



BRITISH
COLUMBIA

Ministry of Transportation

PROJECT NO. 21923-0001

YELLOWHEAD HIGHWAY No. 5
MT. PAUL WAY INTERSECTION

July 14, 2004

NOTE:
ALL INDICATED SIGNS REQUIRE NEA BASE SIGNPOSTS

Schedule of signs associated with this drawing						
Sign Description	Message	Sign Reference Station	Sign			Remarks
			Post	Post Container	Post Mounting	
1-28	VISITOR INFO SIGN	102+00.000				
1-28	FLYING OVERHEAD & PREPARE TO STOP	102+20.000				
	MT. PAUL WISDOM, PARK	102+25.000				
	Total of sign faces					3
	Total of sign structures					3
	Total Structure Removals					

NOTE:
All sign lines to be 100 mm unless otherwise noted.

YELLOWHEAD HWY No. 5

LIMIT OF CONSTRUCTION
P.O.C. 102+50.000

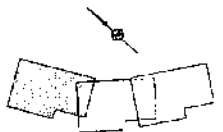
TO KAMLOOPS

SOLID WHITE LANE LINE
DASHED WHITE LANE LINE
SOLID YELLOW MEDIAN LINE

700mm DASHED WHITE LANE LINE
SOLID WHITE LANE LINE

END OF ROAD SIGN
END OF ROAD SIGN
END OF ROAD SIGN

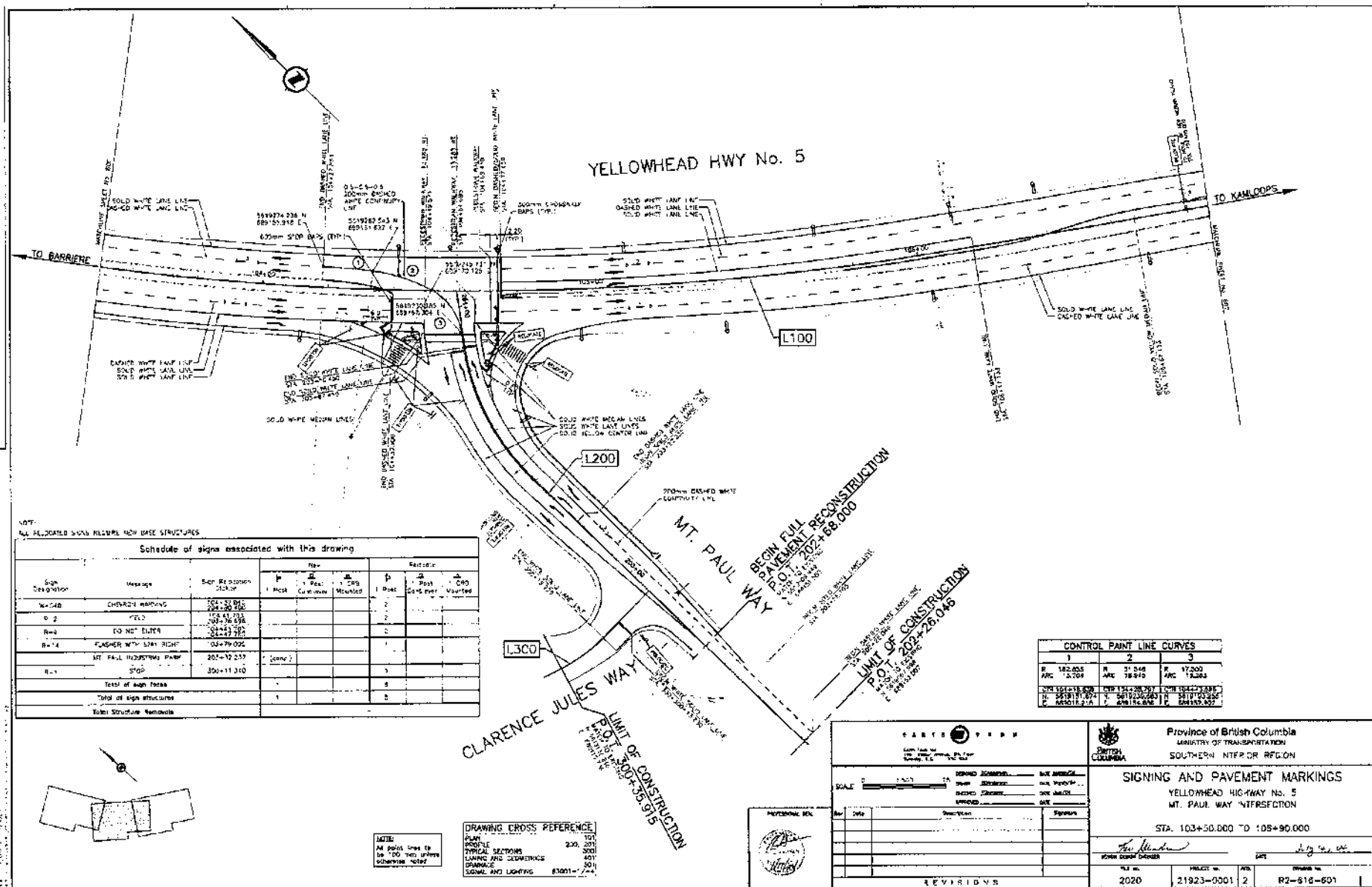
L100



DRAWING CROSS REFERENCE	
PLAN	101
PROFILE	200
LANE AND CLEARANCES	101
DRAINAGE	201
SCALES AND LIGHTING	200/1-1



CARL TYRRE 1000 West 10th Avenue, Suite 100 Vancouver, B.C. V6H 3Y9		Province of British Columbia MINISTRY OF TRANSPORTATION SOUTHERN INTERIOR REGION	
SCALE 1:500 0 1 2 3 4 5 6 7 8 9 10		LEGEND SIGN: [Symbol] SIGNIFICANCE: [Text] DASHED: [Symbol] DASHED: [Text] SOLID: [Symbol] SOLID: [Text]	
REVISIONS No. Date Description Signature		SIGNING AND PAVEMENT MARKINGS YELLOWHEAD HIGHWAY No. 5 MT. PAUL WAY INTERSECTION STA. 102+50.000 TO 103+50.000 DATE: 2020 BY: [Signature]	
FILE NO.	PROJECT NO.	REA	DRAWING NO.
2020	21923-0001	2	R2-616-600



MARCH 30/2009

#4

April 2009							May 2009						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
				1	2	3						1	2
5	6	7	8	9	10	11	3	4	5	6	7	8	9
12	13	14	15	16	17	18	10	11	12	13	14	15	16
19	20	21	22	23	24	25	17	18	19	20	21	22	23
26	27	28	29	30			24	25	26	27	28	29	30

March
Monday
89-276

30

7:00

96 KM + 259 KM

7:30

Start 0800-1600 = 355 KM

8:00

= 8.0
- 1.0
= 7.0

INCLUDES TODAY, SAT MORNING
+ SAT P.M.

8:30

9:00

9:30

10:00

10:30

11:00

11:30

12:00

12:30

1:00

1:30

2:00

2:30

3:00

3:30

4:00

4:30

5:00

5:30

6:00

6:30

7:00

7:30

8:00

8:30

9:00

9:30

10:00

10:30

11:00

11:30

12:00

12:30

1:00

1:30

2:00

2:30

3:00

3:30

4:00

4:30

5:00

5:30

6:00

6:30

7:00

7:30

8:00

8:30

9:00

9:30

10:00

10:30

11:00

11:30

12:00

12:30

1:00

1:30

2:00

2:30

3:00

3:30

4:00

4:30

5:00

5:30

6:00

6:30

7:00

7:30

8:00

8:30

9:00

9:30

10:00

10:30

11:00

11:30

12:00

12:30

1:00

1:30

2:00

2:30

3:00

3:30

4:00

4:30

5:00

5:30

6:00

6:30

7:00

7:30

8:00

8:30

9:00

9:30

10:00

10:30

11:00

11:30

12:00

12:30

1:00

1:30

2:00

2:30

3:00

3:30

4:00

4:30

5:00

5:30

6:00

6:30

7:00

7:30

8:00

8:30

9:00

9:30

10:00

10:30

11:00

11:30

12:00

12:30

1:00

1:30

2:00

2:30

3:00

3:30

4:00

4:30

5:00

5:30

6:00

6:30

7:00

7:30

8:00

8:30

9:00

9:30

10:00

10:30

11:00

11:30

12:00

12:30

1:00

1:30

2:00

2:30

3:00

3:30

4:00

4:30

5:00

5:30

6:00

6:30

7:00

7:30

8:00

8:30

9:00

9:30

10:00

10:30

11:00

11:30

12:00

12:30

1:00

1:30

2:00

2:30

3:00

3:30

4:00

4:30

5:00

5:30

6:00

6:30

7:00

7:30

8:00

8:30

9:00

9:30

10:00

10:30

11:00

11:30

12:00

12:30

1:00

1:30

2:00

2:30

3:00

3:30

4:00

4:30

5:00

5:30

6:00

6:30

7:00

7:30

8:00

8:30

9:00

9:30

10:00

10:30

11:00

11:30

12:00

12:30

1:00

1:30

2:00

2:30

3:00

3:30

4:00

4:30

5:00

5:30

6:00

6:30

7:00

7:30

8:00

8:30

9:00

9:30

10:00

10:30

11:00

11:30

12:00

12:30

1:00

1:30

2:00

2:30

3:00

3:30

4:00

4:30

5:00

5:30

6:00</



Ministry of Transportation and Infrastructure

Major Works TENDER DOCUMENT PACKAGE

PROJECT No. 23583-0000

**ASPHALT SURFACING
HWY 5 NORTH, CN JUNCTION TO
HEFFLEY CREEK
TCH 1 EAST AT MONTE CREEK AND
MISCELLANEOUS AREAS (48.3 LANE KMS)**

This Tender Closes At:
Ministry of Transportation
and Infrastructure
South Coast Regional Office
Contract Administration – 3rd floor
Suite 310 – 1500 Woolridge Street
COQUITLAM, BC V3K 0B8

Invitation to Tender - Supplemental Conditions of Tender
Ministry of Transportation and Infrastructure - Construction
Roads and Bridges
Construction

SCT1. ELIGIBILITY TO SUBMIT TENDER

2.2

- 1.1 This Tender Call is open to all Bidders capable of performing the Work and the Contract, and if a mandatory pre-Tender meeting is specified in these Invitation to Tender - Supplemental Conditions of Tender then this Tender Call is open to all Bidders capable of performing the Work and the Contract who have attended the mandatory pre-Tender meeting as indicated in the Ministry pre-Tender meeting attendance record.

Solicitation Number
23583MJ0000

Close Date & Time
2013/09/04 14:00

Time Zone
Pacific Time

Open Date & Time
2013/09/04 14:30

Time Zone
Pacific Time

SCT2. KEY TENDER INFORMATION

- 2.1 Project No: 23583-0000

Project Name: ASPHALT SURFACING, HWY 5
NORTH, CN JUNCTION TO HEFFLEY CREEK TCH 1
EAST AT MONTE CREEK AND MISCELLANEOUS
AREAS (48.3 LANE KMS)

SCT3. GENERAL

- 3.1 The following summary information designated "Location" and "Description" are provided for convenience only and do not form a part of these Invitation to Tender - Supplemental Conditions of Tender or the Contract, and in no way define limit, alter or enlarge the scope or meaning of any provision of these Invitation to Tender - Supplemental Conditions of Tender or the Contract.

Location: Hwy 5 North between CN Road and Rayleigh and intermittent repairs to Mount Paul Intersection, Mount Paul Way, Hwy 1 eastbound at Monte Creek Interchange and Hwy 1/5 Aberdeen Mall area and Heffley-Sun Peaks Road.

Description: The Work to be carried out consists of Traffic Management and Control, Quality Management, Survey Layout, Erecting C-035 Signs, Site Modification, Provisional Sum, Aggregate Production, Asphalt Mix Design, Supply and Apply Emulsified Tack Coat, Cold Milling, Level Course, Bottom Lift and Top Lift with Polymer Asphalt Mix, Bottom Lift, Top Lift and Shouldering.

SCT4. INVITATION TO TENDER - SUPPLEMENTAL CONDITIONS OF TENDER

- Asphalt Content
- Application Rate
- Density
- Segregation
- Smoothness (Standard Table)

Payment for "Top Lift, Job E" will be made at the Unit Price bid per tonne in accordance with SS 502-EPS unless otherwise specified in this Special Provisions.

3.05.07 Allowance for Payment Adjustments, SS 502

Notwithstanding any other provision of the Contract, including full or partial waivers of EPS payments adjustments for any or all of the six rated characteristics (density, smoothness, AC content, gradation, application rate, and segregation), the rejection limits for each and every characteristic will apply to the Work.

Funds are set aside for Unit Price adjustments as described in these Special Provisions and SS 502.50.

3.05.08 Shouldering on Job E

Contrary to SS 502.40 – Shouldering Work, the additional shouldering work involved will not be paid for as a separate Item. It will be included in the Unit Price bid for Shouldering on Job E.

An approved shouldering machine must be used for placement of shouldering material. Drainage courses must not be impeded by this operation.

Shouldering will also be required around gravel accesses and intersections that are paved under this contract. Gravel accesses will require shoulder aggregate to provide suitable access as directed by the Ministry Representative.

Following the construction of top lift, granular shoulders shall be constructed to a width of 0.5 metres.

Payment for "Shouldering Job E" will be at the Unit Price bid per tonne and will be considered full compensation for all things necessary for the completion of the Work.

Water required for compaction will be considered incidental to the work and no additional payment will be made for the supply and spray of water.

3.05.09 Pavement Paint Marking

Thermoplastic pavement markings including stop bars, crosswalks, and turn arrows on Job C and Job E that are removed as a result of the Work must be re-established by the Contractor in accordance with the Manual of Standard Traffic Signs and Pavement Markings.

The Contractor shall be responsible for verifying and referencing the original locations.

Thermoplastic must be one of the products listed in the current edition of the Ministry's Recognized Products List under "Thermoplastic", and installed according to the manufacturer's specifications.

Total area for turn arrows shall be determined by multiplying the number of arrows installed by 1.8 square metres.

Payment for the 'Supply and Application of Thermoplastic Pavement Markings' shall be paid for at the Unit Price bid per Square Metre and shall be full compensation for everything furnished and done in connection therewith.



File: 1070-20
Contract No. 23583MJ0000

September 9, 2013

Dawson Construction Limited
1212 McGill Road
Kamloops, BC V2C 6N6

Dear Sir or Madam:

Re: Project No. 23583-0000 – Asphalt Surfacing, Hwy 5 North, CN Junction to Heffley Creek TCH 1 East at Monte Creek and Miscellaneous Areas (48.3 Lane Kms)

Please be advised that your tender in the amount of \$3,381,956.87 has been accepted and your bid bond in the amount of 10% of your tender is being held in this office.

Kindly arrange to forward a Performance Bond, and a Labour and Material Payment Bond each in the amount of fifty percent of your tendered sum, within 14 days from the date of this letter, to the Contract Administration Officer at 310-1500 Woolridge St., Coquitlam, BC, V3K 0B8, upon receipt of which your bid bond will be returned. Each bond is to be made in favour of "Her Majesty the Queen in right of the Province of British Columbia as represented by the Minister of Transportation and Infrastructure" as obligee. Please note that "Trustee Form" bonds are not acceptable.

