Submitted By: Brian Nickerson, PE Date: 6 / 6 / 18 Recommended: Brian Nickerson, PE Date: 6 / 6 / 18
Engineer of Record

To: Michael Hood, PE
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: Lex/Rich/Newberry Rd./Route: I-26 Const. Pin: P029208

From: MM 85 To: MM 101

Length: 16.5 miles MPO / COG: Central Midlands

Work Type: Interstate widening and interchange reconstruction

Functional Classification: Rural/Urban Freeways

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

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

Design Speed: 70 mph (mph)

2015 ADT 71,700

2040 ADT 136,230

TRUCKS 23 %

CRASH ANALYSIS

(Attach additional sheets with accident history data)

TOTAL PROJECT ESTIMATE ($) 532,000,000

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)

Two locations along the project contain vertical crest curves with SSD values of approximately 570'. These locations are 1) EB 7054+50 & WB 4054+50 (mainline station near 1054+75), and 2) EB 7431+80 & WB 4432+25 (mainline station 1432+00). The required SSD for a 70 MPH design speed is 730'. (see attached)

JUSTIFICATION FOR DESIGN EXCEPTION(S)

(Attach additional sheets as needed)

The existing SSD (570') for these vertical curves meets a minimum design speed less than or equal to 60 mph. The I-26 Traffic Safety Analysis Report shows a total of only three crashes within the limits of the substandard SSD; none appear related to SSD. In order to meet SSD of 730', significant amount of fills or cuts will be required. (attached)

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

(Attach additional sheets as needed)

Each location was evaluated to meet 70 mph stopping sight crest vertical curve criteria. The additional depth of cut or fill were developed. Cost to remove, lower and reconstruct the crest vertical curves for both locations is estimated to be $5,000,000. (see attached)

HOW WILL FUTURE CONSTRUCTION IMPACT DESIGN EXCEPTION(S)?

(Attach additional sheets as needed)

(See Attached)

RECORD OF DECISION

■ For	■ For	■ Approved
☐ Against	☐ Against	☐ Denied
W.B. 7/24/18	7/25/18	John D. Boyd 7/25/18
(Regional Design Manager/ Program Manager / DEA) Date	(Regional Production Engineer) Date	(Director of Preconstruction) Date

☒ Concur

8/20/18

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 Elements for Design Exception

Stopping sight distance (SSD) is defined as the distance for drivers to see an obstacle in the roadway and safely bring their vehicle to stop. This distance is the sum of the distance traveled during a driver's perception/reaction or brake reaction time and the distance traveled while braking to a stop. These distances will vary dependent on travel speed and grade. The criterion for SSD is applied to both horizontal and vertical alignments. For vertical alignments, a minimum length of crest curve is required to provide SSD for any given design speed.

Two locations along the project contain vertical crest curves with SSD values of approximately 570'. The first location is near mainline station 1054+75 (Location 1) and the second is near mainline station 1432+00 (Location 2). Both vertical curve locations are in the eastbound and westbound direction of travel. According to the 2011 AASHTO Policy on Geometric Design of Highways and Streets and the South Carolina Roadway Design Manual, a SSD of 730' is required for a 70 mph design speed. The existing, substandard vertical curves have a SSD which meets a design speed of 60 mph. The proposed crest curves would have a SSD of 645' and meet a design speed of 65 mph. These values were developed based on past practices on interstate projects where significant cuts and fills were required to meet design criteria, but where there was no significant crash history related to SSD. In this instance, cuts and fills were restricted to a maximum of 3'.

Justification for Design Exception(s)

The elimination of the SSD design exceptions would require extensive reconstruction of I-26, would present major traffic control issues, and would add significantly to the cost of the project. Significant excavation also introduces risks to the project associated with unknown subsurface conditions that have not been captured in preliminary cost estimates. Rock was encountered in preliminary borings within 4.5 feet of the surface 100 feet from the Location 1 curve, and within 4 feet of the surface in the Location 2 curve.

At Location 2, the vertical curve is between the exit ramp and entrance ramp in both directions of travel. The additional length of curve required to provide additional stopping sight distance will create longer temporary ramps for longer periods of time in order to complete the additional excavation. The longer vertical curve will require the proposed westbound exit ramp (loop) to be much lower than the existing ramp grade thereby creating potential construction issues while maintaining the existing ramp.

As described below, the crash history at these two locations does not indicate any issues attributable to the available stopping sight distance, and both curves are proposed to be improved from the existing condition.

In the Interstate 26 Traffic Safety Analysis Report prepared by STV, Inc., historical crash data is included for years 2013 thru 2015 (3 years) for the project area from mile marker 81.8 to 102.5. There were 1,037 crashes on the interstate mainline or ramps during this period and 130 crashes on interchange arterials and adjacent roadways. The majority of these accidents (82%) were classified as property damage only. There were seven fatal crashes during this period. These fatal crashes included four hitting a fixed object, sideswipe/head-on, and pedestrian illegally in roadway (one in each direction). The majority of the crashes along I-26 were rear end crashes (441) and no collision with motor vehicle (433) or 84% of the total crashes. Sideswipes same direction crashes accounted for 11% of the crashes. The widening of this section of I-26 is anticipated to reduce congestion and reduce rear-end crashes that could result from slowed or stopped traffic due to traffic queues. The substandard crest vertical curves occur in areas where the horizontal curvature does not cause issues with stopping sight distance.

The attached figures (A-5, A-6, A-13, A-14, B-15, B-16, B-23, B-24) show the location of all crashes in areas where the proposed design exception is located as well as the approximate location of the vertical curves. Location 1 had 4 crashes in the westbound lanes (improper lane usage/change, aggressive operation of vehicle, and two crashes of driving too fast for conditions) and 3 crashes (two were driving too fast for conditions and improper lane change) in the eastbound lanes. Location 2 had crashes (all driving too fast for conditions) in the westbound lanes and 4 crashes (all driving too fast for conditions) in the eastbound lanes. As shown on these figures, these locations are not in "hot spot" areas of this project.

The proposed SSD for the curves at these locations is 645' which meets a design speed of 65 mph, greater than the current design speed but below the 70 mph design speed for the remainder of the project. Since the current length of crest curve does not appear to contribute to the crashes, the proposed length of curve should not contribute to future crashes and would be an improvement.

In addition to increasing the existing available SSD, other safety measures such as cross slope correction, additional clear zone, interchange improvements, and an additional travel lane in each direction, as proposed, will significantly improve the safety of I-26 through the project limits.

Based on the proposed improvements which mitigate crash history, construction cost to correct the vertical curve to meet 70 mph SSD, and minimal crash history related to the geometry, it is recommended to provide the 65 mph SSD.

Describe steps to eliminate Design exception(s)

In order to eliminate the design exceptions, longer crest curves are required to provide the 730' SSD. This will require additional construction cost due to added depth of cut and length of reconstruction. During construction, the additional depth of cut will require temporary shoring in order to maintain the existing elevations of travel lanes in one direction while excavation and construction of the concrete median to the proposed elevations of the other direction can be accomplished. The additional length and depth of reconstruction along with temporary shoring will add approximately 3 weeks per side of each location or 3 months to the contract time.

At location 1, the 65 mph design eastbound requires 1.3' cut verses 5.2' for 70 mph. In the westbound direction the 65 mph design requires 2.2' cut verses 6.1' for 70 mph. At location 2, the 65 mph design eastbound requires 2.7' cut verses 5.7' cut for 70 mph. In the westbound direction the 65 mph design requires 2.5' cut verses 5.9' cut for 70 mph. The additional construction cost for both locations is approximately $5,000,000 which does not include engineering cost.

How will future construction impact Design Exception(s)

Future construction is not anticipated to be impacted by the design exception. Due to issues 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.

I-26 MM 85 TO 101 - EASTBOUND DIRECTION

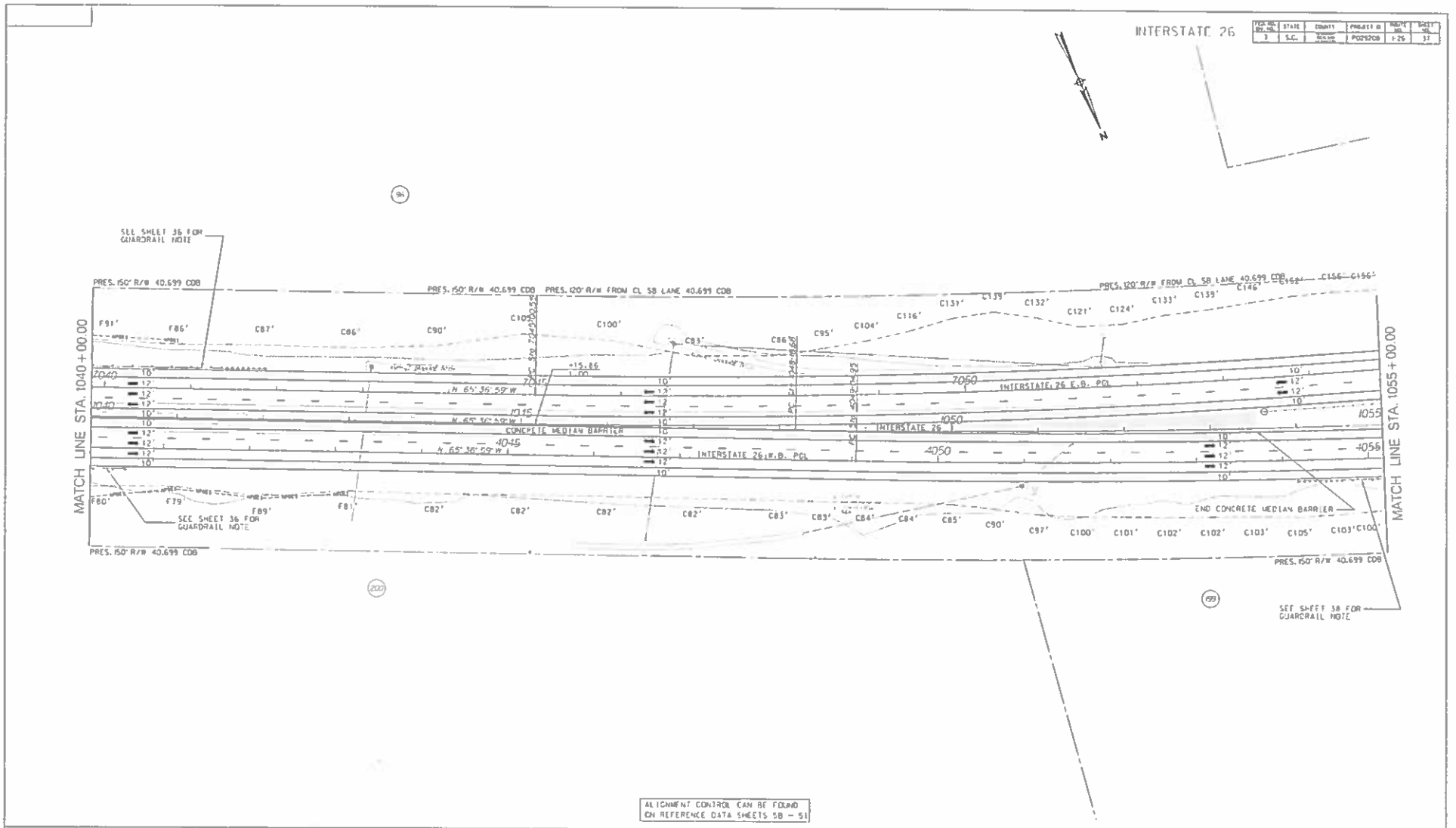
8/28/2017

	EXISTING CONDITIONS					70 MPH SSD				RECOMMENDATION	CRASH HISTORY (TRAFFIC REPORT FIGURES)
LOCATION		STATION	LENGTH	DES SPEED	VPI #		STATION	LENGTH	CREST	SAG		
1	C	1054+65.00	1102.01	60	36	C	1054+80.00	1890.00	-5.20		DESIGN EXCEPTION 65 MPH (1.3' CUT)	Figures A-13, A-14
2	C	1431+00.00	1200.00	60	63	C	1431+82.00	1650.00	-5.70		DESIGN EXCEPTION 65 MPH (2.7' CUT)	Figures A-5, A-6

