	1	0	1	0	4	0	0	0	13	0	0	0	0	0
2011-10-25	2:45:00 AM	0	1	0	0	0	2	0	0	0	9	0	0	0	3	0	0	0	0	0
2011-10-25	3:00:00 AM	0	4	1	0	1	4	0	0	0	5	0	0	0	3	0	0	0	0	0
2011-10-25	3:15:00 AM	0	3	0	0	1	5	0	1	0	16	0	0	0	4	0	0	0	0	0
2011-10-25	3:30:00 AM	1	2	0	0	0	3	0	0	0	6	0	1	0	5	0	0	0	0	0
2011-10-25	3:45:00 AM	0	1	0	0	0	4	0	0	0	3	0	2	0	3	0	0	0	0	0
2011-10-25	4:00:00 AM	0	1	1	0	1	4	0	1	0	4	0	0	0	13	0	0	0	0	0
2011-10-25	4:15:00 AM	0	4	0	0	0	2	0	0	0	4	0	0	0	6	0	0	0	0	0
2011-10-25	4:30:00 AM	1	2	0	0	1	6	0	0	0	11	0	0	0	7	0	0	0	0	0
2011-10-25	4:45:00 AM	0	5	0	0	2	2	0	2	0	8	0	0	0	11	0	0	0	0	0
2011-10-25	5:00:00 AM	0	3	0	0	0	1	0	0	0	10	0	0	0	9	0	0	0	0	0
2011-10-25	5:15:00 AM	0	5	0	0	0	7	0	0	0	6	0	0	0	11	0	0	0	0	0
2011-10-25	5:30:00 AM	0	4	4	0	0	13	0	0	0	10	0	0	0	14	0	0	0	0	0
2011-10-25	5:45:00 AM	1	5	5	0	2	16	0	1	0	16	0	1	0	9	0	0	0	0	0
2011-10-25	6:00:00 AM	1	13	4	0	0	11	0	1	0	14	0	1	0	18	0	0	0	0	0
2011-10-25	6:15:00 AM	1	12	5	0	1	10	0	0	0	16	0	1	0	15	0	0	0	0	0
2011-10-25	6:30:00 AM	5	28	3	0	5	25	0	5	0	25	0	2	0	25	0	0	0	0	0
2011-10-25	6:45:00 AM	2	34	13	0	14	24	0	7	0	29	0	2	0	24	0	0	0	0	0
2011-10-25	7:00:00 AM	0	17	6	0	10	19	0	7	0	26	0	1	0	23	0	0	0	0	0
2011-10-25	7:15:00 AM	4	26	9	0	18	43	0	12	0	29	0	6	0	40	0	0	0	0	0
2011-10-25	7:30:00 AM	3	35	16	0	17	70	0	12	0	26	0	2	0	44	0	0	0	0	0
2011-10-25	7:45:00 AM	9	65	19	0	29	80	0	11	0	28	0	11	0	59	0	0	0	0	0

2011-10-25	8:00:00 AM	10	47	14	0	26	75	0	17	0	30	0	5	0	39	0	0	0	0	0
2011-10-25	8:15:00 AM	5	46	27	0	25	65	0	18	0	41	0	10	0	53	0	0	0	0	0
2011-10-25	8:30:00 AM	3	49	21	0	33	65	0	20	0	33	0	14	0	40	0	0	0	0	0
2011-10-25	8:45:00 AM	13	54	21	0	46	90	0	21	0	35	0	17	0	53	0	0	0	0	0
2011-10-25	9:00:00 AM	11	65	27	0	35	75	0	16	0	36	0	15	0	41	0	0	0	0	0
2011-10-25	9:15:00 AM	8	32	32	0	28	55	0	18	0	28	0	19	0	45	0	0	0	0	0
2011-10-25	9:30:00 AM	9	53	35	0	32	63	0	27	0	28	0	15	0	54	0	0	0	0	0
2011-10-25	9:45:00 AM	24	54	39	0	34	63	0	33	0	35	0	23	0	41	0	0	0	0	0
2011-10-25	10:00:00 AM	13	49	36	0	33	57	0	21	0	37	0	18	0	52	0	0	0	0	0
2011-10-25	10:15:00 AM	13	58	37	0	39	63	0	23	0	41	0	19	0	46	0	0	0	0	0
2011-10-25	10:30:00 AM	7	48	43	0	40	75	0	43	0	44	0	19	0	58	0	0	0	0	0
2011-10-25	10:45:00 AM	13	50	55	0	47	80	0	27	0	33	0	32	0	56	0	0	0	0	0
2011-10-25	11:00:00 AM	17	70	53	0	38	65	0	26	0	38	0	37	0	45	0	0	0	0	0
2011-10-25	11:15:00 AM	15	62	65	0	47	70	0	31	0	33	0	26	0	37	0	0	0	0	0
2011-10-25	11:30:00 AM	5	61	60	0	38	75	0	39	0	31	0	22	0	45	0	0	0	0	0
2011-10-25	11:45:00 AM	17	65	49	0	46	70	0	24	0	30	0	32	0	45	0	0	0	0	0
2011-10-25	12:00:00 PM	13	65	49	0	62	65	0	31	0	33	0	27	0	49	0	0	0	0	0
2011-10-25	12:15:00 PM	17	60	52	0	52	70	0	38	0	35	0	24	0	55	0	0	0	0	0
2011-10-25	12:30:00 PM	12	65	61	0	47	65	0	32	0	40	0	19	0	46	0	0	0	0	0
2011-10-25	12:45:00 PM	12	70	51	0	61	53	0	41	0	36	0	20	0	52	0	0	0	0	0
2011-10-25	1:00:00 PM	18	65	55	0	42	70	0	33	0	37	0	31	0	48	0	0	0	0	0
2011-10-25	1:15:00 PM	16	60	43	0	51	70	0	54	0	36	0	36	0	55	0	0	0	0	0
2011-10-25	1:30:00 PM	12	70	65	0	37	65	0	31	0	35	0	24	0	59	0	0	0	0	0
2011-10-25	1:45:00 PM	13	65	59	0	46	80	0	51	0	36	0	23	0	50	0	0	0	0	0
2011-10-25	2:00:00 PM	10	65	49	0	57	52	0	42	0	36	0	31	0	46	0	0	0	0	0
2011-10-25	2:15:00 PM	19	100	50	0	50	65	0	33	0	51	0	24	0	48	0	0	0	0	0
2011-10-25	2:30:00 PM	13	70	48	0	49	65	0	38	0	34	0	33	0	48	0	0	0	0	0
2011-10-25	2:45:00 PM	11	65	50	0	50	65	0	41	0	47	0	16	0	56	0	0	0	0	0
2011-10-25	3:00:00 PM	8	75	65	0	48	65	0	35	0	56	0	23	0	52	0	0	0	0	0
2011-10-25	3:15:00 PM	11	80	48	0	33	63	0	40	0	30	0	35	0	50	0	0	0	0	0
2011-10-25	3:30:00 PM	9	70	51	0	45	58	0	26	0	41	0	28	0	54	0	0	0	0	0
2011-10-25	3:45:00 PM	13	100	48	0	52	60	0	42	0	40	0	28	0	53	0	0	0	0	0
2011-10-25	4:00:00 PM	14	70	56	0	65	65	0	44	0	46	0	19	0	51	0	0	0	0	0

2011-10-25	4:15:00 PM	19	75	49	0	46	63	0	41	0	44	0	19	0	56	0	0	0	0	0
2011-10-25	4:30:00 PM	9	95	37	0	38	56	0	42	0	53	0	27	0	52	0	0	0	0	0
2011-10-25	4:45:00 PM	13	90	49	0	38	54	0	45	0	56	0	21	0	41	0	0	0	0	0
2011-10-25	5:00:00 PM	14	95	59	0	39	52	0	35	0	48	0	21	0	65	0	0	0	0	0
2011-10-25	5:15:00 PM	12	70	55	0	32	62	0	36	0	41	0	20	0	56	0	0	0	0	0
2011-10-25	5:30:00 PM	15	65	57	0	32	50	0	22	0	31	0	12	0	34	0	0	0	0	0
2011-10-25	5:45:00 PM	7	56	55	0	31	57	0	17	0	43	0	11	0	49	0	0	0	0	0
2011-10-25	6:00:00 PM	6	42	37	0	24	29	0	16	0	38	0	12	0	43	0	0	0	0	0
2011-10-25	6:15:00 PM	11	34	30	0	23	31	0	20	0	25	0	7	0	30	0	0	0	0	0
2011-10-25	6:30:00 PM	6	29	26	0	21	39	0	19	0	30	0	11	0	26	0	0	0	0	0
2011-10-25	6:45:00 PM	3	33	29	0	10	34	0	11	0	29	0	8	0	27	0	0	0	0	0
2011-10-25	7:00:00 PM	1	28	13	0	14	18	0	5	0	23	0	8	0	39	0	0	0	0	0
2011-10-25	7:15:00 PM	0	18	20	0	18	21	0	10	0	19	0	2	0	26	0	0	0	0	0
2011-10-25	7:30:00 PM	0	27	8	0	7	16	0	11	0	17	0	5	0	20	0	0	0	0	0
2011-10-25	7:45:00 PM	1	24	15	0	8	13	0	4	0	29	0	3	0	24	0	0	0	0	0
2011-10-25	8:00:00 PM	1	28	13	0	10	11	0	7	0	27	0	4	0	20	0	0	0	0	0
2011-10-25	8:15:00 PM	3	16	8	0	6	14	0	4	0	16	0	4	0	19	0	0	0	0	0
2011-10-25	8:30:00 PM	2	15	9	0	5	10	0	4	0	27	0	3	0	16	0	0	0	0	0
2011-10-25	8:45:00 PM	1	26	17	0	7	16	0	5	0	22	0	8	0	19	0	0	0	0	0
2011-10-25	9:00:00 PM	2	29	13	0	5	10	0	5	0	19	0	5	0	10	0	0	0	0	0
2011-10-25	9:15:00 PM	1	25	7	0	8	5	0	7	0	25	0	6	0	11	0	0	0	0	0
2011-10-25	9:30:00 PM	2	19	3	0	7	15	0	4	0	28	0	5	0	13	0	0	0	0	0
2011-10-25	9:45:00 PM	0	13	8	0	3	7	0	4	0	15	0	3	0	10	0	0	0	0	0
2011-10-25	10:00:00 PM	0	5	2	0	4	6	0	3	0	18	0	1	0	9	0	0	0	0	0
2011-10-25	10:15:00 PM	2	13	2	0	3	13	0	4	0	20	0	0	0	13	0	0	0	0	0
2011-10-25	10:30:00 PM	2	4	1	0	5	5	0	2	0	10	0	3	0	14	0	0	0	0	0
2011-10-25	10:45:00 PM	1	6	3	0	1	7	0	1	0	12	0	3	0	13	0	0	0	0	0
2011-10-25	11:00:00 PM	0	10	4	0	1	5	0	1	0	10	0	0	0	13	0	0	0	0	0
2011-10-25	11:15:00 PM	1	6	3	0	0	4	0	1	0	16	0	2	0	11	0	0	0	0	0
2011-10-25	11:30:00 PM	1	3	0	0	2	5	0	0	0	17	0	2	0	9	0	0	0	0	0
2011-10-25	11:45:00 PM	0	3	1	0	1	1	0	1	0	14	0	0	0	11	0	0	0	0	0
2011-10-26	12:00:00 AM	0	4	2	0	0	7	0	1	0	10	0	0	0	6	0	0	0	0	0
2011-10-26	12:15:00 AM	1	1	3	0	1	1	0	1	0	5	0	0	0	7	0	0	0	0	0

