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*Accident Analysis Report*

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

*Prepared for:*  
**South Carolina Department of Transportation**

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

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## TABLE OF CONTENTS

	<u>Page No.</u>
<b>1.0 EXECUTIVE SUMMARY .....</b>	<b>1</b>
<b>2.0 INTRODUCTION .....</b>	<b>2</b>
<b>3.0 DATA COLLECTION.....</b>	<b>4</b>
<b>4.0 CRASH ANALYSIS.....</b>	<b>5</b>
4.1 I-85 FROM MM 80 TO EXIT 82 (BUD'S DRIVE).....	6
4.2 EXIT 82 (BUD'S DRIVE).....	9
4.3 EXIT 83 (SC 110) .....	12
4.4 I-85 FROM EXIT 83 (SC 110) TO EXIT 87 (S. GREEN RIVER ROAD).....	14
4.5 EXIT 87 (S. GREEN RIVER ROAD).....	16
4.6 I-85 FROM EXIT 87 (S. GREEN RIVER ROAD) TO EXIT 95 (SC 18).....	18
4.7 EXIT 95 (SC 18) .....	23
4.8 EXIT 96 AND GAFFNEY FERRY ROAD ON-RAMP .....	26
<b>5.0 HOT SPOTS AND TRENDS.....</b>	<b>28</b>

## LIST OF FIGURES

<u>Figure No.</u>	<u>Title</u>	<u>Page No.</u>
Figure 1:	Project Location .....	3
Figure 2:	Mainline between MM 80 and Exit 82.....	7
Figure 3:	Exit 82 Vicinity .....	10
Figure 4:	Exit 83 Vicinity .....	13
Figure 5:	Mainline between Exit 83 and Exit 87 .....	15
Figure 6:	Exit 87 Vicinity .....	17
Figure 7:	Mainline between Exit 87 and Exit 95 - 1 .....	19
Figure 8:	Mainline between Exit 87 and Exit 95 - 2 .....	20
Figure 9:	Mainline between Exit 87 and Exit 95 - 3 .....	21
Figure 10:	Mainline between Exit 87 and Exit 95 - 4 .....	22
Figure 11:	Exit 95 Vicinity .....	24
Figure 12:	Exit 96 Vicinity .....	27

## LIST OF TABLES

<u>Table No.</u>	<u>Title</u>	<u>Page No.</u>
Table 1:	I-85 between MM 80 and Exit 82 Crash Data Summary.....	6
Table 2:	Individual Crash Analysis -Interstate 85 NB From MM 80.58 to MM 80.68 .....	8
Table 3:	Individual Crash Analysis -Interstate 85 SB From MM 80.55 to MM 80.69.....	9
Table 4:	Individual Crash Analysis - Interstate 85 SB From MM 81.75 to MM 81.90.....	9
Table 5:	Exit 82 Crash Data Summary .....	11
Table 6:	Exit 83 Crash Data Summary .....	12
Table 7:	I-85 between Exit 83 and Exit 87 Crash Data Summary .....	14
Table 8:	Exit 87 Crash Data Summary .....	16
Table 9:	I-85 between Exit 87 and Exit 95 Crash Data Summary .....	18
Table 10:	Exit 95 Crash Data Summary .....	25
Table 11:	Exit 96 Crash Data Summary .....	28

## 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.

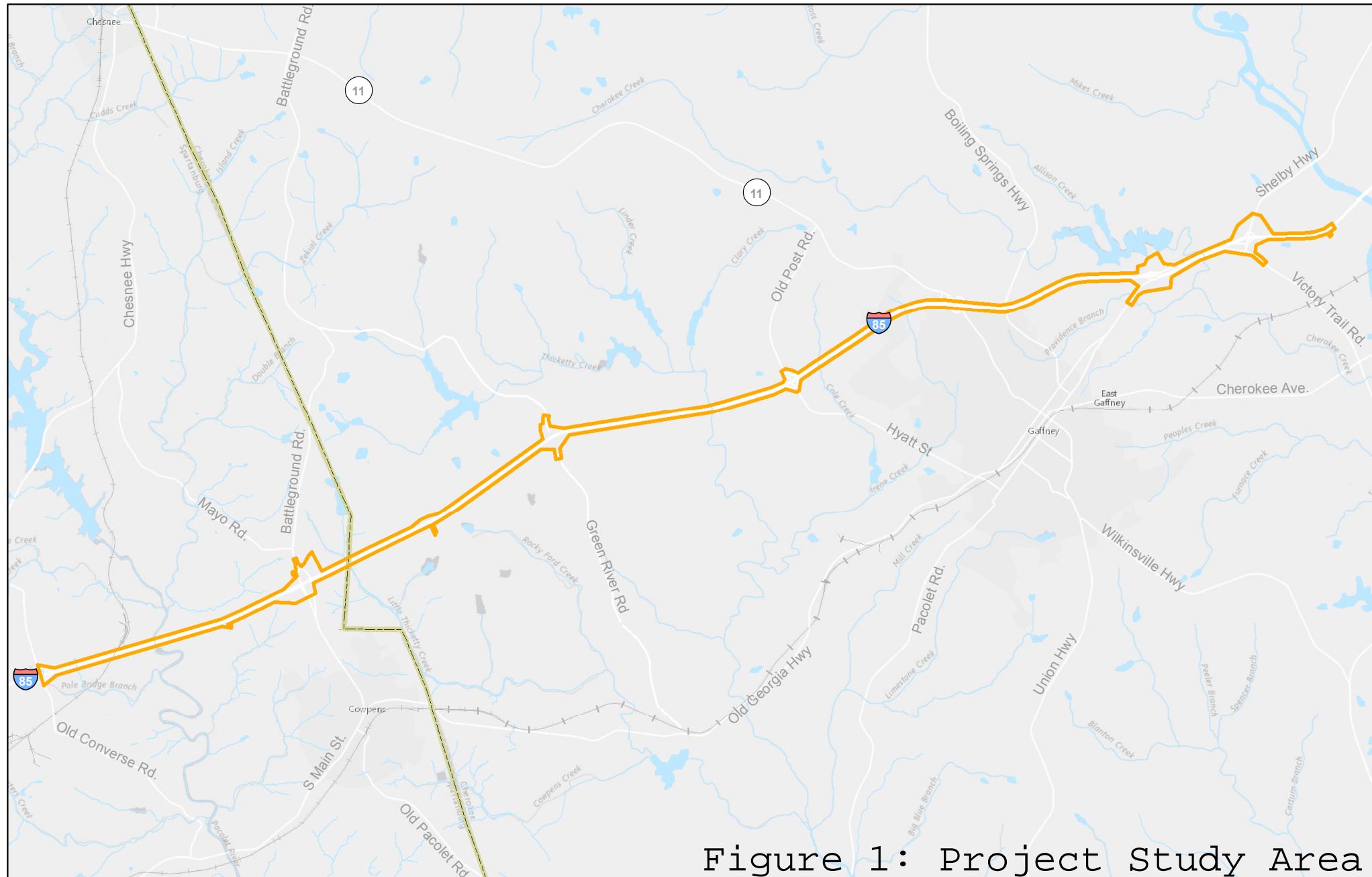
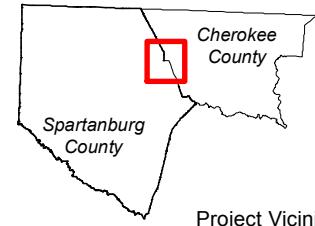


Figure 1: Project Study Area



Source: ESRI; US Census; USDA  
Geospatial Gateway; SC DNR



### I-85 Widening MM 80 to MM 96

Project Study Area  
Cherokee & Spartanburg Counties



0	1	2	4
Miles			
Project Study Area	County Line		
Road	River/Stream		
Rail	Water Body		

### 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 Collision with a Motor Vehicle
  - o Non-Collision (run off road, rollover/overturn, jackknife, etc.)
  - o Collision with Object Not Fixed (animal, pedestrian, etc.)
  - o 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.

