

Submitted By: Chris Lacy Date: 1 / 15 / 19 Recommended: Chris Lacy Date: 3 / 1 / 19

Engineer of Record

To: Brian Klauk
Program / Project Manager

BASIS OF DESIGN EXCEPTION

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

PROJECT CHARACTERISTICS

County: Richland Rd./Route: I-126 Const. Pin: P039718

From: MM 0 To: 2

Length: 2 miles MPO / COG: COATS

Work Type: Additional lane being added to I-126

Functional Classification: Interstate

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

Type of Terrain: (Level / Rolling / Mountainous)

Design Speed: 60 (mph)

2020 ADT 67,800

2040 ADT 78,000

TRUCKS 5 %

CRASH ANALYSIS

(Attach additional sheets with accident history data)

TOTAL PROJECT ESTIMATE (\$) 110M

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

- | | | |
|---|--|--|
| <input type="checkbox"/> Design Speed | <input type="checkbox"/> Maximum Grade | <input type="checkbox"/> Travel Lane Width |
| <input type="checkbox"/> Horizontal Alignment | <input type="checkbox"/> Vertical Clearance | <input checked="" type="checkbox"/> Shoulder Width |
| <input type="checkbox"/> Minimum Radii | <input type="checkbox"/> Bridge Width | <input type="checkbox"/> Horizontal Clearance |
| <input type="checkbox"/> Vertical Alignment | <input type="checkbox"/> Structural Capacity | <input type="checkbox"/> Stopping Sight Distance |
| <input type="checkbox"/> Level SSD K-Values | <input type="checkbox"/> Superelevation Rate | |
| | <input type="checkbox"/> Cross Slope | |
| | <input type="checkbox"/> Travel Lanes | |
| | <input type="checkbox"/> Shoulders | |

DESCRIBE ELEMENT(S) FOR DESIGN EXCEPTION(S)

(Attach additional sheets as needed)

See Attachment A

JUSTIFICATION FOR DESIGN EXCEPTION(S)

(Attach additional sheets as needed) _____

See Attachment A

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

(Attach additional sheets as needed) _____

See Attachment A

HOW WILL FUTURE CONSTRUCTION IMPACT DESIGN EXCEPTION(S)?

(Attach additional sheets as needed) _____

See Attachment A

RECORD OF DECISION


For
 Against

For
 Against

Approved
 Denied


(Regional Design Manager /
Program Manager / DEA) Date 8/5/20


(Regional Production Engineer) Date 08/06/20
**PROJECT MANAGER
FOR CAROLINA CROSSROADS**


(Director of Preconstruction) Date 08/06/2020
**ACTING DIRECTOR OF M&A
PROJECTS**

Concur
Thaddeus Kitowicz 09/24/2020

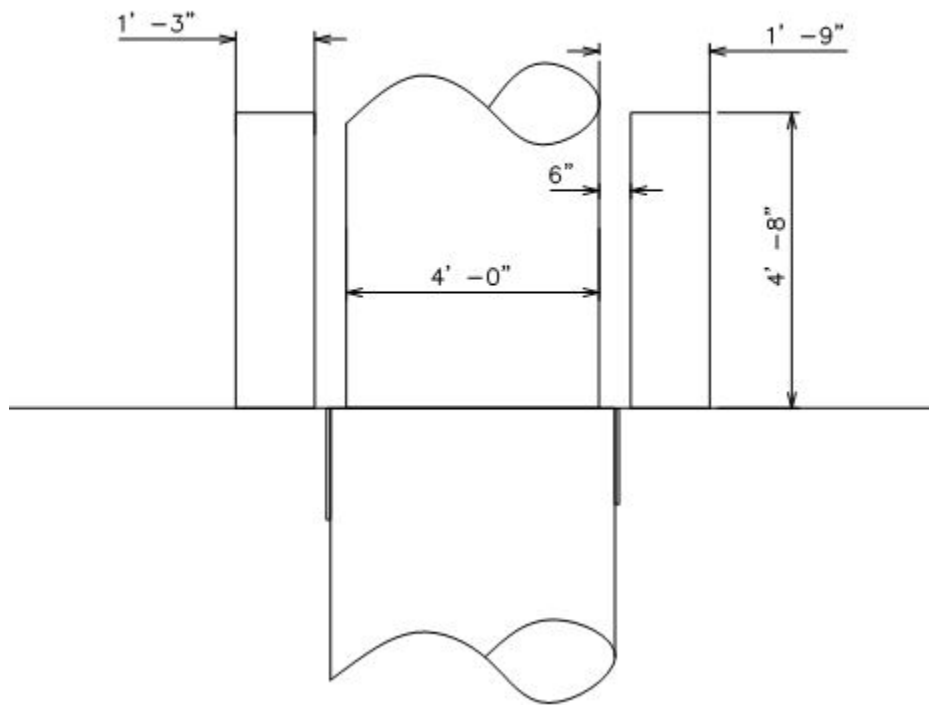
FHWA (NHS > \$50 million & All Interstate)

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

Attachment A – Design Exception

Describe Elements for Design Exception:

Bridges along I-126 within the project limits of Carolina Crossroads would be reconstructed as part of the Carolina Crossroads project. The existing inside shoulder width along I-126 is approximately 4.75'. The proposed inside shoulder width is 10'. For bridges constructed with assumed 4' diameter columns the inside shoulder width would be reduced from 10' to 6.25'.



Justification for Design Exception:

The design exception is requested to allow spot locations where the inside shoulder would be less than 10' (approximately 6.25') but greater than the existing 4.75'. Stopping sight distance would still be provided per the contract documents for the design-build project.

A predictive crash analysis was performed by the Traffic Safety office and found no substantial increase in crash volumes between a 10' shoulder and 6' shoulder in either a 5-lane or a 4-lane section. See Attachment C.

Describe Steps to Eliminate Design Exception (include Costs):

To provide a 10' inside shoulder, the crown point of I-126 in both directions would need to be shifted approximately 3.75'. This would then result in deflections of the horizontal alignment and introduce curves or tapers into the mainline geometry which is undesirable. The span length would also increase in order to provide the necessary clear width. Due to the proximity of Arrowwood Road under-passing Colonial Life Blvd., retaining walls would be constructed to minimize the distance the ramps would be realigned away from the I-126 end bents.