2011-10-26	12:30:00 AM	0	4	1	0	0	1	0	0	0	11	0	0	0	10	0	0	0	0	0
2011-10-26	12:45:00 AM	0	2	0	0	1	1	0	1	0	6	0	0	0	7	0	0	0	0	0
2011-10-26	1:00:00 AM	1	1	1	0	2	2	0	2	0	12	0	0	0	13	0	0	0	0	0
2011-10-26	1:15:00 AM	0	3	0	0	0	1	0	2	0	6	0	0	0	9	0	0	0	0	0
2011-10-26	1:30:00 AM	2	1	0	0	0	6	0	0	0	2	0	1	0	10	0	0	0	0	0
2011-10-26	1:45:00 AM	1	1	0	0	0	1	0	0	0	5	0	1	0	3	0	0	0	0	0
2011-10-26	2:00:00 AM	0	0	0	0	0	3	0	0	0	6	0	0	0	4	0	0	0	0	0
2011-10-26	2:15:00 AM	0	1	0	0	0	0	0	0	0	6	0	0	0	4	0	0	0	0	0
2011-10-26	2:30:00 AM	0	2	0	0	1	4	0	0	0	3	0	0	0	6	0	0	0	0	0
2011-10-26	2:45:00 AM	0	1	0	0	0	3	0	0	0	11	0	0	0	5	0	0	0	0	0
2011-10-26	3:00:00 AM	0	1	0	0	1	3	0	0	0	8	0	0	0	7	0	0	0	0	0
2011-10-26	3:15:00 AM	0	1	0	0	0	3	0	0	0	8	0	0	0	7	0	0	0	0	0
2011-10-26	3:30:00 AM	0	1	0	0	0	0	0	0	0	5	0	0	0	8	0	0	0	0	0
2011-10-26	3:45:00 AM	0	0	0	0	0	4	0	0	0	7	0	0	0	10	0	0	0	0	0
2011-10-26	4:00:00 AM	0	3	1	0	2	2	0	0	0	6	0	0	0	8	0	0	0	0	0
2011-10-26	4:15:00 AM	0	1	1	0	0	6	0	0	0	7	0	0	0	9	0	0	0	0	0
2011-10-26	4:30:00 AM	0	3	1	0	1	2	0	1	0	6	0	0	0	8	0	0	0	0	0
2011-10-26	4:45:00 AM	0	4	0	0	2	5	0	0	0	9	0	0	0	14	0	0	0	0	0
2011-10-26	5:00:00 AM	0	4	0	0	2	7	0	0	0	13	0	1	0	8	0	0	0	0	0
2011-10-26	5:15:00 AM	1	4	2	0	0	6	0	0	0	9	0	0	0	10	0	0	0	0	0
2011-10-26	5:30:00 AM	0	6	3	0	0	8	0	0	0	16	0	2	0	11	0	0	0	0	0
2011-10-26	5:45:00 AM	1	6	1	0	3	14	0	2	0	16	0	1	0	15	0	0	0	0	0
2011-10-26	6:00:00 AM	2	9	4	0	4	17	0	0	0	11	0	0	0	13	0	0	0	0	0
2011-10-26	6:15:00 AM	0	17	6	0	2	22	0	2	0	18	0	1	0	23	0	0	0	0	0
2011-10-26	6:30:00 AM	1	32	3	0	3	27	0	3	0	16	0	4	0	22	0	0	0	0	0
2011-10-26	6:45:00 AM	2	37	13	0	9	28	0	4	0	27	0	0	0	28	0	0	0	0	0
2011-10-26	7:00:00 AM	1	24	6	0	4	23	0	3	0	24	0	3	0	21	0	0	0	0	0
2011-10-26	7:15:00 AM	5	25	15	0	16	41	0	6	0	26	0	2	0	26	0	0	0	0	0
2011-10-26	7:30:00 AM	5	33	12	0	26	56	0	13	0	24	0	5	0	55	0	0	0	0	0
2011-10-26	7:45:00 AM	15	50	22	0	21	70	0	18	0	36	0	7	0	65	0	0	0	0	0
2011-10-26	8:00:00 AM	14	48	21	0	27	60	0	16	0	33	0	10	0	47	0	0	0	0	0
2011-10-26	8:15:00 AM	10	45	20	0	32	80	0	19	0	35	0	8	0	54	0	0	0	0	0
2011-10-26	8:30:00 AM	6	41	24	0	41	70	0	17	0	34	0	11	0	53	0	0	0	0	0

2011-10-26	8:45:00 AM	15	52	20	0	34	80	0	18	0	34	0	10	0	65	0	0	0	0	0
2011-10-26	9:00:00 AM	9	56	25	0	45	70	0	17	0	33	0	11	0	52	0	0	0	0	0
2011-10-26	9:15:00 AM	9	50	29	0	38	63	0	14	0	43	0	20	0	48	0	0	0	0	0
2011-10-26	9:30:00 AM	9	51	29	0	40	75	0	26	0	25	0	20	0	54	0	0	0	0	0
2011-10-26	9:45:00 AM	20	55	47	0	33	70	0	19	0	31	0	27	0	60	0	0	0	0	0
2011-10-26	10:00:00 AM	7	60	37	0	36	54	0	25	0	39	0	13	0	54	0	0	0	0	0
2011-10-26	10:15:00 AM	13	57	49	0	55	62	0	25	0	40	0	28	0	46	0	0	0	0	0
2011-10-26	10:30:00 AM	8	55	51	0	40	70	0	28	0	25	0	18	0	51	0	0	0	0	0
2011-10-26	10:45:00 AM	15	59	59	0	46	60	0	37	0	40	0	23	0	56	0	0	0	0	0
2011-10-26	11:00:00 AM	9	63	47	0	59	60	0	32	0	37	0	20	0	59	0	0	0	0	0
2011-10-26	11:15:00 AM	10	63	55	0	49	46	0	37	0	31	0	16	0	48	0	0	0	0	0
2011-10-26	11:30:00 AM	13	54	65	0	49	65	0	34	0	37	0	27	0	56	0	0	0	0	0
2011-10-26	11:45:00 AM	14	75	48	0	52	65	0	50	0	38	0	21	0	47	0	0	0	0	0
2011-10-26	12:00:00 PM	11	62	57	0	48	65	0	40	0	37	0	27	0	52	0	0	0	0	0
2011-10-26	12:15:00 PM	13	53	70	0	49	75	0	38	0	38	0	21	0	47	0	0	0	0	0
2011-10-26	12:30:00 PM	7	62	54	0	50	54	0	40	0	42	0	27	0	45	0	0	0	0	0
2011-10-26	12:45:00 PM	11	65	47	0	49	59	0	38	0	31	0	23	0	50	0	0	0	0	0
2011-10-26	1:00:00 PM	16	59	58	0	57	53	0	40	0	47	0	33	0	47	0	0	0	0	0
2011-10-26	1:15:00 PM	13	75	70	0	62	58	0	28	0	47	0	25	0	50	0	0	0	0	0
2011-10-26	1:30:00 PM	8	80	56	0	48	65	0	38	0	42	0	27	0	65	0	0	0	0	0
2011-10-26	1:45:00 PM	16	70	65	0	53	53	0	35	0	36	0	21	0	57	0	0	0	0	0
2011-10-26	2:00:00 PM	10	80	56	0	57	70	0	38	0	40	0	29	0	58	0	0	0	0	0
2011-10-26	2:15:00 PM	9	70	59	0	55	70	0	43	0	49	0	32	0	59	0	0	0	0	0
2011-10-26	2:30:00 PM	13	80	54	0	57	61	0	42	0	43	0	33	0	43	0	0	0	0	0
2011-10-26	2:45:00 PM	13	57	46	0	56	51	0	48	0	47	0	27	0	48	0	0	0	0	0
2011-10-26	3:00:00 PM	10	75	65	0	47	70	0	48	0	33	0	24	0	63	0	0	0	0	0
2011-10-26	3:15:00 PM	16	75	65	0	41	70	0	40	0	40	0	28	0	50	0	0	0	0	0
2011-10-26	3:30:00 PM	14	65	60	0	55	75	0	38	0	34	0	29	0	54	0	0	0	0	0
2011-10-26	3:45:00 PM	14	75	50	0	56	52	0	49	0	41	0	25	0	43	0	0	0	0	0
2011-10-26	4:00:00 PM	14	110	62	0	42	47	0	38	0	51	0	23	0	63	0	0	0	0	0
2011-10-26	4:15:00 PM	15	90	60	0	63	65	0	38	0	48	0	29	0	44	0	0	0	0	0
2011-10-26	4:30:00 PM	11	100	53	0	44	70	0	47	0	49	0	17	0	41	0	0	0	0	0
2011-10-26	4:45:00 PM	15	95	54	0	42	65	0	46	0	43	0	26	0	51	0	0	0	0	0

2011-10-26	5:00:00 PM	9	75	54	0	40	57	0	48	0	46	0	25	0	46	0	0	0	0	0
2011-10-26	5:15:00 PM	9	65	50	0	30	50	0	33	0	34	0	17	0	45	0	0	0	0	0
2011-10-26	5:30:00 PM	6	62	50	0	27	45	0	29	0	39	0	15	0	43	0	0	0	0	0
2011-10-26	5:45:00 PM	11	58	29	0	24	41	0	20	0	36	0	12	0	49	0	0	0	0	0
2011-10-26	6:00:00 PM	9	35	30	0	22	36	0	21	0	30	0	16	0	33	0	0	0	0	0
2011-10-26	6:15:00 PM	5	39	28	0	17	23	0	15	0	30	0	9	0	36	0	0	0	0	0
2011-10-26	6:30:00 PM	9	30	22	0	11	28	0	8	0	28	0	11	0	42	0	0	0	0	0
2011-10-26	6:45:00 PM	5	29	27	0	21	31	0	10	0	26	0	10	0	23	0	0	0	0	0
2011-10-26	7:00:00 PM	7	30	12	0	13	23	0	8	0	34	0	9	0	26	0	0	0	0	0
2011-10-26	7:15:00 PM	3	21	14	0	16	20	0	9	0	23	0	6	0	27	0	0	0	0	0
2011-10-26	7:30:00 PM	5	16	15	0	11	16	0	11	0	18	0	7	0	21	0	0	0	0	0
2011-10-26	7:45:00 PM	2	21	13	0	7	12	0	11	0	23	0	5	0	16	0	0	0	0	0
2011-10-26	8:00:00 PM	1	26	14	0	9	11	0	7	0	31	0	4	0	12	0	0	0	0	0
2011-10-26	8:15:00 PM	4	15	7	0	8	10	0	10	0	25	0	6	0	20	0	0	0	0	0
2011-10-26	8:30:00 PM	1	17	4	0	9	11	0	8	0	20	0	6	0	8	0	0	0	0	0
2011-10-26	8:45:00 PM	3	21	9	0	4	8	0	4	0	11	0	1	0	21	0	0	0	0	0
2011-10-26	9:00:00 PM	0	25	18	0	6	6	0	10	0	17	0	3	0	17	0	0	0	0	0
2011-10-26	9:15:00 PM	1	29	4	0	11	10	0	6	0	28	0	4	0	22	0	0	0	0	0
2011-10-26	9:30:00 PM	1	25	9	0	5	3	0	4	0	21	0	1	0	18	0	0	0	0	0
2011-10-26	9:45:00 PM	0	10	3	0	1	6	0	7	0	6	0	1	0	17	0	0	0	0	0
2011-10-26	10:00:00 PM	0	9	6	0	2	3	0	2	0	11	0	2	0	8	0	0	0	0	0
2011-10-26	10:15:00 PM	1	10	3	0	1	6	0	3	0	12	0	1	0	10	0	0	0	0	0
2011-10-26	10:30:00 PM	1	14	4	0	2	3	0	2	0	13	0	0	0	8	0	0	0	0	0
2011-10-26	10:45:00 PM	3	6	1	0	1	8	0	1	0	11	0	3	0	12	0	0	0	0	0
2011-10-26	11:00:00 PM	1	10	4	0	2	8	0	4	0	15	0	5	0	14	0	0	0	0	0
2011-10-26	11:15:00 PM	1	12	0	0	5	3	0	0	0	24	0	3	0	12	0	0	0	0	0
2011-10-26	11:30:00 PM	2	8	0	0	2	2	0	2	0	11	0	2	0	7	0	0	0	0	0
2011-10-26	11:45:00 PM	1	1	0	0	0	6	0	3	0	7	0	2	0	9	0	0	0	0	0
2011-10-27	12:00:00 AM	1	6	1	0	1	2	0	0	0	6	0	0	0	12	0	0	0	0	0
2011-10-27	12:15:00 AM	0	5	3	0	0	0	0	0	0	9	0	1	0	4	0	0	0	0	0
2011-10-27	12:30:00 AM	1	1	1	0	0	2	0	0	0	6	0	0	0	8	0	0	0	0	0
2011-10-27	12:45:00 AM	1	2	0	0	0	2	0	0	0	9	0	1	0	7	0	0	0	0	0
2011-10-27	1:00:00 AM	0	4	1	0	4	2	0	0	0	8	0	1	0	10	0	0	0	0	0

