Submitted By: Thomas F Kicklighter, III Date: 05 / 05 / 2016 Recommended: Thomas F Kicklighter, III Date: 05 / 13 / 2016
Engineer of Record

To: Brad Reynolds
Program / Project Manager

BASIS OF DESIGN EXCEPTION

- [■] Request for Approval of Design Exceptions to AASHTO Guidelines
- [■] Request for Approval of Design Exceptions from Standard SCDOT Procedures

PROJECT CHARACTERISTICS

County: Spartanburg & Cherokee Rd./Route: Interstate 85 Const. Pin: P027114

From: MM 80 To: MM 96

Length: Various sections along approximately 16 miles MPO / COG: Appalachian

Work Type: Widening and pavement reconstruction

Functional Classification: Urban Freeway

Group Designation: (1 ☐ / 2 ☐ / 3 ☐ / 4 ☐) (if applicable)

Type of Terrain: (Level ☐ / Rolling ■ / Mountainous ☐)

Design Speed: 65 (mph)

2013 ADT 58,600

2040 ADT 87,600

TRUCKS 25 %

CRASH ANALYSIS

(Attach additional sheets with accident history data)

TOTAL PROJECT ESTIMATE ($) $340,776,850

CHECK APPROPRIATE BOX(ES) FOR DESIGN EXCEPTION(S)

- ☐ Design Speed
- ☐ Horizontal Alignment
  - ☐ Minimum Radii
- ☐ Vertical Alignment
  - ☐ Level SSD K-Values
- ■ Maximum Grade
- ☐ Vertical Clearance
- ☐ Bridge Width
- ☐ Structural Capacity
- ☐ Superelevation Rate
- ☐ Cross Slope
  - ☐ Travel Lanes
  - ☐ Shoulders
- ☐ Travel Lane Width
- ☐ Shoulder Width
- ☐ Horizontal Clearance
- ☐ Stopping Sight Distance

DESCRIBE ELEMENT(S) FOR DESIGN EXCEPTION(S)

(Attach additional sheets as needed)

(See Attachment)

JUSTIFICATION FOR DESIGN EXCEPTION(S)

(Attach additional sheets as needed)

(See Attachment)

DESCRIBE STEPS TO ELEMINATE DESIGN EXCEPTION(S), INCLUDE COST

(Attach additional sheets as needed)

(See Attachment)

HOW WILL FUTURE CONSTRUCTION IMPACT DESIGN EXCEPTION(S)?

(Attach additional sheets as needed)

(See Attachment)

RECORD OF DECISION

☑ For
☐ Against

5/24/2016
(Regional Design Manager/ Program Manager / DEA) Date

☑ For
☐ Against

5/24/16
(Regional Production Engineer) Date

☑ Approved
☐ Denied

5/24/2016
(Director of Preconstruction) Date

☑ Concur

5/25/16
FHWA (NHS > $50 million & All Interstate)

cc:
Director of Preconstruction
FHWA
Preconstruction Support Engineer
Regional Production Group Engineer
District Engineering Administrator
Director of Traffic Engineering

DESCRIBE ELEMENT(S) FOR DESIGN EXCEPTION(S)

The proposed design for the I-85 mainline alignment contains four (4) locations the profile grade exceeds 5.00%, ranging between 5.15% and 6.32%. The southbound lanes have one (1) area in the up-grade direction and two (2) in the down grade direction. The northbound lanes have one (1) location in the down grade direction. According to the 2001 AASHTO Policy on Geometric Design of Highways and Streets, January 2005 Interstate Standards, and the 2003 South Carolina Highway Design Manual, the maximum grade for an urban freeway with rolling terrain and a 65 MPH design speed is 5%. Per AASHTO this maximum grade is recommended in order to maintain close speed differentials between the various types of vehicles (i.e. trucks versus passenger vehicles) of no more than 20 MPH. AASHTO in Chapter 3 section under the "Control Grades for Design" acknowledges that short grades of less than 500' have little impact on the speed differentials of vehicles.

JUSTIFICATION FOR DESIGN EXCEPTIONS

The elimination of the vertical grade design exceptions would require extensive reconstruction of I-85, would present major traffic control issues and add significantly to the cost of the project. In the project's Accident Analysis Report prepared by Bihl Engineering, the traffic collision report for a three-year period shows the most common type of accident was fixed object (40%), with rear end collisions following at (27%) (see Figures 2 and 8 of the Accident Analysis Report). Both of these types of accidents occur sporadically throughout the project limits. As noted on page 8 of the Accident Analysis Report, northbound rear-end collisions are the most numerous on this section of roadway with three clusters located between MM 80 and MM 81. There is also a cluster of rear-end crashes southbound at approximately MM 81.5. According to the report, most of these accidents occur at the beginning of the project when traffic has slowed or stopped where I-85 reduces from 3-lanes to 2-lanes in the NB direction. The backed up queue causes vehicles to slow down or come to a stopped condition. The primary cause for crashes at this location as noted on the Accident Report is motorists "driving too fast for conditions" and being unable to stop in time to avoid a collision with a substantially slowed or stopped vehicle (see Tables 2-4). The widening of this section of I-85 from four lanes to six lanes will improve this condition. As stated in Section 4.8 of the Accident Analysis Report, most of the accidents between Exit 95 and Exit 96 were cause by insufficient ramp lengths at the two interchange ramps. These types of accidents are prevalent in the areas where ramp traffic is entering or exiting the I-85 mainline. The widening of this section of I-85 from four to six lanes and the extension of acceleration and deceleration ramps at exits 95 and 96 will improve this condition.

In the I-85 northbound direction there is one (1) substandard area between Sta 889+15 – Sta 894+28 (MM 80.6) at -6.32%. This location is where I-85 reduces from a 3 lanes to 2 lanes. In this area between MM 80-82, there were 38 rear end collisions and 9 sideswipes collisions in the NB direction as outlined in the Accident Analysis Report. The most probable cause as outlined in the Accident Analysis Report was due to slowed or stopped I-85 traffic at the reduction of lanes from 3 to 2.

In the I-85 southbound direction there are three (3) substandard locations in two (2) separate areas between the following approximate Stations and grade/ grade direction of traffic (Uphill+/downhill-):

Sta 887+78 – Sta 894+58 (MM 80.6) at 5.82% & Sta 951+23 – Sta 958+60 (MM 81.8) at -6.00%This area is where the CSX railroad bridge overpass is located and the second grade is just north of the Pacolet River bridge. In this area between MM 80-82, there were 21 rear end collisions and 4 sideswipes collisions in

the SB direction as outlined in the Accident Analysis Report. The most probable cause as outlined in the Accident Analysis Report was due to slowed or stopped I-85 traffic at the expansion of lanes from 2 to 3.

Sta 1709+25 –Sta 1711+95 (MM 96.1) at -5.95%.
This area is located immediately north of the Cherokee Creek Bridge. In this area, there was not any substantial number of crashes that would indicate an issue with the existing conditions.

DESCRIBE STEPS TO ELIMINATE DESIGN EXCEPTION(S), INCLUDE COST

Major reconstruction on I-85 would be required to correct the substandard grades. The existing roadway in the aforementioned areas would need to be lowered and/or raised to approximately 5' to 7'. The substantial reconstruction of the road would require very complex maintenance of traffic due to the elevation difference that exists between the northbound and southbound lanes. The physical constraints of tying the vertical profile to the existing bridges crossing the Cherokee Creek would be impractical.

Mile Marker MM 80.6 & MM 81.8 (NB Sta 889+15 – Sta 894+28 and SB Sta 887+78 – Sta 894+58 & SB Sta 951+23 – Sta 958+60)
These grades are located at the beginning of the project in the vicinity of the existing CSX railroad overpass and the Pacolet River. In order to reduce the grades to 5.00% or less, the pavement would need to be cut or raised between approximately 7'-10' in certain areas. The surrounding grades cannot be raised, due to the vertical clearance of the proposed CSX railroad overpass bridge and the elevation of the existing Pacolet River Bridge which was constructed in 1998. The cutting or raising of the existing pavement approximately 7'-10' is not a viable alternative due to concerns with maintenance of traffic during construction. The existing bridges are not wide enough to accommodate 4-lanes of traffic (i.e. 2 in each direction) while the opposite side lanes are closed and reconstructed. The existing structure would need to be widened to accommodate traffic. On the uphill grades areas, since I-85 is being widened to 3-lanes in each direction truck restrictions will be placed on the inside lanes. This will allow vehicles not being affected by the grades opportunity to pass vehicles such as a truck where speeds have been affected due to the uphill grade. The downhill grade should not cause any issue that would affect the LOS of the interstate. Costs to remove the entire pavement structure over the entire required areas and the associated traffic control would result in an estimated cost to complete this work of $11,000,000. Based on the costs, minimal crash history related to grade, and the opportunity for faster moving vehicles to pass slower moving vehicle in the inside third lane, it is recommended to retain the existing geometry.

Mile Marker MM 96.1 (SB Sta 1708+95 –Sta 1711+95)
This grade is located just north of the Cherokee Creek bridge structures, which were constructed in the last 18 years. The existing structures have good sufficiency ratings and do not need to be replaced. The structures over the Cherokee Creek were constructed to accommodate 6-lanes, so no widening will be required of these structures. Due to the location of this grade and the Cherokee Creek Bridges, maintenance of traffic would pose a major issue. The existing bridge in the NB direction is not wide enough to accommodate 4-lanes of traffic (2 lanes in each direction) while the SB lanes are closed and reconstructed to reduce the grade. The existing structure would need to be widened to accommodate construction traffic. The downhill grade should not cause any issue that would affect the LOS of the interstate. Costs to remove the entire pavement structure over the entire required areas and the associated traffic control would require major reconstruction effort and would cost approximately $5,000,000. Based on the costs, minimal crash history related to grade, and the opportunity for faster moving vehicles to pass slower moving vehicles in the inside third lane, it is recommended to retain the existing geometry.

MITIGATION

Widening from 2 to 3 lanes in the sections leading up to and away from the bridge should help reduce congestion and improve safety. With the construction of the new concrete pavement which will replace the existing asphalt pavement the proper cross slope will be provided and improves the facility by eliminating any flat spots on the pavement which currently exist. Additionally, the design will provide both the appropriate super-elevation rates and transition lengths along with the correct clear zone treatment which will significantly improve I-85 throughout the project limits.

HOW WILL FUTURE CONSTRUCTION IMPACT DESIGN EXCEPTION(S)?

Future construction is not anticipated to be impacted by the design exception. Due to the significant issues associated with constructability and maintenance of traffic to correct the grades and the fact that the crash analysis does not indicate adverse effects on safety, it is not anticipated these grades will be modified in the future provided an acceptable level of safety remains in the future.

Accident Analysis Report

I-85 Widening Project MM 80 to MM 96
Spartanburg and Cherokee Counties, SC

Prepared for:
South Carolina Department of Transportation

BIHL ENGINEERING

Accident Analysis Report
I-85 Widening Project MM 80 – MM 96
Spartanburg and Cherokee Counties
South Carolina

Prepared for:
South Carolina Department of Transportation

Prepared by:
Bihl Engineering, LLC
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Charleston, SC 29401
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P.O. Box 31318
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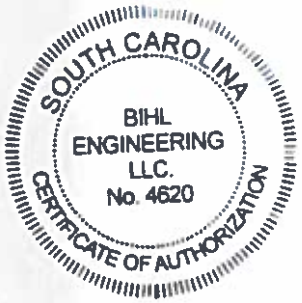
(843) 637-9187



December 2014
(revised March 2015)
(revised April 2016)

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1.0 Executive Summary

The South Carolina Department of Transportation (SCDOT) is proposing a widening of Interstate 85 (I-85) from four lanes to six lanes from near Gossett Rd. (S-57) (Exit 80) to just north of SC 18 (Exit 96) in Spartanburg and Cherokee Counties. The project includes adding a travel lane in each direction, improving various interchanges and exit ramps, and replacing overpass bridges. As part of the widening project, the crash information is being reviewed for the interstate and its ramp interchanges and surrounding roadways.

For the study, historic crash data from the last three years were reviewed for the entirety of the proposed widening including access points at the following interchanges: Exit 82 (Bud's Drive)/Exit 83 (SC 110), Exit 87 (Green River Rd.), Exit 95 (SC 18 – Gaffney), and Exit 96 (SC 18 – Shelby and the Gaffney Ferry Road northbound on-ramp). Data included accidents occurring on the interstate as well as on the ramps and the surrounding roads in the vicinity of each of these interchanges.

The 1,019 crashes (902 interstate or interstate ramp crashes and 117 surrounding roadway crashes) were reviewed to identify hot spot locations and trends.

A majority of the accidents were classified as property damage only; however, 14% were classified as possible injuries, 3% as non-incapacitating injuries, less than 1% as incapacitating injuries and less than 1% as fatalities. One additional fatality has occurred since December 2014. Fatal crashes were a mixture of fixed object, angle and head-on crashes as well as crashes involving pedestrians. Reviewing the available information regarding the fatality locations, there does not appear to be a trend in cause. An increase in lighting at locations where pedestrians are expected could be considered during the design.

The most common accident type along I-85 was "not a collision with a motor vehicle in transport (collision with fixed object)," comprising 358 of the 902 total crashes (40%). These included collisions with fixed objects such as the guardrail, median, or fence. Rear-end collisions (27%) and sideswipes, same direction, (14%) were the next most common crash types.

Study area hot spots are listed below:

- Various areas along the corridor with limited clear zone due to bridges, fencing, embankments, etc.
- I-85 North and South at vertical curve locations between MM 80 and MM 81
- I-85 South at MM 82.542
- I-85 North at Exit 82 off-ramp
- I-85 South at Exit 83 on-ramp

- I-85 South at MM 83.675
- I-85 North Exit 90 on-ramp
- Surrounding roadways at Exit 95, east of interstate (Hampshire Drive and SC 18 from Matthew Drive to the S-82 Overpass) – approximately half of crashes on the non-interstate roadways occur in this area.
- I-85 North at Exit 96 off-ramp
- I-85 North at Exit 96 on-ramp
- I-85 North at Gaffney Ferry Road on-ramp

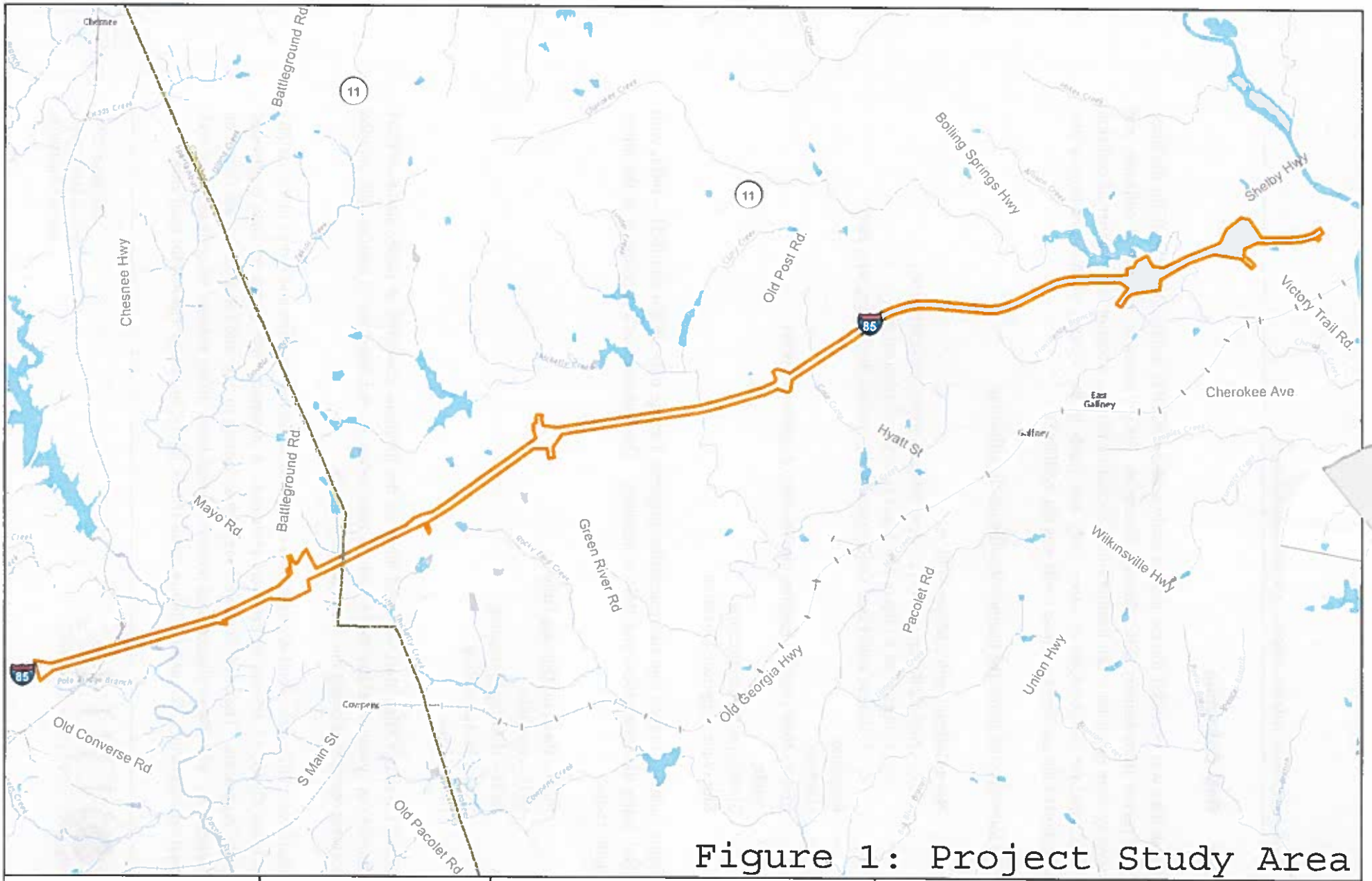
A review of the crash history shows that the geometric conditions of the interchanges and how they tie into the non-interstate roadway system play a large role in the crash locations. Merging distance at on-ramps should be improved to SCDOT standards. There are some vertical curve locations on the interstate that show an increase in accidents; however, most do not appear to have a significant effect on crash locations. Many of the fixed object crashes on I-85 occur where there is a limited recovery zone due to fencing, guardrails, etc. Many guardrails, fences, etc. are installed to help prevent more severe crashes; however, maximizing the recovery distance without compromising the safety installation reason of a fixed object may help reduce the number of fixed object crashes.

Also, the non-interstate system has many nonstandard intersections (skew, general design, sight distance, etc.) that likely cause driver confusion as they enter or exit the interstate contributing to area crashes.

2.0 Introduction

Figure 1 shows the project limits of the crash data review. As stated previously, SCDOT is proposing to widen Interstate 85 (I-85) from four lanes to six lanes from near Gossett Rd. (S-57) (Exit 80) to just north of SC 18 (Exit 96) in Spartanburg and Cherokee Counties.

For the interstate corridor, historic crash data from the last three years, from January 2011 through December 2013, were reviewed for the project study area including the following interchanges: Exit 82 (Bud's Drive)/Exit 83 (SC 110), Exit 87 (Green River Rd.), Exit 95 (SC 18 – Gaffney), and Exit 96 (SC 18 – Shelby including the Gaffney Ferry Road northbound on-ramp). Data included accidents occurring on the interstate as well as on the ramps. One additional fatality that occurred since December 2014 is also discussed. For other study area roads in the vicinity of these interchanges, crash data included events from January 2011 through August 2014.


Battleground Rd
11
Chesnee Hwy
Boiling Springs Hwy
Shelby Hwy
Old Post Rd
85
Victory Trail Rd
Cherokee Ave
East Gaffney
Hyatt St
Mayo Rd
Battleground Rd
Green River Rd
Wilkinsville Hwy
Pacolet Rd
Old Georgia Hwy
Union Hwy
Old Converse Rd
S Main St
Old Pacolet Rd
Figure 1: Project Study Area
SCDOT
Cherokee County
Spartanburg County
Project Vicinity
I-85 Widening MM 80 to MM 96
Project Study Area
Cherokee & Spartanburg Counties
N
0 1 2 4
Miles
Project Study Area
County Line
Road
River/Stream
Rail
Water Body
Source: ESRI; US Census; USDA Geospatial Gateway; SCDNR

3.0 Data Collection

Crash data was provided for the project study area by SCDOT Safety Office staff for the three year period from January 2011 through December 2013. Location, manner of collision, and severity were noted for crash locations on I-85 and its ramps. Location and manner of collision were noted for the accidents on other study area roads in the vicinity of the interchanges (the direction of the accidents on these roads was not available).

The following list shows the manner of collision classification:

- Not a Collison with a Motor Vehicle
  - Non-Collision (run off road, rollover/overturn, jackknife, etc.)
  - Collision with Object Not Fixed (animal, pedestrian, etc.)
  - Collision with Fixed Object (guardrail, median, ditch, sign, tree, etc.)
- Rear End
- Head-on
- Rear-to-Rear (vehicle backing into the rear of another vehicle)
- Angle
- Sideswipe, Same Direction
- Sideswipe, Opposite Direction

Injury Status is broken into five categories: property damage only (PDO) and INJ1 – INJ4, with INJ1 being the least severe and INJ4 as fatalities. The following is a description of the injury status codes:

- PDO – Property Damage Only
- INJ1 – Possible
- INJ2 – Non-Incapacitating
- INJ3 – Incapacitating
- INJ4 – Fatal

SCDOT Safety Office staff reviewed many of the locations classified as injury status of INJ4 (fatality) or unique accident types such as rear-to-rear on the interstate to confirm the detailed accident report was coded into the database properly.

There were 902 crashes on I-85 from MM 80 to MM 96 on the mainline and ramps in the vicinity of Exits 82, 83, 87, 95 and 96 that were reviewed. A summary table of the raw data is provided in the **Appendix**. The crash data were mapped according to type and location and are shown on **Figures 2 – 12.** These figures also provide a breakdown of the manner of collision (rear end, head-on, sideswipe, etc.) and the injury status (PDO, injury, or fatality (INJ4)) for each crash.

Since the December 2014 submittal an additional fatality crash occurred. This is discussed later in the report.

In addition to the interstate data, the following roadways were included in the study area (data included crashes from January 2011 through August 2014):

- Bud's Drive (Spartanburg County)
- S-42-737 (Bud Arthur Road and Frontage Road N) (Spartanburg County)
- SC 110 (Spartanburg County)
- Edgefield Road (S-42-22) (Spartanburg County)
- Horry Road (S-42-9725 and S-42-9724) (Spartanburg County)
- Phillips Drive (Spartanburg County)
- Webber Road (S-11-665) (Cherokee County)
- Lindley Road (Cherokee County)
- Hampshire Drive (S-18-661) (Cherokee County)
- Suzanna Drive (Cherokee County)
- Matthew Road (S-11-614) (Cherokee County)
- SC 18 (Cherokee County)
- Fatz Drive (Cherokee County)
- Pleasant School Road (S-11-82) (Cherokee County)
- Wilcox Avenue (S-11-668) (Cherokee County)
- SC 329 (Victory Trail Road) (Cherokee County)
- Wind Hill Road (S-11-663) (Cherokee County)
- Gaffney Ferry Road (S-11-49) (Cherokee County)

There were 117 crashes on the other study area state, secondary, and county roads during the study time period. Type of collision is noted on the figures. Due to the availability of data, the direction of travel is not noted in the provided data for these locations. A unique symbology and numbering system is used for these crashes and is shown in **Figures 2 - 12.** Note that some roadways were accident free during our study time period. Crash stack data and summary data is provided in the **Appendix.**

A crash summary and analysis is provided in **Section 4**.

4.0 Crash Analysis

The data was summarized into eight groups, five interchange areas Exit 82 (Bud's Drive)/Exit 83 (SC 110), Exit 87 (Green River Rd.), Exit 95 (SC 18 – Gaffney), and Exit 96 (SC 18 – Shelby including the Gaffney Ferry Road northbound on-ramp) and three segments for the remainder of I-85 in the study area (MM 80 to Exit 82, Exit 83 to Exit 87, Exit 87 to Exit 95). Data on I-85 within 0.5 miles of an interchange was included in the respective interchange summaries. For

each group, the crash data were summarized and analyzed to identify any hot spots, trends, or locations with particularly high crash frequency.

4.1 I-85 from MM 80 to Exit 82 (Bud's Drive)

I-85 has two travel lanes in each direction in this segment with vertical curves noted in the vicinity of the following locations: MM 80.4, MM 80.7, and MM 81.0. This segment is approximately 1.5 miles long. The I-85 crash data for this segment are shown **Figure 2.**

Table 1 shows a summary of the crash data on this segment.

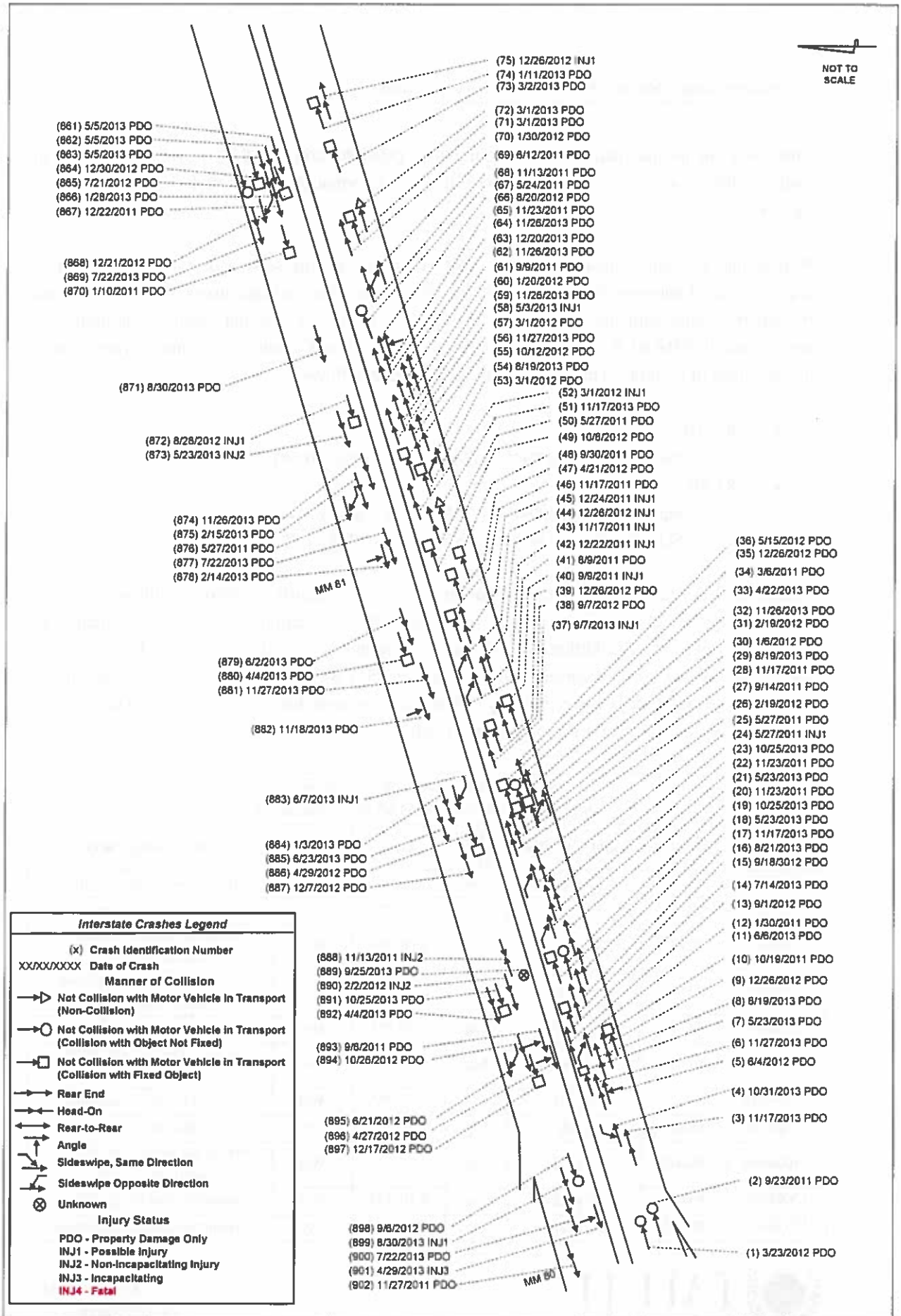
Table 1:
I-85 between MM 80 and Exit 82 Crash Data Summary

I-85 North

Collision Type	Number of Collisions	Injury Status		
		Property Damage Only	Injury (INJ1 – INJ3)	Fatality (INJ4)
Non-Collision	2	2	0	0
Non-Fixed Object	5	5	0	0
Fixed Object	18	17	1	0
Rear End	38	31	7	0
Angle	2	2	0	0
Sideswipe, Same Direction	9	7	2	0
Sideswipe, Opposite Direction	1	1	0	0
Total	**75**	**65**	**10**	**0**

I-85 South

Collision Type	Number of Collisions	Injury Status		
		Property Damage Only	Injury (INJ1 – INJ3)	Fatality (INJ4)
Non-Collision	0	0	0	0
Non-Fixed Object	2	2	0	0
Fixed Object	8	7	1	0
Rear End	21	18	3	0
Head-on	1	0	1	0
Angle	5	4	1	0
Sideswipe, Same Direction	4	3	1	0
Unknown	1	1	0	0
Total	**42**	**35**	**7**	**0**



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I-85 Widening Project MM 80 – MM 96	Mainline between MM 80 – Exit 92	Figure 2

There was one incapacitating accident southbound (MM 80.058) on I-85 that was classified as an angle collision on a dry pavement. No additional information was available as to mitigating factors.

Northbound rear-end collisions are the most numerous on this section of roadway with three clusters located between MM 80 and MM 81. There are three vertical curves in this section and the clusters track with the curves. There is also a cluster of rear-end crashes southbound at approximately MM 81.5. These three vertical curves do not meet the minimum criteria for a design speed of 65 mph. These specific locations are as follows:

- I-85 NB
  - Sta 889+15 – Sta 894+28 (MM 80.58 – MM 80.68)
- I-85 SB
  - Sta 887+78 – Sta 894+58 (MM 80.55 – MM 80.69)
  - Sta 951+23 – Sta 958+60 (MM 81.75 – MM 81.90)

Tables 2 -4 provides a more detailed summary of these specific accidents in these locations, summarizing the light condition, time of day, road surface condition, and contributing factors as noted by the officers. In addition, if a vehicle was determined to be driving too fast for conditions and a fixed object crash occurred or one of the vehicles was stopped, this is also noted in the tables. These tables show that a majority of the accidents were due to vehicles driving too fast for the conditions, other driver error, or object in roadway.