I-26 MM 85 TO 101 - WESTBOUND DIRECTION

8/28/2017

	EXISTING CONDITIONS					70 MPH SSD					RECOMMENDATION	CRASH HISTORY (TRAFFIC REPORT FIGURES)
LOCATION		STATION	LENGTH	DES SPEED	VPI #		STATION	LENGTH	CREST	SAG		
1	C	1054+75.00	1176.96	60	35	C	1054+75.00	1940	-6.10		DESIGN EXCEPTION 65 MPH (2.2'CUT)	Figures B-15, B-16
2	C	1431+24.10	1198.38	60	64	C	1432+00.00	1620	-5.90		DESIGN EXCEPTION 65 MPH (2.5' CUT)	Figures B-23, B-24



ALIGNMENT CONTROL CAN BE FOUND ON REFERENCE DATA SHEETS 5B – 5I

REVISIONS NO.	DATE	DESCRIPTION	BY	CHECKED

CIVIL ENGINEERING CONSULTING SERVICES, INC.

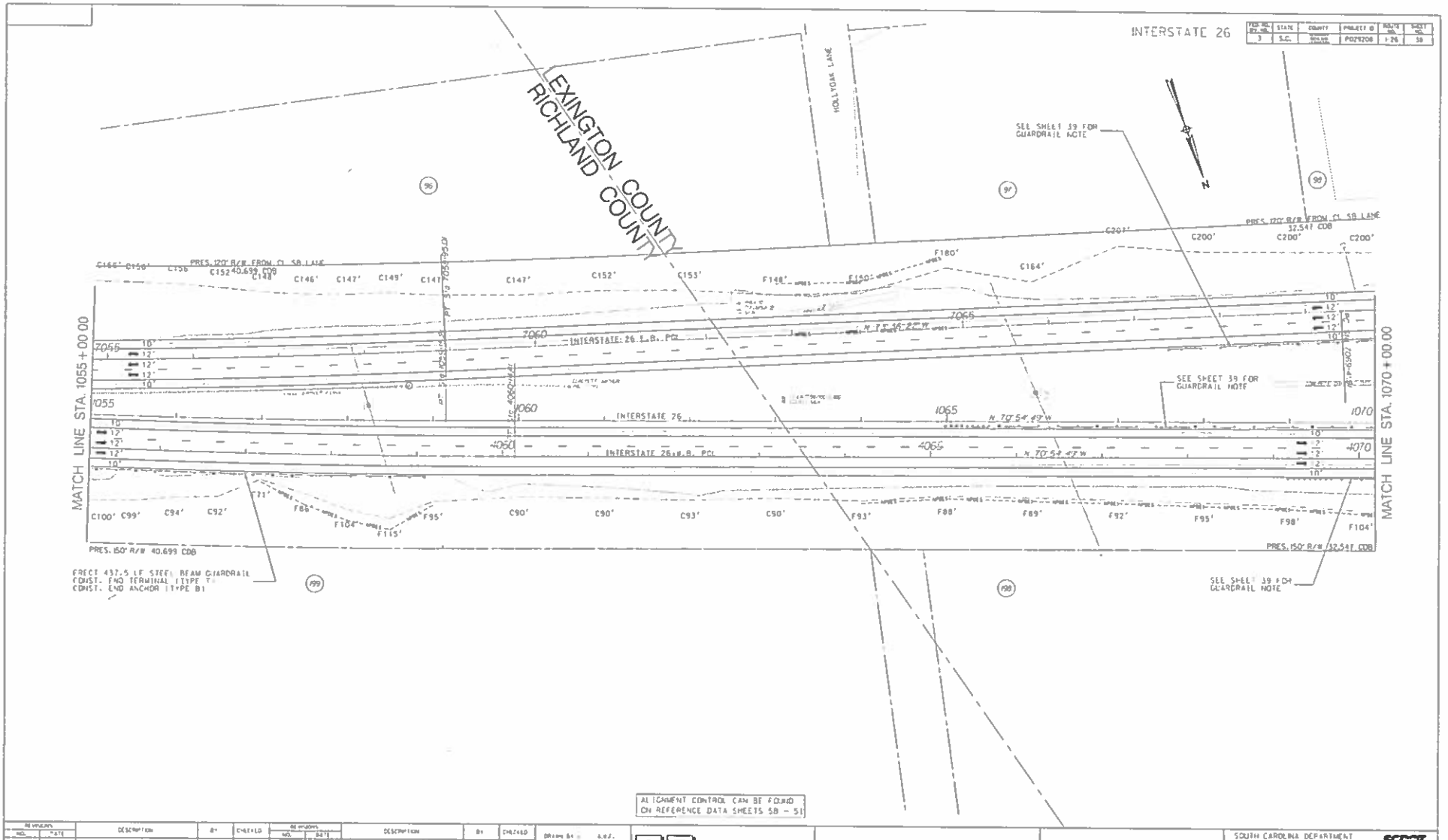
0 50 100 150 200
SCALE: 1" = 50' HORZ

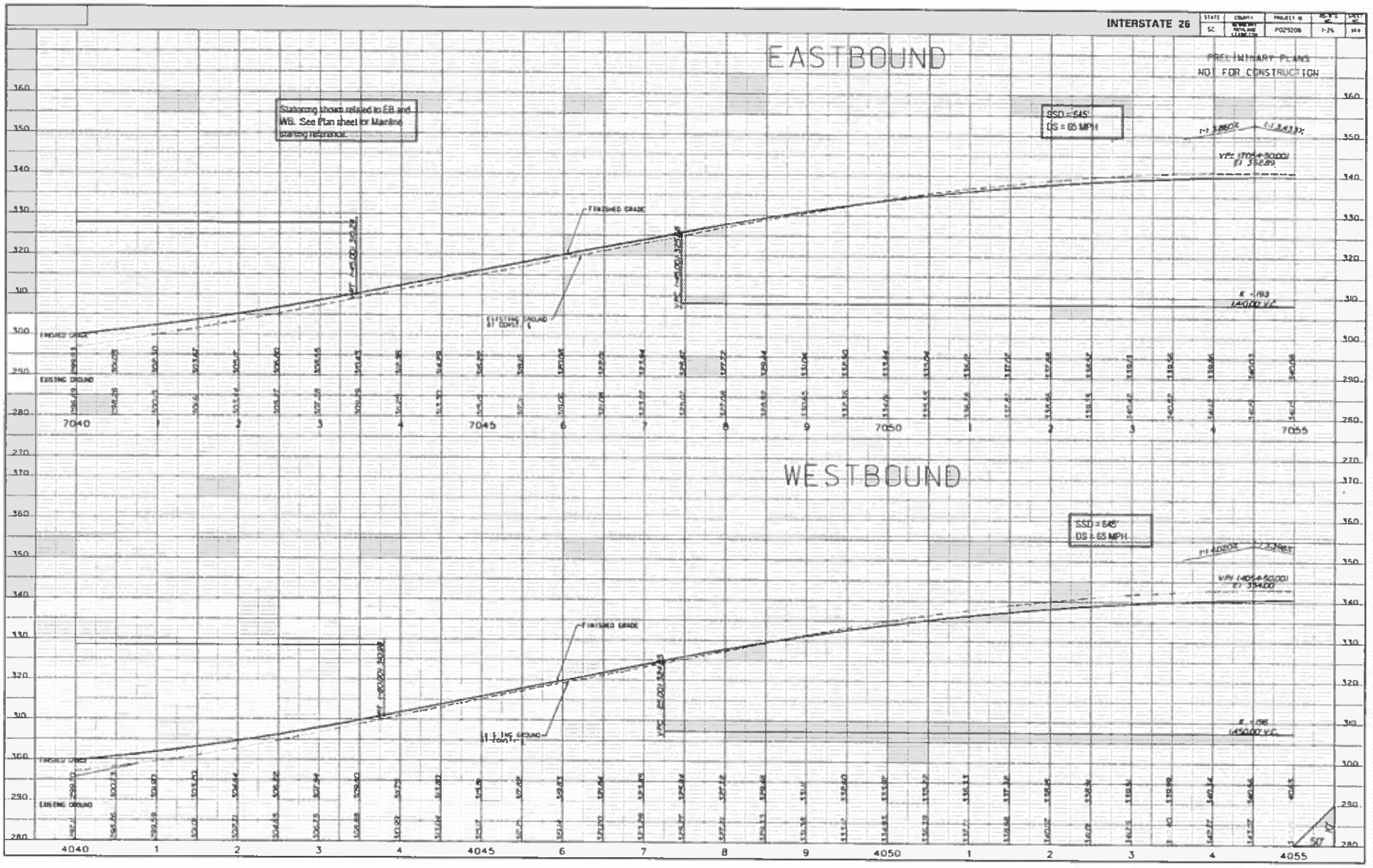
PRELIMINARY PLANS NOT FOR CONSTRUCTION

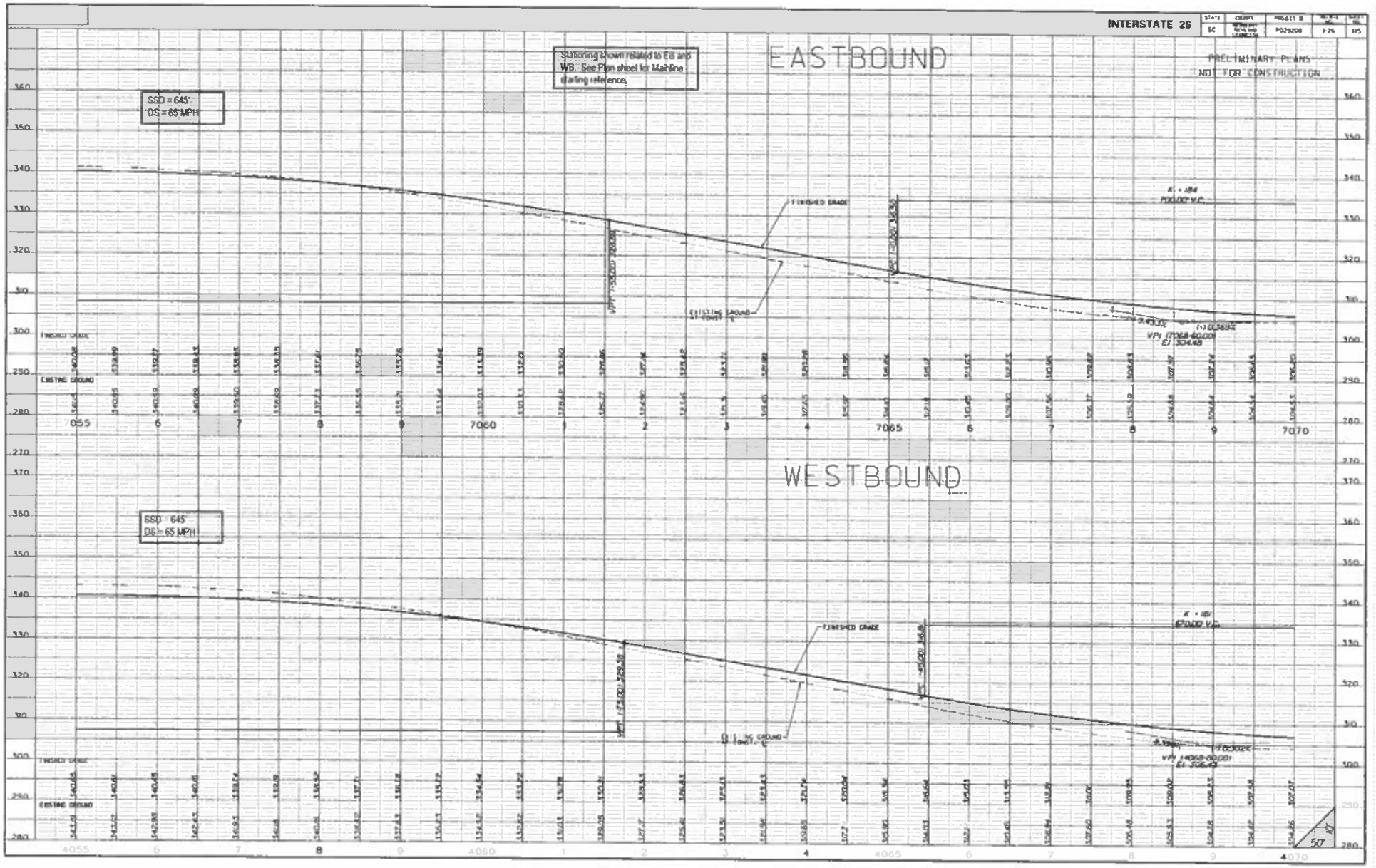
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

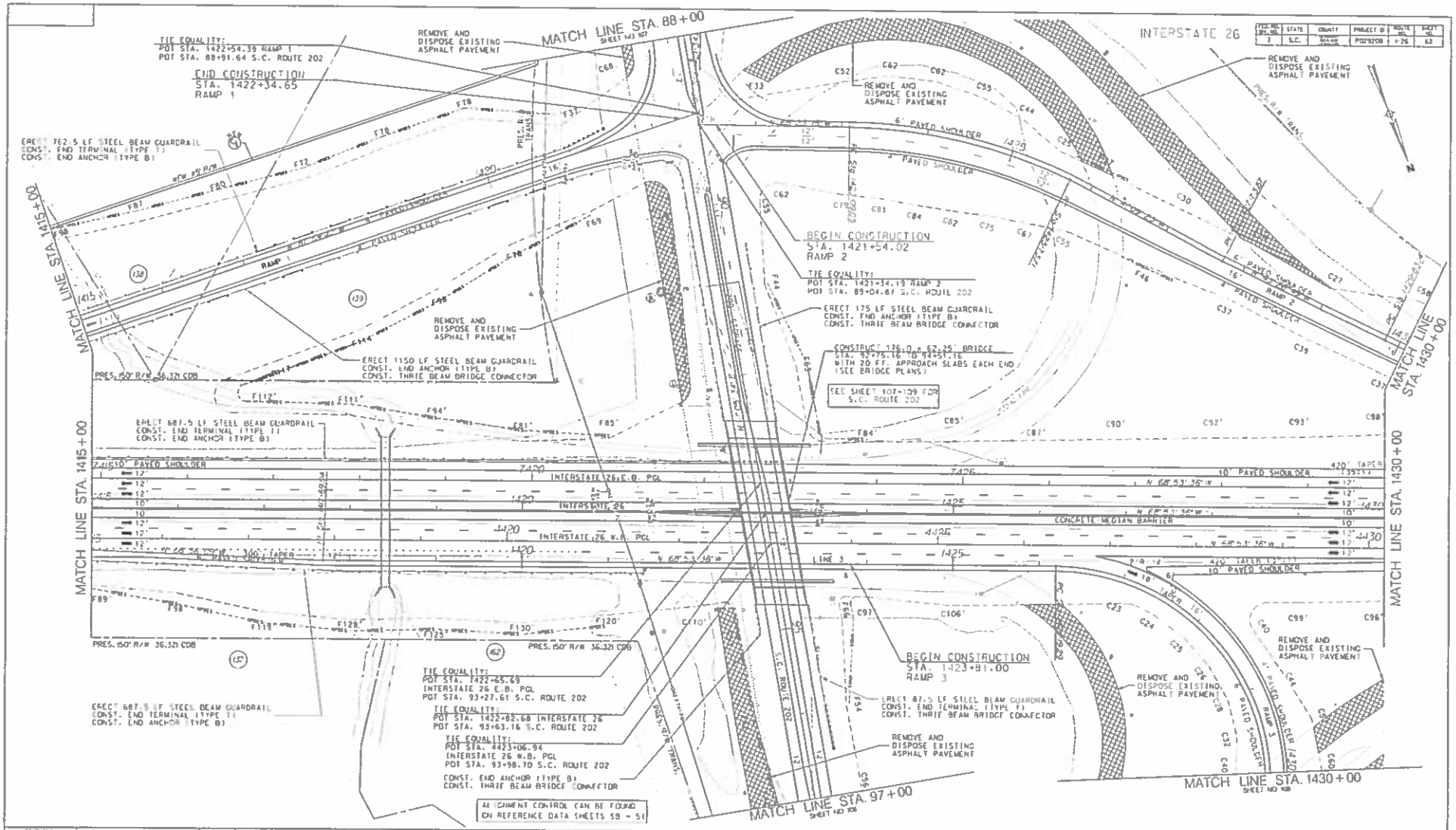
INTERSTATE 26 WIDENING

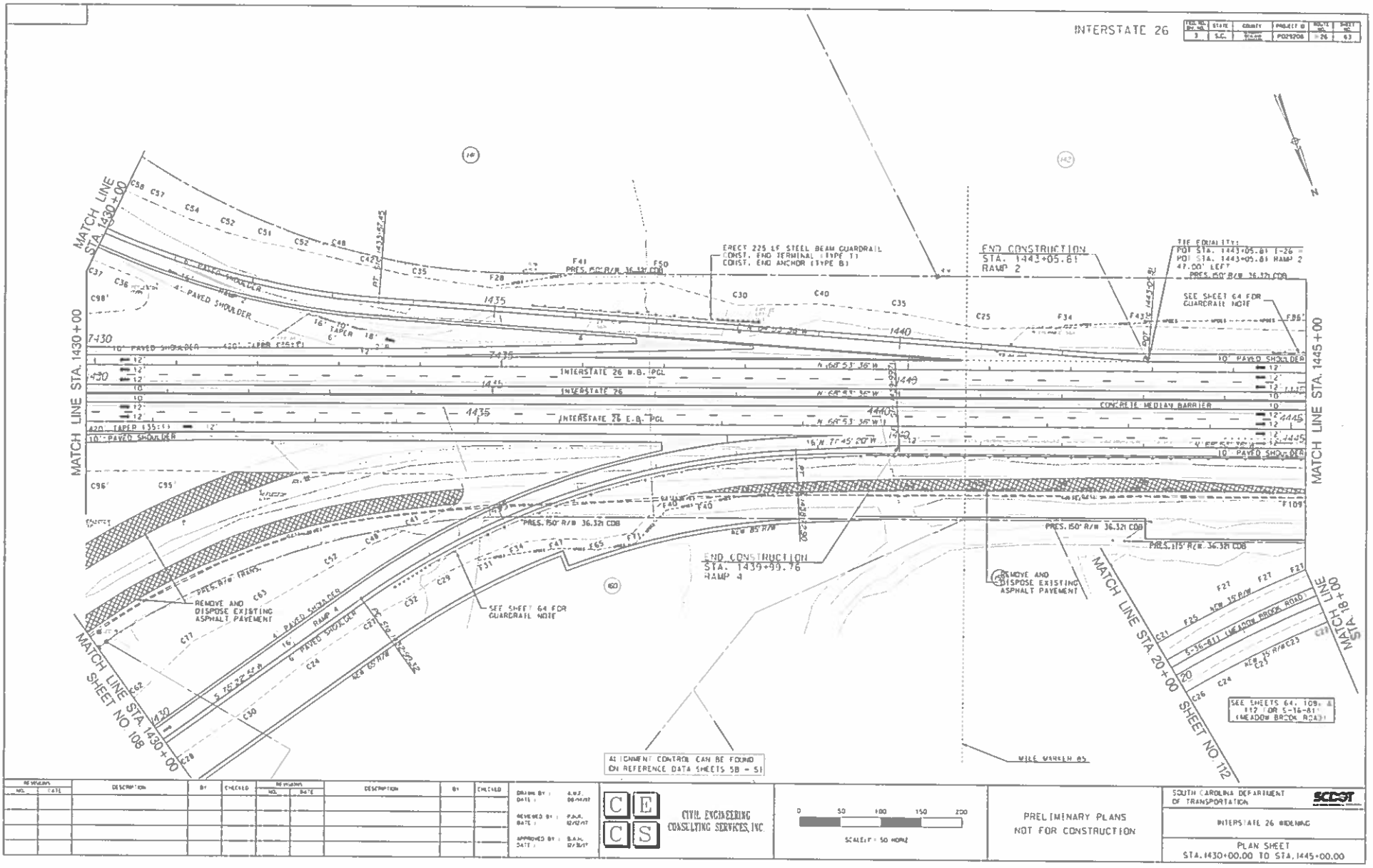
PLAN SHEET
STA. 1040+00.00 TO STA. 1055+00.00