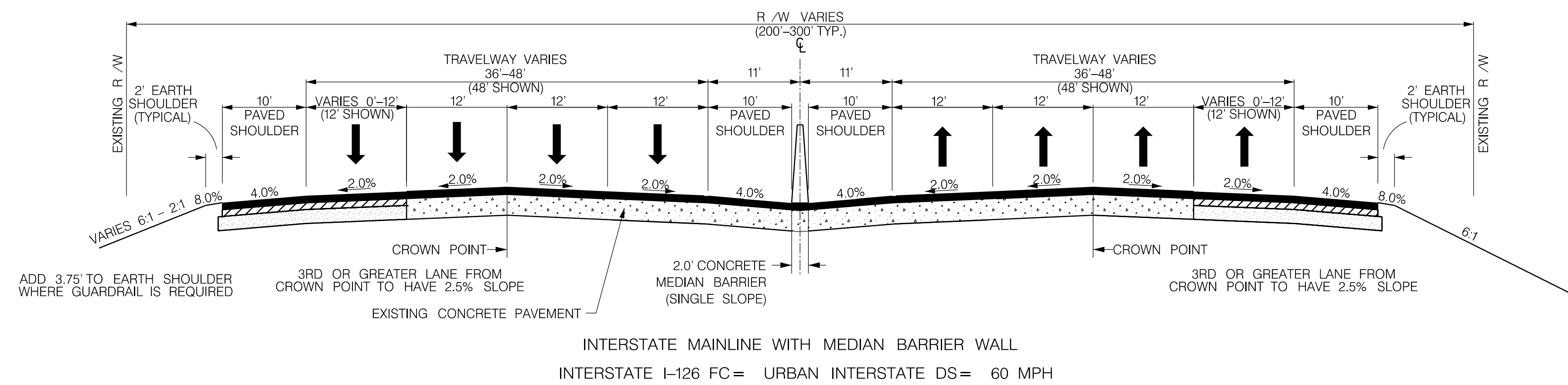
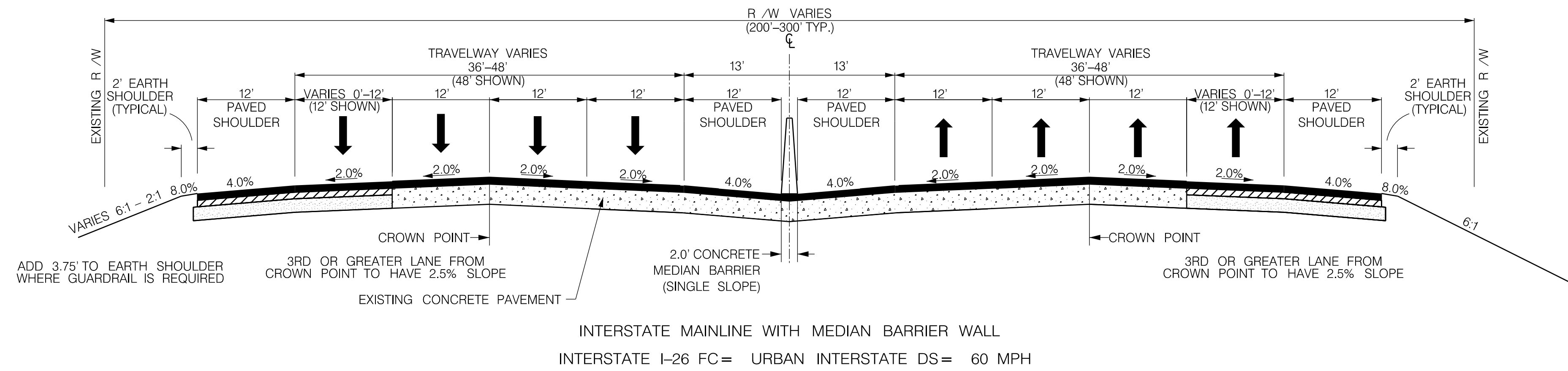
Another strategy to eliminate the exception could be to construct the Colonial Life Blvd. bridge over I-126 with a single span. A single span bridge would require the grade of Colonial Life Blvd. to be raised over I-126 due to the depth of the bridge structure. The interchange of I-126 at Colonial Life Blvd. is constrained between the CSX Railroad tracts to the west and a fully developed residential community on the east. The estimated cost of a single span bridge including the roadway approach work is \$3.0M. Based on the cost schedule risk assessment (CSRA), the estimated cost of the bridge proposed is \$2.2M. Due to the constraints of the railroad, residential neighborhood and the increase in cost, a design exception is warranted at this location.

Other strategies such as reduction in lane width to provide shoulder width was ruled out due to the nature of the volume and truck percentage. Providing 12' lanes on the interstate is more desirable in this location.

How will future Construction Impact Design Exception?

Due to constraints of roadside development to the east and the CSX Railroad, this project is considered the ultimate build-out for the corridor and no future lanes are anticipated.

FED. ROAD DIST. NO.	STATE	COUNTY	PROJECT ID	RTE. NO.	SHEET NO.
3	S.C.	LEXINGTON RICHLAND	XX.XXXX		



RTE.	DESIGN SPEED	
	MPH	FROM STA. TO STA.

PAVEMENT DESIGN

APPROVED BY _____

DATE _____

SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION
ROAD DESIGN COLUMBIA, S.C.

CAROLINA CROSSROADS
I-26/I-126/20

TYPICAL SECTIONS

SCALE: RTE. DWG. NO.