Table 2: Individual Crash Analysis -
Interstate 85 NB From MM 80.58 to MM 80.68

Crash Number	Milepoint	Light Condition	Curve Type	Time	Wet/Dry	Contributing Factor
12508512	80.591	Daylight	Sag	5:57 PM	Wet	driving too fast for conditions
11553892	80.604	Daylight	Sag	5:10 PM	Dry	driving too fast for conditions
11580335	80.613	Daylight	Sag	8:00 AM	Wet	driving too fast for conditions – fixed object crash
13572707	80.618	Daylight	Sag	12:01 PM	Wet	driving too fast for conditions – fixed object crash
12500494	80.623	Daylight	Sag	2:40 PM	Dry	improper lane usage/change
12508992	80.629	Dusk	Sag	6:00 PM	Wet	driving too fast for conditions – stopped vehicle
13614375	80.633	Daylight	Sag	3:55 PM	Wet	driving too fast for conditions
13529191	80.640	Dark	Sag	12:55 AM	Dry	animal in road
11008590	80.642	Daylight	Sag	9:00 AM	Wet	driving too fast for conditions – fixed object crash
12605387	80.645	Daylight	Sag	8:10 AM	Wet	driving too fast for conditions
12530612	80.648	Daylight	Sag	4:00 PM	Dry	driving too fast for conditions

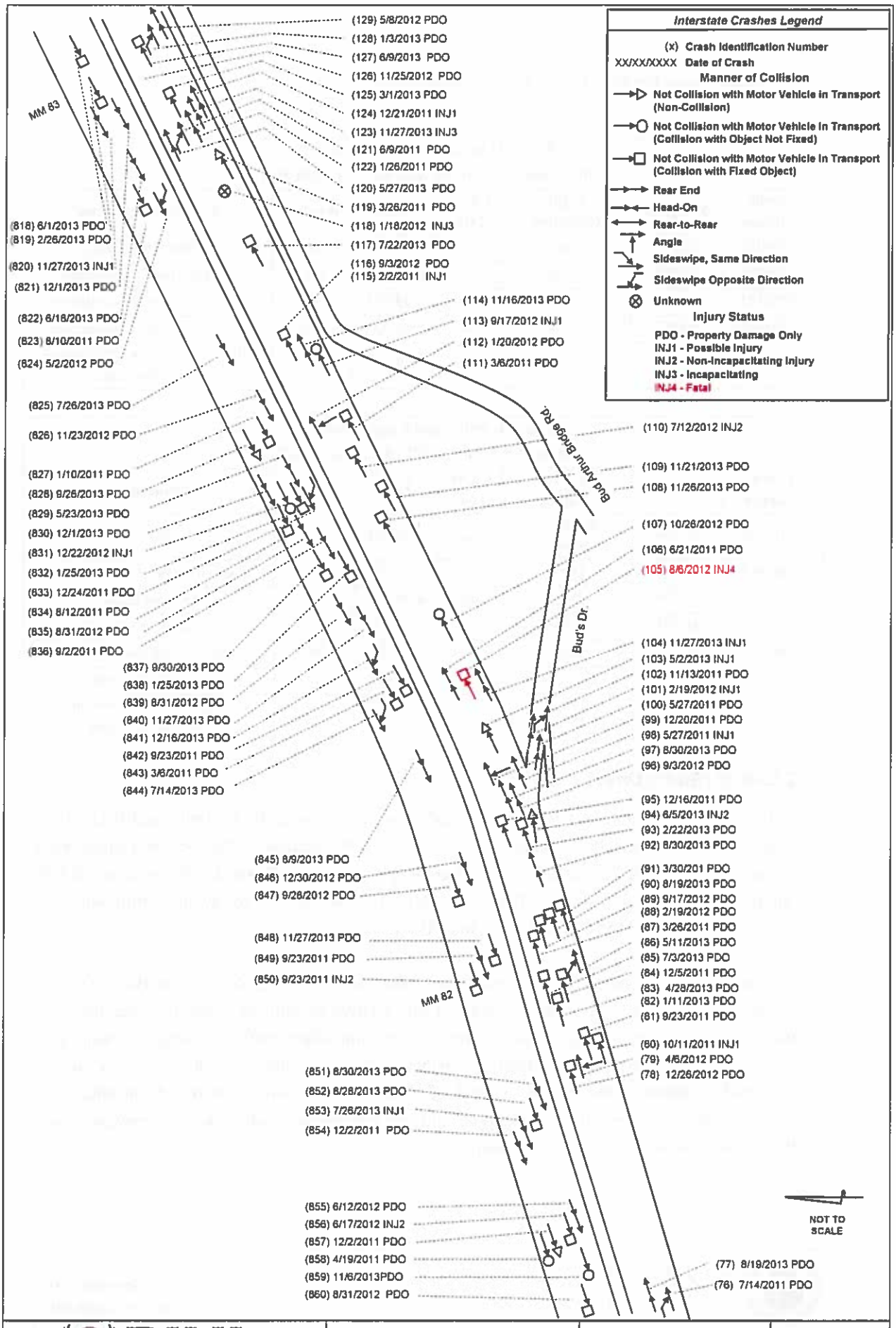
Table 3: Individual Crash Analysis - Interstate 85 SB From MM 80.55 to MM 80.69						
Crash Number	**Milepoint**	**Light Condition**	**Curve Type**	**Time**	**Wet/Dry**	**Contributing Factor**
12594382	80.577	Dark	Crest	6:18 PM	Dry	followed too closely
12526096	80.598	Daylight	Crest	12:45 PM	Dry	improper lane usage/change
13551781	80.637	Daylight	Crest	4:18 PM	Dry	driving too fast for conditions
13501860	80.657	Dawn	Crest	5:00 AM	Dry	driving too fast for conditions
13544785	80.66	Dark	Crest	3:00 AM	Dry	driving too fast for conditions – fixed object crash

Table 4: Individual Crash Analysis - Interstate 85 SB From MM 81.75 to MM 81.90						
Crash Number	**Milepoint**	**Light Condition**	**Curve Type**	**Time**	**Wet/Dry**	**Contributing Factor**
11517674	81.756	Dark (street lamp lit)	Sag	8:34 PM	Dry	debris
11585466	81.769	Dark	Sag	10:01 PM	Dry	aggressive operation of vehicle
12538590	81.774	Dark	Sag	4:00 AM	Dry	fatigued/asleep
12535428	81.778	Daylight	Sag	5:25 PM	Wet	followed too closely
11585469	81.865	Dark	Sag	10:15 PM	Dry	improper lane usage/change
13566818	81.882	Daylight	Sag	6:46 PM	Dry	driving too fast for conditions
13576875	81.887	Dark	Sag	9:42 PM	Dry	driving too fast for conditions – fixed object crash

4.2 Exit 82 (Bud's Drive)

I-85 Exit 82 is a northbound only off-ramp and provides access to Bud's Drive and Bud Arthur Bridge Road approximately 1.2 miles south of the Exit 83 overpass. The I-85 and other study area road crash data for the vicinity of this interchange are shown **Figure 3**. This segment of I-85 is approximately 1.5 miles long. There are vertical curves at the following northbound and southbound locations: MM 82, MM 82.2, and MM 83.

Bud's Drive is a slip road from I-85 northbound to Bud Arthur Bridge Road where Bud's Drive is stop controlled. There were three accidents on Bud's Drive as vehicles exited the interstate (two rear-end and one angle). The unusual ramp design with other traffic crossing the ramp as it merges with Bud's Drive was a likely contributing factor to these accidents. There are 26 northbound accidents in the vicinity of Bud's Drive: 14 were collisions with a fixed object, six were rear end, two were angle collisions, and the remaining crashes were sideswipes, non-collision, or collision with object not fixed.



BIHL ENGINEERING	I-85 Widening Project MM 80 – MM 96	Exit 82 Vicinity	Figure 3

Of the collisions with fixed objects south of the exit ramp, four crashes involved a ditch within 0.07-mile stretch (MMs 81.946, 81.989, 81.99, 82.013). The remaining fixed object collisions involved crashes with medians, a culvert, embankments etc. but were not clustered in one particular area.

Table 5 shows a summary of the crash data at this location on I-85 or its ramps.

Table 5: Exit 82 Crash Data Summary				
I-85 North				
Collision Type	**Number of Collisions**	**Injury Status**		
		Property Damage Only	**Injury (INJ1 – INJ3)**	**Fatality (INJ4)**
Non-Collision	3	1	2	0
Non-Fixed Object	2	1	1	0
Fixed Object	24	20	3	1
Rear End	16	11	5	0
Angle	3	3	0	0
Sideswipe, Same Direction	5	5	0	0
Unknown	1	0	1	0
Total	54	41	12	1
I-85 South				
Collision Type	**Number of Collisions**	**Injury Status**		
		Property Damage Only	**Injury (INJ1 – INJ3)**	**Fatality (INJ4)**
Non-Collision	2	2	0	0
Non-Fixed Object	3	2	1	0
Fixed Object	16	14	2	0
Rear End	18	16	2	0
Sideswipe, Same Direction	4	4	0	0
Total	43	38	5	0

A collision with the median barrier just beyond Exit 82 at MM 82.322 resulted in a fatality. The crash occurred on dry pavement. No other contributing factors were available.

There were two incapacitating injury crashes on northbound I-85 in the vicinity of Exit 82. One occurred at MM 82.83 and was classified as not a collision with a motor vehicle with an unknown sequence of events on wet pavement. The other occurred at MM 82.935 and was classified as a rear-end crash on dry pavement.

Clusters of northbound and southbound rear-end crashes occurred at the MM 83 vertical curve. There does not appear to be an increase in crash occurrences at the other vertical curve location.

4.3 Exit 83 (SC 110)

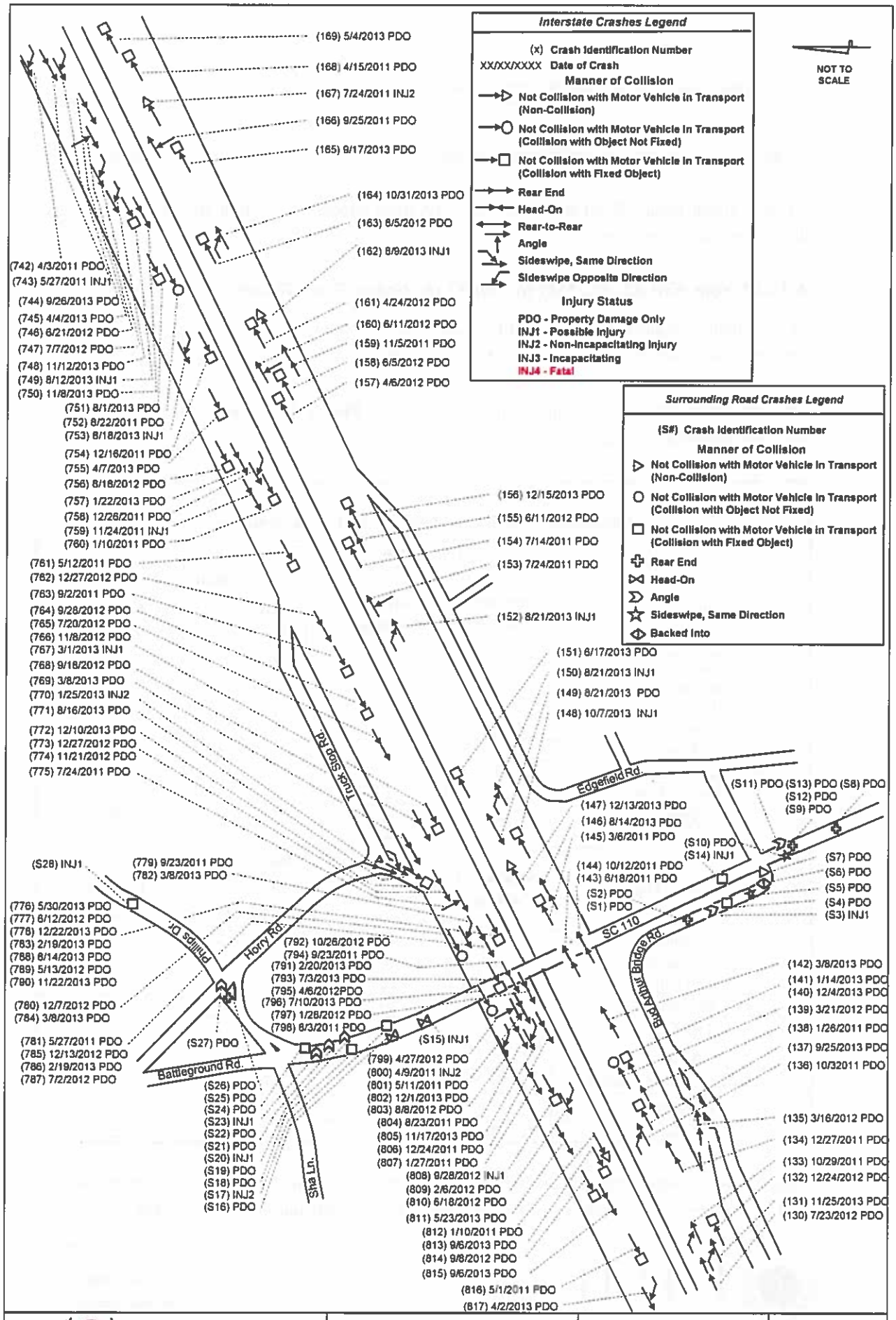
I-85 Exit 83 provides northbound and southbound access to SC 110 via Bud Arthur Bridge Road, Edgefield Road, Horry Road, Sha Lane, and Phillips Drive. The crash data for this interchange are shown in **Figure 4**. This segment of I-85 is approximately 0.75 miles long. There is a vertical curve northbound at MM 83.5.

As shown in **Figure 4**, there were 34 collisions in less than a 0.04 mile range south of the southbound on-ramp. Of these accidents, 15 were classified as rear-end collisions. Possible contributing factors to the high occurrence of rear-end collisions in this area include the radius of the on-ramp coupled with a short merge lane (approximately 130 feet full width merge distance) and the close proximity to a narrowed clear zone due to an overpass for SC 110.

Table 6 shows a summary of the crash data at this location on I-85 or its ramps.

Table 6:
Exit 83 Crash Data Summary

I-85 North				
Collision Type	**Number of Collisions**	**Injury Status**		
		Property Damage Only	**Injury (INJ1 – INJ3)**	**Fatality (INJ4)**
Non-Collision	3	1	2	0
Non-Fixed Object	1	1	0	0
Fixed Object	16	15	1	0
Rear End	10	10	0	0
Rear-to-Rear	1	1	0	0
Angle	3	3	0	0
Sideswipe, Same Direction	6	4	2	0
Total	40	35	5	0
I-85 South				
Collision Type	**Number of Collisions**	**Injury Status**		
		Property Damage Only	**Injury (INJ1 – INJ3)**	**Fatality (INJ4)**
Non-Collision	1	1	0	0
Non-Fixed Object	4	4	0	0
Fixed Object	26	23	3	0
Rear End	28	24	4	0
Angle	3	3	0	0
Sideswipe, Same Direction	14	13	1	0
Total	76	68	8	0



BIHL ENGINEERING	I-85 Widening Project MM 80 – MM 96	Exit 83 Vicinity	Figure 4

There does not appear to be an increase in crash occurrences at the vertical curve location.

As Bud Arthur Bridge Road approaches SC 110, there appears to be sight distance issues in both directions due to tree cover.

4.4 I-85 from Exit 83 (SC 110) to Exit 87 (S. Green River Road)

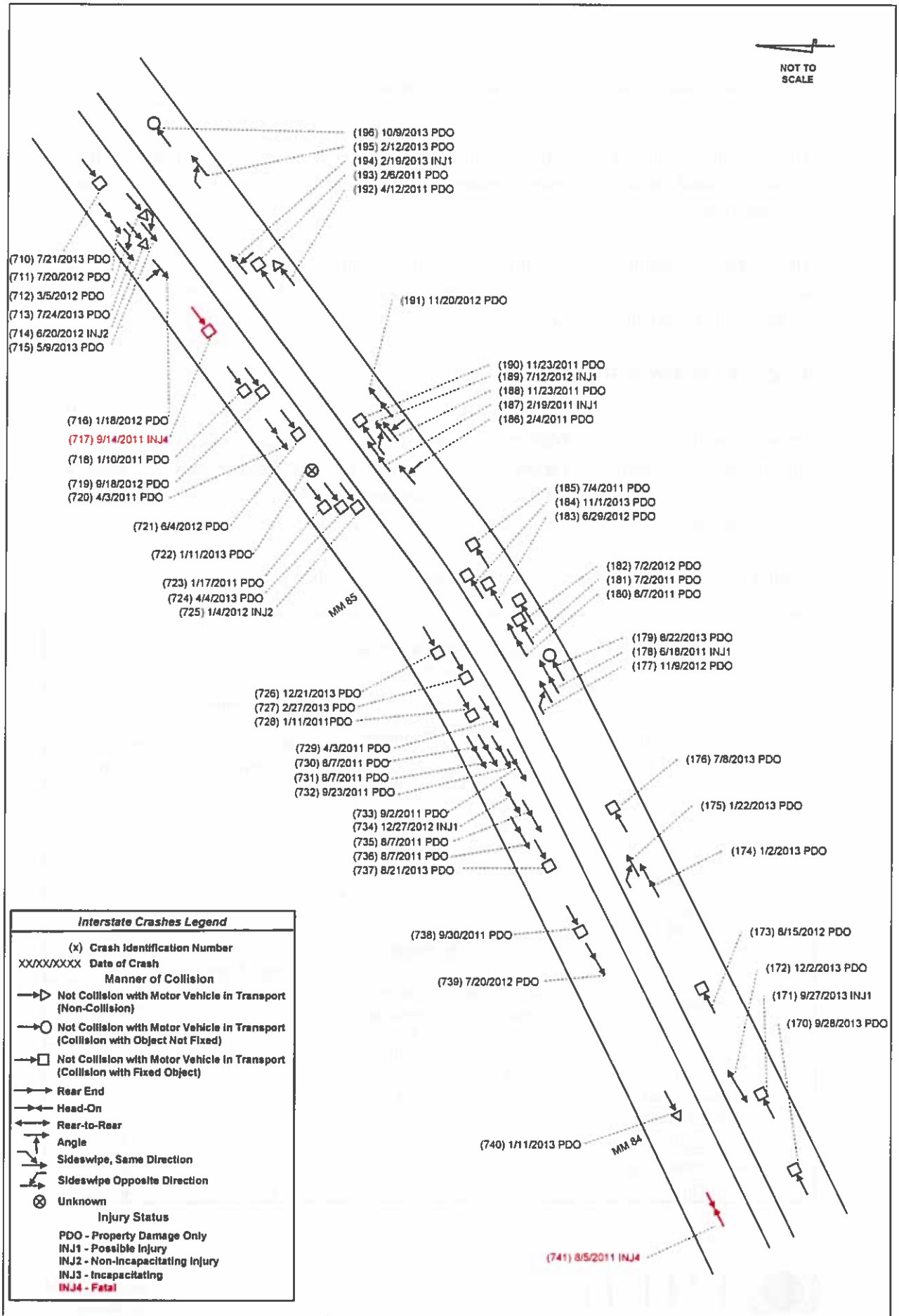
This segment is approximately two miles long. I-85 has two travel lanes in each direction in this segment with a vertical curve noted at MM 83.9 northbound.

The I-85 crash data for this segment of I-85 are shown **Figure 5. Table 7** shows a summary of the crash data at this location.

Table 7:
I-85 between Exit 83 and Exit 87 Crash Data Summary

I-85 North				
Collision Type	**Number of Collisions**	**Injury Status**		
		Property Damage Only	**Injury (INJ1 – INJ3)**	**Fatality (INJ4)**
Non-Collision	1	1	0	0
Non-Fixed Object	2	2	0	0
Fixed Object	11	10	1	0
Rear End	5	3	2	0
Angle	3	2	1	0
Sideswipe, Same Direction	4	3	1	0
Backed Into	1	1	0	0
Total	**27**	**22**	**5**	**0**
I-85 South				
Collision Type	**Number of Collisions**	**Injury Status**		
		Property Damage Only	**Injury (INJ1 – INJ3)**	**Fatality (INJ4)**
Non-Collision	3	2	1	0
Non-Fixed Object	0	0	0	0
Fixed Object	13	11	1	1
Rear End	11	10	1	0
Head-on	1	0	0	1
Angle	1	1	0	0
Sideswipe, Same Direction	2	2	0	0
Unknown	1	1	0	0
Total	**32**	**27**	**3**	**2**

Collision with a fixed object is the most common crash type with most crashes occurring around MM 84.7. There is also a cluster of rear-end crashes on southbound I-85 around MM 84.7.



BIHL ENGINEERING	I-85 Widening Project MM 80 – MM 96	Mainline between Exit 83 and Exit 87	Figure 5

This is in the vicinity of an overpass, with limited clear zone due to the overpass structure and guardrail around the bridge supports; however, the cause of other incidents is unclear based on available data.

There were two fatality crashes southbound in this section both on I-85 southbound. One was a head-on collision at MM 83.857 and the other was a collision with a fixed object (fence) at MM 85.489. Both occurred on dry pavement.

4.5 Exit 87 (S. Green River Road)

I-85 Exit 87 provides access to S. Green River Road via Cannons Campground and Lindley Road for northbound traffic and via Webber Road and S-665 for southbound traffic. The crash data for this interchange are shown in **Figure 6**. This segment of I-85 is approximately 1.25 miles long. There are vertical curves at MM 86.1 (northbound and southbound) and MMs 86.4, 86.7, and 87.1 (southbound).

Table 8 below shows a summary of the crash data at this location on I-85 or its ramps.

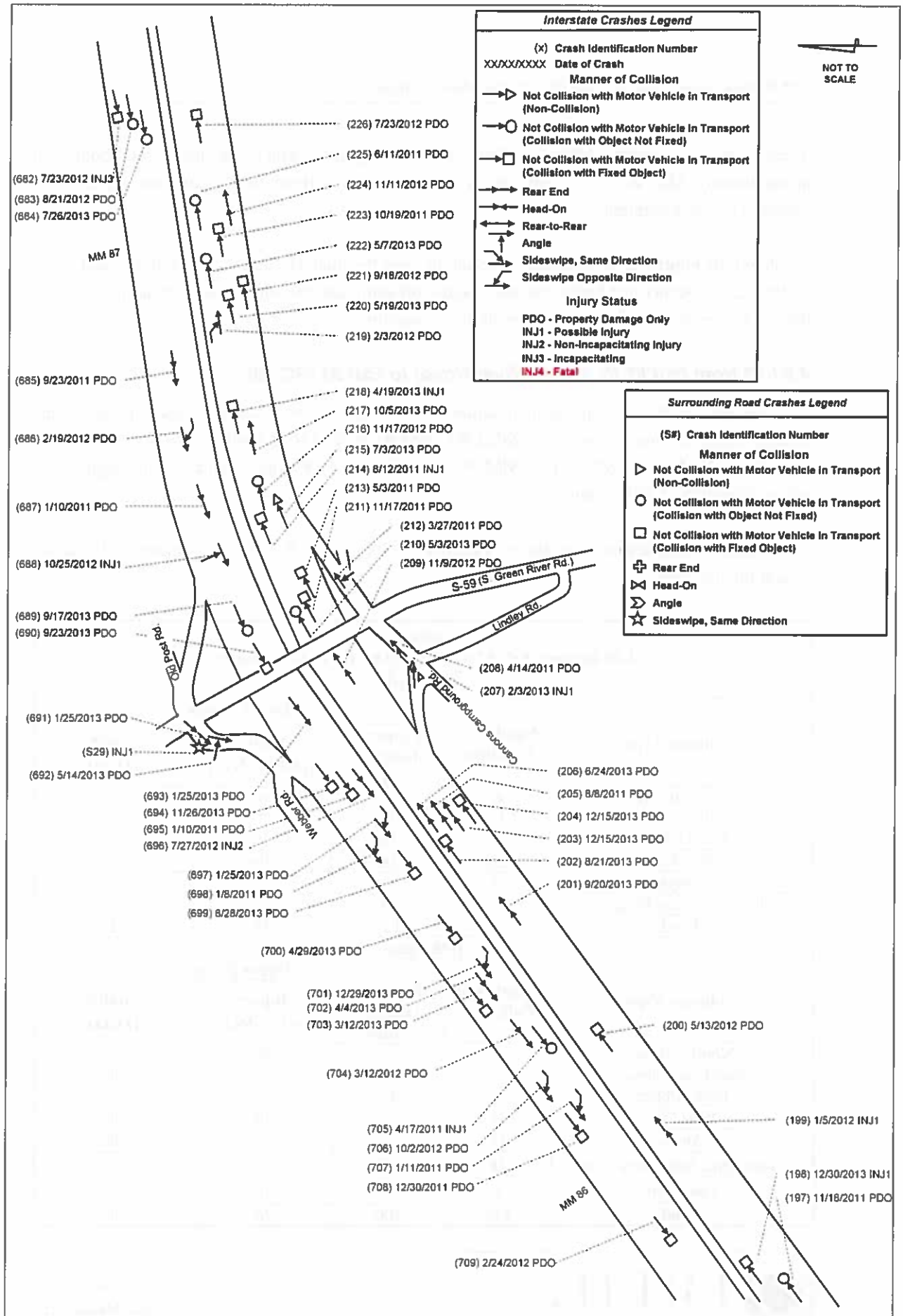
Table 8:
Exit 87 Crash Data Summary

I-85 North

Collision Type	Number of Collisions	Injury Status		
		Property Damage Only	Injury (INJ1 – INJ3)	Fatality (INJ4)
Non-Collision	2	1	1	0
Non-Fixed Object	5	5	0	0
Fixed Object	12	9	3	0
Rear End	8	7	1	0
Angle	1	1	0	0
Sideswipe, Same Direction	2	2	0	0
Total	30	25	5	**0**

I-85 South

Collision Type	Number of Collisions	Injury Status		
		Property Damage Only	Injury (INJ1 – INJ3)	Fatality (INJ4)
Non-Collision	0	0	0	0
Non-Fixed Object	4	3	1	0
Fixed Object	9	8	1	0
Rear End	7	6	1	0
Angle	2	1	1	0
Sideswipe, Same Direction	6	6	0	0
Total	28	24	4	**0**



BIHL ENGINEERING	I-85 Widening Project MM 80 – MM 96	Exit 87 Vicinity	Figure 6

There was one incapacitating accident in this segment which occurred southbound at approximately MM 87.112. This was a collision with a fixed object (median barrier) and occurred on dry pavement.

As shown in **Figure 6**, the number of accidents near the interstate ramps was not atypical. The vertical curve occurs just before the northbound off-ramp and the southbound on-ramp; however, there is no apparent increase in crashes at these locations.

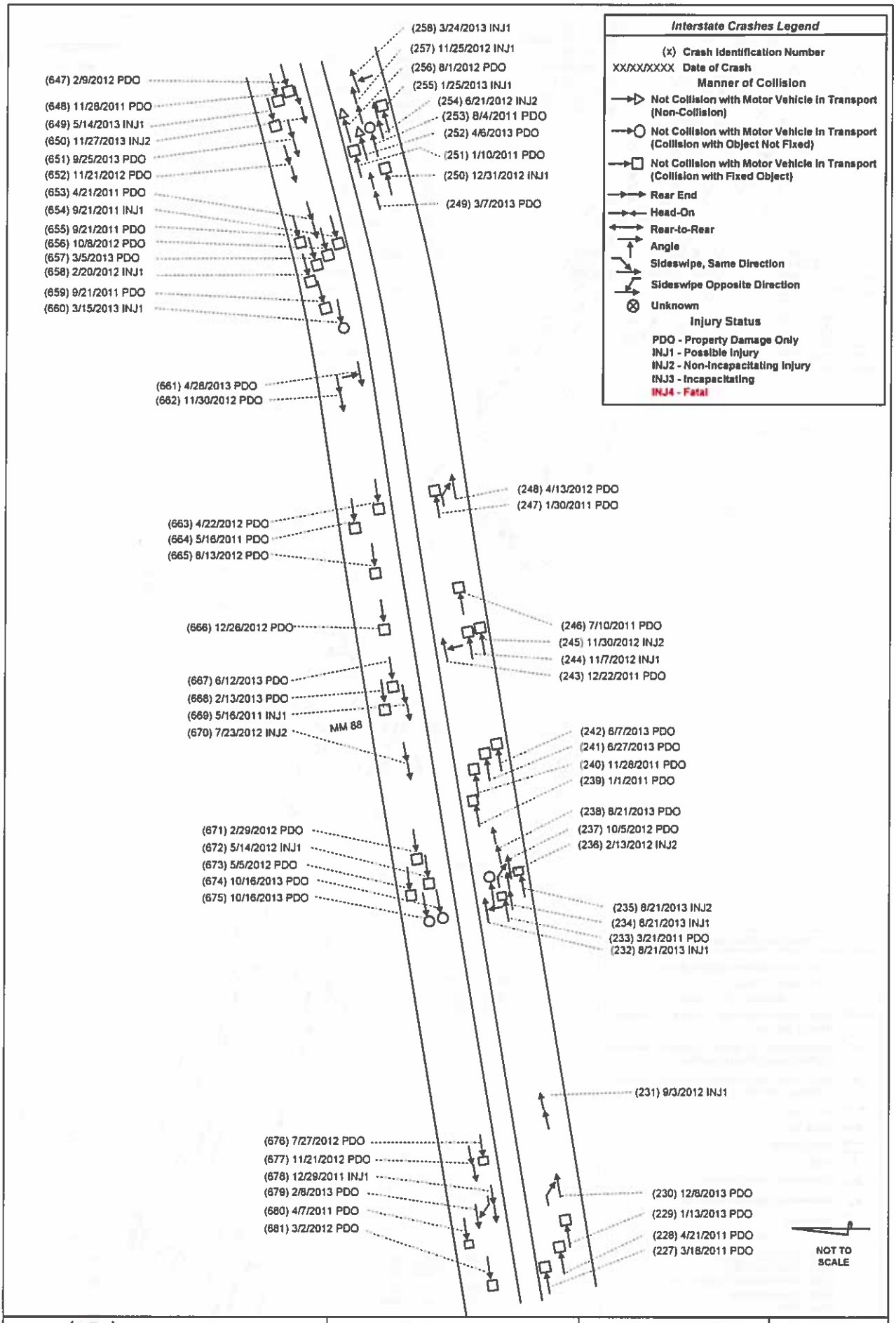
4.6 I-85 from Exit 87 (S. Green River Road) to Exit 95 (SC 18)

I-85 has two travel lanes in each direction in this segment with vertical curves noted in the vicinity of the following locations: MMs 89, MM 91.8, MM 92.7 northbound, and MMs 89.1, MM 90.6, MM 91.2, MM 91.7, MM 91.9, and MM 92.8 southbound. This segment is approximately 5.75 miles long.