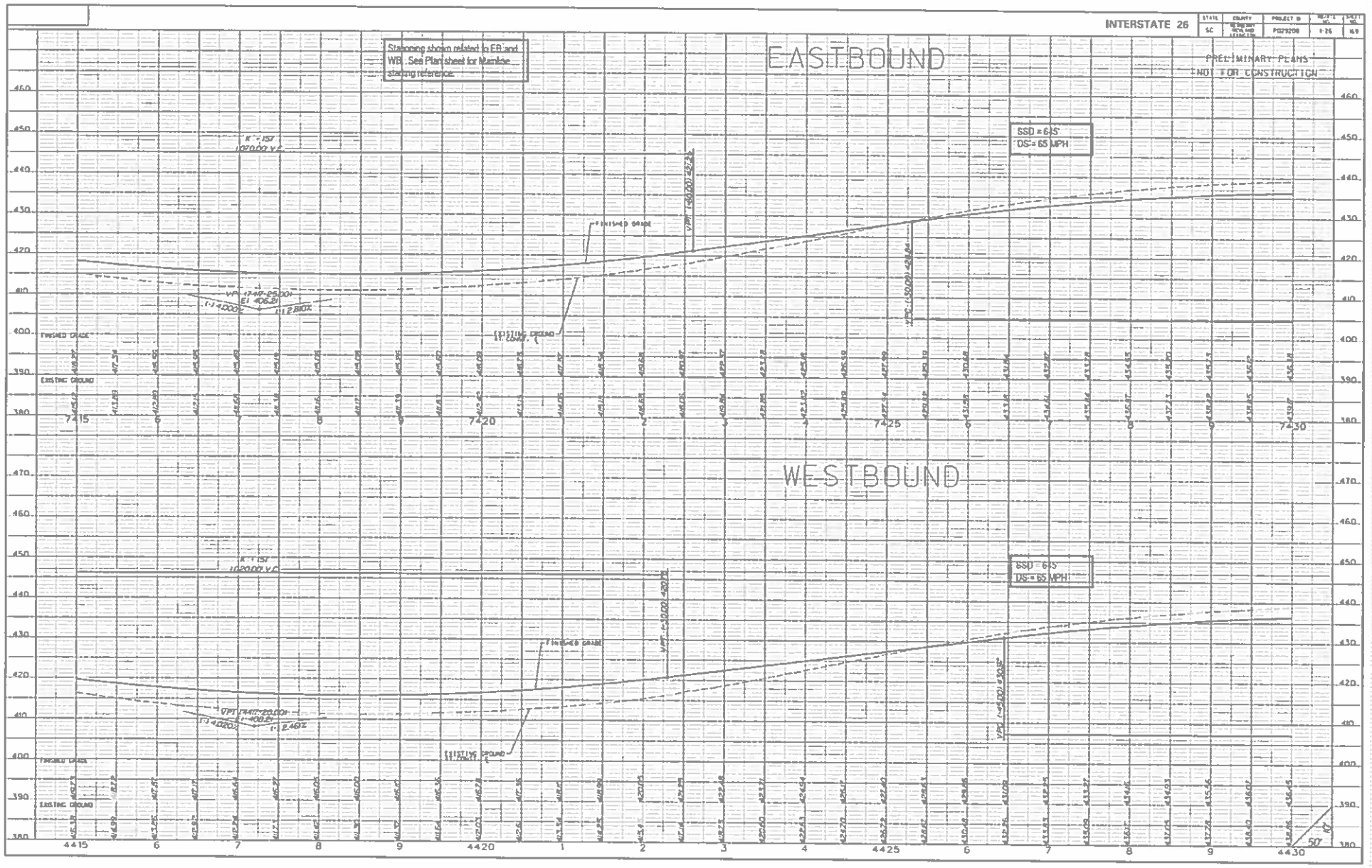

INTERSTATE 26
EXINGTON COUNTY
RICHLAND COUNTY
HOLLYOAK LANE
SEE SHEET 39 FOR GUARDRAIL NOTE
SEE SHEET 39 FOR GUARDRAIL NOTE
SEE SHEET 39 FOR GUARDRAIL NOTE
PRES. 120' R/W FROM CL SB LANE
PRES. 120' R/W FROM CL SB LANE
PRES. 150' R/W 40.699 CDB
PRES. 150' R/W 32.541 CDB
INTERSTATE 26 E.B. PCL
INTERSTATE 26
INTERSTATE 26 W.B. PCL
N 70°54'49" W
MATCH LINE STA. 1055 + 00.00
MATCH LINE STA. 1070 + 00.00
ERECT 437.5 LF STEEL BEAM GUARDRAIL
CONST. END TERMINAL (TYPE T)
CONST. END ANCHOR (TYPE B)
ALIGNMENT CONTROL CAN BE FOUND ON REFERENCE DATA SHEETS 58 - 51
CIVIL ENGINEERING CONSULTING SERVICES, INC.
PRELIMINARY PLANS NOT FOR CONSTRUCTION
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
SCDOT
INTERSTATE 26 WIDENING
PLAN SHEET
STA. 1055+00.00 TO STA. 1070+00.00

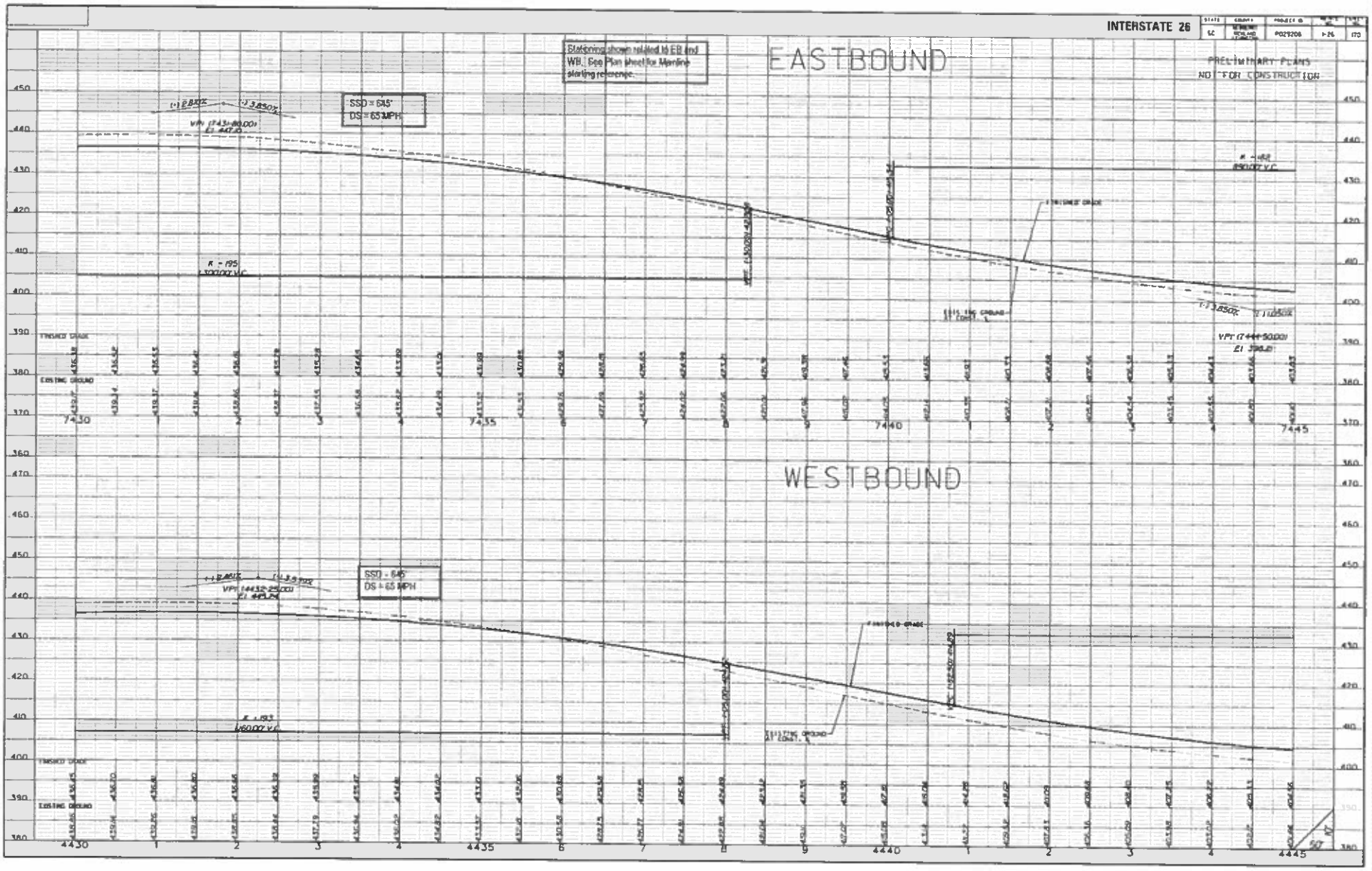

INTERSTATE 26
EASTBOUND
PRELIMINARY PLANS
NOT FOR CONSTRUCTION
Stationing shown related to EB and WB. See Plan sheet for Mainline stationing reference.
SSD = 645'
DS = 65 MPH
FINISHED GRADE
EXISTING GROUND AT CONT. ℄
EXISTING GROUND
7040
7045
7050
7055
WESTBOUND
SSD = 645'
DS = 65 MPH
FINISHED GRADE
EXISTING GROUND
4040
4045
4050
4055


INTERSTATE 26
EASTBOUND
WESTBOUND
PRELIMINARY PLANS
NOT FOR CONSTRUCTION
SSD = 645'
DS = 65 MPH
FINISHED GRADE
EXISTING GROUND
7055
7060
7065
7070
4055
4060
4065
4070


