

Submitted By: Jonathan Eichelberger Date: 1 / 24 / 25 Recommended: Jonathan Eichelberger Date: 1 / 24 / 25  
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: LEXINGTON Rd./Route: I-20 Const. Pin: P043325

From: 61.5 To: 63.3

Length: 1.8 miles MPO / COG: COATS

Work Type: Widening of I-20

Functional Classification: Interstate

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

Type of Terrain: ( Level  / Rolling  / Mountainous  )

Design Speed: 60 (mph)

2019 ADT 84,000

2050 ADT 104,500

TRUCKS 5 %

**CRASH ANALYSIS**

(Attach additional sheets with accident history data)

**TOTAL PROJECT ESTIMATE** (\$) 190,668,000.00

**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) Design Exception to allow narrow shoulders at limited locations to accommodate overhead sign supports. See Attachment A.

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**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

James  
Anthony Lusk Digitally signed by James Anthony Lusk  
Date: 2025.01.28 11:31:01 -05'00'

1 / 28 / 25

(Regional Design Manager/  
Program Manager / DEA)      Date

*Brian D. Klauk*  
Brian D. Klauk Digitally signed by Brian D. Klauk  
Date: 2025.01.28 12:50:58 -05'00'

1 / 28 / 25

(Regional Production Engineer)      Date

*Chris Gaskins*  
Chris Gaskins Digitally signed by Chris Gaskins  
Date: 2025.02.04 15:30:19 -05'00'

2 / 4 / 25

(Director of Preconstruction)      Date

Concur  
THADDEUS W  
KITOWICZ Digitally signed by THADDEUS W KITOWICZ  
Date: 2025.02.05 11:04:13 -05'00'

    /    /    

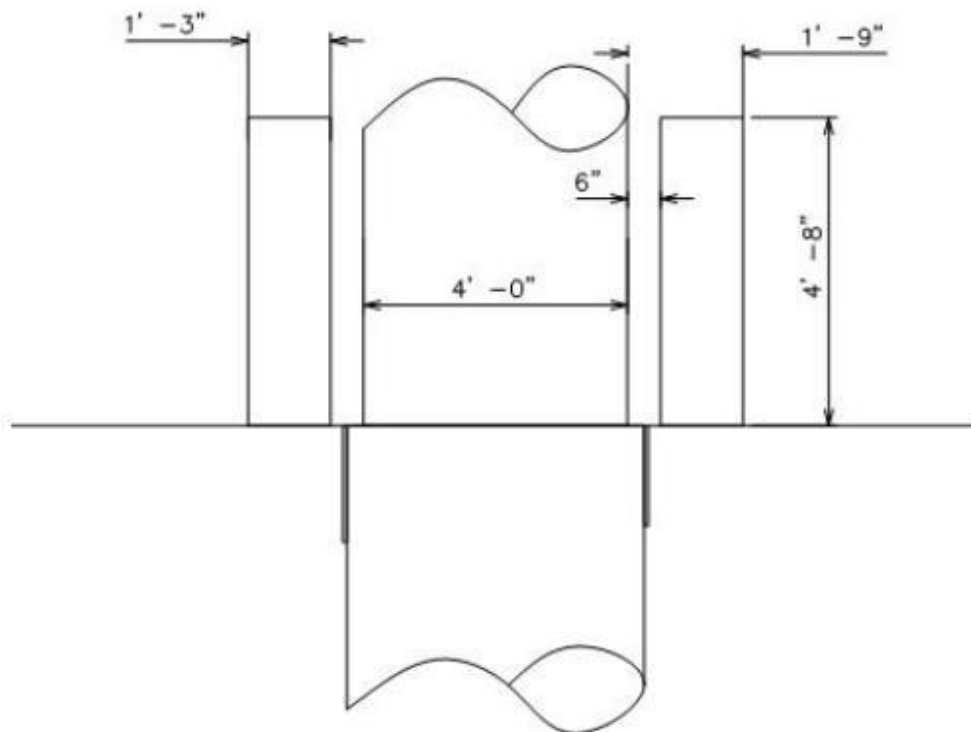
FHWA (NHS > \$50 million & All Interstate)

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:

The Carolina Crossroads Phase 3C Project consists of all work necessary to complete the design and reconstruction of I-20 bridges over the Saluda River and CSX Railroad, along with associated I-20 widening between US-378 and Bush River Road (S-273) in Lexington County. Work will include design and construction of interstate widening, riverine bridges, railroad bridges, retaining walls, noise barrier wall, and related roadway appurtenances. This design exception would allow narrow shoulders at very limited locations (spot locations) to accommodate overhead sign supports that are constructed within the shoulder areas. Due to the location of the overhead structure support, the variance would be allowed in the inside shoulder. I-20 is a multilane interstate that uses concrete barrier to divide the directions of travel. The existing inside shoulder width along this route is approximately 4.75'. The proposed inside shoulder width is 12' along I-20. The minimum inside shoulder width for interstates with 3 or more lanes is 10'. Assuming an overhead sign structure foundation diameter of 4', the resulting inside shoulder width would be reduced to 9'-5". This design exception will allow shoulder width reductions at spot locations to be reduced to a minimum of 9'-5".