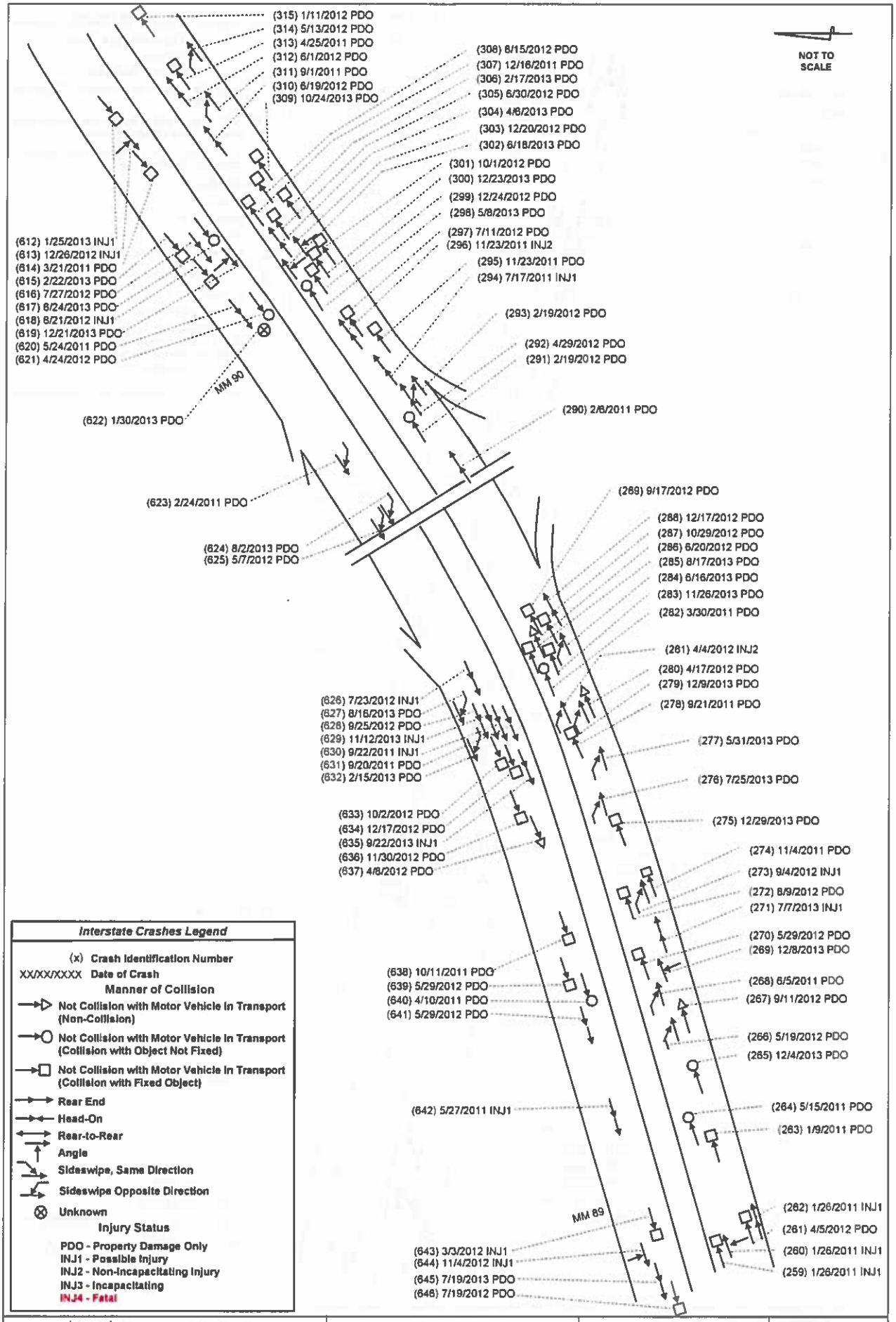
Crash data for this segment are shown **Figures 7 - 10**. **Table 9** shows a summary of the crash data at this location.

Table 9:
I-85 between Exit 87 and Exit 95 Crash Data Summary

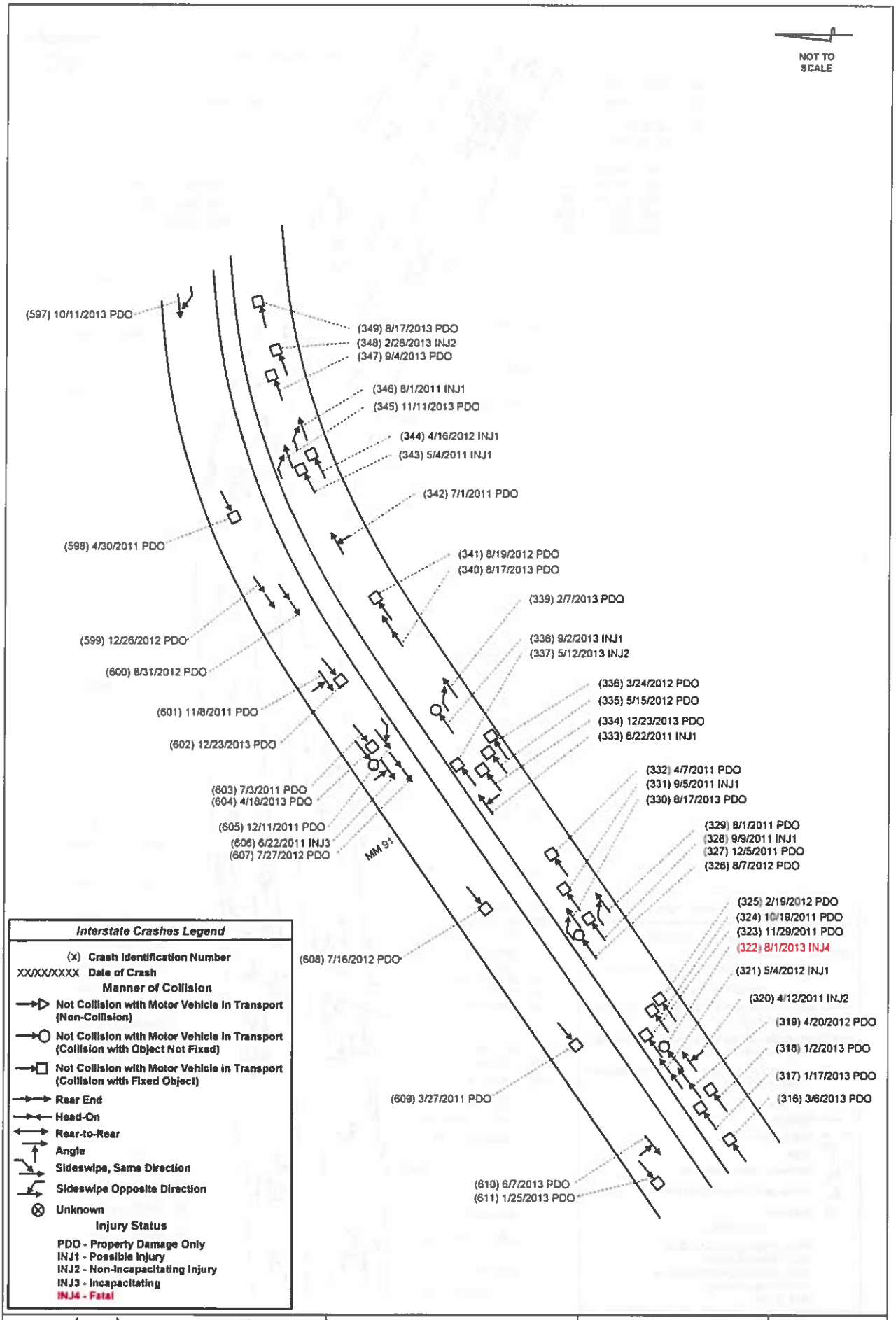
I-85 North				
Collision Type	**Number of Collisions**	**Injury Status**		
		Property Damage Only	**Injury (INJ1 – INJ3)**	**Fatality (INJ4)**
Non-Collision	6	6	0	0
Non-Fixed Object	13	10	2	1
Fixed Object	74	58	16	0
Rear End	26	16	10	0
Angle	16	8	7	1
Sideswipe, Same Direction	26	23	3	0
Total	161	121	38	2
I-85 South				
Collision Type	**Number of Collisions**	**Injury Status**		
		Property Damage Only	**Injury (INJ1 – INJ3)**	**Fatality (INJ4)**
Non-Collision	2	2	0	0
Non-Fixed Object	9	8	1	0
Fixed Object	53	44	9	0
Rear End	31	21	10	0
Angle	11	6	5	0
Sideswipe, Same Direction	18	17	1	0
Unknown	2	2	0	0
Total	126	100	26	0



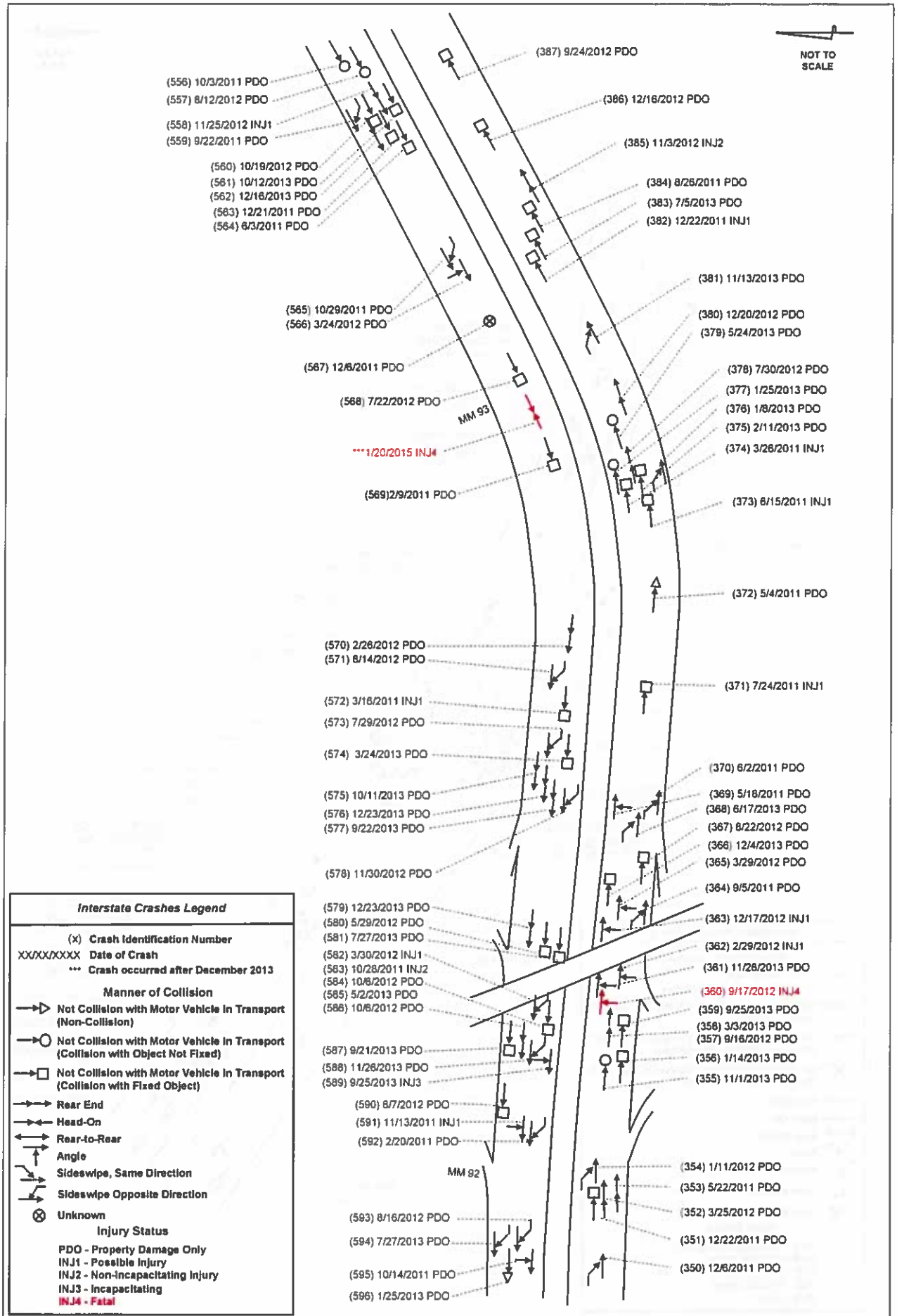
BIHL ENGINEERING	I-85 Widening Project MM 80 – MM 96	Mainline Between Exit 87 and Exit 95 - 1	Figure 7



BIHL ENGINEERING	I-85 Widening Project MM 80 – MM 96	Mainline Between Exit 87 and Exit 95 - 2	Figure 8



BIHL ENGINEERING	I-85 Widening Project MM 80 – MM 96	Mainline Between Exit 87 and Exit 95 - 3	Figure 9



BIHL ENGINEERING	I-85 Widening Project MM 80 – MM 96	Mainline Between Exit 87 and Exit 95 - 4	Figure 10

There are clusters of fixed object crashes throughout this section which occur mainly in areas with limited shoulders on both sides due to fencing or guardrail for frontage roads, bridge structures, or embankments, or medians for bridges, etc.

There is also a cluster of fixed object and other crashes at the northbound on-ramp from Exit 90. This hot spot may have already been addressed because the on-ramp appears to be recently paved and may have been upgraded during that project. This should be reviewed during design to confirm SCDOT merging standards are met or if further action should be considered.

There were two incapacitating injury accidents on southbound I-85 in this segment. One occurred at approximately MM 91.078 and the other occurred at approximately MM 92.139. Both were classified as angle collisions on a dry pavement.

There are clusters of accidents in vicinity of the ramps for Exit 92, one of which is a fatal angle crash that occurred at the northbound on-ramp. The accident occurred near the start of the ramp and it is unclear if it involved merging vehicles or vehicles on the mainline. There is approximately 400 feet of full width merge area for vehicles to enter I-85.

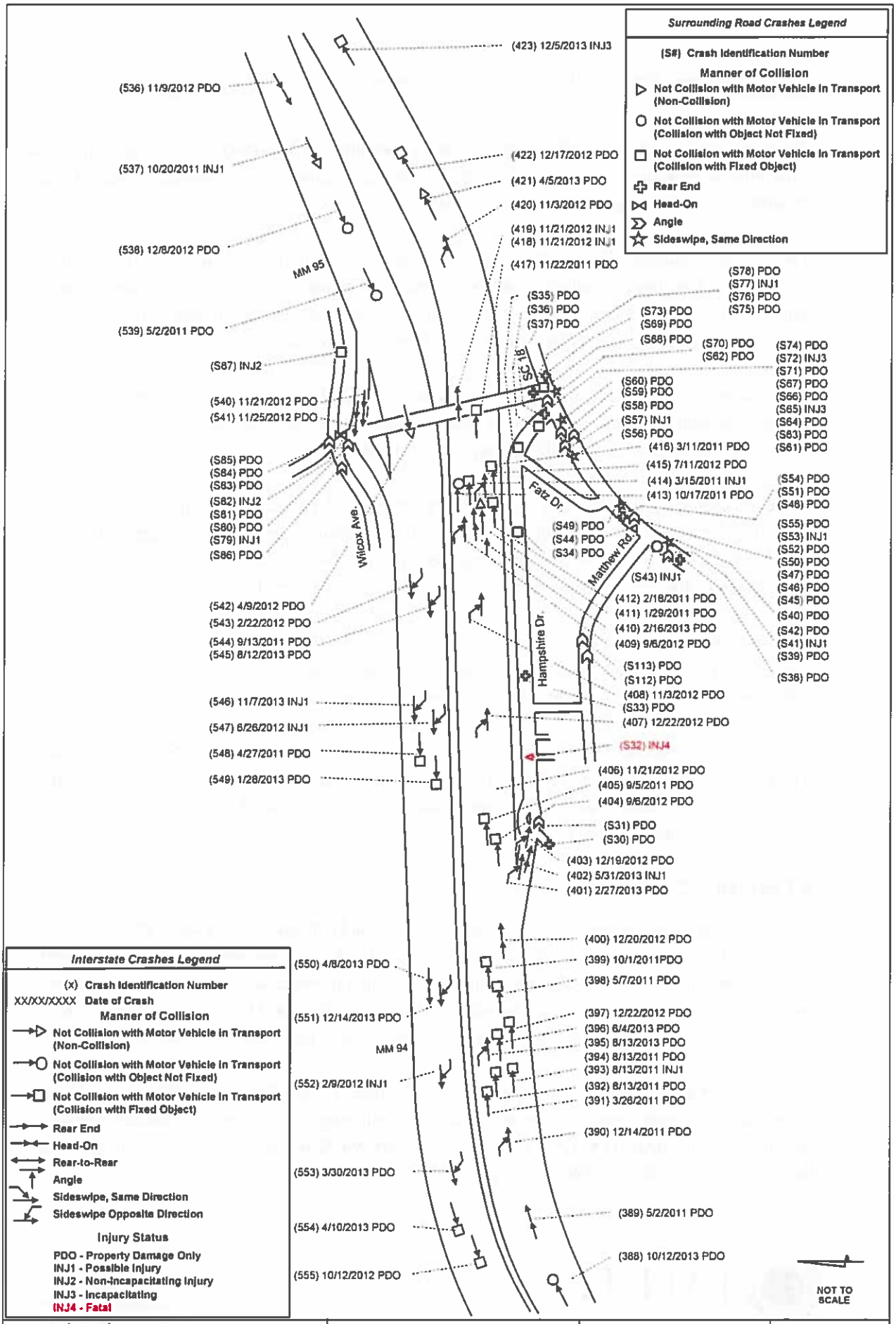
Another fatality occurred northbound on I-85 around MM 90.5 and involved a pedestrian. Further review may be desired to determine if there were other contributing factors that could be mitigated in the design such as lighting or geometric related items.

There was also a fatality that occurred since the December 2014 submittal in the vicinity of MM 92.94 just north of Providence Road. This was a head-on collision caused when a northbound vehicle crossed the cable barrier in the median and struck a southbound vehicle. Excessive speed was cited as a contributing factor.

4.7 Exit 95 (SC 18)

I-85 Exit 95 provides access to SC 18 – Shelby Hwy. via Hampshire Drive and Fatz Drive. The southbound on- and off-ramps connect directly onto SC 18. The northbound off-ramp connects to a bi-directional frontage road (Hampshire Drive) which provides access to SC 18 and adjacent properties. The crash data for this interchange are shown **Figure 11**. This segment of I-85 is approximately 1.75 miles long. There were no vertical curves identified in this section.

As seen in **Figure 11**, there are two areas of concern near Exit 85 northbound. In the approximate 0.2-mile stretch before the northbound exit ramp, there were five vehicle collisions with the median (MMs 93.851, 93.878, 93.946, 93.991, 94.026) and three vehicle collisions with the fence (MMs 93.884, 93.886, 93.927).



BIHL ENGINEERING	I-85 Widening Project MM 80 – MM 96	Exit 95 Vicinity	Figure 11

Table 10 below shows a summary of the crash data at this location on I-85 or its ramps.

Table 10:
Exit 95 Crash Data Summary

I-85 North

Collision Type	Number of Collisions	Injury Status		
		Property Damage Only	Injury (INJ1 – INJ3)	Fatality (INJ4)
Non-Collision	2	2	0	0
Non-Fixed Object	2	2	0	0
Fixed Object	16	13	3	0
Rear End	7	4	3	0
Sideswipe, Same Direction	9	9	0	0
Total	36	30	6	**0**

I-85 South

Collision Type	Number of Collisions	Injury Status		
		Property Damage Only	Injury (INJ1 – INJ3)	Fatality (INJ4)
Non-Collision	2	1	1	0
Non-Fixed Object	2	2	0	0
Fixed Object	4	4	0	0
Rear End	4	4	0	0
Sideswipe, Same Direction	8	5	3	0
Total	20	16	4	**0**

There was one incapacitating accident northbound that occurred in this segment. This accident occurred at approximately MM 95.273 and was classified as a collision with a fixed object (guardrail face) on wet pavement.

There was also a fatality on Hampshire Drive just north of the I-85 northbound exit ramp that was classified as not a collision with a motor vehicle in transport (non-collision) and is noted as a pedestrian accident in dark conditions. Further review may be desired at this location to review if lighting is appropriate to be considered in the design.

Source: Google Earth

Photo: SC 18 at Hampshire Drive

On SC 18 from just east of Matthew Drive to the S-82 overpass there were 45 crashes during the study period, most of which

were angle or sideswipe. Most crashes were classified as property damage only; however, two angle crashes on SC 18 between Hampshire Drive and the S-82 overpass were classified as incapacitating crashes (INJ3). This photo shows the approach to SC 18 from Hampshire Drive. As can be seen, this intersection is a nonstandard four-leg intersection with driveways that form two additional entry points to the intersection. The redesign of the SC 18 corridor including this intersection along with the intersections at Fatz Drive and Matthew Road would improve operations in this area.

4.8 Exit 96 and Gaffney Ferry Road On-Ramp

I-85 Exit 96 provides access to SC 18 – Shelby. Also included in this section is the I-85 northbound on-ramp at Gaffney Ferry Road. At Exit 96, the northbound and southbound on- and off-ramps connect directly to SC 18. The crash data for this section are shown **Figure 12**. This section of I-85 is approximately 2.25 miles long, there are vertical curves at MM 95.9 and 96.3 (northbound and southbound) and a vertical curve at 96.0 (southbound). The latter vertical curve does not meet the minimum criteria for a design speed of 65 mph.

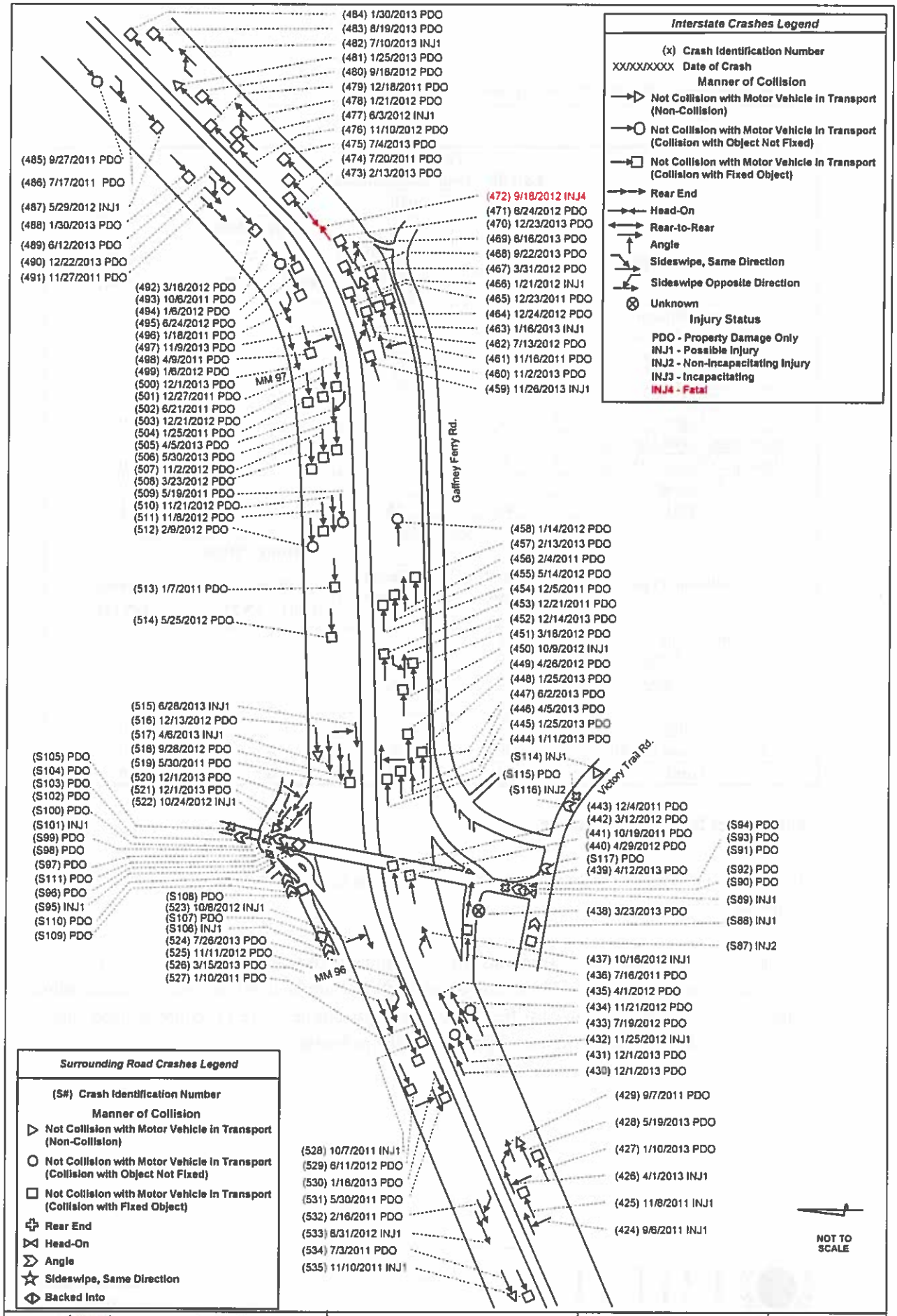
Table 11 below shows a summary of the crash data at this location on I-85 or its ramps.

As seen in **Figure 12**, immediately before the northbound exit ramp between MM 95.786 and 95.862, there is a cluster of accidents. Immediately after the northbound on-ramp, between MM 96.402 and 96.673, there were 14 accidents, nine of which were a vehicle striking the guardrail or median. Near the Gaffney Ferry Road on-ramp, between MM 96.994 and 97.17 there were 13 accidents, six of which were a vehicle striking the median barrier. There is not a full width merge area at the Gaffney Ferry Road on-ramp so vehicles must immediately begin their merging maneuver when they reach I-85. For the total segment analyzed, 24 of the 61 accidents were vehicles striking the median barrier.

On southbound I-85 between MM 96.836 and 97.018, there were 11 accidents, seven of which were vehicles striking the median barrier. In this area, there is an embankment limiting clear zone area.

There was one head-on collision on I-85 northbound (MM 97.196) near the Gaffney Ferry Road on-ramp. The crash occurred on wet pavement; no other mitigating factors were available.

The vertical curve at Sta 1709+25 – Sta 1711+95 (MM 96.11 – MM 96.17) does not meet the minimum standards for a 65 mph design speed. Based on a review of the available data, there were no accidents in this section of the roadway.



BIHL ENGINEERING	I-85 Widening Project MM 80 – MM 96	Exit 96 Vicinity	Figure 12

Table 11: Exit 96 Crash Data Summary				
I-85 North				
Collision Type	**Number of Collisions**	**Injury Status**		
		Property Damage Only	**Injury (INJ1 – INJ3)**	**Fatality (INJ4)**
Non-Collision	3	2	1	0
Non-Fixed Object	3	3	0	0
Fixed Object	35	29	6	0
Rear End	7	6	1	0
Head-On	1	0	0	1
Angle	4	2	2	0
Sideswipe, Same Direction	6	4	2	0
Sideswipe, Opposite Direction	1	1	0	0
Unknown	1	1	0	0
Total	**61**	**48**	**12**	**1**
I-85 South				
Collision Type	**Number of Collisions**	**Injury Status**		
		Property Damage Only	**Injury (INJ1 – INJ3)**	**Fatality (INJ4)**
Non-Collision	3	2	1	0
Non-Fixed Object	4	4	0	0
Fixed Object	23	20	3	0
Rear End	10	8	2	0
Angle	5	3	2	0
Sideswipe, Same Direction	6	6	0	0
Total	**51**	**43**	**8**	**0**

5.0 Hot Spots and Trends

Trends and hot spots were found as a result of analysis crash location data along the proposed widening corridor.

A majority of the accidents were classified as property damage only; however, 14% were classified as possible injuries, 3% as non-incapacitating injuries, less than 1% as incapacitating injuries and less than 1% were classified as fatal. Fatality crashes were a mixture of fixed object, angle and head-on crashes as well as crashes involving pedestrians.

The most severe injuries (INJ3 and INJ4) and manner of collision are summarized below:

- Fatalities (INJ4)
  - I-85 North at MM 82.322 – Fixed Object - Guardrail
  - I-85 South at MM 83.857 – Head-on
  - I-85 South at MM 85.489 – Fixed Object - Fence
  - I-85 North at MM 90.555 – Object Not Fixed – Pedestrian
  - I-85 North at MM 92.179 – Angle
  - I-85 South at MM 92.94 – Head-on (occurred between December 2014 and February 2015)
  - I-85 North at MM 97.196 – Head-on
  - S-42-661 (Hampshire Drive) at MM 1.440 – Object Not Fixed – Pedestrian
- Incapacitating Injury (INJ3)
  - I-85 South at MM 80.058 – Angle
  - I-85 North at MM 82.935 – Angle
  - I-85 North at MM 82.83 – Not Collision with Motor Vehicle – Unknown Type
  - I-85 South at MM 87.112 – Fixed Object – Median Barrier
  - I-85 South at MM 91.078 – Angle
  - I-85 South at MM 92.139 - Angle
  - I-85 North at MM 95.273 – Fixed Object – Guardrail Face
  - SC 18 at Fatz /S-82 Overpass - Angle
  - SC 18 at Fatz /S-82 Overpass - Angle

The most common accident type was "not a collision with a motor vehicle in transport (collision with fixed object)," comprising 358 of the 902 total crashes (40%). These included crashes with fixed objects such as the guardrail, median, or fence. Rear-end collisions (27%) and sideswipes, same direction, (14%) were the next two most common crash types.