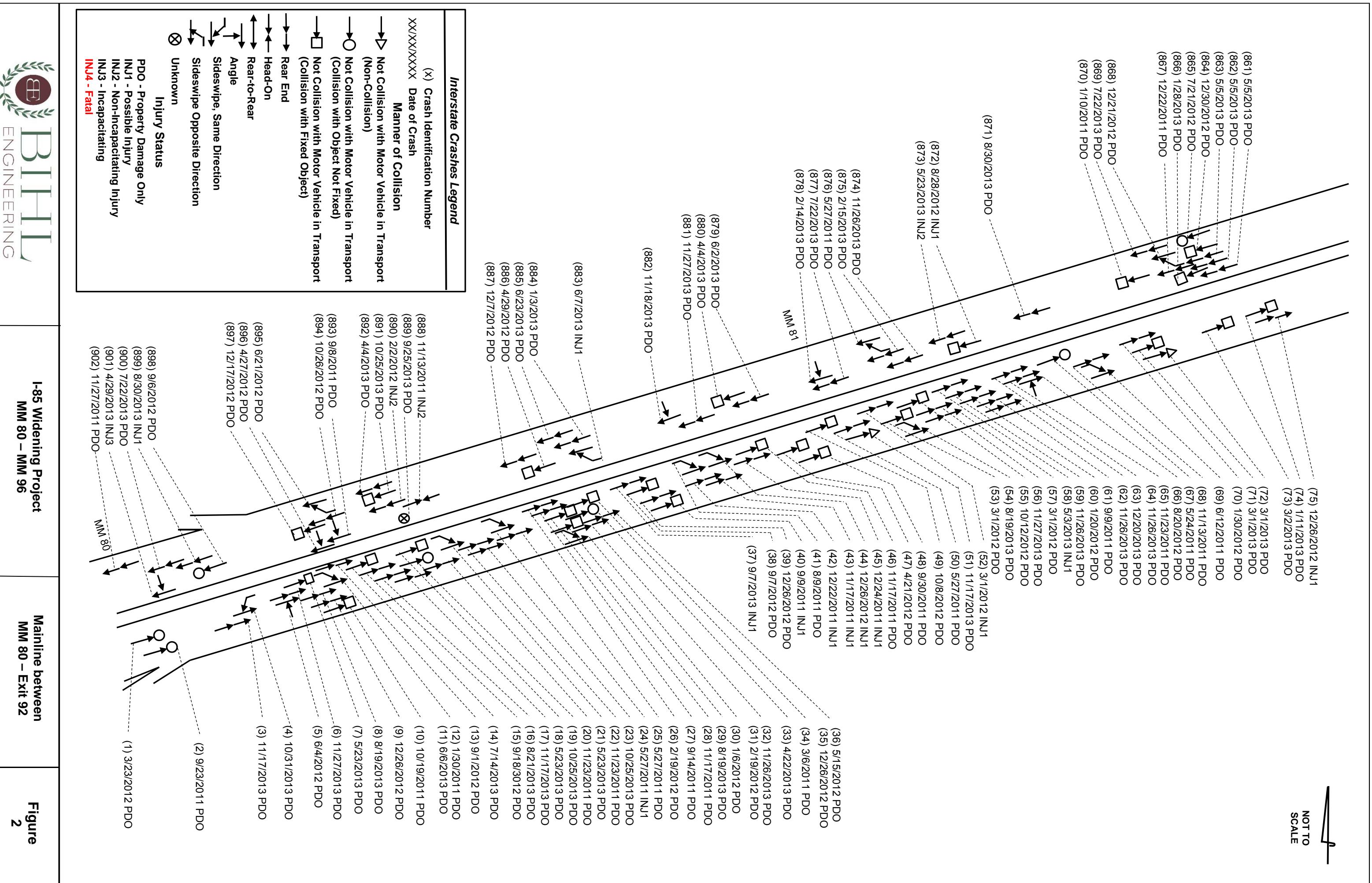
#### **4.1 I-85 from MM 80 to Exit 82 (Bud's Drive)**

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.

<b>Table 1:</b> <b>I-85 between MM 80 and Exit 82 Crash Data Summary</b>				
<b>I-85 North</b>				
<b>Collision Type</b>	<b>Number of Collisions</b>	<b>Injury Status</b>		
		<b>Property Damage Only</b>	<b>Injury (INJ1 – INJ3)</b>	<b>Fatality (INJ4)</b>
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
<b>Total</b>	<b>75</b>	<b>65</b>	<b>10</b>	<b>0</b>
<b>I-85 South</b>				
<b>Collision Type</b>	<b>Number of Collisions</b>	<b>Injury Status</b>		
		<b>Property Damage Only</b>	<b>Injury (INJ1 – INJ3)</b>	<b>Fatality (INJ4)</b>
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
<b>Total</b>	<b>42</b>	<b>35</b>	<b>7</b>	<b>0</b>

NOT TO  
SCALE



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

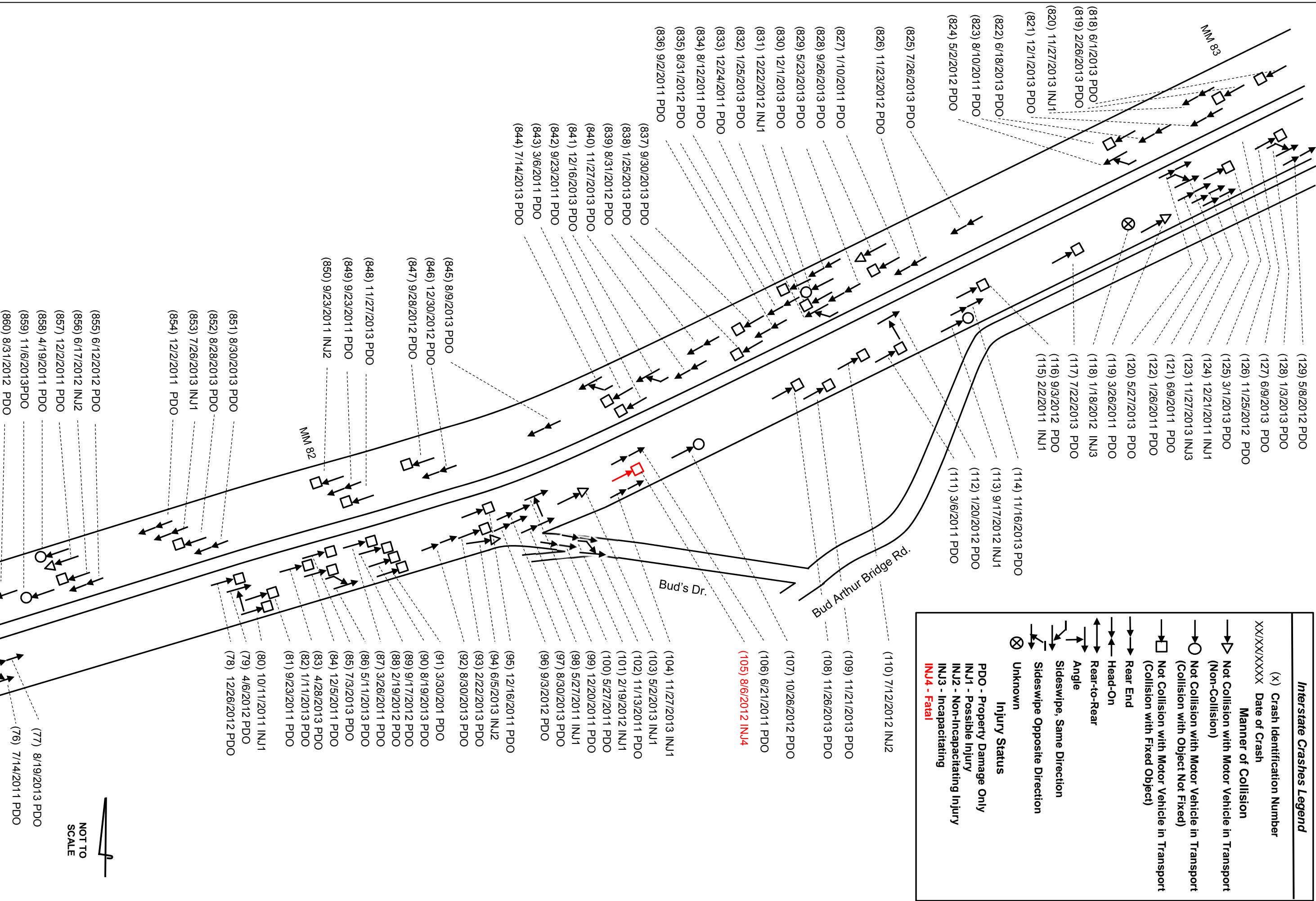
**Table 4:** Individual Crash Analysis -  
Interstate 85 SB From MM 81.75 to MM 81.90

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.



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.

<b>Table 5:</b> <b>Exit 82 Crash Data Summary</b>				
<b>I-85 North</b>				
<b>Collision Type</b>	<b>Number of Collisions</b>	<b>Injury Status</b>		
		<b>Property Damage Only</b>	<b>Injury (INJ1 – INJ3)</b>	<b>Fatality (INJ4)</b>
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
<b>Total</b>	<b>54</b>	<b>41</b>	<b>12</b>	<b>1</b>
<b>I-85 South</b>				
<b>Collision Type</b>	<b>Number of Collisions</b>	<b>Injury Status</b>		
		<b>Property Damage Only</b>	<b>Injury (INJ1 – INJ3)</b>	<b>Fatality (INJ4)</b>
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
<b>Total</b>	<b>43</b>	<b>38</b>	<b>5</b>	<b>0</b>

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.