Crash Summary

I- 126 (EB Only) from MPT 0.000 to MPT 1.500

RICHLAND COUNTY

01/01/2015 - 09/30/2018 (3.7 years)

Length = 1.500 miles

AADT = 77,026

Functional Class = Urban -- Principal Arterial - Interstate

Crashes by Injury Class

Fatality Crashes	1
Injury Crashes	8
PDO Crashes	22
Total Crashes	31

Crashes by Manner Of Collision

Rear End	11
Angle	2
Sideswipe	8
Head On	0
Run Off Road	9
Animal	1
Bicycle	0
Pedestrian	0
Other	0
Total Crashes	31

Special Contributing Factors

Night	7
Day	24
Wet	4
Dry	27

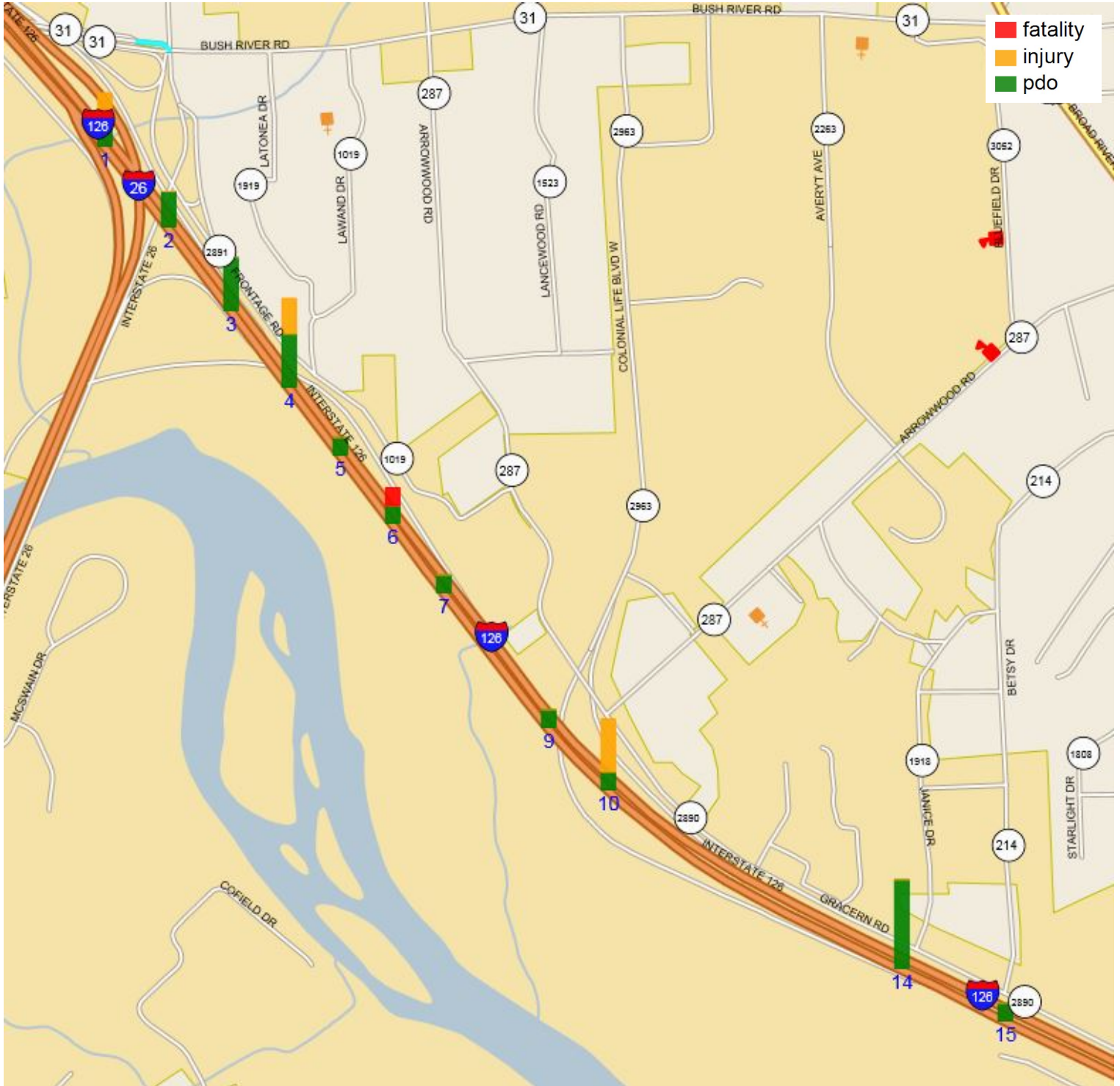
I- 126 (EB Only) from MPT 0.000 to MPT 1.500

RICHLAND COUNTY

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I- 126 (EB Only) from MPT 0.000 to MPT 1.500

RICHLAND COUNTY

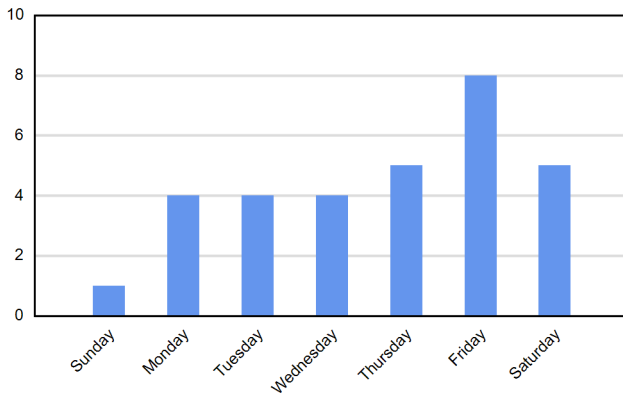
01/01/2015 - 09/30/2018 (3.7 years)

Length = 1.500 miles AADT = 77,026

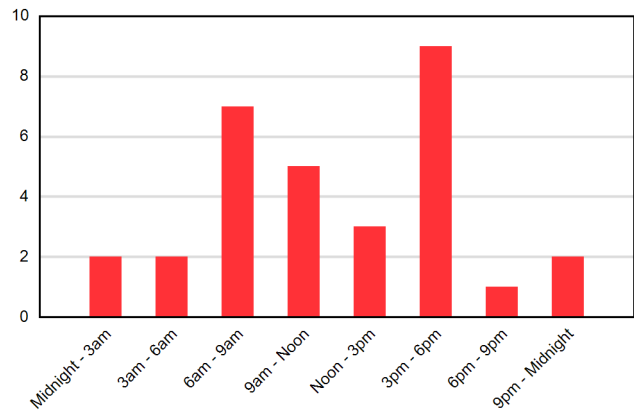
Functional Class = Urban -- Principal Arterial - Interstate

Year	2015	2016	2017	2018	Total
Rear End	3	3	4	1	11
Angle	0	1	1	0	2
Sideswipe	2	2	3	1	8
Head On	0	0	0	0	0
Run Off Road	1	5	2	1	9
Animal	0	0	0	1	1
Bicycle	0	0	0	0	0
Pedestrian	0	0	0	0	0
Other	0	0	0	0	0
	6	11	10	4	31