Fewer than 5% of the crashes were due to snow, slush or ice.

Study area hot spots are listed below:

- Various areas along the corridor with limited clear zone due to bridges, fencing, embankments, etc.
- I-85 North and South at Vertical Curve Locations between MM 80 and MM 81
- I-85 South at MM 82.542
- I-85 North at Exit 82 off-ramp
- I-85 South at Exit 83 on-ramp
- I-85 South at MM 83.675
- I-85 North Exit 90 on-ramp

- Surrounding roadways at Exit 95, east of interstate (Hampshire Drive and SC 18 from Matthew Drive to the S-82 Overpass) – approximately half of crashes on the non-interstate roadways occur in this area.
- I-85 North at Exit 96 off-ramp
- I-85 North at Exit 96 on-ramp
- I-85 North at Gaffney Ferry Road on-ramp

In summary, improvements to the geometric conditions of these rural interchanges including improved tie-ins to the non-interstate roadway system would improve traffic operations. Many on-ramps such as Exit 83 and Gaffney Ferry Road have limited merging areas, and off-ramp traffic often encounters nonstandard intersections that likely cause driver confusion.

On the interstate, there are some vertical curve locations that show an increase in accidents where the vertical curve may have been a contributing factor; however, many do not appear to have a significant effect on crash location.

Many of the fixed object crashes on I-85 occur where there is a limited recovery zone due to fencing, guardrails, etc. Maximizing the recovery distance along the corridor during the widening project, where practical, may help reduce the number of fixed object crashes.

On many non-interstate roadways at locations such as Bud Arthur Bridge Road at SC 110 the sight distance could be improved through activities such as trimming trees or other measures.

Lastly, reviewing the available information regarding the fatality locations, there appears to be no trend as causes are varied. Two accidents involved pedestrians. An increase in lighting at locations where pedestrians may be expected could be considered during the design.

Appendix

	Crash Number	County	Route Type	Route Number	Route AUX	Milepoint	Base Intersection Route	Base Intersection Route Number	# of Fatalities	# of Injuries	Max Injury Code	Date	Road Surface	Street Name	BDO	Manner of Collision	First Harmful Event	Unit Number	Direction	AADT	LAT	LON
1	12518119	42	1	85	0	80.024	4	57	0	0	0	3/23/2012 0:00	1	INTERSTATE 85	20	0	39	1	N	57900	35.02746111	-81.87231944
2	11557419	42	1	85	0	80.037	4	57	0	0	0	9/23/2011 0:00	1	INTERSTATE 85	10	0	38	1	N	57900	35.0275	-81.87208889
3	13612885	42	1	85	0	80.135	4	57	0	0	0	11/17/2013 0:00	1	INTERSTATE 85	15	10	23	1	N	57900	35.02781111	-81.87045
4	13605845	42	1	85	0	80.154	4	57	0	0	0	10/31/2013 0:00	1	INTERSTATE 85	25	60	22	1	N	57900	35.02803889	-81.87013889
5	12533982	42	1	85	0	80.215	4	57	0	0	0	6/4/2012 0:00	1	INTERSTATE 85	10	42	38	1	N	57900	35.02823889	-81.86908056
6	13613882	42	1	85	0	80.219	4	57	0	0	0	11/27/2013 0:00	1	INTERSTATE 85	10	10	22	1	N	57900	35.02828056	-81.86903889
7	13539054	42	1	85	0	80.245	4	57	0	0	0	5/23/2013 0:00	2	INTERSTATE 85	100	0	50	1	N	57900	35.02838056	-81.86858056
8	13572469	42	1	85	0	80.261	4	57	0	0	0	8/19/2013 0:00	1	INTERSTATE 85	1	10	22	1	N	57900	35.02843056	-81.86831111
9	12602743	42	1	85	0	80.269	4	57	0	0	0	12/26/2012 0:00	2	INTERSTATE 85	10	10	22	1	N	57900	35.02848056	-81.86818056
10	11572645	42	1	85	0	80.28	4	57	0	0	0	10/18/2011 0:00	2	INTERSTATE 85	100	0	49	1	N	57900	35.02851944	-81.86798889
11	13546090	42	1	85	0	80.281	4	57	0	0	0	6/6/2013 0:00	1	INTERSTATE 85	100	50	22	1	N	57900	35.02853056	-81.86786056
12	11003871	42	1	85	0	80.283	4	57	0	0	0	1/30/2011 0:00	1	INTERSTATE 85	40	50	22	1	N	57900	35.02853056	-81.86783889
13	12561250	42	1	85	0	80.295	4	57	0	0	0	9/1/2012 0:00	1	INTERSTATE 85	10	10	22	1	N	57900	35.02856944	-81.86773889
14	13558101	42	1	85	0	80.334	4	57	0	0	0	7/14/2013 0:00	1	INTERSTATE 85	2	0	46	1	N	57900	35.02873889	-81.86708056
15	12567302	42	1	85	0	80.346	4	57	0	0	0	9/18/2012 0:00	1	INTERSTATE 85	20	10	22	1	N	57900	35.02878056	-81.86688944
16	13571964	42	1	85	0	80.364	4	80	0	0	0	8/21/2013 0:00	1	INTERSTATE 85	56	10	23	1	N	57900	35.02886944	-81.86656944
17	13611504	42	1	85	0	80.389	4	57	0	0	0	11/17/2013 0:00	2	INTERSTATE 85	75	10	22	1	N	57900	35.02896944	-81.86615
18	13542405	42	1	85	0	80.408	4	57	0	0	0	5/23/2013 0:00	2	INTERSTATE 85	20	0	51	1	N	57900	35.02905	-81.86583056
19	13600354	42	1	85	0	80.411	4	57	0	0	0	10/25/2013 0:00	1	INTERSTATE 85	120	0	38	1	N	57900	35.02905	-81.86576944
20	11580314	42	1	85	0	80.435	4	80	0	0	0	11/23/2011 0:00	1	INTERSTATE 85	10	10	22	1	N	57900	35.02915	-81.86538111
21	13540386	42	1	85	0	80.459	4	57	0	0	0	5/23/2013 0:00	2	INTERSTATE 85	66	50	23	1	N	57900	35.02925	-81.86496111
22	11580313	42	1	85	0	80.49	4	80	0	0	0	11/23/2011 0:00	1	INTERSTATE 85	10	10	22	1	N	57900	35.02938889	-81.86445
23	13600374	42	1	85	0	80.499	4	57	0	0	0	10/25/2013 0:00	1	INTERSTATE 85	100	10	22	1	N	57900	35.02941111	-81.86428056
24	11524477	42	1	85	0	80.535	4	57	0	1	1	5/27/2011 0:00	2		50	50	22	1	N	57900	35.0298	-81.86368889
25	11523545	42	1	85	0	80.545	2	221	0	0	0	5/27/2011 0:00	2	INTERSTATE 85	100	10	22	1	N	57900	35.02981111	-81.86351944
26	12508512	42	1	85	0	80.591	4	57	0	0	0	2/18/2012 0:00	2	INTERSTATE 85	100	10	22	1	N	57900	35.02981111	-81.86273056
27	11553892	42	1	85	0	80.604	4	57	0	0	0	8/14/2011 0:00	1	INTERSTATE 85	200	10	22	1	N	57900	35.02985	-81.86251111
28	11580335	42	1	85	0	80.613	4	57	0	0	0	11/17/2011 0:00	2		65	0	44	1	N	57900	35.03071111	-81.86266111
29	13572707	42	1	85	0	80.618	4	57	0	0	0	8/19/2013 0:00	2	INTERSTATE 85	50	0	51	1	N	57900	35.02991944	-81.86228889
30	12500494	42	1	85	0	80.623	3	110	0	0	0	1/8/2012 0:00	1	INTERSTATE 85	120	50	22	1	N	57900	35.02993056	-81.86218889
31	12508992	42	1	85	0	80.629	3	110	0	0	0	2/18/2012 0:00	2	INTERSTATE 85	200	10	22	1	N	57900	35.02996944	-81.8621
32	13614375	42	1	85	0	80.633	4	57	0	0	0	11/26/2013 0:00	2	INTERSTATE 85	83	10	23	1	N	57900	35.02998056	-81.86203056
33	13529191	42	1	85	0	80.64	4	57	0	0	0	4/22/2013 0:00	1	INTERSTATE 85	100	0	20	1	N	57900	35.03001111	-81.86191111
34	11006590	42	1	85	0	80.642	4	57	0	0	0	3/8/2011 0:00	2	INTERSTATE	10	0	51	1	N	57900	35.03008111	-81.8619
35	12605387	42	1	85	0	80.645	4	57	0	0	0	12/26/2012 0:00	2	INTERSTATE 85	50	10	22	1	N	57900	35.03003056	-81.86183056
36	12530612	42	1	85	0	80.648	4	57	0	0	0	5/15/2012 0:00	1	INTERSTATE 85	30	10	22	1	N	57900	35.03003889	-81.86178056
37	13582223	42	1	85	0	80.716	4	57	0	2	1	9/7/2013 0:00	1	INTERSTATE 85	100	10	23	1	N	57900	35.03033889	-81.86083056
38	13581100	42	1	85	0	80.736	4	57	0	0	0	9/7/2013 0:00	1	INTERSTATE 85	100	0	45	1	N	57900	35.03038889	-81.86026944
39	12602744	42	1	85	0	80.747	4	57	0	0	0	12/26/2012 0:00	2		70	10	23	1	N	57900	35.0304	-81.86008056
40	11552014	42	1	85	0	80.754	4	1009	0	1	1	9/9/2011 0:00	1	INTERSTATE 85	31	0	51	1	N	57900	35.03051111	-81.85998889
41	12555418	42	1	85	0	80.805	4	57	0	0	0	8/9/2012 0:00	2	INTERSTATE 85	100	50	22	1	N	57900	35.0307	-81.85911944
42	11569310	42	1	85	0	80.813	4	57	0	4	1	12/22/2011 0:00	2	INTERSTATE 85	10	10	22	1	N	57900	35.03078111	-81.85898889
43	11578068	42	1	85	0	80.839	4	57	0	1	1	11/17/2011 0:00	2	INTERSTATE 85	50	10	22	1	N	57900	35.03085	-81.85855
44	12602814	42	1	85	0	80.849	3	110	0	5	1	12/26/2012 0:00	2	INTERSTATE 85	120	50	22	1	N	57900	35.03088889	-81.85838889
45	11589464	42	1	85	0	80.849	3	110	0	1	1	12/24/2011 0:00	1	INTERSTATE 85	150	10	22	1	N	57900	35.03106111	-81.85771111
46	11577378	42	1	85	0	80.89	4	57	0	0	0	11/17/2011 0:00	2	INTERSTATE 85	50	0	51	1	N	57900	35.03106111	-81.85768889
47	12523523	42	1	85	0	80.952	4	57	0	0	0	4/21/2012 0:00	1		100	0	51	1	N	57900	35.0313	-81.85683889
48	11562627	42	1	85	0	80.973	4	57	0	0	0	9/30/2011 0:00	1	INTERSTATE 85	100	0	40	1	N	57900	35.0314	-81.85628889
49	12578543	42	1	85	0	81.01	4	57	0	0	0	10/8/2012 0:00	1		200	0	68	1	N	57900	35.0314	-81.85561111
50	11523527	42	1	85	0	81.03	4	57	0	0	0	5/27/2011 0:00	1	INTERSTATE 85	100	10	23	1	N	57900	35.03178056	-81.85536944
51	13611496	42	1	85	0	81.047	4	57	0	0	0	11/17/2013 0:00	2	INTERSTATE 85	72	0	18	1	N	57900	35.03188889	-81.85501944
52	12510958	42	1	85	0	81.073	4	57	0	1	1	3/1/2012 0:00	1	INTERSTATE 85	100	10	22	1	N	57900	35.0318	-81.85458889
53	12512216	42	1	85	0	81.099	4	57	0	0	0	3/1/2012 0:00	1	INTERSTATE	110	0	51	1	N	57900	35.03195	-81.85418944
54	13571948	42	1	85	0	81.116	4	57	0	0	0	8/19/2013 0:00	2	INTERSTATE 85	75	50	23	1	N	57900	35.03203056	-81.85388889
55	12577605	42	1	85	0	81.125	4	57	0	0	0	10/12/2012 0:00	1	INTERSTATE 85	100	0	56	1	N	57900	35.03201111	-81.85371111
56	13615930	42	1	85	0	81.146	4	57	0	0	0	11/27/2013 0:00	2	INTERSTATE 85	50	10	23	1	N	57900	35.03208056	-81.85335
57	12512215	42	1	85	0	81.147	4	57	0	0	0	3/1/2012 0:00	1	INTERSTATE 85	80	10	22	1	N	57900	35.03208889	-81.85333056
58	13532099	42	1	85	0	81.155	4	57	0	1	1	5/3/2013 0:00	1	INTERSTATE 85	100	10	22	1	N	57900	35.03215	-81.85321111
59	13613250	42	1	85	0	81.16	4	57	0	0	0	11/26/2013 0:00	2	INTERSTATE 85	20	10	23	1	N	57900	35.03223056	-81.85278056
60	12503188	42	1	85	0	81.193	4	31	0	0	0	1/20/2012 0:00	2	INTERSTATE 85	1420	10	23	1	N	57900	35.03228889	-81.85256111
61	11553902	42	1	85	0	81.211	3	57	0	0	0	9/9/2011 0:00	1	INTERSTATE 85	30	10	22	1	N	57900	35.03236944	-81.85226111
62	13615965	42	1	85	0	81.23	1	8593	0	0	0	11/26/2013 0:00	2	INTERSTATE 85	125	10	22	1	N	57900	35.03258889	-81.85198056
63	13624009	42	1	85	0	81.237	3	110	0	0	0	12/20/2013 0:00	1	INTERSTATE	150	10	22	1	N	57900	35.03255	-81.85183889
64	13615645	42	1	85	0	81.273	4	57	0	0	0	11/26/2013 0:00	2	INTERSTATE 85	2	10	23	1	N	57900	35.03263056	-81.8512
65	11579513	42	1	85	0	81.274	4	57	0	0	0	11/23/2011 0:00	1		5	10	22	1	N	57900	35.03255	-81.85116111
66	12557758	42	1	85	0	81.284	4	57	0	0	0	8/20/2012 0:00	1	INTERSTATE 85	65	43	22	1	N	57900	35.03263889	-81.851
67	11531351	42	1	85	0	81.335	4	50	0	0	0	5/24/2011 0:00	1	INTERSTATE 85	315	0	38	1	N	57900	35.03303889	-81.85021944
68	11575064	42	1	85	0	81.376	3	110	0	0	0	11/13/2011 0:00	1	INTERSTATE 85	110	10	22	1	N	57900	35.03303889	-81.84946944
69	11526706	42	1	85	0	81.385	3	110	0	0	0	6/12/2011 0:00	1		90	50	22	1	N	57900	35.0331	-81.84931944
70	12504689	42	1	85	0	81.451	3	110	0	0	0	1/30/2012 0:00	1	INTERSTATE 85	100	10	22	1	N	57900	35.03336111	-81.84818889
71	13513793	42	1	85	0	81.458	3	110	0	0	0	3/1/2013 0:00	1	INTERSTATE 85	100	0	68	1	N	57900	35.0334	-81.84808056
72	13512375	42	1	85	0	81.471	3	110	0	0	0	3/1/2013 0:00	1	INTERSTATE 85	80	0	18	1	N	57900	35.03345	-81.84786944

73	13512579	42	1	85	0	81.564	3	110	0	0 0	3/2/2013 0:00	1 INTERSTATE 85	100	0	68	1 N	57900	35.03381111	-81.84628889
74	13502250	42	1	85	0	81.626	3	110	0	0 0	1/11/2013 0:00	2 INTERSTATE 85	100	0	56	1 N	57900	35.03423056	-81.84528889
75	12602815	42	1	85	0	81.63	3	110	0	1 1	12/26/2012 0:00	2	120	10	23	1 N	57900	35.03256111	-81.85836889
76	11533332	42	1	85	0	81.69	3	110	0	0 0	7/14/2011 0:00	1 INTERSTATE 85	100	50	22	1 N	57900	35.03431111	-81.84413889
77	13572698	42	1	85	0	81.705	3	110	0	0 0	6/18/2013 0:00	2 INTERSTATE 85	100	10	22	1 N	57900	35.03438056	-81.8439
78	12602742	42	1	85	0	81.936	4	57	0	0 0	12/26/2012 0:00	2 INTERSTATE 85	200	0	51	1 N	57900	35.0353	-81.83906944
79	12520859	42	1	85	0	81.939	4	57	0	0 0	4/6/2012 0:00	2 INTERSTATE 85	200	43	22	1 N	57900	35.03533889	-81.83903889
80	11564245	42	1	85	0	81.944	1	57	0	1 1	10/11/2011 0:00	2 85	212	0	44	1 N	57900	35.03526111	-81.83981111
81	11559945	42	1	85	0	81.948	3	110	0	0 0	9/23/2011 0:00	1 INTERSTATE 85	100	0	46	1 N	57900	35.03536111	-81.83981944
82	13501429	42	1	85	0	81.969	3	110	0	0 0	1/11/2013 0:00	2 INTERSTATE 85	100	0	46	1 N	57900	35.03553889	-81.83908889
83	13532660	42	1	85	0	81.99	5		0	0 0	4/26/2013 0:00	2	20	0	46	1 N	57900	35.03556944	-81.83908056
84	11583590	42	1	85	0	82.013	4	57	0	0 0	12/5/2011 0:00	2 INTERSTATE 85	200	0	46	1 N	57900	35.03583056	-81.83868944
85	13554615	42	1	85	0	82.019	4	57	0	0 0	7/3/2013 0:00	2 INTERSTATE 85	200	0	47	1 N	57900	35.03568111	-81.83858056
86	13534548	42	1	85	0	82.03	5		0	0 0	5/11/2013 0:00	1 INTERSTATE 85	3	50	25	1 N	57900	35.03571111	-81.83838889
87	11515519	42	1	85	0	82.056	3	110	0	0 0	3/26/2011 0:00	1 I-85	100	0	56	1 N	57900	35.03586111	-81.83796111
88	12508418	42	1	85	0	82.069	1	110	0	0 0	2/19/2012 0:00	1 INTERSTATE 85	90	0	56	1 N	57900	35.03585	-81.83773056
89	12567291	42	1	85	0	82.069	3	110	0	0 0	9/17/2012 0:00	2 INTERSTATE 85	100	0	56	1 N	57900	35.03618111	-81.83783889
90	13572684	42	1	85	0	82.072	3	110	0	0 0	6/18/2013 0:00	2 INTERSTATE 85	100	0	56	1 N	57900	35.03588056	-81.83768056
91	12518292	42	1	85	0	82.074	5		0	0 0	3/30/2012 0:00	2 INTERSTATE 85	6	0	61	1 N	57900	35.03586889	-81.83765
92	13575839	42	1	85	0	82.126	3	110	0	0 0	6/30/2013 0:00	1 INTERSTATE 85	100	10	23	1 N	57900	35.03631111	-81.83685
93	13514197	42	1	85	0	82.164	3	110	0	0 0	2/22/2013 0:00	2 INTERSTATE 85	120	0	56	1 N	57900	35.03626889	-81.83613889
94	13545526	42	1	85	0	82.169	5		0	1 2	8/5/2013 0:00	1 RAMP 8564	1	0	8	1 N	57900	35.03625	-81.83603056
95	11590126	42	1	85	0	82.179	4	57	0	0 0	12/16/2011 0:00	2 INTERSTATE 85	50	0	56	1 N	57900	35.03636111	-81.83588056
96	12582628	42	1	85	0	82.184	4	57	0	0 0	9/3/2012 0:00	2 INTERSTATE 85	250	10	22	1 N	57900	35.03643056	-81.83563056
97	13575838	42	1	85	0	82.203	3	110	0	0 0	6/30/2013 0:00	1 INTERSTATE	100	10	23	1 N	57900	35.03636111	-81.83543889
98	11523565	42	1	85	0	82.222	3	110	0	1 1	5/27/2011 0:00	2 INTERSTATE 85	100	10	22	1 N	57900	35.03655	-81.83516111
99	11589156	42	1	85	0	82.229	4	57	0	0 0	12/20/2011 0:00	1 INTERSTATE 85	300	43	22	1 N	57900	35.03658889	-81.83505
100	11524476	42	1	85	0	82.237	4	57	0	0 0	5/27/2011 0:00	2	25	10	22	1 N	57900	35.03625	-81.83478944
101	12508523	42	1	85	0	82.255	4	57	0	1 1	2/19/2012 0:00	2	50	10	22	1 N	57900	35.03626944	-81.83438056
102	11574917	42	1	85	0	82.257	1	110	0	0 0	11/13/2011 0:00	1	112	50	22	1 N	57900	35.0363	-81.83436944
103	13532089	42	1	85	0	82.271	4	1013	0	1 1	5/2/2013 0:00	2 INTERSTATE 85	1	0	4	1 N	57900	35.03683056	-81.83436944
104	13615971	42	1	85	0	82.313	1	110	0	1 1	11/27/2013 0:00	2 INTERSTATE 85	50	10	22	1 N	57900	35.03703889	-81.83368056
105	12554475	42	1	85	0	82.322	5		1	1 4	8/6/2012 0:00	1 INTERSTATE 85	10	0	51	1 N	57900	35.03725	-81.83361111
106	11528639	42	1	85	0	82.325	4	1013	0	0 0	6/21/2011 0:00	1	10	10	22	1 N	57900	35.03716944	-81.83351944
107	12580391	42	1	85	0	82.388	4	737	0	0 0	10/26/2012 0:00	1 INTERSTATE 85	2	0	20	1 N	57900	35.03751111	-81.83248889
108	13617718	42	1	85	0	82.5	3	110	0	0 0	11/26/2013 0:00	2	10	0	47	1 N	57900	35.03816944	-81.83066944
109	13614352	42	1	85	0	82.522	3	110	0	0 0	11/21/2013 0:00	2 INTERSTATE 85	50	0	56	1 N	57900	35.03836111	-81.83036111
110	12543535	42	1	85	0	82.571	4	668	0	2 2	7/12/2012 0:00	1 INTERSTATE 85	50	0	47	1 N	57900	35.03868056	-81.82958056
111	11908305	42	1	85	0	82.599	4	57	0	0 0	3/8/2011 0:00	2 INTERSTATE 85	250	0	56	1 N	57900	35.03886111	-81.82913056
112	12502987	42	1	85	0	82.613	3	110	0	0 0	1/20/2012 0:00	2 INTERSTATE 85	80	43	22	1 N	57900	35.03895	-81.82891944
113	12564665	42	1	85	0	82.672	4	2005	0	1 1	8/17/2012 0:00	2 INTERSTATE 85	75	0	22	1 N	57900	35.03951944	-81.82808889
114	13609613	42	1	85	0	82.684	3	110	0	0 0	11/16/2013 0:00	1 INTERSTATE 85	70	10	22	1 N	57900	35.03938056	-81.82778889
115	11003841	42	1	85	0	82.699	4	57	0	1 1	2/2/2011 0:00	2	200	0	58	1 N	57900	35.03948056	-81.82755
116	12582627	42	1	85	0	82.7	3	110	0	0 0	9/3/2012 0:00	2 INTERSTATE 85	45	0	49	1 N	57900	35.03946889	-81.82753889
117	13562703	42	1	85	0	82.788	3	110	0	0 0	7/22/2013 0:00	2	25	0	56	1 N	57900	35.03986889	-81.82591111
118	12088895	42	1	85	0	82.83	3	110	0	1 3	1/18/2012 0:00	2	2	0		1 N	57900		
119	11012170	42	1	85	0	82.881	3	110	0	0 0	3/28/2011 0:00	1 I-85	1	0	8	1 N	54600	35.04076944	-81.82455
120	13542428	42	1	85	0	82.924	4	57	0	0 0	5/27/2013 0:00	1 INTERSTATE 85	100	10	22	1 N	54600	35.04083889	-81.824
121	11527268	42	1	85	0	82.93	3	110	0	0 0	8/9/2011 0:00	1 INTERSTATE 85	30	50	22	1 N	54600	35.04101111	-81.82391944
122	11007857	42	1	85	0	82.93	3	110	0	0 0	1/26/2011 0:00	2	10	10	23	1 N	54600	35.03455	-81.80158056
123	13619037	42	1	85	0	82.935	3	110	0	2 3	11/27/2013 0:00	1 INTERSTATE 85	2	10	22	1 N	54600	35.04086111	-81.8236
124	11589293	42	1	85	0	82.946	4	57	0	2 1	12/21/2011 0:00	2	200	10	22	1 N	54600	35.04111111	-81.82366944
125	13512959	42	1	85	0	82.96	3	110	0	0 0	3/1/2013 0:00	1 INTERSTATE 85	100	0	68	1 N	54600	35.04118056	-81.82343056
126	12591464	42	1	85	0	83.01	3	110	0	0 0	11/25/2012 0:00	1 INTERSTATE 85	20	10	22	1 N	54600	35.04151111	-81.82283889
127	13543994	42	1	85	0	83.017	3	110	0	0 0	6/8/2013 0:00	1 INTERSTATE 85	50	0	56	1 N	54600	35.04156111	-81.82253889
128	13501376	42	1	85	0	83.029	3	110	0	0 0	1/3/2013 0:00	1 INTERSTATE 85	50	50	22	1 N	54600	35.04161944	-81.82233889
129	12527082	42	1	85	0	83.03	3	110	0	0 0	5/8/2012 0:00	1 INTERSTATE 85	10	10	22	1 N	54600	35.04185	-81.82233056
130	12548149	42	1	85	0	83.083	4	1013	0	0 0	7/23/2012 0:00	1 INTERSTATE 85	25	10	22	1 N	54600	35.0418	-81.82138889
131	13612854	42	1	85	0	83.096	3	110	0	0 0	11/25/2013 0:00	1 INTERSTATE 85	30	50	22	1 N	54600	35.04206111	-81.82128056
132	12602711	42	1	85	0	83.114	3	110	0	0 0	12/24/2012 0:00	2 INTERSTATE 85	35	0	49	1 N	54600	35.04218889	-81.82101111
133	11574579	42	1	85	0	83.117	3	110	0	0 0	10/29/2011 0:00	1 INTERSTATE 85	100	50	22	1 N	54600	35.0422	-81.82096111
134	11590408	42	1	85	0	83.14	3	110	0	0 0	12/27/2011 0:00	1 INTERSTATE 85	25	10	22	1 N	54600	35.04263056	-81.81995
135	12515119	42	1	85	0	83.147	1	85	0	0 0	3/16/2012 0:00	1 RAMP 8523	0	10	22	1 N	54600	35.04258889	-81.81946111
136	11120040	42	1	85	0	83.152	2	221	0	0 0	10/3/2011 0:00	1	80	50	22	1 N	54600	35.04246944	-81.81896944
137	13587059	42	1	85	0	83.153	3	110	0	0 0	9/25/2013 0:00	2 INTERSTATE 85	15	0	58	1 N	54600	35.04293889	-81.81916944
138	11007858	42	1	85	0	83.155	3	110	0	0 0	1/26/2011 0:00	2	10	10	22	1 N	54600	35.04256111	-81.81883056
139	12515060	42	1	85	0	83.16	3	110	0	0 0	3/21/2012 0:00	1	25	0	38	1 N	54600	35.04341111	-81.81891111
140	13615824	42	1	85	0	83.161	3	110	0	0 0	12/4/2013 0:00	2	10	0	58	1 N	54600	35.04326056	-81.81875
141	13501940	42	1	85	0	83.161	3	110	0	0 0	1/14/2013 0:00	2 INTERSTATE 85	12	0	56	1 N	54600	35.04313056	-81.81868944
142	13514627	42	1	85	0	83.175	4	1013	0	0 0	3/8/2013 0:00	1 INTERSTATE 85	15	10	22	1 N	54600	35.04346944	-81.81786111
143	11527851	42	1	85	0	83.191	3	110	0	0 0	6/18/2011 0:00	2 INTERSTATE 85	0	10	22	1 N	54600	35.04386944	-81.81888889
144	11564883	42	1	85	0	83.191	3	110	0	0 0	10/12/2011 0:00	2 INTERSTATE 85	2	10	23	1 N	54600	35.04388056	-81.81885
145	11908307	42	1	85	0	83.204	3	110	0	0 0	3/6/2011 0:00	2 INTERSTATE 85	5	0	56	1 N	54600	35.0442	-81.81605

