

# **Attachment 2: Traffic Volumes**



2006 to 2015 - US 2 Traffic Volumes

YEAR	DEPT ID	BEGIN MILEPOINT	DEPT RT END MILEPOINT	SITE ID	AADT	BUS NUMBER	COMMERCIAL NUMBER (TYPES 5-13)	LARGE TRUCK NUMBER (TYPES 8-13)	STUDY SEGMENT
2006	N-1	047+0.991	059+0.995	27-6-1	1330	13	204	134	1
2006	N-1	059+0.995	069+0.866	27-6-2	1300	13	204	134	1
2006	N-1	069+0.866	080+0.583	27-6-3	1090	13	204	134	1
2006	N-1	080+0.583	081+0.322	15-6-1	1310	13	204	134	1
2006	N-1	081+0.322	090+0.965	15-6-1	1310	13	204	134	1
2007	N-1	047+0.991	059+0.995	27-6-1	1290	22	209	142	1
2007	N-1	059+0.995	069+0.866	27-6-2	1280	22	209	142	1
2007	N-1	069+0.866	080+0.583	27-6-3	1350	22	209	142	1
2007	N-1	080+0.583	081+0.322	15-6-1	1340	22	209	142	1
2007	N-1	081+0.322	090+0.965	15-6-1	1340	22	209	142	1
2008	N-1	047+0.991	059+0.995	27-6-1	1030	22	209	142	1
2008	N-1	059+0.995	069+0.866	27-6-2	970	22	209	142	1
2008	N-1	069+0.866	080+0.583	27-6-3	1030	22	209	142	1
2008	N-1	080+0.583	081+0.322	15-6-1	1200	22	209	142	1
2008	N-1	081+0.322	090+0.965	15-6-1	1200	22	209	142	1
2009	N-1	047+0.991	059+0.995	27-6-1	1520	22	209	142	1
2009	N-1	059+0.995	069+0.866	27-6-2	1330	22	209	142	1
2009	N-1	069+0.866	080+0.583	27-6-3	1390	22	209	142	1
2009	N-1	080+0.583	081+0.322	15-6-1	1480	22	209	142	1
2009	N-1	081+0.322	090+0.965	15-6-1	1480	22	209	142	1
2010	N-1	041+0.945	055+0.586	27-6-1	1210	22	209	142	1
2010	N-1	055+0.586	068+0.993	27-6-2	1120	22	209	142	1
2010	N-1	068+0.993	075+0.478	27-6-3	1130	22	209	142	1
2010	N-1	075+0.478	081+0.332	15-6-1	1200	22	209	142	1
2010	N-1	081+0.332	100+0.605	15-6-2	1800	22	209	142	1
2011	N-1	041+0.945	055+0.586	27-6-1	1120	22	209	142	1
2011	N-1	055+0.586	068+0.993	27-6-2	1030	22	209	142	1
2011	N-1	068+0.993	075+0.478	27-6-3	1040	22	209	142	1
2011	N-1	075+0.478	081+0.332	15-6-1	1050	22	209	142	1
2011	N-1	081+0.332	100+0.605	15-6-2	1430	22	209	142	1
2012	N-1	041+0.945	055+0.586	27-6-1	1060	22	209	142	1
2012	N-1	055+0.586	068+0.993	27-6-2	1020	22	209	142	1
2012	N-1	068+0.993	075+0.478	27-6-3	1020	22	209	142	1
2012	N-1	075+0.478	081+0.332	15-6-1	1080	22	209	142	1
2012	N-1	081+0.332	100+0.605	15-6-2	1400	22	209	142	1
2013	N-1	041+0.946	055+0.596	27-6-1	1070	15	175	124	1
2013	N-1	055+0.596	068+0.995	27-6-2	1220	15	175	124	1

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2013	N-1	068+0.995	075+0.478	27-6-3	1300	15	175	124	1
2013	N-1	075+0.478	081+0.332	15-6-1	1380	15	175	124	1
2013	N-1	081+0.332	100+0.606	15-6-2	1340	15	175	124	1
2014	N-1	041+0.946	055+0.596	27-6-1	1100	15	175	124	1
2014	N-1	055+0.596	068+0.995	27-6-2	1250	15	175	124	1
2014	N-1	068+0.995	075+0.478	27-6-3	1330	15	175	124	1
2014	N-1	075+0.478	081+0.332	15-6-1	1270	15	175	124	1
2014	N-1	081+0.332	100+0.606	15-6-2	1640	15	175	124	1
2015	N-1	041+0.946	055+0.596	27-6-1	1660	15	175	124	1
2015	N-1	055+0.596	068+0.995	27-6-2	1450	15	175	124	1
2015	N-1	068+0.995	075+0.478	27-6-3	1340	15	175	124	1
2015	N-1	075+0.478	081+0.332	15-6-1	1590	15	175	124	1
2015	N-1	081+0.332	100+0.606	15-6-2	1940	15	175	124	1
2006	N-1	202+0.872	209+0.271	18-4-1	1270	8	111	73	2
2006	N-1	209+0.271	209+0.272	18-4-2	1530	8	111	73	2
2006	N-1	209+0.272	221+0.790	18-4-3	1760	8	111	73	2
2006	N-1	221+0.790	221+0.791	18-4-4	1980	8	111	73	2
2006	N-1	221+0.791	221+0.881	18-4-19	4600	14	192	88	2
2006	N-1	221+0.881	221+1.361	18-4-19	4600	14	192	88	2
2006	N-1	221+1.361	221+1.362	18-4-18	6860	14	192	88	2
2006	N-1	221+1.362	221+1.600	18-4-17	5840	14	192	88	2
2006	N-1	221+1.600	224+0.113	18-4-5	3280	14	192	88	2
2006	N-1	224+0.113	224+0.188	18-4-5	3280	14	192	88	2
2006	N-1	224+0.188	235+0.434	18-4-6	1740	14	192	88	2
2006	N-1	235+0.434	235+0.435	18-4-6	1740	14	192	88	2
2006	N-1	235+0.435	243+1.019	18-5-1	1910	14	192	88	2
2007	N-1	202+0.872	209+0.271	18-4-1	1530	8	123	85	2
2007	N-1	209+0.271	209+0.272	18-4-2	1860	8	123	85	2
2007	N-1	209+0.272	221+0.790	18-4-3	2420	8	123	85	2
2007	N-1	221+0.790	221+0.791	18-4-4	2030	8	123	85	2
2007	N-1	221+0.791	221+0.881	18-4-19	9390	15	227	114	2
2007	N-1	221+0.881	221+1.361	18-4-19	9390	15	227	114	2
2007	N-1	221+1.361	221+1.362	18-4-18	13010	15	227	114	2
2007	N-1	221+1.362	221+1.600	18-4-17	11720	15	227	114	2
2007	N-1	221+1.600	221+1.923	18-4-17	11720	15	227	114	2
2007	N-1	221+1.923	224+0.113	18-4-5	3220	15	227	114	2
2007	N-1	224+0.113	224+0.188	18-4-5	3220	15	227	114	2