Kindly have the Certificate of Insurance H0111 forwarded to the Corporate Insurance and Bonds Manager, 40 - 940 Blanshard Street, PO Box 9850 Stn Prov Govt, Victoria, BC, V8W 9T5 within 14 days from the date of this letter. On all policies, the named insured shall be in accordance with the detailed insurance specifications in the contract documents. Please take particular note that the named insured are not necessarily the same on all policies. If blanket insurance already exists on file with the Ministry, it is not necessary to complete the certificate of insurance. Please ensure that the coverage is current and will be maintained for the entire term of this contract.

Please note that until the Performance Security, Insurance and WCB requirements have been met, the Ministry will not execute the final contract documents and work should not commence.

It should be noted that the maximum contract amount of \$3,381,956.87 must not be exceeded unless prior written approval is obtained from the Ministry.

The Ministry Representative for the above mentioned project is Al Scharien, (250) 851-6862.

We will be forwarding the contract documents for signing within the next few days. If you have any questions, please contact the undersigned.

Yours truly,

Shad Siddeeq

Shad Siddeeq
A/Manager, Financial Services and Provincial Contracts
South Coast Region

SS/cl

Ministry of Transportation
and Infrastructure

South Coast Region
Provincial Contracts

Tender Results:
www.bccld.gov.bc.ca

Mailing Address:
310 - 1500 Woolridge St.
Coquitlam BC V3K 0B8

Telephone: (604) 627-2153
Facsimile: (604) 627-2151

September 9, 2013
Dawson Construction Limited.
Tel: (250) 374-3857 (222)
Email: kerric@dawcon.com

Project No. 23583MJ0000

Re: Project No. 23583-0000 – Asphalt Surfacing, Hwy 5 North, CN Junction to Heffley Creek TCH 1 East at Monte Creek and Miscellaneous Areas (48.3 Lane Kms)

bcc:

Executive Director, Highway Department (record & tab) – HQ Norm.Parkes@gov.bc.ca
Construction Standards and Contracts Engineer (record & tab) – HQ Yasser.Abdelghany@gov.bc.ca;
April.Paxton@gov.bc.ca
Regional Director (record & tab) – R2 Mike.Lorimer@gov.bc.ca
Director, Provincial Field Services (record & tab) (*construction, paving and sealcoating only*) –
Keith.Callander@gov.bc.ca
District Manager Transportation (record & tab) – Paula.Cousins@gov.bc.ca

Project Manager (record) – Kathy.Strobbe@gov.bc.ca
Public Information Officer (record) – HQ Jeff.Knight@gov.bc.ca

Ministry Representative (award letter) – Al.Scharlen@gov.bc.ca
Manager of Business Planning & Client Relations (award letter) – HQ Gloria.Valle@gov.bc.ca
Corporate Insurance and Bonds Manager (award letter) – insuranceandbonds@gov.bc.ca
Disbursements S.C. Region (award letter) – R1

For further information, please contact:
Victoria Godsaye-Simpson, Sr. Contract Admin Officer
310 – 1500 Woolridge Street, Coquitlam, BC V3K 0B8
Phone: 604-527-2159, Fax: 604-527-2151



FILE COPY

Dawson Construction Limited.
1212 McGill Road
Kamloops, BC
V2C 6N6

Sep 12, 2013
File: PRIME23583

Attention: Len Kazakoff, Project Manager

Re Prime Contractor

In accordance with SP 1.13, Dawson Construction Limited has been identified and is designated as the Prime Contractor for Project 23583 Hwy 5 North, CN Junction to Heffley Creek, TCH 1 at Monte Creek and Miscellaneous Areas.

Al Scharien
Ministry Representative, Paving

Ams/PRIME23583

cc: Kathy Strobbe, Project Manager
Doug Kidd, Field Services Manager Paving



Ministry of
Transportation and
Infrastructure
Provincial Field
Services

Contact Numbers
Telephone: 250-851-6862
Fax: 250-374-9567

Mailing Location:
782A Tagish Street
Kamloops, BC
V2H 1B7

FILE COPY

Dawson Construction Limited,
1212 McGill Road
Kamloops, BC
V2C 6N6

Sep 14, 2013
File: COMM23583

Attention: Len Kazakoff, Project Manager

Re Commencement of Work

Dawson Construction Limited is hereby authorized to commence work on Project 23583 Hwy 5 North, CN Junction to Heffley Creek, TCH 1 at Monte Creek and Miscellaneous Areas.

Al Scharien
Ministry Representative, Paving

Ams/COMM23583

cc: Kathy Strobbe, Project Manager
Doug Kidd, Field Services Manager Paving



Ministry of
Transportation and
Infrastructure
Provincial Field
Services

Contact Numbers
Telephone: 250-851-6862
Fax: 250-374-9567

Mailing Location:
782A Tagish Street
Kamloops, BC
V2H 1B7



The Best Place on Earth

Dawson Construction Limited.
1212 McGill Road
Kamloops, BC
V2C 6N6

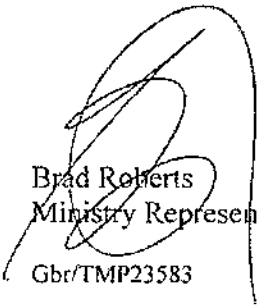
Oct 1, 2013
File: TMP23464

Attention: Jason Shank, Project Superintendent

Re: Traffic Management Plan - Project 23583

The Traffic Management Plan together with the Site Specific Traffic Control Plan, submitted to MOT has been reviewed against SP 1.18 Traffic Management and SS 194 Traffic Management for Work Zones by Regional Traffic Engineering, Thompson Nicola District, and Field Services Paving. The Traffic Management Plan is structured around the MoT Traffic Management Guidelines for Work on Roadways and contains all provision for traffic required in SP 1.18 Traffic Management.

The Traffic Management Plan and Site Specific Traffic Control Plan are accepted for use and work may begin on Project 23583 Hwy 5N, CN Junction to Heffley Creek as scheduled. Field Service paving staff will review the QC on this task and will continuously monitor for compliance.



Brad Roberts
Ministry Representative, Paving

Gbr/TMP23583

cc: Doug Kidd, Field Services Manager Paving
Kathy Strobbe, Project Manager



Ministry of
Transportation and
Infrastructure
Provincial Field
Services

Contact Numbers
Telephone: 250-851-6862
Fax: 250-374-9567

Mailing Location:
782A Tagish Street
Kamloops, BC
V2H 1B7



PROJECT NO. 23583-0000
 HWY 5 NORTH, CN JUNCTION TO
 HEFFLEY CREEK
 TCH EAST AT MONTE CREEK AND
 MISCELLANEOUS AREAS (48.3 LANE KMS)

Cold Mill 100mm Item # 03.03.04 Job C

Date	Location/Description	SB / NB	STN	WIDTH	LENGTH	M2	TOTAL M2
Oct 08/13	Hwy 5 & Mount Paul	NB					
	Fast & Slow Lanes						
	Start Decel Lane		3470	8.7			
	End Decel Taper		3500	11.8	30	307.50	307.50
			3540	11.8	40	472.00	779.50
			3580	11.7	40	470.00	1249.50
			3620	11.5	40	464.00	1713.50
			3652	11.5	32	368.00	2081.50
	Intersection turn area		3654	13.4	2	24.90	2106.40
	Taper @ end of Island		3684	13.4	30	402.00	2508.40
		SB	3697	8.1	13	139.75	2648.15
			3700	8.0	3	24.15	2672.30
			3710	7.9	10	79.50	2751.80
			3720	7.8	10	78.50	2830.30
	Tie In to Old existing		3770	7.8	50	390.00	3220.30
	Fast & Slow Lanes		3570	7.8			
			3870	7.8	300	2340.00	5560.30



PROJECT NO. 23583-0000
 HWY 5 NORTH, CN JUNCTION TO
 HEFFLEY CREEK
 TCH EAST AT MONTE CREEK AND
 MISCELLANEOUS AREAS (48.3 LANE KMS)

Bottom Lift Item # 03.05.02

Job C

Date	Location/Description	SB / NB	STN	WIDTH	LENGTH	M2	TOTAL M2
Oct 08/13	Hwy 5 & Mount Paul	NB					
	Fast & Slow Lane						
	Start Decel Lane		3470	8.7			
	End Decel Taper		3500	11.8	30	307.50	307.50
			3540	11.8	40	472.00	779.50
			3580	11.7	40	470.00	1249.50
			3620	11.5	40	464.00	1713.50
			3652	11.5	32	368.00	2081.50
	Intersection turn area		3654	13.4	2	24.90	2106.40
	Taper @ end of Island		3684	13.4	30	402.00	2508.40
			3697	8.1	13	139.75	2648.15
			3700	8.0	3	24.15	2672.30
			3710	7.9	10	79.50	2751.80
			3720	7.8	10	78.50	2830.30
	Tie In to Old existing		3770	7.8	50	390.00	3220.30
		SB	3570	7.8			
	3870		7.8	300	2340.00	5560.30	
Tonnes							691.4
M2							5560.30
Application Kg/M2							124.346
%							3.49



DAILY ASPHALT SUMMARY

DAWSON CONSTRUCTION LIMITED

1212 McGill Road, Kamloops, BC V2C 6N6 • Office: 250-374-3657 • Fax: 250-374-4114

PROJECT:	Hwy 5 North, CN Junction to
PROJECT #:	5880
LOT #:	3
DATE PAVED:	October 8-10th, 2013
TARGET AC / AGG	6.00
Aggregate RD	2.642
Absorption (%)	0.39

MoT PROJECT #:	23583-0000
MIX TYPE:	16mm Class Medium Mix
SAMPLED BY:	AF
TESTED BY:	KP/AF

Binder RD	1.025
Lift Type	Top Lift / Bottom

Sample No.	AC by Agg (%)	AC IMF (%)	Deviation IMF (+/-)	Film Thickness (microns)	Briquette Density (kg/m³)	Maximum Density (kg/m³)	Air Voids (%)	VMA (%)	Stability (n)	Flow (0.25mm)
1	5.99	6.00	-0.01	9.9	2389	2478	3.59	14.7	12654	11.0
2	6.13	6.00	0.13	10.0	2388	2471	3.36	14.8	11987	10.3
3	5.63	6.00	-0.37	10.7	2380	2478	3.95	14.0	12145	9.6
4	6.15	6.00	0.15	10.6	2369	2476	4.32	15.5	12426	11.1
5	6.05	6.00	0.05	9.5	2372	2481	4.39	15.3	12045	10.2
6	6.31	6.00	0.31	10.7	2383	2468	3.44	15.2	11998	10.2
7	6.36	6.00	0.36	10.6	2395	2476	3.27	14.3	12052	11.3
8	6.30	6.00	0.30	9.5	2399	2479	3.23	14.6	12102	11.0
Average	6.12	6.00	0.12	10.2	2384	2476	3.70	14.9	12176	10.6
Specs			+/- 0.3%	min 6.0			2.5 - 4.5	min 14.5	min 9000	8 - 14

Corrected Ignition Oven Gradation Analysis				
	12.5	4.75	0.600	0.075
Sample #1	93.6%	59.4%	23.1%	5.12%
Sample #2	96.8%	63.0%	25.1%	5.00%
Sample #3	92.4%	56.3%	22.2%	4.89%
Sample #4	94.7%	62.9%	24.1%	4.70%
Sample #5	96.4%	61.8%	22.8%	4.60%
Sample #6	95.9%	63.6%	24.6%	5.34%
Sample #7	97.4%	63.1%	25.6%	5.70%
Sample #8	95.7%	62.5%	25.0%	5.83%
Average	95.4%	61.6%	24.1%	5.15%
IMF	93.9%	61.9%	23.8%	5.47%
Deviation	1.5%	-0.3%	0.3%	-0.32%
Specs	90-100	50-75	18-34	3-7

Cold Feed Gradation Analysis				
	12.5	4.75	0.600	0.075
Sample #1	90.1%	59.5%	21.8%	4.80%
Sample #2	92.3%	56.0%	20.2%	5.81%
Sample #3	91.0%	56.6%	23.1%	5.06%
Sample #4	88.7%	55.4%	21.8%	5.60%
Sample #5	92.4%	54.5%	22.7%	3.40%
Sample #6	94.1%	57.8%	23.0%	6.90%
Sample #7	94.4%	65.0%	25.4%	5.08%
Sample #8	89.0%	65.0%	24.1%	4.85%
Average	91.5%	58.7%	22.8%	5.19%
IMF	91.9%	61.9%	23.8%	4.97%
Deviation	-0.4%	-3.2%	-1.0%	0.22%
Specs	90-100	50-75	18-34	3-7

\$ Adjustment Density		\$ Adjustment AC		\$ Adjustment Gradation			
				(mm)	Column 1	Column 2	Column 3
98.5 to 100.0	\$ 2.00	- 0.05 to - 0.15	\$ 2.00	12.5	+/- 3.5	+/- 4.5	+/- 7.0
98.0 to 98.5	\$ 1.50	+ 0.15 to + 0.30	\$ 1.50	4.75	+/- 3.0	+/- 4.5	+/- 6.0
97.5 to 98.0	\$ 1.00	+ 0.30 to + 0.35	\$ -	0.600	+/- 2.0	+/- 3.5	+/- 4.0
97.0 to 97.5	\$ 0.50	- 0.05 to - 0.20	\$ -	0.075	+/- 0.75	+/- 1.0	+/- 1.5
96.5 to 97.0	-\$ 1.00	- 0.20 to - 0.30	-\$ 1.00		\$ 0.75	\$ -	-\$ 1.50
96.0 to 96.5	-\$ 2.00						



Ministry of Transportation
Report to Contractor - Standard Specification S02 EPS
End Product Specification For Asphalt Pavement Construction
Mechanical Analysis of Aggregates & Determination of Asphalt Content

PROJECT #: **23383-0000**
 DESCRIPTION: **Hwy 5N Job C**
 MATERIAL: **16mm**
 LAB TECH: **CA**
 DATE PAVED: **2013-10-08/9/10**

DATE SAMPLED: **2013-10-08/9/10**
 DATE TESTED: **2013-10-09/11**
 LOT #: **3C**
 Contractor: **Dawson**

Sample No. / Sub Lot					
Burn Time (Minutes) -					
A.	Wt. of Sample & Trays before ignition	4,980.0	4,960.9	4,964.2	0.0
B.	Tre Wt. Of trays	3,001.8	3,002.0	3,002.8	0.0
C.	Net Wt. Of Sample Before Ignition (A-B)	1,978.2	1,958.9	1,961.4	0.0
D.	Wt. Of Sample & Trays After Ignition	4,860.8	4,840.3	4,840.2	0.0
E.	Tare Wt. Of Trays	3,001.8	3,002.0	3,002.8	0.0
F.	Net Wt. Of Sample After ignition (D-E)	1,859.0	1,838.3	1,837.4	0.0
G.	(C-F) Loss of Mass	119.2	120.6	124.0	0.0
H.	(G/F)= Asphalt	6.41	6.56	6.75	#DIV/0!
	Correction Factor	0.45	0.45	0.45	0.45
Asphalt Content (Actual - Dry Aggregate) -		5.96	6.11	6.30	#DIV/0!
Asphalt Content (Design - Dry Agg.) -		6.00	6.00	6.00	6.00
Deviation From Design -		-0.04	0.11	0.30	#DIV/0!
					Avg. AC Content
					6.12
					6.00
					0.12