### **Justification for Design Exception**

The design exception is requested to allow spot locations where the shoulder would be less than AASHTO requirements (approximately 9'-5" at a minimum) 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 SCDOT Traffic Safety office in October 2019 as part of CCR Phase 2 and found no substantial increase in crash volumes between a 10' shoulder and 9' shoulder in either 5-lane or 4-lane sections. See Appendix A for Traffic Engineering Safety Review report.

### **Describe Steps to Eliminate Design Exception (include Costs):**

To provide a 10' inside shoulder (AASHTO minimum), the crown point of I-20 in both directions would need to be shifted approximately 7" at spot locations. This would then result in deflections of the horizontal alignment and introduce curves or tapers into the mainline geometry which is undesirable. Other strategies such as reduction in lane width to provide shoulder width was ruled out due to the traffic volume and truck percentage. Providing 12' lanes on the interstates is more desirable than narrowing the lane widths. Costs associated with the elimination of the design exception are negligible, however, this design exception follows project precedence with Phase 1 and Phase 2 where inside shoulder width design exceptions were approved and provides consistent application of shoulder width treatments throughout the entire Carolina Crossroads program.

### **How will future Construction Impact Design Exception:**

The proposed shoulder width design exception will maintain a consistent inside shoulder width for future widening and would not restrict future construction along the corridor.

# APPENDIX A

October 14, 2019

***TRAFFIC ENGINEERING SAFETY REVIEW***

**FROM:** State Traffic Safety Engineer Smith

**TO:** Christopher Lacy

**SUBJECT:** Carolina Crossroads Project  
Project ID P027662

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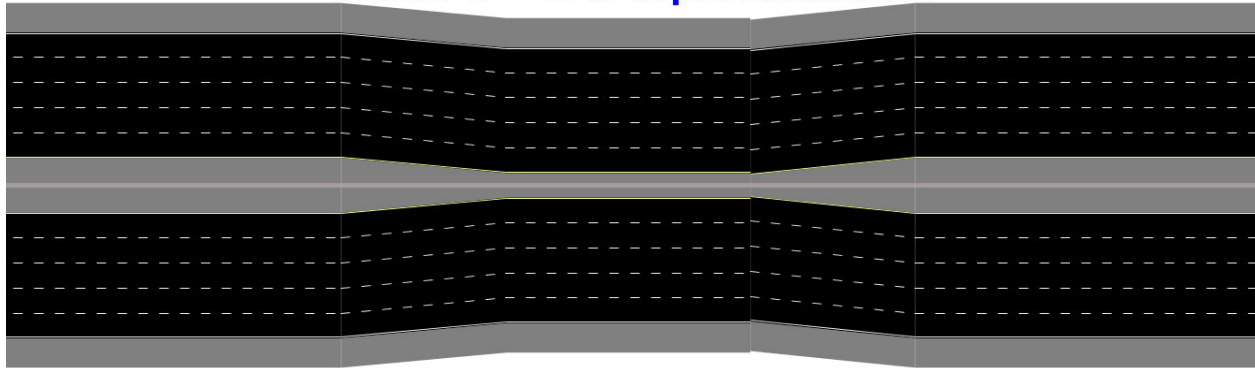
**Safety Comments**

The Traffic Safety Office has completed an analysis of predicted crashes in regards to reduced shoulder widths at point locations along the interstate corridors that comprise the Carolina Crossroads project. The analysis was conducted to provide data driven decisions regarding the safety impacts for various inside shoulder widths at interchanges and overpasses where guidance may be needed to save or replace existing structures.

As Carolina Crossroads is proceeding as a design build project, exact design elements and geometrics are not currently known, but a high level alternatives analysis using the IHSDM software could be conducted to determine impacts. A reduced inside shoulder width at a bridge was considered to be a 'point' along the corridor. It is understood that trying to determine the exact predicted crash rate at a single point along a corridor will not yield accurate results, and should only be used as a guide to review the trends as variables are changed. The results are not considered a full predicted analysis and lack the full input of data to complete a project specific HSM analysis. Additionally, results are for internal SCDOT use only in relation to this project and analysis only. These results should not be used to solely justify decisions on this project, or any project, without full review of all contextual elements involved within.