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2007	N-1	224+0.188	235+0.434	18-4-6	1780	15	227	114	2
2007	N-1	235+0.434	235+0.435	18-4-6	1780	15	227	114	2
2007	N-1	235+0.435	243+1.019	18-5-1	1460	15	227	114	2
2008	N-1	202+0.872	209+0.271	18-4-1	1510	8	131	90	2
2008	N-1	209+0.271	209+0.272	18-4-2	1740	8	131	90	2
2008	N-1	209+0.272	221+0.790	18-4-3	1810	8	131	90	2
2008	N-1	221+0.790	221+0.791	18-4-4	1900	8	131	90	2
2008	N-1	221+0.791	221+0.881	18-4-19	4910	14	204	107	2
2008	N-1	221+0.881	221+1.361	18-4-19	4910	14	204	107	2
2008	N-1	221+1.361	221+1.362	18-4-18	5830	14	204	107	2
2008	N-1	221+1.362	221+1.600	18-4-17	5130	14	204	107	2
2008	N-1	221+1.600	221+1.923	18-4-17	5130	14	204	107	2
2008	N-1	221+1.923	224+0.113	18-4-5	2990	14	204	107	2
2008	N-1	224+0.113	224+0.188	18-4-5	2990	14	204	107	2
2008	N-1	224+0.188	235+0.434	18-4-6	2020	14	204	107	2
2008	N-1	235+0.434	235+0.435	18-4-6	2020	14	204	107	2
2008	N-1	235+0.435	243+1.019	18-5-1	1810	14	204	107	2
2009	N-1	202+0.872	209+0.271	18-4-1	1710	8	142	78	2
2009	N-1	209+0.271	209+0.272	18-4-2	2000	8	142	78	2
2009	N-1	209+0.272	221+0.790	18-4-3	2010	8	142	78	2
2009	N-1	221+0.790	221+0.791	18-4-4	1950	8	142	78	2
2009	N-1	221+0.791	221+0.881	18-4-19	6850	15	186	85	2
2009	N-1	221+0.881	221+1.361	18-4-19	6850	15	186	85	2
2009	N-1	221+1.361	221+1.362	18-4-18	8240	15	186	85	2
2009	N-1	221+1.362	221+1.600	18-4-17	7050	15	186	85	2
2009	N-1	221+1.600	221+1.923	18-4-17	7050	15	186	85	2
2009	N-1	221+1.923	224+0.113	18-4-5	3190	15	186	85	2
2009	N-1	224+0.113	224+0.188	18-4-5	3190	15	186	85	2
2009	N-1	224+0.188	235+0.434	18-4-6	1900	15	186	85	2
2009	N-1	235+0.434	235+0.435	18-4-6	1900	15	186	85	2
2009	N-1	235+0.435	243+1.019	18-5-1	1820	15	186	85	2
2010	N-1	207+0.927	209+0.268	18-4-2	1720	7	206	106	2
2010	N-1	209+0.268	216+0.083	18-4-3	1830	7	206	106	2
2010	N-1	216+0.083	221+0.506	18-4-4	2100	7	206	106	2
2010	N-1	221+0.506	221+0.929	18-4-19	6620	15	220	104	2
2010	N-1	221+0.929	221+1.081	18-4-18	8940	15	220	104	2
2010	N-1	221+1.081	221+1.937	18-4-17	6460	15	220	104	2

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YEAR	DEPT ID	BEGIN MILEPOINT	DEPT RT END MILEPOINT	SITE ID	AADT	BUS NUMBER	COMMERCIAL NUMBER (TYPES 5-13)	LARGE TRUCK NUMBER (TYPES 8-13)	STUDY SEGMENT
2010	N-1	221+1.937	223+0.918	18-4-5	3430	15	220	104	2
2010	N-1	223+0.918	235+0.429	18-4-6	1960	15	220	104	2
2010	N-1	235+0.429	243+0.265	18-5-1	1770	15	220	104	2
2011	N-1	207+0.927	209+0.268	18-4-2	1700	7	184	105	2
2011	N-1	209+0.268	216+0.083	18-4-3	1930	7	184	105	2
2011	N-1	216+0.083	221+0.506	18-4-4	2100	7	184	105	2
2011	N-1	221+0.506	221+0.929	18-4-19	5970	15	246	106	2
2011	N-1	221+0.929	221+1.081	18-4-18	6480	15	246	106	2
2011	N-1	221+1.081	221+1.937	18-4-17	5740	15	246	106	2
2011	N-1	221+1.937	223+0.918	18-4-5	3430	15	246	106	2
2011	N-1	223+0.918	235+0.429	18-4-6	2050	15	246	106	2
2011	N-1	235+0.429	243+0.265	18-5-1	1570	15	246	106	2
2012	N-1	207+0.927	209+0.268	18-4-2	1780	7	195	109	2
2012	N-1	209+0.268	216+0.083	18-4-3	1980	7	195	109	2
2012	N-1	216+0.083	221+0.506	18-4-4	2180	7	195	109	2
2012	N-1	221+0.506	221+0.929	18-4-19	6640	14	243	101	2
2012	N-1	221+0.929	221+1.081	18-4-18	7220	14	243	101	2
2012	N-1	221+1.081	221+1.937	18-4-17	6370	14	243	101	2
2012	N-1	221+1.937	223+0.918	18-4-5	3430	14	243	101	2
2012	N-1	223+0.918	235+0.429	18-4-6	2030	14	243	101	2
2012	N-1	235+0.429	243+0.265	18-5-1	1870	14	243	101	2
2013	N-1	207+0.928	209+0.268	18-4-2	1820	7	181	112	2
2013	N-1	209+0.268	216+0.083	18-4-3	1840	7	181	112	2
2013	N-1	216+0.083	221+0.506	18-4-4	2080	7	181	112	2
2013	N-1	221+0.506	221+0.928	18-4-19	5160	14	286	99	2
2013	N-1	221+0.928	221+1.081	18-4-18	5520	14	286	99	2
2013	N-1	221+1.081	221+1.938	18-4-17	5170	14	286	99	2
2013	N-1	221+1.938	223+0.920	18-4-5	3510	14	286	99	2
2013	N-1	223+0.920	235+0.429	18-4-6	1900	14	286	99	2
2013	N-1	235+0.429	243+0.266	18-5-1	1680	14	286	99	2
2014	N-1	207+0.928	209+0.268	18-4-2	1760	7	195	109	2
2014	N-1	209+0.268	216+0.083	18-4-3	1760	7	195	109	2
2014	N-1	216+0.083	221+0.506	18-4-4	2060	7	195	109	2
2014	N-1	221+0.506	221+0.928	18-4-19	5310	16	284	97	2
2014	N-1	221+0.928	221+1.081	18-4-18	5610	16	284	97	2
2014	N-1	221+1.081	221+1.938	18-4-17	5240	16	284	97	2
2014	N-1	221+1.938	223+0.920	18-4-5	3370	16	284	97	2