	Avg. Uncorrected Gradation 1, 2, & 3	Correction Factor	Corrected Avg. Gradation	Job Mix Formula	Deviation from Job Mix Formula	
Sieve Size	% Pass	% + / -	% Pass	% Pass	% + / -	
19.0mm	100.0		100.0	100	0.0	
16.0mm	99.7		99.7	100.0	0.0	
12.5mm	95.8		95.8	93.9	1.9	
9.5mm	85.9		85.9	80.5	5.4	
4.75mm	64.5		64.5	61.9	2.6	
2.36mm	47.7		47.7	46.7	1.0	
1.18mm	35.3		35.3	35.0	0.3	
0.600mm	23.6		23.6	23.8	-0.2	
0.300mm	12.7		12.7	12.1	0.6	
0.150mm	7.3		7.3	7.1	0.2	
0.075mm	4.81		4.81	5.47	-0.66	
Pan						
	Uncorrected Average	Uncorrected Gradation Sample #1	Uncorrected Gradation Sample #2	Uncorrected Gradation Sample #3	Uncorrected Gradation Sample #4	
Sieve Size	% Pass	% Pass	% Pass	% Pass	% Pass	
19.0mm	100.0	100.0	100.0	100.0	#DIV/0!	
16.0mm	99.7	99.0	100.0	100.0	#DIV/0!	
12.5mm	95.8	94.5	96.1	96.9	#DIV/0!	
9.5mm	85.9	83.6	87.7	86.2	#DIV/0!	
4.75mm	64.5	61.9	67.8	63.9	#DIV/0!	
2.36mm	47.7	45.0	51.1	47.1	#DIV/0!	
1.18mm	35.3	33.2	37.4	35.1	#DIV/0!	
0.600mm	23.6	22.3	24.5	23.9	#DIV/0!	
0.300mm	12.7	12.1	12.7	13.3	#DIV/0!	
0.150mm	7.3	7.0	7.2	7.7	#DIV/0!	
0.075mm	4.8	4.84	4.74	4.85	#DIV/0!	
Pan						

DEGREE OF COMPACTION FROM TEST CORES

Contract No.	23383-0000	Drill Type	100mm	Date Drilled	2013-10-08/9/10	Sheet No.	1
Lot #	3C	Core Driller	In hhoue	Date Tested	2013-10-08/9/10	Checked by	CA
Description	Hwy 5N Job C			*Paved	2013-10-08/9/10		

[illegible]

23583
Dawson

Lot 3C core locations

Hwy 5 North
PROJECT: 23583 0000

MINISTRY OF TRANSPORTATION & INFRASTRUCTURE

CALCULATIONS TO DETERMINE SUBLOTS

LOT NO.:	3c							
Lift:	Bottom and Top							
Lane:	North and South Bound Hwy 5 and East and Westbound Mt. Paul Way							
Dates Paved:	2013-10-08/09	Lot 3C1						
	2013-10-09/10	Lot 3C2						
	2013-10-10/11	Lot 3C3						
	<u>From</u>	<u>To</u>	<u>Lm</u>	<u>Avg W</u>	<u>m2</u>	<u>Lane</u>	<u>Lift</u>	<u>Date</u>
Lot 3C1	3470	3770	300	3.9	1170	NBSL	Bottom	2013-10-08/09
Lot 3C1	3880	3575	305	4.0	1220	SBSL	Bottom	2013-10-08/09
Lot 3C1	3470	3680	210	3.7	777	LTS NB	Bottom	2013-10-08/09
Lot 3C1	3470	3770	300	3.7	1110	NBFL	Bottom	2013-10-08/09
Lot 3C1	3880	3575	<u>305</u>	3.7	<u>1129</u>	SBFL	Bottom	2013-10-08/09
Total October 08/09			1420		5406			
Lot 3C2	3875	3675	200	4.6	926	SBDECEL	Top	2013-10-09/10
Lot 3C2	3470	3770	300	3.9	1170	NBSL	Top	2013-10-09/10
Lot 3C2	3880	3575	305	4.0	1220	SBSL	Top	2013-10-09/10
Lot 3C2	3470	3680	210	3.7	777	LTS NB	Top	2013-10-09/10
Lot 3C2	3470	3770	300	3.7	1110	NBFL	Top	2013-10-09/10
Lot 3C2	3880	3575	<u>305</u>	3.7	<u>1129</u>	SBFL	Top	2013-10-09/10
Total October 09/10			1620		6332			
Lot 3C3	1285	1720	435	7.0	3023	WB	Top	2013-10-10/11
Lot 3C3	1285	1720	<u>435</u>	7.0	<u>3023</u>	EB	Top	2013-10-10/11
Total Oct 10/11			870		6047			2013-10-10/11
Total Projected Tonnes				2134.02				
Total Length		m		3910				
Sublot tonnes				711				

SubLot #1 Limit	Start	End	Length (m)	Width (Approx.)	O/S LL	Core Location	Core No.
NBSL Bott					2.1	3625	3C1
Stations as above for each sublot							
SubLot #2 Limit	Start	End	Length (m)	Width (Approx.)	O/S LL	Core Location	Core No.
NBSL Top					2.1	3625	3C2
Stations as above for each sublot							
SubLot #3 Limit	Start	End	Length (m)	Width (Approx.)	O/S CL	Core Location	Core No.
Mt Paul Way Top Lift					1.5	1520	3C3
Stations as above for each sublot							

2013-10-11

Mint Paul
23583
Jow

Lot 3E

Dawson

Ministry of Transportation & Infrastructure
Report to Contractor - Appendix SS 502 EPS
End Product Specification For Asphalt Pavement Construction
Degree of Compaction From Test Briquettes

PROJECT #:
DESCRIPTION:
MATERIAL:
LAB TECH:
DATE PAVED:

DATE SAMPLED:
DATE TESTED:
LOT #:
Contractor:
Q.C. - Consultant:

Briquette No.	Station	Offset	Depth	Mass in Air	Mass in Water	SSD Mass in Air	Vol.	Density	Daily Maximum Relative Density	Degree of Compaction
3-1	1		52	1154.4	676.1	1155.3 1176.1			1154.8	133.7
3-2	2		48	1022.8	589.5	1024.0			1023.2	127.5
3-3	3		47	985.8	553.9	984.9			986.8	126.6
							Average:			
							Air Voids:			

Received
Oct 11/13

Date Paved: Oct 9
Tested: Oct 11

Ministry Representative:

Paving Contractor:

Polymer
Mix

Lot 3C
Mnt Paul.

Dawson
23583

Tested by :
Date Calibrated :

SL-2				SL-3(5)							
Before Burning		After Burning		Before Burning		After Burning		Before Burning		After Burning	
Cage + S	4966.9	Cage + S	4840.3	Cage + S	4971.2	Cage + S	4840.2	Cage + S		Cage + S	
Cage	3002.0	Cage	3002.0	Cage	3002.8	Cage	3002.0	Cage		Cage	
Net	1964.9	Net	1838.3	Net	1968.4	Net	1838	Net		Net	
Burn Time :		Burn Time :		Burn Time :		Burn Time :		Burn Time :		Burn Time :	
Target % AC:		Target % AC:		Target % AC:		Target % AC:		Target % AC:		Target % AC:	
Wash Sieve Analysis				Wash Sieve Analysis				Wash Sieve Analysis			
Before :	1837	Loss :		Before :	1837	Loss :		Before :		Loss :	
After :	1760	Screened :		After :	1760	Screened :		After :		Screened :	
Total :		Total :		Total :		Total :		Total :		Total :	
Sieve Size	Wt. Ret.	% Ret.	% Pass.	Sieve Size	Wt. Ret.	% Ret.	% Pass.	Sieve Size	Wt. Ret.	% Ret.	% Pass.
25.0	0			25.0	0			25.0	0		
19.0	0			19.0	0			19.0	0		
16.0	19			16.0	0			16.0			
12.5	53			12.5	56			12.5			
9.5	154			9.5	197			9.5			
4.75	366			4.75	409			4.75			
2.36	306			2.36	309			2.36			
1.18	251			1.18	220			1.18			
0.600	238			0.600	203			0.600			
0.300	215			0.300	194			0.300			
0.150	101			0.150	103			0.150			
0.075	44			0.075	53			0.075			
PAN	12			PAN	14			PAN			
Tot.	1760			Tot.	1759			Tot.			



Ministry of Transportation
Report to Contractor - Standard Specification 502 EPS
End Product Specification For Asphalt Pavement Construction
Mechanical Analysis of Aggregates & Determination of Asphalt Content

PROJECT #: **23383-0000**
 DESCRIPTION: **Hwy 5N Job C**
 MATERIAL: **16mm**
 LAB TECH: **CA**
 DATE PAVED: **Oct 15/16 2013**

DATE SAMPLED: **Oct 15/16 2013**
 DATE TESTED: **Oct 17/18 2013**
 LOT #: **4A**
 Contractor: **Dawson**

Sample No. / Sub Lot					
Burn Time (Minutes) -					
A. Wt. of Sample & Trays before ignition	5,029.7	4,870.8	5,109.3	5,162.9	
B. Tare Wt. Of trays	3,002.8	3,008.3	3,002.9	3,090.1	
C. Net Wt. Of Sample Before Ignition (A-B)	2,026.9	1,862.5	2,106.4	2,072.8	
D. Wt. Of Sample & Trays After Ignition	4,911.6	4,762.4	4,993.2	5,041.1	
E. Tare Wt. Of Trays	3,002.8	3,008.3	3,002.9	3,090.1	
F. Net Wt. Of Sample After ignition (D-E)	1,908.8	1,755.1	1,990.3	1,951.0	
G. (C-F) Loss of Mass	118.1	107.4	116.1	121.8	
H. (G/F) = Asphalt	6.19	6.12	5.83	6.24	
Correction Factor	0.55	0.55	0.55	0.55	
Asphalt Content (Actual - Dry Aggregate) -	5.64	5.57	5.28	5.69	Avg. AC Content
Asphalt Content (Design - Dry Agg.) -	5.60	5.60	5.60	5.60	5.55
Deviation From Design -	0.04	-0.03	-0.32	0.09	-0.05

	Avg. Uncorrected Gradation 1, 2, & 3 % Pass	Correction Factor % + / -	Corrected Avg. Gradation % Pass	Job Mix Formula % Pass	Deviation from Job Mix Formula % + / -	
Sieve Size						
19.0mm	100.0		100.0	100	0.0	
16.0mm	100.0		100.0	100.0	0.0	
12.5mm	95.0		95.0	94.7	0.3	
9.5mm	81.2		81.2	81.4	-0.2	
4.75mm	57.3		57.3	58.4	-1.1	
2.36mm	43.1		43.1	42.4	0.7	
1.18mm	33.3		33.3	32.5	0.8	
0.600mm	25.0		25.0	23.3	1.7	
0.300mm	15.9		15.9	13.4	2.5	
0.150mm	9.2		9.2	7.9	1.3	
0.075mm	6.20		6.20	5.45	0.75	
Pan						
	Uncorrected Average % Pass	Uncorrected Gradation Sample #1 % Pass	Uncorrected Gradation Sample #2 % Pass	Uncorrected Gradation Sample #3 % Pass	Uncorrected Gradation Sample #4 % Pass	
Sieve Size						
19.0mm	100.0	100.0	100.0	100.0	100.0	
16.0mm	100.0	100.0	100.0	100.0	100.0	
12.5mm	95.0	96.6	95.9	93.0	94.4	
9.5mm	81.2	83.0	82.9	79.4	79.5	
4.75mm	57.3	61.3	60.2	53.4	54.3	
2.36mm	43.1	46.1	45.2	40.4	40.8	
1.18mm	33.3	35.6	35.0	31.4	31.4	
0.600mm	25.0	26.7	26.5	23.6	23.4	
0.300mm	15.9	17.0	16.8	15.0	14.6	
0.150mm	9.2	9.9	9.6	8.9	8.4	
0.075mm	6.2	6.77	6.39	6.09	5.5	
Pan						



To: Dawson Construction Ltd.
1212 McGill Road
Kamloops, BC V2C 6N6

FILE COPY

IN REGARDS TO:

Project Number 23583-0000 Location Highway 5N, Trans Canada Highway 1, and Heffley-Sun Peaks
Project Description Asphalt Surfacing, Hwy 5N, CN Junction to Heffley Creek, TCH 1 East at Monte Creek and Misc Areas

TAKE NOTICE THAT:

Pursuant to the Contract dated September 9th, 20 13 you are hereby directed to suspend work as indicated below:

☒ All operations on the above Project are to be suspended effective November 15th, 20 13
and are to remain under suspension until further directed in writing by the Ministry Representative.

OR

☐ The following portions of the above Project are to be suspended effective on the suspension date stated below
and are to remain under suspension until further directed in writing by the Ministry Representative.

WORK AFFECTED

SUSPENSION DATE

This Stop Work Order is issued for the following reason(s):

Inclement weather conditions

The Contractor's attention is drawn to the Contract and the responsibilities with respect to carrying out work of an emergency nature for the convenience and safety of the public traffic, and minor operations unaffected by or connected with the cause of the work stoppage.

This Stop Work Order is issued on November 15th, 20 13 by:

Name (Print) Brad Roberts

Signature [Signature]

Capacity Ministry Representative, Paving

The Contractor's Representative acknowledges receipt of the Stop Work Order on

, 20

Name (Print) LEN KAZAKOFF

Signature [Signature]

Capacity



OCT 15 2013

SUPERVISOR:

Page 25 of 58 TRA-2015-50659



NEW LINE TALLY REPORT

JOB # 6-13017

PROJECT

Asphalt Resurfacing Kamloops

DATE

3-Nov-13

LOCATION			C/L	M/L		L/L	L/L	E/L	E/L	Warranty	Warranty	S Solid	D Solid	S Broken	D S B	S Solid	S Broken
HWY	List# / Info	Status C / NC	YELLOW 800 L/KM	YELLOW 802 L/KM	YELLOW (cmptr) 801 PLM	WHITE 804 L/KM	WHITE (cmptr) 805 PLM	WHITE 806 L/KM	WHITE (cmptr) 807 PLM	YELLOW 847 PLM	WHITE 849 PLM	YELLOW 810 LM	YELLOW 811 LM	YELLOW 812 LM	YELLOW 813 LM	WHITE 815 LM	WHITE 816 LM
5	Asphalt Resurfacing Kamloops	n/c															
	1st Coat				15995		7807		19747								
	2nd Coat		0.6	14.4	14800												
DAILY TOTAL			0.6	14.4	30795	0.0	7807	0.0	19747	0	0	0	0	0	0	0	0
PREVIOUS TOTAL			1.7	—	6766	.5	114	—	—								
MONTHLY TOTAL			2.3	14.4	37561	.5	7921		19747								

MOBILIZATION

☐ 850-EA

REASON

CREW STANDBY

☐ 851-REG HRS

REASON

PRELINE

☐ 846-LKM

COMMENT

FOREMAN :

Andrew Barker

SUPERVISOR:

Revision #: 4
Approval:Document #: 22
Date: February 8, 2013



NEW LINE TALLY REPORT

JOB # 6-13017

PROJECT

Asphalt Resurfacing Kamloops

DATE

4-Nov-13

LOCATION			C/L	M/L	YELLOW	L/L	L/L	E/L	E/L	Warranty	Warranty	S Solid	D Solid	S Broken	D S B	S Solid	S Broken
HWY	List# / Info	Status C / NC	YELLOW 800 L/KM	YELLOW 802 L/KM	YELLOW (cmptr) 801 PLM	WHITE 804 L/KM	WHITE (cmptr) 805 PLM	WHITE 806 L/KM	WHITE (cmptr) 807 PLM	YELLOW 847 PLM	WHITE 849 PLM	YELLOW 810 LM	YELLOW 811 LM	YELLOW 812 LM	YELLOW 813 LM	WHITE 815 LM	WHITE 816 LM
5	Asphalt Resurfacing Kamloops Preline 1.5 km 1st Coat	n/c			1250		3630		8280								
DAILY TOTAL			0.0	0.0	1250	0.0	3630	0.0	8280	0	0	0	0	0	0	0	0
PREVIOUS TOTAL			2.3	14.4	37501	.5	7921		19747								
MONTHLY TOTAL			2.3	14.4	38751	.5	11551		28027								

MOBILIZATION

☐ 850-EA

REASON

CREW STANDBY

☐ 851-REG HRS

REASON

PRELINE

☐ 846-LKM

COMMENT

FOREMAN :

Andrew Barker

SUPERVISOR:

Revision #: 4
Approval:Document #: 22
Date: February 8, 2013



NEW LINE TALLY REPORT

JOB # 6-13017

PROJECT

Hwy 5 Resurfacing

DATE

14-Nov-13

LOCATION			C/L	M/L		L/L	L/L	E/L	E/L	Warranty	Warranty	S Solid	D Solid	S Broken	D S B	S Solid	S Broken
HWY	List# / Info	Status C / NC	YELLOW 800 L/KM	YELLOW 802 L/KM	YELLOW (cmptr) 801 PLM	WHITE 804 L/KM	WHITE (cmptr) 805 PLM	WHITE 806 L/KM	WHITE (cmptr) 807 PLM	YELLOW 847 PLM	WHITE 849 PLM	YELLOW 810 LM	YELLOW 811 LM	YELLOW 812 LM	YELLOW 813 LM	WHITE 815 LM	WHITE 816 LM
5	Hwy 5 Resurfacing	n/c															
	2nd Coat		0.6		615	26.0	11281	26.0	25941								
DAILY TOTAL			0.6	0.0	615	26.0	11281	26.0	25941	0	0	0	0	0	0	0	0
PREVIOUS TOTAL			2.3	14.4	38751	15	11551	—	28027								
MONTHLY TOTAL			2.9	14.4	39366	26.5	22831	26.0	53968								

MOBILIZATION

850-EA

REASON

CREW STANDBY

851-REG HRS

REASON

PRELINE

846-LKM

COMMENT

FOREMAN :

Andrew Barker

SUPERVISOR:

Revision #: 4

Approval:

Document #: 22

Date: February 8, 2013



NEW LINE TALLY REPORT

JOB # 6-13017

PROJECT

Hwy 5 Resurfacing

DATE

15-Nov-13

LOCATION			C/L	M/L		L/L	L/L	E/L	E/L	Warranty	Warranty	S Solid	D Solid	S Broken	D S B	S Solid	S Broken
HWY	List# / Info	Status C / NC	YELLOW 800 L/KM	YELLOW 802 L/KM	YELLOW (cmpr) 801 PLM	WHITE 804 L/KM	WHITE (cmpr) 805 PLM	WHITE 806 L/KM	WHITE (cmpr) 807 PLM	YELLOW 847 PLM	WHITE 849 PLM	YELLOW 810 LM	YELLOW 811 LM	YELLOW 812 LM	YELLOW 813 LM	WHITE 815 LM	WHITE 816 LM
5	Hwy 5 Resurfacing	c															
	2nd Coat		1.1		1235	0.9	288	1.5	1454								
DAILY TOTAL			1.1	0.0	1235	0.9	288	1.5	1454	0	0	0	0	0	0	0	0
PREVIOUS TOTAL			9.9	14.4	2736.1	26.5	22831	36.0	52968								
MONTHLY TOTAL			4.0	14.4	406.01	27.4	33119	27.5	55422								

MOBILIZATION

☐

850-EA

REASON

CREW STANDBY

☐

851-REG HRS

REASON

PRELINE

☐

846-LKM

COMMENT

FOREMAN :

Andrew Barker

SUPERVISOR:



Force Account Number (established by Ministry Representative)	P. S. Item Number	Project Number	Date (yyyy-mm-dd)
23583-04	03-01	23583-0000	2014-04-23
Contractor Name	Subcontractor Name(s)		
Dawson Constuction	(A) Alliance		
Description of Work	(B)		
Line eradication at Mount Paul Way	(C)		

General Conditions version date (from "Summary" sheet) 2013-04-01

Do reduced Force Account mark-ups apply? [i.e. Provisions in GC's and Total FA >25% of Tender Price] No

Contractor's Mark-up on Work performed by Subcontractors 5.0%

BLOCK A - LABOUR

Name	Class	Sub? (y/n/a)	Hours Worked	Hourly Rate	Amount	Contractor	Sub
Rory Procknow	Group 4	n	s.21			\$173.40	
Jason Shank	Superintendent	n				\$148.92	

* Notes: Payroll Additives exclude "Food and Lodging" listed in Block E

* "Hourly Rate" is straight-time rate, unless approved in advance by Min Rep.

Small Tools: 2% for structural work, 1% for all other Work

Subtotal \$322.32 (1)

* Payroll Additives (%) n/a (2)

Tool Allowance (%) 1.0% s.21 (3)

Basic % mark-up on subtotal of (1) to (3): 20.0% (4)

Additional % Mark-up, only on Work done by an unaffiliated Subcontractor (1) to (4): 5.0% (5)

Total Block A: \$390.65 \$390.65 (6)

BLOCK B - EQUIPMENT

Type	Year	Make/Model	Sub? (y/n/a)	Hours Worked	Hourly Rate	Amount	Contractor	Sub
Line eradicator	10	Toro	n	s.21			\$375.00	
Truck	12	Ford F 350	n				\$241.00	
tandem Axle Trailer	12	peers page	n				\$75.00	

Subtotal s.21 (7)

Basic % mark-up on subtotal of (7): 15.0% (8)

Additional % Mark-up, only on Work done by an unaffiliated Subcontractor (7)+(8): 5.0% (9)

Total Block B: \$794.65 \$794.65 (10)

BLOCK C - MATERIALS

Description	Sub? (y/n/a)	Quantity	Unit Price	Amount	Contractor	Sub
Alliance Traffic	y	s.21				\$689.56

Subtotal \$689.56 (11)

Basic % mark-up on (11): 10.0% \$68.96 (12)

Additional % mark-up, only on Work done by an unaffiliated Subcontractor (11)+(12): 6.0% s.21 (13)

Total Block C: \$796.45 \$37.93 \$758.52 (14)



BRITISH
COLUMBIA

Ministry of Transportation
and Infrastructure

Extra Work and Provisional Sum Items

Daily Work Report DWR2

Form Account Number (established by Ministry Representative)

23583-04

P. S. Item Number

03-01

Project Number

23583-0000

Date (yyyy-mm-dd)

2014-04-23

BLOCK D - PREPARATORY WORK

Description

Sub? (y/n/a)	Hours or Quantity	Hourly Rate or Unit Price	Contractor	Amount Sub
-----------------	----------------------	------------------------------	------------	---------------

Subtotal

(15)

Basic % mark-up on (15):

15.0%

(16)

Additional Mark-up, only on Work done by an unaffiliated Subcontractor (15)+(16):

5.0%

(17)

Total Block D:

(18)

BLOCK E - FOOD & LODGING

Description

Sub? (y/n/a)	Hours or Quantity	Hourly Rate or Unit Price	Contractor	Amount Sub
-----------------	----------------------	------------------------------	------------	---------------

Subtotal

(19)

Basic % mark-up on (19):

10.0%

(20)

Additional % mark-up, only on Work done by an unaffiliated Subcontractor (19)+(20):

5.0%

(21)

Total Block E:

(22)

BLOCK F - INVOICED WORK (Negotiated Price)

Description

Sub? (y/n/a)	Hours or Quantity	Hourly Rate or Unit Price	Contractor	Amount Sub
-----------------	----------------------	------------------------------	------------	---------------

Subtotal

(23)

Basic % mark-up on (23):

n/a

(24)

Additional % mark-up, only on Work done by an unaffiliated Subcontractor (23)+(24):

5.0%

(25)

Total Block F:

(26)

CONTRACTOR'S SUBMISSION SIGNATURE

Contractor's Authorized Representative

Print Name

Jason Shank

Date (yyyy-mm-dd)

2014-05-25

By signing above, I hereby certify that the claims made in this document are fair, accurate and in accordance with the Contract with the intention that the Ministry will rely upon this certification in making payment for the amounts claimed herein.

SUBMISSION ACCEPTED FOR PURPOSES OF TRACKING INPUT RESOURCES

Ministry Representative or Delegate

Print Name

Al Scharien

Date (yyyy-mm-dd)

2014-05-25

Subtotal of Input costs: s.21

Subtotal Payroll+Tool+Basic mark-up:

Subtotal Contractor mark-up on Subs:

TOTAL AMOUNT (Blocks A to F):

TOTAL PAYABLE (30) Prime + Sub:

\$1,981.75

SUBMISSION ACCEPTED FOR PAYMENT

Ministry Representative / Ministry Manager

Print Name

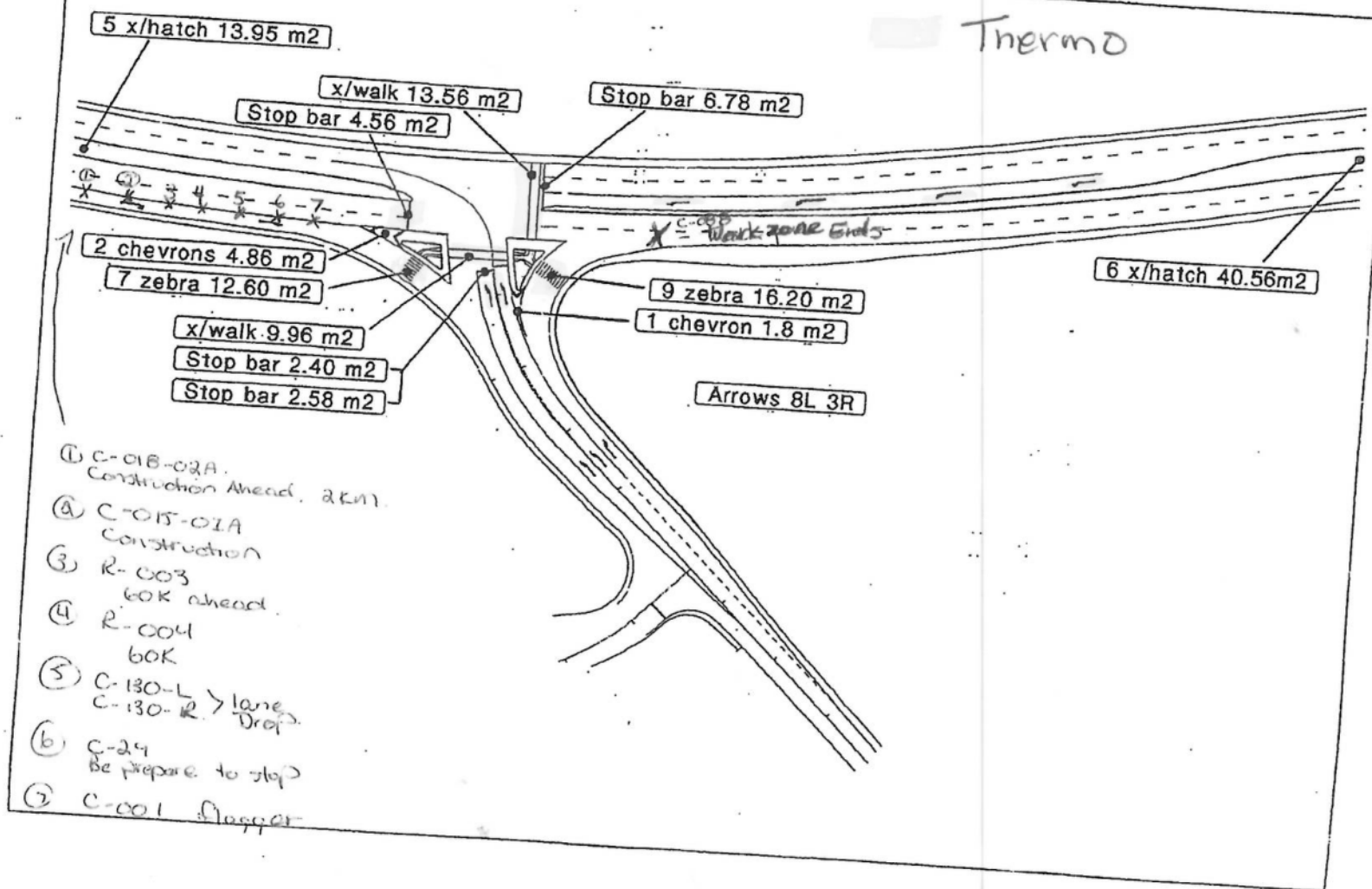
Al Scharien

Date (yyyy-mm-dd)

2014-05-25

Thermo Pavement
Marking put on
- Painted 4 Nov 15, night 2013
- as per item 3.05.09

LAYOUT OF MARKINGS HWY.5 & MT. PAUL WAY





**AARDVARK
PAVEMENT MARKING SERVICES**

dba 647354 BC LTD.
P.O. BOX 27031, WILLOW PARK P.O.
KELOWNA, BC V1X 7L7
PHONE: 250-862-0813

INVOICE

NO.: 4674

DATE: 11/21/2013

PAGE: 1 of 1

SOLD TO:

Dawson Construction Ltd.
Bob Froese
1212 McGill
Kamloops, BC V2C 6N6

SHIP TO:

Dawson Construction Ltd.
Bob Froese
1212 McGill
Kamloops, BC V2C 6N6



ITEM NO.	QUANTITY	UNIT	DESCRIPTION	HST	UNIT PRICE	AMOUNT
	s.21		Project #23583 Item # 03.05.09	G	s.21	9,204.70
			G - GST 5% GST			460.24
COMMENTS: GST# 86584 5465					TOTAL ➡	9,664.94

Mount Paul ~~000000~~
Thermo Pavement Marking applied at Mount Paul
and H5 Intersection on Nov 15, 2013 per contract
item 3.05.09. MW 23583-0000

Saby, Jeff D TRAN:EX

From: Cousins, Paula TRAN:EX
Sent: Monday, February 24, 2014 5:23 PM
To: Clough, Shawn R TRAN:EX; Siddiqui, Faisal TRAN:EX
Cc: Saby, Jeff D TRAN:EX; Folk, Trent TRAN:EX
Subject: FW: Pedestrian Incident: Highway 5 North at Kamloops

Good Evening Shawn and Faisal,

We had a pedestrian hit and seriously injured at the Mount Paul Way intersection this afternoon. Jeff advised that there are no crosswalks or pedestrian signals at that intersection. Is it possible to get a few bullets tomorrow morning to explain why the intersection doesn't have them? Also, would be good to know if there is any history of pedestrian incidents at that intersection and if we have any pedestrian counts. It's possible we're going to get some questions.