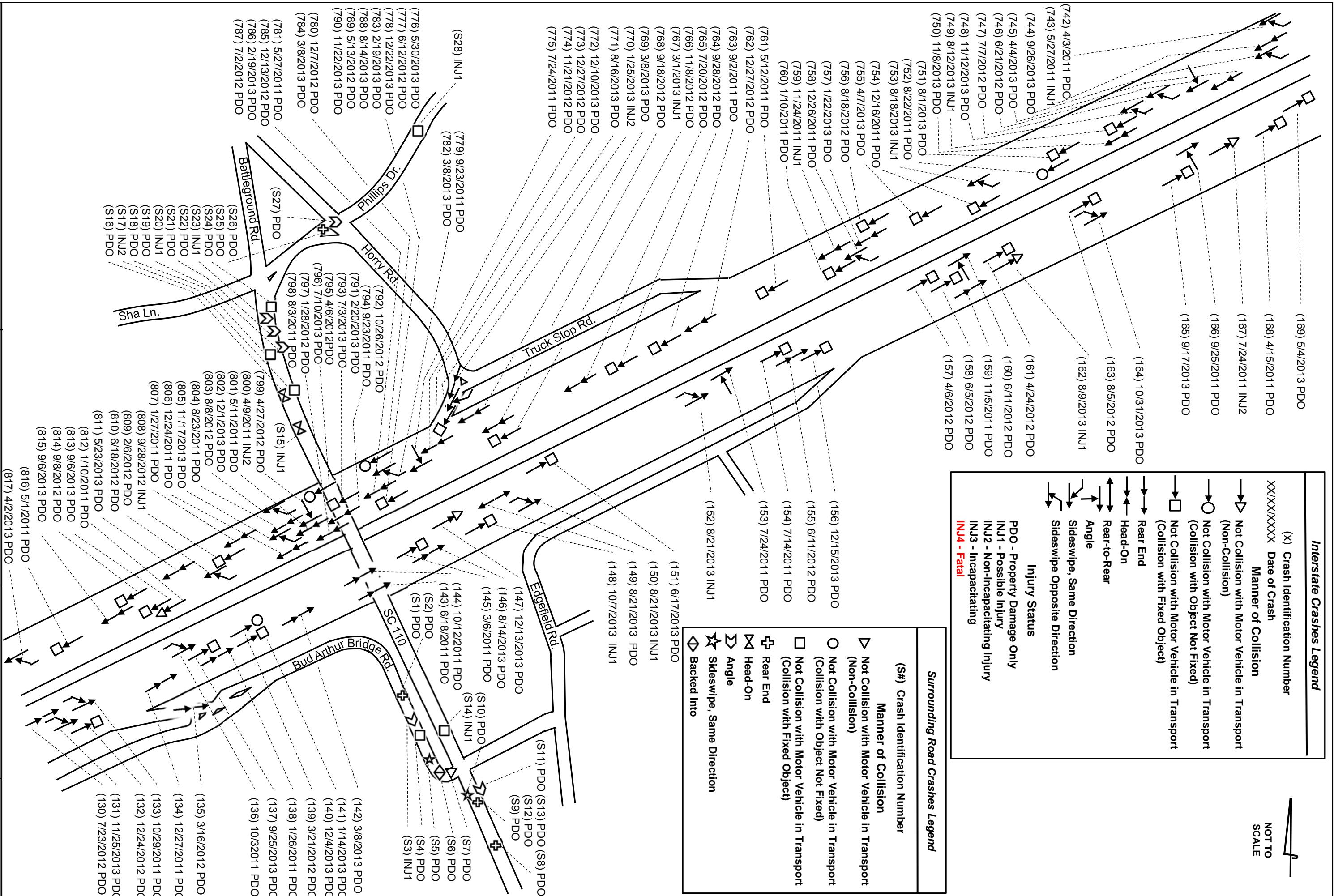
<b>Table 6:</b> <b>Exit 83 Crash Data Summary</b>				
<b>I-85 North</b>				
<b>Collision Type</b>	<b>Number of Collisions</b>	<b>Injury Status</b>		
		<b>Property Damage Only</b>	<b>Injury (INJ1 – INJ3)</b>	<b>Fatality (INJ4)</b>
Non-Collision	3	1	2	0
Non-Fixed Object	1	1	0	0
Fixed Object	16	15	1	0
Rear End	10	10	0	0
Rear-to-Rear	1	1	0	0
Angle	3	3	0	0
Sideswipe, Same Direction	6	4	2	0
<b>Total</b>	<b>40</b>	<b>35</b>	<b>5</b>	<b>0</b>
<b>I-85 South</b>				
<b>Collision Type</b>	<b>Number of Collisions</b>	<b>Injury Status</b>		
		<b>Property Damage Only</b>	<b>Injury (INJ1 – INJ3)</b>	<b>Fatality (INJ4)</b>
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
<b>Total</b>	<b>76</b>	<b>68</b>	<b>8</b>	<b>0</b>



I-85 Widening Project  
I-85 I-85

ENGINEERING

Exit 03  
Vicinity



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)**

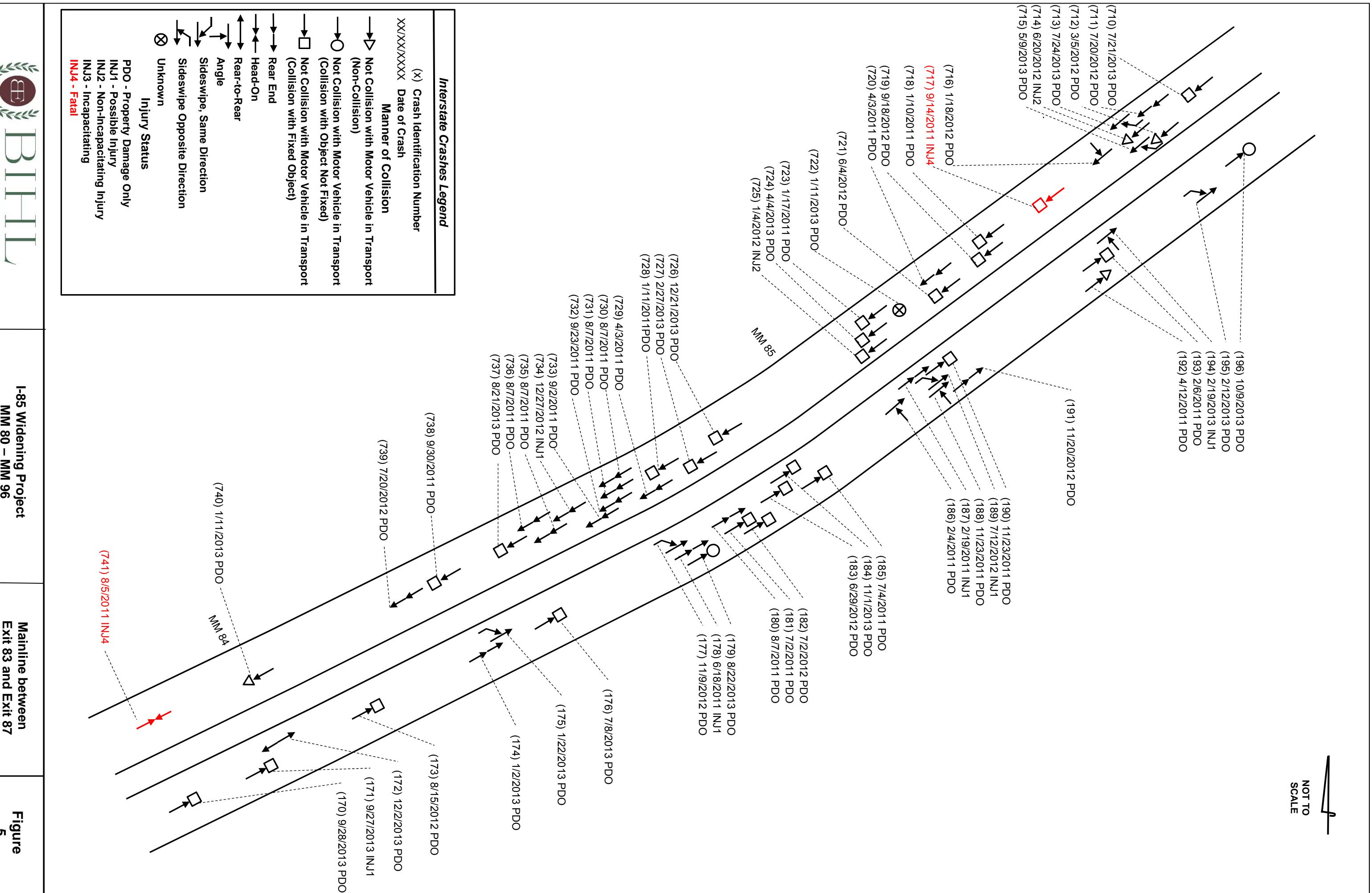
This segment is approximately two miles long. I-85 has two travel lanes in each direction in this segment with a vertical curve noted at MM 83.9 northbound.

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.

<b>Table 7: I-85 between Exit 83 and Exit 87 Crash Data Summary</b>				
<b>I-85 North</b>				
<b>Collision Type</b>	<b>Number of Collisions</b>	<b>Injury Status</b>		
		<b>Property Damage Only</b>	<b>Injury (INJ1 – INJ3)</b>	<b>Fatality (INJ4)</b>
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
<b>Total</b>	<b>27</b>	<b>22</b>	<b>5</b>	<b>0</b>
<b>I-85 South</b>				
<b>Collision Type</b>	<b>Number of Collisions</b>	<b>Injury Status</b>		
		<b>Property Damage Only</b>	<b>Injury (INJ1 – INJ3)</b>	<b>Fatality (INJ4)</b>
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
<b>Total</b>	<b>32</b>	<b>27</b>	<b>3</b>	<b>2</b>

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.

NOT TO  
SCALE



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.