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2014	N-1	223+0.920	235+0.429	18-4-6	1970	16	284	97	2
2014	N-1	235+0.429	243+0.266	18-5-1	1750	16	284	97	2
2015	N-1	207+0.928	209+0.268	18-4-2	2620	7	209	123	2
2015	N-1	209+0.268	216+0.083	18-4-3	2350	7	209	123	2
2015	N-1	216+0.083	221+0.506	18-4-4	2300	7	209	123	2
2015	N-1	221+0.506	221+0.928	18-4-19	5800	17	281	91	2
2015	N-1	221+0.928	221+1.081	18-4-18	6130	17	281	91	2
2015	N-1	221+1.081	221+1.938	18-4-17	5320	17	281	91	2
2015	N-1	221+1.938	223+0.920	18-4-5	3410	17	281	91	2
2015	N-1	223+0.920	235+0.429	18-4-6	1980	17	281	91	2
2015	N-1	235+0.429	243+0.266	18-5-1	1760	17	281	91	2
2006	N-1	266+1.001	278+0.458	51-3-4	1570	13	182	127	3
2006	N-1	278+0.458	278+0.459	51-3-5	1810	13	182	127	3
2006	N-1	278+0.459	278+0.563	51-3-10	4620	11	188	124	3
2006	N-1	278+0.563	279+0.436	51-3-10	4620	11	188	124	3
2006	N-1	279+0.436	279+0.437	51-3-11	3270	11	188	124	3
2006	N-1	279+0.437	279+0.853	51-3-12	3680	5	160	92	3
2006	N-1	279+0.853	280+0.100	51-3-13	1690	5	160	92	3
2006	N-1	280+0.100	281+0.500	51-3-6	1110	5	160	92	3
2006	N-1	281+0.500	284+0.929	51-3-6	1110	5	160	92	3
2006	N-1	284+0.929	284+0.930	51-3-6	1110	5	160	92	3
2006	N-1	284+0.930	285+0.500	51-3-7	970	4	146	98	3
2006	N-1	285+0.500	296+0.978	51-4-1	910	4	146	98	3
2006	N-1	296+0.978	303+0.402	51-4-1	910	4	146	98	3
2006	N-1	303+0.402	303+0.403	51-4-2	850	4	146	98	3
2006	N-1	303+0.403	307+0.025	26-2-1	990	4	146	98	3
2006	N-1	307+0.025	319+0.826	26-2-1	990	4	146	98	3
2007	N-1	266+1.001	278+0.458	51-3-4	1590	13	182	127	3
2007	N-1	278+0.458	278+0.459	51-3-5	1840	13	182	127	3
2007	N-1	278+0.459	278+0.563	51-3-10	4690	11	188	124	3
2007	N-1	278+0.563	279+0.436	51-3-10	4690	11	188	124	3
2007	N-1	279+0.436	279+0.437	51-3-11	3320	11	188	124	3
2007	N-1	279+0.437	279+0.853	51-3-12	3730	5	160	92	3
2007	N-1	279+0.853	280+0.100	51-3-13	1710	5	160	92	3
2007	N-1	280+0.100	281+0.500	51-3-6	1030	5	160	92	3
2007	N-1	281+0.500	284+0.929	51-3-6	1030	5	160	92	3
2007	N-1	284+0.929	284+0.930	51-3-6	1030	5	160	92	3