Thanks,
Paula

From: Cousins, Paula TRAN:EX
Sent: Monday, February 24, 2014 4:25 PM
To: Lorimer, Mike TRAN:EX; Blixrud, Rick G TRAN:EX
Subject: Pedestrian Incident: Highway 5 North at Kamloops

1. Location: Highway 5N, northbound at Mount Paul Way in Kamloops
2. Impact to Traffic: NB lanes closed, setting up TCP to run one direction of traffic in each of the SB lanes
3. Incident Description: A pedestrian was struck while crossing the Highway at the intersection.
4. DriveBC: Highway 5 North – Northbound closed 4km north of exit 374, East Kamloops Junction with Highway 1, Mount Paul Way, because of vehicle incident. Estimated time of opening currently not available, assessment in progress. Next update 4:30.
5. Opening Time: Not determined at this time, assessment in progress. SB lanes still open
6. Detailed Event Description:

s.13
Pedestrian was struck by a NB SUV.
7. Injuries and Fatalities: Pedestrian is reported to s.22
8. MoTI Personnel: Area Manager on scene
9. Incident Responders: Police, Traffic Analyst on scene
10. Site History: NA at this time
11. Weather Road Conditions: Bare and dry
12. MC: Argo on scene doing traffic control
13. Traffic Management: Detouring vehicles around site through Thompsons Reserve between Mount Paul Way and Halston until sb lanes are set up to accommodate single lane traffic in each direction. Local radio stations are advising drivers to avoid the area if possible. This is a busy stretch of Highway during the afternoon rush.

Paula Cousins
District Manager, Transportation
Ministry of Transportation and Infrastructure
Thompson Nicola District
T 250-371-3805 C 250-371-4505

Saby, Jeff D TRAN:EX

From: Saby, Jeff D TRAN:EX
Sent: Tuesday, February 25, 2014 2:34 PM
To: Schmidt, Alan B TRAN:EX
Cc: Clough, Shawn R TRAN:EX; Siddiqui, Faisal TRAN:EX
Subject: Paint Eradication and Removal From Paint Marking Contract
Attachments: Maintenance Agreement CoK and MoTI.pdf

Al,
We have two sites that need both eradication work in the field and removal from the upcoming paint marking contract. Sites are at Mt Paul and

NR

Please come and see me as soon as you're back from Revelstoke.
Thanks

Jeff Saby
*Area Manager Roads, Kamloops East
Thompson Nicola District,
Ministry of Transportation,
127 - 447 Columbia Street, Kamloops B.C., Canada
V2C 2T3
Ph (250) 371-3856
Fax (250) 371-3848
Cell (250) 371-7726*

Note To File: Pedestrian Accident – Yellowhead Highway at Mt Paul Way

Date of Incident: February 24, 2014

Note Date: March 5, 2014

A pedestrian was struck by a northbound vehicle on Highway 5 at Mt Paul Way on February 24, 2014. The Thompson District Operations Manager Trent Folk spoke to the RCMP about this accident this morning. Trent advises S.22

The Yellowhead Highway at Mt Paul was repaved in the fall of 2013, and the project (various rehabilitation works throughout the area) remains incomplete due to inclement weather. Work is scheduled to be complete in the Spring of 2014.

Following the accident on February 24, I spoke to the Regional Traffic Engineer about the Mt Paul Way intersection. I had been on site shortly after the incident occurred and through discussion with the District Manager in Kamloops during the recovery at the site came to look more closely at the configuration of the pedestrian signals and cross walks in place at the site.

There are pedestrian signal heads on the south and west legs of the intersection. There are no pedestrian signals on the north side of the intersection nor the east side of the intersection. I did notice that there is a cross walk on the south side which is controlled by the signals, as there is on the west side (Mt Paul) which is also controlled with pedestrian signals. There are remnants of a cross walk on the north side where there are no pedestrian signals, and this was the point of discussion with the Regional Traffic Engineer Faisal Siddiqui in Kamloops. During my discussions with him we reviewed electrical drawings for the intersection. He advised that the cross walk should not have been in place on the north side of the intersection due to the lack of pedestrian signals. I spoke to Al Scharien (Ministry Rep Paving) March 3, and advised him of the concern. He reviewed historical air photo's of the site through Google Earth and determined that the cross walk was in place at that location in April 30, 2004. The cross walk was not in place on May 26, 2012, and was in place, albeit worn, on February 24 2014.

Jeff Saby
Area Manager Roads
Kamloops East

Cousins, Paula TRAN:EX

From: Strobbe, Kathy C TRAN:EX
Sent: Tuesday, June 2, 2015 4:23 PM
To: Evans, Michelle D TRAN:EX
Subject: FW: Mt. Pail Crosswalk

Kathy Strobbe
Ministry of Transportation, Kamloops
Project Management Technician
#342 - 447 Columbia Street
Kamloops, BC V2C 2T3
Phone (250) 371-3986
Cell s.17
Fax (250) 828-4229

From: Roberts, Brad TRAN:EX
Sent: Tuesday, March 25, 2014 9:11 AM
To: Strobbe, Kathy C TRAN:EX
Cc: Hogg, Brad TRAN:EX; Jackson, Jason B TRAN:EX
Subject: Mt. Pail Crosswalk

Kathy,

The crosswalk eradication at Mt. Paul intersection was completed last night, Monday March 24th, by 10:00pm. The proper TMP was in place and the job was completed without incident.

Thank you

Brad Roberts

Field Services Assistant

Ministry of Transportation & Infrastructure

782A Tagish Street

Kamloops, BC V2H 1B7

Cell s.17

Office 250-374-7258

Traffic Counts

Date	Time	NB Left	NB Thru	SB Thru	SB Right	EB Left	EB Right
2009-08-04	5:56:00 PM	4	42	34	6	9	4
2009-08-04	6:00:00 PM	16	175	155	27	35	19
2009-08-04	6:15:00 PM	17	170	160	24	32	13
2009-08-04	6:30:00 PM	16	155	155	23	34	12
2009-08-04	6:45:00 PM	9	130	119	23	23	15
2009-08-04	7:00:00 PM	12	133	105	14	30	12
2009-08-04	7:15:00 PM	8	103	91	16	28	13
2009-08-04	7:30:00 PM	5	102	105	11	22	8
2009-08-04	7:45:00 PM	4	90	84	9	24	14
2009-08-04	8:00:00 PM	6	96	84	10	21	14
2009-08-04	8:15:00 PM	10	102	88	13	14	6
2009-08-04	8:30:00 PM	5	91	75	13	17	7
2009-08-04	8:45:00 PM	6	76	73	13	9	7
2009-08-04	9:00:00 PM	7	94	63	10	29	4
2009-08-04	9:15:00 PM	4	88	81	7	16	13
2009-08-04	9:30:00 PM	5	94	79	10	25	12
2009-08-04	9:45:00 PM	5	56	69	8	12	4
2009-08-04	10:00:00 PM	1	62	62	8	10	6
2009-08-04	10:15:00 PM	5	71	61	9	6	0
2009-08-04	10:30:00 PM	3	55	33	6	6	2
2009-08-04	10:45:00 PM	1	42	43	5	7	1
2009-08-04	11:00:00 PM	2	44	39	8	8	1
2009-08-04	11:15:00 PM	3	18	50	4	7	3
2009-08-04	11:30:00 PM	0	30	25	6	6	2
2009-08-04	11:45:00 PM	3	30	14	0	7	0
2009-08-05	12:00:00 AM	2	27	24	5	10	0
2009-08-05	12:15:00 AM	1	19	14	2	5	2
2009-08-05	12:30:00 AM	4	21	13	2	2	3
2009-08-05	12:45:00 AM	1	25	20	3	1	0
2009-08-05	1:00:00 AM	3	24	17	2	4	2
2009-08-05	1:15:00 AM	2	9	18	1	8	2
2009-08-05	1:30:00 AM	1	12	18	3	1	1
2009-08-05	1:45:00 AM	2	12	15	1	5	0
2009-08-05	2:00:00 AM	3	11	7	1	2	1
2009-08-05	2:15:00 AM	2	14	11	2	3	1
2009-08-05	2:30:00 AM	2	6	14	1	1	2
2009-08-05	2:45:00 AM	3	4	13	1	3	1
2009-08-05	3:00:00 AM	3	9	6	0	2	2
2009-08-05	3:15:00 AM	1	9	21	0	2	3
2009-08-05	3:30:00 AM	0	10	10	2	2	1
2009-08-05	3:45:00 AM	2	8	8	3	1	0
2009-08-05	4:00:00 AM	1	8	14	3	3	3
2009-08-05	4:15:00 AM	3	9	19	0	1	5
2009-08-05	4:30:00 AM	3	16	42	2	2	9
2009-08-05	4:45:00 AM	6	12	20	7	1	2
2009-08-05	5:00:00 AM	6	19	26	4	3	5
2009-08-05	5:15:00 AM	7	28	49	7	4	2
2009-08-05	5:30:00 AM	11	41	77	15	7	5
2009-08-05	5:45:00 AM	13	45	64	28	15	8
2009-08-05	6:00:00 AM	9	49	100	18	15	11
2009-08-05	6:15:00 AM	21	61	95	30	15	21
2009-08-05	6:30:00 AM	23	88	152	48	14	11
2009-08-05	6:45:00 AM	24	115	156	59	17	18
2009-08-05	7:00:00 AM	32	107	158	47	18	20
2009-08-05	7:15:00 AM	31	105	185	70	28	25
2009-08-05	7:30:00 AM	32	131	230	90	18	21
2009-08-05	7:45:00 AM	51	145	220	105	23	19
2009-08-05	8:00:00 AM	33	127	175	70	34	33
2009-08-05	8:15:00 AM	35	140	195	80	32	30

2009-08-05	8:30:00 AM	30	160	200	75	34	33
2009-08-05	8:45:00 AM	37	132	220	85	35	32
2009-08-05	9:00:00 AM	34	118	155	48	35	33
2009-08-05	9:15:00 AM	30	135	170	48	40	25
2009-08-05	9:30:00 AM	42	130	150	75	47	35
2009-08-05	9:45:00 AM	40	135	160	65	35	30
2009-08-05	10:00:00 AM	38	135	150	53	59	44
2009-08-05	10:15:00 AM	31	140	175	45	48	43
2009-08-05	10:30:00 AM	37	170	215	55	50	44
2009-08-05	10:45:00 AM	31	175	185	57	47	32
2009-08-05	11:00:00 AM	40	160	190	57	38	31
2009-08-05	11:15:00 AM	48	140	155	48	46	33
2009-08-05	11:30:00 AM	45	160	190	51	57	33
2009-08-05	11:45:00 AM	39	150	185	52	56	50
2009-08-05	12:00:00 PM	40	165	205	44	46	55
2009-08-05	12:15:00 PM	37	160	195	63	65	46
2009-08-05	12:30:00 PM	37	165	160	55	56	40
2009-08-05	12:45:00 PM	35	150	195	49	62	34
2009-08-05	1:00:00 PM	39	160	190	65	48	37
2009-08-05	1:15:00 PM	46	195	185	65	62	42
2009-08-05	1:30:00 PM	32	180	205	52	66	42
2009-08-05	1:45:00 PM	42	200	210	65	65	44
2009-08-05	2:00:00 PM	40	220	210	65	71	49
2009-08-05	2:15:00 PM	38	170	185	53	88	41
2009-08-05	2:30:00 PM	35	195	215	58	68	39
2009-08-05	2:45:00 PM	39	190	190	70	58	42
2009-08-05	3:00:00 PM	37	205	185	56	62	38
2009-08-05	3:15:00 PM	47	205	180	51	87	34
2009-08-05	3:30:00 PM	34	200	215	54	80	49
2009-08-05	3:45:00 PM	46	240	205	47	81	39
2009-08-05	4:00:00 PM	33	235	210	46	69	45
2009-08-05	4:15:00 PM	35	265	210	48	95	46
2009-08-05	4:30:00 PM	36	250	235	48	120	51
2009-08-05	4:45:00 PM	28	285	200	30	92	51
2009-08-05	5:00:00 PM	23	250	210	46	90	37
2009-08-05	5:15:00 PM	23	235	220	37	82	37
2009-08-05	5:30:00 PM	16	215	150	22	59	25
2009-08-05	5:45:00 PM	17	175	160	20	44	14
2009-08-05	6:00:00 PM	10	210	140	20	40	23
2009-08-05	6:15:00 PM	20	195	150	24	35	18
2009-08-05	6:30:00 PM	20	126	122	20	40	14
2009-08-05	6:45:00 PM	17	122	131	27	36	12
2009-08-05	7:00:00 PM	14	130	142	27	24	14
2009-08-05	7:15:00 PM	7	127	96	22	36	9
2009-08-05	7:30:00 PM	7	97	92	14	26	11
2009-08-05	7:45:00 PM	8	106	111	17	27	8
2009-08-05	8:00:00 PM	5	89	104	16	20	16
2009-08-05	8:15:00 PM	6	87	90	13	13	8
2009-08-05	8:30:00 PM	7	89	81	15	29	3
2009-08-05	8:45:00 PM	4	87	120	33	13	11
2009-08-05	9:00:00 PM	8	88	84	17	17	10
2009-08-05	9:15:00 PM	7	101	83	8	15	17
2009-08-05	9:30:00 PM	4	78	65	9	14	7
2009-08-05	9:45:00 PM	6	67	58	12	9	5
2009-08-05	10:00:00 PM	9	67	43	7	12	8
2009-08-05	10:15:00 PM	3	70	38	4	41	22
2009-08-05	10:30:00 PM	2	52	35	6	12	6
2009-08-05	10:45:00 PM	5	35	53	7	9	8
2009-08-05	11:00:00 PM	2	50	42	4	8	4
2009-08-05	11:15:00 PM	3	36	29	10	2	3

