

**Data Collection Year: 2008**

<p align="center"><b>IR015 CL</b>                      From Spring Mountain Intg. to Washington Intg.                      (cummile 39.160 to 43.604)</p>								
Data Collection Year	Route	County	Direction	From Cummile	To Cummile	Average IRI	Average Rut	Ride Test Date
2008	IR015	CL	N	39.160	39.200	91.6	0.04	4/2/2008
2008	IR015	CL	N	39.200	39.300	78.9	0.03	4/2/2008
2008	IR015	CL	N	39.300	39.400	47.2	0.03	4/2/2008
2008	IR015	CL	N	39.400	39.500	53	0.05	4/2/2008
2008	IR015	CL	N	39.500	39.600	63.4	0.04	4/2/2008
2008	IR015	CL	N	39.600	39.700	74.2	0.07	4/2/2008
2008	IR015	CL	N	39.700	39.800	62.6	0.05	4/2/2008
2008	IR015	CL	N	39.800	39.900	63.9	0.04	4/2/2008
2008	IR015	CL	N	39.900	40.000	66.8	0.05	4/2/2008
2008	IR015	CL	N	40.000	40.100	67.4	0.03	4/2/2008
2008	IR015	CL	N	40.100	40.200	67.8	0.02	4/2/2008
2008	IR015	CL	N	40.200	40.300	71.2	0.03	4/2/2008
2008	IR015	CL	N	40.300	40.400	68.7	0.05	4/2/2008
2008	IR015	CL	N	40.400	40.500	60.7	0.03	4/2/2008
2008	IR015	CL	N	40.500	40.600	140.4	0.08	4/2/2008
2008	IR015	CL	N	40.600	40.700	63.7	0.04	4/2/2008
2008	IR015	CL	N	40.700	40.800	54.6	0.03	4/2/2008
2008	IR015	CL	N	40.800	40.900	50.8	0.04	4/2/2008
2008	IR015	CL	N	40.900	41.000	48.1	0.05	4/2/2008
2008	IR015	CL	N	41.000	41.100	47.3	0.05	4/2/2008
2008	IR015	CL	N	41.100	41.200	99.7	0.05	4/2/2008
2008	IR015	CL	N	41.200	41.300	113.9	0.06	4/2/2008
2008	IR015	CL	N	41.300	41.400	52.8	0.03	4/2/2008
2008	IR015	CL	N	41.400	41.500	50.8	0.03	4/2/2008
2008	IR015	CL	N	41.500	41.600	128.3	0.08	4/2/2008
2008	IR015	CL	N	41.600	41.700	90.5	0.05	4/2/2008
2008	IR015	CL	N	41.700	41.800	128.7	0.07	4/2/2008
2008	IR015	CL	N	41.800	41.900	71.2	0.05	4/2/2008
2008	IR015	CL	N	41.900	42.000	56.7	0.06	4/2/2008
2008	IR015	CL	N	42.000	42.100	60	0.05	4/2/2008
2008	IR015	CL	N	42.100	42.200	71.2	0.05	4/2/2008
2008	IR015	CL	N	42.200	42.300	179	0.05	4/2/2008
2008	IR015	CL	N	42.300	42.400	54.3	0.04	4/2/2008
2008	IR015	CL	N	42.400	42.500	54.1	0.04	4/2/2008
2008	IR015	CL	N	42.500	42.600	57	0.04	4/2/2008
2008	IR015	CL	N	42.600	42.700	210.8	0.07	4/2/2008
2008	IR015	CL	N	42.700	42.800	125.3	0.05	4/2/2008
2008	IR015	CL	N	42.800	42.900	131.6	0.04	4/2/2008
2008	IR015	CL	N	42.900	43.000	223.3	0.10	4/2/2008
2008	IR015	CL	N	43.000	43.100	148.6	0.07	4/2/2008
2008	IR015	CL	N	43.100	43.200	136.9	0.05	4/2/2008
2008	IR015	CL	N	43.200	43.300	138.8	0.06	4/2/2008
2008	IR015	CL	N	43.300	43.400	118.5	0.04	4/2/2008
2008	IR015	CL	N	43.400	43.500	223.5	0.08	4/2/2008
2008	IR015	CL	N	43.500	43.600	201	0.07	4/2/2008
2008	IR015	CL	N	43.600	43.604	124.3	0.04	4/2/2008