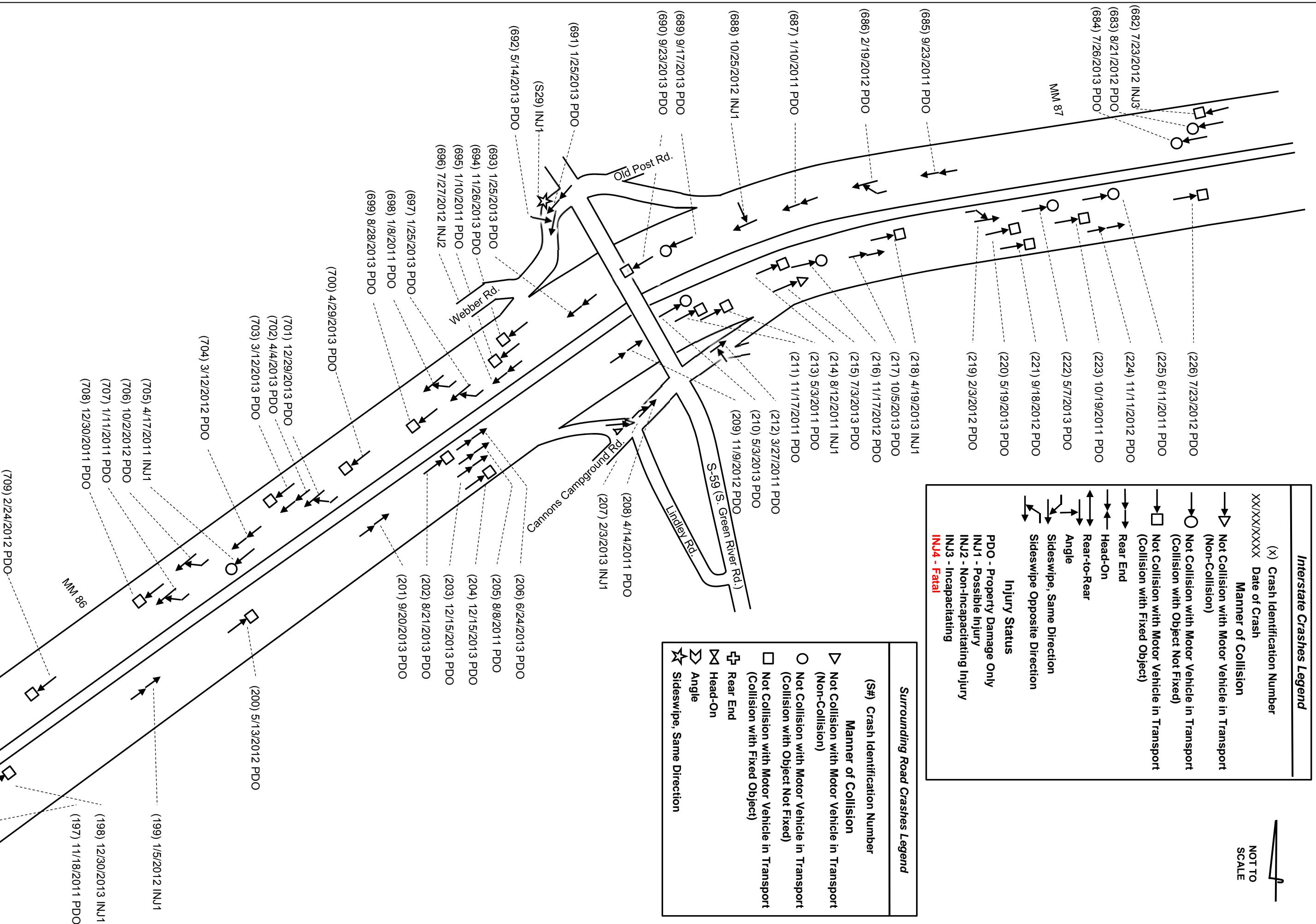
There were two fatality crashes southbound in this section both on I-85 southbound. One was a head-on collision at MM 83.857 and the other was a collision with a fixed object (fence) at MM 85.489. Both occurred on dry pavement.

#### **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.

<b>Table 8: Exit 87 Crash Data Summary</b>				
<b>I-85 North</b>				
<b>Collision Type</b>	<b>Number of Collisions</b>	<b>Injury Status</b>		
		<b>Property Damage Only</b>	<b>Injury (INJ1 – INJ3)</b>	<b>Fatality (INJ4)</b>
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
<b>Total</b>	<b>30</b>	<b>25</b>	<b>5</b>	<b>0</b>
<b>I-85 South</b>				
<b>Collision Type</b>	<b>Number of Collisions</b>	<b>Injury Status</b>		
		<b>Property Damage Only</b>	<b>Injury (INJ1 – INJ3)</b>	<b>Fatality (INJ4)</b>
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
<b>Total</b>	<b>28</b>	<b>24</b>	<b>4</b>	<b>0</b>



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.

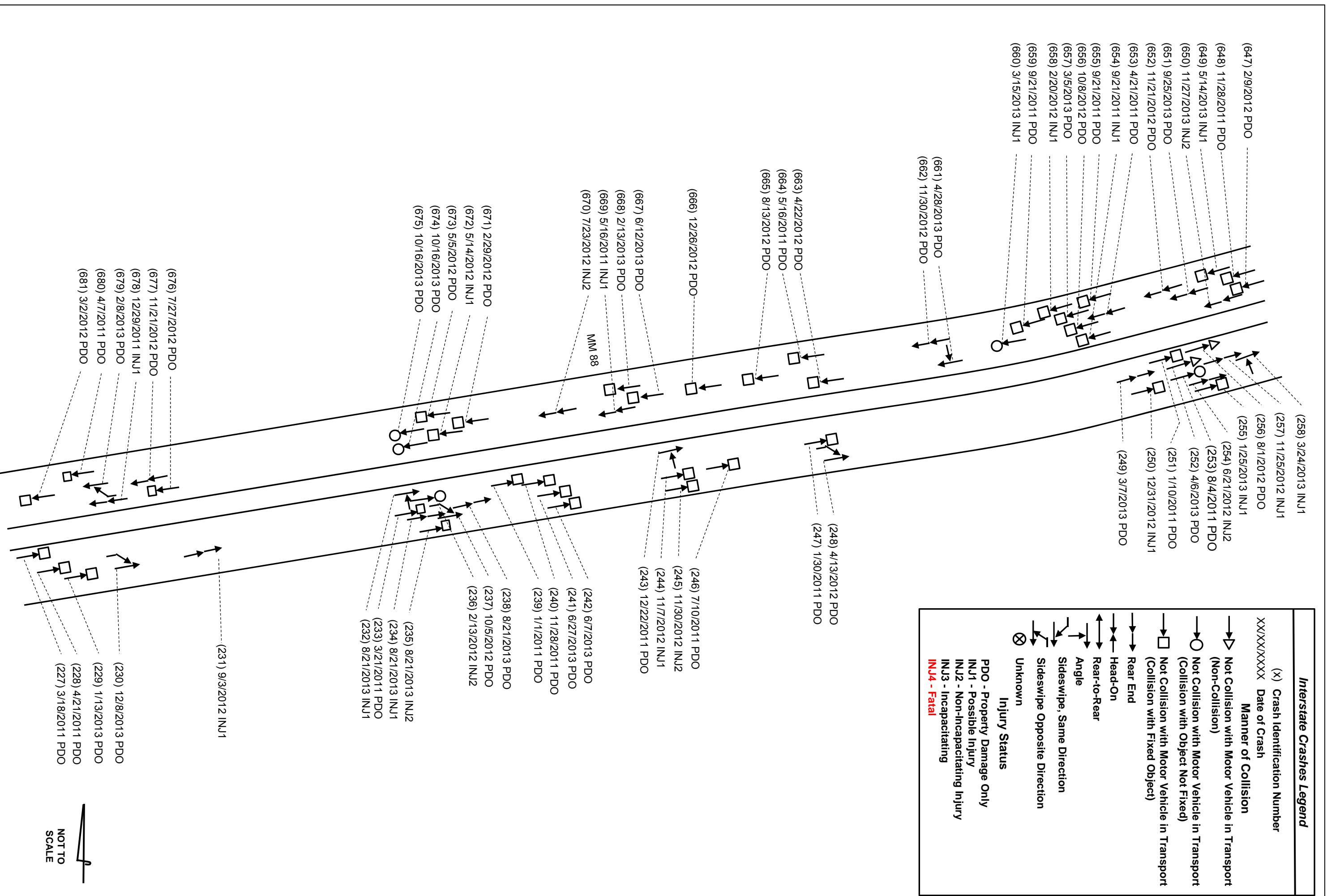
#### **4.6 I-85 from Exit 87 (S. Green River Road) to Exit 95 (SC 18)**

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**

<b>I-85 North</b>				
<b>Collision Type</b>	<b>Number of Collisions</b>	<b>Injury Status</b>		
		<b>Property Damage Only</b>	<b>Injury (INJ1 – INJ3)</b>	<b>Fatality (INJ4)</b>
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
<b>Total</b>	<b>161</b>	<b>121</b>	<b>38</b>	<b>2</b>
<b>I-85 South</b>				
<b>Collision Type</b>	<b>Number of Collisions</b>	<b>Injury Status</b>		
		<b>Property Damage Only</b>	<b>Injury (INJ1 – INJ3)</b>	<b>Fatality (INJ4)</b>
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
<b>Total</b>	<b>126</b>	<b>100</b>	<b>26</b>	<b>0</b>