INTERSTATE 26
MATCH LINE STA. 88+00
SHEET NO 107
MATCH LINE STA. 1415+00
MATCH LINE STA. 1430+00
MATCH LINE STA. 97+00
SHEET NO 108
MATCH LINE STA. 1430+00
SHEET NO 109
END CONSTRUCTION
STA. 1422+34.65
RAMP 1
BEGIN CONSTRUCTION
STA. 1421+54.02
RAMP 2
BEGIN CONSTRUCTION
STA. 1423+91.00
RAMP 3
TIE EQUALITY:
POT STA. 1422+54.39 RAMP 1
POT STA. 88+91.64 S.C. ROUTE 202
TIE EQUALITY:
POT STA. 1421+34.19 RAMP 2
POT STA. 89+04.87 S.C. ROUTE 202
TIE EQUALITY:
POT STA. 1422+65.69
INTERSTATE 26 E.B. PCL
POT STA. 93+27.61 S.C. ROUTE 202
TIE EQUALITY:
POT STA. 1422+82.68 INTERSTATE 26
POT STA. 93+63.16 S.C. ROUTE 202
TIE EQUALITY:
POT STA. 1423+06.94
INTERSTATE 26 W.B. PCL
POT STA. 93+98.70 S.C. ROUTE 202
CONST. END ANCHOR (TYPE B)
CONST. TRIPLE BEAM BRIDGE CONNECTOR
ALIGNMENT CONTROL CAN BE FOUND
ON REFERENCE DATA SHEETS 59 - 61
REMOVE AND DISPOSE EXISTING ASPHALT PAVEMENT
ERECT 762.5 LF STEEL BEAM GUARDRAIL
CONST. END TERMINAL (TYPE T)
CONST. END ANCHOR (TYPE B)
ERECT 1150 LF STEEL BEAM GUARDRAIL
CONST. END ANCHOR (TYPE B)
CONST. TRIPLE BEAM BRIDGE CONNECTOR
ERECT 687.5 LF STEEL BEAM GUARDRAIL
CONST. END TERMINAL (TYPE T)
CONST. END ANCHOR (TYPE B)
ERECT 175 LF STEEL BEAM GUARDRAIL
CONST. END ANCHOR (TYPE B)
CONST. TRIPLE BEAM BRIDGE CONNECTOR
CONSTRUCT 176.0' x 62.25' BRIDGE
STA. 92+75.16 TO 94+51.16
WITH 20 FT. APPROACH SLABS EACH END
(SEE BRIDGE PLANS)
SEE SHEET 107-109 FOR S.C. ROUTE 202
ERECT 87.5 LF STEEL BEAM GUARDRAIL
CONST. END TERMINAL (TYPE T)
CONST. TRIPLE BEAM BRIDGE CONNECTOR
INTERSTATE 26 E.B. PCL
INTERSTATE 26
INTERSTATE 26 W.B. PCL
S.C. ROUTE 202
RAMP 1
RAMP 2
RAMP 3
LINE 3
6' PAVED SHOULDER
10' PAVED SHOULDER
4' PAVED SHOULDER
CONCRETE MEDIAN BARRIER
PRES. 150' R/W 36.32' CDB
PRES. R/W VARIES
420' TAPER
N 68°53'36" W
CIVIL ENGINEERING CONSULTING SERVICES, INC
PRELIMINARY PLANS
NOT FOR CONSTRUCTION
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
SCDOT
INTERSTATE 26 WIDENING
PLAN SHEET
STA. 1415+00.00 TO STA. 1430+00.00


INTERSTATE 26
MATCH LINE STA. 1430+00
MATCH LINE STA. 1445+00
MATCH LINE SHEET NO 108
MATCH LINE STA. 1430+00
MATCH LINE STA. 20+00
SHEET NO. 112
MATCH LINE STA. 18
END CONSTRUCTION
STA. 1443+05.81
RAMP 2
END CONSTRUCTION
STA. 1439+99.76
RAMP 4
ERECT 225 LF STEEL BEAM GUARDRAIL
CONST. END TERMINAL (TYPE T)
CONST. END ANCHOR (TYPE B)
SEE SHEET 64 FOR GUARDRAIL NOTE
REMOVE AND DISPOSE EXISTING ASPHALT PAVEMENT
INTERSTATE 26 W.B. PCL
INTERSTATE 26
INTERSTATE 26 E.B. PCL
CONCRETE MEDIAN BARRIER
10' PAVED SHOULDER
4' PAVED SHOULDER
6' PAVED SHOULDER
16' TAPER 18'
420' TAPER (35:1)
PRES. 150' R/W 36.32I COE
PRES. 175' R/W 36.32I COE
S-16-811 (MEADOW BROOK ROAD)
SEE SHEETS 64, 109, & 112 FOR S-16-81 (MEADOW BROOK ROAD)
MILE MARKER 85
ALIGNMENT CONTROL CAN BE FOUND ON REFERENCE DATA SHEETS 5B - 5I
CIVIL ENGINEERING CONSULTING SERVICES, INC
SCALE: 1" = 50' HORIZ
PRELIMINARY PLANS NOT FOR CONSTRUCTION
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
SCDOT
INTERSTATE 26 WIDENING
PLAN SHEET
STA. 1430+00.00 TO STA. 1445+00.00


INTERSTATE 26
STATE SC
PROJECT ID P029208
I-26
PRELIMINARY PLANS
NOT FOR CONSTRUCTION
Stationing shown related to EB and WB. See Plan sheet for Mainline starting reference.
EASTBOUND
WESTBOUND
SSD = 645'
DS = 65 MPH
FINISHED GRADE
EXISTING GROUND
7415
7420
7425
7430
4415
4420
4425
4430


INTERSTATE 25
EASTBOUND
PRELIMINARY PLANS
NOT FOR CONSTRUCTION
Stationing shown relates to EB and WB. See Plan sheet for Mainline starting reference.
SSD = 645'
DS = 65 MPH
R = 195
1500.00' V.C.
EXISTING GROUND
WESTBOUND
SSD = 645'
DS = 65 MPH
R = 193
1600.00' V.C.
EXISTING GROUND