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2007	N-1	284+0.930	285+0.500	51-3-7	920	5	164	135	3
2007	N-1	285+0.500	296+0.978	51-4-1	860	5	164	135	3
2007	N-1	296+0.978	303+0.402	51-4-1	860	5	164	135	3
2007	N-1	303+0.402	303+0.403	51-4-2	800	5	164	135	3
2007	N-1	303+0.403	307+0.025	26-2-1	640	5	164	135	3
2007	N-1	307+0.025	319+0.826	26-2-1	640	5	164	135	3
2008	N-1	266+1.001	278+0.458	51-3-4	1480	13	182	127	3
2008	N-1	278+0.458	278+0.459	51-3-5	1750	13	182	127	3
2008	N-1	278+0.459	278+0.563	51-3-10	4280	11	188	124	3
2008	N-1	278+0.563	279+0.436	51-3-10	4280	11	188	124	3
2008	N-1	279+0.436	279+0.437	51-3-11	2620	11	188	124	3
2008	N-1	279+0.437	279+0.853	51-3-12	3560	5	160	92	3
2008	N-1	279+0.853	280+0.100	51-3-13	1330	5	160	92	3
2008	N-1	280+0.100	281+0.500	51-3-6	1700	5	160	92	3
2008	N-1	281+0.500	284+0.929	51-3-6	1700	5	160	92	3
2008	N-1	284+0.929	284+0.930	51-3-6	1700	5	160	92	3
2008	N-1	284+0.930	285+0.500	51-3-7	930	5	164	135	3
2008	N-1	285+0.500	296+0.978	51-4-1	840	5	164	135	3
2008	N-1	296+0.978	303+0.402	51-4-1	840	5	164	135	3
2008	N-1	303+0.402	303+0.403	51-4-2	740	5	164	135	3
2008	N-1	303+0.403	307+0.025	26-2-1	610	5	164	135	3
2008	N-1	307+0.025	319+0.826	26-2-1	610	5	164	135	3
2009	N-1	266+1.001	278+0.458	51-3-4	1530	13	182	127	3
2009	N-1	278+0.458	278+0.459	51-3-5	2040	13	182	127	3
2009	N-1	278+0.459	278+0.563	51-3-10	4430	11	188	124	3
2009	N-1	278+0.563	279+0.436	51-3-10	4430	11	188	124	3
2009	N-1	279+0.436	279+0.437	51-3-11	2710	11	188	124	3
2009	N-1	279+0.437	279+0.853	51-3-12	3690	5	160	92	3
2009	N-1	279+0.853	280+0.100	51-3-13	1380	5	160	92	3
2009	N-1	280+0.100	281+0.500	51-3-6	1380	5	160	92	3
2009	N-1	281+0.500	284+0.929	51-3-6	1380	5	160	92	3
2009	N-1	284+0.929	284+0.930	51-3-6	1380	5	160	92	3
2009	N-1	284+0.930	285+0.500	51-3-7	1100	5	164	135	3
2009	N-1	285+0.500	296+0.978	51-4-1	1010	5	164	135	3
2009	N-1	296+0.978	303+0.402	51-4-1	1010	5	164	135	3
2009	N-1	303+0.402	303+0.403	51-4-2	930	5	164	135	3
2009	N-1	303+0.403	307+0.025	26-2-1	630	5	164	135	3



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YEAR	DEPT ID	BEGIN MILEPOINT	DEPT RT END MILEPOINT	SITE ID	AADT	BUS NUMBER	COMMERCIAL NUMBER (TYPES 5-13)	LARGE TRUCK NUMBER (TYPES 8-13)	STUDY SEGMENT
2009	N-1	307+0.025	319+0.826	26-2-1	630	5	164	135	3
2010	N-1	266+0.795	278+0.451	51-3-5	2080	13	200	145	3
2010	N-1	278+0.451	279+0.307	51-3-10	4540	11	206	142	3
2010	N-1	279+0.307	279+0.440	51-3-11	3400	11	206	142	3
2010	N-1	279+0.440	279+0.787	51-3-12	3780	5	216	148	3
2010	N-1	279+0.787	280+0.772	51-3-13	1780	5	216	148	3
2010	N-1	280+0.772	284+0.916	51-3-6	1870	5	216	148	3
2010	N-1	284+0.916	288+0.918	51-3-7	1590	5	183	154	3
2010	N-1	288+0.918	297+0.680	51-4-1	1470	5	183	154	3
2010	N-1	297+0.680	303+0.277	51-4-2	1330	5	183	154	3
2010	N-1	303+0.277	309+0.029	26-2-1	780	5	183	154	3
2010	N-1	309+0.029	321+0.504	26-2-2	1040	5	183	154	3
2011	N-1	266+0.795	278+0.451	51-3-5	1950	14	200	133	3
2011	N-1	278+0.451	279+0.307	51-3-10	4940	11	206	142	3
2011	N-1	279+0.307	279+0.440	51-3-11	3040	11	206	142	3
2011	N-1	279+0.440	279+0.787	51-3-12	3130	5	216	148	3
2011	N-1	279+0.787	280+0.772	51-3-13	1840	5	216	148	3
2011	N-1	280+0.772	284+0.916	51-3-6	1420	5	216	148	3
2011	N-1	284+0.916	288+0.918	51-3-7	860	5	183	154	3
2011	N-1	288+0.918	297+0.680	51-4-1	850	5	183	154	3
2011	N-1	297+0.680	303+0.277	51-4-2	800	5	183	154	3
2011	N-1	303+0.277	309+0.029	26-2-1	780	5	183	154	3
2011	N-1	309+0.029	321+0.504	26-2-2	950	5	183	154	3
2012	N-1	266+0.795	278+0.451	51-3-5	2110	9	243	185	3
2012	N-1	278+0.451	279+0.307	51-3-10	4470	11	206	142	3
2012	N-1	279+0.307	279+0.440	51-3-11	2850	11	206	142	3
2012	N-1	279+0.440	279+0.787	51-3-12	2860	5	142	113	3
2012	N-1	279+0.787	280+0.772	51-3-13	1670	5	142	113	3
2012	N-1	280+0.772	284+0.916	51-3-6	1150	5	142	113	3
2012	N-1	284+0.916	288+0.918	51-3-7	1050	5	160	126	3
2012	N-1	288+0.918	297+0.680	51-4-1	1060	5	160	126	3
2012	N-1	297+0.680	303+0.277	51-4-2	990	5	160	126	3
2012	N-1	303+0.277	309+0.029	26-2-1	870	5	160	126	3
2012	N-1	309+0.029	321+0.504	26-2-2	900	5	160	126	3
2013	N-1	266+0.796	278+0.452	51-3-5	1640	9	243	185	3
2013	N-1	278+0.452	279+0.307	51-3-10	4430	11	206	142	3
2013	N-1	279+0.307	279+0.440	51-3-11	2990	11	206	142	3