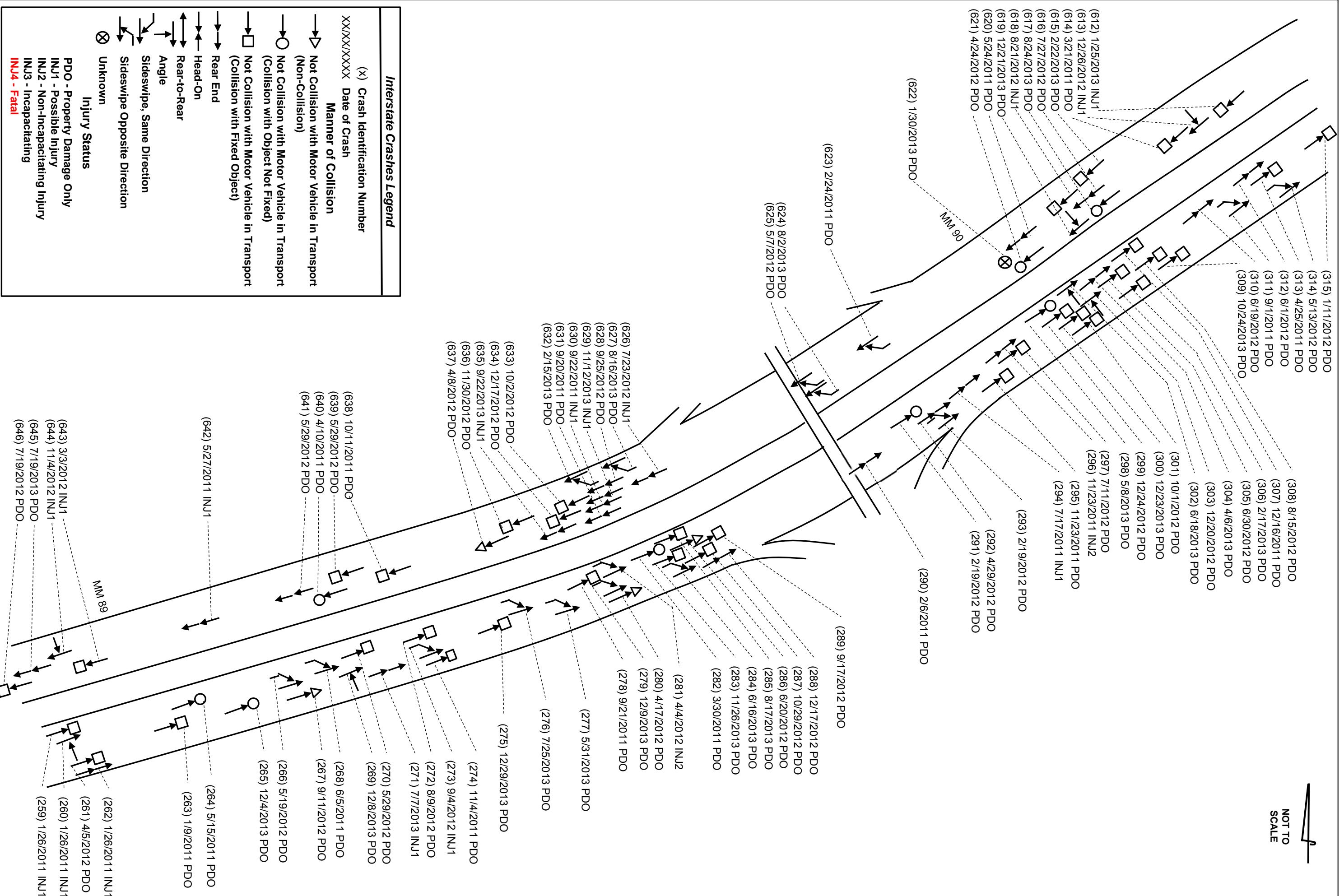


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ENGINEERING

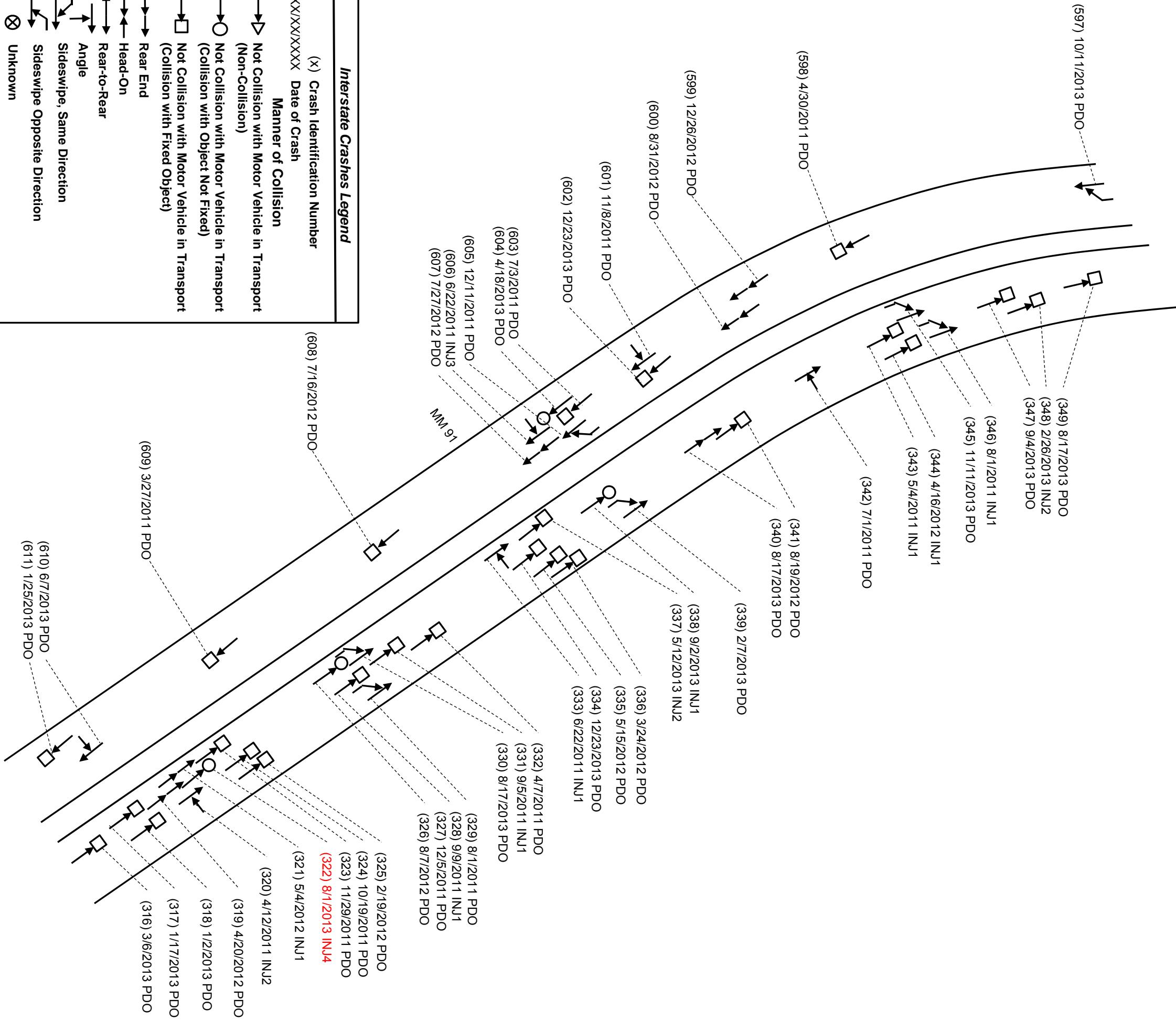
### I-85 Widening Project

Mainline Between  
Exit 87 and Exit 95 - 2

Figure  
8



NOT TO  
SCALE





**BHL**  
ENGINEERING

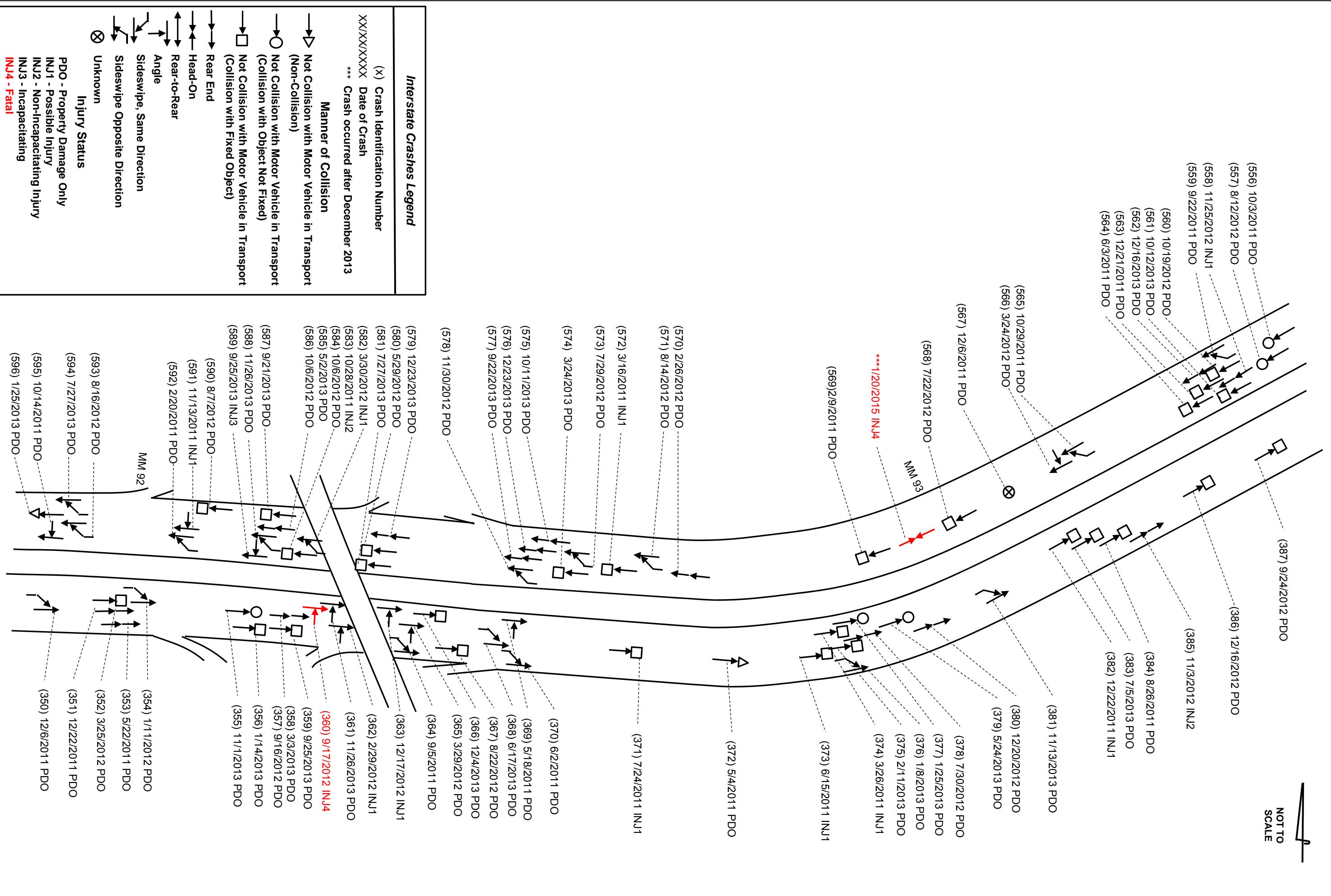
### I-85 Widening Project

MM 80 – MM 96

### Mainline Between Exit 87 and Exit 95 - 4

Figure  
10

22



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 SCOT 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.

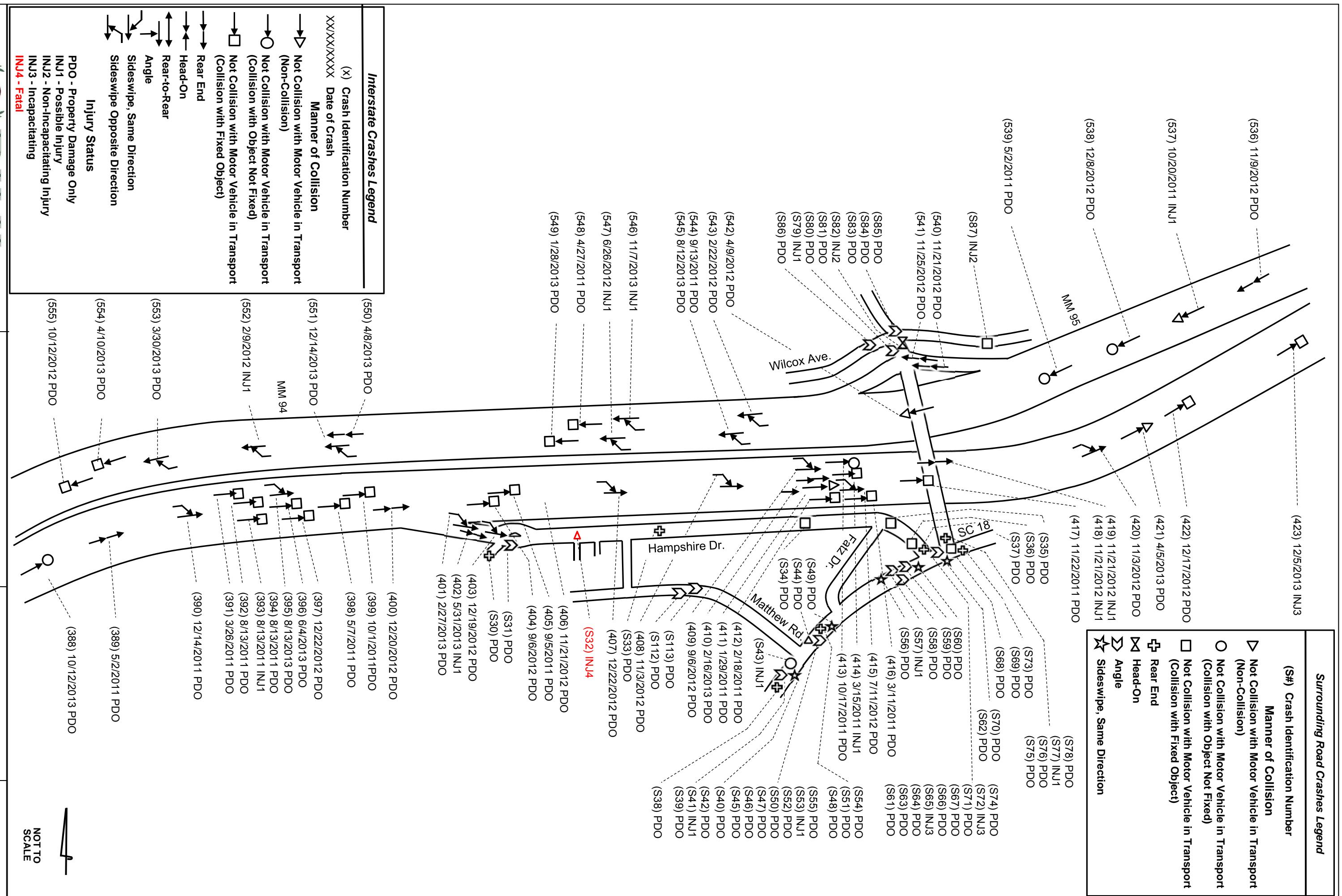
Another fatality occurred northbound on I-85 around MM 90.5 and involved a pedestrian. Further review may be desired to determine if there were other contributing factors that could be mitigated in the design such as lighting or geometric related items.

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).



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

