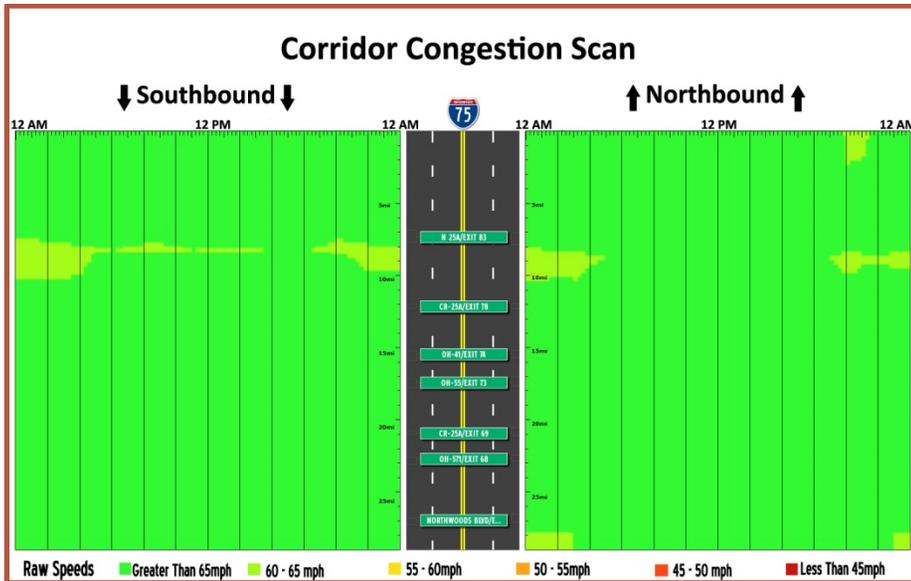
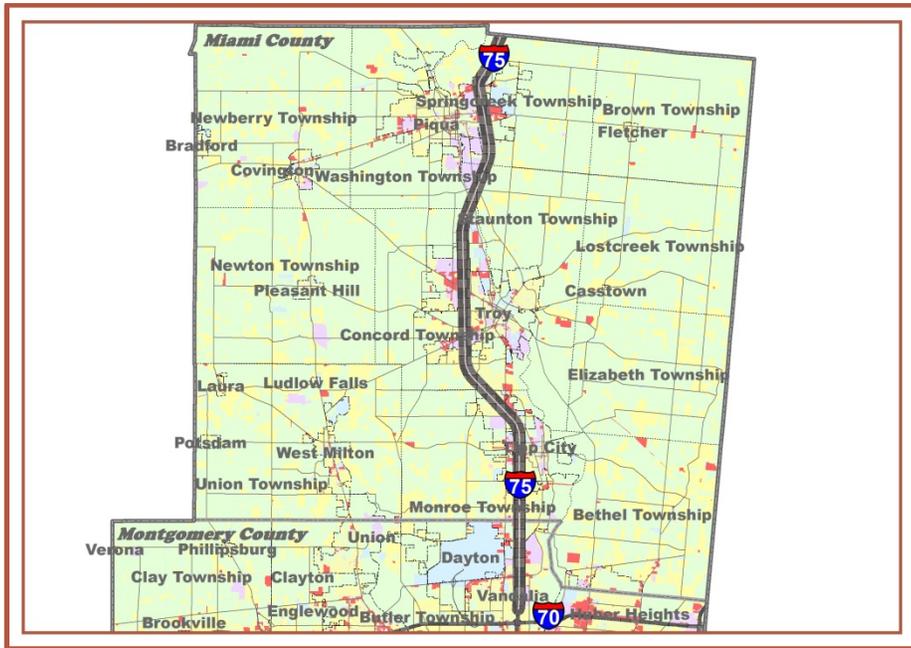


Figure 2.6 — Corridor 3: I-75- North of I-70



Profile & Statistics

Corridor Profile		
Length	23.38 miles	
Functional Class	Interstate	
Access Control	Limited	
Lanes	4-6	
Intelligent Transportation Systems	Designated Corridor? Yes, partial – South of Tipp City ITS Deployment: Highway Advisory Radio, Cameras, Dynamic Message Sign	
Served by Transit?	No	
Part of the National Freight Network?	Yes	
Intermodal Connector / Facility	No	
Corridor Summary Data		
Daily Volume: 2010/2040 (est.)	54,500	105,000
Truck Volume: 2010/2040 (est.)	12,100	21,100
Posted Speed	65 mph – 70 mph	
Average Speed (AM Peak Hour: 7-8AM)	67.2 mph	
Average Speed (PM Peak Hour: 4-5PM)	67.2 mph	
V/C Ratio: 2010/2040 (est.) – AM Peak	0.64	0.91
V/C Ratio: 2010/2040 (est.) – PM Peak	0.71	1.01
Travel Time Index (2013 – Peak Hours)	0.96	
Cost of Vehicle Delay (2013)	\$3,341,495	
Total Crash / Crash Rate (2011-2013)	1,037 crashes	0.75 per MVMT

Other Corridor Characteristics

- The I-75 corridor, north of I-70, is a suburban/rural corridor that connects a number of significant industrial destinations along with low intensity residential and agricultural/open space uses.
- This corridor carries one of the highest percentage of truck traffic in the Region and is a significant thoroughfare for freight movement.
- Some of the recent highway projects completed along this stretch include modification and reconfiguration of the I-70/I-75 interchange.