2011-10-27	1:15:00 AM	0	2	0	0	0	2	0	1	0	12	0	1	0	11	0	0	0	0	0
2011-10-27	1:30:00 AM	0	4	0	0	0	4	0	0	0	9	0	0	0	7	0	0	0	0	0
2011-10-27	1:45:00 AM	1	3	0	0	0	0	0	0	0	9	0	1	0	5	0	0	0	0	0
2011-10-27	2:00:00 AM	1	1	1	0	0	4	0	2	0	10	0	2	0	5	0	0	0	0	0
2011-10-27	2:15:00 AM	0	3	0	0	0	3	0	0	0	8	0	6	0	2	0	0	0	0	0
2011-10-27	2:30:00 AM	0	3	0	0	1	0	0	0	0	5	0	1	0	5	0	0	0	0	0
2011-10-27	2:45:00 AM	0	2	2	0	0	5	0	0	0	7	0	0	0	5	0	0	0	0	0
2011-10-27	3:00:00 AM	0	4	1	0	0	2	0	2	0	8	0	0	0	9	0	0	0	0	0
2011-10-27	3:15:00 AM	0	0	1	0	0	2	0	0	0	9	0	0	0	6	0	0	0	0	0
2011-10-27	3:30:00 AM	0	2	0	0	1	3	0	0	0	9	0	0	0	4	0	0	0	0	0
2011-10-27	3:45:00 AM	0	6	0	0	0	2	0	0	0	9	0	0	0	8	0	0	0	0	0
2011-10-27	4:00:00 AM	0	2	1	0	1	1	0	0	0	5	0	0	0	10	0	0	0	0	0
2011-10-27	4:15:00 AM	0	3	0	0	1	6	0	0	0	7	0	0	0	5	0	0	0	0	0
2011-10-27	4:30:00 AM	0	1	1	0	1	2	0	2	0	9	0	0	0	3	0	0	0	0	0
2011-10-27	4:45:00 AM	0	2	0	0	0	4	0	0	0	7	0	1	0	4	0	0	0	0	0
2011-10-27	5:00:00 AM	0	5	0	0	0	2	0	0	0	7	0	1	0	16	0	0	0	0	0
2011-10-27	5:15:00 AM	0	3	1	0	0	7	0	0	0	9	0	0	0	6	0	0	0	0	0
2011-10-27	5:30:00 AM	0	8	4	0	2	5	0	1	0	11	0	0	0	10	0	0	0	0	0
2011-10-27	5:45:00 AM	1	7	4	0	1	20	0	3	0	11	0	1	0	19	0	0	0	0	0
2011-10-27	6:00:00 AM	1	14	3	0	2	11	0	0	0	16	0	1	0	12	0	0	0	0	0
2011-10-27	6:15:00 AM	0	16	3	0	4	15	0	1	0	20	0	0	0	18	0	0	0	0	0
2011-10-27	6:30:00 AM	0	23	8	0	5	28	0	2	0	20	0	1	0	27	0	0	0	0	0
2011-10-27	6:45:00 AM	2	31	7	0	9	29	0	7	0	24	0	3	0	31	0	0	0	0	0
2011-10-27	7:00:00 AM	3	32	10	0	12	24	0	7	0	26	0	1	0	29	0	0	0	0	0
2011-10-27	7:15:00 AM	4	28	13	0	14	39	0	11	0	22	0	6	0	34	0	0	0	0	0
2011-10-27	7:30:00 AM	3	32	14	0	22	49	0	13	0	37	0	5	0	43	0	0	0	0	0
2011-10-27	7:45:00 AM	8	46	19	0	26	75	0	18	0	41	0	8	0	70	0	0	0	0	0
2011-10-27	8:00:00 AM	9	49	18	0	34	65	0	29	0	33	0	11	0	52	0	0	0	0	0
2011-10-27	8:15:00 AM	12	60	28	0	49	58	0	24	0	34	0	13	0	62	0	0	0	0	0
2011-10-27	8:30:00 AM	9	48	22	0	43	70	0	20	0	37	0	9	0	58	0	0	0	0	0
2011-10-27	8:45:00 AM	12	58	23	0	44	90	0	20	0	28	0	14	0	63	0	0	0	0	0
2011-10-27	9:00:00 AM	13	47	30	0	33	65	0	21	0	35	0	9	0	52	0	0	0	0	0
2011-10-27	9:15:00 AM	10	47	29	0	45	60	0	21	0	37	0	20	0	56	0	0	0	0	0

2011-10-27	9:30:00 AM	11	48	38	0	32	65	0	22	0	35	0	20	0	32	0	0	0	0	0
2011-10-27	9:45:00 AM	13	49	37	0	36	65	0	28	0	41	0	13	0	51	0	0	0	0	0
2011-10-27	10:00:00 AM	6	61	47	0	45	70	0	15	0	31	0	17	0	44	0	0	0	0	0
2011-10-27	10:15:00 AM	9	65	41	0	56	54	0	28	0	37	0	19	0	42	0	0	0	0	0
2011-10-27	10:30:00 AM	9	60	41	0	59	54	0	31	0	39	0	23	0	50	0	0	0	0	0
2011-10-27	10:45:00 AM	12	55	65	0	57	65	0	37	0	36	0	25	0	58	0	0	0	0	0
2011-10-27	11:00:00 AM	16	65	55	0	45	65	0	26	0	34	0	27	0	46	0	0	0	0	0
2011-10-27	11:15:00 AM	13	60	57	0	40	63	0	37	0	34	0	17	0	56	0	0	0	0	0
2011-10-27	11:30:00 AM	13	65	53	0	41	61	0	43	0	42	0	24	0	55	0	0	0	0	0
2011-10-27	11:45:00 AM	10	65	58	0	47	63	0	40	0	35	0	26	0	53	0	0	0	0	0
2011-10-27	12:00:00 PM	10	65	62	0	51	57	0	38	0	36	0	37	0	48	0	0	0	0	0
2011-10-27	12:15:00 PM	7	70	48	0	53	65	0	34	0	45	0	28	0	57	0	0	0	0	0
2011-10-27	12:30:00 PM	7	75	61	0	50	75	0	39	0	38	0	21	0	56	0	0	0	0	0
2011-10-27	12:45:00 PM	10	65	65	0	55	75	0	41	0	51	0	33	0	52	0	0	0	0	0
2011-10-27	1:00:00 PM	13	65	65	0	43	65	0	47	0	33	0	34	0	48	0	0	0	0	0
2011-10-27	1:15:00 PM	13	70	65	0	50	63	0	36	0	42	0	21	0	53	0	0	0	0	0
2011-10-27	1:30:00 PM	15	85	63	0	54	53	0	65	0	45	0	26	0	43	0	0	0	0	0
2011-10-27	1:45:00 PM	7	70	61	0	49	70	0	43	0	40	0	16	0	56	0	0	0	0	0
2011-10-27	2:00:00 PM	15	85	47	0	61	55	0	40	0	49	0	29	0	58	0	0	0	0	0
2011-10-27	2:15:00 PM	16	95	46	0	65	48	0	35	0	44	0	22	0	57	0	0	0	0	0
2011-10-27	2:30:00 PM	9	75	59	0	44	75	0	43	0	48	0	43	0	43	0	0	0	0	0
2011-10-27	2:45:00 PM	12	85	65	0	56	65	0	34	0	56	0	23	0	43	0	0	0	0	0
2011-10-27	3:00:00 PM	6	80	75	0	62	65	0	32	0	43	0	30	0	55	0	0	0	0	0
2011-10-27	3:15:00 PM	9	90	65	0	47	70	0	38	0	47	0	37	0	48	0	0	0	0	0
2011-10-27	3:30:00 PM	15	80	46	0	56	65	0	52	0	53	0	24	0	48	0	0	0	0	0
2011-10-27	3:45:00 PM	11	85	70	0	65	65	0	35	0	46	0	30	0	63	0	0	0	0	0
2011-10-27	4:00:00 PM	15	90	56	0	53	75	0	52	0	55	0	35	0	58	0	0	0	0	0
2011-10-27	4:15:00 PM	13	80	60	0	49	80	0	49	0	47	0	33	0	59	0	0	0	0	0
2011-10-27	4:30:00 PM	18	75	65	0	39	52	0	24	0	50	0	28	0	46	0	0	0	0	0
2011-10-27	4:45:00 PM	7	80	61	0	43	70	0	65	0	50	0	26	0	70	0	0	0	0	0
2011-10-27	5:00:00 PM	7	80	52	0	44	56	0	44	0	44	0	32	0	41	0	0	0	0	0
2011-10-27	5:15:00 PM	15	80	50	0	31	56	0	34	0	46	0	14	0	58	0	0	0	0	0
2011-10-27	5:30:00 PM	8	60	51	0	25	59	0	27	0	44	0	10	0	44	0	0	0	0	0

2011-10-27	5:45:00 PM	11	57	50	0	33	48	0	33	0	39	0	17	0	40	0	0	0	0	0
2011-10-27	6:00:00 PM	6	65	38	0	29	33	0	21	0	43	0	9	0	45	0	0	0	0	0
2011-10-27	6:15:00 PM	7	41	34	0	15	39	0	17	0	27	0	12	0	44	0	0	0	0	0
2011-10-27	6:30:00 PM	3	34	46	0	24	35	0	17	0	26	0	13	0	31	0	0	0	0	0
2011-10-27	6:45:00 PM	11	28	26	0	16	37	0	9	0	29	0	7	0	47	0	0	0	0	0
2011-10-27	7:00:00 PM	3	39	27	0	15	13	0	7	0	25	0	8	0	29	0	0	0	0	0
2011-10-27	7:15:00 PM	1	23	11	0	11	28	0	12	0	24	0	11	0	23	0	0	0	0	0
2011-10-27	7:30:00 PM	4	24	21	0	17	15	0	10	0	28	0	3	0	22	0	0	0	0	0
2011-10-27	7:45:00 PM	3	25	18	0	17	14	0	9	0	25	0	5	0	21	0	0	0	0	0
2011-10-27	8:00:00 PM	2	28	20	0	12	18	0	6	0	15	0	6	0	24	0	0	0	0	0
2011-10-27	8:15:00 PM	0	20	9	0	13	10	0	10	0	24	0	1	0	16	0	0	0	0	0
2011-10-27	8:30:00 PM	3	20	15	0	14	10	0	10	0	25	0	4	0	21	0	0	0	0	0
2011-10-27	8:45:00 PM	0	21	15	0	9	12	0	4	0	20	0	4	0	19	0	0	0	0	0
2011-10-27	9:00:00 PM	4	25	15	0	11	13	0	14	0	26	0	6	0	20	0	0	0	0	0
2011-10-27	9:15:00 PM	1	26	11	0	9	12	0	5	0	28	0	6	0	20	0	0	0	0	0
2011-10-27	9:30:00 PM	0	33	10	0	10	4	0	4	0	27	0	3	0	18	0	0	0	0	0
2011-10-27	9:45:00 PM	4	14	7	0	7	6	0	10	0	18	0	4	0	10	0	0	0	0	0
2011-10-27	10:00:00 PM	3	11	4	0	1	9	0	1	0	15	0	5	0	14	0	0	0	0	0
2011-10-27	10:15:00 PM	1	16	3	0	0	5	0	2	0	16	0	3	0	13	0	0	0	0	0
2011-10-27	10:30:00 PM	1	5	4	0	5	6	0	1	0	12	0	2	0	9	0	0	0	0	0
2011-10-27	10:45:00 PM	2	5	1	0	4	3	0	2	0	10	0	0	0	11	0	0	0	0	0
2011-10-27	11:00:00 PM	1	10	3	0	2	8	0	1	0	14	0	1	0	11	0	0	0	0	0
2011-10-27	11:15:00 PM	2	4	1	0	1	4	0	4	0	9	0	9	0	8	0	0	0	0	0
2011-10-27	11:30:00 PM	1	6	0	0	1	4	0	1	0	19	0	3	0	7	0	0	0	0	0
2011-10-27	11:45:00 PM	1	0	0	0	0	4	0	1	0	8	0	2	0	5	0	0	0	0	0
2011-10-28	12:00:00 AM	0	4	1	0	0	4	0	1	0	14	0	3	0	11	0	0	0	0	0
2011-10-28	12:15:00 AM	1	3	1	0	0	3	0	1	0	10	0	1	0	8	0	0	0	0	0
2011-10-28	12:30:00 AM	1	1	1	0	1	2	0	2	0	10	0	6	0	9	0	0	0	0	0
2011-10-28	12:45:00 AM	0	2	0	0	0	3	0	0	0	5	0	1	0	15	0	0	0	0	0
2011-10-28	1:00:00 AM	0	4	0	0	3	5	0	1	0	15	0	2	0	6	0	0	0	0	0
2011-10-28	1:15:00 AM	0	3	0	0	0	1	0	0	0	9	0	3	0	3	0	0	0	0	0
2011-10-28	1:30:00 AM	0	1	0	0	0	1	0	2	0	9	0	2	0	3	0	0	0	0	0
2011-10-28	1:45:00 AM	0	2	1	0	0	3	0	0	0	8	0	1	0	0	0	0	0	0	0