146	13569195	42	1	85	0	83.207	3	110	0	0 0	8/14/2013 0:00	1 INTERSTATE 85	25	10	22	1 N	54600	35.04426111	-81.81591111
147	13820687	42	1	85	0	83.216	3	110	0	0 0	12/13/2013 0:00	1 INTERSTATE 85	10	0	1	1 N	54600	35.04448889	-81.81536111
148	13593588	42	1	85	0	83.221	3	110	0	1 1	10/7/2013 0:00	2 INTERSTATE 85	11	0	47	1 N	54600	35.04441111	-81.81495
149	13585853	42	1	85	0	83.223	3	110	0	0 0	8/21/2013 0:00	2 INTERSTATE 85	18	30	22	1 N	54600	35.04468111	-81.81493056
150	13591823	42	1	85	0	83.231	3	110	0	1 1	8/21/2013 0:00	1 INTERSTATE 85	20	50	22	1 N	54600	35.04488111	-81.81443889
151	13545631	42	1	85	0	83.238	3	110	0	0 0	6/17/2013 0:00	2 INTERSTATE 85	10	0	56	1 N	54600	35.04503056	-81.81403056
152	13584825	42	1	85	0	83.275	3	110	0	2 1	8/21/2013 0:00	1 INTERSTATE 85	20	50	22	1 N	54600	35.04593056	-81.81178889
153	11535740	42	1	85	0	83.282	3	110	0	0 0	7/24/2011 0:00	1 INTERSTATE 85	66	41	22	1 N	54600	35.04611944	-81.81136111
154	11534776	42	1	85	0	83.296	3	110	0	0 0	7/14/2011 0:00	1 INTERSTATE 85	10	0	56	1 N	54600	35.04646944	-81.81051111
155	12538406	42	1	85	0	83.298	3	110	0	0 0	6/11/2012 0:00	1 INTERSTATE 85	72	10	22	1 N	54600	35.04651944	-81.81038111
156	13622023	42	1	85	0	83.303	1	85	0	0 0	12/15/2013 0:00	2 INTERSTATE 85	6	0	49	1 N	54600	35.04663056	-81.81008889
157	12518051	42	1	85	0	83.363	3	110	0	0 0	4/8/2012 0:00	1 INTERSTATE 85	25	0	47	1 N	54600	35.04733056	-81.80838056
158	12534261	42	1	85	0	83.366	3	110	0	0 0	6/5/2012 0:00	2 INTERSTATE 85	25	0	56	1 N	54600	35.04735	-81.80833056
159	11573829	42	1	85	0	83.378	3	110	0	0 0	11/5/2011 0:00	1 INTERSTATE 85	11	10	22	1 N	54600	35.04748111	-81.80813889
160	12538696	42	1	85	0	83.378	3	110	0	0 0	6/11/2012 0:00	2	24	43	47	1 N	54600	35.04748111	-81.80813889
161	12528789	42	1	85	0	83.426	3	110	0	0 0	4/24/2012 0:00	1	25	0	49	1 N	54600	35.0482	-81.80756944
162	13570057	42	1	85	0	83.429	3	110	0	1 1	8/9/2013 0:00	2 INTERSTATE 85	10	0	18	1 N	54600	35.04778889	-81.80726111
163	12553509	11	1	85	0	83.508	4	131	0	0 0	8/5/2012 0:00	1	75	0	51	1 N	54600	35.04833056	-81.80593056
164	13603737	11	1	85	0	83.509	3	110	0	0 0	10/31/2013 0:00	1 INTERSTATE 85	15	50	22	1 N	54600	35.04833889	-81.80591111
165	13587308	11	1	85	0	83.581	4	39	0	0 0	8/17/2013 0:00	1	250	0	52	1 N	54600	35.04885	-81.80481111
166	11559255	11	1	85	0	83.61	3	110	0	0 0	8/25/2011 0:00	1	75	41	4	1 N	54600	35.04898944	-81.80431944
167	11535772	11	1	85	0	83.647	3	110	0	1 2	7/24/2011 0:00	1 INTERSTATE 85	2	0	8	1 N	54600	35.04921111	-81.80373889
168	11518034	11	1	85	0	83.69	4	131	0	0 0	4/15/2011 0:00	1	127	0	47	1 N	54600	35.04948889	-81.80308111
169	13530839	11	1	85	0	83.724	4	131	0	0 0	5/4/2013 0:00	2	93	0	56	1 N	54600	35.04986944	-81.80261944
170	13588509	11	1	85	0	83.795	3	110	0	0 0	9/28/2013 0:00	1	1	0	51	1 N	54600	35.05018889	-81.8014
171	13593892	11	1	85	0	83.927	4	131	0	1 1	9/27/2013 0:00	1	88	0	60	1 N	54600	35.05103889	-81.79931944
172	13621228	11	1	85	0	83.973	3	18	0	0 0	12/2/2013 0:00	2	20	70	23	1 N	54600	35.05133889	-81.7986
173	12556525	11	1	85	0	84.128	4	131	0	0 0	8/15/2012 0:00	2	100	0	56	1 N	54600	35.05236944	-81.79616944
174	13501144	11	1	85	0	84.333	4	131	0	0 0	1/2/2013 0:00	2	10	10	22	1 N	54600	35.05363889	-81.7929
175	12503827	11	1	85	0	84.366	3	110	0	0 0	1/22/2012 0:00	2	1	50	22	1 N	54600	35.05401944	-81.79248889
176	13560222	11	1	85	0	84.449	4	131	0	0 0	7/8/2013 0:00	1	21	0	56	1 N	54600	35.05438889	-81.79106944
177	12584465	11	1	85	0	84.686	4	131	0	0 0	11/9/2012 0:00	1	0	50	22	1 N	54600	35.05586944	-81.7873
178	11528318	11	1	85	0	84.686	4	131	0	3 1	8/18/2011 0:00	1	4	10	22	1 N	54600	35.056	-81.78716944
179	13573700	11	1	85	0	84.705	4	131	0	0 0	8/22/2013 0:00	1	5	0	38	1 N	54600	35.05605	-81.78703056
180	11540858	11	1	85	0	84.779	4	131	0	0 0	8/7/2011 0:00	1	17	10	22	1 N	54600	35.05656944	-81.78568889
181	11531513	11	1	85	0	84.786	4	131	0	0 0	7/2/2011 0:00	1	10	0	56	1 N	54600	35.05663056	-81.78578889
182	12540561	11	1	85	0	84.805	4	131	0	0 0	7/2/2012 0:00	1	19	0	56	1 N	54600	35.05891944	-81.78561944
183	12540138	11	1	85	0	84.858	4	131	0	0 0	6/29/2012 0:00	1	60	0	49	1 N	54600	35.05718889	-81.78471944
184	13603070	11	1	85	0	84.892	4	39	0	0 0	11/1/2013 0:00	2	200	0	58	1 N	54600	35.0575	-81.78425
185	11530834	11	1	85	0	84.923	4	131	0	0 0	7/4/2011 0:00	2	41	0	58	1 N	54600	35.0579	-81.78393889
186	11904582	11	1	85	0	85.09	4	131	0	0 0	2/4/2011 0:00	2 INTERSTATE	85	43	22	1 N	54600	35.05935	-81.78156111
187	11906885	11	1	85	0	85.146	4	131	0	1 1	2/19/2011 0:00	1	92	10	22	1 N	54600	35.05966944	-81.78063056
188	11579335	11	1	85	0	85.161	4	131	0	0 0	11/23/2011 0:00	1	114	43	22	1 N	54600	35.0596	-81.78041944
189	12543335	11	1	85	0	85.171	4	131	0	1 1	7/12/2012 0:00	2	50	50	22	1 N	54600	35.0599	-81.78028889
190	11579334	11	1	85	0	85.188	4	131	0	0 0	11/23/2011 0:00	1	97	0	56	1 N	54600	35.06003056	-81.78003056
191	12592193	11	1	85	0	85.209	4	39	0	0 0	11/20/2012 0:00	1	124	10	22	1 N	54600	35.06021944	-81.77975
192	11514690	11	1	85	0	85.478	4	39	0	0 0	4/12/2011 0:00	1	100	0	8	1 N	54600	35.06248056	-81.77591944
193	11904993	11	1	85	0	85.496	4	39	0	0 0	2/8/2011 0:00	1	50	0	56	1 N	54600	35.06266111	-81.77563889
194	13511814	11	1	85	0	85.517	4	39	0	1 1	2/19/2013 0:00	2	100	43	22	1 N	54600	35.06283889	-81.77533889
195	13508555	11	1	85	0	85.698	4	39	0	0 0	2/12/2013 0:00	1	100	50	22	1 N	54600	35.06431111	-81.77268889
196	13594877	11	1	85	0	85.774	4	82	0	0 0	10/9/2013 0:00	1	100	0	20	1 N	54600	35.06501944	-81.77166111
197	11583940	11	1	85	0	85.804	4	39	0	0 0	11/18/2011 0:00	1	75	0	38	1 N	54600	35.06528056	-81.77123889
198	13628259	11	1	85	0	85.839	4	39	0	1 1	12/30/2013 0:00	1	100	0	56	1 N	54600	35.06573056	-81.77068056
199	12500999	11	1	85	0	86.004	4	39	0	2 1	1/5/2012 0:00	1	50	10	22	1 N	54600	35.06698889	-81.76838889
200	12530903	11	1	85	0	86.108	4	39	0	0 0	5/13/2012 0:00	2	50	0	56	1 N	54600	35.0679	-81.76683889
201	13587307	11	1	85	0	86.268	4	39	0	0 0	9/20/2013 0:00	1	50	10	22	1 N	54600	35.06923889	-81.76463056
202	13573583	11	1	85	0	86.345	4	39	0	0 0	8/21/2013 0:00	2	20	0	58	1 N	54600	35.06988056	-81.76351111
203	13625238	11	1	85	0	86.372	3	105	0	0 0	12/15/2013 0:00	1	100	0	47	1 N	54600	35.07011111	-81.76313056
204	13623328	11	1	85	0	86.372	4	39	0	0 0	12/15/2013 0:00	1	100	10	22	1 N	54600	35.07011111	-81.76313056
205	11540654	11	1	85	0	86.378	4	39	0	0 0	8/8/2011 0:00	1	23	10	22	1 N	54600	35.07015	-81.76303056
206	13549837	11	1	85	0	86.382	4	39	0	0 0	6/24/2013 0:00	2	100	10	22	1 N	54600	35.07018889	-81.76298056
207	13508225	11	1	85	0	86.51	4	234	0	2 1	2/3/2013 0:00	1 RAMP 8527	1	0	1	1 N	54600	35.07078944	-81.76073056
208	11514872	11	1	85	0	86.53	4	39	0	0 0	4/14/2011 0:00	1	100	50	22	1 N	54600	35.07078111	-81.76036111
209	12585687	11	1	85	0	86.59	4	39	0	0 0	11/9/2012 0:00	1	1	10	22	1 N	54600	35.06781111	-81.70116944
210	13533142	11	1	85	0	86.624	4	39	0	0 0	5/3/2013 0:00	1	4	0	22	1 N	53800	35.07208056	-81.7584
211	11578622	11	1	85	0	86.626	4	39	0	0 0	11/17/2011 0:00	1	1	0	51	1 N	53800	35.0721	-81.75938056
212	11012472	11	1	85	0	86.626	4	31	0	0 0	3/27/2011 0:00	1 RAMP 8528	0	42	22	1 N	53800	35.07186111	-81.75925
213	11519253	11	1	85	0	86.643	4	39	0	0 0	5/3/2011 0:00	1	82	0	56	1 N	53800	35.07218889	-81.75908889
214	11543923	11	1	85	0	86.714	4	39	0	4 1	8/12/2011 0:00	1	6	0	47	1 N	53800	35.07251111	-81.75791111
215	13554245	11	1	85	0	86.722	4	83	0	0 0	7/3/2013 0:00	2	20	0	7	1 N	53800	35.07261944	-81.75781111
216	12586740	11	1	85	0	86.75	4	39	0	0 0	11/17/2012 0:00	1	24	0	21	1 N	53800	35.07273056	-81.75733056
217	13594127	11	1	85	0	86.792	4	39	0	0 0	10/5/2013 0:00	1	10	10	22	1 N	53800	35.07288111	-81.75661111
218	13529359	11	1	85	0	86.824	4	39	0	1 1	4/19/2013 0:00	1	10	0	58	1 N	53800	35.07295	-81.75606111

219	12505593	11	1	85	0	86.915	4	39	0	0 0	2/3/2012 0 00	1	33	50	22	1 N	53800	35.07316111	-81.75446944
220	13535518	11	1	85	0	86.921	4	39	0	0 0	5/19/2013 0 00	2	13	0	56	1 N	53800	35.07316944	-81.75436111
221	12565707	11	1	85	0	86.939	4	39	0	0 0	9/18/2012 0 00	1	1	0	56	1 N	53800	35.0735	-81.75411111
222	13533118	11	1	85	0	86.97	4	39	0	0 0	5/7/2013 0 00	1	18	0	38	1 N	53800	35.07326056	-81.75351944
223	11566897	11	1	85	0	86.988	4	39	0	0 0	10/19/2011 0 00	2	30	0	46	1 N	53800	35.07331944	-81.7532
224	12585587	11	1	85	0	87.015	4	39	0	0 0	11/11/2012 0 00	1	40	10	22	1 N	53800	35.0734	-81.75273889
225	11528319	11	1	85	0	87.02	4	39	0	0 0	6/11/2011 0 00	1	20	0	38	1 N	53800	35.0734	-81.75265
226	12549846	11	1	85	0	87.107	4	39	0	0 0	7/23/2012 0 00	1	100	0	56	1 N	53800	35.07365	-81.75113056
227	11011186	11	1	85	0	87.243	4	39	0	0 0	3/18/2011 0 00	1	INTERSTATE 50	0	56	1 N	53800	35.07433889	-81.74885
228	11516802	11	1	85	0	87.266	4	39	0	0 0	4/21/2011 0 00	1	50	0	51	1 N	53800	35.07398056	-81.74836111
229	13502124	11	1	85	0	87.3	4	39	0	0 0	1/13/2013 0 00	1	25	0	51	1 N	53800	35.07405	-81.74776944
230	13620252	11	1	85	0	87.359	4	39	0	0 0	12/8/2013 0 00	2	10	50	22	1 N	53800	35.07418056	-81.74673889
231	12563395	11	1	85	0	87.455	4	39	0	2 1	9/3/2012 0 00	2	90	10	22	1 N	53800	35.07441944	-81.74506111
232	13571702	11	1	85	0	87.73	4	39	0	1 1	8/21/2013 0 00	2	192	43	22	1 N	53800	35.07508111	-81.74228889
233	11011690	11	1	85	0	87.735	4	39	0	0 0	3/21/2011 0 00	1	100	0	49	1 N	53800	35.07508889	-81.7402
234	13571704	11	1	85	0	87.745	4	39	0	3 1	8/21/2013 0 00	2	182	10	22	1 N	53800	35.07511944	-81.74001944
235	13571547	11	1	85	0	87.758	4	29	0	1 2	8/21/2013 0 00	2	1	0	46	1 N	53800	35.07513056	-81.7398
236	12507976	11	1	85	0	87.759	4	39	0	1 2	2/13/2012 0 00	1	150	0	38	1 N	53800	35.07511111	-81.73978056
237	12573018	11	1	85	0	87.783	4	39	0	0 0	10/5/2012 0 00	1	50	50	22	1 N	53800	35.07518056	-81.73936111
238	13571706	11	1	85	0	87.807	4	39	0	0 0	8/21/2013 0 00	2	45	10	22	1 N	53800	35.07525	-81.73893889
239	11000101	11	1	85	0	87.869	4	39	0	0 0	1/1/2011 0 00	2	75	0	56	1 N	53800	35.0754	-81.73786944
240	11581378	11	1	85	0	87.907	4	39	0	0 0	11/28/2011 0 00	2	100	0	49	1 N	53800	35.07546944	-81.7372
241	13549650	11	1	85	0	87.921	3	105	0	0 0	6/27/2013 0 00	2	100	0	56	1 N	53800	35.0755	-81.73695
242	13541913	11	1	85	0	87.932	4	39	0	0 0	6/7/2013 0 00	2	100	0	47	1 N	53800	35.0755	-81.73676111
243	11500081	11	1	85	0	88.079	3	105	0	0 0	12/22/2011 0 00	2	100	41	56	1 N	53800	35.07801944	-81.73423889
244	12588822	11	1	85	0	88.08	3	105	0	1 1	11/7/2012 0 00	1	100	0	46	1 N	53800	35.07585	-81.73418056
245	12594224	11	1	85	0	88.081	4	39	0	2 2	11/30/2012 0 00	1	200	0	49	1 N	53800	35.07588056	-81.73416944
246	11533373	11	1	85	0	88.142	3	105	0	0 0	7/10/2011 0 00	1	70	0	56	1 N	53800	35.07801111	-81.73311111
247	11903458	11	1	85	0	88.274	3	105	0	0 0	1/30/2011 0 00	1	103	0	56	1 N	53800	35.07641111	-81.73081944
248	12522247	11	1	85	0	88.286	3	105	0	0 0	4/13/2012 0 00	1	100	50	22	1 N	53800	35.07636944	-81.7306
249	13513861	11	1	85	0	88.687	4	39	0	0 0	3/7/2013 0 00	1	80	10	22	1 N	53800	35.07746111	-81.72366111
250	12603377	11	1	85	0	88.698	4	39	0	1 1	12/31/2012 0 00	1	155	0	56	1 N	53800	35.0775	-81.72346111
251	11002692	11	1	85	0	88.737	3	105	0	0 0	1/10/2011 0 00	5	80	0	56	1 N	53800	35.07783889	-81.72281111
252	13522096	11	1	85	0	88.759	3	105	0	0 0	4/8/2013 0 00	1	20	0	21	1 N	53800	35.07773056	-81.72243889
253	11540484	11	1	85	0	88.76	3	105	0	0 0	8/4/2011 0 00	1	100	0	4	1 N	53800	35.08436944	-81.70641944
254	12536700	11	1	85	0	88.765	3	105	0	1 2	8/21/2012 0 00	1	25	10	22	1 N	53800	35.07776944	-81.72233889
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256	12549910	11	1	85	0	88.784	3	105	0	0 0	8/1/2012 0 00	1	50	0	18	1 N	53800	35.07783889	-81.72201111
257	12589395	11	1	85	0	88.797	3	105	0	1 1	11/25/2012 0 00	1	1	10	22	1 N	53800	35.07793889	-81.72181111
258	13517788	11	1	85	0	88.825	3	105	0	1 1	3/24/2013 0 00	2	8	43	56	1 N	53800	35.07816889	-81.72138889
259	11003728	11	1	85	0	88.903	3	105	0	1 1	1/26/2011 0 00	2	100	0	56	1 N	53800	35.07833056	-81.71998889
260	11904994	11	1	85	0	88.903	3	105	0	1 1	1/26/2011 0 00	2	100	43	23	1 N	53800	35.07833056	-81.71998889
261	12519533	11	1	85	0	88.911	3	105	0	0 0	4/5/2012 0 00	2	100	0	56	1 N	53800	35.07836944	-81.71988111
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263	11000755	11	1	85	0	89.009	3	105	0	0 0	1/8/2011 0 00	1	100	0	56	1 N	53800	35.07875	-81.7182
264	11521534	11	1	85	0	89.035	3	105	0	0 0	5/15/2011 0 00	1	INTERSTATE 100	0	38	1 N	53800	35.07886111	-81.71778111
265	13621230	11	1	85	0	89.09	4	39	0	0 0	12/4/2013 0 00	1	250	0	39	1 N	53800	35.04765	-81.80613889
266	12533960	11	1	85	0	89.14	3	105	0	0 0	5/19/2012 0 00	1	72	50	22	1 N	53800	35.07926056	-81.71596944
267	12561696	11	1	85	0	89.149	3	105	0	0 0	9/11/2012 0 00	1	35	0	1	1 N	53800	35.07931111	-81.71585
268	11525813	11	1	85	0	89.18	3	105	0	0 0	6/5/2011 0 00	1	60	50	22	1 N	53800	35.07941944	-81.71528889
269	13620251	11	1	85	0	89.196	3	105	0	0 0	12/5/2013 0 00	2	66	43	51	1 N	53800	35.07951111	-81.71503889
270	12533203	11	1	85	0	89.214	3	105	0	0 0	5/29/2012 0 00	2	25	0	56	1 N	53800	35.07963889	-81.71473889
271	13554661	11	1	85	0	89.233	3	105	0	1 1	7/7/2013 0 00	1	1	10	22	1 N	53800	35.07981111	-81.71438889
272	12553517	11	1	85	0	89.28	3	105	0	0 0	8/9/2012 0 00	2	70	0	46	1 N	53800	35.07986056	-81.71361111
273	12561703	11	1	85	0	89.285	3	105	0	1 1	9/4/2012 0 00	1	50	50	22	1 N	53800	35.07983056	-81.7135
274	11572354	11	1	85	0	89.288	3	105	0	0 0	11/4/2011 0 00	2	30	0	52	1 N	53800	35.0799	-81.71348056
275	13626133	11	1	85	0	89.355	3	105	0	0 0	12/29/2013 0 00	2	30	0	46	1 N	53800	35.08016944	-81.71233889
276	13567601	11	1	85	0	89.386	4	105	0	0 0	7/25/2013 0 00	1	50	50	22	1 N	53800	35.0803	-81.71181944
277	13539323	11	1	85	0	89.431	3	105	0	0 0	5/31/2013 0 00	1	50	50	22	1 N	53800	35.0805	-81.71106111
278	11556513	11	1	85	0	89.459	3	105	0	0 0	9/21/2011 0 00	2	25	0	49	1 N	53800	35.08061944	-81.7108
279	13620255	11	1	85	0	89.484	3	105	0	0 0	12/9/2013 0 00	2	100	50	22	1 N	53800	35.08076056	-81.71018889
280	12522604	11	1	85	0	89.485	4	39	0	0 0	4/17/2012 0 00	1	200	0	4	1 N	53800	35.08093889	-81.71023889
281	12519527	11	1	85	0	89.487	1	105	0	1 2	4/4/2012 0 00	1	11	50	22	1 N	53800	35.08076056	-81.71013889
282	11012469	11	1	85	0	89.537	3	105	0	0 0	3/30/2011 0 00	2	100	0	38	1 N	53800	35.08106111	-81.70931944
283	13615999	11	1	85	0	89.548	3	105	0	0 0	11/26/2013 0 00	2	50	0	56	1 N	53800	35.08111944	-81.70915
284	13545190	11	1	85	0	89.556	3	105	0	0 0	6/16/2013 0 00	1	10	50	22	1 N	53800	35.08118944	-81.70901111
285	13572269	11	1	85	0	89.563	3	105	0	0 0	8/17/2013 0 00	2	20	0	56	1 N	53800	35.08121111	-81.7089
286	12540087	11	1	85	0	89.571	3	105	0	0 0	6/20/2012 0 00	1	50	0	4	1 N	53800	35.08126111	-81.70876944
287	12580849	11	1	85	0	89.574	3	105	0	0 0	10/29/2012 0 00	1	2	0	51	1 N	53800	35.08126056	-81.70873056
288	12600284	11	1	85	0	89.586	3	105	0	0 0	12/17/2012 0 00	1	10	10	23	1 N	53800	35.08135	-81.70653056
289	12586929	11	1	85	0	89.594	3	105	0	0 0	9/17/2012 0 00	2	15	0	46	1 N	53800	35.08136889	-81.7084
290	11904557	11	1	85	0	89.76	3	105	0	0 0	2/8/2011 0 00	1	INTERSTATE 0	10	22	1 N	53800	35.08115	-81.70493056
291	12508044	11	1	85	0	89.836	3	105	0	0 0	2/19/2012 0 00	2	8	0	22	1 N	48900	35.08316944	-81.70473056

292	12525729	11	1	85	0	89.86	3	105	0	0 0	4/29/2012 0:00	1	10	10	23	1 N	48900	35.06118056	-81.70498056
293	12508492	11	1	85	0	89.882	3	105	0	0 0	2/19/2012 0:00	2	1	50	22	1 N	48900	35.08336111	-81.70431944
294	11536091	11	1	85	0	89.904	3	105	0	1 1	7/17/2011 0:00	1	15	10	22	1 N	48900	35.0837	-81.70371944
295	11581018	11	1	85	0	89.927	3	105	0	0 0	11/23/2011 0:00	1	1	0	56	1 N	48900	35.0839	-81.70338889
296	11580533	11	1	85	0	89.95	1	85	0	1 2	11/23/2011 0:00	1	4	10	23	1 N	48900	35.08421944	-81.70316111
297	12547893	11	1	85	0	89.984	3	105	0	0 0	7/11/2012 0:00	1	50	0	56	1 N	48900	35.08425	-81.70288889
298	13535847	11	1	85	0	90.012	3	105	0	0 0	5/8/2013 0:00	1	10	0	38	1 N	48900	35.08458056	-81.70213889
299	12602583	11	1	85	0	90.015	3	105	0	0 0	12/24/2012 0:00	2	10	0	56	1 N	48900	35.08481111	-81.7021
300	13625403	11	1	85	0	90.03	3	105	0	0 0	12/23/2013 0:00	1	50	0	47	1 N	48900	35.08473056	-81.70188056
301	12569900	11	1	85	0	90.033	3	105	0	0 0	10/1/2012 0:00	2	1	0	46	1 N	48900	35.08473889	-81.70181944
302	13548122	11	1	85	0	90.045	3	105	0	0 0	6/18/2013 0:00	2	10	42	23	1 N	48900	35.08485	-81.70165
303	12602702	11	1	85	0	90.054	3	105	0	0 0	12/29/2012 0:00	2	50	43	22	1 N	48900	35.08493056	-81.70153056
304	13522090	11	1	85	0	90.074	3	105	0	0 0	4/8/2013 0:00	1	25	10	23	1 N	48900	35.08508889	-81.70123056
305	12540817	11	1	85	0	90.09	3	105	0	0 0	6/30/2012 0:00	1	50	0	46	1 N	48900	35.0852194	-81.701
306	13506890	11	1	85	0	90.102	3	105	0	0 0	2/17/2013 0:00	3	25	0	49	1 N	48900	35.08531944	-81.70081111
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313	11517685	11	1	85	0	90.283	4	81	0	0 0	4/25/2011 0:00	1	25	0	47	1 N	48900	35.08678889	-81.69818944
314	12528272	11	1	85	0	90.293	3	105	0	0 0	5/13/2012 0:00	2	45	50	22	1 N	48900	35.08686944	-81.69801944
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318	13500482	11	1	85	0	90.478	3	105	0	0 0	1/2/2013 0:00	2	25	0	56	1 N	48900	35.08836944	-81.69536111
319	12522615	11	1	85	0	90.508	3	105	0	0 0	4/20/2012 0:00	1	20	10	22	1 N	48900	35.08861111	-81.69488889
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322	13568776	11	1	85	0	90.555	3	105	1	0 4	8/1/2013 0:00	1	25	0	27	1 N	48900	35.08901111	-81.69421944
323	11581010	11	1	85	0	90.589	3	105	0	0 0	11/29/2011 0:00	2	70	0	56	1 N	48900	35.08936111	-81.69378056
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325	12509042	11	1	85	0	90.617	3	105	0	0 0	2/19/2012 0:00	2	100	0	46	1 N	48900	35.08951944	-81.69331111
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328	11584341	11	1	85	0	90.76	3	105	0	0 0	12/5/2011 0:00	2	100	0	49	1 N	48900	35.08781111	-81.70118944
329	11539856	11	1	85	0	90.782	3	105	0	0 0	8/1/2011 0:00	1	100	50	22	1 N	48900	35.09071111	-81.69118889
330	13569647	11	1	85	0	90.793	3	105	0	0 0	8/17/2013 0:00	2	100	50	22	1 N	48900	35.09096111	-81.69075
331	11551874	11	1	85	0	90.805	3	105	0	1 1	9/5/2011 0:00	2	100	0	56	1 N	48900	35.09151111	-81.69083056
332	11514928	11	1	85	0	90.857	3	105	0	0 0	4/7/2011 0:00	1	80	0	56	1 N	48900	35.09148889	-81.68981111
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334	13625397	11	1	85	0	91.007	3	11	0	0 0	12/23/2013 0:00	2	1	0	47	1 N	48900	35.09271944	-81.68763889
335	12530586	11	1	85	0	91.024	3	11	0	0 0	5/15/2012 0:00	1	110	0	49	1 N	48900	35.09286111	-81.68738056
336	12520555	11	1	85	0	91.033	3	11	0	0 0	3/24/2012 0:00	2	80	0	49	1 N	48900	35.09293056	-81.68726111
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338	13576581	11	1	85	0	91.117	3	11	0	1 1	9/2/2013 0:00	1	80	0	39	1 N	48900	35.09368889	-81.68606889
339	13507784	11	1	85	0	91.14	3	11	0	0 0	2/7/2013 0:00	2	100	50	56	1 N	48900	35.09378889	-81.68568889
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342	11533878	11	1	85	0	91.383	3	11	0	0 0	7/1/2011 0:00	1	0	42	22	1 N	48900	35.09583056	-81.68203056
343	11049032	11	1	85	0	91.489	4	83	0	1 1	5/4/2011 0:00	1	100	0	56	1 N	48900	35.09636111	-81.68036111
344	12522260	11	1	85	0	91.496	3	11	0	1 1	4/18/2012 0:00	1	102	0	56	1 N	48900	35.09628944	-81.68018889
345	13608721	11	1	85	0	91.525	3	11	0	0 0	11/11/2013 0:00	1	50	50	22	1 N	48900	35.09641111	-81.67971944
346	11539650	11	1	85	0	91.54	3	11	0	1 1	8/1/2011 0:00	1	2	50	22	1 N	48900	35.09646944	-81.67946111
347	12562533	11	1	85	0	91.824	3	11	0	0 0	8/4/2012 0:00	2	100	0	46	1 N	48900	35.09881111	-81.67803056
348	13512590	11	1	85	0	91.853	3	11	0	1 2	2/26/2013 0:00	2	35	0	47	1 N	48900	35.09888056	-81.67753056
349	13572275	11	1	85	0	91.72	3	11	0	0 0	8/17/2013 0:00	2	25	0	56	1 N	48900	35.09708056	-81.67836944
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353	11523898	11	1	85	0	91.948	3	11	0	0 0	5/22/2011 0:00	1	50	10	23	1 N	48900	35.09726944	-81.67236111
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355	13605651	11	1	85	0	92.128	3	105	0	0 0	11/1/2013 0:00	1	8	0	38	1 N	48900	35.09706944	-81.66918889
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357	12565855	11	1	85	0	92.169	3	11	0	0 0	8/16/2012 0:00	1	1	10	22	1 N	48900	35.09701111	-81.66846111
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359	13588787	11	1	85	0	92.17	3	11	0	0 0	9/25/2013 0:00	2	1	0	59	1 N	48900	35.08128889	-81.6675
360	12565208	11	1	85	0	92.179	3	11	1	0 4	8/17/2012 0:00	2	70	42	22	1 N	48800	35.09701111	-81.66828889
361	13615000	11	1	85	0	92.18	3	11	0	0 0	11/26/2013 0:00	2	1	42	22	1 N	48800	35.09698889	-81.66828056
362	12510637	11	1	85	0	92.186	3	11	0	1 1	2/29/2012 0:00	2	1	43	22	1 N	48800	35.09698056	-81.66816944
363	12508579	11	1	85	0	92.194	3	11	0	6 1	12/17/2012 0:00	2	1	42	22	1 N	48800	35.09718111	-81.66801111
364	11581159	11	1	85	0	92.208	3	11	0	0 0	9/5/2011 0:00	2	5	50	22	1 N	48800	35.09695	-81.66781944