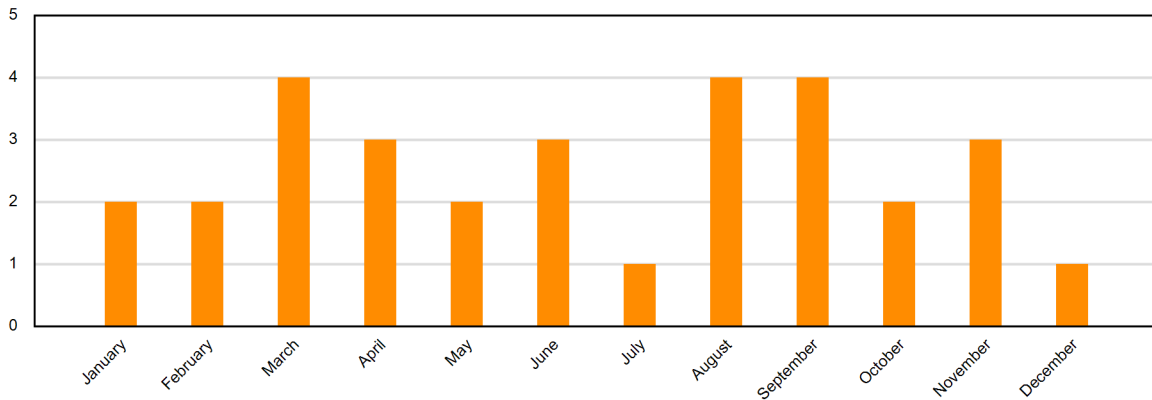
Day of the Week



Time of Day



Month of the Year



Section Crashes

MPT 0.000 to 0.100 (Stack #1)

Total Crashes: 4 Light: 3 Dark: 1 Dry: 3 Wet: 1 Fatalities: 0 Injuries: 2 PDO: 2

1	15528611	0.096	INJ0	DAY	WET	MOTOR VEHICLE (IN TRANSPORT)	REAR END
2	17531925	0.000	INJ2	DARK	DRY	MEDIAN BARRIER	NO COLLISION W/MV
3	17605277	0.075	INJ1	DAY	DRY	MEDIAN BARRIER	ANGLE
4	18563447	0.096	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	SIDESWIPE SAME

MPT 0.100 to 0.200 (Stack #2)

Total Crashes: 4 Light: 3 Dark: 1 Dry: 3 Wet: 1 Fatalities: 0 Injuries: 1 PDO: 3

1	15514819	0.170	INJ0	DARK	DRY	MOTOR VEHICLE (IN TRANSPORT)	SIDESWIPE SAME
2	17551639	0.149	INJ1	DAY	WET	MOTOR VEHICLE (IN TRANSPORT)	REAR END
3	17605816	0.100	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	SIDESWIPE SAME
4	17664595	0.100	INJ0	DAY	DRY	OVERTURN/ROLLOVER	NO COLLISION W/MV

MPT 0.200 to 0.300 (Stack #3)

Total Crashes: 3 Light: 3 Dark: 0 Dry: 3 Wet: 0 Fatalities: 0 Injuries: 0 PDO: 3

1	16599310	0.260	INJ0	DAY	DRY	OVERTURN/ROLLOVER	NO COLLISION W/MV
2	17550075	0.260	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
3	17677577	0.232	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	SIDESWIPE SAME

MPT 0.300 to 0.400 (Stack #4)

Total Crashes: 5 Light: 3 Dark: 2 Dry: 4 Wet: 1 Fatalities: 0 Injuries: 2 PDO: 3

1	15503665	0.321	INJ1	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	SIDESWIPE SAME
2	16524832	0.359	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
3	16607270	0.339	INJ0	DAY	DRY	MEDIAN BARRIER	NO COLLISION W/MV
4	16679553	0.353	INJ0	DAWN	WET	MOTOR VEHICLE (IN TRANSPORT)	SIDESWIPE SAME
5	18541424	0.379	INJ2	DARK	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END

MPT 0.400 to 0.500 (Stack #5)

Total Crashes: 1 Light: 0 Dark: 1 Dry: 1 Wet: 0 Fatalities: 0 Injuries: 0 PDO: 1

1	16639063	0.452	INJ0	DARK	DRY	MEDIAN BARRIER	NO COLLISION W/MV
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MPT 0.500 to 0.600 (Stack #6)

Total Crashes: 2 Light: 2 Dark: 0 Dry: 2 Wet: 0 Fatalities: 1 Injuries: 0 PDO: 1

1	16548296	0.534	INJ4	DAY	DRY	MEDIAN BARRIER	NO COLLISION W/MV
2	17580375	0.500	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END

Section Crashes

MPT 0.600 to 0.700 (Stack #7)

Total Crashes: 1 Light: 1 Dark: 0 Dry: 1 Wet: 0 Fatalities: 0 Injuries: 0 PDO: 1

1	16620590	0.653	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
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MPT 0.800 to 0.900 (Stack #9)

Total Crashes: 1 Light: 1 Dark: 0 Dry: 1 Wet: 0 Fatalities: 0 Injuries: 0 PDO: 1

1	15601594	0.852	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
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MPT 0.900 to 1.000 (Stack #10)

Total Crashes: 4 Light: 3 Dark: 1 Dry: 3 Wet: 1 Fatalities: 0 Injuries: 3 PDO: 1

1	16638513	0.941	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	SIDESWIPE SAME
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2	16652760	0.970	INJ2	DAY	WET	MEDIAN BARRIER	NO COLLISION W/MV
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3	17571868	0.901	INJ2	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	SIDESWIPE SAME
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4	18505079	0.936	INJ1	DARK	DRY	MEDIAN BARRIER	NO COLLISION W/MV
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MPT 1.300 to 1.400 (Stack #14)

Total Crashes: 5 Light: 4 Dark: 1 Dry: 5 Wet: 0 Fatalities: 0 Injuries: 0 PDO: 5

1	15561524	1.396	INJ0	DAY	DRY	MEDIAN BARRIER	NO COLLISION W/MV
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2	15603487	1.331	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
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3	16660293	1.372	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
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4	17634997	1.350	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
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5	18560012	1.385	INJ0	DARK	DRY	ANIMAL (DEER ONLY)	NO COLLISION W/MV
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MPT 1.400 to 1.500 (Stack #15)