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YEAR	DEPT ID	BEGIN MILEPOINT	DEPT RT END MILEPOINT	SITE ID	AADT	BUS NUMBER	COMMERCIAL NUMBER (TYPES 5-13)	LARGE TRUCK NUMBER (TYPES 8-13)	STUDY SEGMENT
2013	N-1	279+0.440	279+0.788	51-3-12	3000	5	142	113	3
2013	N-1	279+0.788	280+0.772	51-3-13	1630	5	142	113	3
2013	N-1	280+0.772	284+0.917	51-3-6	980	5	142	113	3
2013	N-1	284+0.917	288+0.920	51-3-7	900	5	181	135	3
2013	N-1	288+0.920	297+0.680	51-4-1	970	5	181	135	3
2013	N-1	297+0.680	303+0.278	51-4-2	950	5	181	135	3
2013	N-1	303+0.278	309+0.029	26-2-1	1040	5	181	135	3
2013	N-1	309+0.029	321+0.506	26-2-2	990	5	181	135	3
2014	N-1	266+0.796	278+0.452	51-3-5	1680	9	232	174	3
2014	N-1	278+0.452	279+0.307	51-3-10	4540	11	206	142	3
2014	N-1	279+0.307	279+0.440	51-3-11	2810	11	206	142	3
2014	N-1	279+0.440	279+0.788	51-3-12	2750	7	229	178	3
2014	N-1	279+0.788	280+0.772	51-3-13	1900	7	229	178	3
2014	N-1	280+0.772	284+0.917	51-3-6	1370	7	229	178	3
2014	N-1	284+0.917	288+0.920	51-3-7	1160	6	197	165	3
2014	N-1	288+0.920	297+0.680	51-4-1	1160	6	197	165	3
2014	N-1	297+0.680	303+0.278	51-4-2	1070	6	197	165	3
2014	N-1	303+0.278	309+0.029	26-2-1	980	6	197	165	3
2014	N-1	309+0.029	321+0.506	26-2-2	1310	6	197	165	3
2015	N-1	266+0.796	278+0.452	51-3-5	2000	6	221	176	3
2015	N-1	278+0.452	279+0.307	51-3-10	4710	11	206	142	3
2015	N-1	279+0.307	279+0.440	51-3-11	2440	11	206	142	3
2015	N-1	279+0.440	279+0.788	51-3-12	2330	3	150	123	3
2015	N-1	279+0.788	280+0.772	51-3-13	1690	3	150	123	3
2015	N-1	280+0.772	284+0.917	51-3-6	1170	3	150	123	3
2015	N-1	284+0.917	288+0.920	51-3-7	990	4	123	105	3
2015	N-1	288+0.920	297+0.680	51-4-1	1080	4	123	105	3
2015	N-1	297+0.680	303+0.278	51-4-2	1020	4	123	105	3
2015	N-1	303+0.278	309+0.029	26-2-1	880	4	123	105	3
2015	N-1	309+0.029	321+0.506	26-2-2	1040	4	123	105	3
2006	N-1	428+0.518	440+1.000	3-4-9	1200	8	153	100	4
2006	N-1	440+1.000	446+0.274	3-4-10	910	8	153	100	4
2006	N-1	446+0.274	449+1.000	36-3-1	1250	8	153	100	4
2006	N-1	449+1.000	453+0.691	36-3-1	1250	8	153	100	4
2006	N-1	453+0.691	454+0.027	36-3-10	1380	8	153	100	4
2006	N-1	454+0.027	454+0.446	36-3-10	1380	8	153	100	4
2007	N-1	428+0.518	440+1.000	3-4-9	1260	11	161	123	4

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YEAR	DEPT ID	BEGIN MILEPOINT	DEPT RT END MILEPOINT	SITE ID	AADT	BUS NUMBER	COMMERCIAL NUMBER (TYPES 5-13)	LARGE TRUCK NUMBER (TYPES 8-13)	STUDY SEGMENT
2007	N-1	440+1.000	446+0.274	3-4-10	1060	11	161	123	4
2007	N-1	446+0.274	449+1.000	36-3-1	1090	11	161	123	4
2007	N-1	449+1.000	453+0.691	36-3-1	1090	11	161	123	4
2007	N-1	453+0.691	454+0.027	36-3-10	1190	11	161	123	4
2007	N-1	454+0.027	454+0.446	36-3-10	1190	11	161	123	4
2008	N-1	428+0.518	440+1.000	3-4-9	1330	17	218	164	4
2008	N-1	440+1.000	446+0.274	3-4-10	1060	17	218	164	4
2008	N-1	446+0.274	449+1.000	36-3-1	1050	17	218	164	4
2008	N-1	449+1.000	453+0.691	36-3-1	1050	17	218	164	4
2008	N-1	453+0.691	454+0.027	36-3-10	1140	17	218	164	4
2008	N-1	454+0.027	454+0.446	36-3-10	1140	17	218	164	4
2009	N-1	428+0.518	440+1.000	3-4-9	1350	17	218	164	4
2009	N-1	440+1.000	446+0.274	3-4-10	1150	17	218	164	4
2009	N-1	446+0.274	449+1.000	36-3-1	1090	17	218	164	4
2009	N-1	449+1.000	453+0.691	36-3-1	1090	17	218	164	4
2009	N-1	453+0.691	454+0.027	36-3-10	990	17	218	164	4
2009	N-1	454+0.027	454+0.446	36-3-10	990	17	218	164	4
2010	N-1	428+0.542	436+0.494	3-4-9	1470	17	229	175	4
2010	N-1	436+0.494	450+0.807	3-4-10	1180	17	229	175	4
2010	N-1	450+0.807	453+0.209	36-3-1	1120	17	229	175	4
2010	N-1	453+0.209	453+0.879	36-3-10	1320	17	229	175	4
2010	N-1	453+0.879	462+0.402	36-3-2	1280	17	229	175	4
2011	N-1	428+0.542	436+0.494	3-4-9	1360	8	162	128	4
2011	N-1	436+0.494	450+0.807	3-4-10	1120	8	162	128	4
2011	N-1	450+0.807	453+0.209	36-3-1	1040	8	162	128	4
2011	N-1	453+0.209	453+0.879	36-3-10	1230	8	162	128	4
2011	N-1	453+0.879	462+0.400	36-3-2	1200	8	162	128	4
2012	N-1	428+0.542	436+0.494	3-4-9	1620	9	200	170	4
2012	N-1	436+0.494	450+0.807	3-4-10	1350	9	200	170	4
2012	N-1	450+0.807	453+0.209	36-3-1	1180	9	200	170	4
2012	N-1	453+0.209	453+0.879	36-3-10	1460	9	200	170	4
2012	N-1	453+0.879	462+0.400	36-3-2	1430	9	200	170	4
2013	N-1	428+0.541	436+0.494	3-4-9	1520	9	197	161	4
2013	N-1	436+0.494	450+0.807	3-4-10	1340	9	197	161	4
2013	N-1	450+0.807	453+0.209	36-3-1	1210	9	197	161	4
2013	N-1	453+0.209	453+0.880	36-3-10	1340	9	197	161	4
2013	N-1	453+0.880	462+0.402	36-3-2	1280	9	197	161	4