365	12533198	11	1	85	0	92.207	3	11	0	0 0	5/29/2012 0 00	2	1	43	22	1 N	48800	35.09696111	-81.6678
366	13617254	11	1	85	0	92.235	3	11	0	0 0	12/4/2013 0 00	2	10	0	56	1 N	48800	35.09691944	-81.6673
367	12557846	11	1	85	0	92.318	3	11	0	0 0	8/22/2012 0 00	1	25	0	56	1 N	48800	35.09688889	-81.66583056
368	13545195	11	1	85	0	92.377	3	105	0	0 0	6/17/2013 0 00	1	100	50	22	1 N	48800	35.09686111	-81.66481111
369	11523407	11	1	85	0	92.384	3	11	0	0 0	5/18/2011 0 00	1	20	43	22	1 N	48800	35.0967	-81.66451111
370	11525206	11	1	85	0	92.406	3	11	0	0 0	6/2/2011 0 00	1	2	50	22	1 N	48800	35.09688056	-81.66428056
371	11535712	11	1	85	0	92.541	3	11	0	1 1	7/24/2011 0 00	1	2	0	56	1 N	48800	35.09651944	-81.66193056
372	11521535	11	1	85	0	92.671	3	150	0	0 0	5/4/2011 0 00	1	10	0	1	1 N	48800	35.09638056	-81.65963889
373	11528594	11	1	85	0	92.774	3	150	0	2 1	6/15/2011 0 00	2	1	0	50	1 N	48800	35.09641111	-81.65781944
374	11911694	11	1	85	0	92.799	3	150	0	1 1	3/26/2011 0 00	2	1	0	50	1 N	48800	35.09643056	-81.65738889
375	13500789	11	1	85	0	92.814	3	11	0	0 0	1/8/2013 0 00	1	10	50	22	1 N	48800	35.09648889	-81.65713056
376	13507906	11	1	85	0	92.814	3	150	0	0 0	2/11/2013 0 00	2	1	0	51	1 N	48800	35.0965	-81.65713056
377	13505174	11	1	85	0	92.82	3	150	0	0 0	1/25/2013 0 00	1	2	0	38	1 N	48800	35.68118889	-81.70178056
378	12549862	11	1	85	0	92.839	3	150	0	0 0	7/30/2012 0 00	1	4	10	22	1 N	48800	35.09656944	-81.65668889
379	13537905	11	1	85	0	92.888	3	150	0	0 0	5/24/2013 0 00	1	12	0	22	1 N	48800	35.09673889	-81.65586111
380	12602915	11	1	85	0	92.917	3	150	0	0 0	12/20/2012 0 00	2	22	10	22	1 N	48800	35.09685	-81.65536944
381	13608730	11	1	85	0	93.015	3	11	0	0 0	11/13/2013 0 00	1	1	50	22	1 N	48800	35.09731111	-81.65371944
382	11590064	11	1	85	0	93.127	3	150	0	1 1	12/22/2011 0 00	2	139	0	49	1 N	48800	35.0981	-81.65198056
383	13558202	11	1	85	0	93.149	3	150	0	0 0	7/5/2013 0 00	2	30	0	49	1 N	48800	35.09825	-81.65183889
384	11549697	11	1	85	0	93.178	3	150	0	0 0	8/26/2011 0 00	1	203	0	49	1 N	48800	35.09843889	-81.65118889
385	12583000	11	1	85	0	93.208	3	150	0	2 2	11/3/2012 0 00	1	8	10	22	1 N	48800	35.09863889	-81.65071944
386	12602872	11	1	85	0	93.303	3	150	0	0 0	12/16/2012 0 00	1	252	0	49	1 N	48800	35.08926944	-81.64923056
387	12571340	11	1	85	0	93.402	3	150	0	0 0	9/24/2012 0 00	1	50	0	56	1 N	48800	35.09978111	-81.64758056
388	13594124	11	1	85	0	93.589	3	150	0	0 0	10/12/2013 0 00	1	129	0	20	1 N	48800	35.10118111	-81.64473056
389	11518414	11	1	85	0	93.683	3	150	0	0 0	5/2/2011 0 00	1		10	22	1 N	48800	35.10188056	-81.6432
390	11586510	11	1	85	0	93.799	3	150	0	0 0	12/14/2011 0 00	1	120	50	22	1 N	48800	35.10208056	-81.64123056
391	11011695	11	1	85	0	93.851	4	82	0	0 0	3/26/2011 0 00	2	100	0	56	1 N	48800	35.10213056	-81.64031111
392	11543671	11	1	85	0	93.878	4	82	0	0 0	8/13/2011 0 00	2	70	0	56	1 N	48800	35.10208111	-81.63983056
393	11543672	11	1	85	0	93.884	4	82	0	1 1	8/13/2011 0 00	2	70	0	49	1 N	48800	35.10205	-81.63971944
394	11543670	11	1	85	0	93.886	4	82	0	0 0	8/13/2011 0 00	2	70	0	49	1 N	48800	35.10206944	-81.63968889
395	13571538	11	1	85	0	93.922	3	150	0	0 0	8/13/2013 0 00	1	100	50	22	1 N	48800	35.10223889	-81.63906944
396	13541066	11	1	85	0	93.927	3	11	0	0 0	6/4/2013 0 00	1	100	0	49	1 N	48800	35.10223056	-81.63896944
397	12600341	11	1	85	0	93.948	3	150	0	0 0	12/22/2012 0 00	1	211	0	56	1 N	48800	35.10223889	-81.63863889
398	11520292	11	1	85	0	93.991	3	150	0	0 0	5/7/2011 0 00	1	60	0	56	1 N	48800	35.1023	-81.63783889
399	11560086	11	1	85	0	94.026	4	82	0	0 0	10/1/2011 0 00	1	1	0	56	1 N	48800	35.10228056	-81.63723056
400	12600740	11	1	85	0	94.054	4	82	0	0 0	12/20/2012 0 00	2	100	10	22	1 N	48800	35.10231111	-81.63656111
401	13511912	11	1	85	0	94.163	4	82	0	0 0	2/27/2013 0 00	1	40	50	22	1 N	48800	35.10191944	-81.63478056
402	13539397	11	1	85	0	94.176	3	150	0	1 1	5/31/2013 0 00	1	200	10	22	1 N	48800	35.10193889	-81.63456111
403	12601077	11	1	85	0	94.182	4	39	0	0 0	12/19/2012 0 00	1	30	50	22	1 N	48800	35.10183056	-81.63443889
404	12566516	11	1	85	0	94.186	4	82	0	0 0	9/6/2012 0 00	1	92	0	56	1 N	48800	35.10236889	-81.6344
405	11550548	11	1	85	0	94.213	4	82	0	0 0	9/5/2011 0 00	2	89	0	56	1 N	48800	35.10241111	-81.63393889
406	12588381	11	1	85	0	94.272	3	18	0	0 0	11/21/2012 0 00	1	38	10	22	1 N	48800	35.10245	-81.63288889
407	12600075	11	1	85	0	94.348	4	82	0	0 0	12/22/2012 0 00	1	78	50	23	1 N	48800	35.10246111	-81.63155
408	12583003	11	1	85	0	94.503	1	82	0	0 0	11/3/2012 0 00	1	10	50	22	1 N	48800	35.10256889	-81.62881111
409	12581892	11	1	85	0	94.611	4	581	0	0 0	9/6/2012 0 00	1	7	50	22	1 N	48800	35.10266111	-81.62691111
410	13508869	11	1	85	0	94.613	4	82	0	0 0	2/16/2013 0 00	2	13	10	22	1 N	48800	35.10266111	-81.62686944
411	11904830	11	1	85	0	94.635	4	82	0	0 0	1/29/2011 0 00	1	3	0	8	1 N	48800	35.10258056	-81.62648889
412	11006873	11	1	85	0	94.643	4	82	0	0 0	2/18/2011 0 00	1	10	0	46	1 N	48800	35.10266056	-81.62633889
413	11571035	11	1	85	0	94.65	4	82	0	0 0	10/17/2011 0 00	1	50	0	38	1 N	48800	35.10271944	-81.62621944
414	11911683	11	1	85	0	94.659	4	82	0	1 1	3/15/2011 0 00	1	9	0	49	1 N	48800	35.10258889	-81.62606111
415	12543183	11	1	85	0	94.663	4	82	0	0 0	7/11/2012 0 00	1	8	50	22	1 N	48800	35.10268889	-81.62588889
416	11010125	11	1	85	0	94.671	4	82	0	0 0	3/11/2011 0 00	1	7	0	46	1 N	48800	35.10283056	-81.62585
417	11133711	11	1	85	0	94.76	4	82	0	0 0	11/22/2011 0 00	1	1	0	49	1 N	48800	35.00033056	-81.63418944
418	12589054	11	1	85	0	94.768	4	82	0	1 1	11/21/2012 0 00	1	1	10	22	1 N	47000	35.10163889	-81.62408056
419	12589051	11	1	85	0	94.768	4	82	0	1 1	11/21/2012 0 00	1	1	10	22	1 N	47000	35.10183889	-81.62408056
420	12580658	11	1	85	0	94.975	4	82	0	0 0	11/3/2012 0 00	1	71	50	22	1 N	47000	35.10331111	-81.62056944
421	13521897	11	1	85	0	95.047	4	82	0	0 0	4/5/2013 0 00	1	10	0	8	1 N	47000	35.10381111	-81.61946944
422	12598578	11	1	85	0	95.105	3	18	0	0 0	12/17/2012 0 00	1	1	0	47	1 N	47000	35.10421944	-81.61858056
423	13620240	11	1	85	0	95.273	3	18	0	1 3	12/5/2013 0 00	2	40	0	51	1 N	47000	35.10533889	-81.61593889
424	11552428	11	1	85	0	95.489	3	18	0	2 1	9/6/2011 0 00	1	50	42	22	1 N	47000	35.10663056	-81.61246944
425	11575898	11	1	85	0	95.526	3	18	0	1 1	11/8/2011 0 00	1	1	0	56	1 N	47000	35.10686944	-81.61186944
426	12516244	11	1	85	0	95.557	3	18	0	1 1	4/1/2012 0 00	1	100	43	22	1 N	47000	35.10705	-81.61136944
427	11002894	11	1	85	0	95.559	3	18	0	0 0	1/10/2011 0 00	5	20	0	56	1 N	47000	35.10721944	-81.61141944
428	13535516	11	1	85	0	95.576	3	18	0	0 0	5/19/2013 0 00	2	10	0	7	1 N	47000	35.10716889	-81.61108056
429	11551350	11	1	85	0	95.603	4	82	0	0 0	9/7/2011 0 00	1	1	50	22	1 N	47000	35.10751111	-81.61073056
430	13616022	11	1	85	0	95.786	3	18	0	0 0	12/1/2013 0 00	1	50	10	23	1 N	47000	35.10835	-81.60765
431	13618131	11	1	85	0	95.796	3	18	0	0 0	12/1/2013 0 00	1	50	0	22	1 N	47000	35.10838056	-81.60748889
432	12589407	11	1	85	0	95.812	3	18	0	4 1	11/25/2012 0 00	1	3	10	23	1 N	47000	35.10836111	-81.60718944
433	12545973	11	1	85	0	95.824	3	18	0	0 0	7/19/2012 0 00	1	50	0	20	1 N	47000	35.10856111	-81.60703056
434	12589052	11	1	85	0	95.852	3	18	0	0 0	11/21/2012 0 00	1	30	10	22	1 N	47000	35.1087	-81.60658056
435	12519525	11	1	85	0	95.862	4	82	0	0 0	4/1/2012 0 00	1	50	10	23	1 N	47000	35.10871111	-81.60638889
436	11534033	11	1	85	0	95.871	1	85	0	0 0	7/16/2011 0 00	1 RAMP 8416	17	0	60	1 N	47000	35.10891111	-81.60503056
437	12574779	11	1	85	0	96.041	3	18	0	1 1	10/16/2012 0 00	1	19	50	22	1 N	47000	35.10946111	-81.60438889

438	12516870	11	1	85	0	96.13	2	18	0	0 0	3/23/2012 0 00	1		40	99	22	1 N	47000	35.10853056	-81.60296944
439	13524039	11	1	85	0	96.144	3	18	0	0 0	4/12/2013 0 00	1	RAMP B418	1	10	23	1 N	47000	35.10871111	-81.60293889
440	12524510	11	1	85	0	96.173	3	18	0	0 0	4/29/2012 0 00	1		2	0	56	1 N	47000	35.10981944	-81.60286944
441	11568048	11	1	85	0	96.175	3	18	0	0 0	10/19/2011 0 00	2		2	0	56	1 N	47000	35.10983056	-81.60283889
442	12515662	11	1	85	0	96.185	3	18	0	0 0	3/12/2012 0 00	1		2	0	56	1 N	47000	35.10985	-81.60273056
443	11582995	11	1	85	0	96.188	3	18	0	0 0	12/4/2011 0 00	1		50	0	51	1 N	47000	35.10973889	-81.60266944
444	13501987	11	1	85	0	96.402	3	18	0	0 0	1/11/2013 0 00	2		25	0	46	1 N	47000	35.10998889	-81.59981944
445	13507658	11	1	85	0	96.408	3	18	0	0 0	1/25/2013 0 00	5		1	0	51	1 N	47000	35.10986111	-81.59968889
446	13521899	11	1	85	0	96.409	3	18	0	0 0	4/5/2013 0 00	1		15	10	22	1 N	47000	35.11001111	-81.59966056
447	13541060	11	1	85	0	96.431	3	18	0	0 0	6/2/2013 0 00	1		7	43	22	1 N	47000	35.11003056	-81.59921111
448	13507659	11	1	85	0	96.437	3	18	0	0 0	1/25/2013 0 00	5		1	0	56	1 N	47000	35.10995	-81.59908889
449	12524477	11	1	85	0	96.457	3	18	0	0 0	4/26/2012 0 00	2		20	0	56	1 N	47000	35.11005	-81.59866944
450	12573029	11	1	85	0	96.522	3	18	0	1 1	10/9/2012 0 00	1		1	0	51	1 N	47000	35.11008889	-81.5973
451	12515880	11	1	85	0	96.558	3	18	0	0 0	3/18/2012 0 00	1		1	0	56	1 N	47000	35.1103	-81.59656944
452	13057879	11	1	85	0	96.58	3	18	0	0 0	12/14/2013 0 00	2		10	60	22	1 N	47000		
453	11590071	11	1	85	0	96.585	1	85	0	0 0	12/21/2011 0 00	2		0	0	56	1 N	47000	35.11031111	-81.59641944
454	11583042	11	1	85	0	96.84	3	18	0	0 0	12/5/2011 0 00	2		2	0	56	1 N	47000	35.11018111	-81.59483056
455	12528583	11	1	85	0	96.856	3	18	0	0 0	5/14/2012 0 00	2		80	0	51	1 N	47000	35.11028056	-81.5945
456	11904996	11	1	85	0	96.86	3	18	0	0 0	2/4/2011 0 00	2		1	10	22	1 N	47000	35.10128056	-81.60081111
457	13507913	11	1	85	0	96.873	3	18	0	0 0	2/13/2013 0 00	2		23	0	58	1 N	44900	35.1102	-81.59413056
458	12501651	11	1	85	0	96.755	3	18	0	0 0	1/14/2012 0 00	1		70	0	20	1 N	44900	35.11023889	-81.59241944
459	13815521	11	1	85	0	96.994	3	18	0	1 1	11/26/2013 0 00	2		160	0	60	1 N	44900	35.11051111	-81.58738889
460	13813017	11	1	85	0	97.004	3	18	0	0 0	11/22/2013 0 00	2	INTERSTATE	20	43	22	1 N	44900	35.11045	-81.58716111
461	11576718	11	1	85	0	97.044	3	18	0	0 0	11/16/2011 0 00	2		40	50	22	1 N	44900	35.11078111	-81.58638056
462	12547193	11	1	85	0	97.048	3	18	0	0 0	7/13/2012 0 00	2		95	0	56	1 N	44900	35.11078111	-81.58631111
463	13503447	11	1	85	0	97.052	3	18	0	1 1	1/16/2013 0 00	2		50	0	52	1 N	44900	35.11058056	-81.58613889
464	12601099	11	1	85	0	97.057	3	18	0	0 0	12/24/2012 0 00	2		75	0	46	1 N	44900	35.11081944	-81.58611944
465	11589590	11	1	85	0	97.087	3	18	0	0 0	12/23/2011 0 00	1		100	0	56	1 N	44900	35.11101944	-81.58553889
466	12503777	11	1	85	0	97.095	3	18	0	1 1	1/21/2012 0 00	2		100	0	8	1 N	44900	35.11105	-81.58538056
467	12518120	11	1	85	0	97.099	3	18	0	0 0	3/31/2012 0 00	2		59	0	56	1 N	44900	35.11123889	-81.5854
468	13586936	11	1	85	0	97.122	3	18	0	0 0	9/22/2013 0 00	2		100	0	56	1 N	44900	35.11128889	-81.58468056
469	13569841	11	1	85	0	97.146	4	83	0	0 0	8/16/2013 0 00	1		1	50	22	1 N	44900	35.11138889	-81.58438889
470	13625384	11	1	85	0	97.16	3	18	0	0 0	12/23/2013 0 00	2		50	0	56	1 N	44900	35.11158889	-81.58416944
471	12550114	11	1	85	0	97.17	3	18	0	0 0	6/24/2012 0 00	1		100	0	56	1 N	44900	35.11183889	-81.58413056
472	12568489	11	1	85	0	97.196	3	18	3	1 4	8/18/2012 0 00	2		125	20	56	1 N	44900	35.11208944	-81.58368056
473	13508091	11	1	85	0	97.251	3	18	0	0 0	2/13/2013 0 00	2		10	0	56	1 N	44900	35.11258111	-81.58293889
474	11536428	11	1	85	0	97.281	3	18	0	0 0	7/20/2011 0 00	2		100	0	56	1 N	44900	35.11275	-81.58243889
475	13554268	11	1	85	0	97.31	3	18	0	0 0	7/4/2013 0 00	2		100	0	56	1 N	44900	35.11303056	-81.58206944
476	12585382	11	1	85	0	97.386	3	18	0	0 0	11/10/2012 0 00	1		100	0	56	1 N	44900	35.11381944	-81.58111111
477	12535286	11	1	85	0	97.403	3	18	0	2 1	8/3/2012 0 00	1		100	0	51	1 N	44900	35.11391944	-81.58083056
478	12503778	11	1	85	0	97.419	3	18	0	0 0	1/21/2012 0 00	2		80	50	22	1 N	44900	35.11415	-81.5807
479	11588780	11	1	85	0	97.441	3	18	0	0 0	12/18/2011 0 00	1		200	0	51	1 N	44900	35.11438889	-81.58043056
480	12565209	11	1	85	0	97.489	3	18	0	0 0	9/18/2012 0 00	2			0	56	1 N	44900	35.11488056	-81.57985
481	13505878	11	1	85	0	97.531	3	18	0	0 0	1/25/2013 0 00	1		75	0	4	1 N	44900	35.11531111	-81.57931944
482	13554679	11	1	85	0	97.554	4	83	0	2 1	7/10/2013 0 00	1		200	50	22	1 N	44900	35.1155	-81.57896944
483	13570929	11	1	85	0	97.618	3	18	0	0 0	8/19/2013 0 00	2		150	0	56	1 N	44900	35.11618056	-81.57821111
484	13506945	11	1	85	0	97.638	4	83	0	1 1	1/30/2013 0 00	2		10	0	56	1 N	44900	35.11651944	-81.57811944
485	12537867	11	1	85	0	97.754	3	18	0	0 0	6/14/2012 0 00	1		91	0	22	1 N	44900	35.11781111	-81.57655
486	13616007	11	1	85	0	97.848	3	18	0	0 0	12/1/2013 0 00	1		200	10	22	1 N	44900	35.1186	-81.5754
487	13620234	11	1	85	0	97.942	3	18	0	0 0	12/1/2013 0 00	1		205	10	23	1 N	44900	35.11955	-81.57421111
488	12601804	11	1	85	0	97.955	4	83	0	0 0	12/26/2012 0 00	2		70	10	22	1 N	44900	35.11968111	-81.57403056

	Crash Number	County	Route Type	Route Number	Route AUX	Milepoint	Base Intersection Route	Base Intersection Route Number	# of Fatalities	# of Injuries	Max Injury Code	Date	Road Surface	Street Name	BDO	Manner of Collision	First Harmful Event	Unit Number	Direction	AADT	LAT	LON
902	11585107	42	1	85	0	80.009	3	110	0	0	0	11/27/2011 0:00	1		100	10	22	1	S	57900	35.02788056	-81.87273889
901	13531853	42	1	85	0	80.058	3	110	0	1	3	4/29/2013 0:00	1	INTERSTATE 85	212	43	22	1	S	57900	35.02778111	-81.87181111
900	13582701	42	1	85	0	80.059	4	57	0	0	0	7/22/2013 0:00	1		150	10	23	1	S	57900	35.02805	-81.8717
899	13575847	42	1	85	0	80.109	3	110	0	1	1	6/30/2013 0:00	1	83MM	30	10	23	1	S	57900	35.02823056	-81.87103056
898	12561333	42	1	85	0	80.118	3	110	0	0	0	9/6/2012 0:00	1	INTERSTATE 85	30	0	38	1	S	57900	35.02801111	-81.87078889
897	12602696	42	1	85	0	80.256	4	57	0	0	0	12/17/2012 0:00	2	INTERSTATE 85	10	0	56	1	S	57900	35.02845	-81.86821944
896	12524370	42	1	85	0	80.282	1	85	0	0	0	4/27/2012 0:00	1	INTERSTATE 85	178	43	22	1	S	57900	35.02871111	-81.86803056
895	12536218	42	1	85	0	80.291	4	57	0	0	0	6/21/2012 0:00	1	INTERSTATE 85	30	50	22	1	S	57900	35.02873056	-81.86786111
894	12584154	42	1	85	0	80.297	4	57	0	0	0	10/26/2012 0:00	1	INTERSTATE 85	100	10	23	1	S	57900	35.02873889	-81.86776111
893	11552233	42	1	85	0	80.308	1	85	0	0	0	9/8/2011 0:00	1	INTERSTATE 85	7	43	22	1	S	57900	35.0288	-81.86758056
892	13521550	42	1	85	0	80.377	4	57	0	0	0	4/4/2013 0:00	2	INTERSTATE 85	100	10	22	1	S	57900	35.02906944	-81.86641111
891	13600420	42	1	85	0	80.378	1	85	0	0	0	10/25/2013 0:00	1	INTERSTATE 85	14	0	51	1	S	57900	35.02906056	-81.8664
890	12508534	42	1	85	0	80.378	4	57	0	1	2	2/2/2012 0:00	1	INTERSTATE 85	45	10	22	1	S	57900	35.02891944	-81.86633889
889	13587698	42	1	85	0	80.396	4	57	0	0	0	9/25/2013 0:00	1	INTERSTATE 85	100	99	23	1	S	57900	35.02915111	-81.86605
888	11575141	42	1	85	0	80.428	3	110	0	1	2	11/13/2011 0:00	1	INTERSTATE 85	275	20	22	1	S	57900	35.0293	-81.86556111
887	12594382	42	1	85	0	80.577	4	57	0	0	0	12/7/2012 0:00	1	INTERSTATE 85	50	10	22	1	S	57900	35.02991111	-81.86303056
886	12526096	42	1	85	0	80.596	4	57	0	0	0	4/29/2012 0:00	1	INTERSTATE 85	10	0	51	1	S	57900	35.02998889	-81.86268056
885	13551781	42	1	85	0	80.637	4	57	0	0	0	6/23/2013 0:00	1	INTERSTATE 85	100	10	22	1	S	57900	35.03015	-81.86201944
884	13501860	42	1	85	0	80.657	4	57	0	0	0	1/3/2013 0:00	1	INTERSTATE 85	30	10	22	1	S	57900	35.03023889	-81.86168889
883	13544785	42	1	85	0	80.66	4	57	0	1	1	6/7/2013 0:00	1	INTERSTATE 85	100	50	51	1	S	57900	35.03023889	-81.86163056
882	13613861	42	1	85	0	80.794	4	57	0	0	0	11/18/2013 0:00	1	INTERSTATE 85	20	42	22	1	S	57900	35.03078111	-81.85903889
881	13617269	42	1	85	0	80.824	3	110	0	0	0	11/27/2013 0:00	2	INTERSTATE 85	253	10	22	1	S	57900	35.03101111	-81.85888889
880	13522269	42	1	85	0	80.873	3	57	0	0	0	4/4/2013 0:00	2	INTERSTATE 85	100	0	51	1	S	57900	35.0311	-81.85801944
879	13542795	42	1	85	0	80.911	4	57	0	0	0	6/2/2013 0:00	2	INTERSTATE 85	50	10	22	1	S	57900	35.03128889	-81.85736889
878	13508574	42	1	85	0	81.011	4	57	0	0	0	2/14/2013 0:00	1	INTERSTATE 85	20	42	22	1	S	57900	35.03171111	-81.85568889
877	13580817	42	1	85	0	81.019	3	110	0	0	0	7/22/2013 0:00	2	INTERSTATE 85	200	10	22	1	S	57900	35.03173889	-81.85556944
876	11583361	42	1	85	0	81.085	4	50	0	0	0	5/27/2011 0:00	1	INTERSTATE 85	50	50	22	1	S	57900	35.03201111	-81.85443889
875	13509388	42	1	85	0	81.104	3	110	0	0	0	2/15/2013 0:00	1		50	10	22	1	S	57900	35.03203889	-81.85411111
874	13615970	42	1	85	0	81.127	1	8593	0	0	0	11/28/2013 0:00	2	INTERSTATE 85	40	10	22	1	S	57900	35.03216111	-81.85373056
873	13546089	42	1	85	0	81.194	3	110	0	1	2	5/23/2013 0:00	2		212	10	22	1	S	57900	35.03243889	-81.8526
872	12559296	42	1	85	0	81.207	3	110	0	1	1	8/28/2012 0:00	1	INTERSTATE 85	390	0	51	1	S	57900	35.03251944	-81.85238889
871	13575898	42	1	85	0	81.317	4	57	0	0	0	8/30/2013 0:00	1	INTERSTATE 85	10	10	23	1	S	57900	35.03296944	-81.85053056
870	11001057	42	1	85	0	81.458	3	110	0	0	0	1/10/2011 0:00	3		200	0	56	1	S	57900	35.03358889	-81.84816111
869	13560656	42	1	85	0	81.495	3	110	0	0	0	7/22/2013 0:00	2	INTERSTATE 85	200	10	22	1	S	57900	35.03371111	-81.84751111
868	12600327	42	1	85	0	81.509	3	110	0	0	0	12/21/2012 0:00	1	INTERSTATE 85	200	50	22	1	S	57900	35.03378944	-81.84726944
867	11589448	42	1	85	0	81.523	3	110	0	0	0	12/22/2011 0:00	2	INTERSTATE 85	100	10	22	1	S	57900	35.03381111	-81.84703056
866	13504909	42	1	85	0	81.535	3	110	0	0	0	1/28/2013 0:00	1	INTERSTATE 85	130	0	58	1	S	57900	35.03386944	-81.84683056
865	12547554	42	1	85	0	81.557	3	110	0	0	0	7/21/2012 0:00	2	INTERSTATE 85	100	0	38	1	S	57900	35.03396111	-81.84646111
864	12604537	42	1	85	0	81.567	3	110	0	0	0	12/30/2012 0:00	1	INTERSTATE 85	30	0	56	1	S	57900	35.03383056	-81.84623889
863	13534497	42	1	85	0	81.567	3	110	0	0	0	5/5/2013 0:00	2	INTERSTATE 85	300	10	23	1	S	57900	35.03401111	-81.8463
862	13533837	42	1	85	0	81.569	3	110	0	0	0	5/5/2013 0:00	2		10	10	22	1	S	57900	35.03396944	-81.84625
861	13536505	42	1	85	0	81.57	3	110	0	0	0	5/5/2013 0:00	2	INTERSTATE 85	200	10	23	1	S	57900	35.03401111	-81.84625
860	12560556	42	1	85	0	81.695	3	110	0	0	0	8/31/2012 0:00	1	INTERSTATE 85	100	0	56	1	S	57900	35.03453889	-81.84413056
859	13605019	42	1	85	0	81.727	3	110	0	0	0	11/8/2013 0:00	1	INTERSTATE 85	100	0	38	1	S	57900	35.03468944	-81.84358056
858	11517874	42	1	85	0	81.758	3	110	0	0	0	4/19/2011 0:00	1	INTERSTATE 85	1986	0	38	1	S	57900	35.03475	-81.84308056
857	11585466	42	1	85	0	81.769	3	110	0	0	0	12/2/2011 0:00	1	INTERSTATE 85	1984	0	8	1	S	57900	35.03483889	-81.84286944
856	12538590	42	1	85	0	81.774	3	110	0	1	2	6/17/2012 0:00	1	INTERSTATE 85	21	0	56	1	S	57900	35.03485	-81.84278889
855	12535428	42	1	85	0	81.778	3	110	0	0	0	6/12/2012 0:00	2	INTERSTATE 85	183	10	22	1	S	57900	35.03488056	-81.84271944
854	11585469	42	1	85	0	81.865	3	110	0	0	0	12/2/2011 0:00	1	INTERSTATE 85	1708	10	22	1	S	57900	35.03523056	-81.84126111
853	13566818	42	1	85	0	81.882	3	110	0	1	1	7/26/2013 0:00	1	INTERSTATE 85	100	10	22	1	S	57900	35.03508889	-81.84068889
852	13576875	42	1	85	0	81.887	3	110	0	0	0	8/28/2013 0:00	1	INTERSTATE 85	3	0	56	1	S	57900	35.03531944	-81.84058056
851	13575835	42	1	85	0	81.905	3	110	0	0	0	8/30/2013 0:00	1	INTERSTATE	120	10	23	1	S	57900	35.03546111	-81.84061111
850	11558276	42	1	85	0	82.033	5		0	1	2	9/23/2011 0:00	2	INTERSTATE 85	25	0	56	1	S	57900	35.03563056	-81.83941111
849	11559172	42	1	85	0	82.048	3	110	0	0	0	9/23/2011 0:00	2	INTERSTATE 85	100	10	22	1	S	57900	35.03598056	-81.83816111
848	13615225	42	1	85	0	82.053	3	110	0	0	0	11/27/2013 0:00	3	INTERSTATE 85	10	0	46	1	S	57900	35.03601111	-81.83806944
847	12572371	42	1	85	0	82.128	3	110	0	0	0	9/28/2012 0:00	1	INTERSTATE 85	100	0	56	1	S	57900	35.03631111	-81.83681944
846	12605332	42	1	85	0	82.141	3	110	0	0	0	12/30/2012 0:00	1	INTERSTATE 85	100	10	22	1	S	57900	35.03638056	-81.8366
845	13569417	42	1	85	0	82.25	3	110	0	0	0	8/9/2013 0:00	1	INTERSTATE 85	100	10	23	1	S	57900	35.03686111	-81.83478889
844	13560384	42	1	85	0	82.31	3	110	0	0	0	7/14/2013 0:00	1	INTERSTATE 85	120	50	25	1	S	57900	35.0372	-81.83381944
843	11008308	42	1	85	0	82.323	3	110	0	0	0	3/6/2011 0:00	2	INTERSTATE 85	100	0	56	1	S	57900	35.03726944	-81.83361111
842	11557437	42	1	85	0	82.335	3	110	0	0	0	9/23/2011 0:00	2	INTERSTATE 85	150	0	56	1	S	57900	35.03723889	-81.83335
841	13822311	42	1	85	0	82.361	3	110	0	0	0	12/18/2013 0:00	1	INTERSTATE 85	25	50	22	1	S	57900	35.03751944	-81.833
840	13614037	42	1	85	0	82.402	4	57	0	0	0	11/27/2013 0:00	1	INTERSTATE 85	10	10	22	1	S	57900	35.03775	-81.83235
839	12561249	42	1	85	0	82.424	3	110	0	0	0	8/31/2012 0:00	1	INTERSTATE 85	85	10	22	1	S	57900	35.03796944	-81.83203889
838	13504378	42	1	85	0	82.458	3	110	0	0	0	1/25/2013 0:00	5	INTERSTATE 85	100	0	56	1	S	57900	35.03796111	-81.83136944
837	13589324	42	1	85	0	82.469	3	110	0	0	0	9/30/2013 0:00	1	INTERSTATE 85	120	0	51	1	S	57900	35.03819056	-81.83128889
836	11550026	42	1	85	0	82.488	3	110	0	0	0	9/2/2011 0:00	2	INTERSTATE 85	100	10	22	1	S	57900	35.03831111	-81.83098889
835	12560554	42	1	85	0	82.513	3	110	0	0	0	8/31/2012 0:00	1	INTERSTATE 85	20	10	22	1	S	57900	35.03848056	-81.8306
834	11543522	42	1	85	0	82.527	3	110	0	0	0	8/12/2011 0:00	1	INTERSTATE 85	20	0	56	1	S	57900	35.03848056	-81.83031944
833	11589552	42	1	85	0	82.536	3	110	0	0	0	12/24/2011 0:00	1	INTERSTATE 85	84	50	22	1	S	57900	35.03845	-81.83013889
832	13504373	42	1	85	0	82.538	3	110	0	0	0	1/25/2013 0:00	5	INTERSTATE 85	100	0	56	1	S	57900	35.03845	-81.8301
831	12602225	42	1	85	0	82.542	3	110	0	1	1	12/22/2012 0:00	1	INTERSTATE 85	10	0	22	1	S	57900	35.03888111	-81.83013056