Total Crashes: 1 Light: 1 Dark: 0 Dry: 1 Wet: 0 Fatalities: 0 Injuries: 0 PDO: 1

1	16650422	1.475	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
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Crash Summary

I- 126 (WB Only) from MPT 0.000 to MPT 1.500

RICHLAND COUNTY

01/01/2015 - 09/30/2018 (3.7 years)

Length = 1.500 miles

AADT = 77,026

Functional Class = Urban -- Principal Arterial - Interstate

Crashes by Injury Class

Fatality Crashes	1
Injury Crashes	16
PDO Crashes	56
Total Crashes	73

Crashes by Manner Of Collision

Rear End	49
Angle	6
Sideswipe	7
Head On	0
Run Off Road	9
Animal	1
Bicycle	0
Pedestrian	0
Other	1
Total Crashes	73

Special Contributing Factors

Night	19
Day	54
Wet	9
Dry	64

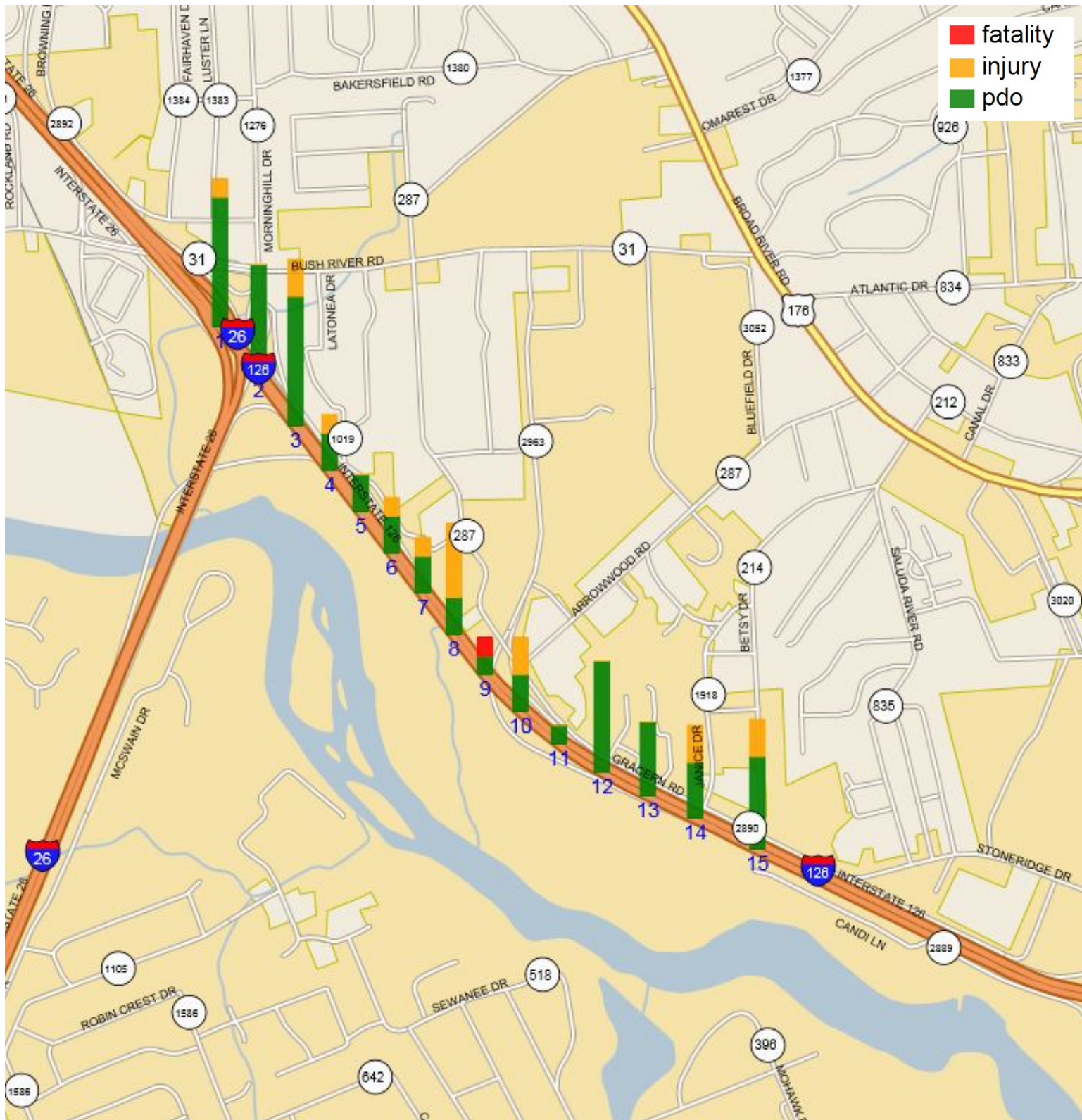
I- 126 (WB Only) from MPT 0.000 to MPT 1.500

RICHLAND COUNTY

01/01/2015 - 09/30/2018 (3.7 years)

Length = 1.500 miles AADT = 77,026

Functional Class = Urban -- Principal Arterial - Interstate



I- 126 (WB Only) from MPT 0.000 to MPT 1.500

RICHLAND COUNTY

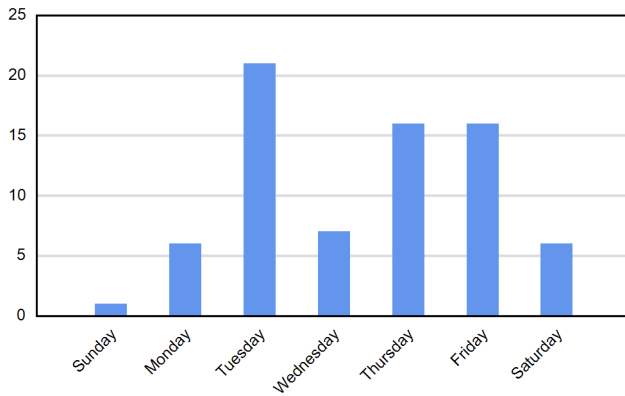
01/01/2015 - 09/30/2018 (3.7 years)