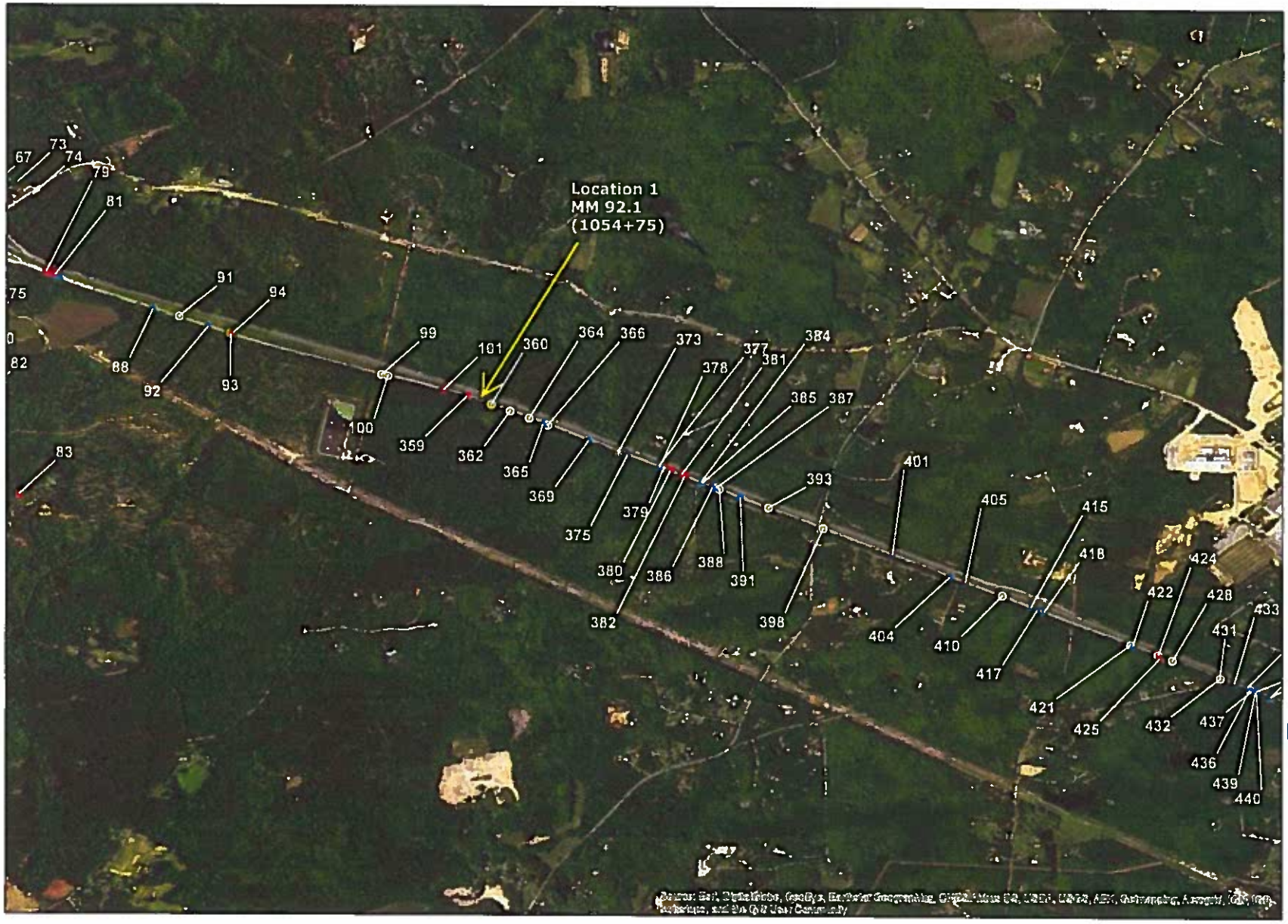


Figure A-13
I-26 Eastbound
Exit 91 - Mt Vernon Church Road

03/2017

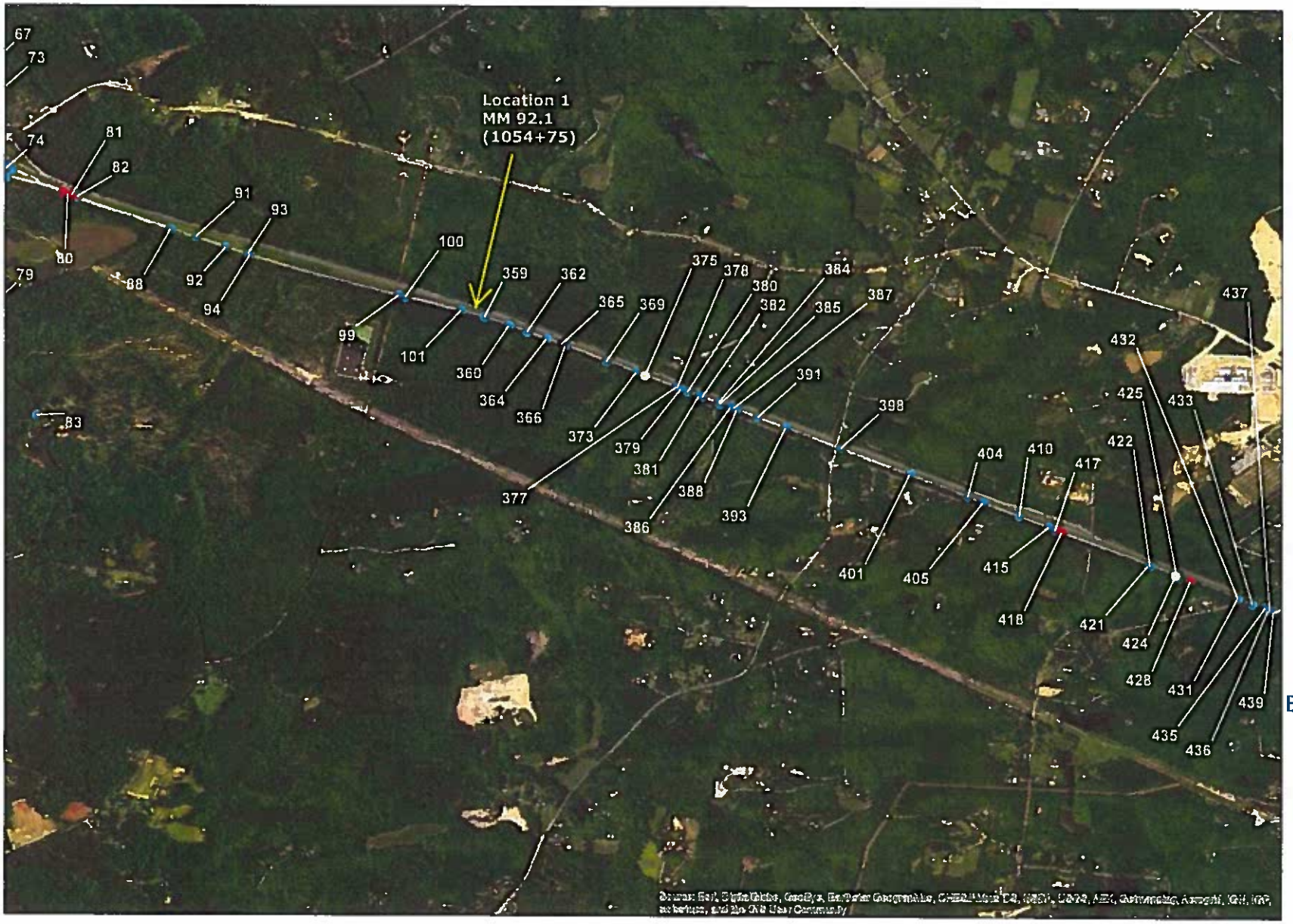


Figure A-14
I-26 Eastbound
Exit 91 - Mt Vernon
Church Road

03/2017

Collision Report #	Crash Number	County	Route Type	Route #	Milepoint	Base Intersecting Route	Intersecting Route #	Road Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
83	15635041	Lexington	Interstate	26	91.32	Secondary	26			0	No Injury	10/29/2015	1040	Sunday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.3709194	34.16701	2
88	13524679	Lexington	Interstate	26	91.525	Secondary	26			0	No Injury	3/27/2013	1945	Wednesday	Dry	Dusk	No Collision with Motor Vehicle	Jackknife	Driving too Fast for Conditions	-81.3160306	34.1744	1
91	13551636	Lexington	Interstate	26	91.581	Secondary	26			0	No Injury	6/29/2013	1900	Saturday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.31580889	34.174139	2
93	14541629	Lexington	Interstate	26	91.645	Secondary	26			0	No Injury	4/22/2014	1228	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Embankment	Improper Lane Usage/Change	-81.3140111	34.173763	2
93	13521936	Lexington	Interstate	26	91.693	Secondary	26			0	No Injury	3/29/2013	1715	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Followed too Closely	-81.3137	34.173519	2
94	15584590	Lexington	Interstate	26	91.697	Secondary	26			0	No Injury	4/10/2015	1130	Friday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.3133194	34.173511	2
99	13616441	Lexington	Interstate	26	92.014	Secondary	26			0	No Injury	11/26/2013	1730	Tuesday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.30776889	34.172019	2
100	13617671	Lexington	Interstate	26	92.028	Secondary	26			0	No Injury	11/26/2013	1610	Tuesday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.30745	34.171961	2
101	13583612	Lexington	Interstate	26	92.145	Secondary	26			0	No Injury	6/30/2013	1833	Friday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3054194	34.171409	2
359	15580582	Richland	Interstate	26	92.195	Secondary	26			0	No Injury	7/29/2015	1710	Wednesday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.3045611	34.171279	2
360	13531946	Richland	Interstate	26	92.25	US	26			0	No Injury	3/31/2013	1756	Sunday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3036806	34.170931	2
362	13578221	Richland	Interstate	26	92.296	Secondary	26			0	No Injury	8/20/2013	1740	Tuesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.303	34.170689	2
364	13570831	Richland	Interstate	26	92.338	Secondary	26			0	No Injury	8/29/2013	1750	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.3032889	34.170439	2
365	13516181	Richland	Interstate	26	92.37	US	26			1	Fatality	3/11/2013	1050	Monday	Dry	Daylight	No Collision with Motor Vehicle	Tree	Driving too Fast for Conditions	-81.3017806	34.170231	1
366	15637180	Richland	Interstate	26	92.38	Secondary	26			0	No Injury	11/25/2015	1849	Wednesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3016194	34.170181	2
369	14510217	Richland	Interstate	26	92.475	Secondary	26			0	No Injury	2/2/2014	1659	Sunday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Debris (Roadway)	-81.3001111	34.169631	1
374	15574448	Richland	Interstate	26	92.544	US	26			0	No Injury	8/13/2015	1630	Thursday	Dry	Daylight	Angle 3	Overturn/Rollover	Driving too Fast for Conditions	-81.2990306	34.169231	1
375	13541311	Richland	Interstate	26	92.564	Interstate	26			0	Possible Injury	5/28/2013	1741	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Ditch	Swerving to Avoid Object	-81.2987	34.169111	1
377	14560145	Richland	Interstate	26	92.614	US	26			0	No Injury	6/17/2014	640	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Window/Shield Defect	-81.2975694	34.1687	1
378	15605377	Richland	Interstate	26	92.639	Secondary	26			0	No Injury	9/27/2015	1000	Sunday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Tires/Wheel Defect	-81.2975306	34.168661	1
379	13531803	Richland	Interstate	26	92.647	US	26			0	No Injury	4/22/2013	2030	Monday	Dry	Dark (no lights)	Angle 3	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2973889	34.168631	1
380	15637240	Richland	Interstate	26	92.665	Secondary	26			0	No Injury	12/4/2015	1430	Friday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2971389	34.168531	2
381	14634619	Richland	Interstate	26	92.688	Secondary	26			0	No Injury	12/26/2014	1218	Friday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2967389	34.168381	2
382	15612488	Richland	Interstate	26	92.696	Secondary	26			0	No Injury	10/15/2015	640	Thursday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2966194	34.168339	2
384	13514287	Richland	Interstate	26	92.738	Interstate	26			0	No Injury	3/5/2013	945	Tuesday	Wet	Daylight	No Collision with Motor Vehicle	Equipment Failure	Other Vehicle Defect	-81.2960194	34.168119	1
385	15651759	Richland	Interstate	26	92.737	Secondary	26			0	No Injury	12/19/2015	1450	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.2959694	34.168081	1
386	14597731	Richland	Interstate	26	92.762	Secondary	26			0	No Injury	9/13/2014	1139	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Debris (Roadway)	-81.2955806	34.16795	4
387	13523418	Richland	Interstate	26	92.769	US	26			0	No Injury	3/31/2013	1830	Sunday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2954611	34.167919	1
388	15617493	Richland	Interstate	26	92.774	Secondary	26			0	No Injury	10/15/2015	715	Thursday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.295395	34.167869	2
391	14570063	Richland	Interstate	26	92.875	Secondary	26			0	No Injury	7/15/2014	300	Tuesday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.2941806	34.167589	2
393	13613638	Richland	Interstate	26	92.889	US	26			0	No Injury	11/12/2013	730	Tuesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2935611	34.167211	2
398	13616167	Richland	Interstate	26	93.016	US	26			0	No Injury	11/26/2013	1550	Tuesday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2915611	34.166461	2
401	15527374	Richland	Interstate	26	93.176	Secondary	26			0	No Injury	3/19/2015	757	Thursday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Tires/Wheel Defect	-81.2890306	34.165511	1
404	13542375	Richland	Interstate	26	93.33	Secondary	26			0	No Injury	6/10/2013	1920	Monday	Wet	Daylight	No Collision with Motor Vehicle	Other Non Collision	Unk/A	-81.2869111	34.164711	2
409	15580714	Richland	Interstate	26	93.345	Secondary	26			0	No Injury	8/7/2015	417	Friday	Wet	Dark (no lights)	No Collision with Motor Vehicle	Embankment	Driving too Fast for Conditions	-81.2863611	34.1645	1
412	15595178	Richland	Interstate	26	93.43	Secondary	26			0	No Injury	9/4/2015	1510	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2850194	34.164019	2
415	14504321	Richland	Interstate	26	93.497	Secondary	26			0	No Injury	1/21/2014	5	Tuesday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2839611	34.163611	1
417	15607765	Richland	Interstate	26	93.512	Secondary	26			0	No Injury	5/28/2015	2301	Thursday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Overturn/Rollover	Driving too Fast for Conditions	-81.2837306	34.163519	1
418	14581661	Richland	Interstate	26	93.527	US	26			1	Non-incapacitating Injury	5/4/2014	1415	Sunday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2834889	34.163439	1
421	15621071	Richland	Interstate	26	93.724	Secondary	26			0	No Injury	10/25/2015	1400	Sunday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2801806	34.162239	2
427	14545696	Richland	Interstate	26	93.732	Secondary	26			0	No Injury	5/13/2014	1740	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.2802611	34.162211	1
424	15632961	Richland	Interstate	26	93.79	Secondary	26			0	Possible Injury	11/11/2015	708	Wednesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2793806	34.161869	4
425	14565817	Richland	Interstate	26	93.797	US	26			0	No Injury	6/24/2014	1700	Tuesday	Wet	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2792694	34.161739	2
428	13547706	Richland	Interstate	26	93.824	US	26			1	Non-incapacitating Injury	5/28/2013	1853	Tuesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2788	34.161669	2
431	14624875	Richland	Interstate	26	93.933	Secondary	26			0	No Injury	11/25/2014	1615	Tuesday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2770806	34.161031	4
432	14623577	Richland	Interstate	26	93.934	Secondary	26			0	No Injury	11/25/2014	1615	Tuesday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2770611	34.161031	3
433	15605678	Richland	Interstate	26	93.967	US	26			0	No Injury	9/15/2015	845	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Run off Road	-81.2765389	34.160839	2
434	14621699	Richland	Interstate	26	94.003	US	26	I 26		0	No Injury	12/8/2014	1830	Monday	Wet	Dark (no lights)	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2759694	34.160619	2
437	13587766	Richland	Interstate	26	94.008	Secondary	26			0	No Injury	9/23/2013	1440	Monday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.2759	34.160581	2
439	14591558	Richland	Interstate	26	94.015	Secondary	26			0	No Injury	9/13/2014	1329	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Other (Non-Motorist)	-81.2757694	34.16055	2
440	15520211	Richland	Interstate	26	94.017	Secondary	26	I 26		0	No Injury	3/6/2015	1800	Friday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2757389	34.160539	1

