

Safety Savings - Calculations

| Build Scenario (with the widening)   |  | To be Opened First Full Year of Operations/Benefits (2027)                                             |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |     |    | 2024-2043 |           |
|--------------------------------------|--|--------------------------------------------------------------------------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-----|----|-----------|-----------|
|                                      |  | 33%                                                                                                    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |     |    |           |           |
|                                      |  | 2021                                                                                                   | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 |     |    |           |           |
| Fatalities                           |  | 0                                                                                                      | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | -   | \$ |           |           |
| Injuries                             |  | 1                                                                                                      | 1    | 1    | 1    | 1    | 2    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 27  | \$ |           |           |
| PDO Damaged Vehicles                 |  | 7                                                                                                      | 7    | 7    | 7    | 7    | 16   | 7    | 7    | 7    | 7    | 7    | 7    | 7    | 7    | 7    | 7    | 7    | 7    | 7    | 7    | 7    | 7    | 7    | 7    | 7    | 7    | 174 | \$ |           |           |
|                                      |  |                                                                                                        |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |     |    | \$        | 6,019,766 |
| No-Build Scenario (without widening) |  | Assumed to conservatively continue at the average levels in the corridor segment over the last 5 years |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |     |    |           |           |
|                                      |  | 2021                                                                                                   | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 |     |    |           |           |
| Fatalities                           |  | 0                                                                                                      | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | -   | \$ |           |           |
| Injuries                             |  | 3                                                                                                      | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 77  | \$ |           |           |
| PDO Damaged Vehicles                 |  | 21                                                                                                     | 21   | 21   | 21   | 21   | 21   | 21   | 21   | 21   | 21   | 21   | 21   | 21   | 21   | 21   | 21   | 21   | 21   | 21   | 21   | 21   | 21   | 21   | 21   | 21   | 21   | 504 | \$ |           |           |

Corridor Crash-related Historical Summary

|           | Fatalities | Injuries | PDO Damaged Vehicles |
|-----------|------------|----------|----------------------|
| 2016      | 0          | 6        | 19                   |
| 2017      | 0          | 1        | 29                   |
| 2018      | 0          | 1        | 32                   |
| 2019      | 0          | 5        | 17                   |
| 2020      | 3          | 3        | 12                   |
| 5-yr Sum  | 0          | 16       | 105                  |
| 5-yr Avg. | 0          | 3        | 21                   |

Source: Signal Four Analytics, June 2021

|           | Fatality Crashes | Injury Crashes | PDO Crashes |
|-----------|------------------|----------------|-------------|
| 2016      | 0                | 5              | 9           |
| 2017      | 0                | 1              | 13          |
| 2018      | 0                | 1              | 17          |
| 2019      | 0                | 4              | 9           |
| 2020      | 0                | 2              | 8           |
| 5-yr Sum  | 0                | 13             | 54          |
| 5-yr Avg. | 0                | 3              | 11          |

Crash Modification Factor

CMF 

0.341

CMF ID 7566 CMF for all crashes for conversion of urban and rural two-lane roadways to four-lane divided roadways