2011-10-28	2:00:00 AM	0	3	0	0	0	0	0	1	0	1	0	7	0	2	0	0	0	0	0
2011-10-28	2:15:00 AM	0	2	0	0	1	2	0	2	0	8	0	5	0	0	0	0	0	0	0
2011-10-28	2:30:00 AM	0	2	0	0	0	2	0	0	0	9	0	1	0	0	0	0	0	0	0
2011-10-28	2:45:00 AM	1	1	0	0	0	4	0	0	0	7	0	0	0	3	0	0	0	0	0
2011-10-28	3:00:00 AM	0	2	0	0	1	0	0	0	0	6	0	0	0	2	0	0	0	0	0
2011-10-28	3:15:00 AM	3	2	0	0	0	7	0	1	0	9	0	0	0	21	0	0	0	0	0
2011-10-28	3:30:00 AM	3	4	0	0	0	9	0	0	0	4	0	3	0	19	0	0	0	0	0
2011-10-28	3:45:00 AM	0	2	1	0	1	2	0	1	0	8	0	0	0	1	0	0	0	0	0
2011-10-28	4:00:00 AM	0	4	1	0	2	2	0	0	0	4	0	0	0	16	0	0	0	0	0
2011-10-28	4:15:00 AM	0	2	0	0	0	7	0	1	0	8	0	1	0	6	0	0	0	0	0
2011-10-28	4:30:00 AM	0	0	0	0	1	4	0	1	0	14	0	0	0	8	0	0	0	0	0
2011-10-28	4:45:00 AM	1	1	0	0	2	5	0	0	0	5	0	1	0	7	0	0	0	0	0
2011-10-28	5:00:00 AM	0	3	0	0	0	4	0	0	0	11	0	0	0	13	0	0	0	0	0
2011-10-28	5:15:00 AM	2	4	1	0	3	6	0	0	0	11	0	2	0	7	0	0	0	0	0
2011-10-28	5:30:00 AM	0	8	2	0	5	9	0	0	0	15	0	0	0	11	0	0	0	0	0
2011-10-28	5:45:00 AM	1	6	1	0	0	17	0	0	0	12	0	1	0	15	0	0	0	0	0
2011-10-28	6:00:00 AM	0	9	4	0	3	6	0	2	0	14	0	5	0	6	0	0	0	0	0
2011-10-28	6:15:00 AM	1	13	8	0	2	9	0	1	0	21	0	1	0	18	0	0	0	0	0
2011-10-28	6:30:00 AM	1	15	9	0	5	24	0	3	0	24	0	2	0	19	0	0	0	0	0
2011-10-28	6:45:00 AM	3	32	9	0	10	27	0	4	0	31	0	7	0	19	0	0	0	0	0
2011-10-28	7:00:00 AM	1	32	11	0	12	23	0	5	0	28	0	0	0	29	0	0	0	0	0
2011-10-28	7:15:00 AM	1	35	10	0	17	31	0	9	0	25	0	6	0	36	0	0	0	0	0
2011-10-28	7:30:00 AM	1	33	15	0	9	50	0	7	0	30	0	6	0	48	0	0	0	0	0
2011-10-28	7:45:00 AM	6	45	14	0	29	80	0	14	0	47	0	7	0	60	0	0	0	0	0
2011-10-28	8:00:00 AM	6	50	24	0	30	57	0	10	0	40	0	3	0	45	0	0	0	0	0
2011-10-28	8:15:00 AM	12	62	26	0	26	70	0	18	0	31	0	12	0	51	0	0	0	0	0
2011-10-28	8:30:00 AM	0	45	26	0	37	65	0	13	0	29	0	10	0	54	0	0	0	0	0
2011-10-28	8:45:00 AM	10	49	31	0	45	90	0	19	0	29	0	10	0	65	0	0	0	0	0
2011-10-28	9:00:00 AM	6	43	30	0	39	60	0	22	0	39	0	15	0	43	0	0	0	0	0
2011-10-28	9:15:00 AM	9	65	33	0	55	70	0	27	0	44	0	12	0	48	0	0	0	0	0
2011-10-28	9:30:00 AM	8	63	36	0	38	65	0	20	0	34	0	24	0	50	0	0	0	0	0
2011-10-28	9:45:00 AM	9	57	53	0	50	65	0	38	0	33	0	24	0	49	0	0	0	0	0
2011-10-28	10:00:00 AM	15	63	45	0	46	70	0	35	0	33	0	25	0	50	0	0	0	0	0

2011-10-28	10:15:00 AM	16	45	43	0	42	70	0	31	0	40	0	23	0	54	0	0	0	0	0
2011-10-28	10:30:00 AM	17	62	45	0	62	70	0	33	0	37	0	36	0	45	0	0	0	0	0
2011-10-28	10:45:00 AM	15	51	54	0	63	61	0	31	0	38	0	20	0	52	0	0	0	0	0
2011-10-28	11:00:00 AM	13	65	65	0	45	70	0	32	0	37	0	20	0	51	0	0	0	0	0
2011-10-28	11:15:00 AM	14	58	65	0	57	59	0	38	0	46	0	27	0	59	0	0	0	0	0
2011-10-28	11:30:00 AM	18	80	65	0	51	65	0	33	0	46	0	21	0	65	0	0	0	0	0
2011-10-28	11:45:00 AM	11	63	65	0	46	95	0	36	0	46	0	27	0	59	0	0	0	0	0
2011-10-28	12:00:00 PM	10	65	56	0	58	60	0	37	0	44	0	32	0	52	0	0	0	0	0
2011-10-28	12:15:00 PM	19	85	53	0	51	70	0	44	0	46	0	37	0	65	0	0	0	0	0
2011-10-28	12:30:00 PM	8	90	70	0	53	58	0	44	0	49	0	22	0	48	0	0	0	0	0
2011-10-28	12:45:00 PM	14	70	70	0	44	75	0	30	0	65	0	26	0	61	0	0	0	0	0
2011-10-28	1:00:00 PM	11	65	57	0	46	70	0	41	0	45	0	34	0	65	0	0	0	0	0
2011-10-28	1:15:00 PM	10	80	70	0	60	70	0	43	0	38	0	24	0	63	0	0	0	0	0
2011-10-28	1:30:00 PM	8	80	70	0	49	65	0	52	0	40	0	36	0	58	0	0	0	0	0
2011-10-28	1:45:00 PM	21	70	63	0	65	80	0	52	0	41	0	44	0	62	0	0	0	0	0
2011-10-28	2:00:00 PM	12	85	56	0	60	53	0	36	0	50	0	30	0	49	0	0	0	0	0
2011-10-28	2:15:00 PM	15	80	58	0	70	65	0	43	0	48	0	44	0	58	0	0	0	0	0
2011-10-28	2:30:00 PM	13	80	75	0	52	75	0	62	0	50	0	34	0	49	0	0	0	0	0
2011-10-28	2:45:00 PM	18	85	65	0	56	75	0	58	0	55	0	37	0	62	0	0	0	0	0
2011-10-28	3:00:00 PM	12	90	57	0	54	70	0	42	0	55	0	20	0	62	0	0	0	0	0
2011-10-28	3:15:00 PM	9	85	60	0	56	65	0	43	0	51	0	34	0	49	0	0	0	0	0
2011-10-28	3:30:00 PM	17	80	70	0	65	65	0	41	0	47	0	28	0	46	0	0	0	0	0
2011-10-28	3:45:00 PM	17	95	65	0	75	65	0	45	0	61	0	33	0	52	0	0	0	0	0
2011-10-28	4:00:00 PM	15	90	52	0	56	80	0	49	0	55	0	33	0	63	0	0	0	0	0
2011-10-28	4:15:00 PM	12	80	65	0	52	54	0	45	0	43	0	26	0	49	0	0	0	0	0
2011-10-28	4:30:00 PM	15	90	75	0	51	75	0	38	0	42	0	32	0	54	0	0	0	0	0
2011-10-28	4:45:00 PM	13	80	70	0	34	59	0	48	0	46	0	31	0	45	0	0	0	0	0
2011-10-28	5:00:00 PM	16	85	70	0	53	65	0	40	0	45	0	20	0	58	0	0	0	0	0
2011-10-28	5:15:00 PM	15	70	63	0	32	63	0	30	0	42	0	23	0	39	0	0	0	0	0
2011-10-28	5:30:00 PM	13	65	46	0	32	51	0	25	0	41	0	22	0	42	0	0	0	0	0
2011-10-28	5:45:00 PM	6	80	54	0	27	35	0	19	0	43	0	20	0	35	0	0	0	0	0
2011-10-28	6:00:00 PM	7	43	47	0	16	45	0	12	0	29	0	8	0	41	0	0	0	0	0
2011-10-28	6:15:00 PM	5	39	40	0	21	37	0	17	0	33	0	8	0	40	0	0	0	0	0