**Data Collection Year: 2008**

<p align="center"><b>IR015 CL</b>                      From Spring Mountain Intg. to Washington Intg.                      (cummile 39.160 to 43.604)</p>								
Data Collection Year	Route	County	Direction	From Cummile	To Cummile	Average IRI	Average Rut	Ride Test Date
2008	IR015	CL	S	43.604	43.600	191.4	0.02	4/3/2008
2008	IR015	CL	S	43.600	43.500	180.7	0.06	4/3/2008
2008	IR015	CL	S	43.500	43.400	230.1	0.08	4/3/2008
2008	IR015	CL	S	43.400	43.300	269.2	0.09	4/3/2008
2008	IR015	CL	S	43.300	43.200	169.2	0.06	4/3/2008
2008	IR015	CL	S	43.200	43.100	188.7	0.04	4/3/2008
2008	IR015	CL	S	43.100	43.000	176	0.05	4/3/2008
2008	IR015	CL	S	43.000	42.910	151.6	0.06	4/3/2008
2008	IR015	CL	S	42.910	42.900	106.9	0.06	4/1/2008
2008	IR015	CL	S	42.900	42.800	154.6	0.08	4/1/2008
2008	IR015	CL	S	42.800	42.700	87	0.04	4/1/2008
2008	IR015	CL	S	42.700	42.600	177.9	0.06	4/1/2008
2008	IR015	CL	S	42.600	42.500	84	0.06	4/1/2008
2008	IR015	CL	S	42.500	42.400	83.5	0.08	4/1/2008
2008	IR015	CL	S	42.400	42.300	122.8	0.07	4/1/2008
2008	IR015	CL	S	42.300	42.200	151.7	0.06	4/1/2008
2008	IR015	CL	S	42.200	42.100	81.4	0.03	4/1/2008
2008	IR015	CL	S	42.100	42.000	64.9	0.05	4/1/2008
2008	IR015	CL	S	42.000	41.900	108.5	0.06	4/1/2008
2008	IR015	CL	S	41.900	41.800	98.9	0.06	4/1/2008
2008	IR015	CL	S	41.800	41.700	121	0.03	4/1/2008
2008	IR015	CL	S	41.700	41.600	62.5	0.07	4/1/2008
2008	IR015	CL	S	41.600	41.500	106	0.04	4/1/2008
2008	IR015	CL	S	41.500	41.400	50.1	0.03	4/1/2008
2008	IR015	CL	S	41.400	41.300	49.1	0.02	4/1/2008
2008	IR015	CL	S	41.300	41.200	56.6	0.02	4/1/2008
2008	IR015	CL	S	41.200	41.100	160.6	0.07	4/1/2008
2008	IR015	CL	S	41.100	41.000	63.7	0.05	4/1/2008
2008	IR015	CL	S	41.000	40.900	60.4	0.04	4/1/2008
2008	IR015	CL	S	40.900	40.800	54.3	0.04	4/1/2008
2008	IR015	CL	S	40.800	40.700	53.5	0.07	4/1/2008
2008	IR015	CL	S	40.700	40.600	58.3	0.02	4/1/2008
2008	IR015	CL	S	40.600	40.500	168.7	0.06	4/1/2008
2008	IR015	CL	S	40.500	40.400	87.1	0.07	4/1/2008
2008	IR015	CL	S	40.400	40.300	56.6	0.02	4/1/2008
2008	IR015	CL	S	40.300	40.200	53.3	0.03	4/1/2008
2008	IR015	CL	S	40.200	40.100	56.7	0.00	4/1/2008
2008	IR015	CL	S	40.100	40.000	65.5	0.04	4/1/2008
2008	IR015	CL	S	40.000	39.900	59.5	0.03	4/1/2008
2008	IR015	CL	S	39.900	39.800	54.9	0.03	4/1/2008
2008	IR015	CL	S	39.800	39.700	56.3	0.05	4/1/2008
2008	IR015	CL	S	39.700	39.600	52.8	0.04	4/1/2008
2008	IR015	CL	S	39.600	39.500	51.7	0.03	4/1/2008
2008	IR015	CL	S	39.500	39.400	52.3	0.04	4/1/2008
2008	IR015	CL	S	39.400	39.300	57.1	0.08	4/1/2008
2008	IR015	CL	S	39.300	39.200	71.7	0.05	4/1/2008
2008	IR015	CL	S	39.200	39.160	83.4	0.03	4/1/2008