Length = 1.500 miles AADT = 77,026

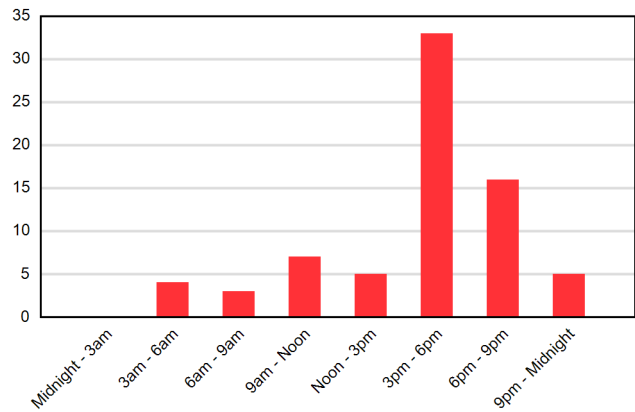
Functional Class = Urban -- Principal Arterial - Interstate

Year	2015	2016	2017	2018	Total
Rear End	14	14	11	10	49
Angle	2	1	1	2	6
Sideswipe	2	1	3	1	7
Head On	0	0	0	0	0
Run Off Road	2	5	2	0	9
Animal	0	0	1	0	1
Bicycle	0	0	0	0	0
Pedestrian	0	0	0	0	0
Other	0	0	0	1	1
	20	21	18	14	73

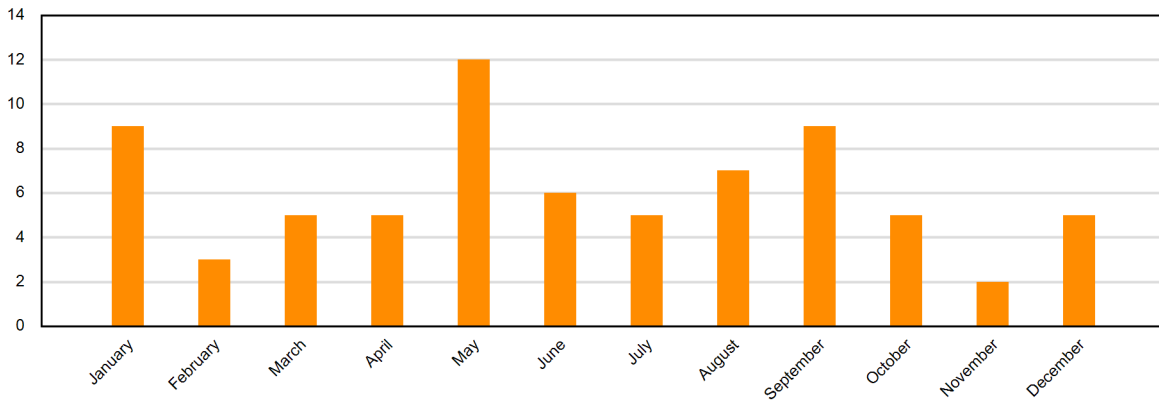
Day of the Week



Time of Day



Month of the Year



Section Crashes

MPT 0.000 to 0.100 (Stack #1)

Total Crashes: 8	Light: 8	Dark: 0	Dry: 8	Wet: 0	Fatalities: 0	Injuries: 1	PDO: 7
1	15009693	0.000	INJ1	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
2	15560719	0.000	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
3	15591025	0.099	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
4	15598922	0.000	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
5	17595363	0.000	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
6	17597412	0.065	INJ0	DAY	DRY	HIGHWAY TRAFFIC SIGN POST	NO COLLISION W/MV
7	17653284	0.000	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	SIDESWIPE SAME
8	18583481	0.000	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END

MPT 0.100 to 0.200 (Stack #2)

Total Crashes: 10	Light: 5	Dark: 5	Dry: 9	Wet: 1	Fatalities: 0	Injuries: 0	PDO: 10
1	16011494	0.100	INJ0	DUSK	WET	HIGHWAY TRAFFIC SIGN POST	NO COLLISION W/MV
2	16547070	0.136	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
3	16592870	0.135	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
4	16637342	0.140	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
5	16656179	0.160	INJ0	DARK	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
6	17560949	0.138	INJ0	DARK	DRY	MOTOR VEHICLE (STOPPED)	REAR END
7	17560953	0.114	INJ0	DARK	DRY	MEDIAN BARRIER	NO COLLISION W/MV
8	17561460	0.116	INJ0	DARK	DRY	MOTOR VEHICLE (PARKED)	REAR END
9	17617998	0.120	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
10	17624623	0.150	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END

MPT 0.200 to 0.300 (Stack #3)

Total Crashes: 9	Light: 7	Dark: 2	Dry: 7	Wet: 2	Fatalities: 0	Injuries: 2	PDO: 7
1	15582477	0.202	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
2	16012783	0.254	INJ3	DAY	DRY	MEDIAN BARRIER	NO COLLISION W/MV
3	16505035	0.268	INJ0	DARK	WET	MOTOR VEHICLE (STOPPED)	REAR END
4	17503777	0.268	INJ2	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
5	17526378	0.253	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
6	17672971	0.250	INJ0	DARK	WET	MOTOR VEHICLE (IN TRANSPORT)	SIDESWIPE SAME
7	18572328	0.290	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
8	18623810	0.208	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
9	18629988	0.266	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END

Section Crashes

MPT 0.300 to 0.400 (Stack #4)

Total Crashes: 3 Light: 2 Dark: 1 Dry: 2 Wet: 1 Fatalities: 0 Injuries: 1 PDO: 2

1	15607249	0.353	INJ0	DAY	WET	MEDIAN BARRIER	NO COLLISION W/MV
2	16502800	0.301	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
3	16641672	0.375	INJ1	DARK	DRY	OTHER (WALL, BUILDING, TUNNEL, ETC)	NO COLLISION W/MV

MPT 0.400 to 0.500 (Stack #5)

Total Crashes: 2 Light: 2 Dark: 0 Dry: 2 Wet: 0 Fatalities: 0 Injuries: 0 PDO: 2

1	15542149	0.485	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
2	16606673	0.405	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END

MPT 0.500 to 0.600 (Stack #6)