2009-08-05 11:30:00 PM	1	22	27	7	6	0
2009-08-05 11:45:00 PM	1	16	10	2	8	4
2009-08-06 12:00:00 AM	2	27	12	2	5	2
2009-08-06 12:15:00 AM	1	15	16	3	1	3
2009-08-06 12:30:00 AM	1	12	7	5	1	3
2009-08-06 12:45:00 AM	4	18	13	2	6	1
2009-08-06 1:00:00 AM	2	13	12	1	4	3
2009-08-06 1:15:00 AM	3	9	9	1	11	1
2009-08-06 1:30:00 AM	4	18	7	3	3	1
2009-08-06 1:45:00 AM	3	11	7	0	3	2
2009-08-06 2:00:00 AM	1	7	8	1	6	1
2009-08-06 2:15:00 AM	1	14	9	1	2	2
2009-08-06 2:30:00 AM	0	14	6	1	4	1
2009-08-06 2:45:00 AM	2	12	6	1	4	0
2009-08-06 3:00:00 AM	3	3	7	1	2	2
2009-08-06 3:15:00 AM	0	7	7	2	2	2
2009-08-06 3:30:00 AM	2	9	9	2	2	0
2009-08-06 3:45:00 AM	0	9	13	3	5	3
2009-08-06 4:00:00 AM	4	6	14	0	4	3
2009-08-06 4:15:00 AM	1	7	12	4	3	2
2009-08-06 4:30:00 AM	6	8	38	4	2	1
2009-08-06 4:45:00 AM	3	13	30	5	0	8
2009-08-06 5:00:00 AM	6	16	26	5	2	2
2009-08-06 5:15:00 AM	7	20	69	8	6	3
2009-08-06 5:30:00 AM	11	40	60	19	7	6
2009-08-06 5:45:00 AM	18	46	75	28	9	8
2009-08-06 6:00:00 AM	9	52	86	22	14	11
2009-08-06 6:15:00 AM	14	72	97	25	10	14
2009-08-06 6:30:00 AM	23	110	151	48	13	14
2009-08-06 6:45:00 AM	29	112	180	63	17	17
2009-08-06 7:00:00 AM	23	99	160	60	34	25
2009-08-06 7:15:00 AM	33	114	180	59	19	28
2009-08-06 7:30:00 AM	30	130	240	90	17	16
2009-08-06 7:45:00 AM	50	140	220	120	21	37
2009-08-06 8:00:00 AM	35	124	190	75	25	31
2009-08-06 8:15:00 AM	33	148	190	80	36	31
2009-08-06 8:30:00 AM	37	126	190	65	41	32
2009-08-06 8:45:00 AM	37	123	170	85	34	27
2009-08-06 9:00:00 AM	23	120	147	53	34	28
2009-08-06 9:15:00 AM	36	105	180	44	31	37
2009-08-06 9:30:00 AM	43	135	200	75	44	38
2009-08-06 9:45:00 AM	35	140	170	70	46	44
2009-08-06 10:00:00 AM	36	145	195	59	40	37
2009-08-06 10:15:00 AM	23	135	195	46	52	44
2009-08-06 10:30:00 AM	45	170	185	58	32	34
2009-08-06 10:45:00 AM	39	155	185	58	50	32
2009-08-06 11:00:00 AM	40	170	195	53	52	49
2009-08-06 11:15:00 AM	28	160	170	65	48	38
2009-08-06 11:30:00 AM	37	140	180	70	64	48
2009-08-06 11:45:00 AM	31	175	185	63	55	32
2009-08-06 12:00:00 PM	26	160	195	54	68	42
2009-08-06 12:15:00 PM	39	160	205	63	55	51
2009-08-06 12:30:00 PM	34	165	185	58	61	42
2009-08-06 12:45:00 PM	39	175	195	61	69	28
2009-08-06 1:00:00 PM	36	165	180	55	49	40
2009-08-06 1:15:00 PM	27	195	185	58	60	50
2009-08-06 1:30:00 PM	43	195	205	70	57	46
2009-08-06 1:45:00 PM	36	205	180	51	59	42
2009-08-06 2:00:00 PM	42	220	185	43	60	34
2009-08-06 2:15:00 PM	36	225	195	47	43	37

2009-08-06	2:30:00 PM	45	220	200	59	68	52
2009-08-06	2:45:00 PM	46	215	205	62	66	29
2009-08-06	3:00:00 PM	34	195	240	54	63	38
2009-08-06	3:15:00 PM	45	210	190	65	69	36
2009-08-06	3:30:00 PM	40	220	205	49	91	40
2009-08-06	3:45:00 PM	51	245	205	46	75	51
2009-08-06	4:00:00 PM	30	225	210	47	90	41
2009-08-06	4:15:00 PM	51	245	195	41	85	45
2009-08-06	4:30:00 PM	37	275	260	40	117	51
2009-08-06	4:45:00 PM	42	265	215	39	106	44
2009-08-06	5:00:00 PM	20	280	210	31	98	61
2009-08-06	5:15:00 PM	22	260	205	34	96	39
2009-08-06	5:30:00 PM	23	230	165	38	74	22
2009-08-06	5:45:00 PM	12	180	175	21	50	17
2009-08-06	6:00:00 PM	13	230	160	24	46	13
2009-08-06	6:15:00 PM	9	150	155	25	31	9
2009-08-06	6:30:00 PM	17	145	135	34	27	13
2009-08-06	6:45:00 PM	17	130	135	34	35	15
2009-08-06	7:00:00 PM	20	140	131	23	29	10
2009-08-06	7:15:00 PM	11	113	102	20	34	10
2009-08-06	7:30:00 PM	6	108	85	19	31	12
2009-08-06	7:45:00 PM	10	98	99	14	20	14
2009-08-06	8:00:00 PM	10	94	109	19	22	13
2009-08-06	8:15:00 PM	9	109	88	17	32	9
2009-08-06	8:30:00 PM	9	89	82	10	35	6
2009-08-06	8:45:00 PM	13	90	89	12	23	8
2009-08-06	9:00:00 PM	11	95	90	14	42	31
2009-08-06	9:15:00 PM	9	113	97	10	11	13
2009-08-06	9:30:00 PM	8	79	77	12	14	19
2009-08-06	9:45:00 PM	2	98	74	9	12	9
2009-08-06	10:00:00 PM	6	77	55	11	13	3
2009-08-06	10:15:00 PM	5	71	50	6	11	3
2009-08-06	10:30:00 PM	2	53	42	13	8	1
2009-08-06	10:45:00 PM	2	50	45	8	12	2
2009-08-06	11:00:00 PM	2	49	46	6	10	3
2009-08-06	11:15:00 PM	4	45	30	5	6	8
2009-08-06	11:30:00 PM	0	39	29	10	13	5
2009-08-06	11:45:00 PM	2	49	32	2	7	7
2009-08-07	12:00:00 AM	2	23	21	4	4	4
2009-08-07	12:15:00 AM	1	32	25	6	5	2
2009-08-07	12:30:00 AM	2	21	23	3	1	4
2009-08-07	12:45:00 AM	3	24	17	2	3	1
2009-08-07	1:00:00 AM	2	18	19	2	3	2
2009-08-07	1:15:00 AM	0	14	14	1	3	1
2009-08-07	1:30:00 AM	0	13	21	1	1	1
2009-08-07	1:45:00 AM	1	17	13	1	2	0
2009-08-07	2:00:00 AM	0	17	11	2	6	0
2009-08-07	2:15:00 AM	2	20	18	0	1	1
2009-08-07	2:30:00 AM	0	11	17	1	0	1
2009-08-07	2:45:00 AM	6	4	13	2	3	2
2009-08-07	3:00:00 AM	4	10	12	2	3	2
2009-08-07	3:15:00 AM	2	10	15	2	3	0
2009-08-07	3:30:00 AM	1	9	16	3	7	3
2009-08-07	3:45:00 AM	4	5	10	3	1	1
2009-08-07	4:00:00 AM	2	7	16	1	2	4
2009-08-07	4:15:00 AM	4	9	18	2	3	2
2009-08-07	4:30:00 AM	6	5	41	4	2	2
2009-08-07	4:45:00 AM	9	15	29	9	6	7
2009-08-07	5:00:00 AM	4	22	14	7	5	8
2009-08-07	5:15:00 AM	10	40	46	6	4	4

2009-08-07	5:30:00 AM	13	46	73	15	5	5
2009-08-07	5:45:00 AM	14	45	56	25	7	5
2009-08-07	6:00:00 AM	6	42	65	23	10	7
2009-08-07	6:15:00 AM	18	62	89	24	9	16
2009-08-07	6:30:00 AM	17	95	143	42	10	16
2009-08-07	6:45:00 AM	39	116	145	75	17	22
2009-08-07	7:00:00 AM	33	82	170	39	22	23
2009-08-07	7:15:00 AM	43	102	171	58	26	35
2009-08-07	7:30:00 AM	30	117	195	85	23	32
2009-08-07	7:45:00 AM	46	160	255	95	26	32
2009-08-07	8:00:00 AM	41	110	165	70	35	31
2009-08-07	8:15:00 AM	33	135	200	80	37	40
2009-08-07	8:30:00 AM	47	123	195	70	37	32
2009-08-07	8:45:00 AM	38	134	190	80	38	29
2009-08-07	9:00:00 AM	35	118	170	62	28	42
2009-08-07	9:15:00 AM	38	145	150	59	38	40
2009-08-07	9:30:00 AM	32	150	185	75	47	25
2009-08-07	9:45:00 AM	44	145	175	65	36	44
2009-08-07	10:00:00 AM	34	155	190	51	63	31
2009-08-07	10:15:00 AM	40	165	175	70	48	45
2009-08-07	10:30:00 AM	50	165	210	65	42	45
2009-08-07	10:45:00 AM	24	200	195	65	51	47
2009-08-07	11:00:00 AM	36	170	175	65	57	49
2009-08-07	11:15:00 AM	38	175	220	54	55	44
2009-08-07	11:30:00 AM	39	190	215	50	61	50
2009-08-07	11:45:00 AM	40	200	235	61	50	45
2009-08-07	12:00:00 PM	52	240	200	65	56	56
2009-08-07	12:15:00 PM	36	210	205	70	67	36
2009-08-07	12:30:00 PM	37	205	144	57	61	43
2009-08-07	12:45:00 PM	48	190	215	53	60	39
2009-08-07	1:00:00 PM	50	190	205	62	72	51
2009-08-07	1:15:00 PM	42	190	215	50	62	39
2009-08-07	1:30:00 PM	37	215	235	54	61	30
2009-08-07	1:45:00 PM	45	225	230	57	68	51
2009-08-07	2:00:00 PM	65	220	235	54	88	42
2009-08-07	2:15:00 PM	44	220	195	61	81	37
2009-08-07	2:30:00 PM	49	255	250	57	78	42
2009-08-07	2:45:00 PM	34	245	205	65	49	46
2009-08-07	3:00:00 PM	40	210	215	70	71	40
2009-08-07	3:15:00 PM	39	240	215	70	67	39
2009-08-07	3:30:00 PM	35	240	220	61	89	40
2009-08-07	3:45:00 PM	45	250	265	58	67	43
2009-08-07	4:00:00 PM	28	240	250	51	93	49
2009-08-07	4:15:00 PM	38	230	240	41	94	51
2009-08-07	4:30:00 PM	38	265	220	41	97	50
2009-08-07	4:45:00 PM	33	295	230	50	79	52
2009-08-07	5:00:00 PM	27	250	230	36	104	42
2009-08-07	5:15:00 PM	27	270	200	34	74	30
2009-08-07	5:30:00 PM	21	215	190	25	74	35
2009-08-07	5:45:00 PM	20	220	170	26	57	27
2009-08-07	6:00:00 PM	19	205	175	14	28	6
2009-08-07	6:15:00 PM	12	160	180	22	37	14
2009-08-07	6:30:00 PM	13	150	160	33	48	22
2009-08-07	6:45:00 PM	10	145	140	18	38	12
2009-08-07	7:00:00 PM	4	150	135	15	29	8
2009-08-07	7:15:00 PM	9	125	126	18	28	6
2009-08-07	7:30:00 PM	10	126	109	17	25	5
2009-08-07	7:45:00 PM	8	150	95	18	26	12
2009-08-07	8:00:00 PM	6	129	119	19	25	6
2009-08-07	8:15:00 PM	7	94	118	13	15	11

2009-08-07	8:30:00 PM	5	112	93	6	28	14
2009-08-07	8:45:00 PM	5	98	93	13	18	4
2009-08-07	9:00:00 PM	8	117	84	17	28	7
2009-08-07	9:15:00 PM	4	95	85	9	27	6
2009-08-07	9:30:00 PM	8	107	79	13	25	7
2009-08-07	9:45:00 PM	8	91	71	17	12	6
2009-08-07	10:00:00 PM	4	93	55	13	18	3
2009-08-07	10:15:00 PM	6	87	61	11	9	4
2009-08-07	10:30:00 PM	9	69	55	5	12	3
2009-08-07	10:45:00 PM	1	62	52	6	7	1
2009-08-07	11:00:00 PM	3	57	55	10	7	3
2009-08-07	11:15:00 PM	4	39	40	5	8	2
2009-08-07	11:30:00 PM	2	41	40	3	11	3
2009-08-07	11:45:00 PM	5	29	24	3	10	4
2009-08-08	12:00:00 AM	1	30	29	5	5	0
2009-08-08	12:15:00 AM	3	40	28	3	3	3
2009-08-08	12:30:00 AM	1	24	33	4	5	2
2009-08-08	12:45:00 AM	2	24	28	5	4	2
2009-08-08	1:00:00 AM	1	19	25	3	6	0
2009-08-08	1:15:00 AM	0	16	12	1	5	2
2009-08-08	1:30:00 AM	3	17	25	3	4	1
2009-08-08	1:45:00 AM	2	15	15	2	4	0
2009-08-08	2:00:00 AM	1	13	17	3	5	1
2009-08-08	2:15:00 AM	2	13	17	3	5	0
2009-08-08	2:30:00 AM	1	14	8	2	4	4
2009-08-08	2:45:00 AM	1	11	13	2	4	0
2009-08-08	3:00:00 AM	2	12	8	5	6	1
2009-08-08	3:15:00 AM	2	6	10	0	2	1
2009-08-08	3:30:00 AM	3	9	14	5	2	2
2009-08-08	3:45:00 AM	4	7	12	1	5	2
2009-08-08	4:00:00 AM	5	6	13	1	5	5
2009-08-08	4:15:00 AM	2	13	11	2	2	3
2009-08-08	4:30:00 AM	0	4	16	2	0	2
2009-08-08	4:45:00 AM	1	12	15	3	3	0
2009-08-08	5:00:00 AM	1	12	22	2	0	1
2009-08-08	5:15:00 AM	13	28	32	4	2	3
2009-08-08	5:30:00 AM	1	20	31	11	2	3
2009-08-08	5:45:00 AM	3	25	34	6	2	3
2009-08-08	6:00:00 AM	4	12	46	10	7	4
2009-08-08	6:15:00 AM	8	27	46	6	3	3
2009-08-08	6:30:00 AM	5	71	47	17	8	7
2009-08-08	6:45:00 AM	10	78	61	18	10	7
2009-08-08	7:00:00 AM	9	53	77	19	8	1
2009-08-08	7:15:00 AM	12	59	71	13	11	6
2009-08-08	7:30:00 AM	13	79	98	28	16	10
2009-08-08	7:45:00 AM	20	78	108	36	11	12
2009-08-08	8:00:00 AM	11	82	93	32	21	5
2009-08-08	8:15:00 AM	13	111	117	35	25	13
2009-08-08	8:30:00 AM	7	113	135	34	26	11
2009-08-08	8:45:00 AM	25	113	127	44	25	18
2009-08-08	9:00:00 AM	23	108	160	38	41	9
2009-08-08	9:15:00 AM	19	145	140	38	25	18
2009-08-08	9:30:00 AM	19	145	170	65	34	15
2009-08-08	9:45:00 AM	21	170	165	47	28	19
2009-08-08	10:00:00 AM	18	150	155	39	34	29
2009-08-08	10:15:00 AM	19	170	190	47	46	27
2009-08-08	10:30:00 AM	28	180	190	60	42	18
2009-08-08	10:45:00 AM	25	150	185	44	43	31
2009-08-08	11:00:00 AM	18	175	190	36	37	26
2009-08-08	11:15:00 AM	30	180	175	59	36	17