**Data Collection Year: 2010**

<p align="center"><b>IR015 CL</b>                      From Spring Mountain Intg. to Washington Intg.                      (cummile 39.160 to 43.604)</p>								
Data Collection Year	Route	County	Direction	From Cummile	To Cummile	Average IRI	Average Rut	Ride Test Date
2010	IR015	CL	N	39.160	39.200	90.8	0.05	12/8/2010
2010	IR015	CL	N	39.200	39.300	70.5	0.04	12/8/2010
2010	IR015	CL	N	39.300	39.400	97.7	0.03	12/8/2010
2010	IR015	CL	N	39.400	39.500	78.7	0.04	12/8/2010
2010	IR015	CL	N	39.500	39.600	76.6	0.12	12/8/2010
2010	IR015	CL	N	39.600	39.700	75.9	0.13	12/8/2010
2010	IR015	CL	N	39.700	39.800	83.2	0.04	12/8/2010
2010	IR015	CL	N	39.800	39.900	112.1	0.05	12/8/2010
2010	IR015	CL	N	39.900	40.000	83.2	0.06	12/8/2010
2010	IR015	CL	N	40.000	40.100	50.3	0.05	12/8/2010
2010	IR015	CL	N	40.100	40.200	53.4	0.00	12/8/2010
2010	IR015	CL	N	40.200	40.300	56.4	0.04	12/8/2010
2010	IR015	CL	N	40.300	40.400	48.6	0.04	12/8/2010
2010	IR015	CL	N	40.400	40.500	58.6	0.03	12/8/2010
2010	IR015	CL	N	40.500	40.600	68.2	0.03	12/8/2010
2010	IR015	CL	N	40.600	40.700	50.3	0.04	12/8/2010
2010	IR015	CL	N	40.700	40.800	125.2	0.05	12/8/2010
2010	IR015	CL	N	40.800	40.900	53.1	0.04	12/8/2010
2010	IR015	CL	N	40.900	41.000	56.7	0.04	12/8/2010
2010	IR015	CL	N	41.000	41.100	49.5	0.03	12/8/2010
2010	IR015	CL	N	41.100	41.200	55.6	0.03	12/8/2010
2010	IR015	CL	N	41.200	41.300	54.9	0.04	12/8/2010
2010	IR015	CL	N	41.300	41.400	92.9	0.06	12/8/2010
2010	IR015	CL	N	41.400	41.500	87.2	0.05	12/8/2010
2010	IR015	CL	N	41.500	41.600	55.7	0.04	12/8/2010
2010	IR015	CL	N	41.600	41.700	52.5	0.04	12/8/2010
2010	IR015	CL	N	41.700	41.800	123.8	0.07	12/8/2010
2010	IR015	CL	N	41.800	41.900	81.7	0.05	12/8/2010
2010	IR015	CL	N	41.900	42.000	129.5	0.05	12/8/2010
2010	IR015	CL	N	42.000	42.100	64	0.06	12/8/2010
2010	IR015	CL	N	42.100	42.200	65.8	0.05	12/8/2010
2010	IR015	CL	N	42.200	42.300	54.1	0.05	12/8/2010
2010	IR015	CL	N	42.300	42.400	72.4	0.07	12/8/2010
2010	IR015	CL	N	42.400	42.500	172	0.05	12/8/2010
2010	IR015	CL	N	42.500	42.600	92.3	0.05	12/8/2010
2010	IR015	CL	N	42.600	42.700	71.6	0.05	12/8/2010
2010	IR015	CL	N	42.700	42.800	78.8	0.06	12/8/2010
2010	IR015	CL	N	42.800	42.900	204.2	0.05	12/8/2010
2010	IR015	CL	N	42.900	43.000	120	0.06	12/8/2010
2010	IR015	CL	N	43.000	43.100	116.9	0.06	12/8/2010
2010	IR015	CL	N	43.100	43.200	220.5	0.07	12/8/2010
2010	IR015	CL	N	43.200	43.300	124.9	0.07	12/8/2010
2010	IR015	CL	N	43.300	43.400	138.5	0.05	12/8/2010
2010	IR015	CL	N	43.400	43.500	93.8	0.07	12/8/2010
2010	IR015	CL	N	43.500	43.600	56.4	0.00	12/8/2010
2010	IR015	CL	N	43.600	43.604	35	0.00	12/8/2010