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YEAR	DEPT ID	BEGIN MILEPOINT	DEPT RT END MILEPOINT	SITE ID	AADT	BUS NUMBER	COMMERCIAL NUMBER (TYPES 5-13)	LARGE TRUCK NUMBER (TYPES 8-13)	STUDY SEGMENT
2014	N-1	428+0.541	436+0.494	3-4-9	1580	13	210	178	4
2014	N-1	436+0.494	450+0.807	3-4-10	1410	13	210	178	4
2014	N-1	450+0.807	453+0.209	36-3-1	1330	13	210	178	4
2014	N-1	453+0.209	453+0.880	36-3-10	1510	13	210	178	4
2014	N-1	453+0.880	462+0.402	36-3-2	1460	13	210	178	4
2015	N-1	428+0.541	436+0.494	3-4-9	1460	10	224	165	4
2015	N-1	436+0.494	450+0.807	3-4-10	1210	10	224	165	4
2015	N-1	450+0.807	453+0.209	36-3-1	1190	10	224	165	4
2015	N-1	453+0.209	453+0.880	36-3-10	1310	10	224	165	4
2015	N-1	453+0.880	462+0.402	36-3-2	1270	10	224	165	4
2006	N-1	489+0.617	499+0.130	36-4-2	1280	6	161	119	5
2006	N-1	499+0.130	499+0.478	36-4-3	1380	6	161	119	5
2006	N-1	499+0.478	499+0.479	36-4-12	1400	6	161	119	5
2006	N-1	499+0.479	500+0.054	36-4-13	1410	6	161	119	5
2006	N-1	500+0.054	501+0.569	36-4-4	1250	6	161	119	5
2006	N-1	501+0.569	512+0.959	36-4-4	1250	6	161	119	5
2006	N-1	512+0.959	512+0.960	53-3-1	1360	6	161	119	5
2006	N-1	512+0.960	516+1.000	53-3-2	1390	6	161	119	5
2006	N-1	516+1.000	537+0.500	53-4-1	1360	6	161	119	5
2007	N-1	489+0.617	499+0.130	36-4-2	1390	10	229	158	5
2007	N-1	499+0.130	499+0.478	36-4-3	1280	10	229	158	5
2007	N-1	499+0.478	499+0.479	36-4-12	1280	10	229	158	5
2007	N-1	499+0.479	500+0.054	36-4-13	1350	10	229	158	5
2007	N-1	500+0.054	501+0.569	36-4-4	1360	10	229	158	5
2007	N-1	501+0.569	512+0.959	36-4-4	1360	10	229	158	5
2007	N-1	512+0.959	512+0.960	53-3-1	1120	10	229	158	5
2007	N-1	512+0.960	516+1.000	53-3-2	1190	10	229	158	5
2007	N-1	516+1.000	537+0.500	53-4-1	1160	10	229	158	5
2008	N-1	489+0.617	499+0.130	36-4-2	1190	24	296	159	5
2008	N-1	499+0.130	499+0.478	36-4-3	1250	24	296	159	5
2008	N-1	499+0.478	499+0.479	36-4-12	1280	24	296	159	5
2008	N-1	499+0.479	500+0.054	36-4-13	1360	24	296	159	5
2008	N-1	500+0.054	501+0.569	36-4-4	1170	24	296	159	5
2008	N-1	501+0.569	512+0.959	36-4-4	1170	24	296	159	5
2008	N-1	512+0.959	512+0.960	53-3-1	1140	24	296	159	5
2008	N-1	512+0.960	516+1.000	53-3-2	1170	24	296	159	5
2008	N-1	516+1.000	537+0.500	53-4-1	1040	24	296	159	5

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YEAR	DEPT ID	BEGIN MILEPOINT	DEPT RT END MILEPOINT	SITE ID	AADT	BUS NUMBER	COMMERCIAL NUMBER (TYPES 5-13)	LARGE TRUCK NUMBER (TYPES 8-13)	STUDY SEGMENT
2009	N-1	489+0.617	499+0.130	36-4-2	1190	24	296	159	5
2009	N-1	499+0.130	499+0.478	36-4-3	1300	24	296	159	5
2009	N-1	499+0.478	499+0.479	36-4-12	1300	24	296	159	5
2009	N-1	499+0.479	500+0.054	36-4-13	1330	24	296	159	5
2009	N-1	500+0.054	501+0.569	36-4-4	1180	24	296	159	5
2009	N-1	501+0.569	512+0.959	36-4-4	1180	24	296	159	5
2009	N-1	512+0.959	512+0.960	53-3-1	1140	24	296	159	5
2009	N-1	512+0.960	516+1.000	53-3-2	1130	24	296	159	5
2009	N-1	516+1.000	537+0.500	53-4-1	1080	24	296	159	5
2010	N-1	489+0.619	499+0.389	36-4-3	1420	24	324	187	5
2010	N-1	499+0.389	499+0.535	36-4-12	1450	24	324	187	5
2010	N-1	499+0.535	500+0.107	36-4-13	1470	24	324	187	5
2010	N-1	500+0.107	505+0.535	36-4-4	1340	24	324	187	5
2010	N-1	505+0.535	512+0.977	53-3-1	1240	24	324	187	5
2010	N-1	512+0.977	521+0.415	53-3-2	1300	24	324	187	5
2010	N-1	521+0.415	529+0.477	53-4-1	1260	24	324	187	5
2011	N-1	489+0.618	499+0.387	36-4-3	1300	10	170	138	5
2011	N-1	499+0.387	499+0.533	36-4-12	1330	10	170	138	5
2011	N-1	499+0.533	500+0.105	36-4-13	1350	10	170	138	5
2011	N-1	500+0.105	505+0.533	36-4-4	1240	10	170	138	5
2011	N-1	505+0.533	512+0.975	53-3-1	1380	10	170	138	5
2011	N-1	512+0.975	521+0.413	53-3-2	1390	10	170	138	5
2011	N-1	521+0.413	529+0.475	53-4-1	1250	10	170	138	5
2012	N-1	489+0.618	499+0.387	36-4-3	1410	5	153	124	5
2012	N-1	499+0.387	499+0.533	36-4-12	1410	5	153	124	5
2012	N-1	499+0.533	500+0.105	36-4-13	1380	5	153	124	5
2012	N-1	500+0.105	505+0.533	36-4-4	1260	5	153	124	5
2012	N-1	505+0.533	512+0.975	53-3-1	1210	5	153	124	5
2012	N-1	512+0.975	521+0.413	53-3-2	1300	5	153	124	5
2012	N-1	521+0.413	529+0.475	53-4-1	1190	5	153	124	5
2013	N-1	489+0.620	499+0.389	36-4-3	1250	9	198	131	5
2013	N-1	499+0.389	499+0.535	36-4-12	1270	9	198	131	5
2013	N-1	499+0.535	500+0.107	36-4-13	1290	9	198	131	5
2013	N-1	500+0.107	505+0.536	36-4-4	1160	9	198	131	5
2013	N-1	505+0.536	512+0.978	53-3-1	1450	9	198	131	5
2013	N-1	512+0.978	521+0.416	53-3-2	1570	9	198	131	5
2013	N-1	521+0.416	529+0.478	53-4-1	1370	9	198	131	5