In order to complete the requested review, a sample interstate corridor similar to the proposed cross sections provided with the request was modeled. This sample model consisted of a 0.25 mile section of 4-lane interstate and 5-lane interstate. Projected AADT's were input as 90,000 and 100,000 VPD in the years 2020 and 2040 for the 4-lane section; along with 120,000 and 130,000 VPD for the 5-lane section. In order to get a baseline prediction of crashes for comparison, a maximum straight shoulder width of 12' was used to estimate a total number of crashes over a ten year period for the given conditions of each theoretical corridor. Subsequent crash totals were modeled by reducing the inside shoulder width for a section of the corridor to estimate the effects of a narrower inside shoulder at a point on the interstate due to interchange bridge piers and or barriers. The reduced shoulder widths were modeled for a length of approximately 225', of which 95' was the length of the fully reduced width, along with variable widths before and after this reduced width due to the leading and trailing tapers. These taper lengths started from a full 12' width shoulder, and tapered for a length of approximately 65'. The reduced shoulder widths that were sampled are as follows; 4.75', 6', 7', 8', 9', 9.75', 10', & 11' and are shown in the table below. Also shown is a sample plan view produced from the IHSDM software.

### 5-lane 12'-4.75' taper shoulders



Results from the Crash Prediction Module\* of the IHSDM are as follows\*\*:

| 5-Lane Interstate Corridor       |                  |      |      |      |      |                  |                  |      |                                    |
|----------------------------------|------------------|------|------|------|------|------------------|------------------|------|------------------------------------|
| Reduced Shoulder Width at Bridge | 4.75' (Existing) | 6.0' | 7.0' | 8.0' | 9.0' | 9.75' (Proposed) | 10.0' (Required) | 11'  | 12' No reduction in shoulder width |
| Total Crashes (10 years)         | 70.9             | 70.7 | 70.6 | 70.5 | 70.4 | 70.3             | 70.2             | 70.1 | 69.9                               |

| 4-Lane Interstate Corridor       |                  |      |      |      |      |                  |                  |      |                 |
|----------------------------------|------------------|------|------|------|------|------------------|------------------|------|-----------------|
| Reduced Shoulder Width at Bridge | 4.75' (Existing) | 6.0' | 7.0' | 8.0' | 9.0' | 9.75' (Proposed) | 10.0' (Required) | 11'  | 12' (No change) |
| Total Crashes (10 years)         | 55.8             | 55.6 | 55.5 | 55.4 | 55.3 | 55.2             | 55.2             | 55.1 | 55.0            |

\*Complete Crash Prediction Module Reports showing further details and additional results are provided with this summary document for further review. \*\*Based on SCDOT calibration and crash distributions

### Summary

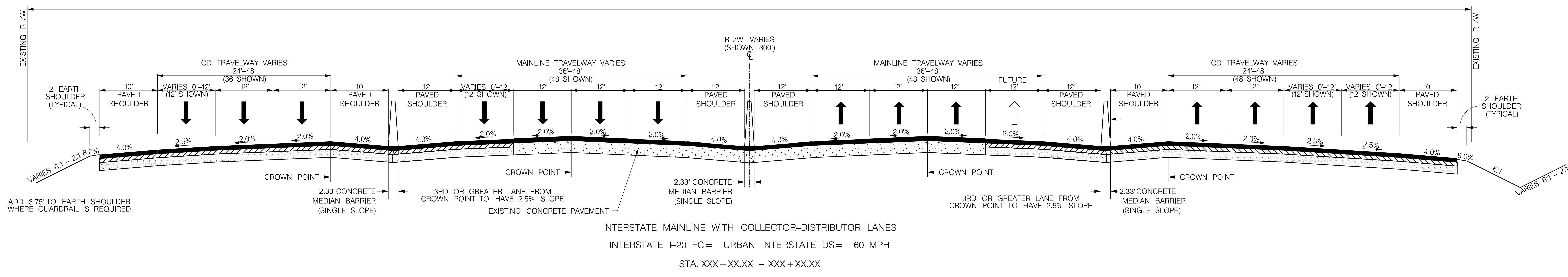
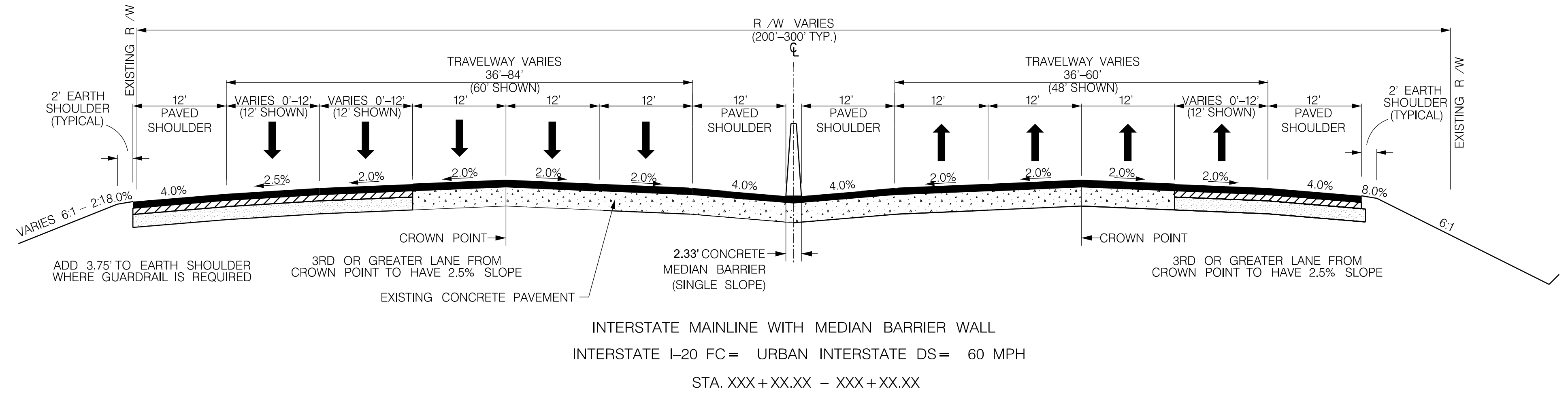
For the conditions outlined above and used in the IHSDM, results predict that there would be approximately 1 additional crash every 10 years in the worst case scenario of reducing the inside shoulder width from 12' to 4.75' for approximately 225'. There was practically no additional crash experience between the proposed 9.75' and minimum required width of 10.0'