**Data Collection Year: 2010**

<p align="center"><b>IR015 CL</b>                      From Spring Mountain Intg. to Washington Intg.                      (cummile 39.160 to 43.604)</p>								
Data Collection Year	Route	County	Direction	From Cummile	To Cummile	Average IRI	Average Rut	Ride Test Date
2010	IR015	CL	S	43.604	43.600	47.9	0.00	12/9/2010
2010	IR015	CL	S	43.600	43.500	124.8	0.06	12/9/2010
2010	IR015	CL	S	43.500	43.400	117.9	0.06	12/9/2010
2010	IR015	CL	S	43.400	43.300	65.1	0.02	12/9/2010
2010	IR015	CL	S	43.300	43.200	53.8	0.02	12/9/2010
2010	IR015	CL	S	43.200	43.100	95.1	0.04	12/9/2010
2010	IR015	CL	S	43.100	43.000	136.1	0.05	12/9/2010
2010	IR015	CL	S	43.000	42.910	88.3	0.03	12/9/2010
2010	IR015	CL	S	42.910	42.900	38.5	0.02	12/7/2010
2010	IR015	CL	S	42.900	42.800	133.8	0.05	12/7/2010
2010	IR015	CL	S	42.800	42.700	164	0.10	12/7/2010
2010	IR015	CL	S	42.700	42.600	149.3	0.07	12/7/2010
2010	IR015	CL	S	42.600	42.500	115.2	0.03	12/7/2010
2010	IR015	CL	S	42.500	42.400	179.6	0.05	12/7/2010
2010	IR015	CL	S	42.400	42.300	65.9	0.03	12/7/2010
2010	IR015	CL	S	42.300	42.200	67.5	0.03	12/7/2010
2010	IR015	CL	S	42.200	42.100	58.7	0.03	12/7/2010
2010	IR015	CL	S	42.100	42.000	151.4	0.06	12/7/2010
2010	IR015	CL	S	42.000	41.900	54.6	0.00	12/7/2010
2010	IR015	CL	S	41.900	41.800	56.3	0.03	12/7/2010
2010	IR015	CL	S	41.800	41.700	59	0.03	12/7/2010
2010	IR015	CL	S	41.700	41.600	70.3	0.03	12/7/2010
2010	IR015	CL	S	41.600	41.500	128.4	0.04	12/7/2010
2010	IR015	CL	S	41.500	41.400	55.3	0.03	12/7/2010
2010	IR015	CL	S	41.400	41.300	119.2	0.04	12/7/2010
2010	IR015	CL	S	41.300	41.200	54	0.04	12/7/2010
2010	IR015	CL	S	41.200	41.100	76.2	0.04	12/7/2010
2010	IR015	CL	S	41.100	41.000	69.8	0.04	12/7/2010
2010	IR015	CL	S	41.000	40.900	128.9	0.05	12/7/2010
2010	IR015	CL	S	40.900	40.800	54.5	0.05	12/7/2010
2010	IR015	CL	S	40.800	40.700	64.4	0.04	12/7/2010
2010	IR015	CL	S	40.700	40.600	53.2	0.03	12/7/2010
2010	IR015	CL	S	40.600	40.500	48	0.04	12/7/2010
2010	IR015	CL	S	40.500	40.400	42.7	0.02	12/7/2010
2010	IR015	CL	S	40.400	40.300	160.3	0.08	12/7/2010
2010	IR015	CL	S	40.300	40.200	52.9	0.02	12/7/2010
2010	IR015	CL	S	40.200	40.100	55.7	0.05	12/7/2010
2010	IR015	CL	S	40.100	40.000	50.4	0.04	12/7/2010
2010	IR015	CL	S	40.000	39.900	84.3	0.03	12/7/2010
2010	IR015	CL	S	39.900	39.800	97.4	0.05	12/7/2010
2010	IR015	CL	S	39.800	39.700	63.8	0.07	12/7/2010
2010	IR015	CL	S	39.700	39.600	92.9	0.07	12/7/2010
2010	IR015	CL	S	39.600	39.500	82.1	0.05	12/7/2010
2010	IR015	CL	S	39.500	39.400	89.8	0.06	12/7/2010
2010	IR015	CL	S	39.400	39.300	101.4	0.02	12/7/2010
2010	IR015	CL	S	39.300	39.200	113.9	0.07	12/7/2010
2010	IR015	CL	S	39.200	39.160	115.3	0.05	12/7/2010

