I–265/I–64 INTERCHANGE
RECONSTRUCTION (5–549.00)
PROJECT SAFETY ANALYSIS

CRASH TYPE
- REAR END
- HEAD ON
- ANGLE
- SIDESWIPE; SIDE DIRECTION
- SIDESWIPE; OPPOSITE DIRECTION
- OUT OF CONTROL
- FIXED OBJECT
- TURNED
- BACKING

SURFACE CONDITION
- DRY/CLEAR
- DARK NO LIGHTS
- INJURY
- WET
- DARK WITH STREET LIGHT
- FATAL
- SNOW/ICY
- DAYLIGHT/DUSK

SAFETY PERFORMANCE COMPARISON

<table>
<thead>
<tr>
<th>ALIGNMENT</th>
<th>ALTERNATIVE 1</th>
<th>ALTERNATIVE 1A</th>
<th>ALTERNATIVE 3</th>
<th>ALTERNATIVE 3B</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-64</td>
<td>16.3%</td>
<td>17.0%</td>
<td>10.6%</td>
<td>16.0%</td>
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<tr>
<td>I-265</td>
<td>12.3%</td>
<td>12.7%</td>
<td>13.7%</td>
<td>14.0%</td>
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RAMP A
- HIGH
- LOW
- HIGH
- HIGH

RAMP B
- MEDIUM
- MEDIUM
- HIGH
- HIGH

RAMP C
- HIGH
- MEDIUM
- HIGH
- HIGH

RAMP D
- HIGH
- MEDIUM
- HIGH
- HIGH

RAMP E
- HIGH
- MEDIUM
- LOW
- MEDIUM

RAMP F
- LOW
- LOW
- HIGH
- HIGH

RAMP G
- LOW
- LOW
- MEDIUM
- HIGH

RAMP H
- HIGH
- LOW
- MEDIUM
- HIGH

OVERALL
- MEDIUM
- LOW
- MEDIUM
- HIGH

LEGEND

<table>
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<tr>
<th>% REDUCTION IN CRASHES</th>
</tr>
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<tbody>
<tr>
<td>%</td>
</tr>
<tr>
<td>LOW</td>
</tr>
<tr>
<td>MEDIUM</td>
</tr>
<tr>
<td>HIGH</td>
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</tbody>
</table>

HOTSPOT 1:
I-64 EASTBOUND AT HORIZONTAL BIFURCATION SECTION

HOTSPOT 2:
WEAVING SECTION BETWEEN RAMPS H / A AND RAMPS E / H