2011-10-28	6:30:00 PM	4	29	33	0	28	46	0	12	0	29	0	14	0	45	0	0	0	0	0
2011-10-28	6:45:00 PM	6	40	21	0	16	32	0	12	0	32	0	8	0	39	0	0	0	0	0
2011-10-28	7:00:00 PM	7	42	37	0	28	19	0	14	0	38	0	3	0	27	0	0	0	0	0
2011-10-28	7:15:00 PM	2	36	27	0	12	31	0	4	0	24	0	6	0	22	0	0	0	0	0
2011-10-28	7:30:00 PM	7	27	19	0	11	15	0	7	0	19	0	3	0	15	0	0	0	0	0
2011-10-28	7:45:00 PM	4	21	19	0	10	18	0	14	0	21	0	5	0	18	0	0	0	0	0
2011-10-28	8:00:00 PM	2	17	19	0	6	16	0	10	0	22	0	5	0	17	0	0	0	0	0
2011-10-28	8:15:00 PM	5	24	21	0	11	19	0	6	0	22	0	5	0	18	0	0	0	0	0
2011-10-28	8:30:00 PM	4	18	10	0	8	18	0	8	0	11	0	8	0	15	0	0	0	0	0
2011-10-28	8:45:00 PM	4	16	15	0	15	13	0	8	0	22	0	11	0	17	0	0	0	0	0
2011-10-28	9:00:00 PM	2	21	25	0	12	19	0	8	0	19	0	7	0	17	0	0	0	0	0
2011-10-28	9:15:00 PM	0	24	13	0	12	17	0	8	0	29	0	6	0	12	0	0	0	0	0
2011-10-28	9:30:00 PM	2	30	12	0	6	5	0	10	0	20	0	7	0	16	0	0	0	0	0
2011-10-28	9:45:00 PM	3	18	5	0	10	13	0	12	0	24	0	6	0	13	0	0	0	0	0
2011-10-28	10:00:00 PM	1	14	6	0	3	7	0	5	0	21	0	5	0	13	0	0	0	0	0
2011-10-28	10:15:00 PM	2	8	7	0	5	11	0	4	0	24	0	2	0	11	0	0	0	0	0
2011-10-28	10:30:00 PM	2	12	9	0	6	7	0	7	0	12	0	3	0	12	0	0	0	0	0
2011-10-28	10:45:00 PM	3	12	2	0	1	11	0	6	0	19	0	4	0	11	0	0	0	0	0
2011-10-28	11:00:00 PM	0	9	2	0	5	7	0	2	0	13	0	3	0	9	0	0	0	0	0
2011-10-28	11:15:00 PM	2	12	3	0	1	7	0	1	0	15	0	2	0	17	0	0	0	0	0
2011-10-28	11:30:00 PM	0	4	1	0	6	5	0	6	0	10	0	3	0	10	0	0	0	0	0
2011-10-28	11:45:00 PM	2	3	1	0	1	9	0	1	0	14	0	2	0	6	0	0	0	0	0
2011-10-29	12:00:00 AM	1	5	2	0	3	4	0	2	0	14	0	2	0	11	0	0	0	0	0
2011-10-29	12:15:00 AM	0	2	3	0	0	4	0	0	0	5	0	4	0	3	0	0	0	0	0
2011-10-29	12:30:00 AM	0	5	0	0	0	6	0	0	0	7	0	1	0	10	0	0	0	0	0
2011-10-29	12:45:00 AM	0	3	0	0	2	3	0	0	0	11	0	2	0	7	0	0	0	0	0
2011-10-29	1:00:00 AM	1	4	1	0	4	5	0	2	0	11	0	2	0	3	0	0	0	0	0
2011-10-29	1:15:00 AM	0	1	0	0	0	1	0	1	0	7	0	3	0	12	0	0	0	0	0
2011-10-29	1:30:00 AM	1	4	2	0	0	5	0	2	0	2	0	3	0	8	0	0	0	0	0
2011-10-29	1:45:00 AM	0	3	0	0	0	4	0	1	0	4	0	3	0	5	0	0	0	0	0
2011-10-29	2:00:00 AM	1	2	0	0	0	4	0	0	0	4	0	6	0	8	0	0	0	0	0
2011-10-29	2:15:00 AM	0	0	0	0	0	7	0	0	0	3	0	4	0	3	0	0	0	0	0
2011-10-29	2:30:00 AM	0	1	1	0	0	2	0	1	0	10	0	1	0	6	0	0	0	0	0

2011-10-29	2:45:00 AM	0	1	0	0	0	3	0	1	0	8	0	0	0	8	0	0	0	0	0
2011-10-29	3:00:00 AM	0	1	0	0	0	0	0	1	0	3	0	0	0	7	0	0	0	0	0
2011-10-29	3:15:00 AM	0	1	1	0	0	0	0	0	0	5	0	2	0	2	0	0	0	0	0
2011-10-29	3:30:00 AM	1	0	1	0	1	6	0	2	0	3	0	1	0	9	0	0	0	0	0
2011-10-29	3:45:00 AM	0	1	1	0	0	4	0	0	0	5	0	1	0	8	0	0	0	0	0
2011-10-29	4:00:00 AM	0	1	1	0	1	2	0	0	0	7	0	0	0	10	0	0	0	0	0
2011-10-29	4:15:00 AM	0	3	1	0	0	4	0	0	0	5	0	1	0	4	0	0	0	0	0
2011-10-29	4:30:00 AM	1	0	0	0	2	3	0	1	0	6	0	0	0	5	0	0	0	0	0
2011-10-29	4:45:00 AM	0	4	0	0	1	12	0	0	0	3	0	0	0	5	0	0	0	0	0
2011-10-29	5:00:00 AM	0	3	0	0	0	4	0	0	0	12	0	0	0	5	0	0	0	0	0
2011-10-29	5:15:00 AM	0	1	1	0	0	13	0	1	0	5	0	0	0	10	0	0	0	0	0
2011-10-29	5:30:00 AM	0	6	0	0	0	7	0	0	0	6	0	0	0	7	0	0	0	0	0
2011-10-29	5:45:00 AM	0	6	2	0	6	10	0	1	0	7	0	0	0	3	0	0	0	0	0
2011-10-29	6:00:00 AM	0	2	4	0	2	8	0	0	0	10	0	0	0	11	0	0	0	0	0
2011-10-29	6:15:00 AM	0	8	1	0	0	7	0	0	0	11	0	1	0	7	0	0	0	0	0
2011-10-29	6:30:00 AM	0	0	1	0	2	15	0	3	0	7	0	2	0	12	0	0	0	0	0
2011-10-29	6:45:00 AM	1	9	6	0	6	17	0	3	0	16	0	2	0	13	0	0	0	0	0
2011-10-29	7:00:00 AM	2	9	4	0	8	14	0	1	0	11	0	1	0	15	0	0	0	0	0
2011-10-29	7:15:00 AM	3	11	2	0	14	8	0	7	0	25	0	4	0	11	0	0	0	0	0
2011-10-29	7:30:00 AM	1	20	4	0	12	21	0	4	0	11	0	4	0	29	0	0	0	0	0
2011-10-29	7:45:00 AM	1	22	4	0	19	23	0	7	0	26	0	1	0	19	0	0	0	0	0
2011-10-29	8:00:00 AM	3	26	16	0	18	20	0	5	0	9	0	5	0	24	0	0	0	0	0
2011-10-29	8:15:00 AM	5	24	9	0	19	22	0	10	0	13	0	4	0	27	0	0	0	0	0
2011-10-29	8:30:00 AM	4	28	17	0	29	33	0	13	0	22	0	7	0	33	0	0	0	0	0
2011-10-29	8:45:00 AM	5	26	20	0	24	33	0	16	0	24	0	18	0	32	0	0	0	0	0
2011-10-29	9:00:00 AM	9	44	23	0	23	39	0	14	0	19	0	14	0	41	0	0	0	0	0
2011-10-29	9:15:00 AM	6	31	24	0	22	50	0	19	0	31	0	9	0	46	0	0	0	0	0
2011-10-29	9:30:00 AM	6	43	33	0	35	40	0	13	0	34	0	16	0	35	0	0	0	0	0
2011-10-29	9:45:00 AM	13	31	28	0	37	59	0	22	0	26	0	14	0	59	0	0	0	0	0
2011-10-29	10:00:00 AM	10	52	29	0	33	50	0	23	0	38	0	16	0	45	0	0	0	0	0
2011-10-29	10:15:00 AM	8	65	29	0	45	53	0	32	0	44	0	18	0	49	0	0	0	0	0
2011-10-29	10:30:00 AM	14	65	41	0	54	56	0	31	0	40	0	25	0	55	0	0	0	0	0
2011-10-29	10:45:00 AM	19	54	60	0	43	57	0	33	0	31	0	24	0	58	0	0	0	0	0

2011-10-29	11:00:00 AM	12	54	50	0	63	43	0	25	0	38	0	25	0	51	0	0	0	0	0
2011-10-29	11:15:00 AM	6	65	47	0	70	56	0	23	0	37	0	32	0	53	0	0	0	0	0
2011-10-29	11:30:00 AM	9	57	54	0	65	65	0	28	0	36	0	29	0	51	0	0	0	0	0
2011-10-29	11:45:00 AM	20	65	53	0	61	75	0	37	0	40	0	20	0	58	0	0	0	0	0
2011-10-29	12:00:00 PM	10	75	54	0	62	70	0	36	0	43	0	20	0	59	0	0	0	0	0
2011-10-29	12:15:00 PM	10	58	70	0	54	56	0	34	0	32	0	24	0	46	0	0	0	0	0
2011-10-29	12:30:00 PM	12	63	51	0	53	65	0	30	0	34	0	28	0	65	0	0	0	0	0
2011-10-29	12:45:00 PM	9	65	65	0	52	80	0	31	0	49	0	21	0	55	0	0	0	0	0
2011-10-29	1:00:00 PM	18	63	65	0	52	65	0	40	0	39	0	39	0	47	0	0	0	0	0
2011-10-29	1:15:00 PM	11	80	63	0	65	65	0	42	0	48	0	33	0	39	0	0	0	0	0
2011-10-29	1:30:00 PM	20	75	70	0	65	58	0	42	0	37	0	32	0	56	0	0	0	0	0
2011-10-29	1:45:00 PM	17	60	61	0	61	75	0	42	0	37	0	28	0	59	0	0	0	0	0
2011-10-29	2:00:00 PM	10	90	62	0	52	49	0	44	0	39	0	31	0	53	0	0	0	0	0
2011-10-29	2:15:00 PM	11	63	65	0	58	65	0	39	0	42	0	26	0	65	0	0	0	0	0
2011-10-29	2:30:00 PM	16	65	65	0	53	61	0	45	0	43	0	26	0	54	0	0	0	0	0
2011-10-29	2:45:00 PM	8	70	75	0	38	65	0	54	0	33	0	36	0	45	0	0	0	0	0
2011-10-29	3:00:00 PM	9	70	65	0	37	65	0	52	0	46	0	30	0	51	0	0	0	0	0
2011-10-29	3:15:00 PM	11	75	65	0	34	53	0	40	0	38	0	24	0	42	0	0	0	0	0
2011-10-29	3:30:00 PM	11	54	50	0	38	51	0	44	0	34	0	27	0	37	0	0	0	0	0
2011-10-29	3:45:00 PM	7	75	63	0	39	49	0	34	0	48	0	24	0	42	0	0	0	0	0
2011-10-29	4:00:00 PM	9	62	50	0	47	61	0	42	0	40	0	23	0	47	0	0	0	0	0
2011-10-29	4:15:00 PM	14	55	54	0	30	48	0	45	0	34	0	20	0	52	0	0	0	0	0
2011-10-29	4:30:00 PM	13	59	61	0	44	43	0	36	0	37	0	19	0	50	0	0	0	0	0
2011-10-29	4:45:00 PM	11	48	49	0	29	42	0	25	0	31	0	15	0	40	0	0	0	0	0
2011-10-29	5:00:00 PM	7	42	57	0	35	50	0	25	0	28	0	13	0	33	0	0	0	0	0
2011-10-29	5:15:00 PM	9	37	35	0	18	41	0	17	0	31	0	10	0	43	0	0	0	0	0
2011-10-29	5:30:00 PM	10	52	39	0	18	43	0	29	0	41	0	19	0	49	0	0	0	0	0
2011-10-29	5:45:00 PM	5	52	36	0	27	34	0	18	0	38	0	7	0	43	0	0	0	0	0
2011-10-29	6:00:00 PM	7	26	28	0	18	44	0	15	0	21	0	11	0	33	0	0	0	0	0
2011-10-29	6:15:00 PM	4	28	33	0	15	39	0	15	0	22	0	10	0	31	0	0	0	0	0
2011-10-29	6:30:00 PM	4	27	28	0	10	27	0	13	0	33	0	11	0	34	0	0	0	0	0
2011-10-29	6:45:00 PM	4	32	20	0	6	28	0	20	0	19	0	13	0	20	0	0	0	0	0
2011-10-29	7:00:00 PM	6	22	17	0	20	22	0	16	0	26	0	11	0	22	0	0	0	0	0