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YEAR	DEPT ID	BEGIN MILEPOINT	DEPT RT END MILEPOINT	SITE ID	AADT	BUS NUMBER	COMMERCIAL NUMBER (TYPES 5-13)	LARGE TRUCK NUMBER (TYPES 8-13)	STUDY SEGMENT
2014	N-1	489+0.620	499+0.389	36-4-3	1430	11	208	141	5
2014	N-1	499+0.389	499+0.535	36-4-12	1450	11	208	141	5
2014	N-1	499+0.535	500+0.107	36-4-13	1510	11	208	141	5
2014	N-1	500+0.107	505+0.536	36-4-4	1190	11	208	141	5
2014	N-1	505+0.536	512+0.978	53-3-1	1390	11	208	141	5
2014	N-1	512+0.978	521+0.416	53-3-2	1410	11	208	141	5
2014	N-1	521+0.416	529+0.478	53-4-1	1440	11	208	141	5
2015	N-1	489+0.620	499+0.389	36-4-3	1420	8	263	155	5
2015	N-1	499+0.389	499+0.535	36-4-12	1420	8	263	155	5
2015	N-1	499+0.535	500+0.107	36-4-13	1430	8	263	155	5
2015	N-1	500+0.107	505+0.536	36-4-4	1320	8	263	155	5
2015	N-1	505+0.536	512+0.978	53-3-1	1443	8	263	155	5
2015	N-1	512+0.978	521+0.416	53-3-2	1390	8	263	155	5
2015	N-1	521+0.416	529+0.478	53-4-1	1340	8	263	155	5
2006	N-1	570+0.995	573+0.793	53-8-3	1210	9	179	135	6
2006	N-1	573+0.793	581+0.089	53-8-4	1210	9	179	135	6
2006	N-1	581+0.089	589+0.326	43-3-1	1410	9	179	135	6
2006	N-1	589+0.326	589+0.327	43-3-2	1740	9	179	135	6
2006	N-1	589+0.327	590+0.383	43-3-3	2340	9	179	135	6
2006	N-1	590+0.383	590+0.601	43-3-3	2340	9	179	135	6
2006	N-1	590+0.601	590+0.602	43-3-14	4830	9	179	135	6
2006	N-1	590+0.602	591+0.423	43-3-15	7330	23	141	110	6
2006	N-1	591+0.423	592+0.600	43-3-16	3690	23	141	110	6
2006	N-1	592+0.600	597+0.227	43-3-4	2190	23	141	110	6
2007	N-1	570+0.995	573+0.793	53-8-3	1140	17	223	177	6
2007	N-1	573+0.793	581+0.089	53-8-4	1350	17	223	177	6
2007	N-1	581+0.089	589+0.326	43-3-1	1690	17	223	177	6
2007	N-1	589+0.326	589+0.327	43-3-2	2270	17	223	177	6
2007	N-1	589+0.327	590+0.382	43-3-3	2850	17	223	177	6
2007	N-1	590+0.382	590+0.383	43-3-3	2850	17	223	177	6
2007	N-1	590+0.383	590+0.601	43-3-14	4580	17	223	177	6
2007	N-1	590+0.601	590+0.602	43-3-14	4580	17	223	177	6
2007	N-1	590+0.602	591+0.423	43-3-15	7240	23	145	114	6
2007	N-1	591+0.423	592+0.600	43-3-16	3190	23	145	114	6
2007	N-1	592+0.600	597+0.227	43-3-4	2210	23	145	114	6
2008	N-1	570+0.995	573+0.793	53-8-3	1040	16	164	122	6
2008	N-1	573+0.793	581+0.089	53-8-4	1210	16	164	122	6