Total Crashes: 3 Light: 1 Dark: 2 Dry: 2 Wet: 1 Fatalities: 0 Injuries: 1 PDO: 2

1	15574772	0.551	INJ0	DARK	DRY	GUARDRAIL END	NO COLLISION W/MV
2	16503016	0.522	INJ2	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
3	17642144	0.520	INJ0	DARK	WET	MOTOR VEHICLE (IN TRANSPORT)	REAR END

MPT 0.600 to 0.700 (Stack #7)

Total Crashes: 3 Light: 2 Dark: 1 Dry: 2 Wet: 1 Fatalities: 0 Injuries: 1 PDO: 2

1	15631464	0.605	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
2	16567920	0.602	INJ3	DAWN	WET	CARGO/EQUIP LOSS OR SHIFT	NO COLLISION W/MV
3	17641276	0.659	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END

MPT 0.700 to 0.800 (Stack #8)

Total Crashes: 6 Light: 5 Dark: 1 Dry: 6 Wet: 0 Fatalities: 0 Injuries: 4 PDO: 2

1	15564638	0.749	INJ1	DAY	DRY	OTHER (WALL, BUILDING, TUNNEL, ETC)	ANGLE
2	16549929	0.711	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
3	16562742	0.796	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
4	16622082	0.708	INJ1	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
5	16639966	0.709	INJ1	DARK	DRY	FENCE	NO COLLISION W/MV
6	16649531	0.720	INJ1	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END

MPT 0.800 to 0.900 (Stack #9)

Total Crashes: 2 Light: 2 Dark: 0 Dry: 2 Wet: 0 Fatalities: 1 Injuries: 0 PDO: 1

1	15650695	0.850	INJ4	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
2	15668266	0.840	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END

Section Crashes

MPT 0.900 to 1.000 (Stack #10)

Total Crashes: 4 Light: 3 Dark: 1 Dry: 3 Wet: 1 Fatalities: 0 Injuries: 2 PDO: 2

1	15005203	0.970	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
2	17625474	0.987	INJ1	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	SIDESWIPE SAME
3	18512562	0.934	INJ0	DARK	WET	MOTOR VEHICLE (IN TRANSPORT)	REAR END
4	18590967	0.983	INJ1	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END

MPT 1.000 to 1.100 (Stack #11)

Total Crashes: 1 Light: 1 Dark: 0 Dry: 0 Wet: 1 Fatalities: 0 Injuries: 0 PDO: 1

1	15573409	1.045	INJ0	DAY	WET	MOTOR VEHICLE (STOPPED)	REAR END
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MPT 1.100 to 1.200 (Stack #12)

Total Crashes: 6 Light: 6 Dark: 0 Dry: 6 Wet: 0 Fatalities: 0 Injuries: 0 PDO: 6

1	15581387	1.160	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	SIDESWIPE SAME
2	15654992	1.198	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
3	16635900	1.189	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
4	17000366	1.160	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
5	18539340	1.164	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	SIDESWIPE SAME
6	18560460	1.171	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END

MPT 1.200 to 1.300 (Stack #13)

Total Crashes: 4 Light: 2 Dark: 2 Dry: 4 Wet: 0 Fatalities: 0 Injuries: 0 PDO: 4

1	15638319	1.241	INJ0	DARK	DRY	PEDALCYCLE	REAR END
2	15639766	1.202	INJ0	DARK	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
3	18502638	1.231	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
4	18579372	1.291	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END

MPT 1.300 to 1.400 (Stack #14)

Total Crashes: 5 Light: 3 Dark: 2 Dry: 5 Wet: 0 Fatalities: 0 Injuries: 2 PDO: 3

1	15005170	1.350	INJ1	DARK	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
2	16007767	1.360	INJ1	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
3	16607187	1.396	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
4	18511036	1.393	INJ0	DAY	DRY	CARGO/EQUIP LOSS OR SHIFT	NO COLLISION W/MV
5	18515494	1.349	INJ0	DUSK	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END

Section Crashes

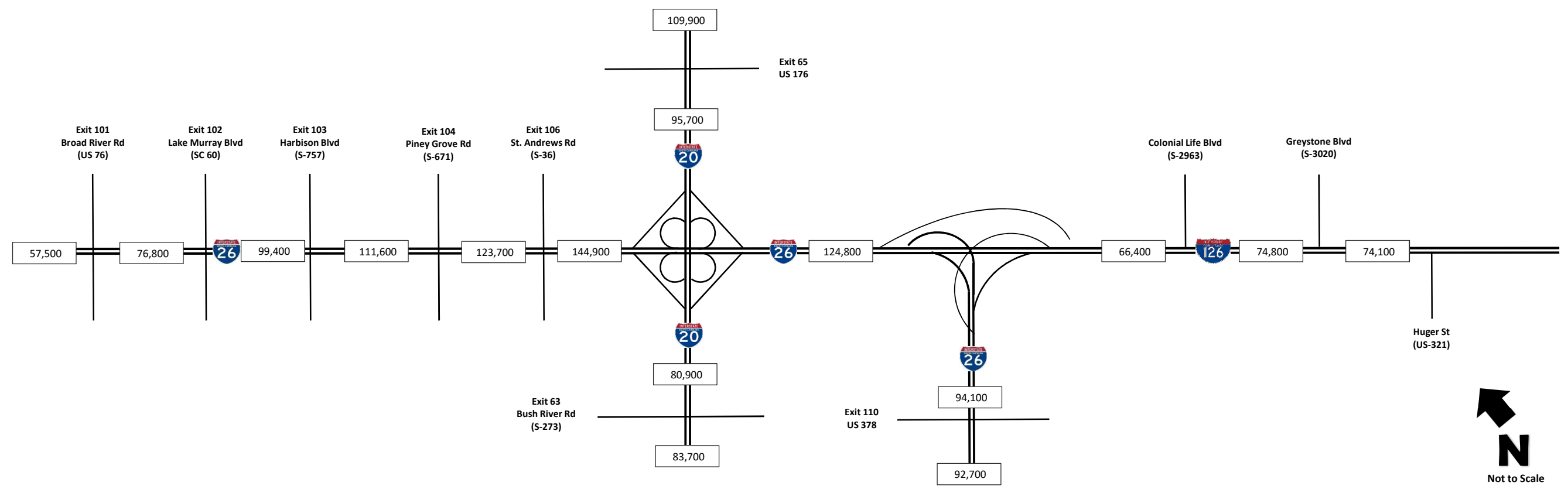
MPT 1.400 to 1.500 (Stack #15)