**Data Collection Year: 2012**

<p align="center"><b>IR015 CL</b>                      From Spring Mountain Intg. to Washington Intg.                      (cummile 39.160 to 43.604)</p>								
Data Collection Year	Route	County	Direction	From Cummile	To Cummile	Average IRI	Average Rut	Ride Test Date
2012	IR015	CL	N	39.160	39.200	185.4	0.05	12/5/2012
2012	IR015	CL	N	39.200	39.300	87.5	0.09	12/5/2012
2012	IR015	CL	N	39.300	39.400	56.8	0.02	12/5/2012
2012	IR015	CL	N	39.400	39.500	46.9	0.00	12/5/2012
2012	IR015	CL	N	39.500	39.600	54	0.00	12/5/2012
2012	IR015	CL	N	39.600	39.700	43.2	0.02	12/5/2012
2012	IR015	CL	N	39.700	39.800	41.9	0.00	12/5/2012
2012	IR015	CL	N	39.800	39.900	42.5	0.02	12/5/2012
2012	IR015	CL	N	39.900	40.000	46.5	0.04	12/5/2012
2012	IR015	CL	N	40.000	40.100	57.1	0.03	12/5/2012
2012	IR015	CL	N	40.100	40.200	40.2	0.04	12/5/2012
2012	IR015	CL	N	40.200	40.300	51.5	0.00	12/5/2012
2012	IR015	CL	N	40.300	40.400	52.8	0.02	12/5/2012
2012	IR015	CL	N	40.400	40.500	49.1	0.03	12/5/2012
2012	IR015	CL	N	40.500	40.600	117.6	0.05	12/5/2012
2012	IR015	CL	N	40.600	40.700	40.7	0.00	12/5/2012
2012	IR015	CL	N	40.700	40.800	45.1	0.01	12/5/2012
2012	IR015	CL	N	40.800	40.900	43.8	0.00	12/5/2012
2012	IR015	CL	N	40.900	41.000	42.5	0.00	12/5/2012
2012	IR015	CL	N	41.000	41.100	58.4	0.03	12/5/2012
2012	IR015	CL	N	41.100	41.200	139.1	0.04	12/5/2012
2012	IR015	CL	N	41.200	41.300	58.2	0.02	12/5/2012
2012	IR015	CL	N	41.300	41.400	43.9	0.00	12/5/2012
2012	IR015	CL	N	41.400	41.500	43.3	0.01	12/5/2012
2012	IR015	CL	N	41.500	41.600	132.8	0.04	12/5/2012
2012	IR015	CL	N	41.600	41.700	47.2	0.03	12/5/2012
2012	IR015	CL	N	41.700	41.800	95.3	0.15	12/5/2012
2012	IR015	CL	N	41.800	41.900	48.2	0.00	12/5/2012
2012	IR015	CL	N	41.900	42.000	47.4	0.02	12/5/2012
2012	IR015	CL	N	42.000	42.100	45.9	0.02	12/5/2012
2012	IR015	CL	N	42.100	42.200	42.2	0.02	12/5/2012
2012	IR015	CL	N	42.200	42.300	175.6	0.06	12/5/2012
2012	IR015	CL	N	42.300	42.400	53.8	0.03	12/5/2012
2012	IR015	CL	N	42.400	42.500	51	0.03	12/5/2012
2012	IR015	CL	N	42.500	42.600	57.1	0.04	12/5/2012
2012	IR015	CL	N	42.600	42.700	206	0.05	12/5/2012
2012	IR015	CL	N	42.700	42.800	86.8	0.05	12/5/2012
2012	IR015	CL	N	42.800	42.900	174.4	0.05	12/5/2012
2012	IR015	CL	N	42.900	43.000	157	0.04	12/5/2012
2012	IR015	CL	N	43.000	43.100	142.2	0.06	12/5/2012
2012	IR015	CL	N	43.100	43.200	154.4	0.05	12/5/2012
2012	IR015	CL	N	43.200	43.300	48.2	0.02	12/5/2012
2012	IR015	CL	N	43.300	43.400	48.6	0.05	12/5/2012
2012	IR015	CL	N	43.400	43.500	125.5	0.08	12/5/2012
2012	IR015	CL	N	43.500	43.600	129.4	0.04	12/5/2012
2012	IR015	CL	N	43.600	43.604	477.7	0.05	12/5/2012

