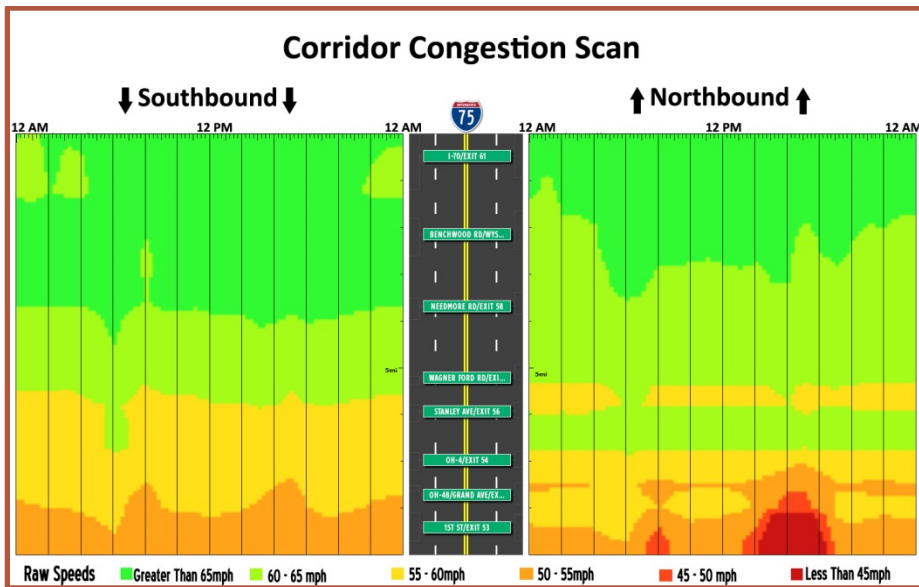
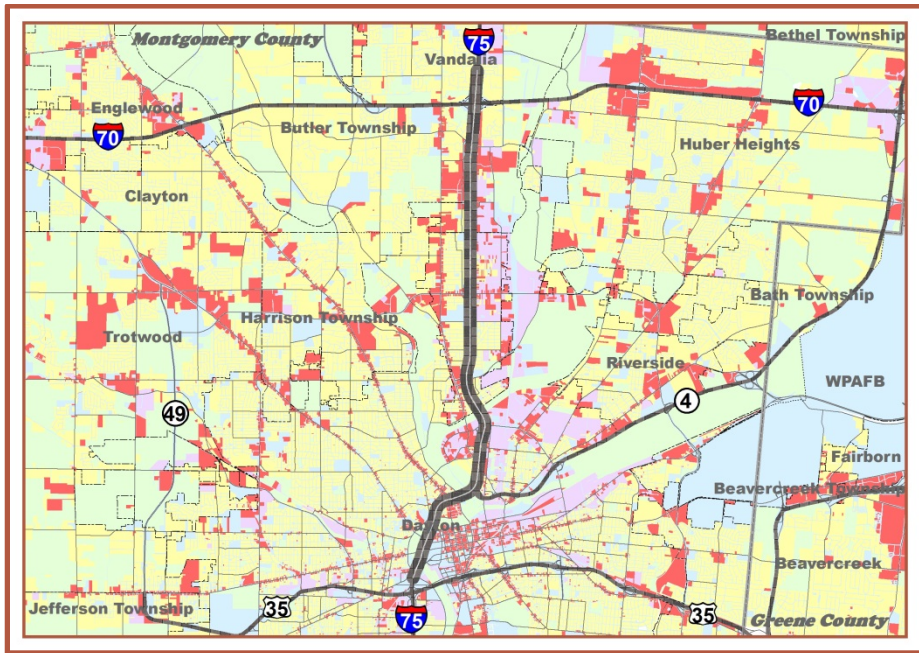


Figure 2.7 — Corridor 4: I-75- US 35 to I-70



Profile & Statistics

Corridor Profile		
Length	8.96 miles	
Functional Class	Interstate	
Access Control	Limited	
Lanes	6 - 8	
Intelligent Transportation Systems	Designated Corridor? Yes ITS Deployment: Radios, Cameras, Dynamic Message Sign	
Served by Transit?	Yes – Express Routes 1A and 5; GDRTA Route 42	
Part of National Freight Network?	Yes	
Intermodal Connector / Facility	Yes – Wright Stop Plaza Transit Center	
Corridor Summary Data		
Daily Volume: 2010/2040 (est.)	95,400	127,300
Truck Volume: 2010/2040 (est.)	14,000	25,200
Posted Speed	55 mph – 65 mph	
Average Speed (AM Peak Hour: 7-8AM)	62.3 mph	
Average Speed (PM Peak Hour: 4-5PM)	61.3 mph	
V/C Ratio: 2010/2040 (est.) – AM Peak	0.93	0.99
V/C Ratio: 2010/2040 (est.) – PM Peak	0.93	0.99
Travel Time Index (2013 – Peak Hours)	1.00	
Cost of Vehicle Delay (2013)	\$3,235,927	
Total Crash / Crash Rate (2011-2013)	974 crashes	0.93 per MVMT

Other Corridor Characteristics

- This corridor is a densely populated urban corridor connecting high density residential areas in Dayton with its downtown and surrounded by significant industrial, retail and office commercial uses.
- This corridor carries one of the highest percentage of truck traffic in the Region and is a significant thoroughfare for freight movement.
- The southern portion of this corridor, south of SR 4, is currently undergoing widening and reconfiguration as part of Phase 2 of the downtown subcorridor reconstruction project.