<b>Table 10: Exit 95 Crash Data Summary</b>				
<b>I-85 North</b>				
<b>Collision Type</b>	<b>Number of Collisions</b>	<b>Injury Status</b>		
		<b>Property Damage Only</b>	<b>Injury (INJ1 – INJ3)</b>	<b>Fatality (INJ4)</b>
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
<b>Total</b>	<b>36</b>	<b>30</b>	<b>6</b>	<b>0</b>
<b>I-85 South</b>				
<b>Collision Type</b>	<b>Number of Collisions</b>	<b>Injury Status</b>		
		<b>Property Damage Only</b>	<b>Injury (INJ1 – INJ3)</b>	<b>Fatality (INJ4)</b>
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
<b>Total</b>	<b>20</b>	<b>16</b>	<b>4</b>	<b>0</b>

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.

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



Source: Google Earth

**Photo: SC 18 at Hampshire Drive**

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.

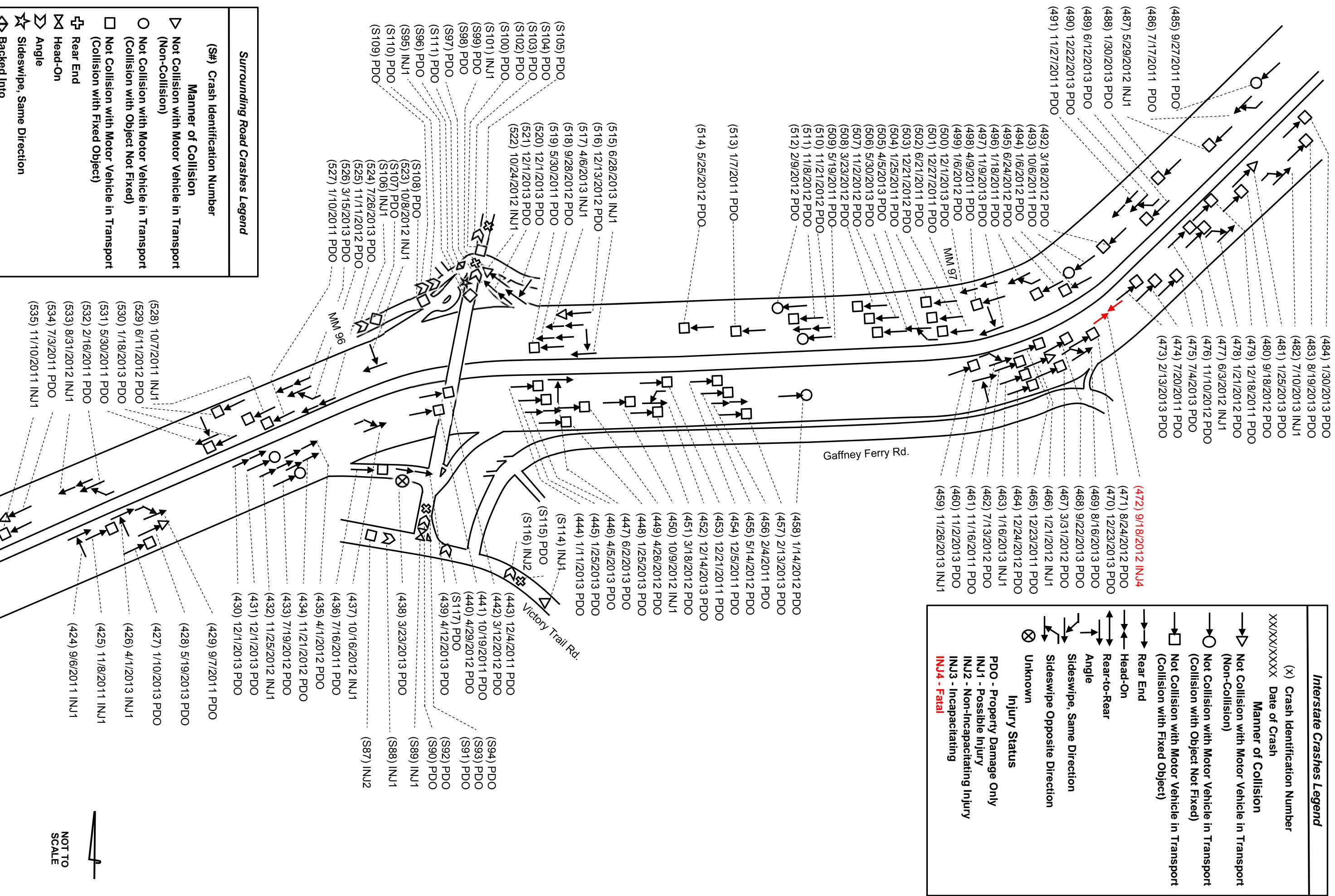
**Table 11** below shows a summary of the crash data at this location on I-85 or its ramps.