0 210 420 630

Feet

Manner of Collision

- Backed Into EB
- Sideswipe Collision EB
- Head On EB
- No Collision With Motor Vehicle EB
- Angle Collision EB
- Rear End EB

Figure A-5
I-26 Eastbound
Exit 85

03/2017

Figure A-6
I-26 Eastbound
Exit 85

03/2017

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Long Code	Lat Code	Number of Units Involved
128	14609136	Newberry	Interstate	26	87.47	Secondary	26		0	0	No Injury	10/5/2014	1427	Sunday	Dry	Daylight	No Collision with Motor Vehicle	Motor Vehicle in Transport	Driving too Fast for Conditions	-81.4108[illegible]	34.2178	1
199	15552700	Newberry	Interstate	26	84.869	SC	26		0	1	Non-incapacitating Injury	5/17/2015	1200	Sunday	Dry	Daylight	Angle 3	Motor Vehicle in Transport	Improper Lane Usage/Change	-81.4166889	34.2[illegible]	3
201	14609419	Newberry	Interstate	26	84.97	SC	26		0	0	No Injury	10/16/2014	253	Thursday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4157611	34.221939	1
206	13542757	Newberry	Interstate	26	85.101	SC	26		0	2	Non-incapacitating Injury	5/23/2013	1428	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Overturn/Rollover	Driving too Fast for Conditions	-81.41[illegible]	34.221031	1
207	14560786	Newberry	Interstate	26	85.151	SC	26		0	1	Non-incapacitating Injury	6/14/2014	1150	Saturday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.4120889	34.220[illegible]	2
211	15564354	Newberry	Interstate	26	85.214	SC	26		0	1	Possible Injury	6/19/2015	1745	Friday	Dry	Daylight	Rear End	Motor Vehicle in Transport	Driving too Fast for Conditions	981.4110194	34.220431	4
212	15571285	Newberry	Interstate	26	85.216	SC	26		0	0	No Injury	6/28/2015	515	Sunday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.411	34.220[illegible]	1
215	15535774	Newberry	Interstate	26	85.244	SC	26		0	0	No Injury	3/31/2015	838	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Overturn/Rollover	Driving too Fast for Conditions	-81.4105611	34.2203	1
217	14567364	Newberry	Interstate	26	85.247	SC	26		0	1	Possible Injury	7/17/2014	905	Saturday	Dry	Daylight	Angle 3	Motor Vehicle in Transport	Under the Influence	-81.4105306	34.220269	2
220	15511857	Newberry	Interstate	26	85.283	SC	26		0	0	No Injury	2/2/2015	1450	Monday	Dry	Daylight	Angle 3	Equipment Failure	Tires/Wheel Defect	-81.4099694	34.22	2
221	15573838	Newberry	Interstate	26	85.302	SC	26		0	0	No Injury	7/18/2015	1425	Saturday	Dry	Daylight	Rear End	Motor Vehicle in Transport	Driving too Fast for Conditions	-81.4096111	34.22	2
223	13591463	Newberry	Interstate	26	85.329	SC	26		0	0	No Injury	9/20/2013	7[illegible]	Friday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Animal (Deer Only)	Animal on Road	-81.4092889	34.2199	3
224	15647534	Newberry	Interstate	26	85.34	SC	26	[illegible]MP 1179	0	0	No Injury	12/16/2015	1835	Wednesday	Dry	Dark (no lights)	Rear End	Motor Vehicle Stopped	n/a/A	-81.4110389	34.218799	2
228	13623318	Newberry	Interstate	26	85.478	SC	26		0	1	Possible Injury	11/30/2013	1345	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Overturn/Rollover	Improper Lane Usage/Change	-81.4068389	34.219089	2
230	13524151	Newberry	Interstate	26	85.505	SC	26		0	0	No Injury	4/5/2013	1600	Friday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Tires/Wheel Defect	-81.4064306	34.218931	2
231	15565691	Newberry	Interstate	26	85.52	SC	26		0	0	No Injury	6/13/2015	1050	Saturday	Dry	Daylight	Rear End	Motor Vehicle in Transport	Driving too Fast for Conditions	-81.4061889	34.218831	4
232	15597048	Newberry	Interstate	26	85.548	SC	26		0	0	No Injury	8/1/2015	1051	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4056306	34.2187	1
233	15509702	Newberry	Interstate	26	85.566	SC	26		0	0	No Injury	1/8/2015	1340	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4056306	34.218631	1
234	14537672	Newberry	Interstate	26	85.574	SC	26		0	0	No Injury	3/27/2014	955	Thursday	Dry	Daylight	Angle 3	Motor Vehicle in Transport	n/a/A	-81.4053611	34.218511	2

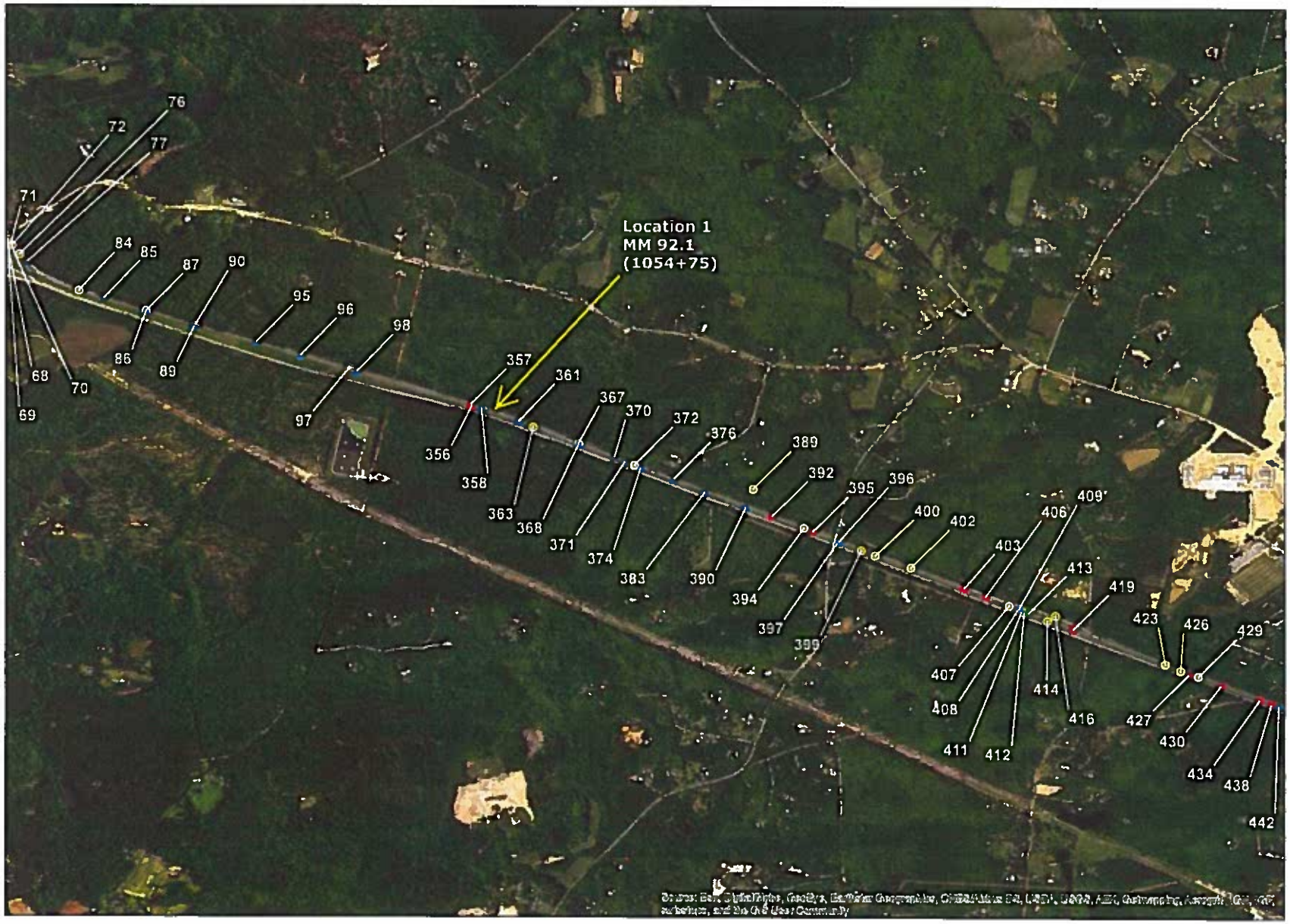


Figure B-15
I-26 Westbound
Mt Vernon Church Road - Exit 91

03/2017

0 750 1,500 2,250
Feet

Type of Injury

- Fatality WB
- Incapacitating Injury WB
- Non-incapacitating Injury WB
- Possible Injury WB
- No Injury WB