830	13614778	42	1	85	0	82.564	3	110	0	0 0	12/1/2013 0:00	1 INTERSTATE 85	100	10	22	1 S	57900	35.03881111	-81.8298
829	13539656	42	1	85	0	82.567	3	110	0	0 0	5/23/2013 0:00	2 INTERSTATE 85	489	10	23	1 S	57900	35.03881111	-81.82973889
828	13590358	42	1	85	0	82.609	3	110	0	0 0	9/26/2013 0:00	1 INTERSTATE 85	150	0	18	1 S	57900	35.03911944	-81.82908889
827	11000993	42	1	85	0	82.613	3	110	0	0 0	1/10/2011 0:00	4 INTERSTATE 85	20	0	56	1 S	57900	35.03911944	-81.82901111
826	12580105	42	1	85	0	82.634	3	110	0	0 0	11/23/2012 0:00	1 INTERSTATE 85	10	10	22	1 S	57900	35.03925	-81.82868889
825	13583523	42	1	85	0	82.73	3	110	0	0 0	7/26/2013 0:00	1	10	10	22	1 S	57900	35.02331111	-81.87455
824	12526933	42	1	85	0	82.86	3	110	0	0 0	5/2/2012 0:00	1 INTERSTATE 85	186	50	22	1 S	54600	35.04071111	-81.82511944
823	11541031	42	1	85	0	82.871	3	110	0	0 0	8/10/2011 0:00	1 INTERSTATE 85	50	0	46	1 S	54600	35.04078056	-81.82493889
822	13552212	42	1	85	0	82.905	3	110	0	0 0	6/18/2013 0:00	1 INTERSTATE 85	30	10	22	1 S	54600	35.04088889	-81.8244
821	13615341	42	1	85	0	82.952	3	110	0	0 0	12/1/2013 0:00	1 INTERSTATE 85	100	10	22	1 S	54600	35.04113056	-81.82358111
820	13619878	42	1	85	0	82.952	3	110	0	2 1	11/27/2013 0:00	2 INTERSTATE 85	80	10	22	1 S	54600	35.04131111	-81.82368111
819	13514729	42	1	85	0	82.976	3	110	0	0 0	2/26/2013 0:00	2	100	0	56	1 S	54600	35.04166944	-81.82341944
818	13541401	42	1	85	0	83.027	3	110	0	0 0	6/1/2013 0:00	1 INTERSTATE 85	3	0	56	1 S	54600	35.04181111	-81.82236944
817	13520765	42	1	85	0	83.074	3	110	0	0 0	4/2/2013 0:00	1 INTERSTATE 85	83	50	22	1 S	54600	35.04208889	-81.82173056
816	11518702	42	1	85	0	83.098	3	110	0	0 0	5/1/2011 0:00	1 INTERSTATE 85	50	0	56	1 S	54600	35.04208889	-81.82126944
815	13580837	42	1	85	0	83.137	3	110	0	0 0	9/6/2013 0:00	1 INTERSTATE 85	28	10	22	1 S	54600	35.04273056	-81.82025
814	12562958	42	1	85	0	83.141	3	110	0	0 0	9/8/2012 0:00	2 INTERSTATE 85	6	0	56	1 S	54600	35.0428	-81.81998056
813	13580836	42	1	85	0	83.144	3	110	0	0 0	8/6/2013 0:00	1 INTERSTATE 85	25	0	56	1 S	54600	35.0429	-81.81981111
812	11000871	42	1	85	0	83.148	3	110	0	0 0	1/10/2011 0:00	3	10	0	8	1 S	54600	35.043	-81.81958056
811	13538941	42	1	85	0	83.153	3	110	0	0 0	5/23/2013 0:00	2 INTERSTATE 85	21	10	22	1 S	54600	35.0431	-81.81926111
810	12538187	42	1	85	0	83.161	3	110	0	0 0	8/18/2012 0:00	1 INTERSTATE 85	12	50	22	1 S	54600	35.04313889	-81.81868056
809	12508131	42	1	85	0	83.182	3	110	0	0 0	2/8/2012 0:00	1 INTERSTATE 85	18	50	22	1 S	54600	35.0433	-81.81675
808	12569174	42	1	85	0	83.184	3	110	0	2 1	9/28/2012 0:00	1 INTERSTATE 85	11	0	56	1 S	54600	35.04326944	-81.81651944
807	11003315	42	1	85	0	83.189	3	110	0	0 0	1/27/2011 0:00	1 INTERSTATE 85	11	10	22	1 S	54600	35.0435	-81.81628056
806	11590582	42	1	85	0	83.178	3	110	0	0 0	12/24/2011 0:00	1 INTERSTATE 85	5	10	22	1 S	54600	35.0437	-81.81778056
805	13611500	42	1	85	0	83.178	3	110	0	0 0	11/17/2013 0:00	2 INTERSTATE 85	10	50	22	1 S	54600	35.04371944	-81.81773889
804	11546838	42	1	85	0	83.181	3	110	0	0 0	8/23/2011 0:00	1 INTERSTATE 85	4	10	22	1 S	54600	35.04376944	-81.81758889
803	12555540	42	1	85	0	83.182	3	110	0	0 0	8/8/2012 0:00	1 INTERSTATE 85	4	50	22	1 S	54600	35.04378889	-81.81753889
802	13617781	42	1	85	0	83.184	3	110	0	0 0	12/1/2013 0:00	1 INTERSTATE 85	2	10	23	1 S	54600	35.04381944	-81.81738889
801	11520889	42	1	85	0	83.185	3	110	0	0 0	5/11/2011 0:00	1 INTERSTATE 85	3	10	22	1 S	54600	35.04386944	-81.81733056
800	12526713	42	1	85	0	83.187	3	110	0	0 0	4/27/2012 0:00	1	2	41	22	1 S	54600	35.04391944	-81.81723056
799	11515128	42	1	85	0	83.187	3	110	0	1 2	4/9/2011 0:00	1 INTERSTATE 85	2	10	22	1 S	54600	35.04393889	-81.81721944
798	11539168	42	1	85	0	83.188	3	110	0	0 0	8/3/2011 0:00	1 INTERSTATE 85	2	10	22	1 S	54600	35.04395	-81.81716111
797	12505202	42	1	85	0	83.188	3	110	0	0 0	1/26/2012 0:00	1	20	10	22	1 S	54600	35.04263889	-81.81636111
796	13555873	42	1	85	0	83.188	3	9	0	0 0	7/10/2013 0:00	1	10	0	39	1 S	54600	35.04263889	-81.81636111
795	12519785	42	1	85	0	83.189	3	110	0	0 0	4/6/2012 0:00	2 INTERSTATE 85	1	0	56	1 S	54600	35.04381944	-81.81701111
794	11557425	42	1	85	0	83.192	3	110	0	0 0	9/23/2011 0:00	3	2	10	22	1 S	54600	35.04408889	-81.81693056
793	13557821	42	1	85	0	83.193	3	110	0	0 0	7/3/2013 0:00	2 INTERSTATE 85	1	0	51	1 S	54600	35.04408056	-81.81683056
792	12579548	42	1	85	0	83.194	3	110	0	0 0	10/26/2012 0:00	1 INTERSTATE 85	1	10	23	1 S	54600	35.04411111	-81.8168
791	13510060	42	1	85	0	83.194	3	110	0	0 0	2/20/2013 0:00	1 INTERSTATE 85	7	0	51	1 S	54600	35.04408889	-81.81678056
790	13612070	42	1	85	0	83.197	3	110	0	0 0	11/22/2013 0:00	2 INTERSTATE 85	1	0	51	1 S	54600	35.04418056	-81.81663056
789	12528639	42	1	85	0	83.197	3	110	0	0 0	5/13/2012 0:00	2 INTERSTATE 85	10	0	52	1 S	54600	35.04418056	-81.81661944
788	13569006	42	1	85	0	83.199	4	21	0	0 0	8/14/2013 0:00	1 INTERSTATE 85	2	0	56	1 S	54600	35.04423889	-81.81648889
787	12541381	42	1	85	0	83.203	4	21	0	0 0	7/2/2012 0:00	1 INTERSTATE 85	2	10	22	1 S	54600	35.04431111	-81.81621944
786	13511005	42	1	85	0	83.204	3	110	0	0 0	2/18/2013 0:00	1 INTERSTATE 85	5	10	22	1 S	54600	35.04436944	-81.81615
785	12598666	42	1	85	0	83.204	3	110	0	0 0	12/13/2012 0:00	1 INTERSTATE 85	1	10	23	1 S	54600	35.04436111	-81.81618944
784	13515315	42	1	85	0	83.204	4	131	0	0 0	3/8/2013 0:00	1 INTERSTATE 85	400	0	23	1 S	54600	35.04438056	-81.81618111
783	13512318	42	1	85	0	83.204	3	110	0	0 0	2/18/2013 0:00	1 INTERSTATE 85	5	0	56	1 S	54600	35.04436111	-81.81618889
782	13515314	42	1	85	0	83.205	4	131	0	0 0	3/8/2013 0:00	1 INTERSTATE 85	400	50	22	1 S	54600	35.04438056	-81.81615
781	11524232	42	1	85	0	83.205	3	110	0	0 0	5/27/2011 0:00	1 INTERSTATE 85	1	10	22	1 S	54600	35.04438056	-81.81611944
780	12594388	42	1	85	0	83.208	3	110	0	0 0	12/7/2012 0:00	1 INTERSTATE 85	10	0	39	1 S	54600	35.04441111	-81.81606111
779	11562134	42	1	85	0	83.207	3	110	0	0 0	9/23/2011 0:00	2 INTERSTATE 85	2	50	22	1 S	54600	35.04443056	-81.816
778	13623933	42	1	85	0	83.207	4	21	0	0 0	12/22/2013 0:00	2 INTERSTATE 85	2	0	56	1 S	54600	35.04443889	-81.81596944
777	12538340	42	1	85	0	83.207	3	110	0	0 0	6/12/2012 0:00	2 INTERSTATE 85	6	0	56	1 S	54600	35.04441944	-81.81601944
776	13540837	42	1	85	0	83.208	3	110	0	0 0	5/30/2013 0:00	1 INTERSTATE 85	10	0	47	1 S	54600	35.04446111	-81.81593056
775	11542760	42	1	85	0	83.213	4	21	0	0 0	7/24/2011 0:00	1 INTERSTATE 85	1	43	22	1 S	54600	35.04456944	-81.81563889
774	12586723	42	1	85	0	83.213	1	85	0	0 0	11/21/2012 0:00	1 INTERSTATE 85	1	10	22	1 S	54600	35.04458889	-81.81563889
773	12804305	42	1	85	0	83.217	3	110	0	0 0	12/27/2012 0:00	1 INTERSTATE 85		10	22	1 S	54600	35.04466111	-81.81541111
772	12597185	42	1	85	0	83.219	3	110	0	0 0	12/10/2012 0:00	2 RAMP 8526	10	0	46	1 S	54600	35.04481944	-81.8153
771	13569007	42	1	85	0	83.221	4	21	0	0 0	8/18/2013 0:00	1 RAMP 8526	0	50	22	1 S	54600	35.04486944	-81.81523889
770	13505589	42	1	85	0	83.222	4	21	0	1 2	1/25/2013 0:00	5 RAMP 8526	2	10	23	1 S	54600	35.04495	-81.81516111
769	13516474	42	1	85	0	83.227	3	110	0	0 0	3/8/2013 0:00	1 INTERSTATE 85	30	10	23	1 S	54600	35.04491111	-81.81481111
768	12567300	42	1	85	0	83.23	3	110	0	0 0	9/18/2012 0:00	1 INTERSTATE 85	10	10	22	1 S	54600	35.04498889	-81.81456944
767	13514537	42	1	85	0	83.23	6		0	1 1	3/1/2013 0:00	1 INTERSTATE 85	25	0	56	1 S	54600	35.04498889	-81.81481944
766	12583627	42	1	85	0	83.233	3	110	0	0 0	11/8/2012 0:00	1 INTERSTATE 85	10	0	49	1 S	54600	35.04506944	-81.81441111
765	12548026	42	1	85	0	83.254	4	1014	0	0 0	7/20/2012 0:00	1 INTERSTATE 85	10	10	22	1 S	54600	35.04561111	-81.81313056
764	12569175	42	1	85	0	83.264	3	110	0	0 0	9/28/2012 0:00	1 INTERSTATE 85	82	0	56	1 S	54600	35.04568889	-81.81241111
763	11552253	42	1	85	0	83.274	3	110	0	0 0	9/2/2011 0:00	2 INTERSTATE 85	10	0	56	1 S	54600	35.04608056	-81.81196111
762	12607744	42	1	85	0	83.284	3	110	0	0 0	12/27/2012 0:00	1 INTERSTATE 85	2	10	23	1 S	54600	35.04633056	-81.81135
761	11522125	42	1	85	0	83.302	3	110	0	0 0	5/12/2011 0:00	1 INTERSTATE 85	102	0	56	1 S	54600	35.04663056	-81.81011111
760	11001178	42	1	85	0	83.318	3	110	0	0 0	1/10/2011 0:00	4 INTERSTATE 85	35	0	56	1 S	54600	35.04718111	-81.80926111
759	11582151	42	1	85	0	83.319	3	110	0	5 1	11/24/2011 0:00	1 INTERSTATE 85	35	10	22	1 S	54600	35.04718056	-81.80923056
758	11591448	42	1	85	0	83.335	3	110	0	0 0	12/26/2011 0:00	1 INTERSTATE 85	10	50	22	1 S	54600	35.0473	-81.80898111

757	13504161	42	1	85	0	83.348	3	110	0	0 0	1/22/2013 0:00	1 INTERSTATE 85	20	10	22	1 S	54600	35.04736889	-81.80873056
756	12557195	42	1	85	0	83.35	3	110	0	0 0	5/18/2012 0:00	1 INTERSTATE 85	20	0	56	1 S	54600	35.04741111	-81.80871111
755	13525451	42	1	85	0	83.399	3	110	0	0 0	4/7/2013 0:00	1 INTERSTATE 85	10	0	56	1 S	54600	35.04775	-81.80788056
754	11589835	42	1	85	0	83.439	3	110	0	0 0	12/16/2011 0:00	1 INTERSTATE 85	20	0	56	1 S	54600	35.04801944	-81.80716944
753	13572274	42	1	85	0	83.448	3	110	0	1 1	5/18/2013 0:00	2 INTERSTATE 85	21	50	22	1 S	54600	35.04806944	-81.80701944
752	11549131	11	1	85	0	83.506	3	110	0	0 0	8/22/2011 0:00	1	60	0	36	1 S	54600	35.04846056	-81.80805111
751	13567869	11	1	85	0	83.518	3	110	0	0 0	8/1/2013 0:00	1	50	0	52	1 S	54600	35.0486	-81.80588889
750	13606904	11	1	85	0	83.564	5		0	0 0	11/6/2013 0:00	1	30	10	22	1 S	54600	35.04885	-81.80513889
749	13567713	11	1	85	0	83.569	3	110	0	1 1	8/12/2013 0:00	1	100	0	56	1 S	54600	35.04888889	-81.80506111
748	13609108	11	1	85	0	83.591	4	39	0	0 0	11/12/2013 0:00	1	100	50	22	1 S	54600	35.04901944	-81.80471111
747	12541858	11	1	85	0	83.622	4	39	0	0 0	7/7/2012 0:00	1	300	50	22	1 S	54600	35.04921944	-81.80421944
746	12540074	11	1	85	0	83.655	6		0	0 0	6/21/2012 0:00	1	100	43	22	1 S	54600	35.04943056	-81.80371111
745	13523137	11	1	85	0	83.675	3	110	0	0 0	4/4/2013 0:00	2	10	10	22	1 S	54600	35.04965	-81.80345
744	13588824	11	1	85	0	83.732	4	39	0	0 0	9/26/2013 0:00	1	150	50	22	1 S	54600	35.04981944	-81.8025
743	11525488	11	1	85	0	83.734	4	39	0	2 1	5/27/2011 0:00	1 INTERSTATE	150	10	23	1 S	54600	35.04983889	-81.80246944
742	11012855	11	1	85	0	83.749	4	131	0	0 0	4/3/2011 0:00	1	98	50	22	1 S	54600	35.05003056	-81.80223056
741	11539698	11	1	85	0	83.857	4	131	1	4 4	8/5/2011 0:00	1	103	20	56	1 S	54600	35.05076111	-81.80053889
740	13501968	11	1	85	0	84.026	4	131	0	0 0	1/11/2013 0:00	2	83	0	8	1 S	54600	35.05181944	-81.79783889
739	12549066	11	1	85	0	84.294	3	110	0	0 0	7/20/2012 0:00	2	200	10	22	1 S	54600	35.05353889	-81.79361111
738	11581375	11	1	85	0	84.359	4	133	0	0 0	8/30/2011 0:00	1	100	0	56	1 S	54600	35.05396111	-81.79258889
737	13574248	11	1	85	0	84.48	4	131	0	0 0	8/21/2013 0:00	2	17	0	56	1 S	54600	35.05478944	-81.79068056
736	11540860	11	1	85	0	84.534	4	131	0	0 0	8/7/2011 0:00	2	12	10	22	1 S	54600	35.05511111	-81.78983056
735	11541857	11	1	85	0	84.546	4	131	0	0 0	8/7/2011 0:00	2	11	10	22	1 S	54600	35.0552	-81.78965
734	12603158	11	1	85	0	84.589	4	131	0	1 1	12/27/2012 0:00	1	20	10	22	1 S	54600	35.05531111	-81.78886944
733	11552829	11	1	85	0	84.628	3	110	0	0 0	9/2/2011 0:00	1	3	10	22	1 S	54600	35.05555	-81.78823889
732	11557699	11	1	85	0	84.652	4	131	0	0 0	9/23/2011 0:00	2	1	10	22	1 S	54600	35.05586944	-81.78796944
731	11541861	11	1	85	0	84.667	4	131	0	0 0	8/7/2011 0:00	2	1	10	22	1 S	54600	35.05581111	-81.78763056
730	11540856	11	1	85	0	84.679	4	131	0	0 0	8/7/2011 0:00	2	2	10	22	1 S	54600	35.05606111	-81.78753889
729	11514926	11	1	85	0	84.714	4	131	0	0 0	4/3/2011 0:00	1	6	10	22	1 S	54600	35.05626944	-81.787
728	11903443	11	1	85	0	84.745	4	131	0	0 0	1/11/2011 0:00	5	9	0	56	1 S	54600	35.05646944	-81.7865
727	13512916	11	1	85	0	84.803	4	131	0	0 0	2/27/2013 0:00	1	20	0	50	1 S	54600	35.05678111	-81.78553889
726	13624460	11	1	85	0	84.863	4	131	0	0 0	12/21/2013 0:00	1	38	0	56	1 S	54600	35.05723889	-81.78466111
725	12500419	11	1	85	0	85.128	4	131	0	1 2	1/4/2012 0:00	1	80	0	47	1 S	54600	35.05966944	-81.78101944
724	13521349	11	1	85	0	85.141	4	131	0	0 0	4/4/2013 0:00	2	91	0	56	1 S	54600	35.05976944	-81.78081944
723	11904225	11	1	85	0	85.159	4	131	0	0 0	1/17/2011 0:00	1 INTERSTATE	82	0	56	1 S	54600	35.05993056	-81.78056944
722	13502001	11	1	85	0	85.205	4	131	0	0 0	1/11/2013 0:00	2	50	99	23	1 S	54600	35.06031111	-81.77991944
721	12535169	11	1	85	0	85.274	4	131	0	0 0	6/4/2012 0:00	1	90	0	56	1 S	54600	35.0609	-81.77891944
720	11912854	11	1	85	0	85.281	4	131	0	0 0	4/3/2011 0:00	1	122	10	23	1 S	54600	35.06096111	-81.77883056
719	12568611	11	1	85	0	85.361	4	131	0	0 0	9/18/2012 0:00	2	130	0	56	1 S	54600	35.06183889	-81.77768889
718	11001105	11	1	85	0	85.377	4	39	0	0 0	1/10/2011 0:00	5	100	0	56	1 S	54600	35.06178056	-81.77746944
717	11553953	11	1	85	0	85.489	4	39	1	0 4	9/14/2011 0:00	1	110	0	49	1 S	54600	35.06273056	-81.77586111
716	12502512	11	1	85	0	85.601	4	39	0	0 0	1/18/2012 0:00	1	100	43	22	1 S	54600	35.06366944	-81.77423889
715	13534194	11	1	85	0	85.66	4	39	0	0 0	5/9/2013 0:00	1	20	50	22	1 S	54600	35.06436056	-81.77358056
714	12540818	11	1	85	0	85.664	4	39	0	1 2	6/20/2012 0:00	1	80	0	4	1 S	54600	35.06426944	-81.77341111
713	13561316	11	1	85	0	85.677	4	39	0	0 0	7/24/2013 0:00	1	27	50	22	1 S	54600	35.06421944	-81.77306944
712	12511849	11	1	85	0	85.688	4	87	0	0 0	3/5/2012 0:00	1	38	0	1	1 S	54600	35.06443056	-81.77301944
711	12546159	11	1	85	0	85.717	4	39	0	0 0	7/20/2012 0:00	2	25	10	22	1 S	54600	35.06488056	-81.77261111
710	13558837	11	1	85	0	85.781	4	39	0	0 0	7/21/2013 0:00	1	100	0	47	1 S	54600	35.06518056	-81.77143056
709	12510836	11	1	85	0	85.804	4	39	0	0 0	2/24/2012 0:00	1	90	0	56	1 S	54600	35.06528056	-81.76983889
708	11591784	11	1	85	0	86.044	4	39	0	0 0	12/30/2011 0:00	1	100	0	49	1 S	54600	35.06748056	-81.76796111
707	11000998	11	1	85	0	86.051	4	39	0	0 0	1/11/2011 0:00	4	50	50	22	1 S	54600	35.06753889	-81.76786111
706	12570110	11	1	85	0	86.09	4	39	0	0 0	10/2/2012 0:00	1	100	50	22	1 S	54600	35.06786056	-81.76731111
705	11516037	11	1	85	0	86.11	4	39	0	1 1	4/17/2011 0:00	1	50	0	20	1 S	54600	35.06803889	-81.76701944
704	12514449	11	1	85	0	86.144	4	39	0	0 0	3/12/2012 0:00	1	20	10	22	1 S	54600	35.06833056	-81.76653056
703	13516822	11	1	85	0	86.185	4	39	0	0 0	3/12/2013 0:00	1	100	0	56	1 S	54600	35.06876111	-81.7658
702	13521350	11	1	85	0	86.199	4	39	0	0 0	4/4/2013 0:00	2	131	10	22	1 S	54600	35.06866111	-81.76561111
701	13628254	11	1	85	0	86.218	4	131	0	0 0	12/29/2013 0:00	1	158	50	22	1 S	54600	35.06881111	-81.76533056
700	13530911	11	1	85	0	86.267	4	39	0	0 0	4/29/2013 0:00	2	25	0	56	1 S	54600	35.06936944	-81.76476944
699	13575987	11	1	85	0	86.339	4	39	0	0 0	6/28/2013 0:00	1	10	0	56	1 S	54600	35.06998056	-81.76373889
698	11002328	11	1	85	0	86.373	4	39	0	0 0	1/8/2011 0:00	1 INTERSTATE	25	50	22	1 S	54600	35.07028944	-81.76323889
697	13504225	11	1	85	0	86.39	4	39	0	0 0	1/25/2013 0:00	5	20	50	23	1 S	54600	35.04638889	-81.81205111
696	12551737	11	1	85	0	86.433	4	39	0	1 2	7/27/2012 0:00	1	40	10	23	1 S	54600	35.07081944	-81.78243056
695	11901830	11	1	85	0	86.457	4	39	0	0 0	1/10/2011 0:00	4	4	0	49	1 S	54600	35.07103889	-81.78211111
694	13614492	11	1	85	0	86.469	3	105	0	0 0	11/26/2013 0:00	2	1	0	56	1 S	54600	35.07168889	-81.78236111
693	13504154	11	1	85	0	86.49	4	39	0	0 0	1/25/2013 0:00	5	10	10	22	1 S	54600	35.04638889	-81.81205111
692	13535603	11	1	85	0	86.546	3	105	0	0 0	5/14/2013 0:00	1	60	43	18	1 S	54600	35.07236111	-81.78121944
691	13504152	11	1	85	0	86.554	3	105	0	0 0	1/25/2013 0:00	5	1	10	22	1 S	54600	35.07246944	-81.78113889
690	13588502	11	1	85	0	86.578	4	39	0	0 0	9/23/2013 0:00	1	1	0	49	1 S	54600	35.07183056	-81.78023056
689	13584272	11	1	85	0	86.637	4	39	0	0 0	9/17/2013 0:00	1	6	0	38	1 S	53800	35.07233889	-81.75926889
688	12580647	11	1	85	0	86.7	4	39	0	1 1	10/25/2012 0:00	1	30	43	22	1 S	53800	35.07253056	-81.75818056
687	11002696	11	1	85	0	86.747	4	39	0	0 0	1/10/2011 0:00	3	25	10	22	1 S	53800	35.07296944	-81.75745944
686	12508493	11	1	85	0	86.792	4	39	0	0 0	2/19/2012 0:00	2	1	50	22	1 S	53800	35.07301944	-81.75665
685	11557607	11	1	85	0	86.863	4	39	0	0 0	9/23/2011 0:00	2	10	10	22	1 S	53800	35.0731	-81.75536889