Total Crashes: 7 Light: 5 Dark: 2 Dry: 6 Wet: 1 Fatalities: 0 Injuries: 2 PDO: 5

1	15010848	1.495	INJ0	DARK	DRY	MOTOR VEHICLE (IN TRANSPORT)	SIDESWIPE SAME
2	16544802	1.432	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	SIDESWIPE SAME
3	17544733	1.436	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
4	17603309	1.416	INJ3	DARK	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
5	17638736	1.412	INJ0	DAY	DRY	ANIMAL (DEER ONLY)	NO COLLISION W/MV
6	18603607	1.409	INJ0	DAY	WET	MOTOR VEHICLE (IN TRANSPORT)	REAR END
7	18621345	1.478	INJ1	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END

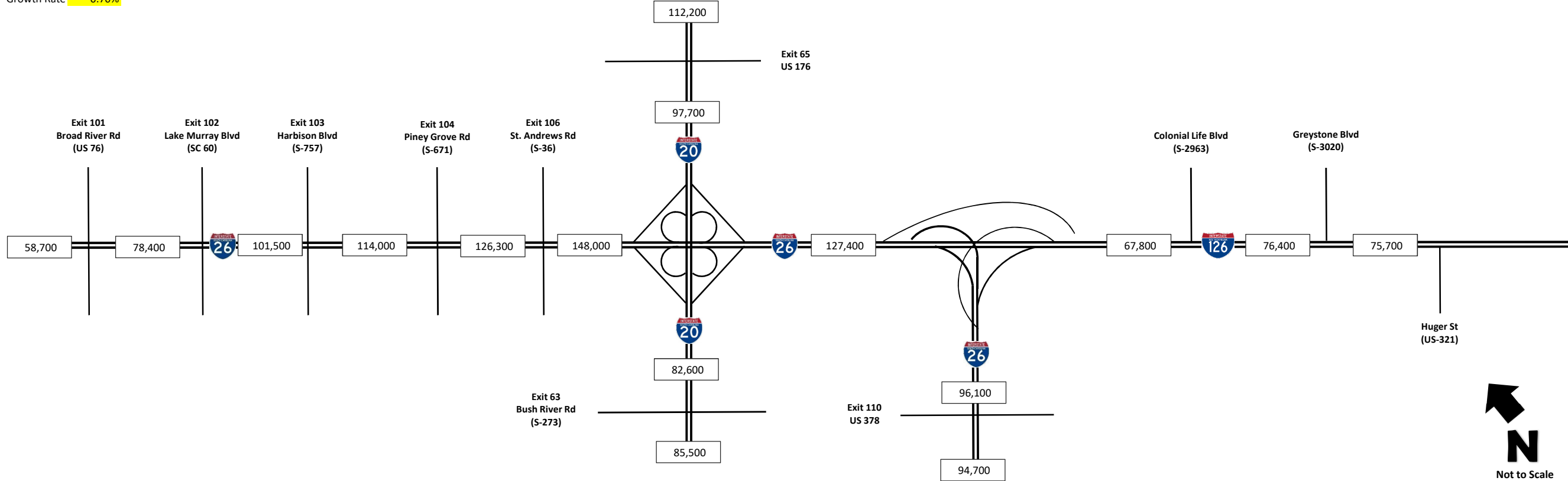
2017 FREEWAY SEGMENT AADT

Year **2017**



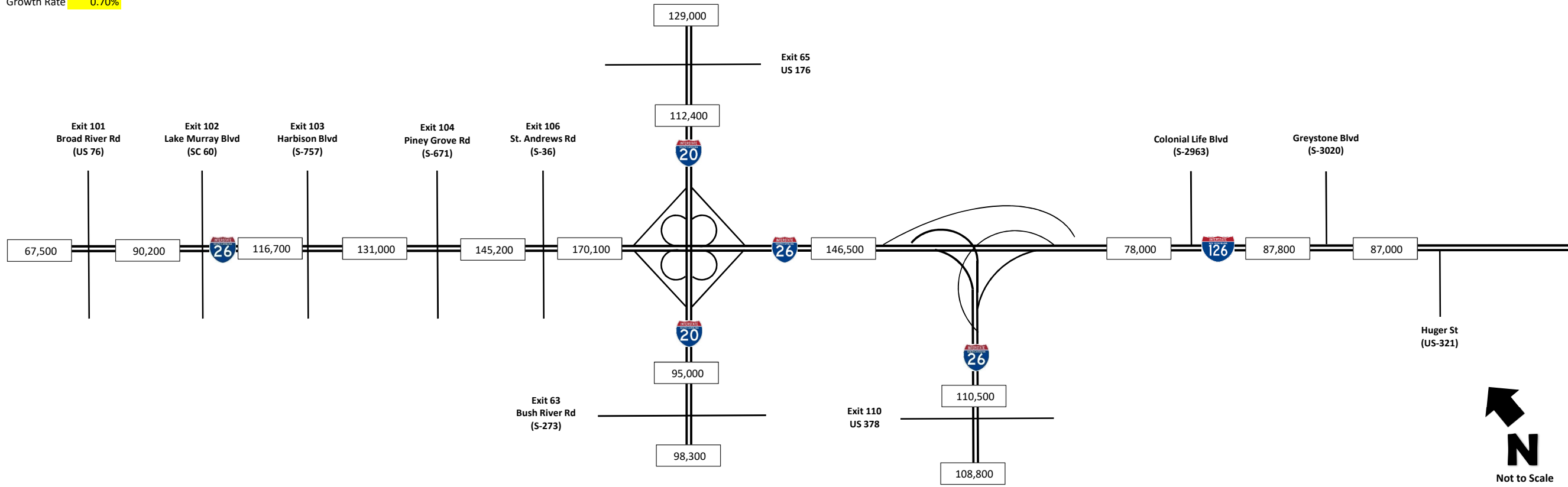
2020 ESTIMATED FREEWAY SEGMENT AADT

Design Year 2020
 Growth Rate 0.70%



2040 ESTIMATED FREEWAY SEGMENT AADT

Design Year 2040
 Growth Rate 0.70%



Not to Scale