2009-08-08 11:30:00 AM	28	170	205	61	51	22
2009-08-08 11:45:00 AM	28	205	210	65	52	31
2009-08-08 12:00:00 PM	30	175	195	46	64	20
2009-08-08 12:15:00 PM	22	180	210	44	51	24
2009-08-08 12:30:00 PM	29	185	205	58	62	15
2009-08-08 12:45:00 PM	44	190	195	47	61	27
2009-08-08 1:00:00 PM	34	165	195	70	53	18
2009-08-08 1:15:00 PM	23	210	220	57	52	18
2009-08-08 1:30:00 PM	23	200	190	38	70	29
2009-08-08 1:45:00 PM	27	220	185	70	55	30
2009-08-08 2:00:00 PM	28	185	170	42	50	19
2009-08-08 2:15:00 PM	30	200	180	51	59	20
2009-08-08 2:30:00 PM	24	200	210	43	66	28
2009-08-08 2:45:00 PM	26	200	185	39	70	23
2009-08-08 3:00:00 PM	23	160	205	46	61	22
2009-08-08 3:15:00 PM	24	190	190	45	69	25
2009-08-08 3:30:00 PM	18	205	200	44	66	21
2009-08-08 3:45:00 PM	28	180	175	35	53	24
2009-08-08 4:00:00 PM	14	190	160	37	68	17
2009-08-08 4:15:00 PM	17	180	170	39	63	23
2009-08-08 4:30:00 PM	13	165	185	25	85	41
2009-08-08 4:45:00 PM	17	165	175	31	70	32
2009-08-08 5:00:00 PM	6	175	165	22	57	38
2009-08-08 5:15:00 PM	10	165	150	31	59	21
2009-08-08 5:30:00 PM	9	175	140	20	51	15
2009-08-08 5:45:00 PM	13	160	165	42	50	21
2009-08-08 6:00:00 PM	10	155	145	29	43	11
2009-08-08 6:15:00 PM	13	147	165	14	35	16
2009-08-08 6:30:00 PM	8	160	145	18	33	9
2009-08-08 6:45:00 PM	13	122	126	12	19	15
2009-08-08 7:00:00 PM	1	112	93	14	19	10
2009-08-08 7:15:00 PM	6	101	102	22	28	5
2009-08-08 7:30:00 PM	2	99	71	11	22	7
2009-08-08 7:45:00 PM	6	98	86	10	14	7
2009-08-08 8:00:00 PM	4	90	92	12	16	3
2009-08-08 8:15:00 PM	4	95	88	6	16	10
2009-08-08 8:30:00 PM	6	62	79	16	18	6
2009-08-08 8:45:00 PM	4	67	65	17	18	4
2009-08-08 9:00:00 PM	6	84	55	8	21	7
2009-08-08 9:15:00 PM	3	73	65	8	15	5
2009-08-08 9:30:00 PM	5	70	85	7	17	3
2009-08-08 9:45:00 PM	1	84	69	17	12	3
2009-08-08 10:00:00 PM	6	89	67	6	12	2
2009-08-08 10:15:00 PM	1	71	68	8	12	4
2009-08-08 10:30:00 PM	4	70	65	10	13	0
2009-08-08 10:45:00 PM	2	54	52	5	3	2
2009-08-08 11:00:00 PM	4	39	40	8	3	6
2009-08-08 11:15:00 PM	2	46	47	11	10	0
2009-08-08 11:30:00 PM	1	34	36	3	8	3
2009-08-08 11:45:00 PM	3	39	28	2	6	0
2009-08-09 12:00:00 AM	3	37	30	1	5	1
2009-08-09 12:15:00 AM	1	34	20	3	5	2
2009-08-09 12:30:00 AM	3	21	20	6	6	0
2009-08-09 12:45:00 AM	1	25	15	4	4	3
2009-08-09 1:00:00 AM	3	13	14	2	5	1
2009-08-09 1:15:00 AM	2	12	16	0	2	0
2009-08-09 1:30:00 AM	1	16	14	2	5	1
2009-08-09 1:45:00 AM	2	9	10	0	9	2
2009-08-09 2:00:00 AM	2	16	11	2	2	0
2009-08-09 2:15:00 AM	1	14	9	1	2	1

2009-08-09	2:30:00 AM	1	16	12	3	4	1
2009-08-09	2:45:00 AM	0	11	10	0	2	2
2009-08-09	3:00:00 AM	0	7	10	1	1	1
2009-08-09	3:15:00 AM	0	8	14	3	5	1
2009-08-09	3:30:00 AM	2	5	7	0	0	1
2009-08-09	3:45:00 AM	1	6	13	0	3	0
2009-08-09	4:00:00 AM	2	6	7	2	2	0
2009-08-09	4:15:00 AM	1	12	9	0	1	2
2009-08-09	4:30:00 AM	1	7	14	3	2	0
2009-08-09	4:45:00 AM	1	9	15	2	1	0
2009-08-09	5:00:00 AM	0	7	13	1	2	0
2009-08-09	5:15:00 AM	2	12	14	3	1	0
2009-08-09	5:30:00 AM	1	16	18	4	6	2
2009-08-09	5:45:00 AM	2	20	22	3	2	0
2009-08-09	6:00:00 AM	1	17	23	2	5	2
2009-08-09	6:15:00 AM	2	28	29	4	6	3
2009-08-09	6:30:00 AM	4	43	40	10	4	3
2009-08-09	6:45:00 AM	6	45	30	7	8	0
2009-08-09	7:00:00 AM	3	41	38	4	7	6
2009-08-09	7:15:00 AM	3	58	54	9	5	4
2009-08-09	7:30:00 AM	4	73	49	9	10	1
2009-08-09	7:45:00 AM	8	55	64	6	5	2
2009-08-09	8:00:00 AM	4	71	62	11	12	3
2009-08-09	8:15:00 AM	7	77	83	9	9	5
2009-08-09	8:30:00 AM	10	87	80	18	14	4
2009-08-09	8:45:00 AM	4	90	103	18	8	7
2009-08-09	9:00:00 AM	11	102	81	13	10	8
2009-08-09	9:15:00 AM	6	104	102	27	21	9
2009-08-09	9:30:00 AM	11	123	145	33	17	14
2009-08-09	9:45:00 AM	7	140	135	29	20	11
2009-08-09	10:00:00 AM	5	119	145	18	21	9
2009-08-09	10:15:00 AM	10	151	170	15	25	9
2009-08-09	10:30:00 AM	10	140	165	37	29	15
2009-08-09	10:45:00 AM	12	132	180	32	29	12
2009-08-09	11:00:00 AM	10	130	140	30	30	18
2009-08-09	11:15:00 AM	19	140	190	27	32	19
2009-08-09	11:30:00 AM	13	155	175	29	37	9
2009-08-09	11:45:00 AM	11	155	195	24	30	11
2009-08-09	12:00:00 PM	9	205	190	25	21	16
2009-08-09	12:15:00 PM	14	180	210	34	39	19
2009-08-09	12:30:00 PM	13	195	205	38	29	12
2009-08-09	12:45:00 PM	14	170	195	36	33	13
2009-08-09	1:00:00 PM	10	190	160	21	28	11
2009-08-09	1:15:00 PM	7	185	180	28	25	12
2009-08-09	1:30:00 PM	12	190	210	31	38	11
2009-08-09	1:45:00 PM	12	190	195	27	29	17
2009-08-09	2:00:00 PM	15	160	210	27	35	5
2009-08-09	2:15:00 PM	16	180	210	27	28	14
2009-08-09	2:30:00 PM	12	180	170	25	20	10
2009-08-09	2:45:00 PM	18	195	185	24	21	13
2009-08-09	3:00:00 PM	9	180	200	20	26	11
2009-08-09	3:15:00 PM	15	150	180	33	26	14
2009-08-09	3:30:00 PM	11	165	180	18	27	10
2009-08-09	3:45:00 PM	14	185	185	28	26	14
2009-08-09	4:00:00 PM	6	185	215	26	35	7
2009-08-09	4:15:00 PM	14	135	190	29	34	10
2009-08-09	4:30:00 PM	14	175	195	16	29	18
2009-08-09	4:45:00 PM	6	155	175	26	23	9
2009-08-09	5:00:00 PM	10	180	160	30	33	9
2009-08-09	5:15:00 PM	7	195	165	17	29	8

2009-08-09	5:30:00 PM	13	143	160	22	18	7
2009-08-09	5:45:00 PM	12	150	150	22	23	5
2009-08-09	6:00:00 PM	11	138	135	19	14	14
2009-08-09	6:15:00 PM	10	140	145	19	13	10
2009-08-09	6:30:00 PM	11	119	129	19	16	9
2009-08-09	6:45:00 PM	5	130	117	14	25	10
2009-08-09	7:00:00 PM	10	114	121	16	20	8
2009-08-09	7:15:00 PM	9	108	98	21	24	6
2009-08-09	7:30:00 PM	6	119	110	13	22	5
2009-08-09	7:45:00 PM	14	122	109	15	17	10
2009-08-09	8:00:00 PM	8	93	109	11	15	6
2009-08-09	8:15:00 PM	12	107	102	14	18	6
2009-08-09	8:30:00 PM	6	89	92	11	18	6
2009-08-09	8:45:00 PM	3	78	92	7	19	8
2009-08-09	9:00:00 PM	2	93	70	7	12	6
2009-08-09	9:15:00 PM	8	77	75	12	14	3
2009-08-09	9:30:00 PM	1	79	67	9	12	5
2009-08-09	9:45:00 PM	7	66	53	6	10	4
2009-08-09	10:00:00 PM	0	71	50	8	6	3
2009-08-09	10:15:00 PM	3	46	32	10	11	4
2009-08-09	10:30:00 PM	0	46	48	4	6	5
2009-08-09	10:45:00 PM	1	33	28	9	8	1
2009-08-09	11:00:00 PM	1	29	41	3	7	2
2009-08-09	11:15:00 PM	1	22	22	4	2	4
2009-08-09	11:30:00 PM	2	23	32	7	0	2
2009-08-09	11:45:00 PM	1	24	18	1	2	4
2009-08-10	12:00:00 AM	0	18	16	1	2	0
2009-08-10	12:15:00 AM	1	18	14	2	3	1
2009-08-10	12:30:00 AM	2	11	11	0	2	0
2009-08-10	12:45:00 AM	1	15	13	3	3	1
2009-08-10	1:00:00 AM	0	14	9	1	1	1
2009-08-10	1:15:00 AM	0	4	15	0	0	1
2009-08-10	1:30:00 AM	0	7	10	0	3	0
2009-08-10	1:45:00 AM	2	12	11	4	1	2
2009-08-10	2:00:00 AM	1	9	10	1	0	1
2009-08-10	2:15:00 AM	1	6	10	1	1	0
2009-08-10	2:30:00 AM	2	14	9	3	2	0
2009-08-10	2:45:00 AM	1	5	8	2	2	4
2009-08-10	3:00:00 AM	0	7	10	0	1	2
2009-08-10	3:15:00 AM	0	9	5	1	0	0
2009-08-10	3:30:00 AM	2	7	9	2	1	2
2009-08-10	3:45:00 AM	0	4	14	4	5	1
2009-08-10	4:00:00 AM	3	7	17	0	1	3
2009-08-10	4:15:00 AM	1	6	17	1	4	1
2009-08-10	4:30:00 AM	2	5	37	3	3	3
2009-08-10	4:45:00 AM	2	12	27	3	4	2
2009-08-10	5:00:00 AM	4	14	26	0	8	5
2009-08-10	5:15:00 AM	4	18	48	10	4	1
2009-08-10	5:30:00 AM	7	32	71	12	9	4
2009-08-10	5:45:00 AM	13	49	70	26	3	9
2009-08-10	6:00:00 AM	7	51	79	24	11	6
2009-08-10	6:15:00 AM	7	62	98	23	15	10
2009-08-10	6:30:00 AM	23	88	155	45	11	18
2009-08-10	6:45:00 AM	36	110	143	53	14	24
2009-08-10	7:00:00 AM	26	84	150	42	17	25
2009-08-10	7:15:00 AM	18	100	151	49	19	22
2009-08-10	7:30:00 AM	38	130	215	100	27	17
2009-08-10	7:45:00 AM	50	150	235	130	34	24
2009-08-10	8:00:00 AM	32	126	205	80	24	28
2009-08-10	8:15:00 AM	39	135	170	85	31	44

2009-08-10	8:30:00 AM	36	130	190	65	36	37
2009-08-10	8:45:00 AM	33	140	180	75	46	33
2009-08-10	9:00:00 AM	42	145	140	65	36	43
2009-08-10	9:15:00 AM	43	113	160	62	48	35
2009-08-10	9:30:00 AM	37	150	165	53	42	41
2009-08-10	9:45:00 AM	30	170	175	54	38	31
2009-08-10	10:00:00 AM	34	160	175	58	47	37
2009-08-10	10:15:00 AM	39	130	165	65	61	31
2009-08-10	10:30:00 AM	45	150	185	54	50	36
2009-08-10	10:45:00 AM	37	123	180	53	54	39
2009-08-10	11:00:00 AM	42	145	185	42	55	29
2009-08-10	11:15:00 AM	53	145	185	70	52	30
2009-08-10	11:30:00 AM	60	155	165	48	51	35
2009-08-10	11:45:00 AM	50	170	190	57	38	33
2009-08-10	12:00:00 PM	52	165	190	59	54	33
2009-08-10	12:15:00 PM	51	175	180	33	63	39
2009-08-10	12:30:00 PM	27	150	180	50	54	37
2009-08-10	12:45:00 PM	45	175	195	56	54	29
2009-08-10	1:00:00 PM	34	190	145	55	53	43
2009-08-10	1:15:00 PM	47	195	195	53	48	40
2009-08-10	1:30:00 PM	28	185	160	48	53	55
2009-08-10	1:45:00 PM	40	195	180	61	58	38
2009-08-10	2:00:00 PM	44	190	180	48	69	36
2009-08-10	2:15:00 PM	33	210	160	45	60	40
2009-08-10	2:30:00 PM	47	210	180	53	54	35
2009-08-10	2:45:00 PM	32	205	180	42	39	32
2009-08-10	3:00:00 PM	36	190	175	45	74	39
2009-08-10	3:15:00 PM	45	205	165	52	66	35
2009-08-10	3:30:00 PM	35	215	205	44	71	52
2009-08-10	3:45:00 PM	41	205	190	49	70	38
2009-08-10	4:00:00 PM	36	220	220	39	90	39
2009-08-10	4:15:00 PM	34	250	175	42	77	38
2009-08-10	4:30:00 PM	41	270	215	42	107	65
2009-08-10	4:45:00 PM	26	245	220	42	93	39
2009-08-10	5:00:00 PM	25	245	175	40	119	54
2009-08-10	5:15:00 PM	17	235	185	24	66	19
2009-08-10	5:30:00 PM	13	195	185	22	62	22
2009-08-10	5:45:00 PM	4	170	135	21	50	21
2009-08-10	6:00:00 PM	5	200	135	21	37	12
2009-08-10	6:15:00 PM	17	140	135	16	46	23
2009-08-10	6:30:00 PM	9	150	130	15	27	15
2009-08-10	6:45:00 PM	10	130	99	17	21	12
2009-08-10	7:00:00 PM	12	93	85	22	23	8
2009-08-10	7:15:00 PM	4	104	104	14	25	9
2009-08-10	7:30:00 PM	8	115	77	9	10	6
2009-08-10	7:45:00 PM	14	98	73	15	20	6
2009-08-10	8:00:00 PM	9	90	76	9	20	8
2009-08-10	8:15:00 PM	5	84	84	8	15	6
2009-08-10	8:30:00 PM	11	87	71	13	22	4
2009-08-10	8:45:00 PM	4	67	76	8	40	27
2009-08-10	9:00:00 PM	1	80	53	10	13	7
2009-08-10	9:15:00 PM	4	62	95	6	16	13
2009-08-10	9:30:00 PM	8	72	64	11	18	5
2009-08-10	9:45:00 PM	4	54	45	6	14	1
2009-08-10	10:00:00 PM	3	47	44	10	8	6
2009-08-10	10:15:00 PM	5	68	45	3	5	2
2009-08-10	10:30:00 PM	1	41	45	3	4	0
2009-08-10	10:45:00 PM	3	39	22	6	5	1
2009-08-10	11:00:00 PM	1	23	40	3	6	2
2009-08-10	11:15:00 PM	2	38	28	7	4	3