2011-10-29	7:15:00 PM	6	19	13	0	7	21	0	5	0	20	0	6	0	35	0	0	0	0	0
2011-10-29	7:30:00 PM	5	18	12	0	7	10	0	3	0	21	0	2	0	23	0	0	0	0	0
2011-10-29	7:45:00 PM	4	16	7	0	7	18	0	8	0	27	0	2	0	15	0	0	0	0	0
2011-10-29	8:00:00 PM	1	22	16	0	10	14	0	8	0	17	0	6	0	16	0	0	0	0	0
2011-10-29	8:15:00 PM	1	16	5	0	7	12	0	6	0	22	0	4	0	16	0	0	0	0	0
2011-10-29	8:30:00 PM	4	15	8	0	8	8	0	4	0	22	0	7	0	15	0	0	0	0	0
2011-10-29	8:45:00 PM	2	15	10	0	5	6	0	4	0	17	0	11	0	12	0	0	0	0	0
2011-10-29	9:00:00 PM	4	24	14	0	7	9	0	7	0	26	0	3	0	10	0	0	0	0	0
2011-10-29	9:15:00 PM	1	10	3	0	6	9	0	6	0	26	0	5	0	9	0	0	0	0	0
2011-10-29	9:30:00 PM	0	19	5	0	5	5	0	3	0	16	0	3	0	13	0	0	0	0	0
2011-10-29	9:45:00 PM	6	16	1	0	4	7	0	7	0	22	0	2	0	11	0	0	0	0	0
2011-10-29	10:00:00 PM	3	7	5	0	2	8	0	2	0	16	0	1	0	10	0	0	0	0	0
2011-10-29	10:15:00 PM	3	13	2	0	2	5	0	6	0	17	0	7	0	8	0	0	0	0	0
2011-10-29	10:30:00 PM	3	11	4	0	2	5	0	3	0	18	0	5	0	9	0	0	0	0	0
2011-10-29	10:45:00 PM	5	10	0	0	5	8	0	1	0	10	0	7	0	6	0	0	0	0	0
2011-10-29	11:00:00 PM	1	11	6	0	2	5	0	3	0	7	0	7	0	10	0	0	0	0	0
2011-10-29	11:15:00 PM	1	6	3	0	1	2	0	4	0	16	0	5	0	4	0	0	0	0	0
2011-10-29	11:30:00 PM	1	3	1	0	2	3	0	1	0	9	0	5	0	5	0	0	0	0	0
2011-10-29	11:45:00 PM	1	7	5	0	4	4	0	3	0	7	0	1	0	5	0	0	0	0	0
2011-10-30	12:00:00 AM	1	7	0	0	0	5	0	0	0	7	0	5	0	10	0	0	0	0	0
2011-10-30	12:15:00 AM	1	4	2	0	0	4	0	2	0	5	0	3	0	4	0	0	0	0	0
2011-10-30	12:30:00 AM	1	2	1	0	2	0	0	1	0	14	0	4	0	9	0	0	0	0	0
2011-10-30	12:45:00 AM	0	0	2	0	1	4	0	2	0	10	0	6	0	8	0	0	0	0	0
2011-10-30	1:00:00 AM	0	0	1	0	0	2	0	2	0	7	0	4	0	7	0	0	0	0	0
2011-10-30	1:15:00 AM	1	3	1	0	0	0	0	1	0	5	0	4	0	1	0	0	0	0	0
2011-10-30	1:30:00 AM	0	2	0	0	0	3	0	2	0	1	0	6	0	3	0	0	0	0	0
2011-10-30	1:45:00 AM	2	0	3	0	1	2	0	0	0	9	0	6	0	5	0	0	0	0	0
2011-10-30	2:00:00 AM	1	4	0	0	1	3	0	0	0	3	0	4	0	4	0	0	0	0	0
2011-10-30	2:15:00 AM	0	4	0	0	1	3	0	0	0	2	0	0	0	2	0	0	0	0	0
2011-10-30	2:30:00 AM	0	1	0	0	0	1	0	1	0	7	0	0	0	1	0	0	0	0	0
2011-10-30	2:45:00 AM	0	0	0	0	0	0	0	1	0	5	0	3	0	1	0	0	0	0	0
2011-10-30	3:00:00 AM	0	2	0	0	1	5	0	0	0	4	0	0	0	2	0	0	0	0	0
2011-10-30	3:15:00 AM	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0

2011-10-30	3:30:00 AM	0	1	0	0	0	2	0	1	0	1	0	0	0	1	0	0	0	0	0
2011-10-30	3:45:00 AM	1	1	0	0	1	1	0	1	0	4	0	1	0	3	0	0	0	0	0
2011-10-30	4:00:00 AM	0	2	0	0	0	3	0	1	0	7	0	0	0	3	0	0	0	0	0
2011-10-30	4:15:00 AM	1	0	0	0	0	1	0	0	0	7	0	0	0	2	0	0	0	0	0
2011-10-30	4:30:00 AM	0	2	0	0	0	5	0	0	0	4	0	0	0	1	0	0	0	0	0
2011-10-30	4:45:00 AM	0	3	1	0	0	2	0	0	0	4	0	0	0	2	0	0	0	0	0
2011-10-30	5:00:00 AM	0	5	0	0	1	2	0	0	0	11	0	2	0	5	0	0	0	0	0
2011-10-30	5:15:00 AM	0	2	0	0	3	8	0	3	0	9	0	0	0	7	0	0	0	0	0
2011-10-30	5:30:00 AM	0	4	4	0	2	9	0	11	0	10	0	3	0	10	0	0	0	0	0
2011-10-30	5:45:00 AM	2	8	3	0	5	7	0	1	0	5	0	0	0	5	0	0	0	0	0
2011-10-30	6:00:00 AM	0	7	4	0	3	4	0	2	0	9	0	1	0	8	0	0	0	0	0
2011-10-30	6:15:00 AM	0	10	2	0	5	9	0	2	0	12	0	3	0	14	0	0	0	0	0
2011-10-30	6:30:00 AM	1	8	5	0	1	12	0	3	0	7	0	5	0	9	0	0	0	0	0
2011-10-30	6:45:00 AM	0	7	5	0	6	14	0	5	0	10	0	1	0	17	0	0	0	0	0
2011-10-30	7:00:00 AM	0	5	3	0	4	12	0	4	0	11	0	1	0	15	0	0	0	0	0
2011-10-30	7:15:00 AM	1	22	4	0	7	15	0	5	0	9	0	3	0	23	0	0	0	0	0
2011-10-30	7:30:00 AM	2	18	12	0	9	17	0	5	0	18	0	4	0	20	0	0	0	0	0
2011-10-30	7:45:00 AM	0	14	15	0	12	23	0	7	0	26	0	7	0	22	0	0	0	0	0
2011-10-30	8:00:00 AM	5	18	9	0	18	20	0	6	0	13	0	9	0	18	0	0	0	0	0
2011-10-30	8:15:00 AM	2	32	13	0	12	25	0	10	0	25	0	10	0	21	0	0	0	0	0
2011-10-30	8:30:00 AM	3	35	18	0	13	19	0	15	0	20	0	7	0	24	0	0	0	0	0
2011-10-30	8:45:00 AM	4	30	22	0	25	38	0	13	0	26	0	8	0	37	0	0	0	0	0
2011-10-30	9:00:00 AM	6	31	23	0	22	24	0	15	0	19	0	9	0	28	0	0	0	0	0
2011-10-30	9:15:00 AM	4	40	31	0	22	39	0	17	0	26	0	5	0	53	0	0	0	0	0
2011-10-30	9:30:00 AM	7	41	30	0	42	49	0	15	0	21	0	10	0	44	0	0	0	0	0
2011-10-30	9:45:00 AM	9	46	29	0	32	42	0	20	0	29	0	13	0	47	0	0	0	0	0
2011-10-30	10:00:00 AM	4	50	28	0	34	35	0	17	0	27	0	9	0	39	0	0	0	0	0
2011-10-30	10:15:00 AM	4	36	28	0	33	36	0	11	0	36	0	10	0	50	0	0	0	0	0
2011-10-30	10:30:00 AM	6	46	27	0	30	41	0	14	0	31	0	8	0	44	0	0	0	0	0
2011-10-30	10:45:00 AM	10	39	52	0	31	49	0	22	0	30	0	8	0	37	0	0	0	0	0
2011-10-30	11:00:00 AM	7	45	41	0	32	35	0	24	0	28	0	8	0	50	0	0	0	0	0
2011-10-30	11:15:00 AM	5	54	30	0	31	53	0	24	0	30	0	12	0	41	0	0	0	0	0
2011-10-30	11:30:00 AM	4	51	47	0	52	39	0	31	0	40	0	12	0	56	0	0	0	0	0

2011-10-30	11:45:00 AM	9	59	44	0	40	39	0	33	0	41	0	19	0	46	0	0	0	0	0
2011-10-30	12:00:00 PM	5	61	39	0	40	44	0	27	0	44	0	13	0	42	0	0	0	0	0
2011-10-30	12:15:00 PM	12	48	47	0	31	27	0	29	0	31	0	18	0	37	0	0	0	0	0
2011-10-30	12:30:00 PM	11	47	50	0	39	44	0	26	0	37	0	22	0	53	0	0	0	0	0
2011-10-30	12:45:00 PM	12	55	58	0	35	54	0	19	0	31	0	17	0	61	0	0	0	0	0
2011-10-30	1:00:00 PM	5	52	43	0	44	44	0	30	0	33	0	20	0	52	0	0	0	0	0
2011-10-30	1:15:00 PM	6	75	42	0	44	40	0	32	0	43	0	19	0	46	0	0	0	0	0
2011-10-30	1:30:00 PM	11	52	50	0	28	44	0	21	0	32	0	17	0	43	0	0	0	0	0
2011-10-30	1:45:00 PM	6	54	43	0	31	51	0	25	0	47	0	21	0	65	0	0	0	0	0
2011-10-30	2:00:00 PM	4	46	45	0	32	40	0	27	0	29	0	21	0	40	0	0	0	0	0
2011-10-30	2:15:00 PM	5	52	49	0	30	41	0	23	0	34	0	16	0	43	0	0	0	0	0
2011-10-30	2:30:00 PM	11	43	56	0	24	36	0	20	0	34	0	12	0	46	0	0	0	0	0
2011-10-30	2:45:00 PM	7	45	47	0	38	37	0	20	0	25	0	15	0	32	0	0	0	0	0
2011-10-30	3:00:00 PM	7	51	57	0	44	55	0	28	0	21	0	12	0	40	0	0	0	0	0
2011-10-30	3:15:00 PM	1	43	48	0	22	45	0	20	0	39	0	14	0	50	0	0	0	0	0
2011-10-30	3:30:00 PM	9	30	39	0	19	40	0	33	0	21	0	11	0	43	0	0	0	0	0
2011-10-30	3:45:00 PM	4	30	38	0	20	53	0	18	0	29	0	8	0	42	0	0	0	0	0
2011-10-30	4:00:00 PM	6	32	34	0	17	36	0	16	0	30	0	10	0	29	0	0	0	0	0
2011-10-30	4:15:00 PM	6	34	30	0	18	42	0	10	0	37	0	6	0	35	0	0	0	0	0
2011-10-30	4:30:00 PM	3	43	23	0	17	26	0	10	0	31	0	10	0	36	0	0	0	0	0
2011-10-30	4:45:00 PM	3	42	33	0	11	30	0	14	0	34	0	5	0	34	0	0	0	0	0
2011-10-30	5:00:00 PM	3	39	38	0	12	28	0	14	0	25	0	9	0	30	0	0	0	0	0
2011-10-30	5:15:00 PM	3	23	16	0	10	24	0	7	0	36	0	4	0	38	0	0	0	0	0
2011-10-30	5:30:00 PM	2	25	10	0	16	30	0	12	0	24	0	2	0	25	0	0	0	0	0
2011-10-30	5:45:00 PM	2	28	12	0	13	29	0	11	0	23	0	5	0	21	0	0	0	0	0
2011-10-30	6:00:00 PM	6	19	15	0	9	22	0	10	0	18	0	7	0	16	0	0	0	0	0
2011-10-30	6:15:00 PM	0	21	11	0	10	11	0	5	0	21	0	3	0	18	0	0	0	0	0
2011-10-30	6:30:00 PM	1	23	11	0	9	18	0	5	0	29	0	1	0	23	0	0	0	0	0
2011-10-30	6:45:00 PM	4	13	3	0	9	7	0	5	0	22	0	3	0	23	0	0	0	0	0
2011-10-30	7:00:00 PM	1	11	8	0	10	9	0	6	0	18	0	4	0	23	0	0	0	0	0
2011-10-30	7:15:00 PM	3	15	17	0	10	16	0	5	0	14	0	8	0	18	0	0	0	0	0
2011-10-30	7:30:00 PM	1	17	6	0	4	5	0	5	0	23	0	4	0	14	0	0	0	0	0
2011-10-30	7:45:00 PM	1	15	5	0	5	8	0	5	0	21	0	3	0	14	0	0	0	0	0