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.



<b>Table 11:</b> <b>Exit 96 Crash Data Summary</b>				
<b>I-85 North</b>				
<b>Collision Type</b>	<b>Number of Collisions</b>	<b>Injury Status</b>		
		<b>Property Damage Only</b>	<b>Injury (INJ1 – INJ3)</b>	<b>Fatality (INJ4)</b>
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
<b>Total</b>	<b>61</b>	<b>48</b>	<b>12</b>	<b>1</b>
<b>I-85 South</b>				
<b>Collision Type</b>	<b>Number of Collisions</b>	<b>Injury Status</b>		
		<b>Property Damage Only</b>	<b>Injury (INJ1 – INJ3)</b>	<b>Fatality (INJ4)</b>
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
<b>Total</b>	<b>51</b>	<b>43</b>	<b>8</b>	<b>0</b>

## 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)
  - o I-85 North at MM 82.322 – Fixed Object - Guardrail
  - o I-85 South at MM 83.857 – Head-on
  - o I-85 South at MM 85.489 – Fixed Object - Fence
  - o I-85 North at MM 90.555 – Object Not Fixed – Pedestrian
  - o I-85 North at MM 92.179 – Angle
  - o I-85 South at MM 92.94 – Head-on (occurred between December 2014 and February 2015)
  - o I-85 North at MM 97.196 – Head-on
  - o S-42-661 (Hampshire Drive) at MM 1.440 – Object Not Fixed – Pedestrian
- Incapacitating Injury (INJ3)
  - o I-85 South at MM 80.058 – Angle
  - o I-85 North at MM 82.935 – Angle
  - o I-85 North at MM 82.83 – Not Collision with Motor Vehicle – Unknown Type
  - o I-85 South at MM 87.112 – Fixed Object – Median Barrier
  - o I-85 South at MM 91.078 – Angle
  - o I-85 South at MM 92.139 - Angle
  - o I-85 North at MM 95.273 – Fixed Object – Guardrail Face
  - o SC 18 at Fatz /S-82 Overpass - Angle
  - o 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	12516119	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	35.02791111	-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	10/19/2011 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	-81.86798056		
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	-81.86793889		
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	-81.86686944		
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	-81.86536111		
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	35.0296	-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	35.02961111	-81.86351944		
26	12508512	42	1	85	0	80.591	4	57	0	0 0	2/19/2012 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	9/14/2011 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	1/6/2012 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	2/19/2012 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	11008590	42	1	85	0	80.642	4	57	0	0 0	3/6/2011 0:00	2 INTERSTATE	10	0	51	1 N	57900	35.03006111	-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	-81.86063056		
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									

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	-81.85838889
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	8/19/2013 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	-81.83996944
79	12520659	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	-81.83993889
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	35.03261111	-81.83981111
81	11559945	42	1	85	0	81.946	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	81.989	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	0	4/28/2013 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	35.03563056	-81.83866944
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	35.03566111	-81.83858056
86	13534546	42	1	85	0	82.03	5	0	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	35.03616111	-81.83783889
90	13572684	42	1	85	0	82.072	3	110	0	0	0	8/19/2013 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	0	3/30/2012 0:00	2 INTERSTATE 85	6	0	61	1 N	57900	35.03588889	-81.83765
92	13575839	42	1	85	0	82.126	3	110	0	0	0	8/30/2013 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	35.03628889	-81.83613889
94	13545526	42	1	85	0	82.169	5	0	1	2	6/5/2013 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	12562628	42	1	85	0	82.194	4	57	0	0	0	9/3/2012 0:00	2 INTERSTATE 85	260	10	22	1 N	57900	35.03643056	-81.83563056
97	13575838	42	1	85	0	82.203	3	110	0	0	0	8/30/2013 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	35.0365889	-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	-81.83476944
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	-81.8351944
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	868	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	3/6/2011 0:00</td								

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	13620667	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	19	30	22	1 N	54600	35.04466111	-81.81493056
150	13591623	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	35.04486111	-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	13584625	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	-81.81036111
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	12519051	42	1	85	0	83.363	3	110	0	0	0	4/6/2012 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	11573929	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	35.04746111	-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	35.04746111	-81.80813889
161	12526789	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	13587306	11	1	85	0	83.591	4	39	0	0	0	9/17/2013 0:00	1	250	0	52	1 N	54600	35.04885	-81.80461111
166	11559255	11	1	85	0	83.61	3	110	0	0	0	9/25/2011 0:00	1	75	41	4	1 N	54600	35.04896944	-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	11516034	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	-81.80306111
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	98	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	12503927	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	84.696	4	131	0	3	1	6/18/2011 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	11540658	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	-81.78588889
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	35.05691944	-81.78561944
183	12540136	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			

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	16	0	38	1 N	53800	35.07328056	-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	12585567	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	11526319	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	35.07506111	-81.74028889
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	11590061	11	1	85	0	88.079	3	105	0	0	0	12/22/2011 0:00	2	100	41	56	1 N	53800	35.07601944	-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	35.07601111	-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	35.07763889	-81.72281111
252	13522096	11	1	85	0	88.759	3	105	0	0	0	4/6/2013 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	-81.70841944
254	12538700	11	1	85	0	88.765	3	105	0	1	2	6/21/2012 0:00	1	25	10	22	1 N	53800	35.07776944	-81.72233889
255	13505297	11	1	85	0	88.771	3	105	0	1	1	1/25/2013 0:00	5	100	0	56	1 N	53800	35.07778889	-81.72223889
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</td										

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	35.08118056	-81.70498056
293	12508492	11	1	85	0	89.862	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	11581016	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	89.964	3	105	0	0	0	7/11/2012 0:00	1	50	0	56	1 N	48900	35.08425	-81.70288889
298	13535647	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	58	1 N	48900	35.08461111	-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	13546122	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	12/20/2012 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	4/6/2013 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	35.08521944	-81.701
306	13508890	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
307	11589133	11	1	85	0	90.124	3	105	0	0	0	12/16/2011 0:00	2	25	0	56	1 N	48900	35.0855	-81.70051111
308	12555746	11	1	85	0	90.133	3	105	0	0	0	8/15/2012 0:00	1	25	0	56	1 N	48900	35.08571111	-81.70048889
309	13599509	11	1	85	0	90.154	3	105	0	0	0	10/24/2013 0:00	1	14	0	56	1 N	48900	35.08573056	-81.70006111
310	12538844	11	1	85	0	90.202	3	105	0	0	0	6/19/2012 0:00	1	1	10	22	1 N	48900	35.08613056	-81.69935
311	11551331	11	1	85	0	90.241	3	105	0	0	0	9/1/2011 0:00	1	25	50	22	1 N	48900	35.08643889	-81.69878056
312	12533964	11	1	85	0	90.271	3	105	0	0	0	6/1/2012 0:00	1	100	10	22	1 N	48900	35.08668056	-81.69833889
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	-81.69816944
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
315	12501263	11	1	85	0	90.353	3	105	0	0	0	1/11/2012 0:00	2	50	0	49	1 N	48900	35.08735	-81.69713889
316	13514444	11	1	85	0	90.403	3	105	0	0	0	3/6/2013 0:00	1	80	0	56	1 N	48900	35.08791944	-81.69656111
317	13503455	11	1	85	0	90.47	3	105	0	0	0	1/17/2013 0:00	2	25	0	49	1 N	48900	35.08831944	-81.69545
318	13500482	11	1	85	0	90.476	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
320	11514930	11	1	85	0	90.531	3	105	0	1	2	4/12/2011 0:00	1	60	43	22	1 N	48900	35.08881944	-81.69456111
321	12527876	11	1	85	0	90.539	3	105	0	2	1	5/4/2012 0:00	1	100	10	22	1 N	48900	35.0888889	-81.69445
322	13566776	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
324	11566895	11	1	85	0	90.613	3	105	0	0	0	10/19/2011 0:00	2	90	0	56	1 N	48900	35.08948889	-81.69336944
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
326	12553363	11	1	85	0	90.758	3	105	0	0	0	8/7/2012 0:00	1	100	0	38	1 N	48900	35.09078889	-81.69133889
327	11115441	11	1	85	0	90.76	3	105	0	1	1	9/9/2011 0:00	1	100	0	49	1 N	48900	35.43041944	-81.67278056
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	35.06781111	-81.70116944
329	11539656	11	1	85	0	90.762	3	105	0	0	0	8/1/2011 0:00	1	100	50	22	1 N	48900	35.09071111	-81.69118889
330	13566947	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																