2006 to 2015 - US 2 Traffic Volumes

YEAR	DEPT ID	BEGIN MILEPOINT	DEPT RT END MILEPOINT	SITE ID	AADT	BUS NUMBER	COMMERCIAL NUMBER (TYPES 5-13)	LARGE TRUCK NUMBER (TYPES 8-13)	STUDY SEGMENT
2008	N-1	581+0.089	589+0.326	43-3-1	1400	16	164	122	6
2008	N-1	589+0.326	589+0.327	43-3-2	1730	16	164	122	6
2008	N-1	589+0.327	590+0.382	43-3-3	2140	16	164	122	6
2008	N-1	590+0.382	590+0.383	43-3-3	2140	16	164	122	6
2008	N-1	590+0.383	590+0.601	43-3-14	4040	16	164	122	6
2008	N-1	590+0.601	590+0.602	43-3-14	4040	16	164	122	6
2008	N-1	590+0.602	591+0.423	43-3-15	5940	23	188	117	6
2008	N-1	591+0.423	592+0.600	43-3-16	3130	23	188	117	6
2008	N-1	592+0.600	597+0.227	43-3-4	2180	23	188	117	6
2009	N-1	570+0.995	573+0.793	53-8-3	1140	12	175	119	6
2009	N-1	573+0.793	581+0.089	53-8-4	1350	12	175	119	6
2009	N-1	581+0.089	589+0.326	43-3-1	1450	12	175	119	6
2009	N-1	589+0.326	589+0.327	43-3-2	1980	12	175	119	6
2009	N-1	589+0.327	590+0.382	43-3-3	2840	12	175	119	6
2009	N-1	590+0.382	590+0.383	43-3-3	2840	12	175	119	6
2009	N-1	590+0.383	590+0.601	43-3-14	4600	12	175	119	6
2009	N-1	590+0.601	590+0.602	43-3-14	4600	12	175	119	6
2009	N-1	590+0.602	591+0.423	43-3-15	6670	13	188	136	6
2009	N-1	591+0.423	592+0.600	43-3-16	3480	13	188	136	6
2009	N-1	592+0.600	597+0.227	43-3-4	2330	13	188	136	6
2010	N-1	562+0.746	571+0.759	53-8-3	1250	12	203	147	6
2010	N-1	571+0.759	579+0.043	53-8-4	1390	12	203	147	6
2010	N-1	579+0.043	588+0.341	43-3-1	1490	12	203	147	6
2010	N-1	588+0.341	589+0.334	43-3-2	2030	12	203	147	6
2010	N-1	589+0.334	590+0.369	43-3-3	2910	12	203	147	6
2010	N-1	590+0.369	590+0.586	43-3-14	4710	12	203	147	6
2010	N-1	590+0.586	590+0.898	43-3-15	6830	9	229	164	6
2010	N-1	590+0.898	592+0.670	43-3-16	3560	9	229	164	6
2010	N-1	592+0.670	594+0.693	43-3-4	2460	9	229	164	6
2011	N-1	562+0.744	571+0.757	53-8-3	1350	14	241	185	6
2011	N-1	571+0.757	579+0.040	53-8-4	1560	14	241	185	6
2011	N-1	579+0.040	588+0.339	43-3-1	1790	14	241	185	6
2011	N-1	588+0.339	589+0.332	43-3-2	2330	14	241	185	6
2011	N-1	589+0.332	590+0.366	43-3-3	2960	14	241	185	6
2011	N-1	590+0.366	590+0.583	43-3-14	4890	14	241	185	6
2011	N-1	590+0.583	590+0.895	43-3-15	6730	8	185	139	6
2011	N-1	590+0.895	592+0.668	43-3-16	3780	8	185	139	6

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YEAR	DEPT ID	BEGIN MILEPOINT	DEPT RT END MILEPOINT	SITE ID	AADT	BUS NUMBER	COMMERCIAL NUMBER (TYPES 5-13)	LARGE TRUCK NUMBER (TYPES 8-13)	STUDY SEGMENT
2011	N-1	592+0.668	594+0.690	43-3-4	2550	8	185	139	6
2012	N-1	562+0.744	571+0.757	53-8-3	1520	14	330	279	6
2012	N-1	571+0.757	579+0.040	53-8-4	1640	14	330	279	6
2012	N-1	579+0.040	588+0.339	43-3-1	1610	14	330	279	6
2012	N-1	588+0.339	589+0.332	43-3-2	2180	14	330	279	6
2012	N-1	589+0.332	590+0.366	43-3-3	2640	14	330	279	6
2012	N-1	590+0.366	590+0.583	43-3-14	5010	14	330	279	6
2012	N-1	590+0.583	590+0.895	43-3-15	6960	9	203	155	6
2012	N-1	590+0.895	592+0.668	43-3-16	4560	9	203	155	6
2012	N-1	592+0.668	594+0.690	43-3-4	2800	9	203	155	6
2013	N-1	562+0.747	571+0.759	53-8-3	1540	14	239	138	6
2013	N-1	571+0.759	579+0.042	53-8-4	1750	14	239	138	6
2013	N-1	579+0.042	588+0.342	43-3-1	1710	14	239	138	6
2013	N-1	588+0.342	589+0.334	43-3-2	2190	14	239	138	6
2013	N-1	589+0.334	590+0.369	43-3-3	2860	14	239	138	6
2013	N-1	590+0.369	590+0.587	43-3-14	5020	14	239	138	6
2013	N-1	590+0.587	590+0.899	43-3-15	7300	8	198	147	6
2013	N-1	590+0.899	592+0.670	43-3-16	4520	8	198	147	6
2013	N-1	592+0.670	594+0.694	43-3-4	2740	8	198	147	6
2014	N-1	562+0.747	571+0.759	53-8-3	1520	7	268	182	6
2014	N-1	571+0.759	579+0.042	53-8-4	1680	7	268	182	6
2014	N-1	579+0.042	588+0.342	43-3-1	1700	7	268	182	6
2014	N-1	588+0.342	589+0.334	43-3-2	2210	7	268	182	6
2014	N-1	589+0.334	590+0.369	43-3-3	2750	7	268	182	6
2014	N-1	590+0.369	590+0.587	43-3-14	5150	7	268	182	6
2014	N-1	590+0.587	590+0.899	43-3-15	7480	10	214	161	6
2014	N-1	590+0.899	592+0.670	43-3-16	4120	10	214	161	6
2014	N-1	592+0.670	594+0.694	43-3-4	2770	10	214	161	6
2015	N-1	562+0.747	571+0.759	53-8-3	1370	22	297	176	6
2015	N-1	571+0.759	579+0.042	53-8-4	1580	22	297	176	6
2015	N-1	579+0.042	588+0.342	43-3-1	2300	22	297	176	6
2015	N-1	588+0.342	589+0.334	43-3-2	2130	22	297	176	6
2015	N-1	589+0.334	590+0.369	43-3-3	2690	22	297	176	6
2015	N-1	590+0.369	590+0.587	43-3-14	5250	22	297	176	6
2015	N-1	590+0.587	590+0.899	43-3-15	7820	24	308	144	6
2015	N-1	590+0.899	592+0.670	43-3-16	4450	24	308	144	6
2015	N-1	592+0.670	594+0.694	43-3-4	2760	24	308	144	6