2011-10-30	8:00:00 PM	0	14	5	0	9	9	0	7	0	19	0	2	0	11	0	0	0	0	0
2011-10-30	8:15:00 PM	0	13	6	0	5	3	0	5	0	19	0	2	0	3	0	0	0	0	0
2011-10-30	8:30:00 PM	3	7	5	0	4	17	0	4	0	17	0	5	0	17	0	0	0	0	0
2011-10-30	8:45:00 PM	0	10	7	0	1	5	0	3	0	9	0	4	0	9	0	0	0	0	0
2011-10-30	9:00:00 PM	1	5	3	0	4	1	0	3	0	12	0	2	0	7	0	0	0	0	0
2011-10-30	9:15:00 PM	0	5	7	0	1	6	0	2	0	13	0	1	0	16	0	0	0	0	0
2011-10-30	9:30:00 PM	2	5	1	0	3	5	0	4	0	5	0	1	0	8	0	0	0	0	0
2011-10-30	9:45:00 PM	0	7	1	0	4	7	0	2	0	11	0	0	0	5	0	0	0	0	0
2011-10-30	10:00:00 PM	0	10	3	0	2	6	0	2	0	6	0	2	0	4	0	0	0	0	0
2011-10-30	10:15:00 PM	0	6	3	0	1	3	0	0	0	14	0	0	0	5	0	0	0	0	0
2011-10-30	10:30:00 PM	0	8	0	0	0	2	0	1	0	6	0	0	0	2	0	0	0	0	0
2011-10-30	10:45:00 PM	0	1	0	0	0	6	0	0	0	6	0	0	0	2	0	0	0	0	0
2011-10-30	11:00:00 PM	0	5	0	0	1	3	0	0	0	6	0	1	0	4	0	0	0	0	0
2011-10-30	11:15:00 PM	0	5	1	0	0	2	0	0	0	1	0	0	0	2	0	0	0	0	0
2011-10-30	11:30:00 PM	1	1	1	0	0	4	0	0	0	4	0	1	0	1	0	0	0	0	0
2011-10-30	11:45:00 PM	0	5	0	0	0	2	0	0	0	5	0	0	0	1	0	0	0	0	0
2011-10-31	12:00:00 AM	0	2	0	0	0	3	0	0	0	5	0	0	0	3	0	0	0	0	0
2011-10-31	12:15:00 AM	0	2	0	0	0	1	0	0	0	4	0	0	0	4	0	0	0	0	0
2011-10-31	12:30:00 AM	1	1	0	0	0	2	0	0	0	2	0	3	0	0	0	0	0	0	0
2011-10-31	12:45:00 AM	0	1	0	0	1	0	0	0	0	2	0	1	0	4	0	0	0	0	0
2011-10-31	1:00:00 AM	0	1	3	0	0	2	0	0	0	2	0	0	0	2	0	0	0	0	0
2011-10-31	1:15:00 AM	0	0	0	0	1	1	0	1	0	5	0	0	0	1	0	0	0	0	0
2011-10-31	1:30:00 AM	0	3	0	0	0	4	0	0	0	12	0	0	0	3	0	0	0	0	0
2011-10-31	1:45:00 AM	0	1	0	0	0	3	0	0	0	6	0	0	0	4	0	0	0	0	0
2011-10-31	2:00:00 AM	0	1	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	0	0
2011-10-31	2:15:00 AM	0	1	0	0	0	1	0	1	0	3	0	0	0	4	0	0	0	0	0
2011-10-31	2:30:00 AM	1	2	0	0	0	1	0	0	0	4	0	0	0	2	0	0	0	0	0
2011-10-31	2:45:00 AM	0	1	0	0	0	1	0	0	0	7	0	0	0	1	0	0	0	0	0
2011-10-31	3:00:00 AM	0	5	0	0	2	2	0	1	0	3	0	0	0	2	0	0	0	0	0
2011-10-31	3:15:00 AM	0	1	0	0	0	6	0	0	0	4	0	1	0	2	0	0	0	0	0
2011-10-31	3:30:00 AM	0	2	0	0	0	1	0	0	0	9	0	0	0	6	0	0	0	0	0
2011-10-31	3:45:00 AM	0	7	1	0	2	5	0	0	0	4	0	0	0	4	0	0	0	0	0
2011-10-31	4:00:00 AM	1	5	0	0	0	4	0	1	0	9	0	0	0	11	0	0	0	0	0

2011-10-31	4:15:00 AM	0	5	0	0	2	6	0	1	0	13	0	0	0	8	0	0	0	0	0
2011-10-31	4:30:00 AM	0	6	7	0	1	8	0	0	0	11	0	0	0	14	0	0	0	0	0
2011-10-31	4:45:00 AM	1	4	3	0	1	11	0	0	0	11	0	1	0	5	0	0	0	0	0
2011-10-31	5:00:00 AM	1	9	5	0	3	9	0	2	0	13	0	0	0	8	0	0	0	0	0
2011-10-31	5:15:00 AM	1	12	1	0	3	20	0	3	0	12	0	1	0	13	0	0	0	0	0
2011-10-31	5:30:00 AM	0	16	6	0	11	18	0	5	0	23	0	2	0	21	0	0	0	0	0
2011-10-31	5:45:00 AM	4	33	6	0	11	23	0	6	0	32	0	1	0	25	0	0	0	0	0
2011-10-31	6:00:00 AM	2	25	4	0	7	23	0	4	0	20	0	8	0	24	0	0	0	0	0
2011-10-31	6:15:00 AM	0	26	7	0	16	34	0	10	0	29	0	5	0	30	0	0	0	0	0
2011-10-31	6:30:00 AM	1	31	14	0	13	51	0	11	0	27	0	3	0	39	0	0	0	0	0
2011-10-31	6:45:00 AM	9	42	19	0	32	70	0	8	0	30	0	4	0	65	0	0	0	0	0
2011-10-31	7:00:00 AM	9	30	23	0	32	70	0	9	0	23	0	8	0	42	0	0	0	0	0
2011-10-31	7:15:00 AM	10	41	25	0	25	59	0	21	0	30	0	9	0	52	0	0	0	0	0
2011-10-31	7:30:00 AM	6	40	19	0	41	63	0	20	0	25	0	14	0	54	0	0	0	0	0
2011-10-31	7:45:00 AM	15	47	30	0	41	85	0	23	0	26	0	11	0	65	0	0	0	0	0
2011-10-31	8:00:00 AM	12	44	31	0	48	62	0	16	0	32	0	17	0	48	0	0	0	0	0
2011-10-31	8:15:00 AM	10	44	31	0	36	60	0	24	0	40	0	19	0	43	0	0	0	0	0
2011-10-31	8:30:00 AM	12	45	45	0	35	65	0	16	0	23	0	24	0	47	0	0	0	0	0
2011-10-31	8:45:00 AM	12	59	36	0	54	50	0	30	0	30	0	13	0	53	0	0	0	0	0
2011-10-31	9:00:00 AM	15	46	34	0	43	46	0	18	0	37	0	21	0	46	0	0	0	0	0
2011-10-31	9:15:00 AM	17	57	51	0	53	58	0	21	0	32	0	28	0	57	0	0	0	0	0
2011-10-31	9:30:00 AM	15	70	46	0	48	59	0	27	0	35	0	27	0	44	0	0	0	0	0
2011-10-31	9:45:00 AM	7	60	50	0	49	54	0	35	0	35	0	23	0	55	0	0	0	0	0
2011-10-31	10:00:00 AM	12	60	54	0	63	70	0	28	0	30	0	23	0	56	0	0	0	0	0
2011-10-31	10:15:00 AM	7	65	50	0	49	70	0	38	0	35	0	24	0	60	0	0	0	0	0
2011-10-31	10:30:00 AM	9	70	65	0	42	70	0	34	0	29	0	28	0	48	0	0	0	0	0
2011-10-31	10:45:00 AM	13	61	59	0	60	53	0	37	0	39	0	26	0	44	0	0	0	0	0
2011-10-31	11:00:00 AM	11	52	59	0	65	61	0	44	0	36	0	35	0	50	0	0	0	0	0
2011-10-31	11:15:00 AM	18	63	38	0	44	70	0	36	0	33	0	24	0	42	0	0	0	0	0
2011-10-31	11:30:00 AM	14	70	56	0	51	45	0	35	0	38	0	28	0	54	0	0	0	0	0
2011-10-31	11:45:00 AM	14	65	60	0	61	70	0	47	0	36	0	31	0	50	0	0	0	0	0
2011-10-31	12:00:00 PM	10	65	65	0	46	70	0	30	0	41	0	33	0	38	0	0	0	0	0
2011-10-31	12:15:00 PM	11	75	70	0	51	65	0	33	0	42	0	25	0	46	0	0	0	0	0