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	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	35.09666111	-81.66481111
369	11523407	11	1	85	0	92.394	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	13500799	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	35.66118889	-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	13556202	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	-81.65163889
384	11549897	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	12602672	11	1	85	0	93.303	3	150	0	0	0	12/16/2012 0:00	1	252	0	49	1 N	48800	35.09926944	-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	35.09976111	-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	35.10116111	-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	35.10168056	-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	35.10206111	-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	13571536	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	93.946	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	94.064	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	35.1018056	-81.63443889
404	12566516	11	1	85	0	94.186	4													

438	12516670	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 8416	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	11568046	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	13501967	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	-81.59968056
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	13057979	11	1	85	0	96.56	3	18	0	0 0	12/14/2013 0:00	2	10	60	22	1 N	47000	35.11031111	-81.59641944
453	11590071	11	1	85	0	96.565	1	85	0	0 0	12/21/2011 0:00	2	0	0	56	1 N	47000	35.11016111	-81.59483056
454	11583042	11	1	85	0	96.64	3	18	0	0 0	12/5/2011 0:00	2	2	0	56	1 N	47000	35.11028056	-81.5945
455	12528563	11	1	85	0	96.656	3	18	0	0 0	5/14/2012 0:00	2	80	0	51	1 N	47000	35.10128056	-81.5945
456	11904996	11	1	85	0	96.66	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	96.673	3	18	0	0 0	2/13/2013 0:00	2	23	0	56	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	13615521	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	13613017	11	1	85	0	97.004	3	18	0	0 0	11/2/2013 0:00	2 INTERSTATE	20	43	22	1 N	44900	35.11045	-81.58716111
461	11576716	11	1	85	0	97.044	3	18	0	0 0	11/16/2011 0:00	2	40	50	22	1 N	44900	35.11076111	-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	35.11076111	-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	-81.58488056
469	13569641	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	12559114	11	1	85	0	97.17	3	18	0	0 0	8/24/2012 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	9/18/2012 0:00	2	125	20	56	1 N	44900	35.11206944	-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	35.11256111	-81.58293889
474	11536426	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	13554266	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	6/3/2012 0:00	1	100	0	51	1 N	44900	35.11391944	-81.58083056
478	12503778	11	1	85	0	97.													

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	LONG
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	13531653	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	35.02776111	-81.87181111		
900	13562701	42	1	85	0	80.069	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	8/30/2013 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	80.266	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	12538218	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	35.02908056	-81.8664		
890	12506534	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	80.398	4	57	0	0 0	9/25/2013 0:00	1 INTERSTATE 85	100	99	23	1 S	57900	35.02916111	-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	80.598	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	108	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	35.03076111	-81.85933889		
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	13522289	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	-81.85738889		
878	13509574	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	13560817	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	11563381	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	11/26/2013 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	13575896	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	35.03376944	-81.84726944		
867	11589446	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	56	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</td																			

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	469	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	12590105	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	13563523	42	1	85	0	82.73	3	110	0	0	0	7/26/2013 0:00	1 INTERSTATE 85	1	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	35.04098889	-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	-81.82356111
820	13619879	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	-81.82366111
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	35.04161111	-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	12562956	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	9/6/2013 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	12538167	42	1	85	0	83.161	3	110	0	0	0	6/18/2012 0:00	1 INTERSTATE 85	12	50	22	1 S	54600	35.04313889	-81.818668056
809	12506131	42	1	85	0	83.162	3	110	0	0	0	2/6/2012 0:00	1 INTERSTATE 85	18	50	22	1 S	54600	35.0433	-81.81875
808	12569174	42	1	85	0	83.164	3	110	0	2	1	9/28/2012 0:00	1 INTERSTATE 85	11	0	56	1 S	54600	35.04326944	-81.81851944
807	11003315	42	1	85	0	83.169	3	110	0	0	0	1/27/2011 0:00	1 INTERSTATE 85	11	10	22	1 S	54600	35.0435	-81.81828056
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	11546938	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	12528713	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	1/28/2012 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	12519765	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	13557921	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											

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	35.04738889	-81.80873056
756	12557195	42	1	85	0	83.35	3	110	0	0	0	8/18/2012 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	11589335	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	8/18/2013 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	38	1 S	54600	35.04848056	-81.80606111
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	110	0	0	0	11/8/2013 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	12541856	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	35.04991944	-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	35.04993889	-81.80246944
742	11012655	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	63	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	11561375	11	1	85	0	84.359	4	133	0	0	0	9/30/2011 0:00	1	100	0	56	1 S	54600	35.05396111	-81.79258889
737	13574248	11	1	85	0	84.448	4	131	0	0	0	8/21/2013 0:00	2	17	0	56	1 S	54600	35.05476944	-81.79068056
736	11540660	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	11540656	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	35.05676111	-81.78553889
726	13624460	11	1	85	0	84.863	4	131	0	0	0	12/21/2013 0:00	1	36	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	90	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	92	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	35.06096111	-81.77891944
720	11912654	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	-81.7783056
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	35.06163889	-81.77768889
718																				

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	12557641	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	87.356	4	39	0	0	0	2/8/2013 0:00	1	60	50	22	1 S	53800	35.07436944	-81.74681944
678	11591763	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	12549853	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	87.761	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	87.761	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	5/16/2011 0:00	2	100	10	22	1 S	53800	35.07591944	-81.73493889
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	12603478	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	35.07638889	-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	35.07696111	-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	-81.72438889
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	35.07756111	-81.72393056
653	11517958	11	1	85	0	88.684	5	0	0	0	4/21/2011 0:00	1	62	10	22	1 S	53800	35.07758889	-81.72376111	
652	12588831	11	1	85	0	88.763	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	13534367	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	12506596	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																				

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	-81.69636111	
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	35.08818889	-81.69568889	
609	11012674	11	1	85	0	90.635	3	105	0	0	0	3/27/2011 0:00	2	100	0	49	1 S	48900	35.08991944	-81.69326111	
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	-81.68988056	
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	-81.68695	
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	-81.68671111	
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	-81.68635	
604	13525446	11	1	85	0	91.108	3	11	0	0	0	4/18/2013 0:00	1	100	0	38	1 S	48900	35.09368889	-81.68628889	
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	-81.68596944	
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	35.09463056	-81.68463056	
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	35.09463056	-81.6846	
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	-81.68288056	
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	-81.68223056	
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	48900	35.09648056	-81.68038889
597	13594117	11	1	85	0	91.767	3	11	0	0	0	10/11/2013 0:00	1	23	50	22	1 S	48900	35.0974	-81.67558056	
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	48900	35.09748056	-81.67346944	
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	35.09746944	-81.67311944	
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	-81.67306111	
592	11909057	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	-81.67056111	
591	11579791	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	-81.67048056	
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	-81.66995	
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	-81.66898056	
588	13615518	11	1	85	0	92.146	3	11	0	0	0	11/26/2013 0:00	2	50	50	22	1 S	48900	35.09723056	-81.66885	
587	12571086	11	1	85	0	92.156	3	11	0	0	0	10/6/2012 0:00	2	2	10	23	1 S	48900	35.09721111	-81.66868056	
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	-81.66868056	
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	-81.66851111	
584	12574772	11	1	85	0	92.165	3	11	0	0	0	10/6/2012 0:00	2	1	0	56	1 S	48900	35.0972	-81.66853056	
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	-81.66851944	
582	12518206	11	1	85	0	92.17	3	11	0	2	1	3/30/2012 0:00	2	1	50	22	1 S	48900	35.06891944	-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	-81.66831111	
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	35.09716111	-81.66821944	
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	-81.66811944		
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	-81.66443889	
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	35.09668889	-81.66443889	
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	-81.66406111	
575	13594123	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	-81.6638056	
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	-81.66338889	
573	12549860	11	1	85	0	92.464	3	11	0	0	0	7/29/2012 0:00	1	10	50	22	1 S	48800	35.09725	-81.66321944	
572	11010007	11	1	85	0	92.515															

538	12597218	11	1	85	0	95.067	4	82	0	0 0	12/8/2012 0:00	1	123	0	38	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	11579249	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 -81.61418889	
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	35.10628056	-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	12535887	11	1	85	0	95.794	3	18	0	0 0	6/11/2012 0:00	2	25	0	46	1 S	47000	35.10856944	-81.60761944
528	11563843	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	13516303	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	35.10916111	-81.60588056
524	13562674	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	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	35.11056111	-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	4/6/2013 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	11002693	11	1	85	0	96.66	3	18	0	0 0	1/7/2011 0:00	1	1	0	49	1 S	47000	35.06781111	-81.70116944
512	12506595	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	96.764	3	18	0	0 0	11/21/2012 0:00	1	20	10	23	1 S	44900	35.11046944	-81.59223889
509	11524277	11	1	85	0	96.764	3	18	0	0 0	5/19/2011 0:00	1	100	0	38	1 S	44900	35.11045	-81.59223889
508	12517116	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	13539396	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	63	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	58	1 S	44900	35.11058056	-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	11514686	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													