**Data Collection Year: 2012**

<p align="center"><b>IR015 CL</b>                      From Spring Mountain Intg. to Washington Intg.                      (cummile 39.160 to 43.604)</p>								
Data Collection Year	Route	County	Direction	From Cummile	To Cummile	Average IRI	Average Rut	Ride Test Date
2012	IR015	CL	S	43.604	43.600	58	0.00	12/5/2012
2012	IR015	CL	S	43.600	43.500	140.6	0.05	12/5/2012
2012	IR015	CL	S	43.500	43.400	101.1	0.02	12/5/2012
2012	IR015	CL	S	43.400	43.300	117.4	0.04	12/5/2012
2012	IR015	CL	S	43.300	43.200	54.2	0.02	12/5/2012
2012	IR015	CL	S	43.200	43.100	83.9	0.02	12/5/2012
2012	IR015	CL	S	43.100	43.000	131.4	0.04	12/5/2012
2012	IR015	CL	S	43.000	42.910	255	0.07	12/5/2012
2012	IR015	CL	S	42.910	42.900	163.3	0.05	12/4/2012
2012	IR015	CL	S	42.900	42.800	124.3	0.08	12/4/2012
2012	IR015	CL	S	42.800	42.700	119.5	0.04	12/4/2012
2012	IR015	CL	S	42.700	42.600	169.7	0.03	12/4/2012
2012	IR015	CL	S	42.600	42.500	58.5	0.00	12/4/2012
2012	IR015	CL	S	42.500	42.400	68	0.08	12/4/2012
2012	IR015	CL	S	42.400	42.300	74.3	0.02	12/4/2012
2012	IR015	CL	S	42.300	42.200	166.7	0.04	12/4/2012
2012	IR015	CL	S	42.200	42.100	57.8	0.04	12/4/2012
2012	IR015	CL	S	42.100	42.000	62.9	0.16	12/4/2012
2012	IR015	CL	S	42.000	41.900	74	0.07	12/4/2012
2012	IR015	CL	S	41.900	41.800	65.5	0.00	12/4/2012
2012	IR015	CL	S	41.800	41.700	123.9	0.03	12/4/2012
2012	IR015	CL	S	41.700	41.600	87.7	0.03	12/4/2012
2012	IR015	CL	S	41.600	41.500	92.4	0.04	12/4/2012
2012	IR015	CL	S	41.500	41.400	57	0.00	12/4/2012
2012	IR015	CL	S	41.400	41.300	61.8	0.00	12/4/2012
2012	IR015	CL	S	41.300	41.200	93.4	0.07	12/4/2012
2012	IR015	CL	S	41.200	41.100	126.2	0.04	12/4/2012
2012	IR015	CL	S	41.100	41.000	62.6	0.00	12/4/2012
2012	IR015	CL	S	41.000	40.900	59.6	0.00	12/4/2012
2012	IR015	CL	S	40.900	40.800	55.5	0.08	12/4/2012
2012	IR015	CL	S	40.800	40.700	70.1	0.08	12/4/2012
2012	IR015	CL	S	40.700	40.600	56.2	0.00	12/4/2012
2012	IR015	CL	S	40.600	40.500	149.7	0.06	12/4/2012
2012	IR015	CL	S	40.500	40.400	63.6	0.05	12/4/2012
2012	IR015	CL	S	40.400	40.300	58.3	0.03	12/4/2012
2012	IR015	CL	S	40.300	40.200	50.8	0.04	12/4/2012
2012	IR015	CL	S	40.200	40.100	51.4	0.10	12/4/2012
2012	IR015	CL	S	40.100	40.000	46.8	0.00	12/4/2012
2012	IR015	CL	S	40.000	39.900	49.4	0.00	12/4/2012
2012	IR015	CL	S	39.900	39.800	50.8	0.04	12/4/2012
2012	IR015	CL	S	39.800	39.700	49.1	0.02	12/4/2012
2012	IR015	CL	S	39.700	39.600	50.6	0.04	12/4/2012
2012	IR015	CL	S	39.600	39.500	53.3	0.03	12/4/2012
2012	IR015	CL	S	39.500	39.400	57	0.05	12/4/2012
2012	IR015	CL	S	39.400	39.300	54.2	0.03	12/4/2012
2012	IR015	CL	S	39.300	39.200	50.3	0.02	12/4/2012
2012	IR015	CL	S	39.200	39.160	146.3	0.06	12/4/2012