Based upon these results with the provided input values, there does not appear to be any adverse safety effects at these point locations due to a reduction in shoulder widths.

Duncan Smith

FOR INFORMATION ONLY

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



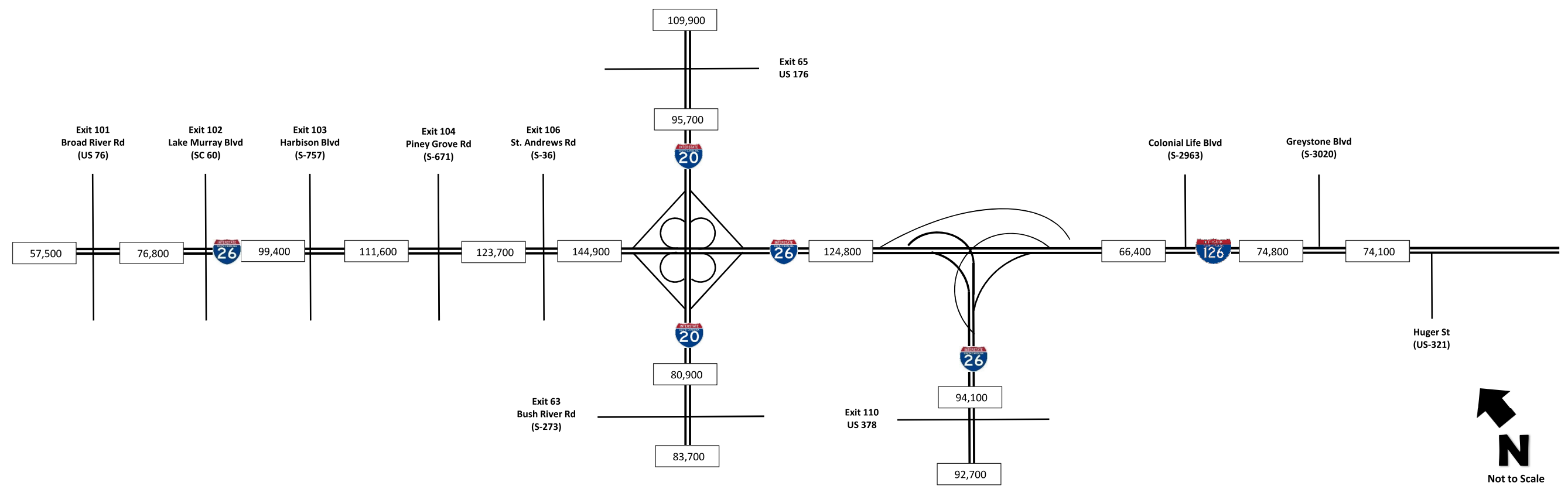
7/8/2020 HDR Engineering, Inc. of the Carolinas Carolina Crossroads\_Typical Sections\_PREFERRED\_AL.T.dgn

|            |           |              |             |                 |   |
|------------|-----------|--------------|-------------|-----------------|---|
| RTE.       |           | DESIGN SPEED |             | PAVEMENT DESIGN | SOUTH CAROLINA<br>DEPARTMENT OF TRANSPORTATION<br>ROAD DESIGN COLUMBIA, S.C.<br><br><b>CAROLINA CROSSROADS</b><br><b>I-26/I-126/I-20</b><br><br><b>TYPICAL SECTIONS</b> |
| MPH        | FROM STA. | TO STA.      |             |                 |   |
|            |           |              | APPROVED BY |                 |   |
|            |           |              | DATE        |                 |   |
| SCALE: NTS |           | RTE.         | DWG. NO.    |                 |   |