2011-10-31	12:30:00 PM	12	70	58	0	54	59	0	42	0	39	0	23	0	47	0	0	0	0	0
2011-10-31	12:45:00 PM	10	75	75	0	43	62	0	36	0	35	0	27	0	50	0	0	0	0	0
2011-10-31	1:00:00 PM	15	70	65	0	62	65	0	41	0	43	0	31	0	54	0	0	0	0	0
2011-10-31	1:15:00 PM	11	70	50	0	53	55	0	36	0	49	0	18	0	51	0	0	0	0	0
2011-10-31	1:30:00 PM	13	70	62	0	65	58	0	37	0	49	0	25	0	50	0	0	0	0	0
2011-10-31	1:45:00 PM	20	65	57	0	50	75	0	43	0	39	0	26	0	50	0	0	0	0	0
2011-10-31	2:00:00 PM	15	80	54	0	50	80	0	36	0	37	0	36	0	65	0	0	0	0	0
2011-10-31	2:15:00 PM	15	75	80	0	60	80	0	35	0	45	0	30	0	45	0	0	0	0	0
2011-10-31	2:30:00 PM	10	70	75	0	56	75	0	44	0	45	0	27	0	50	0	0	0	0	0
2011-10-31	2:45:00 PM	10	85	63	0	80	65	0	53	0	43	0	39	0	45	0	0	0	0	0
2011-10-31	3:00:00 PM	12	95	54	0	62	59	0	40	0	46	0	28	0	42	0	0	0	0	0
2011-10-31	3:15:00 PM	10	75	65	0	65	59	0	39	0	47	0	30	0	58	0	0	0	0	0
2011-10-31	3:30:00 PM	7	75	63	0	54	50	0	41	0	50	0	34	0	46	0	0	0	0	0
2011-10-31	3:45:00 PM	8	80	57	0	51	62	0	49	0	50	0	24	0	50	0	0	0	0	0
2011-10-31	4:00:00 PM	8	80	58	0	38	58	0	42	0	47	0	26	0	56	0	0	0	0	0
2011-10-31	4:15:00 PM	6	80	53	0	27	51	0	29	0	47	0	13	0	42	0	0	0	0	0
2011-10-31	4:30:00 PM	6	49	32	0	23	42	0	25	0	47	0	17	0	41	0	0	0	0	0
2011-10-31	4:45:00 PM	3	40	36	0	22	35	0	23	0	34	0	14	0	34	0	0	0	0	0
2011-10-31	5:00:00 PM	4	33	22	0	14	30	0	15	0	25	0	7	0	29	0	0	0	0	0
2011-10-31	5:15:00 PM	5	33	23	0	12	14	0	10	0	29	0	6	0	37	0	0	0	0	0
2011-10-31	5:30:00 PM	3	27	17	0	11	25	0	8	0	22	0	10	0	29	0	0	0	0	0
2011-10-31	5:45:00 PM	3	29	16	0	14	15	0	5	0	20	0	4	0	27	0	0	0	0	0
2011-10-31	6:00:00 PM	4	28	12	0	19	13	0	17	0	22	0	9	0	20	0	0	0	0	0
2011-10-31	6:15:00 PM	5	28	11	0	8	11	0	11	0	26	0	7	0	17	0	0	0	0	0
2011-10-31	6:30:00 PM	4	21	17	0	8	18	0	3	0	15	0	4	0	18	0	0	0	0	0
2011-10-31	6:45:00 PM	4	23	7	0	6	18	0	7	0	23	0	4	0	28	0	0	0	0	0
2011-10-31	7:00:00 PM	0	23	7	0	12	12	0	4	0	28	0	5	0	22	0	0	0	0	0
2011-10-31	7:15:00 PM	0	20	10	0	13	12	0	5	0	26	0	6	0	12	0	0	0	0	0
2011-10-31	7:30:00 PM	1	14	6	0	10	13	0	2	0	22	0	2	0	18	0	0	0	0	0
2011-10-31	7:45:00 PM	1	15	11	0	6	6	0	6	0	23	0	4	0	15	0	0	0	0	0
2011-10-31	8:00:00 PM	2	17	22	0	9	14	0	10	0	20	0	7	0	11	0	0	0	0	0
2011-10-31	8:15:00 PM	2	23	9	0	4	6	0	4	0	23	0	4	0	12	0	0	0	0	0
2011-10-31	8:30:00 PM	1	18	7	0	4	3	0	4	0	19	0	6	0	21	0	0	0	0	0

2011-10-31	8:45:00 PM	0	13	11	0	6	10	0	6	0	17	0	6	0	12	0	0	0	0	0
2011-10-31	9:00:00 PM	0	9	9	0	5	10	0	3	0	16	0	3	0	8	0	0	0	0	0
2011-10-31	9:15:00 PM	1	6	2	0	3	6	0	3	0	14	0	1	0	10	0	0	0	0	0
2011-10-31	9:30:00 PM	3	8	4	0	3	4	0	1	0	13	0	1	0	13	0	0	0	0	0
2011-10-31	9:45:00 PM	0	10	2	0	4	6	0	1	0	12	0	2	0	9	0	0	0	0	0
2011-10-31	10:00:00 PM	0	3	3	0	3	5	0	3	0	8	0	1	0	8	0	0	0	0	0
2011-10-31	10:15:00 PM	0	6	1	0	1	4	0	0	0	9	0	2	0	10	0	0	0	0	0
2011-10-31	10:30:00 PM	1	5	2	0	1	2	0	0	0	16	0	1	0	12	0	0	0	0	0
2011-10-31	10:45:00 PM	0	4	0	0	0	3	0	0	0	9	0	0	0	6	0	0	0	0	0
2011-10-31	11:00:00 PM	0	3	0	0	0	6	0	1	0	14	0	2	0	6	0	0	0	0	0
2011-10-31	11:15:00 PM	0	1	1	0	1	5	0	2	0	12	0	2	0	10	0	0	0	0	0
2011-10-31	11:30:00 PM	0	3	0	0	0	3	0	1	0	12	0	2	0	12	0	0	0	0	0
2011-11-01	12:00:00 AM	0	2	0	0	3	6	0	0	0	5	0	1	0	13	0	0	0	0	0
2011-11-01	12:15:00 AM	1	1	1	0	1	0	0	0	0	10	0	1	0	4	0	0	0	0	0
2011-11-01	12:30:00 AM	0	1	0	0	1	3	0	0	0	4	0	3	0	4	0	0	0	0	0
2011-11-01	12:45:00 AM	1	2	0	0	0	3	0	0	0	7	0	1	0	4	0	0	0	0	0
2011-11-01	1:00:00 AM	1	0	0	0	0	0	0	0	0	6	0	2	0	3	0	0	0	0	0
2011-11-01	1:15:00 AM	0	2	2	0	1	1	0	1	0	5	0	3	0	3	0	0	0	0	0
2011-11-01	1:30:00 AM	0	2	0	0	0	3	0	0	0	12	0	1	0	7	0	0	0	0	0
2011-11-01	1:45:00 AM	0	0	0	0	0	5	0	1	0	3	0	0	0	7	0	0	0	0	0
2011-11-01	2:00:00 AM	0	0	0	0	1	3	0	0	0	6	0	1	0	6	0	0	0	0	0
2011-11-01	2:15:00 AM	0	1	0	0	0	2	0	0	0	6	0	0	0	7	0	0	0	0	0
2011-11-01	2:30:00 AM	0	2	0	0	0	7	0	1	0	9	0	0	0	7	0	0	0	0	0
2011-11-01	2:45:00 AM	0	4	0	0	0	1	0	0	0	9	0	0	0	3	0	0	0	0	0
2011-11-01	3:00:00 AM	0	3	0	0	2	6	0	2	0	3	0	1	0	3	0	0	0	0	0
2011-11-01	3:15:00 AM	0	2	0	0	0	3	0	0	0	7	0	0	0	9	0	0	0	0	0
2011-11-01	3:30:00 AM	0	3	2	0	1	3	0	0	0	7	0	2	0	9	0	0	0	0	0
2011-11-01	3:45:00 AM	0	1	0	0	0	2	0	0	0	10	0	1	0	9	0	0	0	0	0
2011-11-01	4:00:00 AM	0	4	0	0	0	5	0	0	0	9	0	0	0	8	0	0	0	0	0
2011-11-01	4:15:00 AM	0	4	1	0	2	10	0	0	0	8	0	1	0	8	0	0	0	0	0
2011-11-01	4:30:00 AM	0	6	3	0	1	10	0	3	0	9	0	1	0	11	0	0	0	0	0
2011-11-01	4:45:00 AM	2	1	1	0	1	15	0	3	0	11	0	1	0	11	0	0	0	0	0

2011-11-01	5:00:00 AM	0	7	8	0	3	12	0	2	0	17	0	2	0	13	0	0	0	0	0
2011-11-01	5:15:00 AM	0	16	5	0	6	13	0	5	0	16	0	2	0	16	0	0	0	0	0
2011-11-01	5:30:00 AM	1	22	6	0	2	37	0	0	0	25	0	4	0	19	0	0	0	0	0
2011-11-01	5:45:00 AM	7	26	10	0	7	23	0	8	0	27	0	4	0	27	0	0	0	0	0
2011-11-01	6:00:00 AM	1	28	8	0	11	19	0	4	0	30	0	3	0	20	0	0	0	0	0
2011-11-01	6:15:00 AM	4	35	5	0	10	40	0	5	0	29	0	8	0	36	0	0	0	0	0
2011-11-01	6:30:00 AM	6	40	9	0	26	50	0	14	0	27	0	3	0	44	0	0	0	0	0
2011-11-01	6:45:00 AM	11	42	20	0	27	80	0	12	0	33	0	9	0	65	0	0	0	0	0
2011-11-01	7:00:00 AM	5	49	16	0	21	70	0	13	0	36	0	8	0	51	0	0	0	0	0
2011-11-01	7:15:00 AM	6	39	36	0	37	85	0	22	0	24	0	8	0	65	0	0	0	0	0
2011-11-01	7:30:00 AM	10	45	36	0	37	75	0	16	0	33	0	9	0	49	0	0	0	0	0
2011-11-01	7:45:00 AM	12	32	31	0	48	90	0	19	0	23	0	9	0	65	0	0	0	0	0
2011-11-01	8:00:00 AM	10	55	31	0	38	70	0	23	0	29	0	20	0	57	0	0	0	0	0
2011-11-01	8:15:00 AM	10	51	21	0	38	59	0	17	0	37	0	25	0	53	0	0	0	0	0
2011-11-01	8:30:00 AM	13	44	33	0	27	61	0	17	0	35	0	20	0	53	0	0	0	0	0
2011-11-01	8:45:00 AM	16	53	38	0	48	70	0	15	0	41	0	18	0	58	0	0	0	0	0
2011-11-01	9:00:00 AM	10	55	44	0	39	65	0	27	0	36	0	29	0	61	0	0	0	0	0
2011-11-01	9:15:00 AM	12	60	49	0	46	75	0	38	0	30	0	24	0	47	0	0	0	0	0
2011-11-01	9:30:00 AM	13	65	50	0	50	75	0	33	0	30	0	22	0	43	0	0	0	0	0
2011-11-01	9:45:00 AM	11	70	46	0	49	65	0	29	0	37	0	28	0	59	0	0	0	0	0
2011-11-01	10:00:00 AM	11	80	63	0	53	62	0	28	0	46	0	16	0	48	0	0	0	0	0
2011-11-01	10:15:00 AM	12	85	39	0	40	70	0	34	0	49	0	25	0	49	0	0	0	0	0
2011-11-01	10:30:00 AM	13	85	63	0	54	53	0	26	0	41	0	20	0	42	0	0	0	0	0
2011-11-01	10:45:00 AM	17	65	51	0	41	65	0	40	0	22	0	25	0	51	0	0	0	0	0
2011-11-01	11:00:00 AM	6	65	62	0	53	70	0	32	0	30	0	29	0	52	0	0	0	0	0
2011-11-01	11:15:00 AM	8	62	49	0	49	51	0	40	0	37	0	22	0	52	0	0	0	0	0
2011-11-01	11:30:00 AM	9	61	55	0	36	57	0	41	0	40	0	31	0	44	0	0	0	0	0
2011-11-01	11:45:00 AM	13	75	65	0	50	60	0	47	0	44	0	16	0	48	0	0	0	0	0
2011-11-01	12:00:00 PM	15	70	65	0	46	65	0	39	0	38	0	28	0	51	0	0	0	0	0
2011-11-01	12:15:00 PM	15	85	60	0	39	70	0	42	0	36	0	30	0	57	0	0	0	0	0
2011-11-01	12:30:00 PM	14	80	54	0	52	65	0	31	0	36	0	28	0	54	0	0	0	0	0
2011-11-01	12:45:00 PM	13	65	58	0	47	80	0	47	0	31	0	36	0	57	0	0	0	0	0
2011-11-01	1:00:00 PM	7	80	62	0	43	58	0	43	0	48	0	34	0	56	0	0	0	0	0

2011-11-01	1:15:00 PM	8	75	51	0	55	46	0	44	0	39	0	38	0	44	0	0	0	0	0
2011-11-01	1:30:00 PM	11	65	56	0	62	51	0	40	0	42	0	26	0	49	0	0	0	0	0
2011-11-01	1:45:00 PM	11	65	48	0	38	54	0	53	0	38	0	27	0	70	0	0	0	0	0
2011-11-01	2:00:00 PM	11	85	65	0	56	60	0	34	0	47	0	34	0	62	0	0	0	0	0
2011-11-01	2:15:00 PM	14	75	65	0	55	63	0	31	0	42	0	33	0	54	0	0	0	0	0
2011-11-01	2:30:00 PM	11	80	58	0	39	70	0	56	0	47	0	28	0	56	0	0	0	0	0

Det20	Det21	Det22	Det23	Det24
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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