Figure B-16
I-26 Westbound
Mt Vernon Church Road - Exit 91

03/2017

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepoint	Base Intersecting Route #	Base Street Name	Fatalities	Injuries	Most Severe Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Long Type	Lat Type	Number of Units Involved
86	15628035	Lexington	Interstate	26	91.477	Secondary	26		0	0 No Injury	11/8/2015	1215	Sunday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3167806	34.174989	2
87	15628037	Lexington	Interstate	26	91.477	Secondary	26		0	0 No Injury	11/8/2015	1215	Sunday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3167806	34.174989	1
89	14605635	Lexington	Interstate	26	91.577	Secondary	26	26	1	0 Fatality	10/19/2014	2400	Sunday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Pedestrian	Lying &/or Illegally in Roadway	-81.3150194	34.17445	1
90	15536619	Lexington	Interstate	26	91.577	Secondary	26		0	0 No Injury	4/19/2015	858	Sunday	Wet	Daylight	Angle 2	Motor Vehicle In Transport	Driving too Fast for Conditions	-81 315	34.174483	2
95	15536314	Lexington	Interstate	26	91.708	Secondary	26		0	0 No Injury	4/15/2015	1600	Wednesday	Wet	Daylight	No Collision with Motor Vehicle	Highway Traffic Sign Post	Driving too Fast for Conditions	-81 3127611	34.17385	1
96	15521178	Lexington	Interstate	26	91.802	Secondary	26	26	1	0 Fatality	3/9/2015	2341	Monday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81 3111611	34.173381	1
97	14565957	Lexington	Interstate	26	91.907	Secondary	26		0	1 Possible Injury	6/30/2014	1808	Monday	Wet	Daylight	Angle 2	Motor Vehicle In Transport	Driving too Fast for Conditions	-81 3093694	34.172931	2
98	13509413	Lexington	Interstate	26	91.923	Secondary	26		0	0 No Injury	2/7/2013	2108	Thursday	Wet	Dark (no lights)	No Collision with Motor Vehicle	Other Movable Object	Debris (Roadway)	-81 3091111	34.172789	1
356	13578250	Richland	Interstate	26	92.18	Secondary	26		0	1 Possible Injury	6/25/2013	210	Thursday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.30049	34.171589	1
357	13568167	Richland	Interstate	26	92.18	Secondary	26		0	0 No Injury	6/1/2013	1030	Thursday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.3049611	34.171611	2
358	13512306	Richland	Interstate	26	92.189	US	26		0	1 Possible Injury	2/23/2013	530	Saturday	Wet	Dark (no lights)	No Collision with Motor Vehicle	Guardrail End	Aggressive Operation of Vehicle	-81.3049611	34.171	2
360	13513943	Richland	Interstate	26	92.273	Secondary	26		0	0 No Injury	6/9/2014	1445	Monday	Dry	Daylight	No Collision with Motor Vehicle	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3032194	34.171	4
363	13512176	Richland	Interstate	26	92.307	Secondary	26		0	4 Possible Injury	2/28/2013	2300	Thursday	Dry	Dark (no lights)	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.3016806	34.1708	1
367	14514525	Richland	Interstate	26	92.41	US	26		0	0 No Injury	2/23/2014	1625	Sunday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3010389	34.1702	1
368	14623588	Richland	Interstate	26	92.411	US	26		0	0 No Injury	12/25/2014	1830	Thursday	Wet	Dark (Lighting Unspecified)	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3010194	34.1702	2
370	13556282	Richland	Interstate	26	92.494	US	26		0	1 Possible Injury	7/3/2013	20	Wednesday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Ditch	Medical Related	-81.2997111	34.169711	1
371	13541443	Richland	Interstate	26	92.519	Secondary	26		0	0 No Injury	5/5/2015	2019	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2997111	34.169569	1
373	13516210	Richland	Interstate	26	92.541	US	26		0	0 No Injury	3/11/2013	1115	Monday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2989806	34.169419	2
374	14519864	Richland	Interstate	26	92.553	Secondary	26		0	1 Non-incapacitating Injury	3/1/2014	535	Saturday	Dry	Dark (Lighting Unspecified)	No Collision with Motor Vehicle	Median Barrier	Under The Influence	-81.29875	34.169319	1
376	14529197	Richland	Interstate	26	92.633	US	26		0	0 No Injury	4/2/2014	2120	Wednesday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Guardrail Face	Animal on Road	-81.29875	34.168911	1
381	13506804	Richland	Interstate	26	92.704	US	26		0	0 No Injury	2/2/2013	430	Saturday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Under The Influence	-81.2964	34.168461	1
385	14569989	Richland	Interstate	26	92.794	Secondary	26		0	0 No Injury	7/5/2014	1900	Saturday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2946389	34.168561	2
390	14616019	Richland	Interstate	26	92.796	US	26		0	0 No Injury	11/14/2014	1025	Friday	Dry	Daylight	No Collision with Motor Vehicle	Tree	Driving too Fast for Conditions	-81.2949194	34.1679	1
391	14595417	Richland	Interstate	26	92.858	US	26		0	0 No Injury	9/27/2014	1900	Saturday	Dry	Dark (no lights)	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2939694	34.16755	2
392	14595417	Richland	Interstate	26	92.858	US	26		0	0 No Injury	9/27/2014	1900	Saturday	Dry	Dark (no lights)	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2939694	34.16755	2
395	14549899	Richland	Interstate	26	92.952	US	26		0	0 No Injury	5/30/2014	655	Friday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Aggressive Operation of Vehicle	-81.2924889	34.166989	2
396	13522684	Richland	Interstate	26	93.013	US	26		0	0 No Injury	3/31/2013	1935	Sunday	Wet	Daylight	No Collision with Motor Vehicle	Guardrail End	Driving too Fast for Conditions	-81.291556	34.166619	1
397	14541303	Richland	Interstate	26	93.019	Secondary	26		0	1 Non-incapacitating Injury	5/6/2014	2313	Tuesday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Guardrail Face	Run off Road	-81.2915694	34.166619	1
399	13519538	Richland	Interstate	26	93.064	Secondary	26		0	0 No Injury	3/22/2013	1640	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2907111	34.166319	2
400	14566271	Richland	Interstate	26	93.097	Secondary	26		0	0 No Injury	6/22/2014	1520	Sunday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2901889	34.166139	2
402	14549500	Richland	Interstate	26	93.178	Secondary	26		0	0 No Injury	5/23/2014	1400	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2888889	34.1657	2
403	15561364	Richland	Interstate	26	93	Secondary	26		0	0 No Injury	6/7/2015	1400	Sunday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2869889	34.164919	2
406	13521934	Richland	Interstate	26	93.35	US	26		0	0 No Injury	3/29/2013	1631	Friday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2862	34.164631	2
407	13583643	Richland	Interstate	26	93.404	Secondary	26		0	4 Possible Injury	8/30/2013	1759	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2853389	34.164319	2
408	15560777	Richland	Interstate	26	93.426	Secondary	26		0	0 No Injury	5/28/2015	1420	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Tires/Wheel Defect	-81.285	34.164181	1
409	15560763	Richland	Interstate	26	93.427	Secondary	26		0	0 No Injury	5/28/2015	1420	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Tires/Wheel Defect	-81.2849689	34.164181	1
411	15560651	Richland	Interstate	26	93.43	SC	26		0	0 No Injury	5/22/2015	710	Friday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Debris (Roadway)	-81.2848611	34.164131	1
412	14634758	Richland	Interstate	26	93.444	US	26		0	0 No Injury	12/28/2014	430	Sunday	Wet	Dark (no lights)	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2847889	34.164089	1
413	13536125	Richland	Interstate	26	93.45	US	26		1	0 Fatality	5/15/2013	2126	Wednesday	Dry	Dark (no lights)	Head On	Motor Vehicle In Transport	Under The Influence	-81.2846806	34.164031	1
414	14501342	Richland	Interstate	26	93.494	Secondary	26		0	0 No Injury	1/2/2014	1440	Thursday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2839389	34.163769	2
416	13583581	Richland	Interstate	26	93.504	Secondary	26		0	0 No Injury	8/30/2013	1535	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2836389	34.163595	2
419	13537994	Richland	Interstate	26	93.557	US	26		0	0 No Injury	5/15/2013	2135	Wednesday	Dry	Dark (no lights)	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2830111	34.163439	2
423	13598978	Richland	Interstate	26	93.765	Secondary	26		0	0 No Injury	10/16/2013	1045	Wednesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2796306	34.1622	2
424	13598973	Richland	Interstate	26	93.801	Secondary	26		0	0 No Injury	10/16/2013	1045	Wednesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2790806	34.161969	2
427	14587991	Richland	Interstate	26	93.827	Secondary	26		0	0 No Injury	9/28/2014	2315	Sunday	Dry	Dark (no lights)	Sideswipe Same Direction	Motor Vehicle In Transport	N/A	-81.27875	34.161811	2
429	13598992	Richland	Interstate	26	93.841	Secondary	26		0	0 No Injury	10/16/2013	1045	Wednesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2784389	34.16175	2
430	14521927	Richland	Interstate	26	93.89	US	26		0	0 No Injury	3/19/2014	1552	Wednesday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2775889	34.161411	2

Figure B-23
I-26 Westbound
Exit 85

03/2017

0 210 420 630
Feet

Type of Injury

- Fatality WB
- Incapacitating Injury WB
- Non-incapacitating Injury WB
- Possible Injury WB
- No Injury WB

Figure B-24
I-26 Westbound
Exit 85

03/2017

Collision Diagram ID #	Crash Number	County	Route Type	Route #	MPoint	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Week Day	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Fixed Object Struck	Longitude	Latitude	Number of Units Involved
198	13592955	Newberry	Interstate	26	84.816	SC	26		0	0	No Injury	10/1/2013	1754	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Debris (Roadway)	-81.4174889	34.222639	1
200	13504673	Newberry	Interstate	26	84.891	SC	26		0	0	No Injury	1/4/2015	1430	Sunday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4162631	34.222289	2
202	13518490	Newberry	Interstate	26	84.929	SC	26		0	0	No Injury	2/21/2015	2154	Saturday	Dry	Dark (no lights)	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4156389	34.222081	2
203	13527314	Newberry	Interstate	26	84.937	SC	26		0	0	No Injury	4/1/2013	1240	Monday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4155889	34.222069	1
204	13617109	Newberry	Interstate	26	84.984	SC	26		0	0	No Injury	10/21/2015	1940	Wednesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.4147611	34.221769	2
205	13505117	Newberry	Interstate	26	85.052	SC	26		0	0	No Injury	1/12/2013	1345	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4136306	34.221439	1
209	13557936	Newberry	Interstate	26	85.161	SC	26		0	1	Possible Injury	6/10/2014	1845	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Other (Post, Pole, Support, Etc.)	Driving too Fast for Conditions	-81.4116	34.221411	1
210	13571284	Newberry	Interstate	26	85.307	SC	26		0	0	No Injury	6/29/2015	2030	Sunday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4111111	34.220611	1
213	13627414	Newberry	Interstate	26	85.275	SC	26		0	0	No Injury	12/4/2013	1200	Wednesday	Dry	Daylight	No Collision with Motor Vehicle	Guardrail Face	Improper Lane Usage/Change	-81.4108111	34.220553	1
214	14560787	Newberry	Interstate	26	85.218	SC	26		0	0	No Injury	6/14/2014	1451	Saturday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.4107[illegible]	34.220561	2
216	13527958	Newberry	Interstate	26	85.246	SC	26		0	1	Possible Injury	4/1/2013	1200	Monday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4104154	34.220531	4
219	14589132	Newberry	Interstate	26	85.26	SC	26		0	0	No Injury	9/12/2014	1800	Friday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4314389	34.222083	1
223	13576638	Newberry	Interstate	26	85.34	SC	26		0	0	No Injury	8/25/2013	1251	Sunday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.4089389	34.219981	2
226	15588068	Newberry	Interstate	26	85.389	RN/A	26		0	0	No Injury	8/13/2015	1220	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Windows/Shield Defect	-81.40815	34.219761	1
227	14629912	Newberry	Interstate	26	85.420	SC	26		0	2	Possible Injury	12/4/2014	1630	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4075306	34.219539	1
229	14577026	Newberry	Interstate	26	85.504	SC	26		0	0	No Injury	8/5/2014	1400	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.4063389	34.219139	1