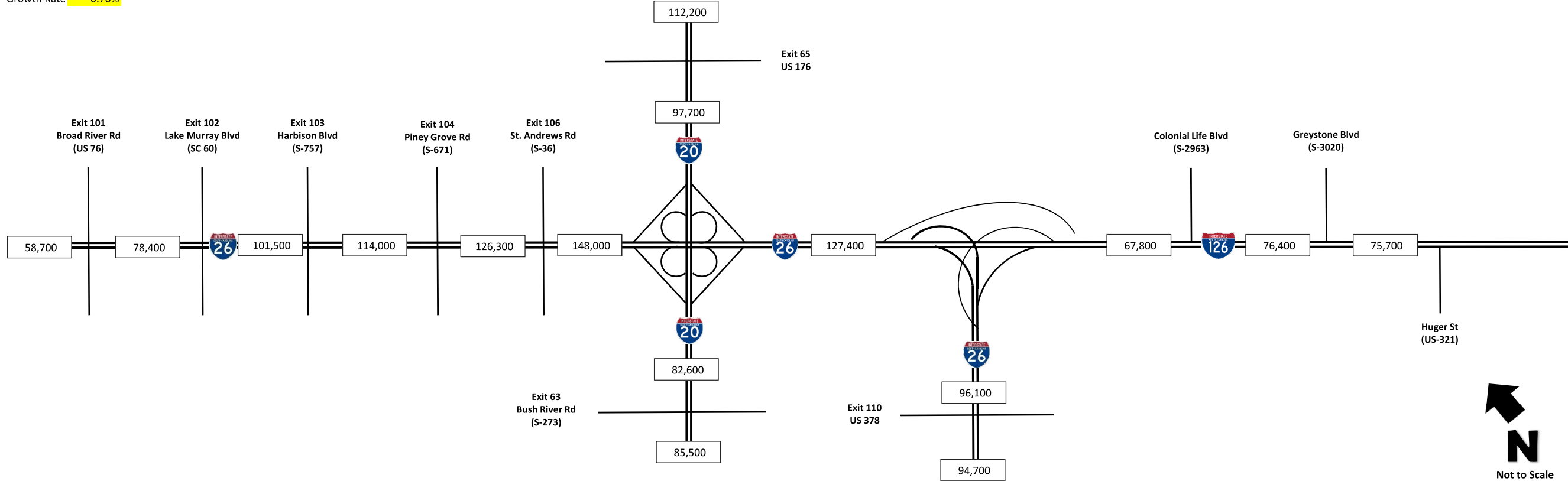
### 2017 FREEWAY SEGMENT AADT

Year **2017**



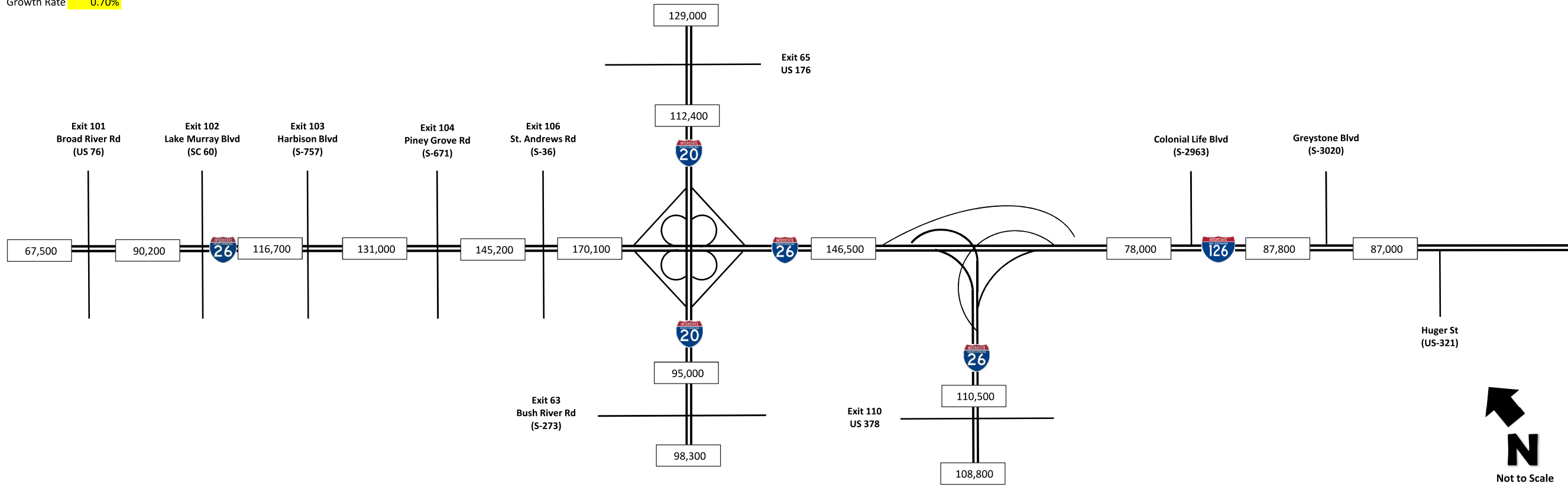
2020 ESTIMATED FREEWAY SEGMENT AADT

Design Year 2020  
 Growth Rate 0.70%



2040 ESTIMATED FREEWAY SEGMENT AADT

Design Year 2040  
Growth Rate 0.70%





|      |          |           |           |     |            |    |          |               |                       |              |               |   |   |   |                 |                        |                          |                                 |       |           |     |          |     |    |   |   |                |              |               |       |          |           |              |
|------|----------|-----------|-----------|-----|------------|----|----------|---------------|-----------------------|--------------|---------------|---|---|---|-----------------|------------------------|--------------------------|---------------------------------|-------|-----------|-----|----------|-----|----|---|---|----------------|--------------|---------------|-------|----------|-----------|--------------|
| 5317 | 21455998 | 28-Nov-21 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 62.525 SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 0 | 0 | 0 | No Injury       | Motor Unit (Stopped)   | Rear End                 | Driving too Fast for Conditions | 7:15  | Monday    | Dry | Daylight | No  | No | 3 | 0 | US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 100 W | 34.02324 | -81.1311  | 32010002000E |
| 1107 | 23272289 | 12-Sep-23 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 62.665 SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 0 | 0 | 0 | No Injury       | Motor Unit (Stopped)   | Rear End                 | Driving too Fast for Conditions | 8:15  | Tuesday   | Dry | Daylight | No  | No | 2 | 0 | US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 80 W  | 34.02468 | -81.12938 | 32010002000E |
| 4844 | 21532348 | 18-Apr-21 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 62.796 SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 0 | 0 | 0 | No Injury       | Motor Unit (Stopped)   | Rear End                 | Driving too Fast for Conditions | 22:50 | Friday    | Dry | Night    | No  | No | 2 | 0 | US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 100 E | 34.02603 | -81.12777 | 32010002000E |
| 5541 | 21289111 | 26-Oct-21 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 62.829 SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 0 | 0 | 0 | No Injury       | Motor Unit (Stopped)   | Rear End                 | Driving too Fast for Conditions | 17:10 | Tuesday   | Dry | Daylight | No  | No | 2 | 0 | US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 50 W  | 34.02637 | -81.12736 | 32010002000E |
| 1562 | 23249958 | 12-Jun-23 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 62.875 SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 0 | 0 | 0 | No Injury       | Motor Unit (Stopped)   | Rear End                 | Driving too Fast for Conditions | 17:30 | Monday    | Dry | Daylight | No  | No | 3 | 0 | US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 50 W  | 34.02685 | -81.1268  | 32010002000E |
| 1779 | 23235799 | 14-May-23 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 62.881 SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 0 | 0 | 0 | No Injury       | Motor Unit (Stopped)   | Rear End                 | Driving too Fast for Conditions | 7:40  | Thursday  | Dry | Daylight | No  | No | 2 | 0 | US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 87 E  | 34.02691 | -81.12673 | 32010002000E |
| 1781 | 23235797 | 14-May-23 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 62.884 SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 0 | 0 | 0 | No Injury       | Motor Unit (Stopped)   | Rear End                 | Driving too Fast for Conditions | 7:55  | Wednesday | Dry | Daylight | No  | No | 2 | 0 | US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 54 E  | 34.02684 | -81.12669 | 32010002000E |
| 1961 | 23235583 | 24-Mar-23 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 62.896 SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 0 | 0 | 0 | No Injury       | Motor Unit (Stopped)   | Rear End                 | Driving too Fast for Conditions | 17:05 | Friday    | Dry | Daylight | No  | No | 3 | 0 | US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 100 E | 34.02707 | -81.12655 | 32010002000E |