684	13560707	11	1	85	0	87.094	4	39	0	0 0	7/26/2013 0 00	1	50	0	20	1 S	53800	35.07373889	-81.75138889
683	12557841	11	1	85	0	87.109	3	105	0	0 0	8/21/2012 0 00	1	10	0	38	1 S	53800	35.07378056	-81.75113056
682	12549847	11	1	85	0	87.112	4	39	0	2 3	7/23/2012 0 00	1	100	0	56	1 S	53800	35.07366111	-81.75105
681	12511095	11	1	85	0	87.279	4	39	0	0 0	3/2/2012 0 00	1	34	0	56	1 S	53800	35.07418056	-81.74816111
680	11514684	11	1	85	0	87.337	4	39	0	0 0	4/7/2011 0 00	1	100	0	56	1 S	53800	35.07431111	-81.74716111
679	13507154	11	1	85	0	87.358	4	39	0	0 0	2/8/2013 0 00	1	60	50	22	1 S	53800	35.07436944	-81.74681944
678	11591783	11	1	85	0	87.362	3	105	0	1 1	12/29/2011 0 00	1	210	10	22	1 S	53800	35.07436944	-81.74671111
677	12590156	11	1	85	0	87.428	4	39	0	0 0	11/21/2012 0 00	1	100	10	22	1 S	53800	35.07448889	-81.74556944
676	12548853	11	1	85	0	87.436	3	105	0	0 0	7/27/2012 0 00	1	100	0	47	1 S	53800	35.07448056	-81.74541944
675	13596744	11	1	85	0	87.781	4	39	0	0 0	10/16/2013 0 00	1	1	0	38	1 S	53800	35.07533056	-81.73978056
674	13596743	11	1	85	0	87.781	4	39	0	0 0	10/16/2013 0 00	1	1	0	38	1 S	53800	35.07531111	-81.73978056
673	12526275	11	1	85	0	87.804	4	39	0	0 0	5/5/2012 0 00	1	100	0	56	1 S	53800	35.07541111	-81.73901944
672	12530187	11	1	85	0	87.806	3	105	0	1 1	5/14/2012 0 00	2	5	0	56	1 S	53800	35.07538889	-81.73898056
671	12511042	11	1	85	0	87.846	4	39	0	0 0	2/29/2012 0 00	2	317	0	51	1 S	53800	35.07551111	-81.73828889
670	12547215	11	1	85	0	87.959	3	105	0	1 2	7/23/2012 0 00	1	120	10	23	1 S	53800	35.07575	-81.73631944
669	11521282	11	1	85	0	88.038	3	105	0	1 1	5/18/2011 0 00	2	100	10	22	1 S	53800	35.07591944	-81.73483889
668	13508092	11	1	85	0	88.048	3	105	0	0 0	2/13/2013 0 00	2	1	0	52	1 S	53800	35.07618889	-81.73483056
667	13544142	11	1	85	0	88.081	3	105	0	0 0	6/12/2013 0 00	1	121	0	56	1 S	53800	35.07586944	-81.73416111
666	12803478	11	1	85	0	88.149	4	39	0	0 0	12/26/2012 0 00	2	50	0	56	1 S	53800	35.07618889	-81.73301111
665	12557857	11	1	85	0	88.225	3	105	0	0 0	8/13/2012 0 00	1	100	0	49	1 S	53800	35.07648056	-81.73171944
664	11528278	11	1	85	0	88.288	3	105	0	0 0	5/16/2011 0 00	1	100	0	49	1 S	53800	35.07686111	-81.73066944
663	12524117	11	1	85	0	88.304	3	105	0	0 0	4/22/2012 0 00	2	80	0	56	1 S	53800	35.07838889	-81.73028056
662	12593405	11	1	85	0	88.451	3	105	0	0 0	11/30/2012 0 00	1	3	10	22	1 S	53800	35.07703056	-81.72778056
661	13530209	11	1	85	0	88.473	3	105	0	0 0	4/28/2013 0 00	2	113	43	22	1 S	53800	35.07698111	-81.72738889
660	13516467	11	1	85	0	88.545	3	105	0	2 1	3/15/2013 0 00	1	150	0	20	1 S	53800	35.07713056	-81.72611944
659	11556478	11	1	85	0	88.583	3	105	0	0 0	9/21/2011 0 00	2	100	0	56	1 S	53800	35.07726111	-81.72546944
658	12509691	11	1	85	0	88.617	3	105	0	1 1	2/20/2012 0 00	5	120	0	43	1 S	53800	35.07738056	-81.72491111
657	13514405	11	1	85	0	88.641	3	105	0	0 0	3/5/2013 0 00	2	343	0	56	1 S	53800	35.07743889	-81.72448889
656	12573030	11	1	85	0	88.644	3	105	0	0 0	10/8/2012 0 00	1	50	0	56	1 S	53800	35.07745	-81.72443889
655	11556507	11	1	85	0	88.657	3	105	0	0 0	9/21/2011 0 00	2	100	0	56	1 S	53800	35.07735	-81.72416944
654	11556484	11	1	85	0	88.674	3	105	0	1 1	9/21/2011 0 00	2	200	0	56	1 S	53800	35.07758111	-81.72383056
653	11517958	11	1	85	0	88.684	5		0	0 0	4/21/2011 0 00	1	82	10	22	1 S	53800	35.07758889	-81.72376111
652	12586831	11	1	85	0	88.783	3	105	0	0 0	11/21/2012 0 00	1	100	10	22	1 S	53800	35.07791111	-81.72241944
651	13588821	11	1	85	0	88.793	4	81	0	0 0	9/25/2013 0 00	1	231	10	22	1 S	53800	35.07808056	-81.72191944
650	13616001	11	1	85	0	88.826	3	105	0	1 2	11/27/2013 0 00	2	100	10	22	1 S	53800	35.07818056	-81.72136944
649	13534387	11	1	85	0	88.836	3	105	0	2 1	5/14/2013 0 00	1	90	0	56	1 S	53800	35.07746944	-81.72091944
648	11580536	11	1	85	0	88.859	3	105	0	0 0	11/28/2011 0 00	2	90	0	51	1 S	53800	35.07835	-81.72081944
647	12508598	11	1	85	0	88.863	3	105	0	0 0	2/9/2012 0 00	1	169	0	46	1 S	53800	35.07833889	-81.72073056
646	12545530	11	1	85	0	88.874	3	105	0	0 0	7/19/2012 0 00	1	80	0	56	1 S	53800	35.07841944	-81.72056111
645	13560127	11	1	85	0	88.9	4	39	0	0 0	7/19/2013 0 00	1	300	10	22	1 S	53800	35.0785	-81.72011944
644	12588677	11	1	85	0	88.934	4	81	0	1 1	11/4/2012 0 00	1	25	43	22	1 S	53800	35.07861944	-81.71953056
643	12511329	11	1	85	0	88.958	3	105	0	1 1	3/3/2012 0 00	2	50	0	56	1 S	53800	35.07873056	-81.71911944
642	11524580	11	1	85	0	89.08	3	105	0	1 1	5/27/2011 0 00	1	50	10	23	1 S	53800	35.07923056	-81.71708111
641	12534615	11	1	85	0	89.18	3	105	0	0 0	5/29/2012 0 00	1	50	10	22	1 S	53800	35.07966111	-81.71536056
640	11514725	11	1	85	0	89.209	3	105	0	0 0	4/10/2011 0 00	1	47	0	38	1 S	53800	35.07976944	-81.71488056
639	12533208	11	1	85	0	89.238	3	105	0	0 0	5/29/2012 0 00	2	15	0	56	1 S	53800	35.07961944	-81.71436944
638	11563809	11	1	85	0	89.283	3	105	0	0 0	10/11/2011 0 00	2	10	0	56	1 S	53800	35.07988056	-81.71356111
637	12520417	11	1	85	0	89.387	3	105	0	0 0	4/8/2012 0 00	1		0	18	1 S	53800	35.08048056	-81.71165944
636	12584225	11	1	85	0	89.422	3	105	0	0 0	11/30/2012 0 00	1	40	0	56	1 S	53800	35.08068056	-81.71131111
635	13585336	11	1	85	0	89.455	3	105	0	1 1	9/22/2013 0 00	1	25	10	22	1 S	53800	35.08081944	-81.71075
634	12598575	11	1	85	0	89.466	4	81	0	0 0	12/17/2012 0 00	2	10	0	56	1 S	53800	35.08083889	-81.71056111
633	12569908	11	1	85	0	89.481	3	105	0	0 0	10/2/2012 0 00	2	6	0	51	1 S	53800	35.08093056	-81.71031944
632	13508747	11	1	85	0	89.495	3	105	0	0 0	2/15/2013 0 00	1	1	50	22	1 S	53800	35.08108056	-81.71011111
631	11557606	11	1	85	0	89.499	3	105	0	0 0	9/20/2011 0 00	1	4	10	22	1 S	53800	35.08116111	-81.71006944
630	11558586	11	1	85	0	89.514	3	105	0	1 1	9/22/2011 0 00	2	1	10	22	1 S	53800	35.08111111	-81.70978889
629	13608984	11	1	85	0	89.517	3	105	0	1 1	11/12/2013 0 00	2	50	10	22	1 S	53800	35.08111944	-81.70973889
628	12569382	11	1	85	0	89.519	3	105	0	0 0	9/25/2012 0 00	1	10	10	22	1 S	53800	35.08113056	-81.7097
627	13570922	11	1	85	0	89.536	3	105	0	0 0	8/18/2013 0 00	1	20	50	22	1 S	53800	35.08123889	-81.70938889
626	12547220	11	1	85	0	89.566	3	105	0	1 1	7/23/2012 0 00	1	28	10	22	1 S	53800	35.08138889	-81.70883056
625	12526826	11	1	85	0	89.76	3	105	0	0 0	5/7/2012 0 00	1	1	50	22	1 S	53800	35.08056111	-81.71913889
624	13563890	11	1	85	0	89.76	3	105	0	0 0	8/2/2013 0 00	1	1	50	22	1 S	53800	35.08443889	-81.70791944
623	11807692	11	1	85	0	89.763	3	105	0	0 0	2/24/2011 0 00	1	1	50	22	1 S	48900	35.08271111	-81.7059
622	13507148	11	1	85	0	89.996	3	105	0	0 0	1/30/2013 0 00	2	10	99	22	1 S	48900	35.0846	-81.70248056
621	12524456	11	1	85	0	90.011	3	105	0	0 0	4/24/2012 0 00	1	25	0	39	1 S	48900	35.08471111	-81.70226111
620	11524266	11	1	85	0	90.024	3	105	0	0 0	5/24/2011 0 00	1	50	10	22	1 S	48900	35.08475	-81.70201111
619	13825343	11	1	85	0	90.081	3	105	0	0 0	12/21/2013 0 00	1	7	43	49	1 S	48900	35.08513889	-81.70113056
618	12557845	11	1	85	0	90.082	3	105	0	1 1	8/21/2012 0 00	2	9	0	51	1 S	48900	35.08531111	-81.70123056
617	13574775	11	1	85	0	90.104	3	105	0	0 0	8/24/2013 0 00	1	50	0	38	1 S	48900	35.08551944	-81.70095
616	12549854	11	1	85	0	90.109	4	81	0	0 0	7/27/2012 0 00	1	40	10	23	1 S	48900	35.08551944	-81.70083889
615	13513384	11	1	85	0	90.12	3	105	0	0 0	2/22/2013 0 00	2	100	0	51	1 S	48900	35.08585	-81.70071111
614	11012106	11	1	85	0	90.205	3	105	0	0 0	3/21/2011 0 00	1	10	0	47	1 S	48900	35.0883	-81.69943889
613	12606015	11	1	85	0	90.26	3	105	0	1 1	12/26/2012 0 00	2	50	41	22	1 S	48900	35.07781111	-81.70333056
612	13505978	11	1	85	0	90.283	3	105	0	1 1	1/25/2013 0 00	5	60	0	56	1 S	48900	35.08893889	-81.69831111

611	13505977	11	1	85	0	90.424	3	105	0	0 0	1/25/2013 0 00	5		75	0	56	1 S	48900	35.08821944	-81.89636111
610	13544115	11	1	85	0	90.454	3	11	0	0 0	6/7/2013 0 00	1		100	41	22	1 S	48900	35.08816889	-81.89568889
609	11012874	11	1	85	0	90.835	3	105	0	0 0	3/27/2011 0 00	2		100	0	49	1 S	48900	35.08991944	-81.89326111
608	12545972	11	1	85	0	90.859	3	105	0	0 0	7/16/2012 0 00	2		1	0	56	1 S	48900	35.09163056	-81.88988056
607	12549855	11	1	85	0	91.062	3	105	0	0 0	7/27/2012 0 00	1		90	10	23	1 S	48900	35.09331944	-81.88695
606	11530238	11	1	85	0	91.078	4	81	0	1 3	6/22/2011 0 00	1		100	43	22	1 S	48900	35.09343889	-81.88671111
605	11585139	11	1	85	0	91.103	3	11	0	0 0	12/11/2011 0 00	1		5	50	22	1 S	48900	35.09365	-81.88635
604	13525446	11	1	85	0	91.106	3	11	0	0 0	4/18/2013 0 00	1		100	0	36	1 S	48900	35.09368889	-81.88628889
603	11533879	11	1	85	0	91.127	3	11	0	0 0	7/3/2011 0 00	2		100	0	56	1 S	48900	35.09381111	-81.88596944
602	13626701	11	1	85	0	91.222	3	11	0	0 0	12/23/2013 0 00	2		80	0	56	1 S	48900	35.09483056	-81.88463056
601	11575085	11	1	85	0	91.223	3	11	0	0 0	11/8/2011 0 00	1		93	43	22	1 S	48900	35.0948306	-81.8848
600	12559942	11	1	85	0	91.337	3	11	0	0 0	8/31/2012 0 00	1		1	10	22	1 S	48900	35.09551944	-81.88286056
599	12601941	11	1	85	0	91.375	3	11	0	0 0	12/26/2012 0 00	1		100	10	22	1 S	48900	35.09568889	-81.88223056
598	11520728	11	1	85	0	91.491	3	11	0	0 0	4/30/2011 0 00	1	INTERSTATE	100	0	51	1 S	46900	35.09646056	-81.88038889
597	13564117	11	1	85	0	91.767	3	11	0	0 0	10/11/2013 0 00	1		23	50	22	1 S	46900	35.0974	-81.87558056
596	13003350	11	1	85	0	91.79	3	11	0	0 0	1/25/2013 0 00	5		38	0	18	1 S	48900	33.0845	-81.70238889
595	11568017	11	1	85	0	91.885	3	11	0	0 0	10/14/2011 0 00	1		10	41	22	1 S	46900	35.09748056	-81.87348944
594	13564557	11	1	85	0	91.905	3	11	0	0 0	7/27/2013 0 00	1		15	50	22	1 S	48900	35.09748944	-81.87311944
593	12555140	11	1	85	0	91.908	3	11	0	0 0	8/16/2012 0 00	1		40	50	22	1 S	48900	35.09758056	-81.87308111
592	11008057	11	1	85	0	92.049	1	11	0	0 0	2/20/2011 0 00	1		10	50	22	1 S	48900	35.09731944	-81.87056111
591	11578791	11	1	85	0	92.054	3	11	0	2 1	11/13/2011 0 00	1		10	43	22	1 S	48900	35.09731944	-81.87048056
590	12553211	11	1	85	0	92.084	3	11	0	0 0	8/7/2012 0 00	2		20	0	56	1 S	48900	35.09731111	-81.86995
589	13588823	11	1	85	0	92.139	3	11	0	1 3	9/25/2013 0 00	1		1	41	22	1 S	48900	35.09721944	-81.86898056
588	13615518	11	1	85	0	92.148	3	11	0	0 0	11/26/2013 0 00	2		50	50	22	1 S	48900	35.09723056	-81.86885
587	12571086	11	1	85	0	92.156	3	11	0	0 0	10/8/2012 0 00	2		2	10	23	1 S	48900	35.09721111	-81.86868056
586	13587501	11	1	85	0	92.156	3	11	0	0 0	9/21/2013 0 00	2		1	0	56	1 S	48900	35.09721111	-81.86868056
585	13532909	11	1	85	0	92.165	3	11	0	0 0	5/2/2013 0 00	2		20	0	52	1 S	48900	35.09731944	-81.86851111
584	12574772	11	1	85	0	92.165	3	11	0	0 0	10/8/2012 0 00	2		1	0	56	1 S	48900	35.0972	-81.86853056
583	11570232	11	1	85	0	92.165	3	11	0	2 2	10/28/2011 0 00	2		1	0	56	1 S	48900	35.09718889	-81.86851944
582	12518208	11	1	85	0	92.17	3	11	0	2 1	3/30/2012 0 00	2		1	50	22	1 S	48900	35.09691944	-81.70213889
581	13561839	11	1	85	0	92.177	3	11	0	0 0	7/27/2013 0 00	1		0	0	56	1 S	48800	35.09716944	-81.86831111
580	12534614	11	1	85	0	92.182	3	11	0	0 0	5/29/2012 0 00	2		50	0	47	1 S	48800	35.09718111	-81.86821944
579	13625072	11	1	85	0	92.188	3	11	0	0 0	12/23/2013 0 00	2			10	22	1 S	48800	35.09715	-81.86811944
578	12595249	11	1	85	0	92.397	3	11	0	0 0	11/30/2012 0 00	1		5	50	22	1 S	48800	35.09688889	-81.86443889
577	13585338	11	1	85	0	92.398	3	150	0	0 0	9/22/2013 0 00	1		10	10	22	1 S	48800	35.09688889	-81.86443889
576	13625393	11	1	85	0	92.418	3	11	0	0 0	12/23/2013 0 00	2		25	10	23	1 S	48800	35.09686111	-81.86406111
575	13584123	11	1	85	0	92.431	3	11	0	0 0	10/11/2013 0 00	1		10	10	22	1 S	48800	35.09685	-81.86383056
574	13517789	11	1	85	0	92.457	3	11	0	0 0	3/24/2013 0 00	2		10	0	56	1 S	48800	35.09678056	-81.86338889
573	12549860	11	1	85	0	92.484	3	11	0	0 0	7/29/2012 0 00	1		10	50	22	1 S	48800	35.09725	-81.86321944
572	11010007	11	1	85	0	92.515	3	11	0	1 1	3/16/2011 0 00	1		13	0	56	1 S	48800	35.09673056	-81.86236944
571	12556980	11	1	85	0	92.55	3	150	0	0 0	8/14/2012 0 00	1		267	50	22	1 S	48800	35.09671944	-81.86175
570	12511470	11	1	85	0	92.608	1	65	0	0 0	2/26/2012 0 00	1		85	10	22	1 S	48800	35.09681111	-81.86073056
569	11905465	11	1	85	0	92.864	3	150	0	0 0	2/9/2011 0 00	1		6	0	56	1 S	48800	35.09666111	-81.85628944
568	12547210	11	1	85	0	93.013	3	150	0	0 0	7/22/2012 0 00	1		151	0	56	1 S	48800	35.09751111	-81.85386056
567	11584890	11	1	85	0	93.084	3	150	0	0 0	12/6/2011 0 00	2		25	99	22	1 S	48800	35.09796111	-81.85275
566	12517117	11	1	85	0	93.155	3	150	0	0 0	3/24/2012 0 00	1		90	43	56	1 S	48800	35.09643056	-81.85183889
565	11571922	11	1	85	0	93.178	3	150	0	0 0	10/29/2011 0 00	1		90	50	22	1 S	48800	35.09658889	-81.85128056
564	11525777	11	1	85	0	93.335	3	150	0	0 0	8/3/2011 0 00	1		65	0	56	1 S	48800	35.09663056	-81.84883056
563	11588782	11	1	85	0	93.358	3	150	0	0 0	12/21/2011 0 00	2		50	0	56	1 S	48800	35.09678056	-81.84845
562	13624447	11	1	85	0	93.364	4	82	0	0 0	12/18/2013 0 00	1		1	10	22	1 S	48800	35.09975	-81.84833056
561	13595895	11	1	85	0	93.378	4	82	0	0 0	10/12/2013 0 00	1		1	0	56	1 S	48800	35.09903889	-81.84816944
560	12578418	11	1	85	0	93.379	4	82	0	0 0	10/19/2012 0 00	1		2	0	48	1 S	48800	35.09903056	-81.84813889
559	11558034	11	1	85	0	93.385	4	82	0	0 0	9/22/2011 0 00	2		100	50	22	1 S	48800	35.09906111	-81.84803056
558	12580524	11	1	85	0	93.397	4	82	0	1 1	11/25/2012 0 00	1		50	10	22	1 S	48800	35.10003889	-81.84783889
557	12557282	11	1	85	0	93.443	3	150	0	0 0	8/12/2012 0 00	1		100	0	38	1 S	48800	35.10035	-81.84711944
556	11561340	11	1	85	0	93.468	4	150	0	0 0	10/3/2011 0 00	1		100	0	38	1 S	48800	35.10051111	-81.84673056
555	12573049	11	1	85	0	93.675	4	82	0	0 0	10/12/2012 0 00	1		1	0	50	1 S	48800	35.10178889	-81.8434
554	13524822	11	1	85	0	93.718	4	82	0	0 0	4/10/2013 0 00	1		100	0	56	1 S	48800	35.10191944	-81.84268889
553	13520838	11	1	85	0	93.779	4	82	0	0 0	3/30/2013 0 00	1		50	50	22	1 S	48800	35.10218056	-81.84181111
552	12506587	11	1	85	0	93.909	4	82	0	1 1	2/9/2012 0 00	1		77	50	22	1 S	48800	35.10241944	-81.83928889
551	13620499	11	1	85	0	94.015	4	82	0	0 0	12/14/2013 0 00	2		10	50	22	1 S	48800	35.10248056	-81.83743056
550	13522919	11	1	85	0	94.026	4	82	0	0 0	4/8/2013 0 00	1		100	10	22	1 S	48800	35.10248889	-81.83723056
549	13504994	11	1	85	0	94.308	4	82	0	0 0	1/28/2013 0 00	1		120	0	56	1 S	48800	35.10266111	-81.83228111
548	11517467	11	1	85	0	94.333	4	82	0	0 0	4/27/2011 0 00	1		50	0	51	1 S	48800	35.10273056	-81.83183056
547	12542807	11	1	85	0	94.376	4	82	0	1 1	6/26/2012 0 00	1		40	50	22	1 S	48800	35.1027	-81.83106111
546	13606894	11	1	85	0	94.39	4	82	0	1 1	11/7/2013 0 00	1		100	50	22	1 S	48800	35.10268056	-81.83081111
545	13567613	11	1	85	0	94.538	4	82	0	0 0	8/12/2013 0 00	1		20	50	22	1 S	48800	35.10278889	-81.82821111
544	11554194	11	1	85	0	94.539	4	82	0	0 0	9/13/2011 0 00	1		25	50	22	1 S	48800	35.10278889	-81.82818056
543	12510222	11	1	85	0	94.555	4	82	0	0 0	2/22/2012 0 00	1		25	50	22	1 S	48800	35.10281111	-81.82791111
542	12520922	11	1	85	0	94.745	4	82	0	0 0	4/9/2012 0 00	1		17	0	1	1 S	48800	35.10271944	-81.82455
541	12590526	11	1	85	0	94.748	3	18	0	0 0	11/25/2012 0 00	1		1	10	22	1 S	48800	35.10388889	-81.82453056
540	12589055	11	1	85	0	94.788	3	18	0	0 0	11/21/2012 0 00	1		1	10	22	1 S	47000	35.10388889	-81.82418889
539	11518418	11	1	85	0	94.962	4	82	0	0 0	5/2/2011 0 00	1		20	0	38	1 S	47000	35.10388056	-81.82111111

538	12597218	11	1	85	0	95.067	4	82	0	0 0	12/8/2012 0 00	1		123	0	36	1 S	47000	35.10443889	-81.6195
537	11568715	11	1	85	0	95.157	4	82	0	2 1	10/20/2011 0 00	1		25	0	8	1 S	47000	35.10495	-81.61801111
536	12588729	11	1	85	0	95.254	4	82	0	0 0	11/9/2012 0 00	1		25	10	22	1 S	47000	35.10551944	-81.61645
535	11578249	11	1	85	0	95.382	1	85	0	1 1	11/10/2011 0 00	1		226	0	51	1 S	47000	35.106	-81.61416889
534	11530714	11	1	85	0	95.394	3	18	0	0 0	7/3/2011 0 00	1		8	0	4	1 S	47000	35.10826056	-81.61411111
533	12561041	11	1	85	0	95.515	3	18	0	2 1	8/31/2012 0 00	1		100	10	23	1 S	47000	35.10701111	-81.61216944
532	11006492	11	1	85	0	95.537	3	18	0	0 0	2/16/2011 0 00	1		75	50	22	1 S	47000	35.10713056	-81.61181111
531	11524181	11	1	85	0	95.747	3	18	0	0 0	5/30/2011 0 00	1		20	41	22	1 S	47000	35.1083	-81.60838056
530	13503458	11	1	85	0	95.75	4	18	0	0 0	1/18/2013 0 00	2		20	0	56	1 S	47000	35.10833056	-81.60833056
529	12535687	11	1	85	0	95.794	3	18	0	0 0	6/11/2012 0 00	2		25	0	46	1 S	47000	35.10858944	-81.60781944
528	11583843	11	1	85	0	95.811	3	18	0	2 1	10/7/2011 0 00	1		30	0	47	1 S	47000	35.10868056	-81.60733889
527	11001023	11	1	85	0	95.84	3	18	0	0 0	1/10/2011 0 00	5		7	0	51	1 S	47000	35.10881944	-81.60686111
526	13518303	11	1	85	0	95.904	3	18	0	0 0	3/15/2013 0 00	1		10	10	22	1 S	47000	35.10911111	-81.606
525	12584471	11	1	85	0	95.916	3	18	0	0 0	11/11/2012 0 00	1		1	50	22	1 S	47000	35.10918111	-81.60568056
524	13582674	11	1	85	0	95.923	3	18	0	0 0	7/26/2013 0 00	1		5	10	22	1 S	47000	35.10925	-81.60583056
523	12571089	11	1	85	0	96.088	4	83	0	2 1	10/8/2012 0 00	1		1	43	22	1 S	47000	35.10981111	-81.60393889
522	12584433	11	1	85	0	96.306	3	18	0	1 1	10/24/2012 0 00	1	OFF RAMP 8544	4	0	12	1 S	47000	35.11058111	-81.6013
521	13616143	11	1	85	0	96.312	3	18	0	0 0	12/1/2013 0 00	1		50	10	22	1 S	47000	35.11065	-81.60123056
520	13616006	11	1	85	0	96.327	3	18	0	0 0	12/1/2013 0 00	1		50	43	22	1 S	47000	35.11038056	-81.60103889
519	11524004	11	1	85	0	96.4	3	18	0	0 0	5/30/2011 0 00	1		20	0	51	1 S	47000	35.11016944	-81.59988889
518	12571022	11	1	85	0	96.422	3	18	0	0 0	9/28/2012 0 00	1		10	10	22	1 S	47000	35.11021111	-81.59941944
517	13524617	11	1	85	0	96.429	3	18	0	1 1	4/8/2013 0 00	1		25	10	22	1 S	47000	35.11023056	-81.59926944
516	12597780	11	1	85	0	96.433	3	18	0	0 0	12/13/2012 0 00	1		40	0	1	1 S	47000	35.11021111	-81.59918056
515	13549651	11	1	85	0	96.46	3	18	0	1 1	6/28/2013 0 00	1		20	42	22	1 S	47000	35.1045	-81.62493889
514	12531478	11	1	85	0	96.608	3	18	0	0 0	5/25/2012 0 00	1		100	0	56	1 S	47000	35.11043889	-81.59551111
513	11002593	11	1	85	0	96.66	3	18	0	0 0	1/7/2011 0 00	1		1	0	49	1 S	47000	35.08781111	-81.70116944
512	12508585	11	1	85	0	96.726	3	18	0	0 0	2/9/2012 0 00	1		25	0	38	1 S	44900	35.11041111	-81.59301944
511	12588727	11	1	85	0	96.752	3	18	0	0 0	11/8/2012 0 00	1		110	0	56	1 S	44900	35.11023889	-81.59248056
510	12592196	11	1	85	0	96.784	3	18	0	0 0	11/21/2012 0 00	1		20	10	23	1 S	44900	35.11048944	-81.59223889
509	11524277	11	1	85	0	96.784	3	18	0	0 0	5/19/2011 0 00	1		100	0	36	1 S	44900	35.11045	-81.59223889
508	12517118	11	1	85	0	96.836	3	18	0	0 0	3/23/2012 0 00	1		90	0	56	1 S	44900	35.11046111	-81.59071944
507	12580657	11	1	85	0	96.854	4	83	0	0 0	11/2/2012 0 00	1		100	0	56	1 S	44900	35.11051111	-81.59033889
506	13539398	11	1	85	0	96.864	2	18	0	0 0	5/30/2013 0 00	1		20	0	56	1 S	44900	35.11051111	-81.59013056
505	13522081	11	1	85	0	96.927	3	18	0	0 0	4/5/2013 0 00	1		83	50	22	1 S	44900	35.11053056	-81.58881111
504	11003448	11	1	85	0	96.95	3	18	0	0 0	1/25/2011 0 00	1		40	0	56	1 S	44900	35.11056056	-81.58833889
503	12600074	11	1	85	0	96.955	3	18	0	0 0	12/21/2012 0 00	2		100	0	56	1 S	44900	35.11051111	-81.58821944
502	11528603	11	1	85	0	96.971	3	18	0	0 0	6/21/2011 0 00	1		40	0	56	1 S	44900	35.11063056	-81.58791944
501	11591717	11	1	85	0	96.971	3	18	0	0 0	12/27/2011 0 00	1		100	0	56	1 S	44900	35.11063056	-81.58791111
500	13615536	11	1	85	0	97.012	3	18	0	0 0	12/1/2013 0 00	1		50	10	21	1 S	44900	35.11078056	-81.58708889
499	12500446	11	1	85	0	97.014	3	18	0	0 0	1/6/2012 0 00	1		100	10	22	1 S	44900	35.11061111	-81.58698889
498	11514586	11	1	85	0	97.018	3	18	0	0 0	4/9/2011 0 00	1		110	0	56	1 S	44900	35.11068889	-81.58693056
497	13608985	11	1	85	0	97.026	3	18	0	0 0	11/9/2013 0 00	1		100	43	22	1 S	44900	35.11065	-81.58673889
496	11904226	11	1	85	0	97.084	3	18	0	0 0	1/18/2011 0 00	1	INTERSTATE	88	50	22	1 S	44900	35.11113889	-81.58568889
495	12537815	11	1	85	0	97.106	3	18	0	0 0	6/24/2012 0 00	1		50	0	56	1 S	44900	35.11113889	-81.58516944
494	12501255	11	1	85	0	97.158	4	83	0	0 0	1/6/2012 0 00	1		350	0	46	1 S	44900	35.11173889	-81.58433889
493	11582952	11	1	85	0	97.189	3	18	0	0 0	10/8/2011 0 00	1		25	0	39	1 S	44900	35.11181111	-81.58415
492	12514813	11	1	85	0	97.278	3	18	0	0 0	3/18/2012 0 00	1		34	0	56	1 S	44900	35.11263056	-81.58261111
491	11581181	11	1	85	0	97.369	3	18	0	0 0	11/27/2011 0 00	1		120	10	22	1 S	44900	35.11376111	-81.58148056
490	13628115	11	1	85	0	97.378	3	18	0	0 0	12/22/2013 0 00	2		40	50	22	1 S	44900	35.11388056	-81.58138889
489	13544674	11	1	85	0	97.383	4	83	0	0 0	6/12/2013 0 00	1	INTERSTATE -85	140	0	51	1 S	44900	35.11391944	-81.58131111
488	13507298	11	1	85	0	97.452	3	18	0	0 0	1/30/2013 0 00	2		30	0	56	1 S	44900	35.11451944	-81.58031944
487	12535164	11	1	85	0	97.535	3	18	0	1 1	5/29/2012 0 00	1		120	0	56	1 S	44900	35.11546111	-81.5794
486	11536078	11	1	85	0	97.607	3	18	0	0 0	7/17/2011 0 00	1		100	50	22	1 S	44900	35.11618889	-81.57848056
485	11560170	11	1	85	0	97.663	4	83	0	0 0	9/27/2011 0 00	1		811	0	36	1 S	44900	35.11681111	-81.57785