2009-08-10 11:30:00 PM	2	31	28	5	3	1
2009-08-10 11:45:00 PM	3	16	22	5	4	1
2009-08-11 12:00:00 AM	2	17	15	1	1	2
2009-08-11 12:15:00 AM	3	22	17	5	3	1
2009-08-11 12:30:00 AM	1	15	12	3	2	3
2009-08-11 12:45:00 AM	2	16	11	4	3	2
2009-08-11 1:00:00 AM	1	18	9	2	8	3
2009-08-11 1:15:00 AM	0	10	8	1	7	1
2009-08-11 1:30:00 AM	0	17	12	0	2	2
2009-08-11 1:45:00 AM	1	9	8	1	4	1
2009-08-11 2:00:00 AM	3	6	10	2	1	0
2009-08-11 2:15:00 AM	1	6	11	1	1	1
2009-08-11 2:30:00 AM	1	11	11	2	2	0
2009-08-11 2:45:00 AM	2	9	9	3	2	2
2009-08-11 3:00:00 AM	4	8	9	0	7	5
2009-08-11 3:15:00 AM	3	10	17	5	3	1
2009-08-11 3:30:00 AM	3	9	10	1	1	2
2009-08-11 3:45:00 AM	1	6	15	3	2	5
2009-08-11 4:00:00 AM	0	5	11	1	4	3
2009-08-11 4:15:00 AM	3	13	23	1	2	2
2009-08-11 4:30:00 AM	11	12	36	3	0	0
2009-08-11 4:45:00 AM	6	14	35	5	2	2
2009-08-11 5:00:00 AM	6	16	32	5	2	11
2009-08-11 5:15:00 AM	6	18	52	6	4	7
2009-08-11 5:30:00 AM	10	34	55	14	6	7
2009-08-11 5:45:00 AM	21	51	76	28	5	7
2009-08-11 6:00:00 AM	6	67	76	22	12	14
2009-08-11 6:15:00 AM	13	55	89	23	8	8
2009-08-11 6:30:00 AM	17	102	140	39	11	14
2009-08-11 6:45:00 AM	46	90	156	48	11	32
2009-08-11 7:00:00 AM	36	91	165	58	20	13
2009-08-11 7:15:00 AM	40	86	170	58	27	33
2009-08-11 7:30:00 AM	45	136	225	85	27	22
2009-08-11 7:45:00 AM	39	150	260	100	19	29
2009-08-11 8:00:00 AM	62	130	190	65	33	30
2009-08-11 8:15:00 AM	41	135	165	85	41	29
2009-08-11 8:30:00 AM	44	128	215	61	39	31
2009-08-11 8:45:00 AM	40	130	190	90	36	34
2009-08-11 9:00:00 AM	37	130	145	59	46	27
2009-08-11 9:15:00 AM	36	132	165	49	47	36
2009-08-11 9:30:00 AM	35	123	175	52	37	31
2009-08-11 9:45:00 AM	31	124	195	65	41	38
2009-08-11 10:00:00 AM	40	134	175	65	40	38
2009-08-11 10:15:00 AM	40	135	180	54	47	35
2009-08-11 10:30:00 AM	46	140	180	65	60	35
2009-08-11 10:45:00 AM	41	150	195	55	58	48
2009-08-11 11:00:00 AM	23	160	155	53	40	45
2009-08-11 11:15:00 AM	65	140	170	51	41	37
2009-08-11 11:30:00 AM	37	150	175	52	60	39
2009-08-11 11:45:00 AM	43	145	155	44	38	51
2009-08-11 12:00:00 PM	32	190	180	49	50	52
2009-08-11 12:15:00 PM	36	165	175	49	45	40
2009-08-11 12:30:00 PM	35	155	190	46	70	35
2009-08-11 12:45:00 PM	39	170	205	62	55	42
2009-08-11 1:00:00 PM	39	160	195	70	57	45
2009-08-11 1:15:00 PM	33	160	190	60	56	31

Collision Summary Report

Collision Selection Criteria

=====

SUBSET NAME: 5@mtpaul
SUBSET DATE: 2015-05-28 15:12:25
TOTAL KMS: .4
TOTAL COLLISIONS: 22

QUERY PROFILE - GEOGRAPHIC

Query Name: 5@mtpaul
Description:
Query Type: PRI (Primary Query)
Collision Period From: 2009-02-24
Collision Period To: 2014-02-24
LKI Update Flag? N
Effective Date: 2015-05-28
Hwy Classification: 2002 - 2002 Classification Scheme (Classification Scheme defined in 2002)
Expiry Date: 2015-06-27

----- 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
5	1741	3.7 - 5	1741	4 - N	

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

Report Date: 2015-05-28
User: s.15
Environment: PRD

Page 1 of 5
Report Number: CIS-003

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: :

Report Date: 2015-05-28

User: s.15

Environment: PRD

Page 2 of 5

Report Number: CIS-003

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 1741 3.7 4 22

Report Date: 2015-05-28

User: s.15

Environment: PRD

Page 3 of 5

Report Number: CIS-003

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
5	1741	3.9 R4158028	2009-02-26	13:00	INJ	0	1	2	Left turn rear end	At intersection	Ability impaired by drugs	Dry	Clear	West	West
5	1741	3.9 R4027248	2009-04-15	11:32	INJ	0	1	2	Rear end	At intersection	Driver inattentive	Dry	Clear	North	North
5	1741	3.9 R4061356	2009-08-18	01:30	INJ	0	1	1	Unknown	Btwn intersection/exchs	Unknown	Dry	Clear	Unknown	
5	1741	3.9 R4061361	2009-11-28	12:29	INJ	0	1	3	Left turn 90'	At intersection	Driver inattentive	Dry	Clear	South	East
5	1741	3.9 R4136628	2009-12-20	06:37	PDO	0	0	1	Off road right	Btwn intersection/exchs	Road condition (ice,snow,slush)	Snow	Snowing/sleet	East	
5	1741	3.9 R4122684	2010-01-04	06:44	INJ	0	1	4	Side swipe	Btwn intersection/exchs	Driving too fast for condition	Snow	Cloudy	North	South
5	1741	3.9 R4061452	2010-01-14	17:37	INJ	0	1	2	Rear end	At intersection	Cutting in	Dry	Clear	South	South
5	1741	3.9 R4144394	2010-04-11	01:00	PDO	0	0	1	Off road left	At intersection	Ability impaired by alcohol	Dry	Clear	North	
5	1741	3.9 R4061461	2010-06-24	16:43	PDO	0	0	2	Rear end	At intersection	Driver inattentive	Dry	Clear	South	South
5	1741	3.9 R4061473	2010-09-03	21:56	PDO	0	0	1	Intersection 90'	Btwn intersection/exchs	Wild animal	Dry	Clear	South	
5	1741	3.9 R4136643	2010-11-18	16:58	PDO	0	0	2	Rear end	At intersection	Driver inattentive	Dry	Cloudy	East	East
5	1741	3.9 R3908996	2011-01-13	16:59	PDO	0	0	2	Other	Exit intersection	Cutting in	Snow	Cloudy	North	North
5	1741	3.9 R4136670	2011-02-05	11:44	INJ	0	3	2	Rear end	At intersection	Following too closely	Wet	Clear	North	North
5	1741	3.9 R4136674	2011-02-23	16:14	INJ	0	1	2	Rear end	At intersection	Driver inattentive	Dry	Cloudy	South	South
5	1741	3.9 R4176335	2012-05-16	11:49	PDO	0	0	2	Left turn rear end	At intersection	Road condition (ice,snow,slush)	Snow	Snowing/sleet	North	East
5	1741	3.9 R4519353	2013-08-30	08:40	PDO	0	0	2	Rear end	At intersection	Following too closely	Dry	Clear	East	East
5	1741	3.9 R4519355	2013-09-14	04:46	PDO	0	0	1	Other	At intersection	Ability impaired by alcohol	Dry	Cloudy	South	
5	1741	3.9 R3990644	2013-10-17	07:03	PDO	0	0	2	Side swipe	At intersection	Not applicable	Dry	Clear	South	South
5	1741	3.9 R4519332	2013-11-01	19:30	PDO	0	0	2	Head on	At intersection	Not applicable	Wet	Raining	South	North
5	1741	3.9 R4047465	2013-12-11	14:03	PDO	0	0	3	Rear end	Btwn intersection/exchs	Driver error/confusion	Ice	Snowing/sleet	North	North
5	1741	3.9 R4519239	2013-12-20	15:56	INJ	0	5	1	Off road right	At intersection	Road condition (ice,snow,slush)	Ice	Snowing/sleet	South	
5	1741	3.9 R4519553	2014-02-24	:	INJ	0	1	1	Unknown	At intersection	Not applicable	Dry	Cloudy	North	

Report Date: 2015-05-28
 User: s.15
 Environment: PRD

Page 4 of 5
 Report Number: CIS-003

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	Travel V2
Report Totals	Total Collisions: 22		Total Killed: 0		Total Injured: 16		Total Vehicles: 41		Collision Counts		Total Fatal: 0		Total Injury: 10		Total PDO: 12

Report Date: 2015-05-28
 User: s.15
 Environment: PRD

Page 5 of 5
 Report Number: CIS-003

Collision Histogram Report

Collision Period From: 2009-02-24 To: 2014-02-24

Collision Selection Criteria

SUBSET NAME: 5@mtpaul
SUBSET DATE: 2015-05-28 15:12:25
TOTAL KMS: .4
TOTAL COLLISIONS: 22

QUERY PROFILE - GEOGRAPHIC

Query Name: 5@mtpaul
Description:
Query Type: PRI (Primary Query)
Collision Period From: 2009-02-24
Collision Period To: 2014-02-24
LKI Update Flag? N
Effective Date: 2015-05-28
Hwy Classification: 2002 - 2002 Classification Scheme (Classification Scheme defined in 2002)
Expiry Date: 2015-06-27

----- 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
5	1741	3.7	- 5	1741	4	-	N

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

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

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

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

Report Date: 2015-05-28

User: s.15

Environment: PRD

Page 1 of 3

Report Number: CIS-004

Collision Histogram Report

Collision Period From: 2009-02-24 To: 2014-02-24

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 1741	3.7	4		22

Report Date: 2015-05-28

User: s.15

Environment: PRD

Page 2 of 3

Report Number: CIS-004

Collision Histogram Report

Collision Period From: 2009-02-24 To: 2014-02-24

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

Histogram for: HWY 5 COQUIHALLA - KAMLOOPS - YELLOWHEAD SOUTH

SEGMENT 1741 JCT RTE 1 KAMLOOPS - LITTLEFORT

FROM KM 3.7 TO KM 4.0

Landmark Description	Km	Histogram of Collision Frequency	FAT	INJ	PDO	Total
Segment 1741	3.7		0	0	0	0
	3.8		0	0	0	0
MT PAUL WAY	3.9		0	10	12	22
	4.0		0	0	0	0
Segment 1741 Totals			0	10	12	22
DISCONTINUITY IN SEARCH PATH						
Report Totals			0	10	12	22

Feature	Start Landmark	Side of Hwy	Offset	Notes
Northbound				
Shuswap Road	Shuswap Road	Right	0	Start of Location referencing N.B. Lane
<i>"Big Horn Sheep" Warning (4x8 ft)</i>		<i>Rt</i>	<i>0.397</i>	<i>Replace existing sign face with new. (BHS For 3km)</i>
S&A Silver Sage Camping		Rt	1.278	Existing sign. OK
DMI End		Rt	1.399	Existing sign. OK
Mt Paul Industrial Area		Rt	1.433	Existing sign. Combine KXA Sign at this site see below
Tourist Attraction St. Joseph School		Rt	1.519	Remove sign
KXA Special Sign (To Be Redesigned)		Rt	1.638	Relocate and combine with km 1.433
<i>"Big Horn Sheep" Warning (4x8 ft)</i>		<i>Rt</i>	<i>1.67</i>	<i>Install new sign system. (BHS For 2 km)</i>
<i>Mt. Paul Way</i>		<i>Lt</i>	<i>1.88</i>	<i>Install new G-7oX on NB and SB Signal Arm</i>
"Fire Truck" Billboard		RT	3.4	For Reference ONLY
Southbound				
"Fire Truck" Billboard		Lt	0	For Reference ONLY (start DMI opposite "Green Fire Truck" NB side)
<i>"Big Horn Sheep" Warning (4x8 ft)</i>		<i>Rt</i>	<i>0</i>	<i>Install new sign system. (BHS For 3 km)</i>
Existing S&A "Mt. Paul Golf Course		Rt	0.796	Relocate sign and combine with "Silver Sage Camping" below
<i>"Big Horn Sheep" Warning (4x8 ft)</i>		<i>Rt</i>	<i>0.796</i>	<i>Install new sign system. (BHS For 2 km)</i>
"Silver Sage Camping" S&A		Rt	0.958	Existing Sign OK. Add "Mt. Paul Golf Course" from above (0.796)
<i>Mt. Paul Way</i>		<i>Rt</i>	<i>1.53</i>	<i>Install new G-7oX "Mt. Paul Way" on signal arm</i>
<u>Summary</u>	<u>Number of Signs Req'd</u>			
"Big Horn Sheep" For 3 km	2			
"Big Horn Sheep" For 2 km	2			
"Mt. Paul Way" G-7oX	2			

From: Froese, Jerry F TRAN:EX

Sent: Tuesday, May 26, 2015 8:45 AM

To: HWYS INFORMATION, & RECORDS SERVICES TRAN:EX; Siddiqui, Faisal TRAN:EX; Bhasin, Sumit TRAN:EX; Cross, Graeme D TRAN:EX; Babineau, John TRAN:EX; Paluch, Alisha TRAN:EX

Cc: Halwani, Lina TRAN:EX; Hardy, Jennifer L TRAN:EX; Schien, Norman TRAN:EX; Deogan, Karamjeet S TRAN:EX

Subject: RE: RUSH - TRA-2015-50659 Due April 23, 2015 Yellowhead Hwy/Mt Paul Way

Hello Alisha,

Faisal would have any records of the history of this location that you would need.

This is a signalized intersection, as such it would be extremely unusual to put NO PEDESTRIAN CROSSING signs at a signalized intersection. In terms of putting a pedestrian crossing across numbered highways at signals, the Ministry in general only puts a single crossing across the highway and pedestrians are directed to that crossing with pedestrian activated signals and pavement markings. As such, pedestrians at signals just go to the push button activated signal to get the phase and time they need to cross.

The Ministry generally only provides one pedestrian crossing at signals of a major highway for the following reasons;

- Reduces the number of pedestrian vehicle conflicts by reducing the number of crossings in conflict with cars
- Our highways are not urban, so we have limited amount of pedestrians, and a limited amount of pedestrian facilities (restaurants and stores, etc.) on either side of the highway. As such, a single crossing handles our needs to allow pedestrians to cross.
- Groups all the pedestrians together for the crossing (strength in numbers) so in general pedestrians are more visible and the awareness to drivers of their presence is greater when they all cross at a single point.
- Makes the signal more efficient as it reduces the number of phases of a signal, so overall delay is minimized thereby congestion and greenhouse gases reduced

I see in the picture that this particular intersection is a T-intersection with a dual left turn coming out of the cross-street to head north on Highway 5. In my estimation, and following the 4 points noted above, it would be safer and more efficient to have the pedestrian crossing to the south of the intersection and not to the north of the intersection (this would appear to be how it does currently operate as the pedestrian crossing is painted to the south).

Jerry