| 758  | 23300311 | 8-Nov-23  | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 62.927 SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 0 | 0 | 1 | Possible Injury | Motor Unit (Stopped)   | Rear End                 | Driving too Fast for Conditions | 7:20  | Wednesday | Dry | Daylight | No  | No | 2 | 0 | US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 48 W  | 34.02739 | -81.12617 | 32010002000E |
| 3110 | 22294588 | 19-Nov-22 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 62.98 SECONDARY ROAD  | 273 MAINLINE | BUSH RIVER RD | 0 | 0 | 0 | No Injury       | Motor Unit (Stopped)   | Rear End                 | Driving too Fast for Conditions | 12:45 | Saturday  | Dry | Daylight | No  | No | 2 | 0 | US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 40 E  | 34.02795 | -81.12554 | 32010002000E |
| 3710 | 22256144 | 6-Nov-22  | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 62.982 SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 0 | 0 | 2 | Minor Injury    | Motor Unit (Stopped)   | Rear End                 | Driving too Fast for Conditions | 15:45 | Sunday    | Wet | Daylight | No  | No | 3 | 0 | US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 18 E  | 34.02798 | -81.12552 | 32010002000E |
| 3106 | 22295287 | 21-Nov-22 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 62.983 SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 0 | 0 | 2 | Possible Injury | Motor Unit (Stopped)   | Rear End                 | Driving too Fast for Conditions | 17:09 | Monday    | Dry | Night    | No  | No | 2 | 0 | US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 40 W  | 34.02809 | -81.12539 | 32010002000E |
| 4209 | 22225439 | 30-Mar-22 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 63.058 SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 0 | 0 | 0 | No Injury       | Motor Unit (Stopped)   | Rear End                 | Driving too Fast for Conditions | 17:00 | Wednesday | Dry | Daylight | No  | No | 2 | 0 | US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 20 W  | 34.02877 | -81.1246  | 32010002000E |
| 3339 | 22280787 | 18-Oct-22 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 63.086 SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 0 | 0 | 0 | No Injury       | Motor Unit (Stopped)   | Rear End                 | Driving too Fast for Conditions | 7:50  | Tuesday   | Dry | Daylight | No  | No | 2 | 0 | US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 25 W  | 34.02906 | -81.12426 | 32010002000E |
| 1909 | 23225847 | 28-Mar-23 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 63.118 SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 0 | 0 | 0 | No Injury       | Motor Unit (Stopped)   | Rear End                 | Driving too Fast for Conditions | 7:55  | Tuesday   | Dry | Daylight | No  | No | 2 | 0 | US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 25 W  | 34.02939 | -81.12387 | 32010002000E |
| 4466 | 2229162  | 26-Jan-22 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 62.487 SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 0 | 0 | 1 | Possible Injury | Motor Unit (Stopped)   | Sideways, Same Direction | Driving too Fast for Conditions | 17:25 | Wednesday | Dry | Daylight | No  | No | 3 | 0 | US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 102 W | 34.02285 | -81.13156 | 32010002000E |
| 1806 | 23234788 | 28-Mar-23 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 62.958 SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 0 | 0 | 0 | No Injury       | Motor Unit (Stopped)   | Sideways, Same Direction | Driving too Fast for Conditions | 9:10  | Wednesday | Dry | Daylight | No  | No | 2 | 0 | US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 50 W  | 34.02772 | -81.1258  | 32010002000E |
| 5435 | 21294552 | 11-Nov-21 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 61.66 US ROUTE        | 378 MAINLINE | SUNSET BLVD   | 0 | 0 | 0 | No Injury       | Other Movable Object   | Non Collision            | Debris                          | 17:20 | Thursday  | Wet | Night    | No  | No | 1 | 0 | SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 52 E  | 34.01441 | -81.14179 | 32010002000E |
