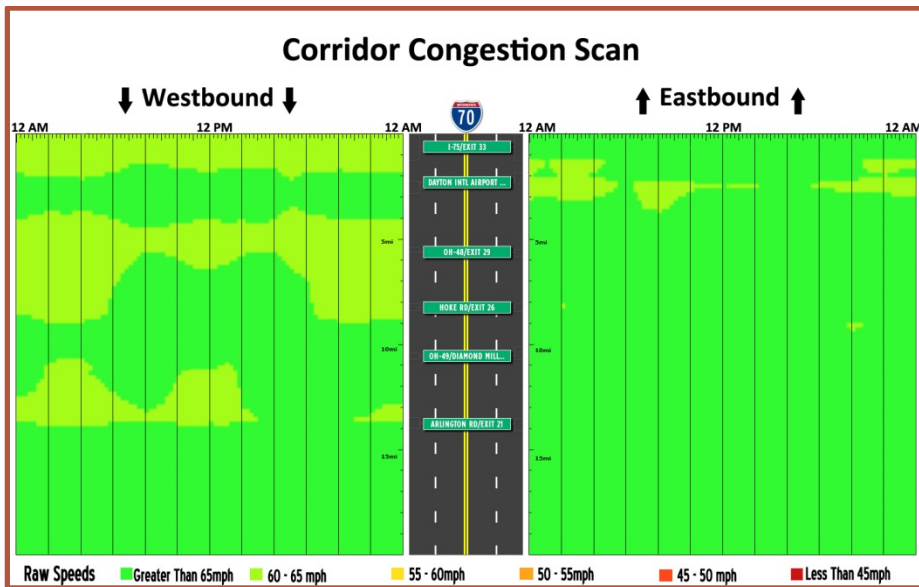
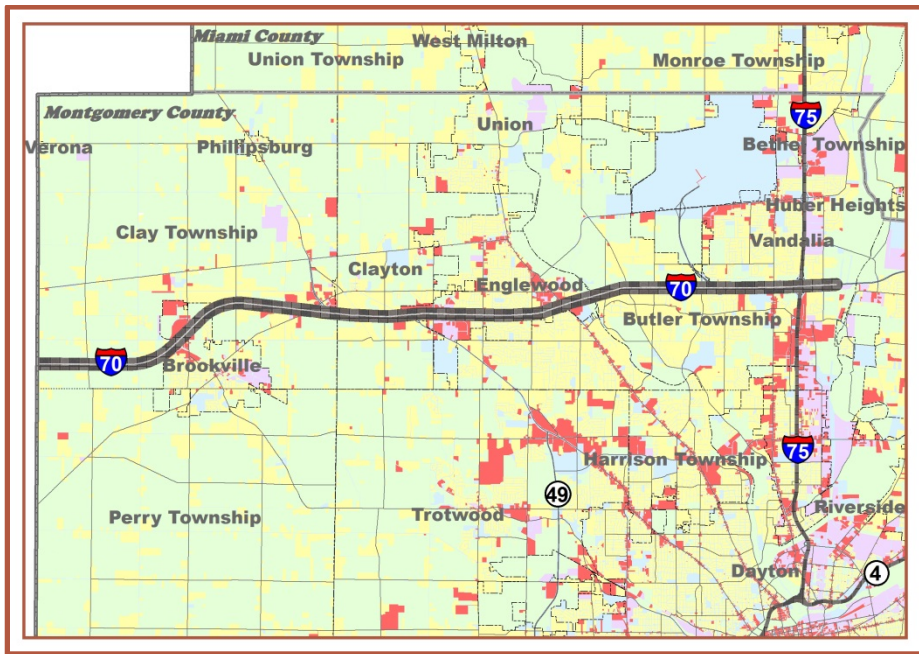


Figure 2.5 — Corridor 2: I-70- West of I-75



Profile & Statistics

Corridor Profile		
Length	16.98 miles	
Functional Class	Interstate	
Access Control	Limited	
Lanes	4	
Intelligent Transportation Systems	Designated Corridor? Yes, partial – East of SR 49 North ITS Deployment: Highway Advisory Radio, Camera, Dynamic Message Sign	
Served by Transit?	Yes – GDRTA Route 40 (Partial)	
Part of the National Freight Network?	Yes	
Intermodal Connector/Facility	Yes; Dayton International Airport	
Corridor Summary Data		
Daily Volume: 2010/2040 (est.)	49,400	77,200
Truck Volume: 2010/2040 (est.)	17,200	26,200
Posted Speed	65 mph – 70 mph	
Average Speed (AM Peak Hour: 7-8AM)	65.9 mph	
Average Speed (PM Peak Hour: 4-5PM)	66.1 mph	
V/C Ratio: 2010/2040 (est.) – AM Peak	0.63	0.90
V/C Ratio: 2010/2040 (est.) – PM Peak	0.66	0.95
Travel Time Index (2013 – Peak Hours)	0.98	
Cost of Vehicle Delay (2013)	\$3,038,931	
Total Crash / Crash Rate (2011-2013)	710 crashes	0.77 per MVMT

Other Corridor Characteristics

- The I-70 Corridor, west of I-75, progresses from an urban to mostly a rural corridor surrounded by low intensity commercial, residential and open space/agriculture being the primary use.
- This corridor carries one of the highest percentage of truck traffic in the Region and is a significant thoroughfare for freight movement.
- Widening of the corridor between Airport Access Road and SR 48 is currently under construction.