| 5663 | 21278881 | 17-Sep-21 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 61.801 US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 0 | 0 | 0 | No Injury       | Other Movable Object   | Non Collision            | Debris                          | 6:15  | Monday    | Dry | Night    | No  | No | 1 | 0 | SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 80 E  | 34.01678 | -81.13871 | 32010002000E |
| 3903 | 22244607 | 25-Jun-22 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 61.98 US ROUTE        | 378 MAINLINE | SUNSET BLVD   | 0 | 0 | 0 | No Injury       | Other Movable Object   | Non Collision            | Debris                          | 11:30 | Saturday  | Dry | Daylight | No  | No | 1 | 0 | SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 100 E | 34.0176  | -81.13775 | 32010002000E |
| 4330 | 22218499 | 7-Mar-22  | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 62.603 US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 0 | 0 | 0 | No Injury       | Other Movable Object   | Non Collision            | Debris                          | 15:45 | Monday    | Dry | Daylight | No  | No | 1 | 0 | SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 94 E  | 34.01784 | -81.13747 | 32010002000E |
| 1066 | 23280271 | 31-Aug-23 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 62.036 US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 0 | 0 | 0 | No Injury       | Other Movable Object   | Non Collision            | Cargo                           | 18:50 | Thursday  | Dry | Daylight | No  | No | 2 | 0 | SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 110 E | 34.01818 | -81.13706 | 32010002000E |
| 5846 | 21267208 | 8-Oct-21  | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 62.152 US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 0 | 0 | 0 | No Injury       | Other Movable Object   | Non Collision            | Debris                          | 6:30  | Friday    | Dry | Night    | No  | No | 1 | 0 | SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 30 W  | 34.01937 | -81.13965 | 32010002000E |
| 6456 | 21291143 | 29-Apr-21 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 62.591 SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 0 | 0 | 0 | No Injury       | Other Movable Object   | Non Collision            | Debris                          | 16:20 | Thursday  | Dry | Daylight | No  | No | 4 | 0 | US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 15 W  | 34.02393 | -81.13303 | 32010002000E |
| 3756 | 22253349 | 8-Jul-22  | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 62.755 SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 0 | 0 | 0 | No Injury       | Other Movable Object   | Non Collision            | Debris                          | 1:00  | Friday    | Dry | Daylight | No  | No | 1 | 0 | US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 69 W  | 34.02561 | -81.12827 | 32010002000E |
| 6283 | 21244084 | 13-Jun-21 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 62.809 SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 0 | 0 | 0 | No Injury       | Other Movable Object   | Non Collision            | Debris                          | 3:17  | Friday    | Wet | Night    | No  | No | 1 | 0 | US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 50 W  | 34.02616 | -81.12781 | 32010002000E |
| 2102 | 23218789 | 15-Feb-23 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 62.888 SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 0 | 0 | 0 | No Injury       | Other Movable Object   | Non Collision            | Debris                          | 22:30 | Wednesday | Dry | Night    | No  | No | 1 | 0 | US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 20 W  | 34.02699 | -81.12664 | 32010002000E |
| 3531 | 22296545 | 27-Aug-22 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 63.009 SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 0 | 0 | 0 | No Injury       | Other Movable Object   | Non Collision            | Other Improper Action           | 17:50 | Saturday  | Dry | Daylight | No  | No | 2 | 0 | US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 9 W   | 34.02827 | -81.1252  | 32010002000E |
| 1711 | 23249269 | 9-May-23  | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 63.021 SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 0 | 0 | 1 | Minor Injury    | Other Movable Object   | Non Collision            | Debris                          | 14:00 | Tuesday   | Dry | Daylight | No  | No | 1 | 0 | US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 37 W  | 34.02859 | -81.12505 | 32010002000E |
| 5392 | 21452113 | 8-Dec-21  | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 62.982 SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 0 | 0 | 2 | Possible Injury | Overturn/Rollover      | Angle 3                  | Driving too Fast for Conditions | 6:35  | Wednesday | Wet | Night    | No  | No | 2 | 0 | US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 20 W  | 34.02798 | -81.12532 | 32010002000E |
| 4197 | 22225940 | 12-Apr-22 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 62.267 US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 0 | 0 | 0 | No Injury       | Ran off Road Right     | Non Collision            | Cargo                           | 12:00 | Tuesday   | Dry | Daylight | No  | No | 1 | 0 | SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 128 E | 34.02057 | -81.13424 | 32010002000E |
| 532  | 23314890 | 26-Dec-23 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 61.816 US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 0 | 0 | 0 | No Injury       | Tree                   | Non Collision            | Driving too Fast for Conditions | 20:03 | Tuesday   | Wet | Night    | No  | No | 1 | 0 | SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 83 W  | 34.01599 | -81.13975 | 32010002000E |
| 4256 | 22222271 | 13-May-22 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 61.825 US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 0 | 0 | 0 | No Injury       | Tree                   | Non Collision            | Steering                        | 16:25 | Sunday    | Dry | Daylight | Yes | No | 1 | 0 | SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 100 W | 34.01599 | -81.13964 | 32010002000E |
| 1746 | 23237291 | 18-Apr-23 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 61.925 US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 0 | 1 | 1 | Serious Injury  | Tree                   | Non Collision            | Medical Related                 | 17:01 | Tuesday   | Dry | Daylight | No  | No | 1 | 0 | SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 11 E  | 34.01703 | -81.13842 | 32010002000E |
| 5194 | 21463033 | 19-Dec-21 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 61.98 US ROUTE        | 378 MAINLINE | SUNSET BLVD   | 0 | 0 | 0 | No Injury       | Tree                   | Non Collision            | Driving too Fast for Conditions | 5:01  | Sunday    | Wet | Daylight | No  | No | 1 | 0 | SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 100 E | 34.0176  | -81.13775 | 32010002000E |
| 6231 | 21247840 | 11-Jun-21 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 62.404 SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 0 | 0 | 0 | No Injury       | Tree                   | Non Collision            | Obstruction                     | 4:15  | Friday    | Wet | Night    | No  | No | 1 | 0 | US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 100 E | 34.02199 | -81.13257 | 32010002000E |
| 6207 | 21248813 | 11-Jun-21 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 62.765 SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 0 | 0 | 1 | Possible Injury | Tree                   | Non Collision            | Obstruction in Roadway          | 3:15  | Friday    | Dry | Night    | No  | No | 1 | 0 | US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 30 E  | 34.02571 | -81.12815 | 32010002000E |
| 5171 | 21463954 | 20-Dec-21 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 61.98 US ROUTE        | 378 MAINLINE | SUNSET BLVD   | 0 | 0 | 2 | Possible Injury | Tree                   | Rear End                 | Driving too Fast for Conditions | 12:00 | Wednesday | Dry | Daylight | Yes | No | 4 | 0 | SECONDARY ROAD | 273 MAINLINE | BUSH RIVER RD | 8 W   | 34.0176  | -81.13775 | 32010002000E |
| 3273 | 22284510 | 23-Oct-22 | LEXINGTON | k20 | INTERSTATE | 20 | MAINLINE | INTERSTATE 20 | 62.88 SECONDARY ROAD  | 273 MAINLINE | BUSH RIVER RD | 0 | 0 | 0 | No Injury       | Unknown Movable Object | Non Collision            | Other (vehicle defect)          | 22:00 | Sunday    | Dry | Night    | No  | No | 2 | 0 | US ROUTE       | 378 MAINLINE | SUNSET BLVD   | 100 E | 34.02795 | -81.12554 | 32010002000E |